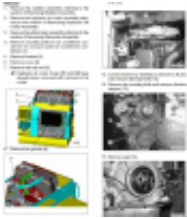


Link do produktu: <https://www.specdiag.pl/komatsu-instrukcje-napraw-schematy-dtr-komatsu-pc200-pc200lc-6-std-pc200-pc200lc-6-hyper-gx-pc210-pc210lc-6-std-pc220-pc220lc-6-std-pc230-p-1576.html>



Komatsu instrukcje napraw,
schematy, DTR - Komatsu PC200,
PC200LC-6 STD, PC200, PC200LC-6
HYPER GX, PC210, PC210LC-6 STD,
PC220, PC220LC-6 STD, PC230,

Cena

350,00 zł

Opis produktu

Dokumentacje warsztatowe - instrukcje napraw
- książki serwisowe - Komatsu

BULLDOZER - DOZER - CRAWLER DOZER -
WHEEL DOZER

Komatsu

PC200

PC200LC-6 STD

PC200

PC200LC-6 HYPER GX

PC210

PC210LC-6 STD,

PC220
PC220LC-6 STD
PC230
PC230LC-6 STD

Shop Manual - instrukcje napraw - DTR

Instrukcje napraw - schematy instalacji

DISASSEMBLING

STEP 11

Remove the brake shaft.



STEP 12

Remove the toothed ring.



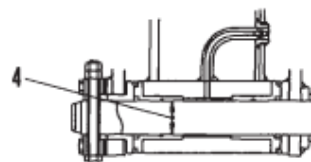
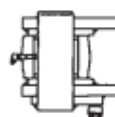
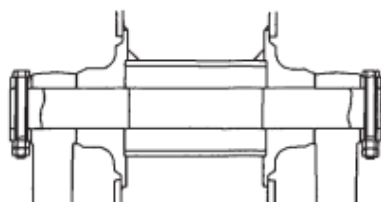
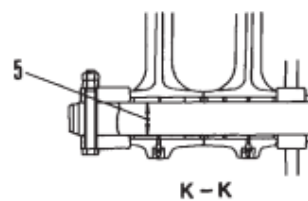
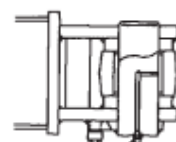
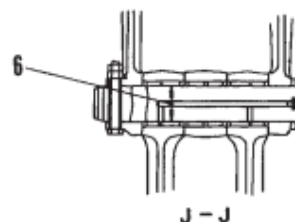
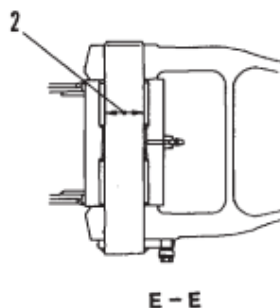
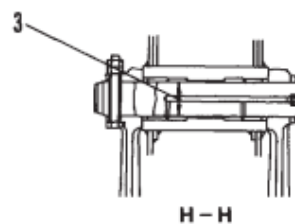
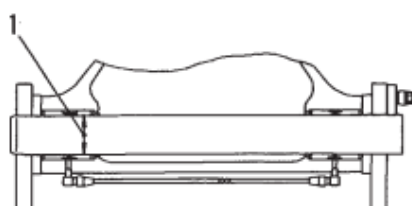
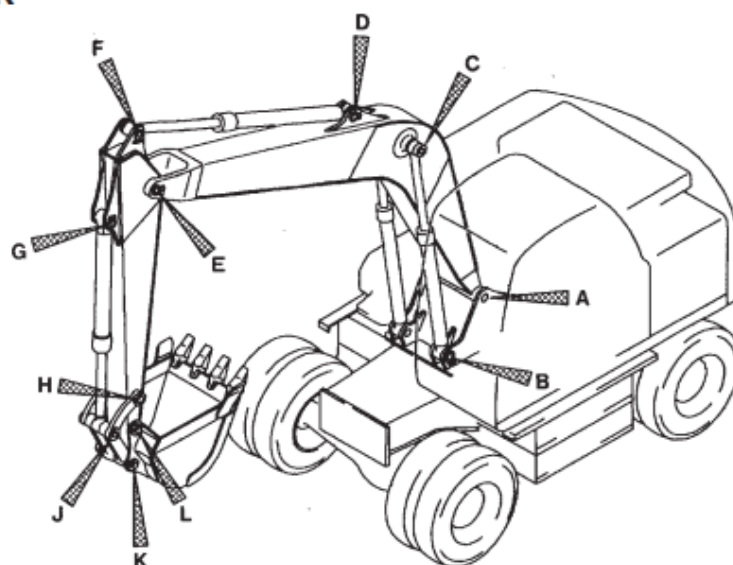
STEP 13

Remove the 1st stage sun gear.

