KOMATSU

D275AX-5

ENGINE POWER
337 kW / 452 HP @ 2.000 rpm

OPERATING WEIGHT
49.850 kg

BLADE CAPACITY
Semi-U: 13,7 m³
Full-U: 16,6 m³

D
275

CRAWLER DOZER

D275AX-5

WALK-AROUND

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 with components that are designed to work together to deliver higher production levels, greater reliability, and more versatility.

Hydrostatic driven engine cooling fan

Controlled automatically, reduces fuel consumption and operating noise levels. Reverse position for cleaning radiator.

Extra-low machine profile

The low center of gravity provides excelent machine balance.

Preventative maintenance

- KOMTRAX™ Komatsu Tracking System
- Centralised service station
- Enclosed hydraulic piping
- Modular power train design
- Oil pressure check ports

Large blade capacities

- 13,7 m³ (Semi-U dozer)
- 16,6 m³ (Full-U dozer)

Improved operation systems

- Track shoe slip control system (option) reduces operator fatigue
- Automatic lock-up torque convertor saves fuel and increase dozing speed on long pushes

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BLADE CAPACITY
Semi-U: 13,7 m³
Full-U: 16,6 m³

New hexagonally designed cab includes:

- Spacious interior
- New cab damper for comfortable ride
- Excellent visibility
- High capacity air conditioning system
- PCCS (Palm Command Control System) lever for direction and blade control
- Pressurised cab
- Adjustable armrests
- State-of-the-art highback seat
- Pre radio installation kit
- 12 V connector

ecot3
ecology & economy - technology 3

Komatsu SAA6D140E-5

engine with high pressure common rail injection delivers ample power in a fuel efficient way. The engine meets EU Stage IIIA emissions regulations.

HSS (Hydrostatic Steering System)

provides smooth, quick and powerful turns on various ground conditions.

Rippers (option)

- Variable giant ripper
- Variable multishank ripper

Undercarriage

- K-Bogie undercarriage system improves traction, component durability, and operator comfort
- New track link design reduces mainteance costs

COMFORTABLE ERGONOMIC CONTROL

Komatsu's new cabin meets the needs of operators who work long shifts

PCCS (Palm Command Control System)

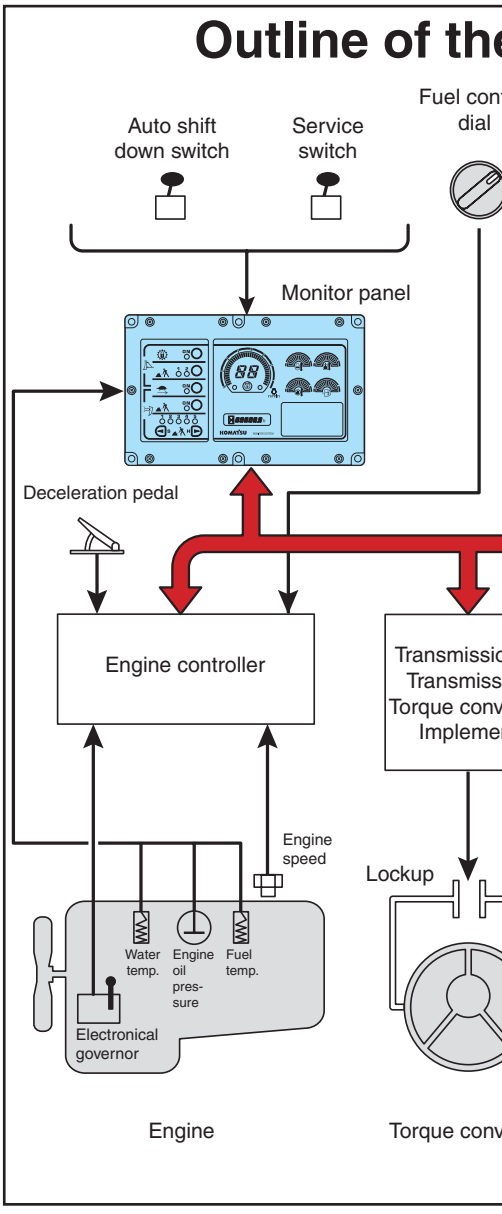
Komatsu's new 'PCCS' ergonomically designed control system delivers a work environment with complete operator control.

Human-machine interface

Palm command electronic controlled travel joystick

The palm command travel joystick provides the operator with an environment that supports a comfortable posture and precise machine control, without fatigue. Shifting gears is easily carried out with the gear shift lever's push button control.
The system's proportional steering controller increases safety and assists in precision operations. At the lowest speeds, the total range of steering directions is fully available, giving precise direction control. This makes counter-rotation turns possible when standing in the same space. The range of steering directions is proportionately reduced as the dozer's travel speed increases. This keeps turning manoeuvres within safe ranges, making sharp, unsafe turns at high speeds impossible.
All of the signals are transmitted via an engine and transmission controller, preventing overload of the hydraulic steering system and protecting hydraulic and mechanical parts. Because the controller linkages between the engine speed dial, decelerator pedal, and the engine are electrical, there is no wear of moving linkage parts.

