1.1 SPECIFICATIONS

	Model	Manufacturer's Designation				FD100-8	FD115-8	FD135-8
Characteristics	Power Type	Electric, Diesel, Gasoline, LPG, Cable				Diesel	Diesel	Diesel
	Operation Type					Sitting	Sitting	Sitting
	Rated Capacity	Q			kg(lb)	10,000 (22,000)	11,500 (25,000)	13,500 (30,000)
	Load Center	c			mm(in)	600 (24)	600 (24)	600 (24)
	Load Distance	x	Front Axle Center to Fork Face		mm(in)	695 (27.4)	715 (28.1)	740 (29.1)
	Wheelbase	y			mm(in)	2,800 (110.2)	2,800 (110.2)	3,100 (122.0)
Weight	Service Weight				kg(lb)	12,980 (28,620)	14,360 (31,660)	15,480 (34,130)
	Axle Loading	Loaded		Front	kg(lb)	20,860 (45,990)	23,490 (51,790)	26,450 (58,310)
				Rear	kg(lb)	2,120 (4,670)	2,370 (5,220)	2,530 (5,580)
		Unloaded		Front	kg(lb)	6,230 (13,730)	6,590 (14,530)	7,110 (15,670)
				Rear	kg(lb)	6,750 (14,880)	7,770 (17,130)	8,370 (18,450)
Tires	Tire Type					Pneumatic	Pneumatic	Pneumatic
	Tire Size	Front				9.00-20-14PR(I)	10.00-20-14PR(I)	11.00-20-14PR(I)
		Rear				9.00-20-14PR(I)	10.00-20-14PR(I)	11.00-20-14PR(I)
	Number of Wheels	Front/Rear (x=driven)				4x/2	4x/2	4x/2
	Tread, Front	b10			mm(in)	1,700 (66.9)	1,700 (66.9)	1,770 (69.7)
	Tread, Rear	b11			mm(in)	1,900 (74.8)	1,890 (74.4)	1,890 (74.4)
Dimensions	Tilting Angle	α/β	Forward/Backward		degree	6/12	6/12	6/12
	Mast Height, Lowered	h1	2-stage Mast		mm(in)	2,890 (113.8)	3,160 (124.4)	3,170 (124.8)
	Std. Free Lift	h2	2-stage Std. Mast, from Ground		mm(in)	0(0.0)	0(0.0)	0(0.0)
	Std. Lift Height	h3	2-stage Std. Mast, from Ground		mm(in)	3,000 (118)	3,000 (118)	3,000 (118)
	Mast Height, Extended	h4	2-stage Std. Mast		mm(in)	4,400 (173.2)	4,670 (183.9)	4,680 (184.3)
	Height, Overhead Guard	h6			mm(in)	2,780 (109.4)	2,800 (110.2)	2,810 (110.6)
	Length, with Std. Forks	L1			mm(in)	5,465 (215.2)	5,505 (216.7)	5,860 (230.7)
	Length, to Fork Face	L2			mm(in)	4,245 (167.1)	4,285 (168.7)	4,640 (182.7)
	Width, at Tire	b1	Single		mm(in)	2,280 (89.8)	2,310 (90.9)	2,410 (94.9)
	Forks	s/e/l	Thickness x Width x Length		mm(in)	75x170x1,220 (3.0x6.7x48.0)	75x185x1,220 (3.0x7.3x48.0)	80x185x1,220 (3.1x7.3x48.0)
	Fork Carriage Class					Pin Mount	Pin Mount	Pin Mount
	Width, Fork Carriage	b2			mm(in)	2,140 (84.3)	2,140 (84.3)	2,210 (87.0)
	Ground Clearance	m1	Under Mast		mm(in)	250(9.8)	250(9.8)	260(10.2)
		m2	at Center of Wheelbase		mm(in)	325(12.8)	345(13.6)	350(13.8)
	Right Angle Stacking Aisle	Ast	plus load length		mm(in)	4,695 (184.8)	4,725 (186.0)	5,090 (200.4)
	Turning Radius	Wa			mm(in)	4,000 (157.5)	4,010 (157.9)	4,350 (171.3)

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2.4 REPLACE FUEL FILTERS

The fuel filters of this truck consist of pre-filter cartridge and main filter cartridge.

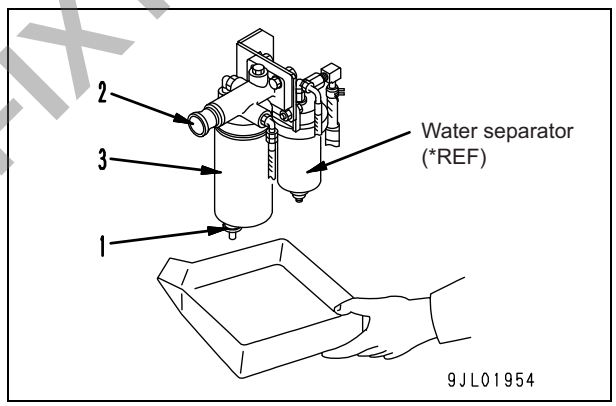
CAUTION

- **Engine parts are in high temperature immediately after the engine is stopped. Do not replace filters immediately. Replace only after the engine is cooled.**
- **When replacing filters, wait till the inner pressure lowers. Replace the filters 30 seconds or more after the engine stopped.**
- **Keep fire away when replacing filters.**
- **Special filter of high-efficiency filtration property is adopted for genuine Komatsu fuel filter cartridges. Always use genuine Komatsu parts for replacement.**
- **The common rail fuel injection system adopted for the engine is configured with components of higher accuracy compared with conventional injection pumps and nozzles. Using other fuel filter cartridges than genuine Komatsu parts may cause mixing of foreign matters, leading to a failure of injection system. Never use substitute part.**
- **For inspection and maintenance of the fuel system, more care should be given for the mixing of foreign matters than before. Attached dirt, if any, must be fully washed off using engine oil.**

2.4.1 REPLACE FUEL PRE-FILTER CARTRIDGE

You will need the filter wrench.

1. Remove the cover on the left side of the machine.
2. Set an oil-receiving container under filter cartridge (3).
3. Apply the filter wrench to cartridge (3) to remove it by turning counterclockwise.
4. Clean the filter holder.



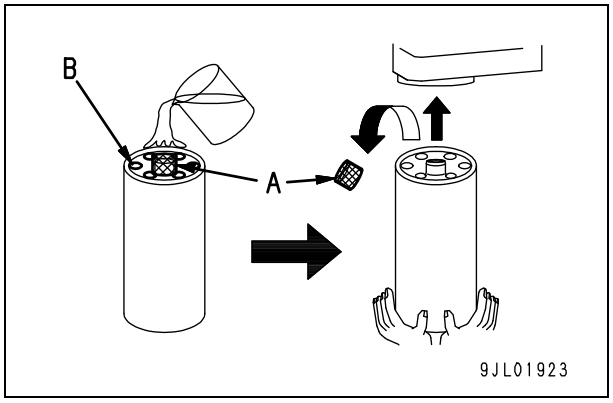
***REF (Reliable-Extra-Filtration)**

This specification provides an additional main filter and a filter with the water separation function for the inferior fuel.

CAUTION

When filling the filter cartridge with fuel, always keep the cap (A) attached. Cap (A) is provided to prevent dirt from entering the filter cartridge.

5. Fill new filter cartridge with clean fuel through eight small holes (B) on the cartridge.
6. Apply oil to the packing surfaces of the filter cartridge.
7. Remove the filter cartridge cap (A) and mount it to the filter holder.
8. To mount the cap, tighten it 3/4 turn after the packing surface makes contact with the sealed surface of the filter holder.



