CEBM019302

Shop Manual

830E-1AC

DUMP TRUCK

SERIAL NUMBERS **A30072 - A30078**

KOMATSU®

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FAILURE OF DISCHARGE SYSTEM

If the capacitor charge lights remain illuminated, a failure of the normal (fast) capacitor discharge system (RP discharge path) has likely occurred. The slow discharge resistors that are hard wired across the DC link should then discharge the capacitors. The slow discharge resistors will discharge the DC link to less than 1 VDC in under 7.5 minutes. If after 7.5 minutes, the capacitor charge lights are still illuminated, it must be assumed that the automatic discharge system is not working and that high voltage is present in the high voltage area.

Measuring Dc Voltage On Capacitors

1. Open the high voltage area doors.
2. With a suitable high voltage meter rated for at least 2000 VDC, such as PC3186 or equivalent, plus suitable protective equipment, measure the voltage across each of the DC link capacitors. Place one meter lead on the positive (+) capacitor terminal, and the other meter lead on the negative (-) capacitor terminal, and observe the voltage. See Figure 3-7 and Figure 3-8. If the voltage is less than 1.0 V the capacitor is sufficiently discharged. Repeat on all DC Link capacitors. If the voltage of any capacitor is above 1.0 V, manually discharge the capacitor as described in MANUAL DISCHARGE OF CAPICTORS.

