KOMATSU®

D375A-8

Tier 4 Final Engine

D375

CRAWLER DOZER

Photos may include optional equipment.

NET HORSEPOWER
Forward: **609 HP** 455 kW @ 1800 rpm
Reverse: **748 HP** 558 kW @ 1800 rpm

OPERATING WEIGHT
163,340 lb
74,090 kg

BLADE CAPACITY (ISO 9246)
Semi-U Dozer: **24.2 yd³** 18.5 m³
Full-U Dozer: **28.8 yd³** 22.0 m³

WALK-AROUND

Photos may include optional equipment.

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INCREASED PRODUCTIVITY & OPERATOR COMFORT

The D375A-8 can push ***more material*** per shift. Increased engine power in reverse yields ***shorter cycle times*** for significant ***productivity gains***.

Operator comfort was a leading design concept for the D375A-8. An all ***new suspension, reengineered cabin***, and ***improved visibility*** keep operators productive throughout long shifts.

Tier 4 Final Emission Certified Engine

- Over 20% more engine power in the reverse direction (versus forward direction) helps reduce cycle times and increase productivity ***NEW***
- Auto idle stop function ***NEW***
- Dual Komatsu Diesel Particulate Filters (KDPFs) ***NEW***
- Variable Geometry Turbocharger (VGT) ***UPGRADE***
- Cooled EGR, HD ***UPGRADE***
- High Pressure Common Rail (HPCR) ***UPGRADE***
- Emergency engine stop switches, ground level and in cab

Performance

- 20% more power in reverse reduces cycle times and increases productivity ***NEW***
- Automatic transmission with lockup torque converter
- Selectable working modes
- Automatic/manual gearshift selectable modes
- Blade auto-pitch ***NEW***
- Ripper auto-return ***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 blade and ripper levers ***NEW***
- Rearview monitor system
- Electronic height adjuster for steering console ***NEW***

Access

- Rear platform and guard rails ***UPGRADE***
- Heavy-duty steps and large hand rails ***UPGRADE***
- Seat belt caution indicator ***NEW***
- Power ladder (Optional) ***NEW***

Reliability & Maintenance

- Robust main and track frame ***UPGRADE***
- Long life powertrain design
- Mesabi radiator*
- Swing-out fan for easy access to radiator core ***NEW***
- Centralized greasing points
- Concentrated sampling points
- Maintenance service center for oils and coolants, with quick-fill couplings
- Battery and starter isolator

Information and Communication Technology (ICT)

- Machine monitor with high resolution seven-inch LCD monitor ***UPGRADE***
- Energy Saving Operation

KOMTRAX Plus®

- Equipment management support system
- Reduce maintenance costs and achieve high equipment availability

* Mesabi radiator is a registered trademark of L&M Radiator, Inc.

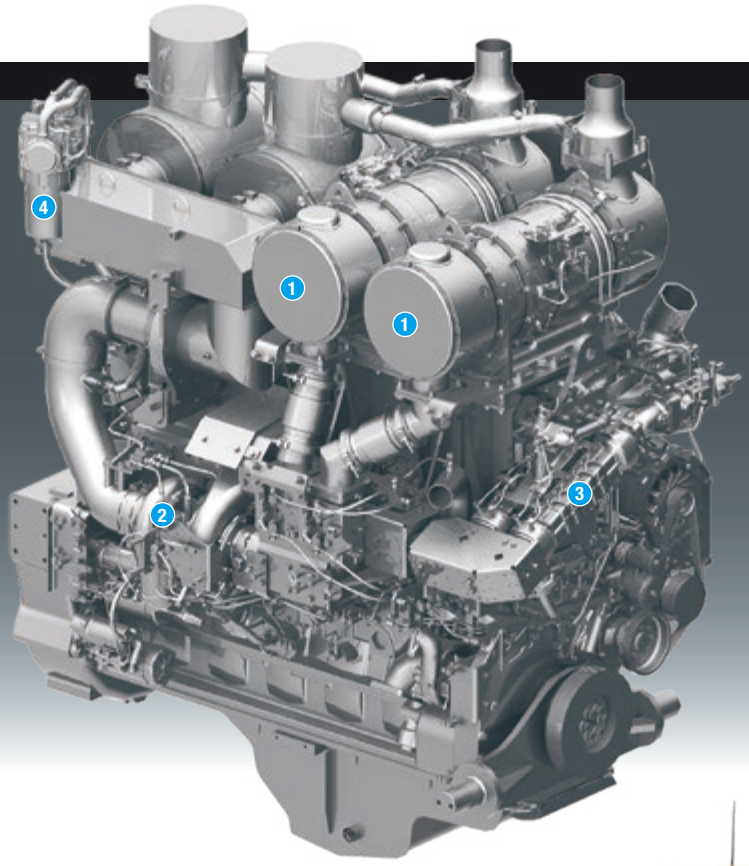
NOTE: All comparisons are to the prior model, unless otherwise stated.

ECOLOGY & ECONOMY FEATURES

NEW ENGINE TECHNOLOGIES

Komatsu's New Emission Regulation-compliant Engine

Komatsu provides a powerful and economical U.S. EPA Tier 4 Final compliant engine with latest emission control technologies and fuel saving features.

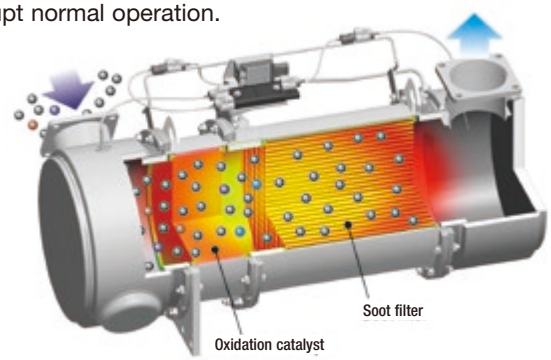


1. Komatsu Diesel Particulate Filter (KDPF)
2. Variable Geometry Turbocharger (VGT)
3. Exhaust Gas Recirculation (EGR) cooler
4. Komatsu Closed Crankcase Ventilation (KCCV)

Technologies Applied to New Engine

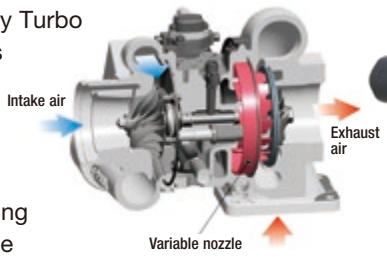
Heavy-duty aftertreatment system

Dual Komatsu Diesel Particulate Filters (KDPFs) capture 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 filters by either active or passive regeneration. This system does not require any additional operator's action or interrupt normal operation.



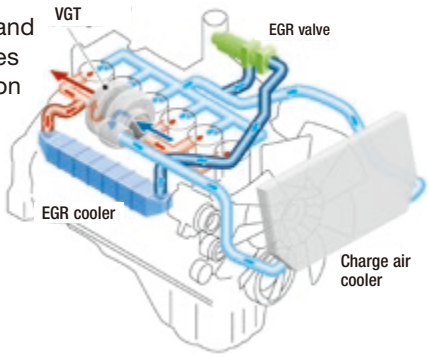
VGT system

The Variable Geometry Turbo (VGT) system features Komatsu designed technology for variable control of airflow and supplies optimal boost according to load conditions. The upgraded version for the D375A-8 provides improved management of exhaust temperatures.

