KOMATSU

HD
325
405

HD405-6

HD325-6 / HD405-6

Off-Highway Truck

NET HORSEPOWER
364 kW - 488 HP

MAXIMUM GVW

HD325-6	67.780 kg
HD405-6	74.155 kg

WALK-AROUND

Designed for better value through **improved reliability** and enhanced versatility.
That's why the **HD325-6/HD405-6** means value, and anything less is just another Dump Truck.

Sturdy, refined frame

Cast-steel components are employed in critical areas of the main frame where loads and shocks are greatest.

Large, durable dump body design

The standard dump body of the HD325-6 is made of 130 kg/mm^2 (Brinell hardness 400) high-tensile-strength steel in a V-shape design for excellent structural strength. The side and bottom plates are reinforced with ribs as well. A wide target area makes for easy loading with minimal spillage and more efficient hauling.

Adjustment-free brakes

The front service brakes and the parking brake are adjustment-free caliper discs.

Easy Maintenance

Greasing points have been centralized at three locations. Fuel and engine oil filters are also located together on the left-hand remote mount for easy remote inspection from the ground.

Monitor

A monitor system informs the operator of any abnormality at two levels: CAUTION and EMERGENCY. Since failures are detected before they become critical, the HD325-6/HD405-6 is more reliable and safer than ever.

Seven-speed, fully automatic K-ATOMiCS transmission

Automatically selects optimum gear according to vehicle speed, engine rpm, and the shift position you've chosen. Independent clutch engagement/disengagement provides smooth shifting and responsive acceleration. New skip shift transmission control allows faster matching of transmission gear to ground speed for smooth shifts under full load.

NET HORSEPOWER
364 kW 488 HP

MAX GVW
HD325-6 67.780 kg.
HD405-6 74.155 kg.

It all adds up to **more value** and **better return**

for your investment. It's what you should expect when you select Komatsu.

Clean and high output Komatsu SAA6D140E-3 engine

Largest flywheel horsepower in its class, 364 kW 488 HP at 2.000 rpm with common rail injection system gives you maximum efficiency with outstanding fuel economy. This engine meets stage II emissions standards.

Oil-cooled multiple disc retarder and optional exhaust retarder

The HD325-6 can be decelerated without frequent use of the brakes, allowing you to travel more safely at higher speeds, even down long, steep slopes.

Long wheelbase and wide tread

With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, you get greater stability to haul the load at higher speeds for increased production. Driving comfort is outstanding.

Small turning radius

The MacPherson strut front suspension has a special A-frame between each wheel and the main frame, allowing greater turning angles for the front wheels. This allows for a tighter turning radius of only 7,2 m.

Hydropneumatic suspension

Front and rear axles have hydropneumatic suspension with a fixed throttle damper control valve that greatly reduces pitching, rolling, and bouncing over rough terrain.

OPERATOR'S COMPARTMENT AND POWER TRAIN

Comfortable operators are safer, more productive operators. A comfortable working environment reduces fatigue, letting the operator concentrate on the job at hand. The HD325-6 adjusts to the operator, putting them in a position to work more effectively.

- **The five-way adjustable operator seat with retractable seat belt** provides increased comfort and reduced fatigue during operation.
- **Tilt-telescopic steering column** creates an optimum driving posture and provides greater control over the machine's operations.
- **Wide tinted windows** in the front, side, and back provide a commanding view of your surroundings and your work.
- **Spacious, richly upholstered interior** gives you a quiet, comfortable working environment.

Komatsu SAA6D140E-3 engine

The 15,2 ltr engine with turbocharger and aftercooler, develops 364 kW **488 HP** at 2.000 rpm, the largest flywheel horsepower in its class. High injection pressure creates an ideal air-fuel mixture for maximum power and more combustion efficiency, while the ductile cast-iron pistons greatly reduce friction loss. For even greater combustion efficiency, each cylinder has four valves—two intake and two exhaust. All this helps to make a Komatsu-built engine a fuel miser.

K-ATOMiCS transmission

The **K-ATOMiCS** (Komatsu Advanced Transmission with Optimum Modulation Control System) automatically selects the optimum gear according to vehicle speed, engine rpm, and the shift position you've chosen. The result: the best gear for any driving situation.

K-ATOMiCS also provides smooth acceleration and deceleration. An electronically-controlled valve is provided for each clutch pack in the transmission, allowing independent clutch engagement/disengagement. Moreover, it enables an ideal change in clutch modulation pressure and torque cut-off timing in response to traveling conditions. The result is smooth shifting and responsive acceleration. When traveling uphill under full load, the new skip shift transmission control quickly moves to the most appropriate transmission gear.

Ask the man who runs one—he will tell you the operator's cab sets the Komatsu Dump Truck apart from the others. That's a productivity feature you can't ignore. No matter how a machine specs out, or how much is promised for productivity, unless the operator can work a full shift without becoming fatigued, you will never get the full measure of promised productivity.

Komatsu Designed Power Train

HARMONY WITH ENVIRONMENT

Clean, fuel-efficient engine:
Komatsu SAA6D140E-3 engine meets Stage II emission standards. Common-rail fuel injection system provides high injection pressure for low emission. Ductile cast-iron pistons and helical intake ports make this engine a great fuel saver.

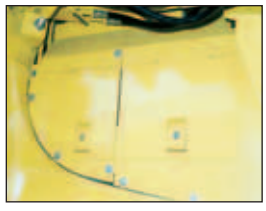
Excellent Productivity

Mode-switching system:
Electronic engine control provides superior climbing ability and outstanding fuel economy.
High power mode with superior operating power suited to job sites where much time is spent working on inclines.
Economy mode with reduced fuel consumption and operating noise should be used when working on level sites or under conditions where machine load is lighter.

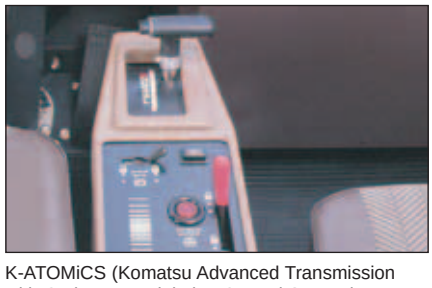
Automatic idling setting system (AISS):
This system facilitates quick engine warm-up and cab cooling/warming with air conditioner.
When setting the system ON, engine idle speed is kept at 1.000 rpm when coolant temperature is 50°C or lower. Speed automatically returns to 650 rpm when coolant temperature reaches 50°C.

Big body:
A wide target area makes for easy loading with minimal soil spillage and more efficient hauling.

Low noise
Noise was reduced from the engine, achieving dynamic noise level of L_{WA} 113 dB(A).



