Dane aktualne na dzień: 15-11-2026 02:58

Link do produktu: https://www.specdiag.pl/komatsu-pc14r-3-pc16r-3-pc14r-3hs-pc16r-3hs-instrukcje-napraw-schematy-instalacji-p-978.html



Komatsu PC14R-3, PC16R-3, PC14R-3HS, PC16R-3HS - instrukcje napraw, schematy instalacji

Cena	**350,00 zł**

Opis produktu

Instrukcje napraw, schematy instalacji - Komatsu

Komatsu PC 14R-3
Komatsu PC 16R-3
Komatsu PC 14R-3HS
Komatsu PC 16R-3HS

SHOP MANUAL

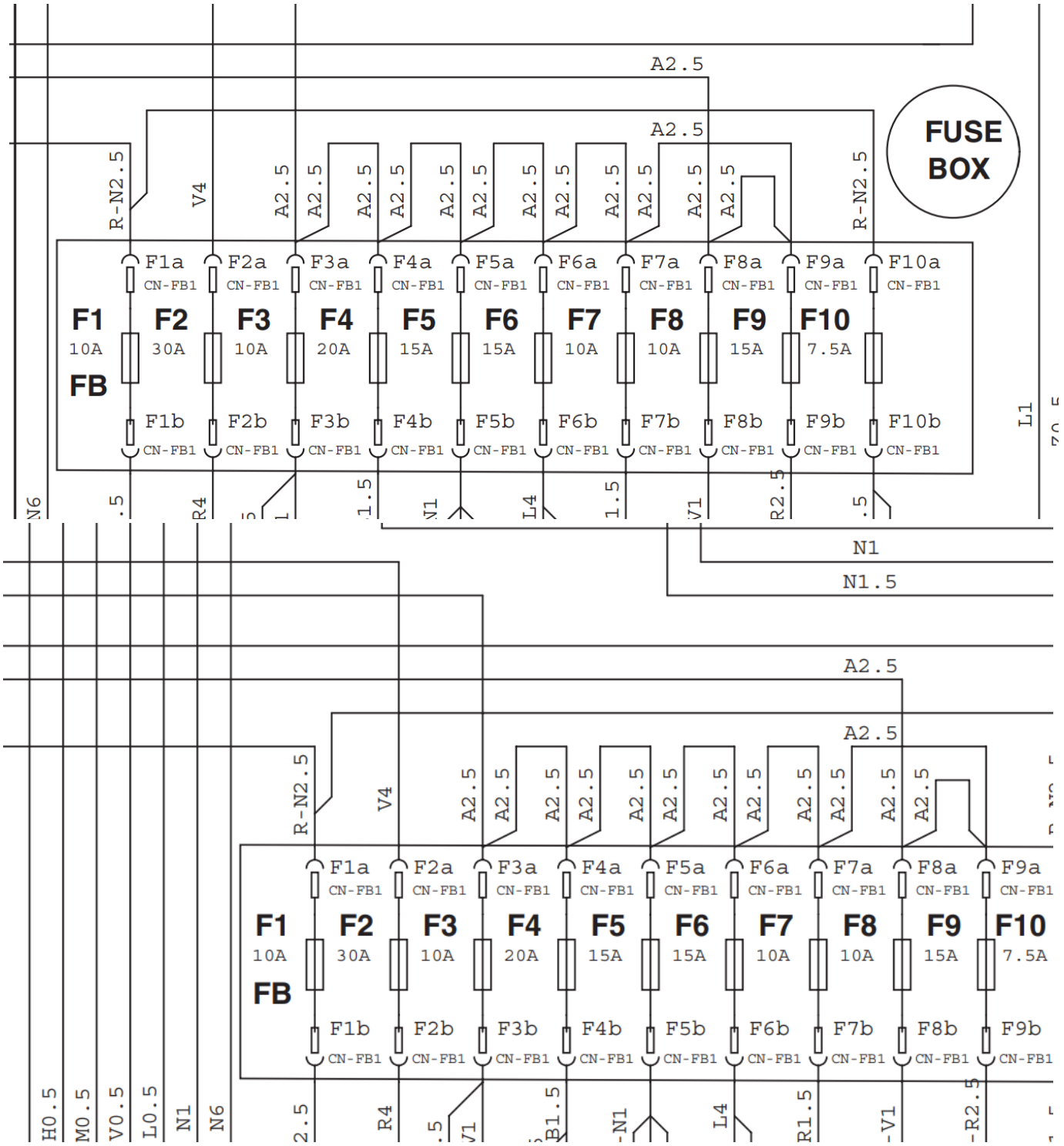
PC14R-3 PC14R-3HS
PC16R-3 PC16R-3HS

HYDRAULIC EXCAVATOR

SERIAL NUMBER

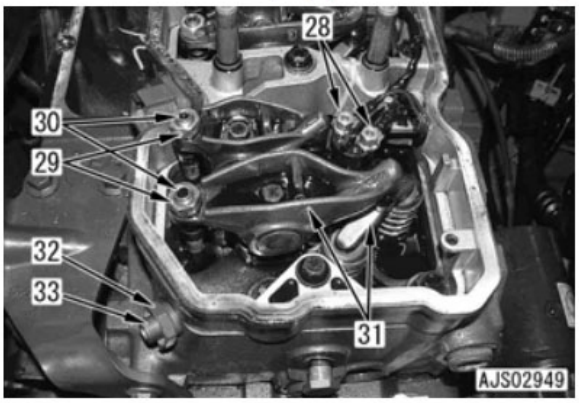
PC14R-3	F40003	and up
PC14R-3HS	F50003	and up
PC16R-3	F60003	and up
PC16R-3HS	F70003	and up

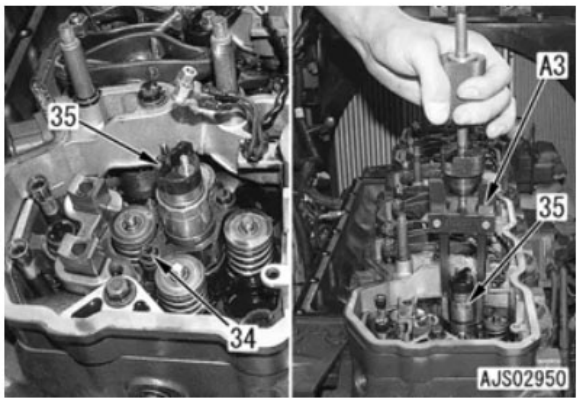
KOMATSU Utility


FUSE BOX
A2.5
R-N2.5
V4
F1a F2a F3a F4a F5a F6a F7a F8a F9a F10a
CN-FB1
F1 F2 F3 F4 F5 F6 F7 F8 F9 F10
10A 30A 10A 20A 15A 15A 10A 10A 15A 7.5A
FB
F1b F2b F3b F4b F5b F6b F7b F8b F9b F10b
L1
N1
N1.5
H0.5
M0.5
V0.5
L0.5
N6
R4
L4
V1
R2.5

- Keep records of installation position and direction of the crosshead (hole shape of **a** and **b** parts) (Install it in the same direction when reinstalling.)

24. Remove retainers (32) and then remove six inlet connectors (33).
    - Remove and flush dirt etc., off the surrounding area in advance to prevent them from entering the connector holes.
    - Tool **A5**: remover is adopted for removing inlet connectors (33). (Refer to the tool list.)





ARM CYLINDER

Removal

⚠ Fully open the front working equipment. Operate and lay the boom on a stand "**A**" and the arm on a block "**B**".

1 - Stop the engine and release the pressures from the cylinder by moving the left-hand PPC valve lever several times.

2 - Place a block "**C**" beneath the cylinder (1).

3 - Remove the pin (2). [*1]

★ Note down position of any shims and direction of assembly.

4 - Start the engine to retract the piston (3).

5 - Stop the engine and release the residual hydraulic pressures. (For details, see "20 CONTROLS AND ADJUSTMENTS").