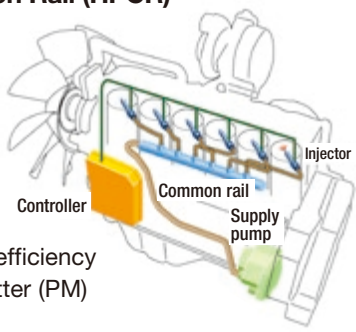


Heavy-duty cooled Exhaust Gas Recirculation (EGR) system

The system recirculates a portion of exhaust gas into the air intake and lowers combustion temperatures, thereby reducing NOx emissions. By incorporating a high-efficiency cooling system, EGR flow can be increased and the system achieves a dynamic reduction of NOx while helping to reduce fuel consumption.



High Pressure Common Rail (HPCR) fuel injection system

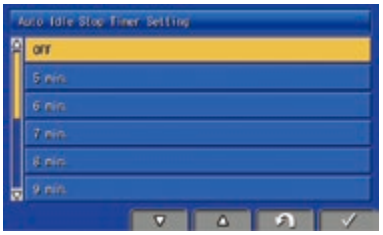


The system is designed to achieve an optimal injection of high-pressure fuel by means of computerized control, thereby achieving exceptional combustion efficiency to reduce Particulate Matter (PM) emissions.

Hydraulically Driven Radiator Cooling Fan

The engine cooling fan rotation speed is electronically controlled depending 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. It is also reversible from the operator monitor to purge cooling cores and facilitate easy maintenance.

Komatsu Auto Idle Stop helps reduce idle time and operating costs.



PERFORMANCE FEATURES

Over 20% More Power in Reverse

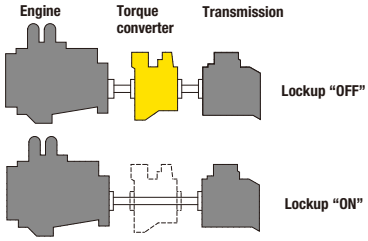
Engine output is increased by over 20% in reverse (versus forward direction), providing faster reverse climbing speed in downhill dozing applications, leading to reduced cycle times and increased production.

Production increased by 18%

Compared with D375A-6 during downhill dozing application.

Automatic Transmission with Lockup Torque Converter

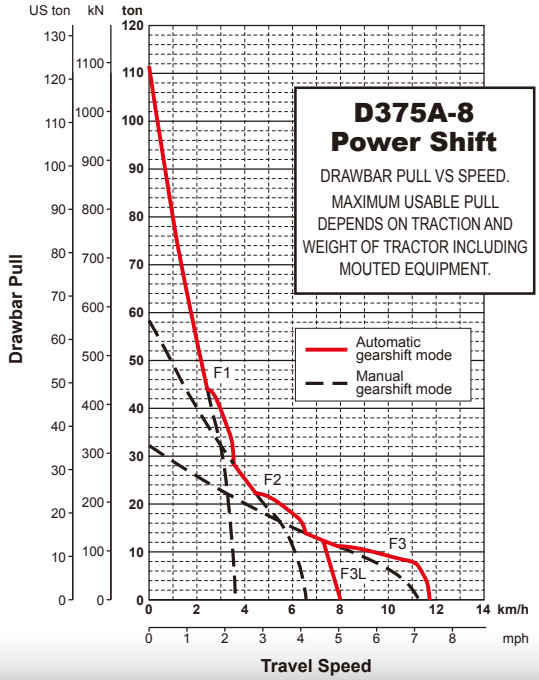
A reduction in fuel consumption and greater powertrain efficiency is achieved by the automatic gearshift transmission and lock up torque converter. The automatic gearshift transmission selects the optimal gear range depending on the working conditions and load placed on the machine. This means the machine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



Fuel consumption reduced by 10%

Compared with manual gearshift mode

The lockup mechanism of the torque converter is automatically actuated to transfer engine power directly to the transmission. Locking up the torque converter eliminates parasitic power losses through the torque converter.

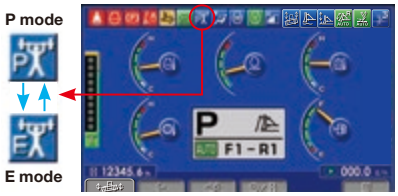


Selectable Working Modes

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 work requiring large production, heavy-load work, and uphill work.

E mode (Economy mode)**:** E mode is intended for energy saving operation for work in poor ground conditions where operators experience shoe slip and frequently use the decelerator pedal. This mode is also appropriate for applications such as downhill dozing, leveling, and light-load work.

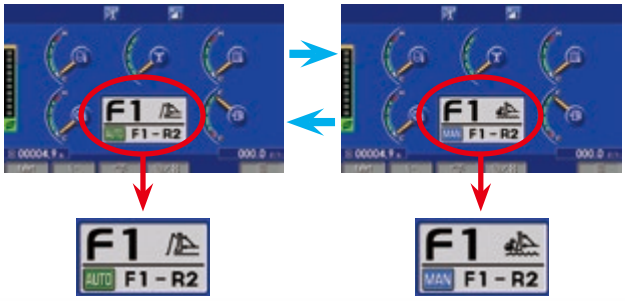


Automatic/manual Gearshift Selectable Modes

Automatic or manual gearshift modes can be selected by pressing the switch on the multi-monitor (selection at neutral).

Automatic gearshift mode: The mode for general dozing. When a load is applied, the transmission automatically shifts down, and when the load is off, it automatically shifts up to a pre-selected maximum gear speed. The torque converter lockup mechanism is actuated according to load. This mode optimizes both fuel consumption and production.

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 off. The operator can specify whether the auto shift down function is enabled or disabled via the monitor.



Automatic gearshift mode screen

Manual gearshift mode screen

Preset Travel Speed Function

Preset travel speed enables the operator to select forward and reverse travel speed among 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 gear is automatically selected when the operator shuttles the transmission control lever. This function reduces operator effort during repeated passes.

Automatic gearshift mode	Manual gearshift mode	Shoe slip control mode (Optional)
F1-R1 MODE	F1-R1 MODE	F1-R1 MODE
Press DOWN switch ↑ ↓ Press UP switch	Press DOWN switch ↑ ↓ Press UP switch	Press DOWN switch ↑ ↓ Press UP switch
F1-R2 MODE	F1-R2 MODE	F1-R2 MODE
Press DOWN switch ↑ ↓ Press UP switch	Press DOWN switch ↑ ↓ Press UP switch	
F2-R2 MODE	F2-R2 MODE	
Press DOWN switch ↑ ↓ Press UP switch		
F2-R3L MODE		

Auto Downshift Function

When a load is applied, the transmission automatically downshifts to the optimum gear speed to provide high fuel efficiency, high productivity, and reduced operator effort.

Reverse Slow Mode

Reverse slow mode limits travel speed in reverse to improve ride quality in rough terrain and extend undercarriage life.

Electronic Steering Clutch/Brake Control

Sensors monitor the machine operating conditions such as incline angle and load capacity, and the controller automatically selects the optimal modulation parameters. The timing of clutch and brake engagement is designed to provide smooth steering control.

