

KOMATSU

D155AXi-8

Australian & New Zealand specifications

ecot3

ENGINE POWER

264kW / 354HP @ 1900rpm

OPERATING WEIGHTS

D155AXi-8 - Drawbar: 32760 kg

D155AXi-8 - Giant Ripper: 41100 kg

D155AXi-8 - Multi-Shank Ripper: 42420 kg

D
155AXi-8

CRAWLER DOZER



Photos may include optional equipment.

intelligent
MACHINE CONTROL

WALK-AROUND

The Komatsu D155AXi-8 Intelligent Machine Control dozer offers an outstanding improvement in productivity with its innovative and fully automatic blade control function that performs both rough dozing and finish grade in automatic mode. All machine control components are integrated into the dozer at the factory, and work together with other Komatsu machine parts to deliver optimal production levels. With lock-up torque converter and excellent vision, the D155AXi-8 dozer is reliable and versatile and offers the best value for your money. In fact, its unique and unrivalled on the market today.



INTELLIGENT MACHINE CONTROL

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

UNMATCHED VISIBILITY AND SAFETY

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



HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

- Low consumption EU Stage 4/EPA Final Tier IV engine
- Highly efficient torque converter with auto lock-up
- SIGMADOZER blade
- Electronically-controlled, hydraulically-driven fan
- Adjustable Eco-gauge and auto idle stop
- Selectable and customizable working modes

ENGINE POWER

264kW / 354HP @ 1900rpm

OPERATING WEIGHTS

D155AXi-8 - Drawbar: 32760 kg

D155AXi-8 - Giant Ripper: 41100 kg

D155AXi-8 - Multi Ripper: 42420 kg

FIRST-CLASS OPERATOR COMFORT

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

EASY MAINTENANCE

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



Komplimentary maintenance program for customers

KOMTRAX

Komatsu Wireless Fleet Monitoring System
ITC and Intelligent machine control reporting

HIGH RELIABILITY AND DURABILITY

- Komatsu Heavy Duty Lubricated undercarriage standard
- Modular power train design
- Heavy-plate steel used throughout
- Main frame made with welded and cast parts
- K-Bogie Undercarriage



INTELLIGENT MACHINE CONTROL

Innovative Intelligent Machine Control

The D155AXi-8 comes with a fully factory installed 3D Global Navigation Satellite System (GNSS) Machine Control system. Add-on components for machine control typically mounted on the blade are now replaced with a factory installed cab top GNSS antenna, an enhanced inertial measuring unit (IMU+), and with stroke sensing hydraulic cylinders. This integrated sensor package is robust and accurate. It eliminates the daily hassles of installing and removing antennas and cables from the blade, and the wear associated with it.

Automatic dozing from start to finish

While high-precision finish grading can be achieved by dozers with a conventional control system, the D155AXi-8 can also perform rough dozing in automatic mode. When rough dozing, the fully automatic blade control monitors blade load and adjusts blade elevation, to minimise track slip and, maximising productivity keeping you're blade full all day long for high-efficiency dozing. Blade control adjusts to provide finish grade performance with high-level precision.



CRAWLER DOZER

D155AXi-8

We've made great,
GREATER



INTELLIGENT MACHINE CONTROL**Factory integrated**

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

**Cab top GNSS antenna**

No more worries about blade mounted antennas or cables. The cab top GNSS antenna on your D155AXi-8 reduces risk of damage and theft.

