ENGINE POWER
575 kW / 771 HP @ 2.000 rpm

MAXIMUM GVW
HD465-7: 101.540 kg
HD605-7: 113.190 kg

BODY CAPACITY, HEAPED
HD465-7: 34,2 m³
HD605-7: 40,0 m³

KOMATSU

HD465-7
HD605-7

HD
465
605

OFF-HIGHWAY TRUCK

HD465-7 / HD605-7

WALK-AROUND

Productivity features

- High performance Komatsu SAA6D170E-5 engine
- Variable horsepower control at Economy mode
- Automatic Idling Setting System (AISS)
- Hydraulically controlled wet multiple-disc brakes and retarder
- Auto Retard Speed Control (ARSC)
- High strength body
- Minimum turning radius: 8,5 m
- ABS (Anti-Lock Braking System) (Option)
- ASR (Automatic Spin Regulator) (Option)

Komatsu SAA6D170E-5

engine with high pressure common rail injection delivers ample power in a fuel efficient way.

Environment-friendly

- Low operating noise
- Low fuel consumption
- Lead-free radiator
- Brake cooling oil recovery tank

HD465-7
HD605-7

ENGINE POWER
575 kW / 771 HP @ 2.000 rpm

MAXIMUM GVW
HD465-7: 101.540 kg
HD605-7: 113.190 kg

BODY CAPACITY, HEAPED
HD465-7: 34,2 m³
HD605-7: 40,0 m³

Operator environment

- Wide, spacious cab with excellent visibility
- Ergonomically designed cab
- Easy-to-see instrument panel
- Air suspension seat
- Tiltable, telescoping steering wheel and low effort pedals
- Electric body dump control lever
- K-ATOMiCS transmission with “Skip-Shift” function
- Hydropneumatic suspension for all terrains
- Viscous cab mounts
- Built-in ROPS/FOPS
- Supplementary steering (Automatic)
- Pedal-operated secondary brakes
- Three-mode hydropneumatic suspension (auto-suspension) (Option)
- Front stairway with handrails

Reliability features

- Fully hydraulic brake system
- Reliable Komatsu manufactured major components
- High-rigidity frame
- Wet multiple-disc brakes
- Flat face-to-face O-ring seals
- Sealed DT-connectors
- Highly reliable hydraulic system

Easy maintenance

- Long oil change interval
- Centralized greasing points
- Centralized arrangement of filters
- Flanged type rims
- KOMTRAX™ - Komatsu satellite monitoring system
- KOMTRAX™ Plus (Vehicle Health Monitoring System)
- Satellite communication system for KOMTRAX™ Plus

PRODUCTIVITY FEATURES

High performance SAA6D170E-5 engine

Electronic control system

Komatsu's electronic control system monitors the vehicle performance, optimizing emissions, fuel efficiency and noise levels, even under extreme conditions.

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.

Engine power mode selection system

The system allows selection of the appropriate mode between two modes "Power mode" or "Economy mode" according to each working condition. The mode is easily selected using a switch in the operator's cab.

Power mode
Great productivity can be attained by taking full advantage of high output power. It is appropriate for job sites where large production on an uphill haul is required.

Economy mode (Variable horsepower control)
Engine speeds of the maximum output, downshift, and upshift are set to a lower level. It is suitable for light work on a flat haul.

7-speed, fully automatic K-ATOMiCS transmission

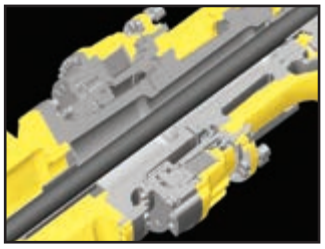
The K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System) automatically selects the optimum gear according to vehicle speed, engine speed and the shift position you've chosen. The result: the best gear for any driving situation.

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

Hydraulically controlled wet multiple-disc brakes and retarder

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

- Retarder absorbing capacity (continuous descent): 785 kW 1.052 HP
- Brake surface (rear): 64.230 cm²

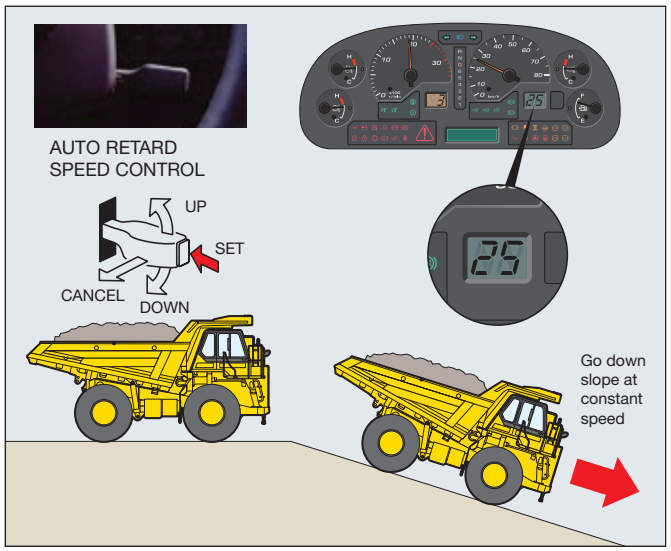


Automatic Idling Setting System (AISS)

This system facilitates quick engine warm-up and cab cooling/warming. When setting the system ON, engine idle speed is kept at 945 rpm when coolant temperature is 50 °C or lower. Speed automatically returns to 750 rpm when coolant temperature reaches 50 °C.

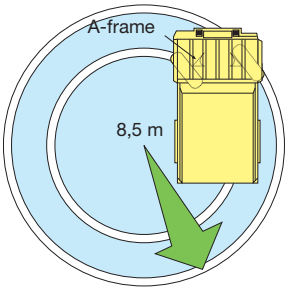
Auto Retard Speed Control (ARSC)

ARSC allows the operator to simply set the downhill travel speed and go down slopes at a constant speed. As a result, the operator can concentrate on steering. The speed can be set at increments of 1 km/h per click to match the optimum speed for the slope. Also, when it is predicted that the retarder oil temperature becomes overheated, since the retarder oil temperature is always monitored, operator is informed this by warning lamp.



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.



ABS (Anti-Lock Braking System) (Option)

Using its outstanding electronics technology, Komatsu is the first in the industry to introduce ABS on construction machinery. This system prevents the tyres from locking, thus minimizes skidding under slippery conditions while applying the service brake.

ASR (Automatic Spin Regulator) (Option)

ASR automatically prevents the rear tyres on either side from slipping on soft ground for optimal traction. The steering angle is monitored in order to ensure smooth turning.

