SEN00986-11

Shop Manual

BULLDOZER

D375A-5E0

SERIAL NUMBERS 50001 and up

ecot3

KOMATSU®

MidWestTech | Komatsu D375A-5E0 Bulldozer Service Manual | Publication SEN00986-11

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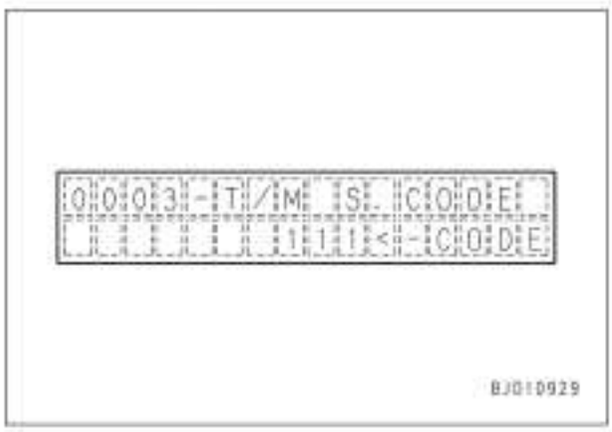
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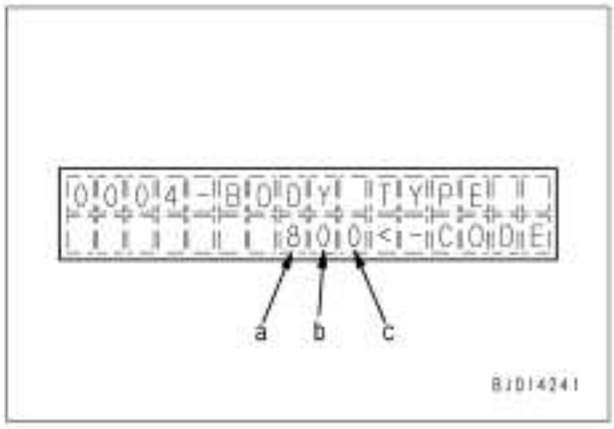
[3] **0003**: Transmission controller specification set
- This code is used to initialize the specification codes recognized by the transmission controller and the set values of the memory in the controller.
- The specification code is displayed on the lower line.
- Adjustment method:
  1) Set buzzer cancel switch (4) in the [◇] position and check that the alarm buzzer sounds.
  2) Check that the displayed specification code has changed from [1*1] to [111].
     ★ If specification code [111] is not displayed, the controller wiring harness or the controller unit may be defective.
     ★ Even if this code is turned off, the setting is effective.



[4] **0004**: Machine specification set
- This code is used to have the machine specification recognized by the controllers which compose the system.
- The machine specification code is displayed on the lower line.
- Adjustment method:
  ★ Since this code is reset when "Transmission controller specification set" is executed, adjust it after that.
- Adjustment procedure
  1) Select code **0004** in the adjustment mode.
     (a): Indicates specification of travel lever (1st place)
     (b): Indicates specification of work equipment (2nd place)
     (c): Indicates specification of SSC (3rd place)
  2) Operate shift-down switch (7) and set the travel lever code.
  3) Each time shift-up switch (6) is pressed, display of the 2nd place and 3rd place changes. Select proper specifications of the work equipment and SSC.
     ★ Be sure to select "SSC power setting 1" as the SSC type.
  4) Set buzzer cancel switch (4) in the [◇] position and check that the caution buzzer sounds.

  ⚠ **If the machine specification is different from the setting in the controller, the machine may move abnormally or an error may be made. Accordingly, be sure to match the setting to the machine specification.**

