WHEEL LOADER

SERVICE MANUAL

HL980 Tier 3

HYUNDAI

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Fault code (Hex)	Meaning of the fault code possible reason for fault detection	Reaction of the TCU	Possible steps to repair
9B	O.C. at converter lock up clutch solenoid TCU detected a wrong voltage at the output pin, that looks like a O.C. for this output pin · Cable is defective and has no connection to TCU · Converter clutch solenoid has an internal defect · Connector has no connection to TCU	Converter clutch always open, retarder not available OP mode : Normal	· Check the cable from TCU to the converter clutch solenoid · Check the connectors from converter clutch solenoid to TCU · Check the resistance* of converter clutch solenoid * See page 3-77
9C	S.C. to battery voltage at converter lock up clutch solenoid TCU detected a wrong voltage at the output pin, that looks like a S.C. to battery voltage · Cable is defective and has no contacted to battery voltage · Converter clutch solenoid has an internal defect · Connector pin is contacted to battery voltage	No reaction OP mode : Normal	· Check the cable from TCU to the converter clutch solenoid · Check the connectors from converter clutch solenoid to TCU · Check the resistance* of converter clutch solenoid * See page 3-77
A1	S.C. to ground at difflock or axle connection solenoid TCU detected a wrong voltage at the output pin, that looks like a S.C. to vehicle ground · Cable is defective and is contacted to vehicle ground · Difflock solenoid has an internal defect · Connector pin is contacted to vehicle ground	No reaction OP mode : Normal	· Check the cable from TCU to the difflock solenoid · Check the connectors from difflock solenoid to TCU · Check the resistance* of difflock solenoid * See page 3-77
A2	S.C. to battery voltage at difflock or axle connection solenoid TCU detected a wrong voltage at the output pin, that looks like a S.C. to battery voltage · Cable is defective and has no connection to battery voltage · Difflock solenoid has an internal defect · Connector pin is contacted to battery voltage	No reaction OP mode : Normal	· Check the cable from TCU to the difflock solenoid · Check the connectors from difflock solenoid to TCU · Check the resistance* of difflock solenoid * See page 3-77
A3	O.C. at difflock or axle connection solenoid TCU detected a wrong voltage at the output pin, that looks like a O.C. for this output pin · Cable is defective and has no connection to TCU · Difflock solenoid has an internal defect · Connector has no connection to TCU	No reaction OP mode : Normal	· Check the cable from TCU to the difflock solenoid · Check the connectors from difflock solenoid to TCU · Check the resistance* of difflock solenoid * See page 3-77

※ Some fault codes are not applied to this machine.

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Housing dimension :

(1) Press on equally the bearing inner ring and detemine Dimension I, from the mounting face to the bearing inner ring.
Dimension I e.g ..... 43.65 mm

※ Take several measuring points and determine the mean value.

Then remove the bearing inner ring again.

※ Special tool

Measuring shaft	5870 200 022
Digital depth gauge	5870 200 072

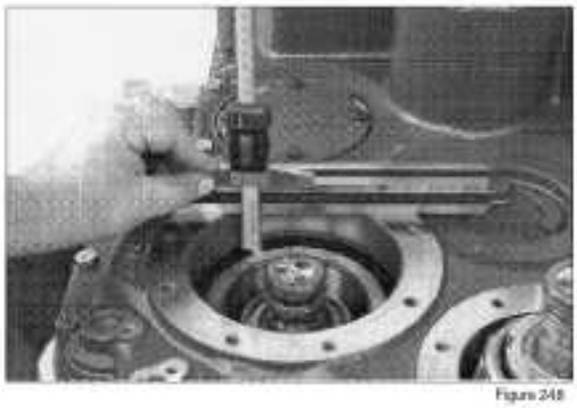


Figure 248

Cover dimension :

(2) Determine Dimension II, from the mounting face until contact/bearing inner ring.
Dimension II e.g ..... 42.12 mm

※ Special tool

Straightedge	5870 200 022
Gauge blocks	5870 200 067
Digital depth gauge	5870 200 072

