SHOP MANUAL

KOMATSU PC75UU-2

MACHINE MODEL	SERIAL No.
PC75UU-2	**5001 and up**

- This shop manual may contain attachments and optional equipment that are not available in your area. Please consult your local Komatsu distributor for those items you may require.
  Materials and specifications are subject to change without notice.
- PC75UU-2 mount the 4D95L-1 engine.
  For details of the engine, see the 95 Series Engine Shop Manual.

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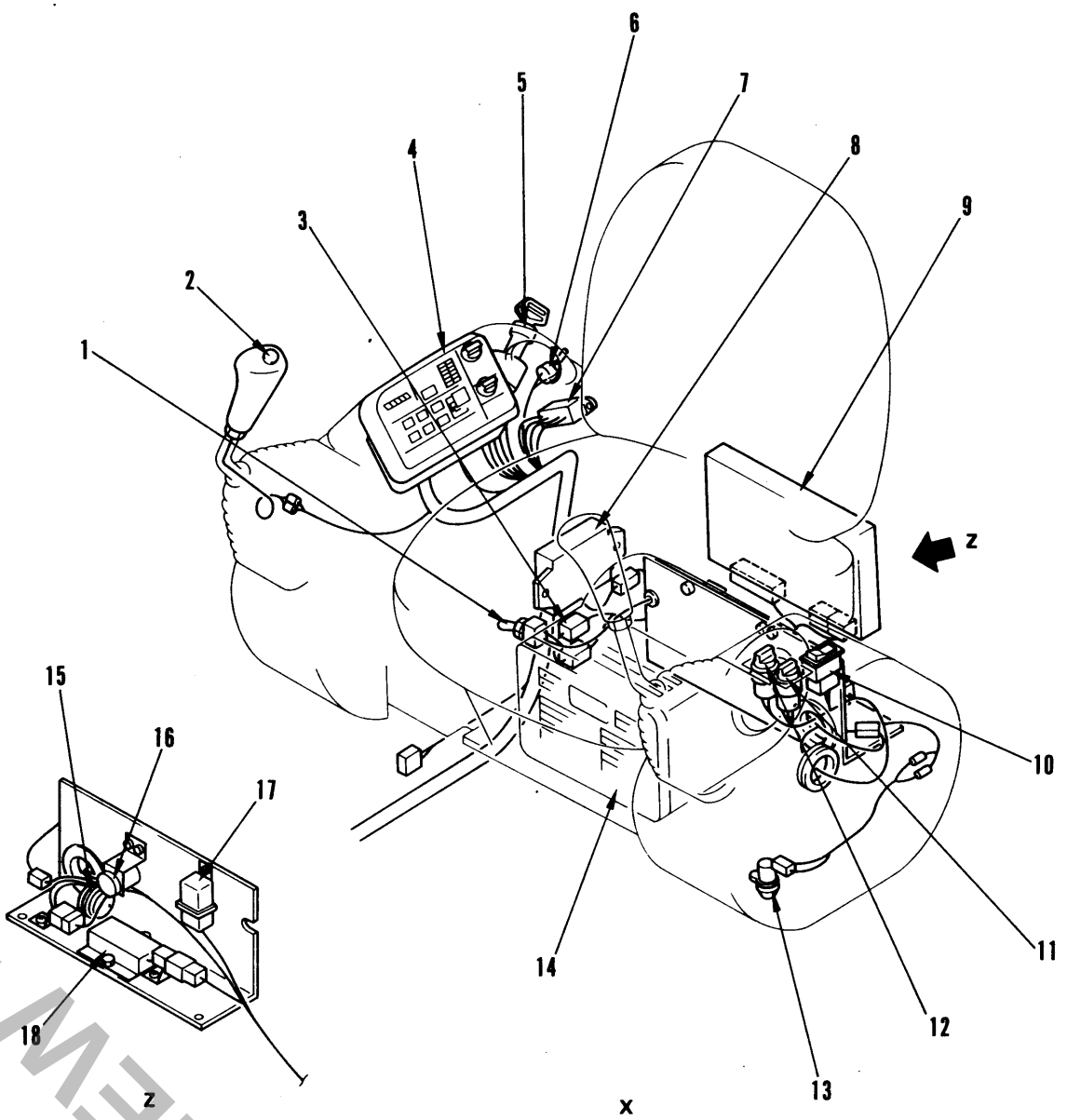
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ELECTRIC WIRING DIAGRAM



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1. Cancel switch
2. Horn switch
3. Attachment selection connector
4. Monitor panel
5. Starting switch
6. Swing brake cancel switch
7. Fuse box
8. Cancel resistance
9. 4-system controller
10. Wiper switch (cab specification)
11. Heater switch (cab specification)
12. Lamp switch
13. PPC lock switch
14. Heater (cab specification)
15. Alarm buzzer
16. Glow signal (resistor)
17. Stop motor relay
18. Swing brake timer

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BLEEDING AIR FROM HYDRAULIC CIRCUIT

★ When the pump, cylinders or other hydraulic equipment or piping have been removed and installed again after repair, or when the hydraulic oil has been replaced, or when a hydraulic breaker or other new attachment has been installed for thefirst time, always bleed the air as follows.

1. Adding oil

- Add oil to the hydraulic tank to the specified level.