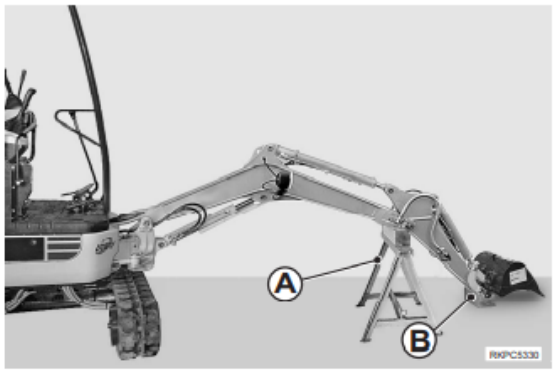
6 - Remove hose clamp (4).

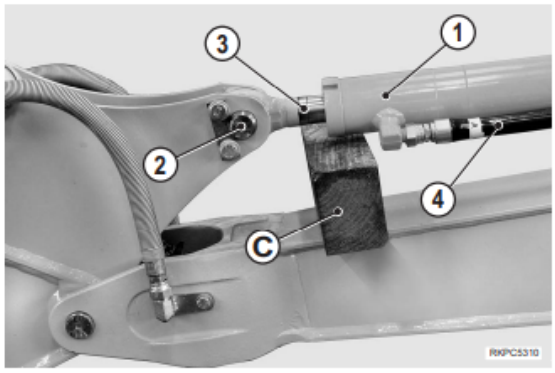
7 - Disconnect the tubes (5) and plug them. Also plug the holes in the cylinder to prevent the entry of impurities.

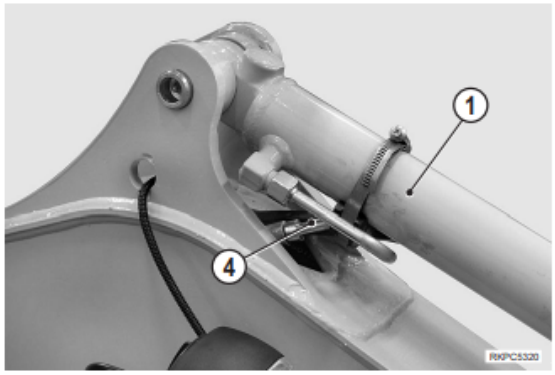
8 - Remove the pin (6).

★ Note down position of any shims and direction of assembly.

9 - Remove the cylinder (1). [*1]







Installation

- To install, reverse the removal procedure.

[*1]

Internal bushings: ASL800040

★ Insert the shims.

When aligning the positions between the hole and the pin, do not insert fingers in the holes to check alignment.

1 - Start the engine and bleed the air from the cylinder. (For details, see "20 CONTROLS AND ADJUSTMENTS").

CHECKING COMPRESSION PRESSURE

⚠ When checking compression pressure, be very careful not to touch scorching hot parts and not to get caught in rotating parts.

★ Check compression pressure when the engine oil reaches 40–60°C.

1 - Adjust the valve clearance.

2 - Prepare for testing the engine speed.

★ See the relevant sections for details.

3 - Open the cooling cover and close the valve of fuel filter (1).

4 - Disconnect connector (2) of the engine stop solenoid.

5 - Remove the injector (3) from the cylinder concerned.

6 - Install the adapter **B2** and plug in the compression gauge **B1**.

Adapter: 58.8 Nm

⚠ If you have removed the air cleaner assembly for ease, make sure you install it before starting the test.

7 - Ensure that the engine stop lever is in the STOP position.

8 - Crank the engine with the starting motor and test the compression pressure.

★ Ensure that the engine will run steadily at 200–300 rpm.

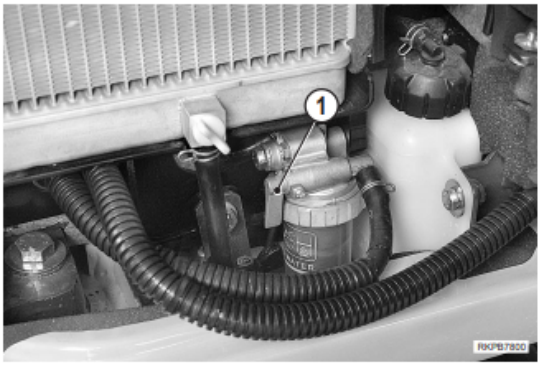
9 - Repeat the test on all cylinders.

