D85EX-15
D85PX-15

ENGINE POWER
199 kW / 267 HP @ 1.900 rpm

OPERATING WEIGHT
D85EX-15: 28.100 kg
D85PX-15: 27.650 kg
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
The low center of gravity provides excellent machine balance.

Preventative maintenance
- Komtrax™ Komatsu tracking system
- Centralised service station electronically controlled
- Enclosed hydraulic piping
- Modular power train design

Large blade capacities
D85EX:
5.2 m³ (Straight tilt dozer)
7.0 m³ (Semi-U tilt dozer)
8.5 m³ (U tilt dozer)
4.0 m³ (Straight MAPT dozer)
D85PX:
5.9 m³ (Straight tilt dozer)

Simple hull frame
and monococque track frame with pivot shaft for greater reliability.

Track link life
A new design with increased bushing F5 seal is same as for large dozers.
New hexagonally designed SpaceCab™ 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
- State-of-the-art highback seat
- Heated rear window
- Pre radio installation kit
- 12 V connector

**Engine Power**

- D85EX-15: 199 kW / 267 HP @ 1,900 rpm
- D85PX-15: 27.650 kg

**Operating Weight**

- D85EX-15: 28,100 kg
- D85PX-15: 27,650 kg

**Komatsu SAA6D125E-5 engine**

- Delivers ample power in a fuel efficient way. The engine meets EU Stage IIIA and EPA Tier III emissions regulations.

**HSS (Hydrostatic Steering System)**

- Provides smooth, quick and powerful turns on various ground conditions.

**Power Train**

- Modular power train for increased serviceability and durability.

**Low-drive, long-track undercarriage**

- Ensures outstanding grading ability and stability.
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.

The system’s proportional steering controller increases safety and assists in precision operations. At the lowest speeds, the total range of steering directions is fully available, giving precise direction control. This makes counter-rotation turns possible when standing in the same space. The range of steering directions is proportionately reduced as the dozer’s travel speed increases. This keeps turning manoeuvres within safe ranges, making sharp, unsafe turns at high speeds impossible.

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, managed by the engine and transmission controller

The D85EX/PX-15 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.

Engine speed control dial
The rate of engine RPMs is continuously controlled and checked by the engine controller in function of the requested load, 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.

Fully-adjustable suspension seat and travel control console
The driver’s seat and console are amongst the most important components of the driver’s equipment. The comfortable, heavy-duty, ergonomic seat, complete with headrest, gives the driver a secure and comfortable work environment. For reverse operations, the operator can turn the seat 15° to the right and set it in that position, significantly improving rear visibility and reducing neck strain. The travel control joystick, with its complete console, can be moved forwards, backwards, and in height so that it’s fitted to each operator.
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.

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
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 combined with highest dozing performance. This function provides comfortable operations and high productivity without manual downshifting. (This function can be deactivated by a cancel switch on the monitor panel.)
Hydrostatic Steering System – smooth, powerful turning

The Hydrostatic Steering System (HSS) is powered by an independent hydraulic pump with the engine power transmitted to both tracks, without an interruption of power to the inside track. When the machine turns, the outside track moves faster, and the inside track moves slower, for smooth, powerful turns. Counter-rotation is available for a minimum turning radius, providing excellent manoeuvrability. Shock-free steering reduces machine vibrations and minimises operator fatigue. The hydrostatic steering system reduces track damage to the ground to a minimum.

Blade control joystick (PPC)

The blade control joystick uses a PPC (Proportional Pressure Control) valve. The design of the blade control joystick is the same as the travel control joystick. The PPC control, combined with the highly reliable Komatsu hydraulic system, enables superbly fine blade control. It keeps the blade movement independent from the blade load and speed of the machine.

The PPC delivers a proportional response to the joystick, giving the operator essential sensory feedback of what the blade is experiencing, and improving the precision of the work that is being done.

The work equipment pump delivers force and flow only when needed. This saves on fuel and delivers maximum engine power to the tracks, thereby increasing performance.