Left hand joystick



Power train electronic control system

Smooth and soft operation controlled by the engine and transmission controller

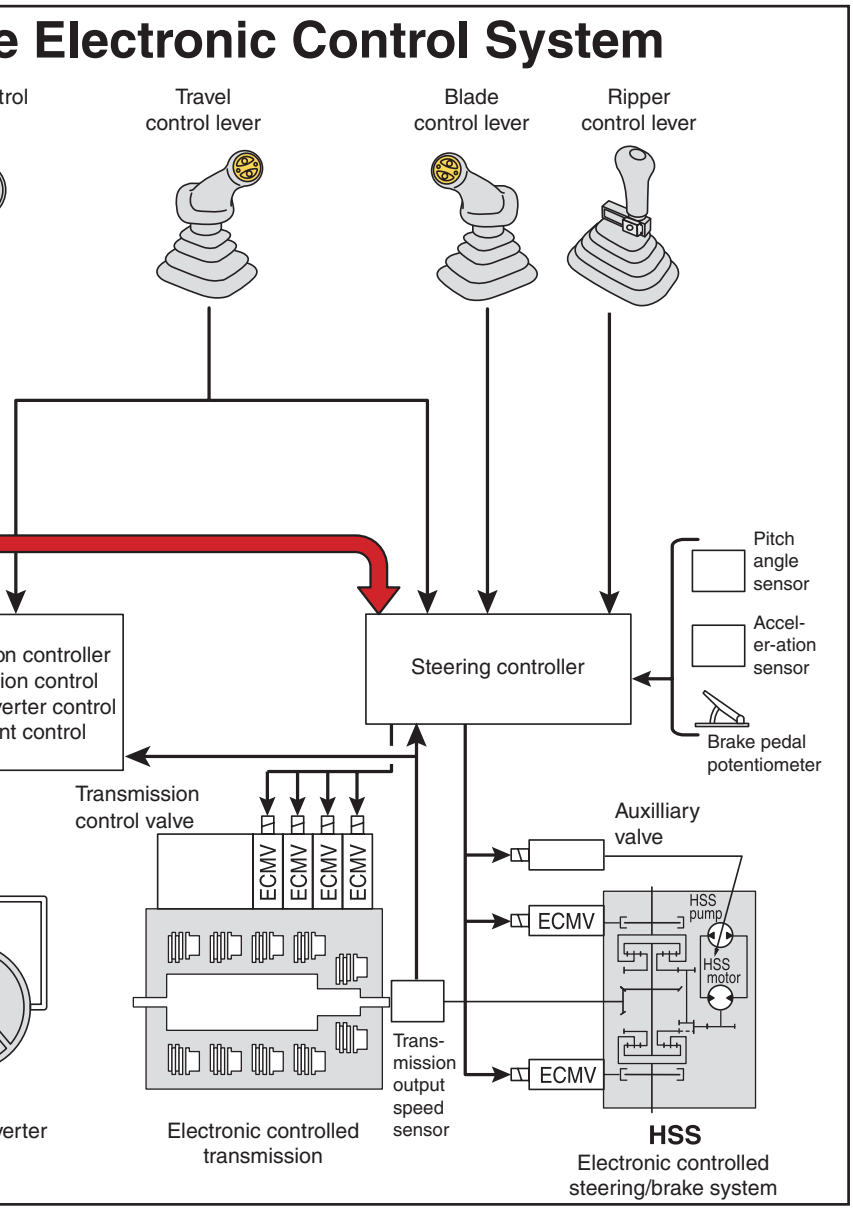
The D275AX-5 utilises a newly designed power train electronic control system. The controller registers the amount of operator control (movement of lever and operation of switches) along with machine condition signals from each sensor, such as the engine speed and machine angle. This is then used to accurately control the torque converter, transmission, steering clutches and brakes, for optimised machine operations.

POWER TRAIN ELECTRONIC CONTROL

Engine controller

By controlling the fuel injection system, the engine controller optimises fuel consumption in combination with the required power. It works on three levels:

- Passive: manages actual work condition information, provides an on-board operation manual, and reports machine history.
- Active: provides the error code and acts as a warning system, helping reduce expensive machine break-downs.
- Measuring tool: The service technicians can see the various machine parameters without a need for special, expensive hardware and software. This also makes technical information immediately available, optimising operating time.



Blade and ripper control joystick

The blade and ripper control joysticks have an ergonomic design and allow long operator work shifts with fine blade control.

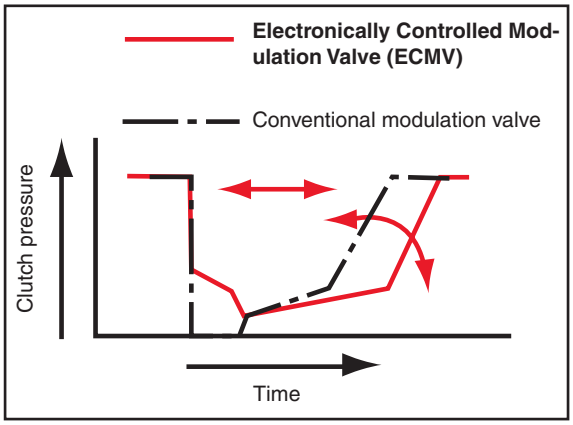
Engine speed control dial

The rate of engine RPMs is continuously controlled and checked by the engine controller in function of the requested load, saving on fuel. Because the controller linkages between the engine speed dial, decelerator pedal, and the engine are electronic, there is no wear of moving linkage parts.

