CEBM018703

Shop Manual

PC300LC-8
PC300HD-8

HYDRAULIC EXCAVATOR

SERIAL NUMBERS	PC300LC-8	A90001	and UP
	PC300HD-8	A87001	

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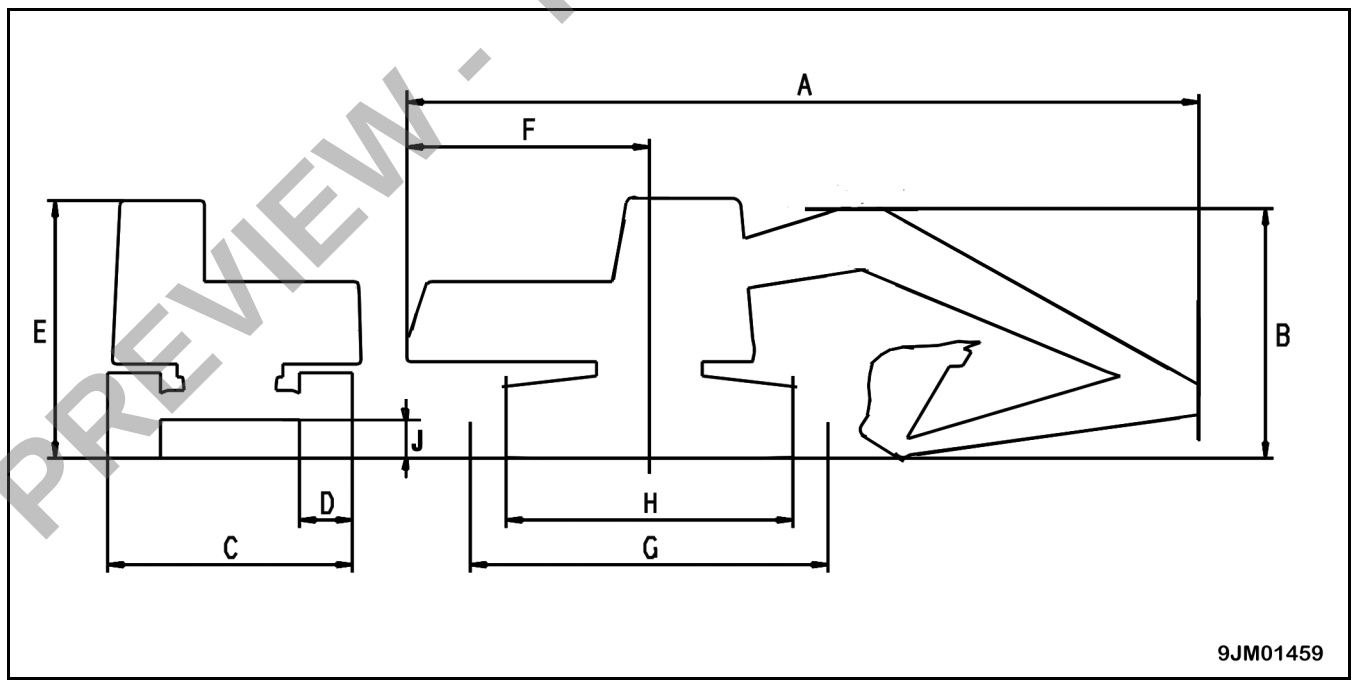
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SPECIFICATION DIMENSION DRAWINGS

Dimensions

	Item	Unit	PC300LC-8	PC300HD-8
	Operating weight	kg (lb)	32,830 (72,380)	36,736 (80,989)
	Bucket capacity	m^3 (cu.yd)	1.4 (1.8)	
	Name of engine		KOMATSU SAA6D114E-3 diesel engine	
	Engine horsepower	kW (HP) /rpm	184 (247) /1,900	
A	Overall length	mm (ft in)	11,140 (36' 7“)	11,140 (36’7”)
B	Overall height	mm (ft in)	3,285 (10' 9“)	3,383 (11’1”)
C	Overall width	mm (ft in)	3,290 (10' 10“)	3,440 (11’3”)
D	Track width	mm (ft in)	700 (2' 4“)	700 (2’4”)
E	Height of cab	mm (ft in)	3,100 (10' 2“)	3,233 (10’6”)
F	Radius of upper structure	mm (ft in)	3,450 (11' 4“)	3,450 (11’4”)
G	Length of track	mm (ft in)	4,955 (16' 3“)	5,356 (17’6”)
H	Tumbler center distance	mm (ft in)	4,030 (13' 3“)	4,350 (14’3”)
	Min. ground clearance	mm (ft in)	498 (1' 8“)	550 (2’0”)
	Travel speed (Lo/Mi/Hi)	km/h (MPH)	3.2/4.5/5.5 (2/2.8/3.4)	2.5/4.0/4.9 (1.6/2.5/3.1)
	Swing speed	rpm	9.5	

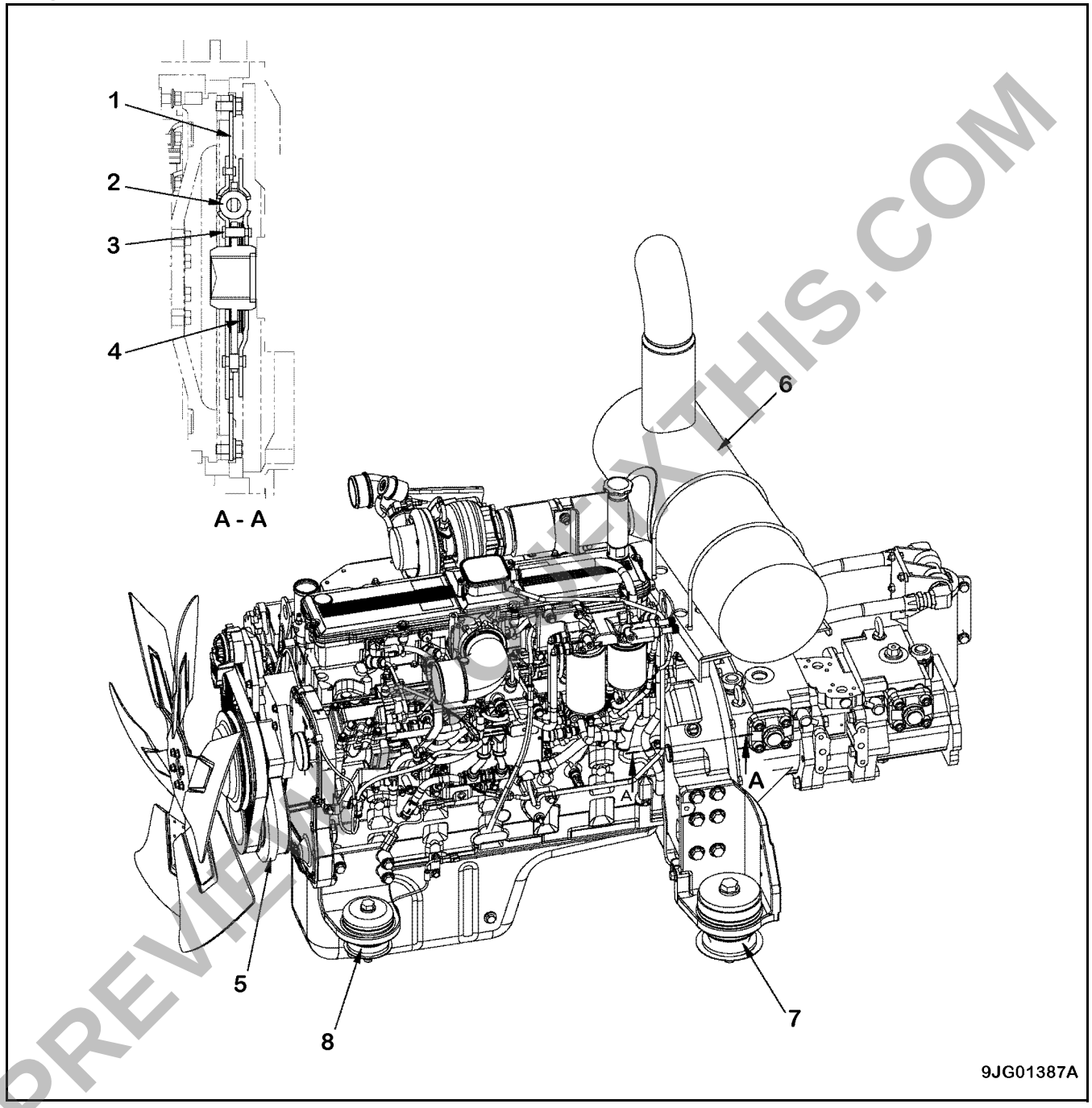


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ENGINE AND COOLING SYSTEM

Engine Related Parts



1. Drive plate
2. Torsion spring
3. Stopper pin
4. Friction plate
5. Damper assembly
6. Muffler
7. Rear engine mount
8. Front engine mount

Outline

A wet type damper assembly is used.

