

Shop Manual

930E-4

DUMP TRUCK

SERIAL NUMBERS

A30693 - A30748

Tier II

KOMATSU®

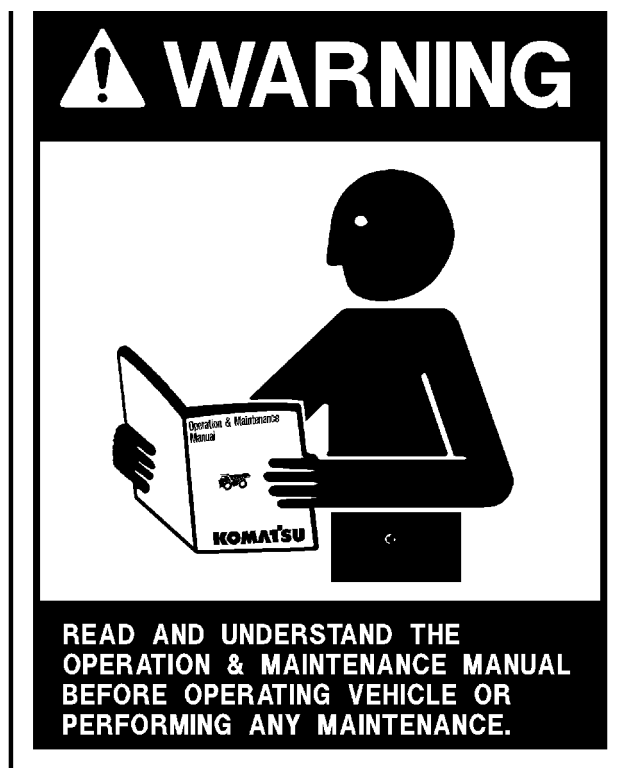
Product: KOMATSU 930E-4 Rigid Dump Truck Service Repair Workshop Manual(CEBM020603)

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Unsafe use of this machine may cause serious injury or death. Operators and maintenance personnel must read and understand this manual before operating or maintaining this machine.

This manual should be kept in or near the machine for reference, and periodically reviewed by all personnel who will come into contact with it.

This material is proprietary to Komatsu America Corp (KAC), and is not to be reproduced, used, or disclosed except in accordance with written authorization from KAC.

It is the policy of the Company to improve products whenever it is possible and practical to do so. The Company reserves the right to make changes or add improvements at any time without incurring any obligation to install such changes on products sold previously.

Because of continuous research and development, periodic revisions may be made to this publication. Customers should contact their local Komatsu distributor for information on the latest revision.

CALIFORNIA Proposition 65 Warning

Diesel engine exhaust, some of its constituents, and certain vehicle components contain or emit chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

CALIFORNIA Proposition 65 Warning

Battery posts, terminals and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and birth defects or other reproductive harm. Wash hands after handling.



NON-OEM PARTS IN CRITICAL SYSTEMS

For safety reasons, Komatsu America Corp. strongly recommends against the use of non-OEM replacement parts in critical systems of all Komatsu equipment. Critical systems include but are not limited to steering, braking and operator safety systems.

Replacement parts manufactured and supplied by unauthorized sources may not be designed, manufactured or assembled to Komatsu's design specifications; accordingly, use of such parts may compromise the safe operation of Komatsu products and place the operator and others in danger should the part fail.

Komatsu is also aware of repair companies that will rework or modify an OEM part for reuse in critical systems. Komatsu does not generally authorize such repairs or modifications for the same reasons as noted above.

Use of non-OEM parts places full responsibility for the safe performance of the Komatsu product on the supplier and user. Komatsu will not in any case accept responsibility for the failure or performance of non-OEM parts in its products, including any damages or personal injury resulting from such use.

FOREWORD

This manual is written for use by the operator and/or the service technician. It is designed to help these persons to become fully knowledgeable of the truck and all of its systems in order to keep it operating safely and efficiently. All operators and maintenance personnel should read and understand the information in this manual before operating the truck or performing maintenance and/or operational checks on the truck. All safety notices, warnings, and cautions should be understood and followed when operating the truck or performing repairs on the truck.

The first section covers component descriptions, truck specifications and safe work practices, as well as other general information. The major portion of the manual pertains to disassembly, service and reassembly. Each major serviceable area is dealt with individually. For example, the disassembly, service and reassembly of the radiator group is discussed as a unit. The same is true of the engine and engine accessories, and so on through the entire mechanical detail of the truck. Disassembly should be carried only as far as necessary to accomplish needed repairs.

The illustrations used in this manual are *typical* of the component shown and may not be an exact reproduction of what is found on the truck.

This manual shows dimensioning of U.S. standard and metric (SI) units throughout. All references to “right,” “left,” “front,” or “rear” are made with respect to the operator's normal seated position unless specifically stated otherwise.

When assembly instructions are provided without references to specific torque values, standard torque values should be used. Standard torque values are shown in torque charts in the General Information section of this manual. Specific torques, when provided in the text, are in bold face type, such as **135 N•m (100 ft lbs)**. All torque specifications have $\pm 10\%$ tolerance unless otherwise specified.

A product identification plate is located on the frame in front of the right side front wheel. It designates the Truck Model Number, Product Identification Number (vehicle serial number), and Maximum GVW (Gross Vehicle Weight) rating.

The KOMATSU truck model designation consists of three numbers and one letter (i.e. 930E).

The three numbers represent the basic truck model.

The letter “E” designates an Electrical wheel motor drive system.

The Product Identification Number (vehicle serial number) contains information which identifies several characteristics of this unit. For a more detailed explanation, see the end of Section A4.

The Gross Vehicle Weight (GVW) is what determines the load on the drive train, frame, tires, and other components. The vehicle design and application guidelines are sensitive to the maximum GVW.

GVW is *total weight*: **empty vehicle weight + fuel & lubricants + payload**.

To determine the *allowable payload*, fill all lubricants to the proper level and fill the fuel tank of an empty truck (which includes all accessories, body liners, tailgates, etc.), and then weigh the truck. Record this value and subtract it from the GVW. The result is the allowable payload.

NOTE: Accumulations of mud, frozen material, etc, become part of the GVW and reduces the allowable payload. To maximize payload and to keep from exceeding the maximum GVW rating, these accumulations should be removed as often as practical.

Exceeding the allowable payload will reduce the expected life of truck components.



This “ALERT” symbol is used with the signal words, “DANGER”, “WARNING”, and “CAUTION” in this manual to alert the reader to hazards arising from improper operating and maintenance practices.



“DANGER” identifies a specific potential hazard WHICH WILL RESULT IN EITHER INJURY OR DEATH if proper precautions are not taken.