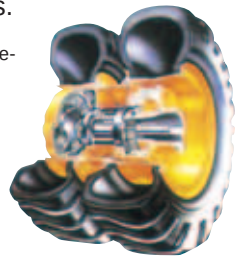
7-speed, fully automatic K-ATOMiCS trasmission:
The K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System) automatically selects the optimum gear according to vehicle speed, engine speed and the shift position you've chosen. The result: the best gear for any driving situation.



K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System)

Oil-cooled multiple-disc retarder and optional exhaust retarder:
The truck can be decelerated without frequent use of the brakes, allowing you to travel safer at higher speeds, even down ling, steep slopes.

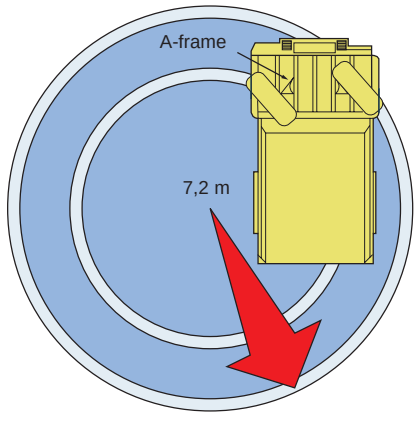
Oil-cooled multiple-disc brakes.

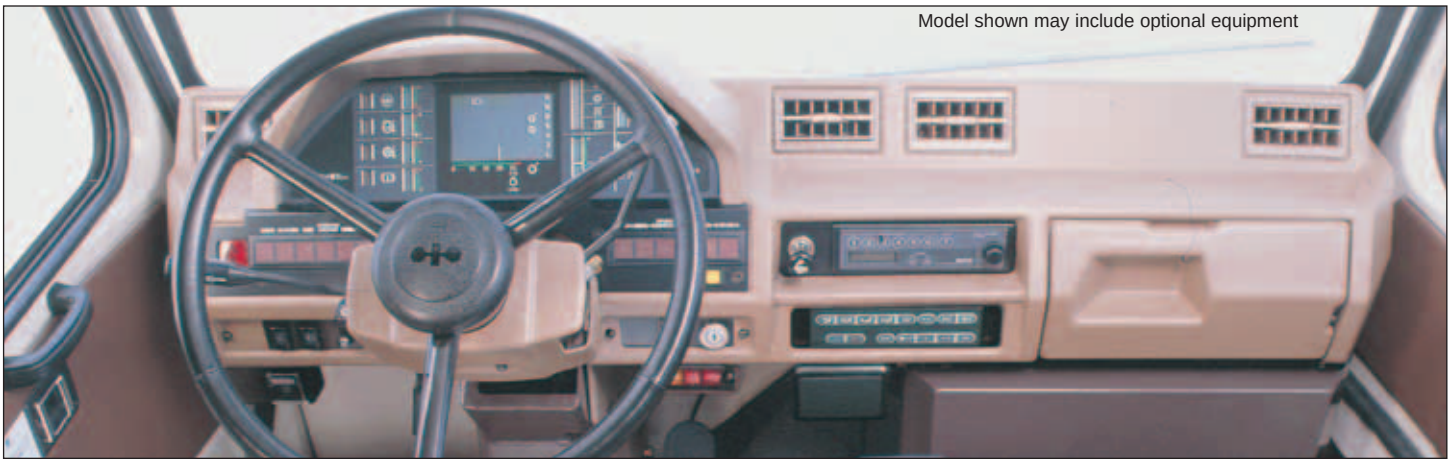


A More Stable Ride in a More Maneuverable Truck

Long wheelbase and wide tread:
With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the 325-6/HD405-6 hauls the load at higher speed for more production, and delivers supreme driving comfort over rough terrain.

Small turning radius:
The MacPherson strut type front suspension has a special A-frame 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 this turning angle, the smaller the turning radius of the truck.





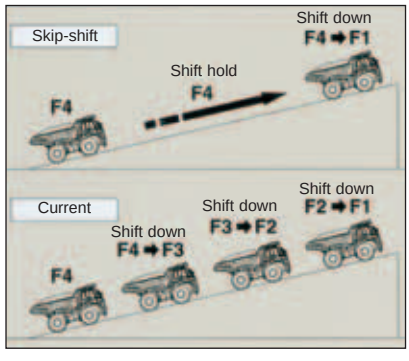
Model shown may include optional equipment

ENHANCED OPERATING COMFORT

K-ATOMiCS with "Skip-shift" funcion - smooth acceleration/deceleration:

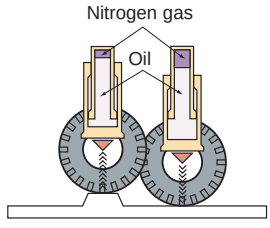
An electronically controlled valve is provided for each clutch pack in the transmission for independent clutch engagement/disengagement. It enables an ideal change in clutch modulation pressure and torque cut-off timing in response to travel conditions. This system and newly added "skip-shift" function ensure smooth shifting and responsive acceleration.

"Skip-shift" function
Optimum travel speed automatically selected in response to angle of ascent. Reduced frequency of shift downs and smoother operation are provided.



Hydropneumatic suspension:

All four wheels have hydropneumatic suspension with a fixed throttle damper control valve that greatly reduces pitching, rolling and bouncing over rough terrain.



Ideal driving position settings:

The 5-way adjustable operator seat and the tilt-telescopic steering column create an optimum driving posture, for increased driving comfort and more control over the machine's operations.

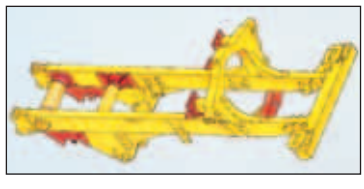
See Everyting in Queit Comfort:

Wide windows in the front, side and back, plus plenty of space in the richly opholstered interior, give you a quiet, comfortable environment form which to see and control every aspect of your work.

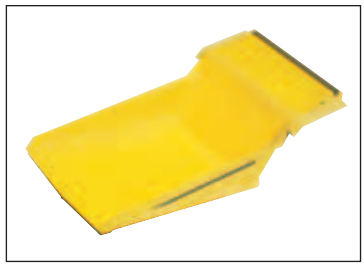
MORE UPTIME

Sturdy, refined frame:

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



Rigorous dump body design:



The standard dump body is made of 130 kg/mm^2 (Brinell 400) high-tensile-strength steel for excellent rigidity and reduced maintenance costs. The V-shape design also increases structural strength. The side and bottom plates of the dump section are reinforced with ribs for added strength.

Adjustment-free brakes:

The front service brakes and the parking brake are adjustment-free caliper disc type.

Easy maintenance:

Greasing points have been centralized at three locations. Fuel and engine oil filters are also located together on the left-hand remote mount, for easy, remote inspection from the ground.