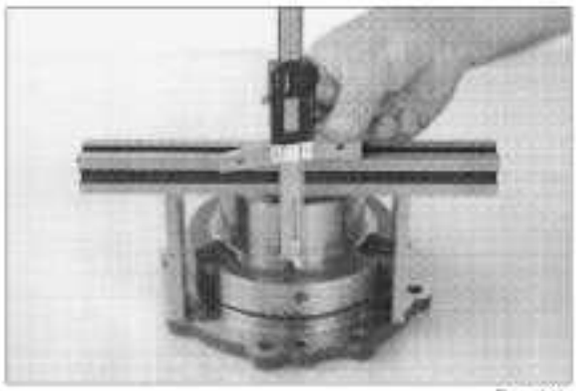


Figure 249

Example :

Dimension I		43.65 mm
Dimension II		- 42.12 mm
Difference		= 1.53 mm
Bearing preload	e.g.	+ 0.02 mm
Resulting shim(s)	s	= 1.55 mm

(3) Put on the shim.



Figure 250

(4) Heat the bearing inner ring and place it until contact.

⚠ Use safety gloves.

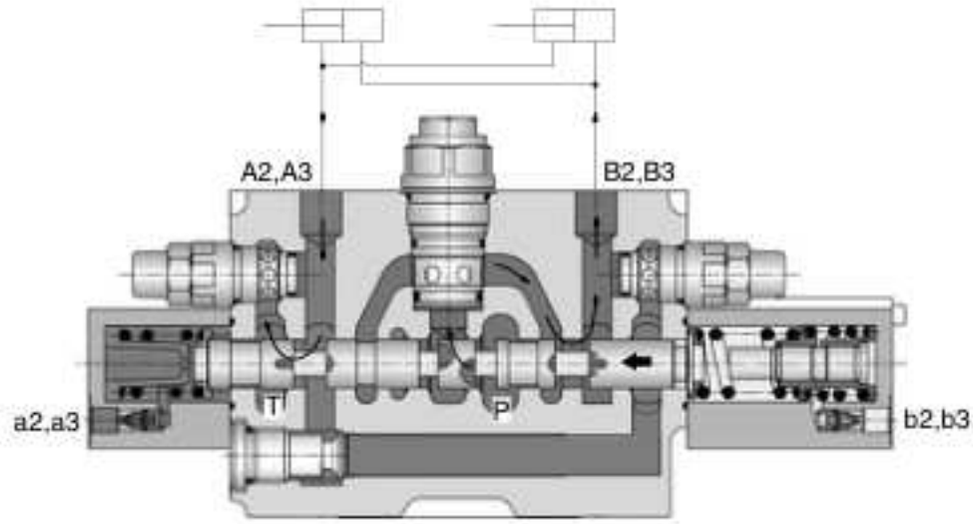
※ Install the bearing inner ring after cooling down subsequently (press).

