KOMATSU

D475A-8

Crawler dozer

Net horsepower
Forward 664 kW (890 HP) @ 2,000 rpm
Reverse 722 kW (968 HP) @ 2,000 rpm

Operating weight
115 300 kg (254,195 lbs.)

Blade capacity (ISO9246)
Semi-U dozer: 27.2 m^3 (35.6 yd^3)
U dozer: 34.4 m^3 (44.5 yd^3)
Super dozer: 45.0 m^3 (58.9 yd^3)

Versatile mining dozer designed for power, stability and performance

Safety

Reliability

Productivity

Engineered to help you move more material at a lower cost per ton than previous models, the D475A-8 dozer was designed for production with a focus on power, stability and solid performance. It features a unique automatic lockup torque converter designed to efficiently transfer power to the driveline for higher travel speeds and shorter cycle times — which can deliver high production while minimizing fuel consumption.

We relied on customer feedback in redesigning the D475A-8 dozer, and you said you wanted added reliability and more operator comfort. So we focused on making the main frame, track frames and push group tougher, as well as comfort-oriented changes to the undercarriage and operator's cab.

Quick benefits

- Up to 10% more productive than previous models
- Over 11% more engine power in the reverse direction versus the forward direction
- 10% reduction in fuel consumption with automatic transmission/lockup torque converter compared to operation in manual gearshift mode

Quick specs

- Operating weight: 115 300 kg (254,195 lbs.)
- Net horsepower: Forward 664 kW (890 HP) @ 2,000 rpm
- Net horsepower: Reverse 722 kW (968 HP) @ 2,000 rpm
- Blade capacity: Semi-U dozer: 27.2 m^3 (35.6 yd^3)
  U dozer: 34.4 m^3 (44.5 yd^3)
  Super dozer: 45.0 m^3 (58.9 yd^3)

Walk-around

Ecology & economy features

- Komatsu's new U.S. EPA tier 4 final emission regulation-compliant engine **NEW**
- Auto idle stop function **NEW**

Performance features

- High horsepower reverse increases productivity **NEW**
- Automatic transmission with lockup torque converter **NEW**
- Selectable working modes
- Automatic/manual gearshift selectable modes **NEW**

Operator comfort

- Ride comfort enhancements
  - Equalizer bar shoulder pads **NEW**
  - Increased minor bogie oscillation **NEW**
  - Larger cab damper mounts **NEW**
  - Heated/ventilated operator's seat with improved suspension & cushioning **NEW**
- Excellent visibility to the blade and ripper **NEW**
- All new, ergonomic steering and work equipment levers **NEW**
- Rear view monitor system **NEW**
- Electronic height adjuster for steering console **NEW**

Safety features

- Rear platform & guard rails **UPGRADE**
- Heavy duty steps and large hand rails **UPGRADE**
- Secondary engine shutdown switch **NEW**
- Operator presence system **NEW**
- Seat belt caution indicator **NEW**
- Power ladder (optional) **NEW**
- Battery and starter isolator
- Emergency engine stop switches (optional)
- Anchor points for service lanyards

Reliability & maintenance

- Robust main frame and track frames **NEW**
- Modular long life powertrain design
- T-MEX radiator* **NEW**
- Swing-out cooling fan **NEW**
- Centralized greasing points for work equipment

*T-MEX is a trademark of TRAD

Information & communication technology (ICT)

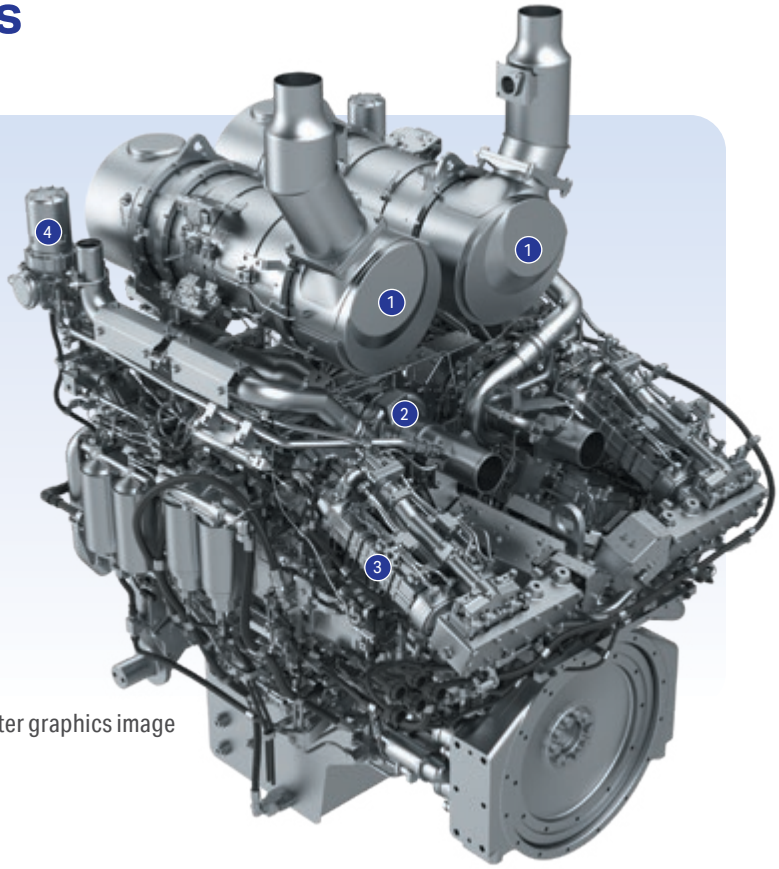
- Machine monitor with high resolution 7-inch color liquid crystal display (LCD) **NEW**
- Energy saving operation **NEW**

New engine technologies

New emission regulation-compliant engine

For power plus reduced emissions and fuel consumption, the D475A-8 is powered by a new U.S. EPA Tier 4 Final compliant engine with latest technologies.

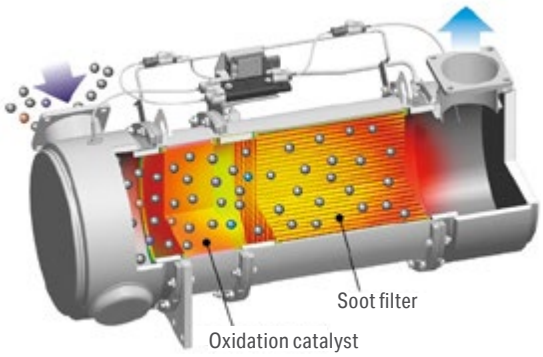
1. Komatsu diesel particulate filter (KDPF)
2. Variable geometry turbocharger (VGT)
3. Exhaust gas recirculation (EGR) cooler
4. Komatsu closed crankcase ventilation (KCCV)



Computer graphics image

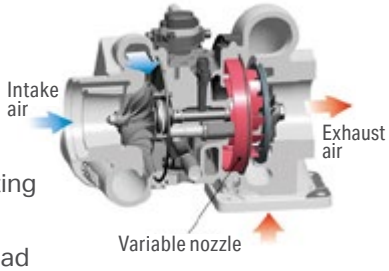
Heavy-duty aftertreatment system

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 KDPF filter by either active or passive regeneration. This system does not require any additional operator action or interrupt normal operation.



