D475A-5

ENGINE POWER
671 kW / 900 HP @ 2,000 rpm

OPERATING WEIGHT
108,390 kg

BLADE CAPACITY
Semi-U: 27,2 m³
Full-U: 34,4 m³
Komatsu-integrated design
For the best value, reliability, and versatility. Hydraulics, power train, frame, and all other major components are engineered by Komatsu. You get a machine with components that are designed to work together to deliver higher production levels, greater reliability, and more versatility.

Hydrostatic driven engine cooling fan
Controlled automatically, reduces fuel consumption and operating noise levels. Reverse position for cleaning radiator.

Extra-low machine profile
Provides excellent machine balance and low centre of gravity.

Preventative maintenance
- Centralised service station electronically controlled
- Enclosed hydraulic piping
- Modular power train design
- Oil pressure check ports

Large blade capacities
- 27.2 m³ (Semi-U dozer)
- 34.4 m³ (Full-U dozer)

Improved operation systems
- Track shoe slip control system (option) reduces operator fatigue
- Automatic lock-up torque converter saves fuel and increases speed and power transmission efficiency on long pushes
New hexagonally designed cab includes:
- Spacious interior
- New cab damper for comfortable ride
- Excellent visibility
- High capacity air conditioning system
- PCCS (Palm Command Control System) lever for direction and blade control
- Pressurised cab
- Adjustable armrests
- Pre radio installation kit
- 12 V connector

Engine
671 kW (900 HP) turbocharged, aftercooled engine with new electronic engine controller.

KOMTRAX™ Plus
(Vehicle Health Monitoring System)
The KOMTRAX™ Plus controller monitors the health conditions of major components and enables analyses of the machine and its operations.

Rippers (option)
- Variable giant ripper
- Variable multishank ripper

Undercarriage
- K-Bogie undercarriage system improves traction, component durability, and operator comfort
- New track link design reduces maintenance costs by making pins turn easier, and with improved pin reuse
Comfortable Ergonomic Control

Komatsu’s new cabin meets the needs of operators who work long shifts

PCCS (Palm Command Control System)

Komatsu’s new ‘PCCS’ ergonomically designed control system delivers a work environment with complete operator control.

Human-machine interface

Palm command electronic controlled travel joystick
The palm command travel joystick provides the operator with an environment that supports a comfortable posture and precise machine control, without fatigue. Shifting gears is easily carried out with the gear shift lever’s push button control.
All of the signals are transmitted via an engine and transmission controller, preventing overload of the hydraulic steering system and protecting hydraulic and mechanical parts. Because the controller linkages between the engine speed dial, decelerator pedal, and the engine are electrical, there is no wear of moving linkage parts.

Power train electronic control system

Smooth and soft operation controlled by the engine and transmission controller
The D475A-5 utilises a newly designed power train electronic control system. The controller registers the amount of operator control (movement of lever and operation of switches) along with machine condition signals from each sensor, such as the engine speed and machine angle. This is then used to accurately control the torque converter, transmission, steering clutches and brakes, for optimised machine operations.
**Engine controller**

By controlling the fuel injection system, the engine controller optimises fuel consumption in combination with the required power. It works on three levels:

- **Passive**: manages actual work condition information, provides an on-board operation manual, and reports machine history.
- **Active**: provides the error code and acts as a warning system, helping reduce expensive machine breakdowns.
- **Measuring tool**: The service technicians can see the various machine parameters without a need for special, expensive hardware and software. This also makes technical information immediately available, optimising operating time.

### The Electronic Control System

![Diagram of the Electronic Control System]

**Blade and ripper control joystick**

The blade and ripper control joysticks have an ergonomic design and allow long operator work shifts with fine blade control.

