CEBM023501

Shop Manual

830E-1AC

DUMP TRUCK

SERIAL NUMBERS **A30461 - A30546**

Tier II

KOMATSU®

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TABLE OF CONTENTS

SUBJECT	SECTION
GENERAL INFORMATION	A
STRUCTURES	B
ENGINE, FUEL, COOLING AND AIR CLEANER	C
ELECTRIC SYSTEM (24 VDC. NON-PROPULSION)	D
ELECTRIC PROPULSION AND CONTROL	E
DRIVE AXLE, SPINDLES AND WHEELS	G
HYDRAIR® II SUSPENSIONS	H
BRAKE CIRCUIT	J
HYDRAULIC SYSTEM	L
OPTIONS AND SPECIAL TOOLS	M
OPERATOR'S CAB	N
LUBRICATION AND SERVICE	P
ALPHABETICAL INDEX	Q
SYSTEM SCHEMATICS	R

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SECTION A
GENERAL INFORMATION
INDEX

MAJOR COMPONENTS & SPECIFICATIONS A2

SAFETY AND OPERATING INSTRUCTIONS A3

WARNINGS AND CAUTIONS. A4

TORQUE TABLES AND CONVERSION CHARTS A5

STORAGE AND IDLE MACHINE PREPARATION A7

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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.

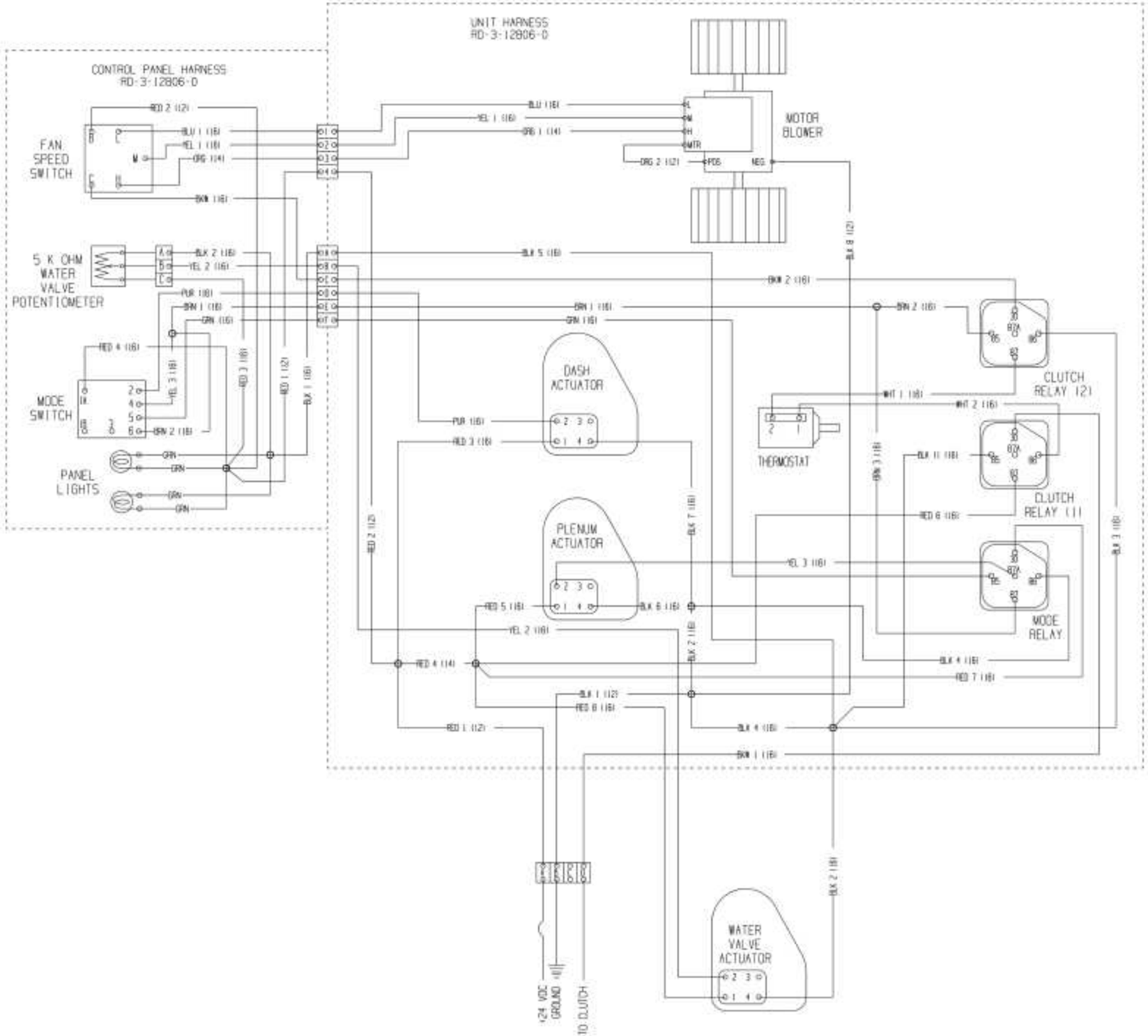
NOTE: Set up dimensions specified in the charts must be maintained during oiling and charging procedures. However, after the truck has been operated, these dimensions may vary.