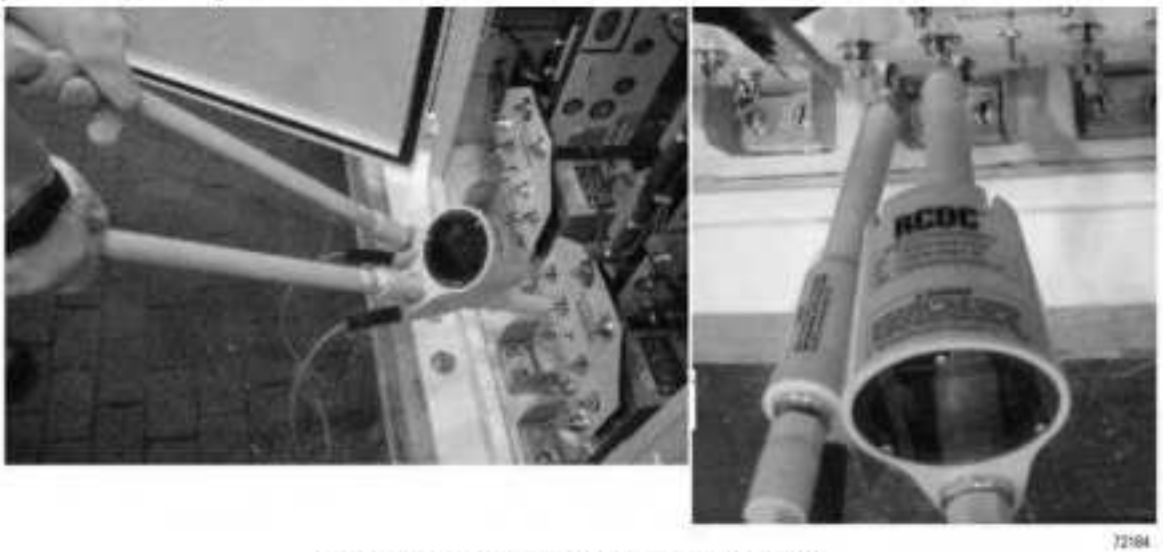


FIGURE 3-7. DC METER ON CAPACITOR

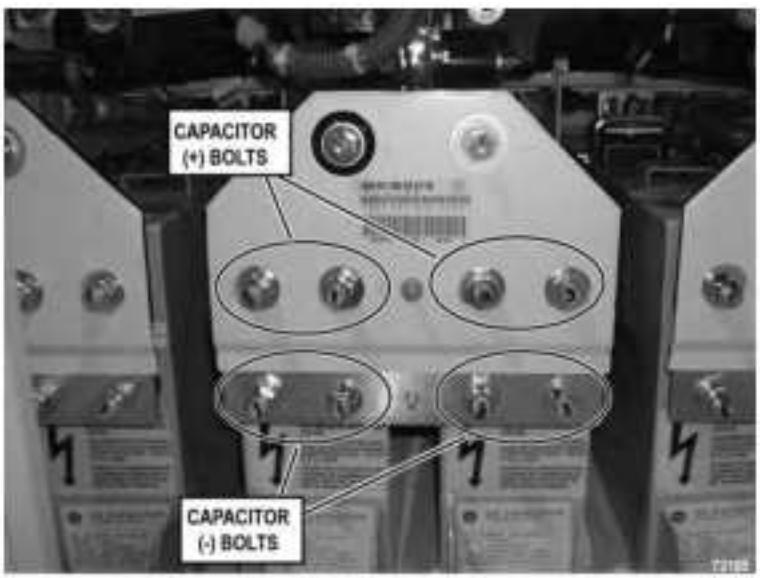


FIGURE 3-8. CAPACITOR TERMINAL POLARITY

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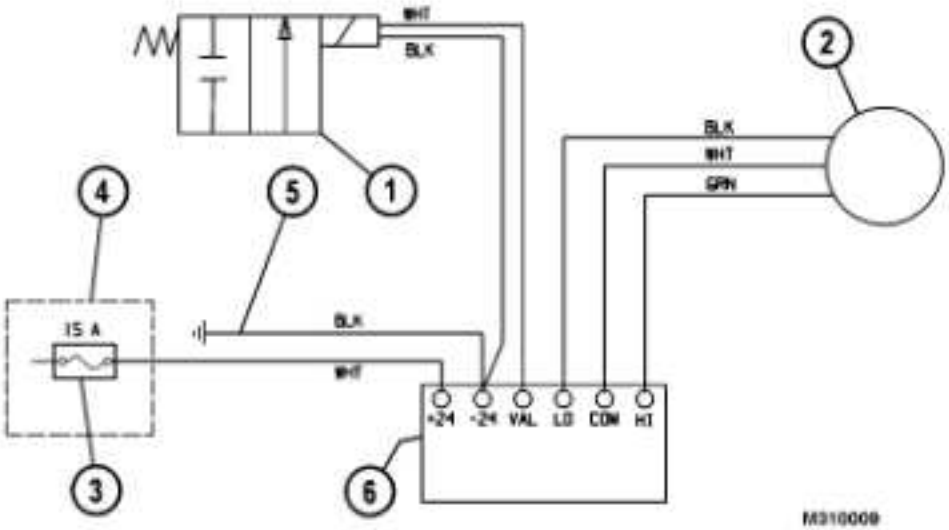


FIGURE 31-4. FILL SYSTEM SCHEMATIC

1. Fill Valve
2. Oil Level Sensor (top of reserve oil tank)
3. 15 Amp Fuse
4. Auxiliary Control Box
5. Ground Wire
6. Remote Fill Control Box

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SYSTEM TROUBLESHOOTING CHART

NOTE: If the following procedures do not correct the problem, contact a factory authorized service center.

TROUBLE	POSSIBLE CAUSES	SUGGESTED CORRECTIVE ACTION
Pump Does Not Operate	Lube system not grounded.	Correct grounding connections to pump assembly and truck chassis.
	Electrical power loss.	Locate cause of power loss and repair. 24 VDC power required. Ensure key switch is ON.
	Timer malfunction.	Replace timer assembly
	Solenoid valve malfunctioning.	Replace the solenoid valve assembly
	Relay malfunctioning	Replace relay
	Motor or pump malfunction.	Repair or replace motor and/or pump assembly. (Refer to shop manual for rebuild instructions.)
	NOTE: On initial startup of the lube system, the timing capacitor will not contain a charge, therefore the first timing cycle will be about double in length compared to the normal interval. Subsequent timer cycles should be as specified.	
Pump Will Not Prime	Low lubricant supply.	Dirt in reservoir, pump inlet clogged, filter clogged.
Pump Will Not Build Pressure	Air trapped in lubricant supply line.	Prime system to remove trapped air.
	Lubricant supply line leaking.	Check lines and connections to repair leakage.
	Vent valve leaking.	Clean or replace vent valve.
	Pump worn or scored.	Repair or replace pump assembly. (Refer to shop manual for rebuild instructions.)
Injector Indicator Stem Does Not Operate	*NOTE: Normally, during operation, the injector indicator stem will move into the body of the injector when pressure builds properly. When the system vents (pressure release) the indicator stem will again move out into the adjusting yoke.*	
	Malfunctioning injector - usually indicated by the pump building pressure and then venting.	Replace individual injector assembly.
	All injectors inoperative - pump build up not sufficient to cycle injectors.	Service and/or replace pump assembly. (Refer to shop manual for rebuild instructions.)
Pressure Gauge Does Not Register Pressure	No system pressure to the pump motor.	Check hydraulic hose from steering system.
	No 24 VDC signal at pump solenoid.	Determine problem in 24 VDC electric system.
	Pressure reducing valve set too low.	Refer to "Pressure Control Valve Adjustment".
	24V Relay (RB7K8 or RB7K5) may be defective.	Replace relay.

