SEBM022003

SHOP MANUAL

KOMATSU®

D575A-3

Super Dozer

MACHINE MODEL	SERIAL NUMBER
D575A-3 SUPER DOZER	**10101 and up**

- This shop manual may contain attachiments and optional equipment that are not available in your area. Please consult your local Komatsu distributor for those items you may require.
  Materials and specifications are subject to change without notice.
- D575A-3 Super Dozer mount the SA12V170E-2 engine.
  For details of the engine, see the 12V170-2 Series Engine Shop Manual.

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POINTS TO REMEMBER WHEN TROUBLESHOOTING

⚠ Stop the machine in a level place, and check that the safety pin, blocks, and parking brake are securely fitted.

⚠ When carrying out the operation with two or more workers, keep strictly to the agreed signals, and do not allow any unauthorized person to come near.

⚠ If the radiator cap is removed when the engine is hot, hot water may spurt out and cause burns, so wait for the engine to cool down before starting troubleshooting.

⚠ Be extremely careful not to touch any hot parts or to get caught in any rotating parts.

⚠ When disconnecting wiring, always disconnect the negative (–) terminal of the battery first.

⚠ When removing the plug or cap from a location which is under pressure from oil, water, or air, always release the internal pressure first. When installing measuring equipment, be sure to connect it properly.

The aim of troubleshooting is to pinpoint the basic cause of the failure, to carry out repairs swiftly, and to prevent reoccurrence of the failure.

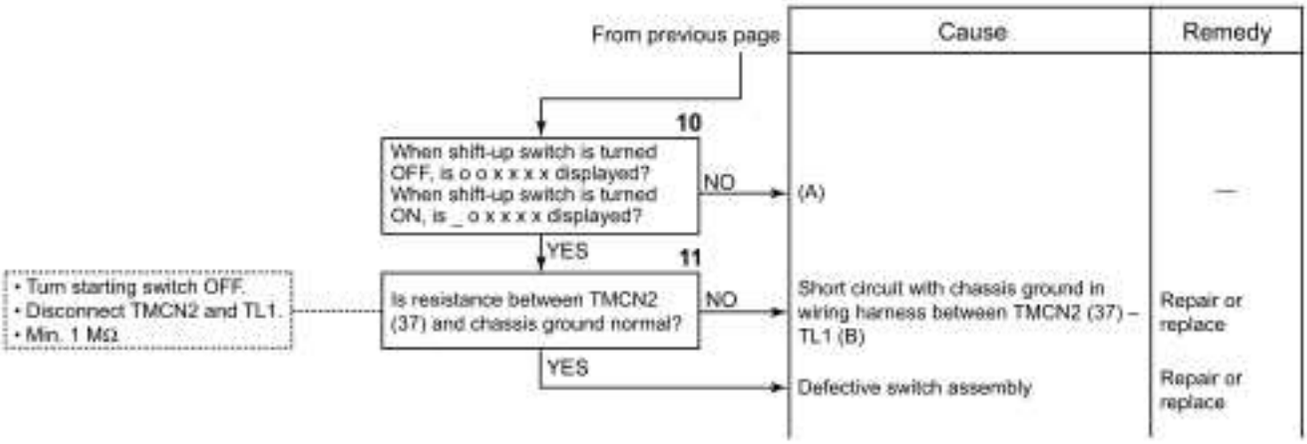
When carrying out troubleshooting, and important point is of course to understand the structure and function.

However, a short cut to effective troubleshooting is to ask the operator various questions to form some idea of possible causes of the failure that would produce the reported symptoms.

