KOMATSU

HD465-10
HD605-10

Off-highway truck

Engine power
610 kW / 818 HP @ 2000 rpm

Nominal payload
HD465-10: 55.5 metric tons
HD605-10: 64.1 metric tons

Body capacity, heaped
HD465-10: 37.1 m^3
HD605-10: 43.0 m^3

HD465/605-10

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HD465-10: 37.1 m^3
HD605-10: 43.0 m^3

Improved productivity and efficiency

Powerful and environmentally friendly

- Fuel efficient high performance Komatsu SAA6D170E-7 engine (upgraded)
- Enlarged high efficiency cooling with closed loop system
- Selectable operating modes with new fuel saving features
- Adjustable auto idle shutdown

Reliability & maintenance

- Hydraulically driven, reversible cooling fan
- High power density axle (upgraded)
- Maintenance-free battery
- Plastic wheel chocks
- Komatsu oil and wear Analysis (KOWA) sampling ports

Safety first

- Full LED lights
- Brake performance check guidance
- 4-point seat belt (optional)
- Seat belt reminder with external lamp
- Drowsiness Detection System ready
- ABS brakes (optional)

Maximised efficiency

- Komatsu Traction Control System (KTCS)
- Auto Retard Speed Control setting by load status (ARSC)
- K-ATOMiCS transmission with "Skip-Shift" function
- Payload meter (PLM)
- Increased load capacity with light weight dump body options: 37.1 m^3 for HD465-10 and 43 m^3 for HD605-10
- 10/10/20 payload policy

First-class comfort

- Ergonomically designed cab
- Hydro-pneumatic suspension with front A-arm structure
- Automatic suspension (option)
- Brake test guidance
- Waiting brake
- Throttle lock
- Hill start assist

Digital assistance & fleet management

- Komtrax Plus – Komatsu wireless monitoring system
- Road condition analysis (option)
- Smart Quarry Site fleet management (option)

High performance Komatsu SAA6D170E-7 engine

Powerful and fuel-efficient, the Komatsu SAA6D170E-7 engine on the HD465/605-10 delivers 610 kW at 2000 rpm, approx. a 5.5% increase compared to previous models. The improved acceleration and shorter cycle times guarantee a higher productivity. Power train components were redesigned to accommodate the increased power.

Komatsu fuel-saving technology

The variable displacement piston pumps reduce loss of Power Take-Off (PTO). Improvements in hydraulic pressure for transmission control increase energy savings, and the sophisticated electronic control of the engine operation helps to achieve optimal energy efficiency.

Adjustable auto idle shutdown

To reduce unnecessary fuel consumption and exhaust emissions, and for lower operating costs, the Komatsu auto idle shutdown automatically turns off the engine after it idles for a set period of time, which can be easily programmed from 5 to 60 minutes. An Eco-gauge and Eco guidance tips on the cab monitor further encourage efficient operations.

Powerful and environmentally friendly

Komatsu EU Stage V

The Komatsu EU Stage V engine is productive, dependable and efficient. With ultra-low emissions, it provides a lower environmental impact and a superior performance to help reduce operating costs and lets the operator work in complete peace of mind.

Heavy-duty aftertreatment

The Komatsu Diesel Particulate filters (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 interrupt normal operation or require additional action from the driver.

Brake cooling oil recovery tank

A tank is installed on each rear wheel to capture brake cooling oil in the event of leakage from the floating seal.

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

High-Pressure Common Rail (HPCR)

To achieve complete fuel burn and lower exhaust emissions, the heavy-duty High-Pressure Common Rail fuel injection system is computer controlled to deliver a precise quantity of pressurised fuel into the redesigned engine combustion chamber by multiple injections.

Exhaust Gas Recirculation (EGR)

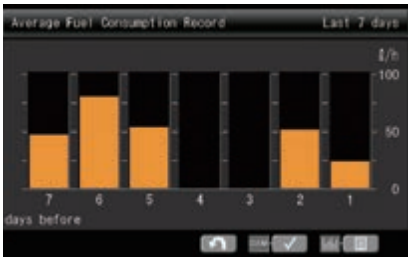
Cooled EGR is a technology well-proven in current Komatsu engines. The increased capacity of the EGR cooler now ensures very low NOx emissions and a better engine performance.

Variable Geometry Turbo (VGT)

The VGT provides optimal airflow to the engine combustion chamber under all speed and load conditions. Exhaust gas is cleaner, fuel economy is improved while machine power and performance are maintained.