PRODUCTIVITY FEATURES

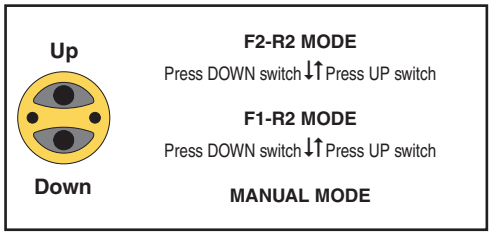
ECMV (Electronically Controlled Modulation Valve) steering clutches/brakes

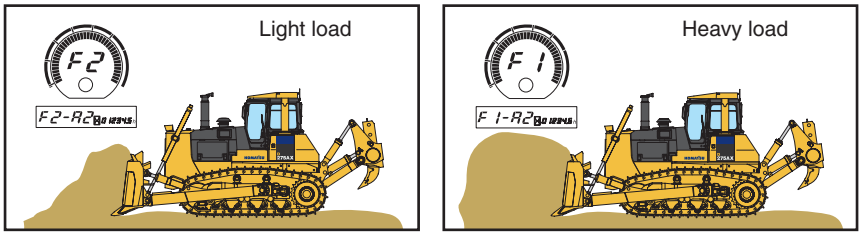
Using an innovative series of valves, the transmission controller automatically and smoothly makes each clutch engagement. The speed of each shift is based on travel conditions such as gear speed, engine RPMs and the current shifting sequence. This provides a smooth, shock-free clutch engagement, longer component life, and increased ride comfort. It also assists productivity because the ECMV manages the transmission, allowing the operator to concentrate on managing the blade position.



Preset travel speed selection function

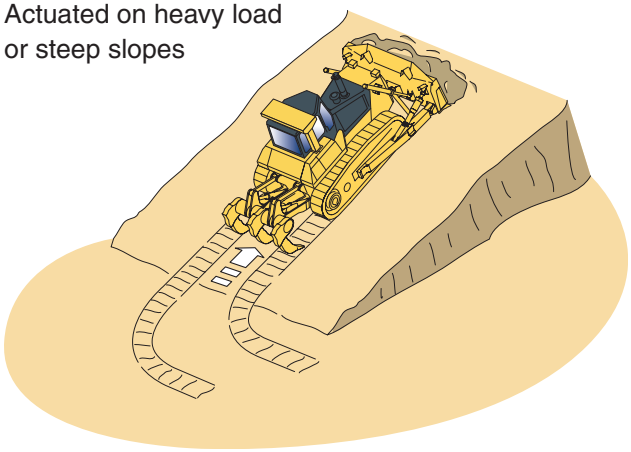
The preset travel speed selection function is standard equipment, enabling the operator to select forward and reverse travel speeds within 3 preset patterns such as F1-R2, F2-R2 and manual shift. When the F1-R2, or F2-R2 preset pattern is selected, and travel control joystick moves to a forward/reverse direction, the machine automatically travels forwards/backwards at the preset F1/R2 or F2/R2 speeds. This function reduces gear shifting time during repeated round-trip operations.





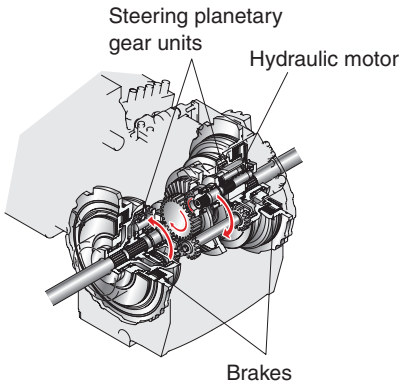
Auto-downshift function

Actuated on heavy load or steep slopes



Auto-downshift function

The engine controller monitors engine speed, travel gear and travel speed. When a load is applied and the machine travel speed is reduced, the controller automatically downshifts and optimises the gear speed to provide high fuel efficiency. This function provides comfortable operations and high productivity without manual downshifting. (This function can be deactivated by a cancel switch on the monitor panel.)



Hydrostatic Steering System – smooth, powerful turning

The Hydrostatic Steering System (HSS) is powered by an independent hydraulic pump with the engine power transmitted to both tracks, without an interruption of power to the inside track. When the machine turns, the outside track moves faster, and the inside track moves slower, for smooth, powerful turns. Counter-rotation is available for a minimum turning radius, providing excellent manoeuvrability. Shock-free steering reduces machine vibrations and minimises operator fatigue. The hydrostatic steering system reduces track damage to the ground to a minimum.

The D275AX-5 offers beside of the HSS steering system also a pivot turn possibility. The „pivot turn mode“ can be activated on the dashboard. In this case the steering lever will activate the steering clutch and brake. As a result the dozer will make a pivot turn with a short turning radius.

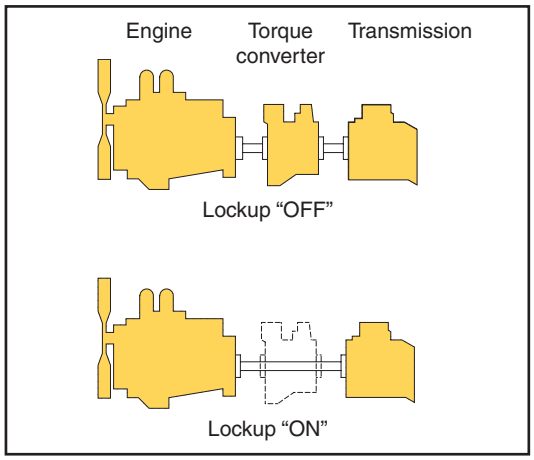
Track shoe slip control panel

Track shoe slip control system (option)

- Eliminates the need for the operator to continuously control the engine power output with the decelerator whilst ripping. Operator fatigue is reduced substantially.
- Manoeuvrability is improved because the operator is free to concentrate on the ripping application without having to monitor track shoe slippage.
- Repair costs are significantly lowered and undercarriage life is prolonged with the reduction of track shoe slippage.
- The track shoe slip control system contributes to lower fuel costs, because the engine output is automatically controlled to optimum levels for each operation.