Track Shoe Slip Control Mode

Track shoe slip control automatically controls engine speed during ripping operation, reducing operator fatigue. This allows operators to focus on the ripping operation without the distraction of limiting shoe slip with the decelerator pedal. Repair costs are lowered, undercarriage life is extended, and fuel consumption is reduced with the reduction in track shoe slippage.

High Efficiency Blade and End Bit Design

Komatsu America Corp. offers two standard blades for the D375A-8. The 24.2 yd^3 (Semi-U dozer) and the 28.8 yd^3 (Full-U dozer) have a larger slanted edge for easier digging and an altered cross-section for high productivity. These blades feature new end bits for better penetration and extended wear life.

High Penetration Force by Giant Variable Ripper

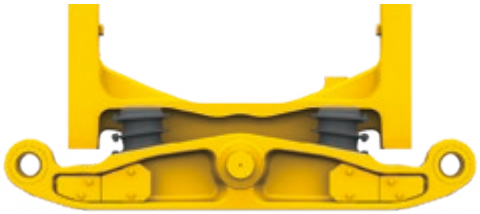
The giant variable ripper is a single shank ripper ideal for ripping tough material. The ripping angle is variable and the deep reach shank allows the operator to adjust ripping depth based on the application. The ripper shank height is adjustable from the operator's seat with a hydraulically controlled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

RIDE COMFORT

In today's mining environment, Komatsu recognizes that operator comfort is key to productivity. With the design of the D375A-8, Komatsu aimed to create a comfortable work environment. A reengineered undercarriage and brand new cab provide significant advances in ride quality, helping operators stay alert, focused, and productive all day long.

Equalizer Bar Shoulder Pads

Rubber shoulder pads are placed between the equalizer bar and mainframe to reduce impact while driving over obstacles.



New Viscous Cab Isolators

The D375A-8 cab is mounted with new cab dampers. These dampers use a combination of rubber, springs, and oil to absorb machine vibration. By isolating the cab from the machine chassis, less noise and vibration reach the operator.

K-Bogie Undercarriage

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

New Operator Seat

The new air suspension seat suppresses machine vibrations before reaching the operator. The seat is fixed at 12°, which provides increased leg room, excellent visibility, and easy access to the operator controls. Standard features for the new seat include:

- Heat/ventilation
- Increased cushion thickness
- Adjustable features, such as
  - Fore/aft adjustment bar
  - Lumbar support
  - Tilting backrest and seat cushion
  - Air suspension height/weight adjustment switch

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 better seals to reduce noise and dust intrusion.

Optimized lever and pedal layout

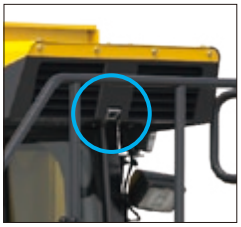
New fixed operator seat

Ripper Visibility

Visibility to the ripper point is greatly improved due to the new ripper arm structure and notched fuel tank.

Rearview Monitoring System

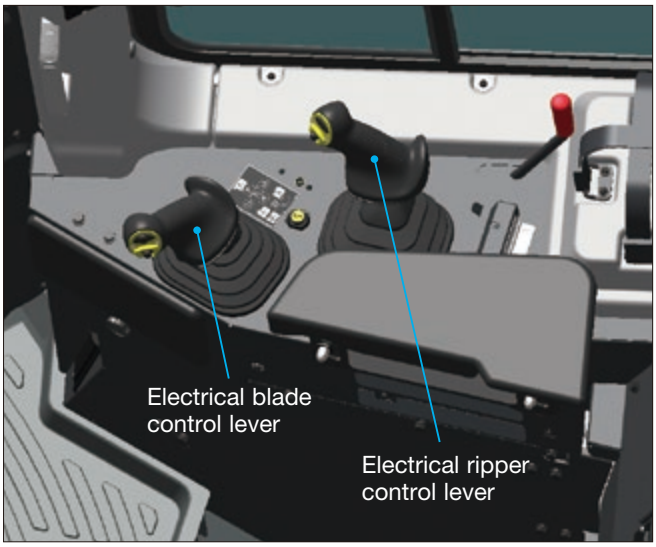
The operator can view behind the machine on the full color multi-monitor. This monitor can be programmed to display automatically when the machine is in reverse.



WORKING ENVIRONMENT

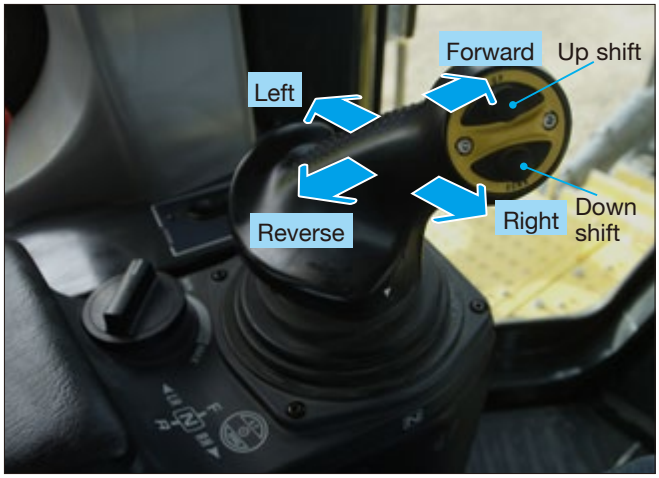
Work Equipment Control Joysticks

The EPC work equipment joysticks provide excellent response to the blade and ripper. Blade fine control mode enables smooth control for finish grading work. The blade control joystick has a new thumb toggle to easily adjust blade pitch angle, and a new button on the back for enabling blade auto pitch.



Palm Command Control System (PCCS)

The Palm Command Control System (PCCS) provides access to all travel controls on one joystick. Shifting is done with push buttons conveniently located on the PCCS joystick.

