Shop Manual

CEBM008300



530M

DUMP TRUCK

SERIAL NUMBERS **530M** **A30002 thru A30038**

KOMATSU®

MidWestTech | Komatsu 530M Dump Truck Service Manual | Publication CEBM008300

Order the manual at mid-west-tech.com >

TABLE OF CONTENTS

SUBJECT	SECTION
GENERAL INFORMATION	A
STRUCTURES	B
ENGINE, FUEL, COOLING AND AIR CLEANER	C
ELECTRIC SYSTEM (24 VDC. NON-PROPULSION)	D
TRANSMISSION AND TORQUE CONVERTER	F
DRIVE AXLE, SPINDLES AND WHEELS	G
SUSPENSIONS	H
BRAKE CIRCUIT	J
AIR SYSTEM (NO AIR SYSTEM ON THIS TRUCK)	K
HYDRAULIC SYSTEM	L
OPTIONS AND SPECIAL TOOLS	M
OPERATOR'S CAB	N
LUBRICATION AND SERVICE	P
ALPHABETICAL INDEX	Q
SYSTEM SCHEMATICS	R

MidWestTech | Komatsu 530M Dump Truck Service Manual | Publication CEBM008300 Order the manual at mid-west-tech.com >

E0C2: MACHINE SELECT INFORMATION FAILURE

1. Check whether PMC also detects fault E0C1.

Yes. Refer to troubleshooting fault code E0C1 (PMC).

No. Check whether T/M controller detects b014.

Yes. Refer to b014 fault code, Transmission Controller troubleshooting.

No. Check whether Electronic display panel detects A018.

Yes. Turn key off, return to the first step, and check again.

2. If the result is the same as before, change T/M controller.

No. Turn key off, return to the first step, and check again.

3. If the result is the same as before, change PMC.

E0C3: VEHICLE SPEED INFORMATION FAILURE

1. Check whether PMC detects E0C1 also.

Yes. Refer to fault code E0C1 (PMC) troubleshooting.

2. If the optional Suspension Controller is installed on the truck:

No. Check whether Suspension Controller detects d0C3.

Yes. Turn key off, return to the first step, and check again.

3. If the result is the same as before, replace Electronic Display Panel.

No. Turn key off, return to the first step, and check again.

4. If the result is the same as before, change PMC.

5. If the optional Suspension Controller is not installed on the truck:

No. Turn key off, return to the first step, and check again.

6. If the result is the same as before, change Electronic display panel.

7. Check whether PMC still detects E0C3.

Yes. Turn key off, return to the first step, and check again.

8. If the result is the same as before, change PMC.

No. The fault is recovered.

MidWestTech | Komatsu 530M Dump Truck Service Manual | Publication CEBM008300 Order the manual at mid-west-tech.com >

F-20: Sensor Power Fault

A common failure point can be the connector on the suspension pressure sensors. These connectors take a lot of abuse from pressure washing and occasionally short circuit or develop floating voltages from water and dirt intrusion. The quickest way to fix these problems is to disconnect the two halves and blow out any debris and clean the contacts. The process of disconnecting and re-inserting a connector often clears up many problems. If a problem persists, check the crimps on the terminals for intermittent connection due to vibration and wear.

On the 930E's, the most common cause for sensor power faults is a short in the harness coming from the back of the cab to the Aux/Junction box. This harness contains a splice for sensor power. This splice is approximately 305 mm (12 in.) from the connector and is exposed to vibration and dirt from the left tire. It may be possible to locate this splice and repair it. A single wire for circuit 39F carries 18v from the payload meter to the splice, where it branches out for each sensor.

The 39F circuit from PLM II™ is over-current protected. If this circuit is shorted to ground, the payload meter will automatically shut off the 18v supply. This will cause the payload meter to register faults for all the sensors.

In general, check the voltages at the sensors. It may be possible to disconnect each sensor in the junction box to see where the short may be. If disconnecting all the sensors does not clear the fault, it is likely that the problem lies within the harness from the back of the cab to the control cabinet.

Refer to the following page for the fault tree diagram.