Torque converter

The highly efficient single-stage torque converter provides a high torque increase under changing load conditions, always providing optimal dozer performance. The torque converter provides a shockless, smooth power transfer between engine and transmission, resulting in superior operator comfort and a long power train lifetime.



Torque converter lock-up system

The torque converter is standard equipped with a lock-up system, bringing the power train efficiency of the Komatsu D275AX-5 to the highest level in its class. A selection switch on the monitor panel allows the operator to make two choices: the normal torque converter working mode, used during ripping and digging operations and the torque converter lock-up mode used during dozing operations. When the “torque converter lock-up mode” is chosen, the transmission controller will automatically engage and disengage the torque convertor lock-up system. In this way the power train will automatically use the best mode, combining highest traction force and speed with the lowest fuel consumption.

NEW ECOT3 ENGINE

Komatsu's innovative engine technologies

A clean, powerful engine

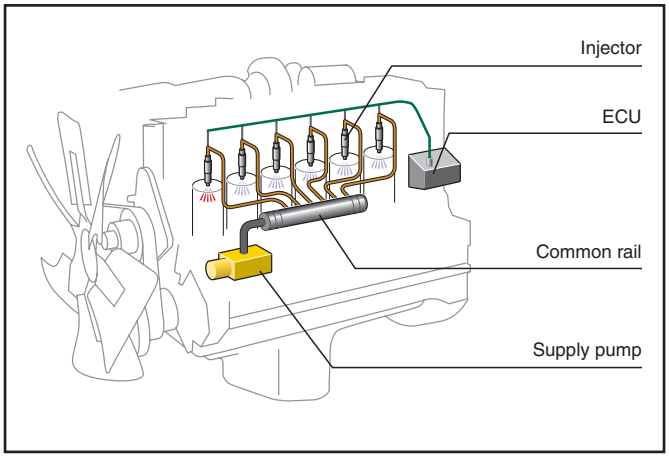
The powerful yet fuel-efficient engine makes the D275AX-5 an outstanding performer in both ripping and dozing operation. The SAA6D140E-5 surpasses EU Stage IIIA emissions regulation. It features direct fuel injection, a turbocharger, an aftercooler and EGR for maximum fuel efficiency.

Heavy duty HPCR system
(High Pressure Common Rail fuel injection)

A high pressure pump pumps fuel into an accumulator chamber or 'Common Rail'. An ECU (electronic control unit) then optimizes fuel injection from the common rail into the engine cylinders. This improves engine power and fuel efficiency, reducing emission and noise levels.

Heavy-duty cooled EGR system
(Exhaust Gas Recirculation)

Cooled exhaust gas returned to the cylinders prevents nitrogen and oxygen bonding during combustion, reducing NOx emissions, lowering thermal stress and improving fuel efficiency.

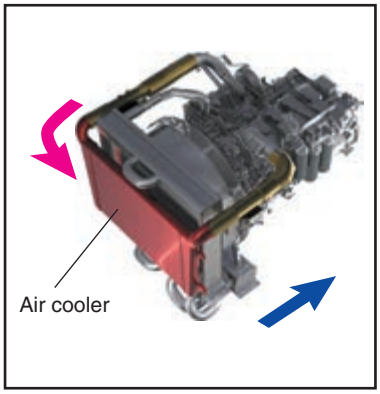


Air-to-air charge air cooling system

By cooling the compressed air supplied by the turbocharger to the cylinders, this system optimizes combustion efficiency, reduces emissions and improves engine performance.

New combustion system

Our new combustion system optimises combustion timing and ignition. Thanks to extensive computer simulations and analyses, its specially designed combustion chamber reduces NOx and particulates emissions, fuel consumption and noise levels.



Improved efficiency with hydrostatic-driven engine cooling fan

Fan rotation is automatically controlled, based on the coolant and hydraulic oil temperature. This saves fuel and provides great productivity with a quiet operating environment.

WORK EQUIPMENT

Blades

Komatsu uses a box blade design, offering the highest resistance for a low weight blade. This increases total blade manouevrability. High-tensile-strength steel has been incorporated into the front and sides of the blade for increased durability. The blade shape design makes it easy to handle a wide range of materials, offering good blade penetration, combined with a low blade rolling resistance. And finally, Komatsu blades help deliver very good, lower fuel consumption performance.

Semi-U blade

The Komatsu Semi-U blade is designed to stand up to the toughest applications. The shape of the blade gives excellent ground penetration. Its two side wings prevent material spillage, giving class-leading dozing performance.

U blade

The Komatsu U blade has been especially designed to doze large capacities of product with a minimum of spillage. Apart from the large capacity the excellent blade design also offers a good rolling performance, getting the best out of the dozer.

