PART NO. TO18M-E-00

HITACHI

Technical Manual

Operational Principie

EX

3600-6

Hydraulic Excavator

Service Manual consists of the following separate Part No.

Technical Manual (Operational Principle)	: Vol. No.TO18M-E
Technical Manual (Troubleshooting)	: Vol. No.TT18M-E
Workshop Manual	: Vol. No.W18M-E

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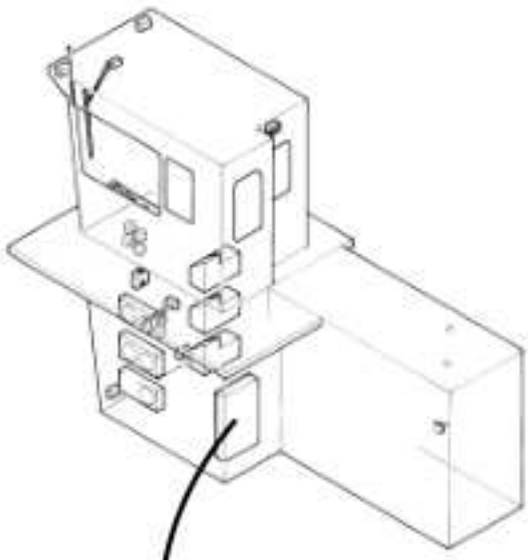
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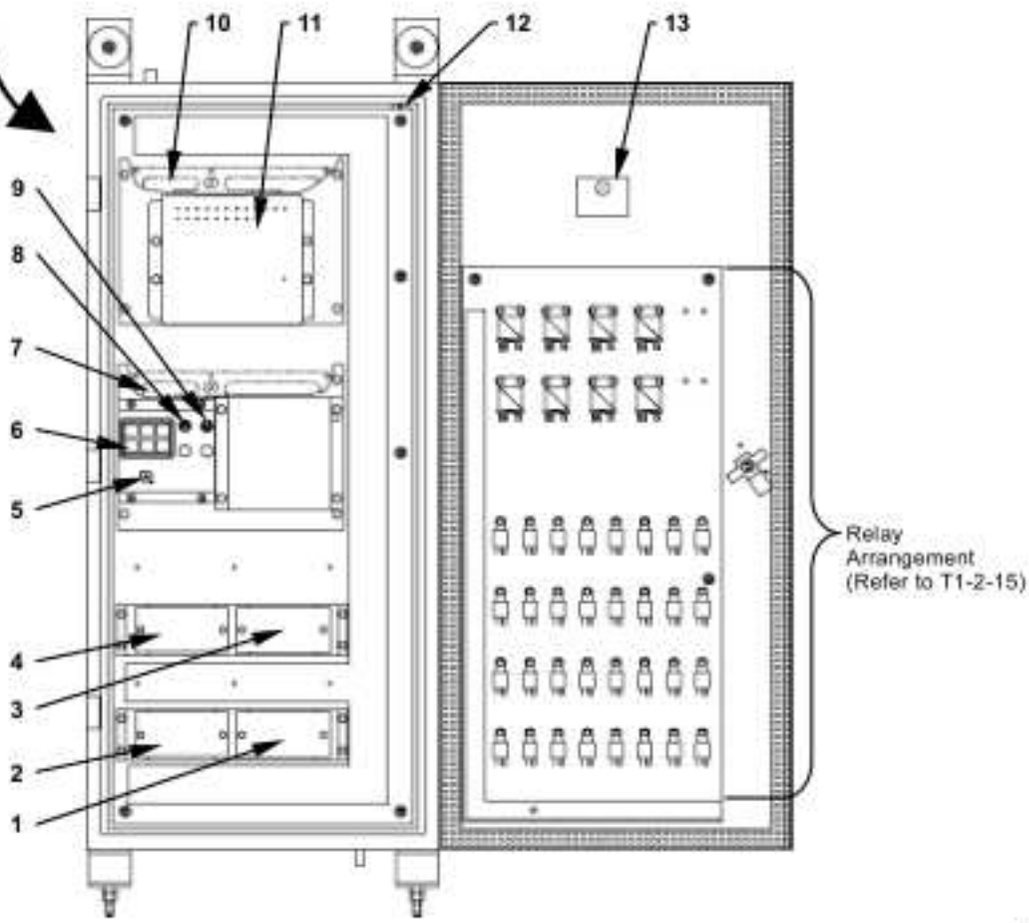
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Electrical Equipment Box