OPERATOR ENVIRONMENT

Wide, spacious cab with excellent visibility

The wide cab provides a comfortable space for the operator and a full size trainer's seat. A large electrically operated window and the operator's seat positioned on the left hand side ensures superior visibility.

Ergonomically designed cab

The ergonomically designed operator's compartment makes it very easy and comfortable for the operator to use all the controls. The result is more confident operation by operators and greater productivity. A rear view camera and monitor system is supplied as standard.

Easy-to-see instrument panel

The instrument panel makes it easy to monitor critical machine functions. In addition, a caution light warns the operator of any problems that may occur. This Komatsu on-board monitoring system makes the machine very friendly and easy to service.

Air suspension seat is standard

The air suspension, fabric-covered seat which is adjustable to the operator's weight is provided as standard. The air suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue as well as holding the operator securely to assure confident operation.

Steering wheel and pedals

Low effort pedals reduce operator fatigue when working continuously for long periods. The tiltable, telescoping steering column enables operators to maintain an optimum driving position at all times.

Electric body dump control lever

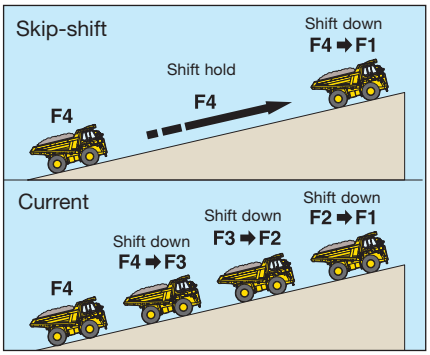
The low effort lever makes dumping easier than ever. A positioning sensor is installed for dump body control which significantly reduces the shock made by the lowering of the dump body.

K-ATOMiCS with "Skip-Shift" function

The K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System) ensures proper clutch modulation pressure when the clutch is engaged. The total control system controls both the engine and transmission by monitoring the vehicle conditions. This system and newly added "skip-shift" function ensure smooth shifting and responsive acceleration.

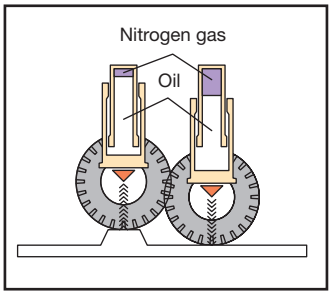
"Skip-shift" function

The optimum travel speed automatically selected in response to the angle of ascent. Reduced frequency of down shifts and smoother operation are provided.



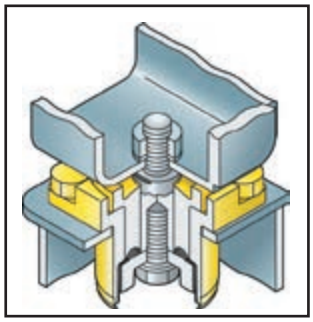
Hydro-pneumatic suspension for all terrains

The hydro-pneumatic suspension assures a comfortable ride even over rough terrain and ensures maximum productivity and operator confidence.



Viscous cab mounts

Viscous mounts reduce the noise transmitted to the cab and achieve a quiet 78 dB(A) noise level



Built-in ROPS/FOPS

These structures conform to ISO 3471 and SAE J1040 standards and ISO 3449 and SAE J231 FOPS standards.

Supplementary steering and secondary brakes

Supplementary steering and secondary brakes are standard features.
Steering: ISO 5010, SAE J1511, SAE J53
Brakes: ISO 3450, SAE J1473

Three-mode hydropneumatic suspension (Auto-suspension) (Option)

For a comfortable and stable ride, the suspension mode is automatically switched to one of three stages (soft, medium and hard) according to load and operating conditions.

Stairway

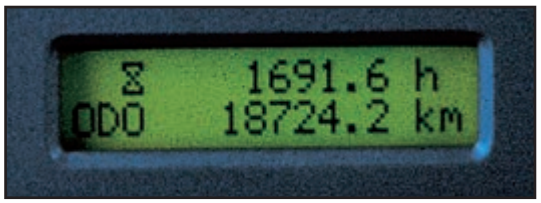
A stairway at the front of the radiator grill simplifies such everyday operations as getting on and off the machine.

ADVANCED MONITORING SYSTEM

Availability rate with vehicle monitoring system

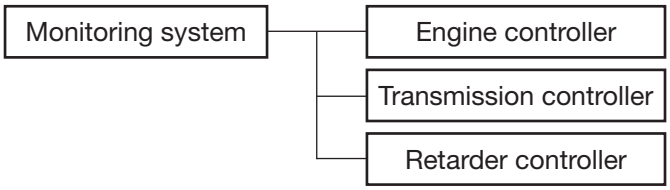
The electronic display panel shows current vehicle condition and how to fix them with action codes and check results with service codes. Thus, vehicle management is easier and the working rate is higher. At the same time the monitoring data is saved to be used for later troubleshooting.

Equipment Management Monitoring System (EMMS)



This window is normally used as the service meter/ odometer. If the dump truck has any abnormality or needs to be inspected or serviced, a message of proper remedy and an action code are displayed in this window. Each time the starting switch is turned on, the system is checked. If any filter or oil needs to be replaced at this time, the maintenance caution lamp flashes or lights up and the filter or oil to be replaced is displayed. If any abnormality occurs in the dump truck, a message is dispayed on the character diplay to notify the operator of what action to take. Accordingly, the operator can take that action immediately. The abnormality is displayed as a fault code on the character display and stored so that it will be available for quick troubleshooting to shorten downtime.

Monitoring network



EASY MAINTENANCE

Centralized greasing points

Greasing points are centralized at three locations.

Flange type rims

Flange type rims provide easy removal/installation of the tyres.

Electric circuit breaker

A circuit breaker is adopted in important electric circuits that should be restored in a short time when a problem occurs in the electrical system.

Centralized arrangement of filters

The filters are centralized so that they can be serviced easily.