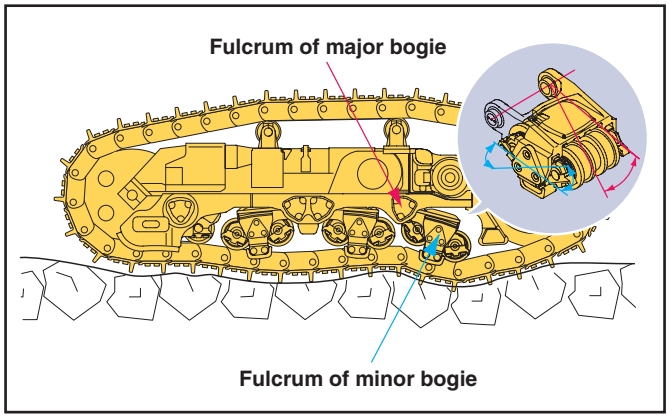
Rippers

Komatsu rippers combine the highest productivity and longevity. The shank is fitted with specially designed wear parts to extend lifetimes and deliver the best penetration into any material. Komatsu's patented variable-angle rippers provide the ideal bolder removal action. Their special design allows the cylinders to work in harmony for the ideal combination of ripper-point movement and lifting-out force. What's more, you have precise control over the ripper-point angle to ensure maximum productivity.

UNDERCARRIAGE

Low drive undercarriage

Komatsu's design is extraordinarily tough and offers excellent grading ability and stability. Heavy-duty link assemblies with large-diameter bushings, substantial track link height, and superior oil seals increase undercarriage durability and lifetime. Serviceability is also assisted by the remote greasing of the equaliser bar centre pin. And the segmented sprockets can be replaced individually, by hand, making it possible for one mechanic to carry out replacements at the job site. The design also gives the driver a perfect view of the blade tips, making work easier and more precise.

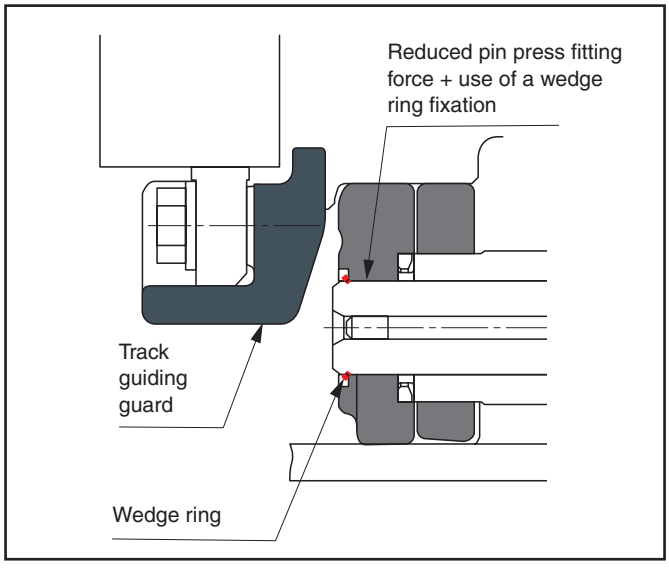


K-Bogie undercarriage system

The K-bogie undercarriage system is constructed with a fixed idler and flexible mounted track rollers. The track rollers are mounted by pair on a twin bogie system, allowing a high vertical track roller movement.

K-Bogie features

- The K-bogie system provides an excellent support on the link assembly, even under difficult working conditions
- The link assembly is always in contact with the ground, offering the best transfer of traction force
- Impact loading of the undercarriage components is reduced and the durability of the components is largely increased
- Riding comfort is improved by reducing vibration and shocks, even when travelling over rough terrain



Track link with wedge ring

New D275AX-5 track links feature reduced press-fit force and a wedge ring. This results in easier maintenance with easy turning of pins and bushings. The result is improved undercarriage life and reduced maintenance costs, greater pin reusability, and reduced maintenance man-hours.

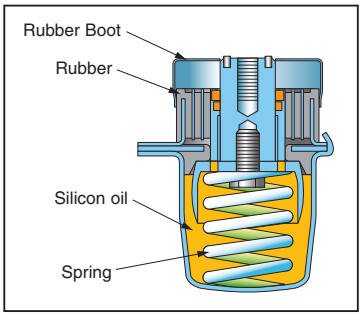
Operator Comfort

Operator comfort

Operator comfort is essential for safe and productive work. The D275AX-5 provides a quiet, comfortable environment where the operator can concentrate on the work at hand.

Comfortable ride with new cab damper mounting

D275AX-5's cab mounts use a newly designed cab damper that provides an excellent shock and vibration absorbtion capacity with its long stroke. Cab damper mounts soften shocks and vibrations that conventional mounting systems are unable to absorb, whilst travelling over adverse ground conditions. The cab damper spring isolates the cab from the machine body, suppressing vibrations and providing a quiet, comfortable operating environment.



Pressurised hexagonal cab

- The cab's new hexagonal design and large tinted glass windows provide excellent front, side, and rear visibility
- Superior cab sealing, air filters and increased internal air pressure prevent dust from entering the cab
- The high quality cab interior is fully lined with sound-absorbent material

Superior blade and ripper visibility

The slim engine bonnet and well-located operator seat provide excellent blade visibility. Finish grading and rough grading can both be performed easily, significantly reducing cycle times. The special shape of the fuel tank allows the operator to have a clear view on the total width of the dozer back side, not only on the ripper point. This improves the ripper efficiency and safety level.

Fully-adjustable suspension seat and travel control console

The comfortable, heavy-duty ergonomic seat gives the operator a secure and comfortable work environment. During dozing operations, the seat faces straight forward, resulting in the best blade visibility to the left and right. For reverse and ripping operations, the operator's seat can be turned 15° to the right, significantly improving rear visibility and reducing neck strain. The travel control joystick, with its complete console, can be moved forward, backward, and up and down, so that it's fitted to each operator. It's also linked to the turn function of the seat. As a result it's always located in the optimum position for the operator.

