SEN06579-03

Shop Manual

WHEEL LOADER **WA600-8**

SERIAL NUMBERS 80001 and up

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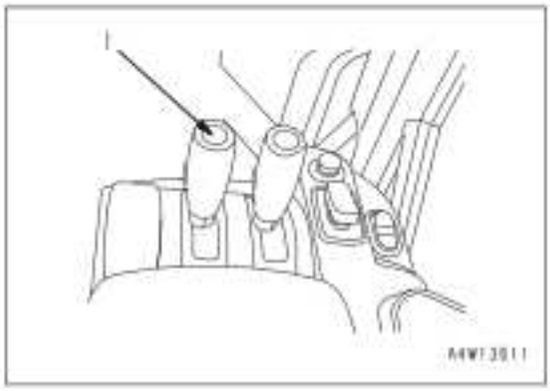
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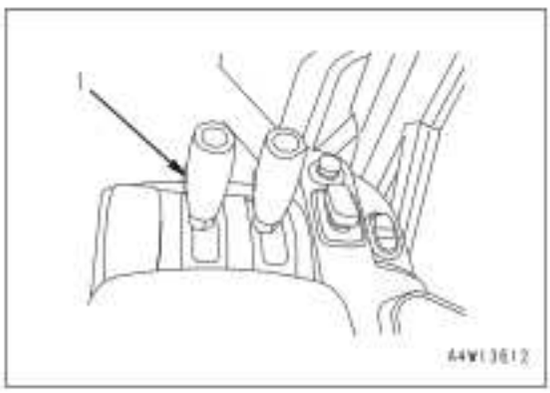
Load meter cancel switch function

- The calculated weight is discarded when load meter cancel switch (1) is pressed during the holding time of calculated weight (15 seconds after completion of calculation). This is because the system judges that the value at the display of bucket load is no longer used.
- In this case, the display of total load weight (display of remaining load), which is the result of addition (or subtraction) of this time, is also canceled, and the previous display value is resumed.



Load meter sub total switch function

- Push down the load meter sub total switch (1) for 2 seconds or longer to clear the total load weight in the addition mode or remaining load weight in the subtraction mode.
- The horn is set to sound in conjunction with the load meter subtotal switch (1) by turning on the "Subtotal SW Interlocking Horn Set".
- Pressing the load meter subtotal switch for 0.5 seconds while "Subtotal SW Interlocking Horn Set" is enabled the loading display of the load meter is reset.
- The following data are saved as a set when the calculated weight is entered.
  - Type of material
  - Weight of 1 loading with bucket
  - Total number of loadings
  - Total load weight
  - Data of at least 500 loadings are saved



Calibration function

- There 2 types of calibration; the empty calibration in which the pressure when the bucket is empty is measured, and the loaded calibration in which the pressure when a known weight is loaded is measured.
- This function saves the boom operation pressure for the time when loading the empty load (0 kg) at boom RAISE or at loading the known weight, while the bucket is fully tilted.
- Empty calibration and loaded calibration must be performed for better accuracy when the center of gravity of load is deviated from the factory-set position due to modification of boom or bucket.
- The data is averaged and saved each time the load meter is calibrated in order to increase the weight calculation accuracy.
- The average value of the internally saved data and the data of performed calibration is saved inside when any calibration data is left in the controller when calibration is performed.

REMARK

The calibration data is not deleted even if the battery is disconnected.

