STANDARD EQUIPMENT
- Alternator, 60 ampere/24 V
- Back-up alarm
- Batteries, 170 Ah x 2 x 12 V
- Blower fan
- Decelerator pedal
- Dry-type air cleaner with dust evacuator and dust indicator
- Fast fuel fill
- Final drive case wear guard
- Hinged front mask
- Hinged underguard with front pull hook
- Hydraulic track adjusters
- Lighting system (including four front and two rear lights)
- Lockup torque converter
- Muffler with rain cap
- Radiator reserve tank
- ROPS brackets
- Segmented sprockets
- Seven-roller track frames
- Shoes, 610 mm 24” extreme service, single-grouser
- Suspension seat, chemical leather
- Palm lever steering control
- Starting motors, 2 x 7.5 kW/24 V
- TORQFLOW transmissions
- Track roller guards
- Warning horn
- Wet steering clutches

OPTIONAL EQUIPMENT
- Air conditioner with heater and defroster
- Alternator, 75 ampere/24 V
- Batteries, 200 Ah x 2 x 12 V
- Car stereo
- Counterweight
- Cushion dozer
- Cushion push block
- Dual tilt dozer
- Fan, reversible
- Fire extinguisher
- Hitch
- Hydraulics for ripper
- Multi-shank ripper (optional):
  - Hydraulically controlled parallelogram ripper with three shanks. Ripping angle available, stepless adjustable.
  - Weight (including hydraulic control unit) 6720 kg 14,810 lb
  - Beam length 2854 mm 9’4”
  - Maximum lift above ground 1050 mm 3’5”
  - Maximum digging depth 1075 mm 3’6”
  - Additional ground pressure 14 kPa 0.14 kgf/cm² 1.99 psi
- Variable giant ripper (optional):
  - Variable, parallelogram single-shank ripper ideal for ripping tough material. Ripping angle is variable. Ripping depth is adjustable in three stages by a hydraulically controlled pin puller.
  - Weight (including hydraulic control unit) 5470 kg 12,060 lb
  - Beam length 1367 mm 4’6”
  - Maximum lift above ground 1060 mm 3’6”
  - Maximum digging depth 1435 mm 4’8”
  - Additional ground pressure 12 kPa 0.12 kgf/cm² 1.71 psi

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D375A-5 Crawler Dozer

**Walk-Around**

**Extra-low Machine Profile** provides excellent machine balance and low center of gravity.

**Preventative Maintenance**
- Centralized Service Station
- Enclosed Hydraulic Piping
- Modular Power Train Design
- Oil Pressure Checking Ports
See page 9.

**Simple hull frame** and monocoque track frame with pivot shaft for greater reliability.

**Large Blade Capacities:**
- 18.5 m³ (24.2 yd³) (Semi-U dozer)
- 22.0 m³ (28.8 yd³) (U dozer)

Automatic lockup **torque converter** saves fuel and increases speed and power transmission efficiency on long pushes. See page 7.

**Komatsu-integrated design** for the best value, reliability, and versatility. Hydraulics, power train, frame, and all other major components are engineered by Komatsu. You get a machine whose components are designed to work together for higher production, greater reliability, and more versatility.

**New Hexagonal Designed Cab includes:**
- Spacious interior
- Comfortable ride with new cab damper mounting and K-bogie undercarriage
- Excellent visibility
- High capacity air conditioning system (optional)
- PCCS (Palm Command Control System) lever
- Pressurized cab (optional)
- Adjustable left armrest
- Travel control console integrated with operator seat

391 kW 525 HP turbocharged, aftercooled engine provides plenty of power.

**The Dual Tilt Dozer** (option) increases productivity while reducing operator effort. See page 8.

**New Track Link Design** reduces maintenance cost by making turning pins easier, with improved pin reuse. See page 9.

**Track shoe slip control system (option)** reduces operator fatigue. See page 8.

**Low-drive, long-track, seven roller undercarriage** ensures outstanding grading ability and stability.

**ECMV (Electronic Controlled Modulation Valve) Controlled Steering Clutch/Brake System** facilitates steering operation. See page 5.

