SEAW003103

Field Assembly Manual

GALEO

D375A-5

BULLDOZER

SERIAL NUMBERS D375A-5 -18001 and up

It is our policy to improve our products whenever it is possible and practical to do so. We reserve the right to make changes or improvements at any time without incurring any obligation to install such changes on products sold previously.

Due to this continuous program of research and development, revisions may be made to this publication. It is recommended that customers contact their distributor for information on the latest revision.

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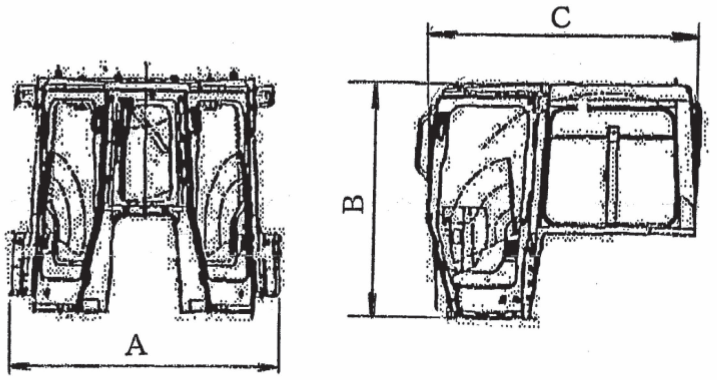
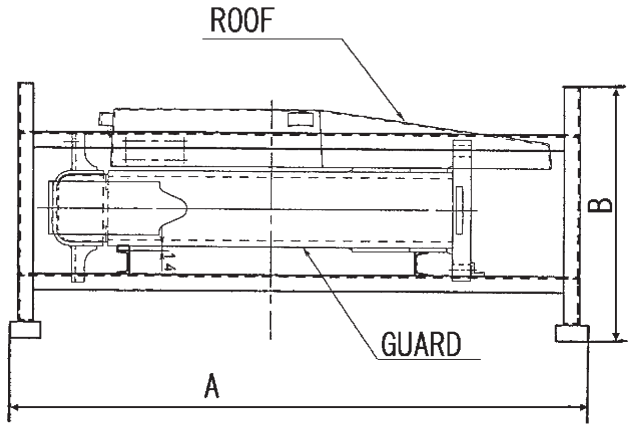
• **Cab**



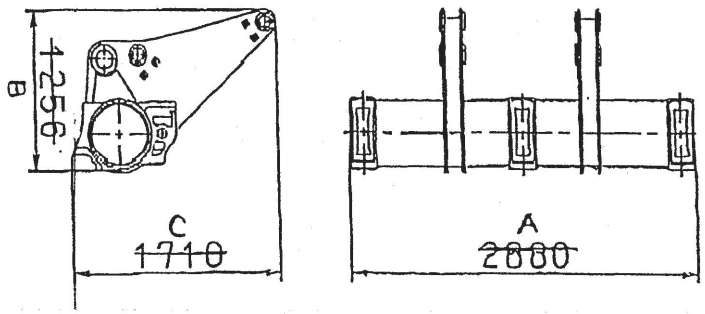
A	Overall lenghth (mm)	1,787
B	Overall height (mm)	1,676
C	Overall width (mm)	1,740
Weight (kg)		500

• **ROPS**



A	Overall lenghth (mm)	1,850
B	Overall height (mm)	800
C	Overall width (mm)	2,350
Weight (kg)		780

• **M-ripper beam**



A	Overall length (mm)	2,880
B	Overall height (mm)	1,256
C	Overall width (mm)	1,710
Weight (kg)		2,500