Electrical outlets that match today’s technologies

Good communications help ensure top productivity. To keep the driver in contact with the site management, the dozer’s 60 W power supply provides a 12 V service for radio, walkie-talkie and mobile phone use.
PRODUCTIVITY FEATURES

High performance SAA6D125E-5 engine

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

Heavy-duty cooled EGR system
Cooled exhaust gas returned to the cylinders prevents nitrogen and oxygen bonding during combustion, reducing NOx emissions, lowering thermal stress and improving fuel efficiency.

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

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

New combustion system
Our new combustion system optimizes 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.
Komatsu blades
Komatsu uses a box blade design, offering the highest resistance for a low weight blade. This increases total blade manoeuvrability and machine balance. 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.

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.

Straight blade
Due to the flat bottom side of the cutting edge, the straight blade offers the best grading performance for the mid size range of dozers. Thanks to its shorter cutting edge length, the straight blade offers an excellent penetration power. This makes it an excellent tool for digging into difficult products such as clay.

Straight MAPT blade
The straight mechanical angle power tilt blade (MAPT) is fixed on a U frame on 3 points. The angle of the blade can be changed mechanically, whereas the tilt and lift functions are operated from the operators seat. This MAPT function increase the field of application as for example ditch filling.

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.

Komatsu rippers
Komatsu rippers have been designed to combine the highest productivity with a long lifetime. The shank is fitted with specially designed wear parts that increase longevity, and offer the best penetration in various types of materials.

Multishank parallelogram ripper (EX)(option)
The multishank parallelogram ripper has 3 ripper shanks as standard, but can be easily converted to a giant or two-shank ripper, depending on the job conditions. The strong parallelogram design offers straight shank movement, adapted for small and medium-size dozers.
Undercarriage

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.

The Komatsu undercarriage design provides stable operations with very low vibration levels. The reasons for this are:

- Two upper carrier rollers prevent the link assembly from jumping up and down.
- The track rollers are double flanged, thus supporting the link assembly in the best way and reducing wear to a minimum.
- Less moving parts of the undercarriage

Komatsu offers various undercarriage arrangements to match a wide range of different applications.

EX-arrangement

Offers a standard track length, specially designed for applications where there are rough ground conditions, such as in quarries. The shoe width is small-to-medium, to gain the longest lifetime.

PX-arrangement

The front idler is moved forward to increase the track length on the ground. Also, the shoe width is increased to have a larger ground contact area. This is specially designed to work in soft, unstable ground conditions.
Operator comfort

Operator comfort is essential for safe and productive work. The D85EX/PX-15 provides a quiet, comfortable environment where the operator can concentrate on the work at hand.

Comfortable ride with new cab damper mounting

D85EX/PX-15’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 SpaceCab™

- 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 and ripper visibility

The slim engine bonnet and well-located operator seat provide excellent blade visibility. Finish grading and rough grading can both be performed easily, significantly reducing cycle times. The special shape of the fuel tank allows the operator to have a clear view on the total width of the dozer back side, not only on the ripper point. This improves the ripper efficiency and safety level.
EASY MAINTENANCE

Preventative maintenance
Preventative maintenance is the only way to ensure long service life from your equipment. That’s why Komatsu designed the D85EX/PX-15 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.

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.

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

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

Reliable, simple structure
The simple hull structure main frame design increases durability and reduces stress concentration in critical areas. The track frame has a large cross section and utilises pivot shaft mounting for greater reliability.

Maintenance-free disc brakes
Wet disc brakes require less maintenance.

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.
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 D85EX/PX-15 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.

