

## SECTION 6 TROUBLESHOOTING

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# SECTION 6 TROUBLESHOOTING

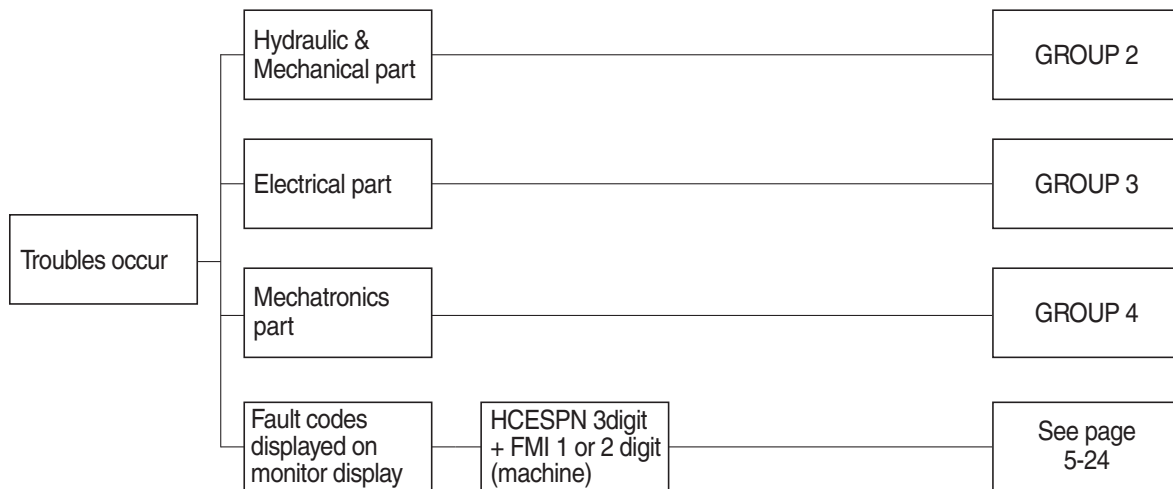
## GROUP 1 BEFORE TROUBLESHOOTING

### 1. INTRODUCTION

When a trouble is occurred in the machine, this section will help an operator to maintain the machine with easy.

The trouble of machine is parted Hydraulic & Mechanical system, Electrical system and Mechatronics system. At each system part, an operator can check the machine according to the troubleshooting process diagram.

※ Before carrying out troubleshooting procedure, check monitoring menu in the cluster.

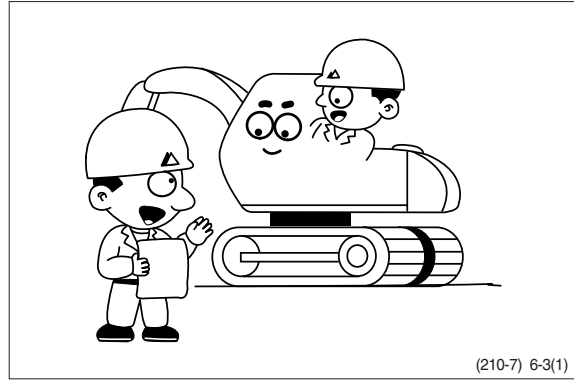




#### STEP 4. Inspect the trouble actually on the machine

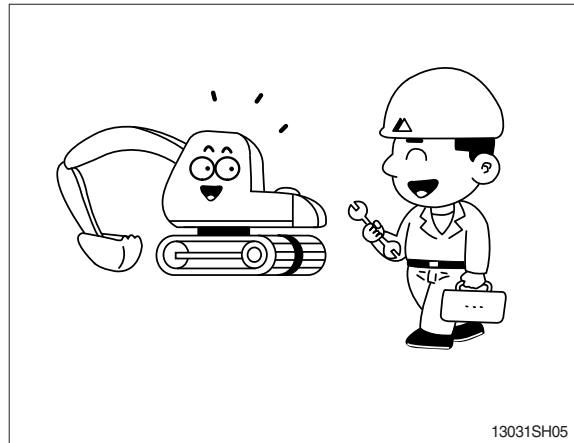
In case that some trouble cannot be confirmed, obtain the details of the malfunction from the operator.

Also, check if there are any incomplete connections of the wire harnesses or not.



#### STEP 5. Perform troubleshooting

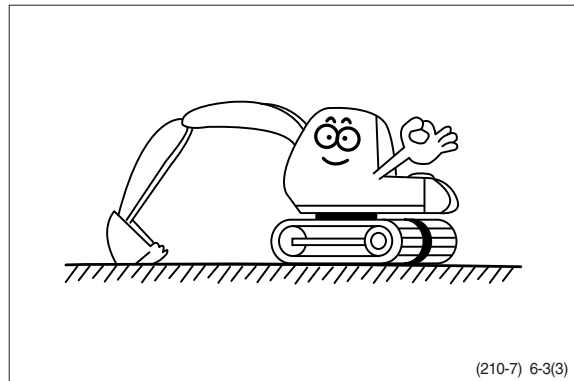
According to where the trouble parts are located, hydraulic & mechanical system part or electrical system part or mechatronics system part, perform troubleshooting the machine refer to the each system part's troubleshooting process diagram.



#### STEP 6. Trace a cause

Before reaching a conclusion, check the most susceptible causes again. Try to trace what the real cause of the trouble is.

Make a plan of the appropriate repairing procedure to avoid consequential malfunctions.



# GROUP 2 HYDRAULIC AND MECHANICAL SYSTEM

## 1. INTRODUCTION

### 1) MACHINE IN GENERAL

(1) If even a minor fault is left intact and operation is continued, a fatal failure may be caused, entailing a large sum of expenses and long hours of restoration.

Therefore when even a small trouble occurs, do not rely on your intuition and experience, but look for the cause based on the troubleshooting principle and perform maintenance and adjustment to prevent major failure from occurring. Keep in mind that a fault results from a combination of different causes.

(2) The following lists up commonly occurring faults and possible causes with this machine. For the troubleshooting of the engine, refer to the coming troubleshooting and repair.

(3) When carrying out troubleshooting, do not hurry to disassemble the components. It will become impossible to find the cause of the problem.

(4) Ask user or operator the following.

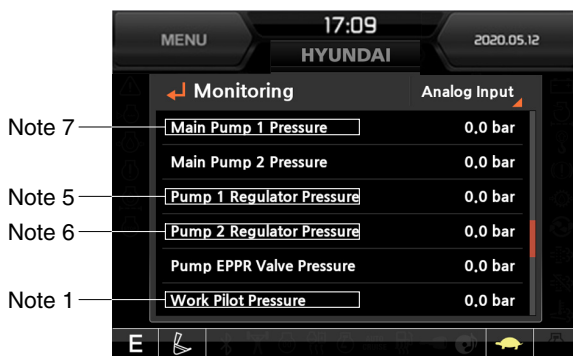
- ① Was there any strange thing about machine before failure occurred?
- ② Under what conditions did the failure occur?
- ③ Have any repairs been carried out before the failure?

(5) Check before troubleshooting.

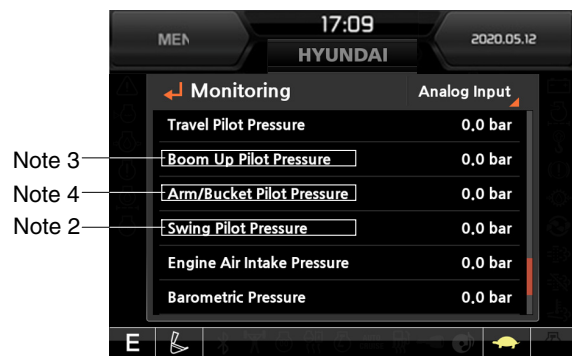
- ① Check oil and fuel level.
- ② Check for any external leakage of oil from components.
- ③ Check for loose or damage of wiring and connections.

### 2) MACHINE STATUS MONITORING ON THE CLUSTER

(1) The machine status such as the engine rpm, oil temperature, voltage and pressure etc. can be checked by this menu.



Analog 1



Analog 2

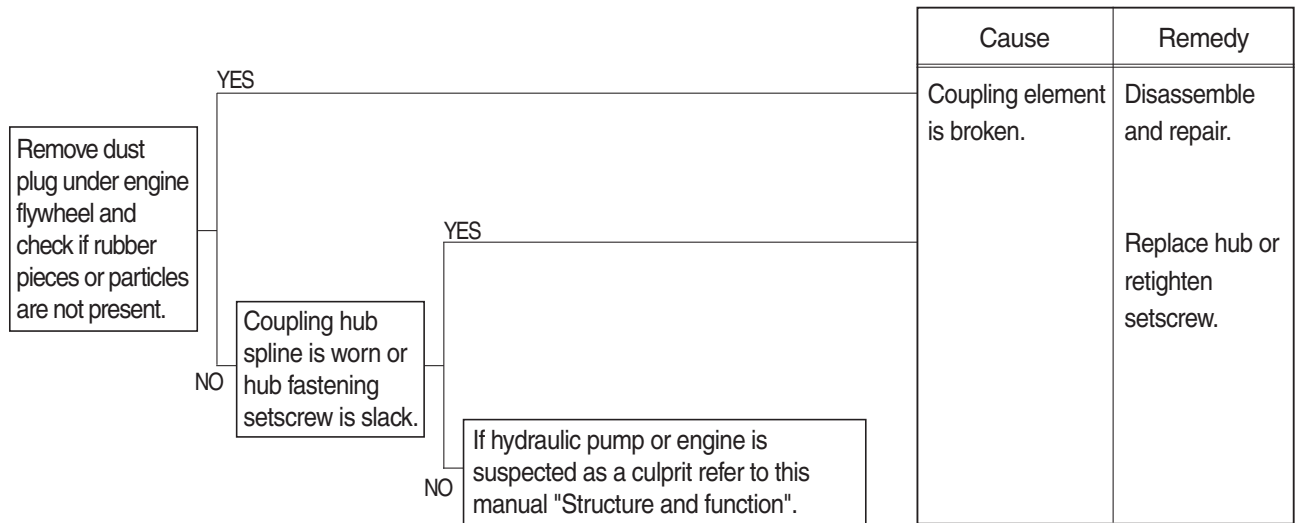
220S6HS01

### (2) Specification

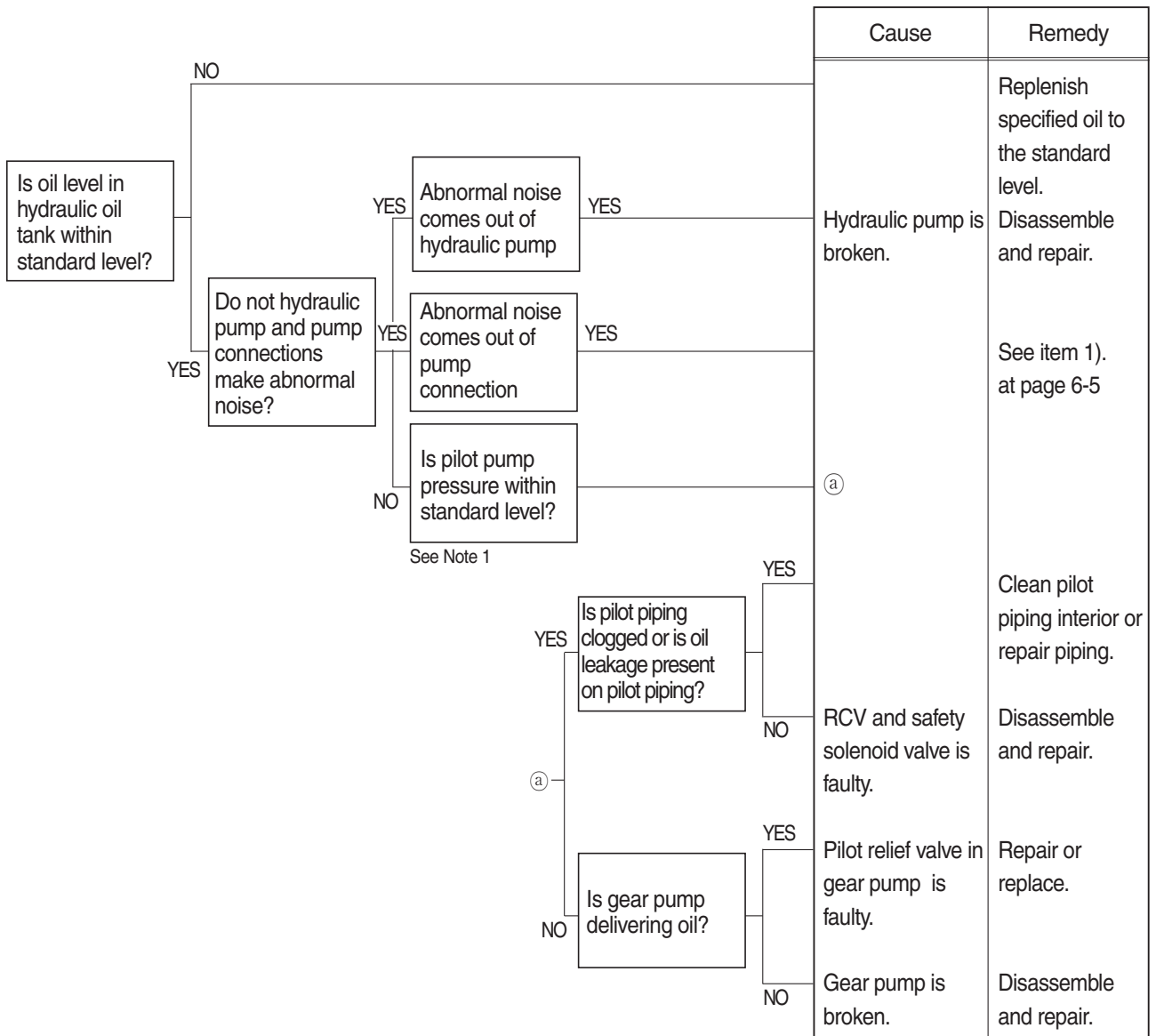
No.	Description	Specification
Note 1	Work pilot pressure	40 <sup>+2</sup> <sub>0</sub> bar
Note 2	Swing pilot pressure	0~40 bar
Note 3	Boom up pilot pressure	0~40 bar
Note 4	Arm/bucket pilot pressure	0~40 bar
Note 5	Pump 1 regulator pressure	0~50 bar
Note 6	Pump 2 regulator pressure	0~50 bar
Note 7	Pump 1 pressure	350 bar

## 2. DRIVE SYSTEM

### 1) UNUSUAL NOISE COMES OUT OF PUMP CONNECTION

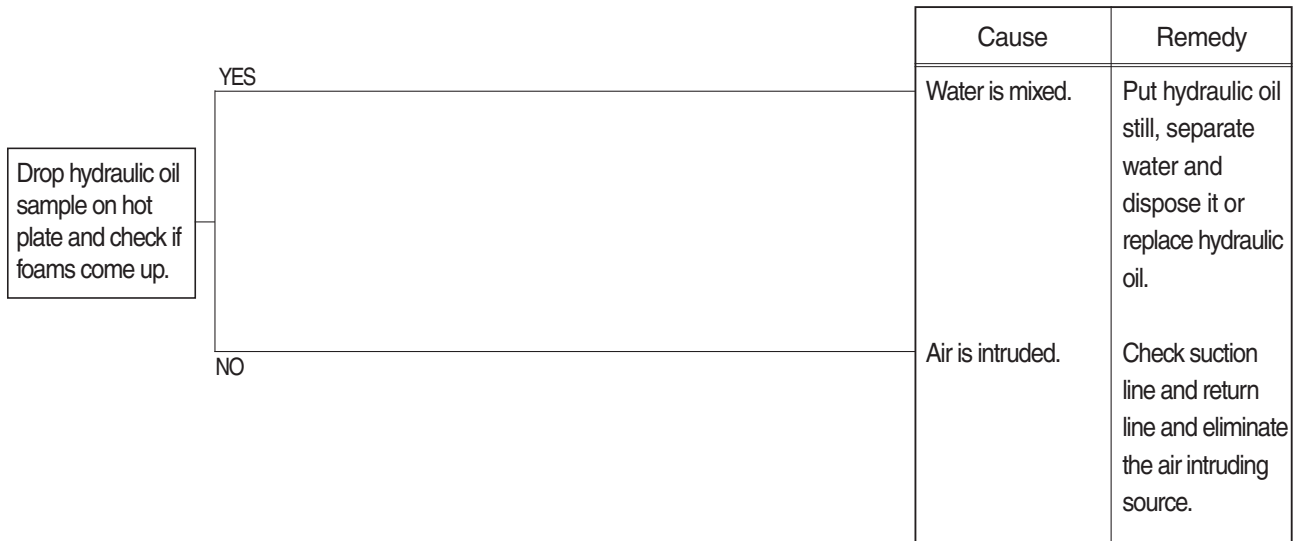


## 2) ENGINE STARTS BUT MACHINE DOES NOT OPERATE AT ALL

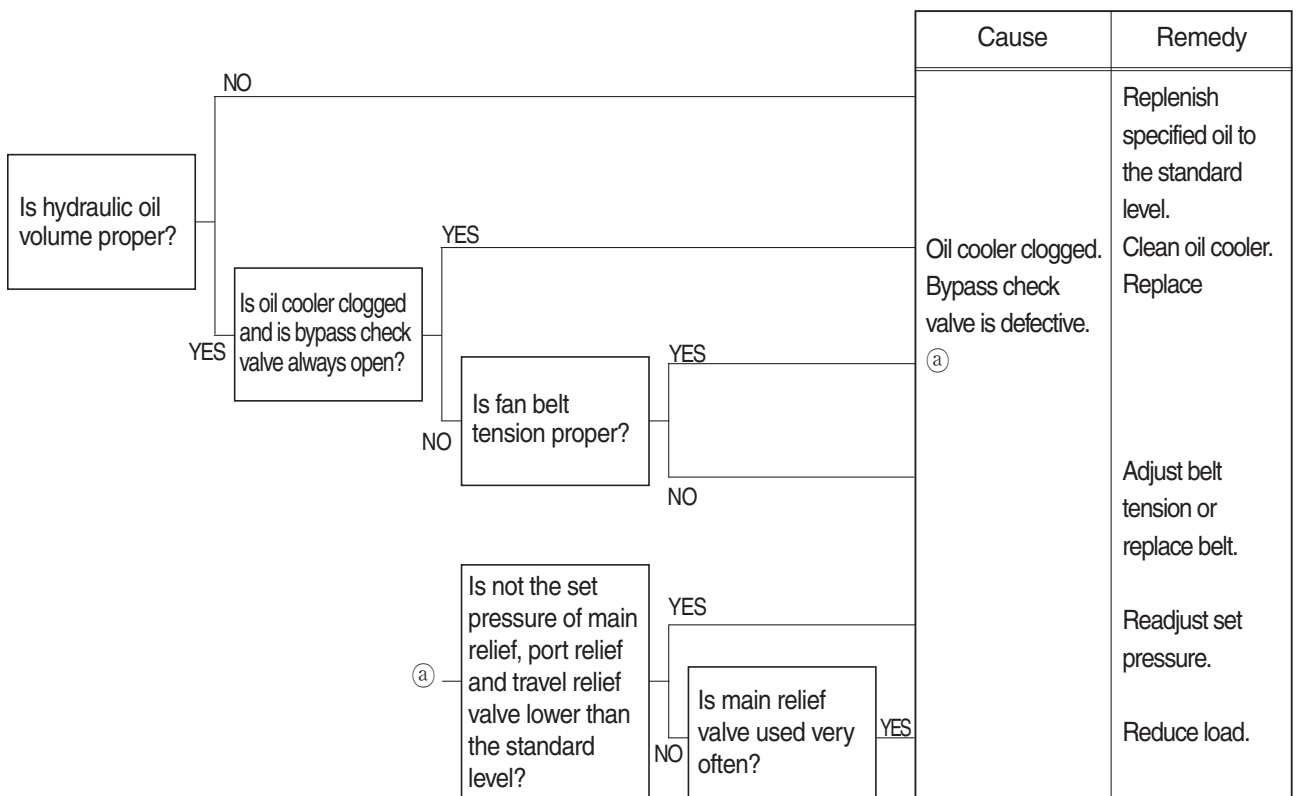


### 3. HYDRAULIC SYSTEM

#### 1) HYDRAULIC OIL IS CLOUDY

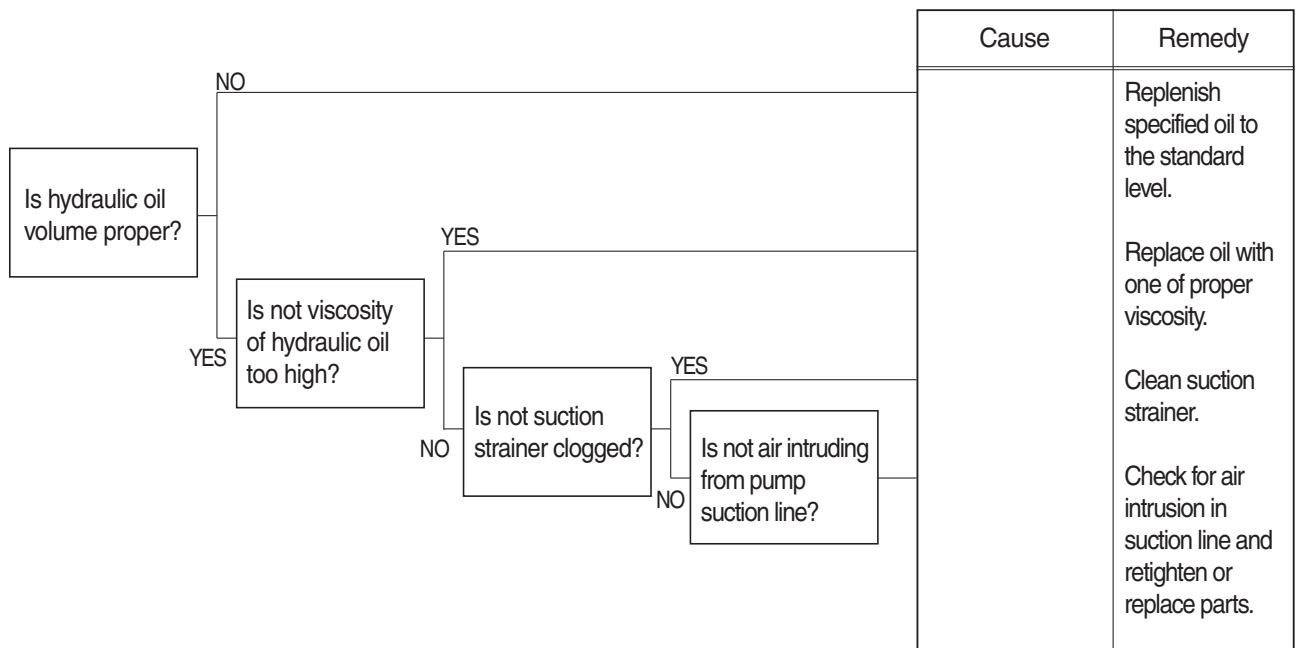


#### 2) HYDRAULIC OIL TEMPERATURE HAS RISEN ABNORMALLY

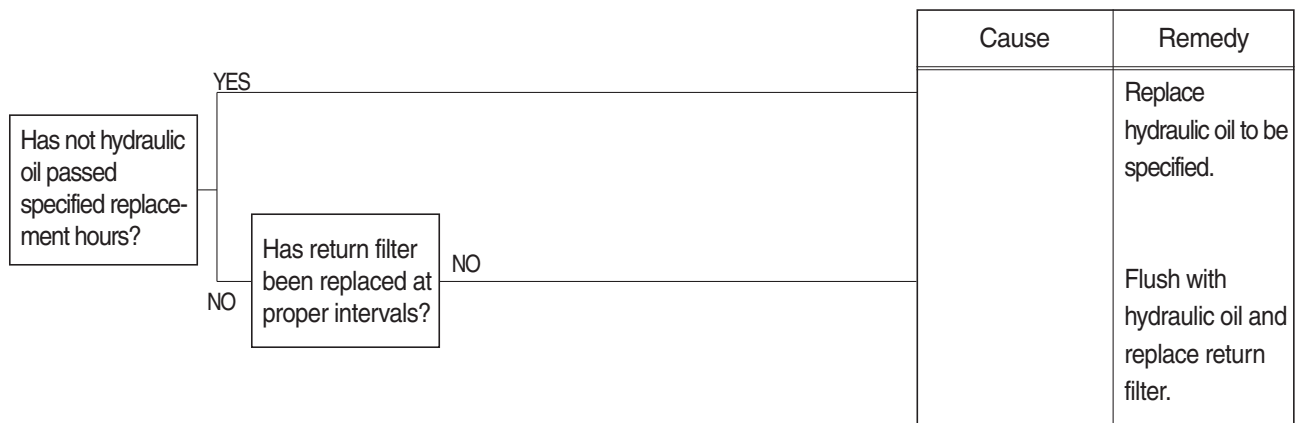




### 3) CAVITATION OCCURS WITH PUMP

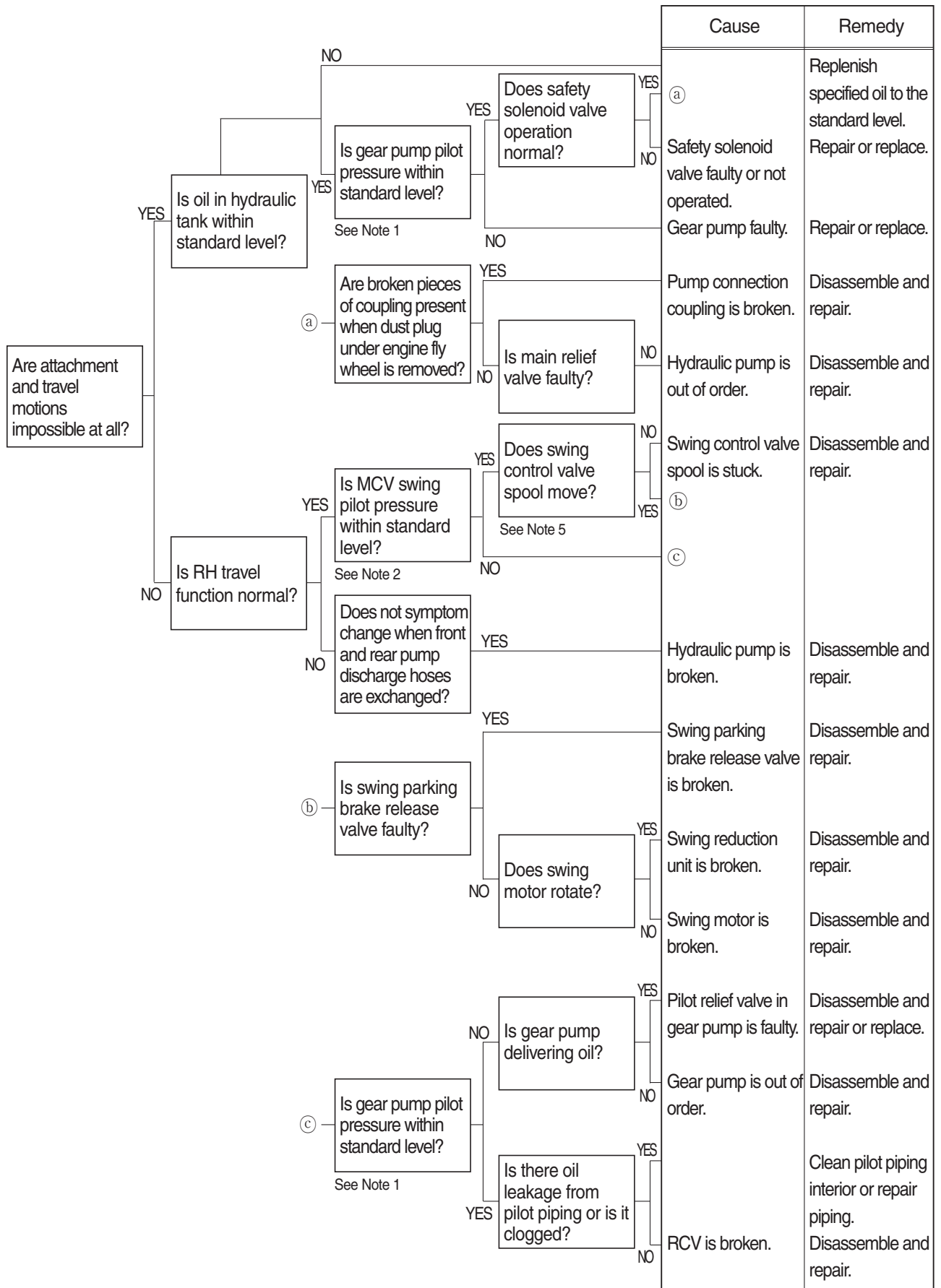


### 4) HYDRAULIC OIL IS CONTAMINATED

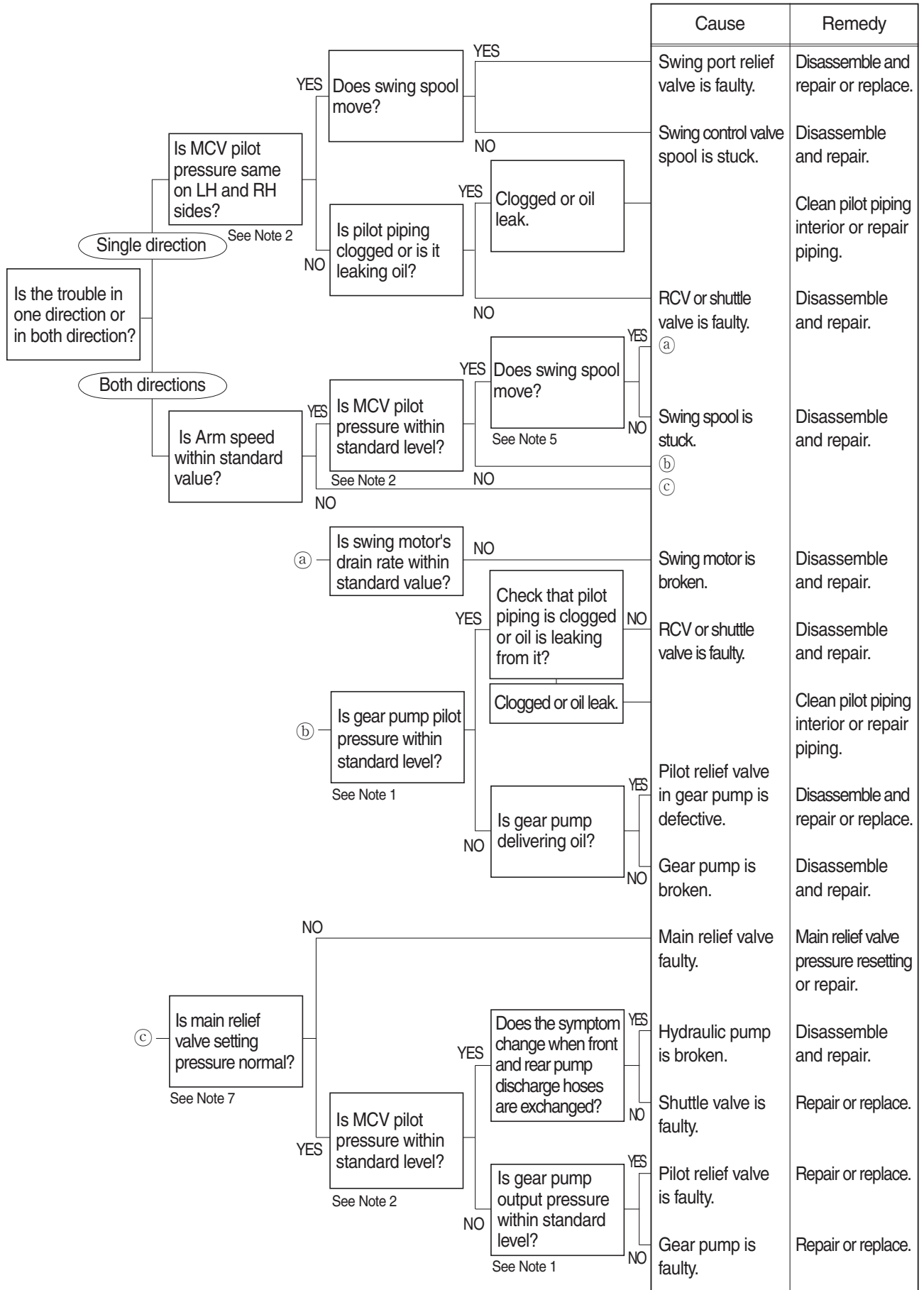


## 4. SWING SYSTEM

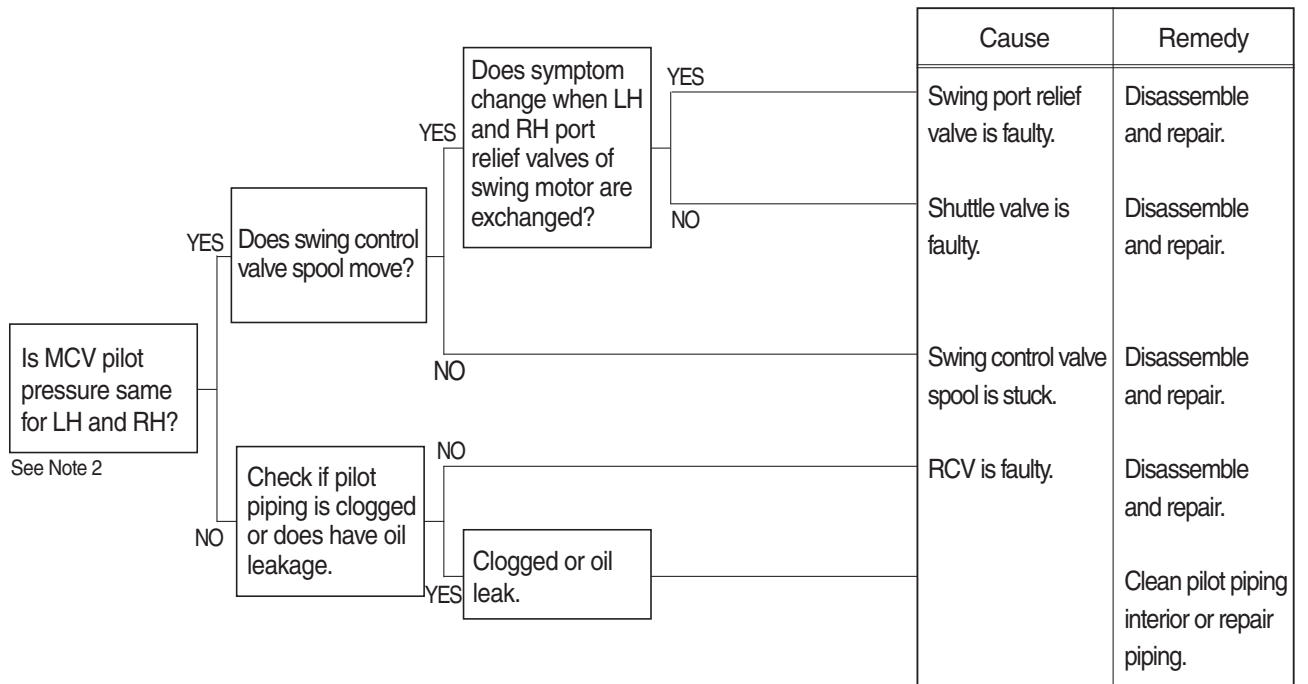
### 1) BOTH LH AND RH SWING ACTIONS ARE IMPOSSIBLE