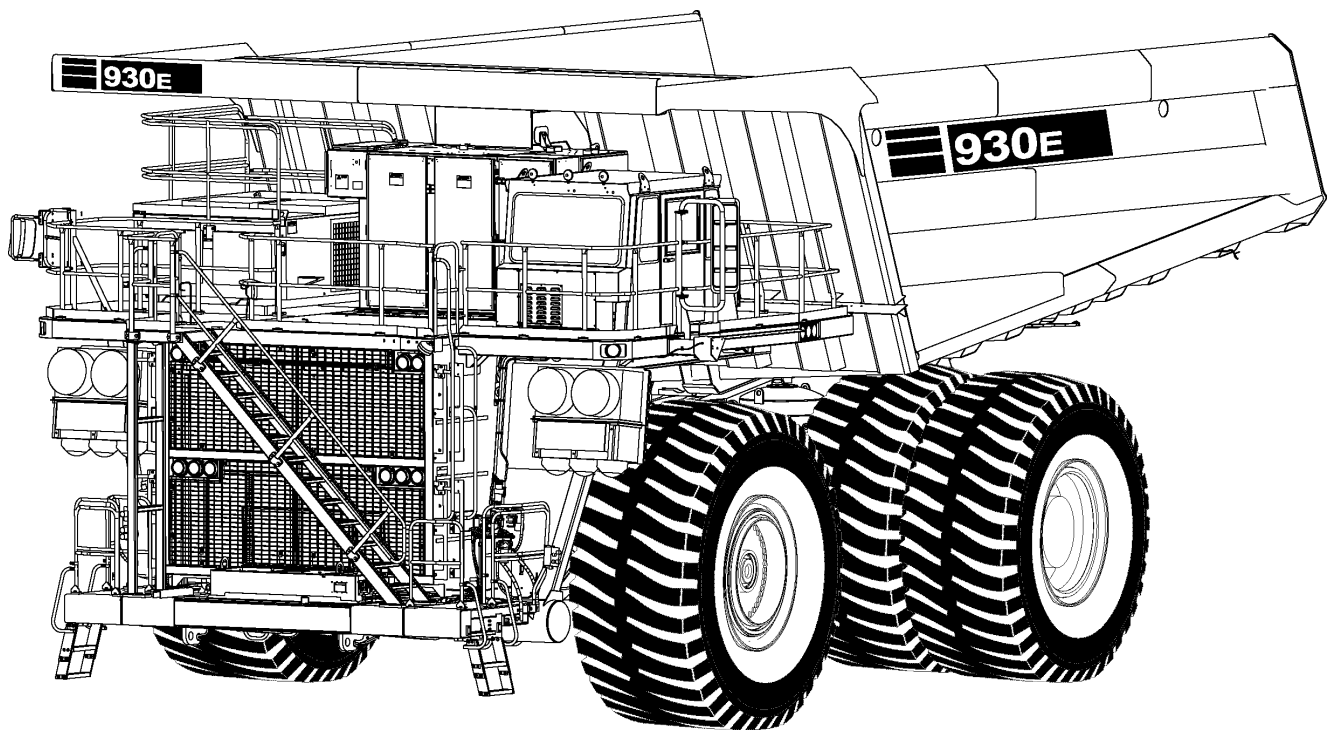
“WARNING” identifies a specific potential hazard WHICH MAY RESULT IN EITHER INJURY OR DEATH if proper precautions are not taken.



“CAUTION” is used for general reminders of proper safety practices OR to direct the reader’s attention to avoid unsafe or improper practices which may result in damage to the equipment.

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KOMATSU MODEL 930E-4 DUMP TRUCK

SECTION A GENERAL INFORMATION INDEX

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NOTES

MAJOR COMPONENTS & SPECIFICATIONS

TRUCK AND ENGINE

The 930E-4 Dump Truck is an off-highway, rear dump truck with AC Electric Drive. The gross vehicle weight is 498,960 kg (1,100,000 lbs). The engine is a Komatsu SSDA16V160 rated @ 2700 HP (2014 kW).

MAIN ALTERNATOR

The diesel engine drives an in-line alternator at engine speed. The alternator produces AC current which is rectified to DC within the main control cabinet. The rectified DC power is converted back to AC by groups of devices called "inverters", which are also within the main control cabinet. Each inverter consists of six phase modules under the control of a gate driver power converter (GDPC). The two GDPCs control the operation of each phase module.

Each phase module contains paired positive and negative semiconductor switches referred to as insulated gate bipolar transistors (IGBT). The IGBTs cycle on and off at varying frequencies to create an AC power signal from the DC supply.

The AC power signal produced by each inverter is a variable-voltage, variable-frequency (VVVF) signal. Frequency and voltage are changed to suit the operating conditions.

Cooling air for the control/power group and wheel motors, as well as the alternator itself, is provided by dual fans mounted on the alternator shaft.

AC INDUCTION TRACTION MOTORIZED WHEELS

The alternator output supplies electrical energy to the two wheel motors attached to the rear axle housing. The motorized wheels use three-phase AC induction motors with full-wave AC power.

The two wheel motors convert electrical energy back to mechanical energy through built-in gear trains within the wheel motor assembly. The direction of the wheel motors is controlled by a directional control lever located on the center console.

SUSPENSION

Hydrair II® suspension cylinders located at each wheel provide a smooth and comfortable ride for the operator and dampens shock loads to the chassis during loading and operation.

OPERATOR'S CAB

The operator cab has been engineered for operator comfort and to allow for efficient and safe operation of the truck. The cab provides wide visibility with an integral 4-post ROPS/FOPS structure and an advanced analog operator environment. It includes a tinted safety-glass windshield and power-operated side windows, a deluxe interior with a fully adjustable seat with lumbar support, a fully adjustable/tilt steering wheel, controls mounted within easy reach of the operator, and an analog instrument panel which provides the operator with all instruments and gauges which are necessary to control and/or monitor the truck's operating systems.

POWER STEERING

The truck is equipped with a full time power steering system which provides positive steering control with minimum operator effort. The system includes nitrogen-charged accumulators which automatically provide emergency power if the steering hydraulic pressure is reduced below an established minimum.

DYNAMIC RETARDING

The dynamic retarding is used to slow the truck during normal operation or control speed coming down a grade. The dynamic retarding ability of the electric system is controlled by the operator through the activation of the retarder pedal (or by operating a lever on the steering wheel) in the operators cab and by setting the RSC (Retarder Speed Control). Dynamic retarding is automatically activated, if the truck speed goes to a preset overspeed setting.

BRAKE SYSTEM

Service brakes at each wheel are oil-cooled multiple disc brakes applied by an all-hydraulic actuation system. Depressing the brake pedal actuates both front and rear brakes after first applying the retarder. All wheel brakes will be applied automatically if the brake system pressure decreases below a preset minimum.

The parking brake is a dry disc type, mounted inboard on each rear wheel motor, and is spring-applied and hydraulically-released with wheel speed application protection (will not apply with truck moving).

SPECIFICATIONS

These specifications are for the standard Komatsu 930E-4 Truck. Customer options may change this listing.

ENGINE

Komatsu SSDA16V160

No. of Cylinders	16
Operating Cycle	4-Stroke
Rated Brake HP	2700 HP (2014 kW) @ 1900 RPM
Flywheel HP	2550 HP (1902 kW) @ 1900 RPM
Weight (Wet)*	9608 kg (21,182 lbs)

* Weight does not include Radiator, Sub-frame, or Alternator.

