CEBM021903

Shop Manual

830E-1AC

DUMP TRUCK

SERIAL NUMBERS **A30240 - A30560**

KOMATSU®

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Table 3: Chassis Fault Codes (continued)				
KOMTRAX Plus Fault Code	KOMTRAX Plus Fault Description	Source	Sent via ORBCOMM	Snapshot Trigger
#A286	Shutdown Delay Relay Circuit Fault	IM		
#A292	Shutdown Delay Relay Fault	IM		
#A303	Shifter Defective	IM		
#A306	Red Lamp Circuit Fault	IM		
#A309	No Brakes Applied When Expected	IM		
#A310	Low Fuel Warning Driver	IM		
#A311	Brake Lock Switch On When It Should Not Be	IM		
#A312	DCDC Converter Voltage, 12V Sensing Low	IM		
#A313	DCDC Converter Voltage, 12V Sensing High	IM		
#A315	DCDC Converter 12V Low	IM		
#A316	Starter Engagement Fault	IM		
#A318	Unexpected Power Loss	IM		
#A328	Drive System Not Powered Up	IM		
#A350	Output Overload 1B	IM		
#A351	Output Overload 1E	IM		
#A352	Output Overload 1H			
#A353	Output Overload 1J	IM		
#A354	Output Overload 1K	IM		
#A356	Output Overload 1M	IM		
#A357	Output Overload 1N			
#A358	Output Overload 1P			
#A360	Output Overload 1S	IM		
#A361	Output Overload 1T			
#A362	Output Overload 1U	IM		
#A363	Output Overload 1X	IM		
#A364	Output Overload 1Y	IM		
#A365	Output Overload 1Z	IM		

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OILING AND CHARGING PROCEDURE

GENERAL

These procedures cover the Oiling and Charging of HYDRAIR®II suspensions on Komatsu Electric Drive Dump Trucks.

Suspensions which have been properly charged will provide improved handling and ride characteristics while also extending the fatigue life of the truck frame and improving tire wear.

Any time the suspensions are recharged, the calibration of the Payload Meter system is affected. Refer to the Payload Meter III ™ section and perform a "Clean Truck Tare". This will ensure accurate payload records.

NOTE: Inflation pressures and exposed piston lengths are calculated for a normal truck gross vehicle weight (GVW). Additions to truck weight by adding body liners, tailgates, water tanks, etc. should be considered part of the payload. Keeping the truck GVW within the specification shown on the Grade/Speed Retard chart in the operator cab will extend the service life of the truck main frame and allow the HYDRAIR®II suspensions to produce a comfortable ride.

⚠WARNING

All HYDRAIR®II suspensions are charged with compressed nitrogen gas with sufficient pressure to cause injury and/or damage if improperly handled. Follow all safety instructions, cautions, and warnings provided in the following procedures to prevent any accidents during Oiling and Charging.

Proper charging of HYDRAIR®II suspensions requires that three basic conditions be established in the following order:

1. Oil level must be correct.
2. Suspension piston rod extension for nitrogen charging must be correct.
3. Nitrogen charge pressure must be correct.

For best results, HYDRAIR® II suspensions should be charged in pairs (fronts together and rears together). If rears are to be charged, the fronts should be charged first.

NOTE: For longer life of suspension components, a Friction Modifier should be added to the suspension oil. See Specifications Chart, Figure 4-7 at the end of this chapter.