MidWestTech | Komatsu 530M Dump Truck Service Manual | Publication CEBM008300 Order the manual at mid-west-tech.com >

Injectors (SL-1 Series " H")

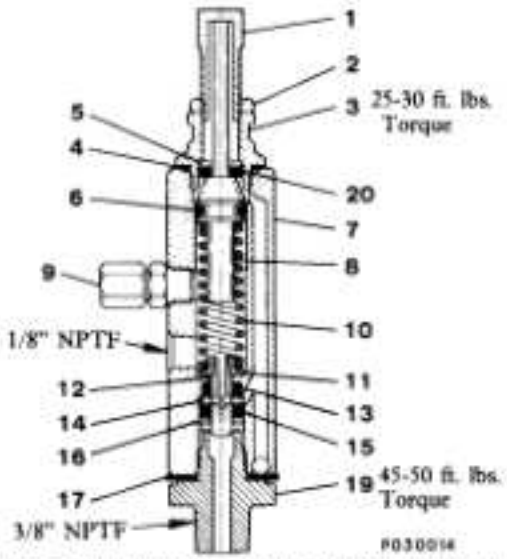


FIGURE 3-4. TYPE SL-1 INJECTOR (SINGLE)

1. Adjusting Screw
2. Locknut
3. Piston Stop Plug
4. Gasket
5. Washer
6. Viton O-Ring
7. Injector Body Assy.
8. Piston Assembly
9. Fitting Assembly
10. Plunger Spring
11. Spring Seat
12. Plunger
13. Viton Packing
14. Inlet Disc
15. Viton Packing
16. Washer
17. Gasket
18. Adapter Bolt
19. Adapter
20. Viton Packing

NOTE: The Piston Assembly (8) has a visible indicator pin at the top of the assembly to verify the injector o

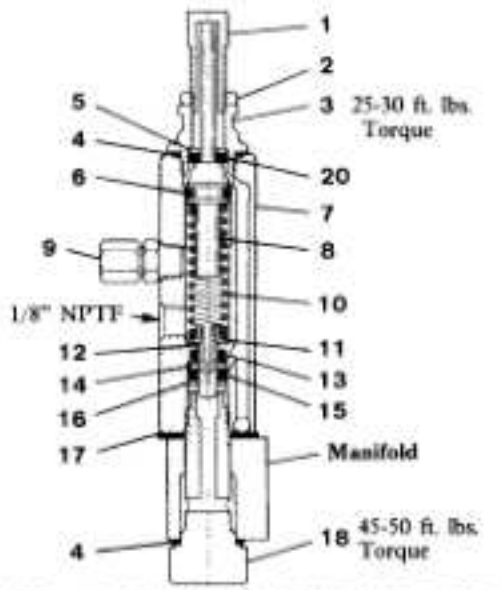


FIGURE 3-4A. INJECTOR (MANIFOLD TYPE)

Injector Specifications

a. Each lube injector services only one grease point. In case of pump malfunction, each injector is equipped with a covered grease fitting to allow the use of external lubricating equipment.

b. Injectors are available in banks of two, three, four and five as well as single replacement units.

c. Injector output is adjustable:
Maximum output = 0.08 in^3 (1.31 cc).
Minimum output = 0.008 in^3 (0.13 cc).

d. Operating Pressure:
Minimum - 1850 psi (12 755 kPa)
Maximum - 3500 psi (24 133 kPa)
Recommended - 2500 psi (17 238 kPa)
Maximum Vent Pressure - (Recharge)
600 psi (4 137 kPa)

Injector Adjustment

The injectors may be adjusted to supply from 0.008 in^3 to 0.08 in^3 (0.13 cc to 1.31 cc) of lubricant per injection cycle. The injector piston travel distance determines the amount of lubricant supplied. This travel is in turn controlled by an adjusting screw in the top of the injector housing.

Turn the adjusting screw (1, Figure 3-4) counterclockwise to increase lubricant amount delivered and clockwise to decrease the lubricant amount.

When the injector is not pressurized, maximum injector delivery volume is attained by turning the adjusting screw (1) fully counterclockwise until the indicating pin (8) just touches the adjusting screw. At the maximum delivery point, about 0.38 inch (9.7 mm) adjusting screw threads should be showing. Decrease the delivered lubricant amount by turning the adjusting screw clockwise to limit injector piston travel. If only half the lubricant is needed, turn the adjusting screw to the point where about 0.19 inch (4.8 mm) threads are showing. The injector will be set at minimum delivery point with about 0.009 inch (0.22 mm) thread showing.