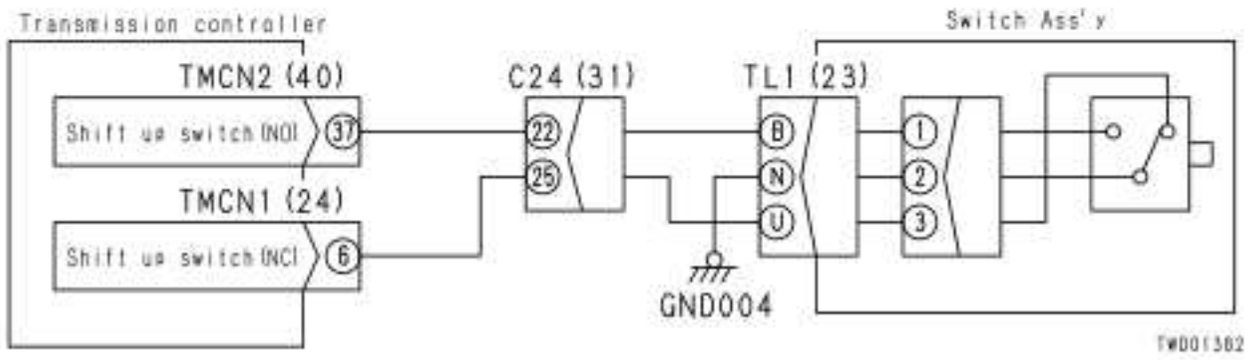
1. When carrying out troubleshooting, do not hurry to disassemble the components.
   If components are disassembled immediately any failure occurs:
   - Parts that have no connection with the failure or other unnecessary parts will be disassembled.
   - It will become impossible to find the cause of the failure.

   It will also cause a waste of manhours, parts, or oil or grease, and at the same time, will also lose the confidence of the user or operator.
   For this reason, when carrying out troubleshooting, it is necessary to carry out thorough prior investigation and to carry out troubleshooting in accordance with the fixed procedure.
2. Points to ask user or operator
   1) Have any other problems occurred apart from the problem that has been reported?
   2) Was there anything strange about the machine before the failure occurred?
   3) Did the failure occur suddenly, or were there problems with the machine condition before this?
   4) Under what conditions did the failure occur?
   5) Had any repairs been carried out before the failure?
      When were these repairs carried out?
   6) Has the same kind of failure occurred before?
3. Check before troubleshooting
   1) Check the oil level
   2) Check for any external leakage of oil from the piping or hydraulic equipment.
   3) Check the travel of the control levers.
   4) Check the stroke of the control valve spool.
   5) Other maintenance items can be checked externally, so check any item that is considered to be necessary.
4. Confirming failure
   Confirm the extent of the failure yourself, and judge whether to handle it as a real failure or as a problem with the method of operation, etc.
   ★ When operating the machine to reenact the troubleshooting symptoms, do not carry out any investigation or measurement that may make the problem worse.
5. Troubleshooting
   Use the results of the investigation and inspection in Items 2 – 4 to narrow down the causes of failure, then use the troubleshooting flowchart to locate the position of the failure exactly.
   ★ The basic procedure for troubleshooting is as follows.
      1) Start from the simple points.
      2) Start from the most likely points.
      3) Investigate other related parts or information.
6. Measures to remove root cause of failure
   Even if the failure is repaired, if the root cause of the failure is not repaired, the same failure will occur again.
   To prevent this, always investigate why the problem occurred. Then, remove the root cause.

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T-15 Related electrical circuit diagram