EASY MAINTENANCE

Preventative maintenance

Preventative maintenance is the only way to ensure long service life from your equipment. That's why Komatsu designed the D275AX-5 with conveniently located maintenance points, to make required inspections and maintenance quick and easy.

Centralised service station

To assure convenient maintenance, all hydraulic and lubrication oil filters have been centralised to make access to all service points safe and easy.

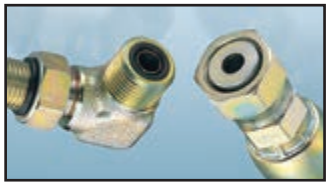
Monitor with self-diagnostic function

The monitor panel has a multifunction purpose. It offers:

- Hour meter, engine RPM, fuel gauge and water coolant temperature information, in real time
- Preventative maintenance information such as the timing for the replacement of oil filters
- Service information to inform the operator when abnormalities occur
- Komatsu mechanics receive all available detailed information, without the use of any external service tools

O-ring face seal

The hydraulic hose connections use high quality O-ring face seals. They provide improved sealing performance against vibrations and load shocks.



Modular power train design

Power train components are sealed in a modular design that allows them to be dismounted and mounted without oil spillage. This makes servicing work clean, smooth, and easy.

Reliable, simple structure

The simple hull structure main frame design increases durability and reduces stress concentration in critical areas. The track frame has a large cross section and utilises pivot shaft mounting for greater reliability.

Gull wing engine side covers

Gull wing engine side covers facilitate easy engine maintenance and filter replacement. The side covers are a solid structure with a bolt-on latch to improve durability and repairability.

Enclosed hydraulic piping

The hydraulic piping for the blade tilt cylinder is completely housed in the push arm, ensuring damage protection.

Maintenance-free disc brakes

Wet disc brakes require less maintenance.

SERVICEABILITY AND CUSTOMER SUPPORT

When you buy Komatsu equipment, you open the door to a wide range of programmes and services designed to help you get the most from your investment. These services ensure exceptional productivity, long and useful equipment lifetime, low operating costs and a high trade-in or resale value.

- Many of vital components in the D275AX-5 have already proven their complete reliability in other heavy-duty Komatsu earthmoving equipment.
- Our extensive parts warehouses and logistics system (across Europe and globally) ensure unparalleled parts availability.
- We're continuously training our service personnel to guarantee your machine is properly serviced and kept in top condition.
- The sophisticated Komatsu Oil Wear Analysis (KOWA) programme identifies potential problems early so they can be dealt with during scheduled preventative maintenance reducing breakdowns and repair costs.
- To reduce overall operation costs, the Komatsu Flexible Warranty Programme (KFWP) lets you choose from a range of extended warranty options for your machine and its components according to your individual needs and activities.
- With a Komatsu Repair & Maintenance Contract, you can establish fixed operating costs and ensure maximum machine availability for the duration of the contract.

KOMTRAX™ Komatsu Tracking System

The Komatsu Tracking System, KOMTRAX™, provides a revolutionary new way to monitor your equipment, anytime, anywhere. It lets you pin-point the precise location of your machines and obtain real-time machine data. Using GPS transmitter and satellite technology, it's designed to be future proof and will meet your demands today and tomorrow.

SPECIFICATIONS

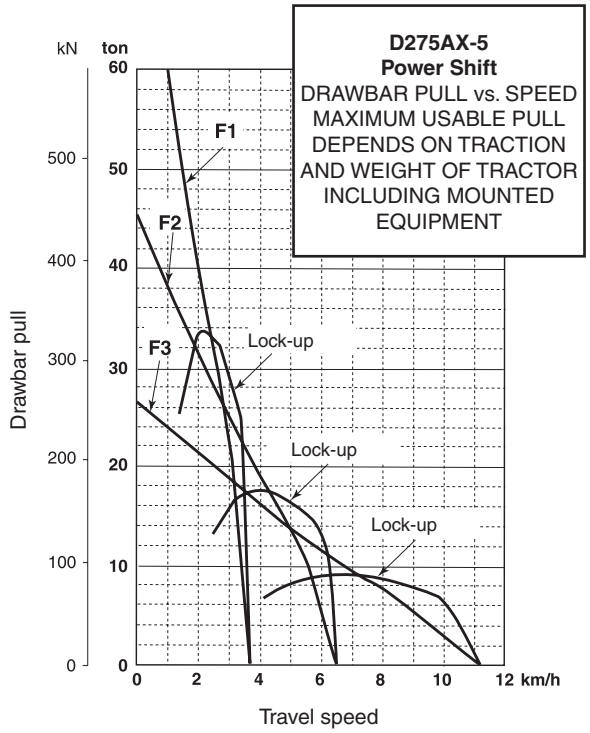
ENGINE

Model ..... Komatsu SAA6D140E-5
Type ..... Common rail direct injection, water-cooled, emissionised, turbocharged, after-cooled diesel
Engine power
at rated engine speed ..... 2.000 rpm
ISO 14396 ..... 337 kW / 452 HP
ISO 9249 (net engine power) ..... 335 kW / 449 HP
No. of cylinders 6
Bore × stroke ..... 140 × 165 mm
Displacement ..... 15,24 ltr
Governor ..... All-speed, electronic
Lubrication system
Method ..... Gear pump, force lubrication
Filter ..... Full flow and bypass combined

TORQFLOW TRANSMISSION

Type ..... Komatsu TORQFLOW
Torque converter ..... 3-element, 1-stage, 1-phase, water-cooled with lock-up clutch
Transmission ..... Planetary gear, multiple-disc clutch hydraulically actuated, force-lubricated
Gearshift lock lever and neutral safety switch prevent accidental starts.