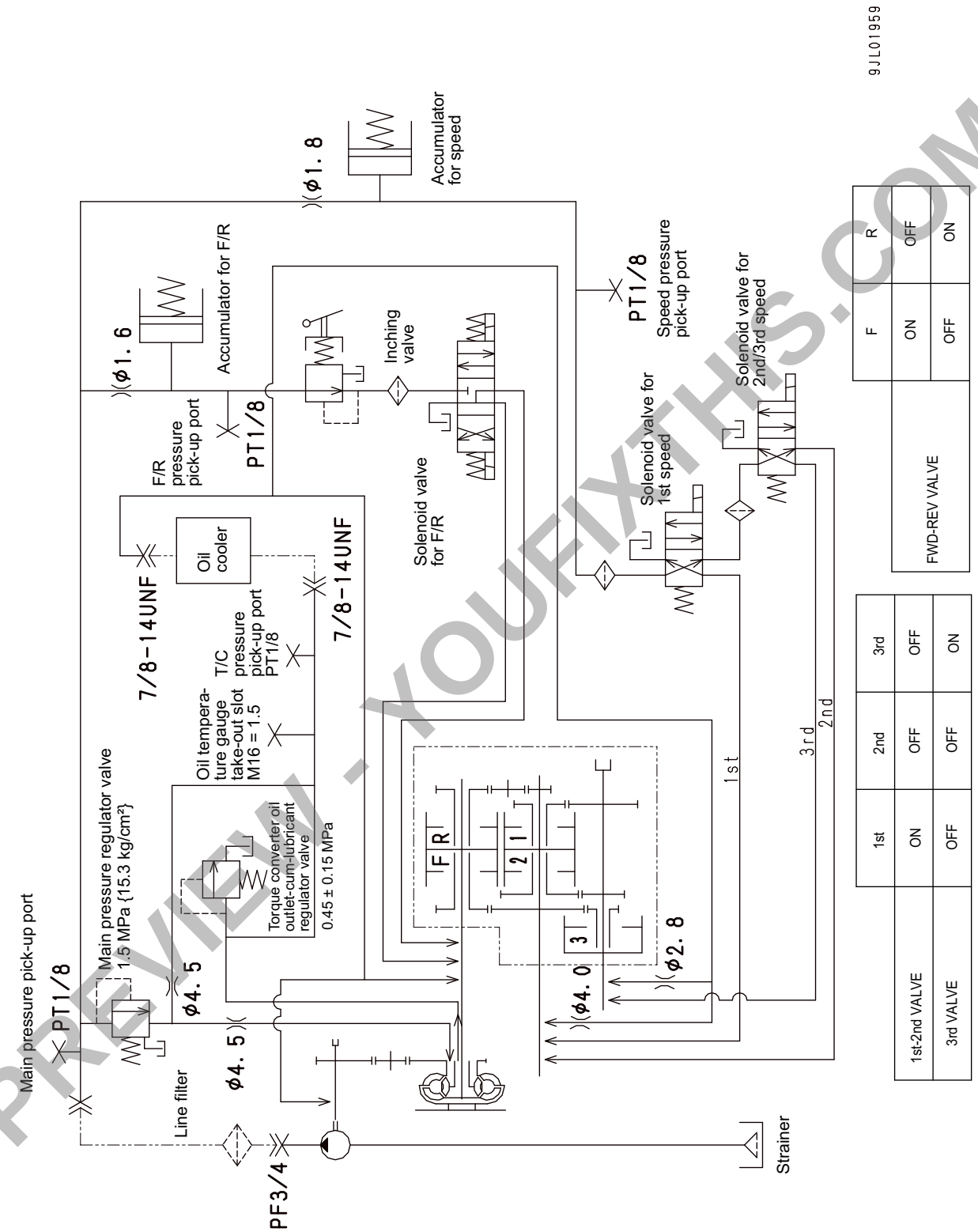
CAUTION

If over-tightened, the filter cartridge may cause fuel leakage because of damaged packing. Conversely, if loosely tightened, the fuel may leak through the gap of the packing. Always tighten it to correct tightening angle.
When using the filter wrench, be careful not to cause damage or dents to the filter.

9. Bleed the air from the cartridge. See “BLEED AIR FROM FUEL PRE-FILTER” on page 2-8.
10. Start the engine.
11. Check the filter-sealed surface for fuel leakage.
12. Operate the engine for about 10 minutes at low idling speed.

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HYDRAULIC SYSTEM DIAGRAM

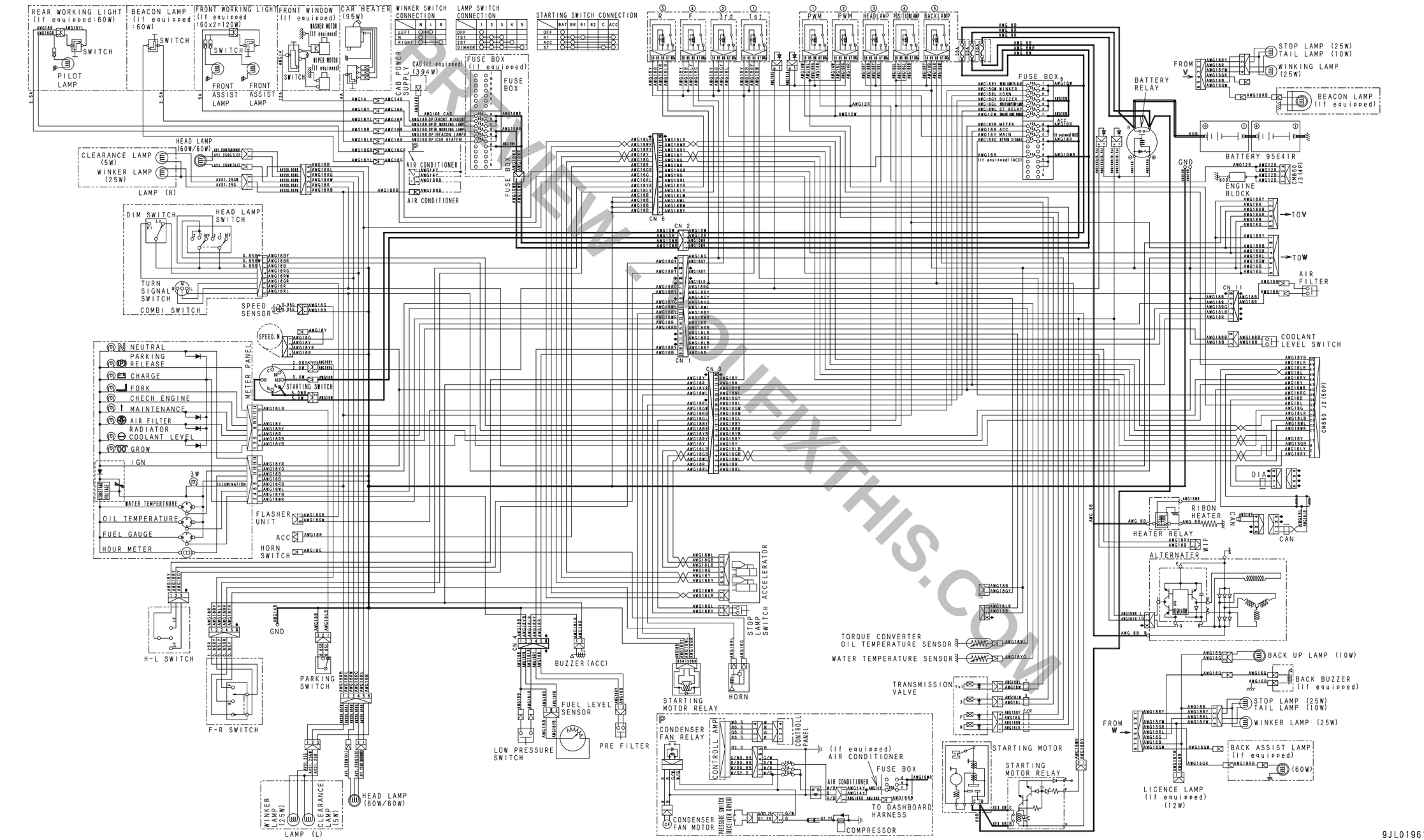


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ELECTRICAL CIRCUIT DIAGRAM

BRAKE TYPE	TRANSMISSION TYPE	ISO 3691-1 (With OPS system)
Hydraulic drum	Manual	—