AC ELECTRIC DRIVE SYSTEM

(AC/DC Current)

Alternator	General Electric GTA-41
Dual Impeller, In-Line Blower	340 m ³ / min (12,000 cfm)
Motorized Wheels	GDY106 AC Induction Traction Motors
Standard Gear Ratio*	32.62:1
Maximum Speed	64.5 km/h (40 mph)

* Wheel motor application depends upon GVW, haul road grade and length, rolling resistance, and other parameters.
Komatsu and GE must analyze each job condition to ensure proper application.

DYNAMIC RETARDING

Electric Dynamic Retarding	Standard
Maximum Rating	5400 HP (4026 kW)
Continuous*	3300 HP (2460 kW)

* Continuously rated high-density blown grids with retard at engine idle and retard in reverse propulsion.

BATTERY ELECTRIC SYSTEM

Batteries	Four 8D, 12 volt wet batteries with disconnect switch
Cold Cranking Amps	1450 CCA
Alternator	24 Volt, 140 Amp Output
Lighting	24 Volts
Starters (2)	24 Volts

SERVICE CAPACITIES

Crankcase (including lube oil filters)	280 liters (74 gallons)
Cooling System	594 liters (157 gallons)
Fuel	4542 liters (1200 gallons)
Hydraulic System	1325 liters (350 gallons)
Wheel Motor Gear Box	95 liters (25 gallons) per wheel

HYDRAULIC SYSTEMS

Hoist and Brake Cooling Pump	Tandem Gear
Rating	931 L/min (246 gpm) @ 1900 RPM and 17,237 kPa (2500 psi)
Steering/Brake Pump	Pressure Compensated Piston
Rating	246 L/min (65 gpm) @ 1900 RPM and 18,961 kPa (2750 psi)
Relief Pressure - Hoist	17,237 kPa (2500 psi)
Relief Pressure - Steering/Brake	27,579 kPa (4000 psi)
Hoist Cylinders (2)	3-Stage Hydraulic
Tank (Vertical/Cylindrical)	Non-Pressurized
Tank Capacity	947 liters (250 gallons)
Filtration	In-line replaceable elements
Suction	Single, Full Flow, 100 Mesh
Hoist and Steering Filters (Dual In-Line, High Pressure)	Beta ₁₂ Rating =200

SERVICE BRAKES

All Hydraulic Actuation with Traction System Wheel Slip/Slide Control

Front and Rear Oil-Cooled Multiple Discs on each wheel

Total Friction Area / Brake 97,019 cm² (15,038 in²)

Maximum Apply Pressure. 17,238 kPa (2500 psi)

STEERING

Twin hydraulic cylinders with accumulator assist to provide constant rate steering

Emergency power steering automatically provided by accumulators

Turning Circle (SAE). 29.7 m (97 ft. 7 in.)

TIRES

Radial Tires (standard). 53/80 R63

Rock Service, Deep Tread Tubeless

Rims patented Phase I New Generation™ rims

STANDARD DUMP BODY CAPACITIES AND DIMENSIONS

Capacity

Heaped @ 2:1 (SAE). 211 m³ (276 yd³)

Struck 171 m³ (224 yd³)

Width (Inside) 8.15 m (26 ft. 9 in.)

Depth 3.2 m (10 ft. 7 in.)

Loading Height 7.06 m (23 ft. 2 in.)

Dumping Angle 45°

NOTE: Optional capacity dump bodies are available.

WEIGHT DISTRIBUTION

Empty Vehicle

Front Axle (49.3%) 103,301 kg (227,738 lbs)
Rear Axle (50.7 %) 107,518 kg (237,034 lbs)
 Total (with 50% fuel) 210,819 kg (464,772 lbs)

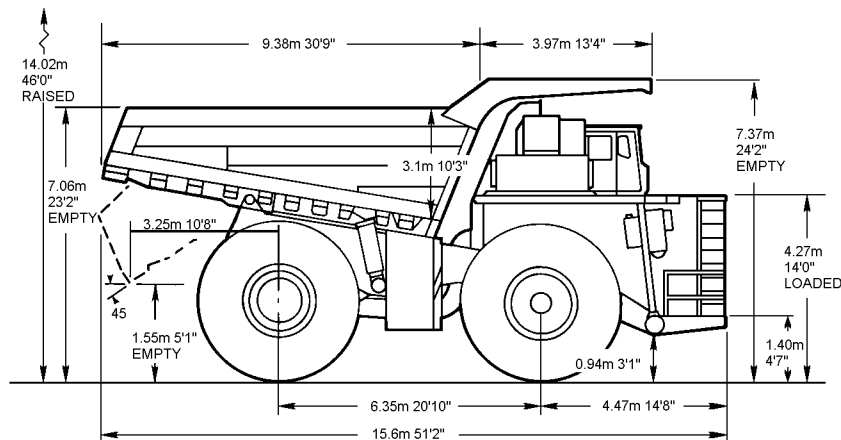
Standard Komatsu body 30,362 kg (66,936 lbs)
 Standard tire weight. 26,127 kg (57,600 lbs)

Loaded Vehicle

Front Axle (33.0%) 165,554 kg (364,980 lbs)
Rear Axle (67.0%) 336,124 kg (741,020 lbs)
 Total 501,678 kg (1,106,000 lbs)

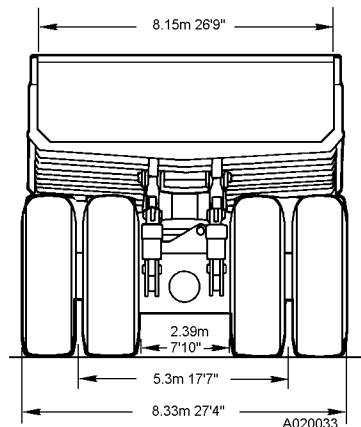
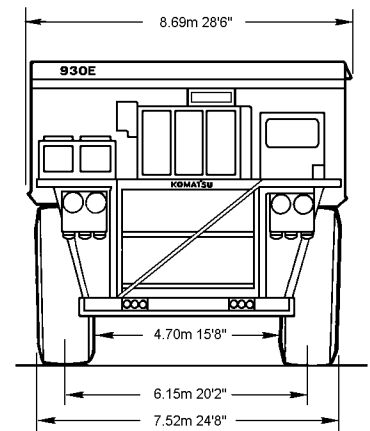
Nominal Payload*. 290,859 kg (641,228 lbs)

* *Nominal payload* is defined within Komatsu America Corporation's payload policy documentation. Nominal payload must be adjusted if the weight of any customized body or tires vary from that of the standard Komatsu body and tires. Nominal payload must also be adjusted to take into account the additional weight of any custom/optional extras fitted to the truck which are not stated within the Standard Features list of the applicable specification sheet.