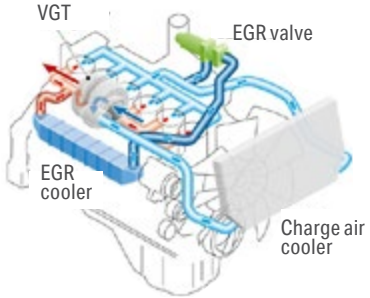
Variable geometry turbocharger (VGT) system

The VGT system features Komatsu-designed hydraulic technology modulating airflow to match performance with load conditions. This upgraded version better manages exhaust temperature.



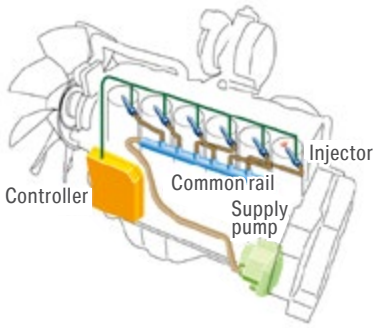
Heavy-duty cooled exhaust gas recirculation (EGR) system

Recirculating a portion of exhaust gas into the air intake lowers combustion temperatures to reduce NOx emissions.
A high-efficiency and compact cooling system helps reduce NOx emissions and fuel consumption.



High pressure common rail (HPCR) fuel injection system

Computer controlled, high-pressure fuel injection delivers efficient combustion cycles to reduce Particulate Matter emissions.

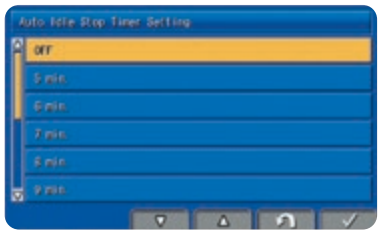


Hydraulic drive radiator cooling fan

For excellent performance, efficiency and reduced noise to the operator, the new system only runs the fan when needed and varies the speed based on engine coolant, powertrain oil and hydraulic oil temperatures.

Komatsu auto idle stop

Automatically shuts down the engine after a period of idling to reduce fuel consumption and exhaust emissions. When enabled, you can program the time before shutdown from five to 60 minutes.



Performance features

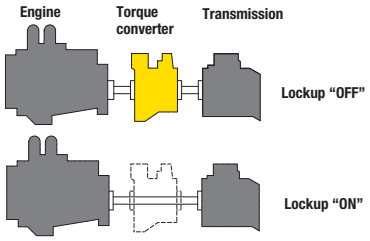
15% More power in reverse

Engine output is increased by more than 15% when in reverse, providing faster travel speed. This leads to reduced cycle times and higher levels of production.

Production increased by 10%

1. In downhill dozing (13 deg.) 2. Compared with D475A-5E0

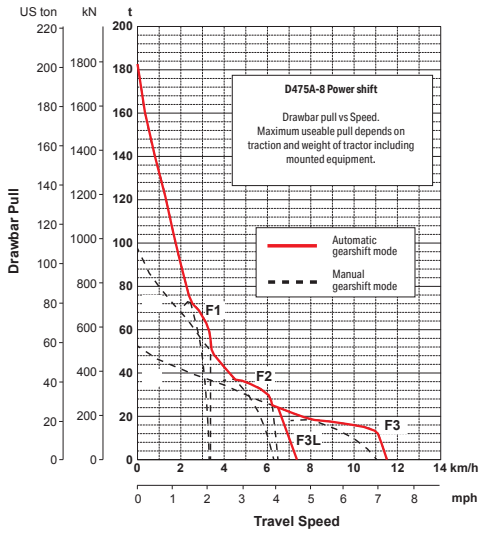
Automatic transmission with lockup torque converter



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 placed on the machine. This means the machine is always operating at maximum efficiency. (Manual gearshift mode is selectable with a switch)

Fuel consumption reduced by 10%

Compared with manual gearshift mode



Electronic smooth steering clutch/brake control

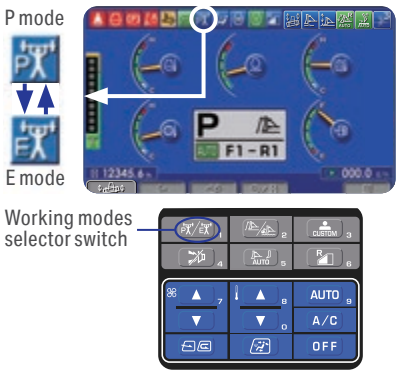
Sensors monitor machine operating conditions such as incline and blade load. The travel controller precisely modulates clutch and brake engagement providing smooth steering control.

Selectable working modes

This mode can be set to either "P mode" for the maximum power or "E mode" for energy saving operation. Combined with the automatic gearshift mode or manual gearshift mode, the working mode allows the operator to select the optimum machine operating condition for the work at hand. (The mode can be switched during operation.)

P mode (Power mode): With P mode, the engine outputs its full power. Select this mode for the work requiring large production, heavy-load work, and uphill work.

E mode (Economy mode): E mode is intended for reduced fuel consumption and can be utilized in poor ground conditions that promote shoe slip, requiring frequent use of the decelerator pedal. This mode is also appropriate for applications such as grading and light dozing.

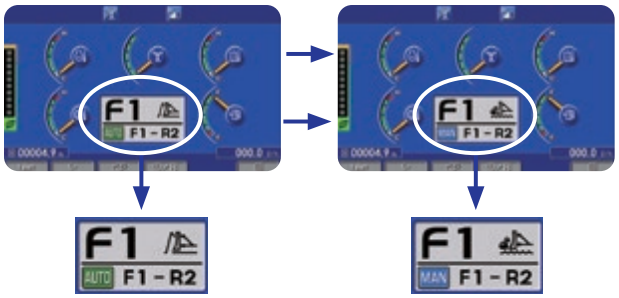


Automatic/manual gearshift selectable modes

Automatic or manual gearshift modes can be selected with ease to suit the work at hand by simply pressing the switch on the multi-monitor (Selection at neutral).

Automatic gearshift mode: The mode for general dozing. When a load is applied, the gear automatically shifts down, and when the load is reduced, it automatically shifts up to a set maximum gear speed. This mode economizes both fuel and production where the torque converter lockup mechanism is actuated according to load, automatically selecting the optimum gear speed.

