KOMATSU

HD605-10

Photos may include optional equipment.

Engine power
Gross : 610 kW / 2000 min^{-1}
Net : 590 kW / 2000 min^{-1}

Rated payload
64.1 metric tons

Body capacity
43.0 m^3

HD605-10

Horsepower

Gross : 610 kW / 2000 min^{-1}
Net : 590 kW / 2000 min^{-1}

Rated payload

64.1 metric tons

Body capacity

43.0 m^3

Ecology & economy features

- Komatsu's new emission regulation-compliant engine
- Technologies applied to new engine
- Energy saving operation
- Low fuel consumption
- Auto idle stop
- Selectable operating modes

Productivity features

- High performance Komatsu SAA6D170E-7 engine Upgrade
- Komatsu Advanced Transmission with Optimum Modulation Control System (K-ATOMiCS) with skip shift function
- Automatic Retard Speed Control (ARSC)
- Komatsu Traction Control System (KTCS)

Operator comfort & environment

- Ergonomically designed cab
- Waiting brake New
- Throttle lock New
- Hill start assist New
- Dump Lights New
- Built-in ROPS (ISO 3471) / FOPS (ISO 3449) cab

Improve productivity and efficiency

Information & Communication Technology (ICT)

- High resolution 7-inch color Liquid Crystal Display (LCD) unit
- Maintenance time caution
- Troubleshooting function
- Visual user menu
- Brake test guidance New

Reliability features

- High-rigidity frame
- Robust dump body design
- Body selection
- Loading policy Upgrade
- Payload meter (PLM)

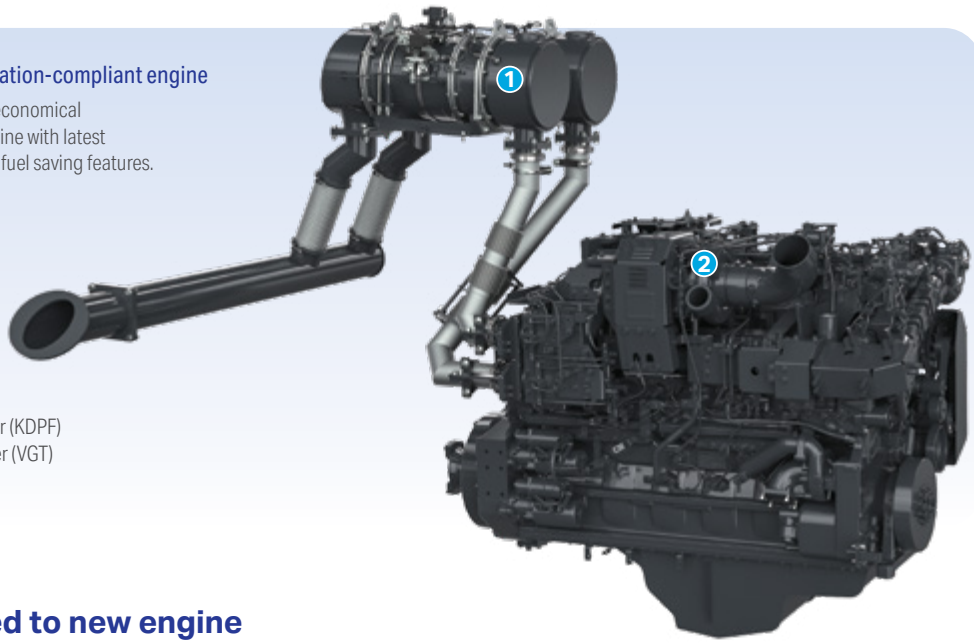
Maintenance features

- Centralized arrangement of filters
- Maintenance-free battery New
- Reversible fan
- Modular radiator core system
- Plastic wheel chocks New

Ecology & economy features

Komatsu's new emission regulation-compliant engine

Komatsu provides a powerful and economical U.S. EPA Tier 4 Final compliant engine with latest emission control technologies and fuel saving features.

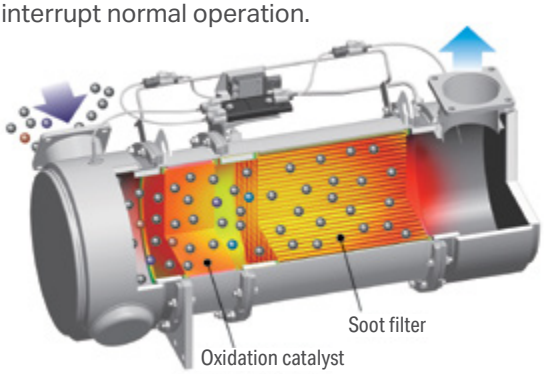


1 Komatsu Diesel Particulate Filter (KDPF)
2 Variable Geometry Turbocharger (VGT)

Technologies applied to new engine

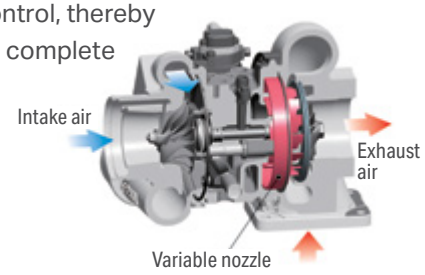
Heavy-duty aftertreatment system

KDPF captures more than 90% of Particulate Matter (PM). Special oxidation catalyst and extra fuel injection in the exhaust stream can decompose accumulated soot in the DPF filter by either active or passive regeneration. This system does not require any additional operator's action or interrupt normal operation.



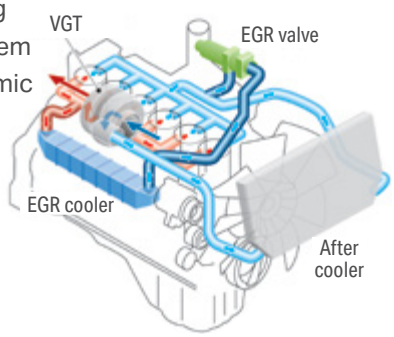
VGT system

The system is designed to achieve an optimal injection of high-pressure fuel by means of computerized control, thereby bringing close to complete combustion to reduce PM emissions.