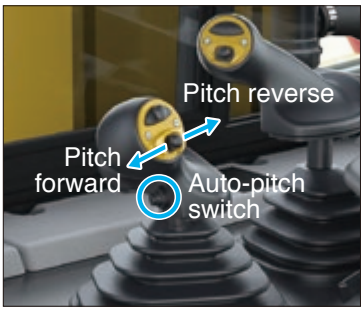


Ripper Control Joystick

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

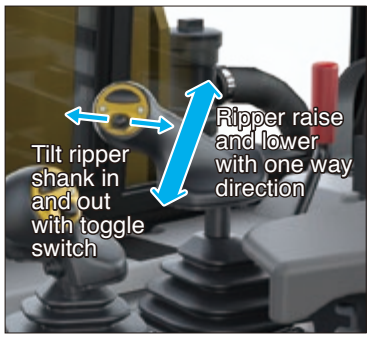
Blade Auto-pitch

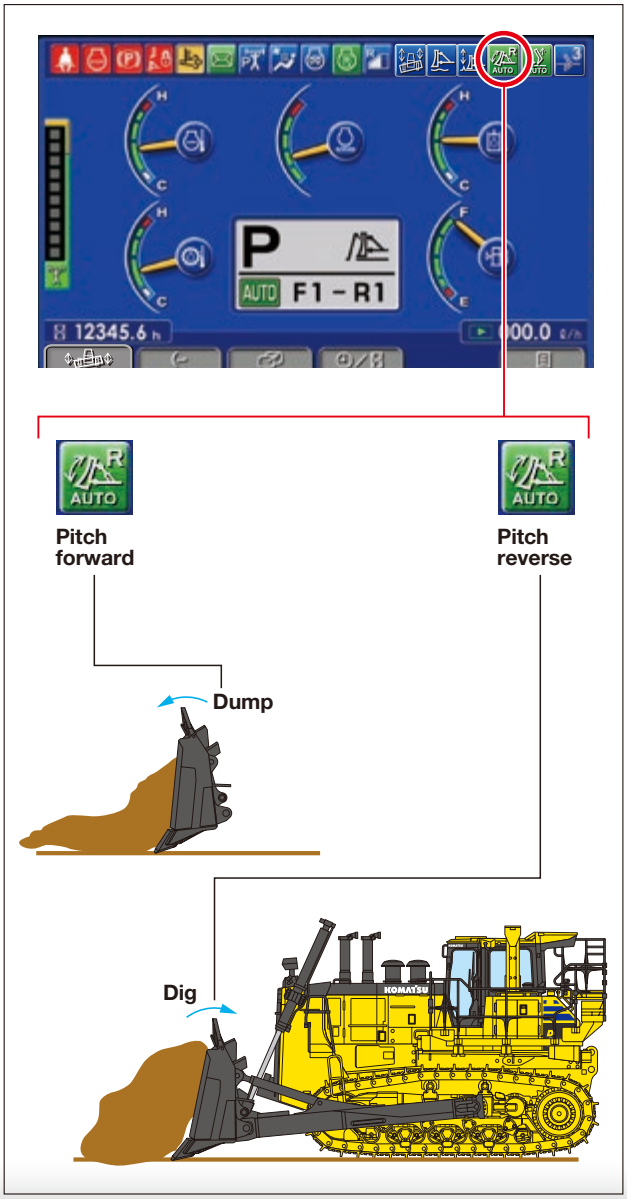
To reduce operator fatigue and increase operating efficiency, the new auto blade pitch mode sets the blade pitch positions for digging and dumping. By pressing the auto-pitch button, the blade will adjust pitch position from dig to dump with no additional lever movements. The blade pitch control can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

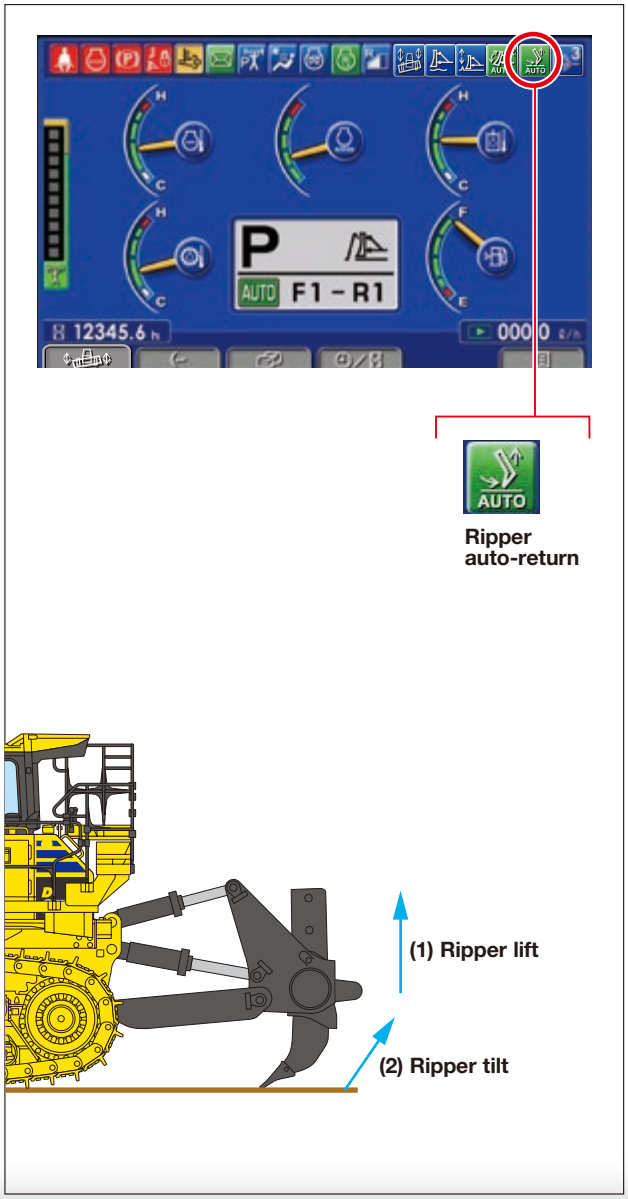


Ripper Auto-return

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 be set to raise ripper and/or return ripper shank to its stored position.



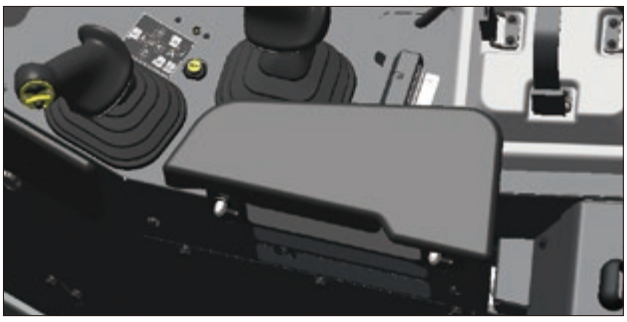




WORKING ENVIRONMENT

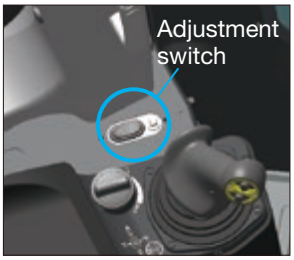
Large Armrest

The wide armrest improves operator arm support during ripping work.



Electronic Height Adjustment for Steering Console

Easy adjustment of the steering console via an electronic switch.

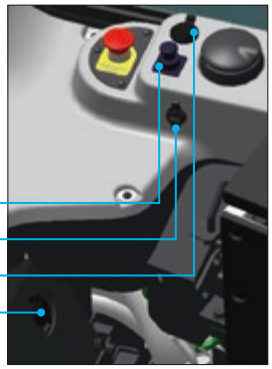


Automatic Climate Control System

The automatic climate control system allows the operator to set the cab ambient temperature. Enhanced heating/cooling output and improved vent locations keep the cab comfortable in all climates.

12V Outlet Power Source and Aux Input Jack

Two 12V outlet power sources and an AUX input jack are equipped on the left side of the console.



ACCESSIBILITY

Wrap Around Platform with Hand Rails and Toe Boards

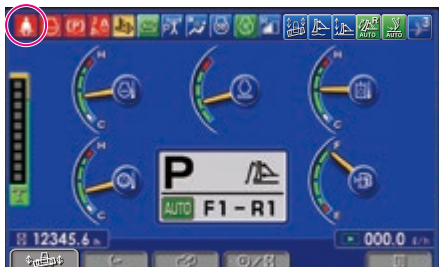
The platform is accessed from the left-hand side of the D375A-8 and wraps around the entire rear of the machine. It provides access to rear windows, A/C condenser, lights, etc.

Heavy Duty Steps and Large Hand Rails

Strategically placed grab handles with non-slip steps aid the operator getting on and off the machine.

Seat Belt Caution Indicator

Reminds the operator to engage the seat belt.