Manual gearshift mode: The mode for dozing and ripping rough ground. When loaded, the gear automatically shifts down, but does not shift up when the load is reduced. The operator can specify whether the auto shift down function is enabled or disabled.



Automatic gearshift mode screen

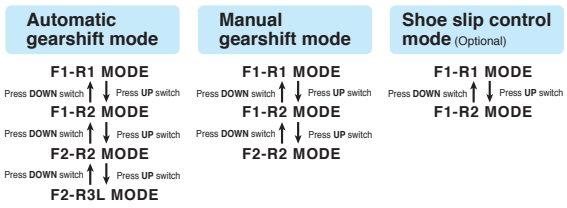
Manual gearshift mode screen

High penetration force by giant variable ripper

The giant variable ripper is a single shank ripper ideal for ripping tough material. The ripping angle is variable, and the deep reach shank allows the operator to adjust ripping depth based on the application. The ripper shank height is adjustable from the operator's seat with a hydraulically controlled pin puller.

Preset travel speed selection function

Preset travel speed enables the operator to select fore and aft travel speed amongst four preset patterns. In automatic gearshift mode, when the gearshift pattern is set to either <F1-R1>, <F1-R2>, <F2-R2>, or <F2-R3L>, the forward and reverse gear is automatically selected when the operator shuttles the transmission. This function reduces operator effort during repetitive passes.



Auto downshift function

When load is applied, the transmission automatically downshifts to the optimum gear speed to provide high fuel efficiency. This function provides comfortable dozing operation without manual downshifting.

Reverse slow mode

Reverse slow mode limits travel speed in reverse to improve ride quality over rough ground conditions while extending undercarriage life.

Track shoe slip control mode (optional)

Optional track shoe slip control automatically controls engine speed in ripping operations, reducing operator fatigue. This allows operators to focus on the ripper shank and machine travel without the distraction of limiting shoe slip with the decelerator pedal. Repair costs are lowered, undercarriage life is extended, and fuel consumption is reduced by minimizing shoe slip.

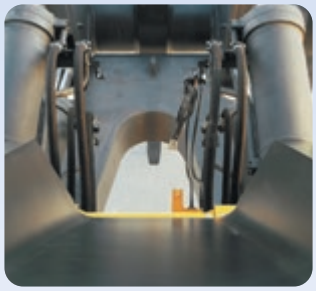
Working environment

New cab design and layout

The larger cabin design has improved visibility to the blade and ripper, increased leg room, and new ergonomic controls. The new cab offers improved comfort and is pressurized to reduce noise and dust intrusion.

More visible ripper shank

You can realize more productive ripping, thanks to better visibility of the front edge of the ripper shank, made possible by the new arm structure.



Rearview monitor

Wide clear views to the rear of the machine are made possible by a camera and in-cab monitor.

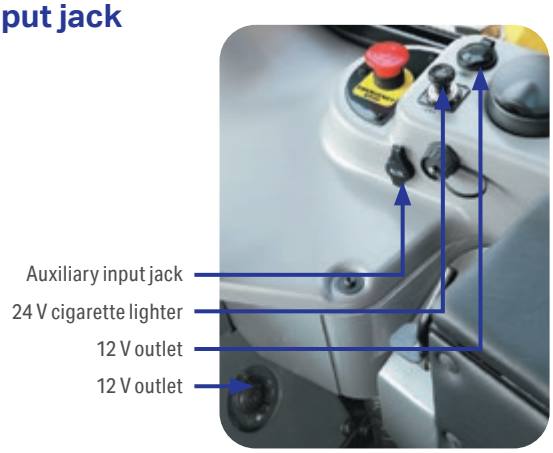
Electronic steering console height adjustment (optional)

An electric motor easily adjusts the steering console height.

Automatic climate control system

The operator just chooses their preferred temperature and the system does the rest, cooling or heating the cab.

Two 12 V power outlets and auxiliary input jack



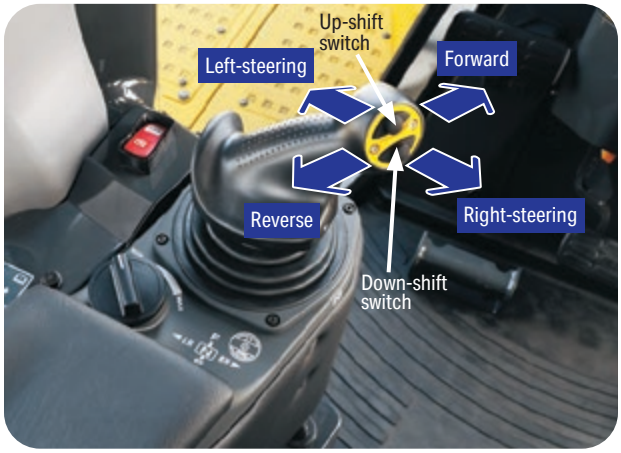
Multifunction audio

Audio system sources include AM/FM radio, auxiliary, USB and Bluetooth.

Operator controls

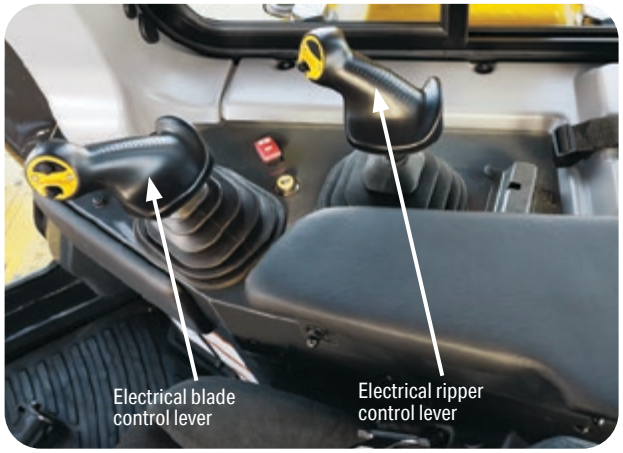
Palm command control system (PCCS)

Realize greater operator control and comfort with an ergonomic palm command travel joystick. Transmission gear shifting is simplified with push buttons.



Electronic work equipment joystick

An electronically controlled joystick for work equipment enables faster and more accurate blade and ripper control. For smooth finish grading, enable fine blade control mode.