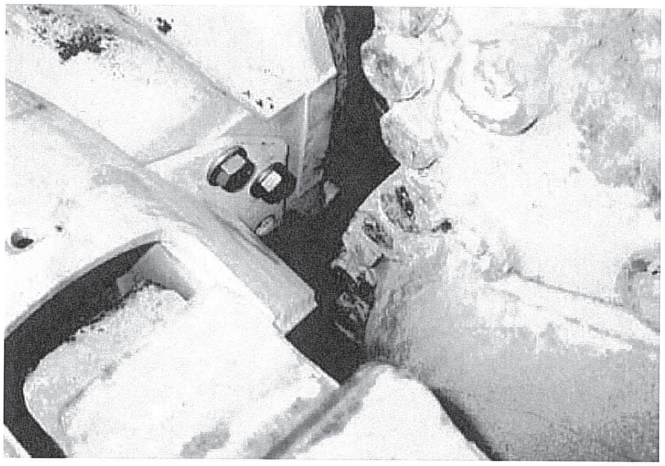
COATING MATERIALS

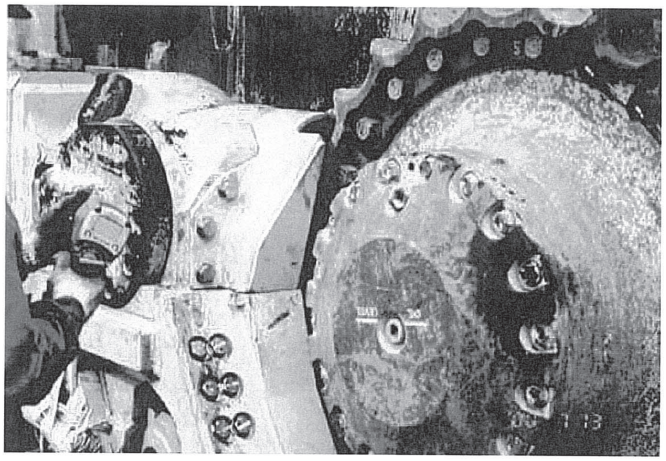
★ The recommended coating materials such as adhesives, gasket sealants and greases used for disassembly and assembly are listed below.
★ For coating materials not listed below, use the equivalent of products shown in this list.

Category	Komatsu code	Part No.	Q'ty	Container	Main applications, featuresr
Adhesives	LT-1A	790-129-9030	150 g	Tube	• Used to prevent rubber gaskets, rubber cushions, and cock plug from coming out.
	LT-1B	790-129-9050	20 g (2 pcs.)	Polyethylene container	• Used in places requiring an immediately effective, strong adhesive. Used for plastics (except polyethylene, polyprophylene, tetrafluoroethlene and vinyl chloride), rubber, metal and non-metal.
	LT-2	09940-00030	50 g	Polyethylene container	• Features: Resistance to heat and chemicals • Used for anti-loosening and sealant purpose for bolts and plugs.
	LT-3	790-129-9060 (Set of adhesive and hardening agent)	Adhesive: 1 kg Hardening agent: 500 g	Can	• Used as adhesive or sealant for metal, glass and plastic.
	LT-4	790-129-9040	250 g	Polyethylene container	• Used as sealant for machined holes.
	Holtz MH 705	790-126-9120	75 g	Tube	• Used as heat-resisting sealant for repairing engine.
	Three bond 1735	790-129-9140	50 g	Polyethylene container	• Quick hardening type adhesive • Cure time: within 5 sec. to 3 min. • Used mainly for adhesion of metals, rubbers, plastics and woods.
	Aron-alpha 201	790-129-9130	2 g	Polyethylene container	• Quick hardening type adhesive • Quick cure type (max. strength after 30 minutes) • Used mainly for adhesion of rubbers, plastics and metals.
	Loctite 648-50	79A-129-9110	50 cc	Polyethylene container	• Resistance to heat, chemicals • Used at joint portions subject to high temperatures.
Gasket sealant	LG-1	790-129-9010	200 g	Tube	• Used as adhesive or sealant for gaskets and packing of power train case, etc.
	LG-5	790-129-9070	1 kg	Can	• Used as sealant for various threads, pipe joints, flanges. • Used as sealant for tapered plugs, elbows, nipples of hydraulic piping.
	LG-6	790-129-9020	200 g	Tube	• Features: Silicon based, resistance to heat, cold • Used as sealant for flange surface, tread. • mab Used as sealant for oil pan, final drive case, etc.

