

# KOMATSU

## D65EXi/PXi-18

Australian & New Zealand specifications

ecot3

ENGINE POWER

162kW / 217HP @ 1950rpm

OPERATING WEIGHTS

D65EXi - Drawbar: 20740 kg

D65EXi - Rippers: 23373 kg

D65PXi - Drawbar: 22660 kg

D65PXi - Rippers: 24293 kg

D  
65EXi/PXi

CRAWLER DOZER



Photos may include optional equipment.

**intelligent**  
MACHINE CONTROL

# WALK-AROUND

The Komatsu D65EXi/PXi-18 Intelligent Machine Control dozer offers an outstanding improvement in productivity with its innovative and fully automatic blade control function that performs both rough dozing and finish grade in automatic mode. All machine control components are integrated into the dozer at the factory, and work together with other Komatsu machine parts to deliver optimal production levels. With lock-up torque converter and excellent vision, the D65EXi/PXi-18 dozer is reliable and versatile and offers the best value for your money. In fact, its unique and unrivalled on the market today.

## ***INTELLIGENT MACHINE CONTROL***

- 3D GNSS system
- Integrated & standard factory installed
- Automated operation from rough dozing to finish grade
- Highly increased efficiency
- Stable position reading better fixture greater accuracy
- Load sensing hydraulics
- Stroke sensing cylinders
- Able to communicate with any OEM UHF / UHF Digital II base stations
- Network RTK Ready

## ***UNMATCHED VISIBILITY AND SAFETY***

- Class leading visibility
- Cab-forward design
- Integrated ROPS/FOPS
- Rear view camera system
- Ultimate bulking and blading machine
- No cables
- No poles
- No external components



## ***HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION***

- Low consumption EU Stage 4/EPA Final Tier IV engine
- Highly efficient torque converter with auto lock-up
- Straight Power Angle Tilt blade with adjustable pitch or SIGMA blade options
- Electronically-controlled, hydraulically-driven fan
- Adjustable Eco-gauge and auto idle stop
- Selectable and customizable working modes

**ENGINE POWER**

162kW / 217HP @ 1950rpm

**OPERATING WEIGHTS**

D65EXi - Drawbar: 20740 kg

D65EXi - Rippers: 23373 kg

D65PXi - Drawbar: 22660 kg

D65PXi - Rippers: 24293 kg

**FIRST-CLASS OPERATOR COMFORT**

- Outstanding 360° visibility
- Large and quiet pressurised cab
- Easy control with Palm Command Control System joysticks (PCCS)
- Air-suspended driver seat positioned close to centre of gravity

**EASY MAINTENANCE**

- Hydraulic driven reversible fan
- Monitor with self-diagnostic function
- Simple and convenient access to service points



Komplimentary maintenance program for customers

**KOMTRAX**

Komatsu Wireless Fleet Monitoring System  
ITC and Intelligent machine control reporting

**HIGH RELIABILITY AND DURABILITY**

- Komatsu PLUS undercarriage standard
- Modular power train design
- Heavy-plate steel used throughout
- Main frame made with welded and cast parts
- Full length track guards available



# INTELLIGENT MACHINE CONTROL

## **Innovative Intelligent Machine Control**

The D65EXi/PXi-18 comes with a fully factory installed 3D Global Navigation Satellite System (GNSS) Machine Control system. Add-on components for machine control typically mounted on the blade are now replaced with a factory installed cab top GNSS antenna, an enhanced inertial measuring unit (IMU+), and with stroke sensing hydraulic cylinders. This integrated sensor package is robust and accurate. It eliminates the daily hassles of installing and removing antennas and cables from the blade, and the wear associated with it.

## **Automatic dozing from start to finish**

While high-precision finish grading can be achieved by dozers with a conventional control system, the D65EXi/PXi-18 can also perform rough dozing in automatic mode. When rough dozing, the fully automatic blade control monitors blade load and adjusts blade elevation, to minimise track slip and, maximising productivity keeping you're blade full all day long for high-efficiency dozing. Blade control adjusts to provide finish grade performance with high-level precision.



We've made great,  
**GREATER**



# INTELLIGENT MACHINE CONTROL



### Factory integrated

All components for machine control are installed during assembly at the Komatsu manufacturing facility, ensuring a reliable and high quality installation.



### Cab top GNSS antenna

No more worries about blade mounted antennas or cables. The cab top GNSS antenna on your D65EXi/PXi-18 reduces risk of damage and theft.



### Enhanced inertial measuring unit (IMU+)

Chassis mounted enhanced inertial measuring unit (IMU+) and intelligent logic provides for finish grade accuracy without blade mounted sensors. Positional updates up to 100 times/second, for high speed automatic operations.



### Stroke sensing hydraulic cylinders

Robust stroke sensing hydraulic cylinders employ proven Komatsu sensor technologies for accurate finish grade performance. Stroke sensing lift, tilt and angle cylinders allow the machine control system to know the exact angle and position of the blade.

Note:

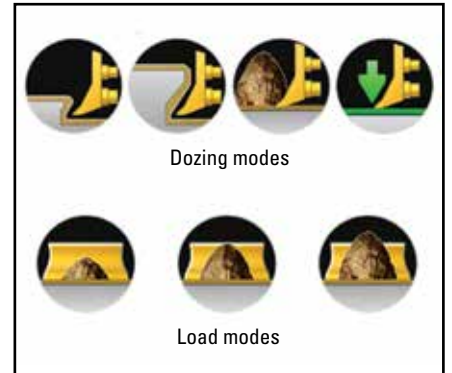
\*D65EXi - SIGMA blade option has 2 x stroke sensing cylinders

\*D65PXi - PAT blade option has 3 x stroke sensing cylinders



### Standard touch screen control box

Factory installed and features simple, easy to use operator interface. Mounted high for excellent visibility, viewing angle is adjustable per operator preference.



Dozing modes

Load modes

### Intuitive selectable load settings

Machine control load settings can be adjusted between presets to tailor response to material conditions. From dry loose sandy soils to wet heavy clay materials, system performance can be targeted accordingly.

### Improved efficiency

The fully automatic modes drastically improve efficiency of dozer operations and dramatically reduce re-do work within your project. Operators can now control their fill layers with automatic control giving you total control of your layer quality across your entire job. Intelligent machine control technology helps even less experienced operators perform top quality work.