Reliable hydraulic system:

The oil cooler is installed below the retarder, improving the reliability of the hydraulic system during sudden temperature rises. Further, in addition to the main filter, a 52-micron line filter is set at the entrance to the transmission control valve. This system helps prevent secondary faults.

Excellent footwork and durable power line:

By adopting electronic modulation on all levels, peak torque when shifting is reduced, rasing the endurance of the power line.

Electronic devices for excellent operation:

In the harness conection, a dual-lock connector is uses to prevent loosening from vibrations and contact failure. Also, the base boards for controllers and other devices are fixed by molding (with resin), realizing high water, dust and vibration resistance.

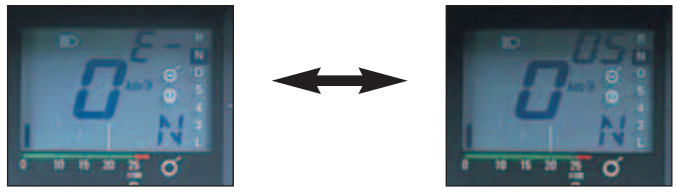
ADVANCED MONITORING SYSTEM

Availability rate with vehicle monitoring system

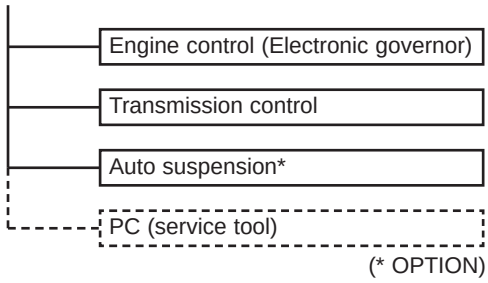
The electronic display panel shows current vehicle condition and how to fix them with action codes and check results with service codes. Thus, vehicle management is easier and the working rate is higher. At the same time the monitoring data is saved to be used for later troubleshooting.

Action code display function

If an abnormality on the truck occurs, an “E” appears on the electronic display panel with the appropriate action code, which notifies the operator how to deal with the abnormality. The operator never misses an abnormality and can take the proper corrective action.



Messages interchange once every second.



(* OPTION)

Service code display and memory function

The contents of each controller are displayed on the electronic display panel in service codes. The stored vehicle information can be downloaded tot a personal computer. This enables a quick response to problems and shortens maintenance time. This also shows the truck’s current condition and facilitates management.

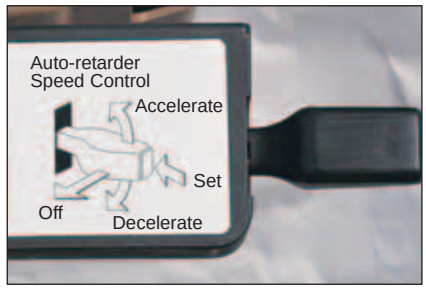
PROTECTION FUNCTIONS SUPPORTED BY ELECTRONIC CONTROL

Item	Function
Downshift inhibitor	Even if the driver downshifts accidentally, a speed appropriate to the current gear is automatically set, preventing over-runs.
Over-run inhibitor	When descending grades, if the vehicle’s speed surpasses the maximum for the current gear, the rear brakes automatically operate, preventing over-runs.
Reverse inhibitor	The vehicle is prevented from moving backward when operating the body.
Forwerd/Reverse shift inhibitor	This device makes it impossible to shift from forward to reverse when the vehicle’s speed surpasses 4 km/hour.
Anti-hunting system	When running near a shift point, smooth automatic shifting takes place.
Neutral safety	The engine is prevented from starting when the shift lever is not in neutral.

VALUE-ENHANCING OPTIONS

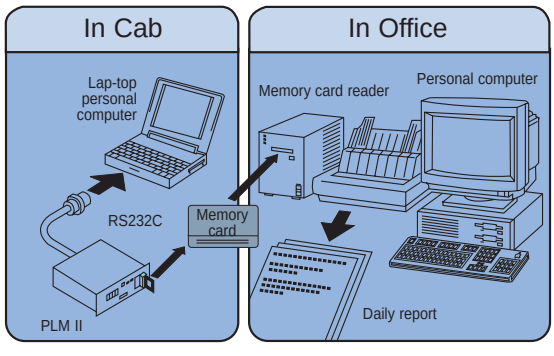
Auto Retard Speed Control (ARSC)

ARSC is available as an option. This allows you to simply set the downhill travel speed and go down slopes at a constant speed (travel speed permitted from brake performance). As a result, you can concentrate on steering. The speed can be set at increments of 1 km/h per one click (± 5 km/h of setting speed) to match the optimum speed for the slope. Also, when it is predicted that the retarder oil temperature becomes overheat, since the retarder oil temperature is always monitored, operator is informed this by warking lamp.



PLM II (IC card type payload meter)

The system allows the production volume and the working conditions on the dump truck to be analyzed and managed directly via a personal computer. It can store up to 2.900 working cycles.



Engine exhaust retarder

The retarder capacity is increased by 30%, so faster speed is permitted on the downward slope.
This improves safety and hauling performance.

Three-mode hydropneumatic suspension

To further enhance driving comfort, automatic three-mode suspension is optionally available. This enables the operator to select one of three cushioning effects (SOFT, NORMAL or HARD), depending on road conditions, for improved damping control.

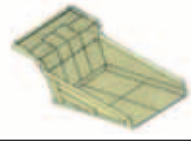
ABS (Anti-lock brake system)

ABS is introduced to construction machinery first in the industry by Komatsu's outstanding electronics technology. This system prevents the tire lock under slippery condition while applying service brake and gives safety drive of the truck.

ASR (Auto Spin Regulator)

ASR prevents tire slipping in poor ground conditions while acceleration. Combination of ABS + ASR will give maximum performance in poor ground conditions.