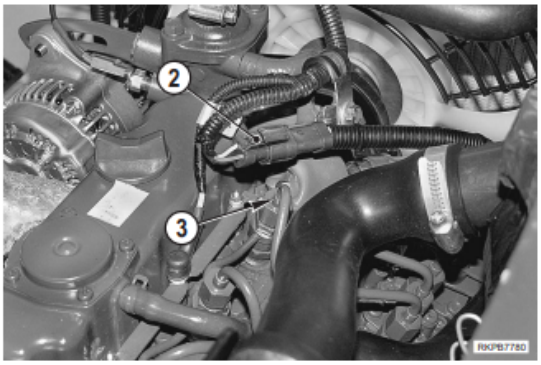
★ If compression value is below the allowable threshold, plunge the cylinder (through the injector port) into a small quantity of oil, and then repeat the test.

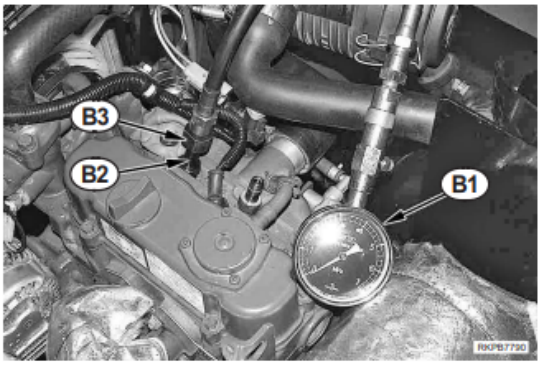
★ If compression pressure is lower than the allowable threshold, check in sequence: valve stem clearance, head gasket and head.

★ If compression pressure increases when oil is added, check piston rings and pistons.

★ The allowable compression variation between cylinders is less than 10%.