**Engine speed control dial**

The rate of engine RPMs is continuously controlled and checked by the engine controller. This controls the fuel injection, when needed, saving on fuel. Because the controller linkages between the engine speed dial, decelerator pedal, and the engine are electronic, there is no wear of moving linkage parts.
**Productivity Features**

**ECMV (Electronically Controlled Modulation Valve) steering clutches/brakes**

Using an innovative series of valves, the transmission controller automatically and smoothly makes each clutch engagement. The speed of each shift is based on travel conditions such as gear speed, engine RPMs and the current shifting sequence. This provides a smooth, shock-free clutch engagement, longer component life, and increased ride comfort. It also assists productivity because the ECMV manages the transmission, allowing the operator to concentrate on managing the blade position.

**Advantages of ECMV steering clutches/brake control**

When dozing and turning, the ECMV automatically controls the stroke ratio of the steering clutches and brakes, depending on degree of load, enabling smooth dozing and turning.

When dozing downhill, the ECMV automatically controls the steering clutches and brakes depending on incline of the machine or degree of load, reducing counter-steering and enabling smooth dozing operations.

**Transmission**

The Komatsu planetary powershift transmission offers 3 forward speeds and 3 reverse speeds. The large-sized transmission utilises electronically controlled modulation valves. This allows the transmission to determine the optimum time to shift, depending on the application and machine operating conditions. As a result, stress on the power train is reduced, and driving comfort is increased.

**Preset travel speed selection function**

The preset travel speed selection function is standard equipment, enabling the operator to select forward and reverse travel speeds within 3 preset patterns such as F1-R2, F2-R2 and manual shift. When the F1-R2, or F2-R2 preset pattern is selected, and travel control joystick moves to a forward/reverse direction, the machine automatically travels forwards/backwards at the preset F1/R2 or F2/R2 speeds. This function reduces gear shifting time during repeated round-trip operations.

**Auto-downshift function**
Track shoe slip control system (option)
- Eliminates the need for the operator to continuously control the engine power output with the decelerator whilst ripping. Operator fatigue is reduced substantially.
- Manoeuvrability is improved because the operator is free to concentrate on the ripping application without having to monitor track shoe slippage.
- Repair costs are significantly lowered and undercarriage life is prolonged with the reduction of track shoe slippage.
- The track shoe slip control system contributes to lower fuel costs, because the engine output is automatically controlled to optimum levels for each operation.

Auto-downshift function
The engine controller monitors engine speed, travel gear and travel speed. When a load is applied and the machine travel speed is reduced, the controller automatically downshifts and optimises the gear speed to provide high fuel efficiency. This function provides comfortable operations and high productivity without manual downshifting. (This function can be deactivated by a cancel switch on the monitor panel.)

Torque converter
The highly efficient single-stage torque converter provides a high torque increase under changing load conditions, always providing optimal dozer performance. The torque converter provides a shockless, smooth power transfer between engine and transmission, resulting in superior operator comfort and a long power train lifetime.

Torque converter lock-up system
The torque converter is standard equipped with a lock-up system, bringing the power train efficiency of the Komatsu D475A-5 to the highest level in its class. A selection switch on the monitor panel allows the operator to make two choices: the normal torque converter working mode, used during ripping and digging operations and the torque converter lock-up mode used during dozing operations. When the “torque converter lock-up mode” is chosen, the transmission controller will automatically engage and disengage the torque converter. In this way the power train will automatically use the best mode, combining highest traction force and speed with the lowest fuel consumption.
Clean powerful engine
The SAA12V140E-3 engine delivers 671 kW (900 HP) at 2,000 RPM in compliance with EPA TIER 2 emissions regulations, without sacrificing power or machine productivity. It features direct fuel injection plus a turbocharger, and aftercooler to maximise fuel efficiency. To minimise noise and vibrations, the engine is mounted on the main frame with rubber cushions.

Heavy duty HPCR system
*(High Pressure Common Rail fuel injection)*
A high pressure pump pumps fuel into an accumulator or 'Common Rail'. An ECU (electronic control unit) then optimizes fuel injection from the common rail into the engine cylinders. This improves engine power and fuel efficiency, reducing emission and noise levels.