Adjustable auto idle shutdown

Eco-gauge and Eco guidance



Fuel consumption history

Maximised efficiency

Payload meter (PLM)

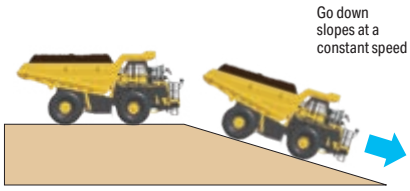
The PLM registers the payload of each hauling cycle and analyses the truck's production volume and working conditions for a specific period. Loaded weight is displayed in real time, both on the cab's monitor and by external display lamps.

Komatsu Traction Control System (KTCS)

KTCS continuously monitors the rear wheels' rotating speed and vehicle speed for slippage. In case of excessive wheel slip, the brake is automatically applied, and optimum tire traction is maintained. KTCS activates and deactivates automatically, and improves productivity and tire life more than the conventional ASR system.

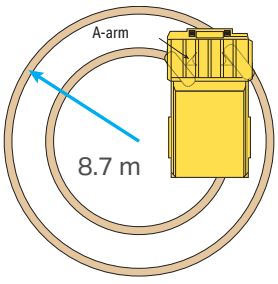
K-ATOMiCS transmission

K-ATOMiCS is an electronic shift control with automatic clutch modulation in all gears. It optimises oil pressure for the clutch engagement and provides smoother shifting without torque off.



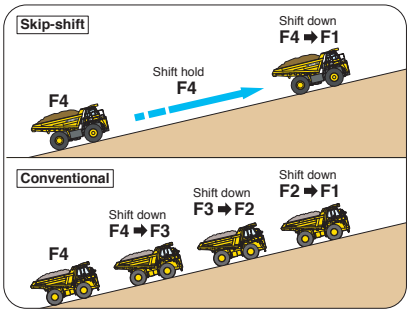
Auto Retard Speed Control (ARSC)

ARSC allows to easily set a constant downhill travel speed and lets the operator concentrate on steering. Speed can be adjusted appropriately to the slope grade at an increment of 1 km/h by clicking the control lever (± 5 km/h max.).



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.



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 driving smoother, improves operator 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 HD465/605-10 hauls the load at higher speed for greater productivity, and delivers superior driving comfort over rough terrain.

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. The power mode usage can be limited by the optional timer function.

• 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. Engine speed during dumping will also be limited to increase the fuel efficiency.

• 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. Engine speed during dumping will also be limited to increase the fuel efficiency.

First-class comfort

Wide and comfortable cab

The wide Komatsu SpaceCab™ with user-friendly controls provides a comfortable and safe work environment. A fully adjustable air-suspended seat dampens vibrations and reduces the fatigue of long shifts. Large front and electric side windows give a superior visibility and increased confidence.

Hydro-pneumatic suspension

Komatsu's hydro-pneumatic suspension gives the HD465/605-10 a smooth ride with reduced pitching and excellent driving comfort. Less shocks for the operator and for the machine components also mean less spilled material and increased durability, comfort and productivity.

Low-noise design

To reduce noise levels, the cab is mounted on viscous dampeners. Further noise reduction is achieved by the integrated cab floor: it makes the cab air-tight and seals off the engine compartment.

Adjust the steering wheel both horizontally and vertically to find the most comfortable position

The full size trainer seat is foldable and has a 2-point rectractable seat belt

Convenient auxiliary input and 12 V power supply

Heated & ventilated air-suspended seat

A high comfort air-suspended seat, with lumbar support and multiple adjustments, ensures operator well-being during the entire work shift. It can be heated and ventilated, for an easy start on cold winter days and a comfortable ride on hot summer days.

Safety first

ROPS/FOPS to ISO 3471 ROPS and ISO 3449 FOPS Level II standard

Excellent all-round visibility

Safe cab access thanks to the low angle of the front stairways with handrails, slip-resistant

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 utilises an independent hydraulic circuit to simultaneously apply the front and rear parking brakes. Conform to: ISO 3450, SAE J1473.

Secondary engine shutdown switch

These switches instantly stop the engine. One is installed in the cab, the other at the outside of the machine.

Antilock brake system (ABS) (optional)

This system prevents the tyres from locking when using the service brake and the retarder, thus minimising skidding under slippery conditions.

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. Conform to: ISO 5010, SAE J1511.

Full LED lighting

LED lighting combines excellent visibility with long service life and energy-savings.

Speed limiter

Maximum travel speed is limited independently for both empty and loaded conditions. The optional overload speed limiter limits the maximum travel speed to 15 km/h when the payload exceeds the threshold value.