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

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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.

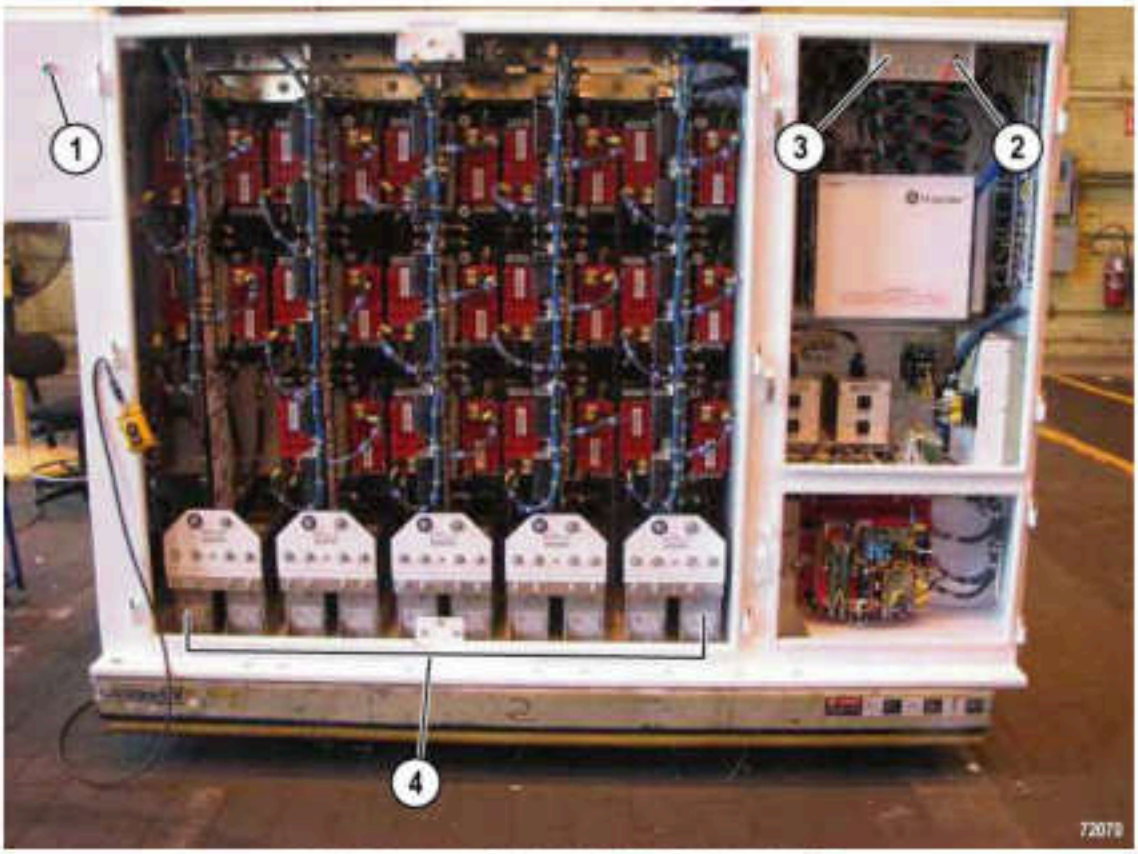
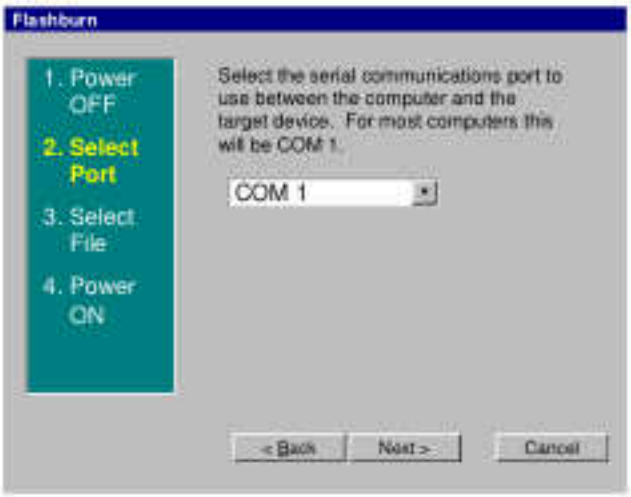