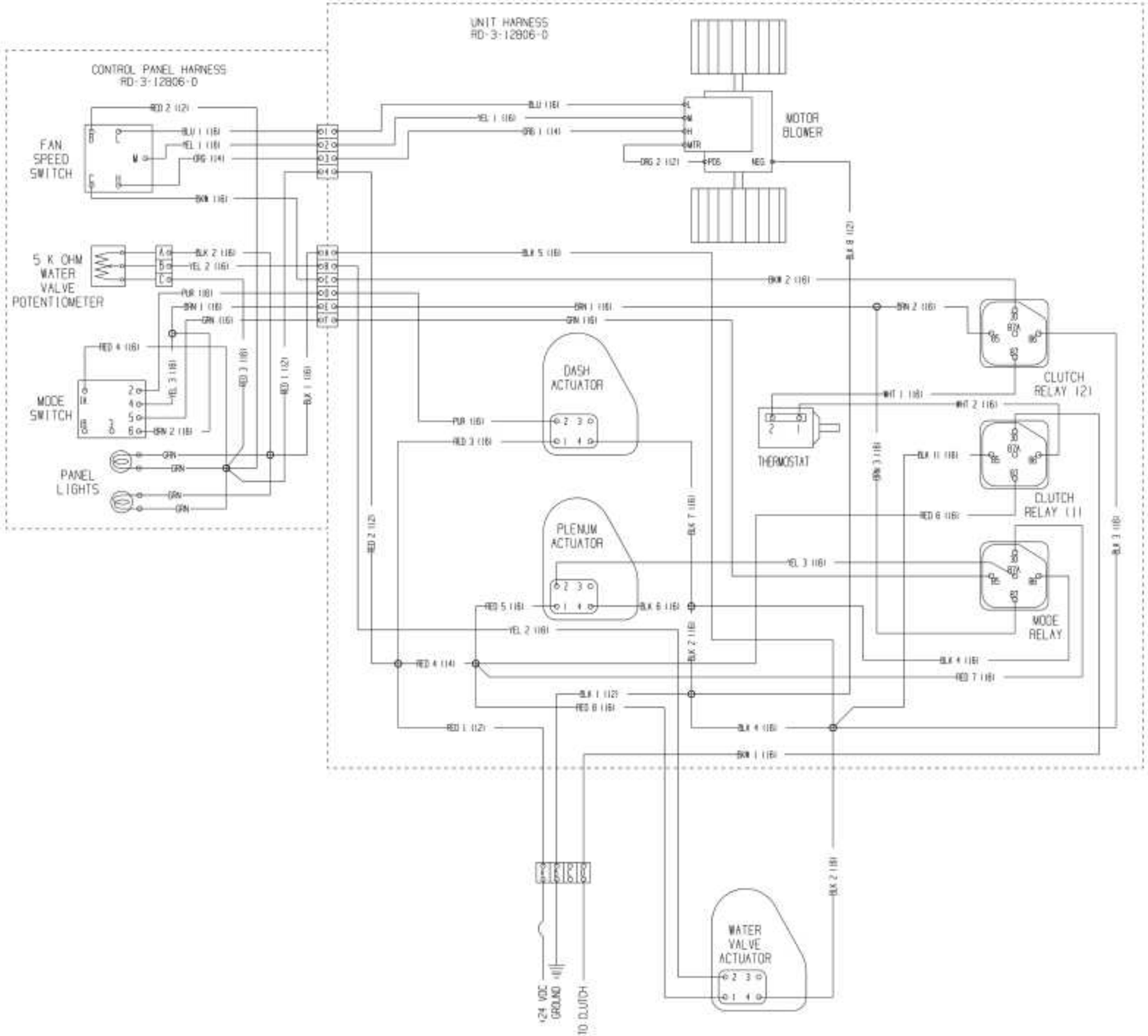
NOTE: Set up dimensions specified in the charts must be maintained during oiling and charging procedures. However, after the truck has been operated, these dimensions may vary.

EQUIPMENT LIST

- HYDRAIR® Charging Kit
- Jacks and/or Overhead Crane
- Support Blocks (Front and Rear) for:
  - Oiling Height Dimensions
  - Nitrogen Charging Height Dimensions
- HYDRAIR® Oil (See Specifications Chart)
- Friction Modifier (See Specifications Chart)
- Dry Nitrogen (See Specifications Chart)

If both front and rear suspension are to be serviced at the same time, service the front suspensions first. Do not remove the front suspension nitrogen charging blocks until after the rear suspensions have been completely serviced.

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HD1500-7	A30049 and UP
730E	A30552 and UP
830E	A30891 and UP
830E-AC	A30174 and UP
930E-4	A30693 and UP

HE484 FEB 07

ELECTRICAL SCHEMATIC

HEATER / AIR CONDITIONER CONTROLS

Sheet 1 of 1

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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 3-8.

⚠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.