2. Bleeding air from main pump

1) Remove the oil filler cap from the hydraulic tank.
2) Loosen air bleed plug (1) and check that oil (clear oil or oil with bubbles) flows out from the plug.
3) When no more bubbles come out with the oil, tighten plug (1).
4) Tighten the oil filler cap of the hydraulic tank.

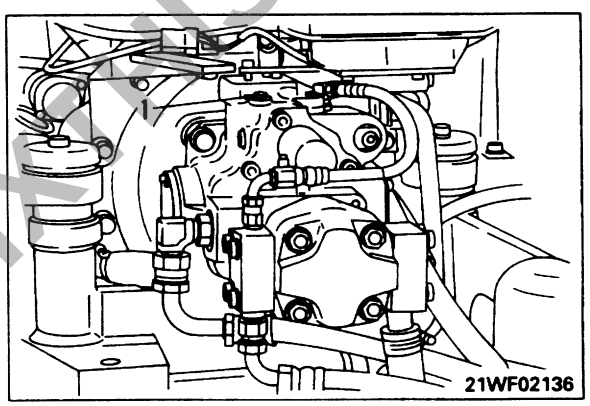
3. Bleeding air from cylinders

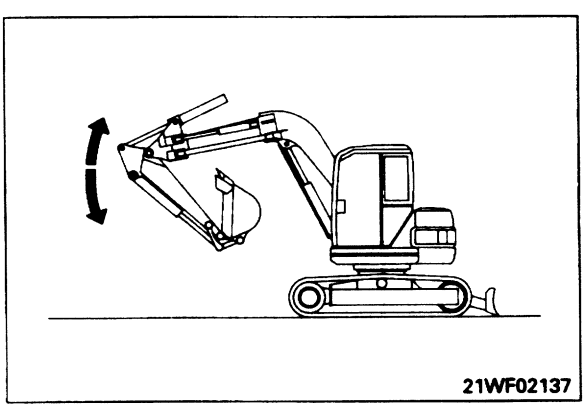
1) Start the engine and run at low idling for approx. 5 minutes.
2) Keep the engine at low idling, and raise and lower the boom 4 - 5 times in succession.
   ★ Operate the piston rod to approx. 100 mm before the end of its stroke. Do not relieve the circuit at the end of the stroke under any circumstances.
3) Next, run the engine at low idling, and operate the cylinder 3 – 4 times to the end of its stroke.
4) Repeat Steps 2) and 3) to bleed the air from the arm, bucket, offset, and blade cylinders.

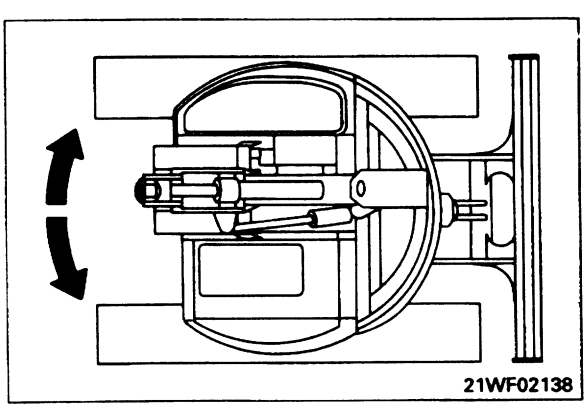
4. Bleeding air from swing motor

1) Run the engine at low idling and swing three turns to the left.
2) Next, swing three turns to the right.

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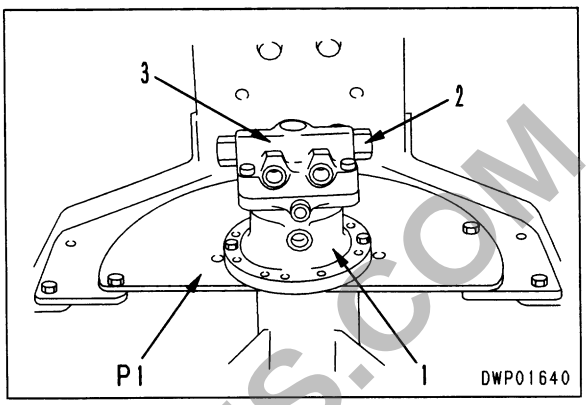
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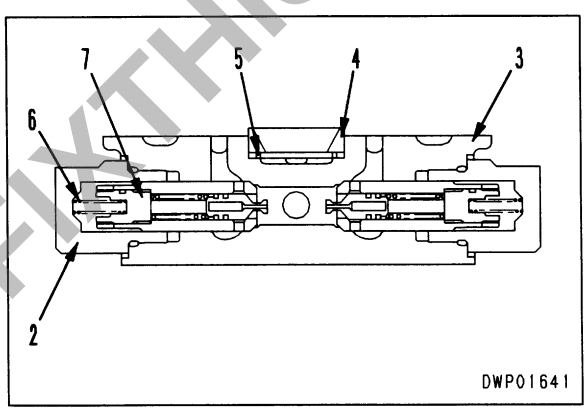
DISASSEMBLY OF SWING MOTOR ASSEMBLY