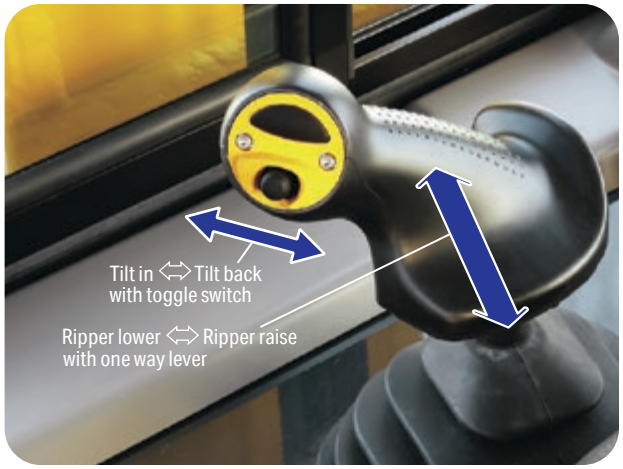


Finger command control system (FCCS) (optional)

Minimize operator efforts with a fixed-position travel control lever. Travel direction and transmission speed is selected with thumb-positioned controls while steering is controlled with fingertip paddles. The fixed-position lever provides operators additional support while operating on grade and over rough ground.

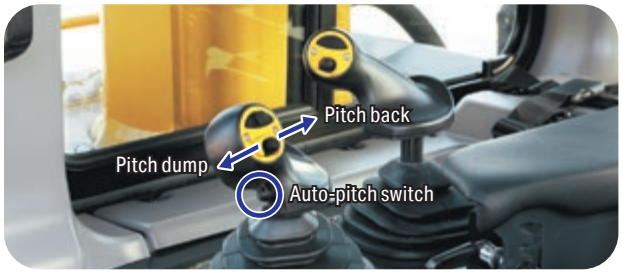
Palm command ripper control joystick

The new joystick features single axis actuation for raising and lowering the ripper. The ripper joystick has a thumb toggle to easily adjust ripper shank angle.



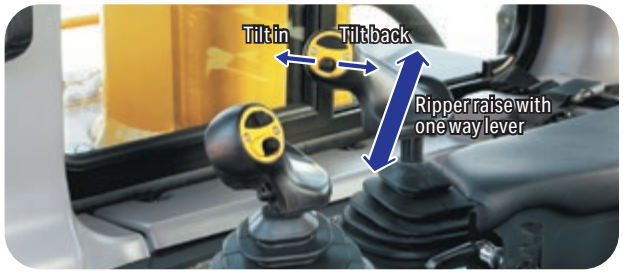
Blade auto-pitch

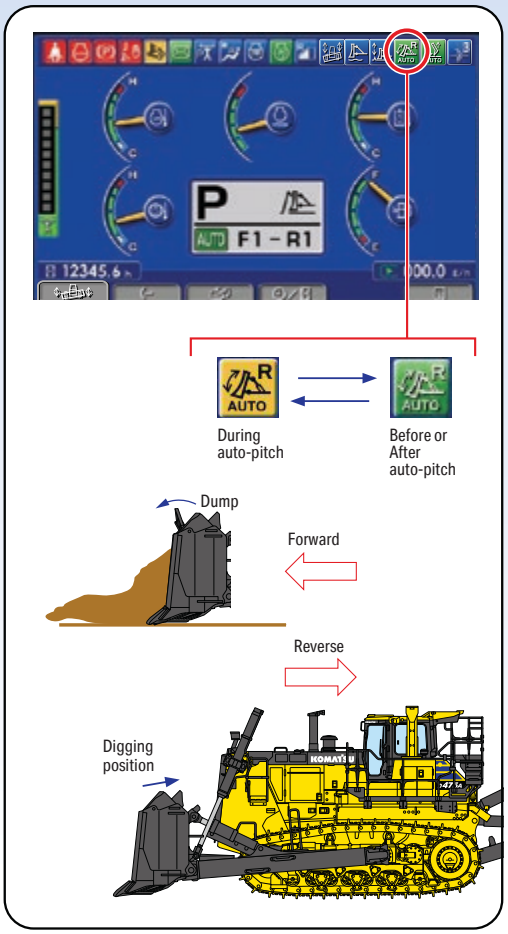
To reduce operator fatigue and increase operating efficiency, the new blade auto-pitch sets the blade pitch positions for digging and dumping. By pressing the auto-pitch button, the blade will adjust pitch position from dig to dump with no additional lever movements. The blade pitch control can be set to automatically return to the digging position when in reverse.

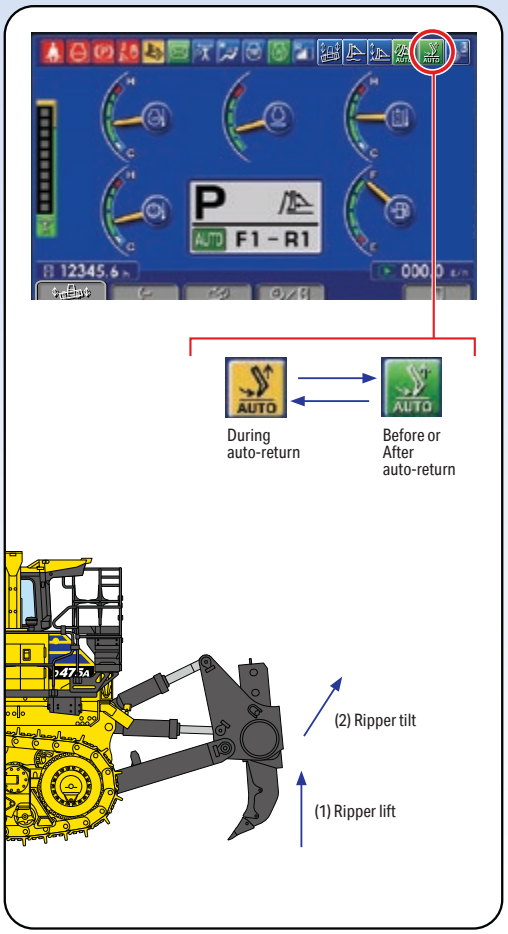


Ripper auto-return

The ripper auto-return function automatically raises the ripper when traveling in reverse. This function eliminates repetition and reduces operator fatigue. The auto-return function can also be set to integrate pitch control, preparing the shank posture for the next pass.







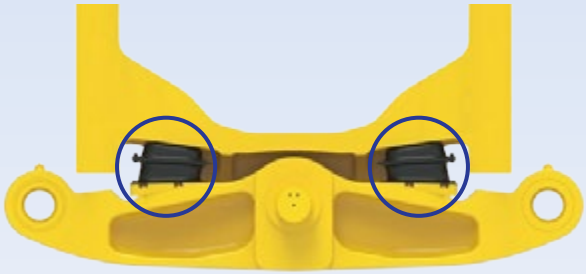
Ride enhancements

New operator seat

To keep your operators working at their best all day long, we designed the seat with numerous comfort features. A new air suspension system dramatically reduces vibration. Shapes and foam densities manage pressure on the body; lumbar support and a host of easy adjustments can reduce fatigue. Heating and cooling elements manage temperature no matter the weather.