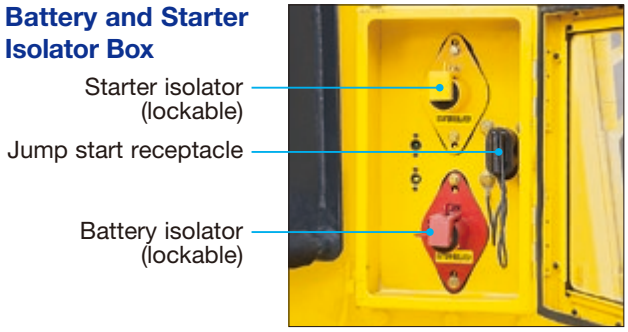
Power Ladder (optional)

Power ladder system provides easy access for operators and service personnel.

In use

Stored

Battery and Starter Isolator Box



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.

RELIABILITY & MAINTENANCE

Main Frame Durability

The D375A-8 has a new main frame designed to double its operational life. This is accomplished by increasing frame height, embedding the cross bar into the frame, and altering the welding process.

Mesabi® Radiator*

The Mesabi® radiator provides easily exchangeable tubes and less clogging for easy maintenance and less downtime.

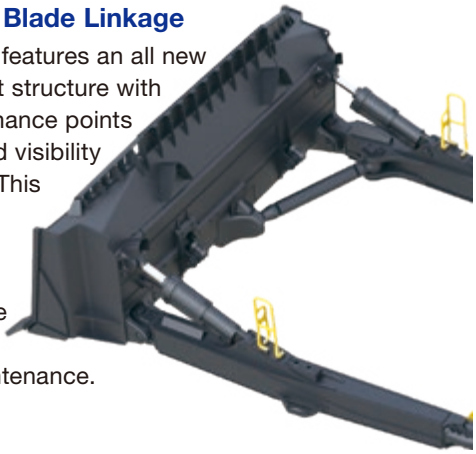
* Mesabi radiator is a registered trademark of L&M Radiator, Inc.

Swing Out Fan

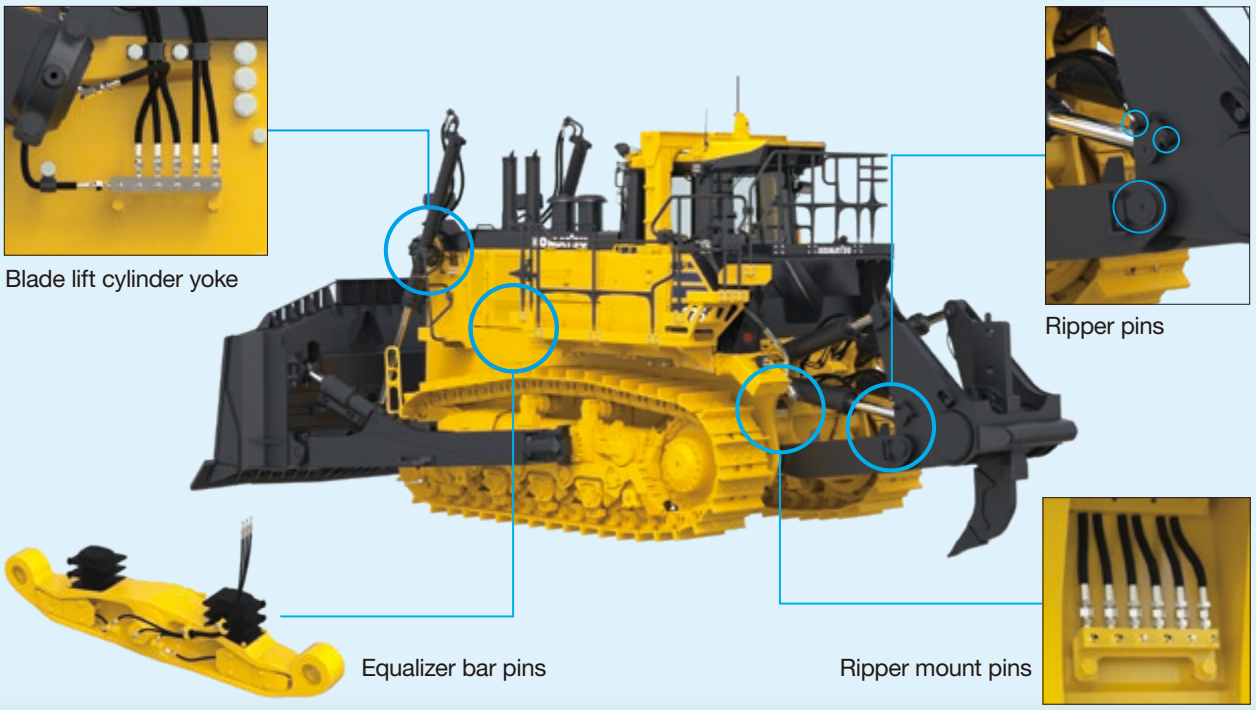
The hinged fan provides quick access to the front side of radiator core for cleaning and maintenance.

New Single Blade Linkage

The D375A-8 features an all new blade support structure with fewer maintenance points and enhanced visibility to the blade. This new support structure significantly reduces blade sway and required maintenance.



Centralized Greasing Points

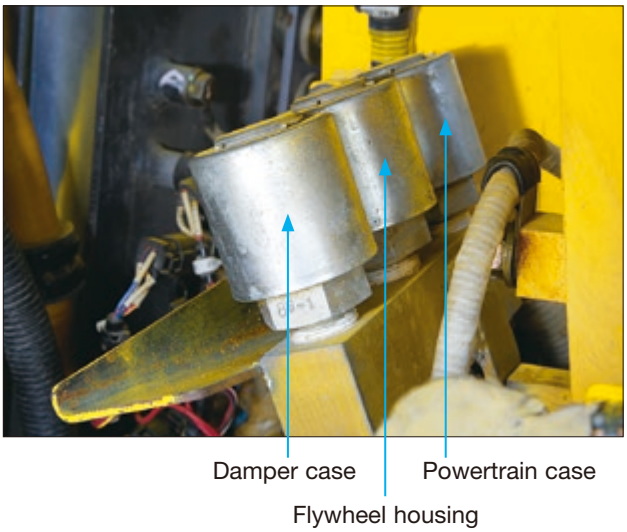


Maintenance Service Center

Couplings (made by Wiggins) installed at the rear left of the machine enable quick oil and coolant changes. The Fast Fuel Fill (also by Wiggins) offers refueling from ground level. The service center eliminates the need to get on/off the machine or remove/install covers to perform fluid maintenance.