### As-built surface track mapping

Cab top GNSS antenna provides for accurate as-built surface data collection by measuring actual elevations as machine continuously tracks in operation. Progress can be measured in real time with operator selectable settings.



No grade checks required, removing the need for people to work around mobile equipment.

# WORKING ENVIRONMENT



## Integrated ROPS Cab

The D65EXi/PXi-18 has a strong integrated ROPS cab. High rigidity and superb sealing performance sharply reduce noise and vibration for the operator and helps prevent dust from entering the cab. This provides the operator a comfortable working environment. In addition, side visibility is increased because additional external ROPS structure and posts are not required. Outstanding visibility has been achieved.



## Rear View Monitoring System

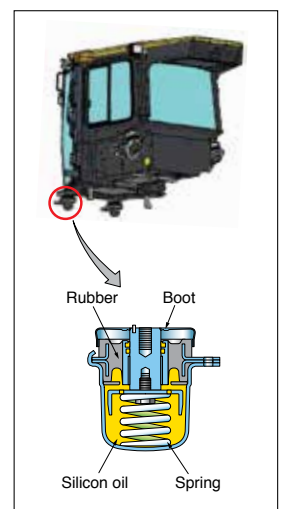
The operator can view the rear of the machine with a color monitor screen.



## Comfortable Ride with New Operator Seat and Cab Damper Mounting

New operator seat is equipped with lumbar support, tilting adjust function and electric heater. It is easy to adjust to the operator's shape and various working conditions and provides for comfortable operation. Also standard seat heat makes it possible to work comfortably in the winter.

The D65EXi/PXi-18's cab mount uses a cab damper which provides excellent shock and vibration absorption capacity with its long stroke. Cab damper mounts soften shocks and vibration while traveling over adverse conditions, which conventional mounting systems are unable to match. The cab damper spring isolates the cab from the machine body, suppressing vibration and providing a quiet, comfortable operating environment.



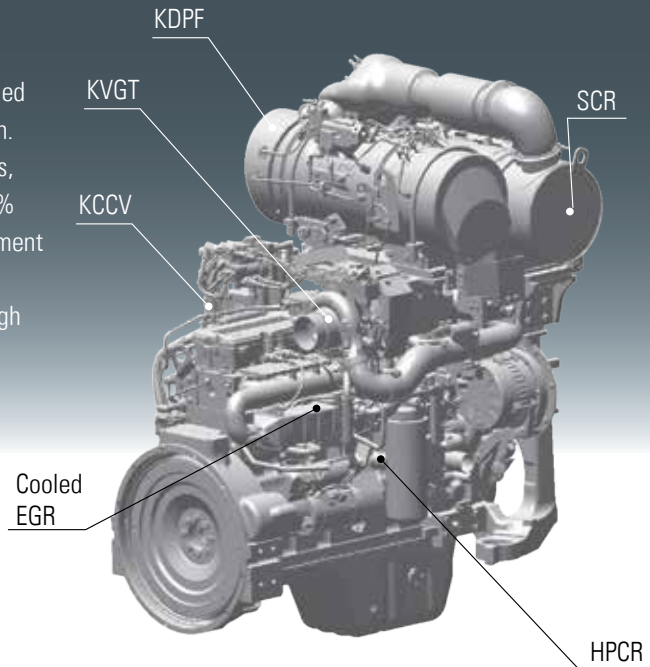


# HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

## KOMATSU NEW ENGINE TECHNOLOGIES

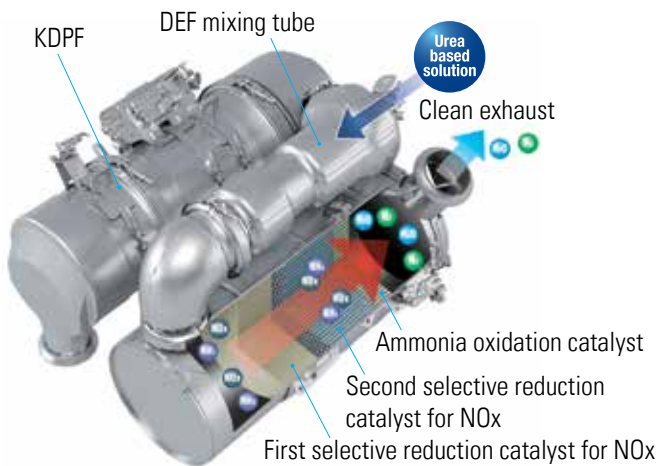
### New Tier 4 Final Engine

The Komatsu SAA6D114E-6 engine is EPA Tier 4 Final emissions certified and provides exceptional performance while reducing fuel consumption. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces nitrogen oxides (NOx) by more than 80% when compared to Tier 4 interim levels. Through the in-house development and production of engines, electronics, and hydraulic components, Komatsu has achieved great advancements in technology, providing high levels of performance and efficiency in virtually all applications.



### Technologies Applied to New Engine Heavy-duty aftertreatment system

This new system combines a Komatsu Diesel Particulate Filter (KDPF) and Selective Catalytic Reduction (SCR). The SCR NOx reduction system injects the correct amount of DEF at the proper rate, thereby decomposing NOx into non-toxic water (H2O) and nitrogen gas (N2).



### Advanced Electronic Control System

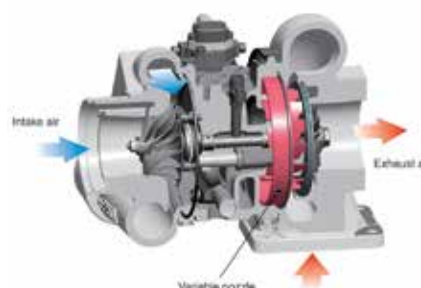
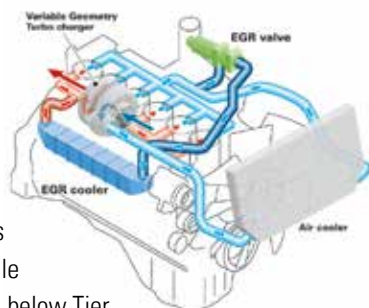
The electronic control system performs high-speed processing of all signals from sensors installed in the vehicle providing total control of equipment in all conditions of use. Engine condition information is displayed via an on-board network to the monitor inside the cab, providing necessary information to the operator. Additionally, managing the information via KOMTRAX helps customers keep up with required maintenance.