Equalizer bar shoulder pads

Special attention was paid to the equalizer bar to reduce impacts on the operator from rough terrain — shoulder pads smooth the ride and a reduced oscillation angle controls roll.

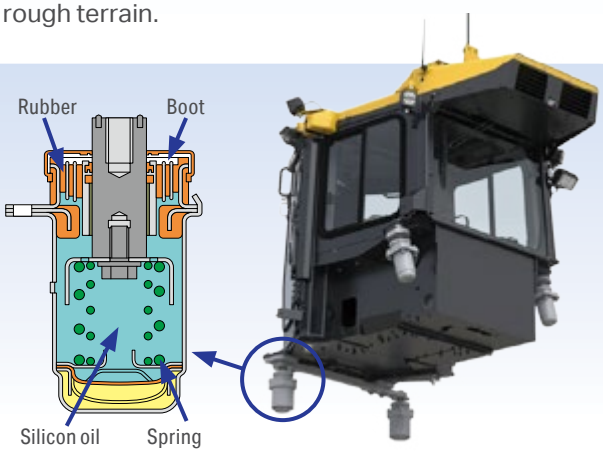


Bogie oscillation

The oscillation angle of the minor bogie has been increased to improve travel over rough terrain.

New viscous cab isolators

The entire cab is suspended to further isolate the operator from impacts and machine movement. A new long-stroke cab damper system provides excellent shock and vibration absorption capacity.



Accessibility and safety

Walk around rear service platform

The platform provides operators and technicians access to key maintenance points including fuel and washer fluid fills, cab window glass, air conditioner condenser, rear-view camera and cab lights.

Heavy-duty steps with large handrails

To aid the operator in safely accessing the machine, strategically placed grab handles and non-slip steps are included.

Anchorage points

Anchorage points are strategically located around the machine and available to tie-off service lanyards while performing maintenance.

Operator presence sensing system

To prevent unintentional machine movement when the operator is not in the seat, the system locks out the powertrain and hydraulics if it senses the operator is not seated.

Power ladder (optional)

The power ladder provides easy access for operators and service personnel.

Secondary engine shutdown switches (cab)

Two secondary engine shutdown switches are equipped inside the cab to immediately stop the engine.

Secondary engine shutdown switch (ground level)

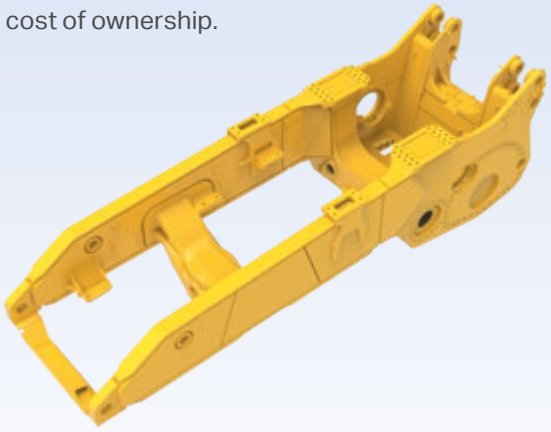
An additional secondary shutdown switch is located at ground level on the right rear of the machine.

Battery and starter isolator box

Reliability and maintenance features

Mainframe strength

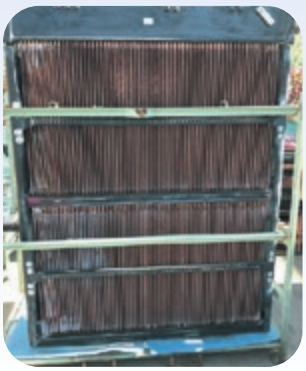
Structural enhancements significantly increase service life. The D475A-8 is designed to be rebuilt for outstanding cost of ownership.



Radiator

Radiator consists of individually replaceable tubes which contributes to easier maintenance and less downtime.

Fins spacing promotes less clogging and efficient heat exchange.



New single blade linkage

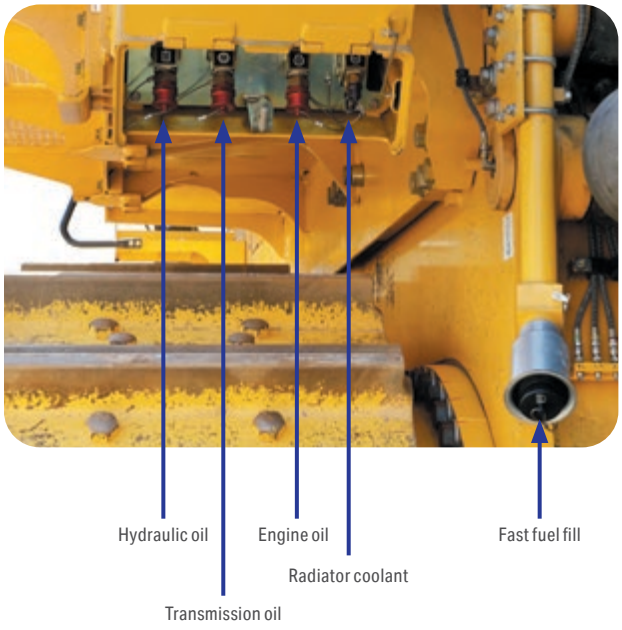
This new structure reduces blade sway, as well as extending maintenance intervals of blade joint.

Swing out fan

For easier cleaning of the radiator core, the fan swings and the mask folds.

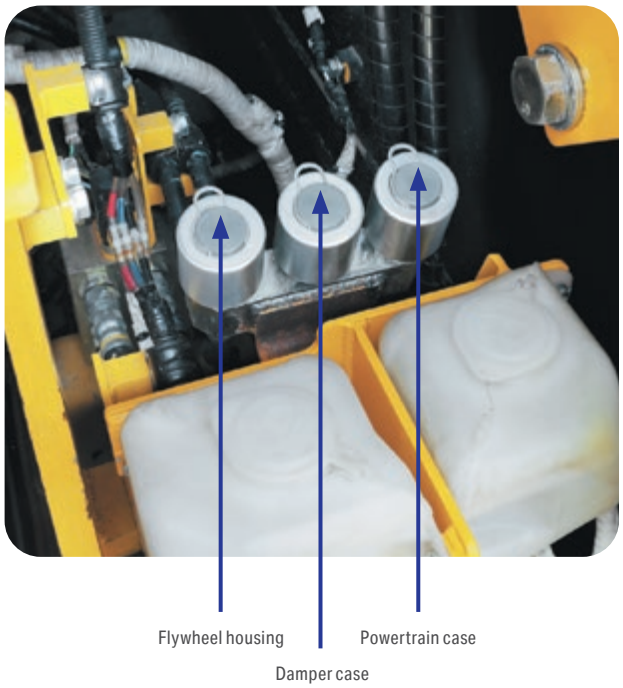
Maintenance service center (optional)

To speed maintenance, the center, equipped with Wiggins quick couplings, enables refueling and quick oil and coolant changes. The ground level service center eliminates the need to get on/off the machine or remove/install panels to perform fluid maintenance.