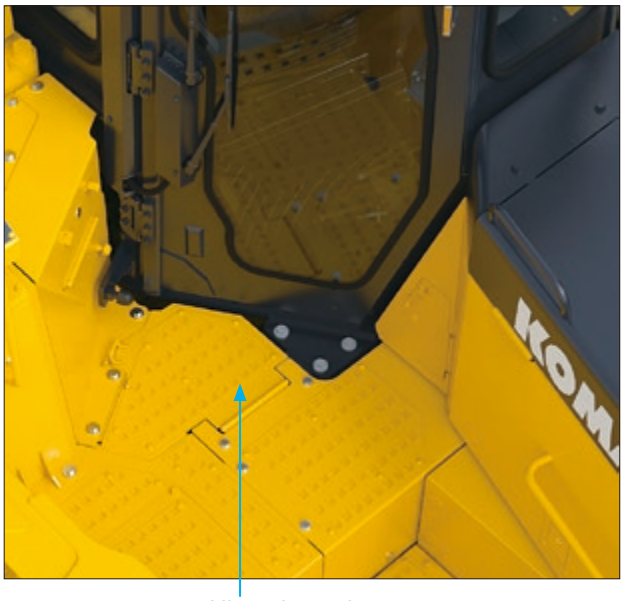
Canister-type Breathers

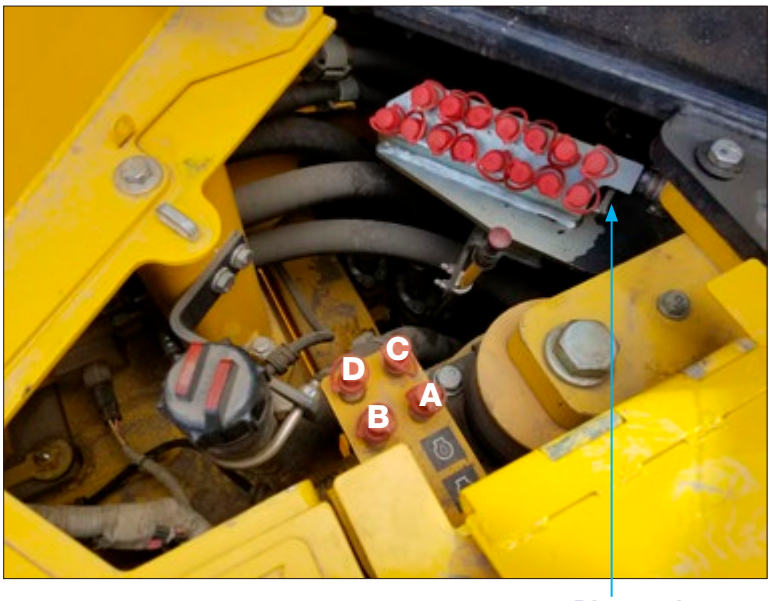
Canister-type breathers are centrally arranged inside the left exterior cover to remotely facilitate the check and cleaning of each component breather.



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 panel to the right hand side of the operator's cab.



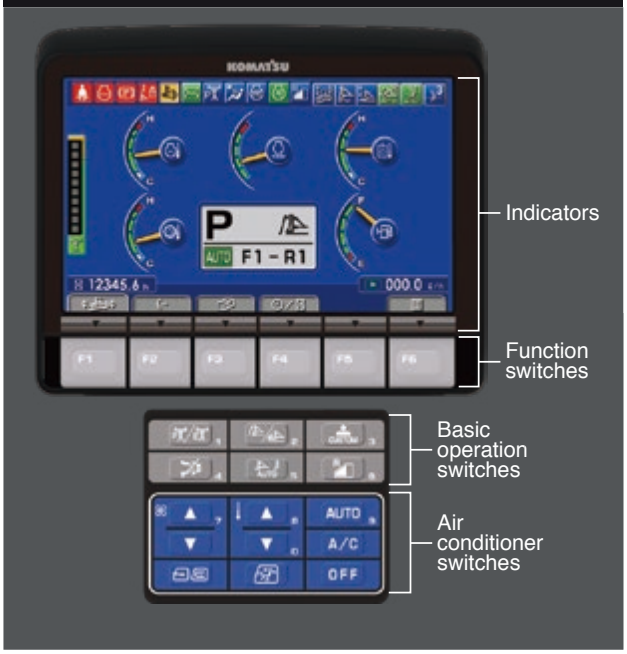


Live Oil Sampling Ports

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

MONITOR FUNCTIONALITY

LARGE HIGH RESOLUTION LCD MONITOR



Large High Resolution LCD Monitor

A large user-friendly color monitor provides essential operation information. A high resolution LCD monitor achieves excellent screen visibility and can easily be read at all hours of the day. Switches are simple and easy to operate, and the function switches (shown above) allow operators to customize information displayed. The monitor displays data in 26 languages to support operators around the world.

Multi-Monitor with Troubleshooting Function to Minimize Down Time

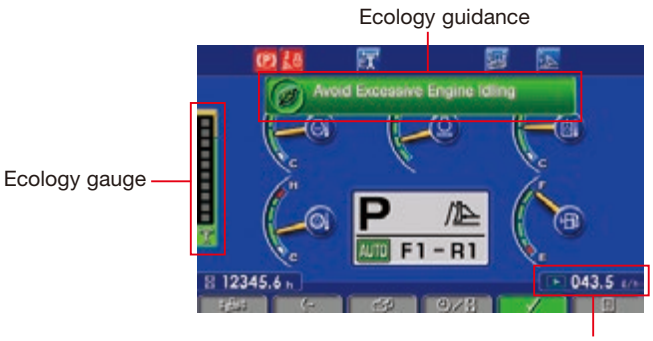
Various meters, gauges and warning functions are displayed on the monitor. The monitor simplifies start-up inspection and promptly warns the operator if any abnormalities should occur. Warning signals are categorized into 4 levels to advise the operator of recommended actions. The replacement times for oil and filters are also indicated.

Energy Saving Operation

Ecology assistance

The following 5 alerts are displayed for fuel saving operation:

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



Ecology gauge

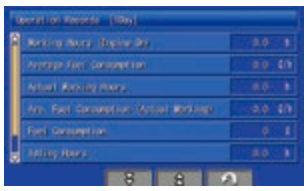
In order to minimize energy consumption, an easy-to-read “ecology gauge” is displayed on the left of the monitor screen.

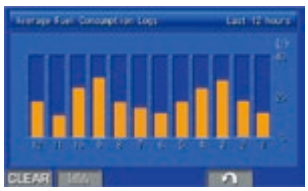
Fuel consumption display

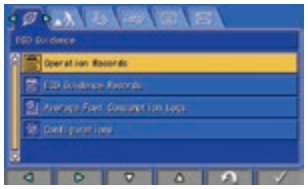
Average fuel consumption is displayed on the right of the monitor screen and updated every 10 seconds.

Operation record, fuel consumption history, and ecology guidance record

The ecology guidance menu enables the operator to check the operation record, fuel consumption history and ecology guidance record by pushing the button on the monitor. The records can be used to reduce overall fuel consumption.


Operation record


Fuel consumption record


Ecology guidance record

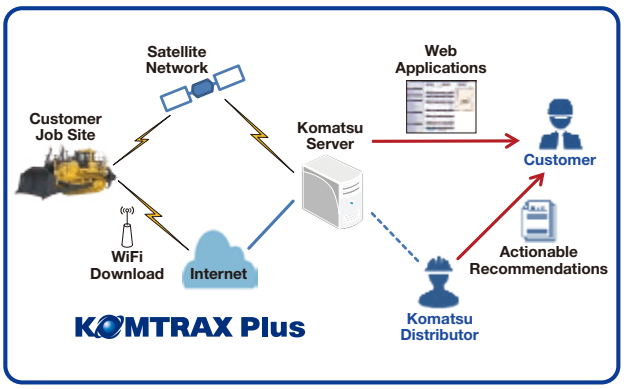
KOMTRAX Plus®

KOMTRAX Plus®

Complimentary and effective equipment management system for reducing operating costs and increasing production.

