

John Deere 950K Crawler Dozer Operation & Test Technical Manual (TM14359X19)

950K Crawler Dozer Operation and Test

PIN: 1T0950KP__C334109—
PIN: 1T0950KS__C339000—
PIN: 1T0950KL__C339000—
PIN: 1T0950KX__C339000—



JOHN HARE



COLLECTION

OPERATION & TEST TECHNICAL MANUAL

950K Crawler Dozer

(PIN: 1T0950KP__C334109—, PIN: 1T0950KS__C339000—,
PIN: 1T0950KL__C339000—, PIN: 1T0950KX__C339000—)
TM14359X19 30NOV19 (ENGLISH)

For complete service information also see:

6090 Diesel Engine - Level 1
950K Crawler Dozer Repair



Worldwide Construction and
Forestry Division

Covers: 950K,1T0950KP__,C334109,1T0950KS__,C339000

Type: Service Manual

Language: English

Pages: 904

Format: PDF

Features: Bookmarked, searchable, printable

Compatibility: Windows/Mac/Tablet/Mobile

This service manual contains important information for the maintenance, troubleshooting and servicing of the **John Deere 950K Crawler Dozer Operation & Test Technical Manual (TM14359X19)**

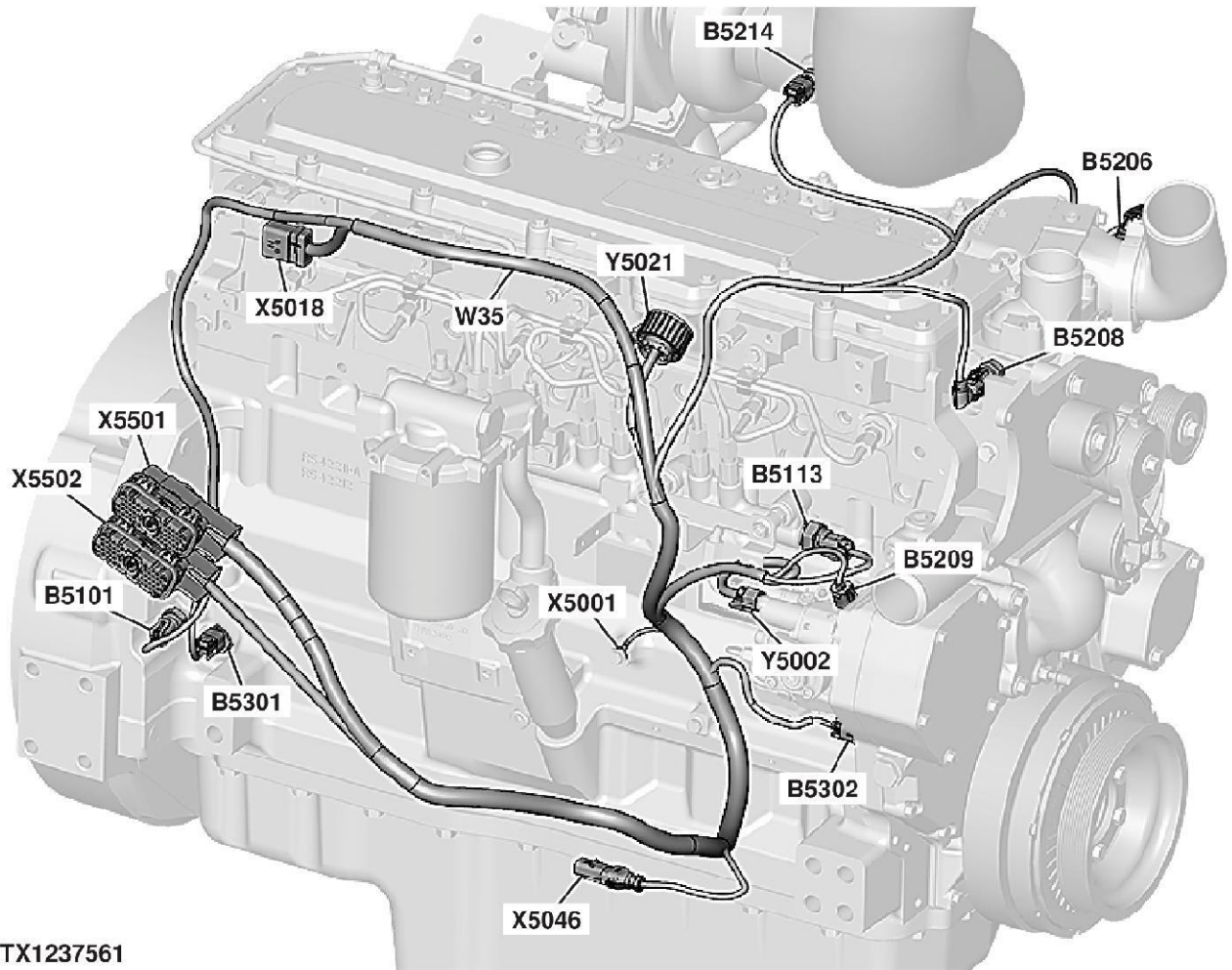
In this manual you will find detailed specifications, illustrations, schematics, diagrams and step-by-step procedures to properly service and diagnose the machine to the manufacturer's standards.

Contents:

- General Information
- Specifications
- Serial Number Location
- Engine Specifications
- Engine Diagnostics
- Engine Tests and Adjustments
- Engine Repair
- Power Train
- Transmission
- Axles
- Differential
- PTO
- Hydraulic System
- Electrical System
- Electrical Tests and Diagnostics
- Wiring Diagram / Schematic
- Ignition and Charging
- Steering
- Brakes
- Wheels
- Operator's Platform
- Body Panels
- Disassembly and Assembly
- Diagnostics, Tests and Adjustments
- Troubleshooting
- and much more...