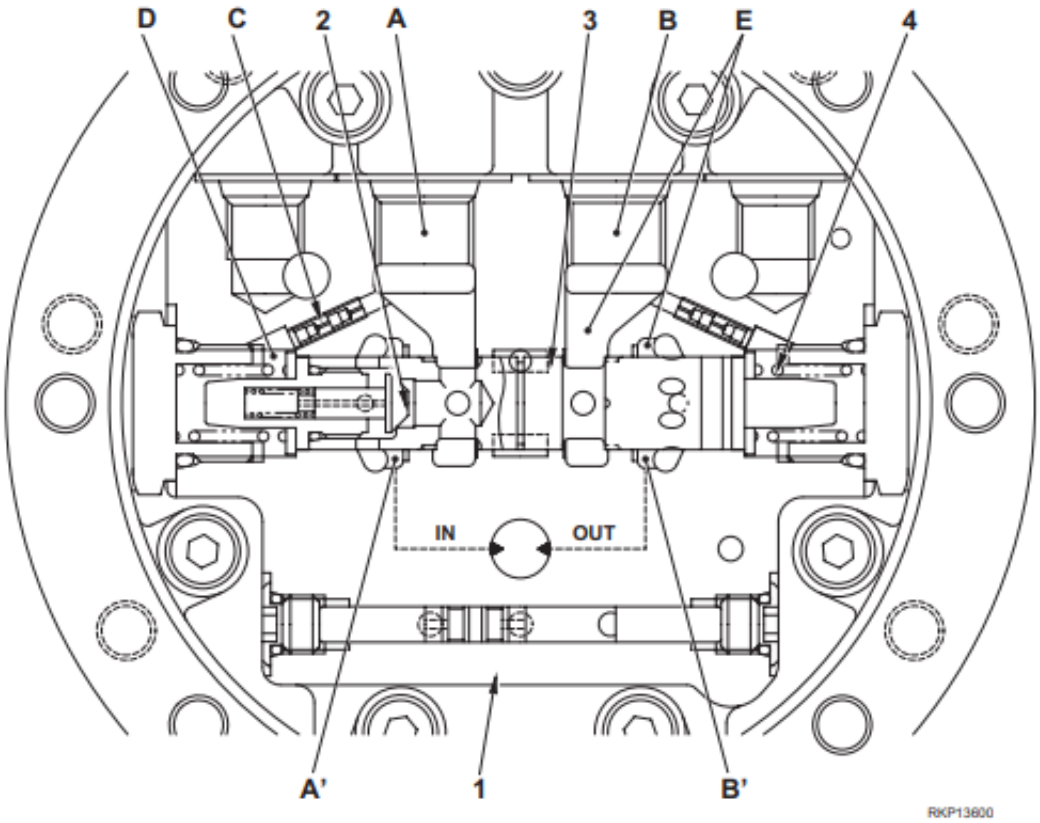






3. Hydraulic valve

1) Counterbalance valve

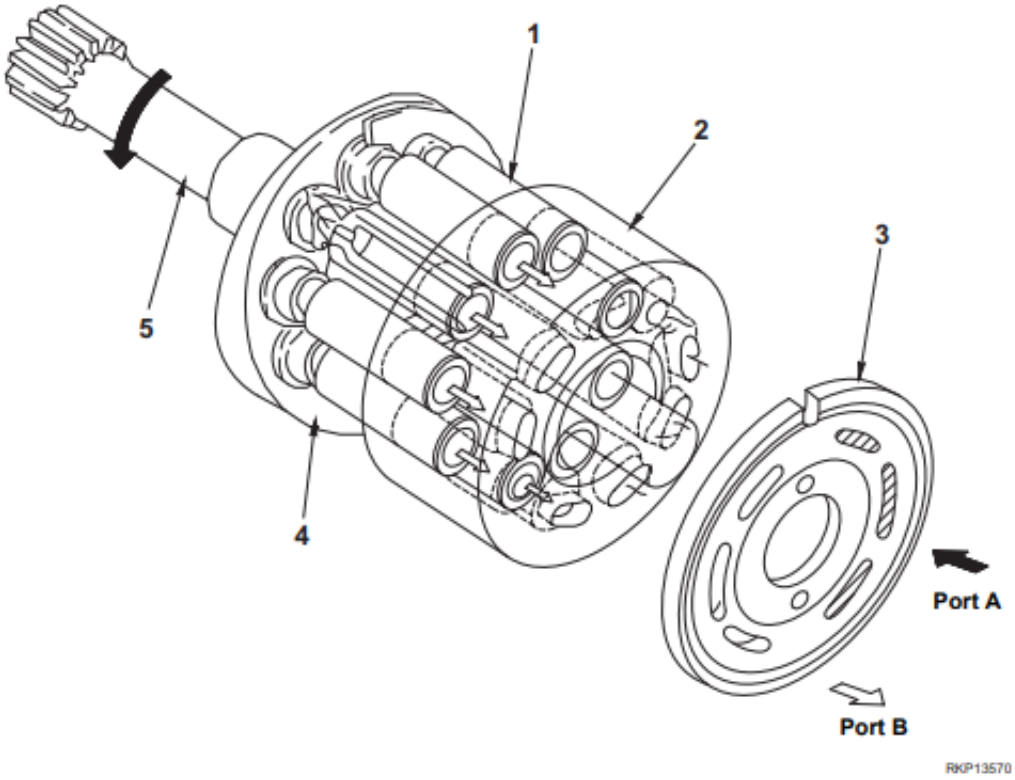


Operation

- If the hydraulic oil is supplied through port **A**, it pushes check valve (2) open and flows in port **A'** on the inlet side of the hydraulic motor.
- On the other hand, the hydraulic oil flows through choke **C** into chamber **D** and moves spool (3) to the right against spring (4).
- As a result, the oil on the return side of the hydraulic motor flows in through port **B'** and returns through body (1) and opening **E** of spool (3) to port **B** to rotates the hydraulic motor.
- If the hydraulic oil is supplied through port **B**, each part operates in the opposite direction and the hydraulic motor revolves in reverse.
- If the hydraulic oil from port **A** is stopped, spool (3) moved to the (3) is returned to the left by the force of spring (4).
- At this time, the oil in chamber **D** controls the speed of spool (3) returning to the left with choke **C**.
- Even if the hydraulic oil from port **A** is stopped, the hydraulic motor continues revolution by inertia.
- At this time, the return oil is controlled gradually by the changing speed and shape of the cut of spool (3) to stop the hydraulic motor smoothly.