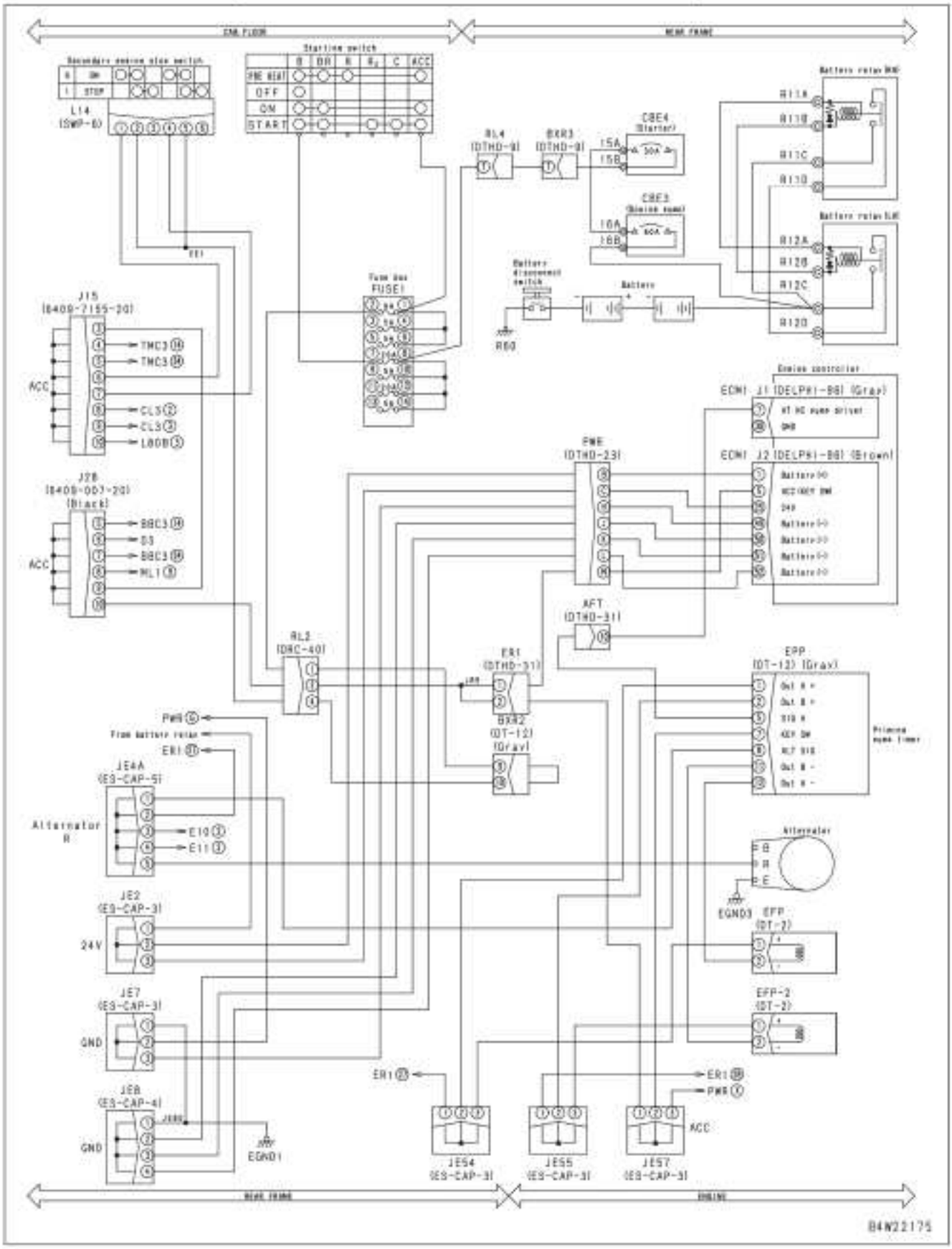
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Related information	⚠ **KDPF and KDOC are heated to 500 °C and above. Be careful not to get burn injury.** • If failure code [CB1925] or [CB1963] is displayed, fuel doser solenoid valve 1 may be defective. Perform troubleshooting for [CB1925] or [CB1963] first. • If failure code [CB3319] or [CB3321] is displayed, KDPF outlet temperature sensor may be defective. Perform troubleshooting for [CB3319] or [CB3321] first. • Connectors of electrical parts around engine may be defective due to heat and vibration. See descriptions of wiring harness and connectors in "Electrical equipment" in "CHECKS BEFORE TROUBLESHOOTING" of "RELATED INFORMATION ON TROUBLESHOOTING", and check it. • The KDOC inlet temperature sensor, KDOC outlet temperature sensor, and KDPF outlet temperature sensor are integrated into one KDPF temperature sensor controller which provides CAN communication with the engine controller. • Temperature detected by KDOC inlet temperature sensor can be checked with monitoring. (Code: 47302) • Temperature detected by KDOC outlet temperature sensor can be checked with monitoring. (Code: 47402) • Temperature detected by KDPF outlet temperature sensor can be checked with monitoring. (Code: 47202) • As to procedure for accessing KDPF temperature sensor, see DISASSEMBLY AND ASSEMBLY, "REMOVE AND INSTALL KDPF ASSEMBLY" and "DISASSEMBLE AND ASSEMBLE OF KDPF ASSEMBLY". • After turning starting switch to OFF position, engine controller performs AdBlue/DEF purge (for 6 minutes in maximum) and then stops. To restart engine, wait until system operating lamp goes out after turning starting switch to OFF position, and then turn starting switch to ON position. **NOTICE** • **This failure code requires "Loaded Diagnostics Operation To Confirm Failure Correction". After investigating the cause of the problem and completing the repair, perform "Loaded Diagnostics Operation To Confirm Failure Correction" to make sure the failure code is cleared.** • **This failure code can be cleared by performing operation procedure indicated in TESTING AND ADJUSTING, "SETTING AND OPERATION OF MACHINE MONITOR", "SERVICE MODE" and "METHOD FOR OPERATING TESTING MENU (ENGINE CONTROLLER ACTIVE FAULT CLEAR)".**