LMF40AB-2 WITH BRAKE

1. Swing motor assembly
Set swing motor assembly (1) to tool **P1**.

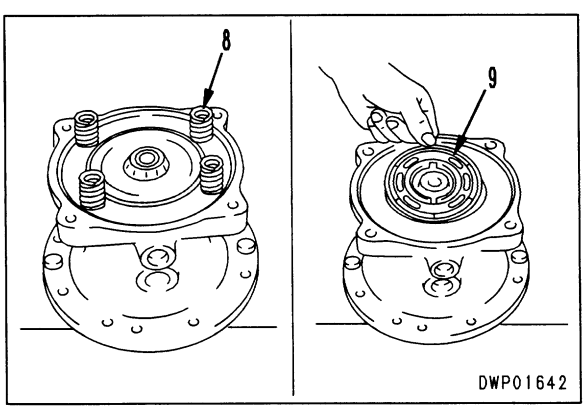


2. End cover
1) Loosen plug (2).
2) Remove end cover (3).
★ The valve plate may be sticking to the end cover. Take care not to drop the valve plate.
3) Remove outer race (4) and spacer (5).
4) Remove plug (2), spring (6), and relief valve (7).

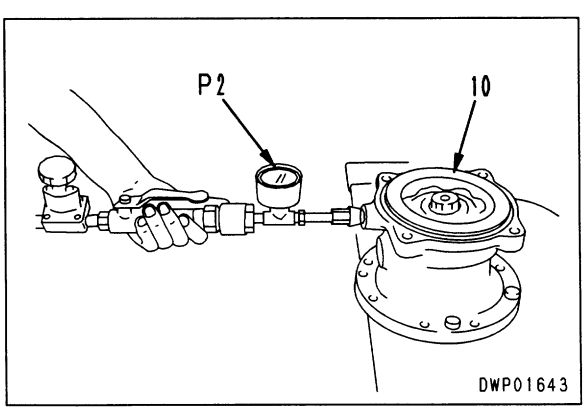


3. Brake spring
Remove brake spring (8).

4. Valve plate
Remove valve plate (9).
★ When reusing the valve plate, keep it, taking care not to damage its contact surface against the cylinder block.



5. Brake piston
Supply compressed air with tool **P2** to remove brake piston (10).
★ Air pressure: 0.39 MPa {4 kg/cm²}
⚠ If the air pressure is too high, the brake piston jumps out. Take care.



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kgm

STANDARD TIGHTENING TORQUE

1. STANDARD TIGHTENING TORQUE OF BOLTS AND NUTS

The following charts give the standard tightening torques of bolts and nuts. Exceptions are given in sections of "**Disassembly and Assembly**".

Thread diameter of bolt (mm)	Width across flat (mm)	(T)	(H)
		kgm	Nm
6	10	1.35±0.15	13.2±1.4
8	13	3.2±0.3	31.4±2.9
10	17	6.7±0.7	65.7±6.8
12	19	11.5±1.0	112±9.8
14	22	18.0±2.0	177±19
16	24	28.5±3	279±29
18	27	39±4	383±39
20	30	56±6	549±58
22	32	76±8	745±78
24	36	94.5±10	927±98
27	41	135±15	1320±140
30	46	175±20	1720±190
33	50	225±25	2210±240
36	55	280±30	2750±290
39	60	335±35	3280±340

This torque table does not apply to the bolts with which nylon packings or other non-ferrous metal washers are to be used, or which require tightening to otherwise specified torque.

★ **Nm (newton meter): 1Nm ≒ 0.1 kgm**

2. TIGHTENING TORQUE OF SPLIT FLANGE BOLTS

Use these torques for split flange bolts.

Thread diameter of bolt (mm)	Width across flats (mm)	Tightening torque	
		kgm	Nm
10	14	6.7±0.7	65.7±6.8
12	17	11.5±1	112±9.8
16	22	28.5±3	279±29

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ACTION TAKEN BY SELF DIAGNOSTIC FUNCTION AND PROBLEMS ON MACHINE

★: This indicates the display on the monitor panel.