FIGURE 3-8. CAPACITOR CHARGE LIGHTS

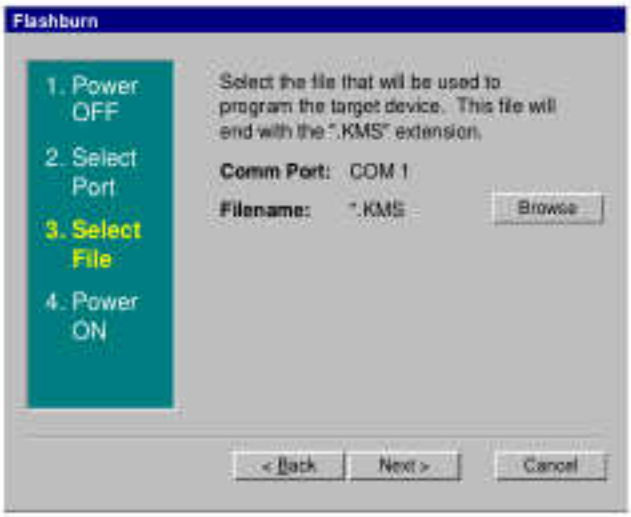
1. Exterior Capacitor Charge Light (CCL2)
2. Interior Capacitor Charge Light (CCL1)
3. Information Display Panel
4. DC Link Capacitors

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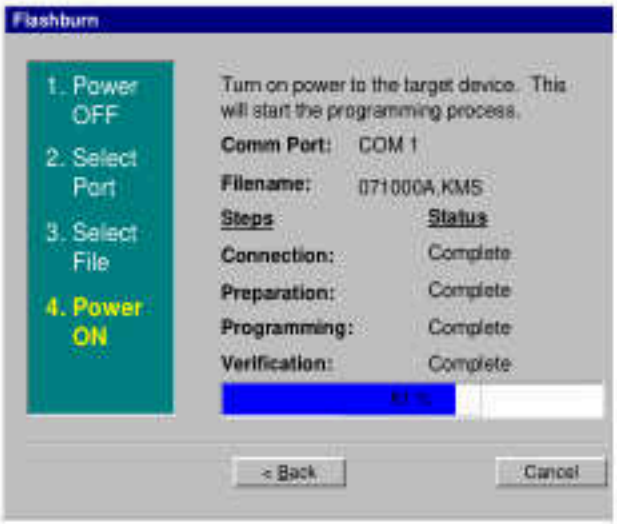
4. Confirm the proper communications port for the programming laptop. This is usually COM 1. Press "NEXT".