A-1 Installation of undercarriage (7/8)

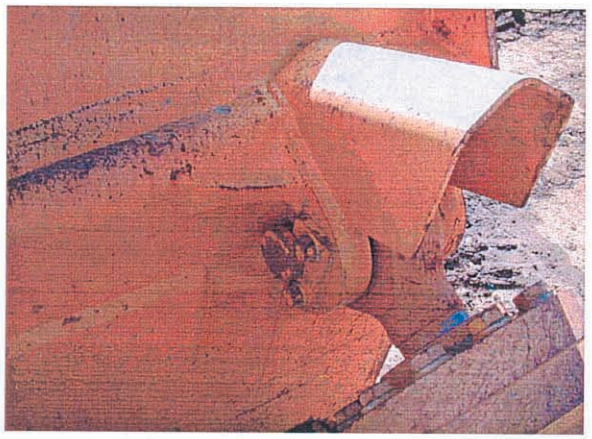
- Install the mudguard to the rear upper part of the track frame.

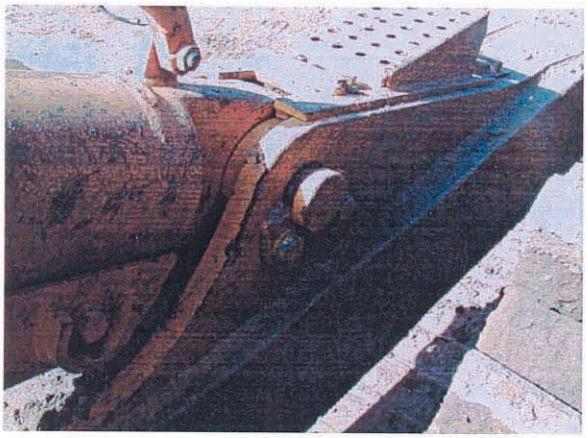




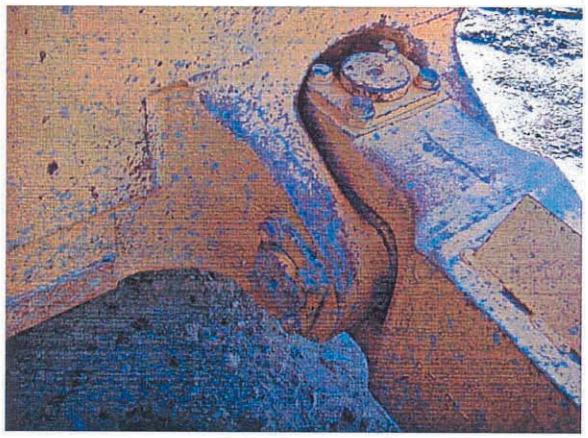
A-7. Installation of blade (1/5)

- Blade tilt cylinder part



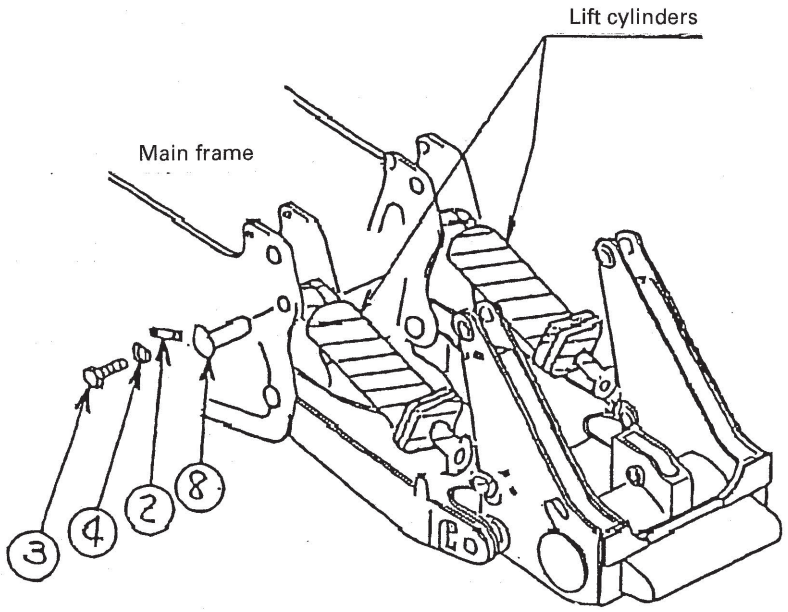


- Straight frame part



A-11 Installing ripper (3/10)