Display code	Abnormal system	Nature of abnormality	Condition when normal (voltage, current, resistance)	Action by controller when abnormality is detected	Problem that appears on machine when there is abnormality
21	Model selection system	1) Disconnection in wiring harness used for model selection, or 2) Short circuit with ground in wiring harness not being used	1) Resistance between K2 (6), (7), (8) — chassis: Min. 1 MΩ	1) Selects PC75UU as model	
22	Work equipment selection system	1) Disconnection in wiring harness used for work equipment selection, or 2) Short circuit with ground in wiring harness not being used	1) Resistance between K2 (15) — chassis: Max. 10 Ω 2) Resistance between K2 (15) — (17), (15) — (16), (16) — (17): Min. 1 MΩ		
31	Boom potentiometer system	1) Disconnection in wiring harness (in one of three wiring harnesses) 2) Short circuit between wires in wiring harness (two of three wiring harnesses) 3) Wiring harness short circuiting with ground 4) Defective potentiometer	1) Voltage between K3 (9) — (12): 0.3 — 4.7 V 2) Voltage between K3 (1) — (12): 0.3 — 4.7 V 3) Voltage between K3 (10) — (12): 0.3 — 4.7 V 4) Voltage between K2 (10) — (9): 4.9 — 5.1 V	1) Turns output OFF (current 0A) to solenoids for boom RAISE stop, arm IN stop, left offset stop ★ Even when the location of the failure is restored, the abnormality display continues to be displayed. (The operation also remains stopped)	1) Boom RAISE, arm IN, and left offset cannot be operated
32	Arm potentiometer system				
34	Offset potentiometer system				
41	PPC lock solenoid system	1) (+) end of solenoid (K18 end) short circuiting with ground 2) Short circuit inside solenoid 3) Contact between wiring harness at ground end and (+) end of solenoid	1) Resistance of solenoid: 35 — 80 Ω	1) Turns output OFF (current 0A) to solenoids for boom RAISE stop, arm IN stop, left offset stop ★ With this system only, it does not carry out self diagnosis for disconnections (the work equipment stops)	1) None of the work equipment or swing can be operated (travel, blade still work)
42	Left offset stop solenoid system	1) (+) end of solenoid (K50, K52 end) short circuiting with ground 2) Disconnection at (+) end of solenoid (K50, K52 end) 3) Short circuit inside solenoid (if the resistance of the solenoid is extremely low) 4) Contact between wiring harness at ground end and (+) end of solenoid		1) Turns output OFF (current 0A) to solenoids for boom RAISE stop, arm IN stop, left offset stop 2) Turns output OFF (current 0A) to all abnormal solenoids ★ With this system, it does not display any abnormality even when there is a disconnection during operation, but left offset or boom LOWER stop. If the starting switch is turned OFF and then ON again, the display is given.	1) Boom RAISE, arm IN, and left offset cannot be operated
44	Boom LOWER stop solenoid system				1) Boom RAISE, boom LOWER, arm IN, and left offset cannot be operated, or 2) Depth mode (boom depth control) cannot be used
51	Boom RAISE stop solenoid (EPC) system	1) Disconnection inside solenoid 2) Short circuit inside solenoid or short circuit with ground 3) Disconnection in wiring harness between solenoid and controller 4) Wiring harness between solenoid and controller short circuiting with ground	1) Resistance of solenoid: 5 — 25 Ω 2) Voltage between K1 (14) — (9): 0.75 — 1.0 V (in safe range for bucket)	1) Turns output OFF (current 0A) to solenoids for boom RAISE stop, arm IN stop, left offset stop ★ Even when the location of the failure is restored, the abnormality display continues to be displayed. (The operation also remains stopped)	1) Boom RAISE, arm IN, and left offset cannot be operated
52	Arm IN stop solenoid (EPC) system		1) Resistance of solenoid: 5 — 25 Ω 2) Voltage between K1 (15) — (9): 0.75 — 1.0 V (in safe range for bucket)		
61	Valve open system	1) Valve for solenoids for boom RAISE stop, arm IN stop, left offset stop blocked by dirt and staying open (inside interference range)	1) Impossible to measure electrical system	1) Turns output OFF (current 0A) to PPC lock solenoid ★ If the location of the failure is restored, the abnormality display goes out, and it returns to normal operation.	1) None of the work equipment or swing can be operated (travel, blade still work)
EE	Communications system or controller power source system	1) Defective contact, or disconnection in wiring harness between K1 (1) and P1 (8) 2) Defective contact, or disconnection in wiring harness between K1 (2) and P1 (12) 3) Defective contact, or disconnection in wiring harness between K3 (6) and P1 (2) 4) When power source is not being input to controller 5) When voltage is more than 38V or less than 19V	1) Resistance between K1 (1) — P1 (8): Max. 10 Ω 2) Resistance between K1 (2) — P1 (12): Max. 10 Ω 3) Resistance between K3 (6) — P1 (2): Max. 10 Ω 4) Voltage: 20 — 30 V	1) Communications system: Does not carry out any particular action. 2) Controller power source system: Stops all functions, but if power source voltage becomes normal, it returns to normal operation. ★ The abnormality display also returns to normal.	1) Communications system: Operations are possible in normal way, but (1) No display is given except EE (2) Buzzer does not sound 2) Controller power source system: None of the work equipment or swing can be operated (travel, blade still work)

★ If error codes 11 to 1F are displayed, carry out the resetting operation.
For details, see PROCEDURE FOR RESETTING ELECTRICAL SYSTEM INPUT/OUTPUT SIGNALS AND CHECKING OPERATION.

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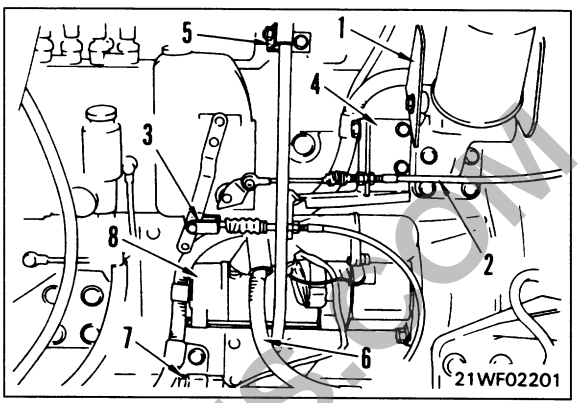
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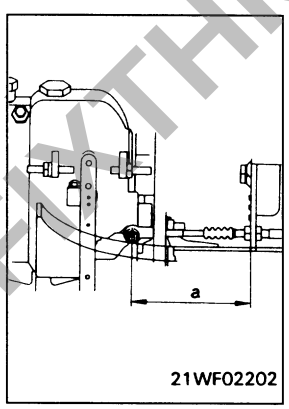
REMOVAL OF STARTING MOTOR

