CEAM471010

Operation & Maintenance Manual

TD-8H

CRAWLER TRACTOR

SERIAL NUMBERS TD-8H – P035501 – P036254

June 1993

KOMATSU®

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PRODUCT PUBLICATIONS INFORMATION

VARIOUS PRODUCT PARTS & SERVICE PUBLICATIONS ARE AVAILABLE TO ALL **DRESSER** CONSTRUCTION EQUIPMENT OWNERS, INCLUDING OPERATION AND MAINTENANCE MANUALS, PARTS BOOKS AND SERVICE MANUALS.

SPECIAL PUBLICATIONS SUCH AS SERVICE TOOL, AIR CONDITIONING, AND TURBOCHARGER SERVICE MANUALS ARE ALSO AVAILABLE AS WELL AS SELECTED OPERATION & SERVICE MANUALS IN FOREIGN LANGUAGES.

THE PUBLICATIONS LISTED BELOW ARE AVAILABLE FOR THIS PARTICULAR MACHINE(S).

DESCRIPTION	FORM NUMBER
PARTS BOOK - PAPER:	
ENGINE AND CHASSIS	BEPB471010
PARTS BOOK - MICROFICHE:	
ENGINE AND CHASSIS	BEPM471010
OPERATION AND MAINTENANCE MANUAL:	
CHASSIS	CEAM471010
SERVICE MANUAL:	
CHASSIS	NA
ENGINE SET (INCLUDES FOLLOWING MANUALS)	CEBM610000
SERVICE	CEBM610SH0
SPECIFICATIONS	CEBM610SP0
SAFETY MANUAL	1085882R3

PARTS AND SERVICE PUBLICATIONS CAN *ONLY* BE ACQUIRED BY AUTHORIZED DRESSER DISTRIBUTORS, USING THE KDC PARTS INFORMATION PROCESSING SYSTEM (PIPS).

IF THE PIPS SYSTEM IS NOT AVAILABLE AT THE DISTRIBUTOR LOCATION, THEN THE FOLLOWING REQUISITION FOR LITERATURE FORMS CAN BE USED: DR-91A (USA DISTRIBUTORS) SHOWN ON THE REVERSE SIDE OF THIS PAGE; FORM DR-20A (CANADIAN DISTRIBUTORS); FORM DR-128A (OVERSEAS DISTRIBUTORS).

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Periodic adjustment of the pedal might be required, refer to your distributor if pedal values are not within those shown in FIG. 12.

BRAKE PEDAL LOCK

This lock (FIG. 12) secures the brake and decelerator pedal in the applied position for parking the machine. To lock the brake and decelerator pedal, fully depress the pedal, push down on the lock and remove your foot from the brake and decelerator pedal. To release the brake, depress the brake and decelerator pedal.

NOTE: Release the brake pedal lock before moving the machine. The brakes could burn or be damaged if the machine is driven with them applied.

ELECTRICAL SYSTEM MASTER SWITCH

Turn the key (A) clockwise to connect the battery ground circuit. Turn the key counterclockwise to disconnect the battery ground circuit.

NOTE: Keep the switch on while the engine in running.

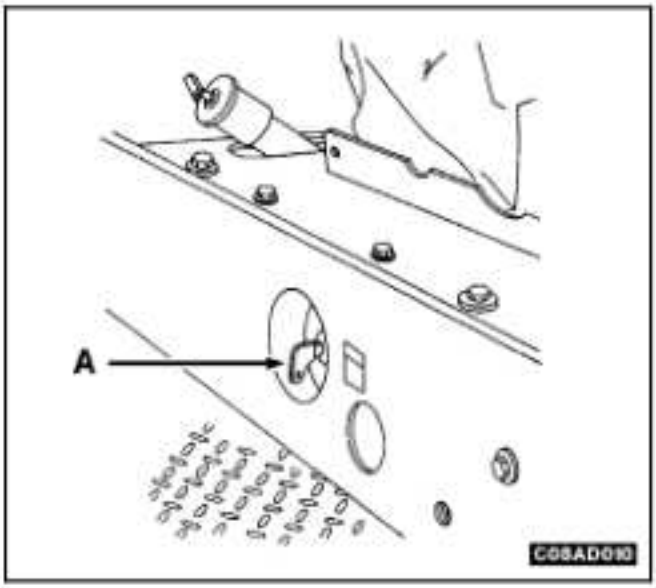


FIG. 13 - Electrical System Master Switch

A. Electrical System Master Switch Key

BLADE CONTROL LEVER

This lever controls all operation of the blade. Refer to BLADE CONTROL LEVER OPERATION in this Section.