Body for HD325-6

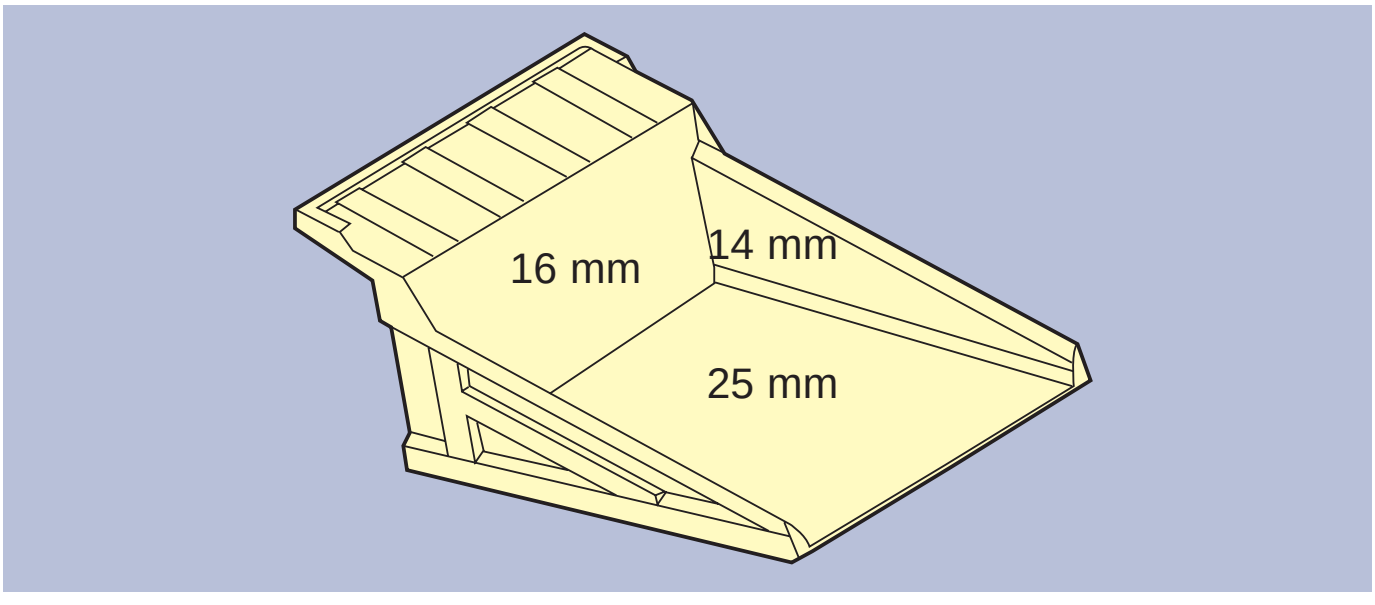
	Linerless body (standard)	Rock body
Body tye		
Applications	Hauling clay, sand and gravel	Hauling rocks
Features	• Suitable for loading clay, sand and gravel • Liner is not incorporated	• Suitable for loading rocks at quarries, limestone mining site or construction work • Steel liner is incorporated throughout the entire body
Body capacity: Struck **Heaped (2:1)**	18 m^3 24 m^3	18 m^3 24 m^3
Body inside dimensions: **Length** **Width** **Max. depth**	 5.500 mm 3.380 mm 1.440 mm	 5.485 mm 3.355 mm 1.430 mm
Loading	3.200 mm	3.200 mm

Side extension (optional) is available for each body.

ULTRA-HARD, WEAR-RESISTANT, HIGH-TENSILE-STRENGTH STEEL PLATES

BODY FOR HD405-6

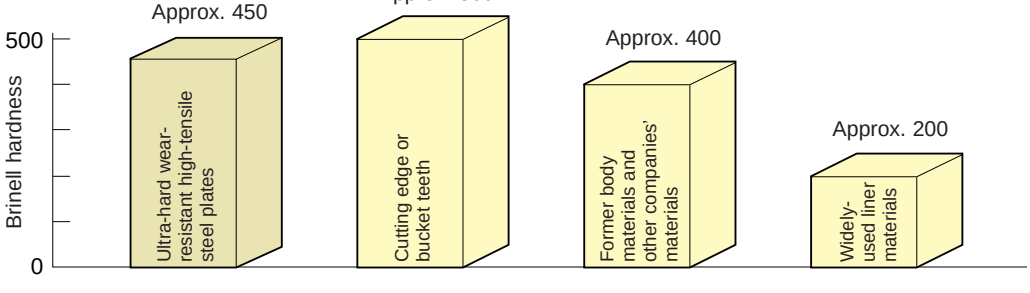
Komatsu and leading Japanese steel makers have developed a new ultra-hard, wear-resistant steel with a tensile strength of 145 kg/mm^2, making it the hardest and most wear-resistant steel ever developed for dump truck bodies. The material is up to 12,5% harder than that used in previous Komatsu dump trucks, with about 2 times the hardness of widely used liner materials and a Brinell hardness rating of 450. By adopting the material in thicker plates, we have enhanced both productivity and durability. Further, our dump trucks have large capacity bodies, ideal front and rear weight balance on tires and high maximum loading capacities.



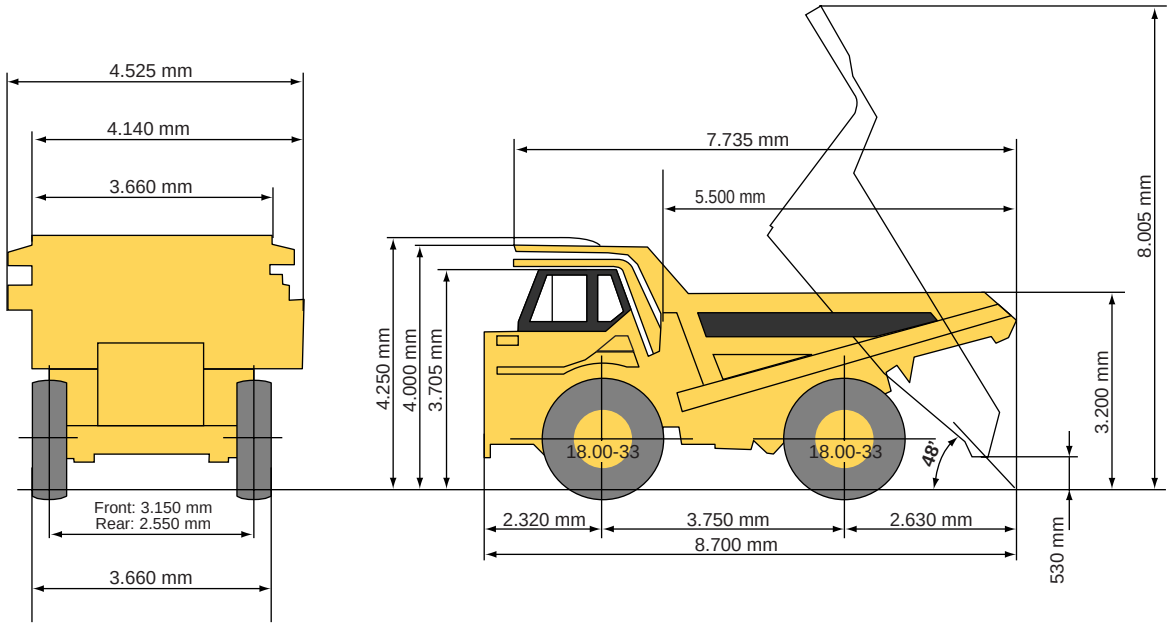
HD405-5:
Struck 20 m^3
Heaped (2:1) 27,3 m^3