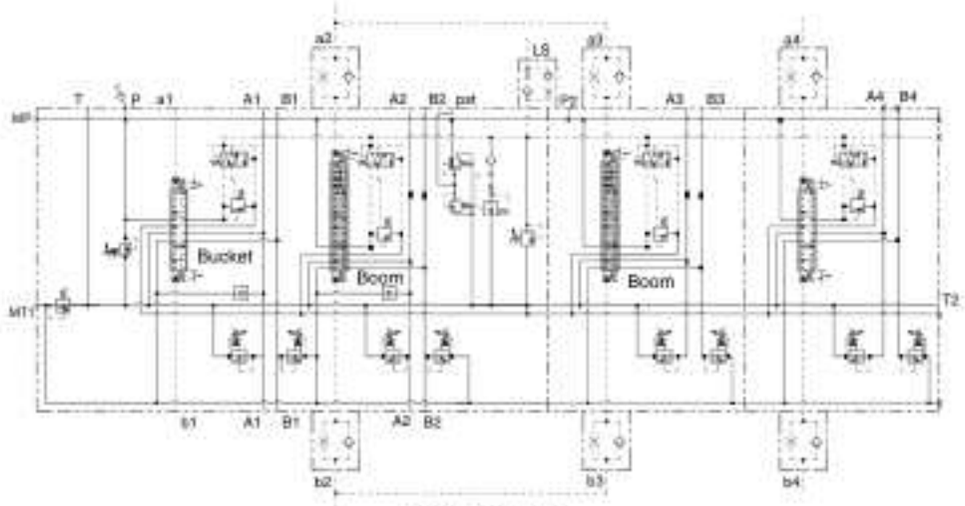


Figure 251

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(2) Boom raise position





Hydraulic circuit

When the pilot pressure is led to the port b2, b3 the boom spool moved to raise position.
Oil from the pump flows to the cylinder port B2, B3 and oil from the cylinder flows into the tank passage through the cylinder port A2, A3.

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5) DISASSEMBLY AND ASSEMBLY

(1) Spool

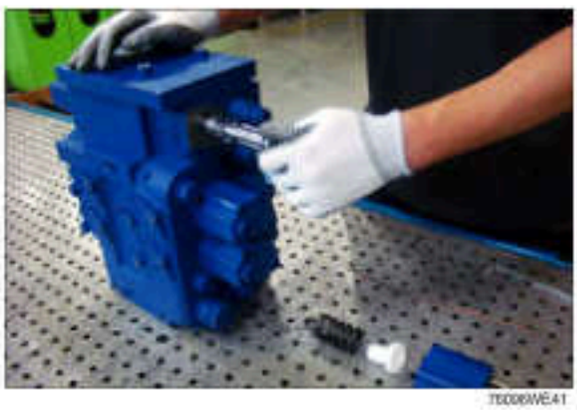
① Loosen the bolt (2EA).

- Tool : Wrench 5 mm
- Tightening torque : 0.85 kgf · m (6.1 lbf · ft)



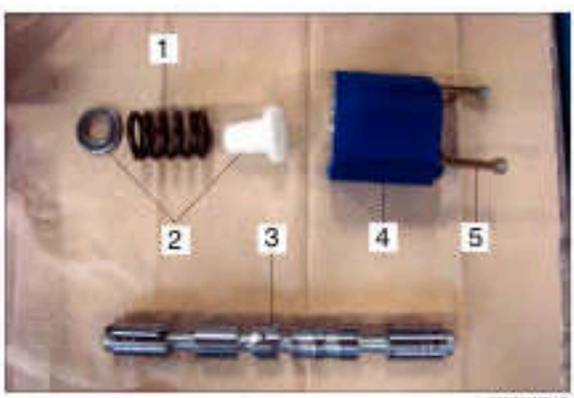
T6096WE40

② Remove the cover, spring retainer, spring and spool.



T6096WE41

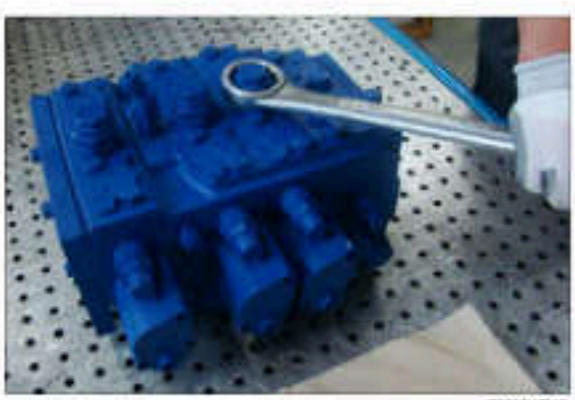
1 Spring
2 Spring ratainer
3 Spool
4 Cover
5 Bolt