No.	Cause	Procedure, measuring location, criteria and remarks
1	Defective KDPF outlet temperature sensor	1. Check the sensor connector for stain or damage. 2. Turn the starting switch to OFF position. 3. Replace KDPF temperature sensor. 4. Turn the starting switch to ON position.
		If this failure code is cleared, the original KDPF outlet temperature sensor is defective. (Since this is an internal defect, troubleshooting cannot be performed.)
2	Defective intake system	Check air intake hoses, clamps, and tubes for damage and loosening. Repair as necessary.
3	Defective injector	As a result of the check in the cylinder cut-out mode, a cylinder running at the unchanged speed is found. (For details, see TESTING AND ADJUSTING, "HANDLE CYLINDER CUT-OUT MODE OPERATION".)

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CIRCUIT DIAGRAM (ELECTRIC FUEL FEED PUMP SWITCH)



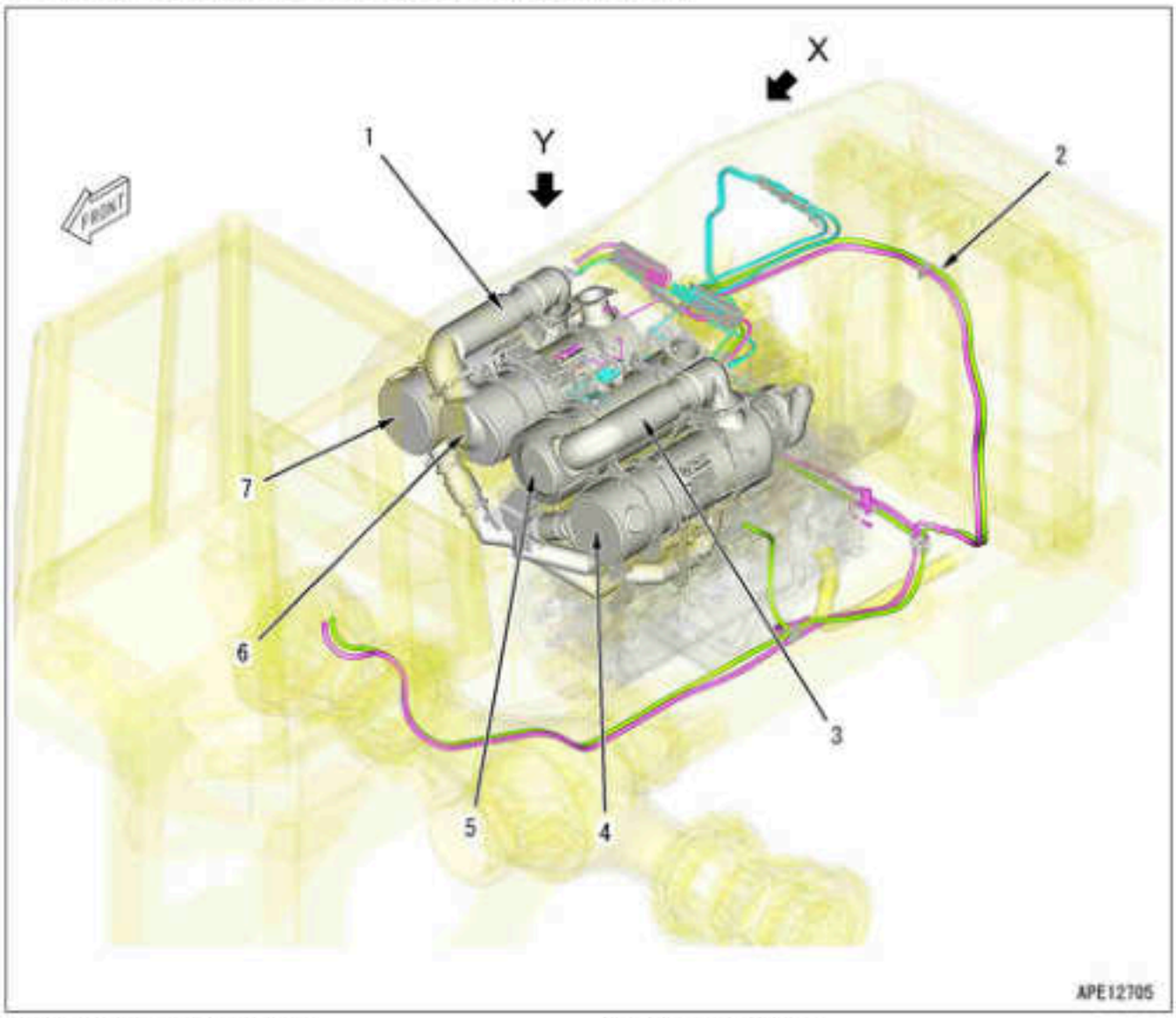
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UREA SCR SYSTEM