**Rippers (option):**
- Variable giant
- Multi-shank
See page 8.

**K-Bogie Undercarriage System** improves traction, component durability, and operator comfort. See page 7.

Net Horsepower:
391 kW 525 HP @ 1800 rpm

Operating Weight:
66985 kg 147,680 lb

Blade Capacity:
- Semi-U: 18.5 m³ (24.2 yd³)
- Full-U: 22.0 m³ (28.8 yd³)

Photo may include optional equipment.
Human-Machine Interface

**Palm Command Electronic Controlled Travel Control Joystick**
Ergonomically designed palm command travel joystick provides the operator with a relaxed posture and superb fine control without operator fatigue. Transmission gear shifting is simply carried out with thumb.

**Fully Adjustable Suspension Seat and Travel Control Console**
For improved rear visibility during return part of cycle, the operator can adjust the seat 15° to the right. The transmission and steering controls move with the seat for best operator comfort. The travel control console also has adjustments fore and aft for height. With an independently adjustable armrest, each D375A operator can adjust control positions to his individual preference, providing optimum operational posture for all operators.

**Facing Front**

**Fuel Control Dial**
Engine revolution is controlled by electric signals, providing ease of operation and reducing problems caused by linkage joint seizure.

**Palm Command PPC Controlled Blade Control Joystick**
Blade control joystick uses the PPC (Proportional Pressure Control) valve and the same palm command type joystick as travel control joystick. PPC control, combined with the highly reliable Komatsu hydraulic system, enables superb fine control. (Dual tilt and pitch operation are enabled by depressing switch with a thumb. This is available when installing optional dual tilt dozer.)

**Height Adjustable Blade Control Armrest**
Blade control armrest is height adjustable without any tools in three stages, providing the operator with firm arm support and ideal armrest positioning.

**Position Adjustable Ripper Control Lever**
Ripper control lever is position adjustable, providing optimum operation posture for all operators during ripping operations facing front or watching ripper point.

Power Train Electronic Control System

**Smooth and Soft Operation**
D375A-5 uses a newly designed power train electronic control system. The controller registers the amount of operator control (movements of lever and operation of switches) and machine condition signals from each sensor, and calculates to accurately control torque converter, transmission, steering clutches and brakes for optimized machine operation. The ease of operation and productivity of the new D375A-5 is greatly improved by numerous new functions.

**ECMV (Electronic Controlled Modulation Valve) Controlled Transmission**
Controller automatically adjusts each clutch engagement depending on travel conditions such as gear speed, revolution and shifting pattern. This provides shockless smooth clutch engagement, improved component reliability, expansion of component life and operator riding comfort.

**ECMV (Electronic Controlled Modulation Valve) Controlled Steering Clutches/Brakes**
Sensors monitor machine operating conditions, and electronically control steering clutches and brakes depending on type of job, such as size of load during dozing, incline angle of slope or load, providing smooth and ease of operation by reducing counter-steering on downhill travel, etc.

**Effect of ECMV Steering Clutches/Brake Control**
When dozing downhill, ECMV automatically controls steering clutches and brakes depending on degree of load, enabling smooth dozing operation.

**Preset Travel Speed Selection Function**
Preset travel speed selection function is standard equipment, enabling the operator to select fore and aft travel speed among three preset patterns such as F1-R2, F2-R2 and manual shift. When F1-R2 or F2-R2 preset pattern is selected, and travel control joystick moves to forward/rearward direction, the machine travels forward/rearward with F1-R2 or F2-R2 speed automatically. This function reduces operating hours and operator's gear shifting time during repeated round-trip operations.

**Auto-shift Down Function**
Controller monitors engine speed, travel gear, and travel speed. When load is applied and machine travel speed is reduced, the controller automatically shifts down to optimum gear speed to provide high fuel efficiency. This function provides comfortable operation without manual downshift and high productivity. (This function can be cancelled with cancel switch.)
Large Blade

Capacities of 18.5 m³ (24.2 yd³) (Semi-U dozer) and 22.0 m³ (28.8 yd³) (U dozer) yield outstanding production. High-tensile-strength steel comprising the front and sides of the blade increases durability.

Dual Tilt Dozer (option)
The dual tilt dozer increases productivity while reducing operator effort.

- Optimum blade cutting angle for all types of materials and grades can be selected on-the-go for increased load and production.
- Digging, hauling, and dumping are easy and smooth with less operator fatigue.
- Dozer tilt angle and tilt speed are twice that of a conventional single tilt system.

Rippers

- The variable giant ripper features a long sprocket center-to-ripper point distance, making ripping operation easy and effective while maintaining high penetration force.
- The variable giant ripper is a parallelogram single shank ripper ideal for ripping up tough material. The ripping angle is variable, and the depth is adjustable in three stages by a hydraulically controlled pin puller.
- The multi-shank ripper is a hydraulically controlled parallelogram ripper with three shanks.