T1BM-01-02-003



T1BM-01-02-007

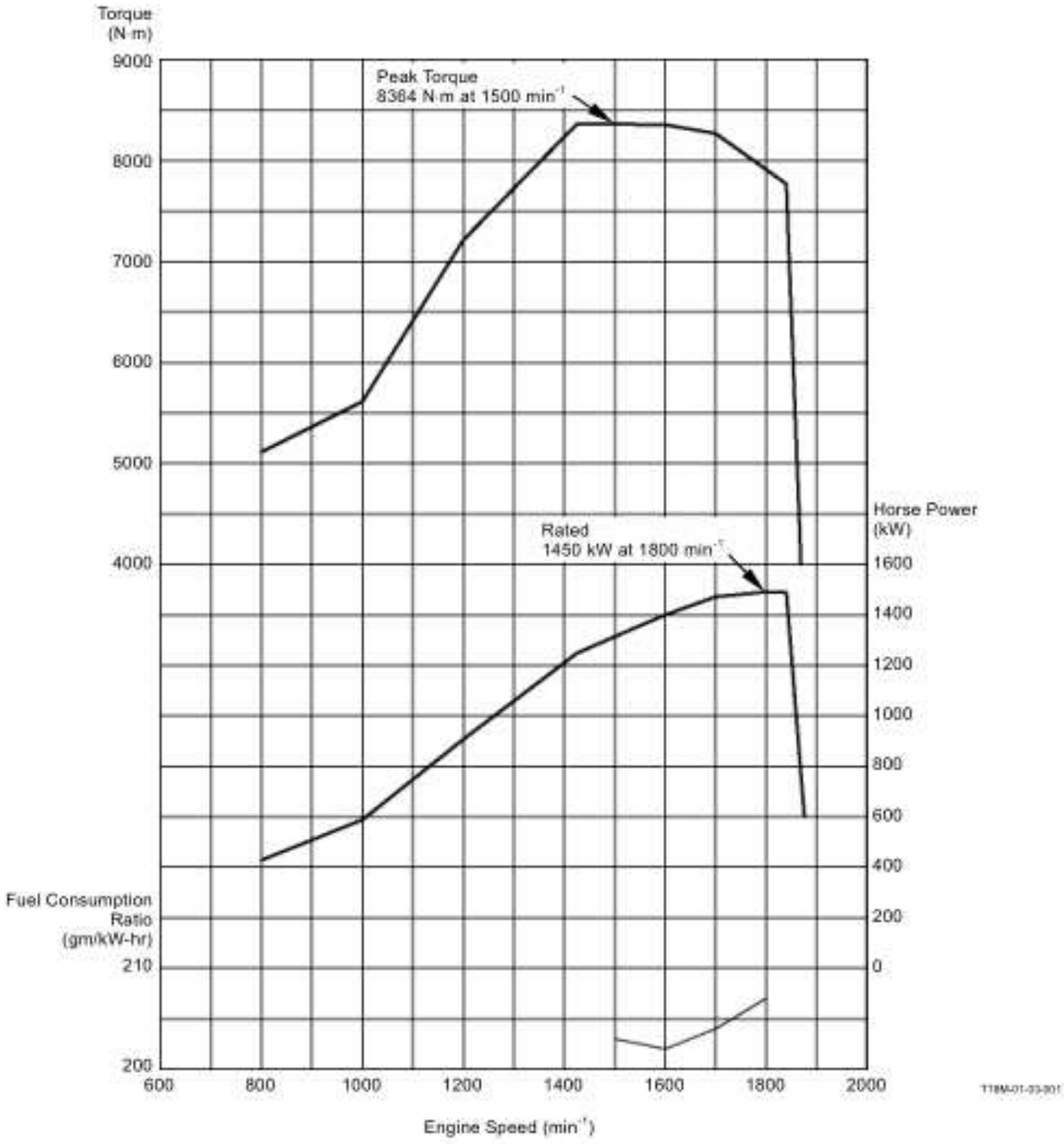
1 - Fuse Box2
2 - Fuse Box 1
3 - Fuse Box 4
4 - Fuse Box 3
5 - Auto Lubricator Interval Switch
6 - Engine Fault Indicator
7 - MC
8 - Engine Diagnostic Switch
9 - Fault code INC/DEC Switch
10 - HMU
11 - CSU
12 - Limit Switch (Box Light)
13 - Box Light