wygenerowano w programie shopGold

2. Hydraulic motor



Function

- This hydraulic motor is an axial piston motor (rotary cylinder swash plate type). It converts the hydraulic energy from the pump into rotary movement.

Operation

- The hydraulic oil flowing in through the hydraulic valve is supplied to valve plate (3).
- The hydraulic oil supplied to port **A** flows into the cylinder port in cylinder barrel (2) corresponding to port A and pushes piston (1).
- The pushing force of the above hydraulic oil is converted through rocker cam (4) into rotary force and output to shaft (5) coupled with cylinder barrel (2).
- The return oil in the cylinder port flows out through port **B** of valve plate.
- When the motor revolves in reverse, the hydraulic oil flows in through port **B** and the return oil flows out through port **A**.

Fig. E

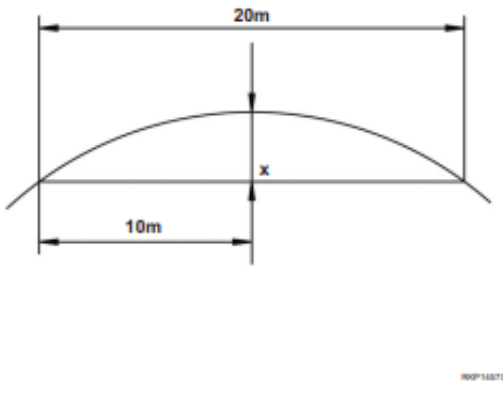


Fig. F

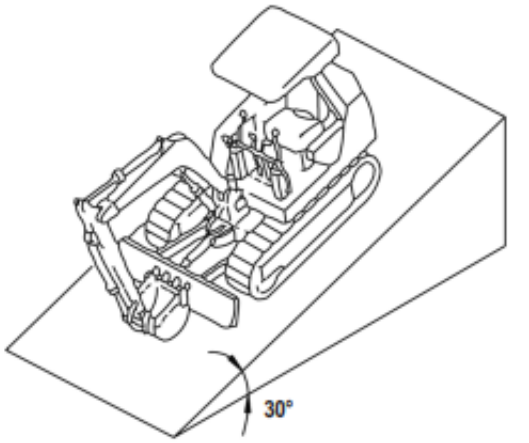


Fig. G

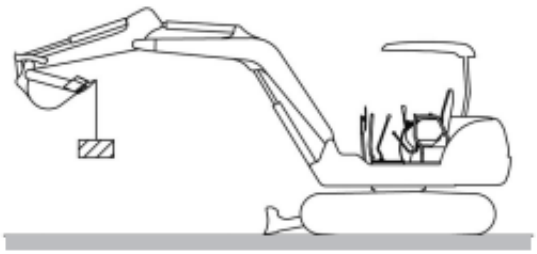
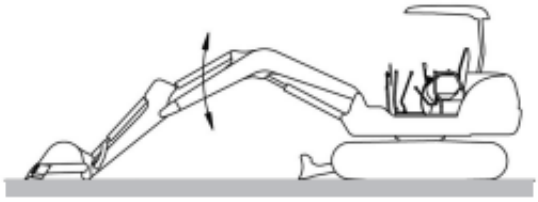


Fig. H



Kontakt
Tel. 696 915 311 lub mail: motodiagnostyka2010@gmai.com
Szukasz instrukcji do innego modelu? Napisz lub zadzwoń do nas.