All Dimensions with 171/211m³ 224/276 yd³ Body

BODIES	Struck		2:1 Heap		Loading Height	
	M ³	Yd ³	M ³	Yd ³	M	Feet
Standard	171	224	211	276	7.06	23'2"



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NOTES

SAFETY

GENERAL

Safety records from most organizations will show that the greatest percentage of accidents are caused by unsafe acts performed by people. The remainder are caused by unsafe mechanical or physical conditions. Report all unsafe conditions to the proper authority.

The following safety rules are provided as a guide for the operator. However, local conditions and regulations may add many more to this list.



Read and follow all safety precautions. Failure to do so may result in serious injury or death.

Safety Rules

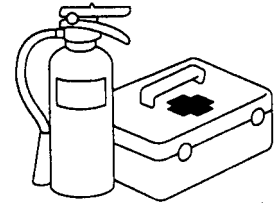
- Only trained and authorized personnel may operate and maintain the truck.
- Follow all safety rules, precautions and instructions when operating or performing maintenance on the truck.
- When working with another operator or a person on work site traffic duty, make sure that all personnel understand all hand signals that are to be used.

Safety Features

- Make sure that all guards and covers are in their proper position. Have any damaged guards and covers repaired. (See Operating Instructions - "Preparing For Operation".)
- Learn the proper use of safety features such as safety locks, safety pins, and seat belts. Use these safety features properly.
- Never remove any safety features. Always keep them in good operating condition.
- Improper use of safety features could result in serious bodily injury or death.
- Check the seat belt fabric, buckle and hardware for damage or wear. Replace any worn or damaged parts immediately.
- The seat belts must be replaced 5 years after seat belt manufacture, or after every 3 years of use, whichever comes first.

Fire Extinguisher And First Aid Kit

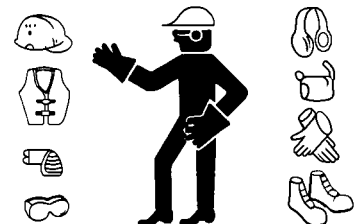
- Make sure that fire extinguishers are accessible and proper usage techniques are known.
- Provide a first aid kit at the storage point.
- Know what to do in the event of a fire.
- Keep the phone numbers of persons you should contact in case of an emergency on hand.



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Clothing And Personal Items

- Avoid loose clothing, jewelry, and loose long hair. They can catch on controls or in moving parts and cause serious injury or death. Also, never wear oily clothes as they are flammable.
- Wear a hard hat, safety glasses, safety shoes, mask and gloves when operating or maintaining a truck. Always wear safety goggles, hard hat and heavy gloves if your job involves scattering metal chips or minute materials--particularly when driving pins with a hammer or when cleaning air cleaner elements with compressed air. Also, ensure that the work area is free from other personnel during such tasks.



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Leaving The Operator's Seat

When preparing to leave the operator's seat, do not touch any control lever that is not locked. To prevent accidental operations from occurring, always perform the following:

- Move the directional control lever to PARK. **Do not use the wheel brake lock when the engine will be turned off.**
- Lower the dump body to the frame.
- Stop the engine. When exiting the truck, always lock compartments and take the keys with you. If the truck should suddenly move or move in an unexpected way, this may result in serious bodily injury or death.

Mounting And Dismounting

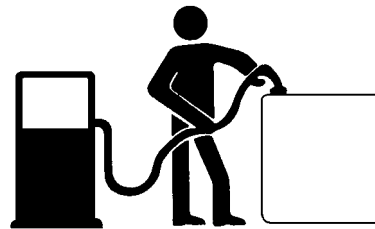
- Use the handrails and steps when getting on or off the truck.
- Never jump on or off the truck. Never climb on or off a truck while it is moving.
- When climbing on or off a truck, face the truck and use the hand-hold and steps.
- Never hold any control levers when getting on or off a truck.
- Always maintain three-point contact with the hand-holds and steps to ensure that you support yourself.
- When bringing tools into the operator's compartment, always pass them by hand or pull them up by rope.
- If there is any oil, grease, or mud on the hand-holds or steps, wipe them clean immediately. Always keep these components clean. Repair any damage and tighten any loose bolts.

Fire Prevention For Fuel And Oil

- Fuel, oil, and antifreeze can be ignited by a flame. Fuel is extremely flammable and can be hazardous. Keep flames away from flammable fluids.
- Keep oil and fuel in a designated location and do not allow unauthorized persons to enter.
- When refueling, stop the engine and do not smoke.
- Refueling and oiling should be done in well ventilated areas.
- Tighten all fuel and oil tank caps securely.



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Precautions With High Temperature Fluids

Immediately after truck operation, engine coolant, engine oil, and hydraulic oil are at high temperatures and are pressurized. If the cap is removed, the fluids are drained, the filters are replaced, etc., there is danger of serious burns. Allow heat and pressure to dissipate before performing such tasks and follow proper procedures as outlined in the service manual.



To prevent hot coolant from spraying:

1. Stop the engine.
2. Wait for the coolant temperature to decrease.
3. Depress the pressure release button on the cap to vent cooling system pressure.
4. Turn the radiator cap slowly to release the pressure before removing.

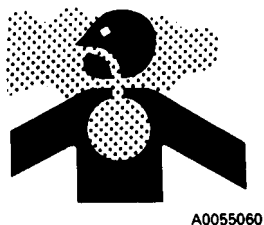
To prevent hot engine oil spray:

1. Stop the engine.
2. Wait for the oil temperature to cool down.
3. Turn the cap slowly to release the pressure before removing the cap.

Asbestos Dust Hazard Prevention

Asbestos dust is hazardous to your health when inhaled. If you handle materials containing asbestos fibers, follow the guidelines below:

- Never use compressed air for cleaning.
- Use water for cleaning to control dust.
- Operate the truck or perform tasks with the wind to your back whenever possible.
- Use an approved respirator when necessary.



Prevention Of Injury By Work Equipment

Never enter or put your hand, arm or any other part of your body between movable parts such as the dump body, chassis or cylinders. If the work equipment is operated, clearances will change and may lead to serious bodily injury or death.

Unauthorized Modification

Any modification made to this vehicle without authorization from Komatsu America Corp. can possibly create hazards.

Before making any modification, consult the authorized regional Komatsu America Corp. distributor. Komatsu will not be responsible for any injury or damage caused by any unauthorized modification.

Precautions When Using ROPS

The ROPS is intended to protect the operator if the truck should roll over. It is designed not only to support the load of the truck, but also to absorb the energy of the impact.

- The Rollover Protection Structure (ROPS) must be properly installed before the truck is operated.
- ROPS installed on equipment manufactured and designed by Komatsu America Corp. fulfills all of the regulations and standards for all countries. If it is modified or repaired without authorization from Komatsu, or if it is damaged when the truck rolls over, the strength of the structure will be compromised and will not be able to fulfill its intended purpose. Optimum strength of the structure can only be achieved if it is repaired or modified as specified by Komatsu.
- When modifying or repairing the ROPS, always consult your nearest Komatsu distributor.
- Even with the ROPS installed, the operator must always use the seat belt when operating the truck.

