CEBM013801

Shop Manual

HD785-5LC

DUMP TRUCK

SERIAL NUMBERS **A10316 & UP**

KOMATSU®

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SECTION A

GENERAL INFORMATION

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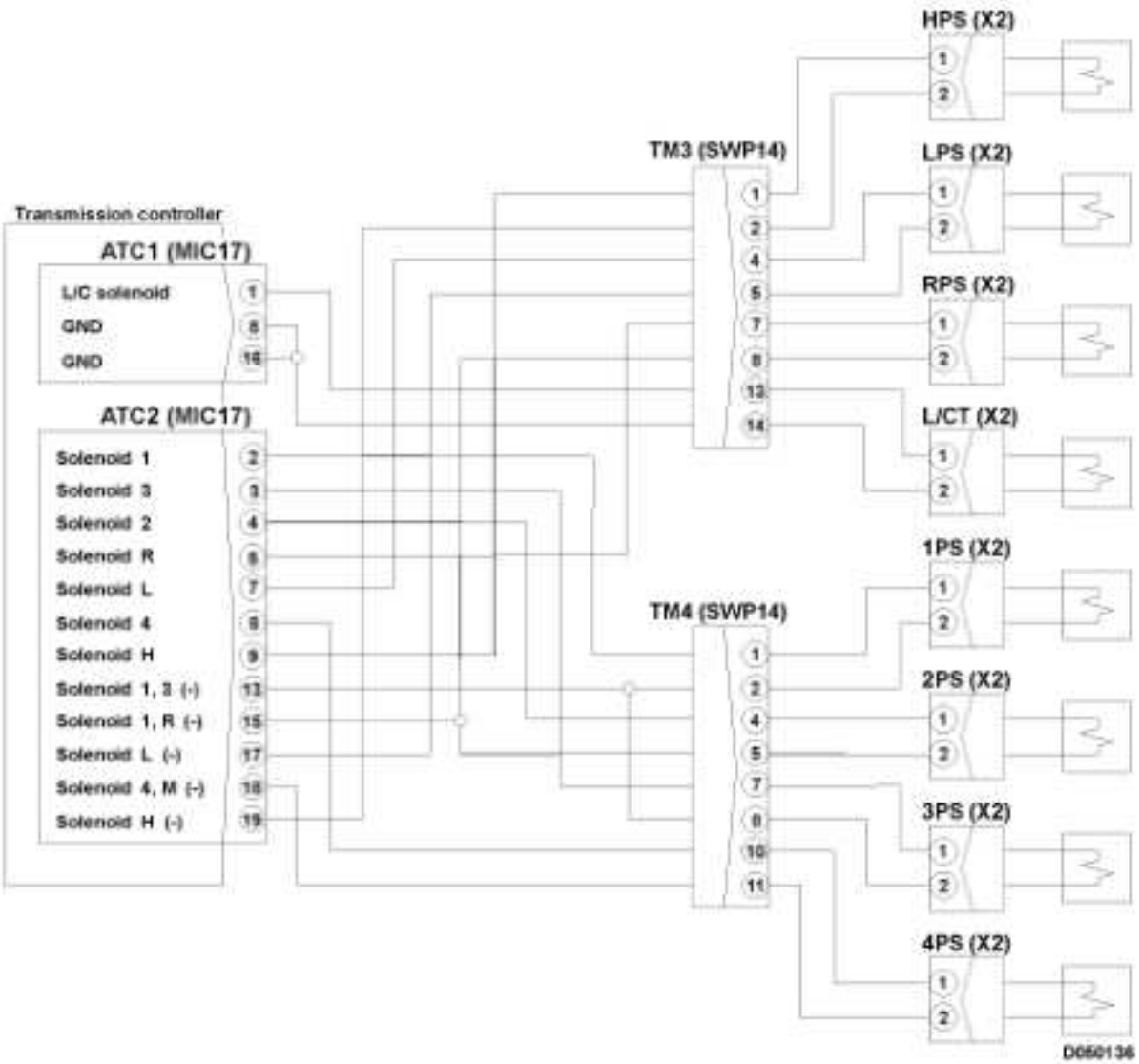
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A-16 Related electrical circuit diagram



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NOTE: This screen is the only place that the value of the G_I gain potentiometer can be checked.