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CAPACITOR CHARGE LIGHTS

Observe both capacitor charge lights (CCL1, CCL2). CCL1 is on the outside of the contactor box. CCL2 is on the switch panel inside the low voltage area. The lights will stay illuminated as long as the voltage on the DC link is greater than 50 VDC. Refer to Figure 3-6.

⚠WARNING

Hazardous voltages may be present in this equipment even if the engine and capacitor charge lights are off.

Use measurement and protective equipment rated for 2000 VDC minimum to verify that no voltage is present before touching any terminal.

⚠WARNING

Verify functionality of the measurement equipment using site-approved procedures both before and after performing control group measurements.

Failure to observe these precautions may result in death or serious personal injury.

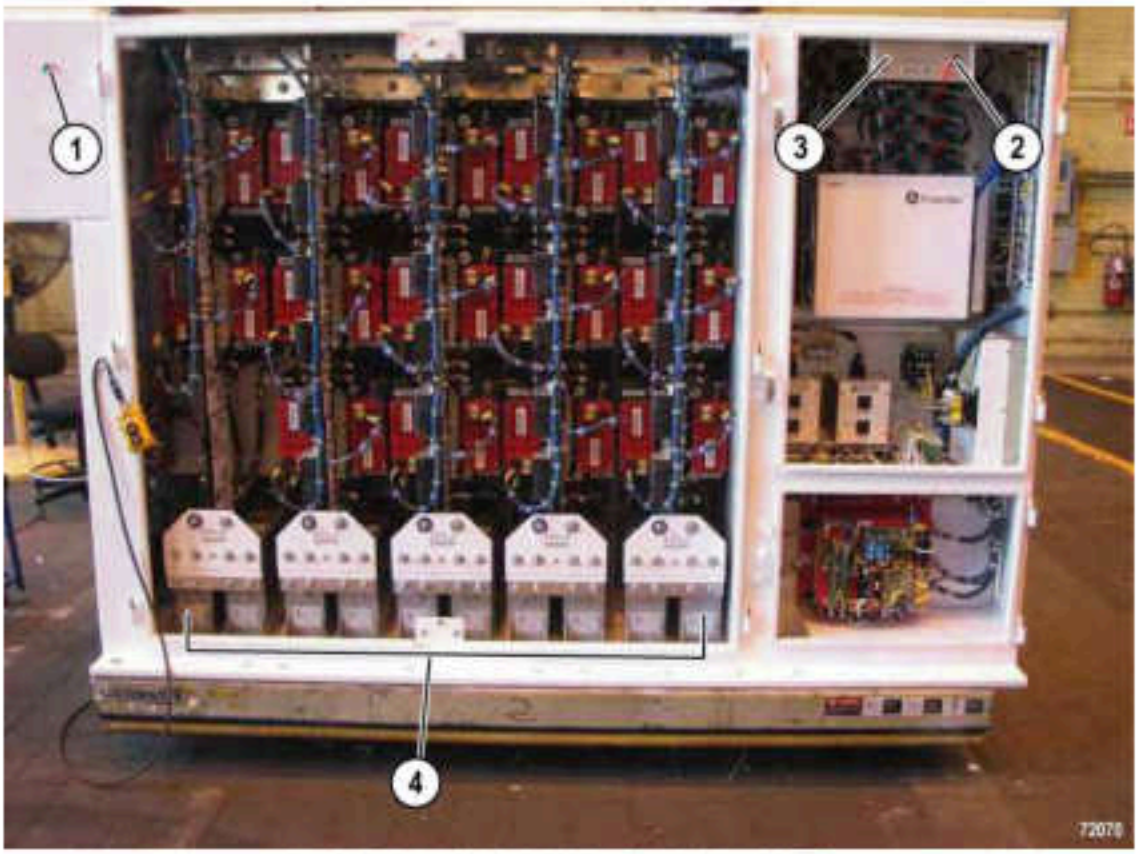
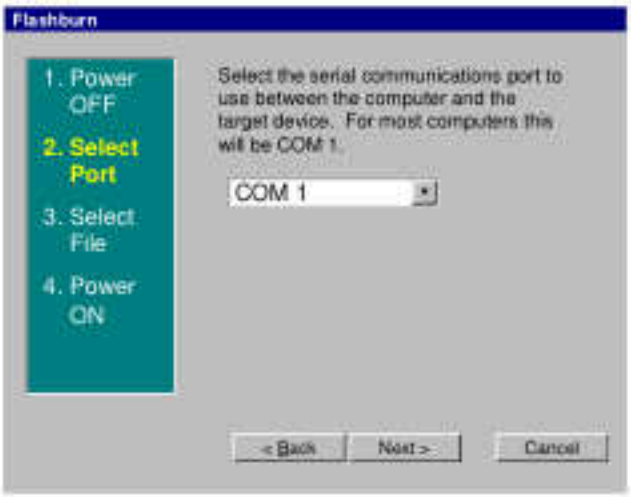