Max. travel speeds	Forward	Reverse
1st	3,6 km/h	4,7 km/h
2nd	6,7 km/h	8,7 km/h
3rd	11,2 km/h	14,9 km/h



STEERING SYSTEM

Type ..... Hydrostatic Steering System (HSS)
Steering control ..... PCCS-lever
Steering brakes ..... Wet, multiple-disc, pedal-controlled, spring-actuated and hydraulically released
Service brake ..... Steering brakes function as service brake
Minimum turning radius (counter-rotation) ..... 3,9 m

UNDERCARRIAGE

Suspension ..... Oscillating equaliser bar and pivot shaft
Track roller frame ..... Monocoque, large section, durable construction
Rollers and idlers ..... Lubricated track rollers
K-Bogie undercarriage ..... Lubricated track rollers are resiliently mounted on the track frame with a bogie suspension system
Tracks ..... Lubricated tracks, fully sealed
Track tension ..... Combined spring and hydraulic unit
Number of shoes (each side) 39
Grouser height (single grouser) ..... 88 mm
Shoe width (standard) ..... 610 mm
Ground contact area ..... 42.456 cm²
Track rollers (each side) 7
Carrier rollers (each side) 2

Extreme service shoes	Additional weight	Ground contact area
710 mm	570 kg	49.416 cm²
760 mm	850 kg	52.896 cm²

COOLANT AND LUBRICANT CAPACITY (REFILLING)

Fuel tank ..... 840 ltr
Radiator ..... 100 ltr
Engine oil ..... 52 ltr
Torque converter, transmission, bevel gear and steering system ..... 90 ltr
Final drive (each side) ..... 40 ltr
Dozer blade hydraulics ..... 130 ltr
Giant ripper (additional capacity) ..... 38 ltr
Multishank ripper (additional capacity) ..... 38 ltr

FINAL DRIVE

Type ..... Spur gear, planetary gear, double-reduction
Sprocket ..... Segmented sprocket teeth are bolt-on for easy replacement

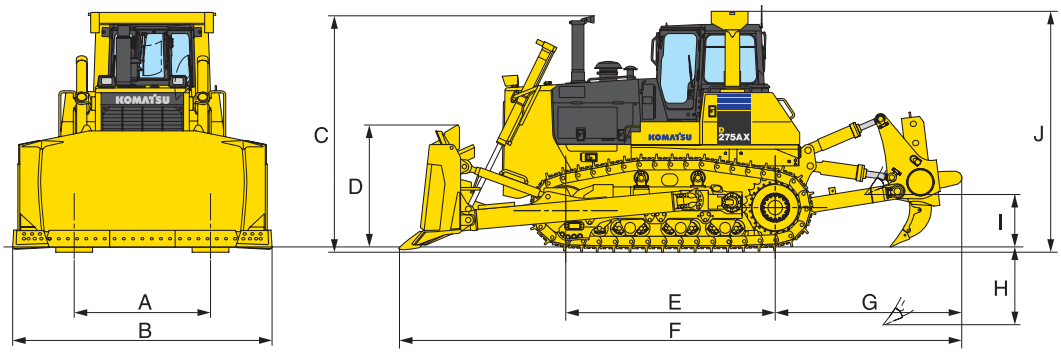
ENVIRONMENT

Engine emissions ..... Fully complies with EU Stage IIIA exhaust emission regulations
Noise levels
LwA external ..... 112 dB(A) (2000/14/EC)
LpA operator ear ..... 79 dB(A) (ISO 6396 dynamic test)
Vibration levels (EN 12096:1997)*
Hand/arm ..... ≤ 2,5 m/s² (uncertainty K = 1,09 m/s²)
Body ..... ≤ 0,5 m/s² (uncertainty K = 0,29 m/s²)
* for the purpose of risk assessment under directive 2002/44/EC, please refer to ISO/TR 25398:2006.

DIMENSIONS

	D275AX-5
A	2.260 mm
B	4.300 mm
C	3.965 mm
D	1.960 mm
E	3.480 mm
F	9.260 mm
G	3.030 mm
H	1.300 mm
I	870 mm
J	3.985 mm

Semi-U dozer with giant ripper



Ground clearance: 507 mm

OPERATING WEIGHT (APPR.)

Including semi-U tilt dozer, giant ripper, steel cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank

Operating weight ..... 49.850 kg

HYDRAULIC SYSTEM

Type ..... CLSS (closed-centre load sensing system)
All spool valves externally mounted beside the hydraulic tank.
Main pump ..... Variable displacement piston pump
Maximum pump flow ..... 230 ltr/min
Relief valve setting ..... 280 kg/cm²
Spool control valve positions semi-U tilt dozer and full-U tilt dozer
Blade lift ..... Raise, hold, lower, and float
Blade tilt ..... Right, hold, and left
Additional control valve positions for rippers
Ripper lift ..... Raise, hold, and lower
Ripper tilt ..... Increase, hold, and decrease
Hydraulic cylinders ..... Double-acting, piston
No. of cylinders × bore
Blade lift ..... 2 × 120 mm
Blade tilt (single tilt) ..... 1 × 180 mm
Ripper lift ..... 2 × 180 mm
Ripper tilt ..... 2 × 160 mm

RIPPER EQUIPMENT

Multishank ripper
Type ..... Hydraulically controlled variable ripper
No. of shanks 3
Weight (including hydraulic control unit) ..... 4.462 kg
Beam length ..... 2.495 mm
Maximum lift above ground ..... 955 mm
Maximum digging depth ..... 900 mm

Giant ripper
Type ..... Hydraulically controlled variable ripper
Ripping depth is adjustable in three stages by a hydraulically controlled pin puller
No. of shanks 1
Weight (including hydraulic control unit) ..... 3.600 kg
Beam length ..... 1.252 mm
Maximum lift above ground ..... 870 mm
Maximum digging depth ..... 1.300 mm

DOZER EQUIPMENT

Blade capacities are based on the SAE recommended practice J1265.