NOTE: The above information concerns adjustment of injector delivery volume. The timer adjustment should also be changed, if overall lubricant delivery is too little or too much. Injector output should NOT be adjusted to less than one-fourth capacity.

MidWestTech | Komatsu 530M Dump Truck Service Manual | Publication CEBM008300 Order the manual at mid-west-tech.com >

CKT#	DESCRIPTION	SHT/ZONE
0	CHASSIS GROUND	2-A4, 3-A6, 4-A6 6-A7, 7-A4, 8-A4 9-A4, 10-A4, 12-A4 13-A4, 14-A4, 15-A7 16-A6, 17-A5, 18-B2 19-A5, 19-A2, 20-B7, 21-A3, 22-A2
1	BATTERY DIRECT POWER (+24V)	1-A1, 5-A5, 9-A5 10-A1, 12-A5, 18-A1 20-B6, 21-A1
2	BATTERY DIRECT POWER (+12V)	1-A2, 20-B6, 21-A2
3	CONTROL POWER (+24V)	2-B3
4	CONTROL POWER (+12V)	2-B3
11	BATT. DISCONNECT POWER (+24V)	2-A5, 13-A2, 15-A1 18-A1, 17-A1
11CL	RELAY BOARD 1	16-B5
11D	LIGHT CONTROL POWER	15-B2
11DL	RELAY BOARD 5	15-A5
11DR	RELAY BOARD 5	15-B5
11F	RELAY BOARD 1	16-B5
11H	HORN SIGNAL	17-B2
11HL	RELAY BOARD 5	15-B5
11HR	RELAY BOARD 5	15-C5
11PS	PRE-LUBE	2-B5
11S	SAFETY SWITCH "ON"	2-B2
11T	RELAY BOARD 1	16-A4
11Z	RELAY BOARD 1	16-C4
12	CONTROL POWER (+24V)	2-D5, 3-A6, 4-D5 5-A5, 6-A4, 7-A2 9-A5, 10-A1, 11-A6 12-A2, 13-A2, 14-A1 16-A1, 17-A1, 18-A1 19-A4
12H	HOIST LIMIT PROX. SW.	10-D1
12PC	SERVICE TOOL CON PORT 12VDC	11-D7
12V	CONTROL POWER (+12V)	2-C4, 19-A1
13	KEYSWITCH "ON" (ACC)	2-C1, 3-D4, 4-C4
13A	SWITCHED BATT POWER (+24V)	14-A1
14R	ALTERNATOR "R" SIGNAL	2-C6, 4-A7, 14-C3
14R1	ALTERNATOR "R" OUTPUT	2-C6
15	KEYSWITCH "ON" (BR)	2-B3
201	VB	4-A3
202	Tx OUT	4-A3
203	Tx IN	4-A3
204	SCK	4-A3
205	LOAD	4-A3
206	COMMON	4-A3
207	RESET	4-A3
21	KEYSWITCH "START" (C)	2-C2
21PS	START SIGNAL (AFTER PRE-LUBE)	2-B6
21PSW	ENGINE OIL PRESS SW.	5-A5
21PT	PRE-LUBE TIMER START	2-C3
21S	KEYSWITCH "START"	2-C2
22B	FAN CLUTCH CONTROL	18-C2
22C	FAN TEMPERATURE SWITCH SIG.	18-C4
24F1	1ST GEAR RANGE FILL SIGNAL	6-D2
24F2	2ND GEAR RANGE FILL SIGNAL	6-D2
24F3	3RD GEAR RANGE FILL SIGNAL	6-D2
24FH	HIGH GEAR RANGE FILL SIGNAL	6-C2
24FL	LOW GEAR RANGE FILL SIGNAL	6-D2
24FLU	L/C FILL SIGNAL	6-C2
24FM	MEDIUM GEAR RANGE FILL SIG.	6-C2
24FR	REVERSE GEAR RANGE FILL SIG.	6-D2
25	BATTERY DIRECT POWER SUPPLY	5-A7
25A	PRE-LUBE STARTER START SIG.	2-B6
25B	STARTER START SIGNAL	2-B6
25C1	CONTROL POWER SUPPLY (+24V)	5-A7
25C2	CONTROL POWER SUPPLY (+24V)	5-A7
25D	DRIVE SIGNAL (-)	6-C5
25F1	F1 START SIGNAL	7-C2
25H1	HIGHEST GEAR SELECT SIG. #1	7-C2
25H2	HIGHEST GEAR SELECT SIG. #2	7-D2
25L	LOW GEAR RANGE (-)	6-C5
25LH	LIMP HOME JUMPER	7-B2
25LMT	SHIFT LIMIT SIGNAL	7-D2
25N	NEUTRAL SIGNAL (-)	2-C3, 6-B7, 14-A3
25N1	NEUTRAL SIGNAL (-)	14-B2