**Enhanced inertial measuring unit (IMU+)**

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

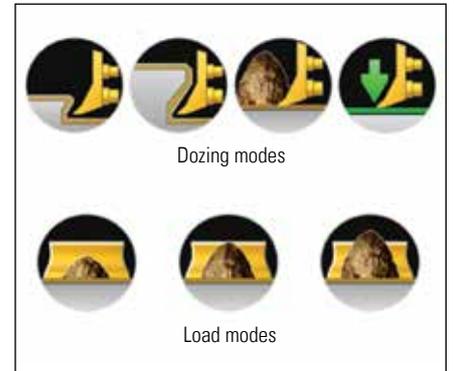
**Stroke sensing hydraulic cylinders**

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

Note: *D155AXi-8 - SIGMA bade option has 2 x stroke sensing cylinders

**Standard touch screen control box**

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

**Intuitive selectable load settings**

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

Improved efficiency

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



As-built surface track mapping

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



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

WORKING ENVIRONMENT



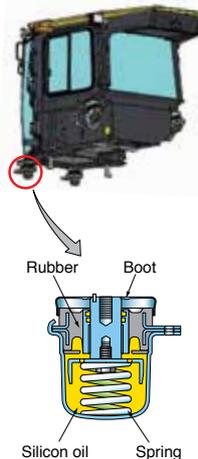
Integrated ROPS Cab

The D155AXi-8 has a tall and long integrated ROPS cab with large glass windows for outstanding visibility. High rigidity and superb sealing performance greatly reduce noise and vibration for the operator and helps prevent dust from entering the cab. The standard air-suspension seat positions the operator comfortably. Cab meets OSHA/MSHA/ROPS and FOPS Level 2 standards.



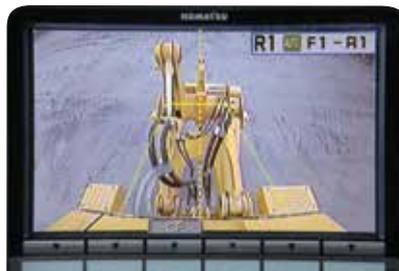
Comfortable Ride with Cab Damper Mounting

The D155AXi-8's cab mount uses a cab damper which provides excellent shock and vibration absorption capacity with its long stroke. Cab damper mounts soften shocks and vibration while travelling over adverse conditions, which conventional mounting systems are unable to match. The cab damper spring isolates the cab from the machine body, suppressing vibration and providing a quiet, comfortable operating environment.



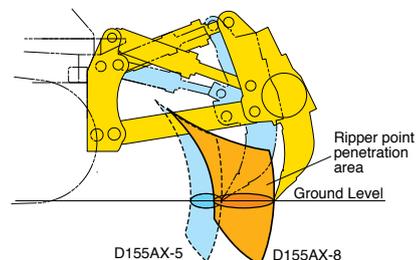
Rear View Monitoring System (standard)

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



Ripper Visibility

Ripper cylinders were reduced from four to two, greatly improving rear visibility during ripping. Also, expanded ripper movement offers a wider range of operation.