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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COMPONENT	SHEET
AID MODULE	11,12,13
ALTERNATOR, BATTERY CHARGING	26
ALTERNATOR, PROPULSION	16
BATTERY, CONTROL	9
BATTERY, ENGINE CRANKING	9
BATTERIES, START	26,33
CB 13 - CLEARANCE LIGHTS (RB1)	10,22
CB 14 - TURN SIGNAL FLASHER	10,22
CB 15 - TAIL LIGHTS (RB1)	10,22
CB 16 - RETARD LIGHTS (RB3)	10,19
CB 17 - MANUAL BACK-UP LTS (RB3)	10,19
CB 18 - STOP LIGHTS (RB3)	10,12
CB 19 - BACKUP LTS & HORN (RB3)	10,19
CB 20 - PARK BRAKE FAILURE (RB4)	10,27
CB 21 - SERV. LTS, HORN BTN. (RB4)	10,18
CB 22 - ENGINE CONTROL POWER (RB4)	10,27
CB 23 - HDLIGHTS LFT LO BEAM (RB5)	10,23
CB 24 - HDLIGHTS RT LO BEAM (RB5)	10,23
CB 25 - HDLIGHTS LFT HI BEAM (RB5)	10,23
CB 26 - HDLIGHTS RT HI BEAM (RB5)	10,23
CB 27 - HDLIGHTS & DASH LTS (RB5)	10,23
CB 60 - 12V POWER	26
CONVERTER, 24VDC TO 12VDC	10,21,26
DIODE BOARD 1 (DB1)	7,11,12,
DIODES, STARTER ISOLATOR (SID-1)	26,33
D.I.D. PANEL	9,29
ENGINE ECU - FAN CLUTCH SIGNAL	17
ENGINE ECU - CUMMINS	7
ENGINE INTERFACE MODULE	7
FUEL TANK	32
FUSE 300A, PRE LUBE PUMP	26
FUSE-FB1-1 15A, A/C HTR BLOW MOTOR	10
FUSE-FB1-2 15A, WINDSHLD WASH/WIPE	10
FUSE-FB1-3 5A, ELECTRONIC DASH PANEL	10
FUSE-FB1-4 10A, CAB KEY POWER	10
FUSE-FB1-5 10A, HOIST SOLENOID	10
FUSE-FB1-6 15A, TURN/CLEAR LIGHTS	10
FUSE-FB1-7 10A, ENGINE OPTIONS	10
FUSE-FB1-8 10A, AID & INDIC. LTS	10
FUSE-FB1-9 10A, ENG START FAIL.	10
FUSE-FB1-10 10A, ENG. SHUTTERS	10
FUSE-FB1-11 10A, DOME LIGHT SW.	10
FUSE-FB1-13 20A, COMM RADIO	10
FUSE-FB1-14 10A, ENTRTNMNT, RADIO MEM	10
FUSE-FB1-17 15A, KEY SWITCH SUPPLY	10,25
FUSE-FB1-18 5A, PLM III POWER	10,28
FUSE-FB1-19 5A, PLM III POWER	10,28
FUSE-FB2-1 15A, SERVICE LIGHTS	10
FUSE-FB2-2 15A, DOME,FOG,LADDER LTS	10
FUSE-FB2-3 15A, HAZARD LIGHTS	10
FUSE-FB2-4 10A, INTERFACE MODULE	10,32
FUSE-FB2-5 10A, ORBCOM/VHMS POWER	10
FUSE-FB2-6 20A, M M HUB POWER	10,29
FUSE-FB2-7 15A, ORBCOM/VHMS BATTERY	10
FUSE-FB2-8 10A, INTERFACE MODULE PWR	10,32
FUSE-FB2-9 15A, OIL RESERVE PUMP	10
FUSE-FB2-10 15A, RESERVE CTRL MODULE	10
FUSE-FB2-11 20A, BLEEDDOWN PWR SUPPLY	10
FUSE-FB2-12 10A, ENG LOAD CNTRL PWR	10
FUSE-FB2-13 10A, KEYSWITCH POWER	8,10,25
FUSE-FB2-17 20A, ENGINE ECM POWER	10
FUSE-FB2-18 20A, ENGINE ECM POWER	10
FUSE-FB2-19 20A, ENGINE ECM POWER	10
FUSE-FB2-20 20A, ENGINE ECM POWER	10
FUSE-FB3-1 15A, CAB DRIVE SYS. PWR	10
FUSE-FB3-2 10A, AUTO LUBE TIMER	10,15
FUSE-FB3-3 15A, GE PWR INTERFACE MOD	10,32
FUSE-FB3-4 20A, OP-CAB SEAT POWER	10
FUSE-FB3-17 10A, 12V POWER PLUGS	10,21
FUSE-FB3-18 20A, R.H. WINDOW	10,21
FUSE-FB3-19 20A, L.H. WINDOW	10,21
FUSE-FB4-1 10A, BRAKE CIRCUITS	10,32
FUSE-FB4-2 5A, PLM III	10
FUSE-FB4-3 5A, INTERFACE MODULE	10,32
FUSE-FB4-4 10A, VHMS MODULE	10
FUSE-FB4-5 5A, M M HUB POWER	10,29
FUSE-FB4-6 5A, DISP MODULE	10
FUSE-FB4-7 10A, BLEEDDOWN POWER	10
FUSE-FB4-8 10A, LIGHTED SW POWER	10
FUSE-FB4-9 1A, DIRECT SEL. SW.	10,32
FUSE-FB4-17 5A, GAUGE VOLTAGE	10
FUSE-FB4-18 15A,PEDAL VOLTAGE	10