REAR EQUIPMENT CONTROL LEVER

This lever controls the operation of the rear mounted equipment. Refer to REAR EQUIPMENT CONTROL LEVER OPERATION.

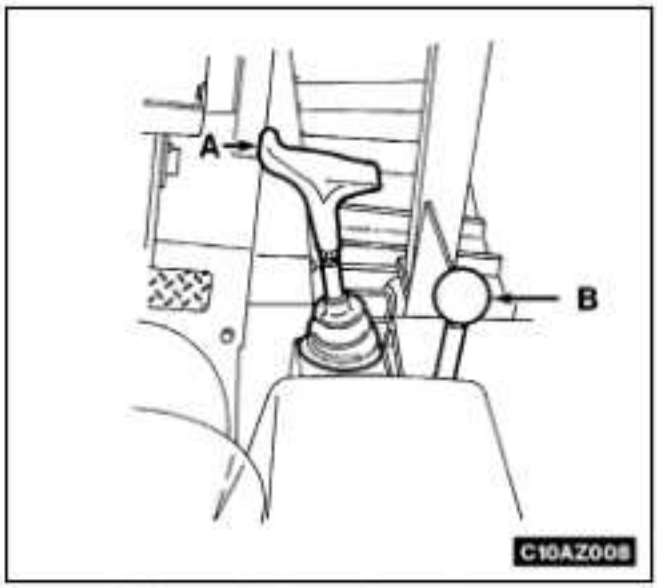


FIG. 14 - Equipment Control Levers

A. Blade Control Lever
B. Rear Equipment Control Lever

DIRECT DRIVE INCHING PEDAL

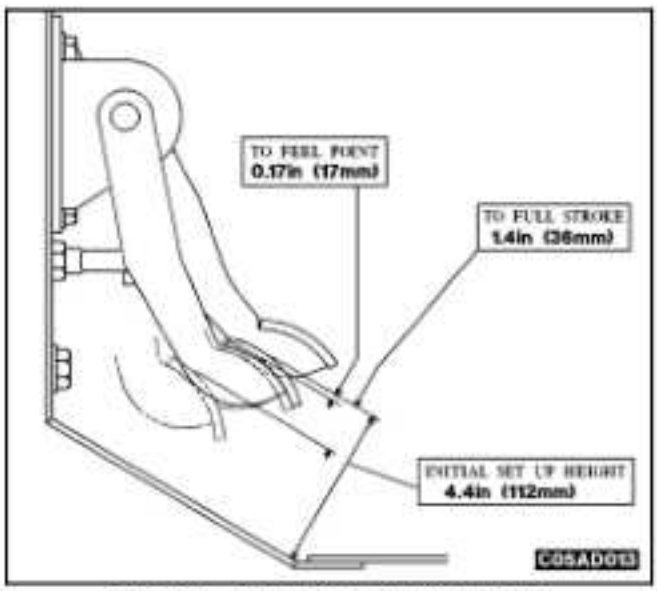


FIG. 15 - Direct Drive Inching Pedal

This pedal engages and disengages the transmission from the engine and is used to carry out fine travel operations. When the the pedal is depressed, a transmission clutch is partially relieved to keep the engine from syalling. It also used to approach the oncoming target. Periodic adjustment of the pedal might be required, refer to your distributor if pedal values are not within those shown in FIG. 15.

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MAINTENANCE

REFILL SPECIFICATIONS AND CAPACITIES

It is not our policy to approve lubricants or to guarantee oil performance in service. The responsibility for the quality of the lubricant must remain with the supplier of the lubricant. When in doubt, consult your distributor. The specified type and viscosity of lubricants recommended for use with this machine are shown in the chart below.