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

Waiting brake

Automatic waiting brake will be activated when the shift lever is in the “N” position. This function reduces the amount of parking brake operation during loading and dumping. (N:Neutral)

Rear-view monitor

Rear-view camera

Rear-view camera 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.

Seat belt reminder system

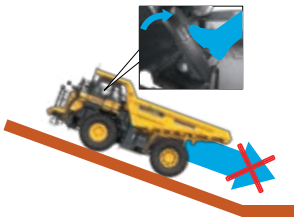
This adjustable system combines a visual and audible alarm in the cab with an external lamp to increase job site safety. The green external lamp indicates to anyone outside whether or not the seatbelt is worn by the operator.

Dump lights

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

Hill start assist

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.



Throttle lock

By pressing a 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.

Information & communication technology

Lower operating costs

Komatsu ICT contributes to the reduction of operating costs by assisting to comfortably and efficiently manage operations. The monitor panel displays instant guidance messages to help promote energy saving, and the Eco-gauge indicates actual fuel consumption. To further improve savings, logs can be consulted for operations, Eco guidance and fuel consumption.

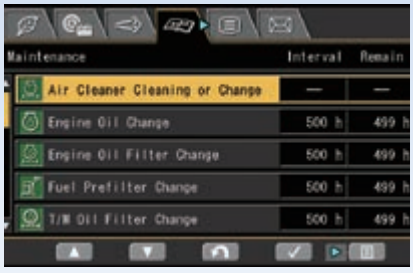
Large LCD colour monitor

A large user-friendly colour monitor enables safe, accurate and smooth work. Multilingual and with all essential information available at a glance, it features simple and easy-to-operate switches and multifunction keys that provide fingertip access to a wide range of functions and operating information.

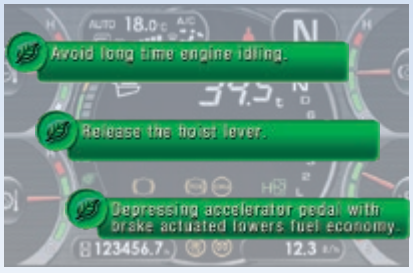
Troubleshooting function

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 buzzer if any abnormal conditions occur.

Information at a glance: basic dashboard LCD monitor



A multifunction monitor displays and controls a wealth of operational and maintenance information



Eco guidance supports energy saving in real time

Digital assistance & fleet management

KOMTRAX Plus

Equipment management support

Komtrax Plus is an advanced telematics system that continuously monitors your machine's settings, condition, fuel usage and performance along with operating practices. This comprehensive data set is designed to help prolong your quarry and mining machine's life, improve its efficiency, optimise production levels and lower operating cost.

Smart Quarry Site

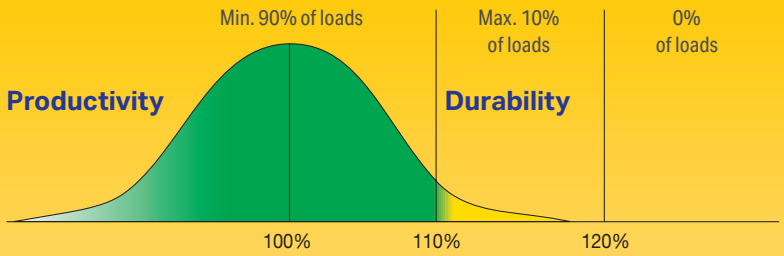
An OEM-agnostic solution to follow-up and control your whole quarry

Smart Quarry Site provides production visualisations and real-time overviews of machine movement, machine usage and production, allowing for greater control over your quarry operation and optimisation of your fleet's productivity. The pre-start inspection helps you to proactively identify and report equipment issues. Thanks to an in-cab screen, the operators get real-time feedback, further increasing operational efficiency and on-site safety.

Tough and reliable

High-rigidity frames

Frame has been redesigned to accommodate the increased power and payload. Cast-steel components are used in critical areas of the main frame where loads and shocks are most concentrated.



Loading policy

Each dump truck has its own "target payload". Respecting the "Loading Policy" maximises productivity with the full utilisation of the truck's performance. It reduces operating costs, and extends the life of brakes, tyres, and other components.

10/10/20 policy

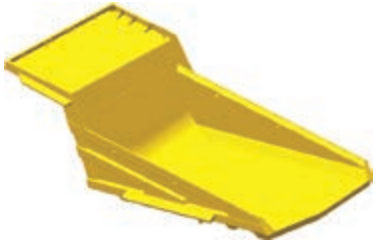
- Monthly average payload must not exceed the truck's target payload.
- No less than 90% of all loads must be up to 110% of the truck's target payload.
- No more than 10% of all loads may be between 110% and 120% of the truck's target payload.
- Any single load must not exceed 120% of the truck's target payload.