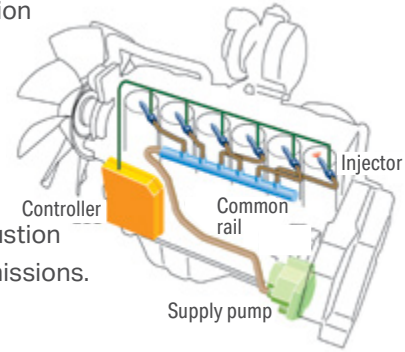
Heavy-duty cooled Exhaust Gas Recirculation (EGR) system

The system recirculates a portion of exhaust gas into the air intake and lowers combustion temperatures, thereby reducing NOx emissions. While EGR gas flow is increased, by incorporating a high-efficiency and compactly designed cooling system, the system achieves a dynamic reduction of NOx, while helping to reduce fuel consumption.



High Pressure Common Rail (HPCR) fuel injection system

The system is designed to achieve an optimal injection of high-pressure fuel by means of computerized control, thereby achieving near complete combustion to reduce PM emissions.



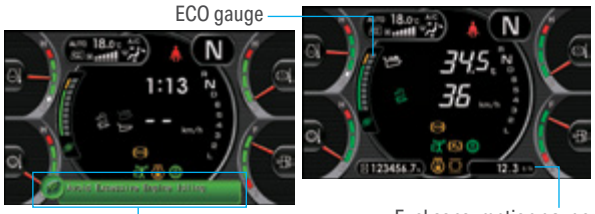
Electronic control system

The electronic control system performs high-speed processing of all signals from various sensors installed on the vehicle and the engine. This ensures effective integration of machine components. Engine condition is displayed on the monitor inside the cab, providing necessary information to the operator. Additionally, managing the information via KOMTRAX Plus helps customers schedule and track required maintenance actions.

Energy saving operation

In order to support optimum operation, an easy-to-read ECO gauge is included at the LCD unit of the machine monitor. The ECO gauge indicates a momentary fuel consumption rate during operation. Operating the vehicle with the gauge in the green zone ensures the most energy efficient operation. (Fuel consumption rate depends on the application and the accelerator pedal operation.)
In addition, the following ECO guidance messages are displayed for fuel saving operation

- Avoid long time engine idling.
- Release the hoist lever
- Depressing accelerator pedal with brake actuated lowers fuel economy etc.



Lead-free radiator

Lead-free aluminum cores are used for the radiator to meet global environmental requirements.

Low fuel consumption

Latest Komatsu "on demand" energy saving technologies achieve lower fuel consumption while keeping high productivity.

- Variable displacement piston pumps for steering & hoist circuit
- Improvements in management of hydraulic pressure for transmission control

Auto idle stop

When the engine is idling for a certain time (Able to be set from 5 to 60 minutes), the engine will automatically stop to reduce unnecessary fuel consumption and unwanted exhaust emissions.

Brake cooling oil recovery tank

In order for the environmental conservation, a tank is installed on each rear wheel to capture the oil in the event of brake cooling oil leakage from the floating seal.

Selectable operating modes

The operator can choose between three operating modes, E light mode or Economy mode or Power mode, according to machine operating condition and/or course profile.

- **Power mode**

The Power mode increases the engine maximum power and raises the upshift and downshift engine speeds during operation.

- **Economy mode**

The Economy mode lowers the engine maximum power approximately 5% compared to P mode, along with lowering the upshift and downshift engine speeds during operation.

- **E light mode**

The E light mode lowers the engine maximum power approximately 15% compared to P mode, along with lowering the upshift and downshift engine speeds during operation.

Productivity features

Rated horsepower

Increased by 5.5%

Maximum torque

Increased by 9.5%

Torque rise

Increased by 5%

(compared with HD605-8)

High performance Komatsu SAA6D170E-7 engine Upgrade

Powerful and fuel-efficient Komatsu SAA6D170E-7 engine on the HD605-10 delivers 610 kW at 2000 min^{-1}, approx. 5.5% more than the previous model. This assures better acceleration and shorter cycle time for improved productivity. Torque rise is also 5% higher than the previous model, providing a powerful and stable ride and high productivity. Power train components are redesigned to accommodate the increased power.

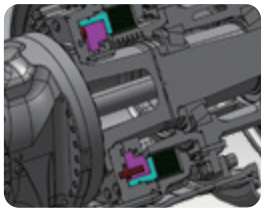
Engine gross horsepower : 610 kW

Fully hydraulic controlled wet multiple-disc brakes and retarder

Wet multiple-disc brakes ensure highly reliable and stable brake performance. The large-capacity continuously oil cooled multiple-disc brakes also function as a highly responsive retarder which gives the operator greater confidence at higher speeds when traveling downhill.

Retarder absorbing capacity: 802 kW*

* At ambient temperature 40°C
Retarder performance varies depending on ambient temperature.



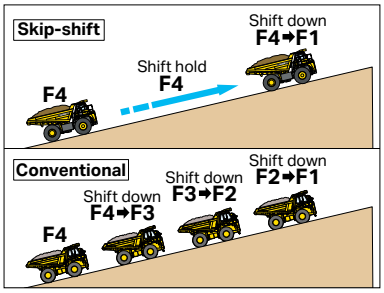
7-speed fully automatic transmission

The transmission is designed to have 7 forward and 1 reverse gears. Fully automatic control selects the optimum gear according to vehicle speed and the engine speed. The shift point automatically changes depending on the acceleration of the vehicle to minimize unnecessary fuel consumption.

Komatsu Advanced Transmission with Optimum. Modulation Control System (K-ATOMiCS) with skip shift function

K-ATOMiCS, electronic shift control with automatic clutch modulation in all gears, optimizes the clutch engagement oil pressure at every gear position is further improved and provides smoother shifting without torque off.

Skip shift function: Automatically selects a gear position depending on the slope grade when driving uphill without shifting down through each gear. It reduces the number of downshifts, makes the driving smoother, improves the operator's comfort and reduces material spillage.

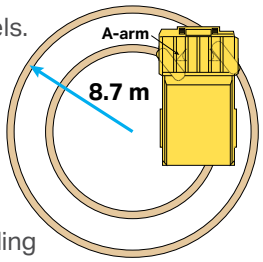


Long wheelbase and wide tread

With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the HD605-10 hauls the load at higher speed for greater productivity, and delivers superior driving comfort over rough terrain.