REFILL SPECIFICATIONS AND CAPACITIES CHART

LUBRICATION POINT	Refill Capacities		Type	Anticipated Air Temperature		
	English	Metric		120 to 20°F 49 to -7°C	70 to 10°F 21 to -23°C	10 to -30°F -12 to -34°C
Crankcase with Filter Change	2.5 GAL	9.5 ℓ	EO1	SAE 15W-40		SAE 5W-20 OR SAE 5W-30
Front Idler (Life Time Lubrication / If Rebuilt)	Each 13.5 oz	Each 400 mℓ	EO1	SAE 30		
Track Roller (Life Time Lubrication / If Rebuilt)	Each 16 oz	Each 472 mℓ	EO1	SAE 30		
Top Idler (Life Time Lubrication / If Rebuilt)	Each 4 oz	Each 188 mℓ	EO1	SAE 30		
Rear Main Frame Steering Drive	21 GAL	79.5 ℓ	EO2	Hydraulic Trans-Fluid OR SAE 10W		
Transmission	21 GAL	79.5 ℓ	EO2	Hydraulic Trans-Fluid OR SAE 10W		
Torque Converter and Cooler	21 GAL	79.5 ℓ	EO2	Hydraulic Trans-Fluid OR SAE 10W		
Hydraulic Reservoir	9.5 GAL	36 ℓ	EO2	Hydraulic Trans-Fluid OR SAE 10W		
Hydraulic Equipment System	13.5 GAL	51.1 ℓ	EO2	Hydraulic Trans-Fluid OR SAE 10W		
Sprocket Drive Housing - Each	4 GAL	15 ℓ	MPL	SAE 85W-140	SAE 85W-140 OR SAE 80W-90	SAE 80W-90
Cooling System	7 GAL	26.5 ℓ		ANTI-FREEZE PROTECTION		
				32 to -34°F 0 to -29°C	-34 to -65°F -29 to -65°C	
				50% Anti-freeze 50% Water	64% Anti-freeze 36% Water	
Fuel Tank	37 GAL	140 ℓ		Temperature Above 10°F (-12°C) use #2 Diesel Fuel		
				Temperature Below 10°F (-12°C) or extended idle use #1 Diesel Fuel		

EO1 - Multigrade diesel engine oil, KDC engine oil, or engine oil API CD/CC or MIL-L-2104D with sulphated ash of 1.85% maximum and meeting NTC 400.

EO2 - Transmission-Hydraulic fluid, KDC Hydraulic Trans-Fluid, KDC Straight Grade Engine Oil or engine oil APE CD/CC or MIL-L-2104C or D and passing TO-2 and C-3 test with 0.10% minimum zinc.

MPL - Multi-purpose gear lube, KDC Gear Lubricant, or Multi-purpose gear lube API GL-5 or MIL-L-2105C.

MPG - Multi-purpose grease, KDC Super Grease or NLGI grade #2 multi-purpose lithium grease with 3% minimum molybdenum disulfide.

ANTIFREEZE - Single Phase, ethylene glycol base, low silicate formulation.

DIESEL FUEL - Per ASTM D-975

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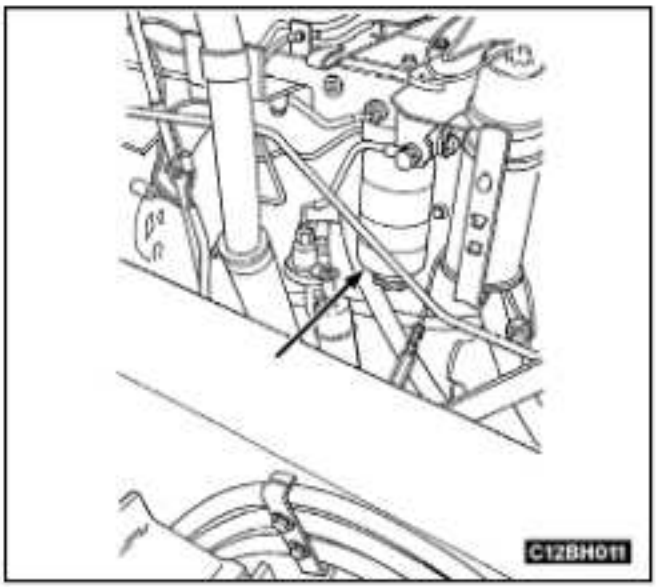


FIG. 26 - Fuel Filter

Keep the new filter in the original package until ready for installation. Before loosening the filter, clean the filter head to prevent dirt or foreign material from entering the system.

