CEBM207041

# SHOP MANUAL

KOMATSU®

## PC300LC-5
## WITH KDC 614TA ENGINE

## PC400LC-5
## WITH CUMMINS LTA-10C ENGINE

# EXCAVATORS

| MACHINE MODEL | SERIAL NUMBERS |
|---|---|
| PC300LC-5 | A30001 and up |
| PC400LC-5 | A40001 and up |

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**AUG 95**
Includes revision (1)



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- **PUMP CONTROLLER SYSTEM**

★ This table shows how the controller reacts and what symptoms the machine displays if any abnormality should occur in the sensors or actuators. (For those who have good understanding of mechatronics, troubleshooting can be carried out using this table.)

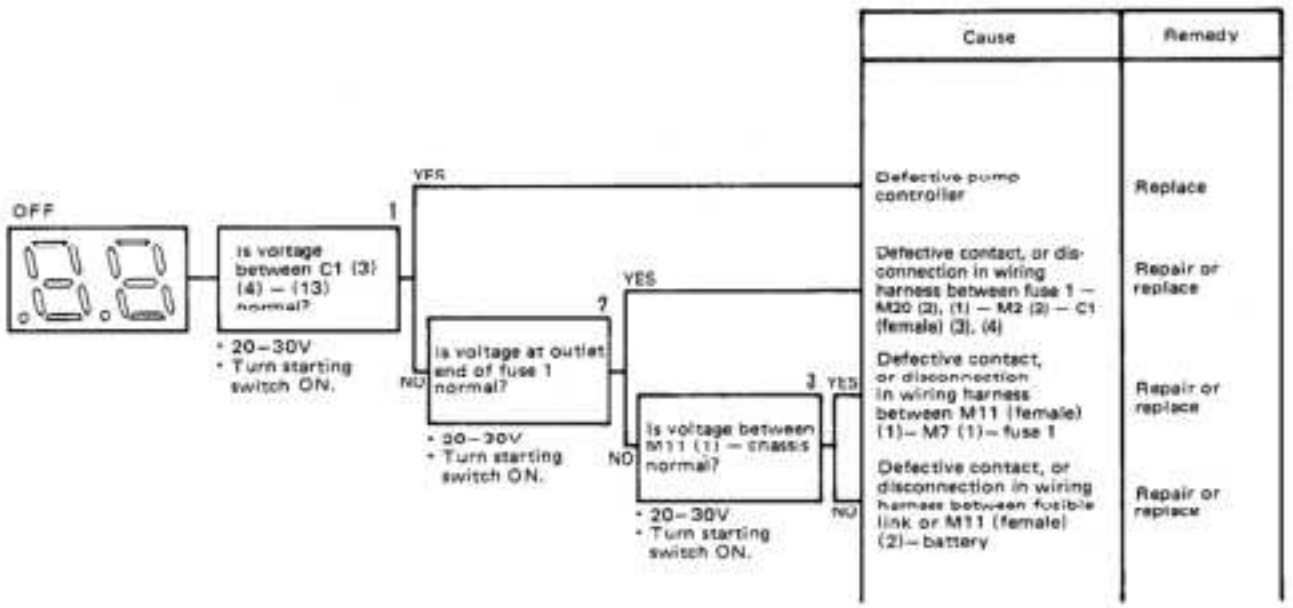
| Display code | System with abnormality | Details of abnormality | Condition when normal (voltage, current, resistance values) | Action of controller when abnormality is detected | Symptoms shown by machine when there is abnormality |
|---|---|---|---|---|---|
| 01 | 2-stage relief solenoid | Short circuit inside solenoid or between solenoid pins (1) – (2). (When resistance inside solenoid is extremely low) Excessive current flows | Resistance value of solenoid: 50 – 100 Ω | It makes the current to the solenoid 0. However, the abnormality is temporary (momentary short circuit, etc.), so if the system returns to normal, the drive current is output again when all control levers are returned to neutral. ★ However, the display does not disappear (it disappears when the power is turned OFF). ★ The above automatic reset is repeated up to three times. | The relief pressure is not increased when using the power maximizing function, so there is lack of power |
| 03 | Arm half flow solenoid | | Resistance value of solenoid: 10 – 35 Ω | | In F.O mode, the Hi circuit is not cut, so the fine control is poor. (The digging speed is the same as in G.O mode) |
| 04 | Swing brake solenoid | | Resistance value of solenoid: 10 – 35 Ω | | During swing operations, the motor brake is not released, so the machine does not swing |
| 05 | Travel speed solenoid | | Resistance value of solenoid: 50 – 100 Ω | | Travel speed does not change (stays in Lo) when travel speed switch is operated |
| 07 | CO cancel solenoid | | Resistance value of solenoid: 50 – 100 Ω | | Action of CO valve does not stop when using the power maximizing function, so the pump discharge amount is minimum. Therefore, the speed is low in this pressure range. |
| 08 | TVC solenoid | TVC (+) line in contact with ground (excessive current flows) | Resistance value of solenoid: 10 – 22 Ω | | Current does not flow to the TVC solenoid. Therefore, when the load is high, the engine speed drops excessively, and the engine may even stall. (All of H, S, and L modes) |
| 09 | | Short circuit or contact with ground inside TVC solenoid (excessive current flows) | | | |