There are two gain factors that can be applied to the payload measurement. The first is the G_I gain factor and the other is the UP gain factor. They are not applied uniformly to all payload calculations.

Example Calculation of Payload

These calculations used a 13" front suspension diameter and 10" rear suspension diameter.

Sprung Weight= $\frac{3.14}{4}$ Suspension Diameter^2 (Psi Left + Psi Right)

Sprung Weight = Axle Weight(lbs)/2000

Front Weight (6)	106.00	Rear Weight (7)	75.10
x Incline Factor (9)	0.95	x Incline Factor (10)	0.98
	100.70		73.90
x Link Factor (11)	1.00	x Link Factor (12)	1.53
Front Weight	100.70	Rear Weight	113.70
Front Weight	100.70		
Rear Weight	113.70		
Total Weight	214.40		
x Gain Factor (14)	1.00		
	214.40		
- Calibration (13)	-70.60		

FIGURE 20-5.

Viewing Payload Calculation Inputs

The PLM II™ estimates payload by monitoring suspension pressures when the truck is loaded and compares them to truck empty pressure values. The PLM II™ uses one empty truck weight for all payload calculations. This empty truck weight is called the 'tare weight'. It is not the empty vehicle weight (EVW). It is an estimate of the empty weight of all the truck components suspended above the suspensions. The process of making the PLM II™ calculate the tare weight is called the calibration procedure.

This calibration weight is used as item #13 from the manual calculation procedure in Figure 20-4.

1. Press and hold the LIGHT/INC and MODE switches until "CHEC" is flashing on the display. 
2. Press and hold the CAL/CLR switch until "CALL0" is flashing on the display. 
3. Press the CAL/CLR switch to cycle through the following data. The sequence repeats.