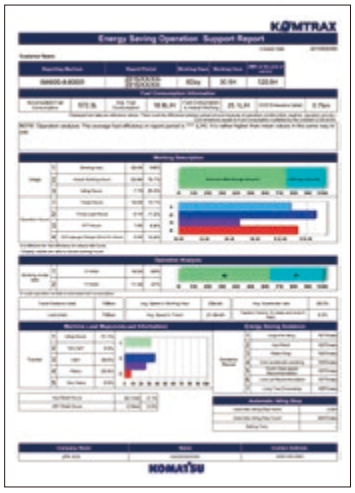
Equipment Management Support

KOMTRAX Plus® is a management system for large mining equipment, which enables detailed monitoring of the fleet via satellite and wireless LAN. Komatsu and distributors can analyze "machine health" and other operating conditions on site or in remote locations and provide this information to the job site, on a near-real time basis. As a result, customers receive timely machine maintenance, reduced maintenance expenses, reduced downtime costs and avoid mechanical trouble.



Energy Saving Operation Support Report

KOMTRAX Plus® provides an energy-saving operation report. This report displays operating information of your machine such as fuel consumption and idle time.



SPECIFICATIONS

D375A-8

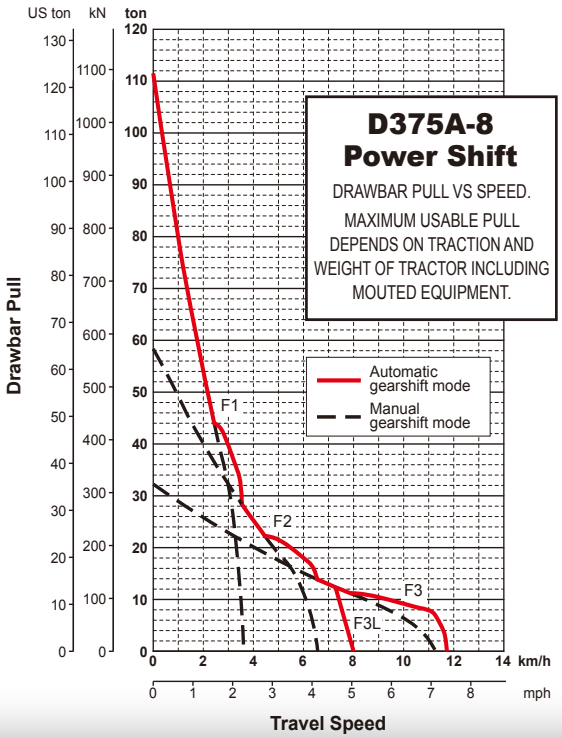
ENGINE

Model . . . . . Komatsu SAA6D170E-7
Type. . . . . 4-cycle, water-cooled, direct injection
Aspiration . . . . Turbocharged, air-to-air charge air cooler, cooled EGR
Number of cylinders 6
Bore x stroke. . . . . 170 mm x 170 mm **6.69" x 6.69"**
Piston displacement . . . . . 23.15 L **1,143 in³**
Governor . . . . . Mid-range, electronic
Horsepower:
SAE J1995 . . . . . Gross: Forward 474 kW **636 HP**
Reverse 578 kW **775 HP**
ISO 9249 / SAE J1349* . . . . . Net: Forward 455 kW **609 HP**
Reverse 558 kW **748 HP**
Rated rpm. . . . . 1800 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 432/536 kW **580/719 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	3.5 km/h	**2.2 mph**	4.6 km/h	**2.9 mph**
2nd	6.8 km/h	**4.2 mph**	8.9 km/h	**5.5 mph**
3rd L	8.0 km/h	**5.0 mph**	9.7 km/h	**6.0 mph**
3rd	11.8 km/h	**7.3 mph**	15.8 km/h	**9.8 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 . . . . . 4.2 m **13'9"**

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) . . . . . 93 mm **3.7"**
Shoe width (Standard). . . . . 610 mm **24"**
Ground contact area . . . . . 48,560 cm² **7,527 in²**
Ground pressure (Tractor). . . . 113 kPa 1.16 kg/cm² **16.4 psi**
Number of track rollers 8
Number of carrier rollers 2

Extreme Service Shoes	Additional Weight	Ground Contact Area	Ground Pressure**
610 mm **24"**	0 kg **0 lb**	48,560 cm² **7,527 in²**	132.1 kPa 1.35 kg/cm² **19.2 psi**
710 mm **28"**	680 kg **1,500 lb**	56,520 cm² **8,760 in²**	114.5 kPa 1.17 kg/cm² **16.6 psi**
810 mm **32"**	1,360 kg **3,000 lb**	64,480 cm² **9,994 in²**	101.3 kPa 1.03 kg/cm² **14.7 psi**

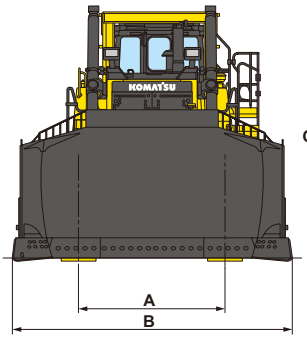
** Ground pressure based on tractor, strengthened dual tilt Semi-U dozer blade, giant variable ripper, cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank. Ground pressure calculated using ISO 16754.

COOLANT AND LUBRICANT CAPACITY (REFILL)

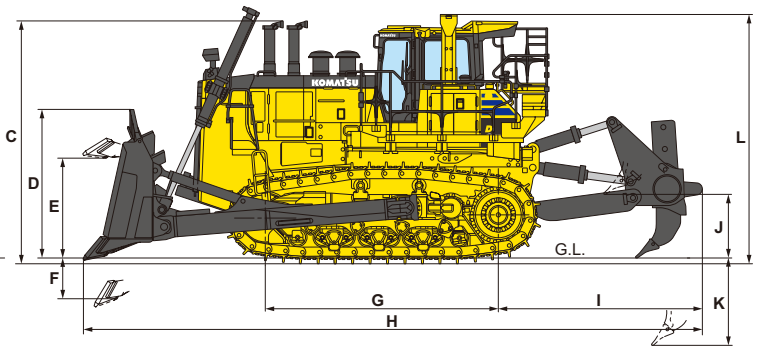
Fuel tank . . . . . 1200 L **317.0 U.S. gal**
Coolant . . . . . 145 L **41.5 U.S. gal**
Engine . . . . . 86 L **21.1 U.S. gal**
Torque converter, transmission, bevel gear, and steering system . . . . . 150 L **39.6 U.S. gal**
Final drive (Each side) . . . . . 65 L **16.1 U.S. gal**

DIMENSIONS

A	8' 2"	2500 mm
B	15' 8"	4775 mm
C	13' 8"	4160 mm
D	8" 3"	2525 mm
E	5' 7"	1690 mm
F	2' 5"	734 mm
G	13' 1"	3980 mm
H	34' 8"	10560 mm
I	11' 4"	3460 mm
J	3' 8" *1	1120 mm*1
K	4' 11" *2	1485 mm*2
L	14' 0"	4278 mm



Semi-U dozer with giant ripper



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

Ground clearance: **2' 0"** 610 mm

OPERATING WEIGHT

Tractor weight . . . . . 56,340 kg **124,210 lb**
Including rated capacity of lubricant, coolant, full fuel tank, operator, and standard equipment.