Small turning radius

McPherson strut type front suspension has a special A-arm between each wheel and the main frame. The wider space created between the front wheels and the main frame increases the turning angle of the wheels. The larger turning angle provides a smaller turning radius for the truck.



Minimum turning radius: 8.7 m

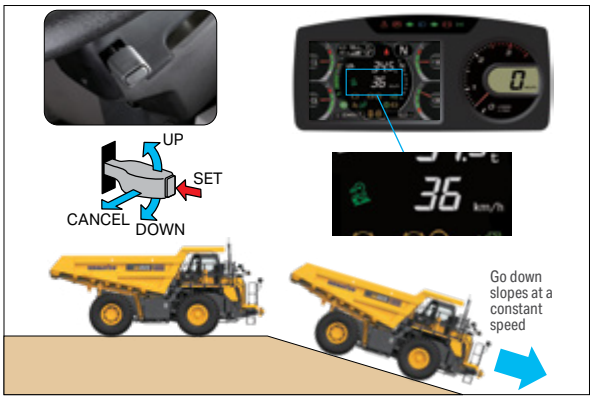
(Turning radius varies depending on round conditions and/or vehicle speed.)

Automatic idling setting system

This system facilitates quick engine warm-up and operator cab cooling/warming. When setting the system ON, engine idle speed is kept at 1100 min^{-1}, but is lowered to 750 min^{-1} when the coolant temperature rises. Speed automatically returns to 1100 min^{-1} when the coolant temperature drops.

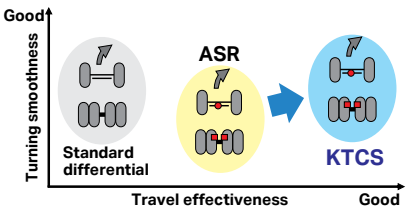
Automatic Retard Speed Control (ARSC)

ARSC allows the operator to easily set the downhill travel speed and go down slopes at a constant speed. As a result, the operator can concentrate on steering. The speed can be set at an increment of 1 km/h by clicking the control lever (±5 km/h max.) to adjust the downhill speed appropriate to the slope grade. The descent speeds of loaded and unloaded vehicles are recorded for automatic application later. This saves time and effort. The operator doesn't need to change the ARSC speed setting each time load status changes.



Komatsu Traction Control System (KTCS)

KTCS continuously monitors the rear wheels' rotating speed and vehicle speed for detecting slippage. If the system detects excessive wheel slip, it automatically applies the brake to control wheel slip ratio and maintain optimum condition of tire traction. As a result, KTCS improves productivity and tire life more than the conventional Automatic Spin Regulator (ASR) system. KTCS is automatically activated and deactivated without operator interaction.



Operator comfort & environment

Ergonomically designed cab

The ergonomically designed operator's compartment provides the operator a convenient control layout and comfortable environment for more confident operation and greater productivity.

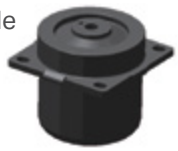
Foldable trainer seat

The foldable trainer seat, with 2-point retractable seat belt, is comfortably sized.

Low noise design

The spacious cab is mounted with large capacity viscous mounts. The low noise engine, hydraulically driven fan and the cab sealing provide a quiet, low vibration and comfortable operating environment.

Noise level at operator's ear:
77 dB(A) (ISO 6396)

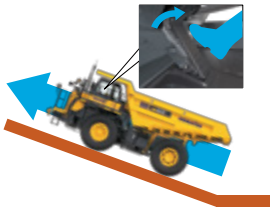


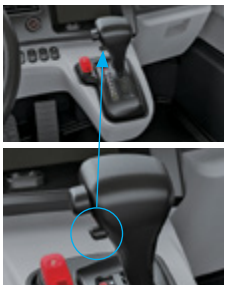
Waiting brake New

Automatic braking when the shift lever is in the "N" position reduces the amount of brake operation during loading and dumping. (N: Neutral)

Throttle lock New

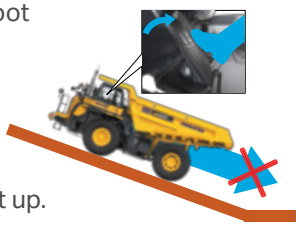
By pressing the control switch with the accelerator pedal depressed, the engine output is fixed even if the operator foot is off the pedal. This reduces the stepping operation on the accelerator pedal when climbing a slope. The throttle lock is automatically released when vehicle speed exceeds 30 km/h, or the accelerator pedal or brake is operated.





Hill start assist New

The brake is automatically activated when starting up a slope. This makes the brake hold while the operator steps on the accelerator pedal taking his foot off the brake until traction power has increased enough. Since the system automatically prevents the vehicle from sliding downwards when the operator moves his foot from the brake to the accelerator pedal on a slope, it makes it easier to control the vehicle, especially at start up.



Air suspension seat

The fabric covered, air suspension operator seat is adjustable to the operator's weight. The air suspension dampens vibrations transmitted from the machine and reduces operator's fatigue. And seat heater is included as standard.

Dump Lights New

The rear light and camera are activated during dumping, making confirmation of soil removal status at night easier.

Storage spaces

Generous storage spaces are provided inside the cab.

Glove box, Lunch box tray, Hot or cool box, and Cup holder

Lunch box tray

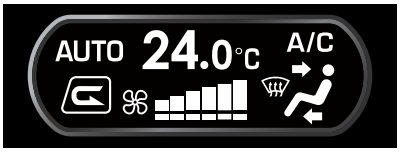
Hot or cool box, cup holder

High performance radio Upgrade

The HD605-10 standard AM/FM radio includes connectionally via AUX and Bluetooth®.

Automatic climate control system

Automatic climate control system allows the operator to easily and accurately set the cab ambient temperature by the switch panel on the dash board. Excellent heating/cooling capacity and air flow keep the cab environment comfortable throughout the year.



Tilt-away and telescopic steering column

The tilting and telescoping steering column allows the operator to set the steering wheel to a desired position. The tilt mechanism incorporates a spring assist for easy adjustment and for operator seating and exiting.

Operator comfort & environment

Rear view monitor system

The operator can view the rear of the vehicle on the full color monitor, located on the right side of the dash board. This monitor can be always ON or ON only when the shift lever is in the reverse position. Visual distance guidelines can be added for the operator's convenience.