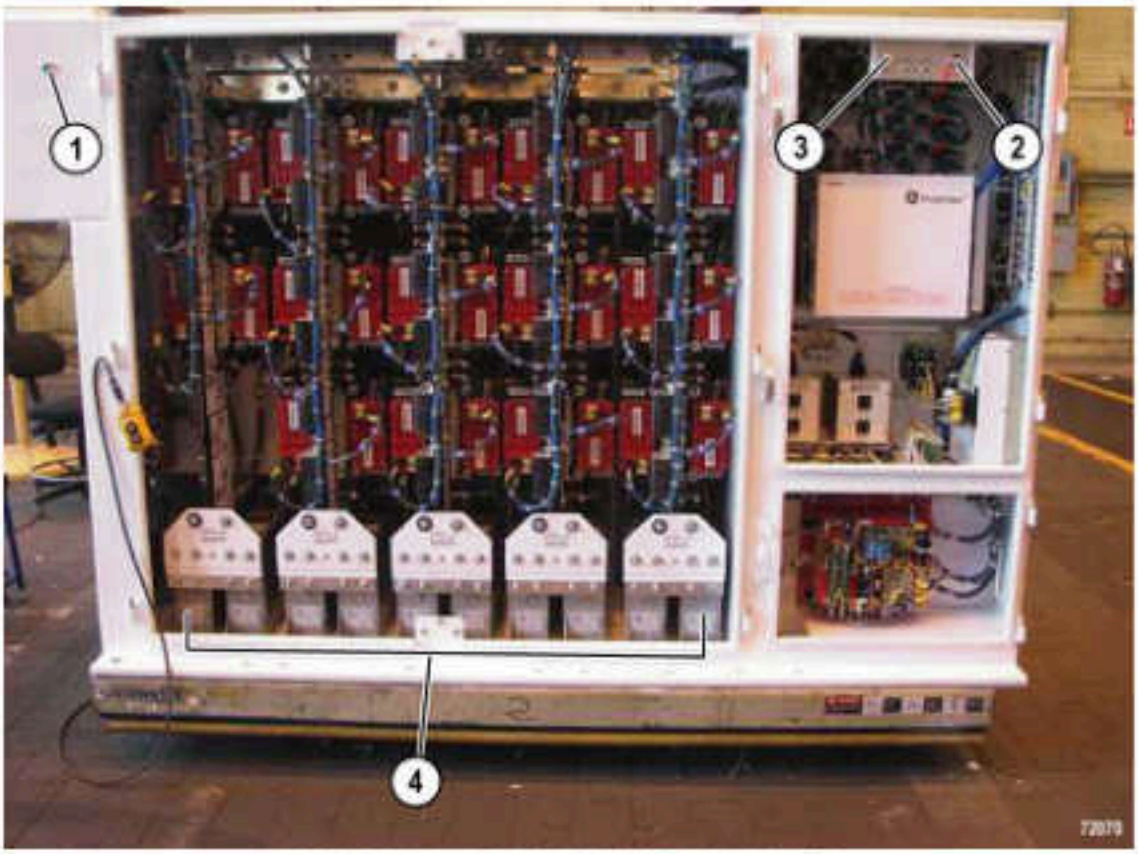
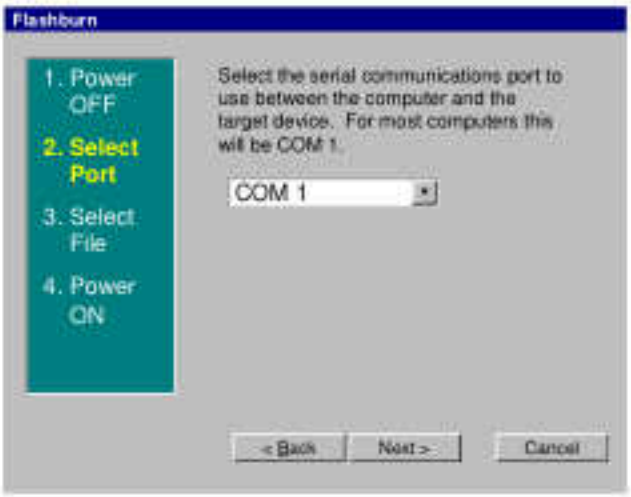


FIGURE 3-8. CAPACITOR CHARGE LIGHTS

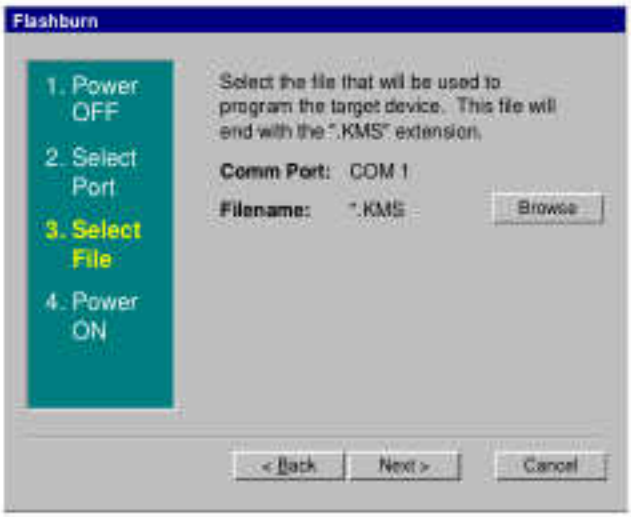
1. Exterior Capacitor Charge Light (CCL2)
2. Interior Capacitor Charge Light (CCL1)
3. Information Display Panel
4. DC Link Capacitors

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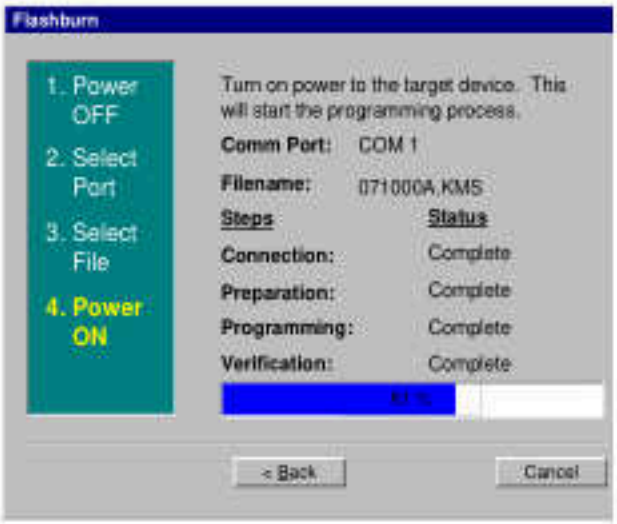
4. Confirm the proper communications port for the programming laptop. This is usually COM 1. Press "NEXT".



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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FUSE-FB1-9 10A, ENG START FAIL.	10
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