Operating weight . . . . . 74,090 kg **163,340 lb**
Including strengthened dual tilt Semi-U dozer blade, giant ripper, 24" extreme service shoes, cab, ROPS (ISO 3471), operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank.

Ground pressure . . . . . 132.1 kPa 1.35 kg/cm² **19.2 psi**

HYDRAULIC SYSTEM

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

Hydraulic control unit:
All spool control valves externally mounted beside the hydraulic tank. Variable piston pump with capacity (Discharge flow) of 96.7 U.S. gal/min 366 L/min for implement at rated engine rpm.

Relief valve setting . . . . . for implement 29.8 MPa 304 kg/cm² **4,322 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	140 mm	**5.5"**
Blade Tilt (Single tilt)	1	200 mm	**7.9"**
Blade Tilt (Dual tilt)	2	200 mm	**7.9"**
Ripper Lift	2	200 mm	**7.9"**
Ripper Tilt	2	180 mm	**7.1"**

Hydraulic oil capacity (Refill):
Semi-U dozer or U dozer . . . . . 130 L **34.3 U.S. gal**
Ripper equipment (Additional volume):
Giant ripper. . . . . 45 L **11.9 U.S. gal**
Multi-shank ripper (Variable) . . . . . 45 L **11.9 U.S. 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 Height	Maximum Lift above Ground	Maximum Drop below Ground	Maximum Tilt Adjustment	Weight		Ground Pressure*
							Dozer Equipment	Hydraulic Oil	
Strengthened Dual Tilt Semi-U Dozer	7855 mm **25' 9"**	18.5 m³ **24.2 yd³**	4775 mm x 2525 mm **15' 8" x 8' 3"**	1690 mm **5' 7"**	734 mm **2' 5"**	1170 mm **3' 10"**	11,440 kg **25,220 lb**	50 kg **110 lb**	132.1 kPa 1.35 kg/cm² **19.2 psi**
Strengthened Dual Tilt U Dozer with Spill Guard	8215 mm **26' 11"**	22.0 m³ **28.8 yd³**	5215 mm x 2525 mm **17' 1" x 8' 3"**	1690 mm **5' 7"**	734 mm **2' 5"**	1280 mm **4' 2"**	12,490 kg **27,536 lb**	50 kg **110 lb**	134.0 kPa 1.37 kg/cm² **19.4 psi**

*Ground pressure shows tractor with cab, ROPS (ISO 3471), giant variable ripper, 24" extreme service shoes, standard equipment and applicable blade. Ground pressure calculated using ISO 16754.

STANDARD EQUIPMENT FOR BASE MACHINE

- Air conditioner with heater and defroster
- Alternator, 140 Ampere, 24V
- Auto idle stop system
- Auto/manual gearshift selectable modes
- Auto pitch blade control
- Auto ripper return
- Back-up alarm
- Batteries, 2 x 12 V, 160Ah
- Blade lift cylinder, large capacity
- Blower cooling fan
- Canister style breathers
- Centralized greasing
  - Blade cylinder yoke
  - Ripper
- Circuit breaker panel w/ push button resets
- Closed-center load sensing system (CLSS)
- Cold weather -30C specification
- Color monitor
- Concentrated sampling points
- Decelerator pedal
- Double wiper for cab door
- Dual tilt blade hydraulics
- Dry-type air cleaner with dust evacuator and dust indicator
- Electrical dust indicator
- Engine precleaner w/ above the hood air intake pipe
- Engine prelubrication system
- Exhaust pipe with rain cap
- Extreme service shoes, 610 mm **24"**
- Final drive case wear guard
- Heavy duty DT connectors
- High altitude arrangement
- High mount head lights
- Hinged underguards with front pull hook
- Horn, warning
- Hydraulic track adjusters
- Isolator box, battery and starter
- Jump start recepticle
- KOMTRAX Plus® with Iridium/Orbcomm
- Lighting system
  - Access Lighting
  - Engine room lamp
  - LED lighting package
    - High mount on hood (2)
    - Front fender mount (2)
    - Additional cab mount (4)
    - Rear fender mount (2)
  - Ripper point light
- Lunch box holder
- Maintenance Service Center
- Mirror, rearview
- Oil level sensors (engine & hyd.)
- PCCS lever steering control
- Perforated side covers
- Platform with hand rails and toe boards
- PM service connectors
- Radiator, Mesabi (L&M)
- Radiator reserve tank
- Radio, AM/FM and AUX
- Rearview camera
- ROPS:*
  - Weight: **1,280 lb** 580 kg
  - Width: **6' 5"** 1,967 mm
  - Height:** **6' 1"** 1,863 mm

  * Meets ISO 3471 standards
  ** Compartment floor to ceiling
- Seat
  Air suspension type, heated and ventilated, fully adjustable, tilt and lumbar
- Seat belt, 3" retractable
- Segmented sprockets
- Starting motors, 22 kW (2 x 11kW), 24V
- Steering, clutch and brake
- Stop system, emergency (2)
- Swingout radiator fan
- TORQFLOW transmission, 3F/3R
- Torque converter with lock-up clutch
- Track frame, 8 track rollers, 2 carrier rollers
- Track roller guards
- Track shoe slip control
- Two muffler with rain cap
- Uninterrupted power source for 3rd party system
- Vandalism protection kit
- Wet steering clutches
- Wiggins Drains - Rear Maintenance Service Center for hyd. oil, eng. oil, T/M oil, and eng. coolant
- Wiggins fast fuel fill

OPTIONAL EQUIPMENT

- Blade Semi-U Strengthened Dual Tilt
- Blade Full-U Strengthened Dual Tilt
- Counterweight: 4,736 kg **10,441 lb**
- Counterweight, additional: 2,600 kg **5,732 lb**
- Extreme service shoes
  - 710 mm **28"**
  - 810 mm **32"**
- Extreme service shoes w/ extreme cold link assemblies
  - 610 mm **24"**
  - 710 mm **28"**
- Finger Command Control (FCCS) steering system
- Optional tilt cylinder spacer kit
- Power ladder
- Short stroke tilt cylinder
- Spare parts for first service
- Straight frame assembly, dual tilt, less blade

Multi-shank ripper
Hydraulically controlled ripper with three shanks. Ripping angle is steplessly adjustable.

Weight (Including hydraulic control unit and oil). . . . . .6430 kg **14,176 lb**
Beam length . . . . . 2910 mm **9' 7"**
Max. lift above ground . .1155 mm **3'10"**
Max. digging depth . . . . . 1140 mm **3' 9"**

Variable giant ripper
Variable, parallelogram single-shank ripper ideal for ripping up tough material. Ripping angle is variable. Ripping depth is adjustable in three stages by a hydraulically controlled pin puller.

Weight (Including hydraulic control unit and oil). . . . . .5210 kg **11,486 lb**
Beam length . . . . . 1600 mm **5' 3"**
Max. lift above ground . . 1120 mm **3' 8"**
Max. digging depth . . . . 1485 mm **4' 11"**

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KOMATSU®

Note: All comparisons and claims of improved performance made herein are made with respect to the prior Komatsu model unless otherwise specifically stated.