Precautions For Attachments

- When installing and using optional equipment, read the instruction manual for the attachment and the information related to attachments in this manual.
- Do not use attachments that are not authorized by Komatsu America Corp. or the authorized regional Komatsu distributor. Use of unauthorized attachments could create a safety problem and adversely affect the proper operation and useful life of the truck.
- Any injuries, accidents, and product failures resulting from the use of unauthorized attachments will not be the responsibility of Komatsu America Corp. or the authorized regional Komatsu distributor.

Precautions For Starting The Truck

Start the engine from the operator's seat only. Never attempt to start the engine by shorting across cranking motor terminals. This may cause a fire, or serious injury or death to anyone in truck's path.



PRECAUTIONS BEFORE OPERATION

Safety is thinking ahead. Prevention is the best safety program. Prevent a potential accident by knowing the employer's safety requirements and all necessary job site regulations. In addition, know the proper use and care of all the safety equipment on the truck. Only qualified operators or technicians should attempt to operate or maintain a Komatsu machine.

Safe practices start before the operator gets to the equipment.

Safety At The Worksite

- When walking to and from a truck, maintain a safe distance from all machines even when the operator is visible.
- Before starting the engine, thoroughly check the area for any unusual conditions that could be dangerous.
- Examine the road surface at the job site and determine the best and safest method of operation.
- Choose an area where the ground is as horizontal and firm as possible before performing the operation.
- If you need to operate on or near a public road, protect pedestrians and cars by designating a person for work site traffic duty or by installing fences around the work site.
- The operator must personally check the work area, the roads to be used, and the existence of obstacles before starting operations.
- Always determine the travel roads at the work site and maintain them so that it is always safe for the machines to travel.
- If travel through wet areas is necessary, check the depth and flow of water before crossing the shallow parts. Never drive through water that exceeds the permissible water depth.

Fire Prevention

- Remove wood chips, leaves, paper, and other flammable items that have accumulated in the engine compartment. Failure to do so could result in a fire.
- Check the fuel, lubrication, and hydraulic systems for leaks. Repair any leaks. Clean any excess oil, fuel or other flammable fluids, and dispose of them properly.
- Make sure that a fire extinguisher is present and in proper working condition.
- Do not operate the truck near open flames.



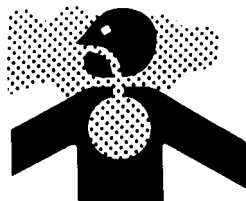
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Preparing For Operation

- Always mount and dismount while facing the truck. Never attempt to mount or dismount the truck while it is in motion. Always use handrails and ladders when mounting or dismounting the truck.
- Check the deck areas for debris, loose hardware and tools. Check for people and objects that might be in the area.
- Become familiar with and use all protective equipment devices on the truck and ensure that these items (anti-skid material, grab bars, seat belts, etc.) are securely in place.

Ventilation In Enclosed Areas

If it is necessary to start the engine within an enclosed area, provide adequate ventilation. Inhaling exhaust fumes from the engine can kill.



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In Operator's Cab - Before Starting The Engine

- Do not leave tools or spare parts lying around. Do not allow trash to accumulate in the cab of the truck. Keep all unauthorized reading material out of the truck cab.
- Keep the cab floor, controls, steps and handrails free of oil, grease, snow and excess dirt.
- Read and understand the contents of this manual. Pay special attention to Sections 30 and 32 pertaining to safety and operating instructions. Become thoroughly acquainted with all gauges, instruments and controls before attempting operation of the truck.
- Read and understand the **WARNING** and **CAUTION** decals in the operator's cab.
- Make sure that the steering wheel, horn, controls and pedals are free of any oil, grease or mud.
- Check the operation of the windshield wiper, condition of wiper blades, and the washer fluid reservoir level.
- Be familiar with all steering and brake system controls, warning devices, road speeds and loading capabilities before operating the truck.

Seat Belts

- On both driver and passenger seats, check the seat belt fabric, buckle, all belt retractors and hardware for damage or wear. Replace any worn or damaged parts immediately.
- Even if there are no signs of damage, replace both driver and passenger seat belts 5 years after seat belt manufacture, or every 3 years after start of use, whichever comes first. The passenger seat belt date of manufacture label is sewn into the seat belt near the buckle. The driver seat belt date of manufacture label is sewn into the shoulder harness belt, near the retractor end.

Mirrors, Windows And Lights

- Remove any dirt from the surface of the windshield, cab windows, mirrors and lights. Good visibility may prevent an accident.
- Adjust the rear view mirror to a position where the operator can see best from the operator's seat. If any glass or light is broken, replace it with a new part.
- Make sure that the headlights, work lights, and taillights are in proper working order. Make sure that the truck is equipped with the proper work lamps that are needed for the operating conditions.

OPERATING THE TRUCK

When Starting The Engine

- Never attempt to start the engine by shorting across cranking motor terminals. This may cause a fire, or serious injury or death to anyone in truck's path.
- Never start the engine if a warning tag has been attached to the controls.
- When starting the engine, sound the horn as an alert.
- Start and operate the truck only while seated in the operator's seat.
- Do not allow any unauthorized persons in the operator's compartment or any other place on the truck.

General Truck Operation

- **Wear the seat belt at all times.**
- Only authorized persons are allowed to ride in the truck. Riders must be in the cab and belted in the passenger seat.
- Do not allow anyone to ride on the decks or steps of the truck.
- Do not allow anyone to get on or off the truck while it is in motion.
- Do not move the truck in or out of a building without a signal person present.
- Know and obey the hand signal communications between operator and spotter. When other machines and personnel are present, the operator should move in and out of buildings, loading areas, and through traffic under the direction of a signal person. Courtesy at all times is a safety precaution!
- Immediately report any adverse conditions at the haul road, pit or dump area that may cause an operating hazard.
- Check for flat tires periodically during a shift. If the truck has been operating on a "flat", do not park the truck inside a building until the tire cools. If the tire must be changed, do not stand in front of the rim and locking ring when inflating a tire mounted on the truck. Observers should not be permitted in the area and should be kept away from the side of such tires.



The tire and rim assembly may explode if subjected to excessive heat. Personnel should move to a remote or protected location if sensing excessively hot brakes, smelling burning rubber or observing evidence of fire near the tire and wheel area.

If the truck must be approached to extinguish a fire, those personnel should do so only while facing the tread area of the tire (front or back) unless protected by using large heavy equipment as a shield. Stay at least 50 ft. (15 m) from the tread of the tire.

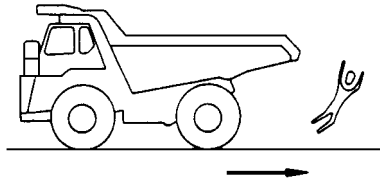
In the event of fire in the tire and wheel area (including brake fires), stay away from the truck for at least 8 hours or until the tire and wheel are cool.

- Keep serviceable fire fighting equipment on hand. Report empty extinguishers for replacement or refilling.
- Always place the directional control lever in the PARK when the truck is parked and unattended. Do not leave the truck unattended while the engine is running.
- Park the truck a safe distance away from other vehicles as determined by the supervisor.
- Stay alert at all times! In the event of an emergency, be prepared to react quickly and avoid accidents. If an emergency arises, know where to get prompt assistance.