Oil capacity: 1.3 ℓ (0.343 US gal)

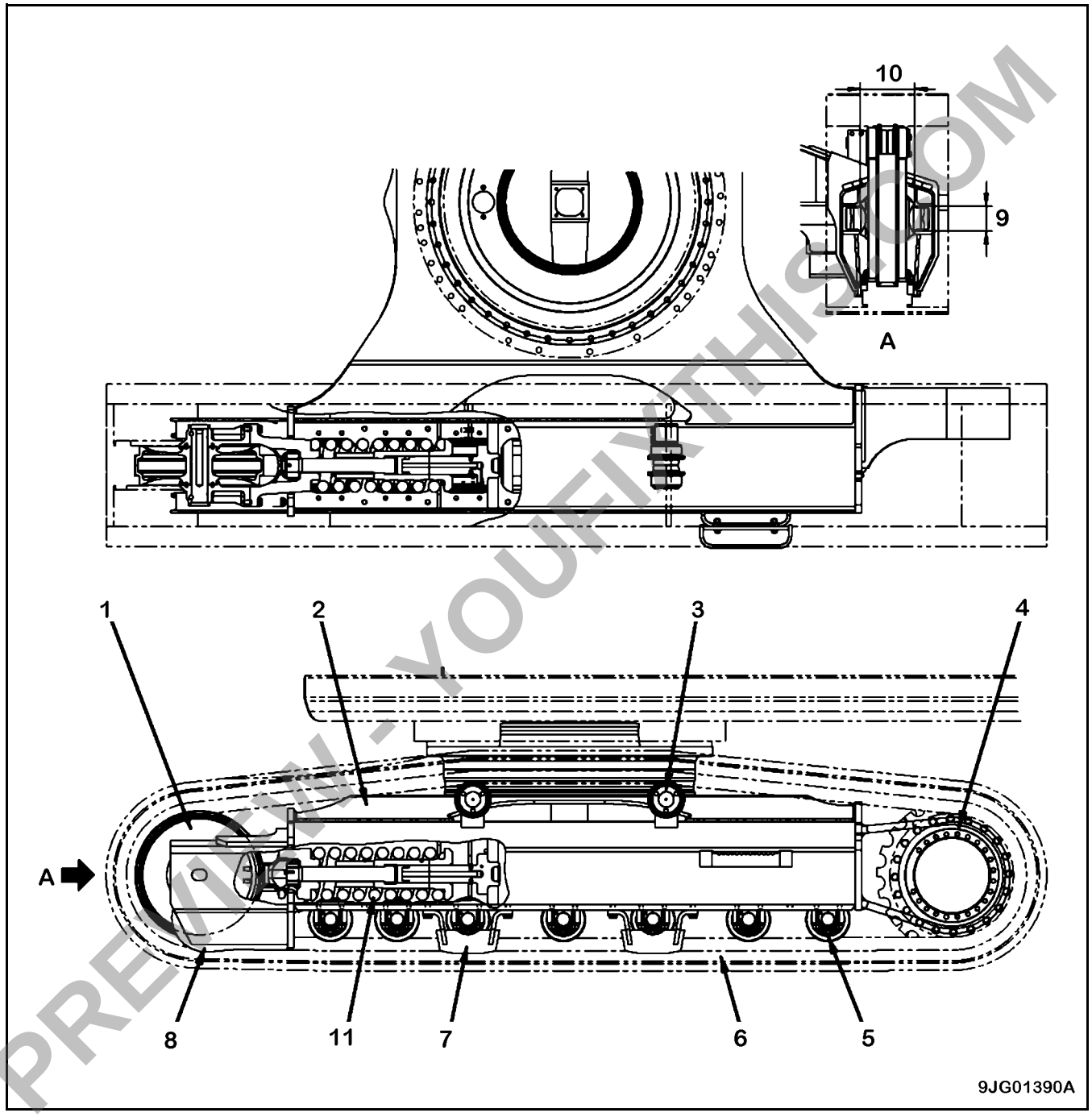
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UNDERCARRIAGE AND FRAME

Track Frame and Recoil Spring

PC300LC-8



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1. Idler
2. Track frame
3. Carrier roller
4. Final drive
5. Track roller
6. Track shoe
7. Center guard
8. Front guard

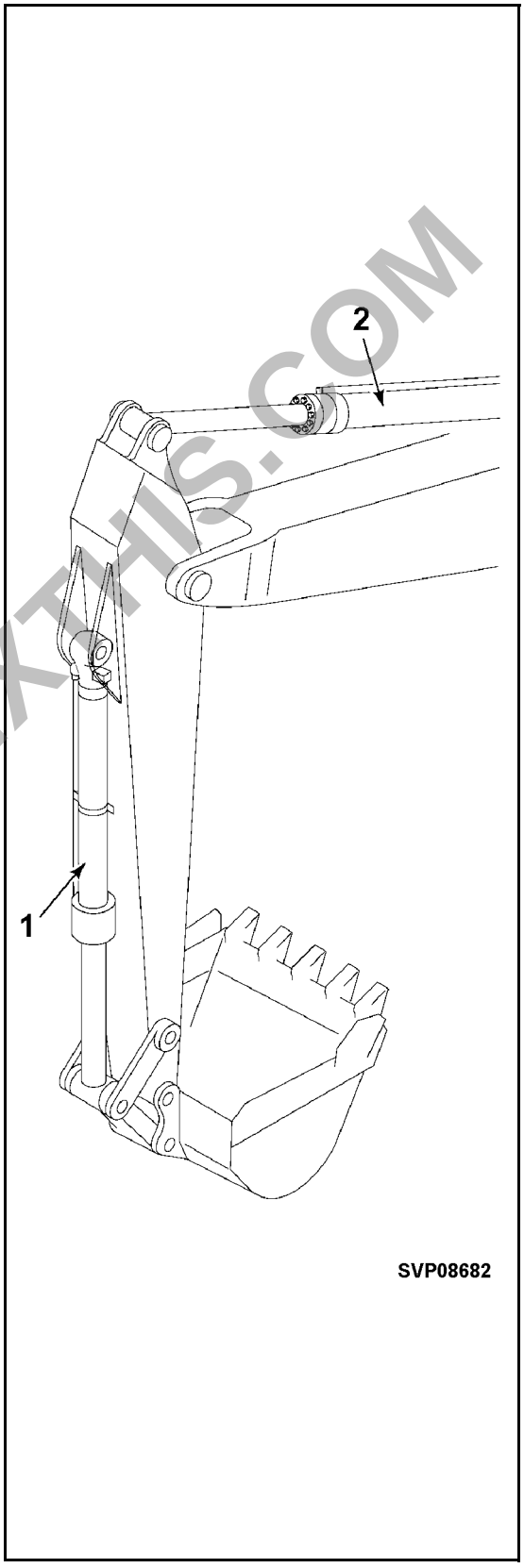
Number of track roller: 8

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HYDRAULIC SYSTEM

Hydraulic Equipment Layout Drawing

1. Bucket cylinder
2. Arm cylinder
3. Boom cylinder
4. Swing motor
5. Control valve
6. Oil cooler
7. Hydraulic filter
8. Hydraulic pump
9. L.H. travel motor
10. Hydraulic tank
11. Multi-pattern selector valve
12. L.H. PPC valve
13. Work equipment lock lever (electric type)
14. Center swivel joint
15. R.H. PPC valve
16. Travel PPC valve
17. Attachment circuit selector valve
18. Hydraulic drift prevention valve
19. Accumulator
20. Solenoid valve assembly
    - 20A. PPC lock solenoid
    - 20B. Travel junction solenoid
    - 20C. Pump merge/divider solenoid
    - 20D. Travel speed solenoid
    - 20E. Swing brake solenoid
    - 20F. Machine push-up solenoid
    - 20G. 2-stage relief solenoid

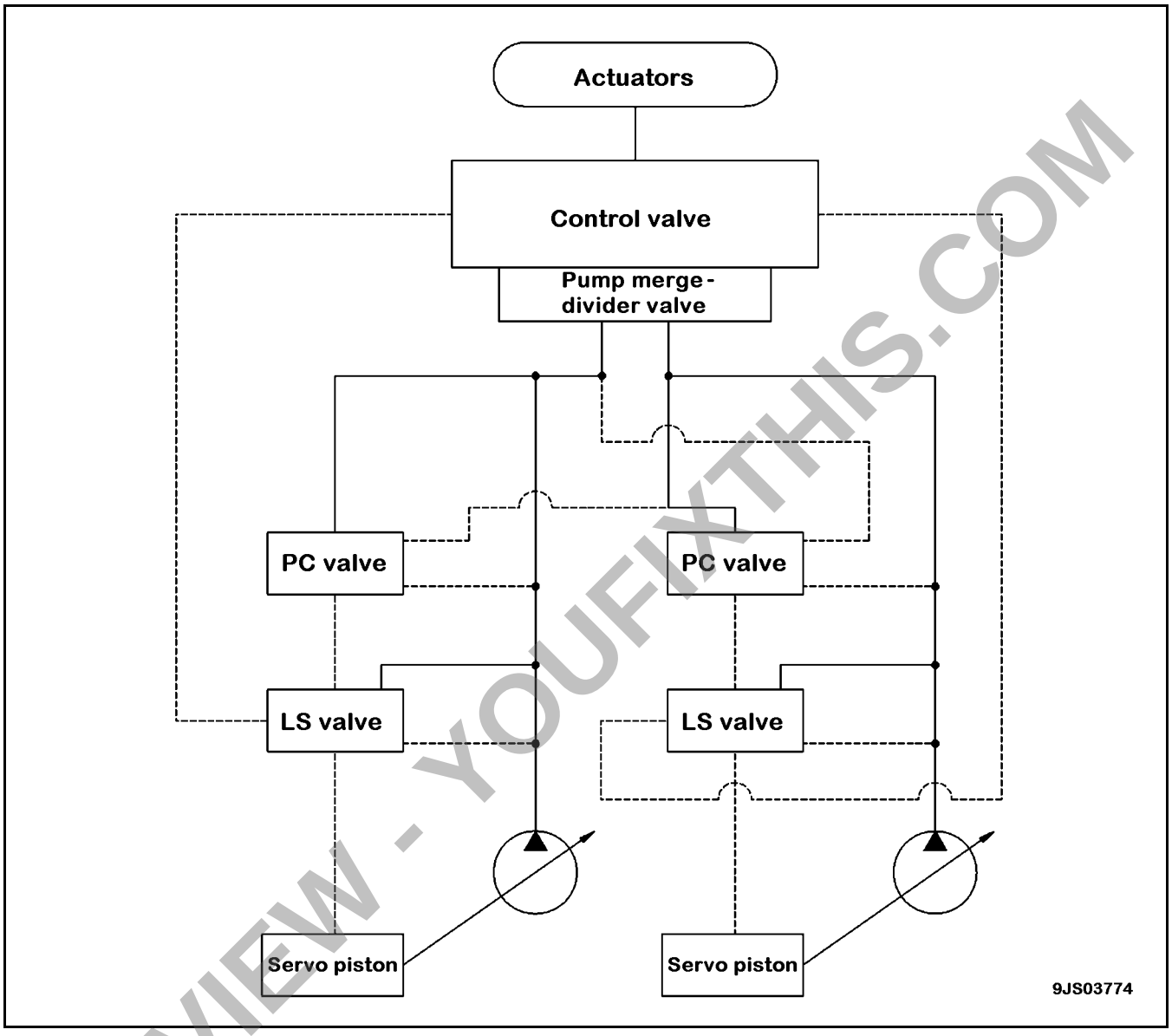


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CLSS (Closed Center Load Sensing System)

Outline of CLSS



Features

CLSS stands for Closed Center Load Sensing System, which has the following characteristics:

- Fine control not influenced by load.
- Controllability enabling digging even with fine control.
- Ease of compound operation ensured by flow divider function using area of opening of spool during compound operations.
- Energy saving using variable pump control.

