

PARTS & SERVICE NEWS

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| REF NO. | AA00213 |
| DATE | December 08, 2000 |

SUBJECT: 930E -2 FRONT SUSPENSION REWORK

PURPOSE: Inform the field of new front suspension bearing rework procedures for 15.75 in. suspensions

APPLICATION: Komatsu 930E Dump Trucks (serial numbers A30012, A30019, A30026, A30076, A30077, A30078, A30080, A30083, A30084, A30098, A30100, and A30121 through A30179)

FAILURE CODE: 5A30Z9

DESCRIPTION: To provide instructions to rework front suspensions and install all new bearings

For longer suspension life and better ride comfort, perform the suspension rework procedures as described below during the next suspension rebuild. This rework will modify the front suspension to current production design.

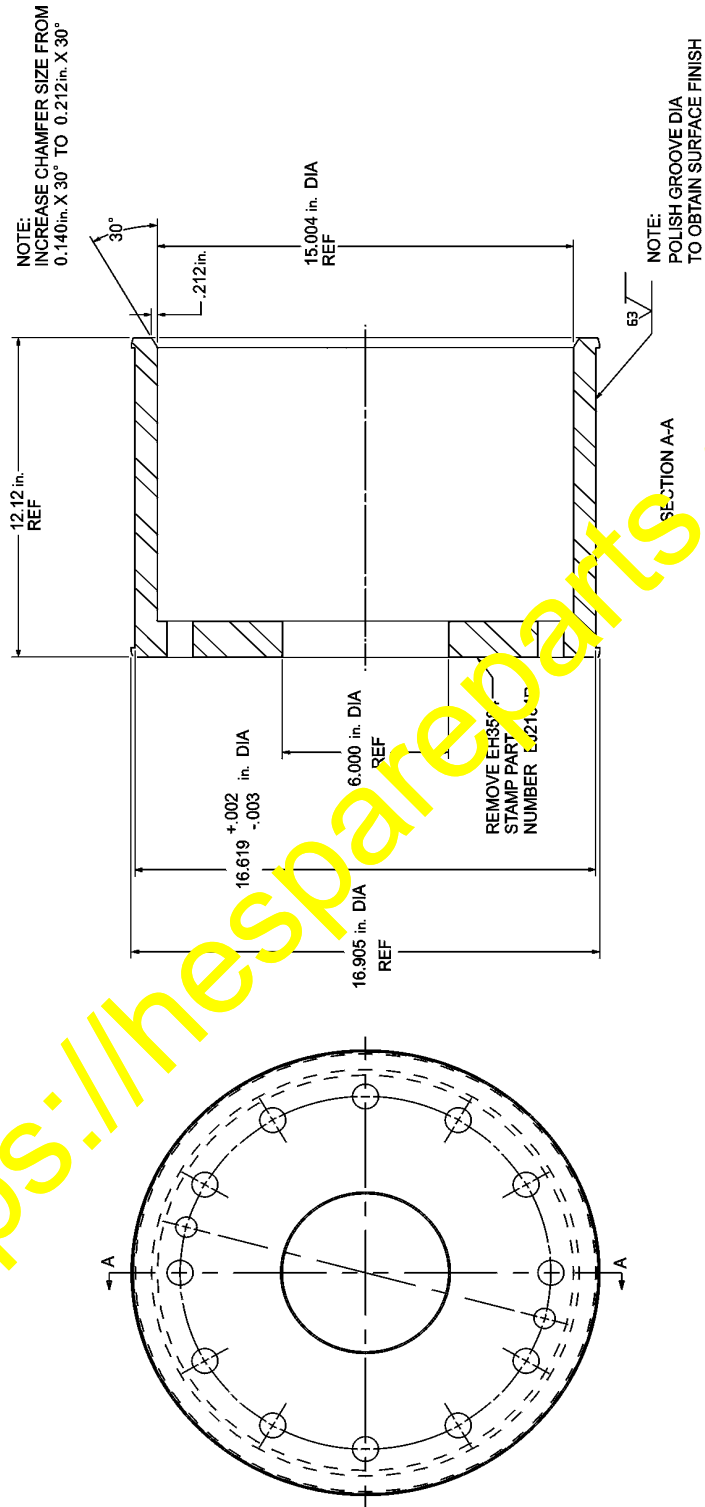
NOTE: Do not assemble a suspension with an old design retainer with the new design piston, or assemble suspension with a new design retainer with an old design piston. The new design retainer and new design piston can only be installed together in a suspension as a pair.

The rework instructions describe how change the surface finish of the bearing retainer, to add a 0.125 inch (3.175 mm) orifice to the suspension piston and relocate the check ball ports in the piston. While the suspension is apart, also install the new upper bearing PC0912 and lower bearing PC0913 for improved wear life.

Follow the instructions as outlined in the shop manual for disassembly and assembly procedures of the front suspensions.

Upper Bearing Retainer Rework, Figure 1:

1. Increase chamfer size from 0.140 in. (3.55 mm) X 30 deg. to 0.212 in (5.38 mm) X 30 deg.
2. Polish bearing groove area to obtain surface finish of "63".
3. Remove old part number and stamp new part number EJ2184R on retainer.