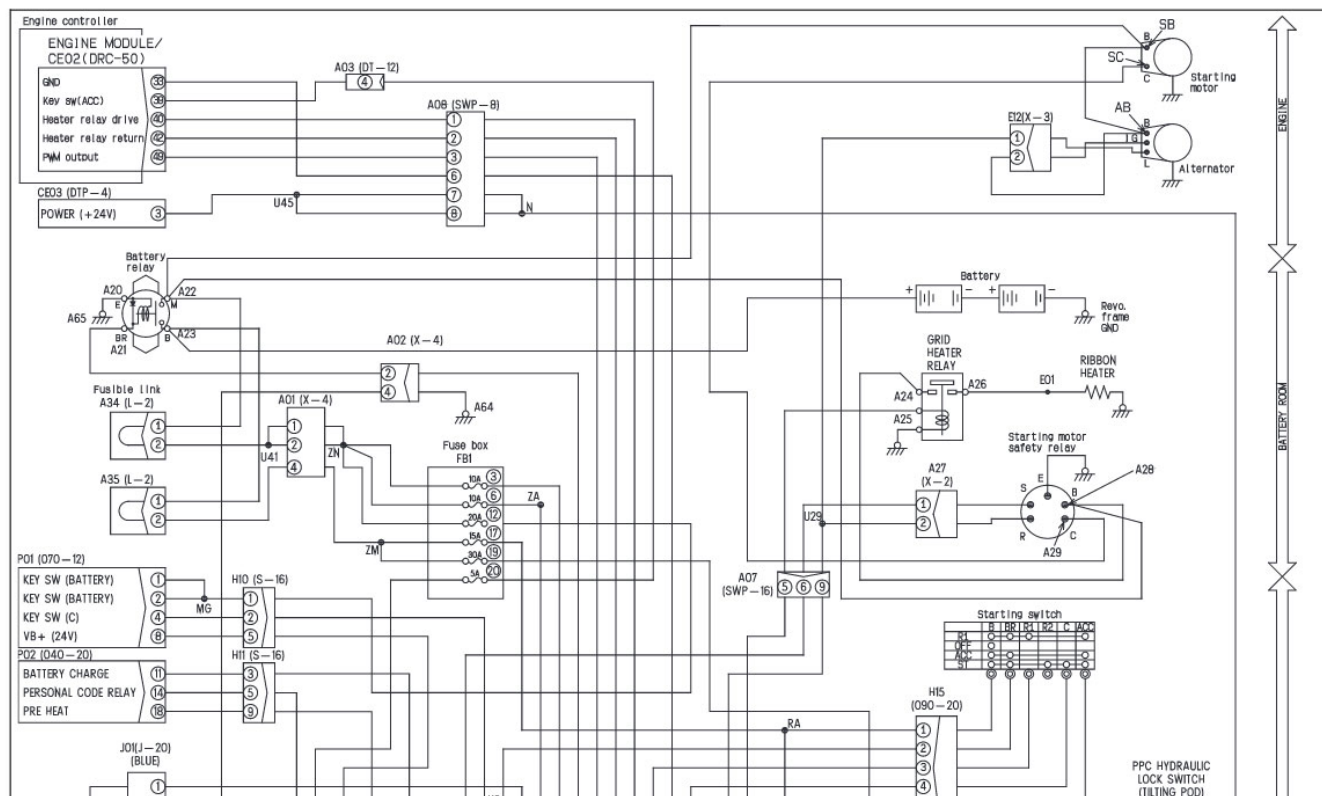


WORK EQUIPMENT - ONE PIECE BOOM

PW150ES-6K



Circuit diagram related to engine preheater/start- ing motor/charging system



 **90 ± 3 Nm {9.2 ± 0.3 kgm}**

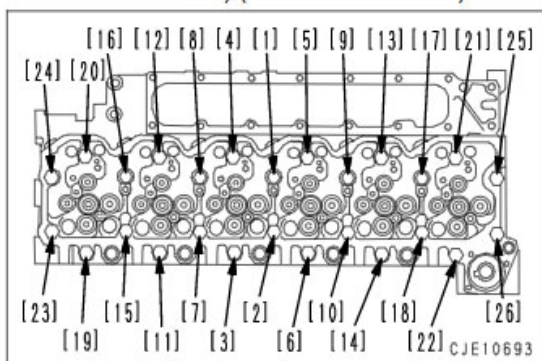
2]