4. Installing lift cylinders (Machine body side)
   Lift up the lift cylinders removed in step 2 with the crane and install them to the frame with pins ⑧, lock plates ②, bolts ③, and washer ④ (on each side).
   ★ Take care not to mistake both lift cylinders for each other (Their piping directions are different).



No.	Part No.	Q'ty
8	195-78-71170	2
2	195-78-21171	2
3	01010-52040	4
4	01643-32060	4

A-12. Installation of operator's cab (3/10)

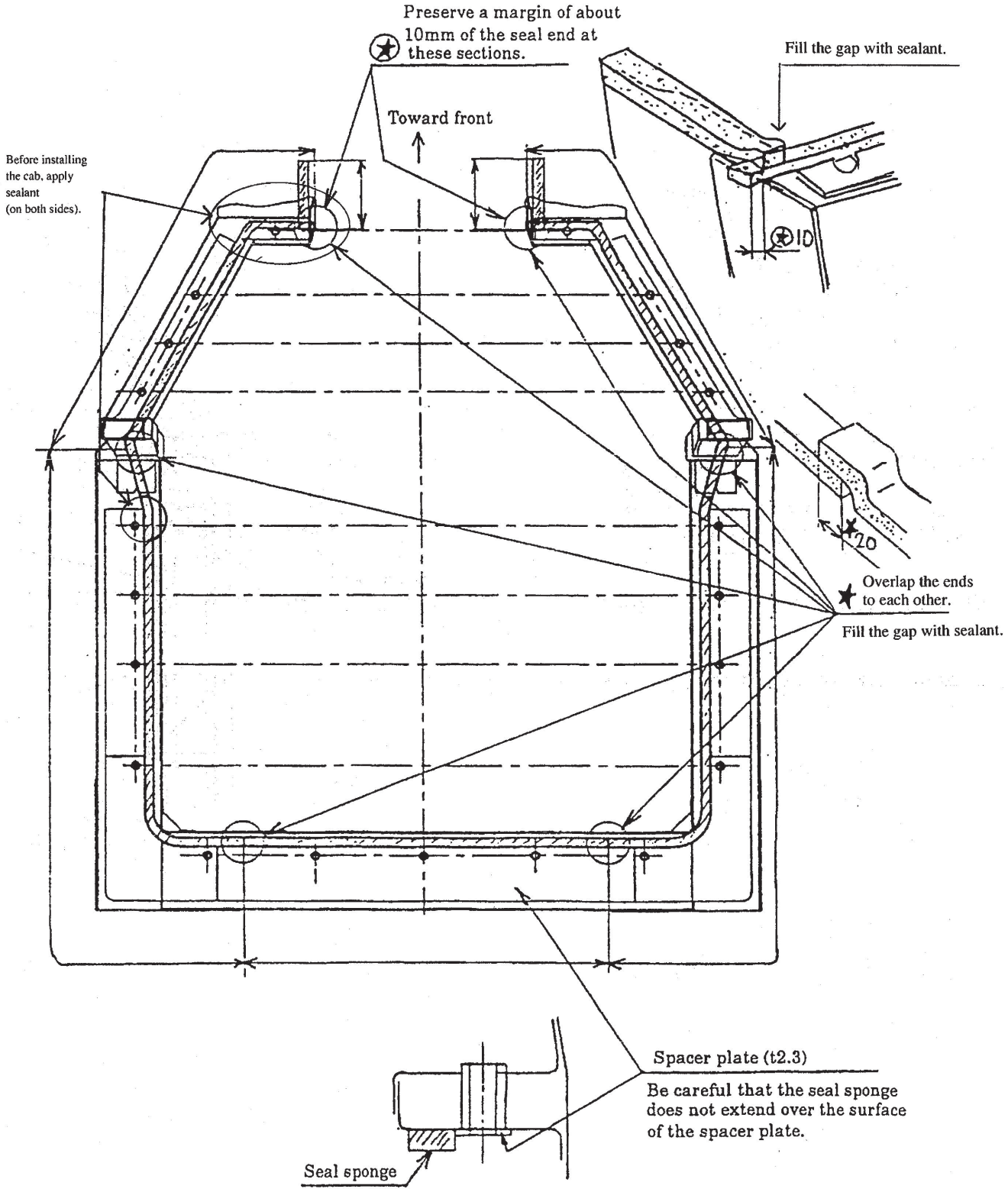
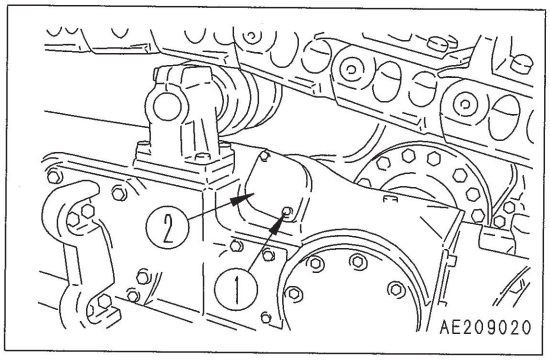


