SHOP MANUAL

KOMATSU®

D155C-1

Machine model	Serial number
D155C-1	**31586 and up**

- This shop manual may contain attachments 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.

- D155C-1 mounts the SA6D140E-2 engine.
  For details of the engine, see the 6D140-2 Series Engine Shop Manual.

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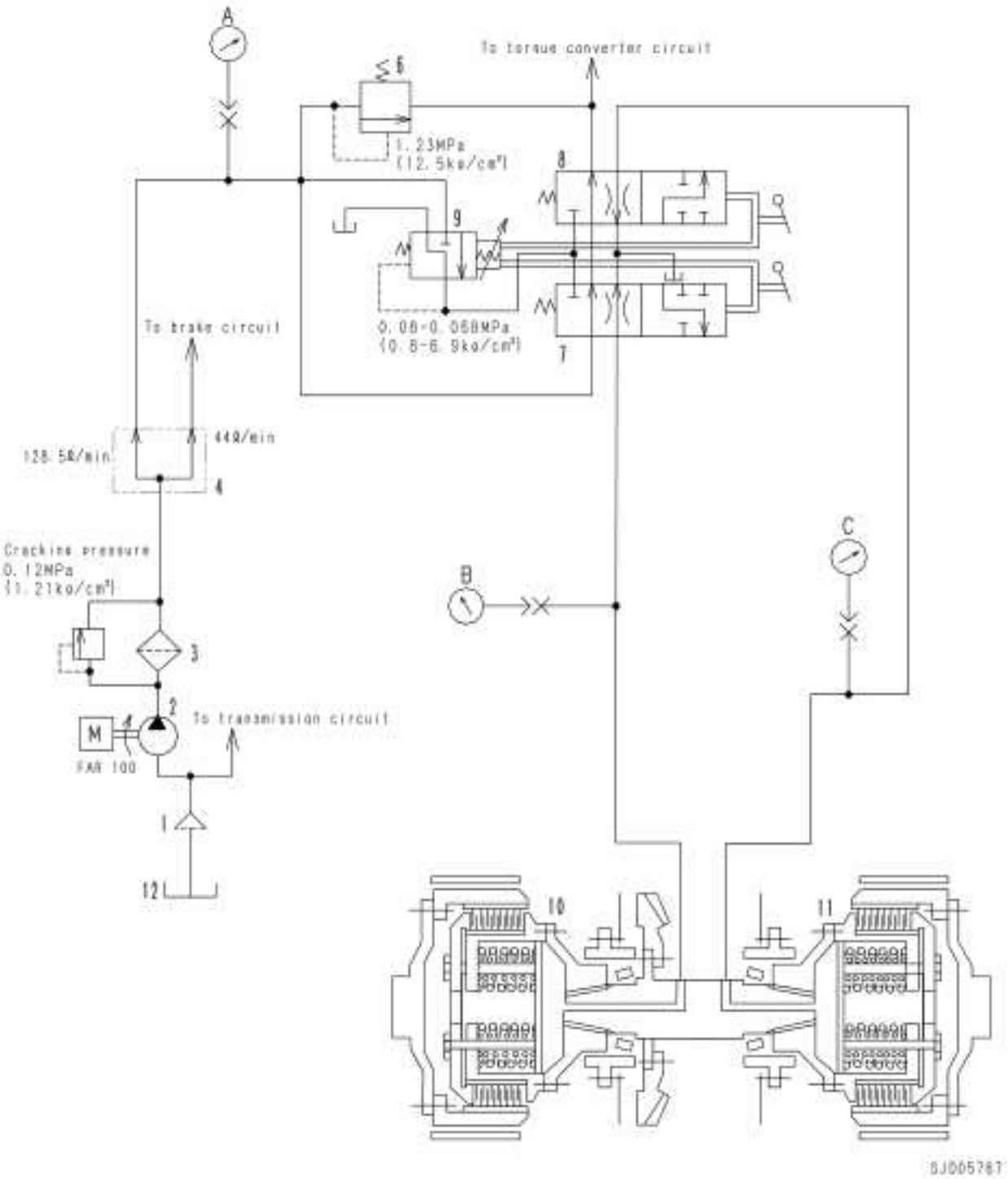
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Steering and brake hydraulic circuit diagram