Body selection

Several different types of bodies are selectable, with optional equipment for various load conditions prepared for each one.

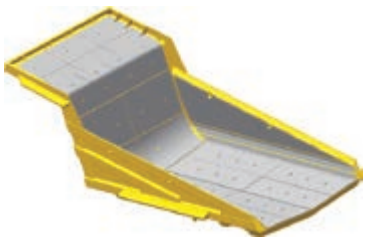
Robust dump body design

The standard 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.



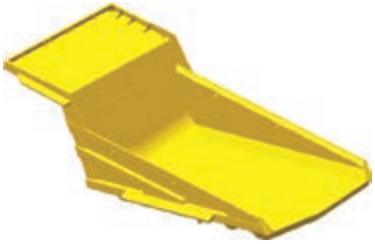
General purpose body

Light weight, designed for general purpose with large 43 m^3 volume. Elimination of dead weight maximizes overall fuel efficiency. 16 mm abrasion-resistant steel bottom plates to assure high durability.



General purpose body steel liners

Attaching liner plates is recommended if this body is carrying relatively large size rocks or highly abrasive material.



Quarry Body 40 m^3

Robust 25 mm abrasion-resistant steel floor. Designed for quarry operations.


KOMATSU
HD605

Easy maintenance

Ground access battery box and battery disconnect switch

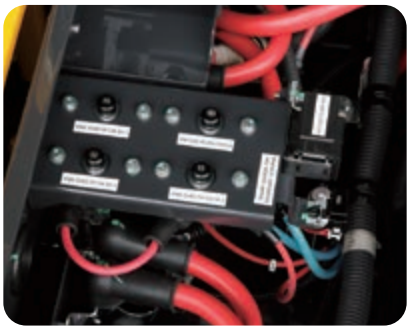
For easy and safe daily check and service work, the battery box and battery disconnect switch are both accessible from ground level.

Long service intervals

Engine oil at 500 hours, transmission oil at 1000 hours and hydraulic oil at 4000 hours change intervals minimise operating cost.

Komatsu Care

Komatsu Care is a maintenance program that comes as standard with your new Komatsu machine. It covers factory-scheduled maintenance, performed with Komatsu Genuine parts by Komatsu-trained technicians. It also offers extended coverage of the Komatsu Diesel Particulate Filter (KDPF).



Electric circuit breaker

A circuit breaker is installed in important electric circuits to quickly restore them if a problem occurs in the electrical system.

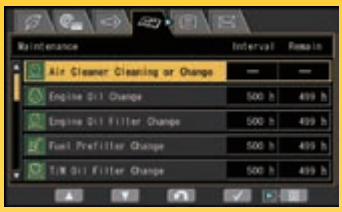
Electric priming pump

Bleeding air from fuel system is easily accomplished with the electric priming pump.

New enlarged high efficiency cooling system with modular core design

The wide core modular radiator prevents clogging even in a dusty work environment. To minimise manual cleaning, a reversible fan blows the dust out. The radiator core can be removed without the entire assembly, keeping repair costs down. The system was redesigned to accommodate the increased power with less waste energy for improved fuel efficiency.

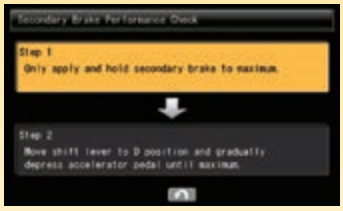
Maintenance caution



Basic maintenance screen

Radiator fan mode

Troubleshooting screen



Brake test guidance screen

Centralised greasing points and arrangement of filters

Greasing points and filters are centralised and located accessible from ground level to make daily maintenance easier.

Plastic wheel chocks

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	Common rail direct injection, water-cooled, emissionised, turbocharged, after-cooled diesel
Engine power	
at rated engine speed	2000 rpm
ISO 14396	610 kW / 818 HP
ISO 9249 (net engine power)	590 kW / 791 HP
No. of cylinders	6
Bore × stroke	170 × 170 mm
Displacement	23.15 l
Air filter type	Double element type with monitor panel dust indicator and auto dust evacuator
Fuel	Diesel fuel, conforming to EN590 Class 2/ Grade D. Paraffinic fuel capability (HVO, GTL, BTL), conforming to EN 15940:2016

Transmission

Torque converter	3-elements, 1-stage, 2-phase
Transmission	Full-automatic, planetary type
Speed range	7 speeds forward and 1 reverse
Lock-up clutch	Wet, multiple-disc clutch
Forward	Torque converter drive in 1st and 2nd gear, direct drive in 1st lock-up and all higher gears
Reverse	Torque converter drive
Shift control	Electronic shift control with automatic clutch modulation in all gears
Max. travel speed	70 km/h