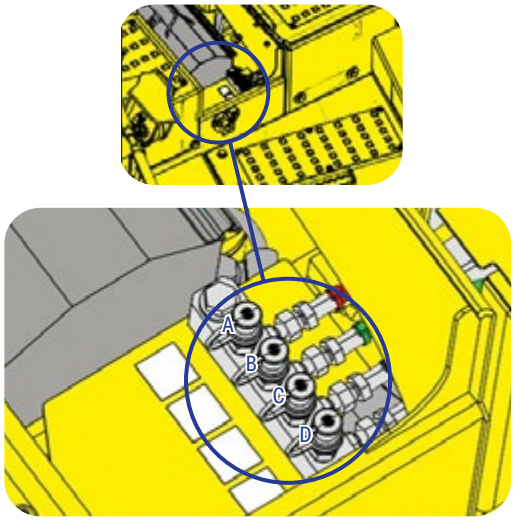
Canister-type breathers (optional)

Checking and cleaning of the breathers can be accomplished remotely with canister-type breathers positioned inside the left exterior cover.



Concentrated sampling and diagnostic ports

Remotely mounted banks of quick couplers facilitate live oil sampling and diagnostic tests for service. Quick couplers are easily accessible beneath panels to the right of the operator's cab.



A: Transmission oil B: Radiator coolant C: Engine oil D: Hydraulic oil

Diagnostic ports

Machine monitor

Large multi-lingual high-resolution LCD monitor

The operator stays in the know with information presented in an easy-to-understand design on a large LCD monitor, highly visible at most angles and lighting conditions. You can choose one of 27 languages to support operators around the world.

Multi-monitor with troubleshooting function

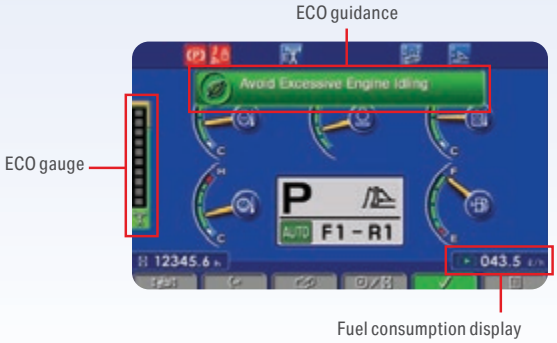
To help minimize downtime, various meters, gauges and warning functions are centrally arranged on the multi-monitor. It also simplifies start-up inspections and communicates replacement intervals for oil and filters. Lamps and buzzers promptly warn the operator if any abnormalities should occur; warnings are indicated in four levels to advise the operator of proper recommended actions.

Energy-saving operation

ECO guidance

Operator screens offer guidance for more fuel efficient operation:

1. Avoid excessive engine idling
2. Use economy mode to save fuel
3. Avoid hydraulic relief pressure
4. Avoid overload
5. Use automatic shift mode



ECO gauge

To coach the operator to perform in an environmentally friendly way and minimize energy consumption, an ECO gauge is displayed on the left of the multi-monitor screen.

Fuel consumption display

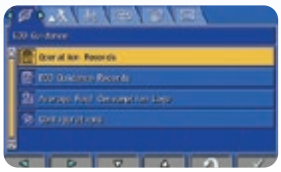
Average fuel consumption is displayed on the multi-monitor screen and updated every 10 seconds.

Operation and ECO guidance record

The ECO guidance menu displays the operation record, fuel consumption history and ECO guidance record, which can be used to coach operators on reducing overall fuel consumption.


Operation record


Fuel consumption record


ECO guidance record

D475A-8

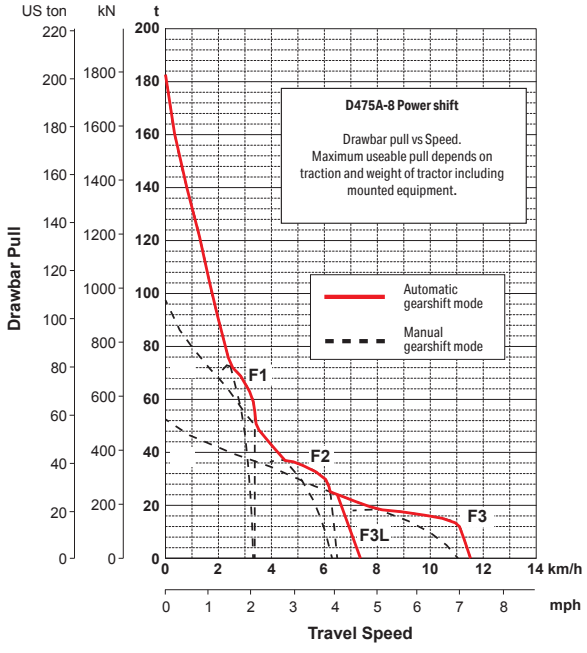
Engine

Model	Komatsu SAA12V140E-7
Type	4-cycle, water-cooled, direct injection
Aspiration	Turbocharged, air-to-air charge air cooler, cooled EGR
Number of cylinders	12
Bore x stroke	140 mm x 165 mm (5.51 in x 6.50 in)
Piston displacement	30.48 L (1,860 in^3)
Governor	Mid-range, electronic
Horsepower	
SAE J1995	Gross: Forward 697 kW 934 HP Reverse 777 kW 1040 HP
ISO 9249/SAE J1349*	Net: Forward 664 kW 890 HP Reverse 722 kW 968 HP
Rated rpm	2,000 rpm
Fan drive type	Hydraulic
Lubrication system	
Method	Gear pump, force lubrication
Filter	Full-flow
* Net horsepower at the maximum speed of radiator cooling fan	Forward/reverse 641/722 kW 860/968 HP
	U.S. EPA Tier 4 Final emission certified

Torqflow transmission

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

Gear	Forward	Reverse
1st	3.4 km/h (2.1 mph)	4.4 km/h (2.7 mph)
2nd	6.3 km/h (3.9 mph)	8.4 km/h (5.2 mph)
3rd L	7.4 km/h (4.6 mph)	9.0 km/h (5.6 mph)
3rd	11.6 km/h (7.2 mph)	14.3 km/h (8.9 mph)



Final drives

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

Palm Command Control System (PCCS), joystick controlled, wet multiple-disc steering clutches are spring-loaded and hydraulically released. Wet multiple-disc, pedal/lever controlled steering brakes are spring-actuated hydraulically released and require no adjustment. Steering clutches and brakes are interconnected for easy, responsive steering.