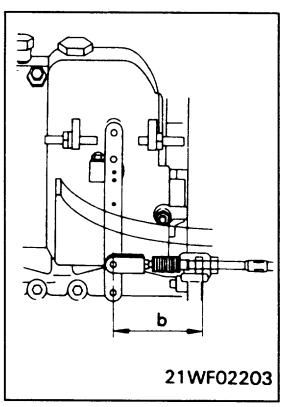
Serial No.: 5001 – 7927

⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Remove oil filter bracket (1).
2. Disconnect engine stop motor cable (2). ※ 1
   ★ Before disconnecting this cable, check dimension **"a"** shown in the figure at right.
3. Disconnect fuel control cable (3). ※ 2
   ★ Before disconnecting this cable, check dimension **"b"** shown in the figure at right.
4. Disconnect wire clamp, then remove bracket.
5. Disconnect oil level gauge bracket (5).
6. Disconnect wire clamp, then disconnect wire (6).
7. Disconnect connector (7).
8. Remove starting motor assembly (8).
   ★ Remove the starting motor mounting bolt on the underside through the cut of the bottom of the frame.







INSTALLATION OF STARTING MOTOR

Serial No.: 5001 – 7927

- Carry out installation in the reverse order to removal.

※ 1
★ Install to dimension **"a"** measured when removed.

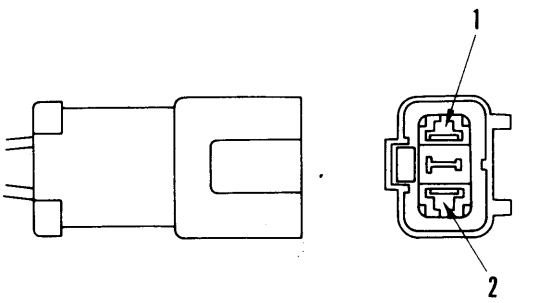
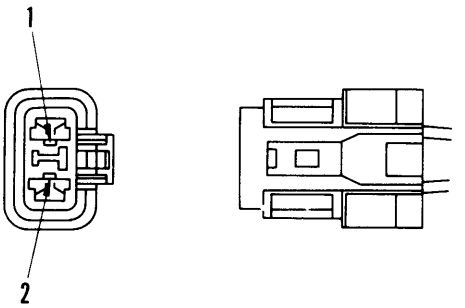
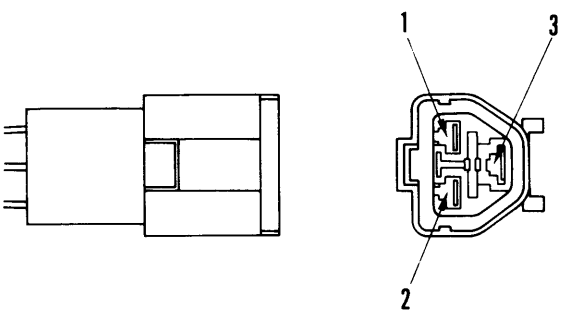
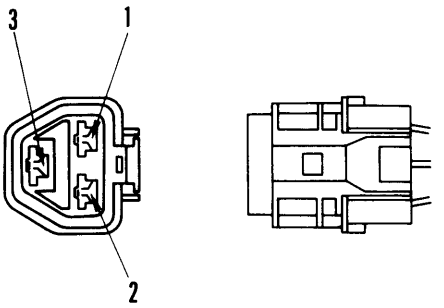
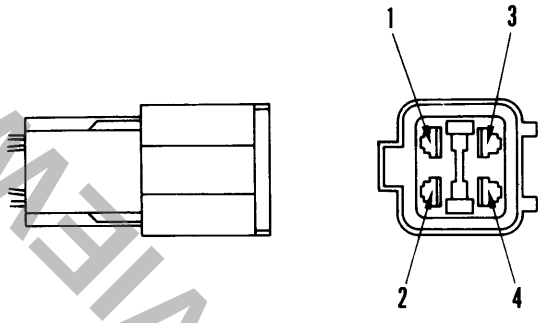
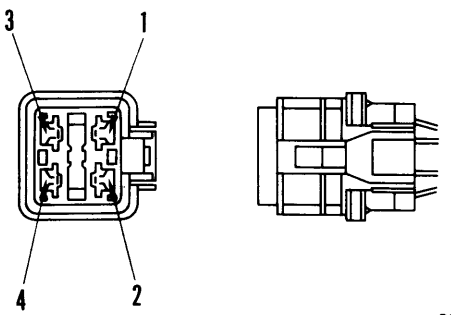
※ 2
★ Install to dimension **"b"** measured when removed.

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CONNECTION TABLE FOR CONNECTOR PIN NUMBERS

★ The terms male and female refer to the pins, while the terms male housing and female housing refer to the mating portion of the housing.