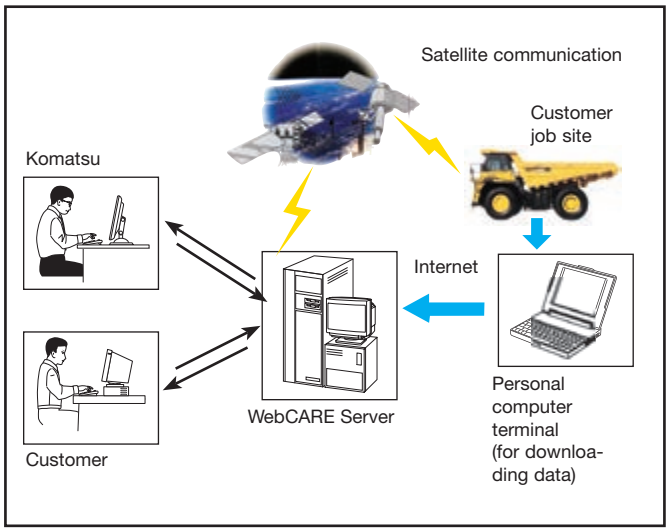
Extended service intervals

In order to minimize operating costs, service intervals have been extended:

- Engine oil 500 hours
- Hydraulic oil 4.000 hours

KOMTRAX™ Plus (Vehicle Health Monitoring System)

The KOMTRAX™ Plus controller monitors the health conditions of major components and enables analysis of the machine and its operations. The KOMTRAX™ Plus controller monitors and stores all data received from the engine and transmission controller and various additional sensors on the major components. This way, it's possible to record the evolution of the machine's health condition. This data can be downloaded via a portable computer or via satellite communication. In both cases, customers and Komatsu specialists can analyse this downloaded data and follow up trends in the machine's condition. When using the satellite communications, the Komatsu specialist can inform you whenever an abnormal condition occurs. This way, repair and maintenance costs can be optimised, and maximum machine availability can be maintained.
The Komatsu satellite monitoring system, KOMTRAX™ lets you pin-point the precise location of your machines.



Payload meter function on KOMTRAX™ Plus

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

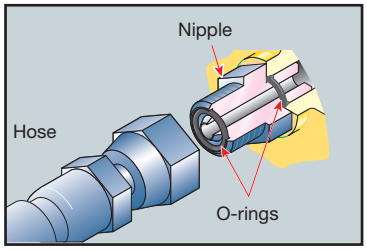
RELIABILITY FEATURES

Komatsu components

Komatsu manufactures the engine, torque converter, transmission, hydraulic units, and electrical parts on this dump truck. Komatsu dump trucks are manufactured with an integrated production system under a strict quality control system.

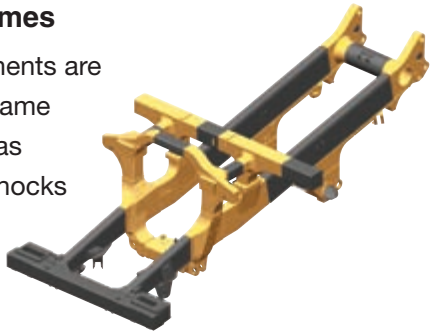
Flat face-to-face O-ring seals

Flat face-to-face O-ring seals are used to securely seal all hydraulic hose connections and to prevent oil leakage.



High-rigidity frames

Cast-steel components are used in the main frame for high-stress areas where loads and shocks are most concentrated.



Sealed DT-connectors

Main harnesses and controller connectors are equipped with sealed DT-connectors providing high reliability, water resistance and dust resistance.

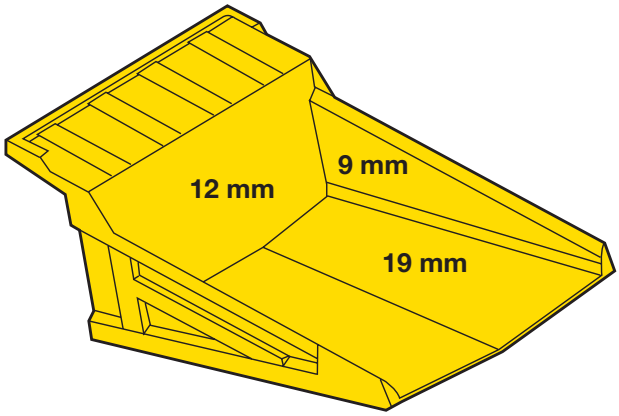
Wet multiple-disc brakes and fully hydraulic braking system

For lower maintenance costs and higher reliability. Wet disc brakes are fully sealed. Contaminants are kept out, reducing wear and maintenance. Brakes require no adjustments for wear, meaning even lower maintenance. The new parking brake is also an adjustment- free, wet multiple-disc for high reliability and long life. Added reliability is designed into the braking system by the use of three independent hydraulic circuits. Provides hydraulic backup should one of the circuits fail. Fully hydraulic brakes system means no air system to bleed, or condensation of water that can lead to contamination, corrosion, and freezing.

Reliable hydraulic system

A large capacity oil cooler is installed in each hydraulic circuit, improving the reliability of the hydraulic units during sudden temperature rises. Further, in addition to the main filter, a 10-micron line filter is located at the entrance to the transmission control valve. This system helps to prevent secondary faults.

HD465-7: High-strength body



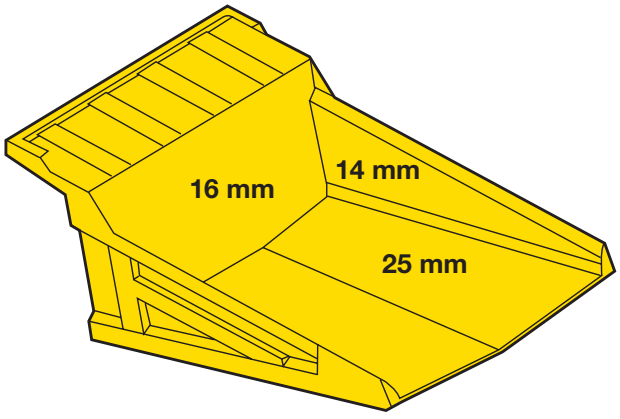
The body is built of 130 kg/mm² wear-resistant high-tensile steel with a Brinell hardness of 400. The V-shape design also increases structural strength, and provides excellent load stability.

Body capacity HD465-7

Struck: 25,0 m³
Heaped 3:1: 29,5 m³
Heaped 2:1 SAE: 34,2 m³

HD605-7: Ultra-hard, wear-resistant, high-tensile-strength steel plates

Komatsu and leading European and Japanese steel makers have developed a new ultra-hard, wear-resistant steel with a tensile strength of 145 kg/mm², 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 two 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 tyres and high maximum loading capacities.