Minimum turning radius	4.6 m (15 ft. 1 in)

Undercarriage

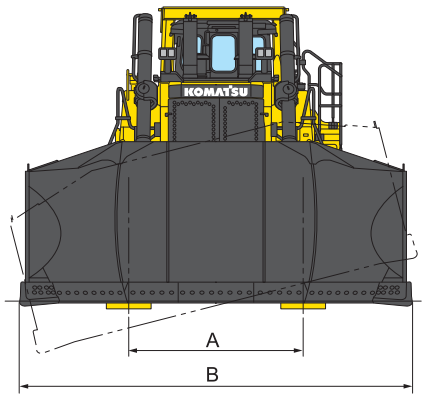
Suspension	Oscillating equalizer bar with shoulder pad and pivot shaft
Track roller frame	Cylindrical, high-tensile-strength steel construction
Rollers and idlers	Lubricated track rollers
Komatsu Bogie (K-Bogie) undercarriage	
Lubricated track rollers are resiliently mounted to the track frame with a bogie suspension system whose oscillating motion is cushioned by rubber pads.	
Extreme service track shoes	
Lubricated tracks. Unique seals prevent entry of foreign abrasives into pin to bushing clearances to provide extended service life. Track tension is easily adjusted with grease gun.	
Number of shoes (each side)	41
Grouser height (single grouser)	105 mm (4.1")
Shoe width (standard)	710 mm (28")
Ground contact area*	64 240 cm^2 (9,957 in^2)
Ground pressure (tractor)**	115.2 kPa 1.18 kg/cm^2 (16.71 psi)
Number of track rollers	8
Number of carrier rollers	2

Extreme service shoes	Additional weight	Ground contact area*	Ground pressure**
810 mm (32 in)	920 kg (2,028 lbs.)	73 290 cm^2 (11,360 in^2)	118 kPa 1.20 kg/cm^2 (17.1 psi)
910 mm (36 in)	1 830 kg (4,034 lbs.)	82 340 cm^2 (12,763 in^2)	106.1 kPa 1.08 kg/cm^2 (15.4 psi)

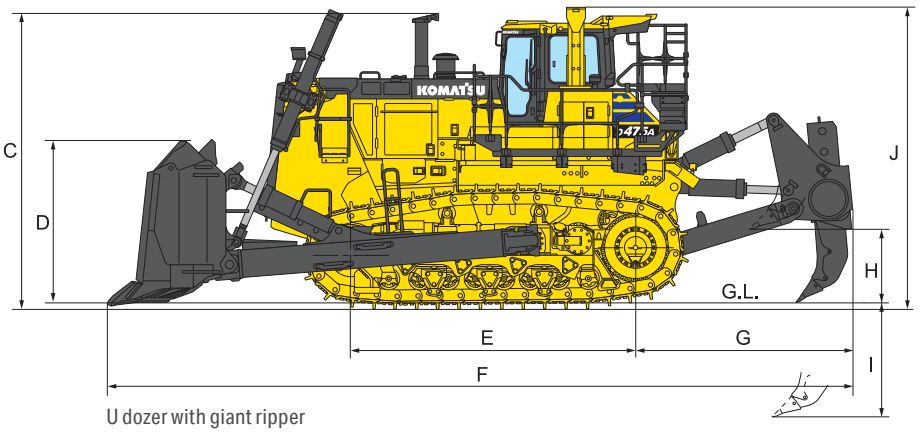
*Ground contact area calculated by track on ground, center idler to center sprocket
**Ground pressure calculated using ISO 16754

Coolant and lubricant capacity (refill)

Fuel tank	1 920 L (507.2 US gal)
Coolant	265 L (70 US gal)
Engine	120 L (31.7 US gal)
Torque converter, transmission, bevel gear, and steering system	210 L (55.5 US gal)
Final drive (each side)	75 L (19.8 US gal)



Ground clearance 615 mm (2 ft.)



U dozer with giant ripper

Dimensions

A	2 770 mm (9 ft. 1 in)
B	6 205 mm (20 ft. 4 in)
C	4 710 mm (15 ft. 5 in)
D	2 610 mm (8 ft. 7 in)
E	4 525 mm (14 ft. 10 in)
F	11 800 mm (38 ft. 9 in)
G	3 430 mm (11 ft. 3 in)
H*1	1 210 mm (4 ft.)
I*2	1 845 mm (6 ft. 1 in)
J	4 795 mm (15 ft. 9 in)

*1 Maximum lift above ground
*2 Maximum drop below ground

Operating weight

Tractor	88 200 kg (194,450 lbs.)
Including rated capacity of lubricant, coolant, full fuel tank, operator, and 710 mm (28") shoe, less front and rear attachments.	
Operating weight	115 300 kg (254,195 lbs.)
Includes dual tilt U dozer, giant variable ripper, cab, ROPS (ISO 3471), operator, standard equipment, rated lubricant volumes, coolant, full fuel tank and 810 mm (32") track shoes.	
Ground pressure*	1.36 kPa 133.4 kgf/cm² (19.35 psi)

*Ground pressure calculated using ISO 16754

Hydraulic system

Hydraulic control unit		
Closed-center load sensing system (CLSS) designed for precise and responsive control, and for efficient simultaneous operation.		
All spool control valves externally mounted beside the hydraulic tank. Variable piston pump with capacity (discharge flow) of 541 L/min (142.9 US gal/min) for implement at rated engine rpm.		
Relief valve setting	for implement 27.5 MPa 280 kgf/cm2 (3,983 psi)	
Control valves		
Spool control valve for Semi-U tilt dozer and U tilt dozer.		
Positions: blade lift		Raise, hold, lower, and float
blade tilt		Right, hold, and left
Additional control valve required for variable digging angle multi-shank ripper and giant ripper.		
Positions: ripper lift		Raise, hold, and lower
ripper tilt		Increase, hold, and decrease
Hydraulic cylinders		Double-acting, piston
	Number of cylinders	Bore
Blade lift	2	180 mm (7.1")
Blade tilt (single tilt)	1	250 mm (9.8")
Blade tilt (dual tilt)	2	250 mm (9.8")
Ripper lift	2	225 mm (8.9")
Ripper tilt	2	225 mm (8.9")
Hydraulic oil capacity (refill)		
Semi-U dozer or U dozer		190 L (50.2 US gal)
Ripper equipment (additional volume)		
Giant ripper		130 L (34.3 US gal)
Multi-shank ripper (variable)		130 L (34.3 US gal)

Dozer equipment

Blade capacities are based on the ISO recommended practice 9246.