SCR

Abbreviation for Selective Catalytic Reduction

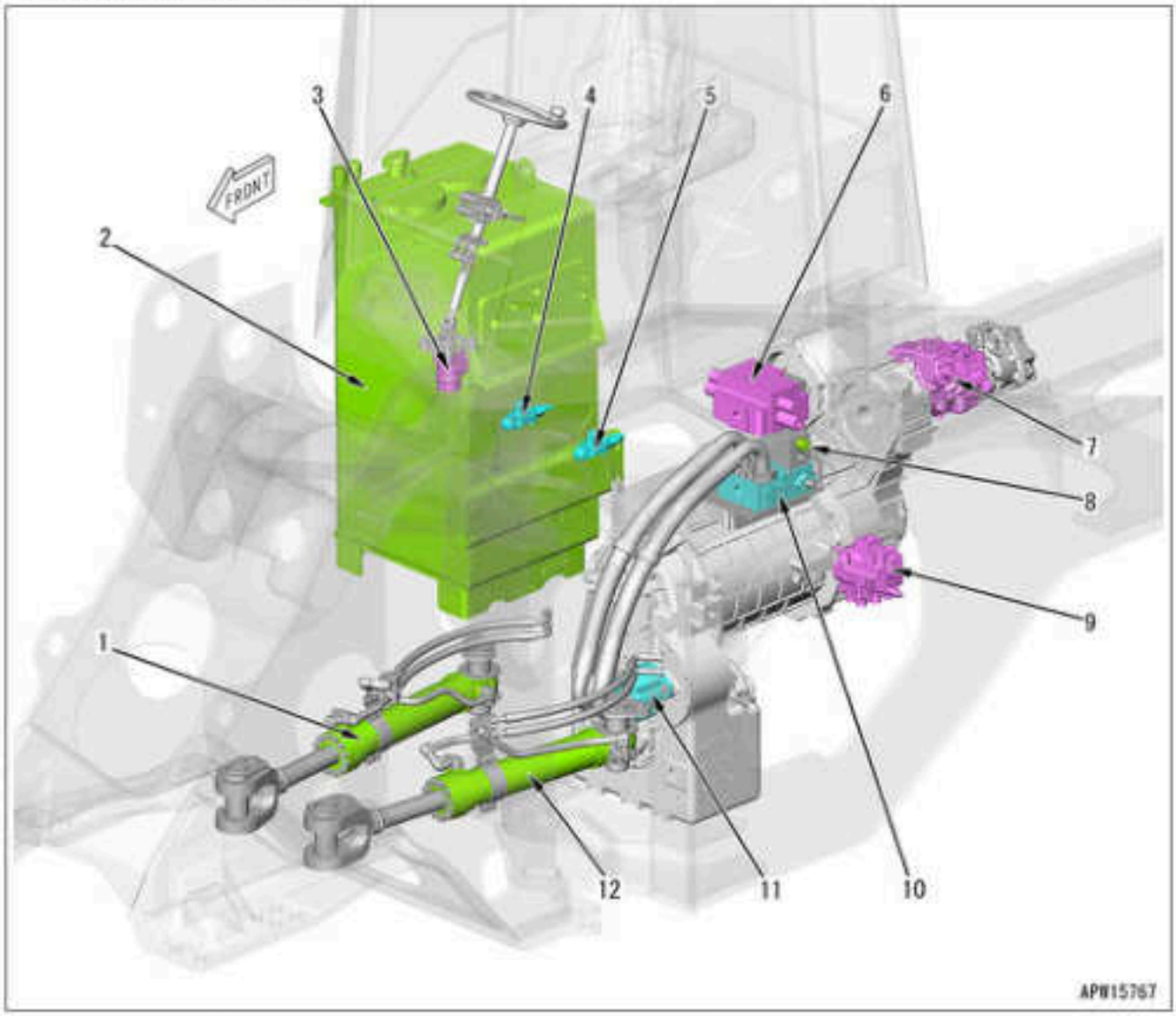
LAYOUT DRAWING OF UREA SCR SYSTEM



1: AdBlue/DEF mixing tube -B
2: AdBlue/DEF injector coolant hose
3: AdBlue/DEF mixing tube -A
4: KDPF -A
5: SCR assembly -A
6: SCR assembly -B
7: KDPF -B

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(Steering wheel specification)



1: Steering cylinder (R.H.)
2: Hydraulic tank
3: Steering unit
4: Stop valve (R.H.)
5: Stop valve (L.H.)
6: Steering valve
7: Steering pump
8: Secondary steering relief valve
9: Accumulator charge valve
10: Diverter valve
11: Secondary steering pump
12: Steering cylinder (L.H.)