### Komatsu Variable Geometry Turbocharger (KVGTT) system

The KVGTT system features proven Komatsu design hydraulic technology for variable control of air-flow and supplies optimal air according to load conditions. The upgraded version provides better exhaust temperature management.

### Heavy-duty cooled Exhaust Gas Recirculation (EGR) system

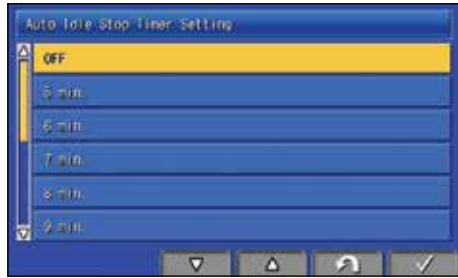
The system recirculates a portion of exhaust gas into the air intake and lowers combustion temperatures, thereby reducing NOx emissions. EGR gas flow has been decreased for Tier 4 Final with the addition of SCR technology. The system achieves a dynamic reduction of NOx, while helping reduce fuel consumption below Tier 4 Interim levels.



# HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

## Komatsu Auto Idle Shutdown

Komatsu auto idle shutdown automatically shuts the engine down after idling for a set period of time to reduce unnecessary fuel consumption and exhaust emissions. The amount of time before the engine is shutdown can be easily programmed from 5 to 60 minutes.



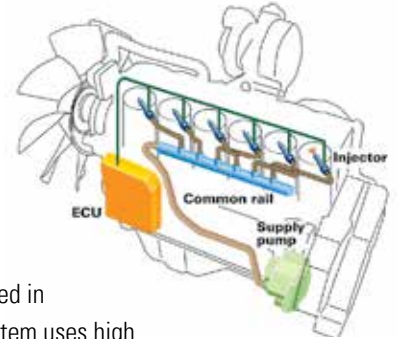
## Secondary Engine Shutdown Switch

A secondary switch is at the side of the front console to shut down the engine.



## Heavy-Duty High-Pressure Common Rail (HPCR) Fuel Injection System

The system is designed to achieve an optimal injection of high-pressure fuel by means of computerized control, providing close to complete combustion to reduce PM emissions. While this technology is already used in current engines, the new system uses high pressure injection, thereby reducing both PM emissions and fuel consumption over the entire range of engine operating conditions. The Tier 4 Final engine has advanced fuel injection timing for reduced fuel consumption and lower soot levels.



## Hydraulically Driven Cooling Fan

The engine cooling fan rotation speed is electronically controlled. The fan rotation speed depends on engine coolant, powertrain oil and hydraulic oil temperatures. The higher the temperature the higher the fan speed. This system increases fuel efficiency, reduces the operating noise levels and requires less horsepower than a belt driven fan. The fan is manually reversible by the operator for periodic cleaning.



- 1 Automatic transmission with lockup torque converter
- 2 KOMATSU SAA6D114E-6 engine
- 3 SIGMADOZER®



**Innovative SIGMADOZER®**

Based on a completely new digging theory, SIGMADOZER® dramatically improves dozing performance and increases productivity. A new frontal design concept adopted for digging and rolling up at the center of the blade increases soil holding capacity and simultaneously reduces sideways spillage. Reduced digging resistance produces smoother flow of material, enabling the dozing of larger quantities of material with less power. In addition, adoption of a new blade linkage system holds the blade closer to the tractor for improved visibility, enhanced digging force and reduced lateral sway of the blade. This is the next generation of dozer blades.

**New Fuel Efficient Bulldozer**

The new D65EXi/PXi-18 has achieved both high levels of productivity and fuel economy with the SIGMADOZER® blade, automatic transmission with lockup torque converter and new Tier 4 Final engine. The SIGMADOZER® blade, based on completely new digging theory, dramatically increases production. This bulldozer significantly improves fuel efficiency compared with our conventional model.

**SIGMADOZER®**



Automatic transmission with lockup torque converter



Tier 4 Final engine



**FUEL EFFICIENCY:**  
**30% increase**  
Compared to machine with Semi-U blade and manual shift transmission

**Production increased by 15%**

Compared to conventional Semi-U blade



SIGMADOZER®

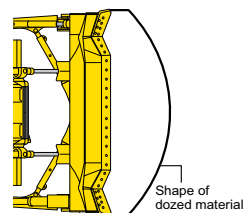


Semi-U blade

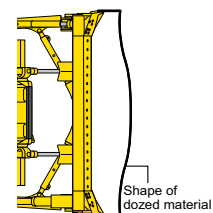
Production Increased By

**15%**

(compared with a conventional Semi-U blade model)



SIGMADOZER®

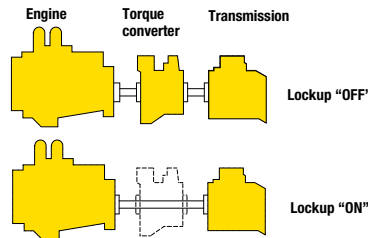


Semi-U blade

# FIRST-CLASS OPERATOR COMFORT

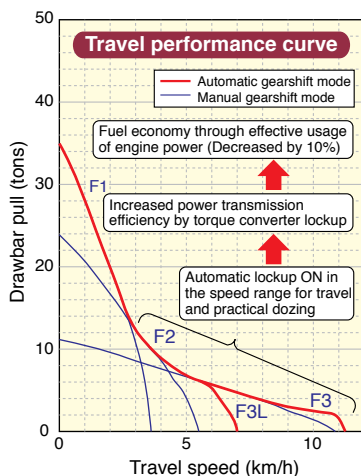
## Automatic Transmission with Lockup Torque Converter

A sharp reduction in fuel consumption and greater power train efficiency is achieved by the automatic gearshift transmission and lock up torque converter. The automatic gearshift transmission selects the optimal gear range depending on the working conditions and load. This means the machine is designed to operate at maximum efficiency. (Manual gearshift mode is selectable with a switch)



## Fuel consumption reduced by 10%

Compared to machine with manual shift transmission



Lockup mechanism of torque converter is automatically actuated to transfer engine power directly to the transmission in usual dozing speed range. Locking up the torque converter eliminates loss of horsepower by 10%. Because the electronically controlled engine is extremely efficient, a decrease in fuel consumption is realized while also maintaining machine power.

## Power Angle Power Tilt Dozer (optional)

A power angle tilt dozer blade with highly durable box structure frame is available as an option. This blade is available for the D65PXi-18 machine. The hydraulic tilt and angle function expands versatility and productivity in a variety of applications.