Rear view monitor

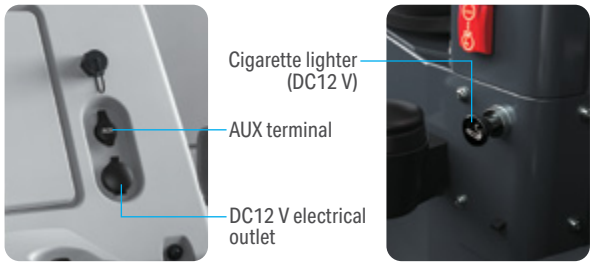
Rear view camera

Electronic hoist control

Electronically controlled hoist lever facilitates the dumping operation with light effort. A sensor is installed to detect the dump body position, and it significantly reduces the shock when the dump body is seating on the main frame.

DC12 V outlet

Two DC12 V outlets are standard in the operator's cab. A 12 V cigarette lighter is located on the front side of the center console and an additional 12 V outlet is located on the rear cover behind the operator seat.

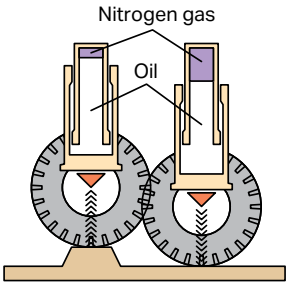


Angled access stairs with handrails

The low angle of the front stairways provide easy access/egress to/from the machine.

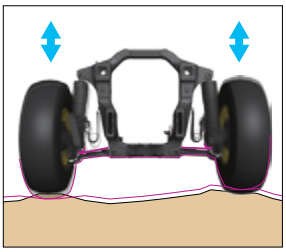
Hydropneumatic suspension for all terrains

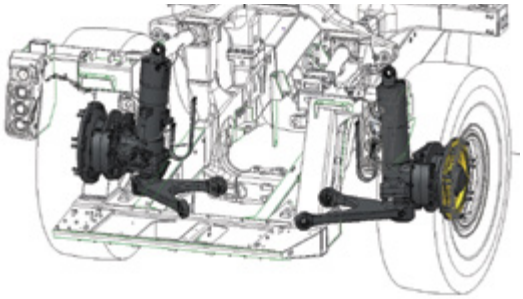
The hydropneumatic suspension provides a smoother ride over rough terrain to maximize production and operator comfort.



McPherson strut type front suspension

McPherson strut type independent suspension is used on the front wheels. The linkage arrangement with low friction allows the front wheel to follow uneven road surface smoothly for a comfortable ride.





Dimpled slip-resistant plates

Stairways and walkways are made with dimpled, slip-resistant plates for better traction.

Dimpled slip-resistant plates

Built-in ROPS/FOPS cab

Operator cab structure conforms to ISO 3471 ROPS standard, and ISO 3449 FOPS Level II standard.

Secondary engine shutdown switch

The engine shutdown switch is located in the cab for abnormal use.

LED rear combination lamps

LED lamps are standard for the rear combination lamps. The LED lamp features long service life, excellent visibility and energy-savings.

LED head lamps and LED fog lamps New

Standard LED head lamps and LED fog lamps improve safety and efficiency during night shift and also reduce service bulb replacement.

Speed limiter

The maximum travel speed is limited to a specific speed of both empty and loaded conditions independently.

Speed limiter, Overload

The maximum travel speed is limited to 15 km/h when the payload exceeds threshold value.

Secondary steering

The secondary steering system is automatically activated if the hydraulic pressure of the steering circuit lowers due to a failure in the hydraulic system. This can also be activated manually by the secondary steering switch in the cab. The pilot lamp on the LCD monitor tells the operator that the system is operable when turning the key switch on.

Conform to: ISO 5010, SAE J1511

Secondary brake

As an added measure of reliability, a secondary brake is standard. This system is operated by use of the left brake pedal and utilizes an independent hydraulic circuit to simultaneously apply the front brakes and rear parking brakes.

Conform to: ISO 3450, SAE J1473

Protection functions supported by electronic control

Item	Function
Downshift inhibitor	Even if the driver downshifts accidentally, transmission gear is kept until the vehicle speed becomes appropriate to the selected gear for preventing over-runs.
Over-run inhibitor	When descending grades, if the vehicle's speed surpasses the maximum speed for the current gear, the rear brakes are automatically activated, preventing over-runs.
Reverse inhibitor	The vehicle is prevented from shifting to reverse gear when operating the body.
Forward/Reverse shift inhibitor	This device makes it impossible to shift from/to forward to/from reverse when the vehicle's speed exceeds 4 km/h.
Anti-hunting system	When running near the shift point, eliminate unnecessary shift up and down for smooth traveling.
Neutral safety	The engine is prevented from starting when the shift lever is not in neutral.
Neutral coast inhibitor	It prevents gear position from shifting to neutral while traveling over a certain speed, even if the shift lever is moved to neutral position.

Antilock Brake System (ABS) (Optional)

This system prevents the tires from locking, thus minimizing skidding under slippery conditions during use of the service brake and the retarder.

Information and Communication Technology (ICT)

High resolution 7-inch color LCD unit

The machine monitor displays various machine information and allows for various settings of the machine. 7-inch color LCD unit displays various machine information in the normal screen. And it also allows for various setting of the vehicle. By using the switch panel, the screen can be changed to the user menu screen. The switch panel is also used to control the air conditioner.

Switch panel

1. Air conditioner (A/C) switches / Numeral key pad
2. Function switches

Machine monitor

1. Engine coolant temperature gauge
2. Torque converter oil temperature gauge
3. A/C display
4. ECO gauge
5. Payload / clock
6. ARSC set travel speed
7. Shift indicator
8. Retarder oil temperature gauge
9. Fuel gauge
10. LED indicator
11. Speedometer
12. Engine tachometer

Maintenance time caution

When the time to the next maintenance action is less than the preset hours*, the maintenance time monitor appears.

* The time can be set in the 10 to 200 hours range.

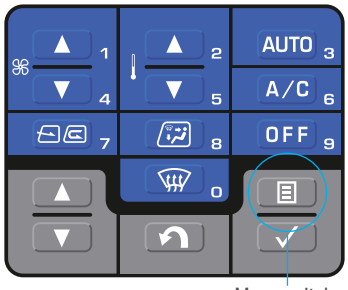
Maintenance screen

Troubleshooting function

Various meters, gauges and warning functions are centrally arranged on the LCD unit. This unit facilitates the start-up inspection and promptly warns the operator with a lamp and a buzzer if any abnormal conditions occur. Each abnormal condition is indicated according to one of four recommended action levels.