Traveling In Reverse

Before operating the truck:

- Sound the horn to warn people in the area. Make sure that the back-up horn also works properly.
- Check for personnel near the truck. Be particularly careful to check behind the truck.
- When necessary, designate a person to watch the area near the truck and signal the operator. This is particularly necessary when traveling in reverse.
- When operating in areas that may be hazardous or have poor visibility, designate a person to direct work site traffic.
- Do not allow any one to enter the line of travel of the truck. This rule must be strictly observed even with machines equipped with a back-up horn or rear view mirror.



Traveling

- When traveling on rough ground, travel at low speeds. When changing direction, avoid turning suddenly.
- Lower the dump body and set the dump lever to the FLOAT position before traveling.
- If the engine stops while the truck is in motion, secondary steering and braking enable the truck to be steered and stopped. A fixed amount of reserve oil provides temporary steering and braking to briefly allow the truck to travel to a safe area. Apply the brakes immediately and stop the truck as quickly and safely as possible off of the haul road, if possible.

Traveling On Slopes

- Traveling on slopes could result in the truck tipping over or slipping.
- Do not change direction on slopes. To ensure safety, drive to level ground before turning.
- Do not travel up and down on grass, fallen leaves, or wet steel plates. These materials may make the truck slip on even the slightest slope. Avoid traveling sideways, and always keep travel speed low.
- When traveling downhill, use the retarder to reduce speed. Do not turn the steering wheel suddenly. Do not use the foot brake except in an emergency.
- If the engine should stop on a slope, apply the service brakes fully and stop the truck. Move the directional control lever to PARK after the truck has stopped.

Ensure Good Visibility

- When working in dark places, install work lamps and head lamps. Set up extra lighting in the work area if necessary.
- Discontinue operations if visibility is poor, such as in mist, snow, or rain. Wait for the weather to improve to allow the operation to be performed safely.

Operate Carefully On Snow

- When working on snowy or icy roads, there is danger that the truck may slip to the side on even the slightest slope. Always travel slowly and avoid sudden starting, turning, or stopping in these conditions.
- Be extremely careful when clearing snow. The road shoulder and other objects are buried in the snow and cannot be seen. When traveling on snow-covered roads, always install tire chains.

Avoid Damage To Dump Body

Always be extremely cautious when working in tunnels, on bridges, under electric cables, or when entering a parking place or any other place where there are height limits. The dump body must be completely lowered before driving the truck.

Driving Near High Voltage Cables

Driving near high-voltage cables can cause electric shock. Always maintain safe distances between the truck and the electric cable as listed below.

Voltage	Minimum Safety Distance	
6.6 kV	3 m	10 ft.
33.0 kV	4 m	14 ft.
66.0 kV	5 m	17 ft.
154.0 kV	8 m	27 ft.
275.0 kV	10 m	33 ft.

The following actions are effective in preventing accidents while working near high voltages:

- Wear shoes with rubber or leather soles.
- Use a signalman to give warning if the truck approaches an electric cable.
- If the work equipment touches an electric cable, the operator should not leave the cab.
- When performing operations near high voltage cables, do not allow anyone to approach the truck.
- Check with the electrical maintenance department about the voltage of the cables before starting operations.

When Dumping

- Before starting the dumping operation, make sure that there are no persons or objects behind the truck.
- Stop the truck in the desired location. Check again for persons or objects behind the truck. Give the determined signal, then slowly operate the dump body. If necessary, use blocks for the wheels or position a flagman.
- When dumping on slopes, truck stability is poor and there is danger of tipping over. Always use extreme care when performing such operations.
- Never travel with the dump body raised.

Working On Loose Ground

- Avoid operating the truck near cliffs, overhangs and deep ditches. If these areas collapse, the truck could fall or tip over and result in serious injury or death. Remember that ground surfaces in these areas may be weakened after heavy rain or blasting.
- Freshly laid soil and the soil near ditches is loose. It can collapse under the weight or vibration of the truck. Avoid these areas whenever possible.

When Loading

- Make sure that the surrounding area is safe. Stop the truck in the correct loading position, then load the body uniformly.
- Do not leave the operator's seat during the loading operation.

Parking The Truck

- Choose a flat, level surface to park the truck. If the truck has to be parked on a slope, put blocks behind all the wheels to prevent truck movement.
- When parking on public roads, provide fences and signs, such as flags or lights, on the truck to warn pedestrians and other vehicles. Make sure that the truck, flags or lights do not obstruct traffic.
- Before leaving the truck, lower the dump body fully, move the directional control lever to PARK, stop the engine and lock everything. Always take the key with you.



Do not activate the wheel brake lock when the parking brake is activated. Bleed down of hydraulic pressure may occur, causing the truck to roll away.

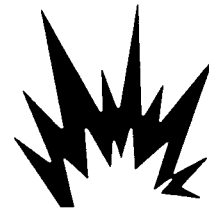
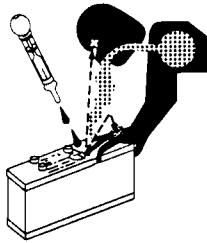
TOWING

- Improper towing methods may lead to serious personal injury and/or damage.
- Use a towing device with ample strength for the weight of this truck.
- Never tow a truck on a slope.
- Inspect towing components, such as tow bars and couplings, for any signs of damage. Never use damaged or worn components to tow a disabled vehicle.
- Keep a safe distance from the trucks and towing apparatus while towing a vehicle.
- When connecting a truck that is to be towed, do not allow anyone to go between the tow vehicle and the disabled vehicle.
- Set the coupling of the truck being towed in a straight line with the towing portion of the tow truck, and secure it in position.
- For towing methods, refer to Operating Instructions - Section 30, Towing.

WORKING NEAR BATTERIES

Battery Hazard Prevention

- Battery electrolyte contains sulfuric acid, which can quickly burn the skin and eat holes in clothing. If you spill acid on yourself, immediately flush the area with water.
- Battery acid can cause blindness if splashed into your eyes. If acid gets into your eyes, flush them immediately with large quantities of water and see a doctor at once.
- If you accidentally drink acid, drink a large quantity of water, milk, beaten eggs or vegetable oil. Call a doctor or poison prevention center immediately.
- Always wear safety glasses or goggles when working with batteries.
- Batteries generate hydrogen gas. Hydrogen gas is very explosive and can easily be ignited with a small spark or flame.
- Before working with batteries, stop the engine and turn the key switch to the OFF position.
- Avoid short-circuiting the battery terminals through accidental contact with metallic objects, such as tools, across the terminals.
- When removing or installing batteries, check which is the positive (+) terminal and the negative (-) terminal.
- Tighten battery caps securely.
- Tighten the battery terminals securely. Loose terminals can generate sparks and lead to an explosion.