## Automatic/Manual Gearshift Selectable Mode

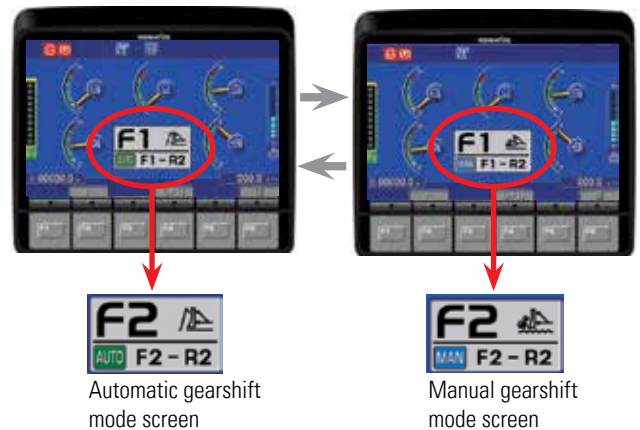
Automatic or manual gearshift modes can be selected to suit the work at hand. Changing modes is achieved by simply pressing a button on the monitor.

### Automatic gearshift mode

The mode for general dozing. When a high load is encountered, the transmission automatically shifts down, and when the load is released, it automatically shifts up to quickly and efficiently carry the material. This mode optimizes fuel use and production. The torque converter lockup mechanism is actuated according to load, creating a direct connection between the engine and tracks.

### Manual gearshift mode

The mode for dozing and ripping rough ground. When enabled, the transmission automatically shifts down when a high load is encountered, but does not shift up when the load is off. The operator can specify whether the auto shift down function is enabled or disabled in manual gearshift mode by selection in the monitor.



## Selectable Working Mode

Working mode P is the mode aiming for powerful operation and maximum production and mode E for general dozing applications with adequate speed and power while saving energy. For CO2 reduction and energy saving, the monitor panel allows for switching the working mode with ease, depending on the work at hand.

### P mode (Power mode)

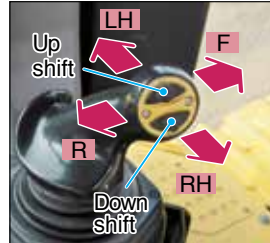
With P mode, the engine outputs its full power, allowing the machine to perform the work requiring large production, heavy-load work, and uphill work.

### E mode (Economy mode)

With E mode, the engine outputs enough power for the work without delivering unnecessary power. This mode allows for energy saving operation and is suitable for the work on a ground where the machine may cause shoe slip and the work not requiring large power such as downhill dozing, leveling and light-load work.

### Palm Command Electronic Controlled Travel Control Joystick

Palm command travel joystick provides the operator with a relaxed posture and superb fine control without operator fatigue. Transmission gear shifting is simplified with thumb push buttons.



### Gearshift Pattern Preset Function

When the gearshift pattern is set to either <F1-R2>, <F2-R1>, <F2-R2>, <F2-R3L> or <F3L-R3L> in the automatic gearshift mode, the gear automatically shifts to the preset gear when the travel control joystick is set to Forward or Reverse position, reducing round trip repetition work time and operator's efforts. Gearshift pattern <F2-R3L> and <F3L-R3L> are added for high speed leveling operation.

### Electronic Controlled Modulation Valve (ECMV) Controlled Transmission and Brakes

Controller automatically adjusts each clutch engagement depending on travel conditions, providing smooth shockless clutch engagement, improved component life and operator ride comfort.

### Hydrostatic Steering System (HSS) —Smooth, Powerful Turning

The engine power is transmitted to both tracks without power interruption on the inside track for smooth, powerful turns. Counter-rotation while in neutral is available for minimum turning radius providing excellent maneuverability.

### Selectable Auto Downshift in Manual Mode

Auto downshift can now be turned off in manual mode in the mode select section of the monitor. The operator can have full control over the downshift in manual mode.

#### Automatic gearshift mode



- F1-R1 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F1-R2 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R1 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R2 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R3L MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F3L-R3L MODE**

#### Manual gearshift mode

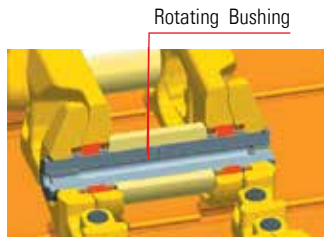
- F1-R1 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F1-R2 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R1 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R2 MODE**  
Press DOWN switch ↑ ↓ Press UP switch
- F2-R3 MODE**



# HIGH RELIABILITY & DURABILITY

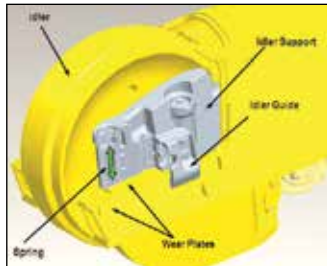
## Parallel Link Undercarriage System (PLUS)

Komatsu's innovative Parallel Link Undercarriage System features a rotary bushing that demonstrates high durability in any working conditions. Allowing the bushing to rotate virtually eliminates bushing wear, resulting in doubled service life of the undercarriage when compared with the conventional undercarriage. In addition, wear limits of the link and carrier roller are increased to balance with the extended service life of the bushing.



## Self-adjusting Idler Support

Self-adjusting idler support applies a constant spring force to the wear plate of the idler guide to eliminate the play of the idler. This results in reduced noise and vibration as well as extended service life of the wear plate.

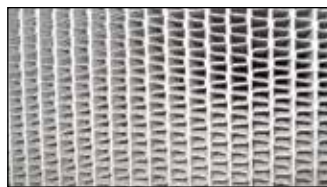


## Oil Pressure Checking Ports

Pressure checking ports for power train components are centralized to promote quick and simple diagnosis.

## Wide Core Cooling System

In addition to improved engine compartment sealing, a wide core cooling system is standard. Radiator, oil cooler and charge air cooler use large square-wave fins spaced at 6 fins per inch. This allows more material to pass through, which helps self-cleaning and reduces maintenance.



## KOMPLIMENTARY MAINTENANCE

Komatsu Complimentary servicing is a complimentary maintenance program for Komatsu customers that comes standard with every NEW Komatsu Teir IV Machine. For the first 3 years/2000hrs it covers factory-scheduled maintenance, performed by Komatsu trained technicians with Komatsu genuine parts. It also offers a complimentary Komatsu diesel particulate filter exchange at 4500 hours.