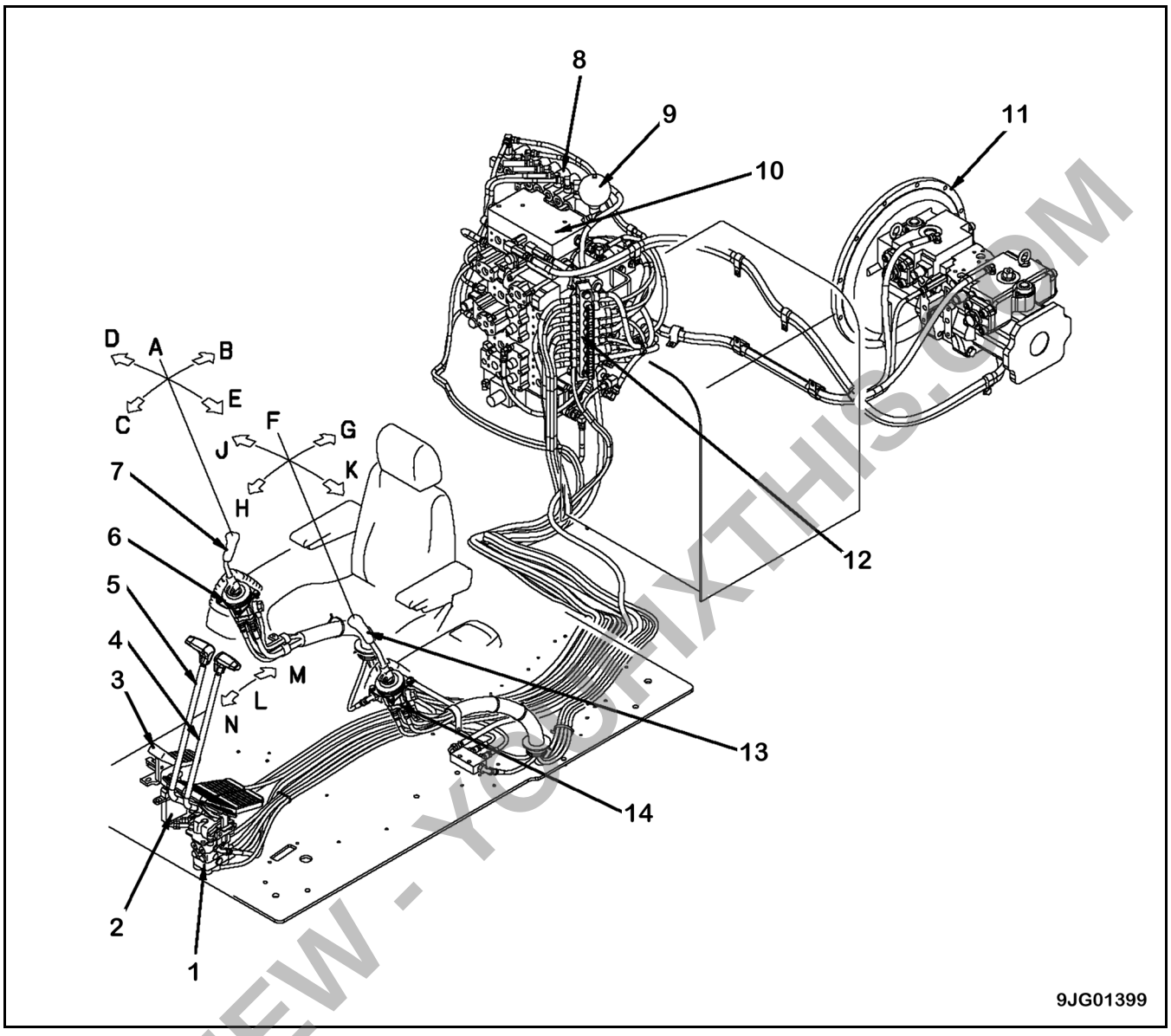
Configuration

- CLSS is configured with variable capacity piston pumps, control valves, and respective actuators.
- The hydraulic pump is configured with pump body, PC valve and LS valve.

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Valve Control



1. Travel PPC valve
2. Service PPC valve
3. Service pedal
4. L.H. travel lever
5. R.H travel lever
6. R.H. PPC valve
7. R.H. work equipment control lever
8. Solenoid block
9. Accumulator
10. Control valve
11. Hydraulic pump
12. Junction box
13. L.H. work equipment control lever
14. L.H. PPC valve

Lever Positions

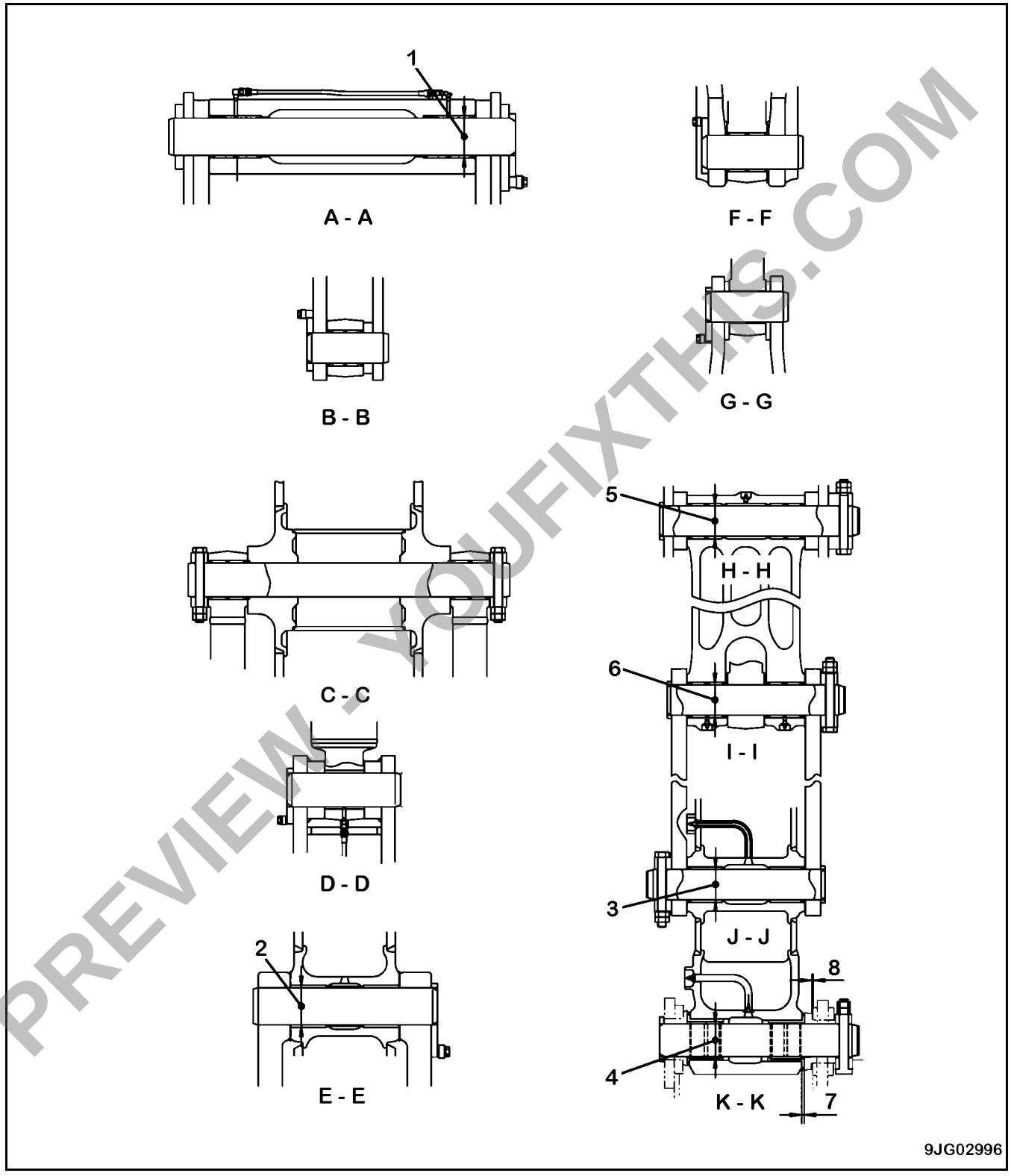
A. Hold
B. Boom (RAISE)
C. Boom (LOWER)
D. Bucket (DUMP)
E. Bucket (CURL)
F. Hold
G. Arm (IN)
H. Arm (OUT)
J. Swing (RIGHT)
K. Swing (LEFT)
L. Neutral
M. Travel (REVERSE)
N. Travel (FORWARD)