CKT#	DESCRIPTION	SHT/ZONE
25P	SOLENOID POWER SUPPLY (+24V)	5-B7
25R	REVERSE SIGNAL (-)	6-A5
25SP	SHIFTER SENSOR POWER (+12V)	6-B5
25T	T/M CUT SOLENOID RELAY SIG.	5-B5, 14-B1
25TC	T/M SOLENOID CUT SIGNAL	5-B7
25W	SHIFT WAIT SIGNAL	7-A2
25Y	3RD GEAR RANGE SIGNAL (-)	6-C5
25Z	4th GEAR RANGE SIGNAL (-)	6-C5
25S	5th GEAR RANGE SIGNAL (-)	6-C5
27A	SW'HD BATT PWR SUPPLY (+24V)	9-B8
27B	BATT DIRECT PWR SUPPLY (+24V)	9-C6
28	EITHER START SOLENOID	2-A7
30	T/M CONTROLLER GROUND - ATC	2-D5, 5-A7 14-B3, 9-A6
31	WARNING LT & BUZZ PWR (+24V)	3-C5
31C	COOLANT TEMPERATURE	5-B4
31F	FUEL LEVEL SIGNAL	7-B2
31M	THROTTLE MODIFICATION SIG.	8-B2
31S1	ENGINE SPEED SIGNAL	7-B5
31S2	ENGINE SPEED SIGNAL	7-B5
31SA	AUTOMATIC IDLE SELECT	3-B7
31SB	AUTOMATIC IDLE SELECT "ON"	3-A6
31TRQ	TORQUE OUTPUT	8-C6
32L	T/M OIL LEVEL SIGNAL	7-A2
32P1	TORQUE CONVER INLET PRESS (+)	5-A4
32P2	TORQUE CONVER OUTLET PRESS (+)	5-A4
32S1	T/M INPUT SHAFT SPEED SIG (+)	7-A5
32S2	T/M OUTPUT SHAFT SPEED SIG (+)	7-B5
32S3	T/M MID-SHAFT SPEED SIG (+)	7-A5, 14-B3
32SP	SENSOR POWER (+24V)	5-A1
32T1	T/M LUBE INLET TEMP	5-C4
32T2	VALVE INLET OIL TEMP	5-C4
33AP1	BRAKE ACCUMULATOR PRESSURE	9-B2
33AP2	BRAKE ACCUMULATOR PRESSURE	9-B2
33AP3	BRAKE ACCUMULATOR PRESSURE	9-B3
33AP4	BRAKE ACCUMULATOR PRESSUR	9-B3
33B1	SENSOR POWER (+18V)	12-D2
33B2	LEFT REAR BRAKE PRESSURE	12-C2
33B3	SENSOR POWER (+18V)	12-C2
33B4	RIGHT REAR BRAKE PRESSURE	12-C2
33F	STEERING SYSTEM PRESSURE	9-B2
33G1	STEERING SYSTEM PRESSURE	9-C3
33LF	LEFT FRT BRAKE DISK WEAR SIG	10-A6
33LR	LEFT REAR BRAKE DISK WEAR SIG	10-A6
33RF	RT FRT BRAKE DISK WEAR SIG	10-A6
33RR	RT REAR BRAKE DISK WEAR SIG	10-A6
33T1	RETARDER COOL OIL TEMP-RIGHT	5-C4
33T2	RETARDER COOL OIL TEMP-LEFT	5-C4
33T3	TORQUE CONVERTER OIL TEMP	5-B4
33T4	FRT BRAKE COOL OIL TEMP	5-D4
34L	BATTERY LEVEL SIGNAL	10-B6
35B	BODY FLOAT SIGNAL	7-B2, 14-D4
35C1	AUTO CRUISE CANCEL	10-C2
35C2	AUTO CRUISE SET/DOWN	10-C2
35C3	AUTO CRUISE RESUME/UP	10-C2
35C4	AUTO CRUISE ON/OFF	10-D2
35E1	MAXIMUM SPEED SET UP SIGNAL	10-B2
35E2	MAXIMUM SPEED SET DOWN SIG	10-B2
35E3	MAXIMUM SPEED SET LOADED SIG	10-B2
35E4	MAXIMUM SPEED SET EMPTY SIG	10-C2
35E5	MAXIMUM SPEED SET SIGNAL	10-C2
35L1	USER SUPPLIED PC	11-A5
35L2	PC INTERFACE	11-D2
35L3	PC INTERFACE	11-D2
35L4	PC INTERFACE	11-D2
35L5	USER SUPPLIED PC	11-A5
35S1	RGT FRT WHL SPEED +18V SUPPLY	12-C7
35S2	RGT FRT WHEEL SPEED SIG	12-C7
35S3	RGT FRT WHEEL SPEED GROUND	12-C7
35S4	LFT FRT WHL SPEED +18V SUPPLY	12-C7
35S5	LFT FRT WHEEL SPEED SIG	12-C7
35S6	LFT FRT WHEEL SPEED GROUND	12-C7
35S7	RGT REAR WHL SPEED +18V SUPPLY	12-C7
35S8	RGT REAR WHEEL SPEED SIG	12-C7
35S9	RGT REAR WHEEL SPEED GROUND	12-C7
35S10	LFT REAR WHL SPEED +18V SUPPLY	12-D7
35S11	LFT REAR WHEEL SPEED SIG	12-D7
35S12	LFT REAR WHEEL SPEED GROUND	12-D7
35TM	THROTTLE MODIFICATION	8-B6
37F1	OIL FILTER RESTRICTION SIG	10-B6
37F2	OIL FILTER RESTRICTION SIG	10-B6
37F3	T/M OIL FILTER RESTRICT SIG	7-C2
37F4	OIL FILTER RESTRICTION SIG	10-B6
37F5	OIL FILTER RESTRICTION SIG	10-C6
37G1	FRT BRAKE COOL FILTER RESTRI	10-B7
37G3	TRANS FILTER RESTRICT SW. #1	7-C4
37G4	RETARDER BRAKE COOL FILTER	10-C7
37G5	RETARDER BRAKE COOL FILTER	10-C7
37H	HYDRAULIC OIL LEVEL SIGNAL	10-C6
39	OVERHEAD DISPLAY PWR SUPPLY	4-C7
39L	LATERAL INCLINATION SIGNAL	7-C2
39A	GREEN PLW LIGHT CONTROL	14-D3
39AA	GREEN PLW LT POWER SUPPLY	14-D3
39B	AMBER PLW LIGHT CONTROL	14-C3
39BA	AMBER PLW LT POWER SUPPLY	14-D3