No. of pins	X type connector	
	Male (female housing)	Female (male housing)
2	 202F05313	 202F05314
3	 202F05315	 202F05316
4	 202F05317	 202F05318

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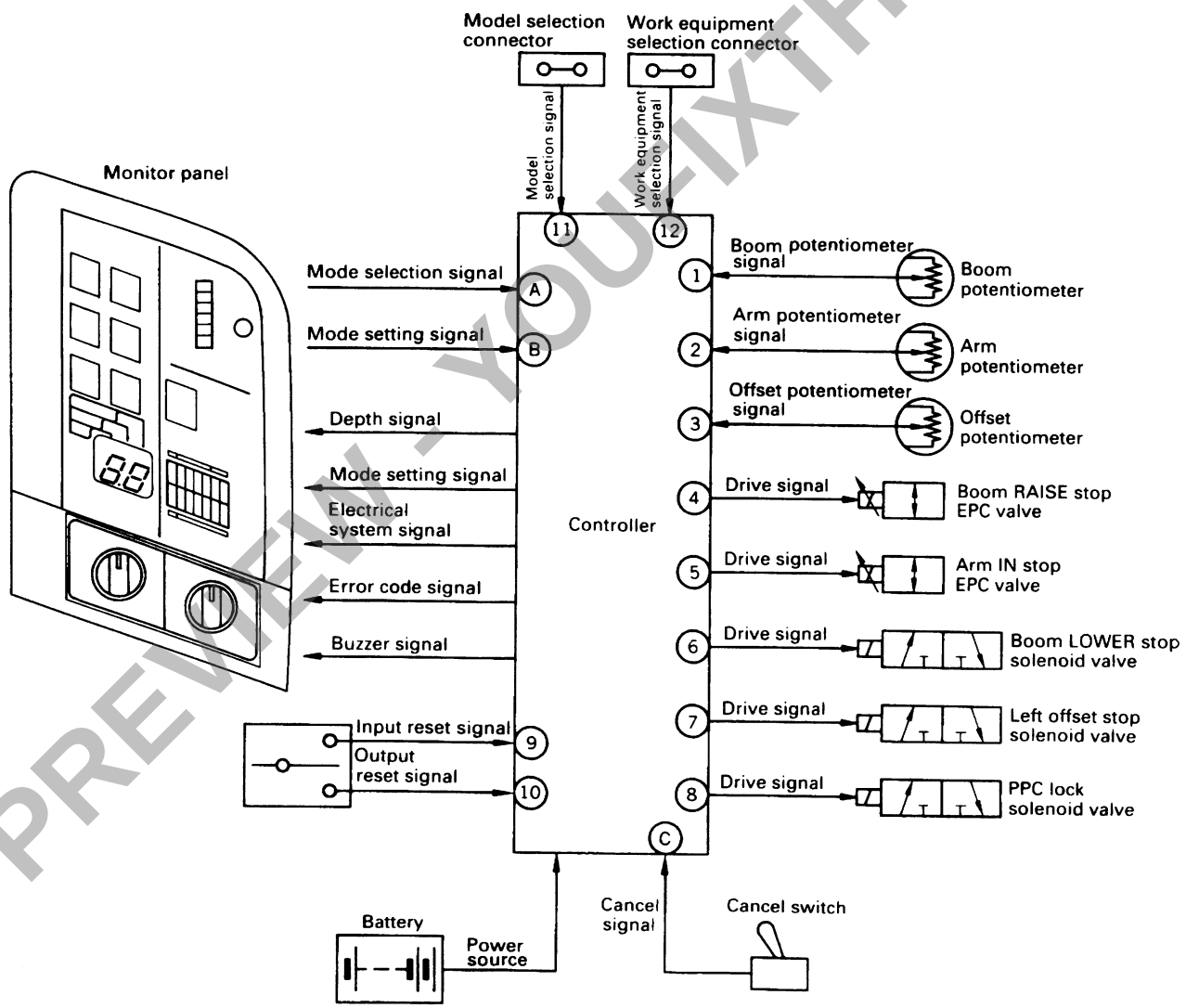
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EXPLANATIONS OF CONTROL MECHANISM OF ELECTRICAL SYSTEM

This section gives the necessary knowledge for troubleshooting of the electrical system, and explains the functions and nature of checks for the monitor panel and controller.

1. Explanation of functions
   The control mechanism of the electrical system consists of the monitor panel and controller. It carries out various controls such as stopping the work equipment in the interference area, setting the working area (height, depth, offset), and displaying the depth.
   The monitor panel and controller each input the necessary signals, and at the same time, together with the signals selected and set by the monitor panel, the controller inputs and outputs the necessary signals to control the stopping of the work equipment, the setting of the working area, and the displaying of the depth.

- Input/output signal system for monitor and controller



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TROUBLESHOOTING

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SPECIFICATIONS

Machine model				PC75UU-2	
Serial Number				5001 – 10370	
Specifications				Cab specification	Canopy specification
Cab specification			kg	7,750[7,850]	7,600[7,700]
Bucket capacity			m^3	0.28	0.28
Performance	Working ranges	Max. digging depth	mm	4,200	4,200
		Max. vertical wall depth	mm	3,040	3,040
		Max. digging reach	mm	6,360	6,360
		Max. reach at ground level	mm	6,290	6,290
		Max. digging height	mm	7,160	7,160
		Max. dumping height	mm	5,050	5,050
		Bucket offset (left/right)	mm	1,075/1,020	1,075/1,020
		Max. blade lifting height	mm	415	415
		Max. blade lowering depth	mm	210	210
	Max. digging force		kN {kg}	48.1 {4,900}	48.1 {4,900}
	Swing speed		rpm	8.5	8.5
	Max. slope angle for swing		deg.	13	13
	Travel speed		km/h	3.5	3.5
	Gradeability		deg.	35	35
	Ground pressure (shoe width: 450mm)		kPa {kg/cm²}	34.3 {0.35}	34.3 {0.35}
Dimensions	Overall length (for transport)		mm	6,030	6,030
	Overall width		mm	2,320	2,320
	Overall height (for transport)		mm	2,700	2,685
	Overall height		mm	2,700	2,685
	Ground clearance of counterweight		mm	817	817
	Min. ground clearance		mm	360	360
	Tail swing radius		mm	1,150	1,150
	Min. swing radius of work equipment		mm	1,150	1,150
	Height of work equipment at min. swing radius		mm	5,500	5,500
	Length of track on ground		mm	2,220[2,205]	2,220[2,205]
	Track gauge		mm	1,870	1,870
	Overall length of track		mm	2,865[2,835]	2,865[2,835]
	Blade width x height		mm	2,320X470	2,320X470