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WORK EQUIPMENT

Work Equipment

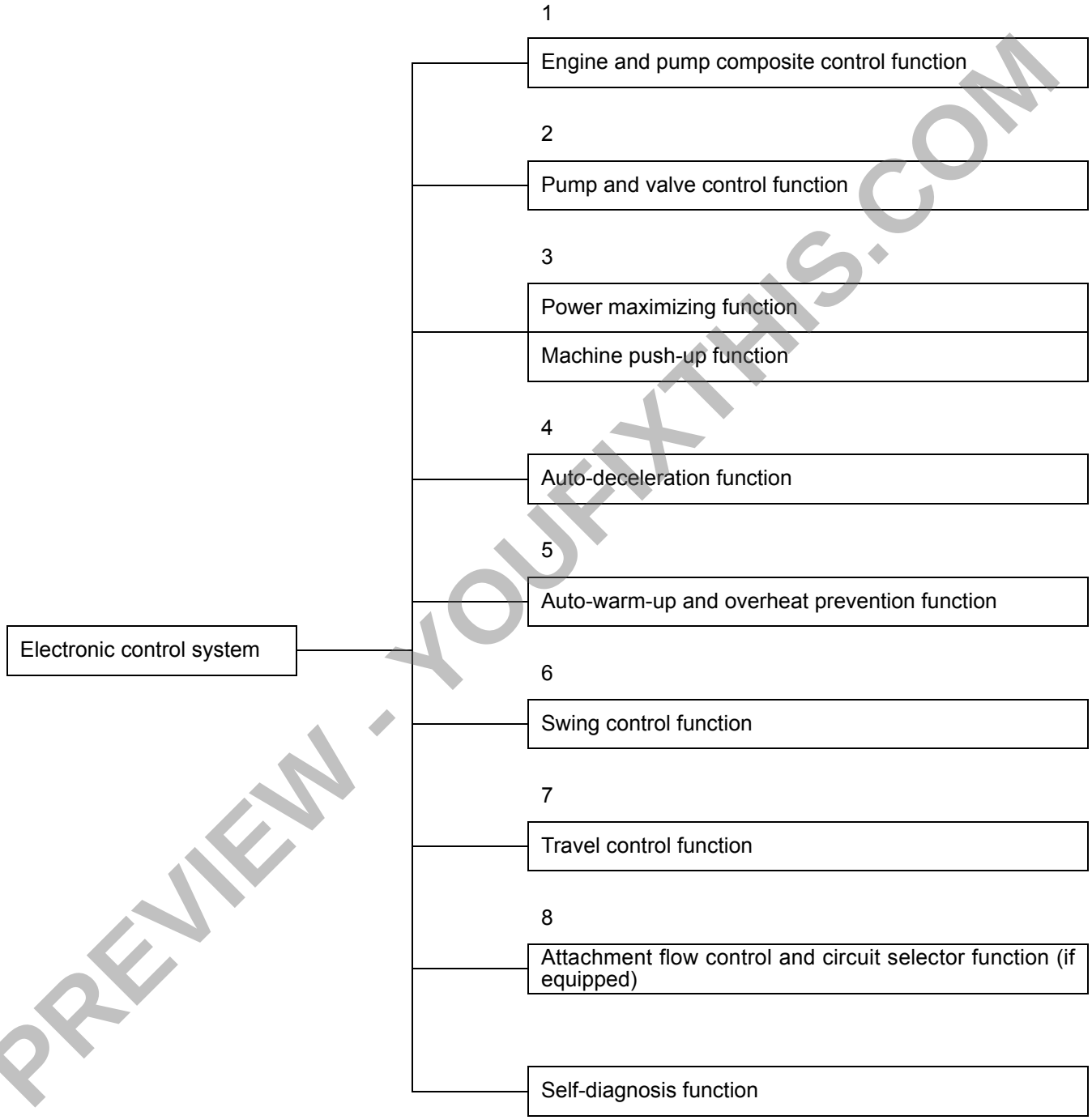


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ELECTRONIC CONTROL SYSTEM

Control Function

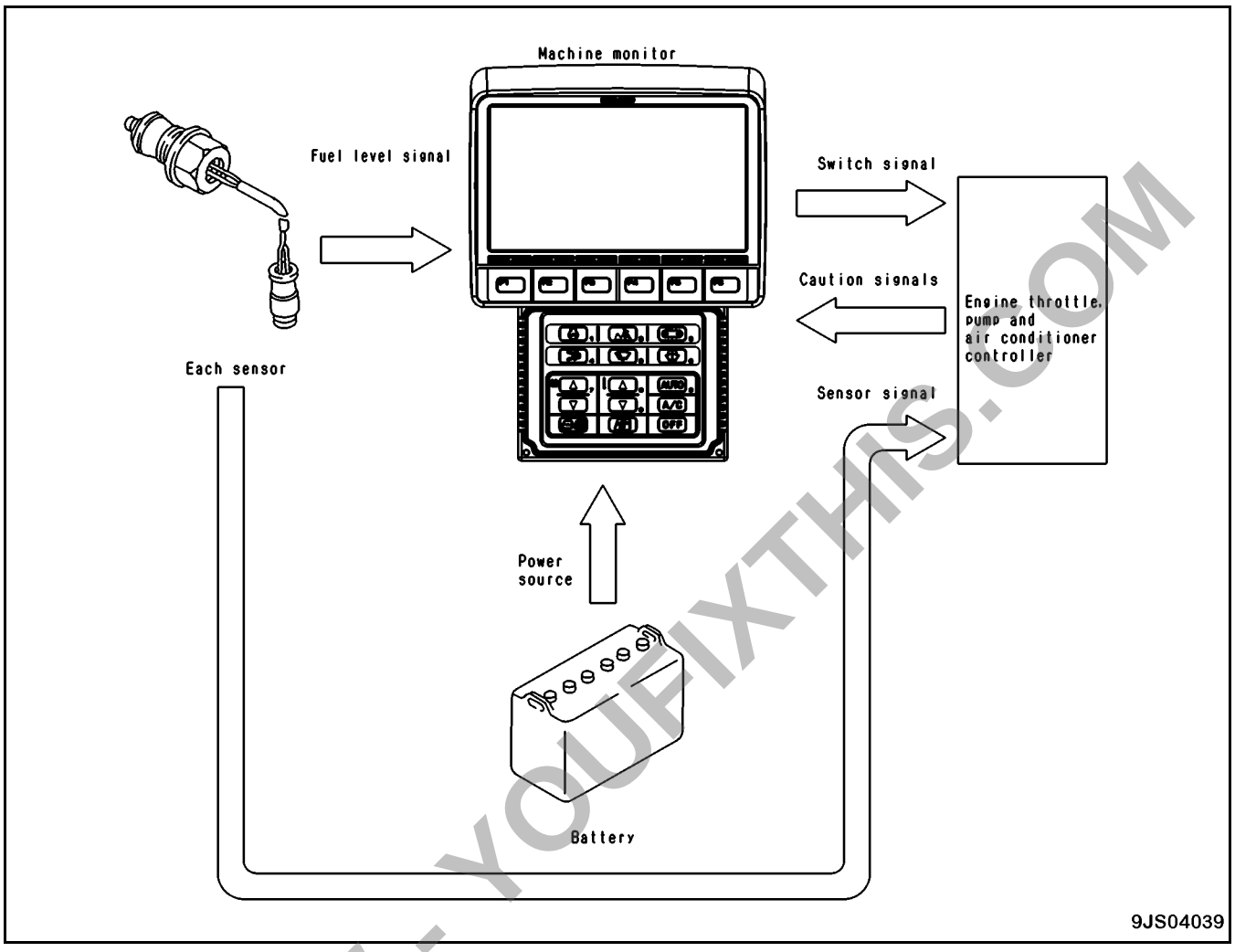


★ For the self-diagnosis function, see “Troubleshooting“.

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MONITOR SYSTEM



- The monitor system notifies the operator of machine status. It monitors the condition of the machine with sensors installed on various parts of the machine, processes and immediately displays the obtained information on the panel. The information that appears on the panel is roughly divided as follows.

  A. Alarms that are issued when the machine has troubles

  B. Machine status, including coolant temperature, hydraulic oil temperature and fuel level
- The machine monitor also has various mode selector switches and functions to operate the machine control system.

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STANDARD VALUE TABLES

Engine Related

Applicable model				PC300LC/HD-8	
Engine				SAA6D114E-3	
Item	Measurement condition		Unit	Standard value table for new machine	Service limit value
Engine speed	High idling at operating temp.		rpm	2,050 ±50	2,050 ±50
	Low idling at operating temp.			1,000 ±25	1,000 ±25
	Rated speed at operating temp.			1,950	1,950
Intake air pressure (boost pressure)	• Coolant at operating temperature • Arm IN relief +Power Max.	Inlet of aftercooler	kPa {mmHg}	147 - 187 {1,100 - 1,400}	120 {900}
		Outlet of aftercooler		135 - 175 {1,010 - 1,310}	100 {750}
Exhaust gas color	At sudden acceleration		%	Max. 25	Max. 35
	At high idling			Max. 1.0	Max. 2.0
Valve clearance (Normal temperature)	Intake valve		mm	0.305	0.0152 - 0.559
	Exhaust valve			0.559	0.381 - 0.813
Compression pressure	• Oil temperature: 40 - 60º C (104 - 140°F) • Engine speed : Min. 170 rpm		kg/cm² (psi)	Mιν. 26.5 Mιν. 376.9	21.4 304.3
			rpm	250 - 280	250 - 280
Blow-by pressure	• (Coolant temperature: operating range) • Arm IN relief + power max.		kPa {mmH²O}	Max. 1.57 {Max. 160}	2.25 {260}
Oil pressure: (SAE0W-30E0S) (SAE5W-40E0S) (SAE10W-30HD) (SAE15W40HD) (SAE30HD)	(Coolant temperature: operating range) At high idling At low idling		kg/cm² (psi)	3.5 - 6.0 (50 - 85) Min. 1.5 (Min. 21)	2.1 (30) 0.8 (11)
Oil temperature	Whole speed range (inside oil pan)		°C (°F)	80 - 120 (176 - 248)	120 (248)
Fan belt tension	• Between fan pulley and alternator pulley • Deflection when pressed with finger force of approx. 98 N (22 lbf)		mm	Auto-tensioner	Auto-tensioner
Air conditioner compressor belt tension	• Between fan pully and compressor pully • Deflection when pressed with finger force of approximately 58.8 N (129.6 lbf)		mm	6 - 9	6 - 9