1. Close the fuel shutoff valve under the fuel tank (FIG. 23).

2. Remove the fuel filter from the filter header by turning counterclockwise. A filter removal wrench can be used if unable to turn the filter by hand. Discard the fuel filter in a suitable container.

3. Thoroughly clean the filter header with kerosene or diesel fuel to prevent dirt or foreign material from falling into the new filter.

4. Fill fuel filters with clean fuel.

5. Apply a light coating of clean engine oil or chassis grease to the seal surface on the new filter.

6. Install, but do not spin, the new filter, turning it until the seal just contacts the filter head. Make aligning marks on the filter and the filter header and tighten the filter an additional ¼ to ½ turn. Open the fuel line shutoff valve.

NOTE: Do not use any tool to install the filter. Do not over tighten the filter

DRAINING FUEL TANK

Open the valve (FIG. 27) and drain water and sediment from the fuel tank until clean diesel fuel appears. Close the valve.

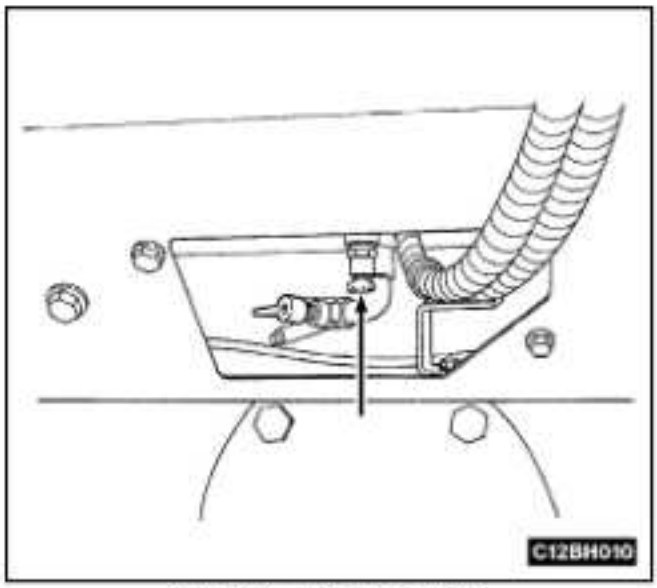


FIG. 27 - Fuel Tank Drain

VENTING SYSTEM

Controlled venting is provided at the injection pump through the fuel drain manifold. Small amounts of air introduced by changing the filter or injection pump supply line will be vented automatically, if the fuel filter is changed in accordance with the instructions. Manual bleeding is required if, the fuel filter is not filled prior to installation, initial engine start up or start up after an extended period of on engine operation or the machine fuel tank has run empty.

Low Pressure Filter Lines and Fuel Filter

1. Open the vent screw (1, FIG. 28). Operate the hand lever (2) on the fuel lift pump until the fuel flowing from the fitting is free of air. Tighten the vent screw.

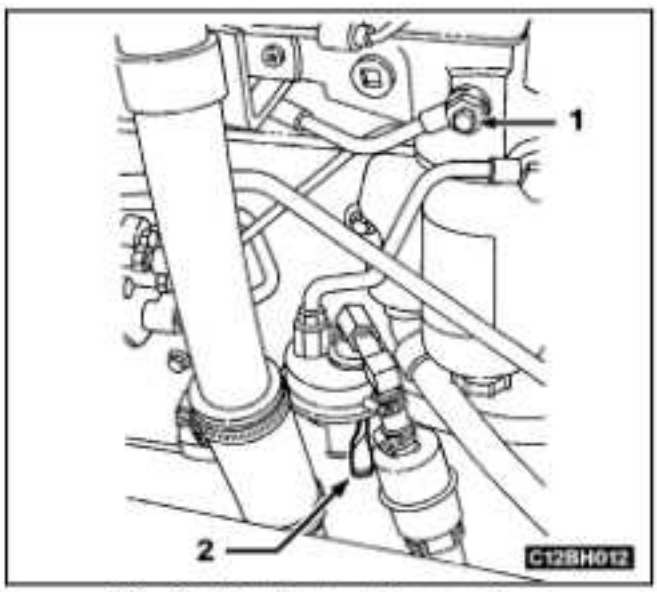


FIG. 28 - Venting Low Pressure Lines

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