Air-to-air charge air cooling system
By cooling the compressed air supplied by the turbocharger to the cylinders, this system optimizes combustion efficiency, reduces emissions and improves engine performance.

Komatsus new combustion system
Our new combustion system optimises combustion timing and ignition. Thanks to extensive computer simulations and analyses, its specially designed combustion chamber reduces NOx and particulates emissions, fuel consumption and noise levels.

Improved efficiency with hydrostatic-driven engine cooling fan
Fan rotation is automatically controlled, based on the coolant and hydraulic oil temperature. This saves fuel and provides great productivity with a quiet operating environment.

Easy cleaning with hydraulic-driven engine cooling fan
The radiator core and the core on the front side of the oil cooler can be easily cleaned by running the hydraulic engine cooling fan in reverse. The cleaning intervals of these cores can therefore be increased, resulting in better cooling efficiency.
**Blades**

Komatsu uses a box blade design, offering the highest resistance for a low weight blade. This increases total blade manoeuvrability. High-tensile-strength steel has been incorporated into the front and sides of the blade for increased durability. The blade shape design makes it easy to handle a wide range of materials, offering good blade penetration, combined with a low blade rolling resistance. And finally, Komatsu blades help deliver very good, lower fuel consumption performance.

**Semi-U blade**

The Komatsu Semi-U blade is designed to stand up to the toughest applications. The shape of the blade gives excellent ground penetration. Its two side wings prevent material spillage, giving class-leading dozing performance.

**U blade**

The Komatsu U blade has been especially designed to doze large capacities of product with a minimum of spillage. Apart from the large capacity the excellent blade design also offers a good rolling performance, getting the best out of the dozer.

**Rippers**

Komatsu rippers combine the highest productivity and longevity. The shank is fitted with specially designed wear parts to extend lifetimes and deliver the best penetration into any material. Komatsu's patented variable-angle rippers provide the ideal bolder removal action. Their special design allows the cylinders to work in harmony for the ideal combination of ripper-point movement and lifting-out force. What's more, you have precise control over the ripper-point angle to ensure maximum productivity.
Low drive undercarriage

Komatsu’s design is extraordinarily tough and offers excellent grading ability and stability. Heavy-duty link assemblies with large-diameter bushings, substantial track link height, and superior oil seals increase undercarriage durability and lifetime. Serviceability is also assisted by the remote greasing of the equaliser bar centre pin. And the segmented sprockets can be replaced individually, by hand, making it possible for one mechanic to carry out replacements at the job site. The design also gives the driver a perfect view of the blade tips, making work easier and more precise.

K-Bogie undercarriage system

The K-bogie undercarriage system is constructed with a fixed idler and flexible mounted track rollers. The track rollers are mounted by pair on a twin bogie system, allowing a high vertical track roller movement.

K-Bogie features

- The K-bogie system provides an excellent support on the link assembly, even under difficult working conditions
- The link assembly is always in contact with the ground, offering the best transfer of traction force
- Impact loading of the undercarriage components is reduced and the durability of the components is largely increased
- Riding comfort is improved by reducing vibration and shocks, even when travelling over rough terrain
- The new 8 track roller design with flexible mounted idler and track rollers gives the dozer an important net track length on ground, combined with a smooth drive over rough underground

Track link with wedge ring

New D475A-5 track links feature reduced press-fit force and a wedge ring. This results in easier service with reduced pin damage when turning pins and bushings. The result is improved undercarriage life and reduced maintenance costs resulting from reduced wear, greater pin reusability, and reduced maintenance man-hours.
Operator comfort
Operator comfort is essential for safe and productive work. The D475A-5 provides a quiet, comfortable environment where the operator can concentrate on the work at hand.

Comfortable ride with new cab damper mounting
D475A-5’s cab mounts use a newly designed cab damper that provides an excellent shock and vibration absorption capacity with its long stroke. Cab damper mounts soften shocks and vibrations that conventional mounting systems are unable to absorb, whilst travelling over adverse ground conditions. The cab damper spring isolates the cab from the machine body, suppressing vibrations and providing a quiet, comfortable operating environment.