New ultra-hard wear-resistant high-tensile steel, comparable in hardness to the cutting edge or bucket teeth

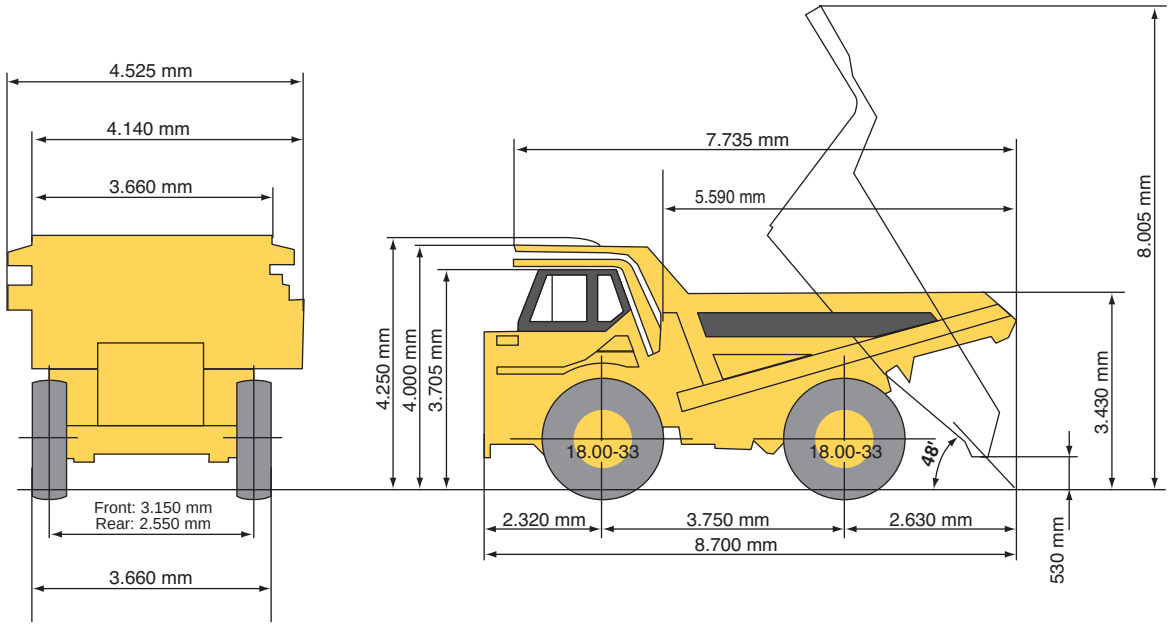
Brinell hardness: A unit of hardness. Higer values indicate greater hardness and more wear resistance.



DIMENSIONS


4.525 mm
4.140 mm
3.660 mm
Front: 3.150 mm
Rear: 2.550 mm
3.660 mm
7.735 mm
5.500 mm
8.005 mm
4.250 mm
4.000 mm
3.705 mm
3.200 mm
18.00-33
18.00-33
48°
2.320 mm
3.750 mm
2.630 mm
8.700 mm
530 mm

DIMENSIONS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18.00-33
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48°
2.320 mm
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2.630 mm
8.700 mm
530 mm

SPECIFICATIONS

ENGINE

Model . . . . . Komatsu SAA6D140E-3
Type . . . . . Water-cooled, 4-cycle
Aspiration . . . . . Turbocharged and aftercooled
No. of cylinders 6
Bore x stroke . . . . . 140 mm x 165 mm
Piston displacement . . . . . 15,2 ltr
Performance:
  Gross horsepower . . . . . 379 kW 508 HP (SAE J1995)
  Flywheel horsepower . . . . . 364 kW 488 HP (SAE J1349)
  Rated rpm . . . . . 2.000 rpm
  Maximum torque . . . . . 221 kg-m 2,17 kN-m at 1.400 rpm
Fuel system . . . . . Common rail, direct injection
Governor . . . . . Electronic control
Lubrication system:
  Lubrication method . . . . . Gear pump, force-lubrication
Filter . . . . . Full-flow
Air cleaner . . . . . Dry radial seal type with double elements and precleaner, plus dust indicator

TRANSMISSION AND TORQUE CONVERTER

Torque converter . . . . . 3 elements, 1-stage, 2-phase
Lockup clutch . . . . . Wet, single-disc clutch
Transmission . . . . . Full-automatic, planetary gear hydraulically actuated
Speed range . . . . . 7 speeds forward and 1 reverse
  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	Forward 1	11,0 km/h
	2	15,5 km/h
	3	20,7 km/h
	4	28,1 km/h
	5	37,8 km/h
	6	51,3 km/h
	7	69,5 km/h
	Reverse	11,9 km/h

AXLES AND FINAL DRIVES

Final drive . . . . . Planetary
Rear axle . . . . . Full-floating
Ratios: Differential 3.125
Planetary 4.737

SUSPENSION

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.
Effective cylinder stroke:
  Front . . . . . 250 mm
  Rear . . . . . 129 mm
Rear axle oscillation . . . . . ± 6,7 °

STEERING

Type . . . . . Fully hydraulic power steering with two double-acting cylinders
Supplementary steering . . . . . automatic
Minimum turning radius . . . . . 7,2 m

BRAKES

Service brakes
  Front . . . . . Air-over-hydraulic, caliper disc
  Rear . . . . . Air-over-hydraulic, oil-cooled, multiple-disc
Parking brake . . . . . Spring applied, caliper disc actuates on drive shaft
Retarder . . . . . Air-over-hydraulic, oil-cooled, multiple-disc rear brakes act as retarders
Brake surface . . . . . 50,847 cm^3
Capacity at continuous downhill . . . . . 500 kW (670HP)
Secondary braking . . . . . An emergency relay valve automatically actuates the service brakes and parking brake when air pressure drops below the rated level. Manual operation is also possible.