 **Recheck the torque:
90 ± 3 Nm {9.2 ± 0.3 kgm}**

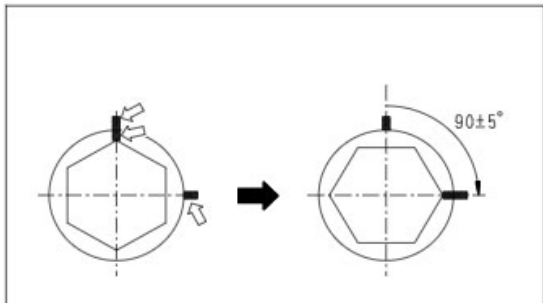
3]

 **90° ± 5° (Tighten with an angle tightening tool.)**

- a Tool **A6**: wrench is adopted for angle tightening. (Refer to the tool list.) (Refer to the tool list.)



- When an angle tightening tool is not used:
Put marks on the cylinder head and bolts with a felt-tip pen, and then tighten the bolts an additional 90° ± 5°.



- Install push rods (57).
- Install rocker arm support (58).



- Fuel injector assembly

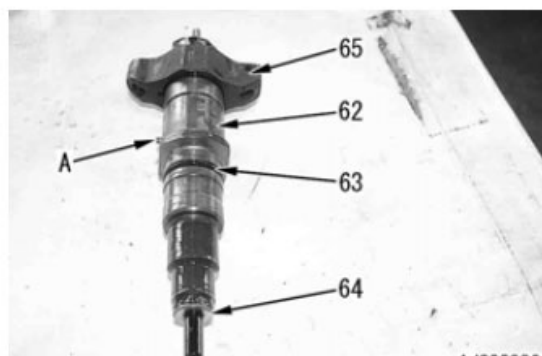
- ✗ Check that there is no damage or dust on the fuel injector sleeve.

1. Install O-ring (63) and gasket (64) to fuel injector (62).

2. Coat O-ring (63) and the head side of fuel injector (62) with engine oil (EO15W-40).

 O-ring (63) and the head side of fuel injector (62): **engine oil (EO15W-40)**

3. Install holder (65) to fuel injector (62) with concavity and convexity (A) fitted together.



DISASSEMBLY OF PRESSURE COMPENSATION VALVE ASSEMBLY

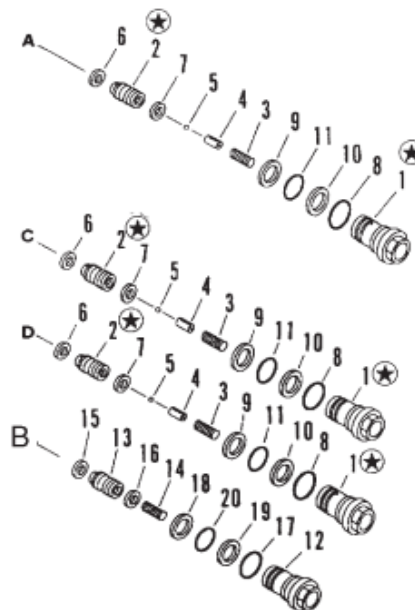
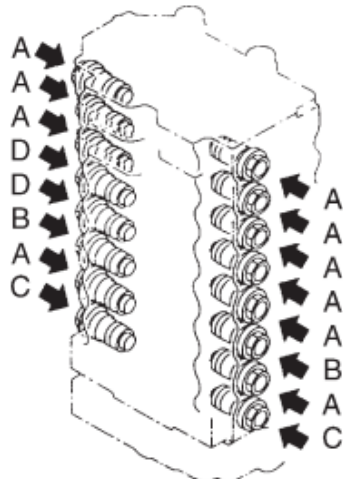
Pressure compensation valves

A: For bucket CURL/DUMP, boom Lower arm IN, stabiliser

C: For swing LEFT/RIGHT

D: For arm OUT, boom RAISE

B: For travel



• Disassembly of pressure compensation valves A,C,D

- The structure of the parts for pressure compensation valves A, C en D is the same, but the part number for the assembly marked ★ is different, so be careful when assembling.