Steering

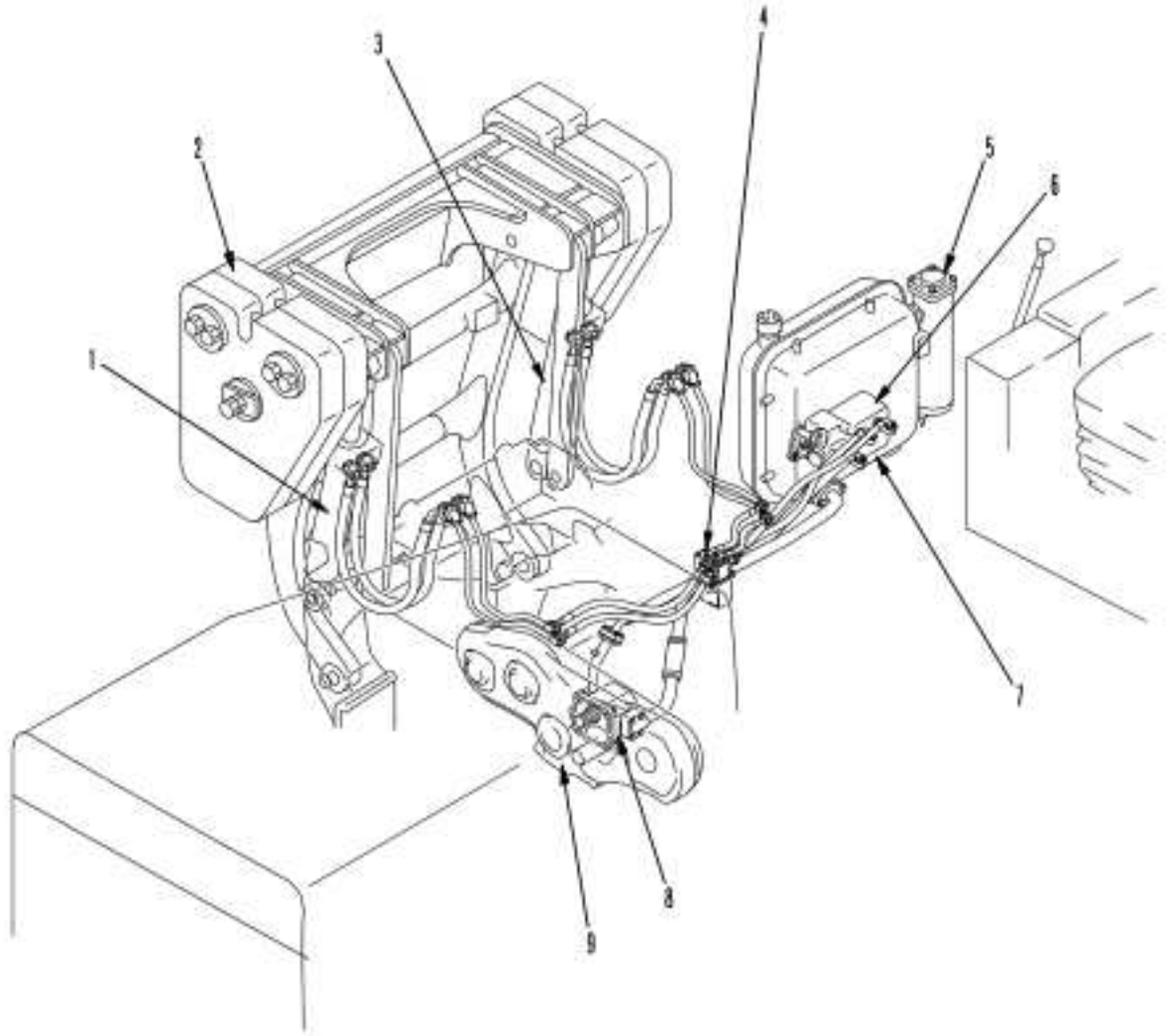


1. Magnet strainer
2. Steering pump (FAR100)
3. Steering filter
4. Flow divider valve
5. Piston
6. Steering main relief valve
7. L.H. clutch spool
8. R.H. clutch spool
9. Modulating valve
10. L.H. clutch spool
11. R.H. clutch spool
12. Steering case