Track Shoe Slip Control System (option)

- Eliminates the need for the operator to constantly control engine power output with the decelerator while ripping. Operator fatigue is substantially reduced.
- Maneuverability is improved because the operator is free to focus on the ripping application without having to monitor the track shoe slippage.
- Repair costs are significantly lowered and undercarriage life is prolonged with the reduction in track shoe slippage.
- The track shoe slip control system will contribute to lower fuel costs, because the engine output is automatically controlled to optimum levels for operation.

Engine

The Komatsu SA6D170E-3 engine delivers 391 kW (525 HP) at 1800 rpm. The fuel-efficient Komatsu engine, together with the heavy machine weight, make the D375A-5 a superior crawler dozer in both ripping and dozing production. The engine features direct fuel injection, a turbocharger, and an aftercooler to maximize fuel efficiency.

To minimize noise and vibration, the engine is mounted to the main frame with rubber cushions.

Automatic Torque Converter Lockup System

For greater efficiency during long pushes, the lockup mode allows the system to automatically engage the torque converter lockup clutch. Locking up the torque converter transmits all the engine power directly to the transmission, increasing ground speed thus achieving efficiencies equal to a direct drive. The result is efficient use of engine power, less fuel consumption, and faster cycle times.

K-Bogie Undercarriage System

New K-Bogie Undercarriage System combines prior advantages with new additional features.

Current features:
- Effective length of track on ground is consistent. Shoe slippage is minimized, resulting in higher traction.
- The idler does not oscillate under load, providing excellent machine balance. Blade and ripper penetration force remains stable for increased productivity.

New Features on K-Bogie Undercarriage System

- K-bogies oscillate with two fulcrums, and track roller vertical travel is greatly increased. Impact loading to undercarriage components is reduced and component durability is improved since track rollers are always in contact with track link.
- Undercarriage life is improved due to better control of track chain alignment with track rollers.
- Riding comfort is improved by reducing vibration and shock when traveling over rough terrain.
Operator Comfort

Operator comfort is essential for safe and productive work. The D375A-5 provides the operator with a quiet, comfortable environment where he can concentrate on the work at hand.

Hexagonal Pressurized Cab
- The cab’s new hexagonal design and large tinted glass windows provide excellent front, side, and rear visibility.
- Air filters and a higher internal air pressure combine to prevent dust from entering the cab.

Comfortable Ride with New Cab Damper Mounting and K-Bogie Undercarriage
D375A-5’s cab mount uses a newly designed cab damper mounting which further improves viscous damper and provides excellent shock and vibration absorption capacity with its long stroke. The cab damper mounting, combined with new K-bogie undercarriage, softens shocks and vibrations while traveling over ripped ground that are impossible to absorb with conventional cab mounting methods. The soft spring cab damper isolates the cab from machine body, suppressing vibrations and providing a quiet, comfortable operating environment.

New Suspension Seat
D375A-5 uses a newly designed suspension seat. Fore and aft sliding rails and suspension spring are newly designed, increasing strength and rigidity and reducing play of joints. New seat provides excellent support and riding comfort. Fore and aft sliding amount is designed to fit all operators.

Fresh Air Intake from Rear of Engine Hood
The air conditioner air intake port is now located at the rear of the engine hood where there is minimal dust. As a result, the air inside the cab is always clean. Cleaning interval of the filter is greatly extended, and use of a new structure filter element facilitates cleaning and replacement.

Preventative Maintenance

Preventative maintenance is the only way to ensure long service life from your equipment. That’s why Komatsu designed the D375A-5 with conveniently located maintenance points to make necessary inspections and maintenance quick and easy.

Centralized Service Station
To ensure convenient maintenance, the transmission and torque converter oil filters are both arranged next to the power train oil level gauge.

Monitor with Self-Diagnostic Function
Starting switch turned ON, the monitor displays P on the upper part of the display, service meter on the lower part of the display and Check-before-starting and caution items appear on the right part of the liquid crystal panel. The monitor finds abnormalities, corresponding warning lamp blinks and warning buzzer sounds. The monitor displays engine rpm and forward/reverse gear speed on the upper part of the display during operation. When error occurs during operation, user code and service meter are displayed alternately. When a high importance user code is displayed, a caution lamp blinks and warning buzzer sounds to prevent the development of serious problems.