CKT#	DESCRIPTION	SHT/ZONE
39C	RED PLW LIGHT CONTROL	14-C3
39CA	RED PLW LT POWER SUPPLY	14-C3
39F	SENSOR POWER SUPPLY (+18V)	14-A6
39FA	RIGHT REAR SUSPENSION PRESS	14-B6
39FB	LEFT REAR SUSPENSION PRESS	14-B6
39FC	RIGHT FRONT SUSPENSION PRESS	14-B6
39FD	LEFT FRONT SUSPENSION PRESS	14-A6
39FE	INCLINOMETER	14-C6
39G	SW'HD BATT PWR SUPPLY (+24V)	14-A2
39J	SW'HD BATT PWR SUPPLY (+24V)	14-B2
39JA	PLW LIGHT POWER SUPPLY	14-B2
3L0	WARNING BUZZER	3-D6
3Z0	SENSOR GROUND	5-A1, 6-A7, 8-A5
3Z0	SENSOR GROUND	14-A7
4L	HEADLIGHT CONTROL	15-B2
4LC	LIGHT POWER (+24V)	4-A7, 16-A3
4LH	HIGH BEAM CONTROL	15-B4
4LHA	RT LOW MTD HI BEAM HDLT	15-C7
4LHB	LEFT LOW MTD HI BEAM HDLT	15-D7
4LHL	LFT HI BEAM HEADLIGHT POWER	15-B6
4LLA	RT LOW MTD LO BEAM HDLT	15-D7
4LLB	LFT LO MTD LO BEAM HDLT	15-A7
4LLL	LFT LO BEAM HEADLIGHT POWER	15-A6
4LTS	CLEARANCE LIGHT CONTROL	15-D2, 16-A3
4Z	FOG LIGHT SWITCH	15-D5, 17-B5
42A	LEFT ENGINE SERV LT SW.	17-C7
42B	LEFT ENGINE SERV LT SW.	17-C7
42EL	RIGHT ENGINE SERV LT SW.	17-D7
43	HYDR CAB, BUDDY SEAT	17-C4
44	BRAKE LIGHT	13-A4
44B1	BRAKE LIGHT SIGNAL	13-A2
44D	CENTER BRAKE LIGHT	13-B4
44R1	RETARD LIGHT SIGNAL	13-A2
45L	LEFT TURN SIGNAL	16-B3
45LL	LEFT TURN LIGHT POWER	16-B4
45R	RIGHT TURN SIGNAL	16-B3
45RL	RIGHT TURN SIGNAL POWER	16-C4
46	HAZARD SWITCH POWER SUPPLY	16-B2
46H	HAZARD LIGHT SIGNAL	16-B2
46J	HAZARD "ON"	16-C3
47	BACK-UP SIGNAL	6-A6
47A	BACK-UP SIGNAL SUPPLY (+)	6-A5
47B	DECK MOUNTED BACK-UP LIGHT (+)	6-B5
47D	DECK MTD BACK-UP LT SUPPLY	6-B6
48	GROUND LEVEL LADDER LT SW.	17-B7
48A	GROUND LEVEL LADDER LT.SW.	17-B7
48B	GROUND LEVEL LADDER LT.SW.	17-B7
48F	FOG LIGHT SWITCH	15-D6
49	DISPLAY LIGHT POWER SUPPLY	4-A5