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7.3 TABLE OF TROUBLESHOOTING TOOL FAILURE CODES

Failure code	Trouble	Location
111	Abnormality in engine controller	Troubleshooting of electrical system (E-mode)
115	Abnormality in engine NE and Bkup speed sensors	
122	Abnormally high level in charge pressure sensor	
123	Abnormally low level in charge pressure sensor	
131	Abnormally high level in throttle sensor	
132	Abnormally low level in throttle sensor	
143	Torque derating by low engine oil pressure	
144	Abnormally high level in coolant temperature sensor	
145	Abnormally low level in coolant temperature sensor	
146	Engine overheating	
153	Abnormally high level in charge temperature sensor	
154	Abnormally low level in charge temperature sensor	
187	Abnormally low level in sensor power supply 2 circuit	
221	Abnormally high level in atmospheric pressure sensor	
222	Abnormally low level in atmospheric pressure sensor	
227	Abnormally high level in sensor power supply 2 circuit	
234	Engine overspeed	
238	Abnormality in Ne speed sensor power supply	
271	Short circuit in IMV	
272	Disconnection in IMV	
322	Disconnection or short circuit in injector #1 (L/B #1) system	
323	Disconnection or short circuit in injector #5 (L/B #5) system	
324	Disconnection or short circuit in injector #3 (L/B #3) system	
325	Disconnection or short circuit in injector #6 (L/B #6) system	
331	Disconnection or short circuit in injector #2 (L/B #2) system	
332	Disconnection or short circuit in injector #4 (L/B #4) system	
342	Matching error in engine controller data	
351	Abnormality in injector drive circuit	
352	Abnormally low level in sensor power supply 1 circuit	
386	Abnormally high level in sensor power supply 1 circuit	
415	Rotation derating by low engine oil pressure	
418	Water mixed in fuel	
428	Abnormally high level in water sensor	
429	Abnormally low level in water sensor	
431	Abnormality in idle validation switch	
432	Abnormality in processing of idle validation	

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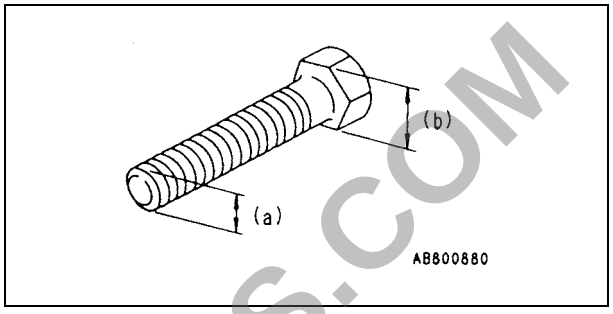
1.3 STANDARD TIGHTENING TORQUE

1.3.1 BOLTS

For unspecified bolts and nuts, use the torques specified in this list.

Select a proper torque corresponding to the width across flats (b) of bolts and nuts.

When replacing bolts and nuts, always use genuine Komatsu Forklift parts the same size as the previous ones.



Thread diameter of bolt (mm) (a)	Width across flat (mm) (b)	Tightenng torque		
		Nm	kgm	lbft
6	10	13.2±1.4	1.35±0.15	9.73±1.03
8	13	31.4±2.9	3.2±0.3	23.2±2.1
10	17	65.7±6.8	6.7±0.7	48.5±5.0
12	19	112±9.8	11.5±1.0	82.6±7.2
14	22	177±19	18.0±2.0	131±14
16	24	279±29	28.5±3	206±21
18	27	383±39	39±3	282±29
20	30	549±58	56±6	405±43
22	32	745±78	76±8	549±58
24	36	927±98	94.5±10	684±72
27	41	1320±140	135±15	973±100
30	46	1720±190	175±20	1270±140
33	50	2210±240	225±25	1630±180
36	55	2750±290	280±30	2030±210
39	60	3280±340	335±35	2420±250

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	Model	Manufacturer's Designation		FD100-8	FD115-8	FD135-8
Performance	Travel Speed (FWD)	Loaded,1st/2nd/3rd	km/h(mph)	8.5/18/28 (5.3/11.2/17.4)	8.5/19/28 (5.3/11.8/17.4)	9/19.5/27.5 (5.6/12.1/17.1)
		Unloaded,1st/2nd/3rd	km/h(mph)	9/20/32 (5.6/12.4/19.9)	9/21/32 (5.6/13.0/19.9)	9.5/21/32 (5.9/13.0/20.2)
	Lifting Speed	Loaded/Unloaded	mm/s(fpm)	470/500 (93/98)	430/450 (85/89)	350/375 (69/74)
	Lowering Speed	Loaded/Unloaded	mm/s(fpm)	400/500 (79/98)	400/500 (79/98)	400/500 (79/98)
	Max. Drawbar Pull	Loaded, 1.5km/h, 3min rating	kN(lb)	89 (20,010)	87 (19,610)	85 (19,150)
	Max. Gradeability	Loaded, 1.5km/h, 3min rating	%	40	34	28
	Service Brake	Operation/Control		Foot/Hydraulic Powered	Foot/Hydraulic Powered	Foot/Hydraulic Powered
	Parking Brake	Operation/Control		Hand/Mechanical	Hand/Mechanical	Hand/Mechanical
	Steering	Type		Hydraulic Power Steering	Hydraulic Power Steering	Hydraulic Power Steering
I.C Engine	Battery	Voltage/ Capacity at 5-hour rating	V/Ah	24/80	24/80	24/80
	Maker Model			KOMATSU SAA6D107E-1	KOMATSU SAA6D107E-1	KOMATSU SAA6D107E-1
	Rated Output, SAE net		kW(HP)	122 (164)	122 (164)	122 (164)
	Rated RPM		min-1	2,200	2,200	2,200
	Max. Torque, SAE net		Nm@min-1	575 (424)@1600	575 (424)@1600	575 (424)@1600
	No. of Cylinder/Displacement		cm^3(cu.in)	6/6,690 (408)	6/6,690 (408)	6/6,690 (408)
	Fuel Tank Capacity		l (US Gal)	260(69)	260(69)	280(74.0)
Others	Relief Pressure for Attachment		bar(psi)	215(3,100)	215(3,100)	215(3,100)
	Hydraulic Tank Capacity		l (US Gal)	170(45)	170(45)	200(53)
	Clutch			Torque Converter	Torque Converter	Torque Converter
	Transmission			TORQFLOW	TORQFLOW	TORQFLOW

Specifications are subject to change without notice.
The performance values indicated herein represent nominal values obtained under typical operating conditions.