- NOTES:
1. ALL FINISHED SURFACES UNLESS OTHERWISE SPECIFIED.
 2. BREAK ALL SHARP CORNERS 0.015 in. MAX X 45°

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FIGURE 1. Upper Bearing Retainer Rework Drawing EJ2748

Piston Rod Rework, Figure 2:

1. In the two existing check-ball holes, drill each of them to 0.922 in. (+ 0.010 or - 0.002) (23.42 mm, + 0.254, - 0.051) diameter holes completely through. Figure 2, View A-A.
2. Use a 0.75-14 NPTF tap to thread the two new holes drilled in Step 1.
3. Using Loctite Primer "T" spray threads of new pipe plug (C2509) and new threads on piston. Allow primer to dry 3-5 minutes.
4. Apply loctite sealant # 277 to threads of new pipe plugs (1, Figure 2) and on piston threads. Install pipe plugs to full thread depth and remove excess loctite. Both pipe plugs must be completely recessed. Allow parts to cure for 2 hours before using. If primer is not used, curing time is 24 hours before using.
5. Locate and mark two new hole locations per Figure 2, View B-B (equally spaced from each other and 90 degrees from previous holes).
6. Drill two (2) 0.500 in. (+ 0.006, or - 0.001) (12.7 mm, + 0.152 or - 0.025) diameter through holes in piston that were marked in Step 5.
7. Drill two 0.938 in. (+0.010, or - 0.002) (23.83 mm, + 0.25 or - 0.05) diameter holes inside the two new holes drilled in step 6, but only 0.72 in. (18.29 mm) deep.
8. Drill one 0.125 in. (+ 0.010, - 0.004) (3.175 mm, + 0.25 or - 0.10) through hole (orifice hole) as shown in Figure 2, View B-B.
9. Remove old part number and stamp new part number E62185R on piston rod.

Part number reference:

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| Pipe Plugs: | C2509 (two required per piston rod) |
| Loctite Primer "T": (6 oz.) | TL8753 |
| Loctite Sealant #277: | VJ6855 |

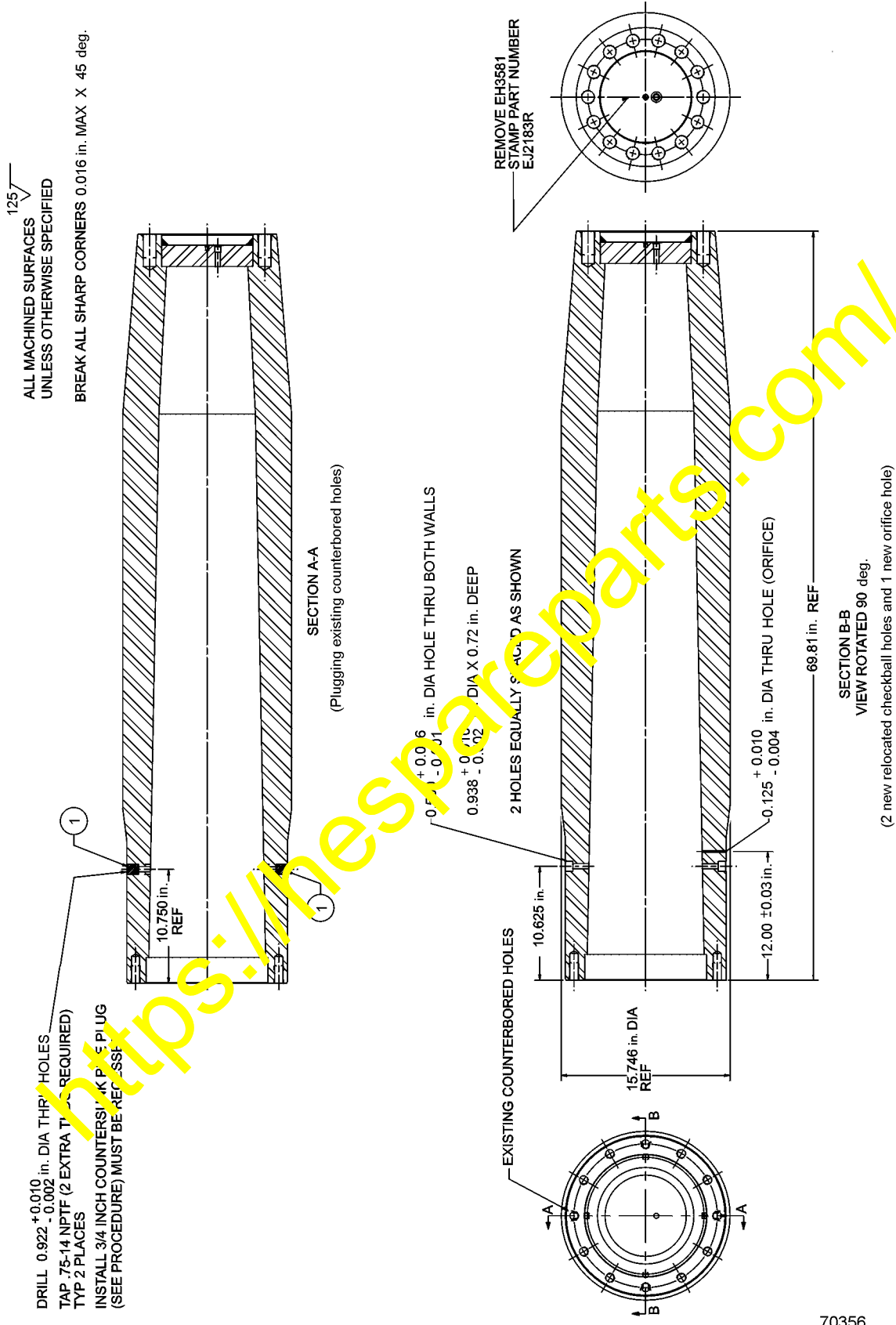


FIGURE 2. Piston Rework Drawing EJ2747

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