Steering system

Type	Full-hydraulic power steering with two double-acting cylinders
Supplementary steering	Automatically and manually controlled (meets ISO 5010 and SAE J1511)
Min. turning radius, centre of front tyre	8.7 m
Max. steering angle (outside tyre)	39°

Hydraulic system

Hoist cylinder	Twin, 2-stage telescopic type
Relief pressure	20.6 MPa (210 kg/cm²)
Hoist time (at high idle)	11.5 s

Suspension

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°

Axles

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

Brakes

Brakes meet ISO 3450 standard	
Service brakes	
Front	Full-hydraulic control, caliper disc type
Rear	Full-hydraulic control, oil-cooled multiple-disc type
Parking brake	Spring applied, multiple-disc type
Retarder	Oil-cooled, multiple-disc rear brakes act as retarder
Retarder capacity (continuous)	802 kW / 1075 HP
Secondary brake	Manual pedal operation. When hydraulic pressure drops below the specified level, parking brake is automatically actuated

Tyres

Standard tyres	24.00 R35

Cab

Complies with ISO 3471 ROPS (Roll-Over Protective Structure) and ISO 3449 level II FOPS (Falling Object Protection Structure) standards

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

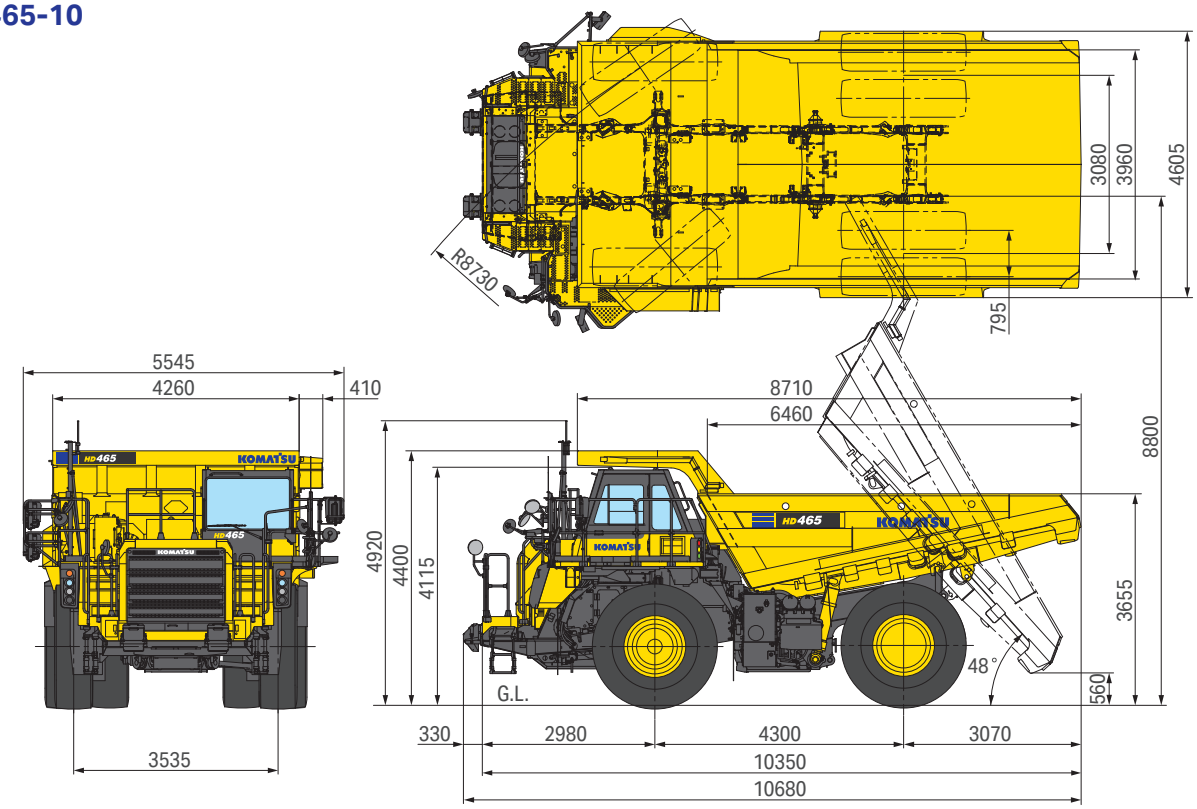
Environment

Engine emissions	Fully complies with EU Stage V exhaust emission regulations
Noise level, LpA operator ear	77 dB(A) (ISO 6396 dynamic test)
Vibration levels (EN 12096:1997)	
Hand/arm	≤ 2.5 m/s² (uncertainty K = 1.22 m/s²)
Body	≤ 0.5 m/s² (uncertainty K = 0.17 m/s²)
Contains fluorinated greenhouse gas HFC-134a (GWP 1430). Quantity of gas 1.2 kg; CO_2 equivalent 1.72 t	