Body capacity HD605-7

Struck: 29,0 m³
Heaped 3:1: 36,0 m³
Heaped 2:1 SAE: 40,0 m³

SPECIFICATIONS HD465-7

ENGINE

Model ..... Komatsu SAA6D170E-5
Type ..... Common rail direct injection, water-cooled, turbocharged, after-cooled, cooled EGR diesel
Engine power
- at rated engine speed ..... 2.000 rpm
- ISO 14396 ..... 575 kW / 771 HP
- ISO 9249 (net engine power) ..... 557 kW / 747 HP

No. of cylinders 6
Bore × stroke ..... 170 × 170 mm
Displacement ..... 23,15 ltr
Max. torque ..... 3.324 Nm/339 kgf·m
Governor ..... Electronically controlled
Lubrication system:
- Lubrication method ..... Gear pump, force lubrication
- Filter ..... Full flow

Air filter ..... Dry type with double elements and precleaner (cyclonpack type), plus dust indicator

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 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
Max. travel speed ..... 70 km/h

AXLES

Final drive type ..... Planetary gear
Rear axle ..... Full floating
Ratios:
- Differential 3,538
- Planetary 4,737

SUSPENSION

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.
Effective cylinder stroke:
- Front suspension ..... 303 mm
- Rear suspension ..... 140 mm

Rear axle oscillation:
- Oil stopper ..... 6,8°
- Mechanical stopper ..... 7,7°

STEERING SYSTEM

Type ..... Fully hydraulic power steering with two double-acting cylinders
Supplementary steering ..... Automatically and manually controlled (meets ISO 5010, SAE J1511 and SAE J53)
Minimum turning radius, centre of front tyre ..... 8,5 m
Maximum steering angle (outside tyre) ..... 39°

BRAKES

Brakes meet ISO 3450 and SAE J1473 standards.
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) ..... 785 kW / 1.052 HP
Secondary brake ..... A relay valve automatically actuates the service brakes when hydraulic pressure drops below the rated level. Manual operation is also possible.
Brake surface:
- Front ..... 1.936 cm²
- Rear ..... 64.230 cm²

HYDRAULIC SYSTEM

Hoist cylinder ..... Twin, 2-stage telescopic type
Relief pressure ..... 20,6 MPa/210 kg/cm²
Hoist time (at high idle) ..... 11,5 sec
Lowing time (float) ..... 10,5 sec

CAB

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards and ISO 3449 and SAE J231 FOPS (Falling Object Protective Structure) standard.

MAIN FRAME

Type ..... Box-sectioned construction

TYRES

Standard tyres 24.00 R35

BODY

Capacity:
- Struck ..... 25,0 m³
- Heaped (3:1) ..... 29,5 m³
- Heaped (2:1, SAE) ..... 34,2 m³

Payload ..... 55 metric tons
Material ..... 130 kg/mm²
400 Brinell high tensile strength steel
Material thickness:
- Bottom ..... 19 mm
- Front ..... 12 mm
- Sides ..... 9 mm

Target area (inside length × width) ..... 6.450 mm × 3.870 mm
Dumping angle ..... 48°
Height at full dump ..... 8.905 mm
Heating ..... Exhaust heating

ENVIRONMENT

Engine emissions ..... Exempt from EU exhaust emission regulations
Noise levels:
- LpA operator ear ..... 78 dB(A) (ISO 6396 dynamic test)

Vibration levels (EN 12096:1997)
- Hand/arm ..... ≤ 2,5 m/s² (uncertainty K = 0,76 m/s²)
- Body ..... ≤ 0,5 m/s² (uncertainty K = 0,22 m/s²)

Contains fluorinated greenhouse gas HFC-134a (GWP 1430).
Quantity of gas 0,9 kg, CO_2 equivalent 1,29 t

WEIGHT (APPROX.)

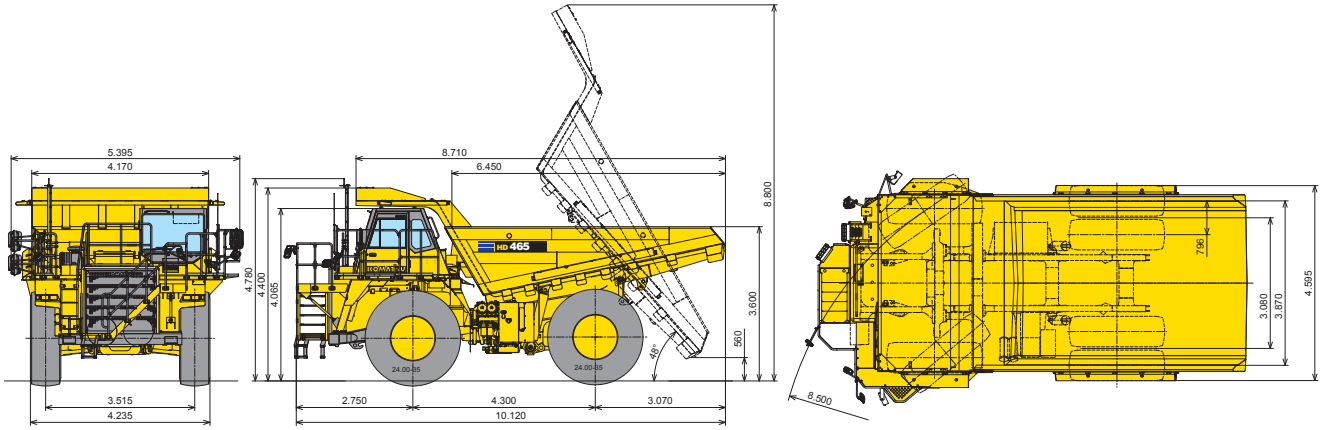
Empty weight ..... 46.540 kg
Gross vehicle weight ..... 101.540 kg
Not to exceed max. gross vehicle weight, including options, fuel and payload.
Weight distribution
Empty:
- Front axle 47%
- Rear axle 53%

Loaded:
- Front axle 32%
- Rear axle 68%

SERVICE REFILL CAPACITIES

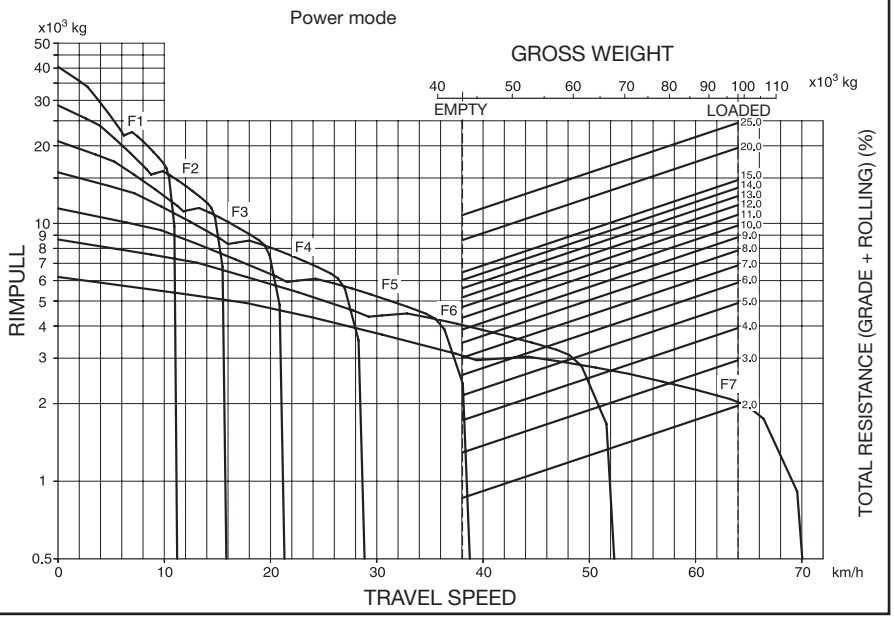
Fuel tank ..... 780 ltr
Engine oil ..... 80 ltr
Torque converter, transmission and retarder cooling ..... 215 ltr
Differentials (total) ..... 95 ltr
Final drives (total) ..... 42 ltr
Hydraulic system ..... 122 ltr
Suspension (total) ..... 55,6 ltr