Fig. 5 Schematic diagram designating the sections to apply the seal on.
(Bottom view of the operator's cab assembly)

A-14. Check track tension (1/2)

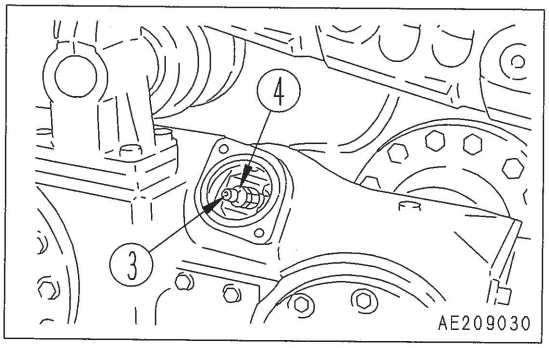
WHEN INCREASING TENSION

1. First remove the bolt (1) and then remove the cover (2).
2. Pump in grease through the grease fitting (3) with a grease pump.
3. To check that the correct tension has been achieved, move the machine backwards and forwards.
4. Check the track tension again, and if the tension is not correct, adjust it again.
5. Continue to pump in grease until S becomes 600 mm (23.6 in).
   If the tension is still loose, the pin and bushing are excessively worn, so they must be either turned or replaced. Please contact your Komatsu distributor.



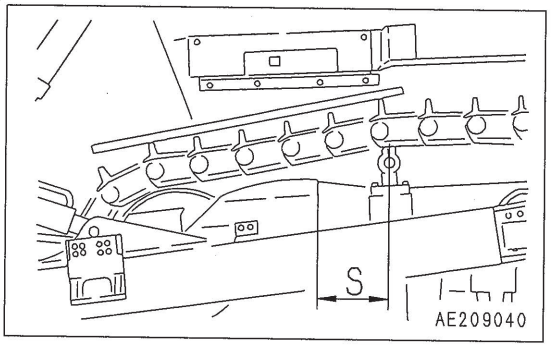
WHEN LOOSENING TENSION

1. Remove both bolts (1), then remove cover (2).
2. Loosen plug (4) gradually to release the grease.
3. Turn plug (4) a maximum of one turn.
4. If the grease does not come out smoothly, move the machine backwards and forwards a short distance.
5. Tighten plug (4).
6. To check that the correct tension has been achieved, move the machine backwards and forwards.
7. Check the track tension again, and if the tension is not correct, adjust it again.