1. Remove piston (2) and spring (3) from sleeve (1).
2. Remove plug (4) and ball (5) from piston (2).
3. Remove seals (6) and (7) from piston (2).
4. Remove O-ring (8) from sleeve (1), then remove seals (9) and (10), and O-ring (11).

- * After disassembling, if there is any abnormality in sleeve (1), piston (2), plug (4), ball (5), or seals (6) and (7), replace the whole pressure compensation valve assembly.

• Disassembly of pressure compensation valve B

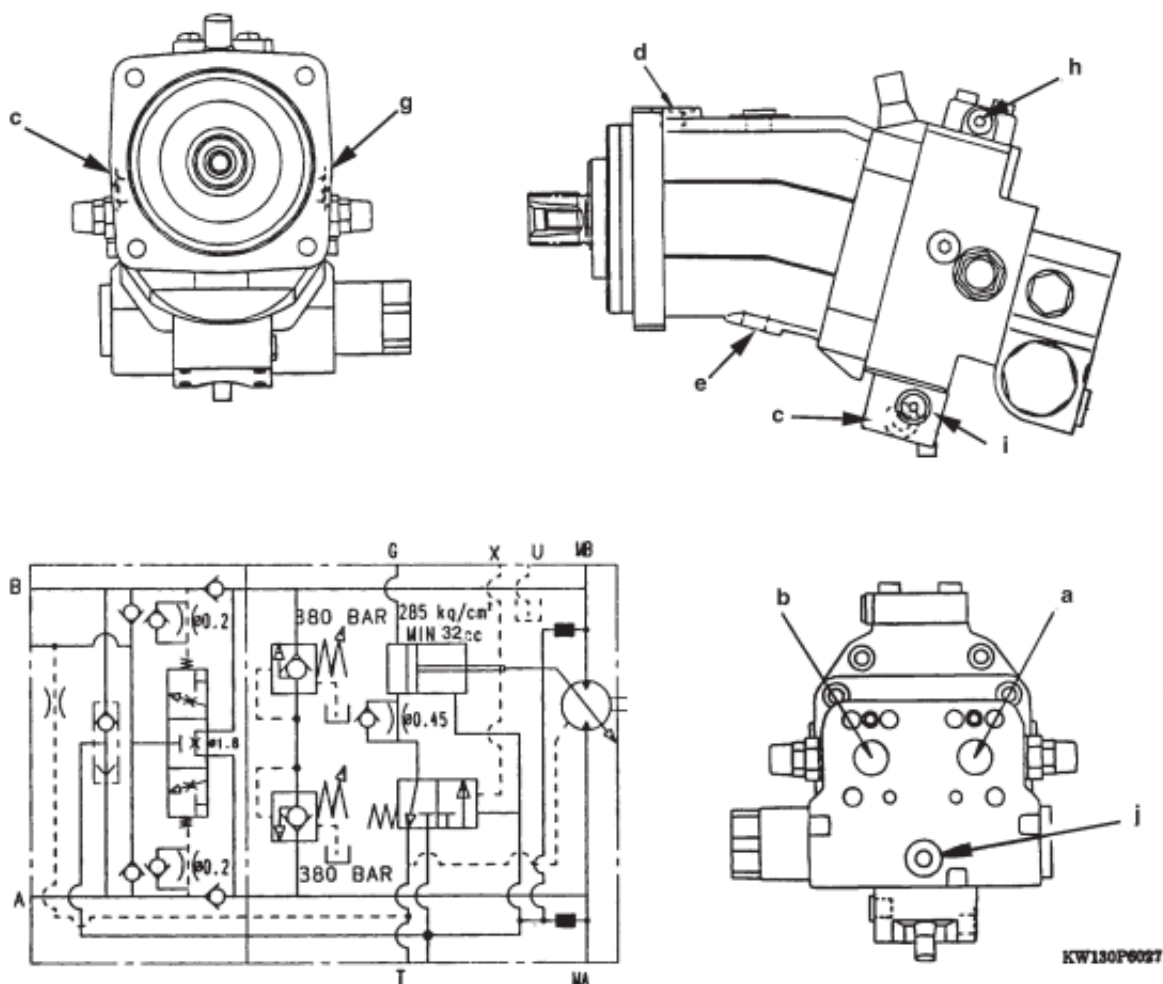
1. Remove piston (13) and spring (14) from sleeve (12).
2. Remove seals (15) and (16) from piston (13), then remove O-ring (17), seals (18) and (19), and O-ring (20) from sleeve (12).