| 11 | 2-stage relief solenoid | 1) Disconnection inside solenoid (The resistance inside the solenoid is extremely large) 2) Disconnection in wiring harness between solenoid pin (2) and controller 3) Contact with ground at pin (2) of solenoid | Resistance value of solenoid: 50 – 100 Ω | 1. In cases 1) and 2), current stops flowing to the solenoid, so not particular action is carried out. Therefore, if abnormal places are reset by the vibration of the machine, they become normal again. ★ However, the display does not disappear (disappears when power is turned OFF.) 2. In case 3), electric current continues to flow to the solenoid, but the controller does not carry out any action. Therefore, if the abnormal places are reset, they return to normal. ★ However, the display does not disappear (disappears when power is turned OFF.) ★ When the controller sends the command to turn the solenoid current OFF, the voltage at portion ⓐ should be 20 – 30V, if there is any disconnection or contact with the ground, the voltage at portion ⓐ is low (almost 0V), so it can be judged that there is an abnormality.   | 1. In cases 1) and 2), it is the same as display 01. |
| 13 | Arm half flow solenoid | | Resistance value of solenoid: 10 – 35 Ω | | 1. In cases 1) and 2), it is the same as display 03. 2. In the case of 3), the Hi circuit remains cut, so the speed for normal work is low. |
| 14 | Swing brake solenoid | | Resistance value of solenoid: 10 – 35 Ω | | 1. In cases 1) and 2), it is the same as display 04. 2. In the case of 3), the brake stays released, so the brake has no effect even when the lever is returned to neutral. (The upper structure will swing on slopes.) |
| 15 | Travel speed solenoid | | Resistance value of solenoid: 50 – 100 Ω | | 1. In cases 1) and 2), it is the same as display 05. 2. In the case of 3), the solenoid continues to be actuated and stays at Hi. |
| 17 | CO cancel solenoid | | Resistance value of solenoid: 50 – 100 Ω | | 1. In cases 1) and 2), it is the same as display 07. |
| 18 | TVC solenoid | 1) Disconnection inside solenoid or disconnection in wiring harness between controller C1 (9), (17) – TVC solenoid 2) Contact of wiring harness between controller C1 (17) – TVC solenoid C4 (2) with ground | Resistance value of solenoid: 10 – 22 Ω Value of current<br>Mode \ Model: PC300LC, PC400LC<br>H mode: 0.10 – 0.23A<br>S mode: 0.55 – 0.89A<br>L mode: 0.80 – 1.03A<br>Engine at high idling, H.O mode. (Auto-deceleration OFF, levers at neutral) | 1. In the case of 1), it is the same as item 1 above. 2. In the case of 2), current continues to flow (approx. 1A) to the solenoid 3. Other items are the same as item 2 above. | 1. In the cases 1), it is the same as display 08, 09. 2. In the cases 2), the same current (approx. 1A) continues to flow to the TVC solenoid, so the TVC valve output pressure drops and the total speed becomes slower. (There is no change even when the power set is switched between H, S, and L.) |
| 21 | No. 2 throttle signal | Wiring harness between controller C2 (11) – engine throttle controller E1 (9) in contact with ground | 1. Voltage between C1 (11) and (12) : 0.8 – 4.2V 2. Resistance value between C1 (female) (11) and E1 (9) : Min. 1 MΩ (Disconnect E1) | There is an abnormal display, but no particular action is taken. Therefore, if the places in contact with the ground are reset by the vibration of the machine, the condition returns to normal. ★ However, the display does not disappear (disappears when power is turned OFF.) | Even when the fuel control dial is set to MAX and the auto-deceleration is canceled, the high idling speed of the engine does not change for H.O + H mode or G.O + S mode. |