## Multi-monitor with Troubleshooting Function to Help Prevent Critical Machine Trouble

Various meters, gauges and warning functions are centrally arranged on the multi-monitor. The monitor simplifies start-up inspection and promptly warns the operator with a lamp and buzzer if any abnormalities should occur. In addition, countermeasures are indicated in 4 levels to help prevent major problems. Replacement times for oil and filters are also indicated.



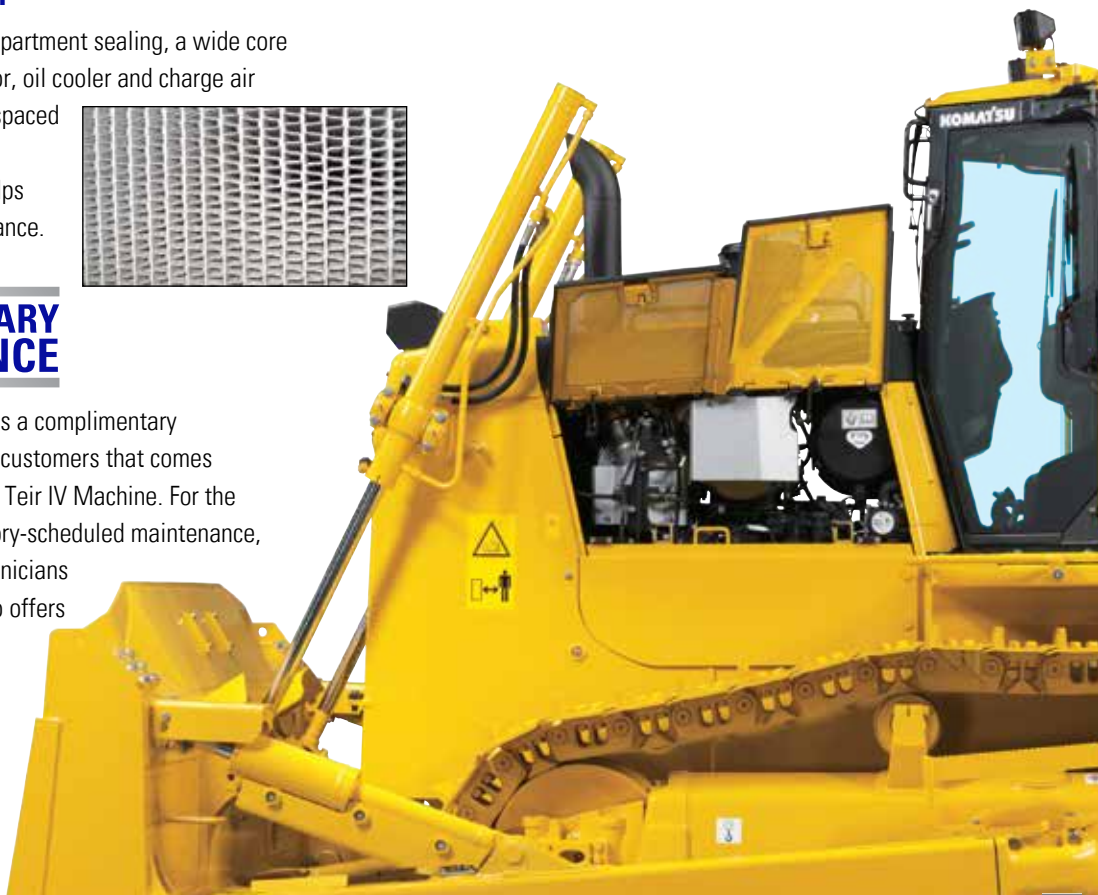
## Maintenance Function

When the machine reaches the replacement interval for oil and filters, the monitor panel will display lights to inform the operator.



## Battery Disconnect Switch

A standard battery disconnect switch allows a technician to disconnect the power supply before servicing the machine.





The new Komatsu PLUS undercarriage:  
When conventional undercarriages are long gone,  
the PLUS undercarriage keeps going strong.

# KOMATSU WIRELESS FLEET MONITORING SYSTEM

## The easy way to higher productivity

KOMTRAX™ is the latest in wireless monitoring technology. It delivers insightful and cost saving information about your fleet and equipment and offers you a wealth of information to facilitate peak machine performance. By creating a tightly integrated web of support it allows pro active and preventive maintenance and helps you to efficiently run a business.

## Knowledge

You get quick answers to basic and critical questions about your machines – what they're doing, when they did it, where they're located, how they can be used more efficiently, and when they need to be serviced. Performance data is relayed by satellite from your machine to your computer, mobile device and to your local Komatsu branch – who's readily available for expert analysis and feedback.

## Convenience

KOMTRAX™ helps to conveniently manage your fleet on the web or mobile device, wherever you are. Data is analysed and packaged specifically for easy and intuitive viewing in maps, lists, graphs and charts. You can anticipate the type of service and parts your machines could require, or troubleshoot problems before Komatsu technicians arrive on site.