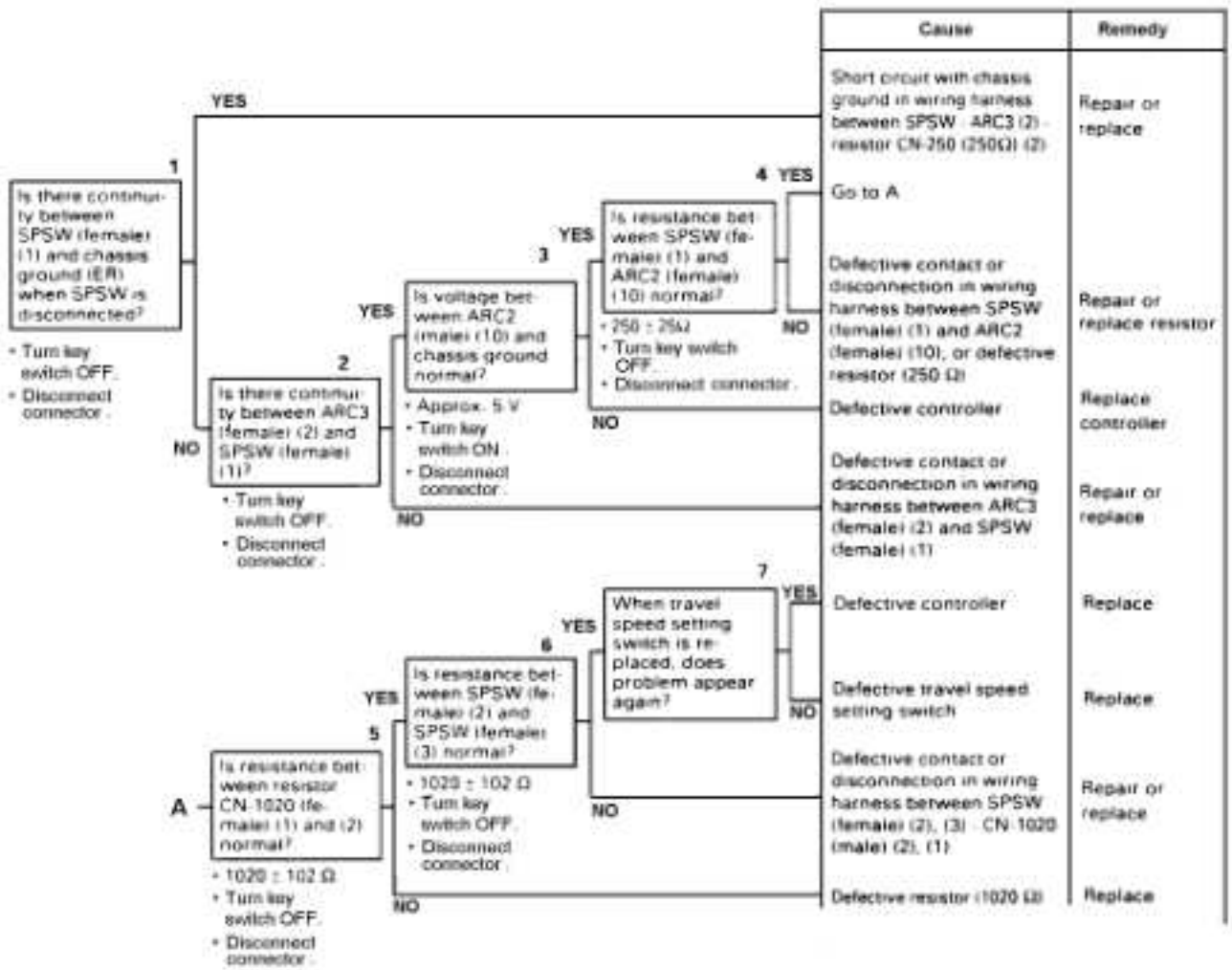
Item and Description	Units
1. Year of Calibration	Last 2 digits of year
2. Month: Day of Calibration	XX:XX
3. Hour: Minute of Calibration	XX:XX
4. Truck Model Setting	
5. Pressure Front Left	Psi
6. Pressure Front Right	Psi
7. Pressure Rear Left	Psi
8. Pressure Rear Right	Psi
9. Front Sprung Weight	Tons
10. Rear Sprung Weight	Tons
11. Degree of Incline	±° Nose Up Positive
12. Incline Factor - Front Axle	
13. Incline Factor - Rear Axle	
14. Link Factor Front Axle	
15. Link Factor Rear Axle	
16. Calibration Weight	Tons

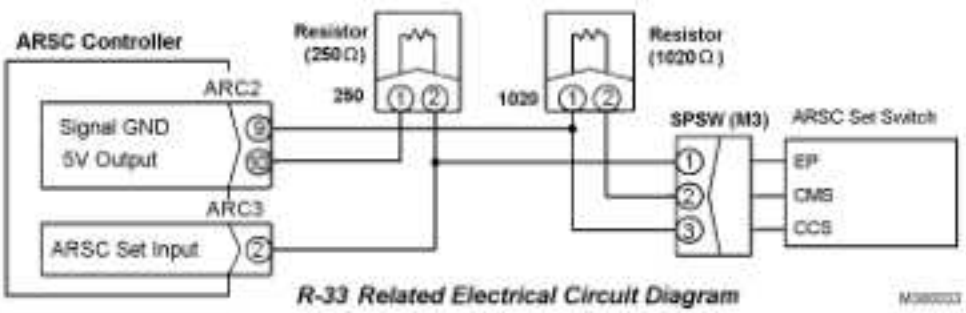
4. Press MODE once and "CHEC" will flash on the display. 
5. Press MODE once and the meter will return to normal operation.