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Engine Performance Curve

Test Conditions: The engine operating with fuel system, water pump, and 3.7 kPa (381 mmAq) inlet air restriction with 148.1 mm inner diameter, and with 6.8 kPa (693 mmAq) exhaust restriction with 247.4 mm inner diameter; not included are alternator, fan, optional equipment and driven components.

Curves shown above represent gross engine performance capabilities obtained and corrected in accordance with SAE J1995 conditions of 100 kPa (10200 mmAq) barometric pressure [91 m (300 ft.) altitude] 25 °C (77F) inlet air temperature, and 1kPa (102 mmAq) water vapor pressure with SAE No.2 diesel fuel.



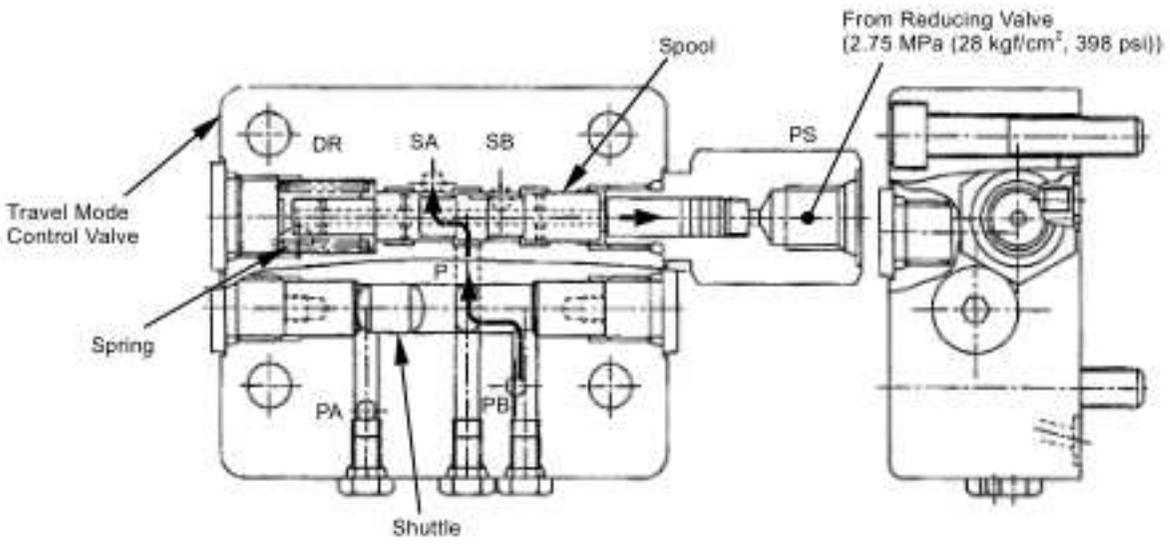
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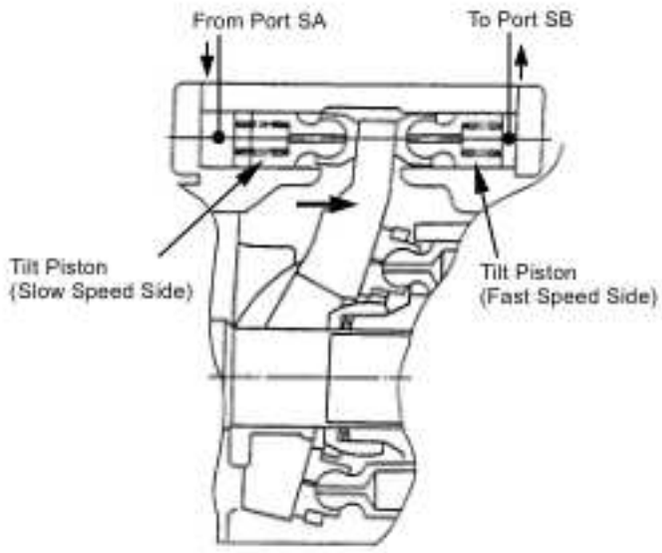
TRAVEL MODE CONTROL