FRAME

Type . . . . . Box-sectioned construction
Main frame material . . . . . High-tensile-strength steel plate

BODY

Structure . . . . . V-shape body
Material . . . . . 130 kg/mm^2 Brinell 400 High-tensile-strength steel
Heating . . . . . Exhaust heating
Material thickness:
  Floor . . . . . 19 mm
  Front . . . . . 12 mm
  Sides . . . . . 9 mm
Target area (inside length x width) . . . . . 5.500 mm x 3.380 mm

BODY HOIST

Hoist cylinder with cushion . . . . . Twin, 2-stage telescopic
Hydraulic pump capacity . . . . . 255 ltr/min
Relief valve setting . . . . . 210 kg/cm^2
Hoist time . . . . . 10 seconds

CAPACITY

Standard body:
  Struck . . . . . 18 m^3
  Heaped (2:1,SAE) . . . . . 24 m^3
Maximum gross vehicle weight . . . . . 67.780 kg
Not to exceed 67.780 kg on 18.00/R33 tires, including options, fuel and payload
Payload, maximum . . . . . 36,5 m tons

WEIGHT (APPROXIMATE)

Empty weight . . . . . 31.280 kg
  Gross vehicle weight with 36,5 metric ton payload . . . . . 67.780 kg
Weight distribution:
  Empty, front axle 48%
    Rear axle 52%
  Loaded, front axle 32%
    Rear Axle 68%

SERVICE REFILL CAPACITIES

Coolant . . . . . 89 ltr
Fuel tank . . . . . 500 ltr
Engine oil . . . . . 52 ltr
Torque converter, transmission and retarder cooling . . . . . 90 ltr
Differential . . . . . 45 ltr
Final drive (left and right) . . . . . 26 ltr
Hydraulic system . . . . . 129 ltr
Suspension (total) . . . . . 43,8 ltr

CAB AND ROPS

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards. The cab is mounted on rubber pads and well insulated.

TIRES

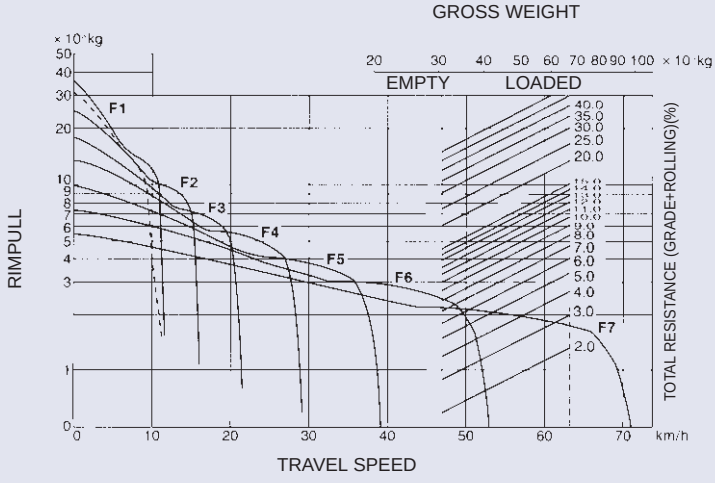
Standard, front and rear . . . . . 18:00 R 33

ENVIRONMENT

Engine emissions . . . . . Fully complies with stage 2 exhaust emission regulations
Noise levels . . . . . LWA External noise 113 dB(A) (2000/14/EC)

TRAVEL PERFORMANCE

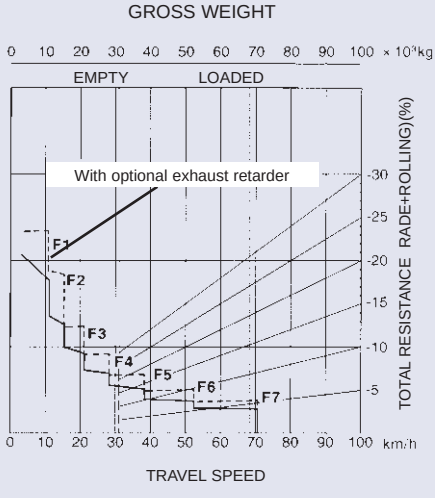
To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rim-pull depends upon traction available and weight on drive wheels.



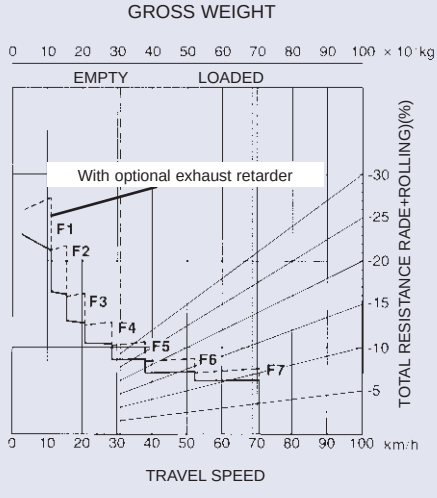
BRAKE PERFORMANCE

To determine brake performance: These curves are provided to establish the maximum speed and gearshift position for safer descents on roads with a given distance. Read from gross weight down to the percent of total resistance. From this weight resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum descent speed the brakes can safely handle without exceeding cooling capacity.

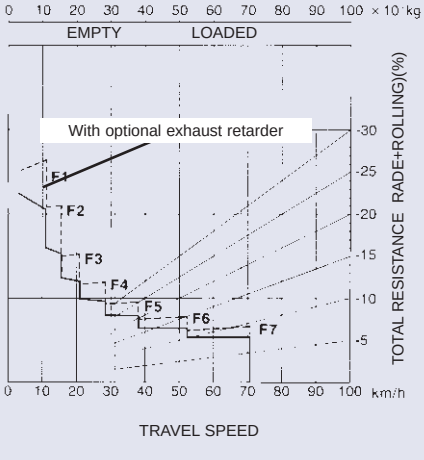
Grade distance: Continuous Descent



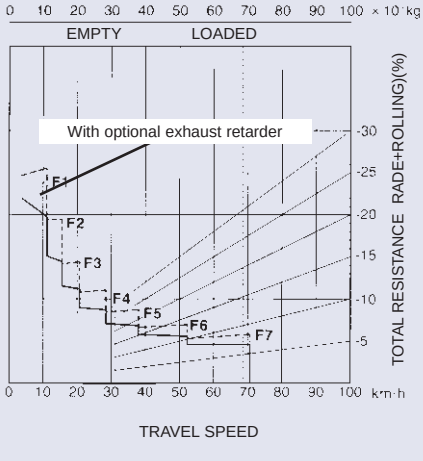
Grade distance: 450 m



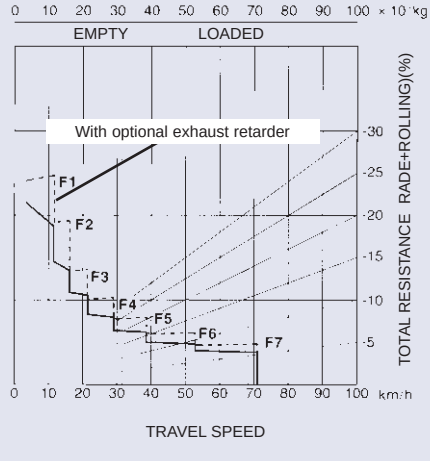
Grade distance: 600 m



Grade distance: 900 m



Grade distance: 1.500 m



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SPECIFICATIONS

ENGINE

Model . . . . . Komatsu SAA6D140E-3
Type . . . . . Water-cooled, 4-cycle
Aspiration . . . . . Turbocharged and aftercooled
No. of cylinders 6
Bore x stroke . . . . . 140 mm x 165 mm
Piston displacement . . . . . 15,2 ltr
Performance:
  Gross horsepower . . . . . 379 kW 508 HP (SAE J1995)
  Flywheel horsepower . . . . . 364 kW 488 HP (SAE J1349)
  Rated rpm . . . . . 2.000 rpm
  Maximum torque . . . . . 221 kg-m 2,17 kN-m at 1.400 rpm
Fuel system . . . . . Common rail, direct injection
Governor . . . . . Electronic control
Lubrication system:
  Lubrication method . . . . . Gear pump, force-lubrication
Filter . . . . . Full-flow
Air cleaner . . . . . Dry radial seal type with double elements and precleaner, plus dust indicator