*Get the whole story with*  
**KOMTRAX**

**KOMTRAX APP NOW AVAILABLE ON:**

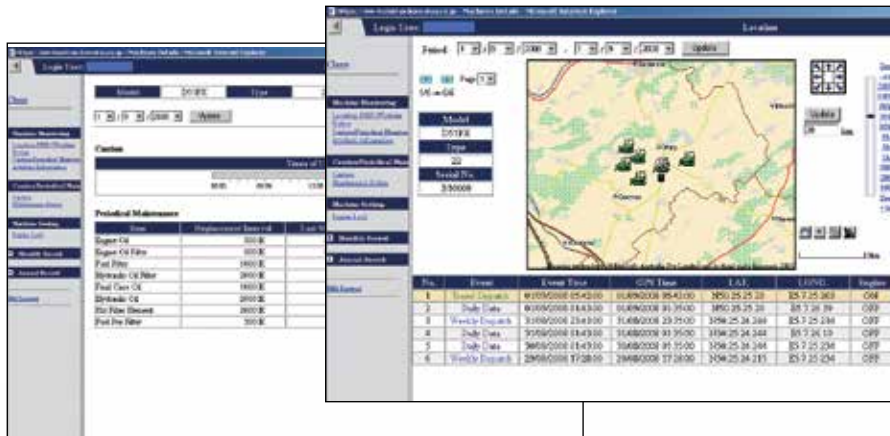




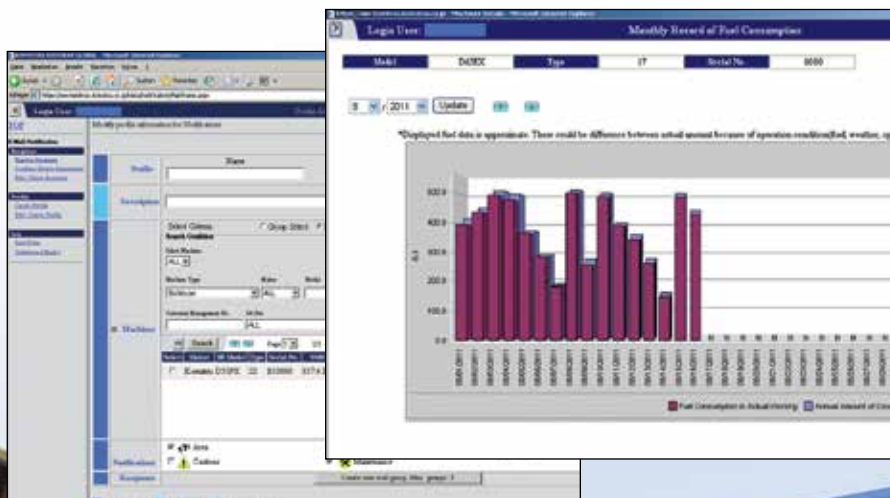
KOMTRAX™

Power

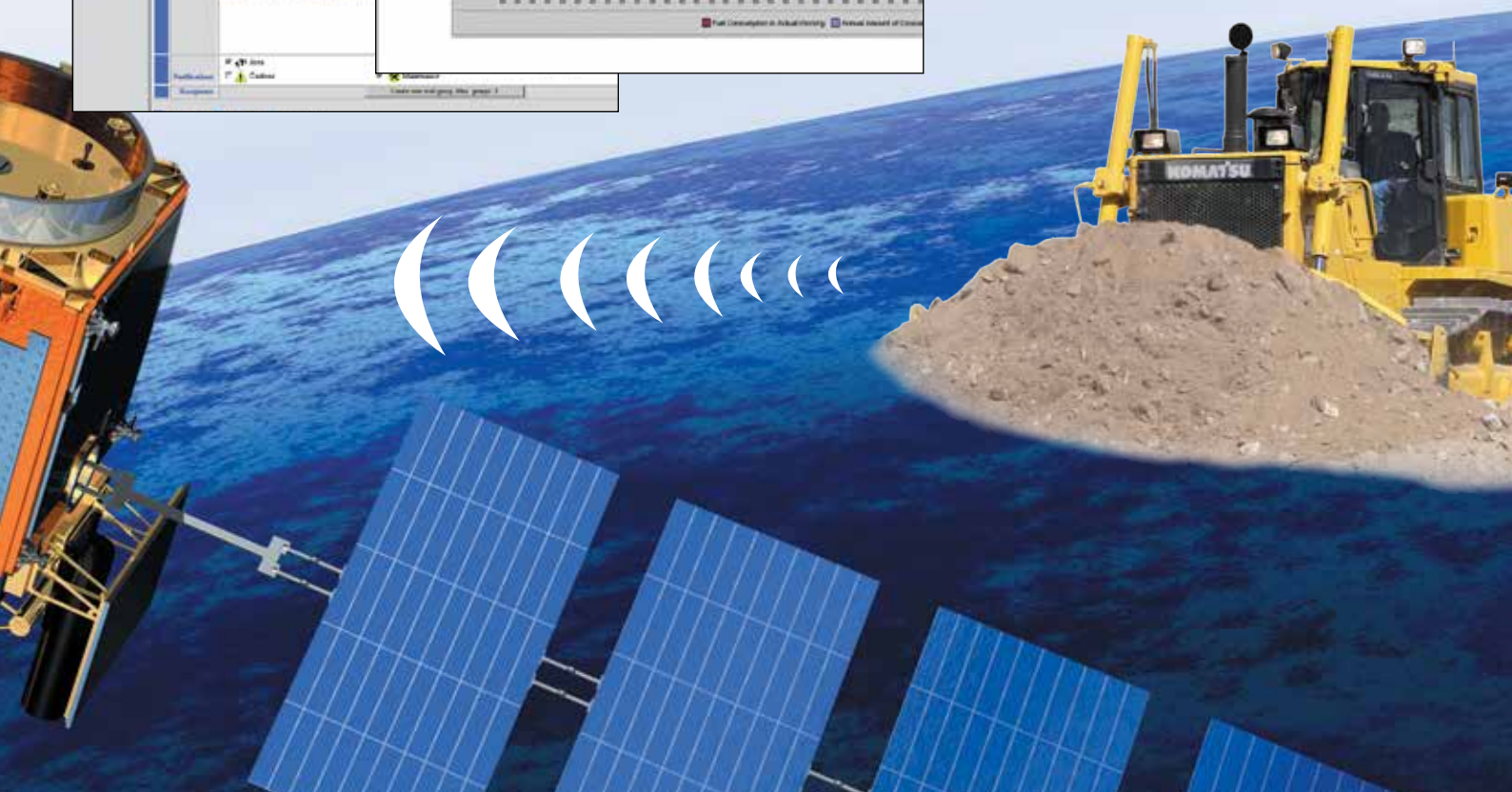
The detailed information that KOMTRAX™ puts at your fingertips 24 hours a day, 7 days a week gives you the power to make better daily and long-term strategic decisions. You can anticipate problems, customise maintenance schedules, minimise downtime and keep your machines where they belong – working on the job site.



Through the web application, a variety of search parameters are available to quickly find information about specific machines based on key factors such as utilisation, idle time, fuel consumption, various notifications for abnormalities, cautions, periodic maintenance and more.



Komtrax fuel report shows the machine's fuel consumption and helps you to calculate total costs for a job site and conveniently schedule fuel deliveries.