A. Main relief pressure take-off plug (PT1/8)
B. L.H. clutch pressure take-off plug (PT1/8)
C. R.H. clutch pressure take-off plug (PT1/8)

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Counterweight piping



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1. Counterweight cylinder (front)
2. Counterweight
3. Counterwight cylinder (rear)
4. Slow return valve
5. Oil filter
6. Counterweight control valve
7. Hydraulic tank (for counterweight)
8. Counterweight pump (SAL(2)-040)
9. PTO case

General

- Counterweight (2) is smoothly operated by the hydraulic system. This system is established by counterweight control valve (6) and slow return valve (4).
- Counterweight control valve (6) is located on hydraulic tank (7) and slow return valve (4) is located in the piping.

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S-14 Water temperature becomes too high (overheating)

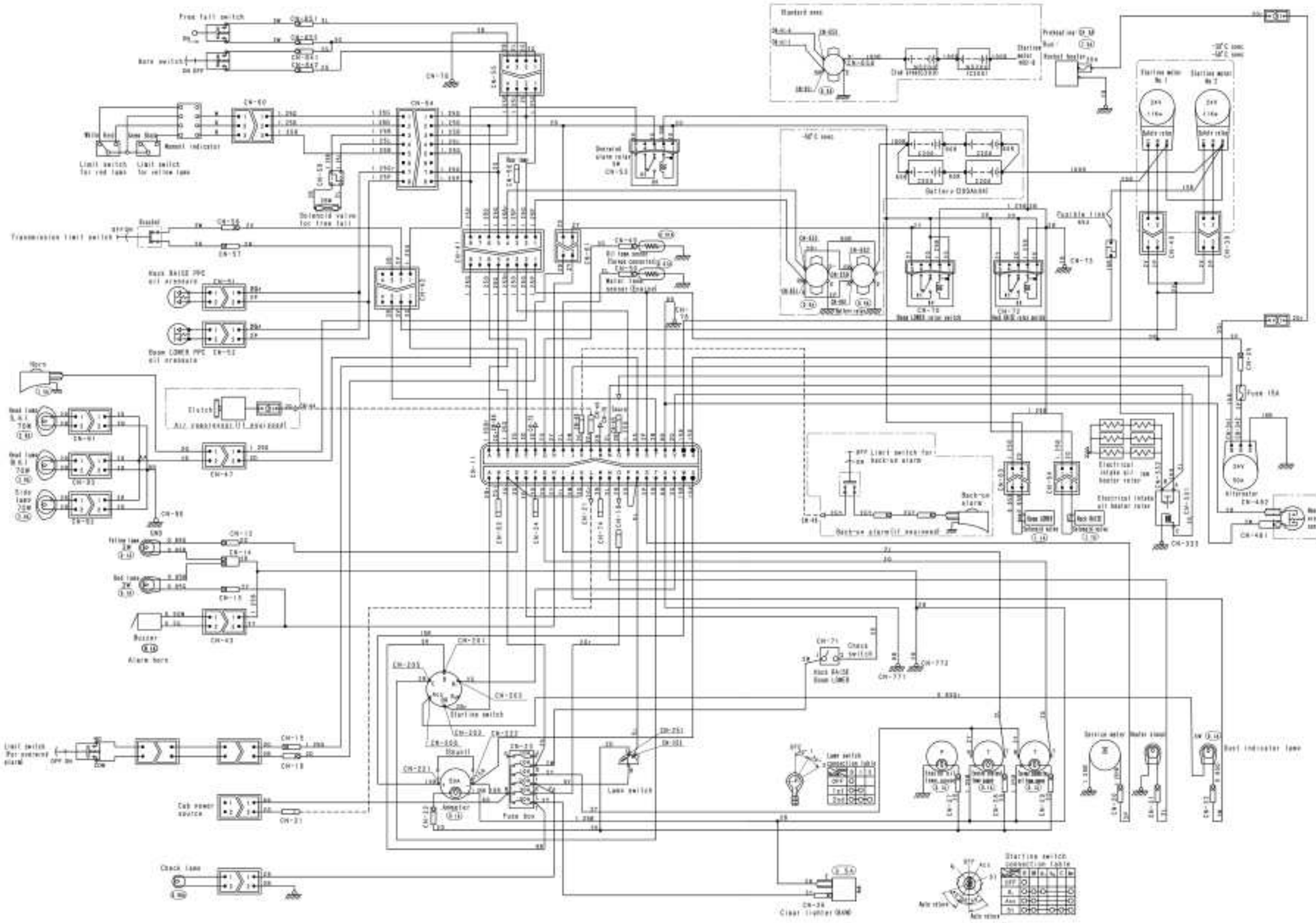
General causes why water temperature becomes too high
- Lack of cooling air (deformation, damage of fan)
- Drop in heat dissipation efficiency
- Defective cooling circulation system
- Power train oil temperature rises excessively
  - ★ Carry out troubleshooting for chassis.