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CHASSIS SERVICE TOOLS

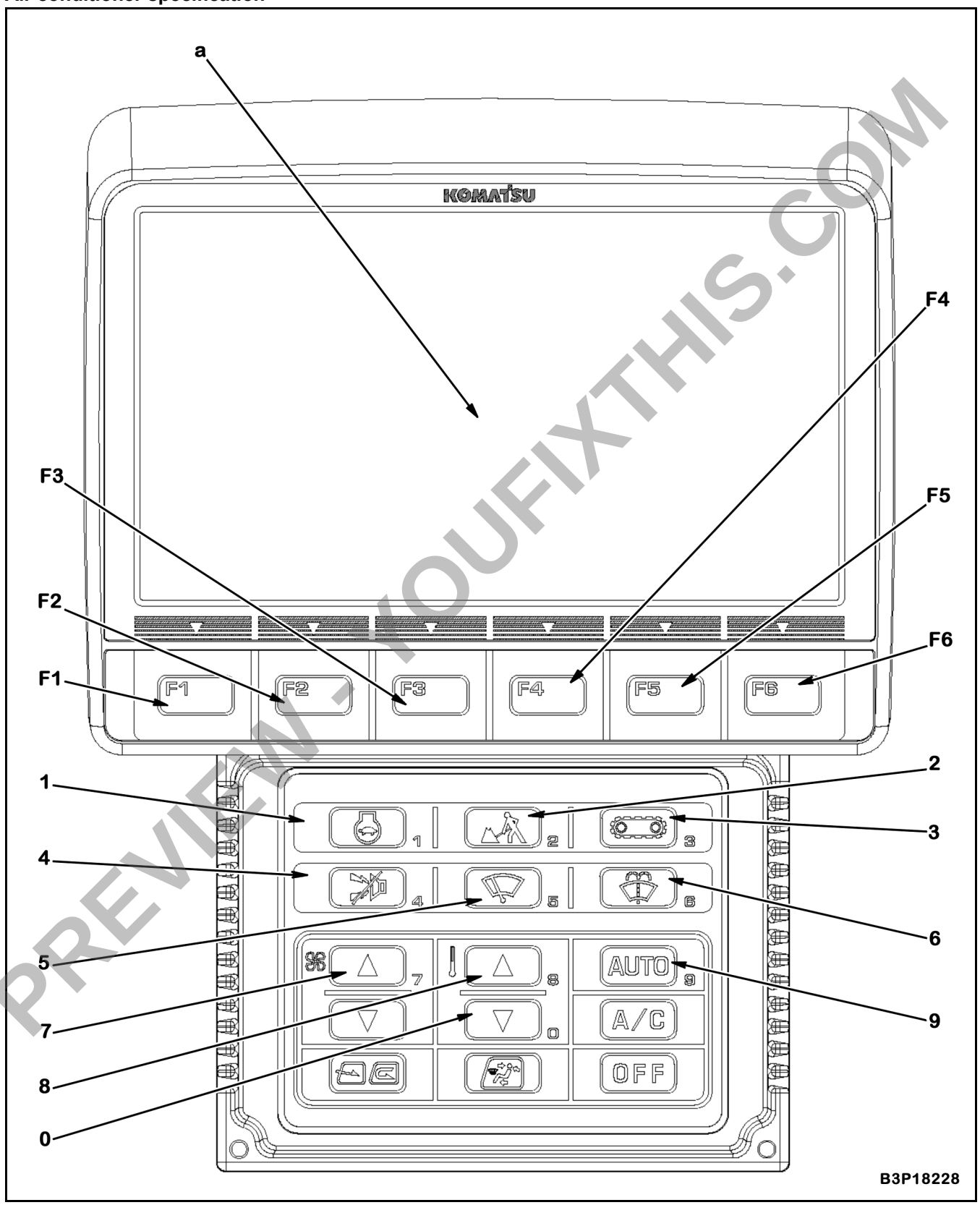
Testing and adjusting item	Symbol		Part No.	Part name	Q'ty	Remarks
Intake air pressure (boost pressure)	A	1	799-201-2202	Boost gauge kit	1	-101 - 200 kPa
		2	799-401-2220	Hose	1	{-760 - 1,500 mmHg}
Checking exhaust gas color	B	1	799-201-9001	Handy smoke checker	1	Degree of contamination 0 to 70% (with the standard color) (Degree of contamination x 1/10 approximate Bosch index)
		2	Commercially available	Smoke meter	1	
Adjusting valve clearance	C	1	795-799-1131	Gear	1	
		2	Commercially available	Clearance gauge	1	
Testing compression pressure	D	1	795-799-6700	Puller	1	
		2	795-502-1590	Compression gauge	1	0 - 70 kg/cm^2 (0 - 996 psi)
		3	795-790-6110	Adapter	1	
		4	6754-11-3130	Gasket	1	
Testing blow-by pressure	E	1	799-201-1504	Blow-by checker	1	0 - 5.0 kPa {0 - 500mm H_2O}
		2	795-790-3300	Tool (nozzle)	1	
Testing engine oil pressure	F	1	799-101-5002	Hydraulic tester	1	Pressure gauge: 25, 60, 400, 600 kg/cm^2 (356, 853, 5689, 8534 psi)
			799-261-1204	Digital hydraulic tester	1	Pressure gauge: 600 kg/cm^2 (8534 psi)
		2	799-401-2320	Gauge	1	Pressure gauge: 1.0 MPa {10 kg/cm^2}
		3	6732-81-3170	Adapter	1	Size: 10 x 1.0 mm
			6215-81-9710	O-ring	1	
Testing fuel pressure	G	1	799-101-5002	Hydraulic tester	1	Pressure gauge: 25, 60, 400, 600 kg/cm^2 (356, 853, 5689, 8534 psi)
			790-261-1204	Digital hydraulic tester	1	Pressure gauge: 600 kg/cm^2 (8534 psi)
		2	6732-81-3170	Adapter	1	Size: 10 x 1.0 mm
			6215-81-9710	O-ring	1	
		3	799-401-2320	Gauge	1	Pressure gauge: 10 kg/cm^2 (142 psi)
		4	795-790-1500	Fuel vacuum gauge	1	Male: 7/8 - 14UNF Female: 7/8 - 14UNF Male: 3/4 - 16UNF Female: 3/4 - 16UNF
			799-201-1201		1	
Testing fuel return rate and leakage	H	1	795-790-4800	Hose kit	1	
		2	795-790-6700	Adapter	1	
		3	Commercially available	Measuring cylinder	1	
Testing swing circle bearing clearance	J		Commercially available	Dial gauge	1	

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MACHINE MONITOR - SPECIAL FUNCTIONS

Air conditioner specification



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FAILURE CODES TABLE

Action code	Failure code	Trouble (Displayed on screen)	Device in charge	Category of record
-	**989L00**	Engine Controller Lock Caution 1	MON	Mechanical system
-	**989M00**	Engine Controller Lock Caution 2	MON	Mechanical system
-	**989N00**	Engine Controller Lock Caution 3	MON	Mechanical system
-	**AA10NX**	Air cleaner Clogging	MON	Mechanical system
-	**AB00KE**	Charge Voltage Low	MON	Mechanical system
-	**B@BAZG**	Eng. Oil Press. Low	ENG	Mechanical system
-	**B@BAZK**	Eng Oil Level Low	MON	Mechanical system
-	**B@BCNS**	Eng. Water Overheat	ENG	Mechanical system
-	**B@BCZK**	Eng. Water Lvl Low	MON	Mechanical system
-	**B@HANS**	Hydr. Oil Overheat	PUMP	Mechanical system
E10	**CA111**	EMC Critical Internal Failure	ENG	Electrical system
E10	**CA115**	Eng Ne and Bkup Speed Sens Error	ENG	Electrical system
E11	**CA122**	Chg Air Press Sensor High Error	ENG	Electrical system
E11	**CA123**	Chg Air Press Sensor Low Error	ENG	Electrical system
E14	**CA131**	Throttle Sensor High Error	ENG	Electrical system
E14	**CA132**	Throttle Sensor Low Error	ENG	Electrical system
E15	**CA144**	Coolant Temp Sens High Error	ENG	Electrical system
E15	**CA145**	Coolant Temp Sens Low Error	ENG	Electrical system
E15	**CA153**	Chg Air Temp Sensor High Error	ENG	Electrical system
E15	**CA154**	Chg Air Temp Sensor Low Error	ENG	Electrical system
E11	**CA155**	Chg Air Temp Temp High Speed Derate	ENG	Electrical system
E15	**CA187**	Sens Supply 2 Volt Low Error	ENG	Electrical system
E11	**CA221**	Ambient Press Sens High Error	ENG	Electrical system
E11	**CA222**	Ambient Press Sens Low Error	ENG	Electrical system
E15	**CA227**	Sens Supply 2 Volt High Error	ENG	Electrical system
-	**CA234**	Eng Overspeed	ENG	Mechanical system
E15	**CA238**	Ne Speed Sens Supply Volt Error	ENG	Electrical system
E10	**CA271**	IMV/PCV1 Short Error	ENG	Electrical system
E10	**CA272**	IMV/PCV1 Open Error	ENG	Electrical system
E11	**CA322**	Inj #1 (L#1) Open/Short Error	ENG	Electrical system
E11	**CA323**	Inj #5 (L#5) Open/Short Error	ENG	Electrical system
E11	**CA324**	Inj #3 (L#3) Open/Short Error	ENG	Electrical system
E11	**CA325**	Inj #6 (L#6) Open/Short Error	ENG	Electrical system
E11	**CA331**	Inj #2 (L#2) Open/Short Error	ENG	Electrical system
E11	**CA332**	Inj #4 (L#4) Open/Short Error	ENG	Electrical system
E10	**CA342**	Calibration Code Incompatibility	ENG	Electrical system
E10	**CA351**	Injectors Drive Circuit Error	ENG	Electrical system
E15	**CA352**	Sens Supply 1 Volt Low Error	ENG	Electrical system
E15	**CA386**	Sens Supply 1 Volt High Error	ENG	Electrical system
E15	**CA428**	Water in Fuel Sensor High Error	ENG	Electrical system
E15	**CA429**	Water in Fuel Sensor Low Error	ENG	Electrical system
E15	**CA435**	Eng Oil Press Sw Error	ENG	Electrical system
E10	**CA441**	Battery Voltage Low Error	ENG	Electrical system

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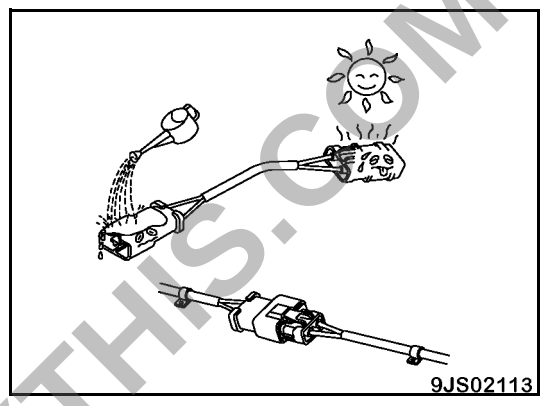
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Handling Electric Equipment and Hydraulic Components

To maintain the performance of the machine over a long period, and to prevent failures or other troubles before they occur, correct “operation“, “maintenance and inspection“, “troubleshooting“, and “repairs” must be carried out. This section deals particularly with correct repair procedures for mechatronics and is aimed at improving the quality of repairs. For this purpose, it gives sections on “Handling electric equipment” and “Handling hydraulic equipment” (particularly gear oil and hydraulic oil).