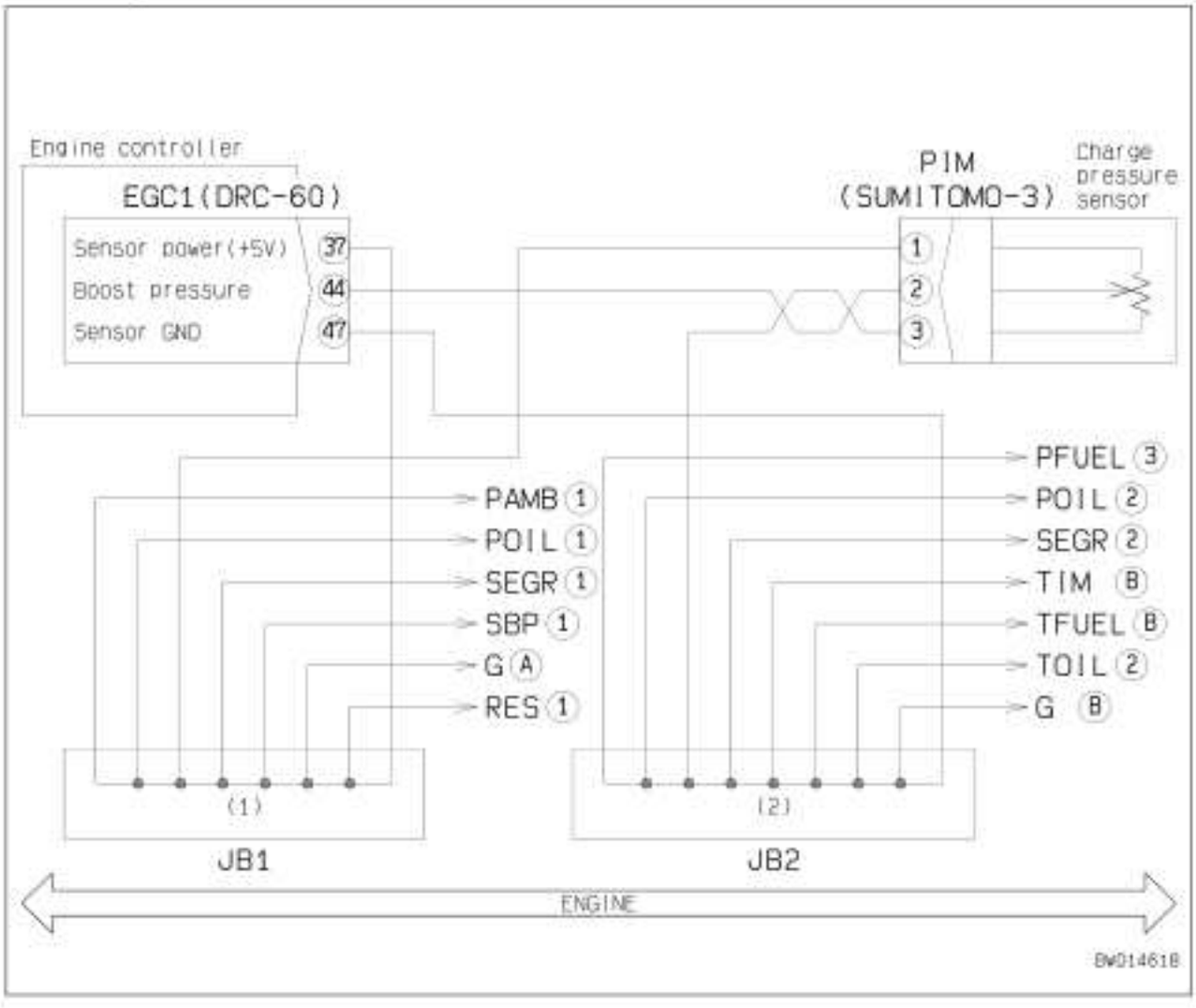
  ★ Even if this code is turned off, the setting is effective.



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<table>
<tr><td rowspan="6">Possible causes and standard value in normal state</td><td colspan="2">Cause</td><td colspan="4">Standard value in normal state/Remarks on troubleshooting</td></tr>
<tr><td rowspan="3">5</td><td rowspan="3">Short circuit in wiring harness (with another wiring harness)</td><td colspan="4">★ Prepare with starting switch OFF, then carry out troubleshooting without turning starting switch ON.</td></tr>
<tr><td colspan="2">Wiring harness between EGC1 (female) (37) – PIM (female) (1) and between EGC1 (female) (47) – PIM (female) (2)</td><td>Resis-tance</td><td>Min. 1 MΩ</td></tr>
<tr><td colspan="2">Wiring harness between EGC1 (female) (37) – PIM (female) (1) and between EGC1 (female) (44) – PIM (female) (3)</td><td>Resis-tance</td><td>Min. 1 MΩ</td></tr>
<tr><td rowspan="3">6</td><td rowspan="3">Defective engine controller</td><td colspan="2">Wiring harness between EGC1 (female) (47) – PIM (female) (2) and between EGC1 (female) (44) – PIM (female) (3)</td><td>Resis-tance</td><td>Min. 1 MΩ</td></tr>
<tr><td colspan="4">★ Prepare with starting switch OFF, then turn starting switch ON or start engine and carry out troubleshooting.</td></tr>
<tr><td colspan="2">EGC1</td><td colspan="2">Voltage</td></tr>
<tr><td>Between (37) and (47)</td><td>Power supply</td><td colspan="2">4.75 – 5.25 V</td></tr>
<tr><td>Between (44) and (47)</td><td>Signal</td><td colspan="2">0.3 – 4.7 V</td></tr>
</table>

Circuit diagram related



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Method of using troubleshooting chart