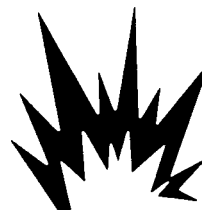
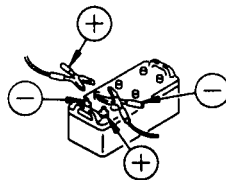


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Starting With Booster Cables

- Always wear safety glasses or goggles when starting the truck with booster cables.
- When starting from another truck, do not allow the two trucks to touch.
- Connect the positive (+) cable first when installing booster cables. Disconnect the ground or negative (-) cable first during removal.
- If any tool touches between the positive (+) terminal and the chassis, it will cause sparks. Always be cautious when using tools near the battery.
- Connect the batteries in parallel: positive to positive and negative to negative.
- When connecting the ground cable to the frame of the truck to be started, connect it as far as possible from the battery.

INCORRECT



A030006

BEFORE PERFORMING MAINTENANCE

Warning Tag

Starting the engine or operating the controls while other personnel are performing maintenance on the truck can lead to serious injury and/or death. Always attach the warning tag to the control lever in the operator's cab to alert others that you are working on the truck. Attach additional warning tags around the truck, if necessary.

These tags are available from your Komatsu distributor. **Warning tag part number:** 09963-03000



Stopping The Engine Before Service

- Before performing inspections or maintenance, stop the truck on firm flat ground, lower the dump body, move the directional control lever to PARK, and stop the engine.
- If the engine must be run during service, such as when cleaning the radiator, the directional control lever must be in PARK. Always perform this work with two people. One person must sit in the operator's seat to stop the engine if necessary. During these situations, never move any controls that are not related to the task at hand.
- When servicing the truck, do not touch any moving parts. Never wear loose clothing or jewelry.
- Put wheel blocks under the wheels to prevent truck movement.
- When performing service with the dump body raised, place the dump lever in the HOLD position and apply the lock (if equipped). Install the body-up safety pins or cable securely.

Proper Tools

Only use tools that are suited to the task. Using damaged, low quality, faulty or makeshift tools could cause personal injury.



Securing the Dump Body

⚠ WARNING

To avoid serious personal injury or death, the body retention sling must be installed whenever personnel are required to perform maintenance on the truck while the dump body is in the raised position.

The Komatsu body-up safety sling can only be used with a Komatsu body. Non-OEM body may not accommodate the Komatsu body-up safety sling. The end user must ensure that a proper cable/sling is used.

1. Raise the body to its maximum height.
2. Install two shackles and body retention sling (3, Figure 3-1) between rear body ear (1) and axle housing ear (2).
3. Secure the shackle pins with cotter pins.
4. After service work is completed, reverse the installation steps to remove the sling.

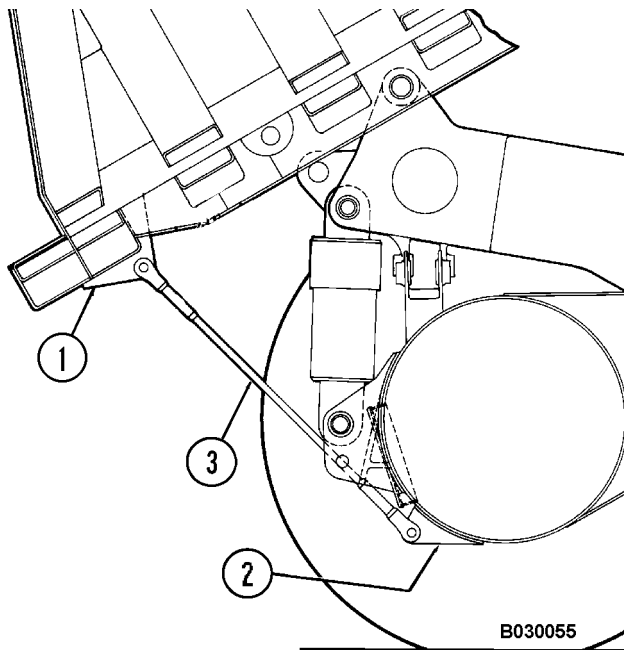


FIGURE 3-1. BODY RETENTION SLING INSTALLATION

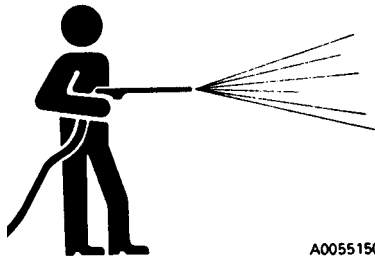
1. Rear Body Ear
2. Axle Housing Ear
3. Body Retention Sling

WHILE PERFORMING MAINTENANCE

NOTE: Only authorized personnel should service and repair the truck.

Keep The Truck Clean

- Spilled oil, grease, scattered tools, etc., can cause you to slip or trip. Always keep your truck clean and tidy.
- If water gets into the electrical system, there is danger that the truck may move unexpectedly and/or damage to components may occur. Do not use water or steam to clean any sensors, connectors or the inside of the operator's compartment.
- Use extreme care when washing the electrical control cabinet. Do not allow water to enter the control cabinet around the doors or vents. Do not allow any water to enter the cooling air inlet duct above the electrical control cabinet. If water enters the control cabinet through any opening or crevice, major damage to the electrical components is possible.
- Never spray water into the rear wheel electric motor covers. Damage to the wheel motor armatures may occur.
- Do not spray water into the retarding grids. Excess water in the retarding grids can cause a ground fault, which will prevent propulsion.



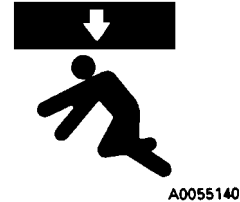
Attachments

Place attachments that have been removed from the truck in a safe place and manner to prevent them from falling.



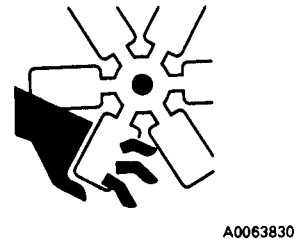
Working Under The Truck

- Always lower all movable work equipment to the ground or to their lowest position before performing service or repairs under the truck.
- Always block the tires of the truck securely.
- Never work under the truck if the truck is poorly supported.



Rotating Fan And Belts

Stay away from all rotating parts such as the radiator fan and fan belts. Serious bodily injury may result from direct or indirect contact with rotating parts and flying objects.

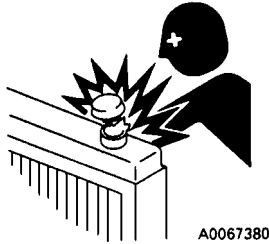


Adding Fuel Or Oil

- Spilled fuel and oil may cause slipping. Always clean up spills immediately.
- Always add fuel and oil in a well-ventilated area.
- When refueling, stop the engine and do not smoke.
- Tighten the cap of the fuel and oil fillers securely.
- Never use fuel to wash parts.

Radiator Water Level

If it is necessary to add coolant to the radiator, stop the engine and allow the engine and radiator to cool down before adding the coolant. Depress the pressure release button on the cap to vent cooling system pressure. Slowly loosen the cap to relieve any remaining pressure.