49B	PARKING BRAKE WARNING LIGHT	3-D1, 4-D5
4D2	SHIFT / LOAD	4-D3
4D3	PARALLEL / SERIAL DATA IN	4-B3
4D9	SWITCHED BATTERY POWER (+24V)	17-B2
5Q	CONTROLLER GROUND	2-D4, 4-A1, 8-A7 9-A7, 10-A3, 12-A7 14-A4
5IA1	STEERING ACCUMULATOR PRESS	9-A2
5IA2	STEERING ACCUMULATOR PRESS	9-A2
5IB1	STEERING ACCUMULATOR PRESS	9-A3
5IB2	STEERING ACCUMULATOR PRESS	9-A3
5IP	+12V SENSOR POWER SUPPLY	9-B6
5IS	ACCUM BLEED DOWN SOL. POWER	17-B3
5ISR	STEERING SPEED SIGNAL	9-B6
5ZAR	AUTO RETARD COMMAND	12-A2
5ZBC	BRAKE COMMAND	12-A2
5ZBL	BRAKE LOCK SOLENOID POWER	13-D2
5ZBP	ACCUMULATOR BRAKE PRESSURE	12-A2
5ZBP2	ACCUMULATOR BRAKE PRESSURE	12-B3
5ZBS	BRAKE SIGNAL	13-B2
5ZC1	FRT BRAKE COOL SIGNAL (+)	8-A3
5ZC2	REAR BRAKE COOL SIGNAL (+)	8-B3
5ZC3	FRT BRAKE COOL VALVE POWER	8-A3
5ZC4	REAR BRAKE COOL VALVE POWER	8-B3
5ZDP	BRAKE DIFFER. PRESS SENSE	12-C2
5ZEB	EMER. BRAKE SOLENOID POWER	13-C2
5ZEP	EMER. BRAKE/AUYO APPLY SENSE	12-A2
5ZP	BRAKE COOLING SOLENOID	8-A3, 13-C3
5ZPB	PARK BRAKE SOLENOID POWER	13-C5
5ZPBS	PARK BRAKE PRESSURE	9-B2
5ZPBS2	PARK BRAKE PRESSURE	9-B3
5ZPS	BRAKE PEDAL SENSE	12-C2
5ZR1	RETARD LEVER POT.-HIGH END	12-D2
5ZR2	RETARD LEVER POT.-WIPER	12-D2
5ZR3	RETARD LEVER POT.-LOW END	12-D2
5ZS1	SLIPPERY ROAD SIGNAL	13-C2
5ZS2	FRONT BRAKE CUT SOL POWER	13-C5
5ZS3	FRONT BRAKE CUT SIGNAL	13-B2
5ZS4	FRONT BRAKE CUT SOL POWER	13-C4
5ZS5	FRT BRAKE CUT/SLIP ROAD SIG	13-C3
5ZT1	TRACTION CONTROL	13-D2
5ZT2	SLIPPERY ROAD SWITCH	13-C3
5ZT3	TRACTION CONTROL DISABLE SW	13-D3
5Z6	HOIST LIMIT PROXIMITY SW.	10-D2
5ZH	HOIST LIMIT PROXIMITY SW.	10-D2
5ZA	ACCELERATOR POSITION SIGNAL	8-C2
5ZB	IDLE VALIDATION SIGNAL 2	8-C2
5ZC	IDLE VALIDATION SIGNAL 3	8-C2

