CEBM008401

Shop Manual

930E-3

DUMP TRUCK

SERIAL NUMBERS A30304 - A30309

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SECTION A

GENERAL INFORMATION

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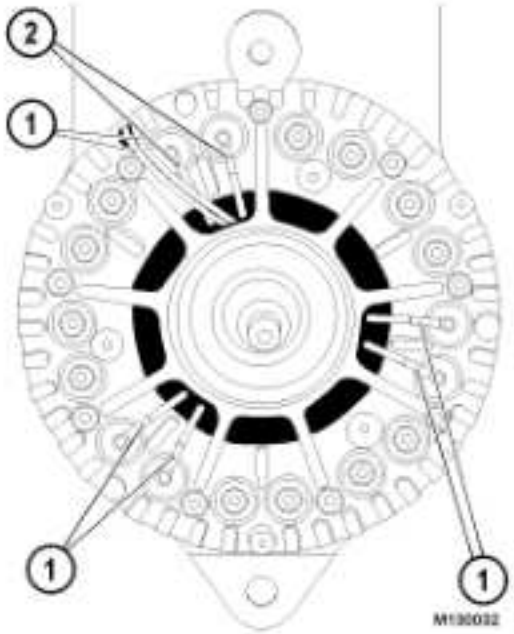


FIGURE 10-33.
1. Field Leads 2. Phase Leads

Control Unit Assembly Replacement

Refer to Figures 13-34 and 13-35 for the following steps:

1. Hold the new regulator connector harness in its approximate installation position and bend wires into their proper position.
2. Solder both the regulator connector lead "3", and the output lead from "B+" buss, to the terminal block, "B+" position. (right of center)
3. Position nuts on the terminal block attaching screws about 2 threads from the tip of the screw.

NOTE: These nuts are used as spacers.

4. Attach the terminal block to the alternator housing.

CAUTION: Thread both screws in evenly so as not to cock the terminal block. Failure to keep the terminal block parallel to the housing may break the terminal block.

5. Attach the ground lead from the regulator harness (lead "2") to the housing.
6. Route the regulator harness under "B+" buss leads. Care should be taken to keep the regulator connector flat with "A" pin properly positioned.

NOTE: Wires in steps 7 & 8 should slant away from both "E" & "R" terminals (down and left, as viewed from outside).

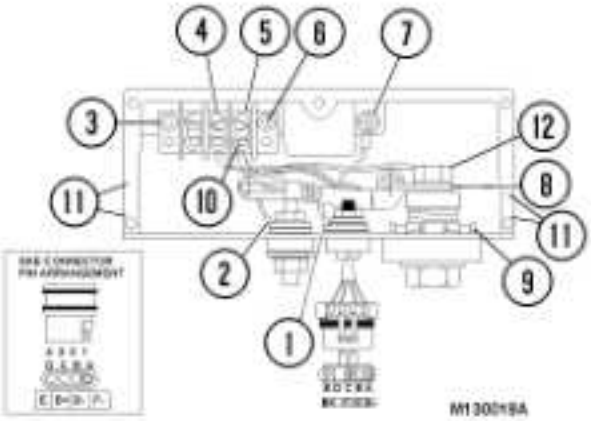


FIGURE 10-34.
1. Ignition (E) (Harness Lead #4)
2. Relay (R)
3. Terminal Block
4. F- (Harness Lead #1)
5. F+ (Harness Lead #3); **10 in. lbs. (1.3 Nm)** torque
6. Terminal Block Screw; **30 in. lbs. (3.5 Nm)** torque
7. Ground Wire from Regulator (Harness Lead #2)
8. **24 in. lbs. (2.7 Nm)** torque
9. B+ Buss Leads to Rectifier
10. When replacing output stud only; tighten to **12-15 ft.lbs. (16-20 N.m)** torque, coat with epoxy.

10. Solder here.
10. Apply RTV here.
10. Tighten to **180 in.lbs. (20 N.m)** torque.

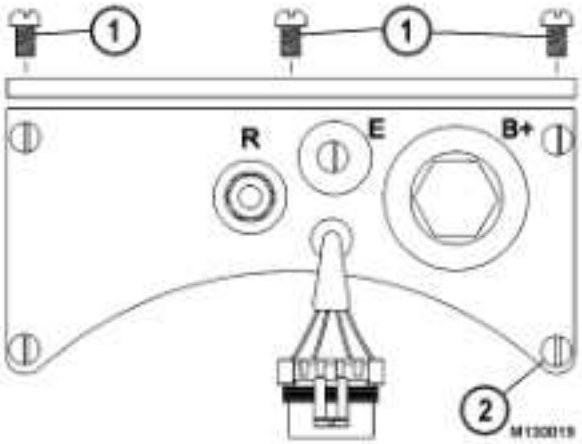


FIGURE 10-35.