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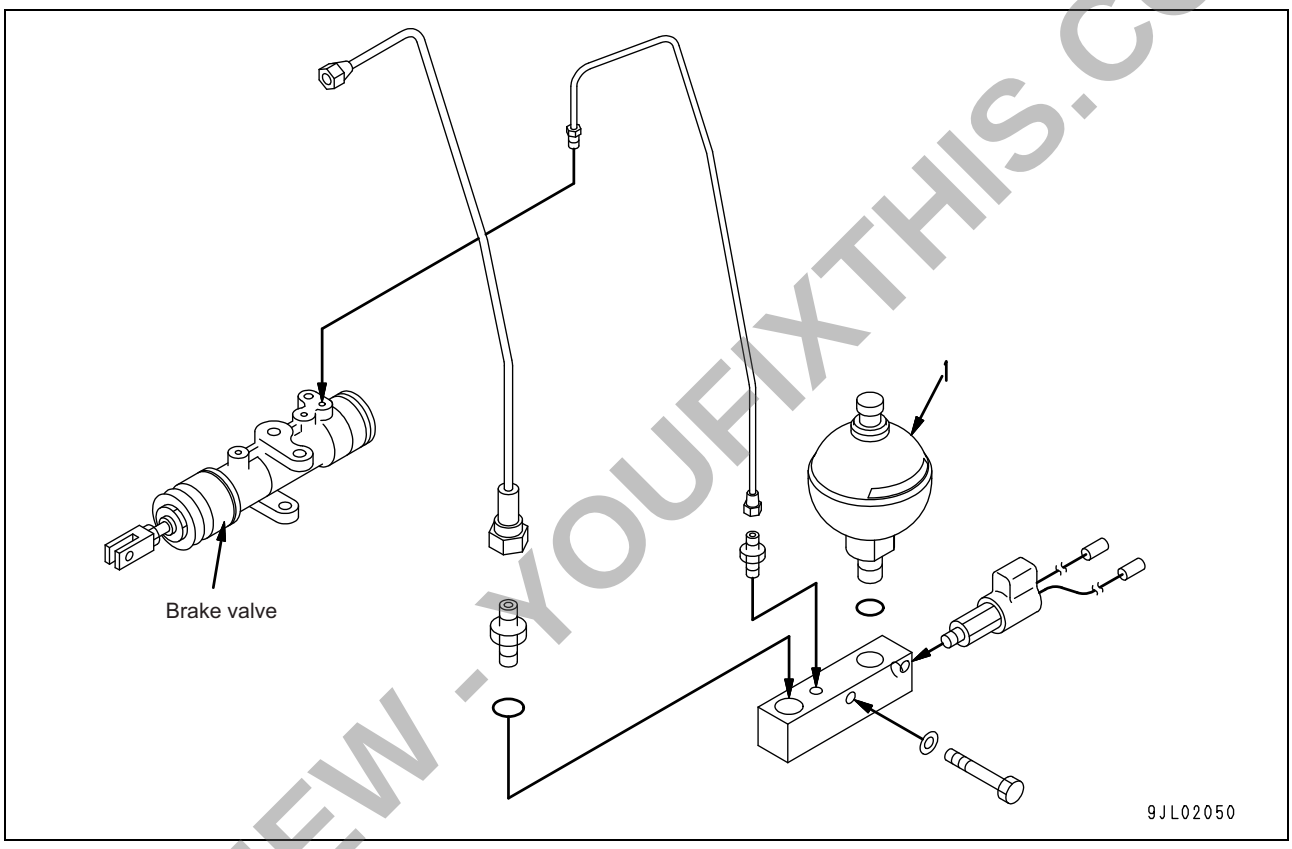
2.17 ACCUMULATOR FOR BRAKE

CAUTION

- **Park the machine on a flat place, lower the work equipment completely to the ground, and apply chocks to the tires.**
- **High-pressure nitrogen gas is charged with the brake accumulator. Proper certification of handling the high-pressure gas is required for charging the nitrogen gas.**

2.17.1 CHARGE ACCUMULATOR WITH NITROGEN GAS (HYDRAULIC DRUM BRAKE)

1. Remove accumulator (1) as shown in the following figure.



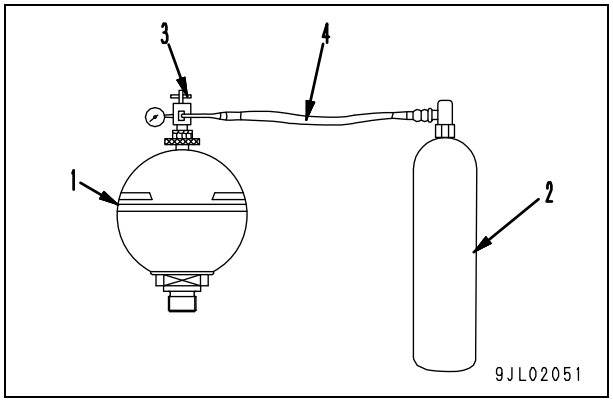
2. Since the thread of gas valve (25) of the accumulator is TV8, install the joint assembly to the charging assembly. See “CHARGING ASSEMBLY” on page 2-21 and “JOINT ASSEMBLY” on page 2-22.
3. Turn handle (23) of charging assembly (00) to the left until it stops.
4. Turn handle (24) of the bleed plug to the left to open the plug.
5. Remove the cap of the accumulator and install charging assembly (21) to the gas valve of the accumulator.
6. Connect nitrogen gas cylinder (2) and charging assembly (21) by hose assembly (29).

Note: There are two types of threads of gas cylinders:

- Type A: W22-14 thread (male screw)
- Type B: W23-14 thread (female screw

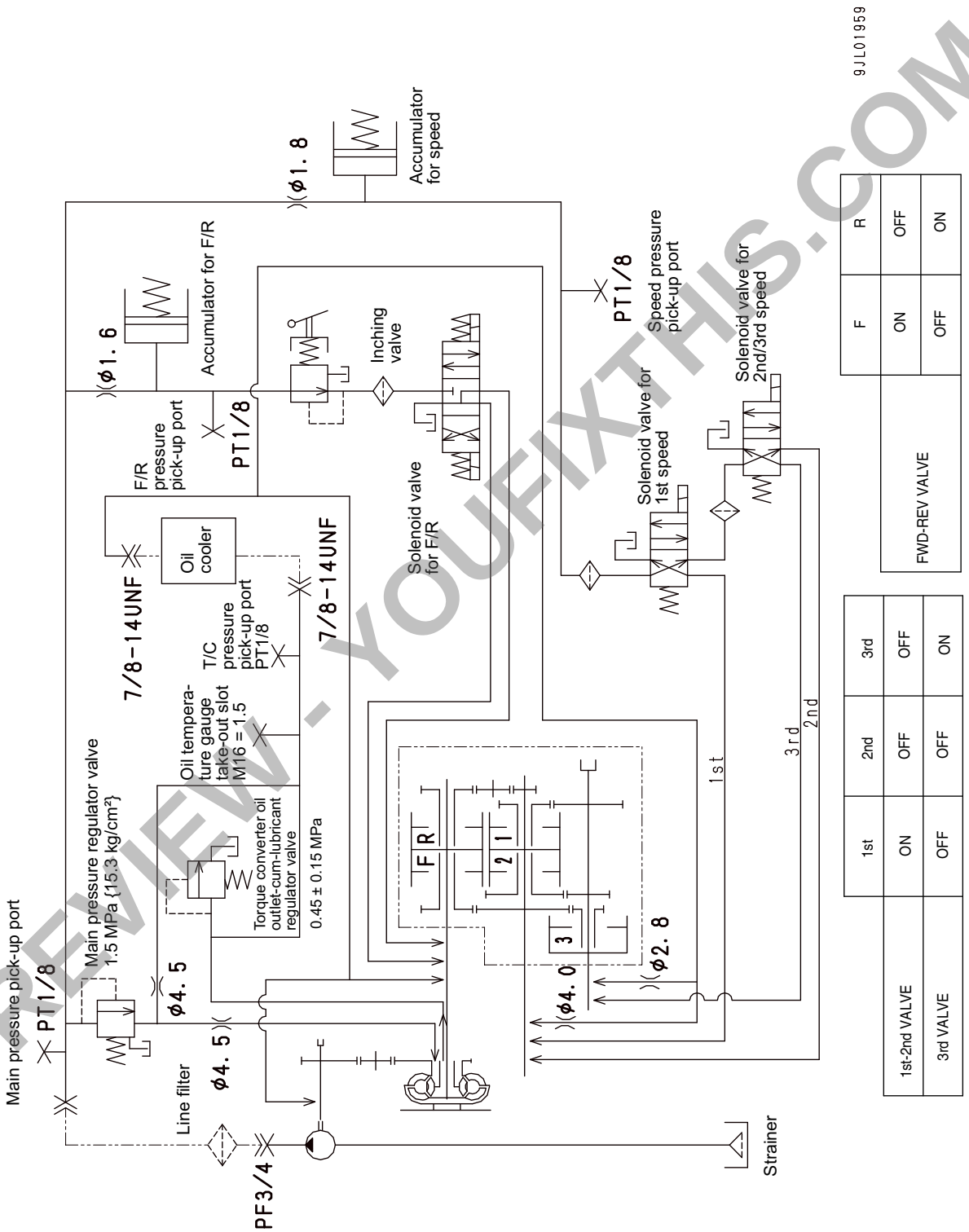
When using type-B gas cylinder, use the attached reducer (30).