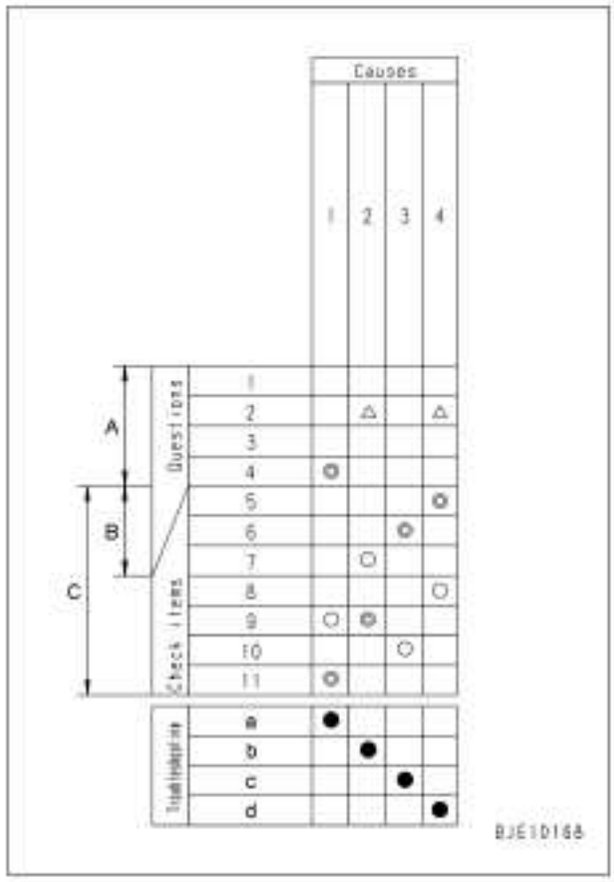
This troubleshooting chart is divided into three sections: questions, check items, and troubleshooting.
The questions and check items are used to pinpoint high probability causes that can be located from the failure symptoms or simple inspection without using troubleshooting tools.
Next, troubleshooting tools or direct inspection are used to check the high probability causes to make final confirmation.

Questions:
Sections **A** + **B** in the right corresponds to the items were answers can be obtained from the user or operator.
A is the basic content. **B** is the items that can be obtained from the user or operator depending on their level.

Check items:
Simple items checked by the serviceman to determine the causes. **C** in the chart to the right corresponds to them.

Causes:
The contents to be determined after asking questions and checking items.
The serviceman determines causes of high probability from **A**, **B**, and **C**.

Troubleshooting:
The content for ultimately verifying whether the determined causes are truly the defective factors by using troubleshooting tools or making direct checking starting with probable causes of higher order.



This troubleshooting chart marks the content of the questions and check items with △, ○ or ◎ according to their closer relationship with the causes.

△: A cause that can be referred to in relation to the question or check item.

○: A cause that is related the question or check item.

◎: A cause particularly probable among those marked with ○ above.

★ Count the priority level of each marking as ◎ > ○ when determining the cause.
Don't count △ when determining the cause. The item with this marking may be counted, however, if no difference is present than this and the cause cannot be determined.

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UNDERCARRIAGE TROUBLESHOOTING REPORT (IMPACT)
(8-roller specification machin)

(Program form No.: SELA195001)

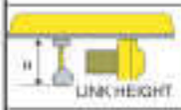
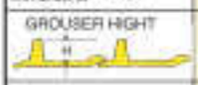
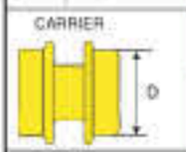
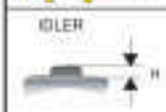
KUC

Komatsu
Undercarriage Inspection

Customer name:

Address:

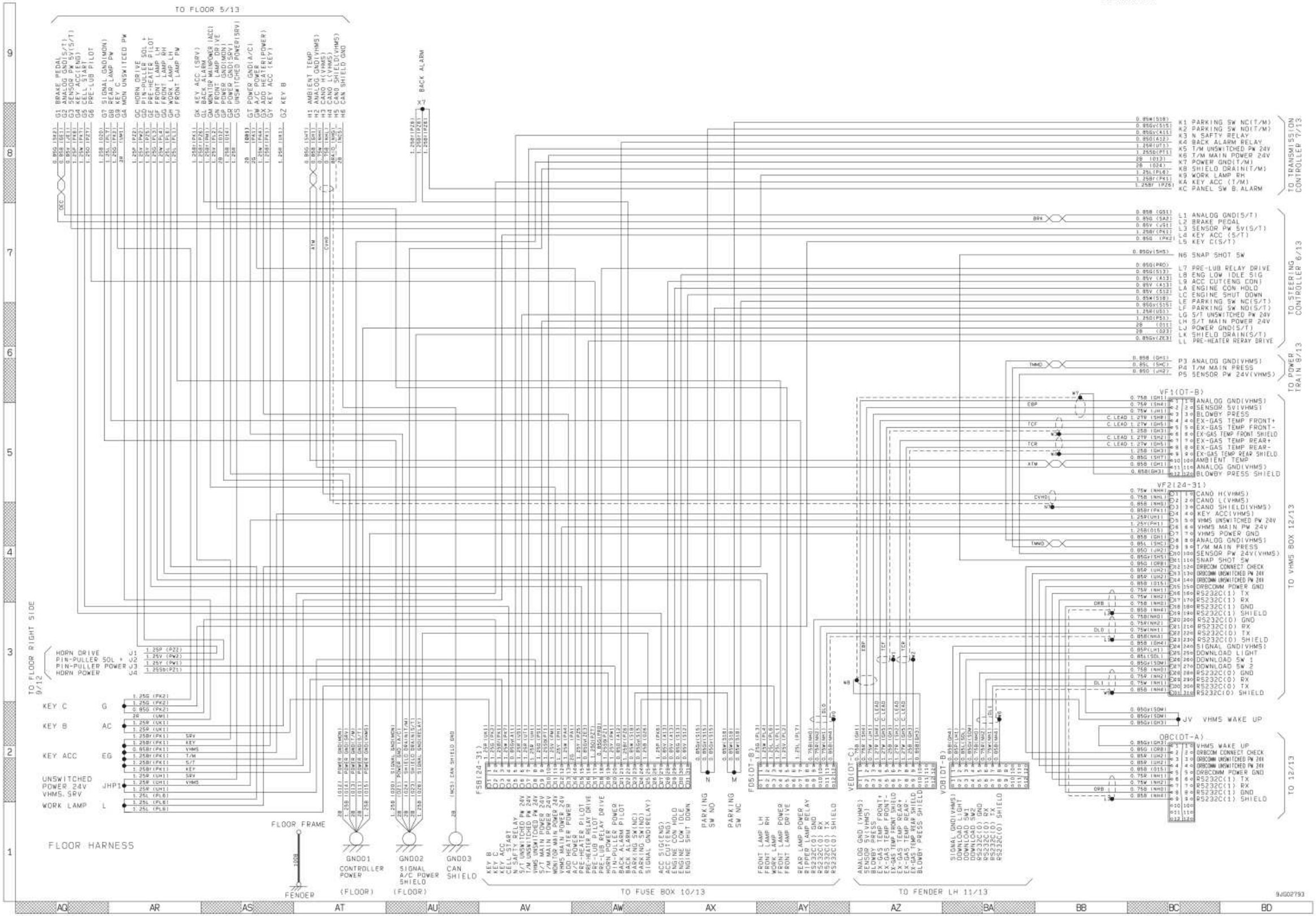
Model	D375A-5E0	Serial#	Equip#	Work Order No	
Location		SMR		Wet,AR,HD or Dry	Wet
Soil condition		Dealer		Shoe width (mm)	
Working condition		Inspector		Shoe type	SINGLE
		Insp.Date(yy/mm/dd)		Wear type	IMPACT

			New	100% Wear	Measured mm	Wear %	SMR New	SMR Rebuilt	Hours on Parts:	Comments/Observation
LINK PITCH 	R	LH	1121.2	1133.2						
		RH	1121.2	1133.2						
	M	LH	280.30	283.30						
		RH	280.30	283.30						
 LINK HEIGHT		LH	181.0	163.0						
		RH	181.0	163.0						
BUSHING 		LH	98.5	92.5			New	Turned		
		RH	98.5	92.5			New	Turned		
GROUSER HIGHT 		LH	93.0	30.0						
		RH	93.0	30.0						
CARRIER 	Front	LH	210.0	185.0						
		RH	210.0	185.0						
	Rear	LH	210.0	185.0						
		RH	210.0	185.0						
IDLER 	Front	LH	23.5	36.0						
		RH	23.5	36.0						
	Rear	LH	23.5	36.0						
		RH	23.5	36.0						
TRACK ROLLER  D=2(h1-	1	LH	280.0	205.0						
	2	LH	270.0	200.0						
	3	LH	270.0	200.0						
	4	LH	270.0	200.0						
	5	LH	270.0	200.0						
	6	LH	270.0	200.0						
	7	LH	270.0	200.0						
	8	LH	280.0	205.0						
	9	LH								
	10	LH								
	1	RH	280.0	205.0						
	2	RH	270.0	200.0						
	3	RH	270.0	200.0						
	4	RH	270.0	200.0						
	5	RH	270.0	200.0						
	6	RH	270.0	200.0						
	7	RH	270.0	200.0						
	8	RH	280.0	205.0						
	9	RH								
	10	RH								
SPROCKET 		LH	0.0	8.0						
		RH	0.0	8.0						

Remarks:

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Electrical circuit diagram (4/13)
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