COMPONENT	SHEET
FUSE-FB4-19 5A, ENGINE INTERFACE	10
GAUGE, BRAKE HYD. TEMPERATURE	32
GAUGE, FUEL	16,32
GAUGE, HOURMETER	16
GAUGE, OIL PRESSURE	16
GAUGE, WATER TEMPERATURE	16
GOIC- OPERATOR DISPLAY	29
HEATER A/C SYSTEM	17
HORN BUTTON	18
HORN, FORWARD #1	18
HORN, LEFT REAR BACKUP	19
HORN, RIGHT REAR BACKUP	19
INCLINOMETER	28
INDICATOR, BATT. CHG. SYS. FAILURE	32
INDICATOR, BODY UP	12
INDICATOR, BRAKE HYD. TEMP. HIGH	32
INDICATOR, CHECK ENGINE	12
INDICATOR, CIRCUIT BREAKER TRIPPED	11
INDICATOR, DYNAMIC RETARD	12
INDICATOR, ELECTRIC SYS FAULT	11
INDICATOR, ENGINE STOP	12
INDICATOR, HYDRAULIC OIL FILTER	32
INDICATOR, IM WARNING	32
INDICATOR, LINCOLN LUBE LOW PRESSURE	15
INDICATOR, LOW ACCUM PRECHARGE	11
INDICATOR, LOW BRAKE PRESSURE	11
INDICATOR, LOW FUEL	16
INDICATOR, LOW HYDRAULIC TK LEVEL	11
INDICATOR, LOW STEERING PRESSURE	11
INDICATOR, MANUAL BACK UP LIGHTS	13
INDICATOR, PARK BRAKE	32
INDICATOR, PROPUL. SYS AT REST	14
INDICATOR, PROPUL. SYS CAUTION	13
INDICATOR, PROPUL. SYS NO PROPEL	13
INDICATOR, PROPUL. SYS NO PROP/RET	13
INDICATOR, PROPUL. SYS NOT READY	14
INDICATOR, PROPUL. SYS REDUCED LVL	14
INDICATOR, PROPUL. SYS TEMP CAUTION	13
INDICATOR, RETARD AT REDUCED LEVEL	14
INDICATOR, RETARD SPEED CONTROL	13
INDICATOR, SERVICE BRAKE	12
INDICATOR, STARTER FAILURE	32
INDICATOR, TIMED ENGINE SHUTDOWN	25
INTERFACE MODULE	25,29,32
LIGHT, AIR RESTRICTION GAUGE	24
LIGHT, BRAKE HYD. TEMP. GAUGE	24
LIGHT, CAB DOME	23
LIGHT, DIGITAL TACHOMETER	24
LIGHT, DOME 1-5	10,15
LIGHT, DYNAMIC RETARD (OPT)	19
LIGHT, ENGINE MAINTENANCE	24
LIGHT, FUEL GAUGE	24
LIGHT, HIGH BEAM INDICATING	23
LIGHT, INTERFACE MODULE DOWNLOADING	24
LIGHT, LEFT DECK	19
LIGHT, LEFT DECK BACK UP	19
LIGHT, LEFT DIAGONAL LADDER	19
LIGHT, LEFT ENGINE SERVICE #1	18
LIGHT, LEFT ENGINE SERVICE #2	18
LIGHT, LEFT FRONT FOG	23
LIGHT, LEFT FRONT TURN/CLEARANCE	22
LIGHT, LEFT HIGH BEAM	23
LIGHT, LEFT HI-MTD HIGH BEAM	23
LIGHT, LEFT HI-MTD LOW BEAM	23
LIGHT, LEFT HYDRAULIC CABINET	18
LIGHT, LEFT LOW BEAM	23
LIGHT, LEFT REAR BACK UP	19
LIGHT, LEFT REAR FOG (OPT)	23
LIGHT, LEFT REAR RETARD	19
LIGHT, LEFT REAR TURN/CLEARANCE	22
LIGHT, LEFT TAIL/STOP	12
LIGHT, LEFT TURN INDICATING	22
LIGHT, LINK ENERGIZED	24
LIGHT, OIL PRESSURE GAUGE	24
LIGHT, RIGHT DECK (OPT)	19
LIGHT, RIGHT DECK BACK UP	19
LIGHT, RIGHT DIAGONAL LADDER (OPT)	19
LIGHT, RIGHT ENGINE SERVICE #1	18
LIGHT, RIGHT ENGINE SERVICE #2	18
LIGHT, RIGHT FRONT FOG	23
LIGHT, RIGHT FRONT TURN/CLEAR	22
LIGHT, RIGHT HIGH BEAM	23
LIGHT, RIGHT HI-MTD HIGH BEAM	23
LIGHT, RIGHT HI-MTD LOW BEAM	23
LIGHT, RIGHT HYDRAULIC CABINET	18
LIGHT, RIGHT LOW BEAM	23