T6096WE42

(2) Compensator valve

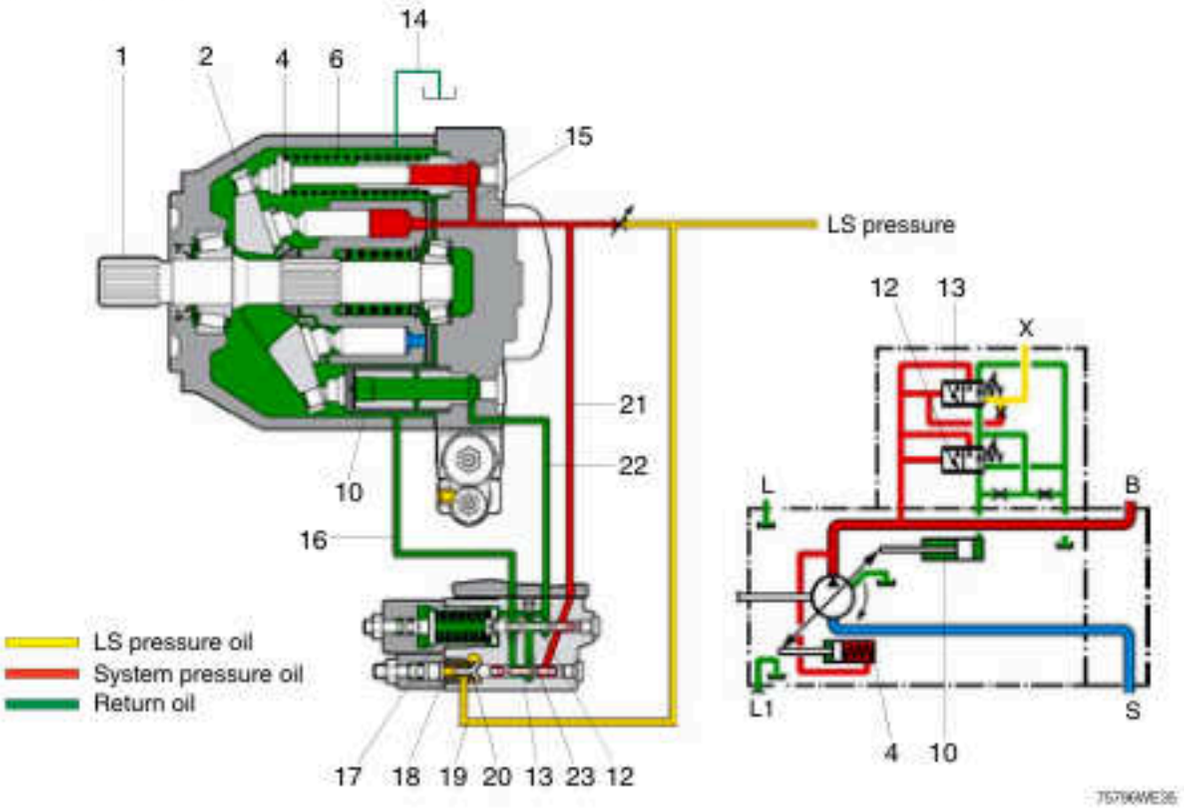
- Tool : Spanner 42 mm



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(1) Upstroking



1	Drive shaft	13	Flow compensator spool	19	LS line from the metering pump
2	Swash plate	14	Case drain	20	Cavity
4	Counter piston	15	Passage	21	Passage
6	Counter spring	16	Passage	22	Passage
10	Control piston	17	Spring	23	Cavity
12	Pressure compensator spool	18	Spring		

Upstroking of the pump occurs as flow demand from loader and steering system.
The increased flow demand causes a LS pressure in LS line (19). The LS pressure in LS line (19) combines with the force of spring (18) in cavity (20).
The force of spring (18) causes pump pressure to be higher than the LS pressure (19).
If the combination of LS pressure and of spring force is greater than the pump discharge pressure, this difference pressure causes spool (13) to move right. As spool (13) moves right, the spool (13) blocks the flow of supply oil to control piston (10). Pump swash plate (2) is controlled by pressure and flow as much as hydraulic system requests.

When the oil flow to control piston (10) is blocked, the pilot oil in passage (22) drains to passage (23). The oil then flows past pressure compensator spool (12) and through passage (16) into the housing and via the drain line (14) to tank.