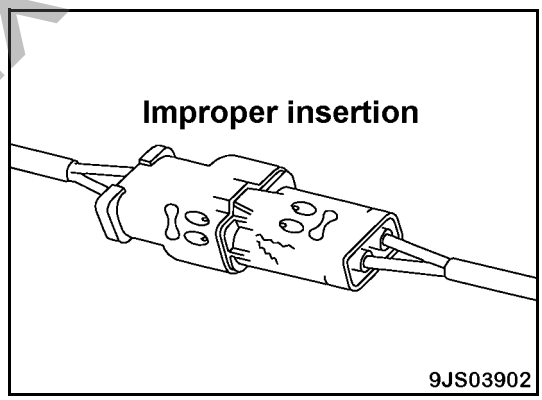
Points to remember when handling electric equipment

1. Handling wiring harnesses and connectors.
   Wiring harnesses consist of wiring connecting one component to another component, connectors used for connecting and disconnecting one wire from another wire, and protectors or tubes used for protecting the wiring.
   Compared with other electrical components fitted in boxes or cases, wiring harnesses are more likely to be affected by the direct effects of rain, water, heat, or vibration. Furthermore, during inspection and repair operations, they are frequently removed and installed again, so they are likely to suffer deformation or damage. For this reason, it is necessary to be extremely careful when handling wiring harnesses.

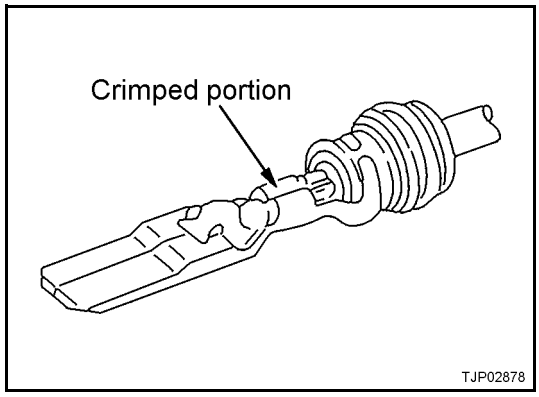


2. Main failures occurring in wiring harness.

   A. Defective contact of connectors (defective contact between male and female).
      Problems with defective contact are likely to occur because the male connector is not properly inserted into the female connector, or because one or both of the connectors is deformed or the position is not correctly aligned, or because there is corrosion or oxidation of the contact surfaces. The corroded or oxidized contact surfaces may become shiny again (and contact may become normal) by connecting and disconnecting the connector about 10 times.



   B. Defective crimping or soldering of connectors.
      The pins of the male and female connectors are in contact at the crimped terminal or soldered portion, but if there is excessive force brought to bear on the wiring, the plating at the joint will peel and cause improper connection or breakage.



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FAILURE CODE (DISPLAY OF CODE)

989L00 - Engine Controller Lock Caution 1

Action code	Failure code	Trouble	Engine controller lock caution 1 Machine monitor system
—	**989L00**		
Contents of trouble	• Engine controller lock is detected (Factor 1).		
Action of machine monitot	• None in particular. • If cause of failure disappears, system resets itself.		
Problem that appears on machine	• Engine cannot be started.		
Related information	• If this failure code is displayed after machine monitor is replaced, user password must be changed to one before replacement. • Method of reproducing failure code: Turn starting switch ON.		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Replacement of machine monitor	This trouble may be caused by replacement of machine monitor

989L00 - Engine Controller Lock Caution 2

Action code	Failure code	Trouble	Engine controller lock caution 2 Machine monitor system
—	**989M00**		
Contents of trouble	• Engine controller lock is detected (Factor 1).		
Action of machine monitot	• None in particular. • If cause of failure disappears, system resets itself.		
Problem that appears on machine	• Engine cannot be started.		
Related information	• If this failure code is displayed after machine monitor is replaced, user password must be changed to one before replacement. • Method of reproducing failure code: Turn starting switch ON.		

Possible causes and standard value in normal state	Cause		Standard value in normal state/Remarks on troubleshooting
	1	Replacement of machine monitor	This trouble may be caused by replacement of machine monitor
	2	Defective machine monitor	If this failure code is displayed while machine monitor is not replaced, machine monitor may be defective. (Since trouble is in system, troubleshooting cannot be carried out.)

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E-1 Engine Does Not Start

Trouble	• Engine does not start (Engine does not turn).
Related information	• Engine starting circuit has following 2 start lock mechanisms: 1) Start lock by the machine monitor password 2) Start lock by the lock lever • In the case no error code for the engine controller mechanism is indicated

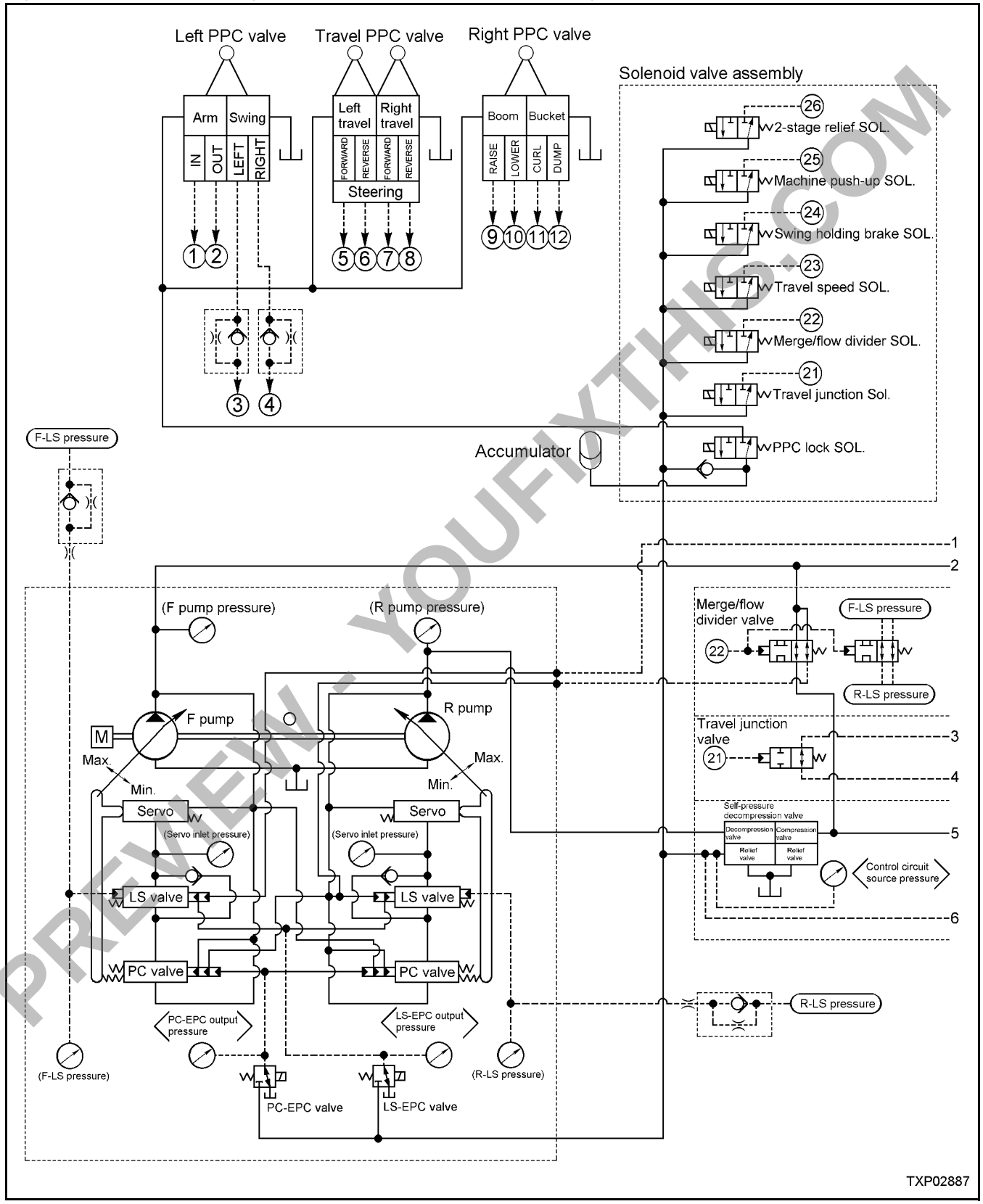
<table>
<tr><td rowspan="20">Possible causes and standard value in normal state</td><td colspan="2">Cause</td><td colspan="3">Standard value in normal state/Remarks on troubleshooting</td></tr>
<tr><td rowspan="2">1</td><td rowspan="2">Low charge level of battery</td><td>Battery voltage</td><td colspan="2">Specific gravity of battery</td></tr>
<tr><td>Min. 24 V</td><td colspan="2">Min. 1.26</td></tr>
<tr><td>2</td><td>Defective fuse No. 3, No. 17 or fusible link F04 and F05</td><td colspan="3">If fuse or fusible link is burnt out, the circuit probably has ground fault.
In the case the machine monitor does not light up, check the power circuit between the battery and the fuse.</td></tr>
<tr><td rowspan="4">3</td><td rowspan="4">Defective starting switch (Internal disconnection)</td><td colspan="3">★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.</td></tr>
<tr><td>H15 (male)</td><td>Position</td><td>Resistance</td></tr>
<tr><td rowspan="2">Between (1) – (4)</td><td>OFF</td><td>Min. 1 MΩ</td></tr>
<tr><td>START</td><td>Max. 1 Ω</td></tr>
<tr><td rowspan="4">4</td><td rowspan="4">Defective safety lock switch (internal short circuit)</td><td colspan="3">★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.</td></tr>
<tr><td>S14 (female)</td><td>Lock lever</td><td>Resistance</td></tr>
<tr><td rowspan="2">Between (1) – (3)</td><td>Free</td><td>Min. 1 MΩ</td></tr>
<tr><td>Lock</td><td>Max. 1 Ω</td></tr>
<tr><td rowspan="5">5</td><td rowspan="5">Defective starting motor cutout relay R06 or R07 (Internal short circuit or ground fault)</td><td colspan="3">★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.</td></tr>
<tr><td colspan="2">R06 (male), R07 (male)</td><td>Resistance</td></tr>
<tr><td colspan="2">Between (1) – (2)</td><td>100 – 500 Ω</td></tr>
<tr><td colspan="2">Between (3) – (4)</td><td>Min. 1 MΩ</td></tr>
<tr><td colspan="2">Between (3) – (6)</td><td>Max. 1 Ω</td></tr>
<tr><td rowspan="4">6</td><td rowspan="4">Defective starting motor (Internal disconnection or breakage)</td><td colspan="3">★ Prepare with starting switch OFF, then start engine and carry out troubleshooting.
(If power supply and starting input and output are normal but starting motor does not turn, starting motor is defective.)</td></tr>
<tr><td>Starting motor</td><td>Starting switch</td><td>Voltage</td></tr>
<tr><td>Power supply: Between terminal B and chassis ground</td><td rowspan="2">When started</td><td>20 – 30 V</td></tr>
<tr><td>Starting input: Terminal C – chassis ground</td><td>20 – 30 V</td></tr>
<tr><td rowspan="3">7</td><td rowspan="3">Defective alternator (Internal short circuit)</td><td colspan="3">★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting.</td></tr>
<tr><td colspan="2">Alternator</td><td>Voltage</td></tr>
<tr><td colspan="2">Terminal R – chassis ground</td><td>Max. 1 V</td></tr>
</table>