TRANSMISSION AND TORQUE CONVERTER

Torque converter . . . . . 3 elements, 1-stage, 2-phase
Lockup clutch . . . . . Wet, single-disc clutch
Transmission . . . . . Full-automatic, planetary gear hydraulically actuated
Speed range . . . . . 7 speeds forward and 1 reverse
  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	Forward 1	11,0 km/h
	2	15,5 km/h
	3	20,7 km/h
	4	28,1 km/h
	5	37,8 km/h
	6	51,3 km/h
	7	69,5 km/h
	Reverse	11,9 km/h

AXLES AND FINAL DRIVES

Final drive . . . . . Planetary
Rear axle . . . . . Full-floating
Ratios: Differential 3.125
Planetary 4.737

SUSPENSION

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.
Effective cylinder stroke:
  Front . . . . . 250 mm
  Rear . . . . . 129 mm
Rear axle oscillation . . . . . ± 6,7 °

STEERING

Type . . . . . Fully hydraulic power steering with two double-acting cylinders
Supplementary steering . . . . . automatic
Minimum turning radius . . . . . 7,2 m

BRAKES

Service brakes
  Front . . . . . Air-over-hydraulic, caliper disc
  Rear . . . . . Air-over-hydraulic, oil-cooled, multiple-disc
Parking brake . . . . . Spring applied, caliper disc actuates on drive shaft
Retarder . . . . . Air-over-hydraulic, oil-cooled, multiple-disc rear brakes act as retarders
Brake surface . . . . . 50,847 cm^3
Capacity at continuous downhill . . . . . 500 kW (670HP)
Secondary braking . . . . . An emergency relay valve automatically actuates the service brakes and parking brake when air pressure drops below the rated level. Manual operation is also possible.

FRAME

Type . . . . . Box-sectioned construction
Main frame material . . . . . High-tensile-strength steel plate

BODY

Structure . . . . . V-shape body
Material . . . . . 145 kg/mm^2 Brinell 450 High-tensile-strength steel
Heating . . . . . Exhaust heating
Material thickness:
  Floor . . . . . 25 mm
  Front . . . . . 16 mm
  Sides . . . . . 14 mm
Target area (inside length x width) . . . . . 5.590 mm x 3.380 mm

BODY HOIST

Hoist cylinder with cushion . . . . . Twin, 2-stage telescopic
Hydraulic pump capacity . . . . . 255 ltr/min
Relief valve setting . . . . . 210 kg/cm^2
Hoist time . . . . . 10 seconds

CAPACITY

Standard body:
  Struck . . . . . 20 m^3
  Heaped (2:1,SAE) . . . . . 27,3 m^3
Maximum gross vehicle weight . . . . . 74.155 kg
Not to exceed 74.155 kg on 18.00/R33 tires, including options, fuel and payload
Payload, maximum . . . . . 40 m tons

WEIGHT (APPROXIMATE)

Empty weight . . . . . 34.080 kg
  Gross vehicle weight with 40 metric ton payload . . . . . 74.155 kg
Weight distribution:
  Empty, front axle 49%
    Rear axle 51%
  Loaded, front axle 33%
    Rear Axle 67%

SERVICE REFILL CAPACITIES

Coolant . . . . . 89 ltr
Fuel tank . . . . . 500 ltr
Engine oil . . . . . 52 ltr
Torque converter, transmission and retarder cooling . . . . . 90 ltr
Differential . . . . . 45 ltr
Final drive (left and right) . . . . . 26 ltr
Hydraulic system . . . . . 129 ltr
Suspension (total) . . . . . 43,8 ltr

CAB AND ROPS

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards. The cab is mounted on rubber pads and well insulated.

TIRES

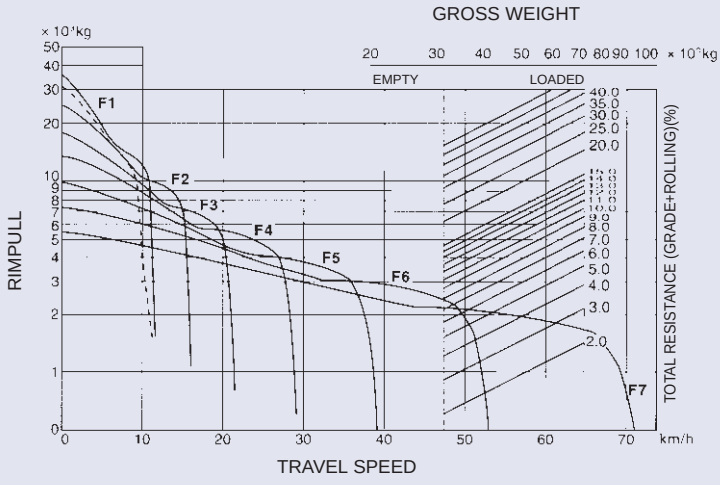
Standard, front and rear . . . . . 18:00 R 33

ENVIRONMENT

Engine emissions . . . . . Fully complies with stage 2 exhaust emission regulations
Noise levels . . . . . LWA External noise 113 dB(A) (2000/14/EC)

TRAVEL PERFORMANCE

To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rim-pull depends upon traction available and weight on drive wheels.