MACHINE DIMENSIONS HD465-7



TRAVEL PERFORMANCE

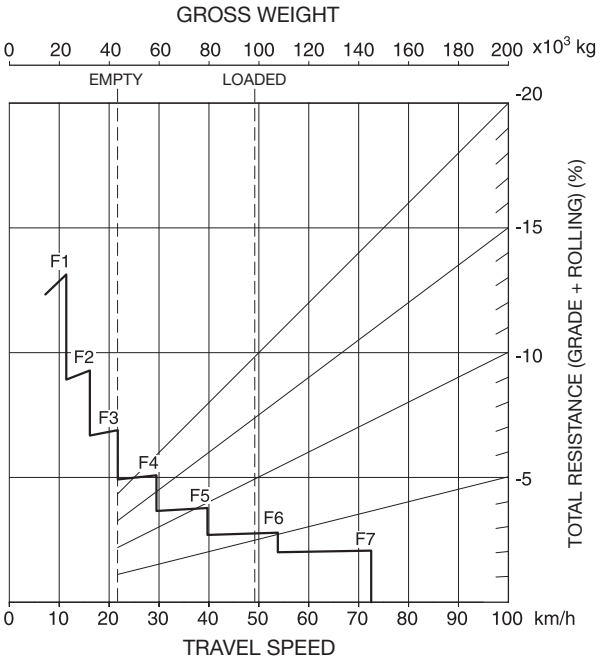
To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rimpull depends upon traction available and weight on drive wheels.



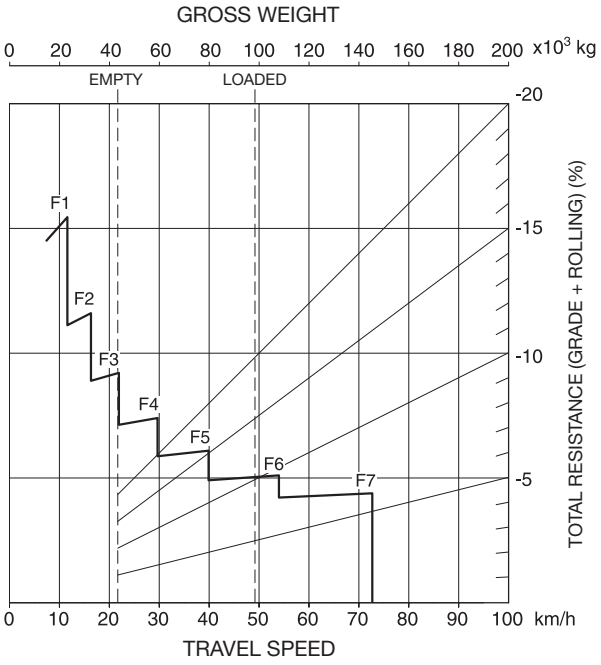
RETARDER PERFORMANCE

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.