- * After disassembling, if there is any abnormality in sleeve (12), piston (13), or seals (15) and (16), replace the whole pressure compensation valve assembly.

IDENTIFICATION OF PRESSURE COMPENSATION VALVE ASSEMBLY

Valves are identified by markings on the valve assembly.

FRONT TRAVEL MOTOR (20 Km/h TRAVEL SPEED SPEC.)



HYDRAULIC SCHEMATIC

SPECIFICATIONS

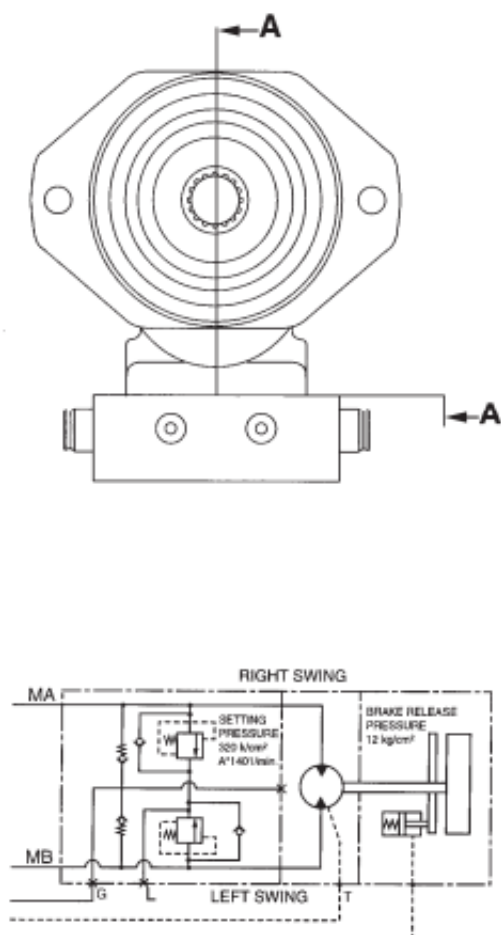
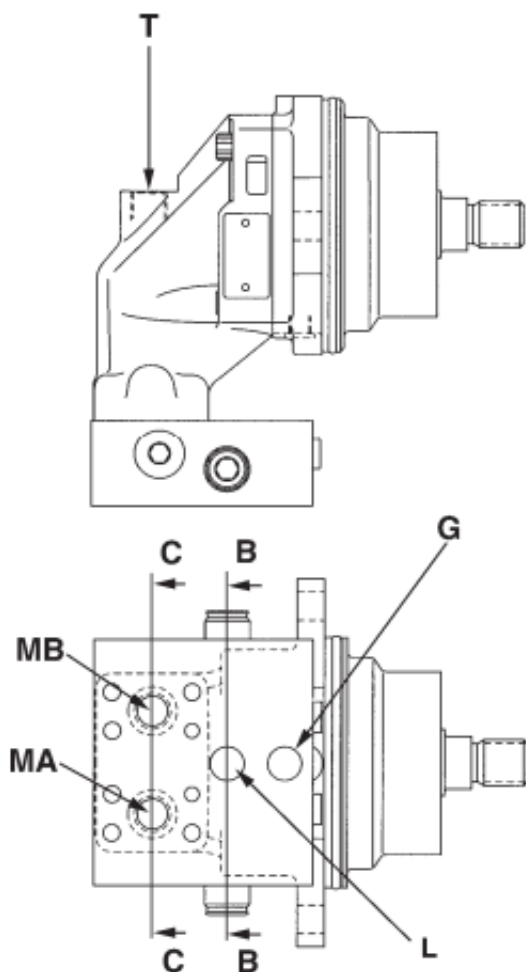
Type: Variable displacement piston motor

Theoretical delivery: Min. 32 cc/rev
Max. 80 cc/rev

Hi-Lo switching-pressure: 2.94 MPa (30 kg/cm²)
Rated speed: 4968 rpm. (Max)

- a. Motor inlet (A)
- b. Motor outlet (B)
- c. Override pressure port (X)
- d. Drain port (U)
- e. Drain port (T)
- f. Pressure test port (MB)
- g. Pressure test port (MA)
- h. Pressure test port (M1)
- i. Pressure test port (G)