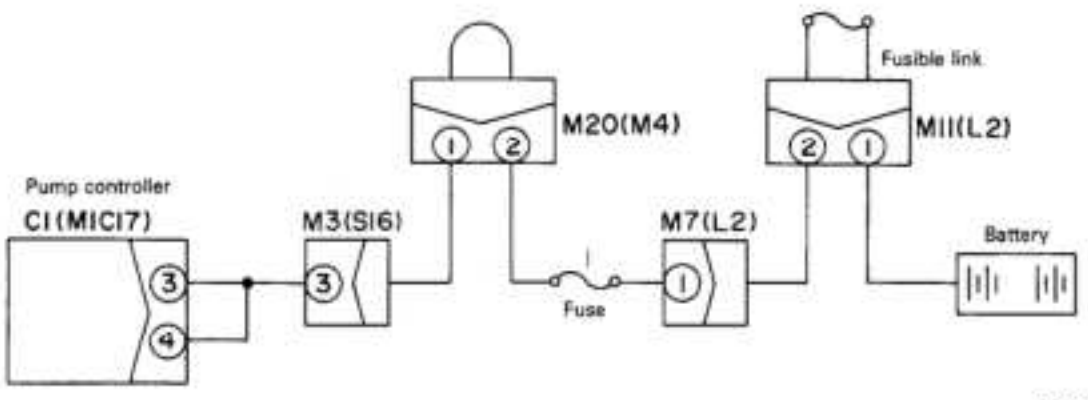


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# C-1 [88] [OFF] SELF-DIAGNOSTIC DISPLAY OF CONTROLLER DOES NOT LIGHT UP.

★ Check if fuse 1 is blown. If the fuse is blown, check if the wiring harness between the fuse 1-C1 (3) and (4) is in contact with the ground.
★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
★ Always connect any disconnected connectors before going on to the next step.






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## CHART FOR DISTINGUISHING IF FAILURE IS IN PUMP CONTROLLER OF IN HYDRAULIC RELATED PARTS