CKT#	DESCRIPTION	SHT/ZONE
5Z0	POSITION SENSOR POWER SUPPLY	8-C2
5ZE	POSITION SENSER RETURN	8-C2
5ZF	POTENTIOMETER POWER SOURCE	8-B2
5ZH	THROTTLE	8-B2
5ZA	MODE CHANGE SIGNAL #1	3-B7
5ZB	IDLE VALIDATION SIGNAL 2	8-D2
5ZC	IDLE VALIDATION SIGNAL 3	8-D2
5Z0	MODE CHANGE SIGNAL #2	3-B7
5ZL1	LEFT REAR PPC VALVE	12-B7
5ZL2	LEFT REAR PPC VALVE RETURN	12-B7
5ZR1	RIGHT REAR PPC VALVE	12-B7
5ZR2	RIGHT REAR PPC VALVE RETURN	12-B7
5Z1	VD (+8V)	4-D3
5Z2	ODOMETER SIGNAL	4-D3
5Z7	PARKING BRAKE WARNING LIGHT	3-D3
5Z8	MAINTENANCE WARNING LIGHT	3-C3
5Z9	ENGINE WARNING LIGHT	17-A3
5Z6	FW THROTTLE SIGNAL	8-C6
63	WINDSHIELD WIPER/WASHER POWER	17-C1, 19-B5
63H	WINDSHIELD WIPER HIGH SPEED	19-C6
63HB	COMBO SW. HORN BUTTON	17-C2
63HI	WINDSH WIPER HI SPEED CONTROL	19-C6
63L	WINDSHIELD WIPER LOW SPEED	19-C7
63LI	WINDSH WIPER LO SPEED CONTROL	19-B6
63P	WINDSH WIPER PARK SIGNAL	19-C5
63R1	WINDSHIELD WIPER DELAY MODULE	19-B6
63T1	WINDSHIELD WIPER DELAY MODULE	19-B6
63W	WINDSHIELD WASHER CONTROL	19-B6
64	HORN POWER SUPPLY	17-C3
65	RADIO SW'HD PWR SUPPLY (+12V)	19-A2
65A	ANTENNA CABLE	19-B1
65C	A/C COMP CLUTCH POWER	18-C4
65T	A/C THERMOSTAT SIGNAL	18-C4
66A	SUSPENSION SOLENOID #1	9-C2
66B	SUSPENSION SOLENOID #2	9-C2
66C	SUSPENSION SOLENOID #3	9-D2
67AS	SEAT	18-D2
67C	CIGAR LIGHTER POWER (+12V)	19-C2
67L	LEFT WINDOW MOTOR	19-C3
67M	LEFT WINDOW MOTOR	19-C3
67P	LEFT WINDOW PWR SUPPLY (+12V)	19-C2
67R	RIGHT WINDOW PWR SUPPLY (+12V)	19-D2
67S	RIGHT WINDOW MOTOR	19-D3
67T	RIGHT WINDOW MOTOR	19-D3
68	LUBE SYSTEM CONTROL SIGNAL	19-A6
68A	LUBE SYSTEM POWER SUPPLY	19-A5
7JF	BODY SEATED SIGNAL	7-B2
81	SWITCHED BATTERY POWER SUPPLY	9-A6
82	SWITCHED BATTERY POWER SUPPLY	12-A6
83J	WARNING LIGHT	3-C7
883	COOLANT LEVEL LO WARN LIGHT	3-A3
884	ENG OIL TEMP HI WARN LIGHT	3-A3
885	ENG OIL PRESS LO WARN LIGHT	3-A3
886	BLOW-BY PRESS HI WARN LIGHT	3-B3
887	CHARGE MONITOR WARNING LIGHT	3-B3
888	T/M OIL FILTER WARNING LIGHT	3-B3
889	T/M OIL TEMP HI WARNING LT	3-B3
810	ACCUMULATOR PRESS LOW WARN LT	3-C3
811	BRAKE PRESS LO WARN LIGHT	3-C3
812	STRG SYS PRESS LOW WARN LIGHT	3-C3
813	LATERAL INCLINATION WARN LT	3-D3
814	BODY FLOAT WARNING LIGHT	3-D3
815	SERVICE BRAKE CAUTION LIGHT	3-D3
91A	SWITCHED BATTERY POWER SUPPLY	10-A2
9101	BATTERY DIRECT POWER SUPPLY	10-A2
9102	BATTERY DIRECT POWER SUPPLY	10-A2
900	DATA LINK (+)	8-D6
901	DATA LINK (-)	8-C6
91SM	THROTTLE POS (+5V DC SUPPLY)	8-C6
920	RS422 TXD (+)	11-A2
921	RS422 TXD (-)	11-A2
922	RS422 RXD (+)	11-A2
923	RS422 RXD (-)	11-A2
924	(+5V) DC SUPPLY	9-C6
925	RETURN	9-C6
926	COOLANT LEVEL SIGNAL	9-C6
926	SIGNAL GROUND	11-B2
930	RS422 TXD (+)	11-A2
931	RS422 TXD (-)	11-A2
932	RS422 RXD (+)	11-B2
933	RS422 RXD (-)	11-B2