COMPONENT	SHEET
LIGHT, RIGHT REAR BACK UP	19
LIGHT, RIGHT REAR FOG (OPT)	23
LIGHT, RIGHT REAR RETARD	19
LIGHT, RIGHT REAR TURN/CLEARANCE	22
LIGHT, RIGHT TAIL/STOP	12
LIGHT, RIGHT TURN INDICATING	22
LIGHT, ROTATING BEACON (OPT)	16
LIGHT, SERVICE BRAKE (CAB ROOF)	12
LIGHT, WATER TEMPERATURE GAUGE	24
LIGHTS, LEFT DECK PAYLOAD	28
LIGHTS, RIGHT DECK PAYLOAD	28
MIRROR, HEATED LEFT FLAT (OPT)	16
MIRROR, HEATED RIGHT CONCAVE (OPT)	16
MODULAR MINING COMMUNICATION PORT	9,28,29
MODULAR MINING HUB	29
MOTOR, LEFT WINDOW	21
MOTOR, RIGHT WINDOW	21
MOTOR, STARTER #1	26
MOTOR, STARTER #2	26
MOTOR, WINDSHIELD WIPER	31
ORBCOM MODULE	29
PAYLOAD METER 3 CONTROL MODULE	10,28,29
PEDAL, ACCELERATOR	20
PEDAL, RETARD	20
POTENTIOMETER, RETARD SPEED	20
POWER PLUGS, 12V	21
PROBE, ALTERNATOR AMB. TEMP.	9,20
PUMP, CIRCULATING RESERVE OIL	30
PUMP, PRE-LUBE HI FLOW	26
PUMP, WINDSHIELD WASHER	31
RADIO	21
RB1 K1 RELAY (LEFT TURN SIGNAL)	22
RB1 K2 RELAY (RIGHT TURN SIGNAL)	22
RB1 K3 RELAY (CLEARANCE LIGHT)	22
RB1 K4 RELAY (FLASHER)	22
RB3 K1 RELAY (MANUAL BACKUP LTS)	19
RB3 K2 RELAY (STOP LIGHT)	12
RB3 K3 RELAY (RETARD LIGHT)	19
RB4 K1 RELAY (PARK BRAKE STATUS)	27
RB4 K2 RELAY (CRANK INTERLOCK)	26
RB4 K3 RELAY (HORN)	18
RB4 K4 RELAY (BODY UP INVERT)	12,28
RB5 K1 RELAY (LEFT LOW BEAM HDLT)	23
RB5 K2 RELAY (RIGHT LOW BEAM HDLT)	23
RB5 K3 RELAY (LFT HI BEAM HDLT)	23
RB5 K4 RELAY (RIGHT HI BEAM HDLT)	23
RB6 K1 RELAY (BACK UP HORN)	19
RB6 K2 RELAY (ENGINE INTERLOCK)	27
RB6 K3 RELAY (LINCOLN LUBE SOLENOID)	15
RB6 K4 RELAY (BLEEDDOWN POWER SUPPLY)	18
RB6 K5 RELAY (ETHER START)	7
RB6 K8 RELAY (LINCLON LUBE TIMER)	15
RB7 K1 RELAY (BRAKE LOCK LIMITATION)	18
RB7 K2 RELAY (BRAKE LOCK LIMITATION)	18
RB7 K3 RELAY (BRAKE LOCK LIMITATION)	18
RB7 K4 RELAY (BRAKE LOCK LIMITATION)	18
RB7 K5 RELAY (IM WARNING)	32
RB7 K6 RELAY (TIMED ENGINE SHUTDOWN LT)	25
RB7 K7 RELAY (BRAKE LOCK LIMITATION)	18
RB7 K8 RELAY (TIMED ENGINE SHUTDOWN)	10,25
RB8 K1 RELAY (TCI-70X)	28
RB8 K2 RELAY (TCI-100X)	28
RB8 K3 RELAY (A/C SHUTTER CONTROL)	7
RB8 K4 RELAY (PLM3 LIGHTS)	28
RB8 K5 RELAY (SCHUTTER CONTROL)	7
RB8 K6 RELAY (PLM3 RED LIGHTS)	28
RB8 K7 RELAY (PLM3 AMBER LIGHTS)	28
RB8 K8 RELAY (PLM3 GREEN LIGHTS)	28
RB9 K1 RELAY (START CIRCUIT)	10,26
RB9 K2 RELAY (AUTO BRAKE APPLY POWER)	32
RB9 K3 RELAY (LOW STEERING PRESS. PWR)	11
RB9 K4 RELAY (PARK BRAKE OFF)	32
RB9 K5 RELAY (KEYSW START ACTIVATION)	8
RB9 K6 RELAY (LOW STEERING PRESS. END)	11
RELAY, BRAKE WARNING	11
RELAY, CONTROL POWER (CPR)	10
RELAY, ENGINE START	26
RELAY, GENERATOR FIELD (GFR)	10
RELAY, GROUND LEVEL POWER	8,10,25,28
RELAY, KEYSWITCH POWER	8,10,25
RELAY, KONTROL POWER (KPR)	2,8,10
RELAY, MAITAIN PRE-LUBE RUN	26
RELAY, RADIO	21
RELAY, WIPER (HI)	31
RELAY, WIPER (LO)	31

