DG728

Shop Manual



330M

DUMP TRUCK

SERIAL NUMBERS **A10190 - A10211**

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SECTION A

GENERAL INFORMATION

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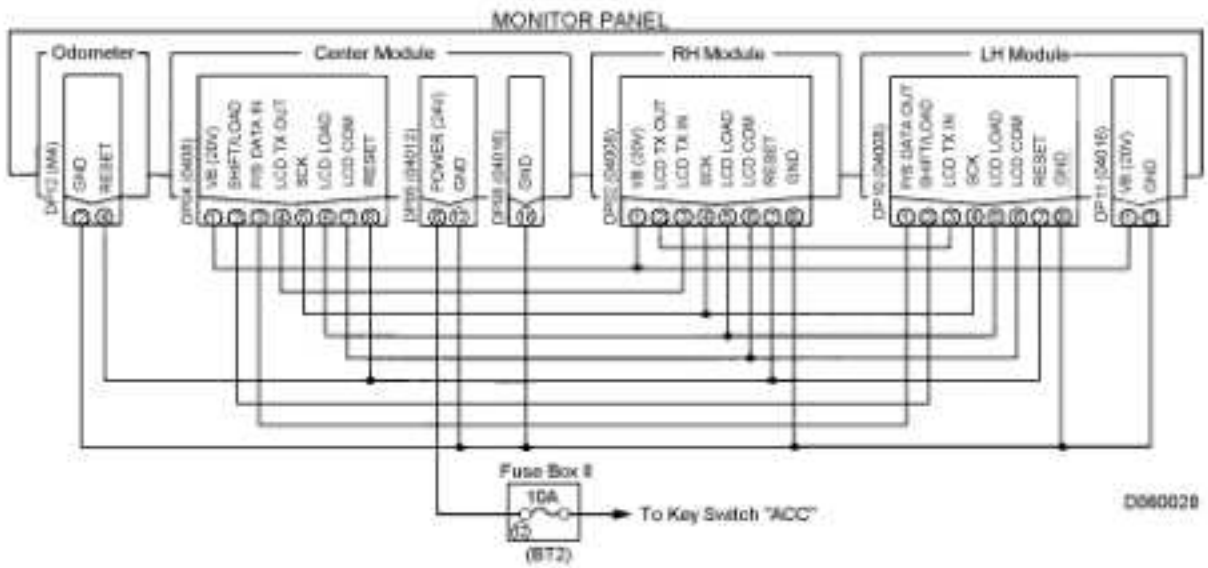
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No.	CONNECTOR	PIN No.	SIGNAL NAME
B-1	DP02	1	VB (20V)
B-2		2	LCD TX OUT
B-3		3	LCD TX IN
B-4		4	SCK
B-5		5	LCD LOAD
B-6		6	LCD COM
B-7		7	RESET
B-8	DP10	1	P/S DATE
B-9		2	SHIFT/LOAD

TABLE b. WIRING HARNESS GROUND CHECK

NOTE: Above circuits must be isolated from chassis ground.

Related electrical circuit diagram



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ADJUSTING HOIST LEVER LINKAGE

1. Lock the control levers inside the cab in the HOLD position with the lock plate on the console box.
2. Install and connect the push-pull cable so that there is no twisting or slack.
3. Set hoist valve lever (1, Figure 10-2) in the HOLD position.
4. Connect push-pull cable (2) and hoist valve lever (1), adjust standard dimension A, then tighten the locknut.

   Standard dimension A: 198.5 mm (7.8 in)
5. Adjust intermediate rod (1, Figure 10-3) to standard dimension B.

   Standard dimension B: 509 mm (20.04 in)
6. Connect push-pull cable (2, Figure 10-4) to intermediate lever (1), adjust to standard dimension C, then tighten the locknut.

   Standard dimension C: 203.5 mm (8.01 in)
7. After adjusting, release the lock plate on the console box, and check that the travel from HOLD to RAISE is the specified value (D, Figure 10-2) when the control lever is operated to RAISE.