Pressurised hexagonal cab
- The cab’s new hexagonal design and large tinted glass windows provide excellent front, side, and rear visibility
- Superior cab sealing, air filters and increased internal air pressure prevent dust from entering the cab
- The high quality cab interior is fully lined with sound-absorbent material

Superior blade visibility
The slim engine bonnet and well-located operator seat provide excellent blade visibility. This greatly increases grading efficiency and operator performance. Finish grading and rough grading can both be performed easily, significantly reducing cycle times.

Fully-adjustable suspension seat and travel control console
The comfortable, heavy-duty ergonomic seat gives the operator a secure and comfortable work environment. During dozing operations, the seat faces straight forward, resulting in the best blade visibility to the left and right. For reverse and ripping operations, the operator’s seat can be turned 15° to the right, significantly improving rear visibility and reducing neck strain. The travel control joystick, with its complete console, can be moved forward, backward, and up and down, so that it’s fitted to each operator. It’s also linked to the turn function of the seat. As a result it’s always located in the optimum position for the operator.
Preventative maintenance
Preventative maintenance is the only way to ensure long service life from your equipment. That's why Komatsu designed the D475A-5 with conveniently located maintenance points, to make required inspections and maintenance quick and easy.

Centralised service station
To assure convenient maintenance, all hydraulic and lubrication oil filters have been centralised to make access to all service points safe and easy.

Highly reliable electric circuit
Electrical circuit reliability is increased by utilising dust, vibration and corrosion resistant „DT connectors“. The reinforced electrical wiring harnesses include a circuit breaker, and are covered with a heat-resistant material to increase mechanical strength, provide longer life, and protect the system from damage.

Monitor with self-diagnostic function
The monitor panel has a multifunction purpose. It offers:
• Hour meter, engine RPM, fuel gauge and water coolant temperature information, in real time
• Preventative maintenance information such as the timing for the replacement of oil filters
• Service information to inform the operator when abnormalities occur
• Komatsu mechanics receive all available detailed information, without the use of any external service tools

Gull wing engine side covers
Gull wing engine side covers facilitate easy engine maintenance and filter replacement. The side covers are a solid structure with a bolt-on latch to improve durability and repairability.

O-ring face seal
The hydraulic hose connections use high quality O-ring face seals. They provide improved sealing performance against vibrations and load shocks.

Enclosed hydraulic piping
The hydraulic piping for the blade tilt cylinder is completely housed in the push arm, ensuring damage protection.

Modular power train design
Power train components are sealed in a modular design that allows them to be dismounted and mounted without oil spillage. This makes servicing work clean, smooth, and easy.

Maintenance-free disc brakes
Wet disc brakes require less maintenance.
KOMTRAX™ Plus
(Vehicle Health Monitoring System)
The KOMTRAX™ Plus controller monitors the health conditions of major components and enables analysis of the machine and its operations. The KOMTRAX™ Plus controller monitors and stores all data received from the engine and transmission controller and various additional sensors on the major components. This way, it’s possible to record the evolution of the machine’s health condition. This data can be downloaded via a portable computer or via satellite communication. In both cases, customers and Komatsu specialists can analyse this downloaded data and follow up trends in the machine’s condition. When using the optional satellite communications, the Komatsu specialist can inform you whenever an abnormal condition occurs. This way, repair and maintenance costs can be optimised, and maximum machine availability can be maintained.

Serviceability and Customer Support
The Komatsu dealer network guarantees you the lowest operating costs. When you purchase Komatsu equipment, you gain access to a broad range of programmes and services that have been designed to help you get the most from your investment. These all support substantial productivity, long and useful equipment lifetime, low operating costs, and a high trade-in or resale value.