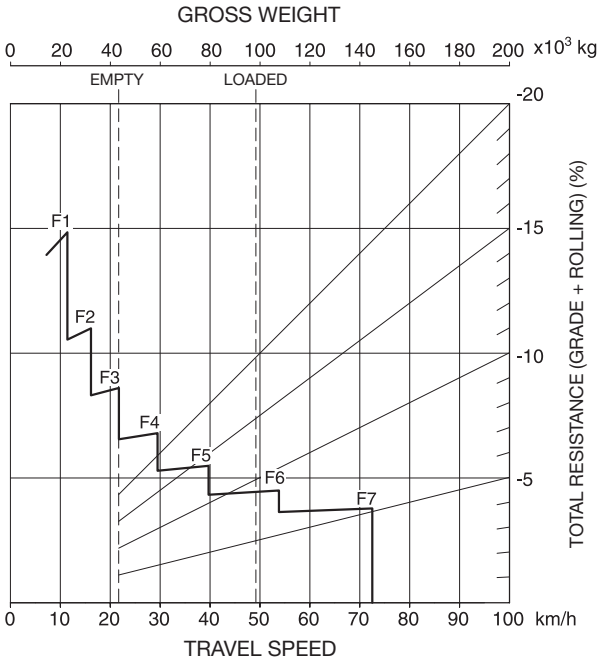
GRADE DISTANCE: CONTINOUS DESCENT



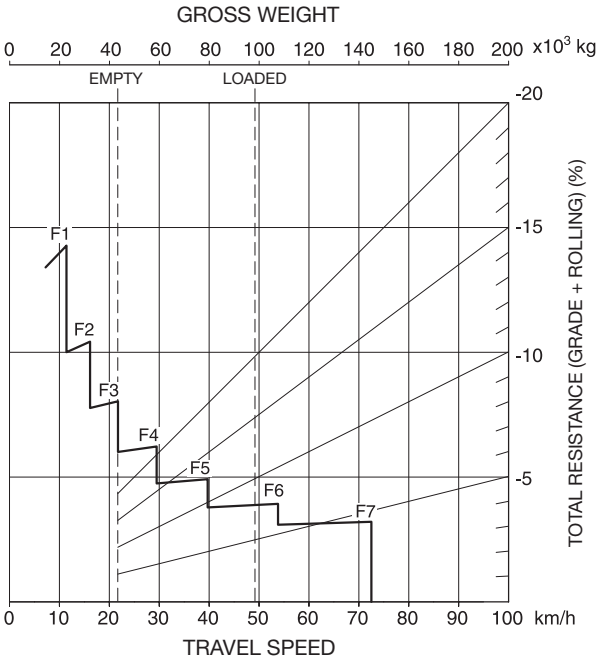
GRADE DISTANCE: 450 m



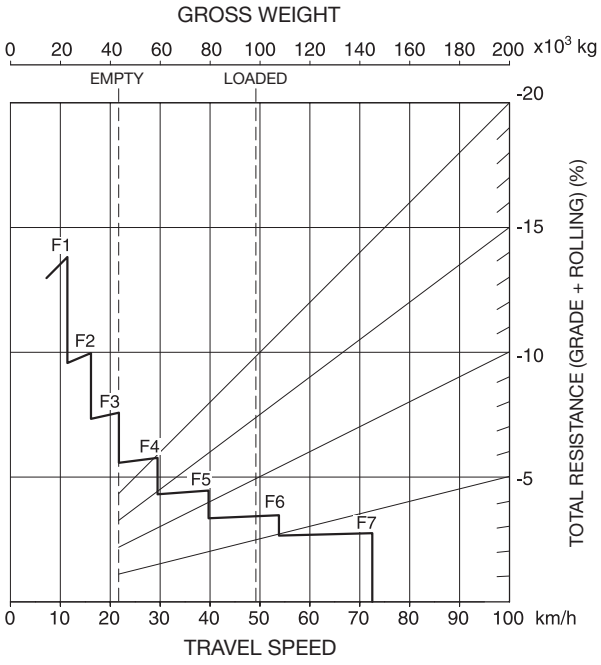
GRADE DISTANCE: 600 m



GRADE DISTANCE: 900 m



GRADE DISTANCE: 1.500 m



SPECIFICATIONS HD605-7

ENGINE

Model ..... Komatsu SAA6D170E-5
Type ..... Common rail direct injection, water-cooled, turbocharged, after-cooled, cooled EGR diesel
Engine power
- at rated engine speed ..... 2.000 rpm
- ISO 14396 ..... 575 kW / 771 HP
- ISO 9249 (net engine power) ..... 557 kW / 747 HP

No. of cylinders 6
Bore × stroke ..... 170 × 170 mm
Displacement ..... 23,15 ltr
Max. torque ..... 3.324 Nm/339 kgf·m
Governor ..... Electronically controlled
Lubrication system:
- Lubrication method ..... Gear pump, force lubrication
- Filter ..... Full flow

Air filter ..... Dry type with double elements and precleaner (cyclonpack type), plus dust indicator

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 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
Max. travel speed ..... 70 km/h

AXLES

Final drive type ..... Planetary gear
Rear axle ..... Full floating
Ratios:
- Differential 3,538
- Planetary 4,737

SUSPENSION

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.
Effective cylinder stroke:
- Front suspension ..... 303 mm
- Rear suspension ..... 140 mm

Rear axle oscillation:
- Oil stopper ..... 6,8°
- Mechanical stopper ..... 7,7°

STEERING SYSTEM

Type ..... Fully hydraulic power steering with two double-acting cylinders
Supplementary steering ..... Automatically and manually controlled (meets ISO 5010, SAE J1511 and SAE J53)
Minimum turning radius, centre of front tyre ..... 8,5 m
Maximum steering angle (outside tyre) ..... 39°

BRAKES

Brakes meet ISO 3450 and SAE J1473 standards.
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) ..... 785 kW / 1.052 HP
Secondary brake ..... A relay valve automatically actuates the service brakes when hydraulic pressure drops below the rated level. Manual operation is also possible.
Brake surface:
- Front ..... 1.936 cm²
- Rear ..... 64.230 cm²

HYDRAULIC SYSTEM

Hoist cylinder ..... Twin, 2-stage telescopic type
Relief pressure ..... 20,6 MPa/210 kg/cm²
Hoist time (at high idle) ..... 11,5 sec
Lowing time (float) ..... 10,5 sec

CAB

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards and ISO 3449 and SAE J231 FOPS (Falling Object Protective Structure) standard.

MAIN FRAME

Type ..... Box-sectioned construction

TYRES

Standard tyres 24.00 R35

BODY

Capacity:
- Struck ..... 29,0 m³
- Heaped (3:1) ..... 36,0 m³
- Heaped (2:1, SAE) ..... 40,0 m³

Payload ..... 63 metric tons
Material ..... 145 kg/mm²
450 Brinell high tensile strength steel
Material thickness:
- Bottom ..... 25 mm
- Front ..... 16 mm
- Sides ..... 14 mm

Target area (inside length × width) ..... 6.600 mm × 3.870 mm
Dumping angle ..... 48°
Height at full dump ..... 8.905 mm
Heating ..... Exhaust heating

ENVIRONMENT

Engine emissions ..... Exempt from EU exhaust emission regulations
Noise levels:
- LpA operator ear ..... 78 dB(A) (ISO 6396 dynamic test)

Vibration levels (EN 12096:1997)
- Hand/arm ..... ≤ 2,5 m/s² (uncertainty K = 0,79 m/s²)
- Body ..... ≤ 0,5 m/s² (uncertainty K = 0,22 m/s²)

Contains fluorinated greenhouse gas HFC-134a (GWP 1430).
Quantity of gas 0,9 kg, CO_2 equivalent 1,29 t

WEIGHT (APPROX.)

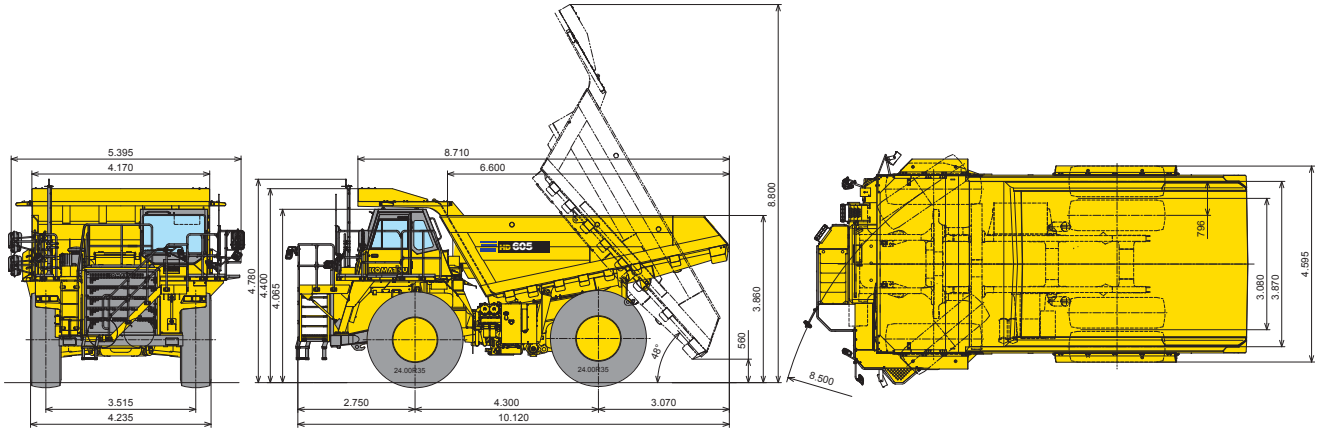
Empty weight ..... 50.190 kg
Gross vehicle weight ..... 113.190 kg
Not to exceed max. gross vehicle weight, including options, fuel and payload.
Weight distribution
Empty:
- Front axle 47%
- Rear axle 53%