1.Cover Screws (TOP) 2. Control Unit Screw

NOTE: Tighten nine screws to 20 in.lbs. (2 Nm) torque.

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TABLE 1. PUSHER TOOL DIMENSIONS		
Dimension	**Description**	**930E-3**
"A"	Plate Bolt Hole Diameter	1.37 in. (34.8 mm)
"B"	Plate O.D.	22.75 in. (577.9 mm)
"C"	Bolt Circle Diameter	20.38 in. (517.7 mm)
"D"	Plate I.D.	2.00 in. (50.8 mm)
"E"	Plate Thickness	1.37 in. (34.8 mm)
"F"	Pusher Cylinder Height	5.25 in. (133.4 mm)
"G"	Pusher Cylinder O.D.	12.62 in. (320.6 mm)
"H"	Pusher Cylinder I.D.	9.00 in. (228.6 mm)
"I"	Cylinder Wall Thickness	1.81 in. (46.0 mm)

Refer to Section G, *Drive Axle, Spindles, and Wheels*, for information on using the spindle tool to properly remove the spindles from the machine.

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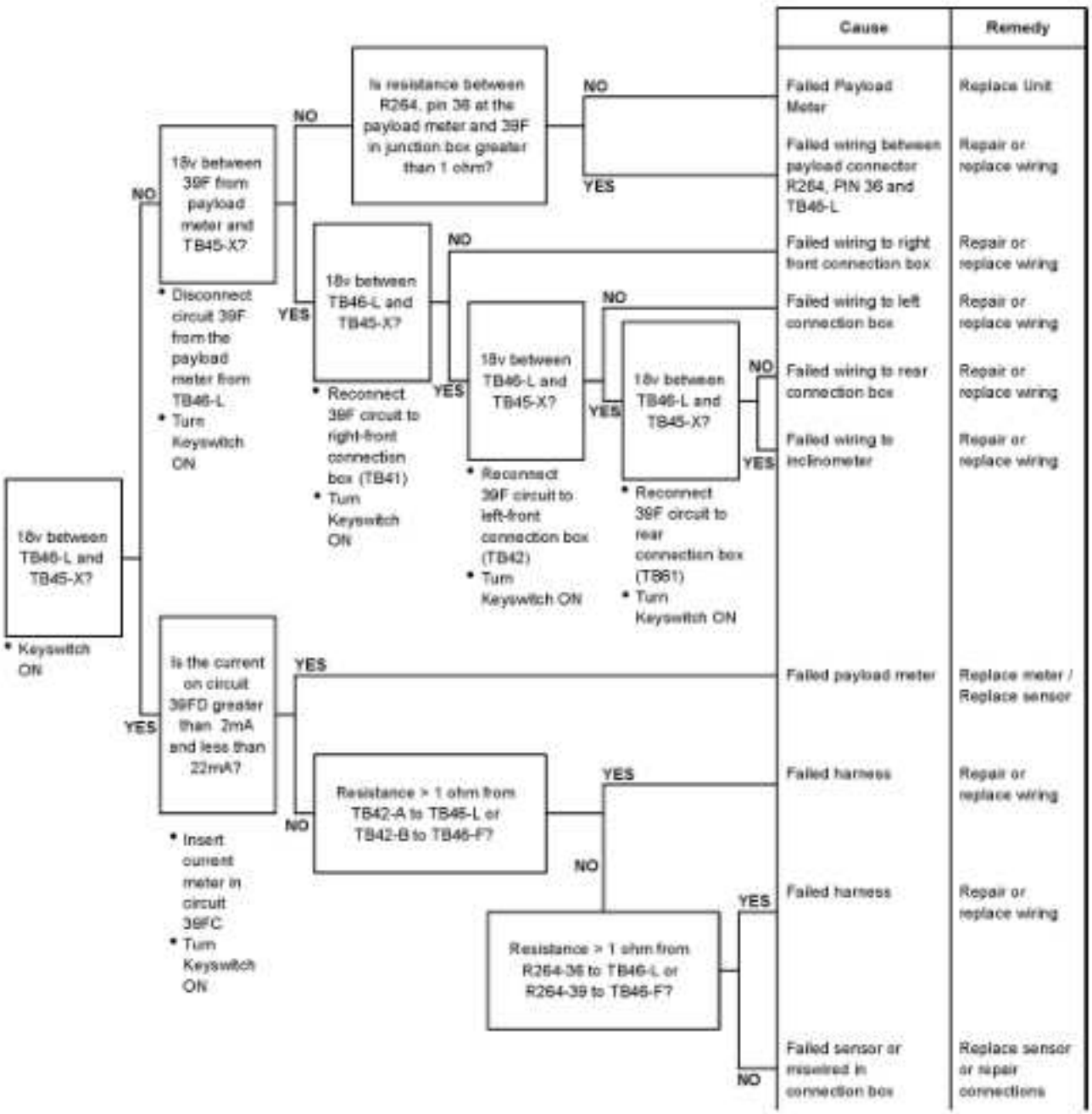
Alarm 1 - Left Front Pressure High