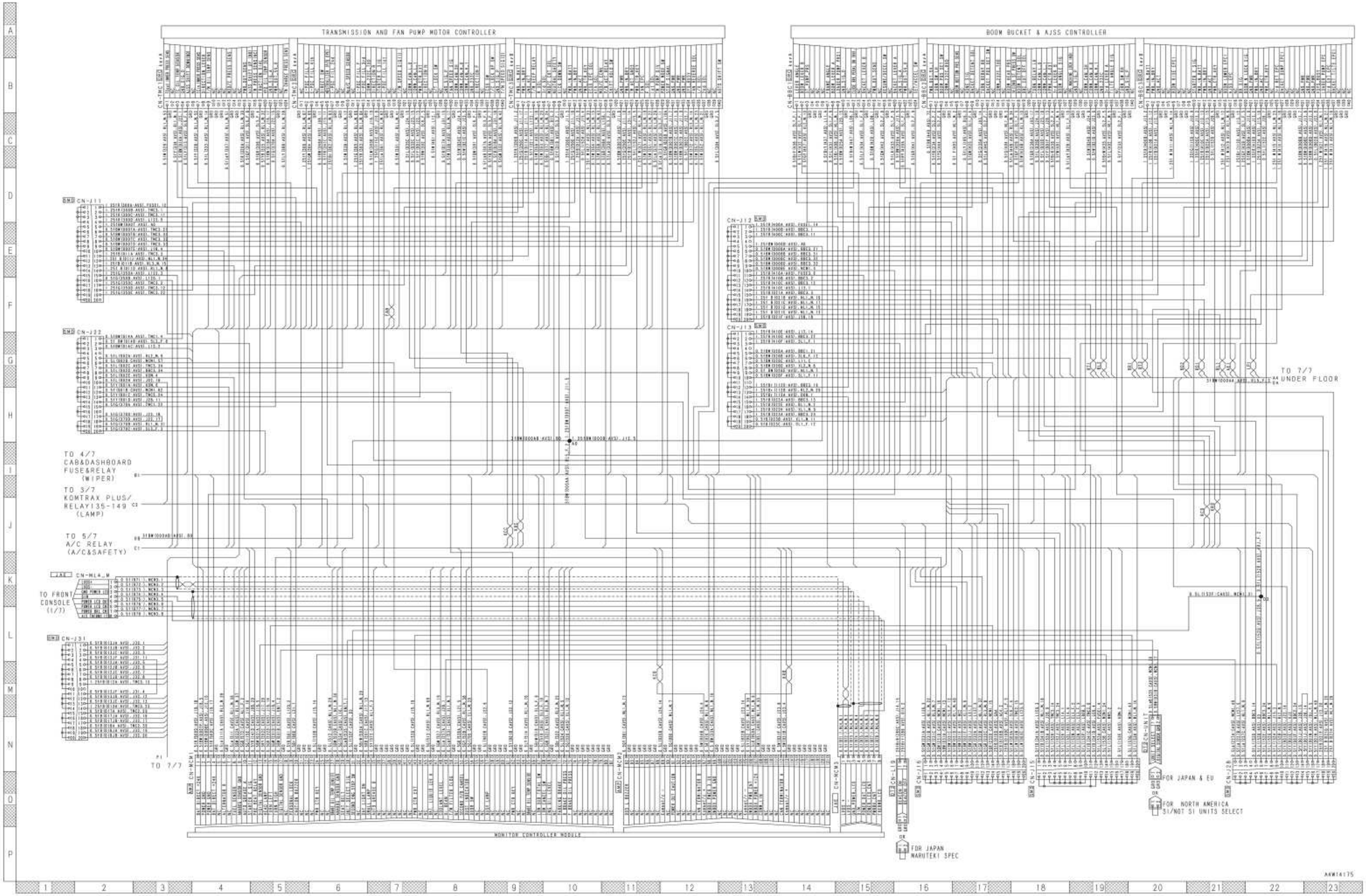
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ELECTRICAL CIRCUIT DIAGRAM OF FLOOR (FOR AJSS SPEC) (6/7)

WA600-8

REMARK

This figure includes the equipment and device that are unavailable as optional items in some areas.



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