COMPONENT	SHEET
RELAY, 12V POWER (AUX-BOX)	10,21
RELAY BOARD 1	10,11,22
RELAY BOARD 3	10-12,19
RELAY BOARD 4	10-12,18
	26,27,28
RELAY BOARD 5	10,11,23
RELAY BOARD 8	28
RHEOSTAT, DASH LIGHT	24
RHEOSTAT, PANEL DIMMER	14
SCOREBOARD, LEFT PLM3	28
SCOREBOARD, RIGHT PLM3	28
SENDER, ENGINE TEMPERATURE	16
SENDER, FUEL LEVEL	16
SENDER, OIL PRESSURE	16
SENSOR, AMBIENT AIR TEMP	32
SENSOR, BAROMETRIC PRESSURE	9
SENSOR, HOIST PUMP #1 PRESSURE	32
SENSOR, HOIST PUMP #2 PRESSURE	32
SENSOR, HYD. LEVEL	11
SENSOR, HYD. TANK TEMP	32
SENSOR, LEFT FRONT SUSPENSION PRESS.	28
SENSOR, LEFT FRONT WHEEL SPEED	9
SENSOR, LEFT REAR SUSPENSION PRESS.	28
SENSOR, RESERVE OIL LEVEL	30
SENSOR, RIGHT FRONT SUSPENSION PRESS.	28
SENSOR, RIGHT FRONT WHEEL SPEED	9
SENSOR, RIGHT REAR SUSPENSION PRESS.	28
SENSOR, SERVICE BRAKE PRESSURE	32
SENSOR, STEERING PRESSURE	32
SOLENOID, A/C COMPRESSOR	17
SOLENOID, AUTO BRAKE APPLY	32
SOLENOID, BRAKE LOCK	18
SOLENOID, ETHER START	7
SOLENOID, HOIST LIMIT	15
SOLENOID, LUBE PUMP	15
SOLENOID, PARK BRAKE	32
SOLENOID, SHUTTER CONTROL	7
SOLENOID, STEERING ACCUM. BLEEDDOWN	18
SONALERT, #1 (CAB OVERHEAD)	11
SONALERT, #2 (IM FAULTS)	32
SPEAKER, RADIO LEFT FRONT	21
SPEAKER, RADIO LEFT REAR	21
SPEAKER, RADIO RIGHT FRONT	21
SPEAKER, RADIO RIGHT REAR	21
SPEEDOMETER	16,28
STEERING BLEED DOWN IC CHIP	18
SWITCH, A/C RECEIVER/DRIER PRESSURE	17
SWITCH, BLOWER PRESSURE	14
SWITCH, BODY UP	12,28
SWITCH, BODY UP OVERRRIDE	20
SWITCH, BRAKE LOCK	18,28
SWITCH, COOLANT LEVEL	27
SWITCH, DATA STORE	20,29
SWITCH, DIMMER COMBO	31
SWITCH, DIRECT SELECTOR	20,32
SWITCH, DOME LIGHT (AUX-BOX)	10,15
SWITCH, ENGINE LEFT SERVICE LIGHT	18
SWITCH, ENGINE OIL PRESSURE	26
SWITCH, ENGINE RIGHT SERVICE LIGHT	18
SWITCH, ENGINE RUN OIL PRESSURE	16
SWITCH, FOG LIGHT	23
SWITCH, GROUND LEVEL SHUTDOWN	2,8,10
	25,28
SWITCH, HAZARD LIGHT	22
SWITCH, HEADLIGHT	23
SWITCH, HEATED MIRROR	16
SWITCH, HOIST LIMIT	15