- Many of the vital components in the D475A-5 have been installed and proven totally reliable in other heavy-duty Komatsu earthmoving equipment.
- Komatsu’s extensive parts warehouses and logistics system across Europe and around the globe ensure unparalleled parts availability.
- Continuous training programmes for Komatsu service personnel guarantee that your equipment is serviced properly and maintained in top running condition.
- The Komatsu Oil Wear Analysis (KOWA) programme offers sophisticated oil analysis to identify problems to be followed up during preventative, scheduled maintenance.
- KFWP (Komatsu’s Flexible Warranty Programme) is available, providing a range of extended warranty options on the machine and its components. These can be chosen, based on individual needs and activities. This programme is designed to help reduce total operating costs.
- A Komatsu Repair & Maintenance Contract is a way to establish a fixed operating cost and ensure optimal machine availability for the duration of the contract.
**ENGINE**

Model: Komatsu SAA12V140E-3
Type: Common rail direct injection, water-cooled, emissionised, turbocharged, after-cooled diesel

Engine power
- at rated engine speed: 2,000 rpm
- ISO 14396: 671 kW / 900 HP
- ISO 9249 (net engine power): 664 kW / 890 HP

No. of cylinders: 12
Bore x stroke: 140 x 165 mm
Displacement: 30,48 ltr
Governor: All-speed, electronic

Lubrication system
- Method: Gear pump, force lubrication
- Filter: Full flow and bypass combined

**TORQFLOW TRANSMISSION**

Type: Komatsu TORQFLOW
Torque converter: 3-element, 1-stage, 1-phase, water-cooled with lock-up clutch
Transmission: Planetary gear, multiple-disc clutch
Gearshift lock lever and neutral safety switch prevent accidental starts.

**STEERING SYSTEM**

Type: Clutch and brake steering system

Steering control: PCCS-lever
Steering clutch: Wet, multiple-disc, pedal-/hand controlled, spring-actuated and hydraulically released
Interconnected with steering clutch
Steering clutch: Wet multiple-disc clutch. Spring loaded, hydraulically released, hand operated, interconnected with steering brake
Service brakes: Steering brakes function as service brake, pedal-controlled

Minimum turning radius (counter-rotation) (as measured by track marks on ground): 4,6 m

**UNDERCARRIAGE**

Suspension: Oscillating equaliser bar and pivot shaft
Track roller frame: Monocoque, large section, durable construction

**COOLANT AND LUBRICANT CAPACITY (REFILLING)**

Fuel tank: 1,670 ltr
Radiator: 210 ltr
Engine oil: 121 ltr
Torque converter, transmission, bevel gear and steering system: 210 ltr
Final drive (each side): 75 ltr
Dozer blade hydraulics: 180 ltr
Giant ripper (additional capacity): 130 ltr
Multishank ripper (additional capacity): 130 ltr

**ENVIRONMENT**

Engine emissions: Fully complies with EPA Tier II exhaust emission regulations

Noise levels
- LpA operator ear: 74 dB(A) (ISO 6396 dynamic test)
- Vibration levels (EN 12096:1997)
  - Hand/arm: ≤ 2,5 m/s² (uncertainty K = 0,82 m/s²)
  - Body: ≤ 0,5 m/s² (uncertainty K = 0,29 m/s²)

Quantity of gas: 1,1 kg, CO₂ equivalent: 1,57 t
CRAWLER DOZER D475A-5

HYDRAULIC SYSTEM

Type ........................................ CLSS (closed-centre load sensing system)
All spool valves externally mounted beside the hydraulic tank.
Main pump ........................................... Variable displacement piston pump
Maximum pump flow ...................................... 542 ltr/min
Relief valve setting .................................... 280 kg/cm²
Spool control valve positions semi-U tilt dozer and full-U tilt dozer
Blade lift .............................................. Raise, hold, lower, and float
Blade tilt ............................................ Right, hold, and left
Additional control valve positions for rippers
Ripper lift ............................................. Raise, hold, and lower
Ripper tilt ........................................... Increase, hold, and decrease
Hydraulic cylinders .................................. Double-acting, piston
No. of cylinders × bore
Blade lift .................................................. 2 × 180 mm
Blade tilt ................................................ 1 × 250 mm
Ripper lift ................................................ 2 × 225 mm
Ripper tilt ................................................ 2 × 225 mm

OPERATING WEIGHT (APPR.)