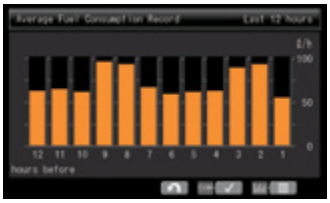
Visual user menu

Pressing the menu switch on the switch panel displays the user menu screen. The menus are grouped by their functions. Easy-to-understand icons enable intuitive use.



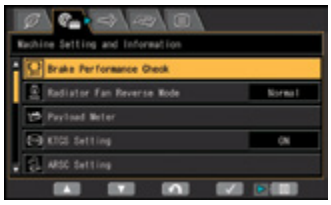
❶ Energy saving guidance

- Operation records
- ECO guidance records
- Average fuel consumption record
- Configurations



❷ Machine setting / information

- Radiator fan reverse mode
- KTCS setting etc.



❸ Aftertreatment devices regeneration

- Setting regeneration disable
- Operation of manual stationary regeneration

❹ Maintenance

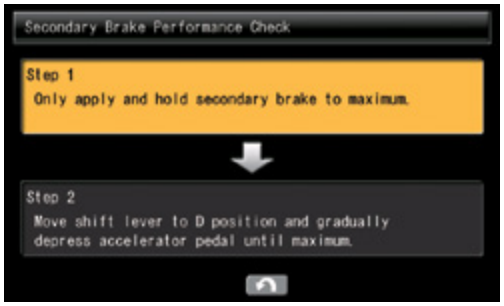
- Check and reset of various maintenance remainings

❺ Monitor setting

- Language setting (27 languages)
- Rear view monitor setting
- Measurement unit setting
- Screen brightness adjustment etc.

Brake test guidance New

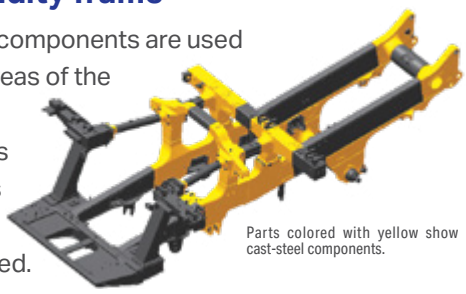
The inspection procedure for each brake described in the instruction manual is displayed in the User Menu. The results of checks will be displayed as “normal” or “degraded”. The secondary brake should be checked before every job. A reminder is displayed to make sure it is done.



Reliability features

High-rigidity frame

Cast-steel components are used in critical areas of the main frame where loads and shocks are most concentrated.



Parts colored with yellow show cast-steel components.

Robust dump body design

The general purpose dump body is made of high-tensile-strength steel for excellent rigidity and low maintenance cost. The V-shape and V-bottom design contribute to the structural strength. The side and bottom plates of the dump body are reinforced with lateral and longitudinal bolsters. General purpose body capacity is increased to 43.0 m^3 — 8% greater than the current model HD605-8.

Payload Meter (PLM)

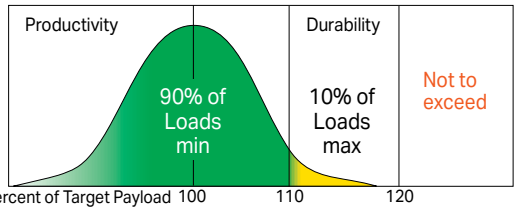
PLM is a tool to manage the payload of each hauling cycle and to analyze the production volume and the working conditions of the dump truck for a specified period of time. Loaded weight is indicated on the payload display (On the LCD unit) and by the external display lamps in real time while loading.

External display lamp

Loading policy Upgrade

Each dump truck has its own “target payload”. Following the “Loading Policy” results in maximizing the productivity by full utilization of the vehicle performance, reducing the operating cost, and extending the life of brakes, tires, and other components.

1) Monthly average payload must not exceed the target payload of the truck.
2) No less than 90% of all loads must be up to 110% of the target payload of the truck.
3) No more than 10% of all loads may be between 110% and 120% of the target payload of the truck.
4) Any single load must not exceed 120% of the target payload of the truck.



Target payload: Rated gross vehicle weight - Empty vehicle weight (Include all attached options)

Operating a dump truck with an extraordinary payload causes the following adverse effects.

- Operating an under loaded truck cannot fully utilize the vehicle performance and increases the number of round trips required to haul the same quantity of materials, resulting in increased cost-per-ton.
- Operating an overloaded truck causes early wear of brake discs, tires, etc., and shortens the life of components such as drive system etc. resulting in increased maintenance and repair costs.

Body selection

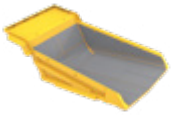
Several different types of bodies are selectable for the HD605-10, and optional equipment for various load conditions are also prepared for each body.

General purpose body

This body is designed for general purpose. Major portions of this body are made of abrasion resistant steel plates to assure high durability.

General purpose / Steel liners

This body is made by attaching liner plates to the general purpose body. Recommended use of this body is carrying relatively large size rocks or highly abrasive material.



Quarry body

This body is designed mainly for quarry/aggregate uses, which has 25 mm thick 500 HB wear resistant high-tensile steel for floor and has no liner.

	General purpose body	Liner	Quarry body
Bottom	t16 / SAR(450 HB)	t16 / SHT560	t25 / SAR500
Front	t9 / SAR(450 HB)	t9 / SHT560	t16 / SAR500
Side	t9 / SAR400	t9 / SHT560	t14 / SAR500
Canopy	t9 / SAR400	—	t9 / SAR400
Capacity	43.0 m^3	42.2 m^3	40.0 m^3

Maintenance features

Centralized arrangement of filters

The filters are centralized for easy service.

Electric circuit breaker

Circuit breakers are used for important electric circuits that need to be restored quickly when a problem occurs in the electrical system.