**Foldout 14**

| | Failure mode | All lamps OFF | Self diagnostic display (abnormality display No. and system) | | | | | | | | | | | | | | | | | | | | | | Monitor panel display (check only) | Input signal display | | | | | | | | | Troubleshooting code when abnormal display is not given |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2-stage relief solenoid valve | Arm half flow solenoid valve | Swing brake solenoid valve | Travel speed solenoid valve | CO cancel solenoid valve | TVC valve | TVC valve | 2-stage relief solenoid valve | Arm half flow solenoid valve | Swing brake solenoid valve | Travel speed solenoid valve | CO cancel solenoid valve | TVC valve | No. 2 throttle position | Throttle signal | Front pump pressure sensor | Rear pump pressure sensor | Pressure sensor 24V | Engine speed sensor | Auto-deceleration signal | 107°C signal | Controller abnormal | | Working mode • power set selection display | Work equipment • swing oil pressure switch | Travel oil pressure switch | Swing lock switch | Travel speed switch (Hi) | Travel speed switch (Lo) | Auto-deceleration switch | Power maximizing switch | Engine speed sensor monitor | |
| | | | 01 | 03 | 04 | 05 | 07 | 08 | 09 | 11 | 13 | 14 | 15 | 17 | 18 | 21 | 22 | 23 | 24 | 25 | 26 | 28 | 29 | | | P2 | P6 | bS | Hi | lO | Ad | UP | | |
| Work equipment, travel, swing | Speeds of work equipment, travel, swing are all slow | ● | | | | | | ● | ● | | | | | | ● | | ● | | | | ● | | | | | | | | | | | | ○ | H-1 |
| | Engine stalls or speed drops excessively | ● | | | | | | ● | ● | | | | | | ● | ● | | | | | | | | | | | | | | | | | | H-2 |
| | Nothing moves | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-3 |
| | Speed is extremely slow | | | | | | | | | | | | | | | | ● | | | | ● | ● | ● | | ○ | ○ | | | | | | | | ○ | H-3 |
| | Lacks power (when power maximizing and, when traveling) | ● | ● | | | | ● | | | ● | | | | ● | | | | | | | ● | | | ● | | | | | | | | ○ | | | H-4 |
| | Power set selection system does not switch | ● | | | | | | ● | ● | | | | | | ● | | | | | | | | | ● | ○ | ○ | | | | | | | | | H-5 |
| | Abnormal noise is generated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-6 |
| | Auto-deceleration does not work | ● | | | | | | | | | | | | | | | | | | | | ● | | ● | ○ | ○ | ○ | ○ | | | | | | | H-7 |
| Work equipment system | Boom and arm speeds are extremely slow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-8 |
| | Boom speed is slow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-9 |
| | Arm speed is slow | | | | | | | | | | ● | | | | | | | | | | | | | | ○ | ○ | | | | | | | | | H-9 |
| | Bucket speed is slow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-9 |
| | When boom and arm are operated simultaneously, boom speed is slow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-10 |
| | Lacks power (when power maximizing) | | ● | | | | ● | | | ● | | | | ● | | | | | | | | | | ● | | | | | | | | | | ○ | H-11 |
| | Excessive hydraulic drift | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-12 |
| | Excessive time lag | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-13 |
| | Does not switch to F.O mode | ● | | ● | | | | | | | ● | | | | | | | | | | | | | ● | ○ | ○ | | | | | | | | | H-14 |
| | When arm and swing are operated simultaneously, arm speed is slow | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-15 |
| Travel system | Travel deviation: Deviates in same direction in both forward and reverse | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-16 |
| | Travel deviation: Deviates in different directions for ferward and reverse | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-16 |
| | Travel deviation: Excessive deviation during compound operations | ● | | | | | | | | | | | | | | | | | | | | | | ● | | | | | | | | | | ○ | H-17 |
| | Travel deviation: Excessive deviation when starting | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-18 |
| | Lacks power | | ● | | | | ● | | | ● | | | | ● | | | | | | | | | | ● | | | ○ | | | | | | | ○ | H-19 |
| | Travel speed does not switch: Speed is not shifted automatically | | | | | | | | | | | | ● | | | | | ● | ● | ● | | | | ● | | | ○ | | ○ | ○ | | | | | H-20 |
| | Travel speed does not switch: Does not enter Hi, or does not enter Lo | ● | | | ● | | | | | | | | ● | | | | | | | | | | | ● | ○ | | | | ○ | ○ | | | | | H-20 |
| | Does not move (one side only) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-21 |
| Swing system | Does not swing | ● | | | ● | | | | | | | | ● | | | | | | | | | | | | ○ | | ○ | | ○ | | | | | | H-22 |
| | Swing speed is slow or acceleration is poor | | | | | | | | | | | | | | | | ● | | | | | | | | | | | | | | | | | ○ | H-23 |
| | Excessive overrun when stopping swing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-24 |
| | Excessive shock when stopping swing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-25 |
| | Excessive abnormal noise when stopping swing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-26 |
| | Excessive hydraulic drift of swing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | H-27 |
| | Swing speed is slow when arm and swing are operated simultaneously | | | | | | | | | | | ● | | | | | | | | | | | | | | | | | | | | | | | H-28 |
| | Troubleshooting code when abnormal display is given | C-1 | C-2 | C-3 | C-4 | C-5 | C-6 | C-7 | C-8 | C-9 | C-10 | C-11 | C-12 | C-13 | C-14 | C-15 | C-16 | C-17 | C-18 | C-19 | C-20 | C-21 | C-22 | C-23 | | F-1 | F-2 | F-3 | F-4 | F-4 | F-5 | F-6 | F-7 | | |

★ For panel displays P2 and P6, if F mode troubleshooting is normal, go to H mode troubleshooting.

If the monitor panel does not light up correctly to indicate the way that the machine is being operated, carry out troubleshooting for the failed monitor system

Troubleshooting code if lamps do not light up when revelant item is operated



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