NOTICE

- **When removing cover (2), be careful not to let any dirt get inside.**
- **There is a safety label stuck to the back of cover (2). Be careful not to damage the safety label.**



ADJUSTMENT

⚠ WARNING

Grease inside the adjusting mechanism is under high pressure.
Grease coming from plug (4) under pressure can penetrate the body causing injury or death. For this reason, do not loosen plug(4) more than one turn. Do not loosen any part other than plug(4). Furthermore, do not bring your face in front of the grease fitting.
If the track tension is not relieved by this procedure, please contact your Komatsu distributor.

M-1. Check and adjustment of operator's cab (1/6)

.1 Inspecting the coating

(1) Check and make sure the bolt heads loosened and re-tightened for the disassembly and reassembly work are properly coated without peeling off.

(2) Check and make sure the coating being provided over the sealed section between the floor frame and the tank and the coating over the borders between the covers and the chassis structures are not dislocated.

Remark: When coating at any place is found peeling off or not too neat, apply touch-up painting to remedy the coating failures.

.2 Pressurizing tests

(1) Measure the internal pressure of the operator's cab.

Determination criteria:	Measurement value ≥ 6 mm H_2O
Test conditions:	Run the engine at full speed.
Blower:	HI
Inside/Outside air changeover lever:	Outside-air position

Remarks: When the above criterion is not being satisfied, check if the blind plug is inserted to the prescribed position of the control box or if anyplace else is not airtight.

(2) Outlined below is a simplified method for the internal pressure measurement of the operator's cab:

(a) Prepare a transparent vinyl hose (of an outer diameter of 10mm and 3,000mm long).
(b) Pour water into the hose bore for about a half of the hose length.
(c) Remove the sliding windshield lock lever located on the side panel of the operator's cab to insert one end of the vinyl hose before fastening an adjacent part of the hose to the top end of the back seat using packing tape.
(d) Seal the gap occurring between the lock-lever hose and the outer periphery of the hose.
(e) Match the water levels of the beginning part and the ending part of the water column inside the transparent vinyl hose at the outside of the operator's cab.
(f) Start the engine and run it at full speed to read the difference between the two water levels.