Including strengthened semi-U tilt dozer, giant ripper, steel cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank, 710 mm shoes.
Operating weight .............................................. 108.390 kg

G.L

F

D

E

C

A

B

H

I

J

D475A-5

Dimensions

| A       | 2.770 mm |
| B       | 5.265 mm |
| C       | 4.546 mm |
| D       | 2.690 mm |
| E       | 4.524 mm |
| F       | 11.565 mm|
| G       | 3.720 mm |
| H       | 1.744 mm |
| I       | 1.196 mm |
| J       | 4.646 mm |

Semi-U dozer with giant ripper

OPERATING WEIGHT (APPR.)

Including strengthened semi-U tilt dozer, giant ripper, steel cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank, 710 mm shoes.
Operating weight .............................................. 108.390 kg

RIPPER EQUIPMENT

Multishank ripper
Type ........................................ Hydraulically controlled variable ripper
No. of shanks ....................................................... 3
Weight (including hydraulic control unit) ...................... 9.720 kg
Beam length ................................................ 3.085 mm
Maximum lift above ground .................................... 1.196 mm
Maximum digging depth ....................................... 1.124 mm

Giant ripper
Type ........................................ Hydraulically controlled variable ripper
Ripping depth is adjustable in three stages by a hydraulically controlled pin puller
No. of shanks .............................................................. 1
Weight (including hydraulic control unit) ...................... 7.360 kg
Beam length ................................................ 1.477 mm
Maximum lift above ground .................................... 1.196 mm
Maximum digging depth ....................................... 1.744 mm

DOZER EQUIPMENT

Blade capacities are based on the SAE recommended practice J1265.

<table>
<thead>
<tr>
<th>Overall length with dozer</th>
<th>Blade capacity</th>
<th>Blade width × height</th>
<th>Maximum lift above ground</th>
<th>Maximum drop below ground</th>
<th>Maximum tilt adjustment</th>
<th>Additional weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthened single tilt semi-U blade</td>
<td>8.705 mm</td>
<td>27.2 m³</td>
<td>5.265 × 2.690 mm</td>
<td>1.620 mm</td>
<td>1.010 mm</td>
<td>770 mm</td>
</tr>
<tr>
<td>Strengthened single tilt U blade</td>
<td>9.205 mm</td>
<td>34.4 m³</td>
<td>6.205 × 2.610 mm</td>
<td>1.620 mm</td>
<td>1.010 mm</td>
<td>905 mm</td>
</tr>
<tr>
<td>Strengthened dual tilt semi-U blade</td>
<td>8.705 mm</td>
<td>27.2 m³</td>
<td>5.265 × 2.690 mm</td>
<td>1.620 mm</td>
<td>1.010 mm</td>
<td>1.145 mm</td>
</tr>
<tr>
<td>Strengthened dual tilt U blade</td>
<td>9.205 mm</td>
<td>34.4 m³</td>
<td>6.205 × 2.610 mm</td>
<td>1.620 mm</td>
<td>1.010 mm</td>
<td>1.350 mm</td>
</tr>
</tbody>
</table>
# CRAWLER DOZER