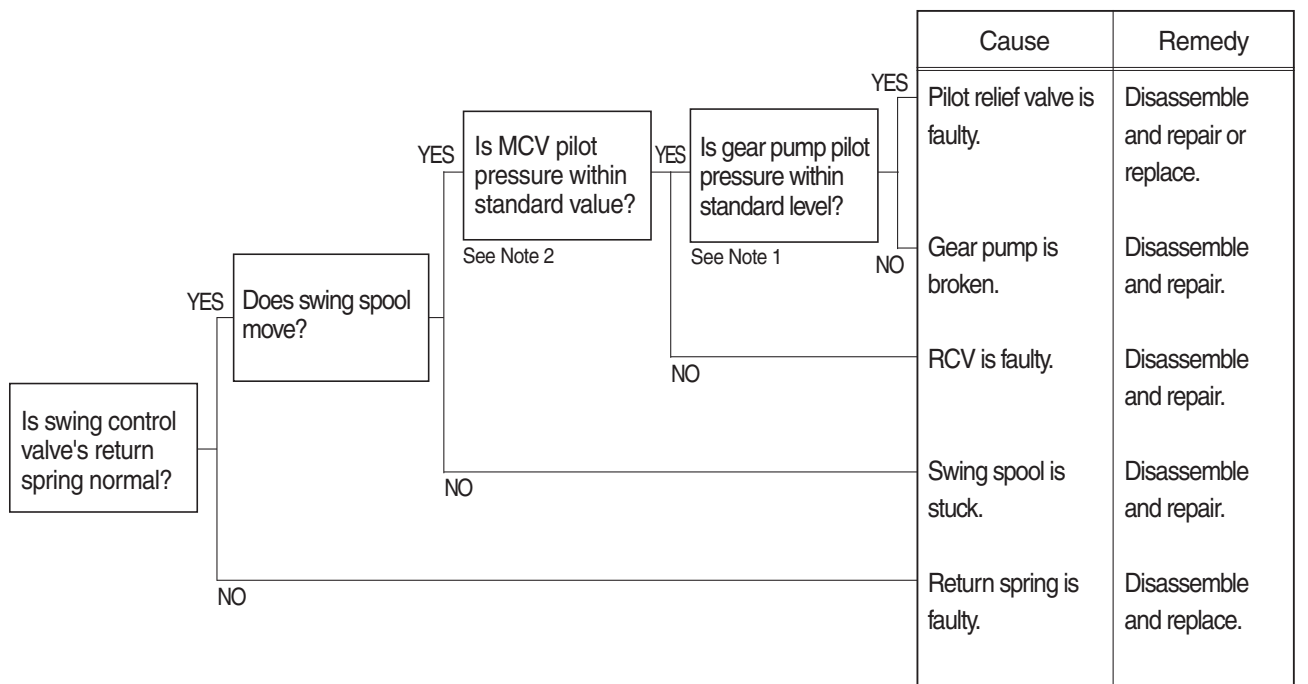
## 2) SWING SPEED IS LOW



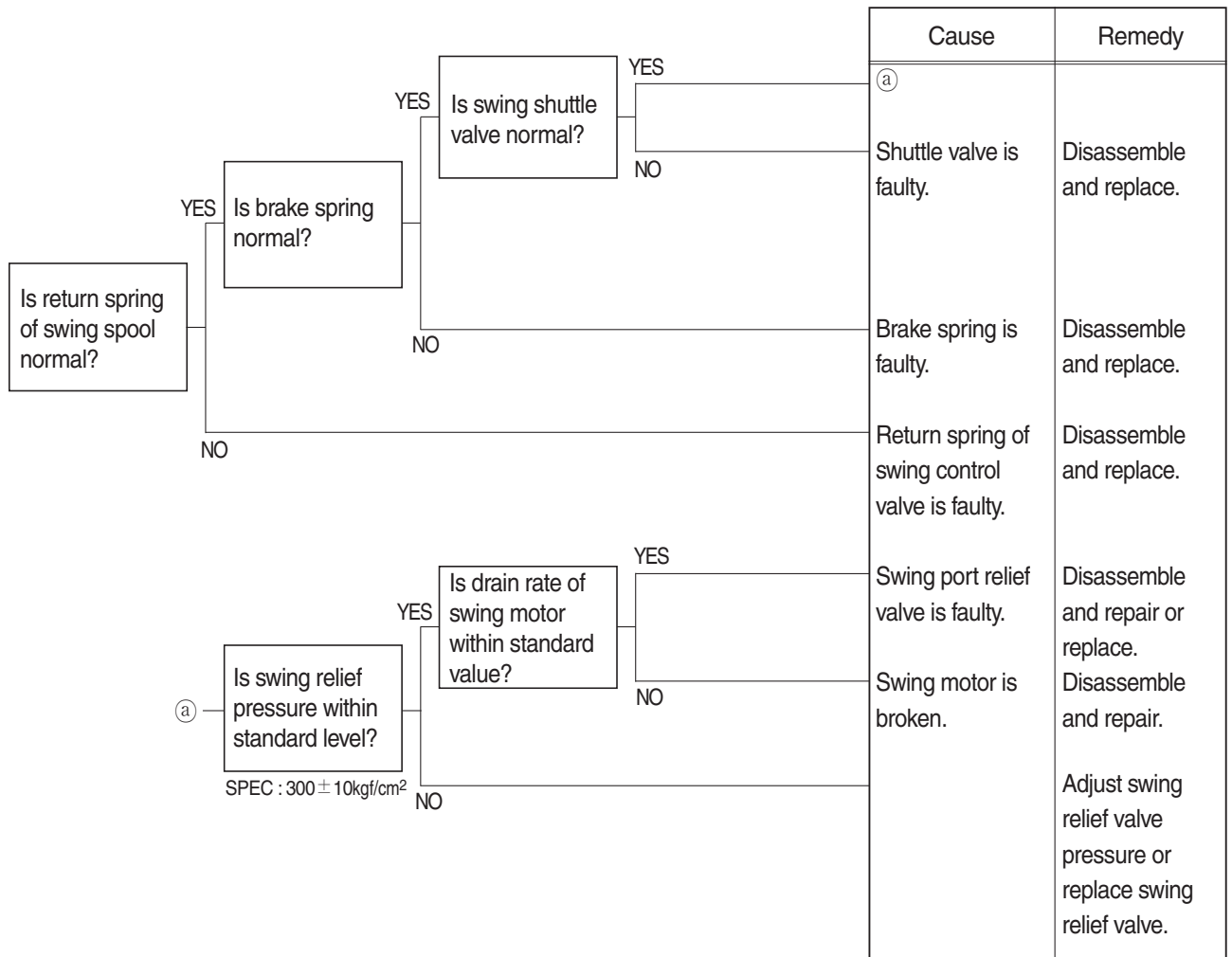
### 3) SWING MOTION IS IMPOSSIBLE IN ONE DIRECTION



### 4) MACHINE SWINGS BUT DOES NOT STOP

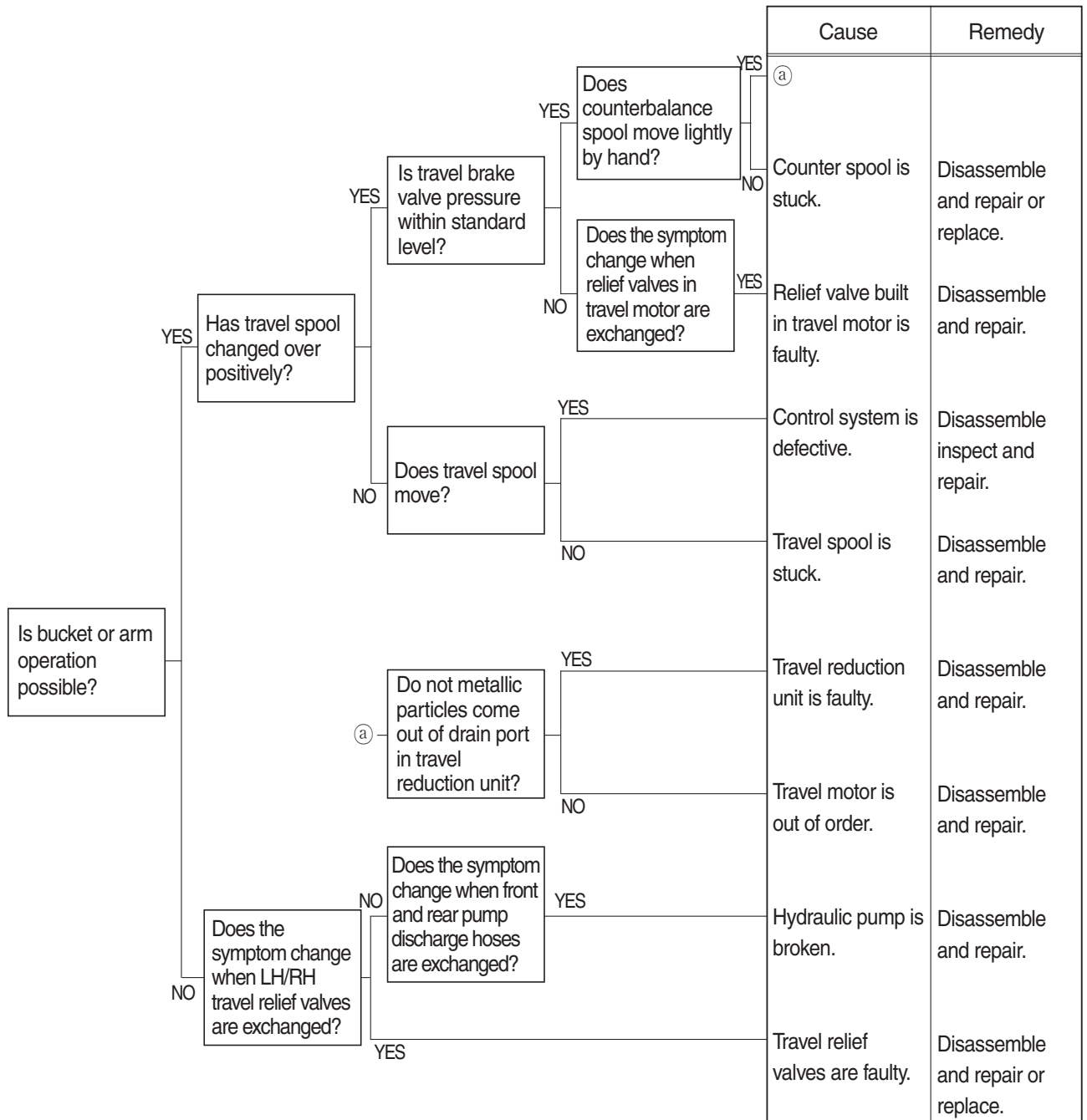


### 5) THE SWING UNIT DRIFTS WHEN THE MACHINE IS AT REST ON A SLOPE

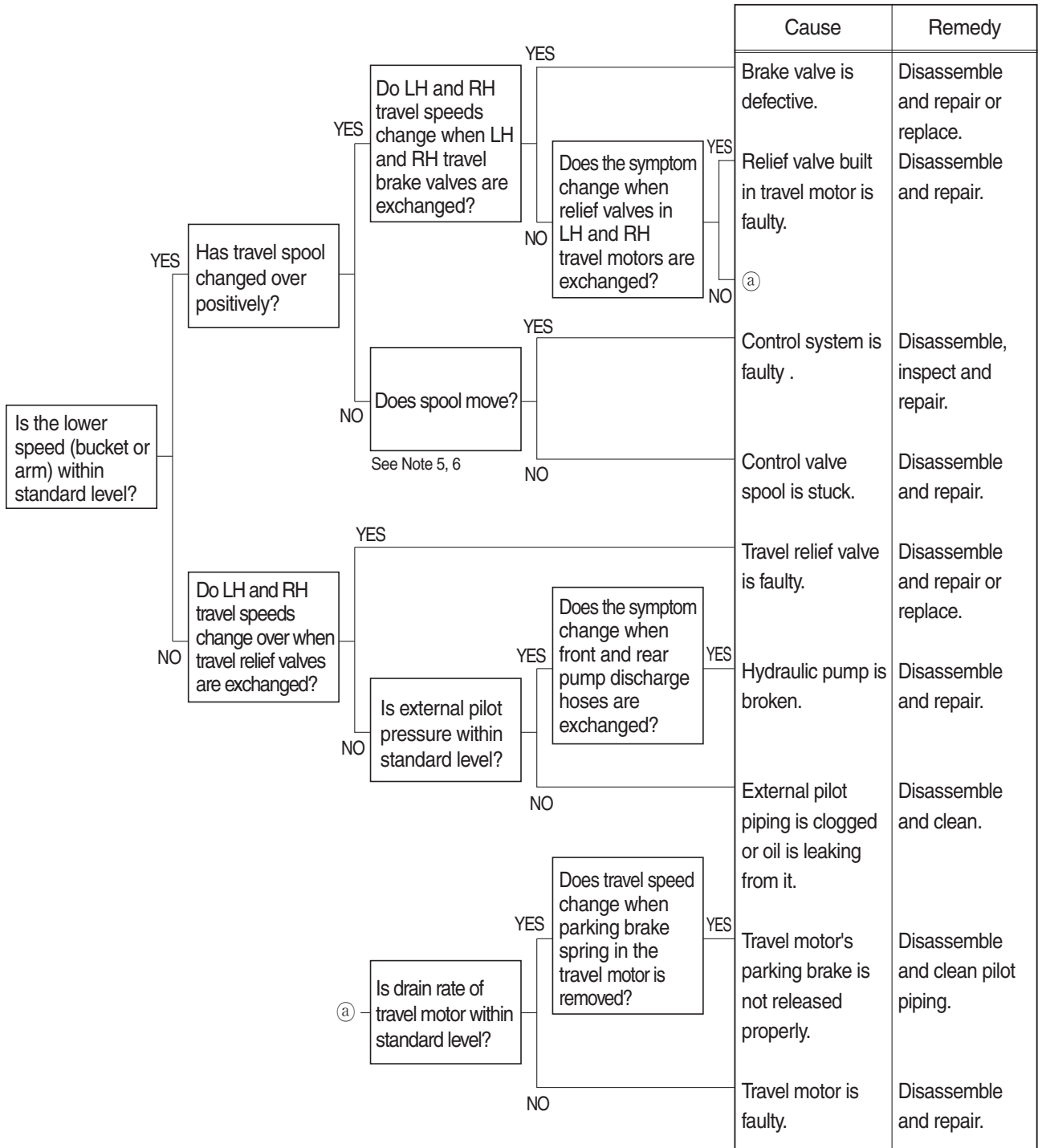


## 5. TRAVEL SYSTEM

### 1) TRAVEL DOES NOT FUNCTION AT ALL ON ONE SIDE

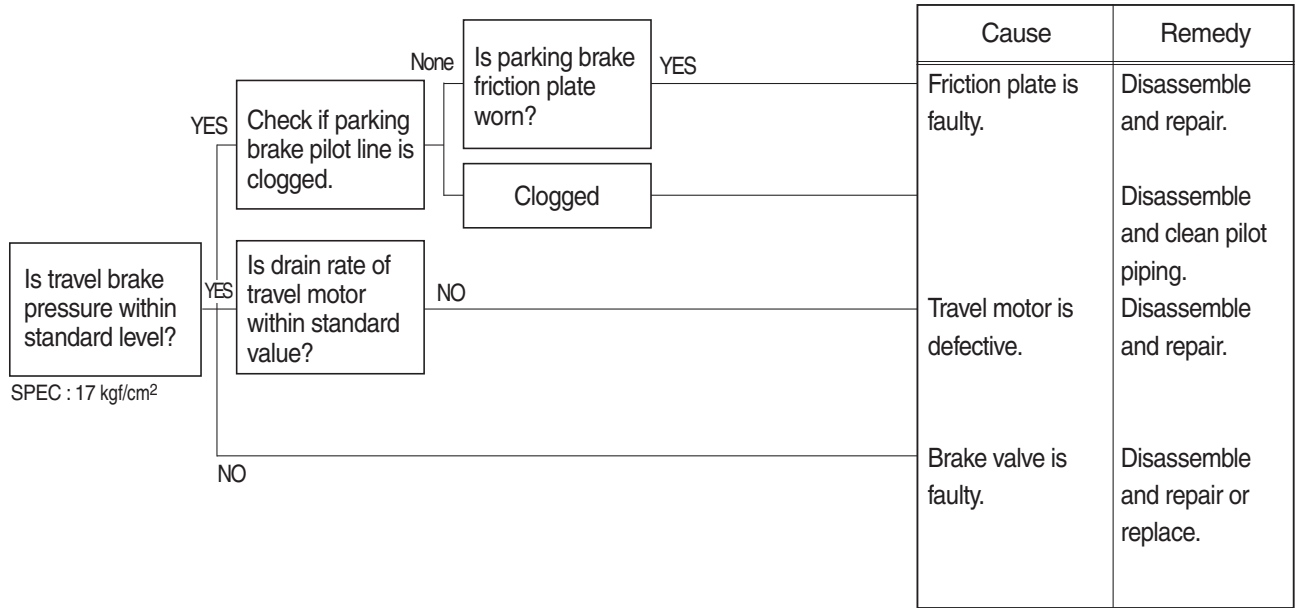


## 2) SPEED ON ONE SIDE FALLS AND THE MACHINE CURVES

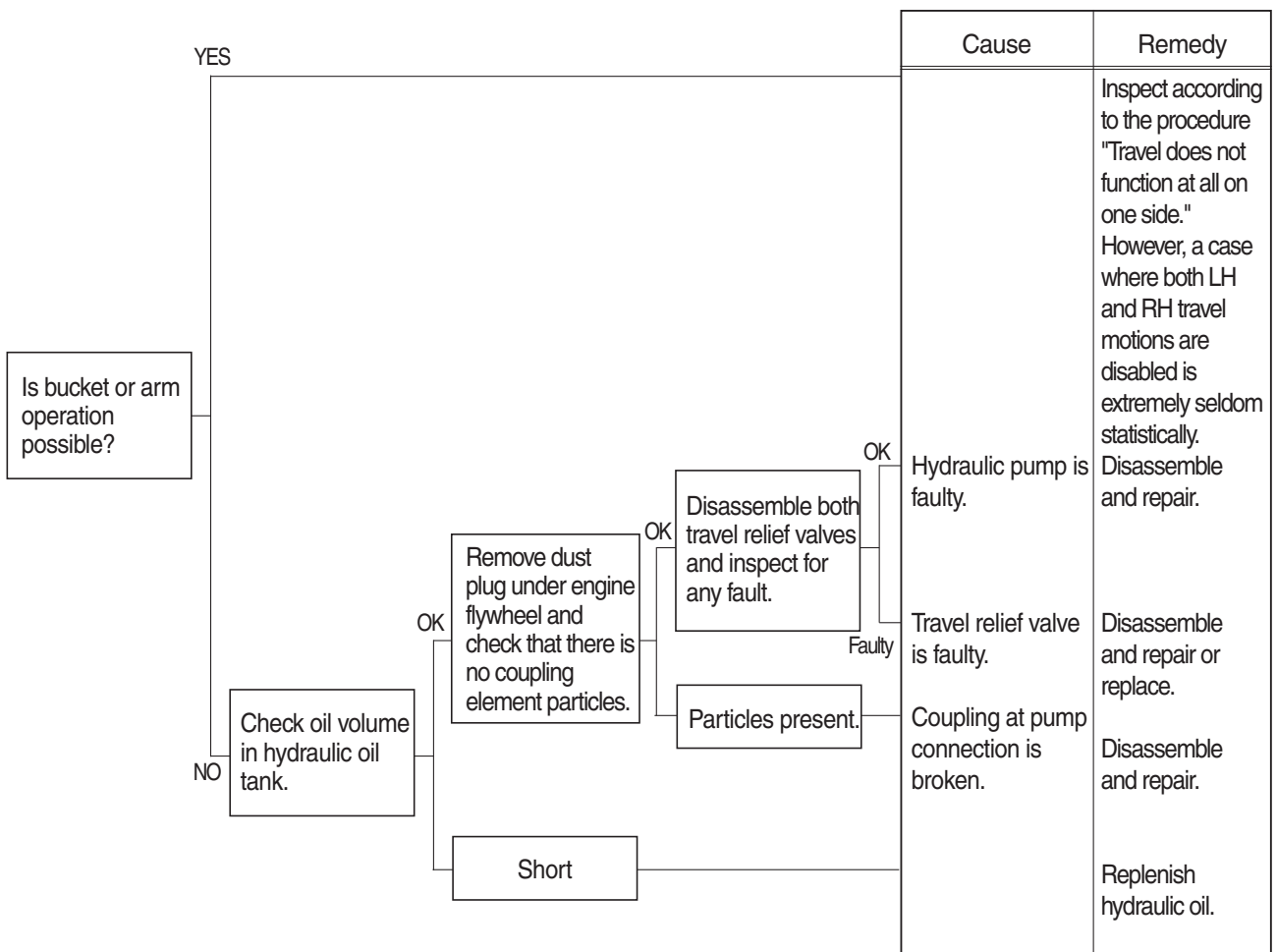


### 3) MACHINE DOES NOT STOP ON A SLOPE

Machine is pulled forward as sprocket rotates during digging operation.

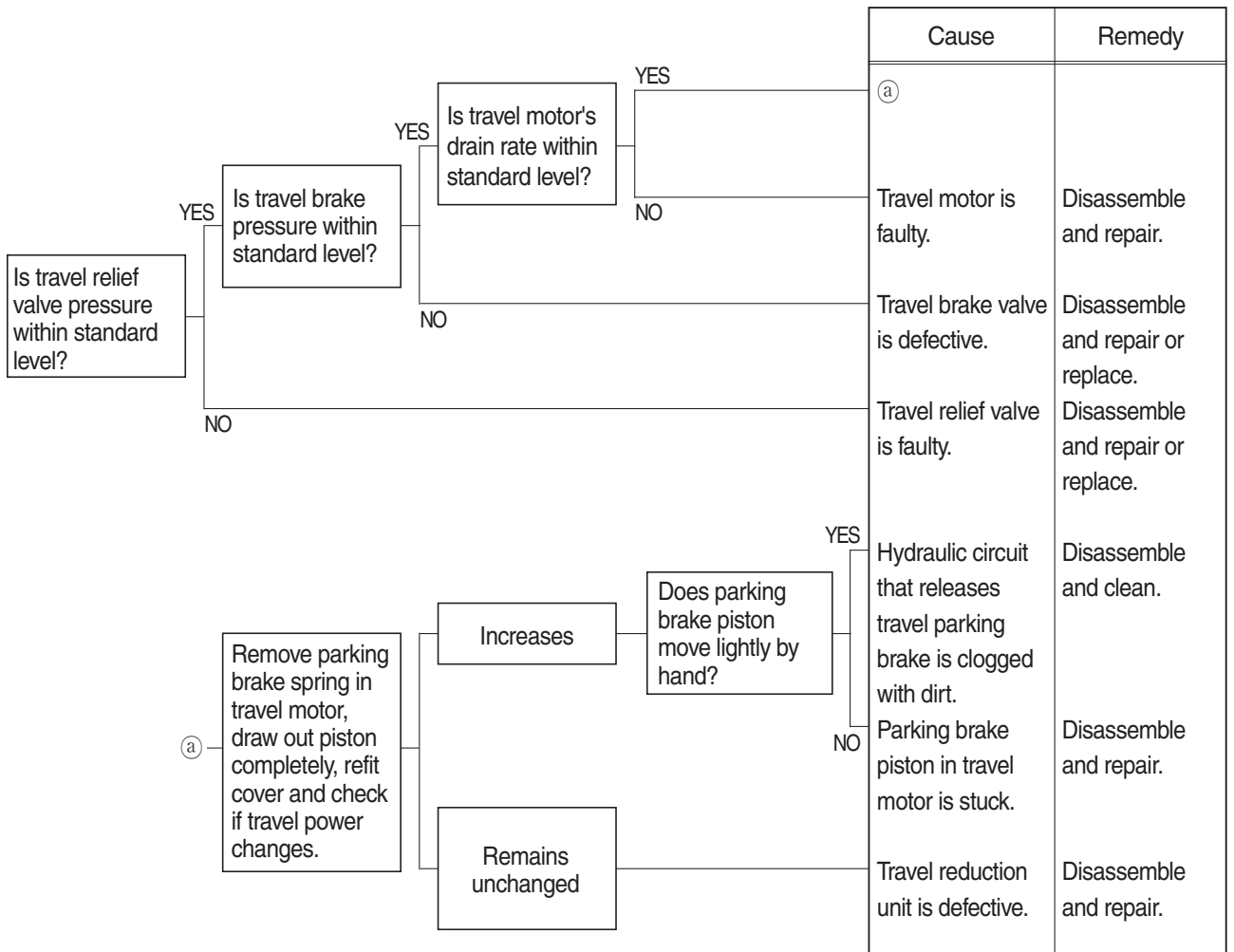


### 4) LH AND RH TRAVEL MOTIONS ARE IMPOSSIBLE





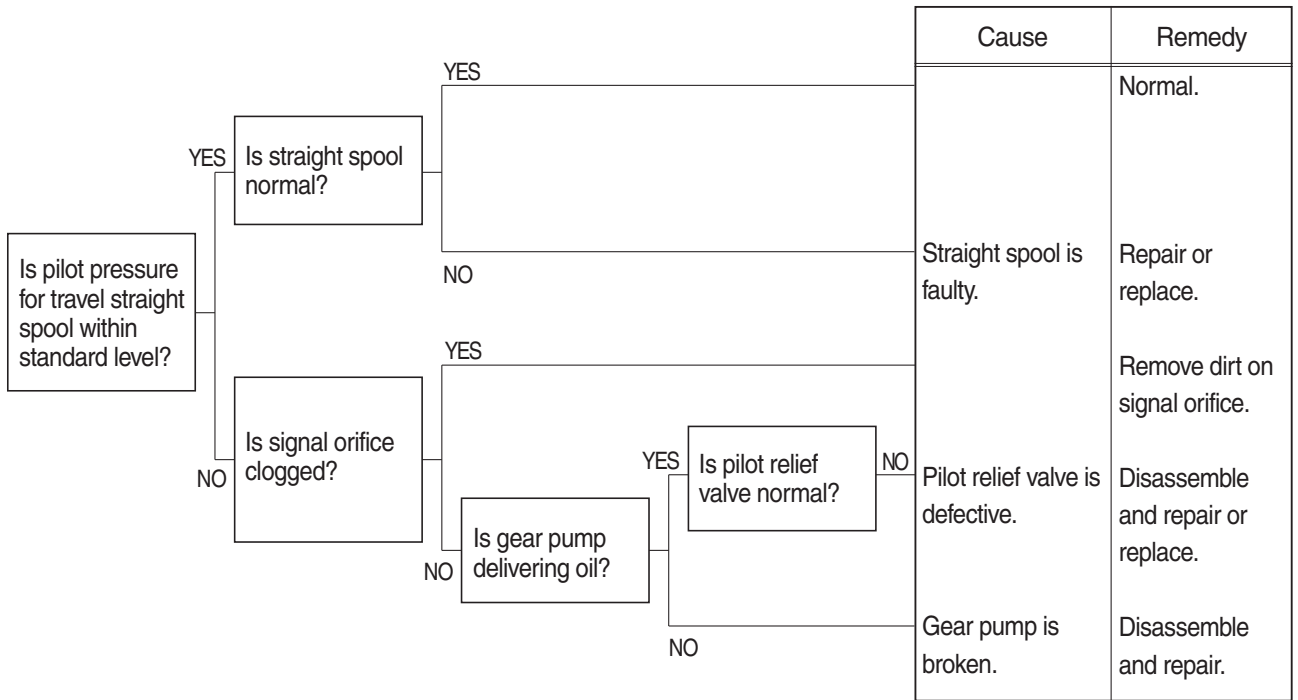
**5) TRAVEL ACTION IS POWERLESS (travel only)**