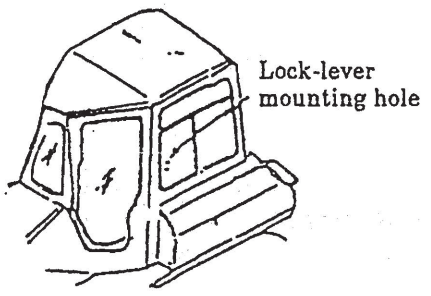


Fig. 15 Lock-leer mounting hole

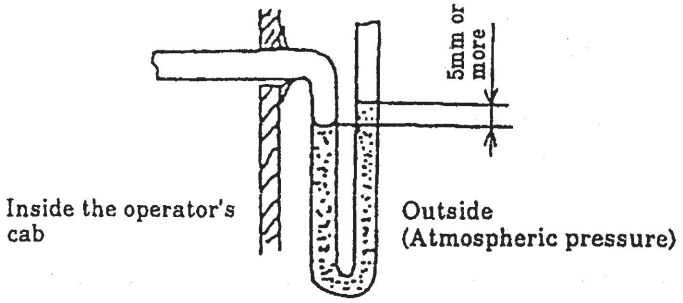
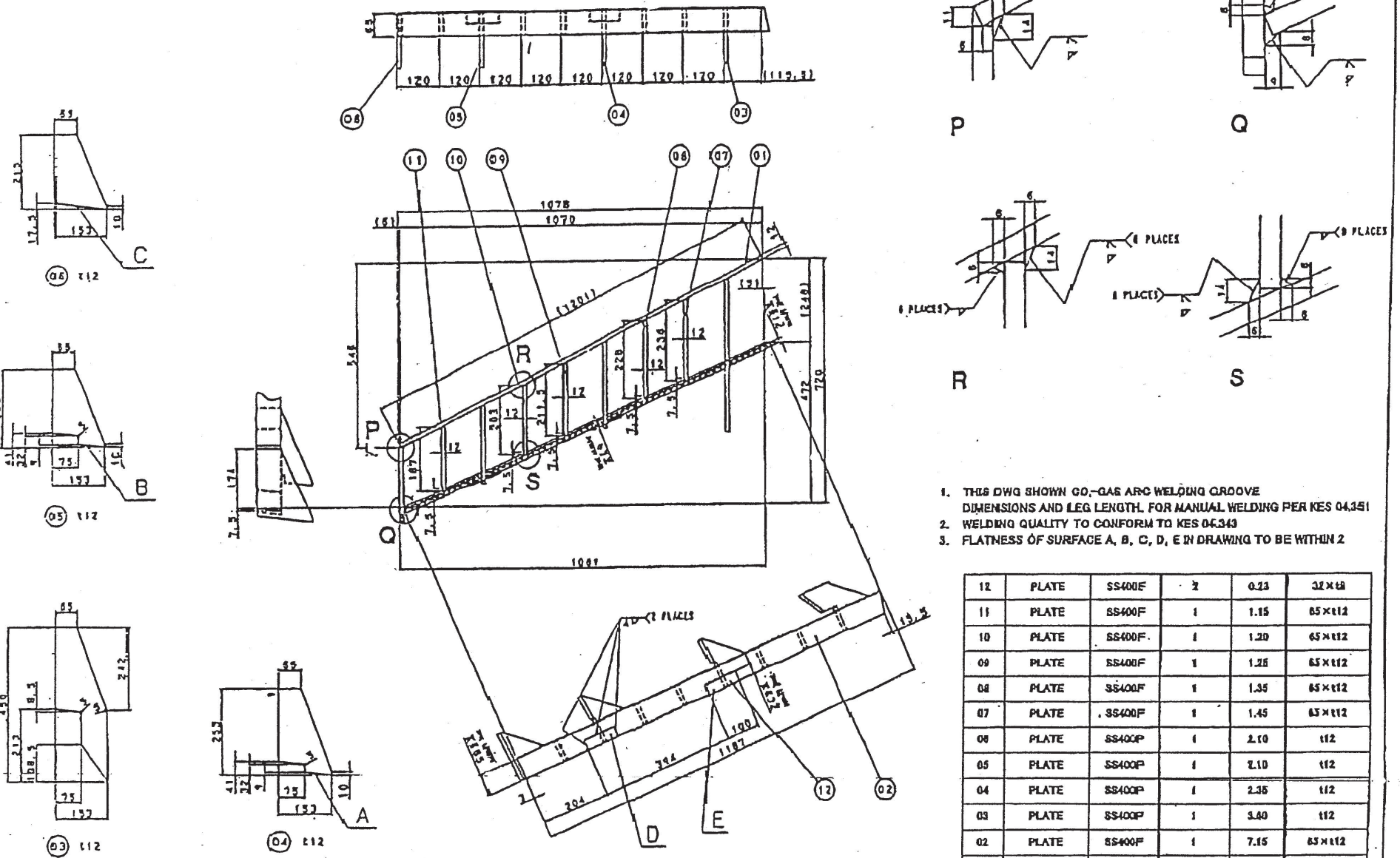