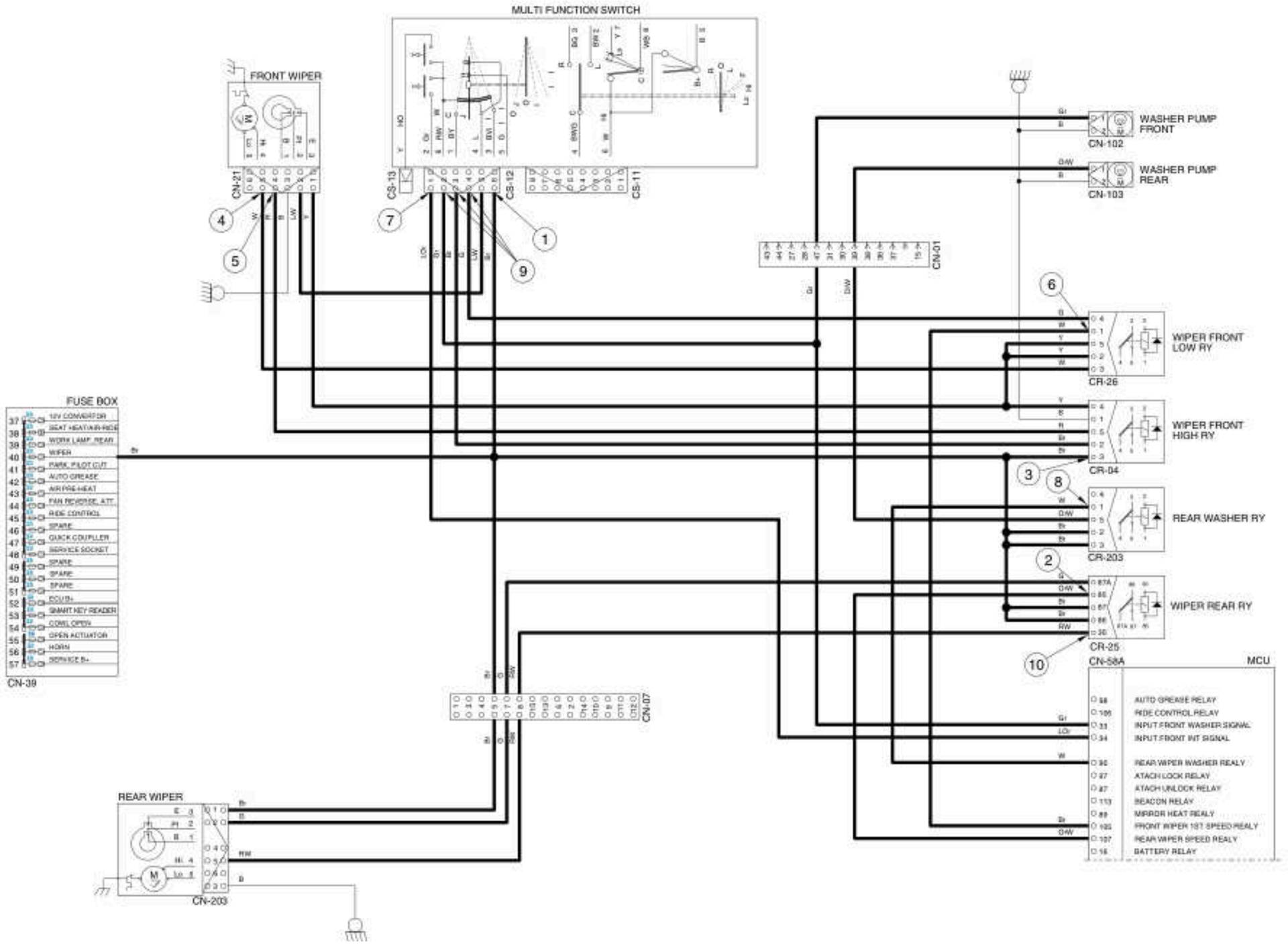
Supply oil flows through passage (15) to counter piston (4). The oil acts against counter piston (4). The oil combines with the force of counter spring (6). This causes swash plate (2) to upstroke.

This also causes the pump flow to increase. As flow requirements are satisfied, the pump output pressure increase. The pressure increases until the pressure in passage (15) moves flow compensator spool (13) up to be satisfied with system requirement for pressure and flow.

- Pump discharge pressure = force of spring (18) + LS pressure (19)

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WIPER AND WASHER CIRCUIT



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