**6) MACHINE RUNS RECKLESSLY ON A SLOPE**

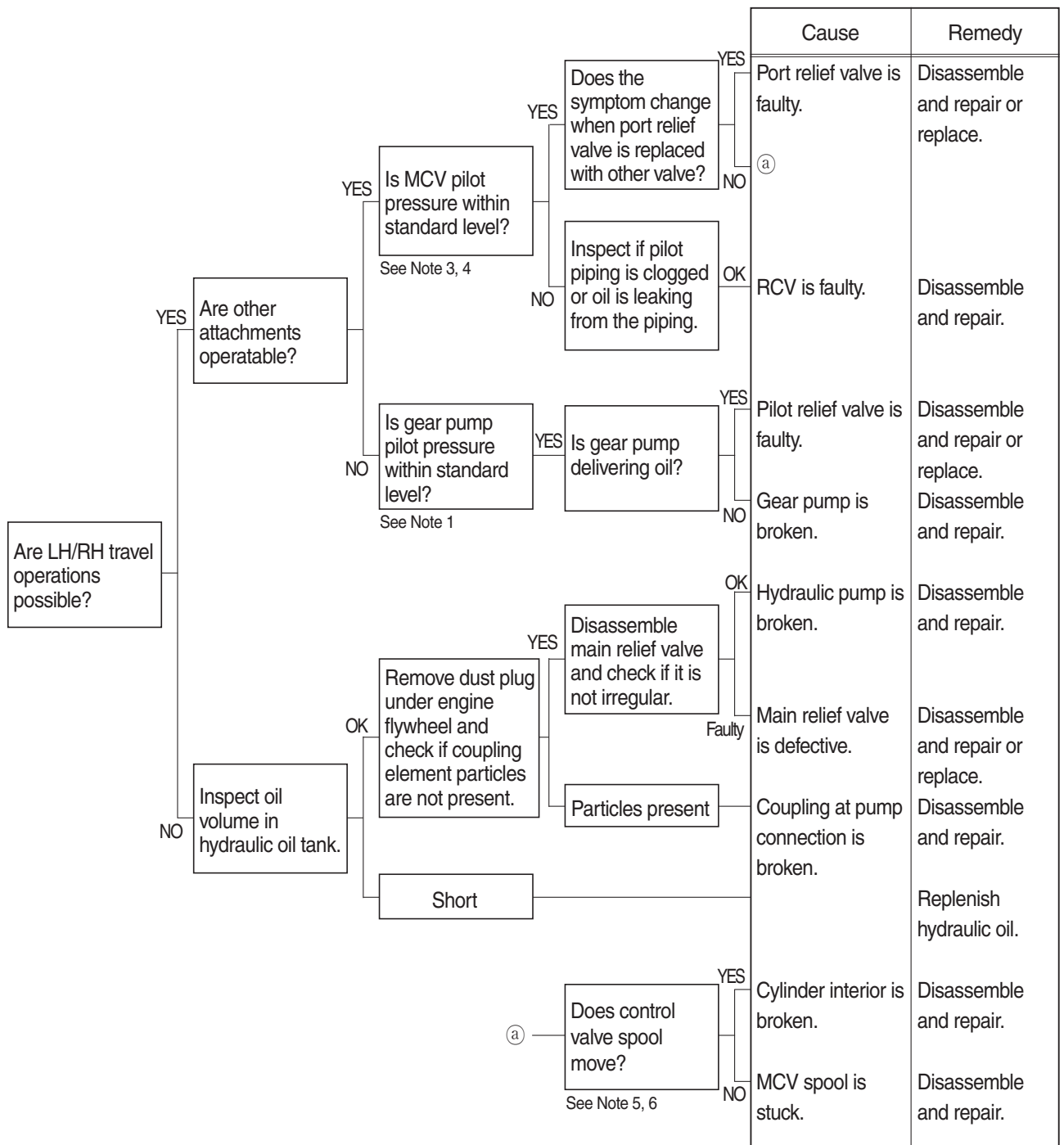


**7) MACHINE MAKES A CURVED TRAVEL OR DOES NOT TRAVEL AT ALL WHEN TRAVEL AND ATTACHMENT OPERATIONS ARE EXECUTED AT THE SAME TIME**

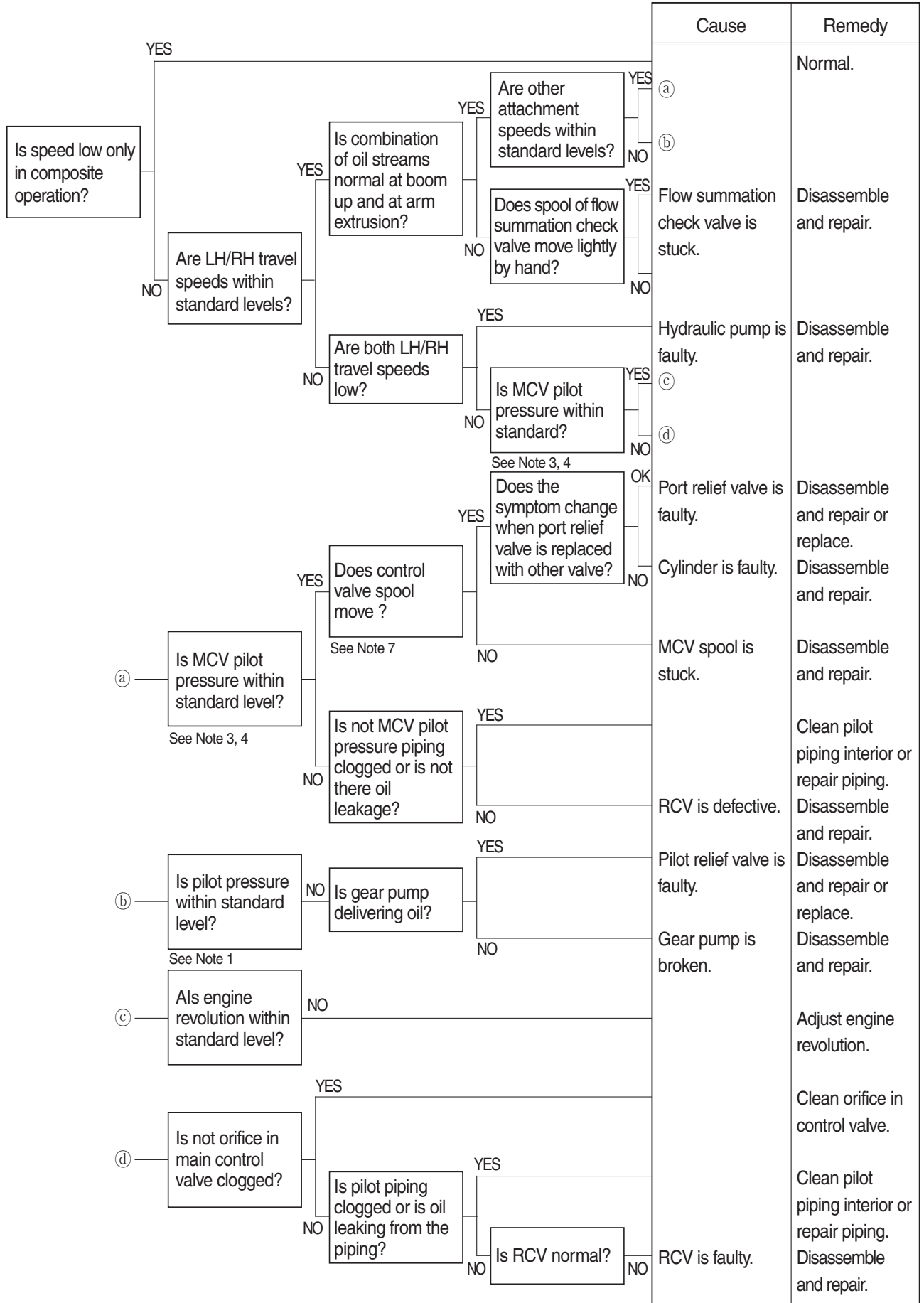


## 6. ATTACHMENT SYSTEM

### 1) BOOM OR ARM ACTION IS IMPOSSIBLE AT ALL

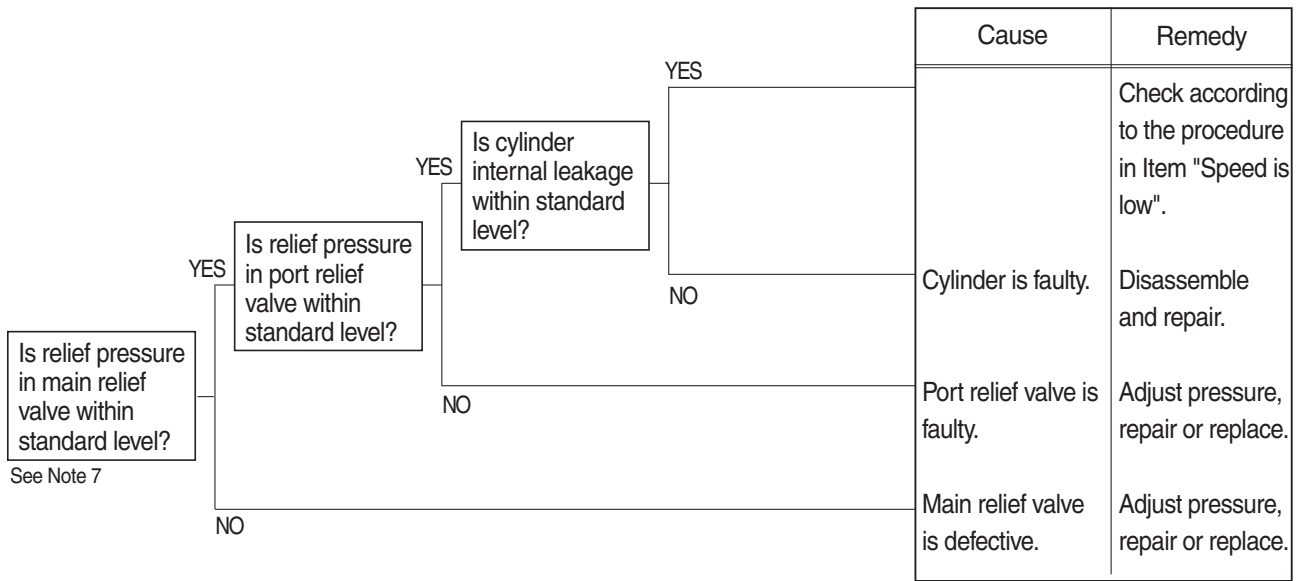


## 2) BOOM, ARM OR BUCKET SPEED IS LOW

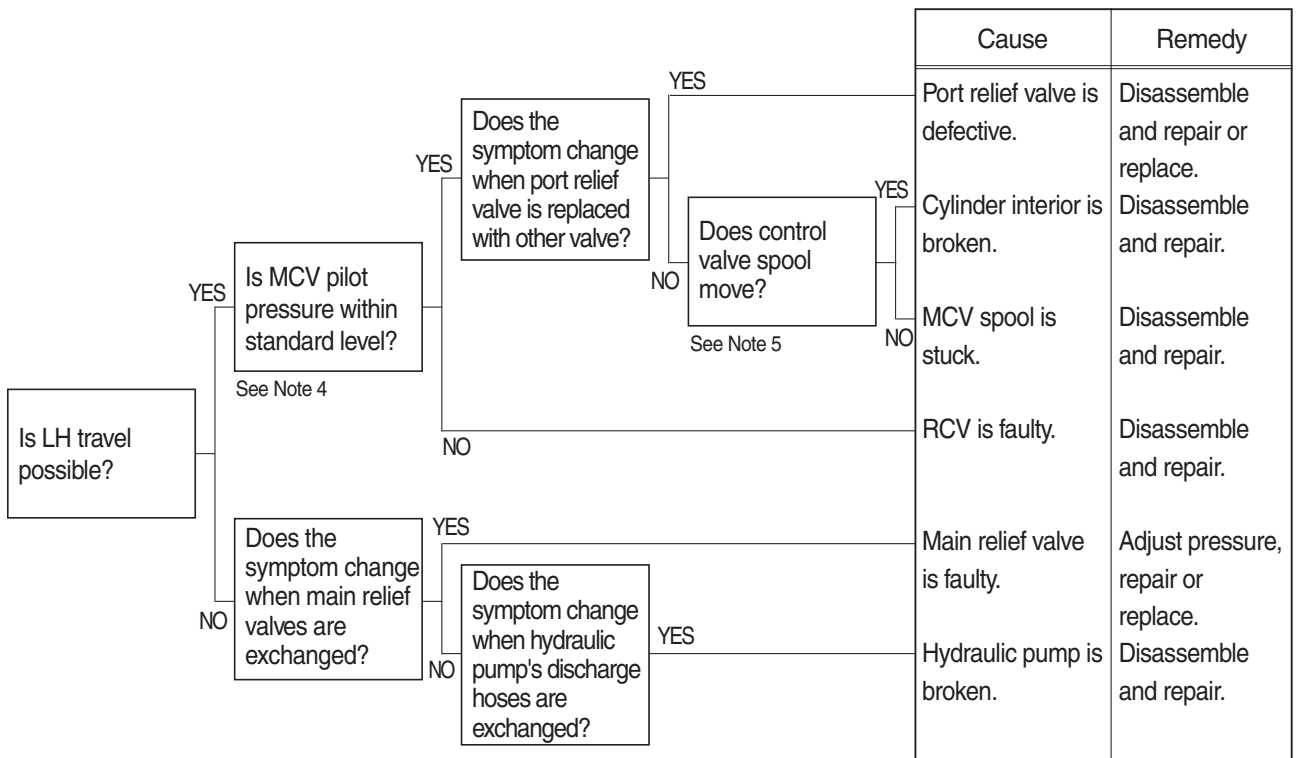




#### 4) BOOM, ARM OR BUCKET POWER IS WEAK



#### 5) ONLY BUCKET OPERATION IS TOTALLY IMPOSSIBLE

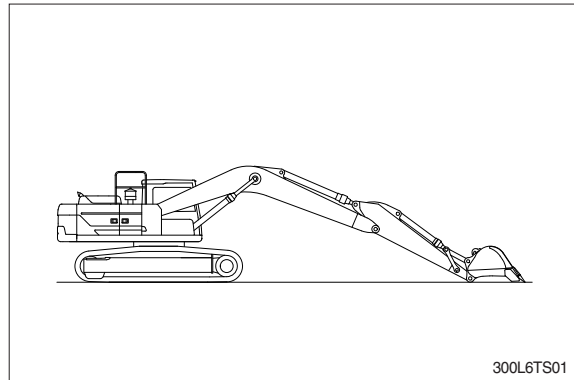


6) BOOM MAKES A SQUEAKING NOISE WHEN BOOM IS OPERATED

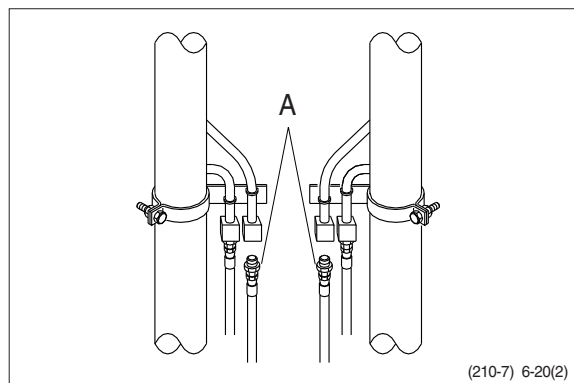
		Cause	Remedy
<div style="border: 1px solid black; padding: 5px; width: fit-content;">                     Is boom foot pin greased sufficiently?                 </div>	YES		Frictional noise occurs between the sliding faces of boom cylinder's oil seal and boom proper.  ※ Frictional noise will disappear if they are kept used.
	NO	Boom foot pin has run out of grease.	Supply grease to it.  ※ If seizure is in an initial stage, supply sufficient grease. If seizure is in a grown state, correct it by paper lapping or with an oil stone.

## ※ HOW TO CHECK INTERNAL BOOM CYLINDER LEAKAGE

1. Lower the bucket teeth to the ground with bucket cylinder fully retracted and arm cylinder rod retracted almost in full.



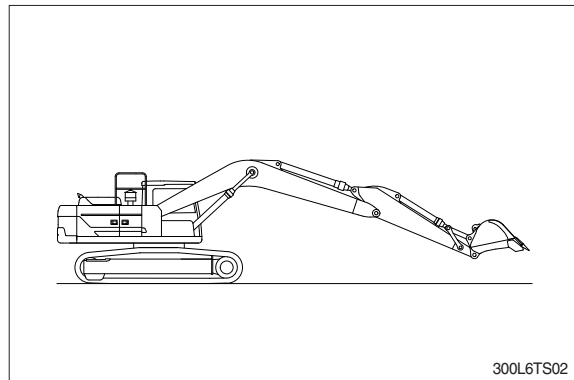
2. Disconnect hose (A) from rod side of boom cylinder and drain oil from cylinders and hose. (put cups on piping and hose ends)



3. Raise bucket OFF the ground by retracting the arm cylinder rod.

If oil leaks from piping side and boom cylinder rod is retracted there is an internal leak in the cylinder.

If no oil leaks from piping side and boom cylinder rod is retracted, there is an internal leak in the control valve.

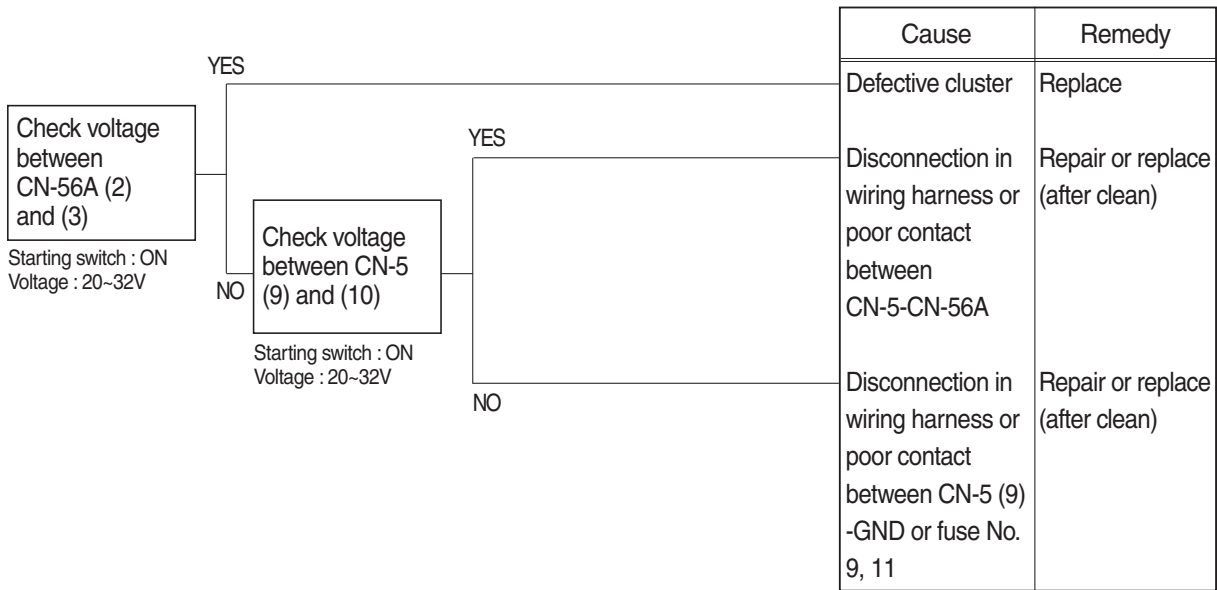




## GROUP 3 ELECTRICAL SYSTEM

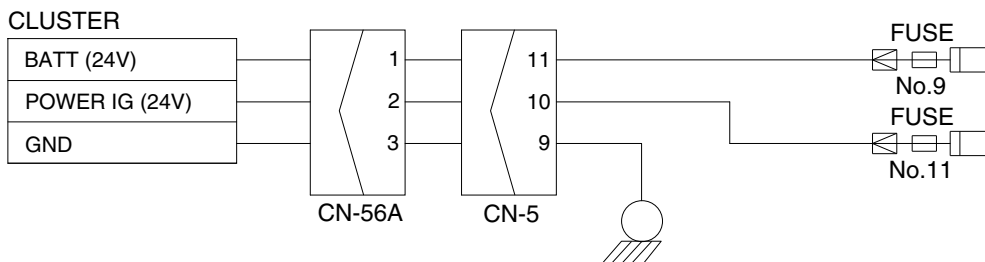
### 1. WHEN STARTING SWITCH IS TURNED ON, MONITOR PANEL DISPLAY DOES NOT APPEAR

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No. 9, 11.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



#### Check voltage

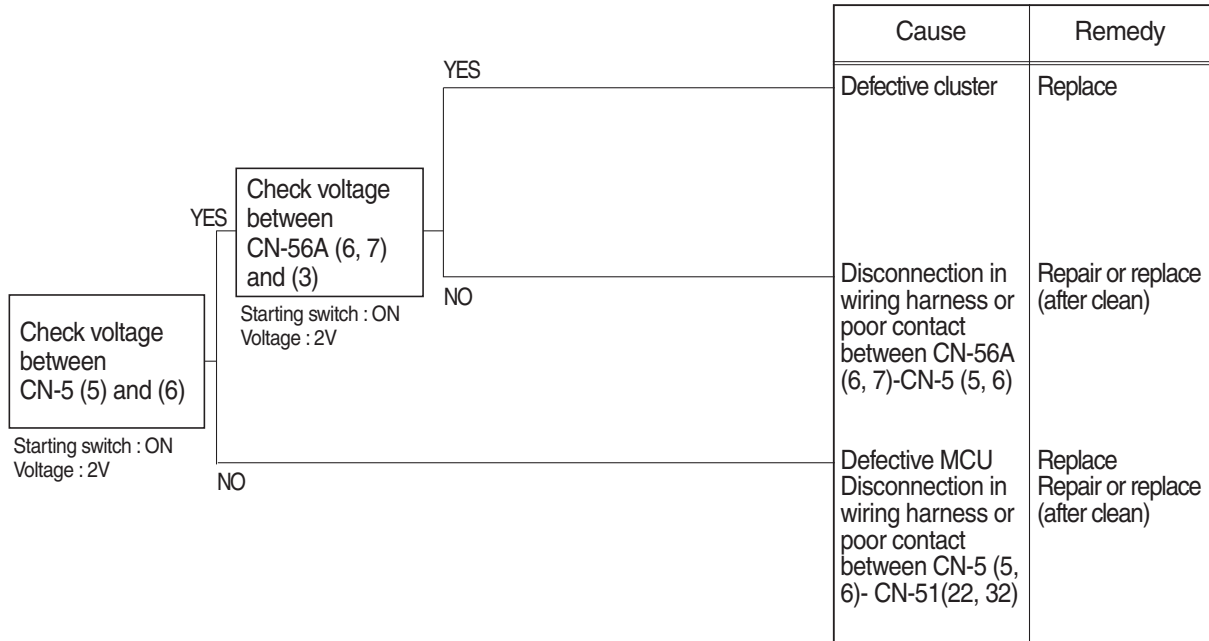
YES	20~32V
NO	0V



300S6ES01

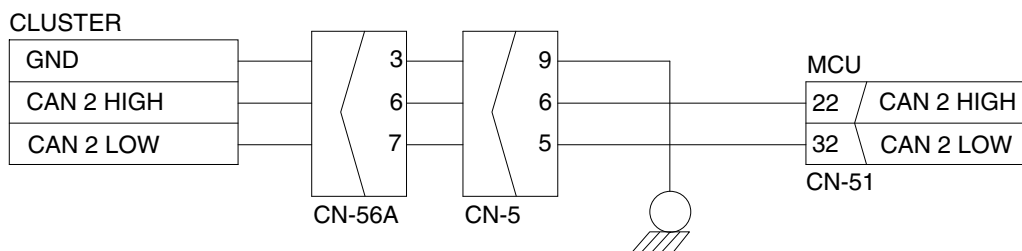
## 2. COMMUNICATION ERROR FLASHES ON THE CLUSTER (HCESPN 840, FMI 2)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



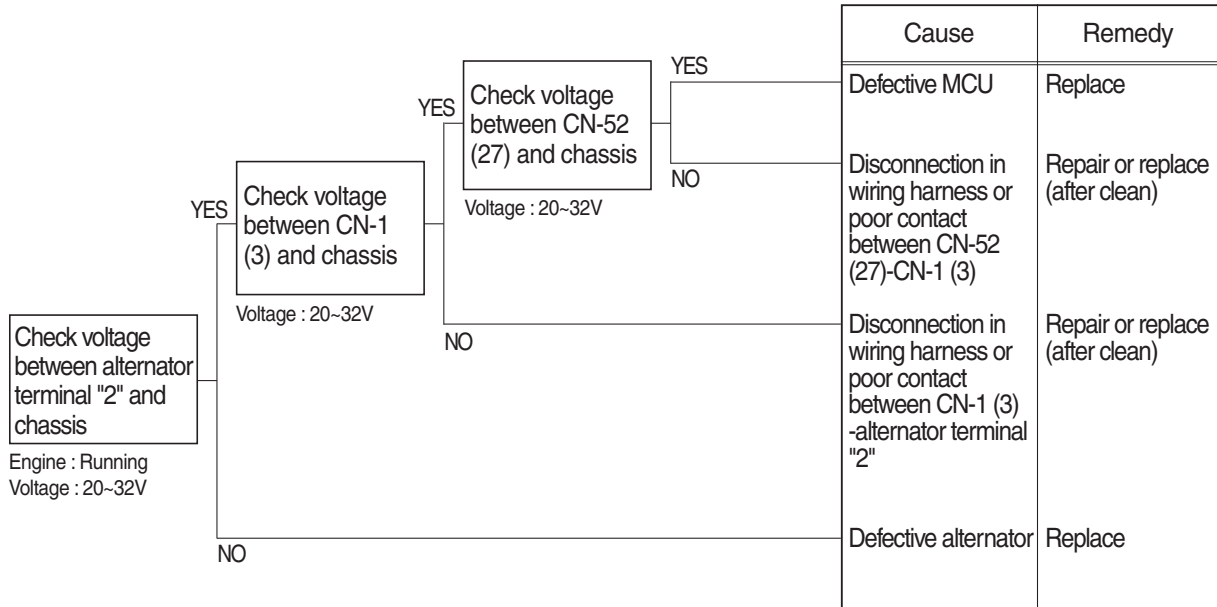
### Check voltage

YES	2V
NO	0V



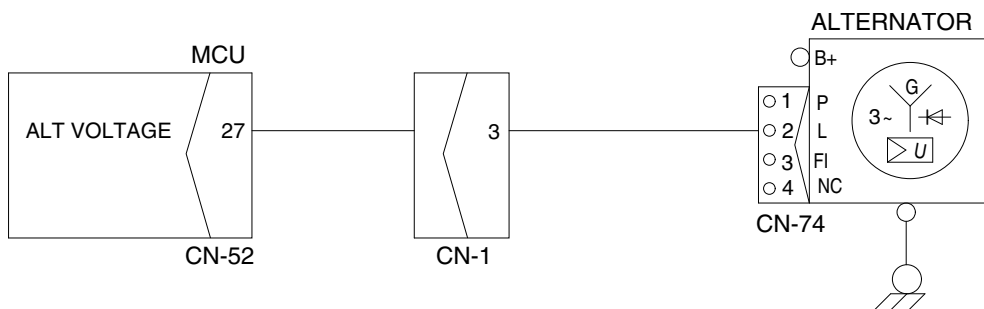
### 3. BATTERY CHARGING WARNING LAMP LIGHTS UP (Starting switch : ON)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



#### Check voltage

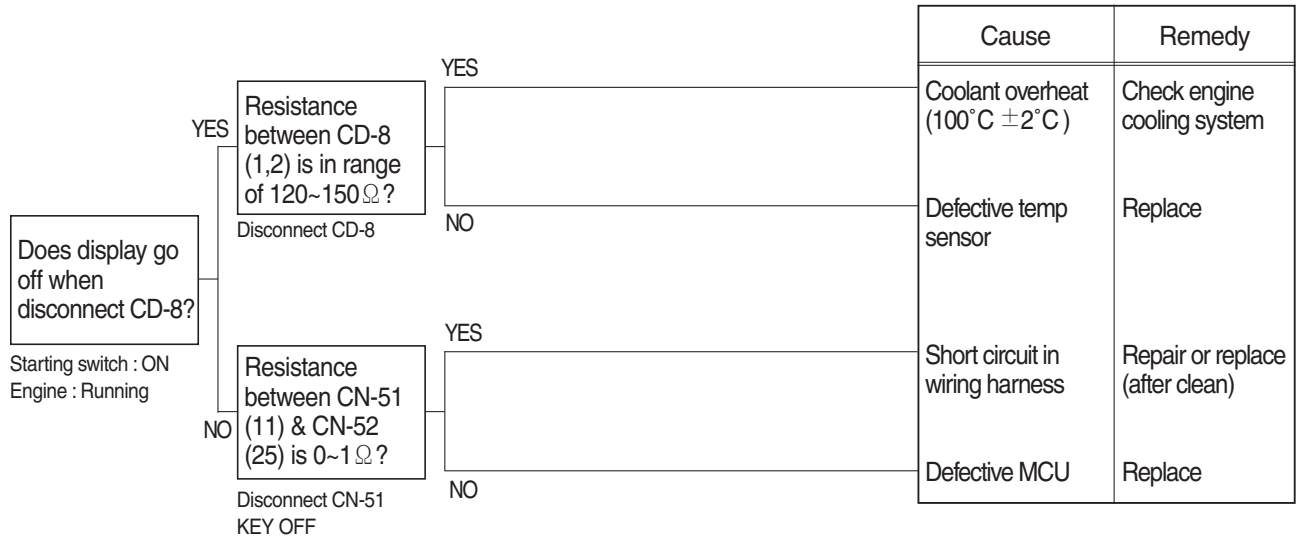
YES	20~32V
NO	0V



300S6ES03

#### 4. WHEN COOLANT OVERHEAT WARNING LAMP LIGHTS UP (engine is started)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



Normal type

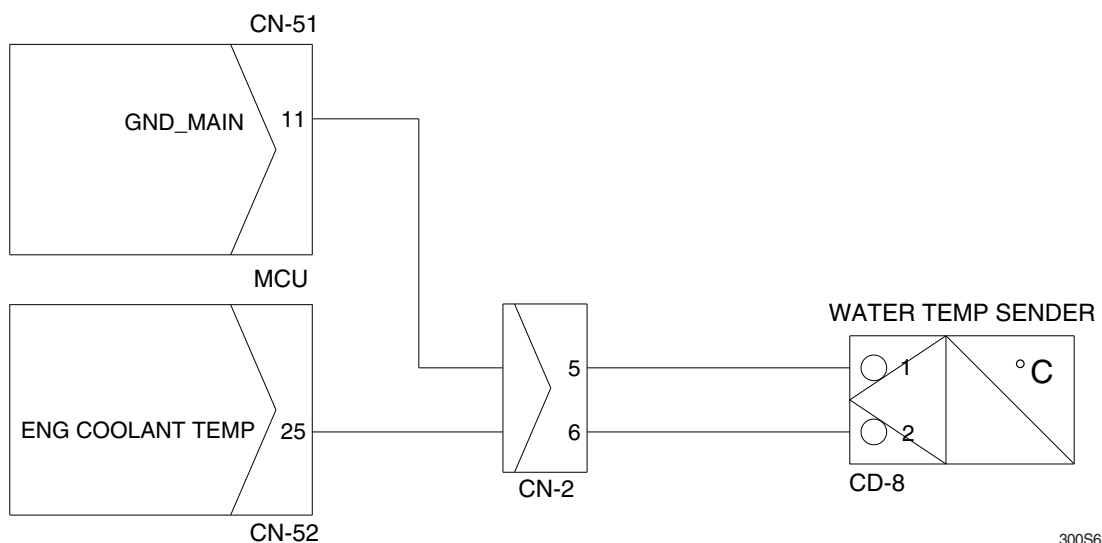


Premium type



#### Check Table

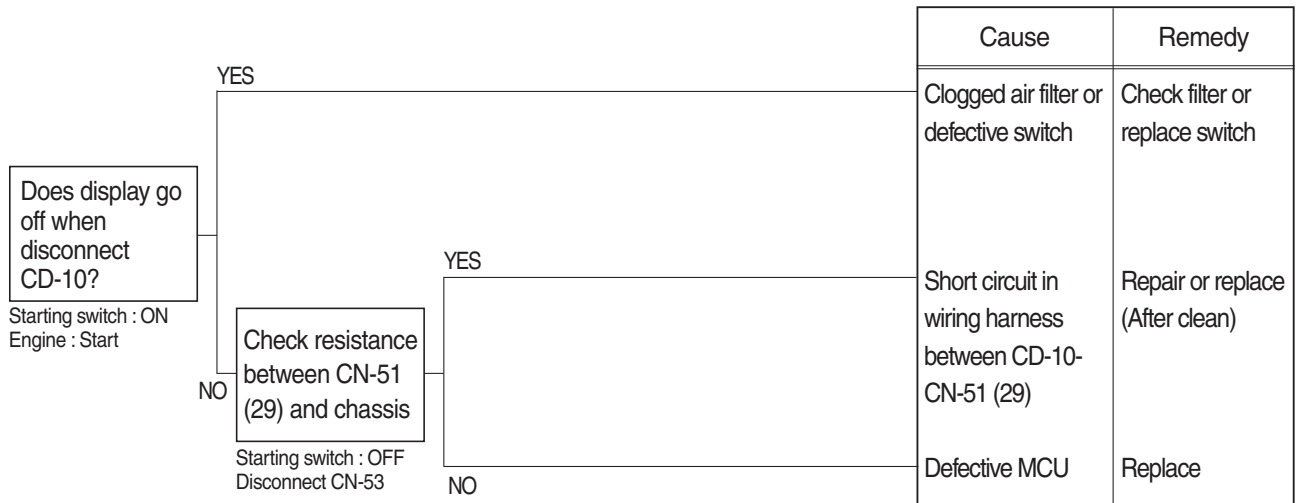
Temperature (°C)	0	25	50	80	95
Resistance (kΩ)	30~37	9.3~10.7	3.2~3.8	1.0~1.3	0.7~0.8