BRAKE PERFORMANCE

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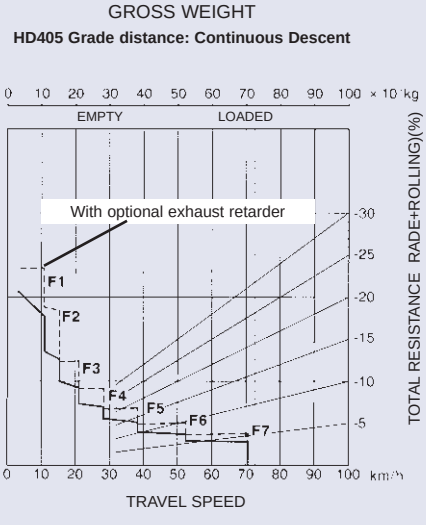
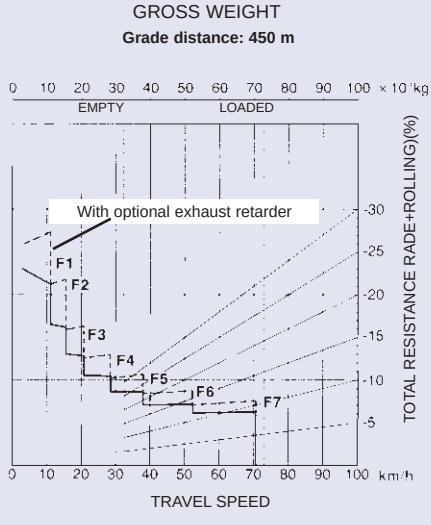
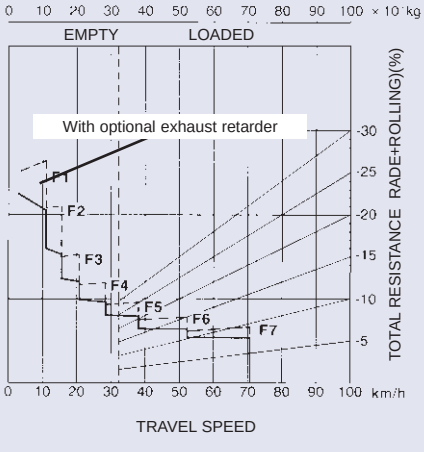
Grade distance: Continuous Descent



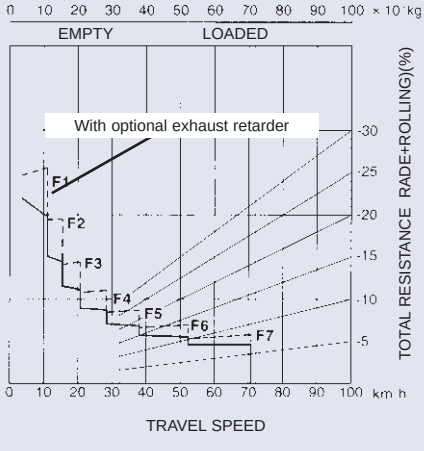
Grade distance: 450 m



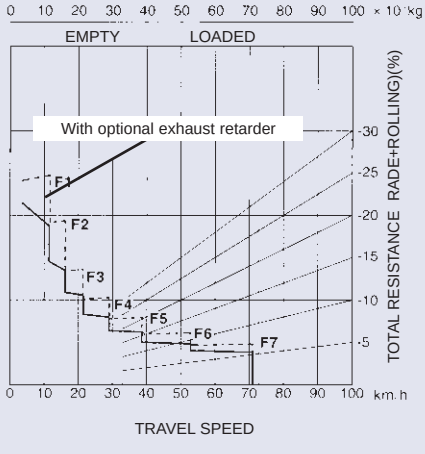
Grade distance: 600 m



Grade distance: 900 m



Grade distance: 1.500 m



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OFF-HIGHWAY TRUCK

STANDARD EQUIPMENT

Engine:
- Engine, Komatsu SAA6D140E-3, emissionised stage II
- Automatic idling setting system for engine low idle speed control
- Batteries, 2X12-volt 170 AH
- Engine, Komatsu SAA6D140E-3
- Mode switching system
- Alternator, 50-ampere
- Batteries, 2X12-volt 170 AH
- Starting motor, 1X11,0-kW

Body:
- Body 24m³ general purpose
- Spill guard, 250 mm

Cab:
- Cab, steel, sound suppression type
- Electronic display/monitor system
- Seat, suspension type with reclining and headrest, fabric material
- Seat, passenger fabric material
- Steering wheel, tiltable & telescopic
- Seat belt, 78 mm width
- Seat belt, 50 mm width for passenger seat
- Heater and defroster
- Ashtray and cigarette lighter
- Sun visor, additional
- Windows and windshield glass tinted safety glass

Lighting system:
- Back-up light
- Headlights with dimmer switch
- Stop and tails light and turn signals
- Hazard light system
- Work lights, RF and LH side
- Side markers

Safety:
- Back-up alarm
- Brakes with brake oil flow control valve
- Secondary braking system: actuates all brakes (front, rear, parking, 3 way)
- Catwalk with hand rails
- Hand rails for platform
- Roll-over protective structure (ROPS) with FOPS
- Mud guards (frame mounted front)
- Hand rails for platform
- Horn, air
- Ladders, LH and RH side
- Rear view mirrors
- Under view mirror
- Supplementary steering system, automatic
- Platform guard, RH side

Others
- Electric circuit breaker, 24 volt
- Hot area arrangement (-20° C thru +50° C)
- Tool kit
- Spare parts for first service
- Cap & overhall
- Vandalism protection
- Engine side covers
- Engine under guard
- Engine exhaust muffer (Body-heat type)
- 18,00 - R33 TL strengthened rims
- Front brake cut-off system

OPTIONAL EQUIPMENT

Cab
- Air conditioner
- Radio, AM/FM with cassette

Body (HD325)
- Extensions, side walls, 200mm [570kg]
- 24m³ rock body
- Steel liners [5.095 kg]

Tire
- 18,00-33 tires
- 18,00 R33 tires (radial)

Lighting system
- Fog lights
- Light amber beacon

Safety
- Anti-lock brake system (ABS)
- Automatic spin regulator (ASR)
- Auto retard speed control system (ARSC)
- Retarder, engine exhaust

Gauge
- Payload meter 1 printer type
- Payload meter 2 IC card type
- Revograph
- Revograph / Tachograph
- Tachograph

Guard
- Transmission under guard [95kg]
- Propeller shaft guard, front [15kg]
- Propeller shaft guard, rear [25kg]

Arrangements
- Batteries for cold area arrangement
- Cold area arrangement (-30° C thru 40° C)
- Poor fuel (contained water) arrangement
- Poor fuel (contamination) arrangement
- Sandy and dusty area arrangement

Others
- Suspensions, automatic mode selection
- Suspension gas charge tool
- Body positioner
- Air dryer
- Alcohol injector
- Alternator, 75-ampere
- Auto greasing system
- Centralised greasing
- Fire extinguisher
- Differential (lock type)
- Dump position alarm & warning light
- Engine oil & coolant heater, electric
- Fast fill coupler for fuel tank
- First aid kit
- Radiator shutter, canvas type
- Suspensions, automatic mode selection
- PM. Service connectors
- Max speed control (F4, F5, F6)
- Transmission shift control (at body-up)
- Pull hook, rear

[ ] shows the amount of increased weight

KOMATSU

Komatsu Europe International NV
Mechelsesteenweg 586
B-1800 VILVOORDE (BELGIUM)
Tel. +32-2-255 24 11
Fax +32-2-252 19 81
www: komatsueurope.com

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