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H-MODE (HYDRAULIC AND MECHANICAL SYSTEMS)

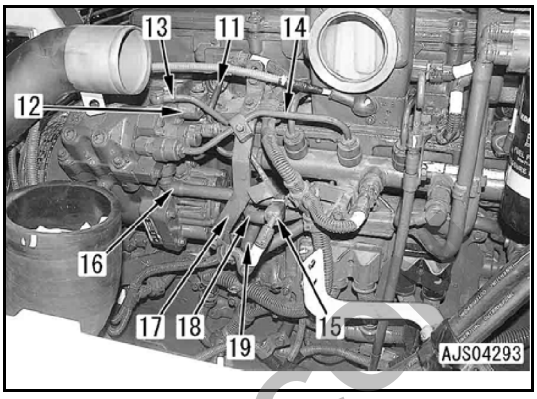
System Chart for Hydraulic and Mechanical System



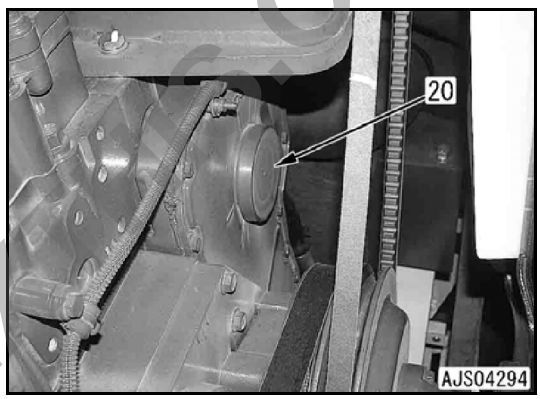
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15. Disconnect feed pump hoses (18) and (19). [*4]

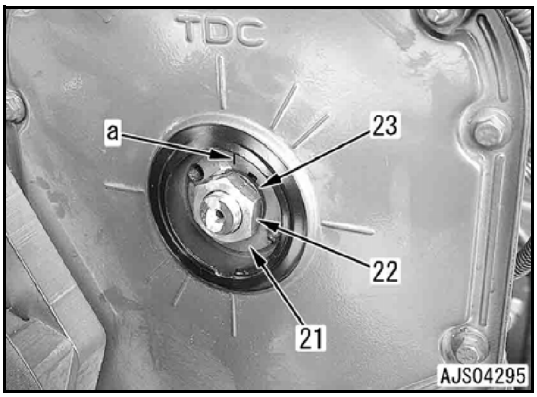


16. Remove front gear cover cap (20).

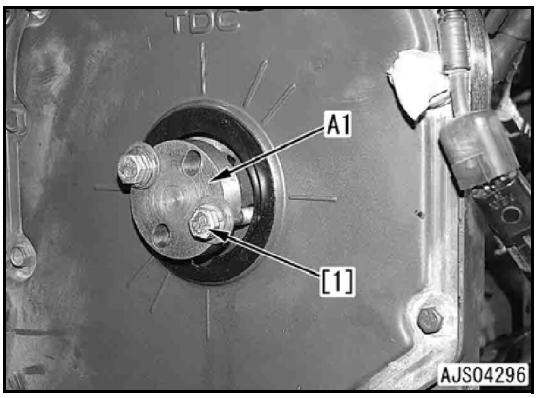


17. Rotate the crankshaft forward to set stamp (a) of supply pump drive gear (21) to the top and set the No. 1 cylinder to the compression top dead center (TDC).

18. Remove nut (22) and washer (23).



19. Install tool **A1** with bolts [1] (M8 x 1.25).



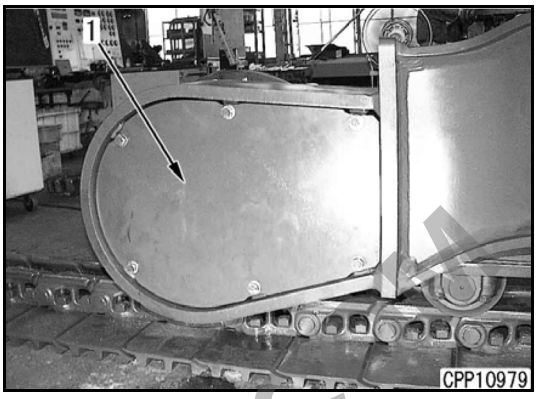
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FINAL DRIVE

Removal

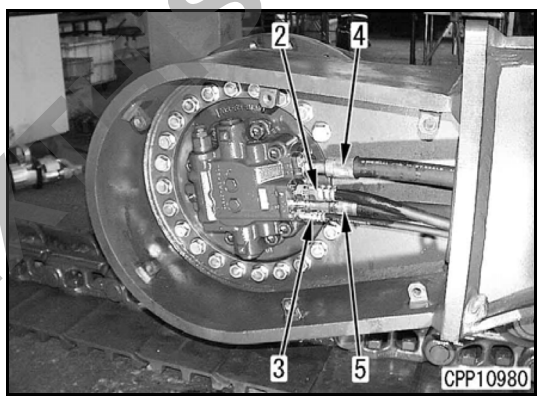
1. Remove the sprocket, referring to the "Removal and installation of sprocket" section in this manual.



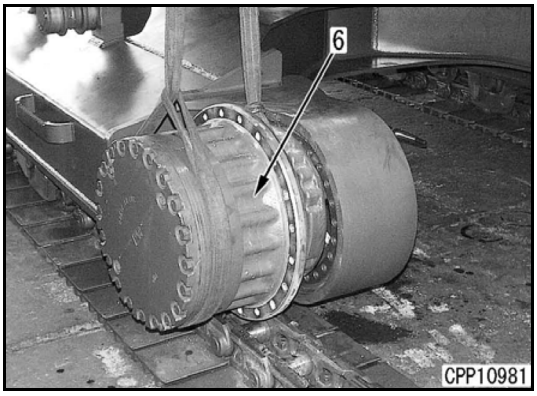
WARNING! Lower the work equipment safely to the ground. Stop the engine and loosen the oil filler cap on the hydraulic tank to release pressure inside.

2. Remove cover (1).

3. Disconnect drain hose (2), travel speed shifting hose (3) and motor hoses (4) and (5).



4. Remove twenty one mounting bolts and then lift off final drive assembly (6). [*1]
   - ★ Be careful so that the nipple sealing surface on the hose mounting block may not be damaged.
   - ★ When lifting off the final drive assembly, do not use a tapped hole for lifting the cover.



Final drive assembly: 500 kg (1,103 lb)

Installation

- Installation is done in the reverse order of removal.

[*1]

Mounting bolt: 490 - 608 N•m (361.4 - 448.4 lbf ft)

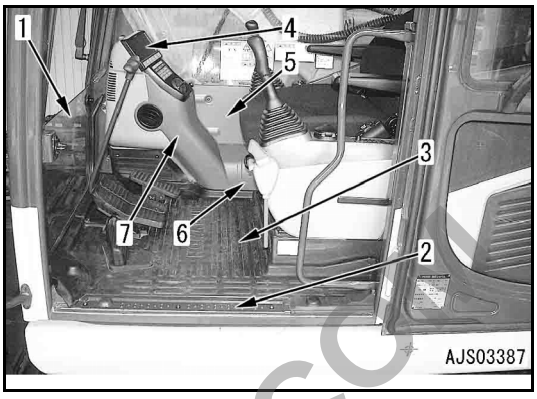
- Refilling with oil
  Refill hydraulic oil through the oil filler port to the specified level. Let the oil circulate in the hydraulic system by starting the engine. Then check the oil level again.
- Air bleeding
  Refer to the "Bleeding air from various parts" section in the Testing and adjusting chapter of this manual.

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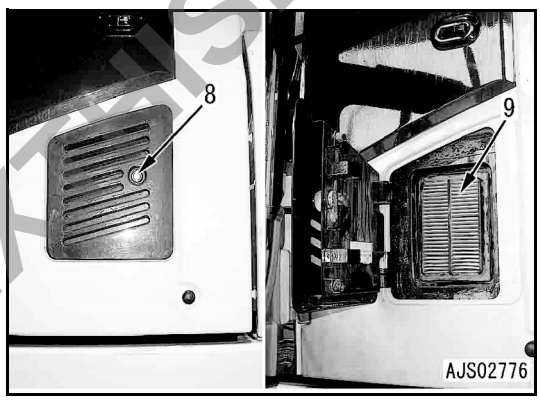
CAB

Removal



WARNING! Disconnect the negative terminal (–) of the battery before starting the work.

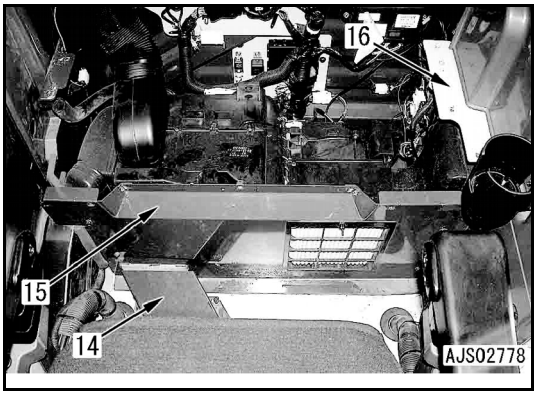
1. Remove front window (1).
2. Remove step plate (2).
3. Remove floor mat (3).
4. Refer to “Removal and installation of monitor assembly”, and remove monitor assembly (4).
5. Remove covers (5) and (6).
6. Remove cover duct assembly (7).
7. Insert key (8), turn it right, and open the outside-air filter cover.
8. Remove outside-air filter (9).