COMPONENT	SHEET
SWITCH, HOIST FILTER PRESSURE #1	11
SWITCH, HOIST FILTER PRESSURE #2	11
SWITCH, KEY	8,10,25
SWITCH, LADDER LIGHTS GROUND LEVEL	19
SWITCH, LADDER LIGHTS OP-CAB	19
SWITCH, LAMP TEST	11
SWITCH, LEFT WINDOW	21
SWITCH, LINC. LUBE LOW LEVEL (OPT)	15
SWITCH, LINCOLN LUBE PRESSURE	15
SWITCH, LOW BRAKE PRESSURE	11
SWITCH, LOW ACCUM. PRE-CHARGE #1	11
SWITCH, LOW ACCUM. PRE-CHARGE #2	11
SWITCH, LOW STEERING PRESSURE	11
SWITCH, MANUAL BACK UP LIGHT	19
SWITCH, PARK BRAKE PRESSURE	32
SWITCH, PLM CONTROL	28
SWITCH, PRE-LUBE PRESSURE	26
SWITCH, PRESSURE (2500 psi)	15
SWITCH, RESERVE OIL PRESSURE	30
SWITCH, RESET REQUEST	14
SWITCH, RETARD SPEED CONTROL	20
SWITCH, RIGHT WINDOW	21
SWITCH, ROTATING BEACON (OPT)	16
SWITCH, SECONDARY ENGINE SHUTDOWN	27
SWITCH, SERVICE BRAKE DEGRADE PRESS.	11
SWITCH, SERVICE BRAKE PRESSURE	12
SWITCH, START BATTERY DISCONNECT	26
SWITCH, STEERING FILTER PRESS.	11
SWITCH, STEERING ACCUM. PRESS.	18
SWITCH, SYSTEM BATTERY DISCONNECT	26,28
SWITCH, TURN SIGNAL COMBO	31
SWITCH, WINDSHLD WASH/WIPE COMBO	31
TACHOMETER	16
TIMER, LINCOLN LUBE	15
TIMER, PRE-LUBE	26
TIMER, STEERING BLEED DOWN	18
TIMER, TURN SIGNAL FLASHER	22
TIMER, WINDSHLD WASH/WIPE	31
TIMER, WINDSHLD WIPER DELAY MODULE	31
VHMS MODULE	29

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SHEET 34 OF 35

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