Alarm 2 - Left Front Pressure Low

Troubleshoot Wiring to Left Front Suspension

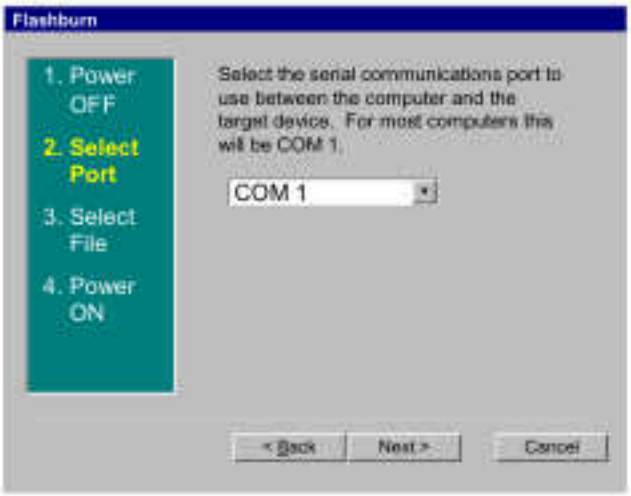
These alarms indicate that the current being read by the payload meter is higher than 22ma or lower than 2ma. The pressure sensor is designed to output 4-20ma over a pressure range of 4000 psi.

- Confirm 18v sensor supply at TB46-L in payload junction box.
- Confirm proper connection of signal circuit 39FD from left suspension connection box, TB42-B to payload junction box TB46-F to payload meter connector R264, pin 39.

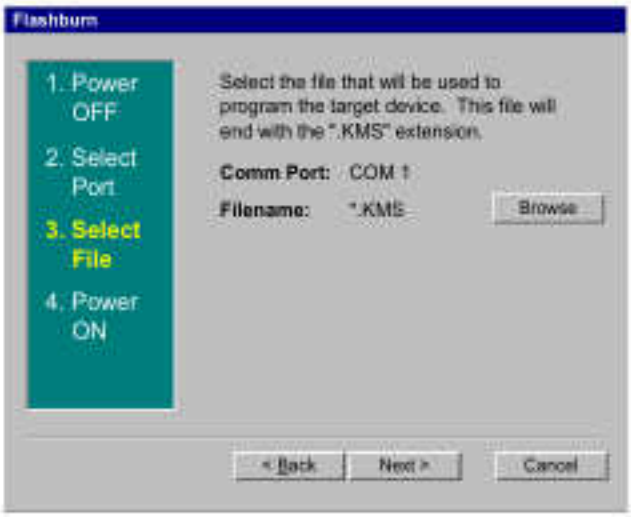


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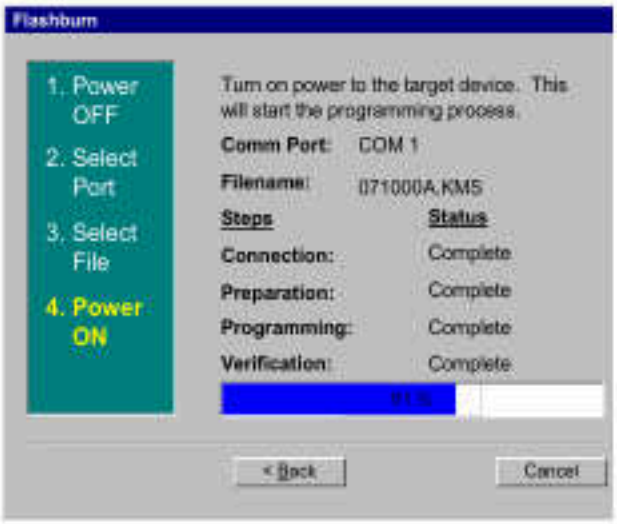
4. Confirm the proper communications port for the programming laptop. This is usually COM 1. Press "NEXT".



5. Press "BROWSE" and select the ".kms" file to program into the payload meter. Press "NEXT".



6. When instructed, turn the keyswitch ON in order to power-up the payload meter. The PC will begin to reprogram the payload meter. This process takes approximately 5 minutes.



7. After successful programming, turn the key witch OFF.
8. Wait 20 seconds and turn the keyswitch ON.
9. The payload meter will need to be configured as instructed in the manual using the Payload Data Manager software on the laptop computer.

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