7. Open the valve of nitrogen gas cylinder (2) a little so that the gas will be discharged at pressure of 0.2 - 0.3 MPa {2 - 3 kg/cm²}, taking care not to discharge the gas quickly.



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HYDRAULIC CIRCUIT DIAGRAM

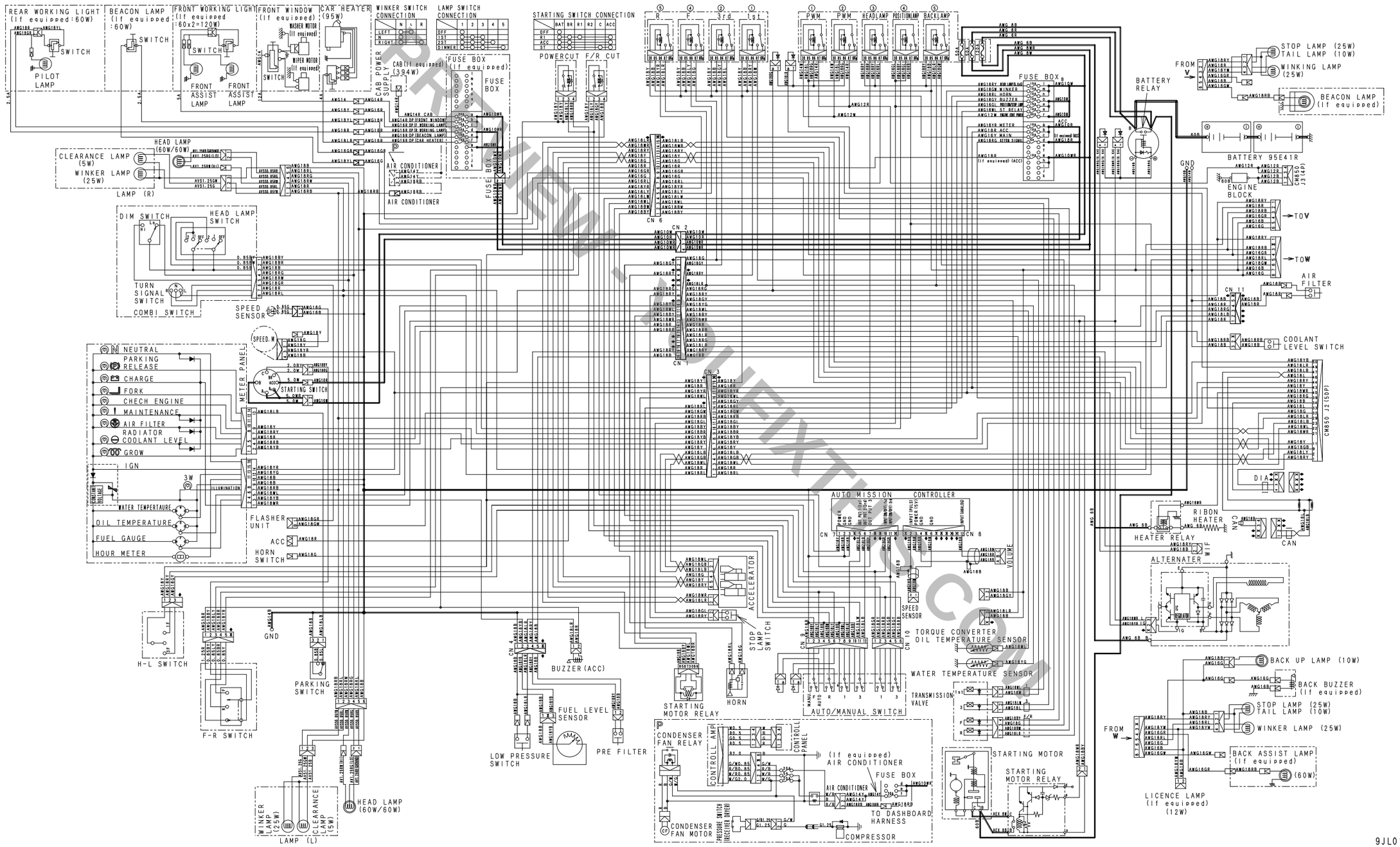


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ELECTRICAL CIRCUIT DIAGRAM

BRAKE TYPE	TRANSMISSION TYPE	ISO 3691-1 (With OPS system)
Hydraulic drum	Auto	—



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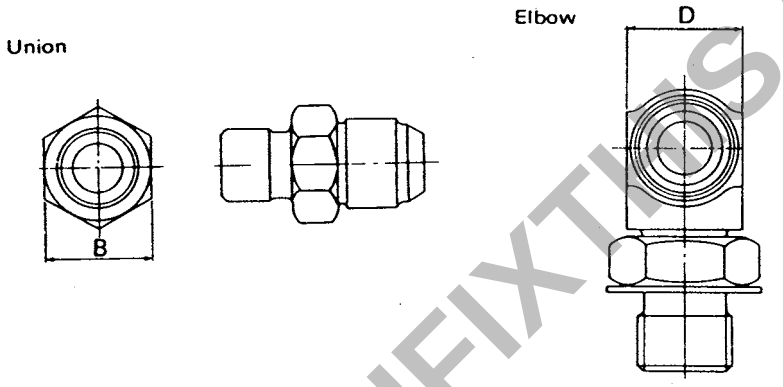
Failure code	Trouble	Location
435	Abnormality in engine oil pressure switch	Troubleshooting of electrical system (E-mode)
441	Abnormally low power supply voltage	
442	Abnormally high power supply voltage	
449	Abnormally high common rail pressure 2	
451	Abnormally high level in common rail pressure sensor	
452	Abnormally low level in common rail pressure sensor	
488	Derating of torque by abnormally high charge temperature	
553	Abnormally high common rail pressure 1	
559	No-pressure feed by supply pump 1	
689	Abnormality in engine Ne speed sensor	
731	Abnormality in engine Bkup speed sensor phase	
757	Loss of all data in engine controller	
778	Abnormality in engine Bkup speed sensor	
2185	Abnormally high level in throttle sensor power supply	
2186	Abnormally low level in throttle sensor power supply	
2249	No-pressure feed by supply pump 2	
2311	Abnormality in IMV solenoid	
2555	Disconnection in intake air heater relay	
2556	Short circuit in intake air heater relay	