	Overall length with dozer	Blade capacity* (ISO 9246)	Blade length x height with spill guard	Maximum lift above ground	Maximum drop below ground	Maximum tilt adjustment	Weight		Ground pressure** (ISO16754)
							Dozer equipment	Hydraulic oil	
Dual tilt semi-U dozer	8 900 mm (29 ft. 2 in)	27.2 m³ (35.6 yd³)	5 265 mm x 2 690 mm (17 ft. 3 in x 8 ft. 10 in)	1 650 mm (5 ft. 5 in)	900 mm (2 ft. 11 in)	1 145 mm (3 ft. 9 in)	18 300 kg (40,345 lbs.)	109 kg (240 lbs.)	131.6 kPa 1.34 kgf/cm² (19.1 psi)
Dual tilt U dozer	9 400 mm (30 ft. 10 in)	34.4 m³ (44.5 yd³)	6 205 mm x 2 610 mm (20 ft. 4 in x 8 ft. 7 in)	1 650 mm (5 ft. 5 in)	900 mm (2 ft. 11 in)	1 350 mm (4 ft. 5 in)	19 900 kg (43,872 lbs.)	109 kg (240 lbs.)	133.4 kPa 1.36 kgf/cm² (19.4 psi)
Dual tilt super dozer	9 175 mm (30 ft. 1 in)	45.0 m³ (58.9 yd³)	6 465 mm x 2 874 mm (21 ft. 3 in x 9 ft. 5 in)	1 700 mm (5 ft. 7 in)	1 000 mm (3 ft. 3 in)	850 mm (2 ft. 9 in)	22 100 kg (48,722 lbs.)	132 kg (291 lbs.)	136.0 kPa 1.39 kgf/cm² (19.7 psi)

*Blade capacities are based on the ISO recommended practice 9246.
**Ground pressure shows tractor with cab, ROPS (ISO 3471), giant variable ripper, 32 in extreme service shoes, standard equipment and applicable blade. Ground pressure calculated using ISO 16754

Operator environment and equipment

Air conditioner and heater with automatic climate control and defroster	●
Back-up alarm	●
Decelerator pedal	●
Double wiper for cab door	●
Finger Command Control (FCCS) steering system	○
Horn, warning	●
LED lighting package	
Access lamps (4)	
Additional cab mount (4)	
Front fender mount (2)	
High mount on hood (2)	
Rear fender mount (2)	
Ripper point light	
Lunch box holder	●
Mirror, rearview	●
Palm Command Control Steering (PCCS) system	●
Power ladder	○
Provisions for power ladder installation	●
Radio, AM/FM, auxiliary, bluetooth	●
Rearview monitoring system	●
ROPS (meets ISO 3471 standards)	●
Weight: 1,634 lbs. (741 kg)	
Width: 6'11" (2,098 mm)	
Height: 6'3" (1,910 mm) (compartment floor to ceiling)	
Seat	●
Air suspension, fabric, low back rest, head rest, heated and ventilated	
Seat belt, 3" retractable	●
Uninterrupted power source for 3rd party system	●

Powertrain

Auto/manual gearshift (3F/3R) TORQFLOW transmission	●
Torque converter with lock-up clutch	
Alternator, 140 Amps, 24 V	●
Batteries, large capacity, 4 x 12 V, 160 Ah	●
Circuit breaker panel w/ push button resets	●
Dry-type air cleaner with dust evacuator and dust indicator	●
Electrical engine oil and coolant heaters	●
Engine intake precleaner	●
Engine prelubrication system	●
Final drive scraper, wear guard	●
Hydraulically driven radiator fan, swing out, reversible	●
Perforated side covers	●
Radiator, fin and tube type, copper core	●
Starting motors, 15 kW. (2 x 7.5 kW.), 24 V	●
Steering, wet clutch and brake	●

Undercarriage

Extreme service shoes with cold link assemblies	
28" (710 mm) shoe width	●
32" (810 mm) shoe width	○
36" (910 mm) shoe width	○
Hydraulic track adjusters	●
Idler spring tensioner, additional preload	●
Labyrinth-type track rollers	●
Segmented sprocket segments	●
Track roller guards	●

Dozer equipment

Blade Semi-U, strengthened dual-tilt, 35.6 yd^3 (27.2 m^3)	○
Blade Full-U, strengthened dual-tilt, 45.0 yd^3 (34.4 m^3)	○
Blade Super dozer, dual-tilt, 58.9 yd^3 (45.0 m^3)	○
Hydraulics and cab controls for dual-tilt dozer equipment	●
Straight fame assembly, dual-tilt, less blade	○

Rear attachment

Counterweight with hitch-13,395 lbs. (6,076 kg)	○
Counterweight, additional with hitch-14,509 lbs. (6,581 kg)	○
Hydraulics and cab controls for giant variable ripper	●
Ripper assembly, giant variable, long protector	○
Variable, single shank ripper ideal for tough ripping applications. Ripping angle is variable. Ripping depth is adjustable with a hydraulically controlled pin-puller	
Weight: 15,895 lbs. (7,210 kg)	
Beam length: 4'11" (1,500 mm)	
Maximum lift above ground: 4'0" (1,210 mm)	
Maximum digging depth: 6'1" (1,845 mm)	
Ripper Assembly, multi-shank	○
Three shank assembly with hydraulically controlled lift and tilt functionality	
Weight: 21,430 lbs. (9,720 kg)	
Beam length: 10'1" (3,085 mm)	
Maximum lift above ground: 4'0" (1,210 mm)	
Maximum digging depth: 4'1" (1,240 mm)	

Service and maintenance

Anchor points for service lanyards	●
Canister-type, remote breathers	●
Centralized greasing (blade cylinder yoke and ripper)	●
Concentrated live oil sampling ports	●
Engine emergency stop system	●
Engine room light	●
Electrical dust indicator	●
Electrical engine oil level sensor	●
Electrical hydraulic oil level sensor	●
Fast fill fuel system	●
Hinged underguards with front pull hook	●
Isolators, battery and starter	●
Jump start receptacle	●
Service fill and evacuation center, ground-level	●
Hyd. oil, eng. oil, T/M oil, and coolant	
Platform with handrails and toe boards	●
PM service connectors	●
Radiator site gauge	●
Vandalism protection kit (cover locks)	●

Technology

Auto-idle stop system	●
Auto-pitch blade control	●
Auto-ripper return	●
Komtrax Plus with iridium + WIFI	●
Track shoe slip control	●

Special arrangements

Cold area arrangement -30 - +40 C	●
High altitude arrangement	●
Mining specification	●
MSHA regulation arrangement (dust)	●
OSHA (USA) regulation arrangement	●
Sandy and dusty area arrangement	●

Further equipment on request

● standard equipment
○ optional equipment

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