	Overall length with dozer	Blade capacity	Blade width × height	Maximum lift above ground	Maximum drop below ground	Maximum tilt adjustment	Additional weight
Semi-U blade single tilt	6.930 mm	13,7 m³	4.300 × 1.960 mm	1.450 mm	640 mm	1.000 mm	7.507 kg
Strenghtened semi-U blade single tilt	6.930 mm	13,7 m³	4.300 × 1.960 mm	1.450 mm	640 mm	1.000 mm	8.329 kg
Semi-U blade dual tilt	6.930 mm	13,7 m³	4.300 × 1.960 mm	1.450 mm	640 mm	1.140 mm	7.590 kg
Strenghtened semi-U blade dual tilt	6.930 mm	13,7 m³	4.300 × 1.960 mm	1.450 mm	640 mm	1.140 mm	8.412 kg
U blade single tilt	7.265 mm	16,6 m³	4.615 × 1.973 mm	1.450 mm	640 mm	1.070 mm	8.404 kg
Strenghtened U blade single tilt	7.265 mm	16,6 m³	4.615 × 1.973 mm	1.450 mm	640 mm	1.070 mm	9.505 kg
U blade dual tilt	7.265 mm	16,6 m³	4.615 × 1.973 mm	1.450 mm	640 mm	1.220 mm	8.516 kg
Strenghtened U blade dual tilt	7.265 mm	16,6 m³	4.615 × 1.973 mm	1.450 mm	640 mm	1.220 mm	9.588 kg

D275AX-5

CRAWLER DOZER

STANDARD EQUIPMENT

Cab
- Suspension seat: fabric, reclining, high backrest, turnable
- Seat belt
- Headrest
- High mount footrest
- Palm lever steering control (PCCS)
- Mono lever blade control
- Air conditioner
- Pre radio installation kit (12 V, antenna, loudspeakers)
- Decelerator pedal
- Electronic monitor panel
- Viscous cab mounts
- Fenders
- Rear-view mirror (inside cab)
- Sun visor
- Cup holder
- Lunch box holder

Undercarriage
- Single grouser heavy-duty shoes 610 mm
- Link assembly, sealed and lubricated
- Segmented sprockets
- K-Bogie system
- K-Bogie roller guards
- Hydraulic track adjusters

Control systems
- Komtrax™ Komatsu tracking system
- Torque converter lock-up
- PM service connectors
- Radiator site gauge

Attachments
- Front pull hook
- Wiper rear window
- Wiper front window
- Wipers doors
- Underguards, oil pan and transmission
- Lighting system, front
- Lighting system, rear
- Tool kit

Engine related parts
- Radiator reserve tank
- Heavy-duty radiator mask
- Cooling fan, hydrostatic driven
- Fuel tank inlet strainer
- Water separator
- Hard water area arrangement incl. corrosion resistor
- Poor fuel area arrangement
- Hot area arrangement
- Intake pipe with rain cap
- Dry type air cleaner, double element with dust indicator and evacuator
- Provision for fuel quick charge
- Locks, filter caps and covers
- Starter motor 24 V/11 kW
- Alternator 24 V/75 A
- Batteries 2 × 12 V/170 Ah
- Gull wing engine side covers
- Hydroshift transmission
- Torque converter
- HSS hydrostatic steering system
- C&B wet steering system
- Auto-downshift function
- Quick shift selection system

Work equipment
- Hydraulics for ripper
- Hydraulics for dozing blades

Safety equipment
- Back-up alarm
- Warning horn
- Steel cab
- ROPS canopy for cab, meets ISO 3471 and SAE J1040, APR88 ROPS standards

OPTIONAL EQUIPMENT

Cab
- Radio-Cassette

Undercarriage
- Single grouser heavy-duty shoes (710 mm, 760 mm)
- Final drive case wear guard
- Full length track roller guard for K-bogie

Control systems
- Track shoe slip control system

Engine related parts
- Electric type engine oil and coolant heater
- Alternator 24 V/90 A
- High-capacity batteries 2 × 12 V/220 Ah

Attachments
- Hitch
- Counterweight
- Counterweight + hitch
- Ripper working light
- Inspection light

Work equipment
- Semi-U blade single tilt 13,7 m³
- Semi-U blade dual tilt 13,7 m³
- Strenghtened semi-U blade single tilt 13,7 m³
- Strenghtened semi-U blade dual tilt 13,7 m³
- U blade single tilt 16,6 m³
- U blade dual tilt 16,6 m³
- Strenghtened U blade single tilt 16,6 m³
- Strenghtened U blade dual tilt 16,6 m³
- Spill guard for semi-U dozer
- Push plate for semi-U dozer weld-on
- Spill guard for U dozer
- Multishank variable angle ripper
- Giant variable angle ripper

Safety equipment
- Fire extinguisher
- First aid kit
- Emergency steering

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