# SPECIFICATIONS



## ENGINE

Model ..... Komatsu SAAD114E-6\*  
 4 cycle, water cooled, direct injection emissionised,  
 Komatsu variable geometry, turbocharged, air to air after-cooled

Engine power  
 at rated engine speed ..... 1950 rpm  
 SAE J1995 ..... 164 kW/220 HP  
 ISO 9249 (net engine power) ..... 162 kW/217 HP

No. of cylinders ..... 6  
 Bore x stroke ..... 114 mm x 144.5 mm  
 Displacement ..... 8.85 ltr  
 Governor ..... All-speed, electronic  
 Fan drive type ..... Hydraulic  
 Lubrication system  
 Method ..... Gear pump, force lubrication  
 Filter ..... Full flow



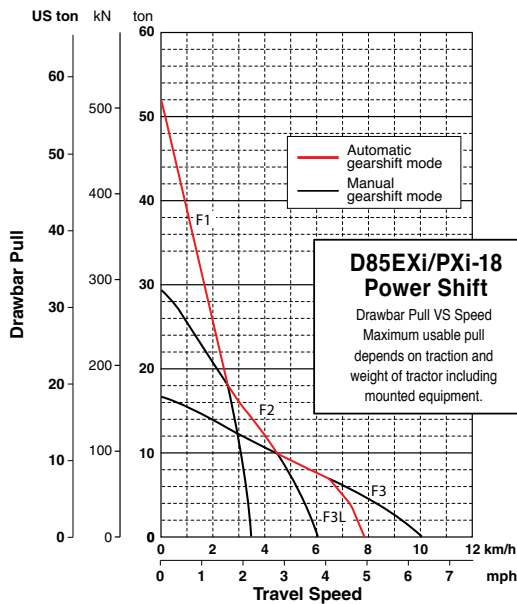
## TORQFLOW TRANSMISSION

Komatsu TORQFLOW transmission consists of a water-cooled, 3-element, 1-stage, 2-phase, torque converter with lockup clutch, and a planetary gear, multiple-disc clutch transmission which is electronically controlled, hydraulically actuated and force-lubricated for optimum heat dissipation. Shift lock lever and neutral safety switch.



## TRAVEL SPEEDS

Quick shift mode	Forward	Reverse
1st	0 - 3,7 km/h	0 - 4,5 km/h
2nd	0 - 5,6 km/h	0 - 6,7 km/h
3rd L	0 - 7,3 km/h	0 - 8,7 km/h
3rd	11,3 km/h	0 - 13,6 km/h



## FINAL DRIVE

Double reduction final drive of spur and planetary gear sets to increase tractive effort and reduce gear tooth stresses for long final drive life. Segmented sprocket teeth are bolt-on for easy replacement.



## STEERING SYSTEM

Type ..... Hydrostatic Steering System (HST)  
 Steering control ..... PCCS-lever  
 Minimum turning radius (counter-rotation)  
 D65EXi-18 ..... 1,9 m  
 D65PXi-18 ..... 2,1 m  
 As measured by track marks on the ground.



## UNDERCARRIAGE

Suspension ..... Oscillating equaliser bar and pivot shaft  
 Track roller frame ..... Monocoque, large section, durable construction  
 Tracks ..... PLUS link assembly  
 Track tension ..... Combined spring and hydraulic unit  
 Number of shoes (each side) ..... 42  
 Grouser height (single grouser) ..... 65 mm  
 Track rollers (each side) ..... 7  
 Carrier rollers (each side) ..... 2  
 Shoe width (standard)  
 D65EXi-18 ..... 610 mm  
 D65PXi-18 ..... 760 mm  
 Ground contact area  
 D65EXi-18 ..... 36.334 cm<sup>2</sup>  
 D65PXi-18 ..... 45.145 cm<sup>2</sup>  
 Ground pressure  
 D65EXi-18 ..... 0,51 kgf/cm<sup>2</sup>  
 D65PXi-18 ..... 0,42 kgf/cm<sup>2</sup>



## OPERATING WEIGHT (APPR.)

Including SIGMADOZER (EX) or Power Angle Tilt Dozer (PX) ROPS cab, Operator, Standard equipment, rated capacity of lubricant, hydraulic control unit, coolant and full fuel tank.

D65EXi-18 ..... 20.740 kg  
 D65PXi-18 ..... 23.373 kg  
 D65EXi-18 with Ripper ..... 22.660 kg  
 D65EXi-18 with Ripper ..... 24.293 kg



## SERVICE REFILL CAPACITIES

Fuel tank ..... 415 ltr  
 DEF tank ..... 23.5 ltr  
 Coolant ..... 49 ltr  
 Engine ..... 30.5 ltr  
 Torque converter, transmission, bevel gear, and steering system ..... 48 ltr  
 Final drive (each side)  
 D65EXi-18 non PAI ..... 16.5 ltr  
 D65EXi-18 with PAI ..... 22 ltr  
 D65EXi-18 ..... 22 ltr



## ENVIRONMENT

Engine emissions ..... Fully complies with EPA Tier IV final emission standards  
 Noise levels ..... 75 dB operator noise level.



## DIMENSIONS

	D65EXi-18	D65PXi-18
A	5490 mm	5790 mm
B	1880 mm	2230 mm
C	3160 mm	3160 mm
D	3085 mm	3085 mm
E	2970 mm	2970 mm
F	610 mm	760 mm
G	65 mm	65 mm

Ground clearance: 415 mm



## HYDRAULIC SYSTEM

Closed-center load sensing system (CLSS) designed for precise and responsive control, and for efficient simultaneous operation.

Hydraulic control units:

All spool valves externally mounted beside the hydraulic tank. Piston type hydraulic pump with capacity (discharge flow) of 248 ltr/min at rated engine rpm.

