CEAM002402

Operation & Maintenance Manual

KOMATSU®

GD750A-1

MOTOR GRADER

SERIAL NUMBERS GD750A-1 - 7001 and up

NOV 1999

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The accelerator / decelerator pedal works in conjunction with the fuel (engine speed) control lever. With the engine speed control lever in the slow position (toward front of the machine), the engine speed may be raised by depressing the accelerator (toe portion) pedal. When accelerator (toe portion) pedal is released, engine speed will return to the setting determined by the engine speed control lever.

When the engine speed control lever is in the fast position (toward the rear of the machine), engine speed may be lowered by depressing the decelerator (heel portion) pedal.

When decelerator (heel portion) pedal is released, engine speed will return to the setting determined by the engine speed control lever.

NOTE: Decelerator (heel portion) pedal may also be used to aid in braking the machine. Always depress the decelerator (heel portion) pedal before applying the foot brake pedal.

Generally, working speeds are first through fourth. Depending upon type of work being done, fifth and sixth gears may also be used as working gears.

The grader is capable of working at any position of engine speed control lever, however, the transmission system will work best when you follow these directions:

1. Move engine speed control lever toward fast until desired ground speed is obtained.

   A. If the engine speed control lever position is 2/3 or more of total lever travel, shift gear range control into next higher gear.

   B. Adjust engine speed control lever until desired ground speed is obtained.

2. Put blade in ground in normal working manner.

3. When gears are selected correctly and speed control is used properly, engine speed will vary with load, (within horsepower limits of the engine). Travel speed of the grader must be maintained by using the accelerator and decelerator pedal.

⚠ WARNING

- **Manual downshifting should ONLY be accomplished when necessary, with consideration of your speed.**
- **When roading the grader, transmission downshifting should be done one gear at a time.**

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NLGI: National Lubricating Grease Institute
SAE: Society of Automotive Engineers

Specified Capacity: Total amount of oil including oil for components and piping.

Refill Capacity: Amount of oil needed to refill system during normal maintenance.

EO - Multi-grade diesel engine oil per HMS B21-0002 or engine oil API CG-4 or CF-4 or MIL-L-2104D with sulphated ash of 1.85% maximum and meeting NTC 400.

ATF - Factory fill with DEXRON III/C-4 per HMS-B22-0004. Alternate for field usage engine oil API CD/CC. MIL-L-2104C or D and passing to -2 and C-4 test with 0.10% minimum zinc.

COL - 50% anti-freeze (single phase, ethylene glycol base per HMS B1-0001 or equivalent low silicate formulation) and 50% water mixture according to ambient temperature.

DF - Diesel fuel per HMS B32-001 or ASTM D-975 grade 1 or 2 depending upon ambient temperature.

HTF - Hydraulic trans. Fluid per HMS B06-0002.

HDTF - Transmission and/or hydraulic system fluid with controlled friction and characteristics per HMS B21-0006.

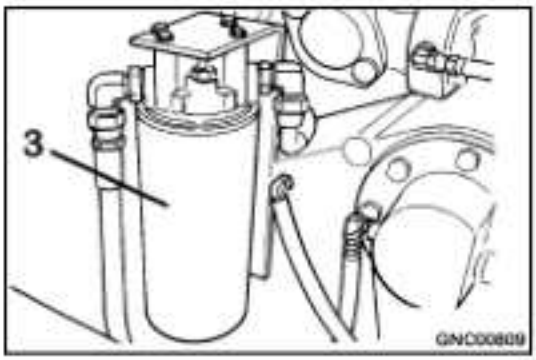
MPG - Multi-purpose grease 251 HEPM per HMS B27-0002 or NLG grade #2 multi-purpose lithium grease with 3% min. molybdenum disulfide.

Other equipment may be necessary when operating the machine at temperatures below -20ºC (-4ºF), therefore consult your Komatsu distributor for your specific needs.