Figures in [ ] : Steel shoe specification

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ADJUSTING PPC VALVE

★ If there is excessive play in the work equipment or swing lever, adjust as follows.

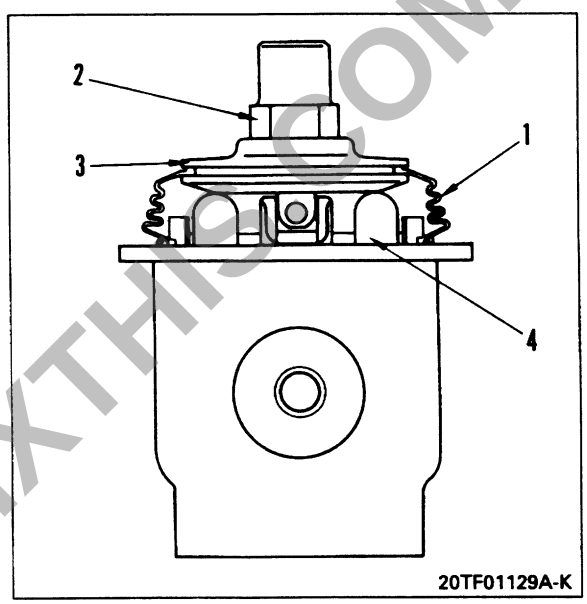
⚠ Lower the work equipment to the ground and stop the engine. Loosen the oil filler cap slowly to release the pressure inside the hydraulic tank. Then put the safety lock lever in the LOCK position.

1. Remove the PPC valve.
2. Remove boot (1).
3. Loosen locknut (2), then screw in disc (3) to a position where it contacts the heads of 4 pistons (4).
   ★ When doing this, do not let the piston move its whole stroke.
4. Fix the position of disc (3), then tighten locknut (2) to the specified torque.

   Locknut : {107 ± 9.8 Nm (11.0 ± 1.0 kgm)}

5. Install boot (1).

★ With the above adjustment, the clearance between disc (3) and piston (4) becomes 0.



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TABLE OF JUDGEMENT STANDARD VALUE

- **FOR ENGINE**

Applicable model			PC75UU-2	
Engine			4D95L-1	
Item	Measurement conditions	Unit	Standard value for new machine	Service limit value
Engine speed	High idling	rpm	2,100 ± 50	—
	Low idling	rpm	1,000 $^{+50}_{0}$	—
	Rated speed	rpm	1,900	—
Exhaust gas color	At sudden acceleration	Bosch index	Max. 5.0	Max. 7.0
	At high idling	Bosch index	Max. 2.0	Max. 3.0
Valve clearance (normal temperature)	Intake valve	mm	0.35	—
	Exhaust valve	mm	0.50	—
Compression pressure (SAE30 oil)	Oil temperature: 40—60°C	MPa (kg/cm²)	Min. 2.9 (Min. 30)	Min. 2.1 (Min. 21)
	(engine speed)	(rpm)	(320—360)	(320—360)
Blowby pressure (SAE30 oil)	(Water temperature: Operating range) At rated output	mmH_2O	Max. 50 (Reference value)	Max. 100 (Reference value)
Oil pressure	(Water temperature: Operating range) At high idling SAE 30	MPa (kg/cm²)	0.34—0.64 (3.5—6.5)	Min. 0.25 (Min. 2.5)
	SAE 10W		0.29—0.59 (3.0—6.0)	Min. 0.21 (Min. 2.1)
	At low idling SAE 30		Min. 0.1 (Min. 1.0)	Min. 0.07 (Min. 0.7)
	SAE 10W		Min. 0.08 (Min. 0.8)	Min. 0.07 (Min. 0.7)
Oil temperature	Whole speed range (inside oil pan)	°C	80—110	Max. 120
Fuel injection timing	Before top dead center (B.T.D.C.)	°	16 ± 1	—
Fan belt tension	Deflection when pressed with finger force of approx. 6kg.	mm	6—10	—