Relief valve setting ..... 27.9 MPa 285 kg/cm<sup>2</sup>

Control valves:

Spool control valves for SIGMADOZER® or straight tilt dozer

Positions: Blade lift ..... Raise, hold, lower, and float  
 Blade tilt ..... Right, hold, and left  
 Rear attachment ..... Raise, hold, and lower

	Number of cylinders	Bore	
		SIGMADOZER® Straight Tilt Dozer	Power Angle Power Tilt Dozer
Blade lift	2	85 mm	90 mm
Blade tilt	-	125 mm	150 mm
Blade angle	2	NA	110 mm
Ripper lift	-	125 mm	125 mm
Pitch angle	-	38° - 52°	52°

Hydraulic oil capacity (refill): ..... 62 ltr

Ripper equipment (additional volume):

Multi-shank ripper ..... 7 ltr

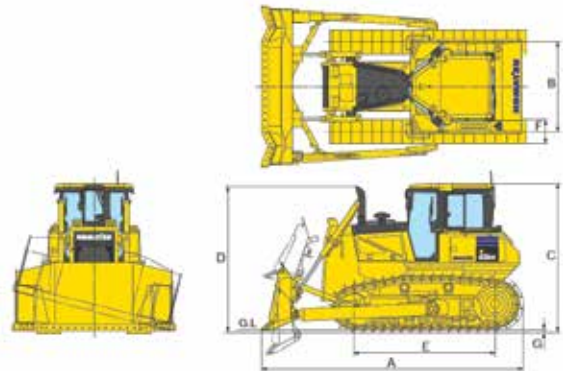


## DOZER EQUIPMENT

	Overall length with dozer	Blade width × height	Maximum lift above ground	Maximum drop below ground	Maximum tilt adjustment	Ground pressure
5,61 m <sup>3</sup> SIGMA blade (EXi)	5.490 mm	3.410 mm × 1.425 mm	1.135 mm	500 mm	870 mm	0.57 cm <sup>2</sup>
4,42 m <sup>3</sup> PAT blade (PXi)	5.790 mm	4.010 mm × 1.235 mm	1.170 mm	695 mm	520 mm	0.52 cm <sup>2</sup>

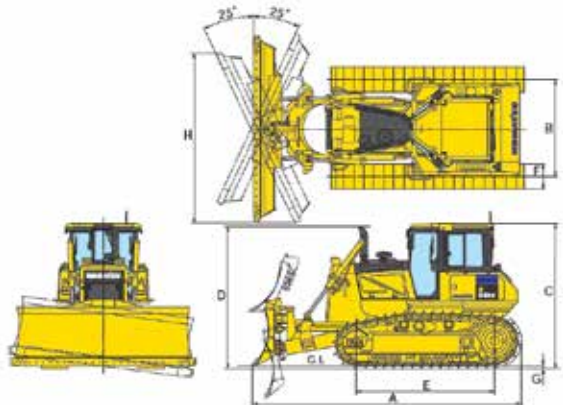
Blade capacities are based on the SAE recommended practice J1265.  
 Use of high tensile strength steel in moldboard for strengthened blade construction

D65EXi-18  
 Outside Mounted  
 SIGMA Blade



Shown with SIGMADOZER® (D65EX-18) single grouser shoe.

D65PXi-18  
 Inside Mounted  
 PAT Blade



Shown with Power Angle Tilt dozer (D65EX-18) single grouser shoe.



## RIPPER EQUIPMENT

Multishank ripper

Type ..... Hydraulically controlled parallelogram ripper

No. of shanks ..... 3

Weight (including hydraulic control unit) ..... 1920 kg

Beam length ..... 2.170 mm

Maximum lift above ground ..... 640 mm

Maximum digging depth ..... 590 mm





## STANDARD EQUIPMENT FOR BASE MACHINE

### ENGINE AND RELATED PARTS

- Komatsu SAA6D114E-6 turbocharged common rail direct injection diesel engine
- EPA Teir IV Final emissions certified
- Fuel pre-filter (10 micron) and fuel filter (2 micron)
- Exhaust pipe with elbow
- Intake pipe with rain cap
- Alternator 90 ampere/24V
- Starter motor 11.0 kW/24 V
- Batteries 200 Ah/2 × 12 V
- Cooling fan, hydrostatic driven
- Fuel tank inlet strainer
- Intake pipe with air pre-cleaner

### TRANSMISSION AND BRAKES

- Torque converter - with Auto Lock-up
- Palm lever steering control (PCCS)
- Auto and manual gear options
- Reverse speed presets
- Customizable operator modes
- Komatsu Diesel Particulate Filter (KDPF)
- Komatsu Variable Geometry Turbocharger (KVGT)

### UNDERCARRIAGE

- Komatsu PLUS link assembly
- Single grouser heavy-duty shoes (EX - 610 mm; PX 760 mm)
- Segmented sprockets
- Idler cushions
- Track roller guard, centre and end section Full length track roller guard

### HYDRAULIC SYSTEM

- Hydraulics for dozing blades
- Mono lever blade control
- Hydraulics for ripper

### SERVICE AND MAINTENANCE

- Hydraulic cooling fan with reverse cleaning mode
- Dry type air cleaner, double element with dust indicator and evacuator
- Water separator
- Multi-function video compatible colour monitor with Equipment Management and Monitoring System (EMMS) and efficiency guidance
- KOMTRAX™ – Komatsu wireless monitoring system level 5
- Komatsu Complimentary
- Tool kit
- Complimentary KDPF exchange

### CABIN

- Air suspension seat: fabric, reclining, heated, high backrest
- Seat belt with visible alert
- High mount footrest
- Air conditioner
- Radio
- Auxiliary input (MP3 jack)
- 2 × 12 Volt power supply (120 W)
- 1 × 24 Volt power supply
- Viscous cab mounts
- Rear-view mirror (inside cab)
- Wiper front window
- Wiper rear window
- Wipers doors
- Heated rear window
- Cup holder
- Lunch box holder
- Komatsu iMC canvas seat cover
- UHF radio

### SAFETY EQUIPMENT

- Steel cab, meets ISO 3471 and SAE J1040, APR88 ROPS standards, as well as ISO 3449 FOPS standards
- Horn
- Locks, filter caps and covers
- Back-up alarm
- Rear view camera system
- Fire extinguisher 1.5kg

### ATTACHMENTS

- Front pull hook
- Hitch (not with ripper)
- Rigid drawbar

### DOZER EQUIPMENT

- D65EXi-18 SIGMADOZER Blade 5.61 m<sup>3</sup>
- D65PXi-18 PAT Blade 4.42 m<sup>3</sup>
- Multishank parallelogram ripper (EXi and PXi)

### INTELLIGENT MACHINE CONTROL

- Standard factory installed integrated 3D GNSS intelligent machine control system
- Automatic blade load control
- Topcon Sitelink ready
- Reverse grading / offset switches
- Modem/network, remote support ready
- Tokara ready modem
- UHF & network antenna kits
- Receiver - UHF Digital II



## OPTIONAL EQUIPMENT

- Hydraulic winch Allied H6H
- Rigid drawbar
- Receiver 915 SS
- Emergency stops
- Window tint
- Fire extinguisher 9.5kg
- Battery Isolation Dual Pole

# KOMATSU®