FIGURE 3-6. CAPACITOR CHARGE LIGHTS

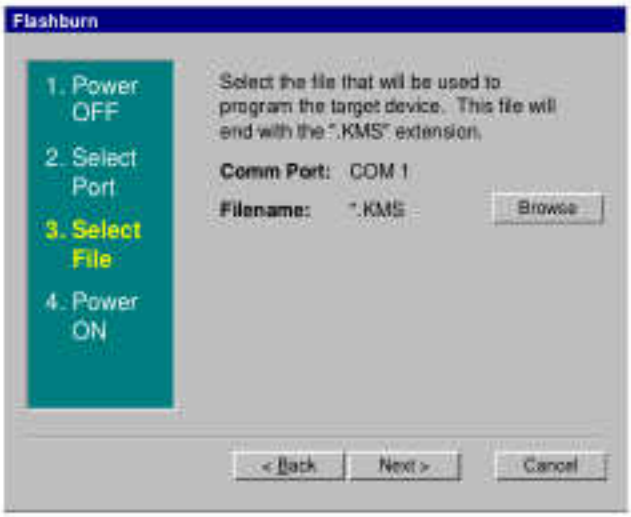
1. Exterior Capacitor Charge Light (CCL2)
2. Interior Capacitor Charge Light (CCL1)
3. Information Display Panel
4. DC Link Capacitors

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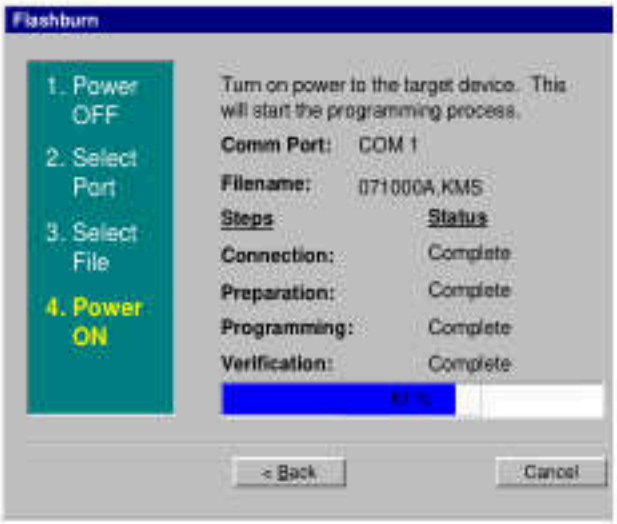
4. Confirm the proper communications port for the programming laptop. This is usually COM 1. Press "NEXT".



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



6. When instructed, turn the key switch 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 key switch 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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COMPONENT	SHEET
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COMPONENT	SHEET
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RB7 K8 RELAY (LINC LUBE TIMER)	15
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