   Specified value D: 15 mm (0.59 in)

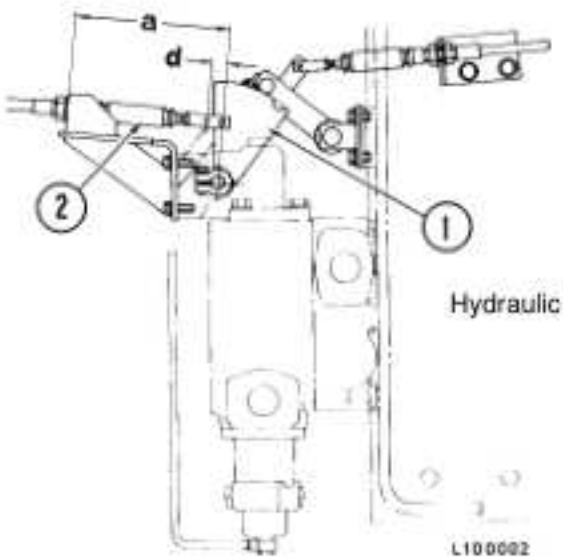


FIGURE 10-2. HOIST VALVE ADJUSTMENT

1. Hoist Valve Lever — A. 198.5 mm (7.8 in)
2. Cable — D. 15 mm (0.59 in)



FIGURE 10-3. INTERMEDIATE ROD ADJUSTMENT

1. Intermediate Rod — B. 509 mm (20.04 in)
2. Bellcrank

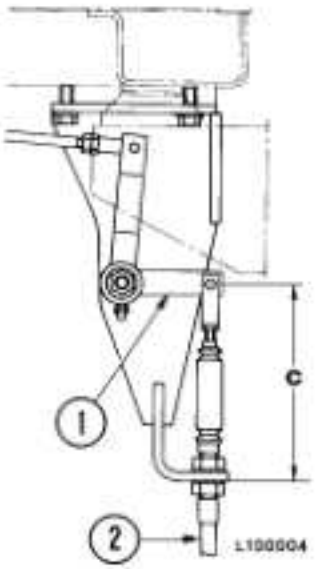


FIGURE 10-4. INTERMEDIATE LEVER ADJUSTMENT

1. Intermediate Lever — C. 203.5 (8.01 in)
2. Cable

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TROUBLESHOOTING

Refer to the chart below for possible operator complaints and possible causes for the problem. Refer to normal and abnormal operation characteristics to help determine if there is an actual problem with the system. Refer to Section "R" for schematics relating to the electrical circuits for the various exhaust brake system components.

If a problem occurs in the exhaust brake system, first, determine whether it is safe to continue running the engine or using the exhaust brake.

- If the engine is malfunctioning, do not use the exhaust brake until engine problems are corrected.
- Do not operate the engine if it appears the exhaust brake does not release.

OPERATOR COMPLAINT: / CAUSE	Brake Does Not Operate	Slow Brake Application	Insufficient Back Pressure	Excessive Back Pressure	Brake Won't Release	Intermittent Operation
Broken Air Line	X					
Insufficient Air Supply		X	X			
Loose Electrical Connection	X				X	X
Blown Fuse	X					
Solenoid Valve Failure	X					
Controller Circuit Failure	X					
Lock-up Circuit Failure	X					
Plugged Cylinder Breather		X	X			
Damaged Brake Cylinder	X	X	X		X	X
Damaged Cylinder Seal	X	X				
Defective ON/OFF Switch	X					X
Leaky Gasket			X			
Loose Mounting Bolts						X
Plugged Quick Release Valve	X		X		X	X
Carbon in Brake Body		X	X		X	
Incorrect Gate Adjustment			X	X		
Worn Return Springs		X				X

OPERATIONAL CHARACTERISTICS

If the exhaust brake switch is ON, the torque converter is in lock-up and the accelerator pedal released, ***OR*** if the exhaust brake switch is OFF, the torque converter is in lock-up and the foot brake or retarder lever is applied, the exhaust brake should activate and the following may be noted:

Properly Functioning Exhaust Brake:

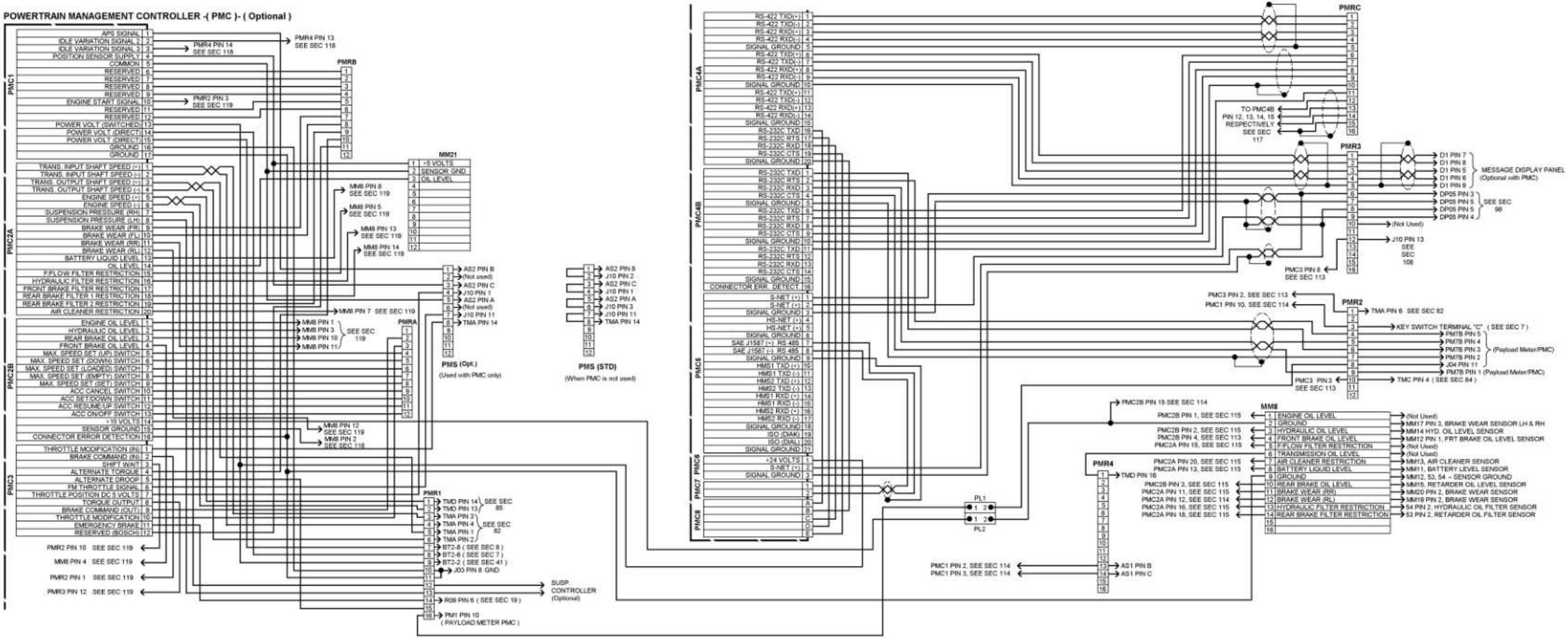
- ☐ Truck speed should decrease when descending a grade unless the grade is very steep or the load is heavy.
- ☐ There may be a slight drop in engine RPM.
- ☐ There may be a slight change in engine sound.
- ☐ Depending on load and grade, it may be possible to feel the retarding force when applied.
- ☐ Exhaust smoke should appear normal
- ☐ Engine temperature should remain normal.
- ☐ When the accelerator pedal is depressed, normal throttle control should resume.
- ☐ There may be a slight puff of exhaust smoke when the exhaust brake is released.
- ☐ Engine temperature should remain normal.

Possible Symptoms of Malfunctioning Exhaust Brake:

- ☐ Unusual noises or clanking sound as exhaust brake is applied or released.
- ☐ An abnormal vibration is felt when exhaust brake is applied or released.
- ☐ Engine seems to be straining or feels underpowered. ***If this occurs, check and correct system immediately.***
- ☐ Excessive exhaust smoke when brake is released.
- ☐ Engine temperature exceeds normal levels.

If the above symptoms occur, the truck should be removed from service until the exhaust brake system is inspected and the problem corrected.

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