300S6ES04

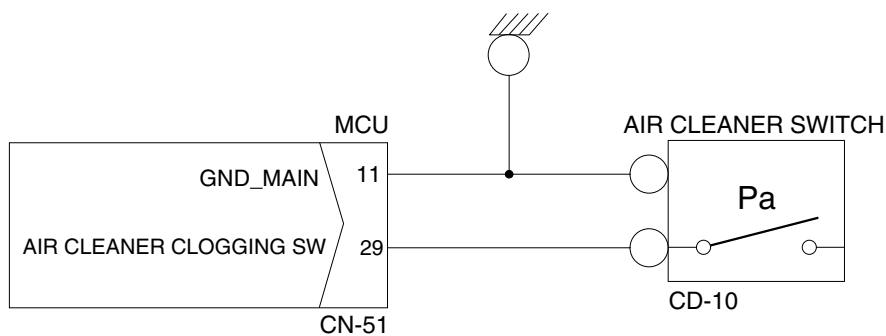
## 5. WHEN AIR CLEANER WARNING LAMP LIGHTS UP (engine is started)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



### Check resistance

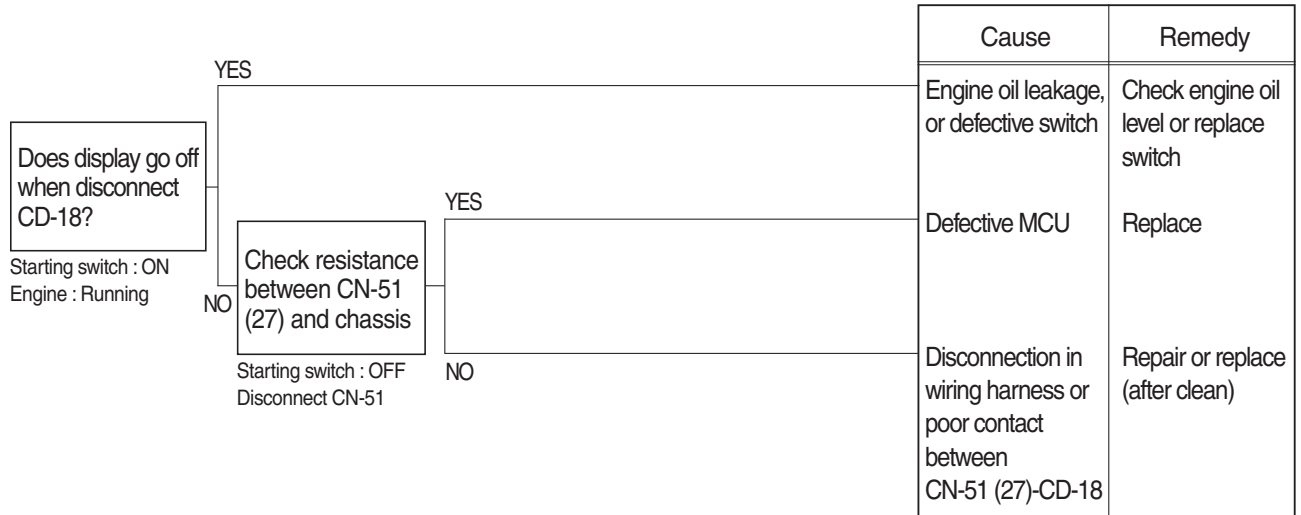
YES	MAX 1Ω
NO	MIN 1MΩ



300S6ES05

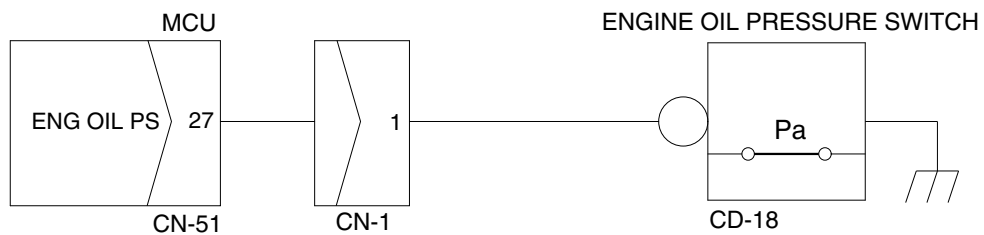
## 6. WHEN ENGINE OIL PRESSURE WARNING LAMP LIGHTS UP (engine is started)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



### Check resistance

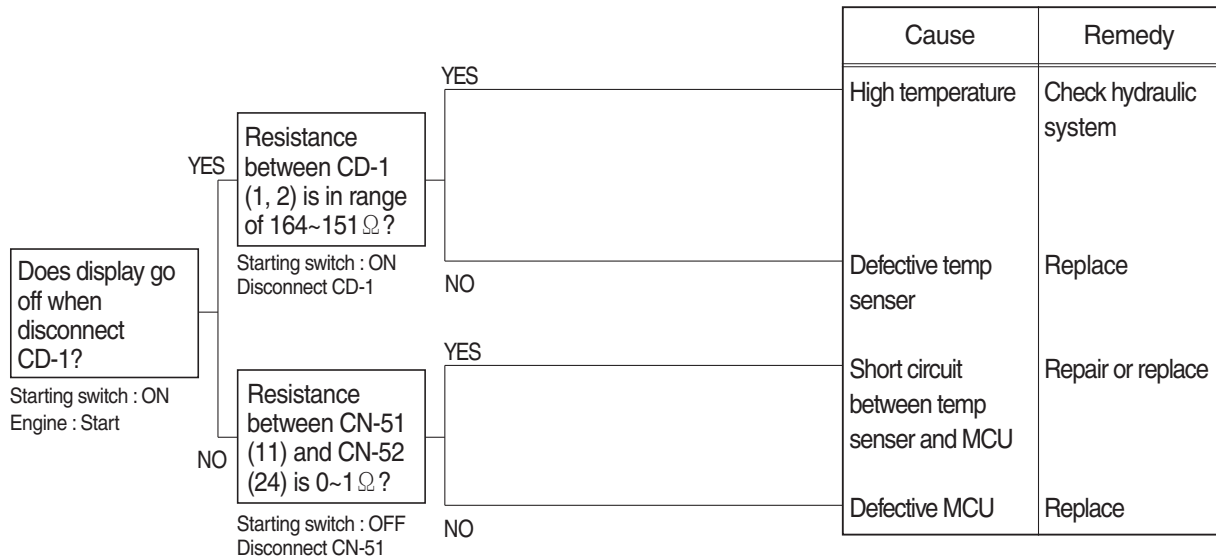
YES	MAX 1Ω
NO	MIN 1MΩ



220S6ES06

## 7. WHEN HYDRAULIC OIL TEMPERATURE WARNING LAMP LIGHTS UP (engine is started)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



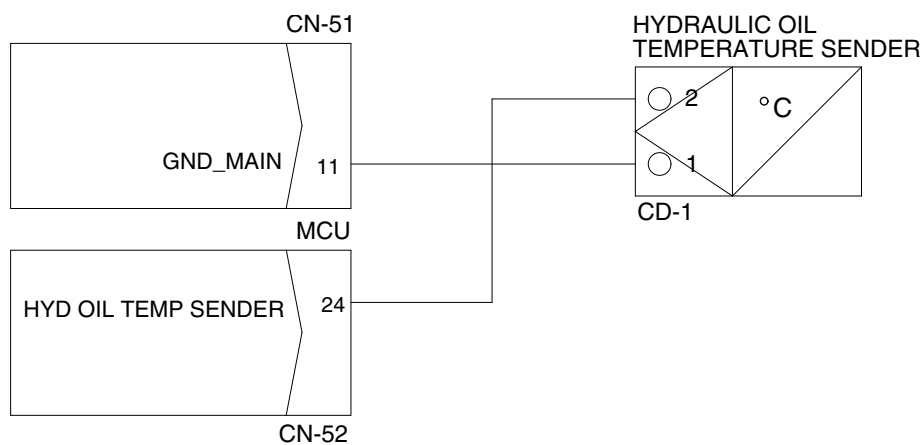
Normal type



### Check Table

Temperature (°C)	~ -30	~ -10	~ 0	~ 40	~ 70	~ 80	~ 90	~ 100	105~
Resistance (kΩ)	22.22 ~31.78	8.16 ~10.74	5.18 ~ 6.6	1.06 ~1.28	0.39 ~0.476	0.322 ~0.298	0.243 ~0.219	0.185 ~0.167	0.164 0.151

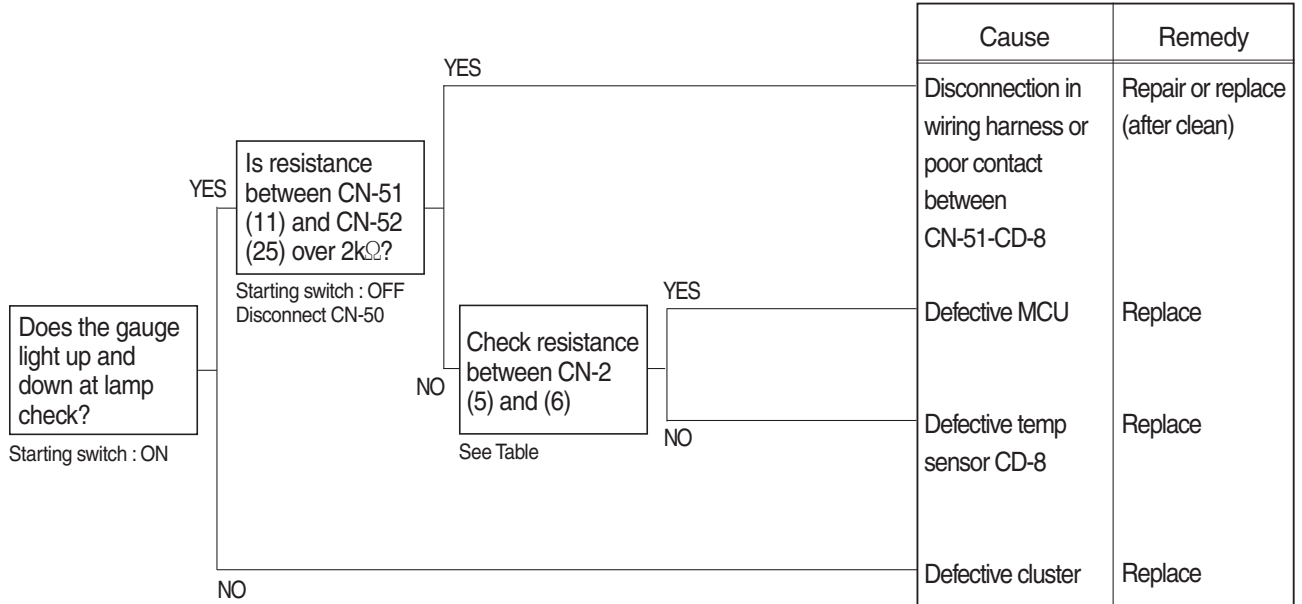
Premium type



220S6ES08

## 8. WHEN COOLANT TEMPERATURE GAUGE DOES NOT OPERATE (HCESPN 304, FMI 3 or 4)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



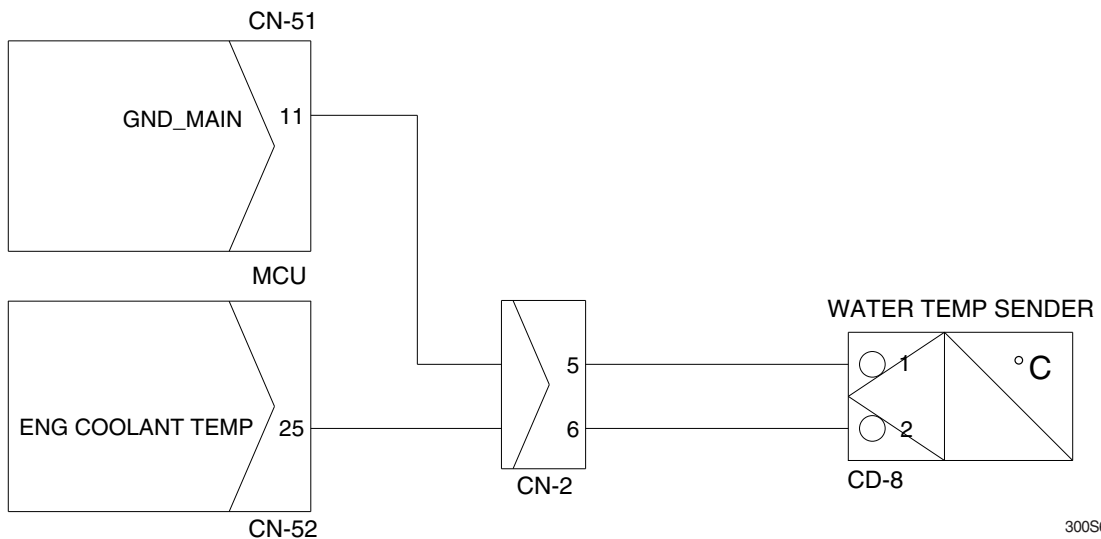
Normal type



### Check Table

Temperature (°C)	0	25	50	80	95
Resistance (kΩ)	30~37	9.3~10.7	3.2~3.8	1.0~1.3	0.7~0.8

Premium type

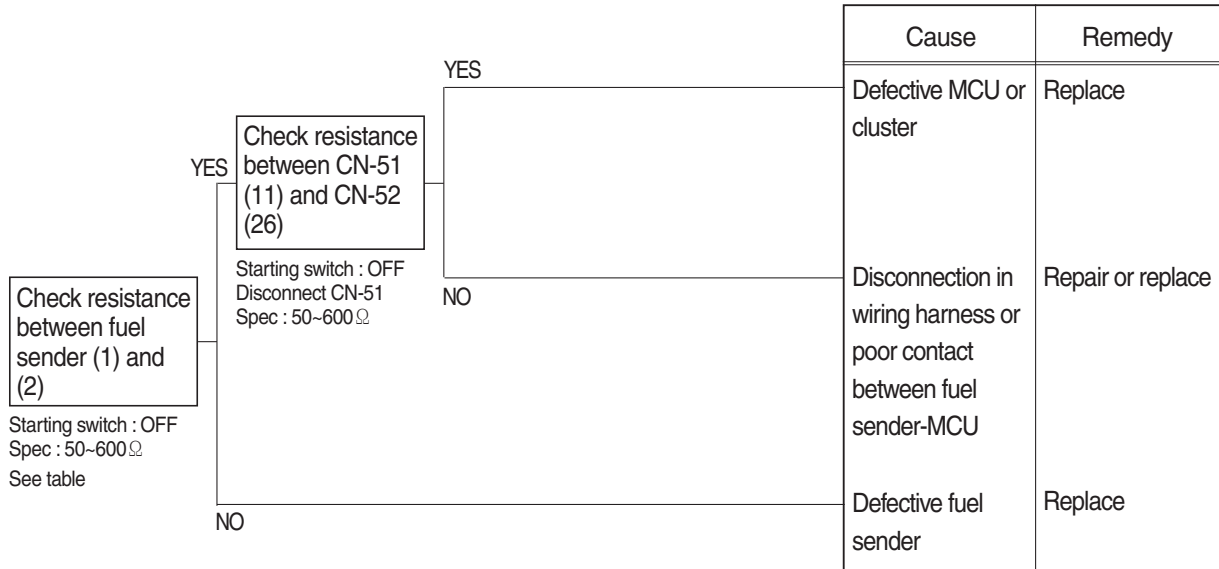


300S6ES04



## 9. WHEN FUEL GAUGE DOES NOT OPERATE (HCESPN 301, FMI 3 or 4)

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



Normal type

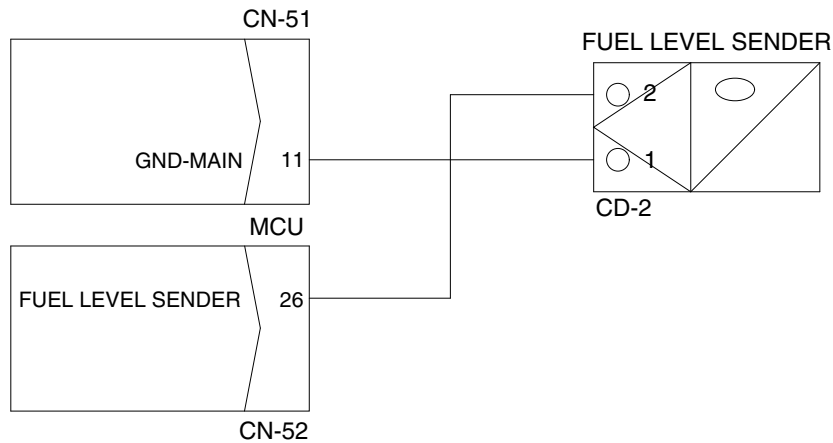


Premium type



Check Table

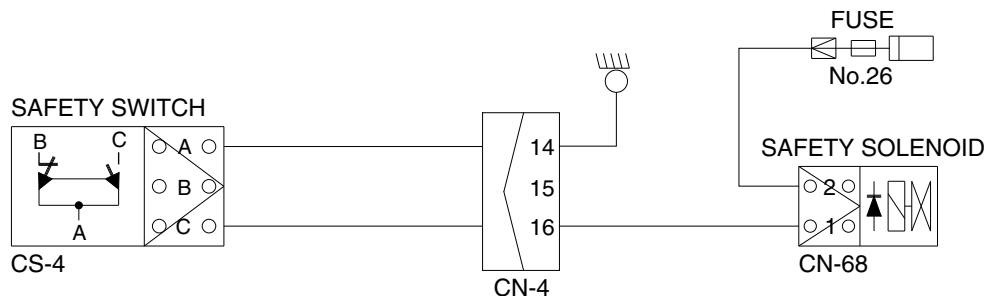
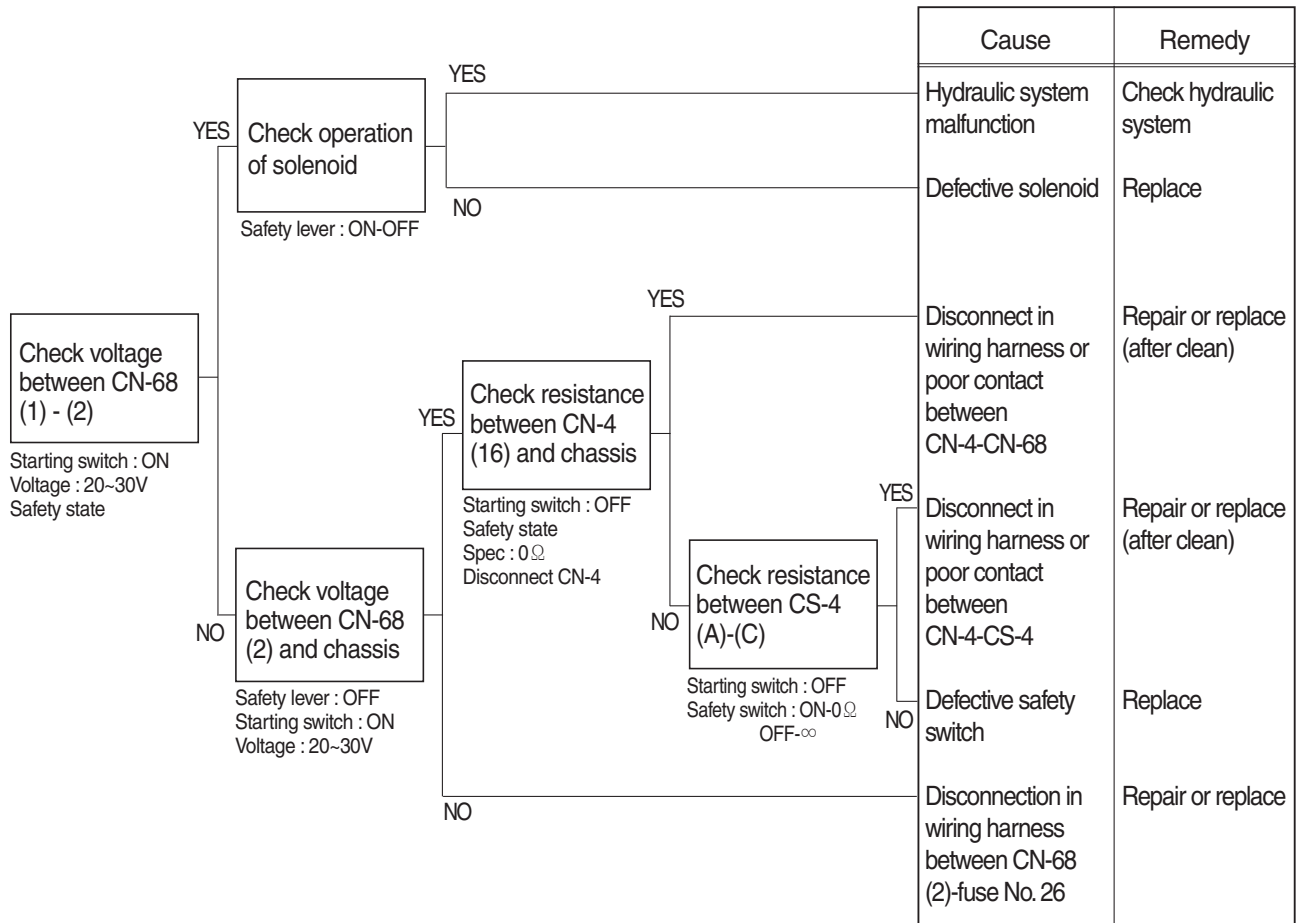
Range	Resistance (Ω)	Range	Resistance (Ω)
Full	50	5/12	400
11/12	100	4/12	450
10/12	150	3/12	500
9/12	200	2/12	550
8/12	250	1/12	600
7/12	300	Empty warning	700
6/12	350	-	-



300S6ES10

## 10. WHEN SAFETY SOLENOID DOES NOT OPERATE

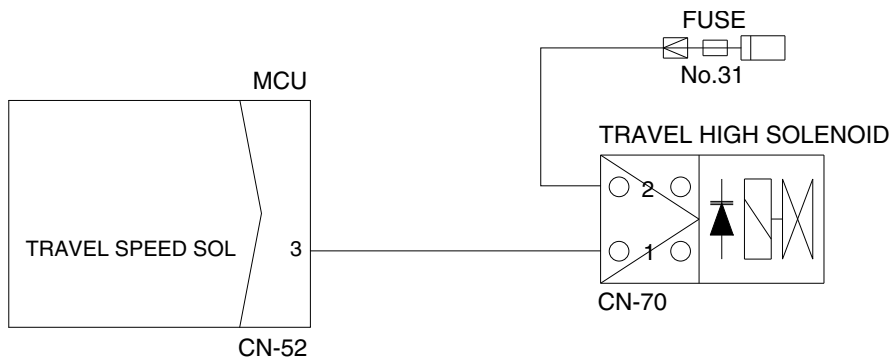
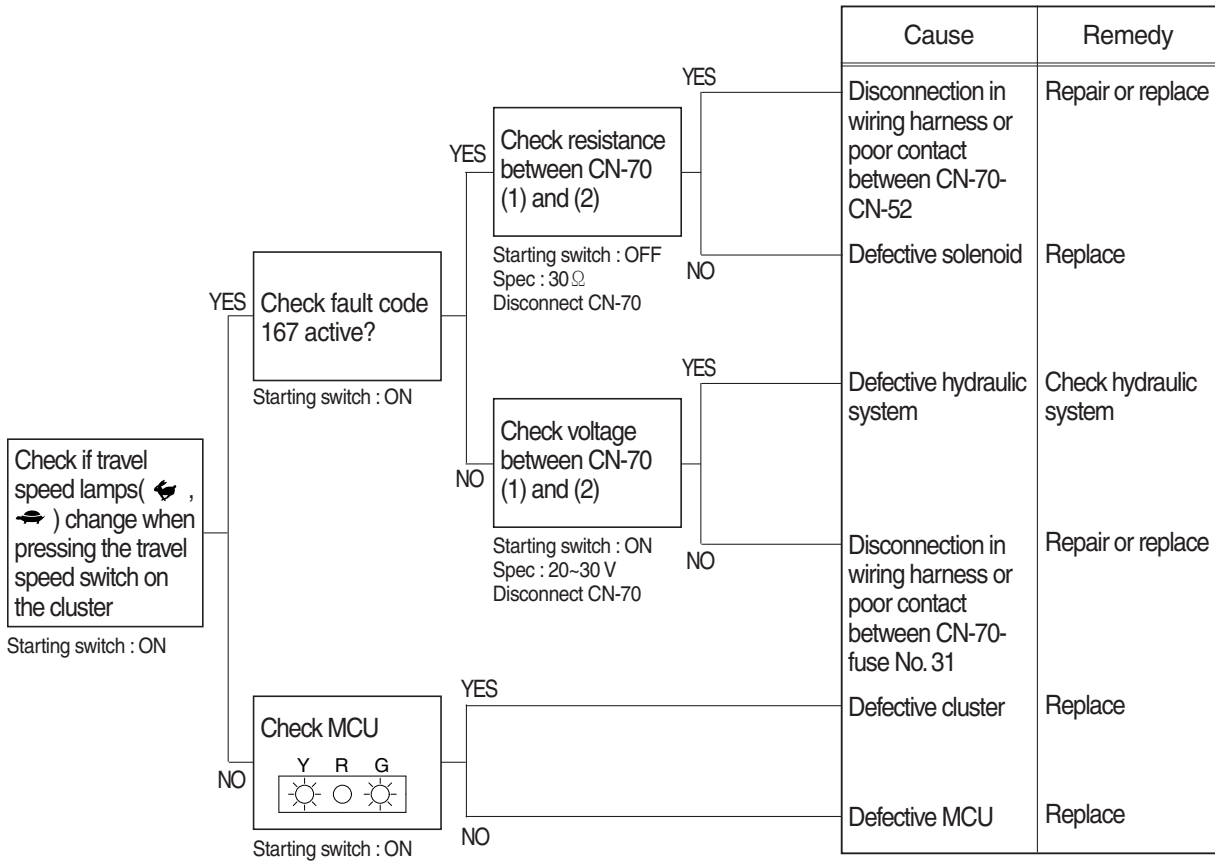
- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No. 26.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



300S6ES12

# 11. WHEN TRAVEL SPEED 1, 2 DOES NOT OPERATE (HCESPN 167, FMI 4 or 6)

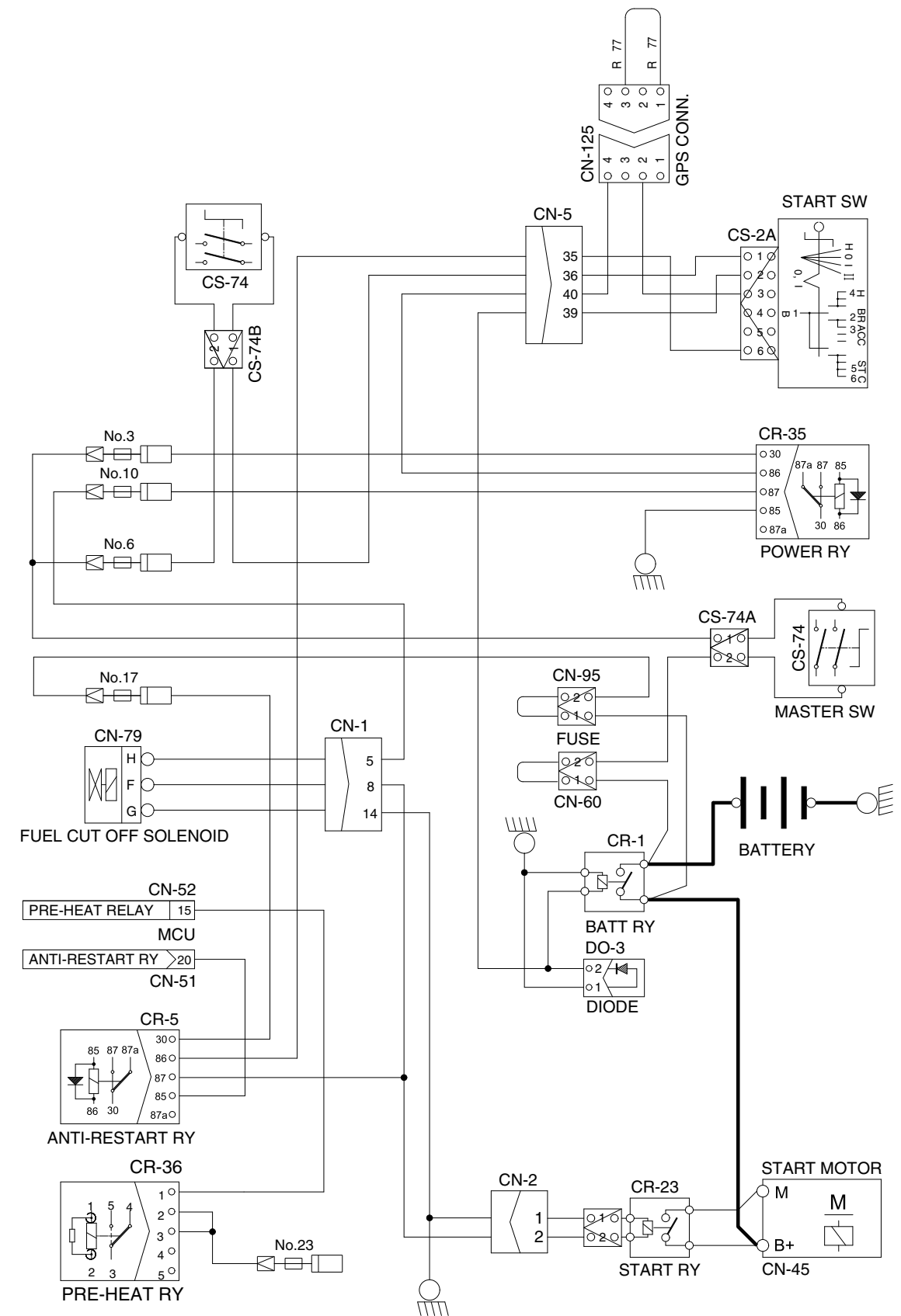
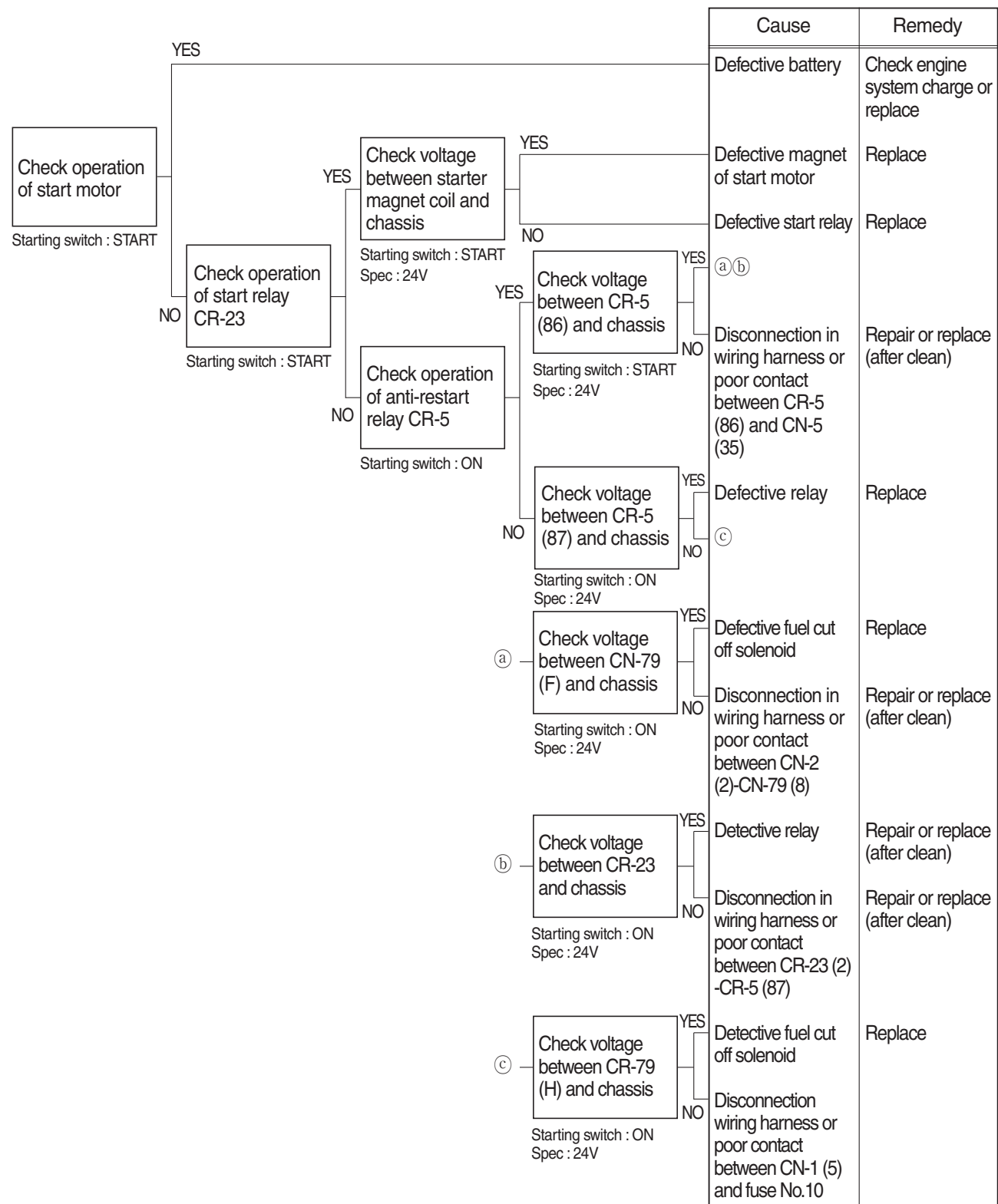
- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No. 31.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