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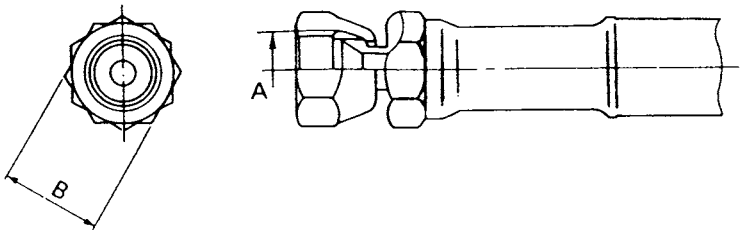
1.3.2 ELBOWS, NIPPLES AND UNIONS

Width across flats B (mm)	22	30	36
Width D (mm)	19	22	30
Tightening torqueNm {kgm}	29.4-39.2 {3-4}	78.5-103 {8-10.5}	117.7-161.8 {12-16.5}
Port size (inch)	3/4-16UNF	7/8-14UNF	—
Tightening torqueNm {kgm}	68.6-73.6 {7-7.5}	78.5-83.3 {8-8.5}	—



High-pressure Rubber Hoses, Pipes, And Sleeve Nuts

Width across flats B (mm)	19	24	27	32	36
Bore A (mm)	14	18	22	24	30
Tightening torque Nm {kgm}	19.6-29.4 {2-3}	23.5-68.6 {3-7}	58.8-98.1 {6-10}	108-167 {11-17}	147-206 {15-21}



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	Model	Manufacturer's Designation				FD150E-8	FD160E-8
Characteristics	Power Type	Electric, Diesel, Gasoline, LPG, Cable				Diesel	Diesel
	Operation Type					Sitting	Sitting
	Rated Capacity	Q			kg(lb)	15,000 (33,000)	16,000 (35,000)
	Load Center	c			mm(in)	600 (24)	600 (24)
	Load Distance	x	Front Axle Center to Fork Face		mm(in)	750 (29.5)	750 (29.5)
	Wheelbase	y			mm(in)	3,100 (122.0)	3,100 (122.0)
Weight	Service Weight				kg(lb)	16,570 (36,530)	17,200 (37,920)
	Axle Loading	Loaded		Front	kg(lb)	28,740 (63,360)	30,140 (66,450)
				Rear	kg(lb)	2,830 (6,240)	3,060 (6,750)
		Unloaded		Front	kg(lb)	7,210 (15,900)	7,170 (15,810)
				Rear	kg(lb)	9,360 (20,640)	10,030 (22,110)
Tires	Tire Type					Pneumatic	Pneumatic
	Tire Size	Front				11.00-20-16PR(I)	12.00-20-16PR(I)
		Rear				11.00-20-16PR(I)	12.00-20-16PR(I)
	Number of Wheels	Front/Rear (x=driven)				4x/2	4x/2
	Tread, Front	b10			mm(in)	1,770 (69.7)	1,770 (69.7)
	Tread, Rear	b11			mm(in)	1,890 (74.4)	1,870 (73.6)
Dimensions	Tilting Angle	α/β	Forward/Backward		degree	6/12	6/12
	Mast Height, Lowered	h1	2-stage Std. Mast		mm(in)	3,270 (128.7)	3,290 (129.5)
	Std. Free Lift	h2	2-stage Std. Mast, from Ground		mm(in)	0 (0.0)	0 (0.0)
	Std. Lift Height	h3	2-stage Std. Mast, from Ground		mm(in)	3,000 (118)	3,000 (118)
	Mast Height, Extended	h4	2-stage Std. Mast		mm(in)	4,780 (188.2)	4,800 (189.0)
	Height, Overhead Guard	h6			mm(in)	2,810 (110.6)	2,830 (111.4)
	Length, with Std. Forks	L1			mm(in)	5,920 (233.1)	6,020 (237.0)
	Length, to Fork Face	L2			mm(in)	4,700 (185.0)	4,800 (189.0)
	Width, at Tire	b1	Single		mm(in)	2,410 (94.9)	2,480 (97.6)
	Forks	s/e/l	Thickness x Width x Length		mm(in)	85x190x1,220 (3.3x7.5x48.0)	85x210x1,220 (3.3x8.3x48.0)
	Fork Carriage Class					Pin Mount	Pin Mount
	Width, Fork Carriage	b2			mm(in)	2,210 (87.0)	2,210 (87.0)
	Ground Clearance	m1	Under Mast		mm(in)	250 (9.8)	270 (10.6)
		m2	at Center of Wheelbase		mm(in)	350 (13.8)	370 (14.6)
	Right Angle Stacking Aisle	Ast	plus load length		mm(in)	5,150 (202.8)	5,250 (206.6)
	Turning Radius	Wa			mm(in)	4,400 (173.2)	4,500 (177.2)
Performance	Travel Speed (FWD)	Loaded,1st/2nd/3rd			km/h(mph)	9/19.5/27.5 (5.6/12.1/17.1)	9.5/20/28 (5.9/12.4/17.4)
		Unloaded,1st/2nd/3rd			km/h(mph)	9.5/21/32 (5.9/13.0/20.2)	10/21.5/32 (6.2/13.4/20.5)
	Lifting Speed	Loaded/Unloaded			mm/s(fpm)	325/350 (64/69)	320/345 (63/68)
	Lowering Speed	Loaded/Unloaded			mm/s(fpm)	400/400 (79/79)	400/400 (79/79)
	Max. Drawbar Pull	Loaded, 1.5km/h, 3min rating			kN(lb)	80 (18,160)	80 (18,030)
	Max. Gradeability	Loaded, 1.5km/h, 3min rating			%	25	23
	Service Brake	Operation/Control				Foot/Hydraulic Powered	Foot/Hydraulic Powered
	Parking Brake	Operation/Control				Hand/Mechanical	Hand/Mechanical
	Steering	Type				Hydraulic Power Steering	Hydraulic Power Steering

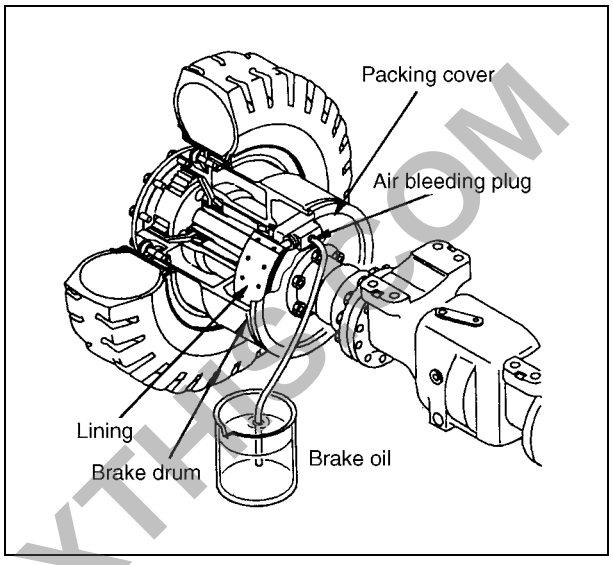
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2.20 BLEEDING AIR

2.20.1 BRAKE PIPING (HYDRAULIC DRUM BRAKE)

1. Remove the cap from the air bleed plug.
2. Fit one end of a vinyl hose over the air bleed plug.
3. Put the other end of the vinyl hose in a container of brake fluid.
4. Loosen the air bleed plug approx. 3/4 turns.
5. Depress the brake pedal.
6. Tighten the air bleed plug.
7. Release the brake pedal.
8. Repeat Steps 4 to 7 until no more bubbles come out from the hose.
9. Tighten the plug and install the cap.
10. Add brake fluid as necessary.