Loaded:
- Front axle 32%
- Rear axle 68%

SERVICE REFILL CAPACITIES

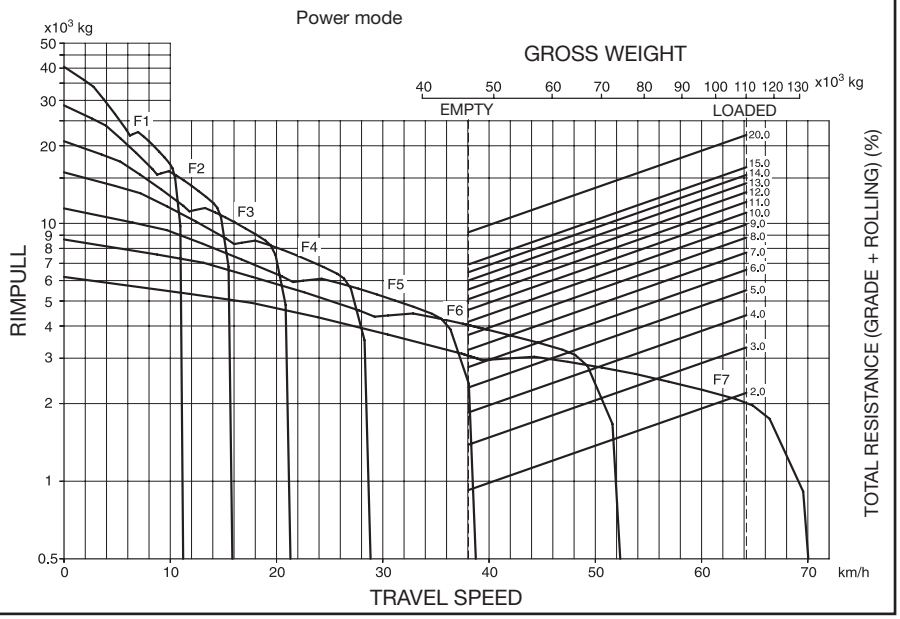
Fuel tank ..... 780 ltr
Engine oil ..... 80 ltr
Torque converter, transmission and retarder cooling ..... 215 ltr
Differentials (total) ..... 95 ltr
Final drives (total) ..... 42 ltr
Hydraulic system ..... 122 ltr
Suspension (total) ..... 55,6 ltr

MACHINE DIMENSIONS HD605-7



TRAVEL PERFORMANCE

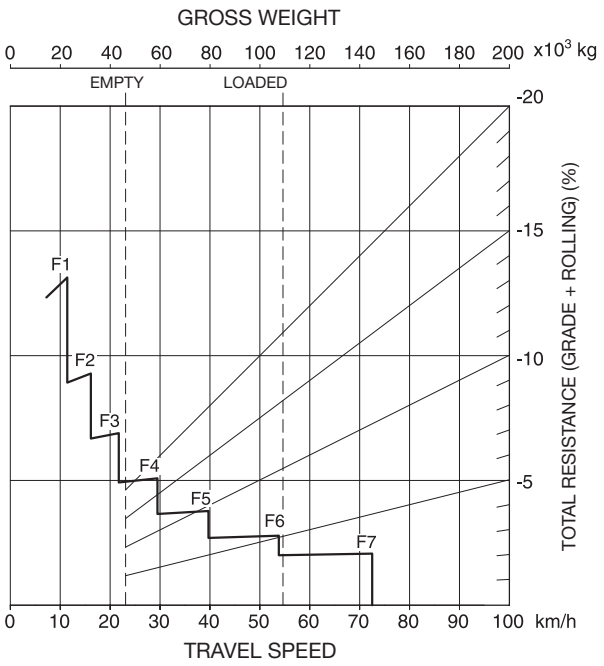
To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rimpull depends upon traction available and weight on drive wheels.



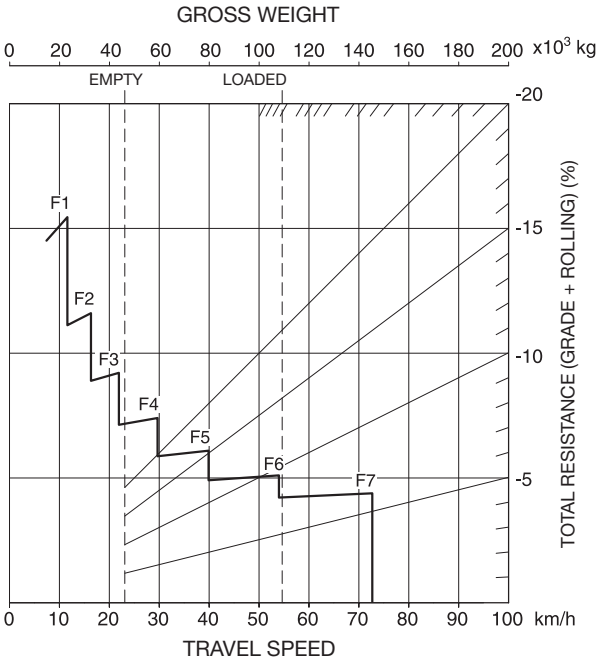
RETARDER PERFORMANCE

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.