300S6ES13

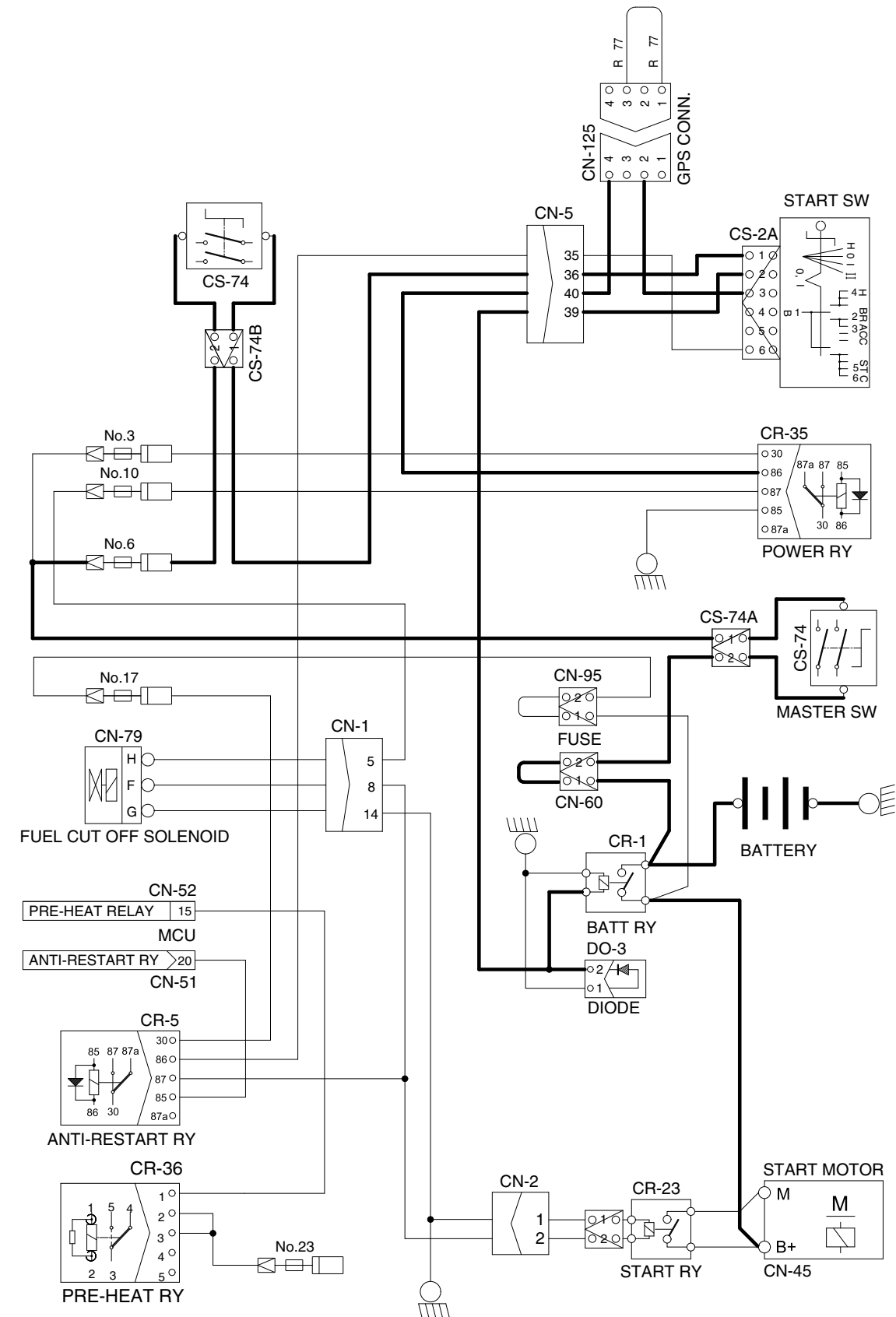
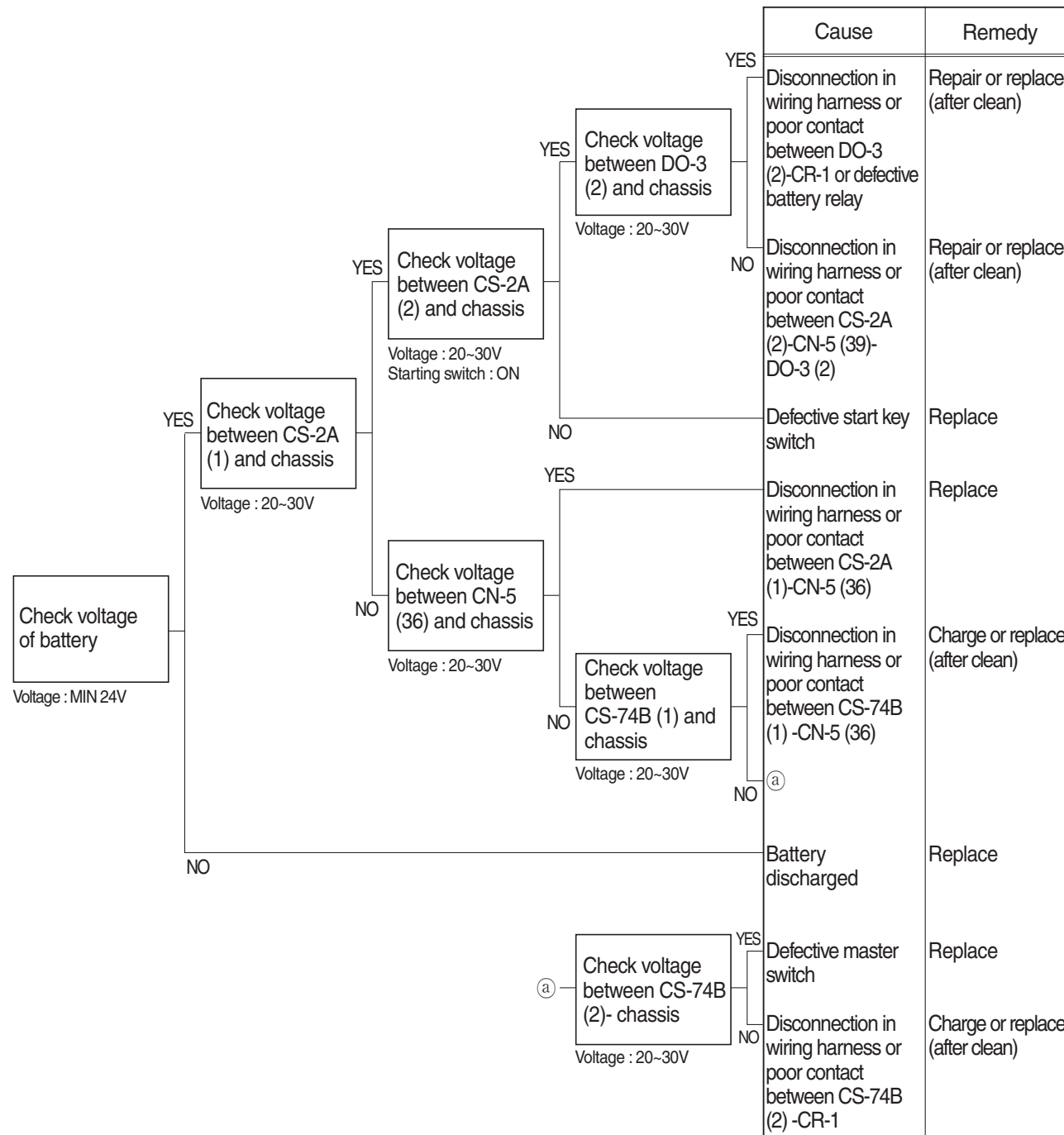
## 12. WHEN ENGINE DOES NOT START ( lights up condition)

- Check supply of the power at engine stop solenoid while starting switch is ON.
- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse No. 3, 6, 10, 17 and 23 burnt out.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



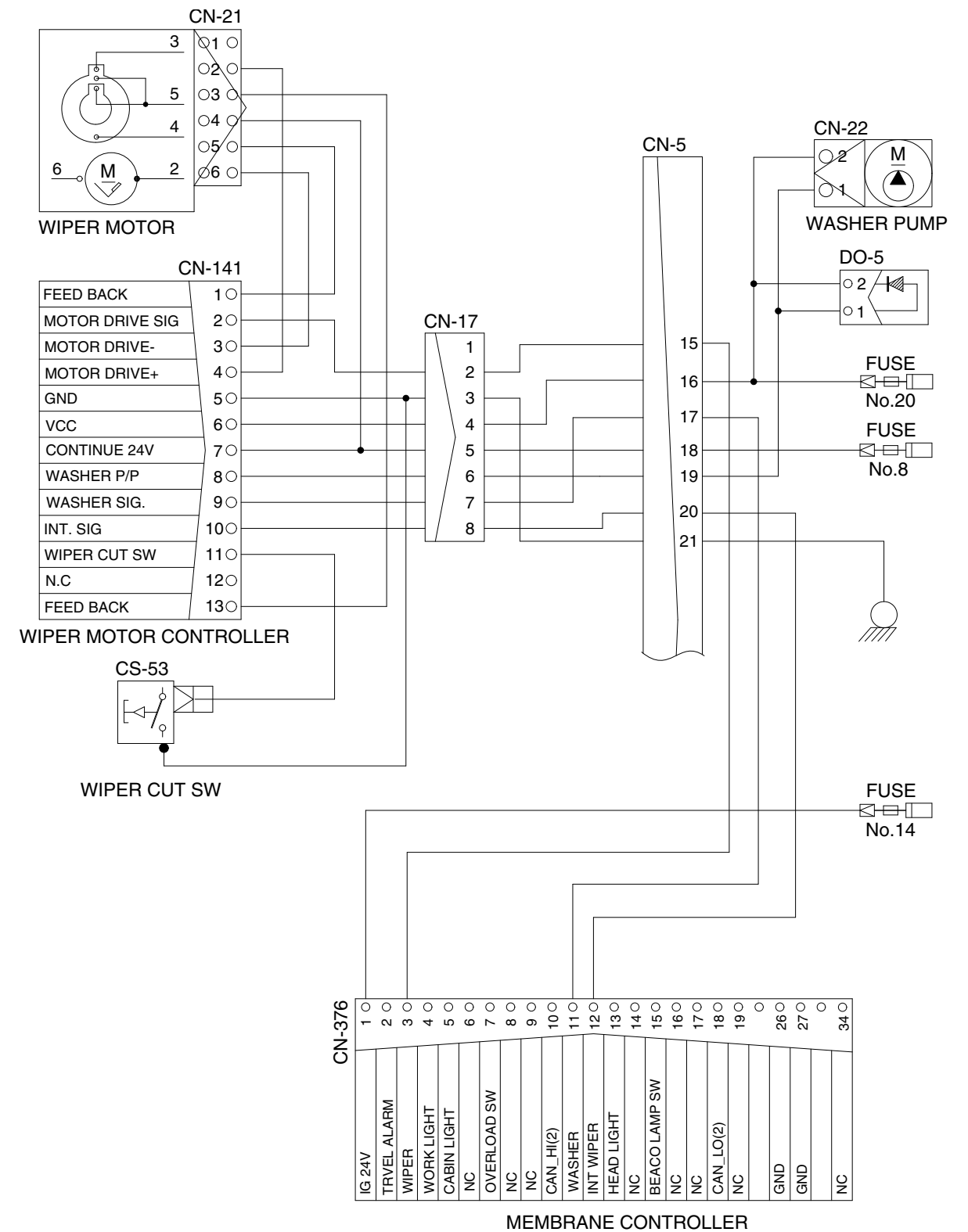
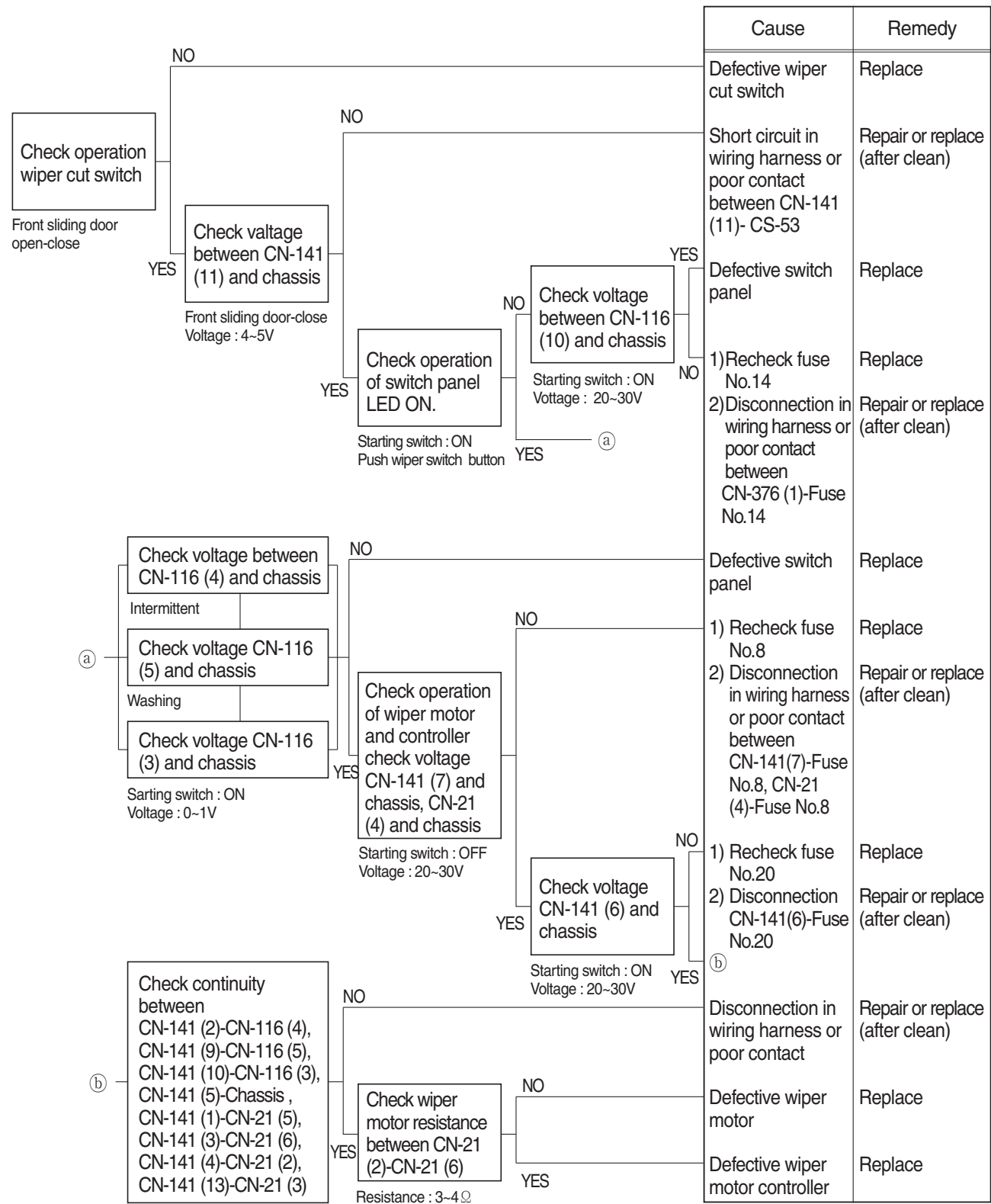
### 13. WHEN STARTING SWITCH ON DOES NOT OPERATE

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted, master switch ON and check open circuit of circuit breaker (CN-60).
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



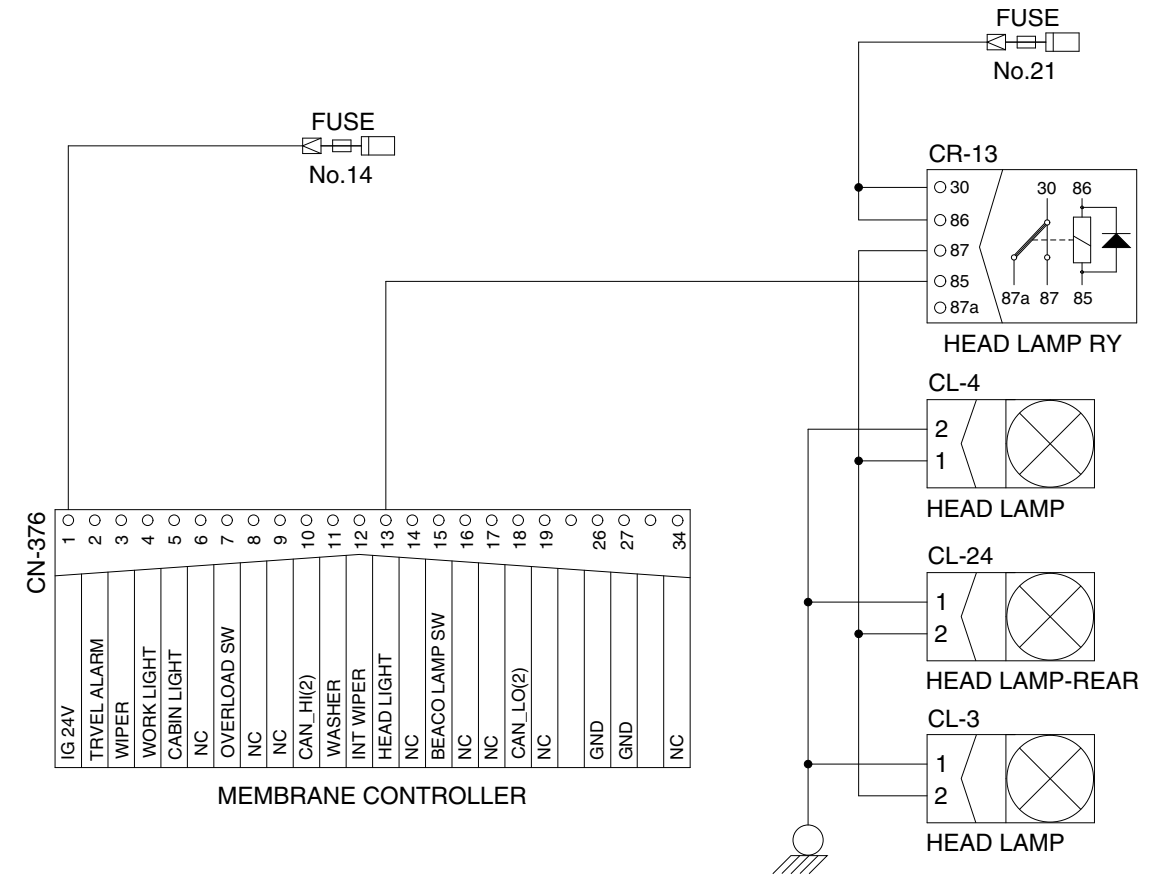
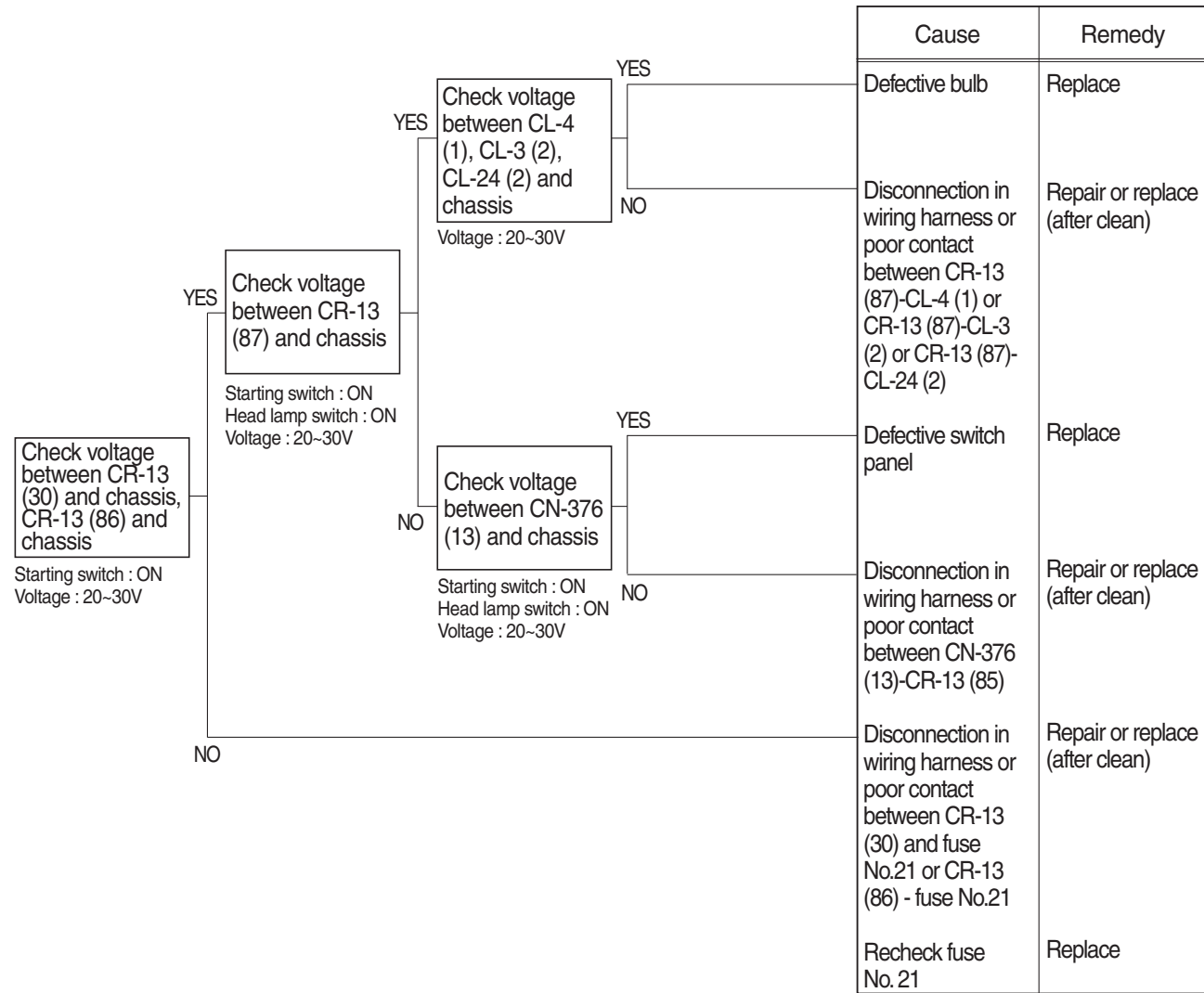
## 14. WHEN STARTING SWITCH IS TURNED ON, WIPER MOTOR DOES NOT OPERATE

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and fuse No. 8, 14 and 20 is not blown out.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



### 15. WHEN STARTING SWITCH IS TURNED ON, HEAD LAMP DOES NOT LIGHTS UP

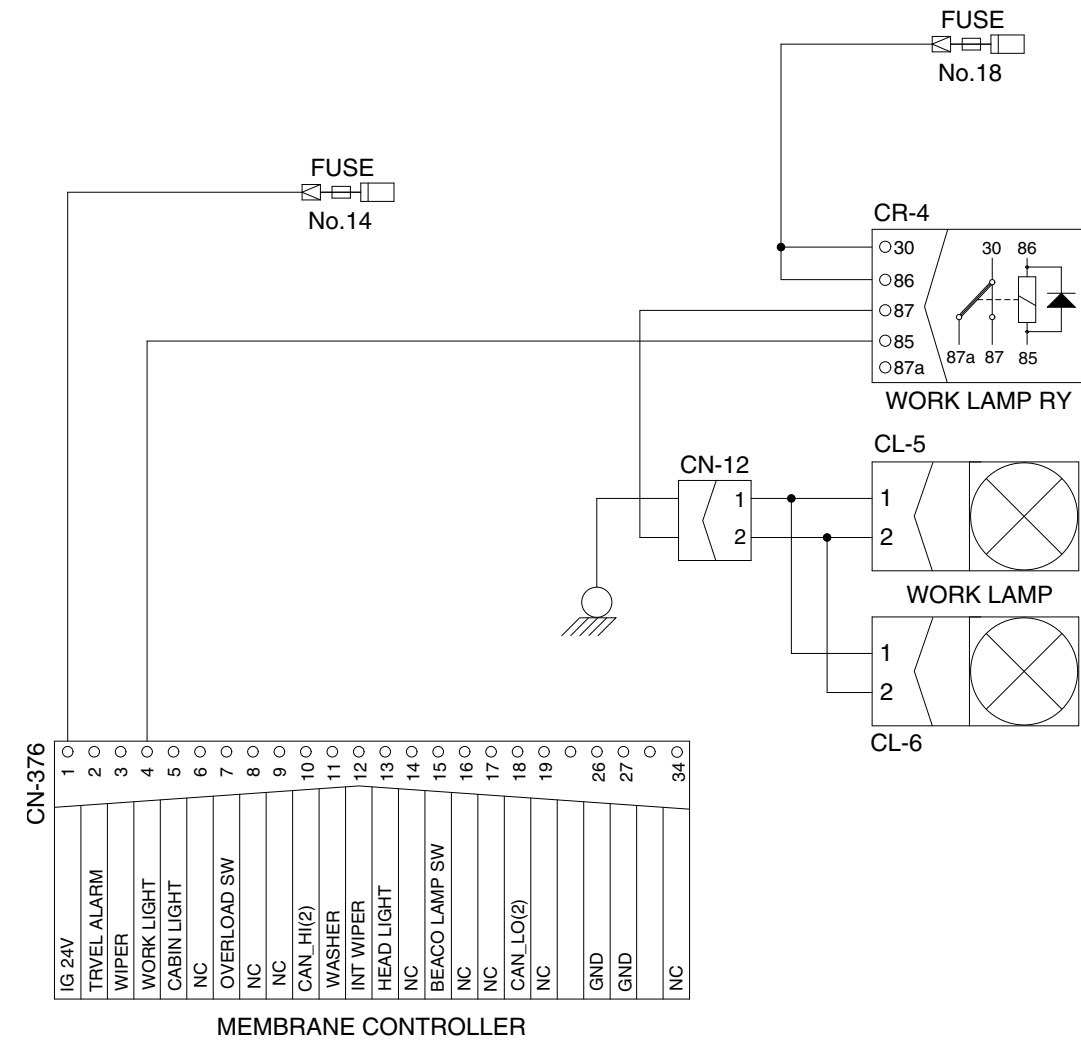
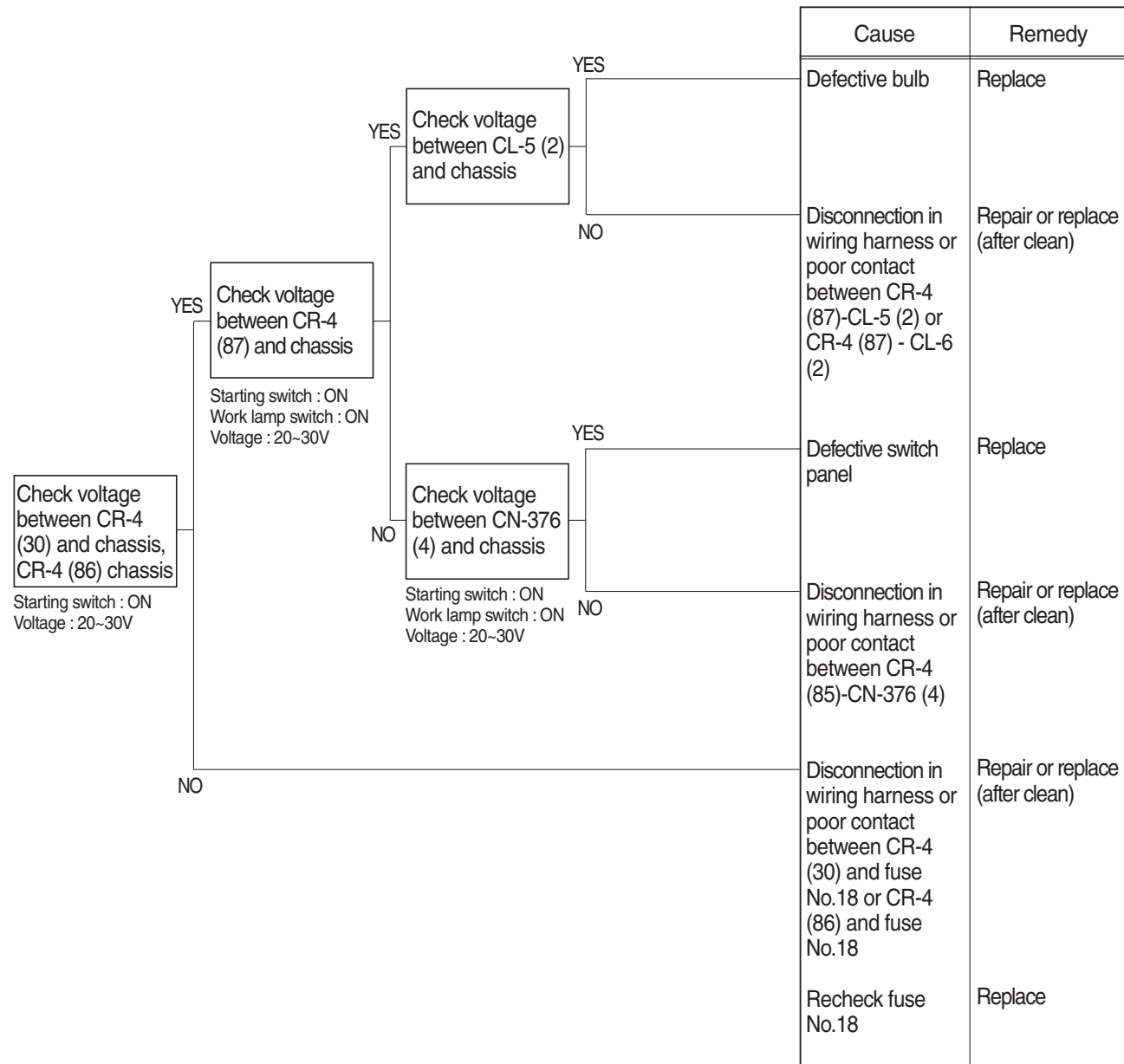
- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse No.14 and 21.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.