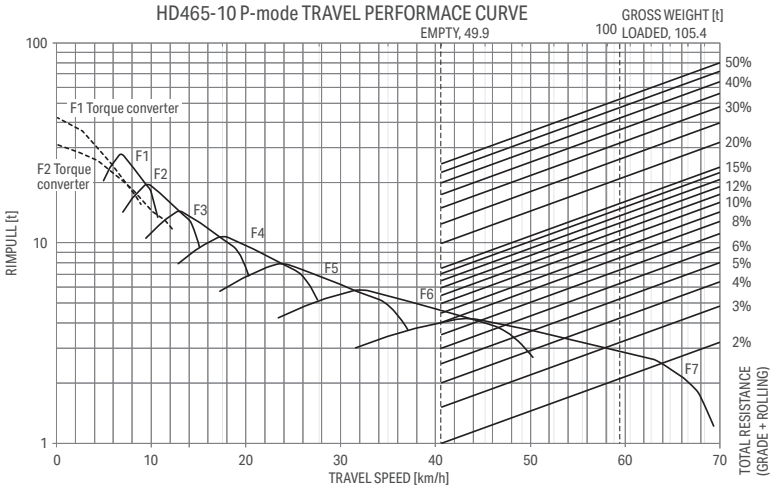
Body & weight		HD465-10	HD605-10	
Body type		General purpose body	General purpose body	Quarry body
Capacity				
Heaped capacity (2 : 1)		37.1 m³	43 m³	40 m³
Struck capacity		24.8 m³	32.3 m³	29 m³
Target area		25.6 m² (6460 mm × 3960 mm)	26.3 m² (6650 mm × 3960 mm)	25.0 m² (6450 mm × 3870 mm)
Weight				
Empty weight		49.9 t	50.3 t	53 t
Nominal payload		55.5 t	64.1 t	61.4 t
Gross vehicle weight		105.4 t	114.4 t	114.4 t
Max. payload (120%)		66.6 t	76.9 t	73.7 t
Max. gross vehicle weight (120%)		116.5 t	127.2 t	126.7 t
Distribution (Empty)	Front	54.2%	54.0%	52.0%
	Rear	45.8%	46.0%	48.0%
Distribution (Loaded) *Nominal	Front	33.6%	32.3%	31.9%
	Rear	66.4%	67.7%	68.1%
Body (liner) thickness				
Bottom		16 mm	16 mm	25 mm
Front		9 mm	9 mm	16 mm
Side		9 mm	9 mm	14 mm
Body / liner material				
Bottom		450 HB high tensile strength steel	450 HB high tensile strength steel	450 HB high tensile strength steel
Front				
Side		400 HB high tensile strength steel	400 HB high tensile strength steel	

