SEBE61500109

SHOP MANUAL

KOMATSU®

6D125 SERIES

DIESEL ENGINE

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6D125-1				
GD605A-3 with 146HP engine	GD605A-3 with 155HP engine	GD613A-1 GD623A-1	GD622A-1	
6 – 125 x 150				
11,040				
1 – 5 – 3 – 6 – 2 – 4				
1.549	1.549	1.471	1.471	
805	805	822	822	
1,532	1,532	1,465	1,465	
–	–	–	–	
146/1,800	155/1,800	155/2,200	155/2,200	
74/1,100	77/1,100	67/1,350	67/1,350	
2,000 – 2,100	2,000 – 2,100	2,350 – 2,450	2,350 – 2,450	
650 – 700	650 – 700	650 – 700	650 – 700	
159	163	153	153	
1,130	1,130	1,050	1,050	
Bosch PE-NB type Bosch RSV centrifugal, all speed type		NIPPON DENSO NB (EP9) type Bosch RSV centrifugal, all-speed type		
30 (26)	30 (26)	30 (26)	30 (26)	
24	24	19	19	
24V, 25A	24V, 25A	24V, 25A	24V, 35A	
24V, 7.5kW	24V, 7.5kW	24V, 7.5kW	24V, 7.5kW	
12V, 150Ah x 2	12V, 150Ah x 2	12V, 140Ah x 2	12V, 140Ah x 2	
–	–	–	–	
–	–	–	–	
–	–	–	–	

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The basic method of using the troubleshooting chart is as follows.

Items listed for **[Questions]** and **[Check items]** that have a relationship with the Cause items are marked with ○, and of these, causes that have a high probability are marked with ◎.

Check each of the **[Questions]** and **[Check items]** in turn, and marked the ○ or ◎ in the chart for items where the problem appeared. The vertical column (Causes) that has the highest number of points is the most probable cause, so start troubleshooting for that item to make final confirmation of the cause.

※1. For **[Confirm recent repair history]** in the **[Questions]** Section, ask the user, and mark the Cause column with △ to use as reference for locating the cause of the failure. However, do not use this when making calculations to narrow down the causes.

※2. Use the △ in the Cause column as reference for **[Degree of use (Operated for long period)]** in the **[Questions]** section as reference. As a rule, do not use it when calculating the points for locating the cause, but it can be included if necessary to determine the order for troubleshooting.

			Causes						
			Seized turbocharger, interference	Clogged air cleaner element	Worn piston ring, cylinder	Clogged, seized injection nozzle	Improper injection timing	Defective injection pump (excessive injection)	
※1	Confirm recent repair history								
※2	Degree of use	Operated for long period		△	△	△			

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