CKT#	DESCRIPTION	SHT/ZONE
956	SIGNAL GROUND	11-B2
950	RS232 TXD	11-B2
951	RS232 RTS	11-B2
952	RS232 RXD	11-B2
953	RS232 CTS	11-B2
966	SIGNAL GROUND	11-C2
960	RS232 TXD	11-C2
961	RS232 RTS	11-C2
962	RS232 RXD	11-C2
963	RS232 CTS	11-C2
986	SIGNAL GROUND	11-D2
990	RS422 TXD (+)	11-C2
991	RS422 TXD (-)	11-C2
992	RS422 RXD (+)	11-C2
993	RS422 RXD (-)	11-C2
1103	LAMP CHECK	3-B7
1198	MPH SELECT	3-C7
1109	BRAKE AIR PRESSURE MONITOR	3-C7
C5-92	ALTERNATE TORQUE	8-C6
C5-94	ALTERNATE DROOP	8-C6
FLASH	SOFTWARE PROGRAM DNLOAD CIR.	11-C7
LNES	SPEAKER GROUND	19-B2
LPOS	LEFT SPEAKER	19-B2
RPOS	RIGHT SPEAKER	19-B2
RX	SERVICE TOOL COMMUNICATION	11-C7
SNET +A	KOMATSU COMMUNICATION	11-D7
SNET +B	KOMATSU COMMUNICATION	11-D7
SNET 0	COMMUNICATION GROUND	11-D7
TM3-01	MED GEAR RANGE SOL VALVE (+)	6-B2
TM3-02	MED GEAR RANGE SOL VALVE (-)	6-B2
TM3-04	HIGH GEAR RANGE SOL VALVE (+)	6-B2
TM3-05	HIGH GEAR RANGE SOL VALVE (-)	6-B2
TM3-07	1ST GEARRANGE SOL VALVE (+)	6-C2
TM3-08	1ST & 3RD GR RANGE SOL VLV (-)	6-A2
TM3-13	L/C SOLENOID VALVE (+)	6-C2
TM3-14	L/C SOLENOID VALVE (-)	6-C2
TM4-01	3RD GEAR RANGE SOL VALVE (+)	6-A2
TM4-04	REVERSE GEAR RANGE SOL VLV (+)	6-A2
TM4-05	2ND & REV GEAR RGE SOL VLV (-)	6-A2
TM4-07	2ND GEAR RANGE SOL VALVE (+)	6-A2
TM4-10	LOW GEAR RANGE SOL VALVE (+)	6-B2
TM4-11	LOW GEAR RANGE SOL VALVE (-)	6-B2
Tx	SERVICE TOOL COMMUNICATION	11-C7

530M

24VDC ELECTRICAL *SCHEMATIC*

Sheet 23 of 24 EH2888-5

Order the manual at mid-west-tech.com >