Low Maintenance Costs

Track Link with Wedge Ring
New D375A-5 track links feature reduced press-fit force and a wedge ring. Conventional track pins are retained only with a large press-fit force. The new track link divides pin forces between the wedge ring and press-fit force. This results in easier service with reduced pin damage when turning pins and bushings. The result is improved undercarriage life and reduced maintenance cost through reduced wear, greater pin reusability, and reduced maintenance man-hours.
**ENGINE**

Model: Komatsu S6D170E-3
Type: 4-stroke, water-cooled, direct injection
Aspiration: Turbocharged, aftercooled
Number of cylinders: 6
Bore x stroke: 170 mm x 170 mm (6.69" x 6.69")
Piston displacement: 23.15 l (1.419 cu ft)
Flywheel horsepower: 391 kW (526 HP @ 1800 rpm)
DIN: 4724
Number of carrier rollers: 2
Number of track rollers: 7
Minimum turning radius: 4.2 m (13'9")

**TORQFLOW TRANSMISSION**

Komatsu TORQFLOW transmission consists of a water-cooled, 3-element, 1-stage, 1-phase, torque converter with lockup clutch and a planetary gear and a multi-disc clutch transmission which is hydraulically actuated and force-lubricated for optimum heat dissipation. Gearshift lock lever and neutral safety switch prevent accidental starts.

**STEERING SYSTEM**

PCCS lever, joystick controlled, wet multi-disc steering clutches are spring-loaded and hydraulically released. Wet multi-disc, pedal/lever controlled steering brakes are spring-actuated hydraulically released and require no adjustment. Steering clutches and brakes are interconnected for easy, responsive steering.

**UNDERCARRIAGE**

Suspension: Oscillating equalizer bar and pivot shaft
Track frame: Cylindrical, high-tensile-strength steel construction
Rollers and idlers: Lubricated track rollers
K-Bogie Undercarriage: Lubricated track rollers are resiliently mounted to the track frame with a bogie suspension system whose oscillating motion is cushioned by rubber pads.

**TORQFLOW HYDRAULIC SYSTEM**

Hydraulic control unit: 405 l/min / 107 U.S. gal/min
Relief valve setting: 20.6 MPa (300 psi)
All-spool control valves are externally mounted on the hydraulic tank.
Hydraulic gear pump.

**COOLANT AND LUBRICANT CAPACITY (REFILL)**

Fuel tank: 1050 l (277 U.S. gal)
Coolant: 165 l (43.6 U.S. gal)
Engine: 55.5 l (14.7 U.S. gal)
Torque converter, transmission, bevel gear, and steering system: 150 l (39.6 U.S. gal)
Final drive (each side): 65 l (17.1 U.S. gal)

**FINAL DRIVES**

Double-reduction final drive of spur and planetary gear sets to increase tractive effort and reduce gear tooth stresses for long final drive life. Segmented sprocket rims are bolted on for easy replacement.

**HYDRAULIC SYSTEM**

Hydraulic oil capacity (refill): 70 l (18.5 U.S. gal)
Multi-shank ripper (variable): 70 l (18.5 U.S. gal)
Multi-shank ripper (fixed): 44 l (11.6 U.S. gal)

**DOZER EQUIPMENT**

Blade capacities are based on the SAE recommended practice J1265.

**OPERATING WEIGHT**

Operating weight: 66985 kg (147,680 lb)
Including Semi-U tilt dozer, giant ripper, cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank.

**GROUND CLEARANCE**

Ground clearance: 610 mm (20")

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**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine displacement</td>
<td>7635 mm (26'3&quot;)</td>
</tr>
<tr>
<td>Engine power</td>
<td>391 kW (526 HP @ 1800 rpm)</td>
</tr>
<tr>
<td>Torque converter</td>
<td>4695 mm x 2265 mm (18.5&quot; x 7.5&quot;)</td>
</tr>
<tr>
<td>Gear ratios</td>
<td>1060 mm (41')</td>
</tr>
<tr>
<td>Drawbar pull</td>
<td>7635 mm x 2265 mm (18.5&quot; x 7.5&quot;)</td>
</tr>
<tr>
<td>Ground pressure</td>
<td>141 kPa (20.3 psi)</td>
</tr>
</tbody>
</table>

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**SEM bumper, 400 kg, giant ripper, standard equipment and applicable blade.**