2.20.2 LIFT CYLINDER

1. Start the engine and run at low idling.
2. Raise and lower the mast.

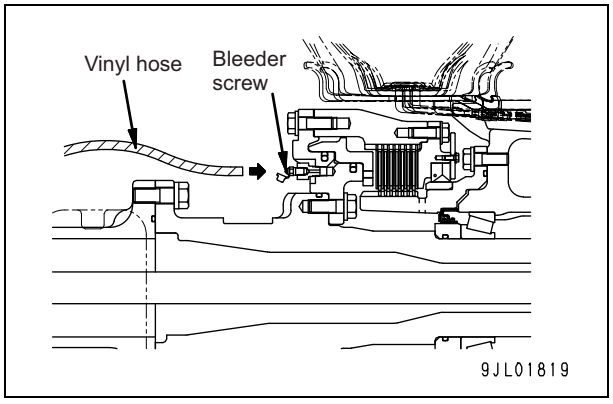
Note: Stop the mast approx. 4 in (100 mm) before reaching the max. lifting height and max. lowering position.

3. Repeat step 2 4-5 times.
4. Raise and lower the mast to the maximum lifting height and maximum lowering position.
5. Repeat step 4 4-5 times.

2.20.3 BRAKE (WET DISC BRAKE)

Carry out the work by two (2) persons: one person to step on the brake pedal and the other to bleed the air from the bleeder screw.

1. Remove the bleeder cap on top of the brake cylinder.
2. Attach an end of the vinyl hose to the screw and other end to inside the container.
3. Start the engine, and then step on the brake pedal.
4. Loosen the bleeder screw slowly.
5. When the bubbles stop coming out of the hose, fully step on the brake and tighten the bleeder screw while the oil is coming out.
6. Repeat the same process with other brake to bleed the air.
7. When the air bleeding is completed with the L.H. and R.H. brakes, check the hydraulic tank level.
8. Replenish oil, if necessary.



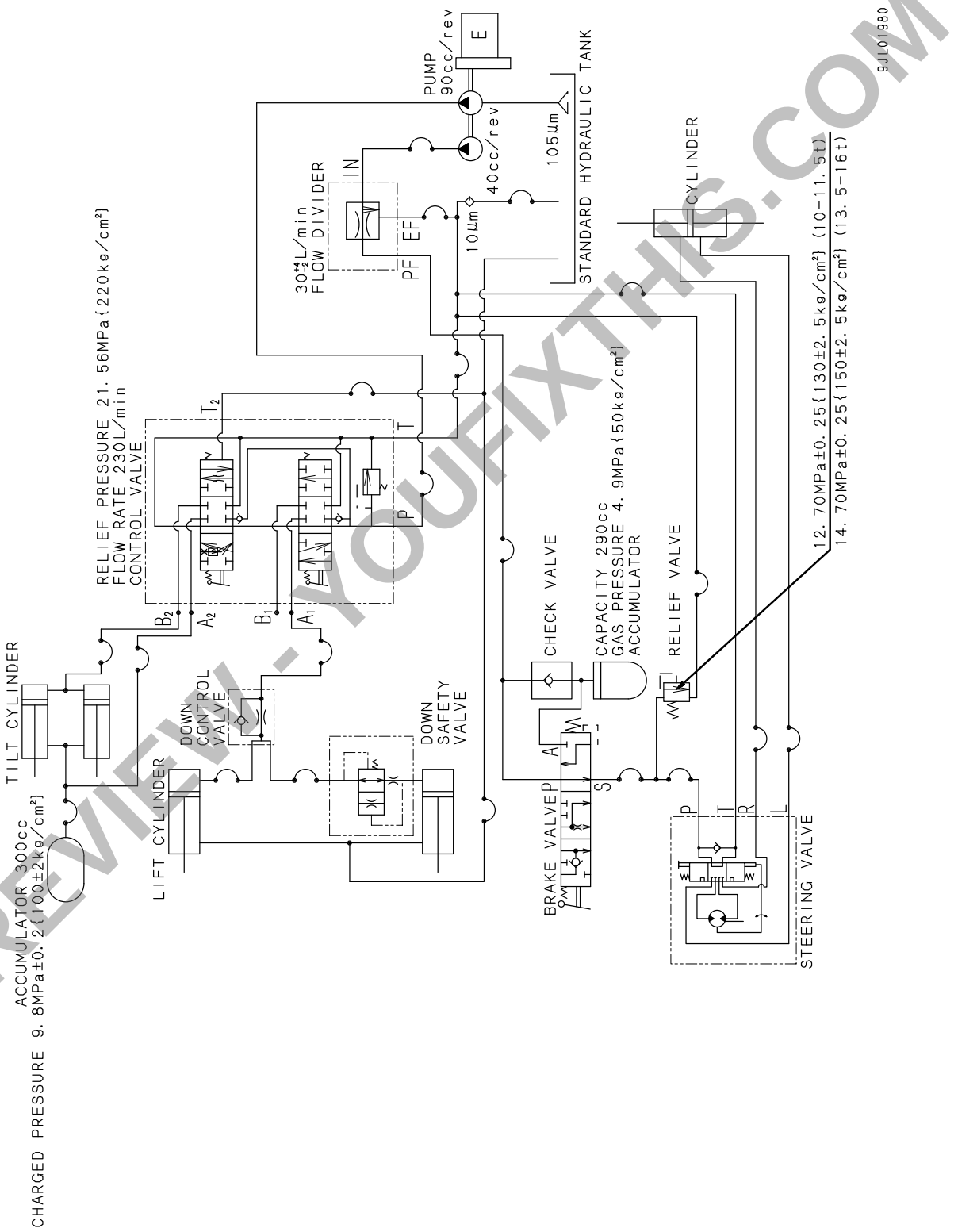
CAUTION

Take care to keep dirt and foreign matter away from the brake during assembly.