Slow Speed Mode

Ports PA and PB of the travel mode control valve are connected to the travel main hydraulic circuit. When travel operation either forward or reverse is made, main hydraulic pressure oil passes through port PA or PB, pushes the shuttle, and enters port P. When the travel mode switch is turned OFF (slow mode), the pilot pressure oil is routed to port PS of the travel mode control valve after being reduced to 3.2 MPa (33 kgf/cm^2, 398 psi). As long as the pilot oil pressure stays at 3.2 MPa (33 kgf/cm^2, 398 psi), the spring force is higher so that the spool is pushed to the right.

Then, the main hydraulic pressure oil is routed from port P to port SA through the notch on the spool and acts on the slow speed side tilt piston, increasing the swash plate angle to the maximum. Accordingly, the travel speed is changed to the slow speed mode. Hydraulic oil in the fast speed side tilt piston is routed to port DR via port SB and the passage in the spool and flows back to the hydraulic oil tank. (Refer to the SYSTEM / Control System group.)

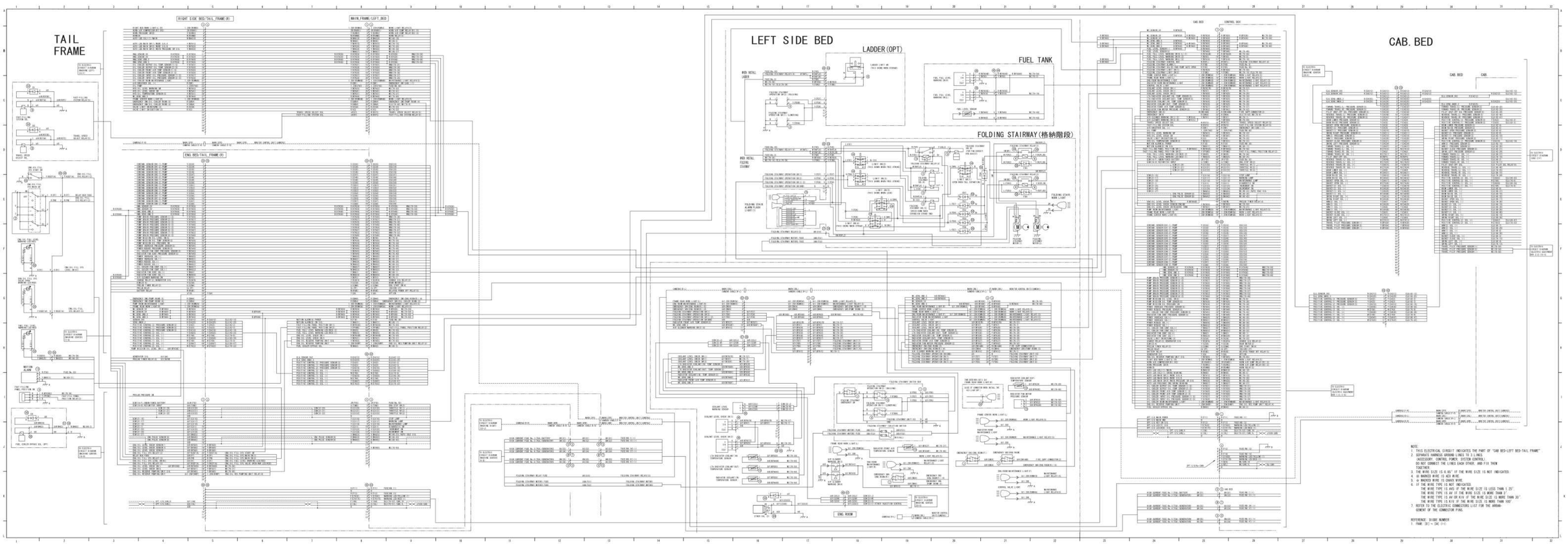




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EX3600-6 ELECTRICAL CIRCUIT DIAGRAM (MACHINE LEFT)

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Parts numbers on the drawing are provided only for reference purpose.
To order parts on the drawing, be sure to consult the Parts Catalog.



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