## 16. WHEN STARTING SWITCH IS TURNED ON, WORK LAMP DOES NOT LIGHTS UP

- Before disconnecting the connector, always turn the starting switch OFF.
- Before carrying out below procedure, check all the related connectors are properly inserted and short of fuse 14 and 18.
- After checking, insert the disconnected connectors again immediately unless otherwise specified.



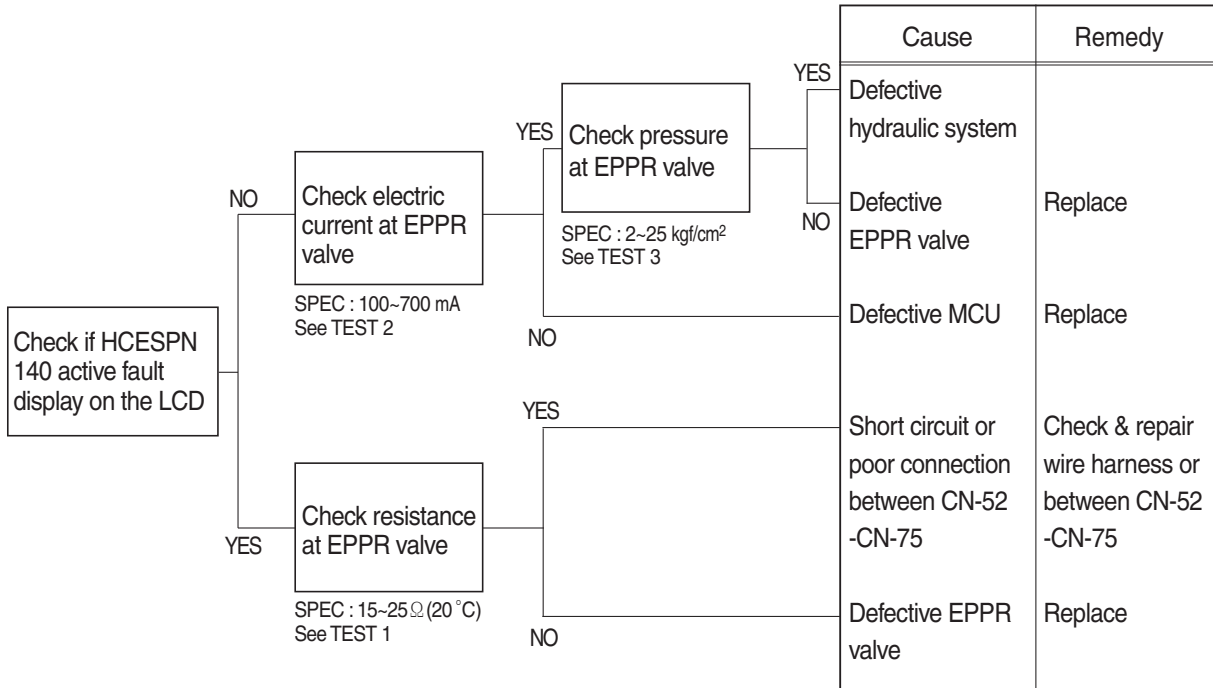


## GROUP 4 MECHATRONICS SYSTEM

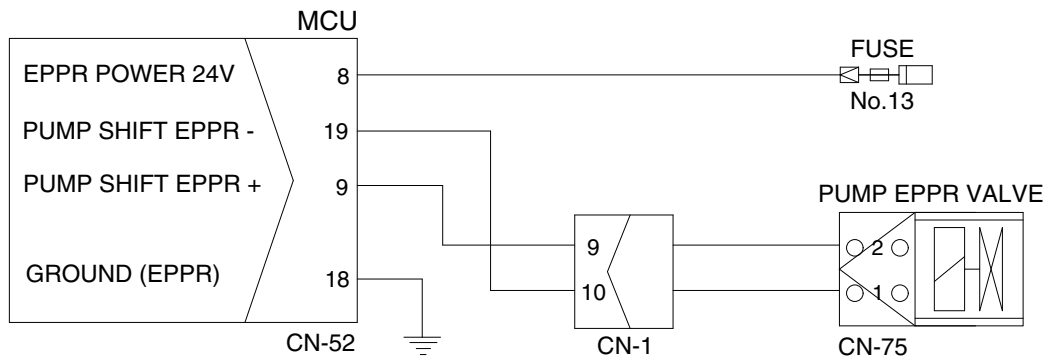
### 1. ALL ACTUATORS SPEED ARE SLOW

- ※ Boom, Arm, Bucket, Swing and travel speed are slow, but engine speed is good.
- ※ Spec : P-mode 1950 ± 50 rpm S-mode 1850 ± 50 rpm E-mode 1750 ± 50 rpm
- ※ Before carrying out below procedure, check all the related connectors are properly inserted and fault code on the cluster.

#### 1) INSPECTION PROCEDURE



#### Wiring diagram



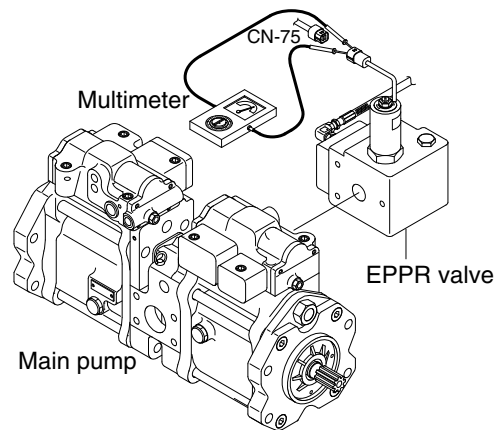
300S6MS01

## 2) TEST PROCEDURE

(1) **Test 1** : Check resistance at connector CN-75.

- ① Starting key OFF.
- ② Disconnect connector CN-75 from EPPR valve at main hydraulic pump.
- ③ Check resistance between 2 lines as figure.

SPEC : 15~25Ω (20°C)

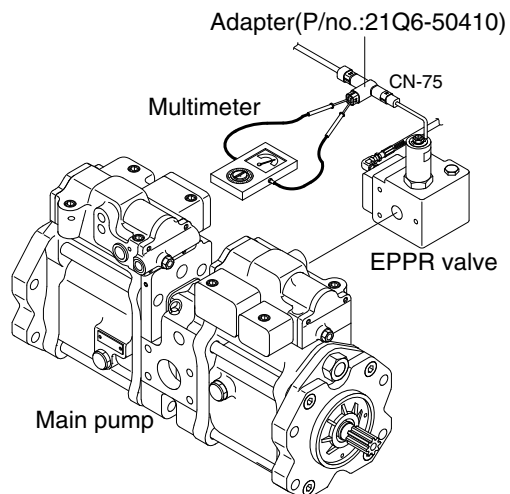


2107A5MS15

(2) **Test 2** : Check electric current at EPPR valve.

- ① Disconnect connector CN-75 from EPPR valve.
- ② Insert the adapter to CN-75 and install multimeter as figure.
- ③ Start engine.
- ④ Set S-mode and cancel auto decel mode.
- ⑤ Position the accel dial at 10.
- ⑥ If tachometer show approx  $1850 \pm 50$  rpm disconnect one wire harness from EPPR valve.
- ⑦ Check electric current at bucket circuit relief position.

Spec : 100~700 mA

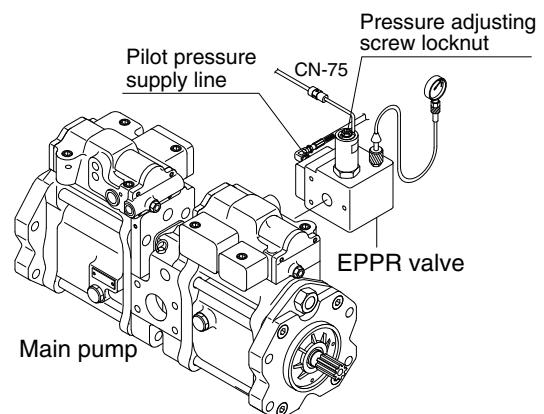


21095MS21

(3) **Test 3** : Check pressure at EPPR valve.

- ① Remove plug and connect pressure gauge as figure.
  - Gauge capacity : 0 to 50 kgf/cm<sup>2</sup> (0 to 725 psi)
- ② Start engine.
- ③ Set S-mode and cancel auto decel mode.
- ④ Position the accel dial at 10.
- ⑤ If tachometer show approx  $1850 \pm 50$  rpm check pressure at relief position of bucket circuit by operating bucket control lever.
- ⑥ If pressure is not correct, adjust it.
- ⑦ After adjust, test the machine.

Spec : 2~25 kgf/cm<sup>2</sup> (30~350 psi)

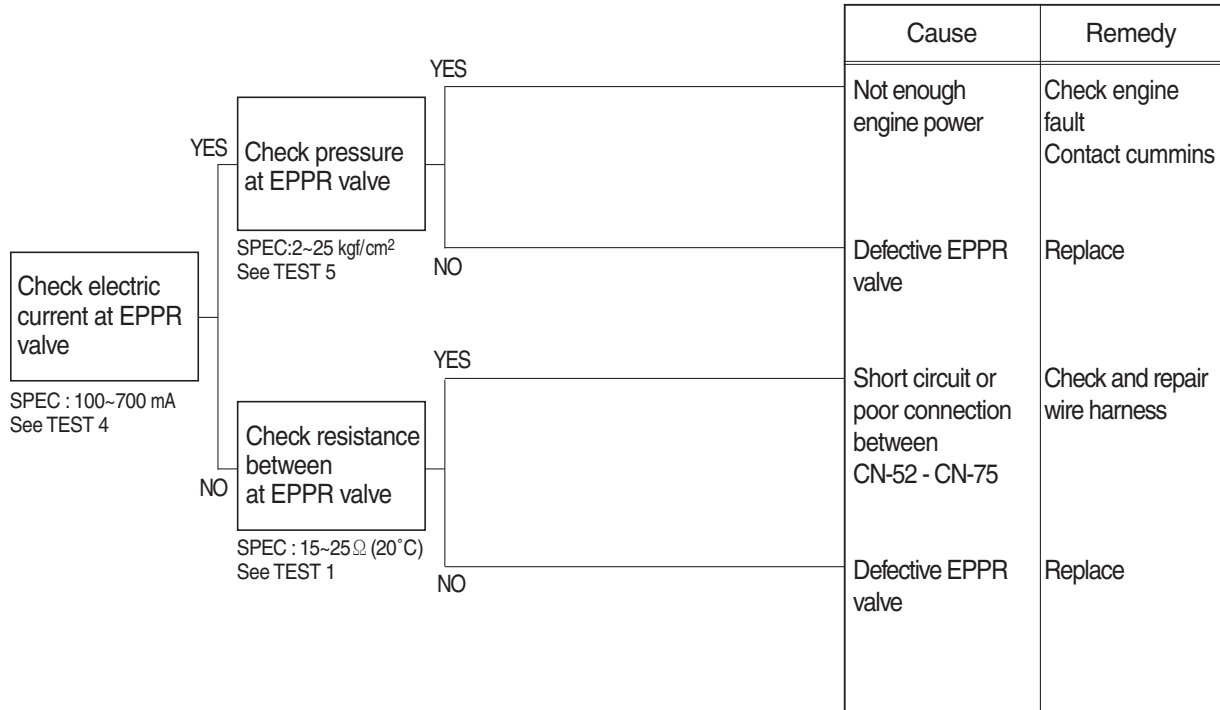


2107A5MS13

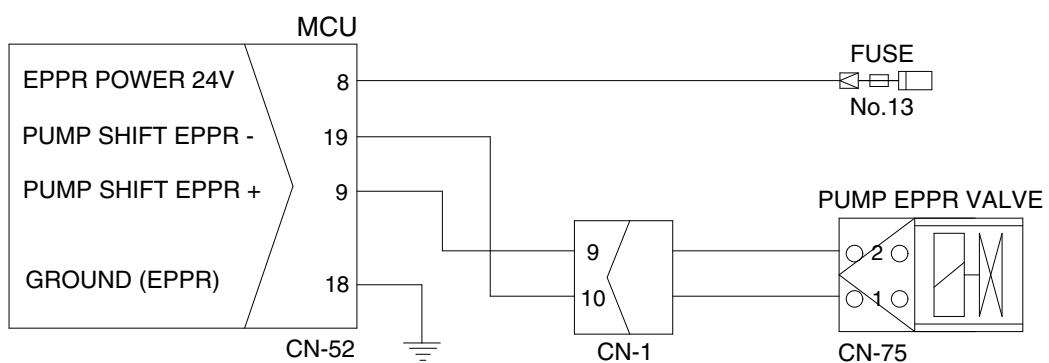
## 2. ENGINE STALL

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram

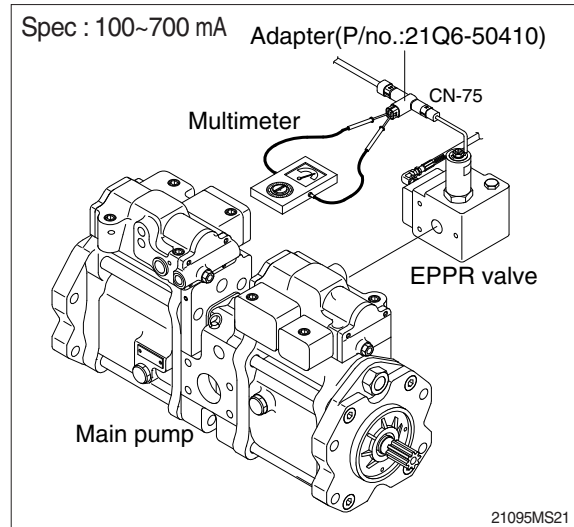


300S6MS01

## 2) TEST PROCEDURE

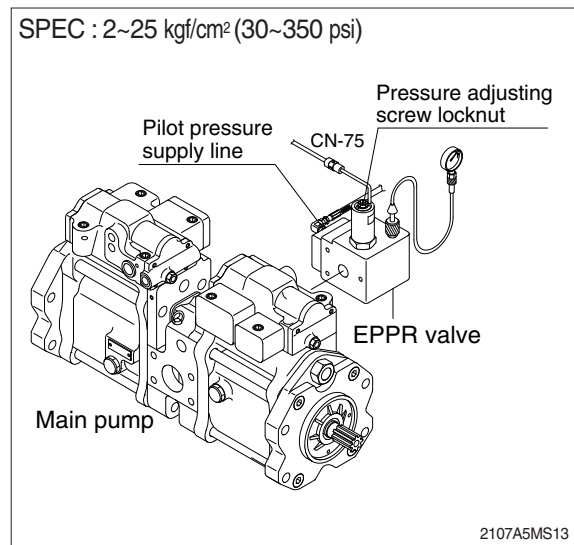
### (1) Test 4 : Check electric current at EPPR valve.

- ① Disconnect connector CN-75 from EPPR valve.
- ② Insert the adapter to CN-75 and install multimeter as figure.
- ③ Start engine.
- ④ Set S-mode and cancel auto decel mode.
- ⑤ Position the accel dial at 10.
- ⑥ If rpm show approx  $1850 \pm 50$  rpm disconnect one wire harness from EPPR valve.
- ⑦ Check electric current at bucket circuit relief position.



### (2) Test 5 : Check pressure at EPPR valve.

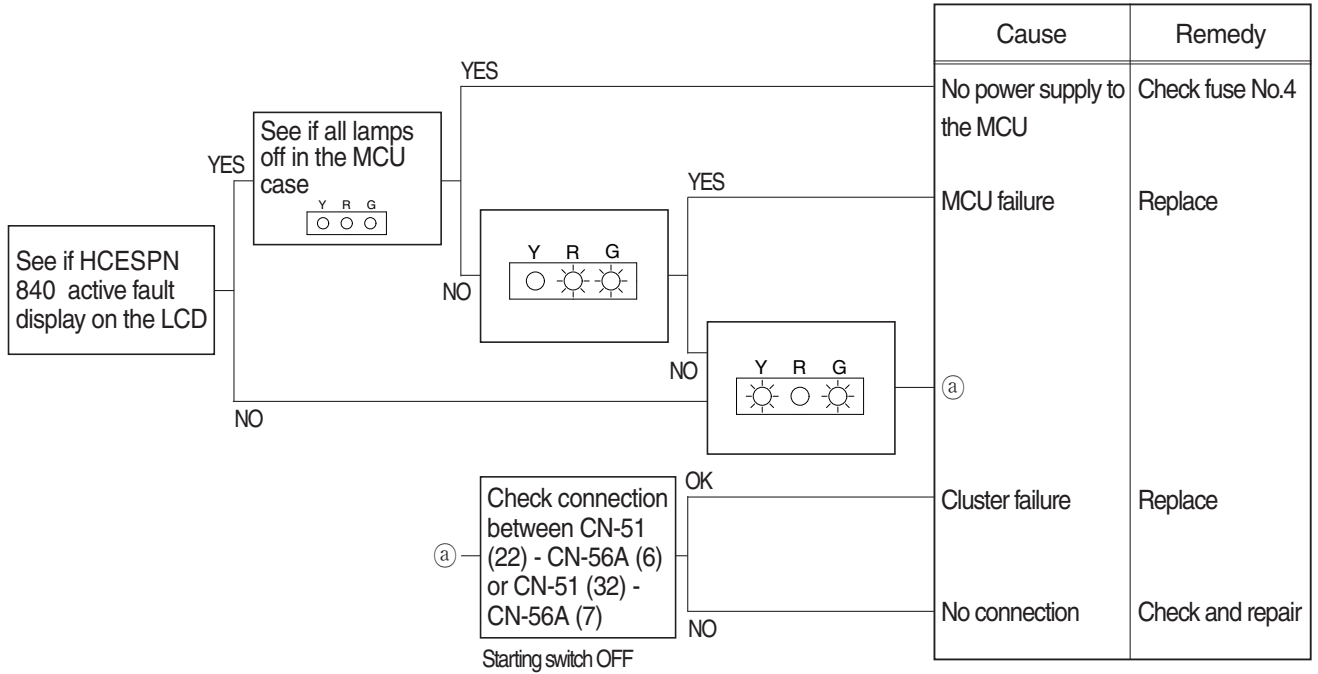
- ① Remove plug and connect pressure gauge as figure.
  - Gauge capacity : 0 to 50 kgf/cm<sup>2</sup>  
(0 to 725 psi)
- ② Start engine.
- ③ Set S-mode and cancel auto decel mode.
- ④ Position the accel dial at 10.
- ⑤ If rpm show approx  $1850 \pm 50$  rpm check pressure at relief position of bucket circuit by operating bucket control lever.
- ⑥ If pressure is not correct, adjust it.
- ⑦ After adjust, test the machine.



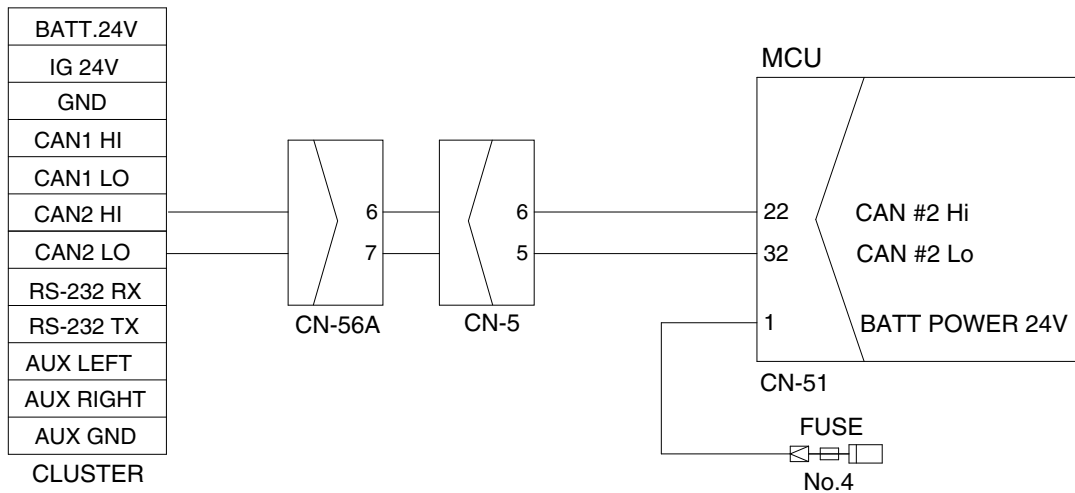
### 3. MALFUNCTION OF CLUSTER OR MODE SELECTION SYSTEM

※ Before carrying out below procedure, check all the related connectors are properly inserted.

#### 1) INSPECTION PROCEDURE



#### Wiring diagram



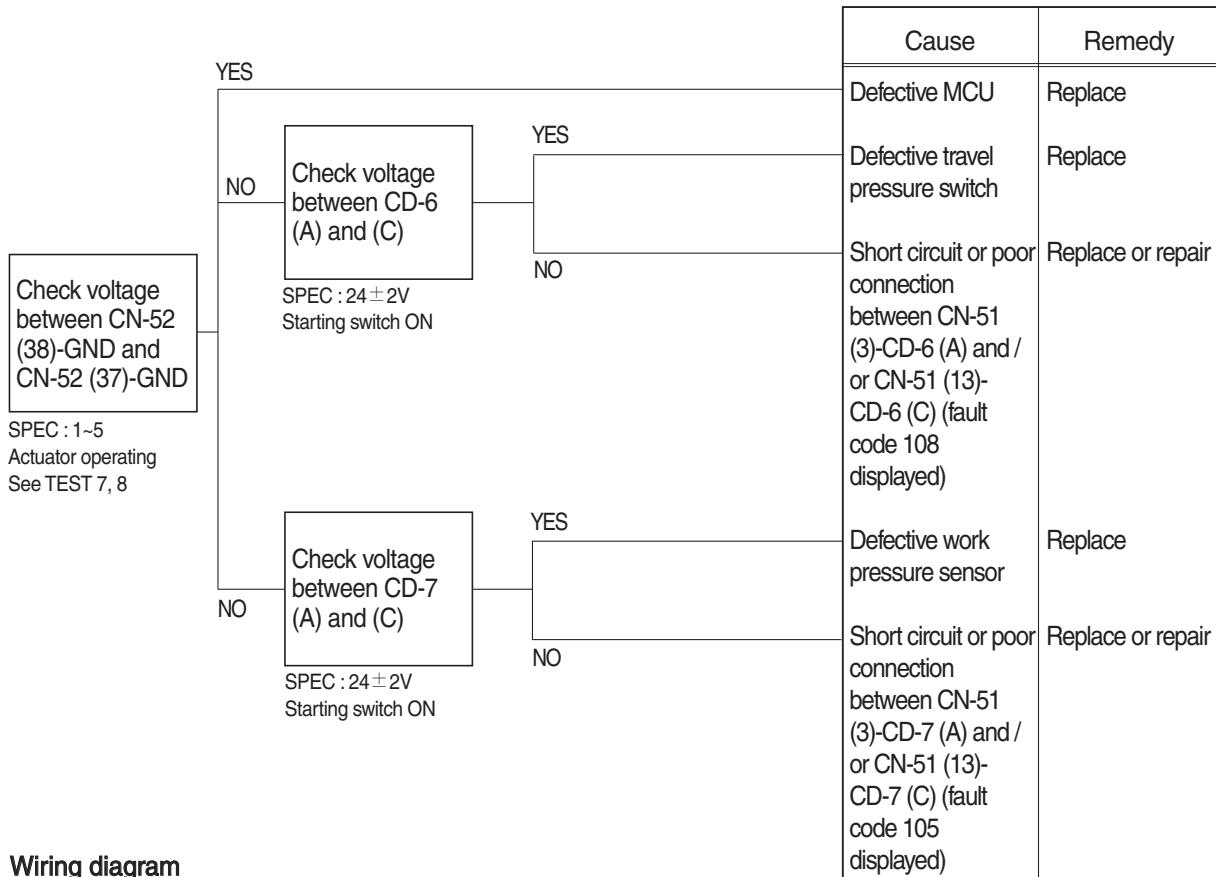
300S6MS02

#### 4. AUTO DECEL SYSTEM DOES NOT WORK

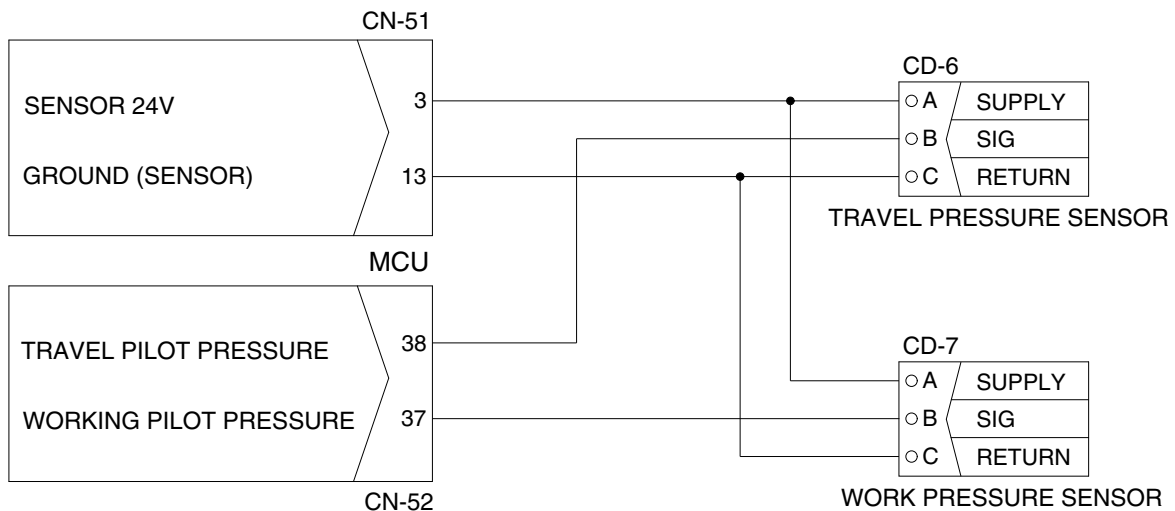
- Fault code : HCESPN 105, FMI 0~4 (work pressure sensor)  
HCESPN 108, FMI 0~4 (travel oil pressure sensor)

※ Before carrying out below procedure, check all the related connectors are properly inserted.

##### 1) INSPECTION PROCEDURE



##### Wiring diagram



220S6MS03

## 2) TEST PROCEDURE

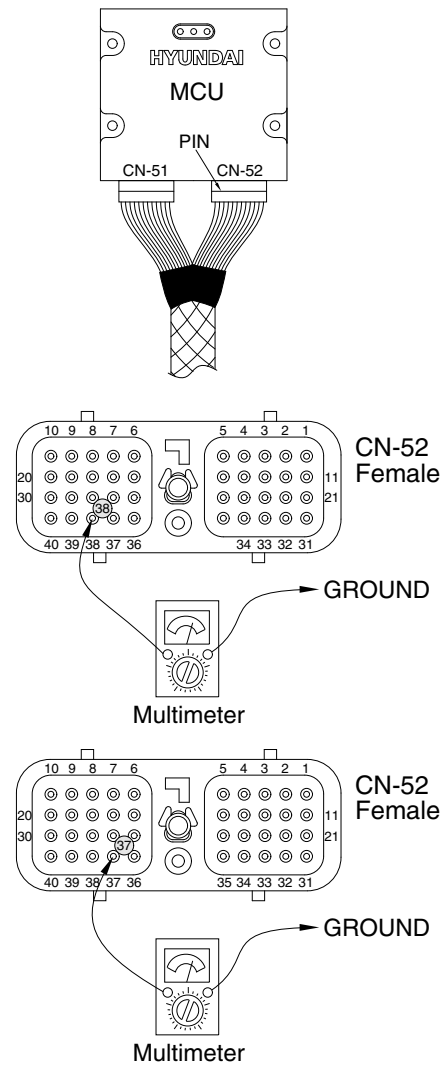
(1) **Test 7** : Check voltage at CN-52 (38) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (38) of CN-52.
- ③ Starting switch key ON.
- ④ Check voltage as figure.