Fig. 16 Measuring the internal pressure inside the operator's cab

Service code	Nature of abnormality	Controller	User code	Warning lamp	Alarm buzzer
E0253	Short circuit in transmission FORWARD clutch ECMV system	T/M	CALL03	●	●
E0254	Disconnection in transmission 1st clutch ECMV system	T/M	CALL03	●	●
E0255	Short circuit in transmission 1st clutch ECMV system	T/M	CALL03	●	●
E0256	Disconnection in transmission 2nd clutch ECMV system	T/M	CALL03	●	●
E0257	Short circuit in transmission 2nd clutch ECMV system	T/M	CALL03	●	●
E0258	Disconnection in transmission 3rd clutch ECMV system	T/M	CALL03	●	●
E0259	Short circuit in transmission 3rd clutch ECMV system	T/M	CALL03	●	●
E0260	Defective engagement of transmission FORWARD clutch	T/M	CALL03	●	●
E0261	Defective disengagement of transmission FORWARD clutch	T/M	CALL03	●	●
E0262	Defective engagement of transmission REVERSE clutch	T/M	CALL03	●	●
E0263	Defective disengagement of transmission REVERSE clutch	T/M	CALL03	●	●
E0264	Defective engagement of transmission 1st clutch	T/M	CALL03	●	●
E0265	Defective disengagement of transmission 1st clutch	T/M	CALL03	●	●
E0266	Defective engagement of transmission 2nd clutch	T/M	CALL03	●	●
E0267	Defective disengagement of transmission 2nd clutch	T/M	CALL03	●	●
E0268	Defective engagement of transmission 3rd clutch	T/M	CALL03	●	●
E0269	Defective disengagement of transmission 3rd clutch	T/M	CALL03	●	●
E0270	Multiple failure in transmission clutch	T/M	CALL03	●	●
E0271	Multiple failure in transmission clutch	T/M	CALL	●	●
E0306	Short circuit in blade tilt right oil pressure switch system	T/M	E02	●	●
E0307	Short circuit in blade tilt left oil pressure switch system	T/M	E02	●	●
E0308	Short circuit in ripper RAISE oil pressure switch system	S/T			
E0309	Short circuit in ripper LOWER oil pressure switch system	S/T			
E0310	Short circuit in ripper TILT IN oil pressure switch system	S/T			
E0311	Disconnection, short circuit in blade pitch switch system	T/M	E02	●	●
E0312	Disconnection, short circuit in blade tilt switch system	T/M	E01		
E0321	Disconnection in blade dual tilt selection solenoid system	T/M	E01		
E0322	Short circuit in blade dual tilt selection solenoid system	T/M	E01		
E0323	Disconnection in blade pitch selection solenoid system	T/M	E02	●	●
E0324	Short circuit in blade pitch selection solenoid system	T/M	E02	●	●
E0364	Disconnection in front pump oil pressure sensor system	T/M			
E0365	Short circuit in front pump oil pressure sensor system	T/M			
E0366	Disconnection in center pump oil pressure sensor system	T/M			
E0367	Short circuit in center pump oil pressure sensor system	T/M			
E0405	Disconnection, short circuit in fuel control dial system	ENG	CALL03	●	●
E0486	Abnormality in transmission controller model selection	T/M	CALL	●	●
E0501	Disconnection, short circuit in acceleration sensor system	S/T	E01		
E0610	Disconnection in backup alarm relay system	T/M	E01		

(2) Spill guard (L.H.): 195-72-72220 fabrication drawing



1. THIS DWG SHOWN GO,-GAS ARC WELDING GROOVE DIMENSIONS AND LEG LENGTH. FOR MANUAL WELDING PER KES 04.351
2. WELDING QUALITY TO CONFORM TO KES 04.343
3. FLATNESS OF SURFACE A, B, C, D, E IN DRAWING TO BE WITHIN 2

SYM.	PARTNAME	MATERIAL	QTY/SET	MASS	REMARKS
12	PLATE	SS400F	2	0.23	32×t9
11	PLATE	SS400F	1	1.15	65×t12
10	PLATE	SS400F	1	1.20	65×t12
09	PLATE	SS400F	1	1.25	65×t12
08	PLATE	SS400F	1	1.35	65×t12
07	PLATE	SS400F	1	1.45	65×t12
06	PLATE	SS400P	1	2.10	t12
05	PLATE	SS400P	1	2.10	t12
04	PLATE	SS400P	1	2.35	t12
03	PLATE	SS400P	1	3.60	t12
02	PLATE	SS400F	1	7.15	65×t12
01	PLATE	SS400F	1	7.35	100×t12

2. Electric circuit diagram