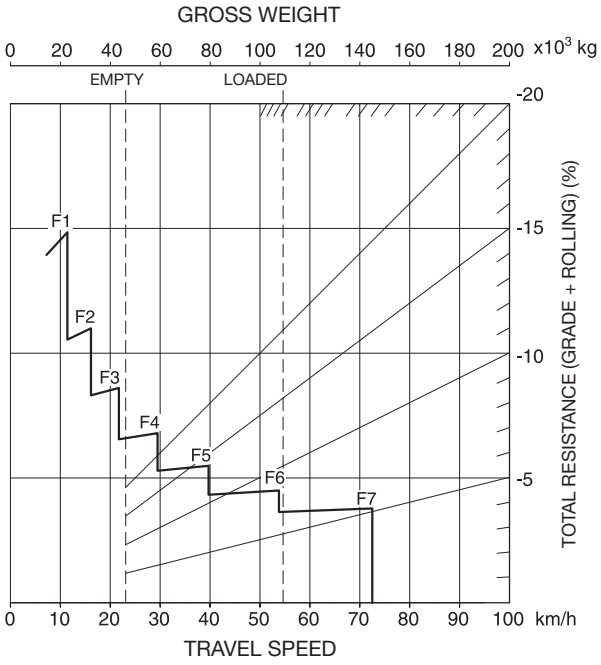
GRADE DISTANCE: CONTINOUS DESCENT



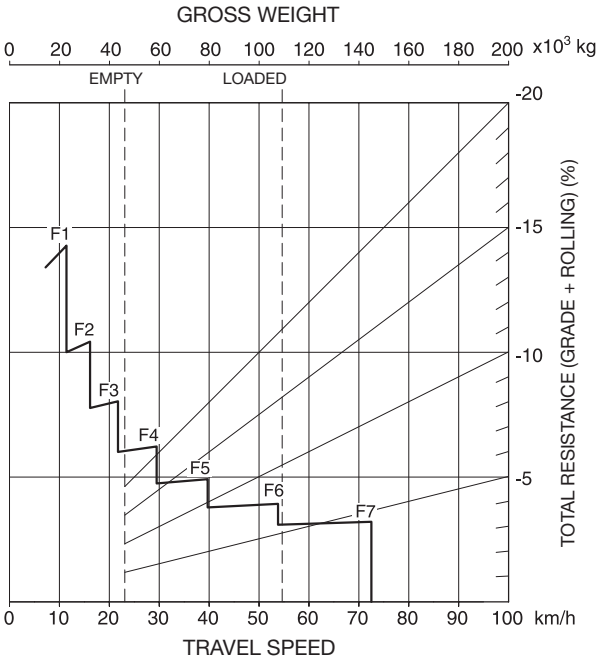
GRADE DISTANCE: 450 m



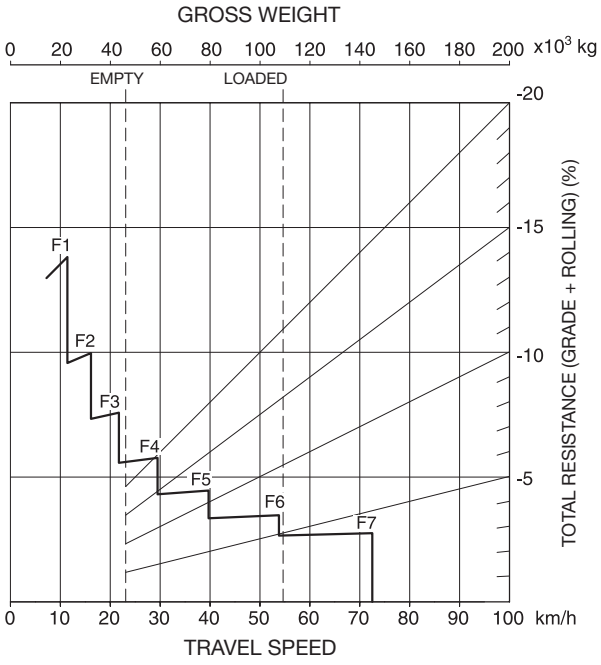
GRADE DISTANCE: 600 m



GRADE DISTANCE: 900 m



GRADE DISTANCE: 1.500 m



OFF-HIGHWAY TRUCK

STANDARD EQUIPMENT

ENGINE
- Komatsu SAA6D170E-5 engine, exempt from EU exhaust emission regulations
- AISS (Automatic Idling Setting System)
- Engine power mode selection system
- Alternator 90 A/24 V
- Batteries 2 × 12 V/200 Ah
- Starting motor 2 × 7,5 kW

CAB
- ROPS cab with FOPS, sound suppression type
- Two doors, left and right
- Air conditioner
- Electronic maintenance display/ monitoring system
- Electronic hoist control system
- Operator seat, reclining, air suspension type with retractable 78 mm width seat belt
- Power windows
- Steering wheel, tilt and telescopic
- Sun visor
- Sun visor, additional
- Tinted glazing
- Pre radio installation
- Cigarette lighter, ashtray, cup holder, space for lunch box
- Windshield washer and wiper (with intermittent feature)

LIGHTING SYSTEM
- Back-up light
- Hazard lights
- Headlights with dimmer switch
- Indicator, stop and tail lights
- Fog lights

GUARDS AND COVERS
- Exhaust thermal guard
- Fire prevention covers
- Engine underguard
- TM underguard
- Drive shaft guard (front and rear)
- Engine side covers
- Lockable fuel cap and covers
- Front stairway with handrails

SAFETY EQUIPMENT
- Back-up alarm
- Horn, electric
- Coolant temperature alarm and light
- Hand rails for platform
- Front brake cut-off system
- Ladders, left and right hand side
- Supplementary steering
- Secondary brake
- ARSC (Auto Retard Speed Control)
- Heated rearview mirrors
- Underview mirrors
- Rear view camera and monitor
- Overturn warning system

OTHER
- Centralized greasing
- Electric circuit breaker, 24 V
- PM service connections
- Poor fuel arrangement (water and dust)
- Fuel tank with fast fill coupler
- KOMTRAX™ - Komatsu satellite monitoring system
- KOMTRAX™ Plus (Vehicle Health Monitoring System)
- Satellite communication system for KOMTRAX™ Plus
- Payload meter function on KOMTRAX™ Plus

REGULATIONS
- Complies with EC requirements

BODY
- Body exhaust heating
- Cab guard (left hand side)
- Spill guard, 300 mm
- Platform guard (right hand side)
- Tyre guards
- Mud guards

RIMS
- Rims for 24.00-35 / 24.00-R35

OPTIONAL EQUIPMENT

CAB
- Cassette-radio

BODY
- Body liner (HD465-7)
- Rock body (HD465-7)
- Side extension, 200 mm (HD465-7)
- Muffler without body heating
- Muffler with body heating

LIGHTING SYSTEM
- Rear working lights, left and right

SAFETY EQUIPMENT
- ABS (Anti-lock Braking System)
- ASR (Automatic Spin Regulator)

ARRANGEMENTS
- High-capacity batteries 4 × 12 V / 200 Ah
- Cold area arrangement (-30 °C to 40 °C)
- Sandy and dusty area arrangement

OTHER
- Auto greasing system
- Engine coolant heater
- Engine oilpan heater
- First aid kit
- Radiator shutter, canvas type
- Three-mode automatic hydropneumatic suspension

TYRES
- 24.00-35-36PR (F4) (HD465-7)
- 24.00 R35

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EESS018108 01/2017