(2) **Test 8** : Check voltage at CN-52 (37) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper
- ② Insert prepared pin to rear side of connectors : One pin to (37) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



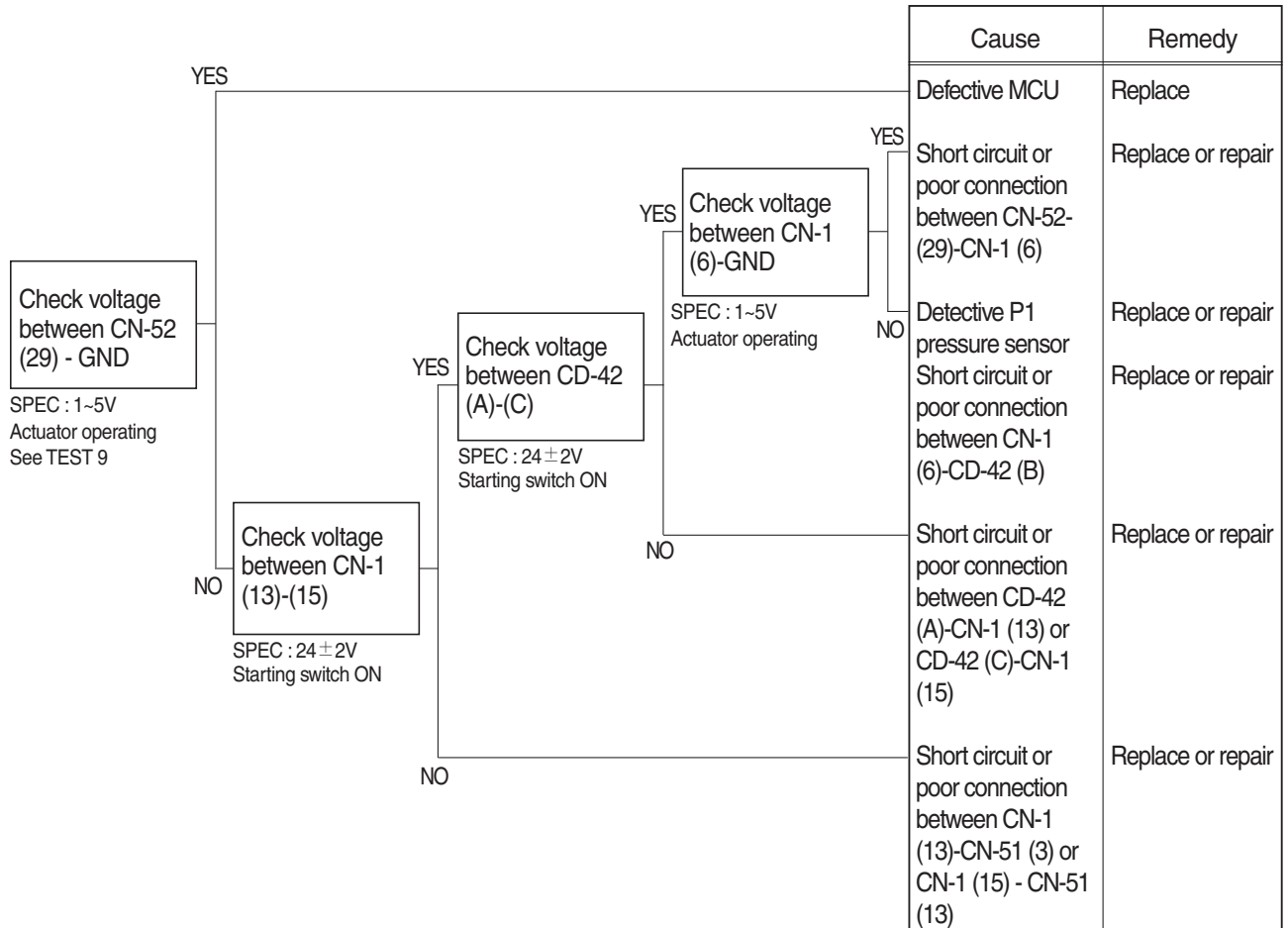
300L6MS04

## 5. MALFUNCTION OF PUMP 1 PRESSURE SENSOR

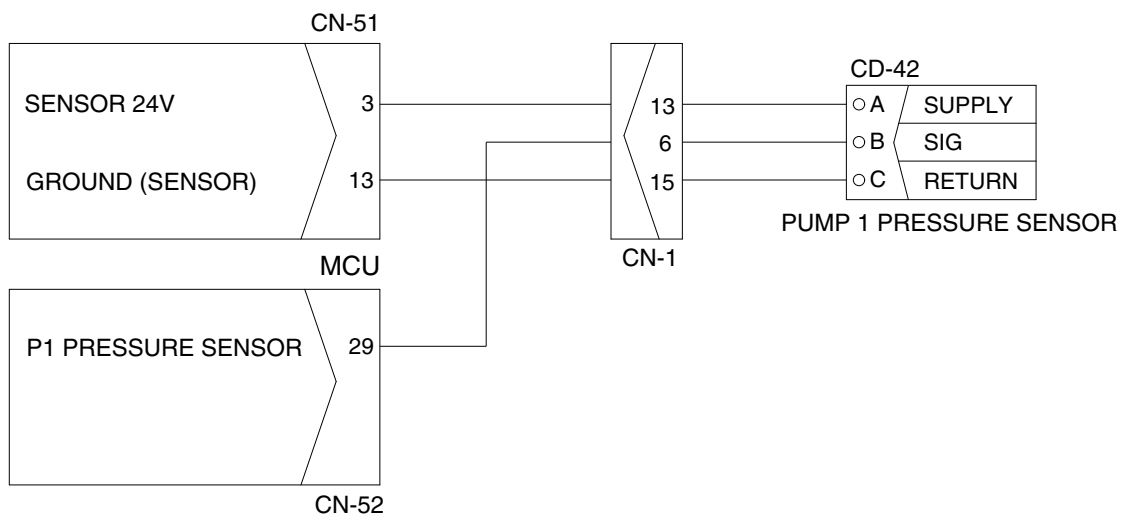
· Fault code : HCESPN 120, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



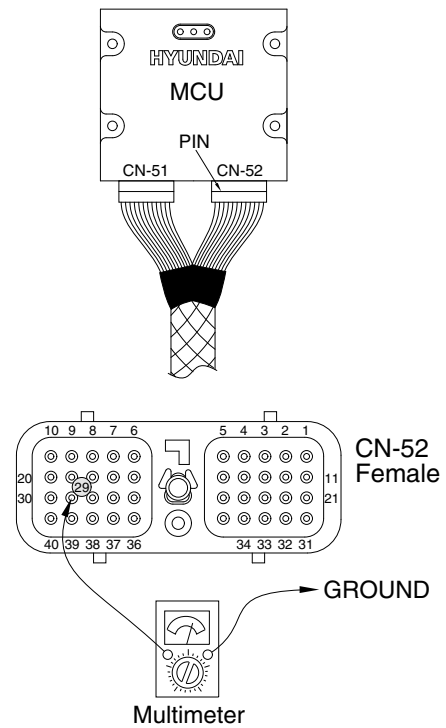


## 2) TEST PROCEDURE

(1) **Test 9** : Check voltage at CN-52 (29) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (29) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



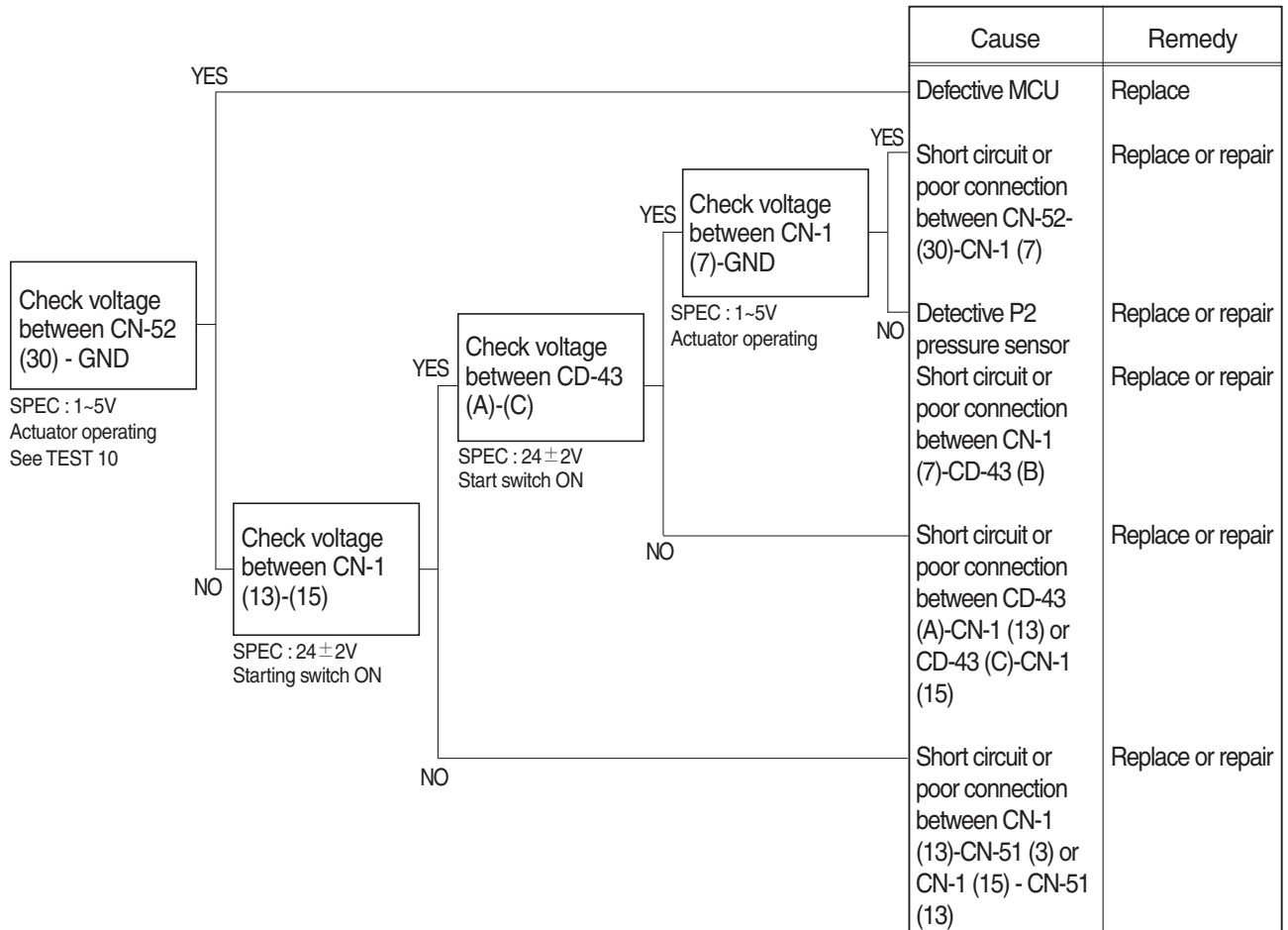
300L6MS06

## 6. MALFUNCTION OF PUMP 2 PRESSURE SENSOR

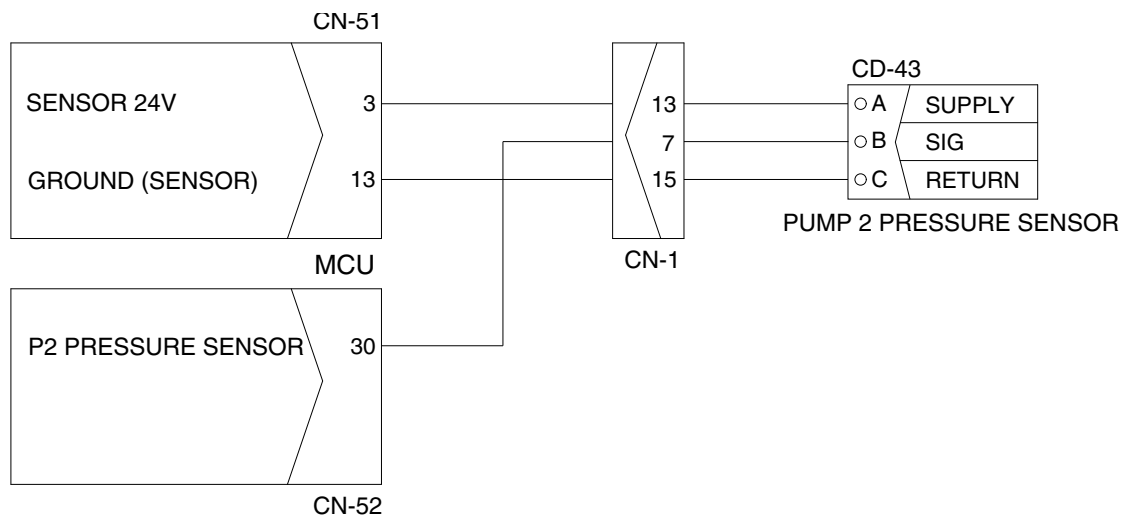
· Fault code : HCESPN 121, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram

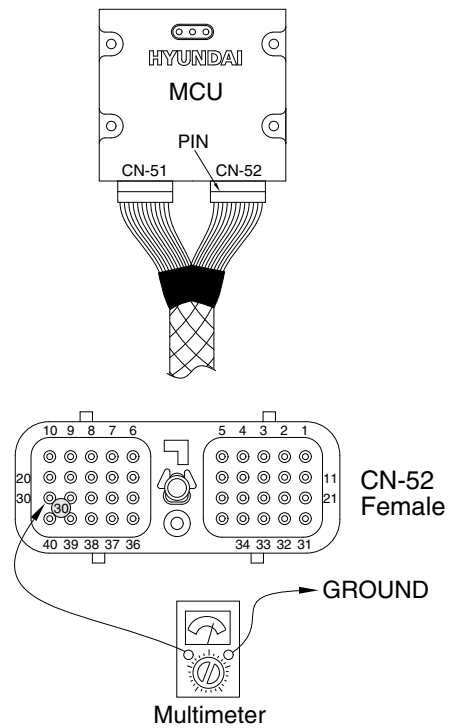


## 2) TEST PROCEDURE

(1) Test 10 : Check voltage at CN-52 (30) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (30) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



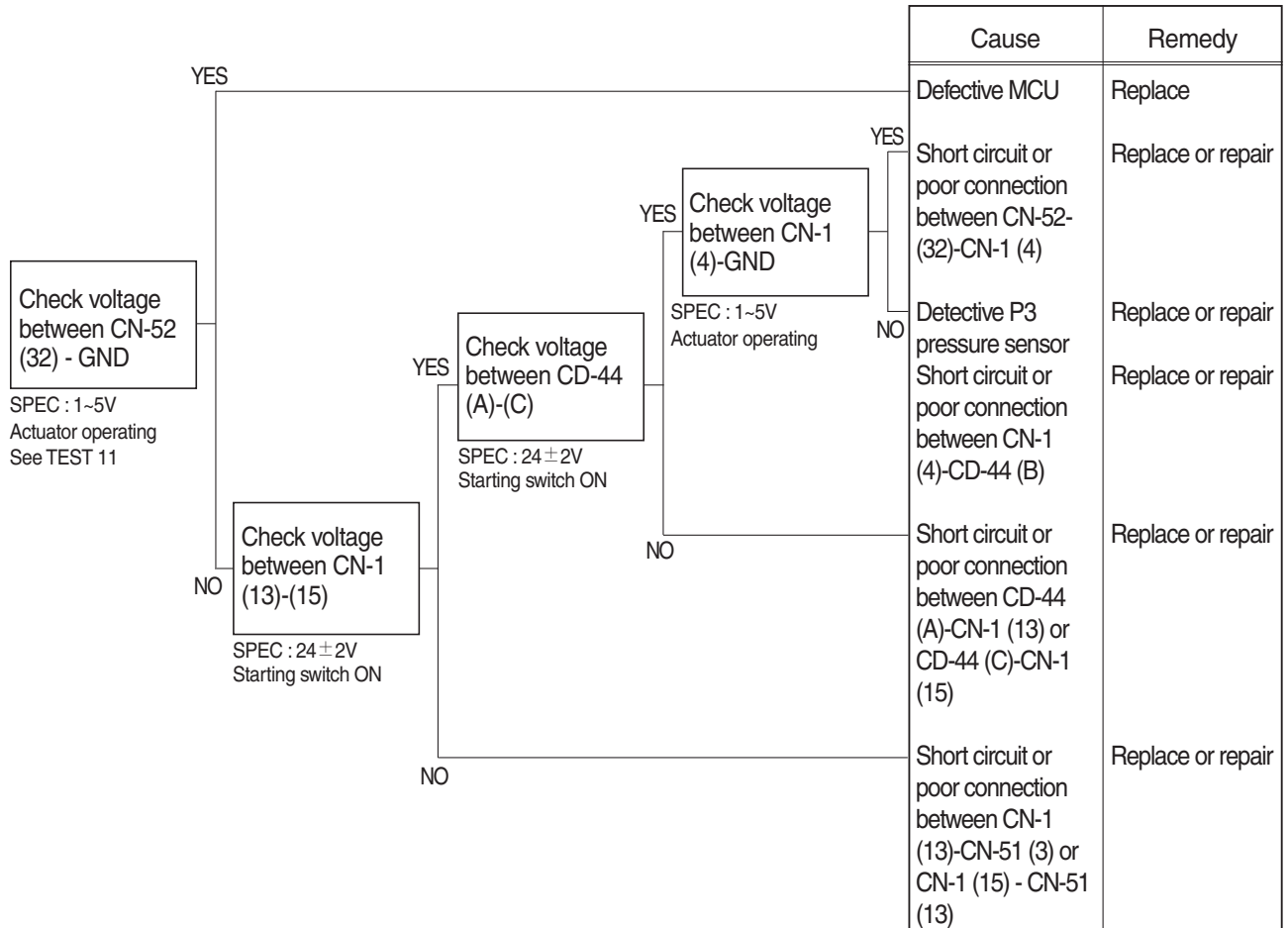
220S6MS08

## 7. MALFUNCTION OF PUMP 3 PRESSURE SENSOR

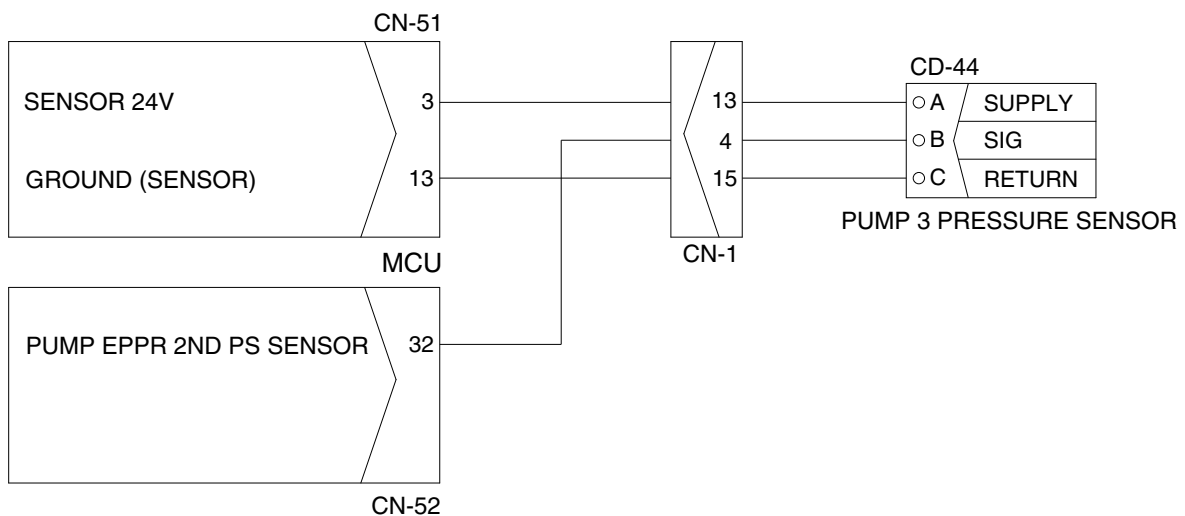
· Fault code : HCESPN 125, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram

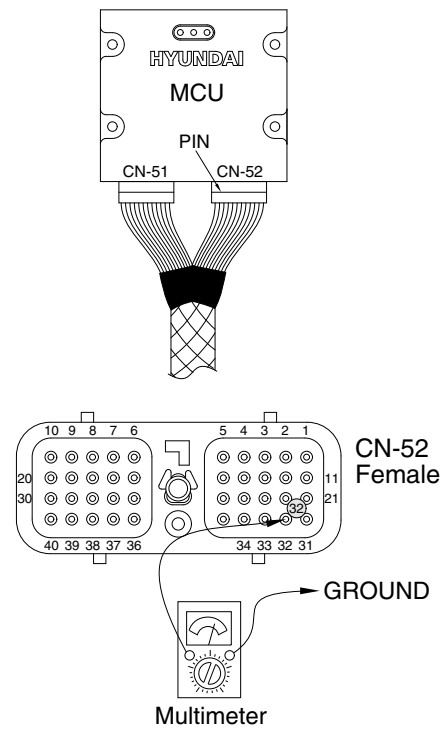


## 2) TEST PROCEDURE

(1) **Test 11** : Check voltage at CN-52 (32) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (32) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



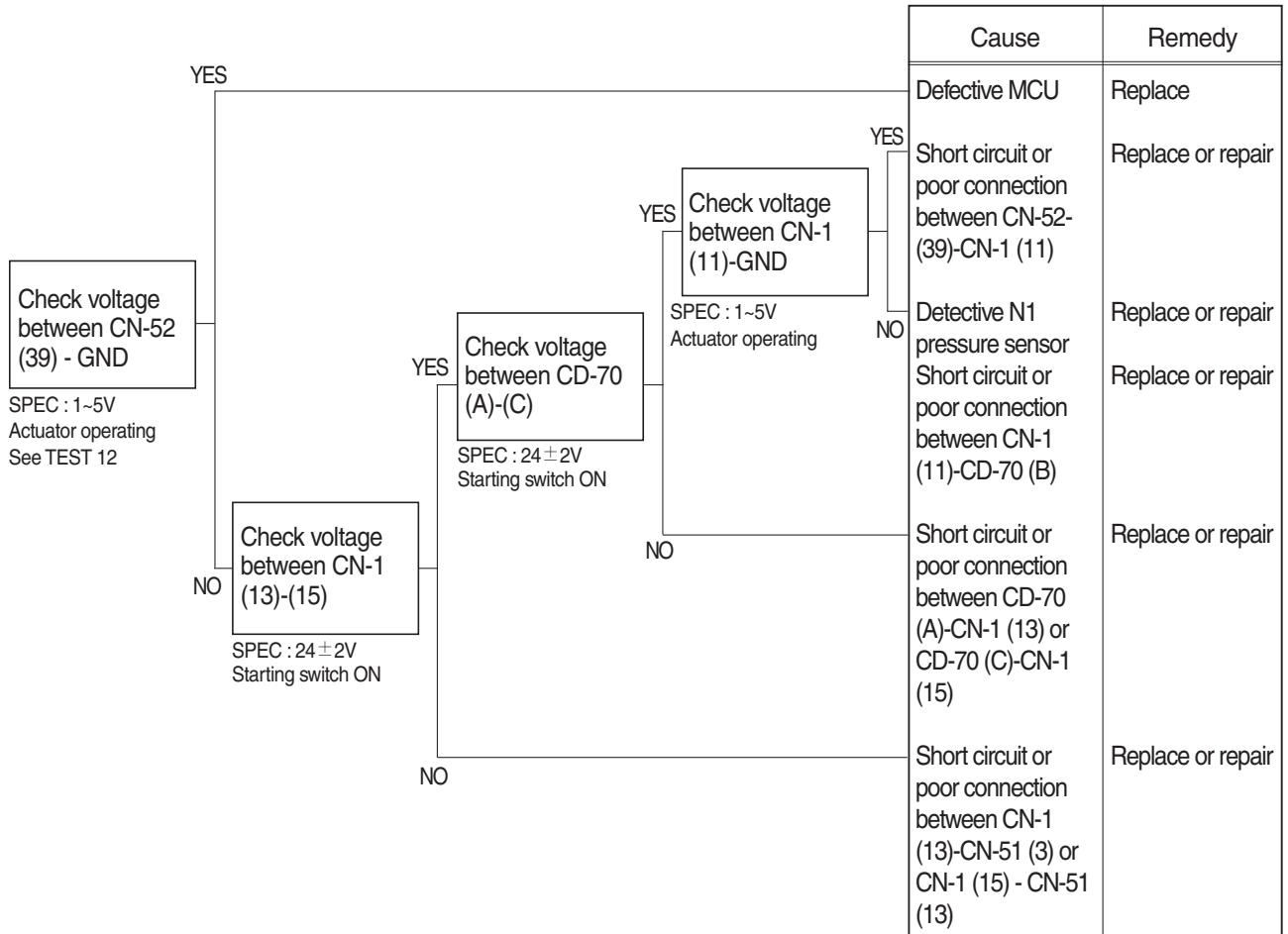
300L6MS10

## 8. MALFUNCTION OF NEGATIVE 1 PRESSURE SENSOR

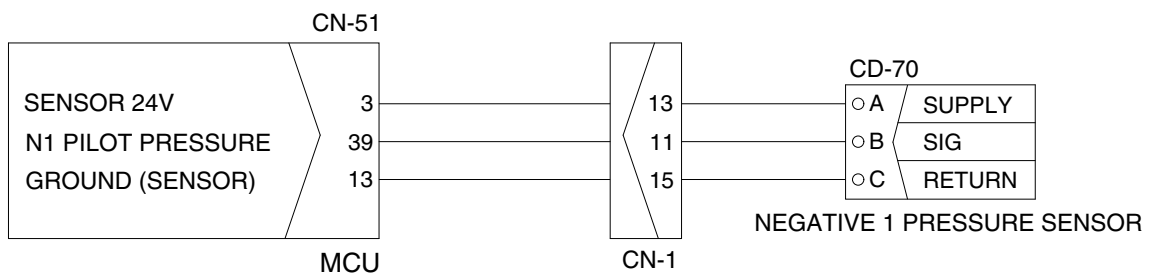
· Fault code : HCESPN 123, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



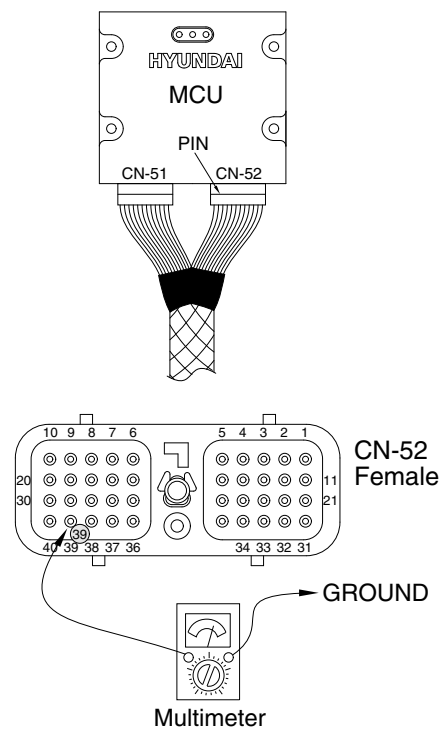
300S6MS11

## 2) TEST PROCEDURE

(1) **Test 12** : Check voltage at CN-52 (39) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (39) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



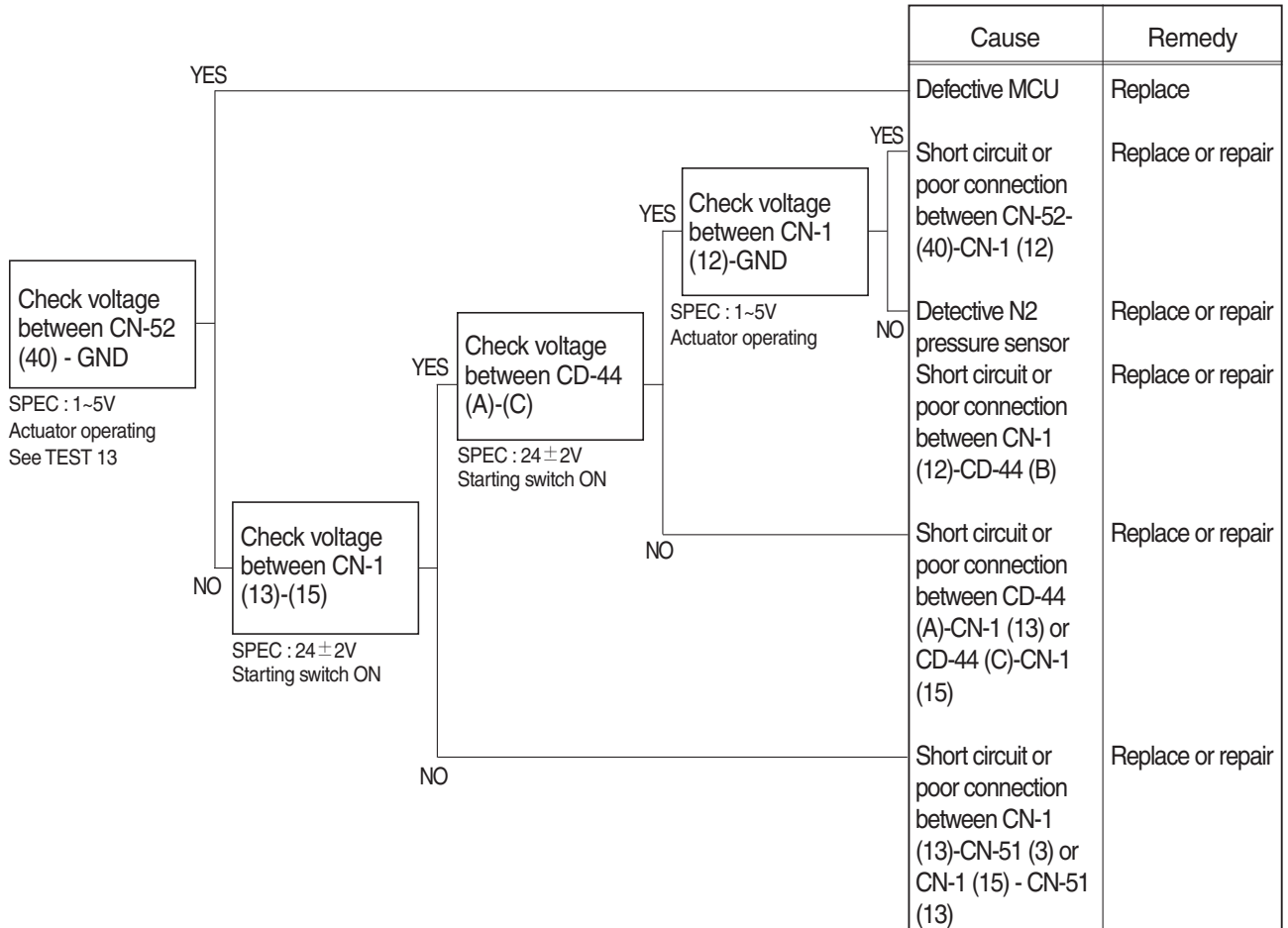
220S6MS12

## 9. MALFUNCTION OF NEGATIVE 2 PRESSURE SENSOR

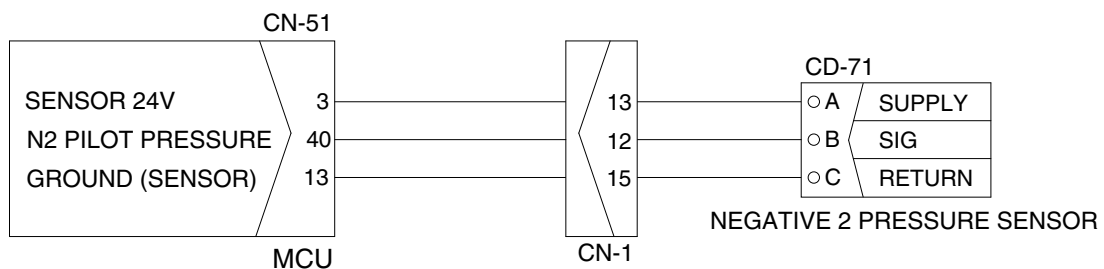
· Fault code : HCESPN 124, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



300S6MS13

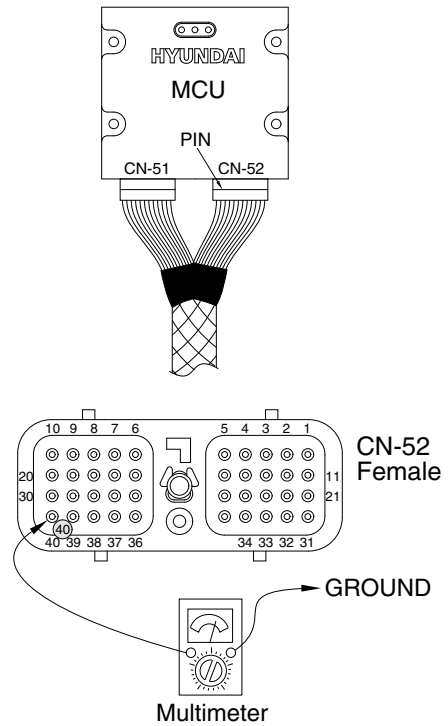


## 2) TEST PROCEDURE

(1) **Test 13** : Check voltage at CN-52 (40) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (40) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