**KOMTRAX™ Komatsu Tracking System**

The Komatsu Tracking System, KOMTRAX™, provides a revolutionary new way to monitor your equipment, anytime, anywhere. It lets you pin-point the precise location of your machines and obtain real-time machine data. Using GPS transmitter and satellite technology, it’s designed to be future proof and will meet your demands today and tomorrow.
D85EX/PX-15 CRAWLER DOZER

SPECIFICATIONS

ENGINE

Model................................................. Komatsu SAA6D125E-5
Type....................................................... Common rail direct injection, water-cooled, emissionised, turbocharged, after-cooled diesel

Engine power
- at rated engine speed ................................................. 1,900 rpm
- ISO 14396 ................................................................... 199 kW / 267 HP
- ISO 9249 (net engine power) ...................................... 197 kW / 264 HP

No. of cylinders ........................................................................ 6
Bore x stroke ........................................................................ 125 x 150 mm
Displacement ....................................................................... 11,04 ltr
Governor................................................................................. All-speed, electronic

Lubrication system
- Method......................................................... Gear pump, force lubrication
- Filter............................................................................... Full flow

TORQFLOW TRANSMISSION

Type......................................................... Komatsu TORQFLOW
Torque converter.............3-element, 1-stage, 1-phase, water-cooled
Transmission......................... Planetary gear, multiple-disc clutch hydraulically actuated, force-lubricated

Gearshift lock lever and neutral safety switch prevent accidental starts.

Max. travel speeds

<table>
<thead>
<tr>
<th>(km/h)</th>
<th>EX</th>
<th>PX</th>
<th>EX</th>
<th>PX</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3,3</td>
<td>3,3</td>
<td>4,4</td>
<td>4,4</td>
</tr>
<tr>
<td>2nd</td>
<td>6,1</td>
<td>6,0</td>
<td>8,0</td>
<td>7,9</td>
</tr>
<tr>
<td>3rd</td>
<td>10,1</td>
<td>10,0</td>
<td>13,0</td>
<td>12,7</td>
</tr>
</tbody>
</table>

COOLANT AND LUBRICANT CAPACITY (REFILLING)

Fuel tank.................................................. 490 ltr
Radiator.................................................. 58 ltr
Engine oil............................................ 38 ltr
Torque converter, transmission, bevel gear, and steering system........ 60 ltr
Final drive (each side)                   D85EX-15 ........................................... 26 ltr
D85PX-15 ........................................... 26 ltr
Dozer blade hydraulics......................... 88 ltr
(includes the additional capacity for the optional ripper)

STEERING SYSTEM

Type......................................................... Hydrostatic Steering System (HSS)
Steering control ............................................. PCCS-lever
Service brakes................................. Wet, multiple-disc, pedal-controlled, spring-actuated and hydraulically released

Minimum turning radius (counter-rotation)
- D85EX-15 ........................................ 1,99 m
- D85PX-15 ........................................ 2,24 m

UNDERCARRIAGE

Suspension............................................ Oscillating equaliser bar and pivot shaft
Track roller frame.................Monocoque, large section, durable construction
Rollers and idlers.................................Lubricated track rollers
Tracks ...................................................Lubricated tracks, fully sealed
Track tension .................................Combined spring and hydraulic unit

COOLANT AND LUBRICANT CAPACITY (REFILLING)

Fuel tank.................................................. 490 ltr
Radiator.................................................. 58 ltr
Engine oil............................................ 38 ltr
Torque converter, transmission, bevel gear, and steering system........ 60 ltr
Final drive (each side)                   D85EX-15 ........................................... 26 ltr
D85PX-15 ........................................... 26 ltr
Dozer blade hydraulics......................... 88 ltr
(includes the additional capacity for the optional ripper)

ENVIRONMENT

Engine emissions .................Fully complies with EU Stage IIIA and EPA Tier III exhaust emission regulations

Noise levels
- LwA external ........................................... 109 dB(A) (2000/14/EC)
- LpA operator ear............................. 79 dB(A) (ISO 6396 dynamic test)

Vibration levels (EN 12096:1997)*
- Hand/arm .................................... ≤ 2,5 m/s² (uncertainty K = 0,9 (EX)/1,4 (PX) m/s²)
- Body.............................................. ≤ 0,5 m/s² (uncertainty K = 0,3 (EX)/0,2 (PX) m/s²)