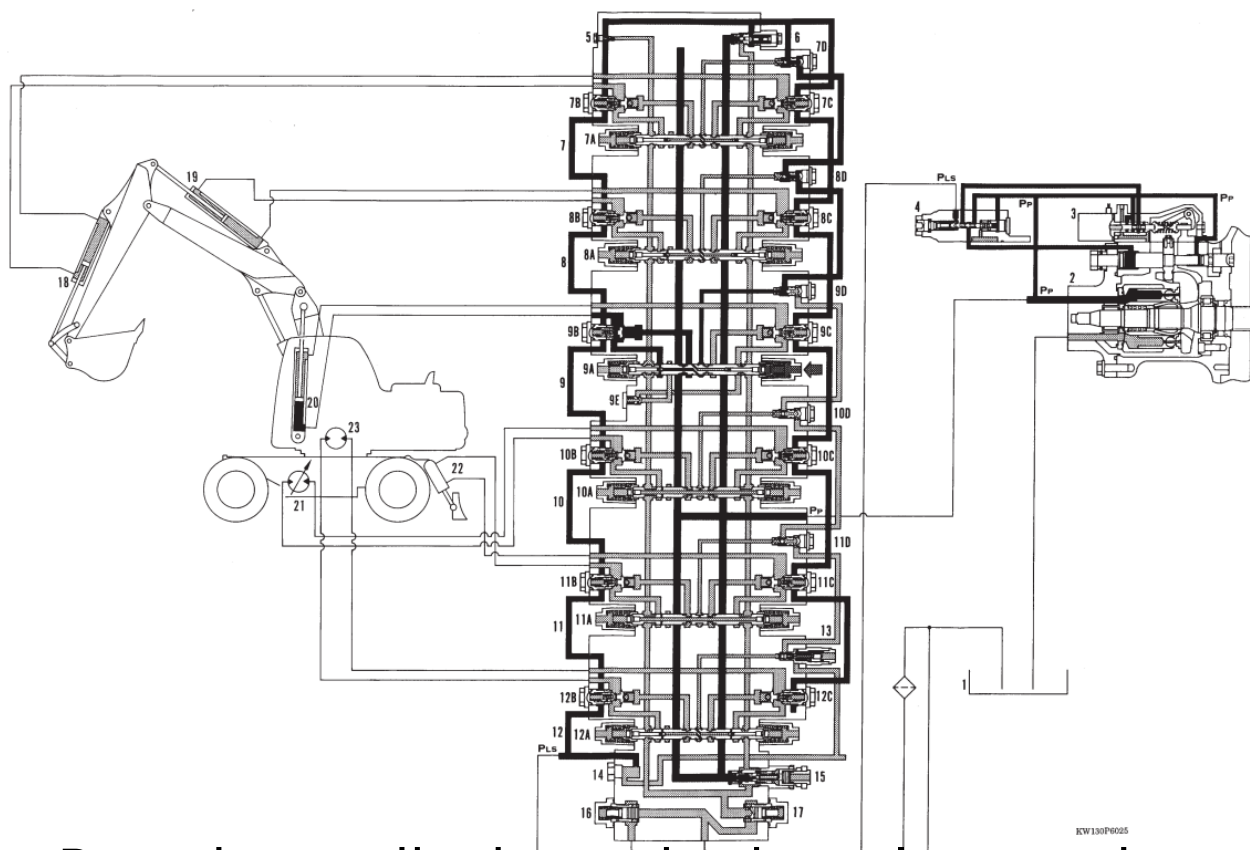
SWING MOTOR



- a. Port **G** (to control valve TSW port)
- b. Port **MB** (from control valve)
- c. Port **MA** (from control valve)
- d. Port **T** (to tank)
- e. Port **L** (plugged)

SPECIFICATIONS

Type	F12-060-MF-CV-C-509
Theoretical delivery	59.8 cc/rev
Safety valve set pressure	31.36 MPa (320 kg/cm ²)
Rated speed	2250 rpm



Powyższe zdjęcia pochodzą z losowych instrukcji napraw do maszyn budowlanych marki Komatsu.

10-89

Po zakupie otrzymają Państwo dokumentację do właściwego wybranego modelu maszyny.

Format PDF

Język angielski

Kontakt tel: 696 915 311

motodiagnostyka2010@gmail.com

Szukasz instrukcji napraw, schematów lub DTR do innego modelu? Zadzwoń lub napisz do nas.