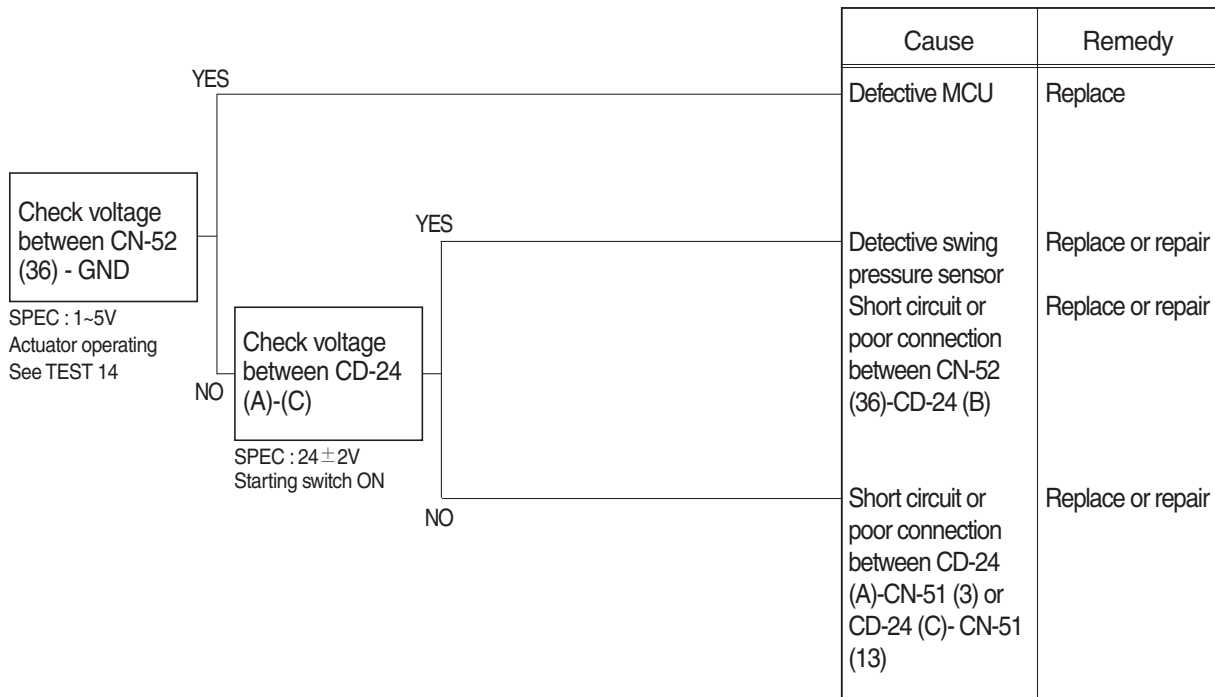
220S6MS14

## 10. MALFUNCTION OF SWING PRESSURE SENSOR

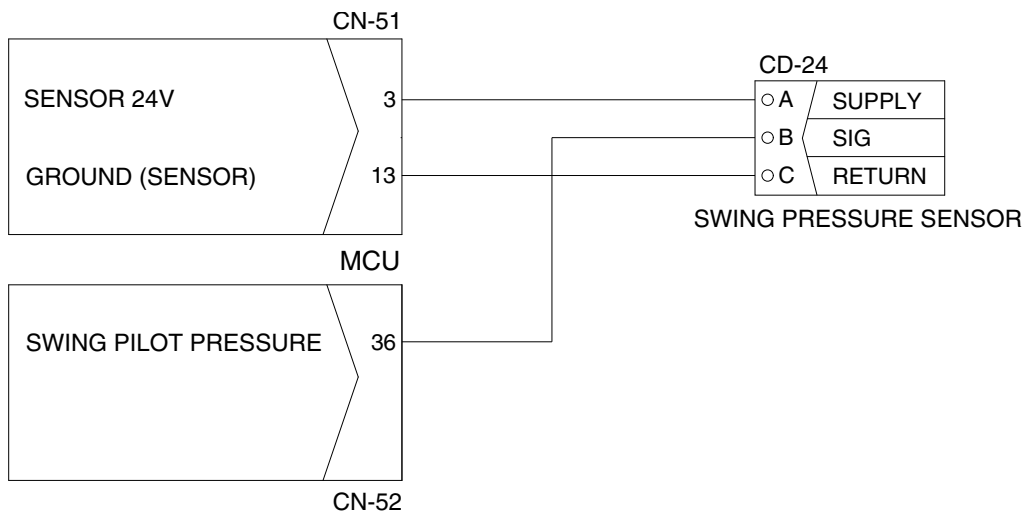
· Fault code : HCESPN 135, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



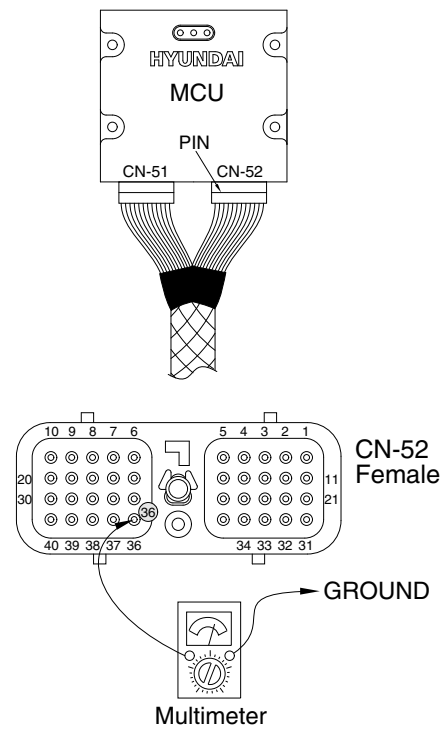
220S6MS15

## 2) TEST PROCEDURE

(1) Test 14 : Check voltage at CN-52 (36) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (36) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



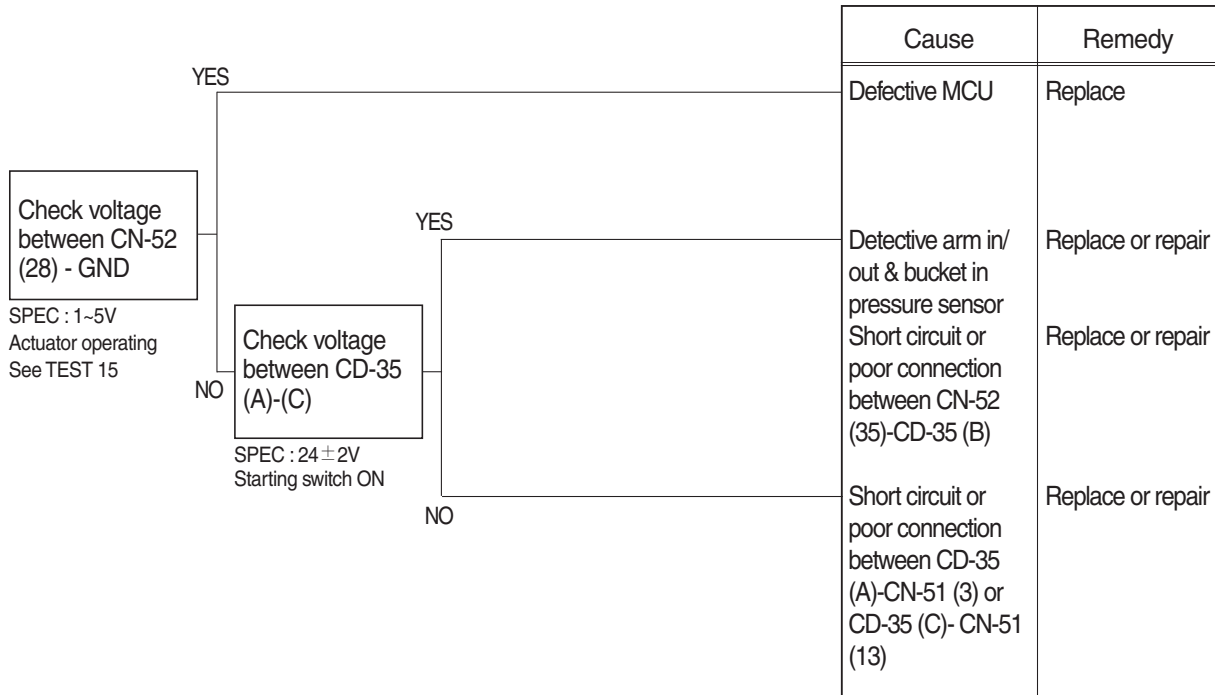
300L6MS16

## 11. MALFUNCTION OF ARM IN/OUT & BUCKET IN PRESSURE SENSOR (NA)

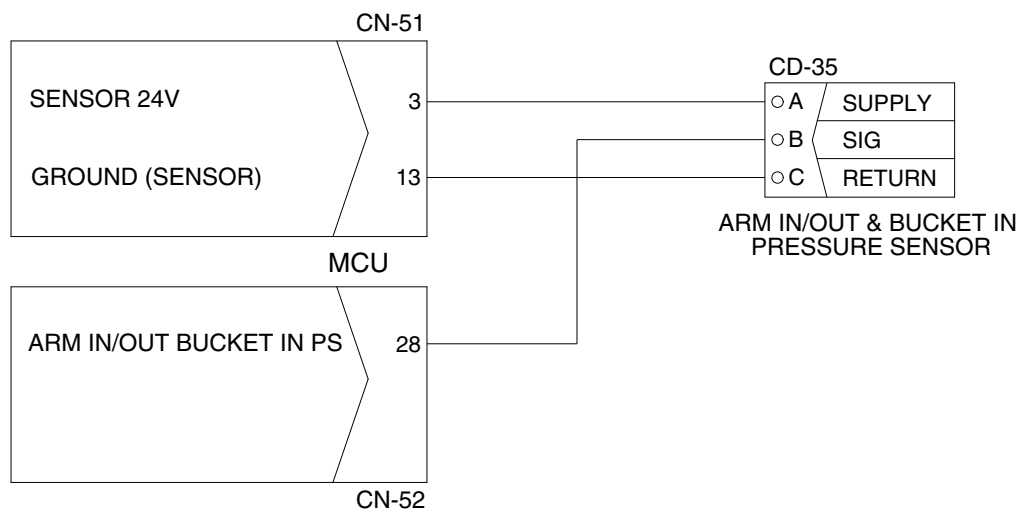
· Fault code : HCESPN 133, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



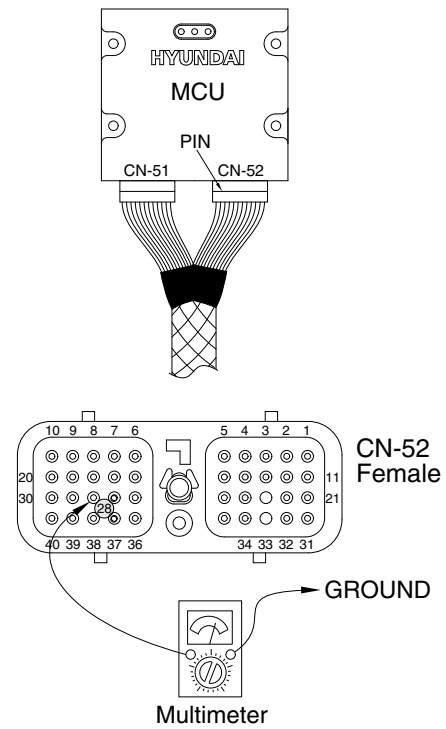
220S6MS17

## 2) TEST PROCEDURE (NA)

(1) **Test 15** : Check voltage at CN-52 (28) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (28) of CN-52.
- ③ Starting key ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



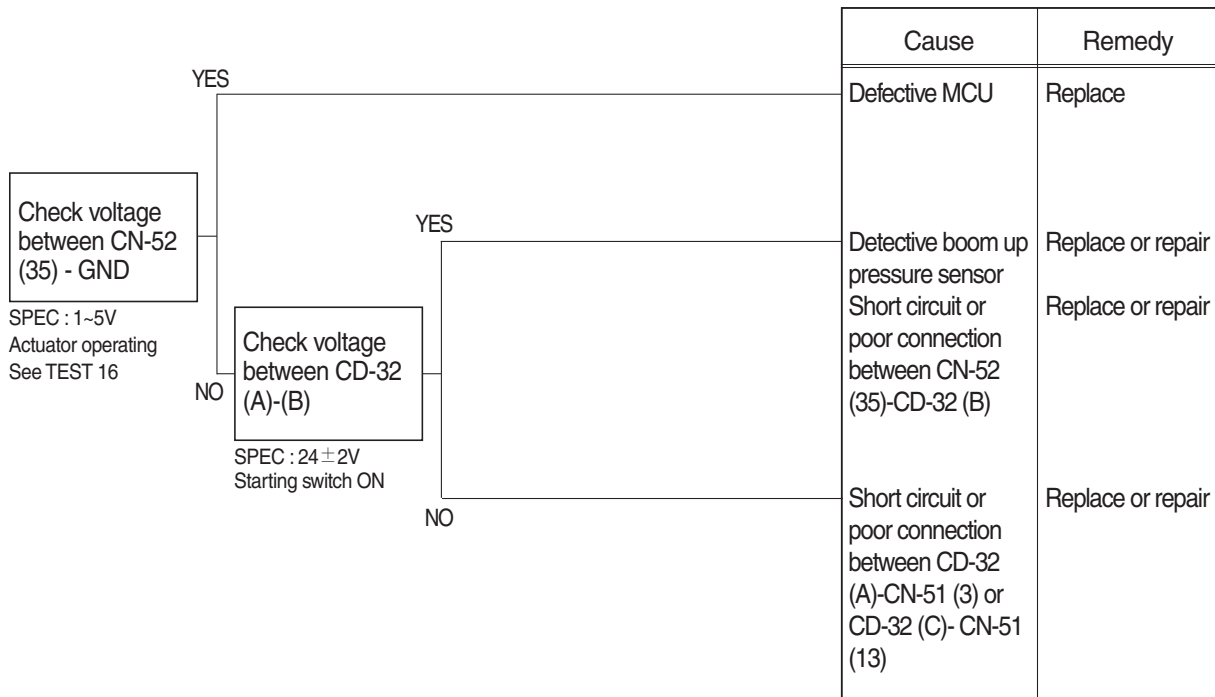
220S6MS18

## 12. MALFUNCTION OF BOOM UP PRESSURE SENSOR

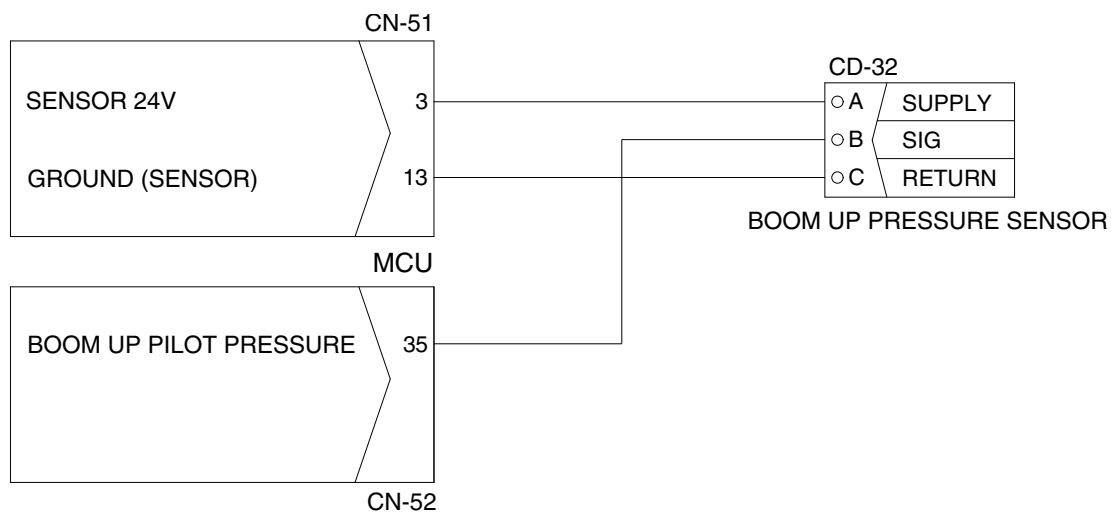
· Fault code : HCESPN 127, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



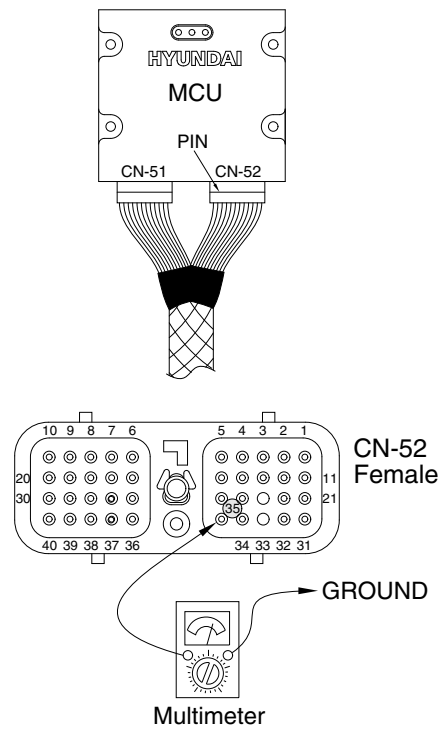
220S6MS19

## 2) TEST PROCEDURE

(1) **Test 16** : Check voltage at CN-52 (35) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (35) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



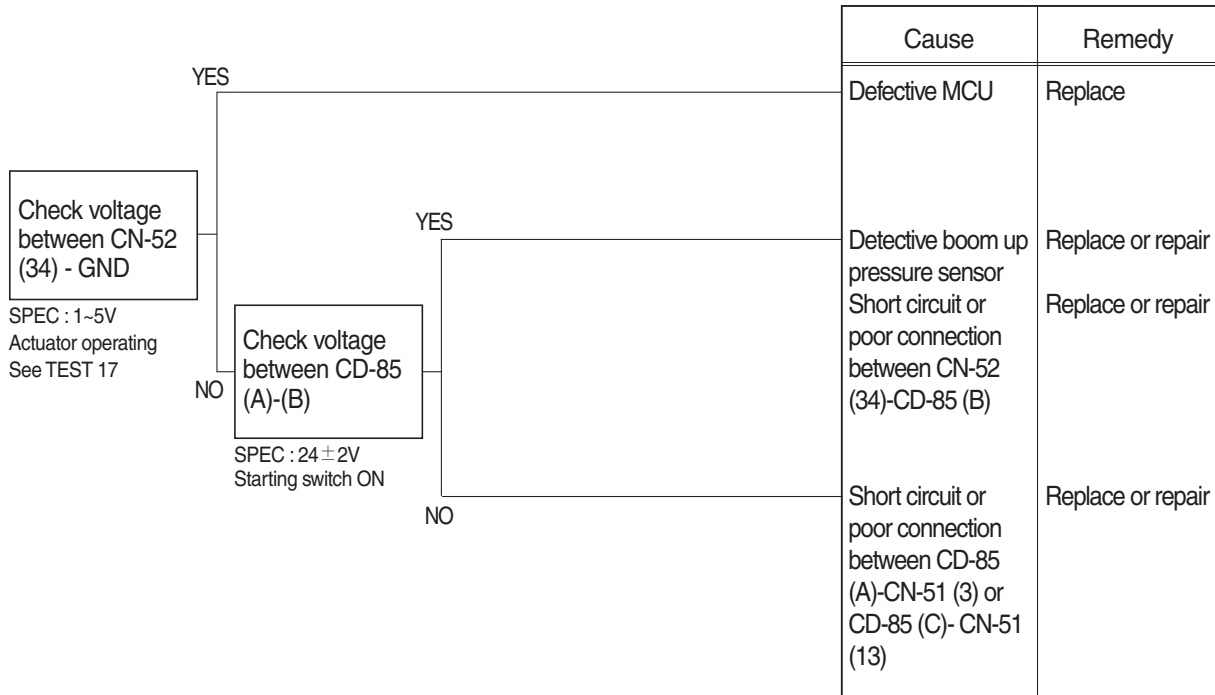
220S6MS20

### 13. MALFUNCTION OF BOOM DOWN PRESSURE SENSOR

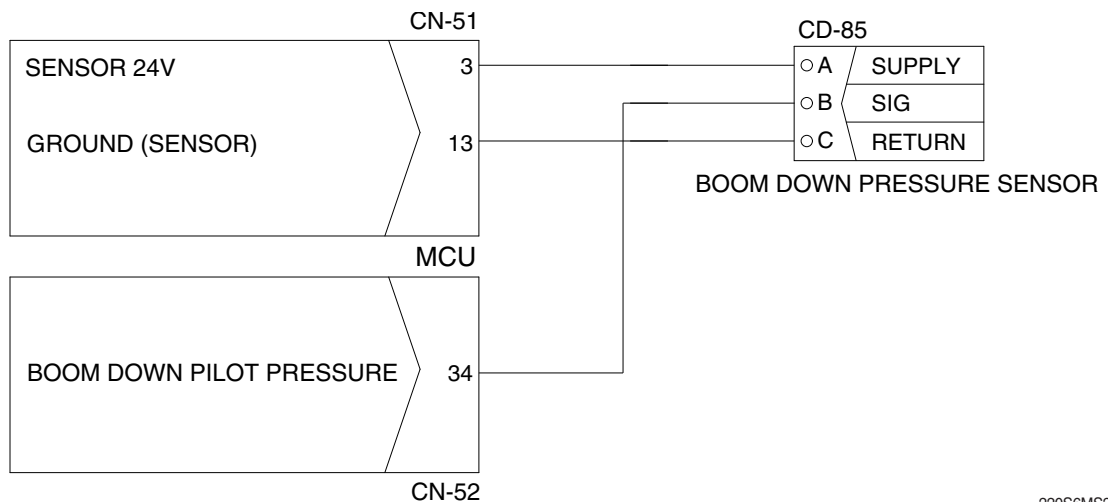
· Fault code : HCESPN 128, FMI 0~4

※ Before carrying out below procedure, check all the related connectors are properly inserted.

#### 1) INSPECTION PROCEDURE



#### Wiring diagram



220S6MS25

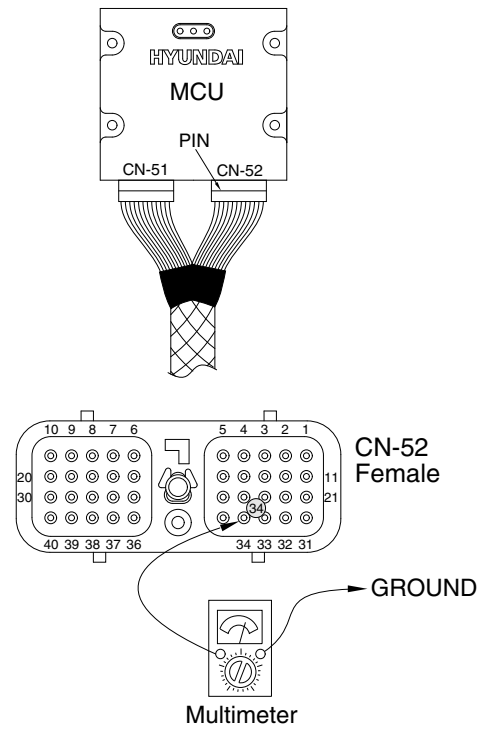


## 2) TEST PROCEDURE

(1) **Test 17** : Check voltage at CN-52 (34) and ground.

- ① Prepare 1 piece of thin sharp pin, steel or copper.
- ② Insert prepared pin to rear side of connectors : One pin to (34) of CN-52.
- ③ Starting switch ON.
- ④ Check voltage as figure.

SPEC : Actuator operating : 1~5 V



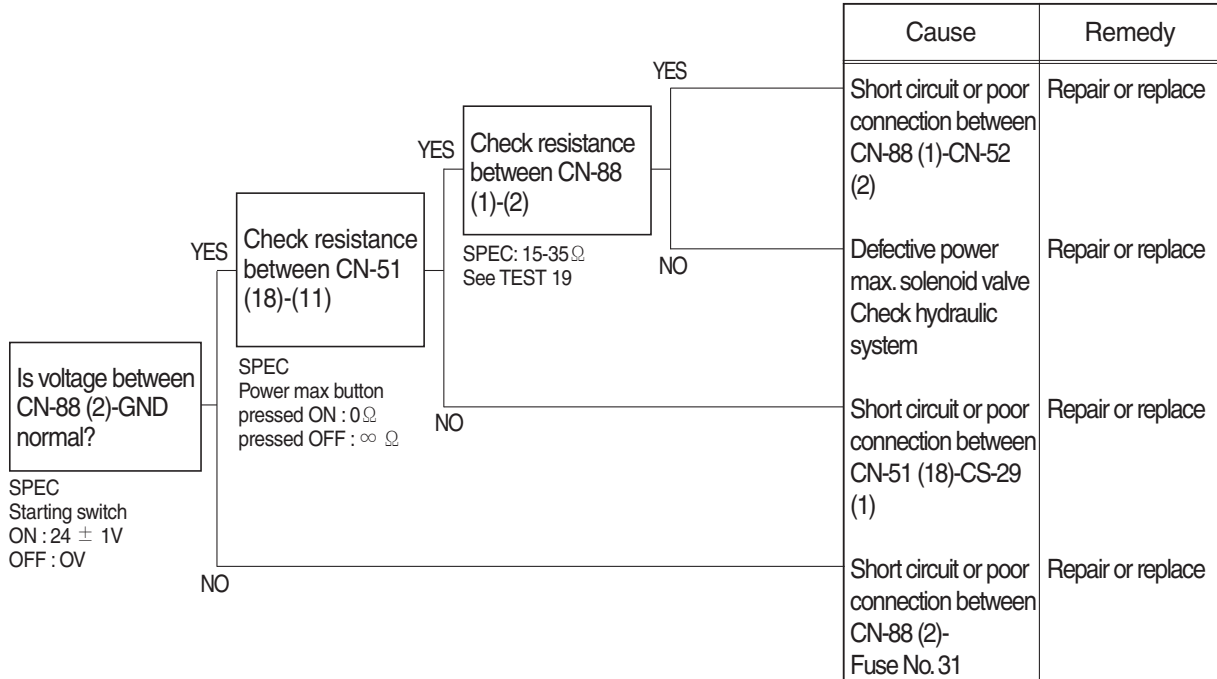
220S6MS26

## 14. MALFUNCTION OF POWER MAX

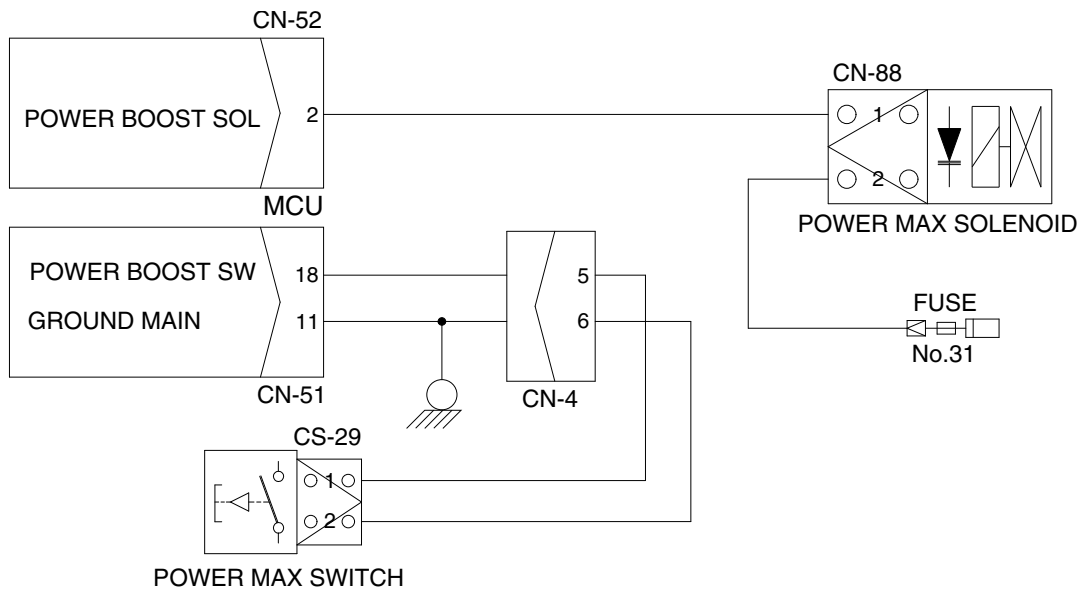
· Fault code : HCESPN 166, FMI 4 or 6

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



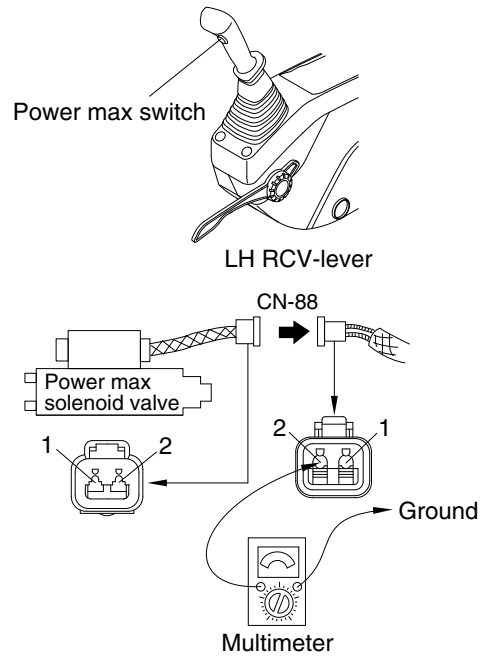
300S6MS21

## 2) TEST PROCEDURE

(1) **Test 18:** Check voltage between connector CN-88 (2) - GND.

- ① Disconnect connector CN-88 from power max solenoid valve.
- ② Start switch ON.
- ③ Check voltage as figure.

SPEC : Starting switch ON :  $24 \pm 1V$   
Starting switch OFF :  $0V$

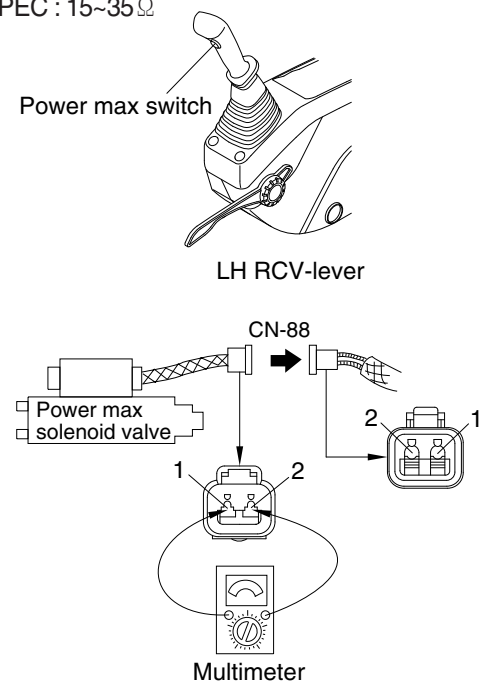


140L6MS123

(2) **Test 19:** Check resistance of the solenoid valve between CN-88 (1)-(2).

- ① Starting switch OFF.
- ② Disconnect connector CN-88 from power max solenoid valve.
- ③ Check resistance as figure.

SPEC :  $15 \sim 35 \Omega$



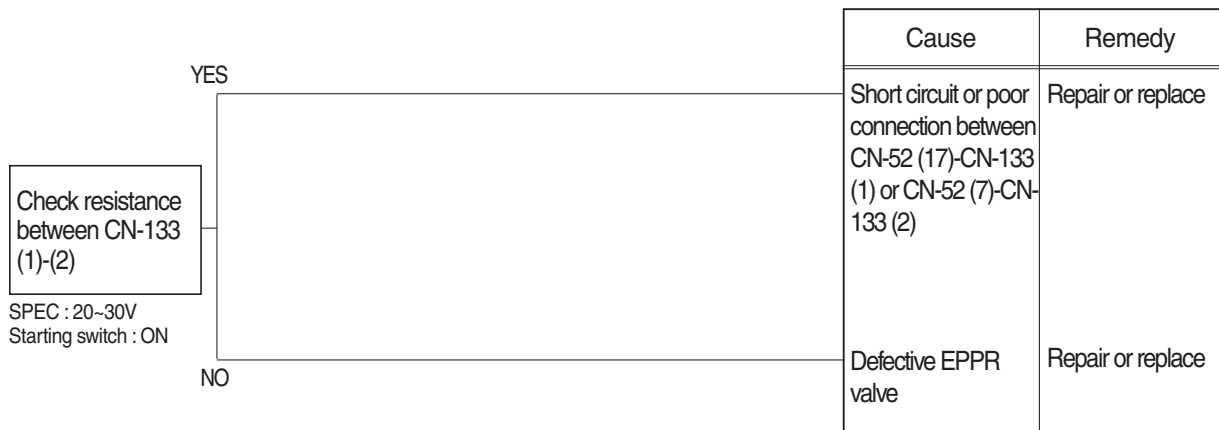
140L6MS124

## 15. MALFUNCTION OF BOOM PRIORITY EPPR VALVE

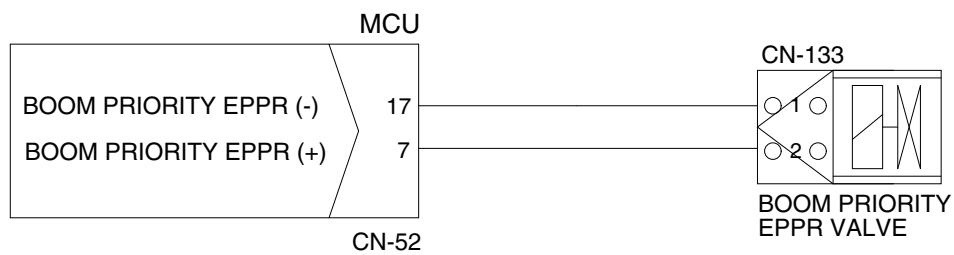
· Fault code : HCESPN 141, FMI 5 or 6

※ Before carrying out below procedure, check all the related connectors are properly inserted.

### 1) INSPECTION PROCEDURE



### Wiring diagram



300S6MS23