Centralized greasing points

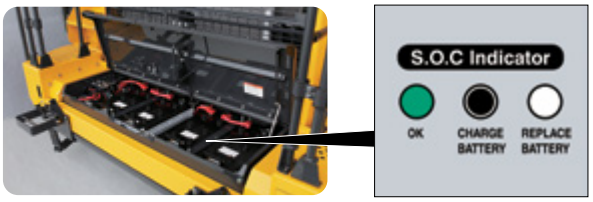
Greasing points are located to be accessible from ground level. Centralized greasing points at four locations (Optional) makes daily maintenance easier.

Electric priming pump

Electric engine priming pump is standard.

Maintenance-free battery New

Maintenance-free battery saves maintenance time. Operator needs only to check the indicator to know the status. (OK/Charge/Replace)



Battery disconnect switch

For machine service work, a battery disconnect switch is located on the right side of the vehicle, and accessible from ground level.

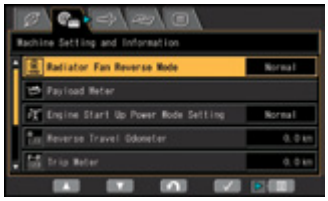
Long oil change intervals

Long oil change intervals minimize operating cost.

- **Engine oil 500 hours**
- **Hydraulic oil 4000 hours**
- **Transmission oil 1000 hours**

Reversible fan

The radiator fan is hydraulically driven and reversible. The fan reverse mode can be controlled by use of the monitor.



Fan reverse indicator

Modular radiator core system

The radiator assembly consists of 2 cores, and each core can be independently replaced without removing the entire assembly.

Plastic wheel chocks New

Weight of a plastic wheel chock is about 6.3 kg and much lighter than a steel or wooden wheel chock. It is enough light to bring a plastic wheel chock with one hand.

Specifications

Engine

Model	Komatsu SAA6D170E-7
Type	Water-cooled, 4-cycle
Aspiration	Variable geometry, turbocharged,and air to air aftercooled, cooled Exhaust Gas Recirculation (EGR)
No. of cylinders	6
Bore	170 mm
Stroke	170 mm
Piston displacement	23.15 L
Type	Water-cooled, 4-cycle
Engine power	
SAE J1995	Gross 610 kW 818 HP/2000 min^{-1}
ISO 14396	610 kW 818 HP/2000 min^{-1}
ISO 9249 / SAE J1349	Net 590 kW 791 HP/2000 min^{-1}
Fan drive type	Hydraulic driven
Maximum torque	4083 N·m 417 kgf·m/1400 min^{-1}
Fuel system	Direct injection
Governor	Electronically controlled
Lubrication system	
Method	Gear pump, force-lubrication
Filter	Full-flow type
Air cleaner	Dry type with double elements, precleaner and evacuator valve

* EPA Tier 4 Final emission certified.

Transmission

Torque converter	3-elements, 1-stage, 2-phase
Transmission	Full-automatic, planetary type
Speed range	7 speeds forward and 1 reverse
Lockup clutch	Wet, multiple-disc clutch
Forward	Torque converter drive in 1st gear, direct drive in 1st lockup and all higher gears
Reverse	Torque converter drive
Shift control	Electronic shift control with automatic clutch modulation in all gears
Maximum travel speed	70.0 km/h

Axles

Rear axle	Full-floating
Final drive type	Planetary gear
Ratios	
Differential	3.538
Planetary	4.737

Suspension system

Independent, hydro-pneumatic suspension cylinder with fixed throttle to dampen vibration	
Effective cylinder stroke (front suspension)	303 mm
Rear axle oscillation	
Oil stopper	6.8°
Mechanical stopper	7.7°

Steering system

Type	Fully hydraulic power steering with two double-acting cylinders
Supplementary steering	Manually controlled (Meets ISO 5010)
Minimum turning radius	8.7 m
Maximum steering angle	39°

Cab

Dimensions comply with ISO 3471 ROPS (Roll-Over Protective Structure) standards

Brakes

Brakes meet ISO 3450 standards.	
Service brakes	
Front	Dry type, single disc type full hydraulic
Rear	Oil-cooled, multiple-disc type full hydraulic
Parking brake	Oil-cooled, multiple-disc type, spring operated, hydraulic releasing type
Retarder	Oil-cooled, multiple-disc type full hydraulic
Secondary brake	Manual pedal operation when hydraulic pressure drops below the rated level, parking brake is automatically actuated

Main frame

Type	Box-sectioned structure

Hydraulic system

Hoist cylinder	Twin, 2-stage telescopic type
Relief pressure	20.6 MPa 210 kgf/cm^2
Hoist time	11.5 sec.