Please note this manual is in **downloadable PDF format only**. If you have any questions about this product or would like to request sample pages, please contact us and reference the product name or SKU.

Engine Harness (W35) Component Location



TX1237561

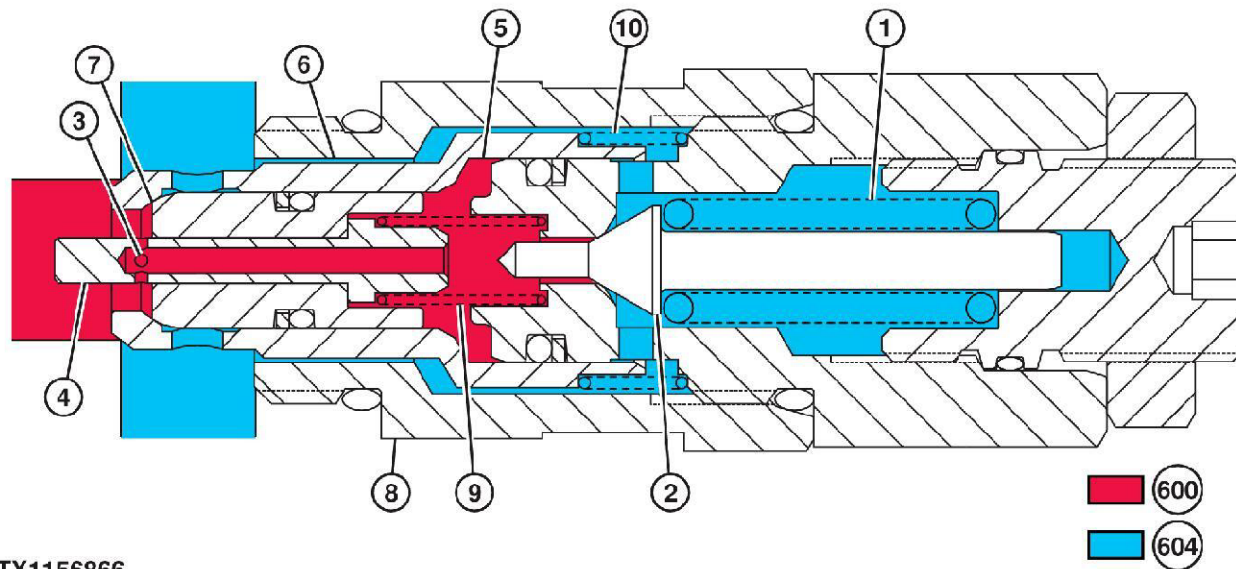
TX1237561-UN: Engine Harness (W3E) Component: Location

LEGEND:

- | | | |
|---|--|--|
| B5101-Engine Oil Pressure Sensor | B5302-Camshaft Position Sensor | X5501-Engine Control Unit (ECU) Connector 1 |
| B5113-Fuel Rail Pressure Sensor | W35-Engine Harness | X5502-Engine Control Unit (ECU) Connector 2 |
| B5206-Manifold Air Temperature Sensor | X5001-Engine Control Unit (ECU) Static Ground | Y5002-Suction Control Valve |
| B5208-Engine Coolant Temperature Sensor | X5018-Engine Harness-to-Left Frame Harness 12-Pin Connector | Y5021-Fuel Injector Harness Connector |
| B5209-Fuel Temperature Sensor | X5046-Low-Pressure Fuel System Power Connector | |
| B5214-Turbocharger Compressor Inlet Temperature Sensor | | |
| B5301-Crankshaft Position Sensor | | |

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Circuit Relief Valve with Anticavitation Operation



TX1156866

TX1156866-UN: Circuit Relief With Anticavitation

LEGEND:

1-Pilot Spring
2-Pilot Poppet
3-Orifice
4-Piston

5-Cavity
6-Anticavitation Poppet
7-Main Poppet
8-Relief Body

9-Main Spring
10-Anticavitation Spring
600-Pressure Oil
604-Return Oil

The relief valve is used in the blade raise and lower circuits and ripper lower circuit. Also, in the power angle tilt (PAT) configuration, relief valve is used in the blade anglet right and left circuits. The relief valve is pilot operated, screw adjustable, with anticavitation operation.

The relief valve setting is controlled by the pilot spring (1) holding the pilot poppet (2) on its seat. The setting is adjustable. Loosening lock nut and screwing adjustment cap in will increase pressure setting.

In normal operation, pressure oil (600) less than relief valve setting flows through orifice (3) in piston (4) into cavity (5) behind the anticavitation poppet (6) and main poppet (7). This oil pressure and the springs hold the main poppet and anticavitation poppet closed because the effective areas of the poppets on the cavity side is greater than the work port side.

In relief operation, pressure oil overcomes the pilot poppet and flows from the pressurized port through the orifice into the cavity. From cavity, the oil flow past pilot poppet to tank through a path between relief body (8) and the anticavitation poppet. The pressure drop through orifice causes a pressure difference across piston moving piston against main spring (9) until it rests on pilot poppet. This movement shuts off orifice and further reduces the pressure in cavity. When the pressure difference is large enough to overcome the differential area effect holding the main poppet on its seat, oil is allowed to flow from the work port to the return port.

During anticavitation operation, the pressure in the work port and cavity is less than the pressure in the return port. This pressure difference overcomes the differential area effect holding the anticavitation poppet on its seat. Oil is allowed to flow from return port to work port to prevent cavitation.

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Hydraulic Oil Filter Manifold Operation



Thank you very much
for your reading.
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to get more information.