9. Remove rear covers (10) to (13).



10. Remove duct (14).
11. Remove cover (15).
    ★ Disconnect connector H15 fixed on the back from the clip.
12. Remove plate (16).

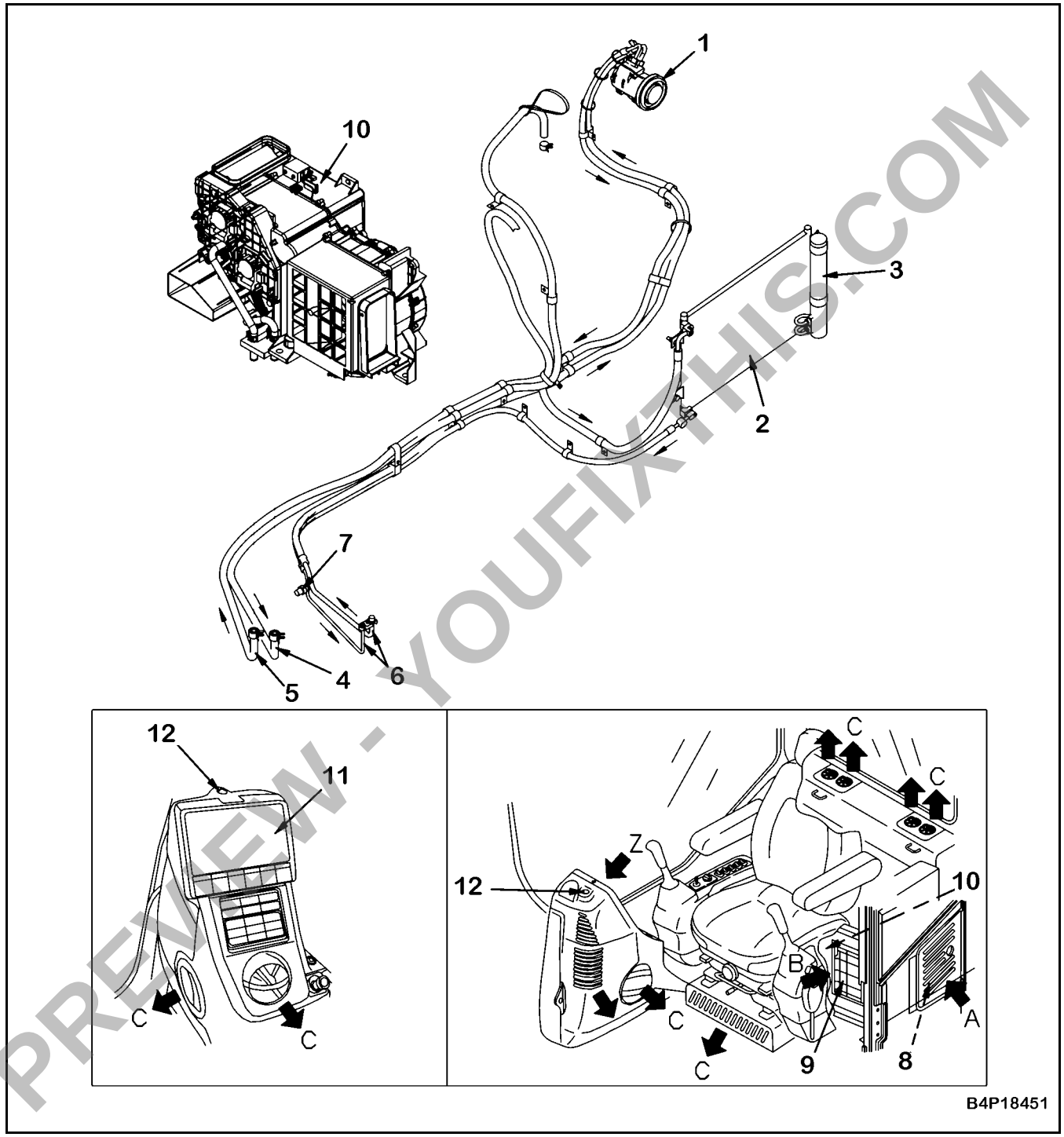


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STRUCTURE AND FUNCTION

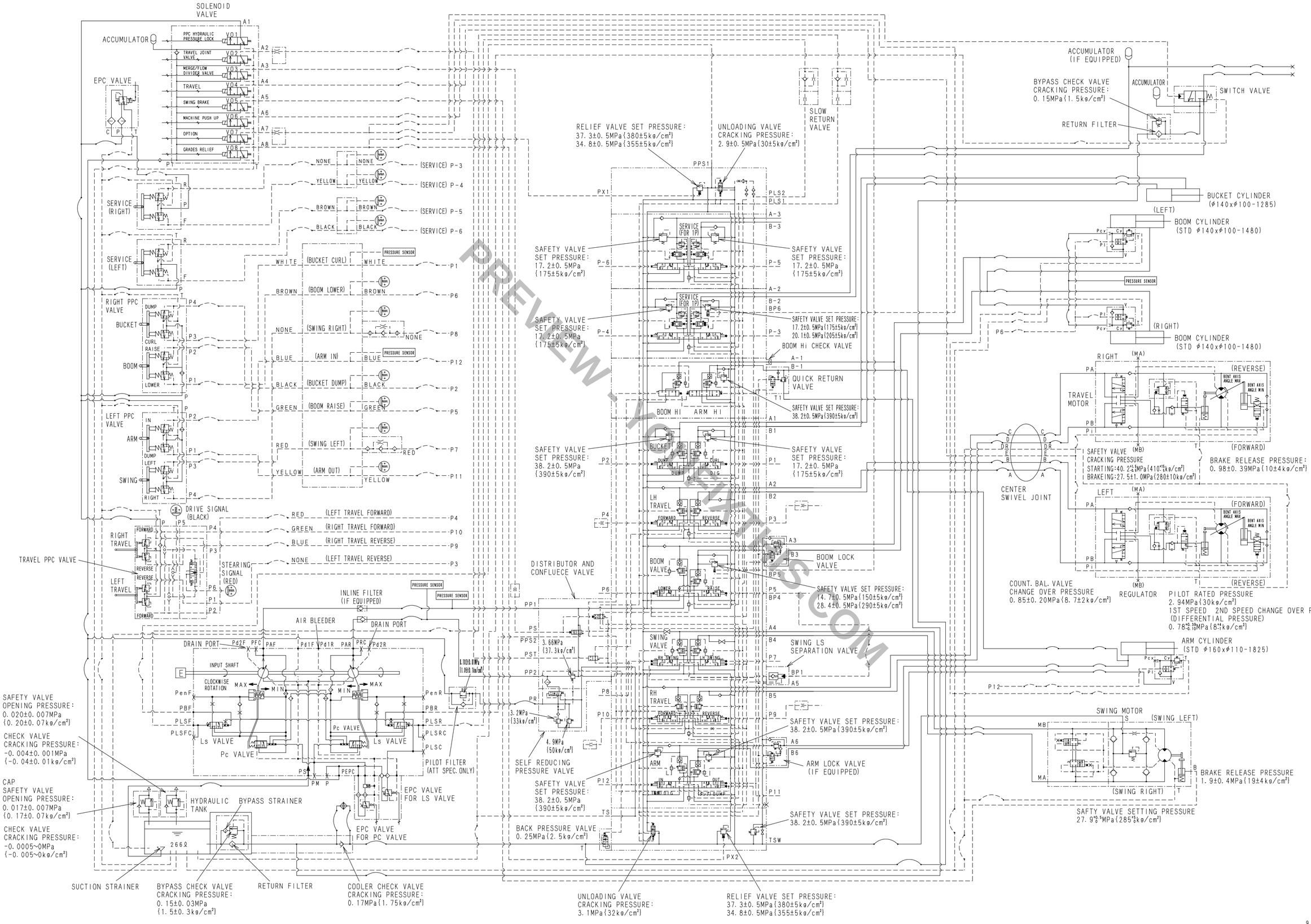
Air Conditioner Component



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Hydraulic circuit diagram PC300LC/HD-8



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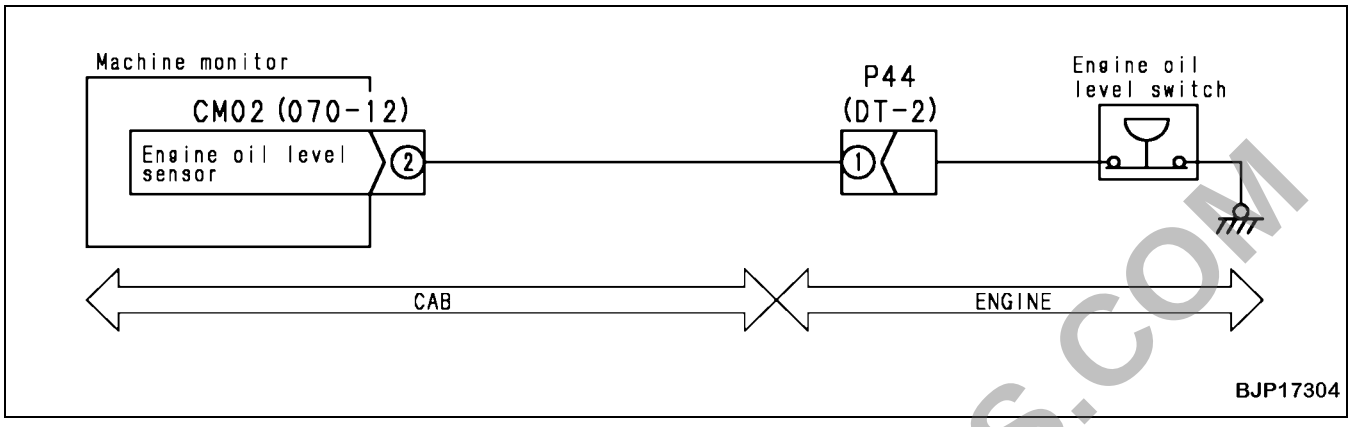
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Circuit diagram related to engine oil level switch of machine monitor



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