Tire

Standard tire	24.00 R35

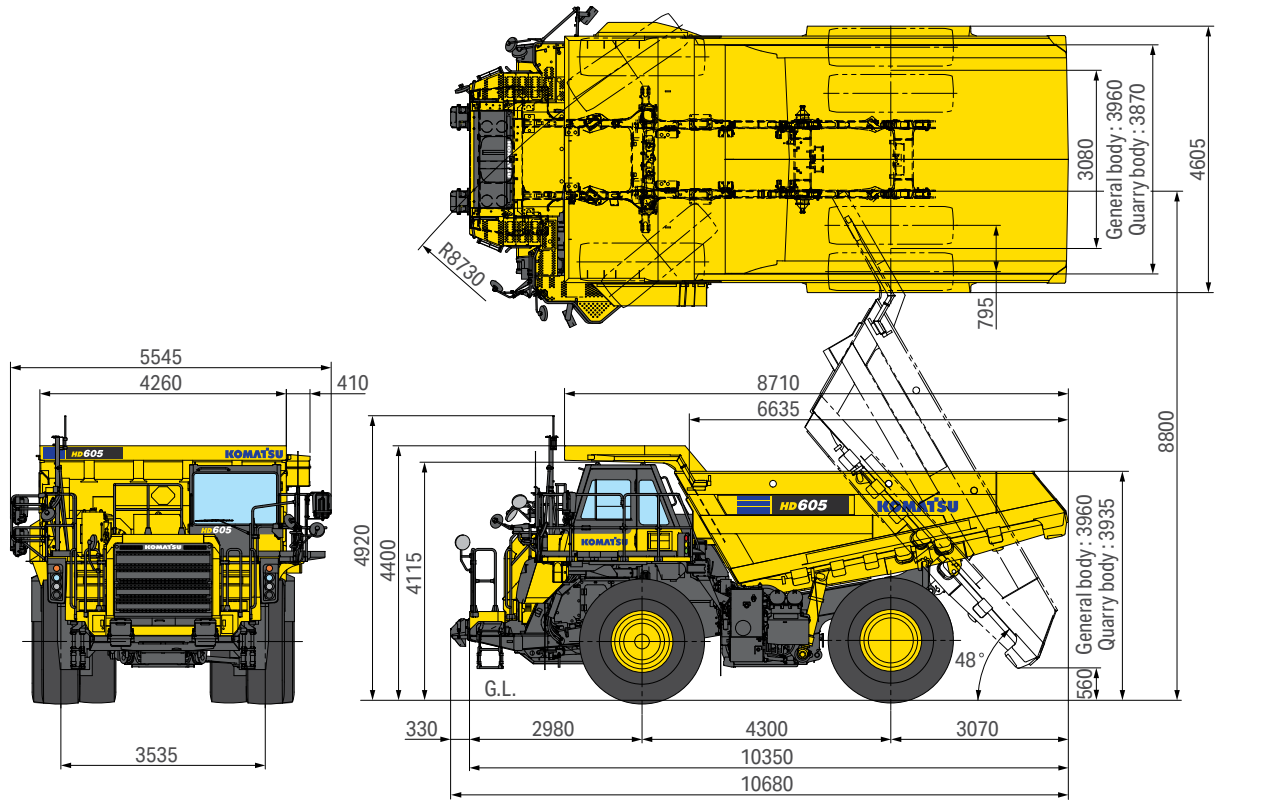
Service refill capacities

Fuel tank	800 L
Engine oil	80 L
Torque converter, transmission and retarder cooling	224 L
Differential	95 L
Final drives (Total)	42 L
Hydraulic system	149 L
Suspension (Total)	66.2 L

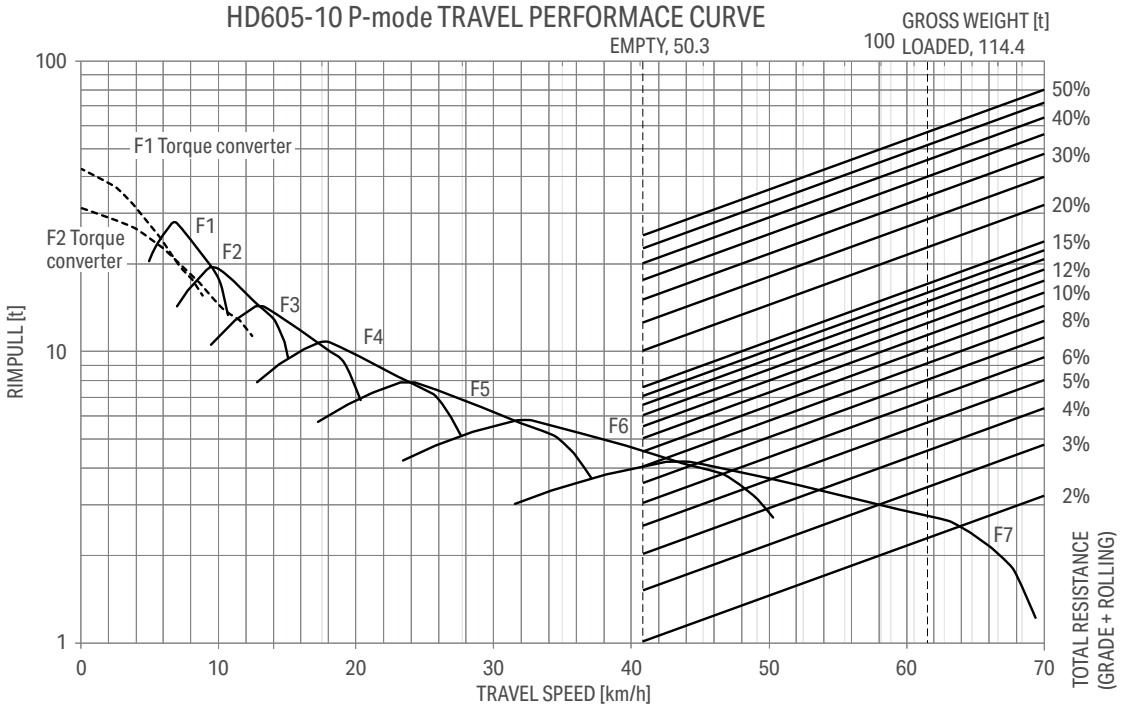
Body			General purpose body		Quarry body
			without liner	with liner	
Capacity	Heaped capacity (2 : 1)		43 m^3	42.2 m^3	40 m^3
	Struck capacity		32.3 m^3	31.4 m^3	29 m^3
	Target area		26.3 m^2 (6650 mm × 3960 mm)		25.0 m^2 (6450 mm × 3870 mm)
Weight	Empty weight		50.3 t	54.5 t	53 t
	Nominal payload		64.1 t	59.9 t	61.4 t
	Gross vehicle weight		114.4 t	114.4 t	114.4 t
	Maximum payload (120 %)		76.9 t	71.9 t	73.7 t
	Max. gross vehicle weight (120 %)		127.2 t	126.4 t	126.7 t
	Distribution (Empty)	Front	54.0%	50.6%	52.0%
		Rear	46.0%	49.4%	48.0%
	Distribution (Loaded) *Nominal	Front	32.3%	32.1%	31.9%
		Rear	67.7%	67.9%	68.1%
Body (Liner) thickness	Bottom		16 mm	16 (16) mm	25 mm
	Front		9 mm	9 (9) mm	16 mm
	Side		9 mm	9 (9) mm	14 mm
Body / Liner material	Bottom		450 HB high tensile strength steel	General purpose body material + High tensile strength steel liner	500 HB high tensile strength steel
	Front				
	Side		400 HB high tensile strength steel		