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Unit : mm

No.	Check item	Criteria					Remedy
		Standard size	Tolerance		Standard clearance	Clearance limit	
			Shaft	Hole			
1	Clearance between bushing and mounting pin of revolving frame and boom foot	60	−0.280 −0.326	+0.076 +0.149	0.131 — 0.250	1.0	Replace bushing
2	Clearance between bushing and mounting pin of 2nd boom and 1st boom	100	+0.036 +0.090	+0.207 +0.120	0.156 — 0.297	1.0	
3	Clearance between bushing and mounting pin of 3rd bracket and 2nd boom	100	+0.036 +0.090	+0.207 +0.120	0.156 — 0.297	1.0	
4	Clearance between bushing and mounting pin of sub-link and 1st boom	50	−0.025 −0.087	+0.142 +0.080	0.105 — 0.229	1.0	
5	Clearance between bushing and mounting pin of sub-link and 3rd bracket	50	−0.025 −0.087	+0.142 +0.080	0.105 — 0.229	1.0	
6	Clearance between bushing and mounting pin of arm and 3rd bracket	65	−0.280 −0.350	+0.082 +0.150	0.130 — 0.268	1.0	
7	Clearance between bushing and mounting pin of bracket and arm	50	−0.225 −0.285	−0.062 −0.120	0.105 — 0.223	1.0	
8	Clearance between bushing and mounting pin of link and arm	50	−0.225 −0.285	−0.062 −0.120	0.105 — 0.223	1.0	
9	Clearance between bushing and mounting pin of link and link	60	−0.030 −0.100	−0.141 −0.077	0.107 — 0.241	1.0	
10	Clearance between bushing and mounting pin of link and bucket	50	−0.225 −0.285	−0.040 −0.094	0.131 — 0.245	1.0	
11	Clearance between bushing and mounting pin of track frame and blade	50	−0.025 −0.087	+0.142 +0.080	0.105 — 0.229	1.5	

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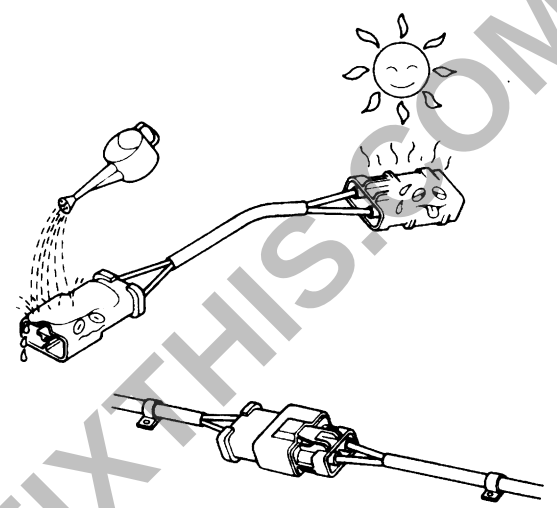
PRECAUTIONS WHEN CARRYING OUT MAINTENANCE

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 hydraulic oil).

1. PRECAUTIONS 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 protector 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.

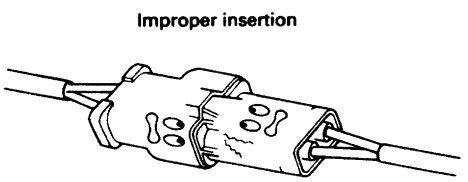


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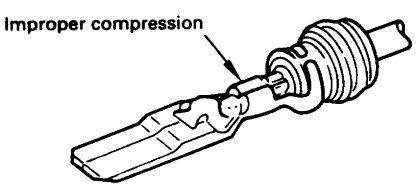
Main failures occurring in wiring harness

(1) 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 oxidization of the contact surfaces.



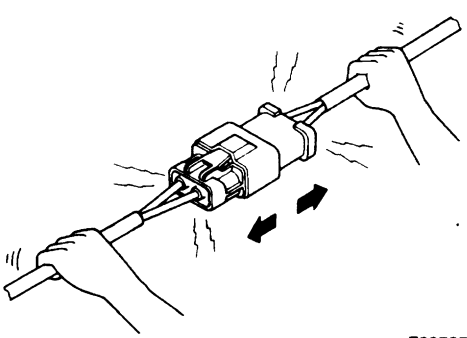
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(2) Defective compression or soldering of connectors
The pins of the male and female connectors are in contact at the compressed terminal or soldered portion, but there is excessive force on the wiring, and the plating peels to cause improper correction or breakage.



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(3) Disconnections in wiring
If the wiring is held and the connectors are pulled apart, or components are lifted with a crane with the wiring still connected, or a heavy object hits the wiring, the compression of the connector may be lost, or the soldering may be damaged, or the wiring may be broken.



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LIST OF LUBRICANT AND WATER

RESERVOIR	KIND OF FLUID	AMBIENT TEMPERATURE °F / °C	CAPACITY (ℓ) Specified	CAPACITY (ℓ) Refill
		-25 -4 -14 32 50 68 86 104 122°F -30 -20 -10 0 10 20 30 40 50°C		
Engine oil pan	Engine oil	SAE 30 / SAE 10W / SAE 10W-30 / SAE 15W-40	9.0	7.5
PTO case	Engine oil	SAE 30	0.9	0.9
Swing machinery case	Engine oil	SAE 30	1.6	1.6
Final drive case (each)	Engine oil	SAE 30	1.7	1.7
Idler (each)	Engine oil	SAE 30	0.06	—
Track roller (each)	Engine oil	SAE 30	0.09	—
Carrier roller (each)	Grease	ALBANIA EP-2	0.135 [0.03]	—
Hydraulic system	Engine oil	SAE 10W / SAE 10W-30 / SAE 15W-40	100	57
Fuel tank	Diesel fuel	ASTM D975 No.1 / ASTM D975 No.2	80.0	—
Cooling system	Coolant	Add antifreeze	9	—

★ Figures in [ ] : Steel shoe specification

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