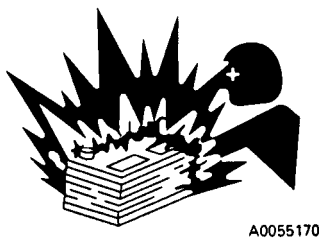
Use Of Lighting

When checking fuel, oil, coolant or battery electrolyte, always use lighting with anti-explosion specifications. If such lighting equipment is not used, there is danger of an explosion.



Precautions With The Battery

When repairing the electrical system or performing electrical welding, remove the negative (-) terminal of the battery to stop the flow of current.

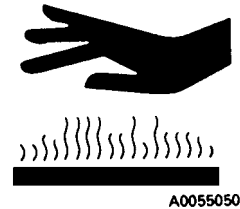


Handling High Pressure Hoses

- Do not bend high pressure hoses or hit them with hard objects. Do not use any bent or cracked piping, tubes or hoses. They may burst during use.
- Always repair any loose or broken hoses. If fuel or oil leaks, it may result in a fire.

Precautions When Performing Maintenance Near High Temperature Or High Pressure

Immediately after stopping operation, engine coolant and operating oils are at high temperature and under high pressure. If the cap is removed, the oil or water is drained, or the filters are replaced under these conditions, it may result in burns or other injury. Wait for the temperature to cool and pressure to subside before performing the inspection and/or maintenance as outlined in the shop manual.



Precautions With High Pressure Oil

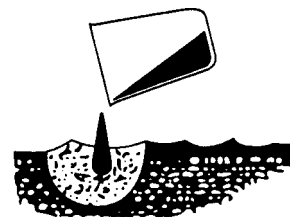
- Work equipment circuits are always under pressure. Do not add oil, drain oil or perform maintenance or inspections before completely releasing the internal pressure.
- Small, high-pressure pin hole leaks are extremely dangerous. A jet of high-pressure oil can pierce the skin and eyes. Always wear safety glasses and thick gloves. Use a piece of cardboard or a sheet of wood to check for oil leakage.
- If you are hit by a jet of high-pressure oil, consult a doctor immediately for medical attention.



Waste Materials

- Never dump oil into a sewer system, river, etc.
- Always put oil drained from your truck in appropriate containers. Never drain oil directly onto the ground.
- Obey appropriate laws and regulations when disposing of harmful objects such as oil, fuel, coolant, solvent, filters and batteries.

INCORRECT



TIRES

Handling Tires

If tires are not used under the specified conditions, they may overheat and burst, or be cut and burst by sharp stones on rough road surfaces. This may lead to serious injury or damage.

To maintain tire safety, always use the specified tires. Inflate the tires to the specified pressure. An abnormal level of heat is generated when the inflation pressure is too low.

The tire inflation pressure and permissible speeds are general values. The actual values may differ depending on the type of tire and the condition under which they are used. For details, please consult the tire manufacturer.

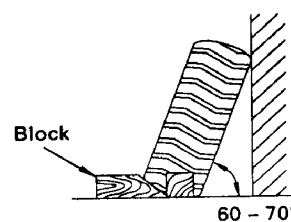
When tires become hot, a flammable gas is produced and may ignite. It is particularly dangerous if the tires become overheated while the tires are pressurized. If the gas generated inside the tire ignites, the internal pressure will suddenly rise and the tire will explode, resulting in danger to personnel in the area. Explosions differ from punctures or tire bursts because the destructive force is extremely large. Therefore, the following operations are strictly prohibited when the tire is pressurized:

- Welding the rim
- Welding near the wheel or tire
- Smoking or creating open flames

If the proper procedure for performing maintenance or replacement of the wheel or tire is not used, the wheel or tire may burst and cause serious injury or damage. When performing such maintenance, consult your authorized regional Komatsu distributor or the tire manufacturer.

Storing Tires After Removal

- As a basic rule, store the tires in a warehouse in which unauthorized persons cannot enter. If the tires are stored outside, always erect a fence around the tires and put up "No Entry" signs and other warning signs that even young children can understand.
- Stand the tire on level ground and block it securely so that it cannot roll or fall over.
- If the tire falls over, flee the area quickly. The tires for dump trucks are extremely heavy. Never attempt to hold or support the tire. Attempting to hold or support a tire may lead to serious injury.



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WHEN REPAIRS ARE NECESSARY

[-dump-truck-service-repair-workshop-manualcebm020603/](https://www.arepairmanual.com/downloads/komatsu-930e-4-rigid-dump-truck-service-repair-workshop-manualcebm020603/)

NOTE: Only qualified maintenance personnel who understand the systems being repaired should attempt repairs.

- Many components on the Komatsu truck are large and heavy. Ensure that lifting equipment - hoists, slings, chains, and lifting eyes - are of adequate capacity to handle the lift.
- Do not work under a suspended load. Do not work under a raised body unless body safety cables, props or pins are in place to hold the body in up position.
- Do not repair or service the truck while the engine is running, except when adjustments can only be made under such conditions. Keep a safe distance from moving parts.
- When servicing any air conditioning system with refrigerant, wear a face shield and cold resistant gloves for protection against freezing. Follow all current regulations for handling and recycling refrigerants.
- Follow package directions carefully when using cleaning solvents.
- If an auxiliary battery assist is needed, first use one cable to connect the 24V positive (+) post of the disabled truck batteries to the 24V positive (+) post of the auxiliary assist. Use a second cable to connect the 24V negative (-) post of the auxiliary assist battery to a **frame ground (-)** on the disabled truck away from the battery.
- Always disconnect the positive and negative battery cables of the vehicle before doing any welding on the unit. Failure to do so may seriously damage the battery and electrical equipment. Disconnect the battery charging alternator lead wire and isolate the electronic control components before making welding repairs. (It is not necessary to disconnect or remove any control circuit cards on electric drive dump trucks or any of the AID circuit control cards.)

- Always fasten the welding machine ground (-) lead to the piece being welded. The grounding clamp must be attached as near as possible to the weld area. Never allow welding current to pass through ball bearings, roller bearings, suspensions or hydraulic cylinders. Always avoid laying welding cables over or near the vehicle electrical harnesses. Welding voltage could be induced into the electrical harness and possibly cause damage to components.
- If the truck must be towed, use a rigid tow bar. Check the truck frame for a decal recommending special towing precautions. Also refer to Operating Instructions - Section 30, Towing.
- Drain, clean, and ventilate fuel tanks and hydraulic tanks before making any welding repairs.

WARNING

Any operating fluid, such as hydraulic oil, escaping under pressure can have sufficient force to enter a person's body by penetrating the skin. Serious injury and possibly death may result if proper medical treatment by a physician familiar with this injury is not received immediately.

- Relieve pressure in lines or hoses before making any disconnects.
- After adjustments or repairs, replace all shields, screens and clamps.
- Only a qualified operator or maintenance personnel who are also qualified in truck operation should move the truck under its own power in the repair facility or during road testing after repairs are complete.