* for the purpose of risk assessment under directive 2002/44/EC, please refer to ISO/TR 25398:2006.
**DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>D85EX-15</th>
<th>D85PX-15</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2,000 mm</td>
<td>2,250 mm</td>
</tr>
<tr>
<td>B</td>
<td>3,635 mm</td>
<td>4,365 mm</td>
</tr>
<tr>
<td>C</td>
<td>3,330 mm</td>
<td>3,330 mm</td>
</tr>
<tr>
<td>D</td>
<td>3,050 mm</td>
<td>3,480 mm</td>
</tr>
<tr>
<td>E</td>
<td>5,795 mm</td>
<td>6,065 mm</td>
</tr>
<tr>
<td>F</td>
<td>1,460 mm</td>
<td>72 mm</td>
</tr>
<tr>
<td>G</td>
<td>72 mm</td>
<td>72 mm</td>
</tr>
<tr>
<td>H</td>
<td>3,324 mm</td>
<td>3,324 mm</td>
</tr>
</tbody>
</table>

Dimensions with semi-U tilt blade and multishank ripper (D85EX-15)

Ground clearance: 450 mm

**OPERATING WEIGHT (APPR.)**

Including semi-U tilt dozer and multishank ripper (EX) or straight tilt dozer (PX), steel cab, ROPS, operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank.

- D85EX-15: 28,100 kg
- D85PX-15: 27,650 kg

**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: 195 ltr/min
- Relief valve setting: 230 kg/cm²

Spool control valve positions for tilt dozer:
- Blade lift: Raise, hold, lower, and float
- Blade tilt: Right, hold, and left

Additional control valve positions for multishank ripper (EX):
- Ripper lift: Raise, hold, and lower

Hydraulic cylinders: Double-acting, piston

| No. of cylinders × bore | 2 x 100 mm | 1 x 150 mm | 2 x 130 mm |

**RIPPER EQUIPMENT**

Multishank ripper

- Type: Hydraulically controlled parallelogram ripper
- No. of shanks: 3
- Weight (including hydraulic control unit): 2,500 kg
- Beam length: 2,246 mm
- Maximum lift above ground: 564 mm
- Maximum digging depth: 653 mm

**DOZER EQUIPMENT**

Blade capacities are based on the SAE recommended practice J1265.

<table>
<thead>
<tr>
<th></th>
<th>Overall length with dozer</th>
<th>Blade capacity</th>
<th>Blade width x height</th>
<th>Max. lift above ground</th>
<th>Max. drop below ground</th>
<th>Max. tilt adjustment</th>
<th>Additional weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>D85EX-15 Straight tilt blade</td>
<td>5,640 mm</td>
<td>5,2 m³</td>
<td>3,715 × 1,436 mm</td>
<td>1,207 mm</td>
<td>540 mm</td>
<td>750 mm</td>
<td>3,329 kg</td>
</tr>
<tr>
<td>D85EX-15 Semi-U blade single tilt</td>
<td>5,795 mm</td>
<td>7,0 m³</td>
<td>3,635 × 1,580 mm</td>
<td>1,207 mm</td>
<td>540 mm</td>
<td>735 mm</td>
<td>3,599 kg</td>
</tr>
<tr>
<td>D85EX-15 Strengthened Semi-U blade single tilt</td>
<td>5,795 mm</td>
<td>7,0 m³</td>
<td>3,635 × 1,580 mm</td>
<td>1,207 mm</td>
<td>540 mm</td>
<td>735 mm</td>
<td>4,193 kg</td>
</tr>
<tr>
<td>D85EX-15 Straight MAPT blade</td>
<td>6,035 mm</td>
<td>4,0 m³</td>
<td>4,515 × 1,107 mm</td>
<td>1,173 mm</td>
<td>760 mm</td>
<td>520 mm</td>
<td>3,559 kg</td>
</tr>
<tr>
<td>D85EX-15 U blade single tilt</td>
<td>6,620 mm</td>
<td>8,5 m³</td>
<td>3,820 × 1,640 mm</td>
<td>1,210 mm</td>
<td>540 mm</td>
<td>770 mm</td>
<td>3,974 kg</td>
</tr>
<tr>
<td>D85EX-15 Strengthened U blade single tilt</td>
<td>6,620 mm</td>
<td>8,5 m³</td>
<td>3,820 × 1,640 mm</td>
<td>1,210 mm</td>
<td>540 mm</td>
<td>770 mm</td>
<td>4,574 kg</td>
</tr>
<tr>
<td>D85PX-15 Straight tilt blade</td>
<td>6,065 mm</td>
<td>5,9 m³</td>
<td>4,365 × 1,370 mm</td>
<td>1,207 mm</td>
<td>568 mm</td>
<td>500 mm</td>
<td>3,366 kg</td>
</tr>
</tbody>
</table>
# Crawler Dozer