Dimensions and performance figures

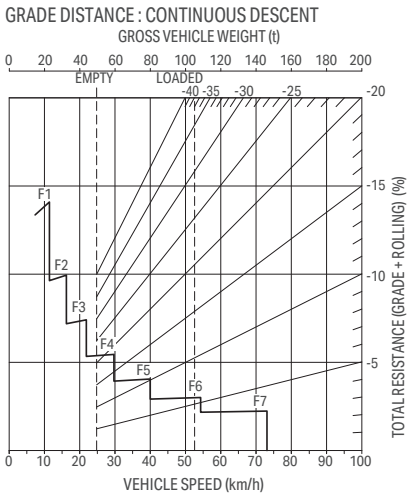
HD465-10



TRAVEL PERFORMANCE

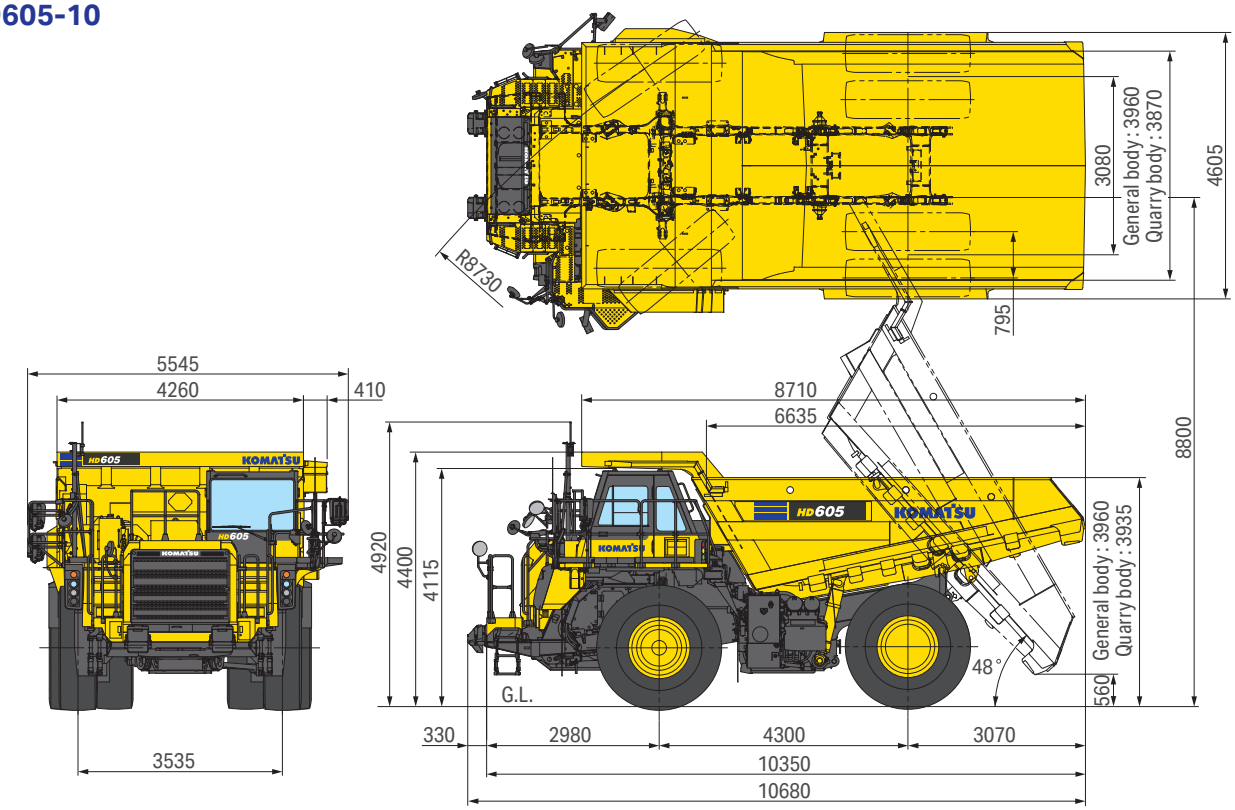


BRAKE PERFORMANCE

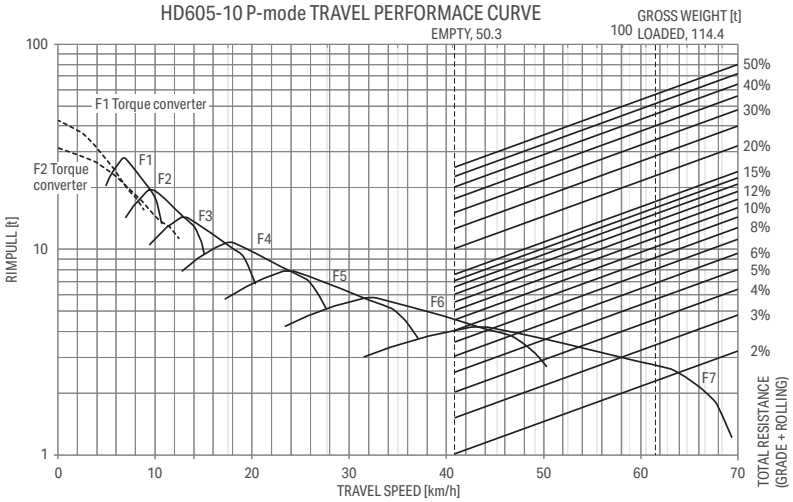


At ambient temperature 40°C
Retarder performance varies depending on ambient temperature.