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24.5.14 TRANSMISSION FILTER

Replace filter element (3). Replace filter after first 50 Hours on new machine or after rebuild and every 250 Hours thereafter, unless warning indicator light justifies earlier service.



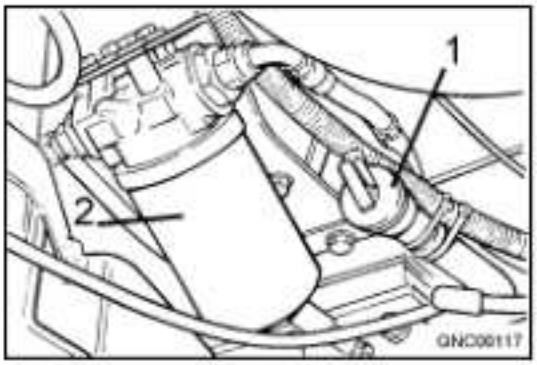
NOTE: In cold weather operation and/or initial startup (when the transmission oil is cold) the oil will have a higher viscosity which may allow the filter to bypass intermittently.

When this happens, the filter bypass indicator light will be activated. If this happens, check the converter out oil temperature. If the temperature is in normal working range, the filter must be changed.

⚠ WARNING

Do not stall the converter more than 20 seconds at a time.

If the converter out oil temperature is below the normal working range, stop the machine and warm the oil up to normal working range by stalling the converter, and observing the bypass indicator to be deactivated as the oil warms up.



If this disarms the system, work the transmission in a higher gear to keep the converter oil temperature in the normal working range. If this does not disarm the system, change the filter.

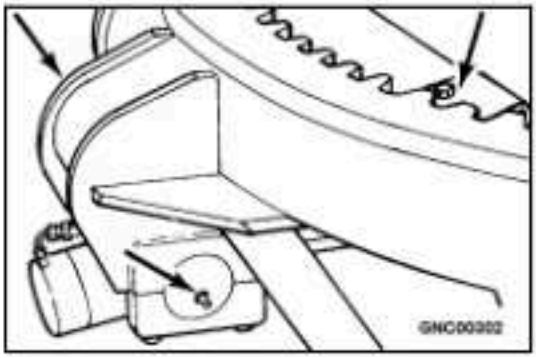
1. Place transmission gear range lever in "NEUTRAL".
2. Place blade in ground.
3. Unscrew filter element (3) from filter base and discard.
4. Install new element. Lightly coat element seal ring with clean transmission fluid to ensure positive seal. Screw on tightly by hand.
5. Start engine and check for proper oil level (1, oil level dipstick) and leaks.

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24.7.16 BLADE PITCH CYLINDER

Purge old grease with new.

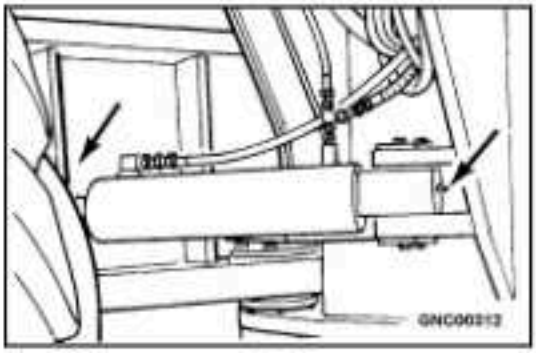
LUBRICANT: MPG



24.7.17 ARTICULATION CYLINDERS

Purge old grease with new. (Both sides)

LUBRICANT: MPG



24.7.18 WHEEL HUB BOLTS

Loose wheel hub bolts (1) will result in shortened life of tires or other troubles.

1. Carefully check for loose nuts.

   When checking for loose nuts, always turn the nut in the tightening direction to check.

   Tightening torque: 131.34 kgf m (950 lbf ft)

2. Check all the nuts for loosening. Also check the rim for damage. If a hub bolt is broken, replace all the hub bolts.



FRONT WHEEL



REAR WHEEL

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