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R-33: Fault Code 9.5 Travel speed setting switch, open circuit or short to ground

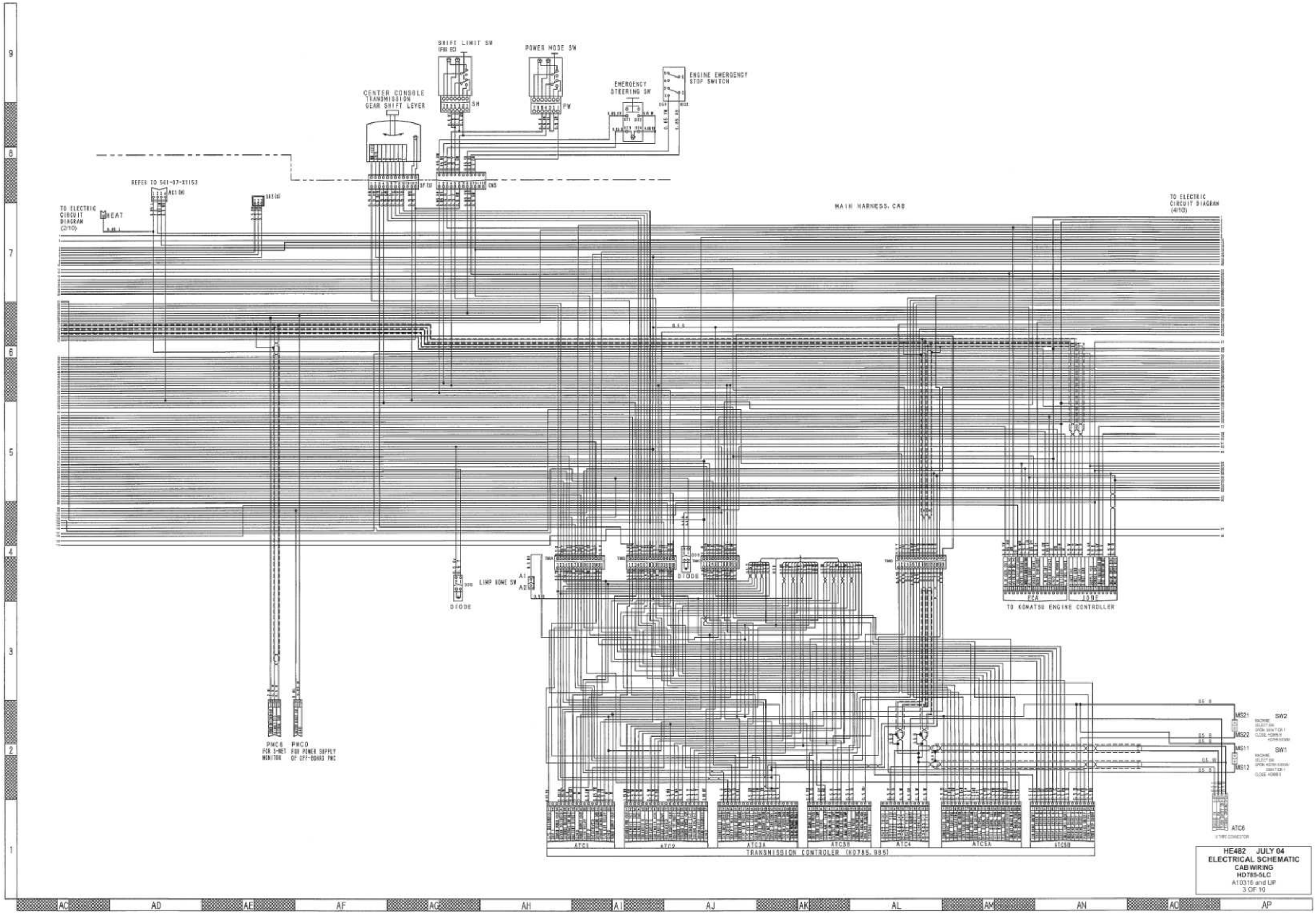
1. Troubleshooting is performed while the fault is being generated. When the connector is disconnected and the T-adapter is inserted, or when the T-adapter is removed and the connector reinstalled, if the error code is no longer displayed, then the system has been reset.
2. Before troubleshooting, be certain all connectors are properly inserted.
3. Always connect any disconnected connectors before proceeding to the next step.
4. The controller monitors for open or shorted to ground circuits from the travel speed set switch input.





R-33 Related Electrical Circuit Diagram

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