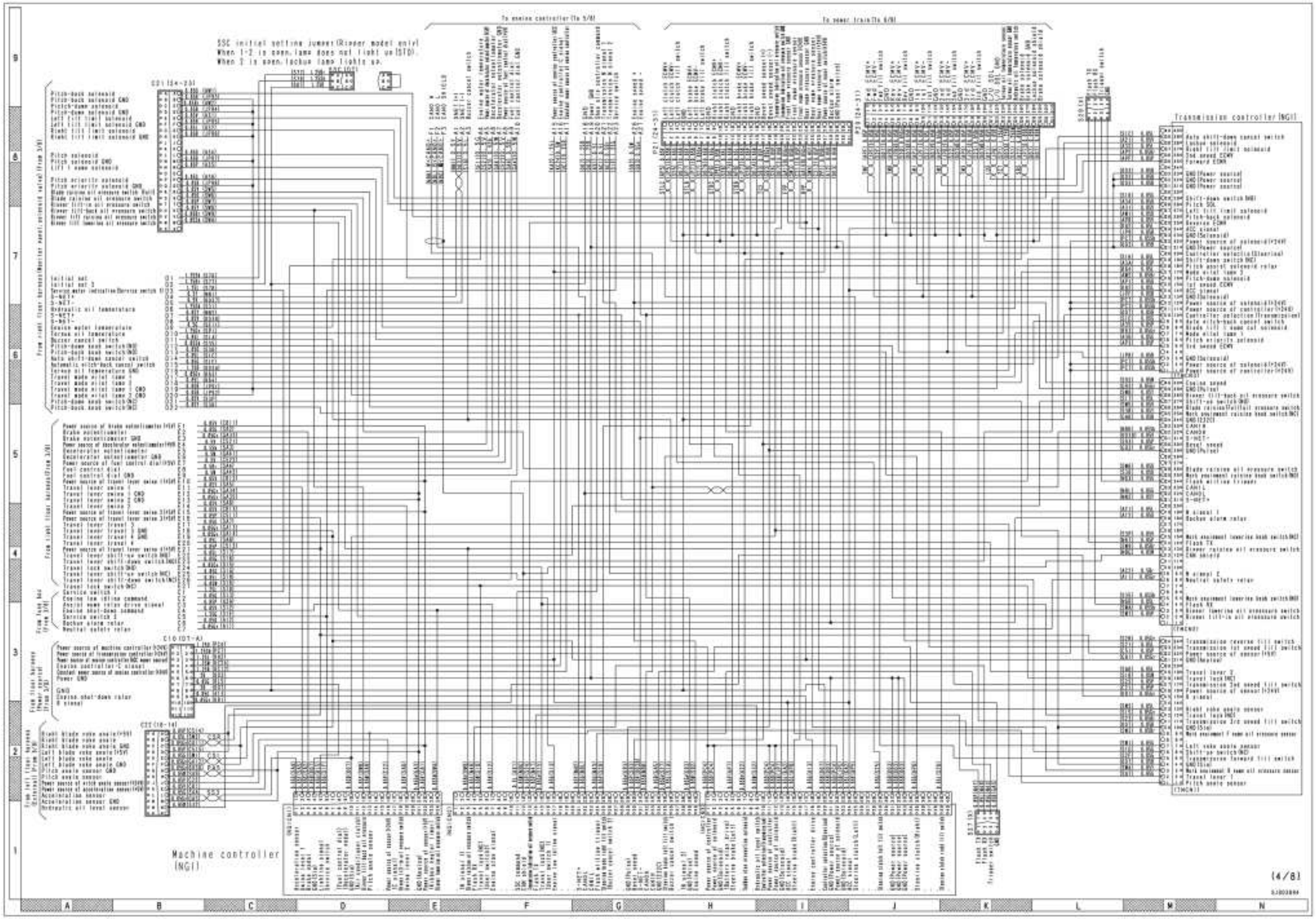


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Condition when normal (voltage, current, resistance)	Action by controller when abnormality is detected	Problem that appears on machine when there is abnormality
Voltage between CN2 (7) and chassis : Max. 6 V (when caution lamp lights up)	1. Sounds alarm buzzer	1. Caution lamp does not light up
Voltage between CN2 (8) and chassis : Max. 3 V (when alarm buzzer sounds)	1. Lights up caution lamp	1. Alarm buzzer does not sound
• Resistance between 453 (1) – (2) At 100°C:Approx. 3.8 kΩ At 90°C:Approx. 5 kΩ At 35°C:Approx. 29 kΩ At 20°C:Approx. 52 kΩ At 10°C:Approx. 80 kΩ	1. Lights up caution lamp, sounds alarm buzzer	
• Voltage between 452 (1) (CN1 (8)) – chassis ground When sensor is turned ON (hydraulic oil temperature is about 104°C or lower): 1 V max. When sensor is turned OFF (hydraulic oil temperature is about 108°C or higher): 20 – 30 V	1. Lights up caution lamp, sounds alarm buzzer	
• Voltage between 301 (3) (CN1 (7)) – chassis ground When sensor is turned ON (engine is stopped but starting switch is at ON position): 1 V max. When sensor is turned OFF (engine is started): 20 – 30 V	1. Lights up caution lamp, sounds alarm buzzer	
• Voltage between DRT (2) (CN1 (5)) – chassis ground When sensor is turned ON (radiator water level is above LOW mark) : 1 V max. When sensor is turned OFF (radiator water level is below LOW mark): 20 – 30 V	1. Lights up caution lamp, sounds alarm buzzer	
• Resistance between 402 (1) – (2) At 100°C:Approx. 3.8 kΩ At 90°C:Approx. 5 kΩ At 35°C:Approx. 29 kΩ At 20°C:Approx. 52 kΩ At 10°C:Approx. 80 kΩ	1. Lights up caution lamp, sounds alarm buzzer	

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ELECTRICAL CIRCUIT DIAGRAM (4/7)



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