Specifications

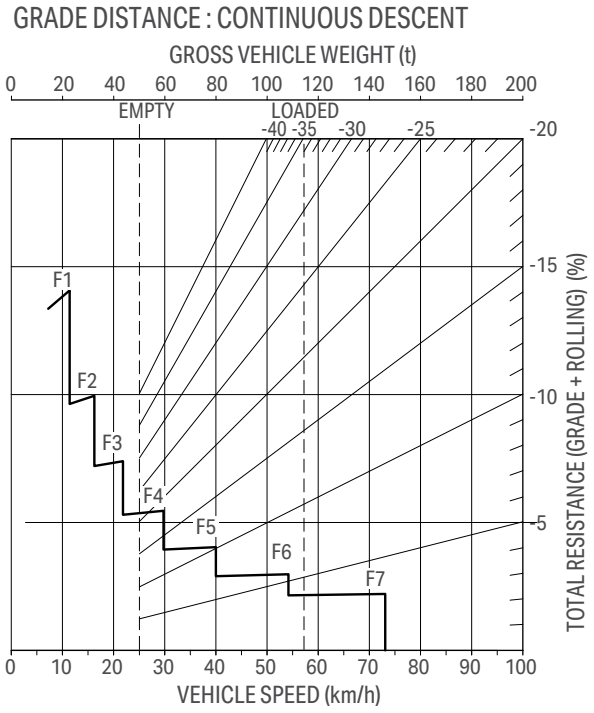
Unit : mm



TRAVEL PERFORMANCE



BRAKE PERFORMANCE



At ambient temperature 40°C
Retarder performance varies depending on ambient temperature.

Standard and optional equipment

Engine

Air cleaner, dry type with double elements and indicator	●
Alternator, 100 A / 24 V	●
Batteries, 4 x 12 V, maintenance free battery	●
Bio diesel fuel, B20	●
Engine, KOMATSU SAA6D170E-7 (With EGR,VGT)	●
Engine control with selectable operating modes	●
Hydraulic driven cooling fan, reversible	●
Komatsu Diesel Particulate Filter (KDPF)	●
Starting motors, 2 x 7.5 kW	●
Battery jump start (For Australia)	●

Function and hydraulic system

Auto idle stop function	●
Automatic Idling Setting System	●
Automatic Retard Speed Control (ARSC)	●
Full automatic F7-R1 transmission with lock-up clutch	●
Hydro pneumatic suspensions (Front and rear)	●
Hill start assist	●
Komatsu Traction Control System (KTCS)	●
Payload Meter (PLM)	●
Automatic Hydro pneumatic suspensions	○

Lighting system

LED back-up lamp	●
LED engine room lamp	●
LED fog lamps	●
LED headlamps, high beam and low beam	●
LED ladder lamp	●
LED side work lamps	●
LED stop/tail lamps	●
LED turn signal lamps and hazard warning lamps, front and rear	●
Dump Lights	●
Warning lamp, amber color beacon (for North America,Australia,Japan)	●

Cab

Automatic climate control system	●
Built-in ROPS (ISO 3471) / FOPS (ISO 3449) cab	●
Cigarette lighter and ashtray	●
Cup holder	●
Electronic hoist control system	●
Machine monitor with 7-inch color LCD unit	●
Operator seat: air-suspension type with heater and ventilation and 3-point retractable seat belt (3-inchs width)	●
Power outlet port, 2 x 12 V	●
Power window, LH and RH	●
Radio: AM/FM with AUX terminal, USB port for charging and Bluetooth®	●
Seat belt remainder	●
Steering wheel, tilt and telescopic	●
Sun visor, screen	●
Thermoshield glass (Front: laminated glass)	●
Trainer seat with 2-point retractable seat belt (3-inchs width)	●
Two doors, left and right	●
Windshield washer and wiper (With intermittent feature)	●
Operator seat: air-suspension type with heater, ventilation and 4-point retractable seat belt (2-inchs width)	○
USB serial, conversion	○

Guard and covers

Drive shaft guards, front and rear	●
Engine side covers	●
Engine small unit guard	●
Engine under guard	●
Exhaust thermal guard	●
Filler cap lock and cover lock	●
Fire protective covers	●
Transmission under guard	●
Mud guards	●

Safety equipment

Alarm, back up	●
Battery disconnect switch	●
Coolant temperature alarm and warning lamp	●
Dimpled slip-resistant plates	●
Emergency engine stop switch, ground level	●
Front brake cut-off system	●
Fully hydraulic controlled wet multiple-disc brakes and retarder system	●
Guard rails for platform	●
Horn, electric	●
Machine lockout	●
Neutral coast inhibitor	●
Overload prevention, alarm + speed limit	●
Overrun warning and prevention system	●
Overturn warning system	●
Parking brake, integrated in rear brake	●
Rearview camera and monitor	●
Rearview mirrors with heater and under view mirrors	●
Seat belt reminder, Green beacon	●
Secondary brake, pedal type, variable	●
Secondary engine shutdown switch (Inside cab)	●
Secondary steering, automatic electrical	●
Service lockout (Starter disconnect switch)	●
Steps for access, LH and RH	●
Tying-down	●
ABS	○
Dump position alarm and lamp (For North America,Europe,Australia)	○
Emergency engine stop switch, 3P	●
Overload prevention, only alarm	○
Speed limiter	○

Tire

24.00 R35	●

Further equipment on request
● Standard equipment
○ Optional equipment

Body

Body (43 m^3), exhaust heating	●
Cab guard (LH, bolt on type)	●
Rock ejector bars	●
Safety pin	●
Tie off	●
Tire guard (Rear, weld type)	●
Body heating less	●
Platform guard (General purpose body : bolt on type, Quarry body : weld type)	○
Quarry body (40 m^3)	○
Spill guard, 300 mm (General purpose body : bolt on type, Quarry body : weld type) (For North America, Europe)	○
Steel liners	○

Others

Brake cooling oil capture tank	●
Centralized greasing points, 4 locations (For Australia)	●
Dump counter	●
ECO gauge	●
ECO guidance	●
Electric circuit brakers, 24 V	●
Electric priming fuel pump	●
Fast fill coupler for fuel tank	●
KOWA sampling	●
KOMTRAX Plus with PLM, satellite communication (IRIDIUM) and wireless LAN	●
Lead-free radiator, lamination core type	●
PM clinic service connectors	●
Wheel block, resin	●
Automatic suspensions, 3-mode	○
Body position alarm and warning light (For North America,Europe,Australia)	○
Engine coolant and oil pan heaters	○
Fire extinguisher	○
First aid kit	○
Front tire jack up support tool	○
General tool kit	○
Highest gear limit (F4, F5, F6) (For North America,Europe,Australia)	○
PLM software and download cable	○
Power mode time limit	○
Radiator shutter, canvas type	○
Road analysis system	○

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