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6.11 HYDRAULIC CIRCUIT DIAGRAMS OF STEERING SYSTEM AND CYLINDER

HYDRAULIC DRUM BRAKE

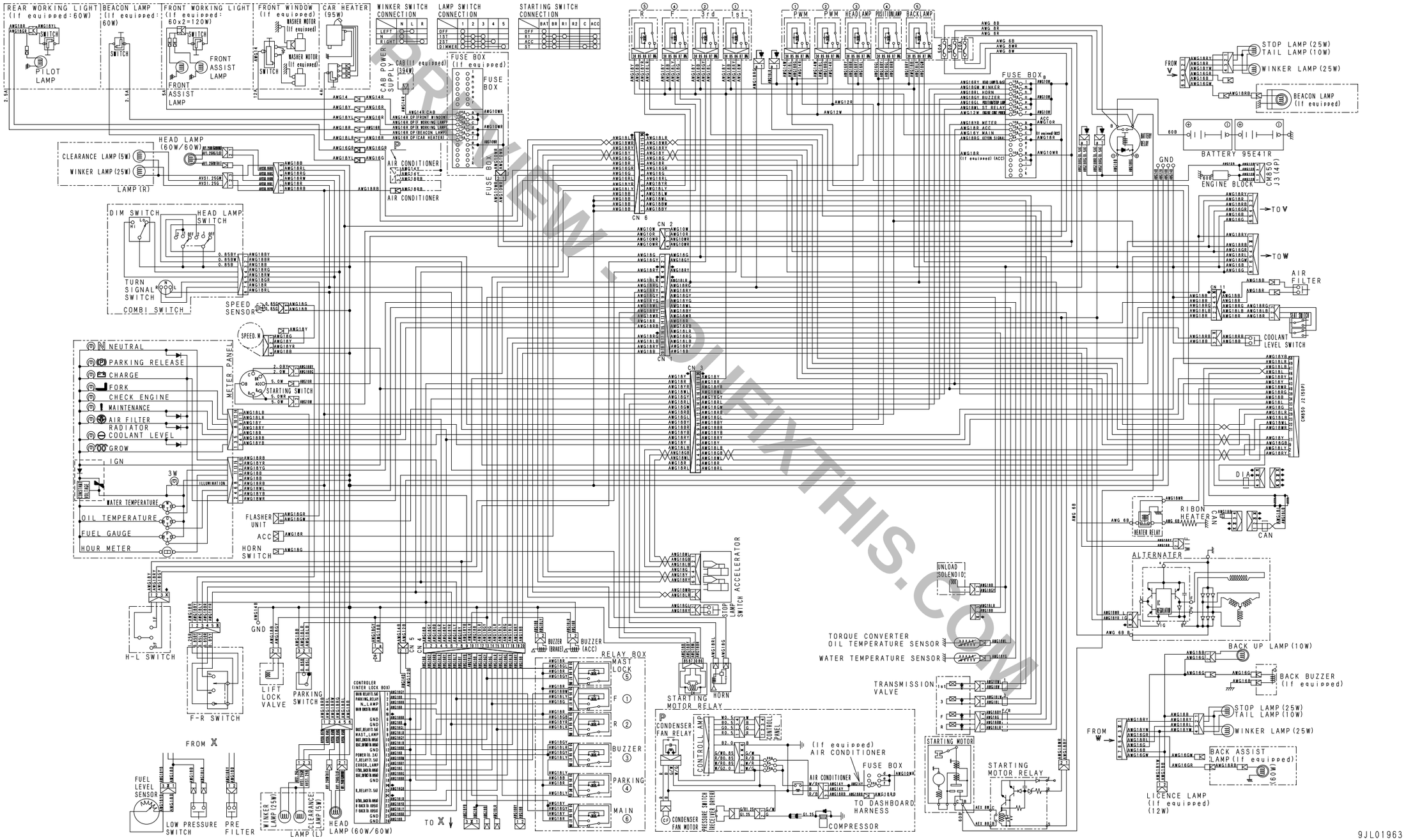


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ELECTRICAL CIRCUIT DIAGRAM
(Serial No.: 70001 – Before seat switch is changed)

BRAKE TYPE	TRANSMISSION TYPE	ISO 3691-1 (With OPS system)
Hydraulic drum	Manual	○



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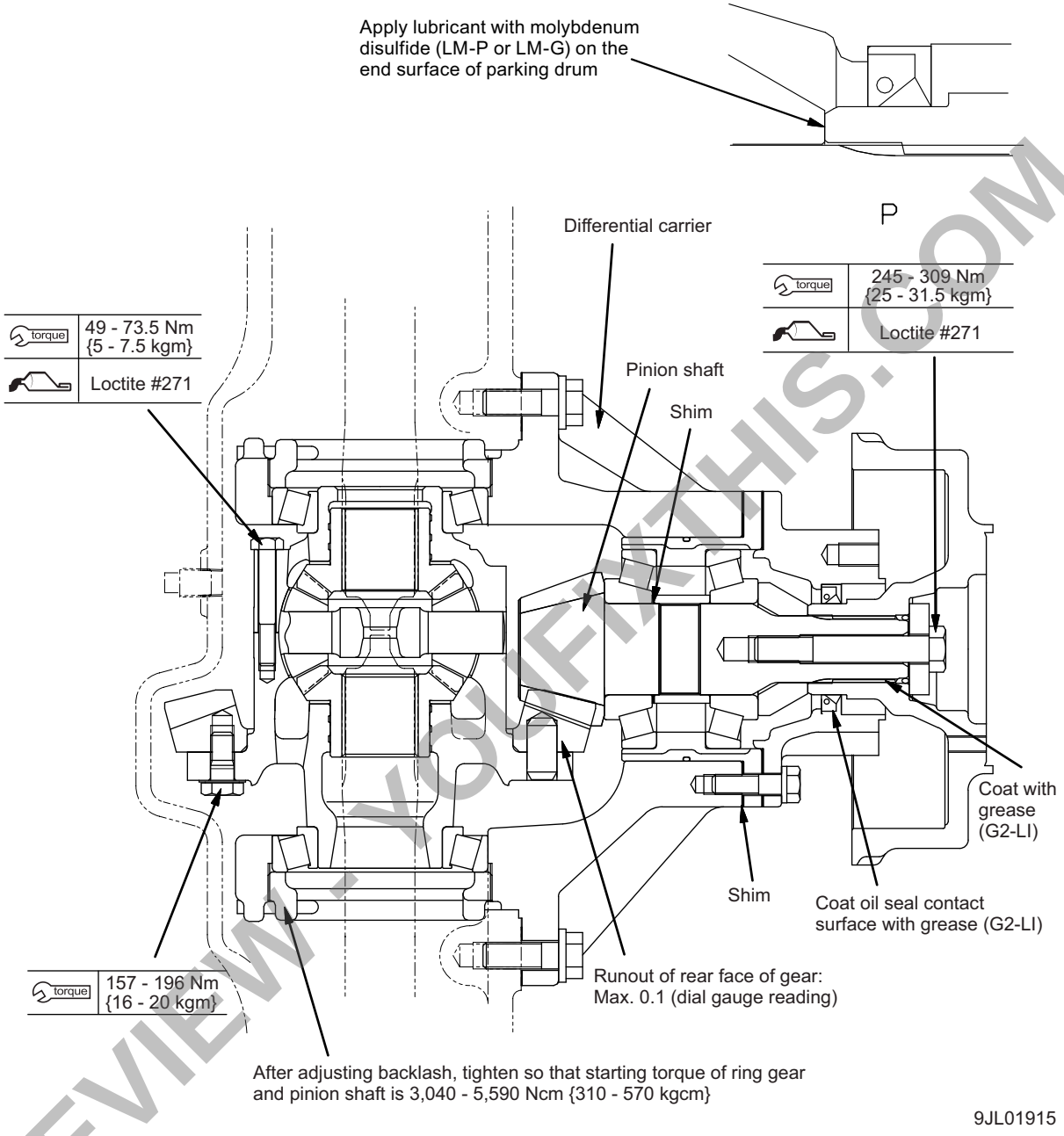
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7.4 TORQUE CONVERTER TROUBLESHOOTING TABLE

Problem	Cause	Remedy
Power is not transmitted	**1. No hydraulic pressure**	
	• Lack of oil	Add oil
	• Damaged gear pump or drive portion	Disassemble and check, replace with new parts or replace whole assembly
	• Damaged piping or joint	Disassemble and replace
	• Broken piston in regulator valve or broken spring	Disassemble and replace
	2. Mechanical breakage	
	• Broken input plate	Disassemble and replace
	• Broken shaft, gear	Disassemble and replace
	• Broken spline	Disassemble and replace
Output drops	**1. Hydraulic pressure is too low**	
	• Lack of oil	Add oil
	• Leakage of air from suction piping	Check joint, gasket, replace parts if necessary
	• Drop in efficiency of gear pump	Disassemble and replace, replace parts if necessary
	• Deteriorated spring in regulator valve or defective operation of piston	Disassemble and replace, replace parts if necessary
	• Worn or broken seal ring	Disassemble and replace
	2. Mechanical breakage	
	• Broken or deformed impeller	Disassemble and replace
	• Deformed input plate	Disassemble and replace
	3. Other	
	• Non-specified oil is being used	Change to specified oil
Oil pressure abnormally high	**1. Incorrect oil level**	Add or drain oil
	2. Contact of impeller	Disassemble and replace, replace parts if necessary
	3. Wear or seizure of bearing	Disassemble and replace, replace parts if necessary
	4. Wear or damage of gear pump	Disassemble and replace, replace parts if necessary

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Reduction gear type	Hypoid bevel gear
Reduction ratio	4.375
Oil capacity	20 ℓ (5.28 US gal)

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