Legend
○ : Possible causes (judging from Questions and check items)
◎ : Most probable causes (judging from Questions and Check items)
△ : Possible causes due to length of use (used for a long period)
● : Items to confirm the cause

			Causes												
			Broken water pump	Clogged, crushed radiator fins	Clogged radiator core	Defective thermostat (does not open)	Defective water temperature gauge	Insufficient cooling water	Fan belt slipping, worn fan pulley	Clogged, broken oil cooler	Defective radiator pressure valve	Broken head, head gasket	Damaged liner O-ring, holes made by pitting	Torque converter oil temperature too high
Questions	Confirm recent repair history													
	Degree of use of machine	Operated for long period		△	△							△	△	
	Condition of overheating	Suddenly overheated	○					○	○					
		Always tends to overheat		◎	◎	○			○					
	Water temperature gauge	Rises quickly				◎		○						
		Does not go down					◎							
Check items	Radiator water level sensor lights up							◎						
	Fan belt whines under sudden load								○					
	Cloudy white oil is floating on cooling water									○				
	Cooling water flows out from overflow hose										○			
	Excessive air bubbles inside radiator, water spurts back											○		
	Engine oil level has risen, oil is cloudy white									○			○	
	There is play when fan pulley is rotated		○											
	Radiator shroud, inside of underguard are clogged with dirt or mud			○					○					
	When light bulb is held behind radiator, no light passes through			○										
	Water is leaking because of cracks in hose or loose clamps							○						
	When belt tension is inspected, it is found to be loose								○					
	Power train oil temperature enters red range before engine water temperature													○
Troubleshooting	Temperature difference between top and bottom radiator tanks is excessive		●											Carry out troubleshooting for chassis.
	Temperature difference between top and bottom radiator tanks is slight			●										
	When water filler port is inspected, core is found to be clogged				●									
	When function test is carried out on thermostat, it does not open even at cracking temperature					●								
	When water temperature is measured, it is found to be normal						●							
	When oil cooler is inspected directly, it is found to be clogged									●				
	When measurement is made with radiator cap tester, set pressure is found to be low										●			
	When compression pressure is measured, it is found to be low											●		
	Remove oil pan and inspect directly												●	
		Remedy	Replace	Correct	Correct	Replace	Replace	Add	Correct	Replace	Replace	Replace	Replace	—

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Electric circuit diagram (–50°C spec.)



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