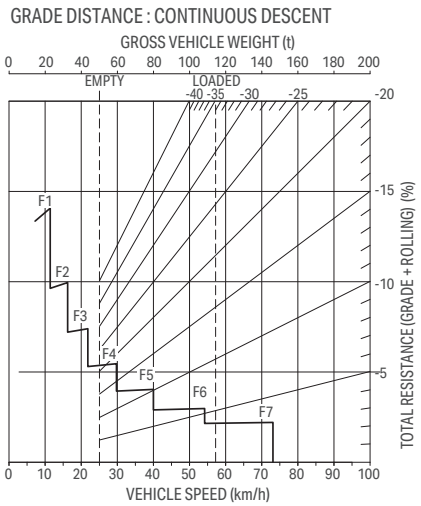
HD605-10



TRAVEL PERFORMANCE



BRAKE PERFORMANCE



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

Standard and optional equipment

Engine

Komatsu SAA6D170E-7 turbocharged common rail direct injection diesel engine	●
EU Stage V compliant	●
Remote hydraulically driven, variable speed, reversible cooling fan	●
Selectable operating modes: Power mode, Economy mode and E light mode	●
Auto-deceleration function	●
Adjustable auto idle shutdown	●
Alternator 100 A / 24 V	●
Starter motor 2 × 7,5 kW	●
Batteries 4 × 12 V / 190 Ah	●
Dry type air cleaner, double element with dust indicator	●
Power mode time limiter	○

Body

Body exhaust heating kit	●
Spill guard, 300 mm, bolt-on type	●
Electronic hoist control system	●
Rock ejector bars	●
Safety pin	●
Tire guard, rear, bolt-on type	●
Cab guard, left, bolt-on type	●
Platform guard, bolt-on type	●

LED lighting system

Back-up light	●
Headlights high and low beam	●
Side lamps, left and right	●
Fog lights	●
Stop and tail lights, turn indicator lights with hazard function	●
Dump lights	●

Axles and tyres

Hydropneumatic suspension (front and rear)	●
Tyres 24.00 R35	●
Komatsu Traction Control System	●
Automatic suspension, 3-mode	○

Cabin

ROPS/FOPS cab, sound suppression type with tinted windows, front laminated glass, two doors (left and right)	●
Operator seat, air suspension type with heating, ventilation and retractable 3-point seat belt	●
Trainer seat with 2-point retractable seat belt	●
Steering wheel, tilt and telescopic	●
Air conditioner	●
Sun visor	●
Windshield washer and wiper (with intermittent feature)	●
Cigarette lighter, ashtray, cup holder, space for lunch box	●
AM/FM radio with AUX terminal, USB, Bluetooth® and hands-free function	●
Body dump counter	●
Eco-gauge and Eco guidance	●
2 × 12 Volt power supply	●
Operator seat, air suspension type with heating, ventilation and retractable 4-point seat belt	○

Safety equipment

Speed limiter	●
Back-up alarm	●
Automatic supplementary steering	●
Coolant temperature alarm and light	●
Battery main switch	●
Hand rails for platform	●
Horn, electric	●
Ladders, left and right hand side	●
Front brake cut-off system	●
Protective fence around engine hood	●
Heated rear-view mirrors	●
Under-view mirrors	●
Rear-view camera system	●
Secondary engine shutdown switch (inside cab)	●
Hydraulically controlled wet multiple-disc brakes and retarder	●
Overrun warning and prevention system	●
Overturn warning system	●
Pedal-operated secondary brake	●
Neutral coast inhibitor	●
Emergency engine stop switch	●
Starter disconnect switch	●
Step light	●
Overload speed limiter	●
Body position alarm	●
Antilock brake system (ABS)	○
Operator seat belt audio visual alarm with external green lamp	○

Service and maintenance

Large LCD colour monitor panel	●
Komtrax Plus – Komatsu wireless monitoring system	●
Komatsu Care – a maintenance program for Komatsu customers	●
Electric refuelling pump	●
Fuel tank with fast fill coupler	●
Engine room lamp	●
Centralised greasing points (4)	●
Battery jump start	●
Hydraulic oil filter clogging alarm	●
PM service connections	●
Wheel chocks	●
Radiator shutter, canvas type	○

Other equipment

Mud guards	●
Engine underguard	●
Propeller shaft guards, front and rear	●
Transmission underguard	●
Komatsu Diesel Particulate Filter (KDPF) thermal guard	●
Fire prevention covers	●
Auto Retard Speed Control (ARSC)	●
Payload meter (PLM)	●
Hill start assist	●
Engine side covers	●
Lockable fuel cap and covers	●
Brake cooling oil recovery tank	●
Electric circuit breakers, 24 V	●
Full automatic transmission with lock-up clutch	●
Modular core radiator system	●
Engine coolant and oilpan heaters	○

Further equipment on request

● standard equipment
○ optional equipment

This specification sheet may contain attachments and optional equipment that are not available in your area.
Please consult your local Komatsu distributor for those items you may require.
Materials and specifications are subject to change without notice.

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