## STANDARD EQUIPMENT

<table>
<thead>
<tr>
<th>Cab</th>
<th>Undercarriage</th>
<th>Attachments</th>
<th>Engine related parts</th>
<th>Work equipment</th>
<th>Safety equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Suspension seat: fabric, reclining, high backrest, turnable</td>
<td>• Single grouser heavy-duty shoes 710 mm</td>
<td>• Front pull hook</td>
<td>• Cooling fan, hydrostatic driven</td>
<td>• Alternator 24 V/100 A</td>
<td>• Fire extinguisher</td>
</tr>
<tr>
<td>• Seat belt</td>
<td>• Heavy-duty link assembly, sealed and lubricated</td>
<td>• Wiper rear window</td>
<td>• Water separator</td>
<td>• Batteries 2 x 12 V/170 Ah</td>
<td>• First aid kit</td>
</tr>
<tr>
<td>• Headrest</td>
<td>• Segmented sprockets</td>
<td>• Wiper front window</td>
<td>• Hard water area arrangement incl. corrosion resistor</td>
<td>• Gull wing engine side covers</td>
<td>• Emergency steering</td>
</tr>
<tr>
<td>• High mount footrest</td>
<td>• K-Bogie system</td>
<td>• Wipers doors</td>
<td>• Poor fuel area arrangement</td>
<td>• Hydroshift transmission</td>
<td></td>
</tr>
<tr>
<td>• Palm lever steering control (PCCS)</td>
<td>• Flexible idler</td>
<td>• Tool kit</td>
<td>• Hot area arrangement</td>
<td>• Damper</td>
<td></td>
</tr>
<tr>
<td>• Mono lever blade control</td>
<td>• K-Bogie roller guards</td>
<td></td>
<td>• Intake pipe with rain cap</td>
<td>• C&amp;B wet steering system</td>
<td></td>
</tr>
<tr>
<td>• Air conditioner</td>
<td>• Hydraulic track adjusters</td>
<td></td>
<td>• Dry type air cleaner, double element with dust indicator and evacuator</td>
<td>• Provision for fuel quick charge</td>
<td></td>
</tr>
<tr>
<td>• Pre radio installation kit (12 V, antenna, loudspeakers)</td>
<td></td>
<td></td>
<td>• Locks, filter caps and covers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Decellerator pedal</td>
<td></td>
<td></td>
<td>• Starter motor 24 V/2x 7.5 kW</td>
<td></td>
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</tr>
<tr>
<td>• Electronic monitor panel</td>
<td></td>
<td></td>
<td>• Alternator 24 V/100 A</td>
<td></td>
<td></td>
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<tr>
<td>• Fenders</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Rear-view mirror (inside cab)</td>
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<tr>
<td>• Sun visor</td>
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</tbody>
</table>

## OPTIONAL EQUIPMENT

<table>
<thead>
<tr>
<th>Cab</th>
<th>Engine related parts</th>
<th>Work equipment</th>
<th>Safety equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Lunch box holder</td>
<td>• Electric type engine oil and coolant heater</td>
<td>• Strengthened semi-U blade dual tilt 27.2 m³</td>
<td>• Fire extinguisher</td>
</tr>
<tr>
<td>Undercarriage</td>
<td>• Intake pipe with pre-cleaner</td>
<td>• Strengthened semi-U blade single tilt 27.2 m³</td>
<td>• First aid kit</td>
</tr>
<tr>
<td>• Single grouser heavy-duty shoes (810 mm, 910 mm)</td>
<td>• Provision for oil and coolant quick charge</td>
<td>• Strengthened U blade single tilt 34.4 m³</td>
<td>• Emergency steering</td>
</tr>
<tr>
<td>• Full length track roller guard for K-bogie</td>
<td>• Engine prelubricification</td>
<td>• Strengthened U blade dual tilt 34.4 m³</td>
<td></td>
</tr>
<tr>
<td>Control systems</td>
<td></td>
<td>• Push plate weld on</td>
<td></td>
</tr>
<tr>
<td>• Track shoe slip control system</td>
<td>• Counterweight</td>
<td>• Spill guard for semi-U dozer</td>
<td></td>
</tr>
<tr>
<td>• Radiator site gauge</td>
<td>• Ripper working light</td>
<td>• Spill guard for U dozer</td>
<td></td>
</tr>
<tr>
<td>• Sensor hydraulic tank level</td>
<td>• Additional cab lights, front and rear</td>
<td>• Multishank variable angle ripper</td>
<td></td>
</tr>
<tr>
<td>• Sensor engine oil level</td>
<td>• Inspection light</td>
<td>• Giant variable angle ripper</td>
<td></td>
</tr>
</tbody>
</table>

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