## Standard Equipment

### Cab
- Suspension seat: fabric, reclining, high backrest, turnable
- Headrest
- Air conditioner
- Heated rear window
- Pre radio installation kit (12 V, antenna, loudspeakers)
- Decelerator pedal
- Electronic monitor panel
- Viscous cab mounts
- Fenders
- Rear-view mirror (inside cab)
- Sun visor (rear window)
- Cup holder
- Lunch box holder

### Undercarriage
- Single grouser shoes (EX: 610 mm / PX: 910 mm)
- Heavy-duty link assembly, sealed and lubricated
- Full length track roller guard (EX)
- Track roller guard, centre and end section (PX)
- Segmented sprockets
- Fixed track rollers
- Hydraulic track adjusters

### Control systems
- Komtrax™ Komatsu tracking system

### Engine related parts
- Radiator reserve tank
- Electric type engine oil and coolant heater
- Starting motor 24 V/11 kW
- Alternator 24 V/75 A
- Batteries 2 x 12 V/200 Ah
- Intake pipe with pre-cleaner

### Attachments
- Rigid drawbar (EX)
- Ripper working light (EX)
- Additional working light, rear

### Standard Equipment incl.
- Corrosion resistor
- Fuel tank inlet strainer
- Intake pipe with rain cap
- Dry type air cleaner, double element with dust indicator and evacuator
- Locks, filter caps and covers
- Starting motor 24 V/7.5 kW
- Alternator 24 V/50 A
- Batteries 2 x 12 V/140 Ah
- Gull wing engine side covers
- Hydrostatic transmission
- Torque converter
- HSS hydrostatic steering system
- Auto-downshift function
- Quick shift selection system

## Optional Equipment

### Cab
- Radio-Cassette

### Undercarriage
- Single grouser heavy-duty shoes (EX: 560 mm; 610 mm; 660 mm)
- Single grouser shoes (EX: 560 mm; 660 mm)
- Single grouser shoes for cold area (EX: 660 mm)

### Engine related parts
- Cold area arrangement (-30°)
- Electric type engine oil and coolant heater
- Starting motor 24 V/11 kW
- Alternator 24 V/75 A
- Batteries 2 x 12 V/200 Ah
- Intake pipe with pre-cleaner

### Attachments
- Rigid drawbar (EX)
- Ripper working light (EX)
- Additional working light, rear

### Work equipment
- Straight tilt blade 5,2 m³ (EX)
- Semi-U blade single tilt 7,0 m³ (EX)
- Strengthened Semi-U blade single tilt 7,0 m³ (EX)
- Straight MAPT blade 4,0 m³ (EX)
- U blade single tilt 8,5 m³ (EX)
- Strengthened U blade single tilt 8,5 m³ (EX)
- Straight tilt blade 5,9 m³ (PX)
- Multishank parallelogram ripper (EX)

### Optional Equipment incl.
- Underguards, oil pan and transmission
- Lighting system, front
- Lighting system, rear
- Tool kit

### Work equipment
- Hydraulics for ripper (EX only)
- Hydraulics for dozing blades

### Safety equipment
- Back-up alarm
- Warning horn
- Steel cab, meets ISO 3449 FOPS standards
- ROPS canopy for cab, meets ISO 3471 and SAE J1040, APR88 ROPS standards

### Control systems
- Komatsu-Topcon machine control systems

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Komatsu Europe International NV
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