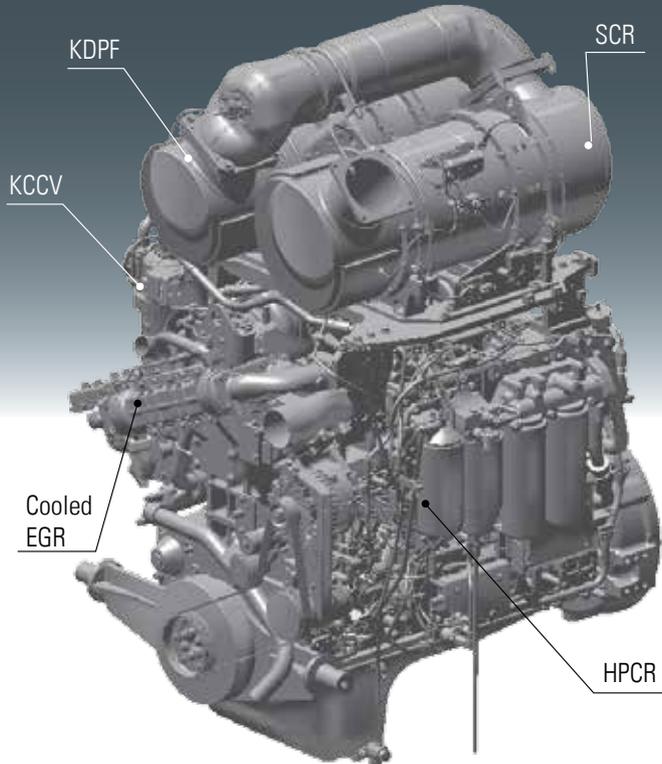


HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

KOMATSU NEW ENGINE TECHNOLOGIES

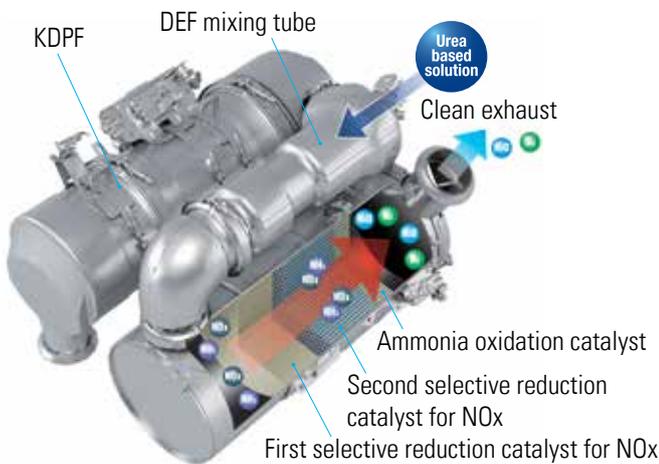
New Tier 4 Final Engine

The Komatsu SAA6D140E-7 engine is EPA Tier 4 Final emissions certified and provides exceptional performance while reducing fuel consumption. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces nitrogen oxides (NOx) by more than 80% when compared to Tier 4 interim levels. Through the in-house development and production of engines, electronics, and hydraulic components, Komatsu has achieved great advancements in technology, providing high levels of performance and efficiency in virtually all applications.



Technologies Applied to New Engine Heavy-duty aftertreatment system

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



Advanced Electronic Control System

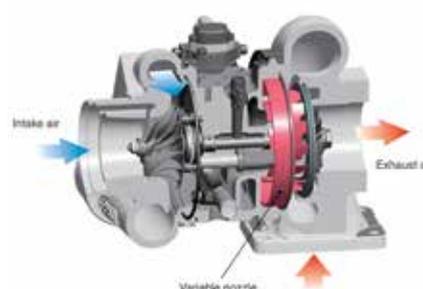
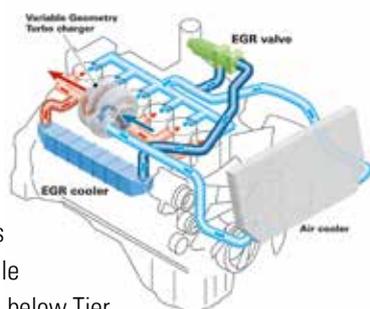
The electronic control system performs high-speed processing of all signals from sensors installed in the vehicle providing total control of equipment in all conditions of use. Engine condition information is displayed via an on-board network to the monitor inside the cab, providing necessary information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

Komatsu Variable Geometry Turbocharger (KVGT) system

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

Heavy-duty cooled Exhaust Gas Recirculation (EGR) system

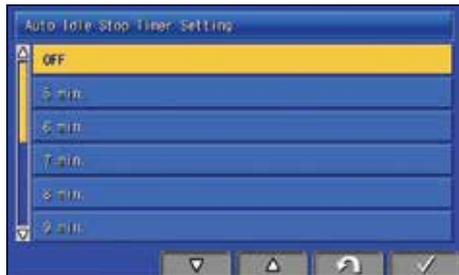
The system recirculates a portion of exhaust gas into the air intake and lowers combustion temperatures, thereby reducing NOx emissions. EGR gas flow has been decreased for Tier 4 Final with the addition of SCR technology. The system achieves a dynamic reduction of NOx, while helping reduce fuel consumption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



HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

Komatsu Auto Idle Shutdown

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



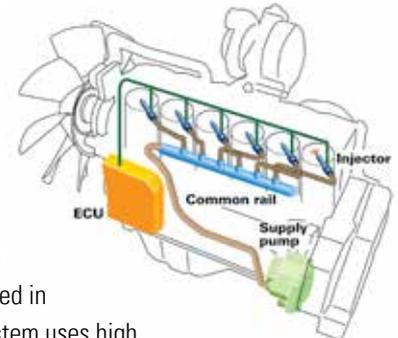
Secondary Engine Shutdown Switch

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



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

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

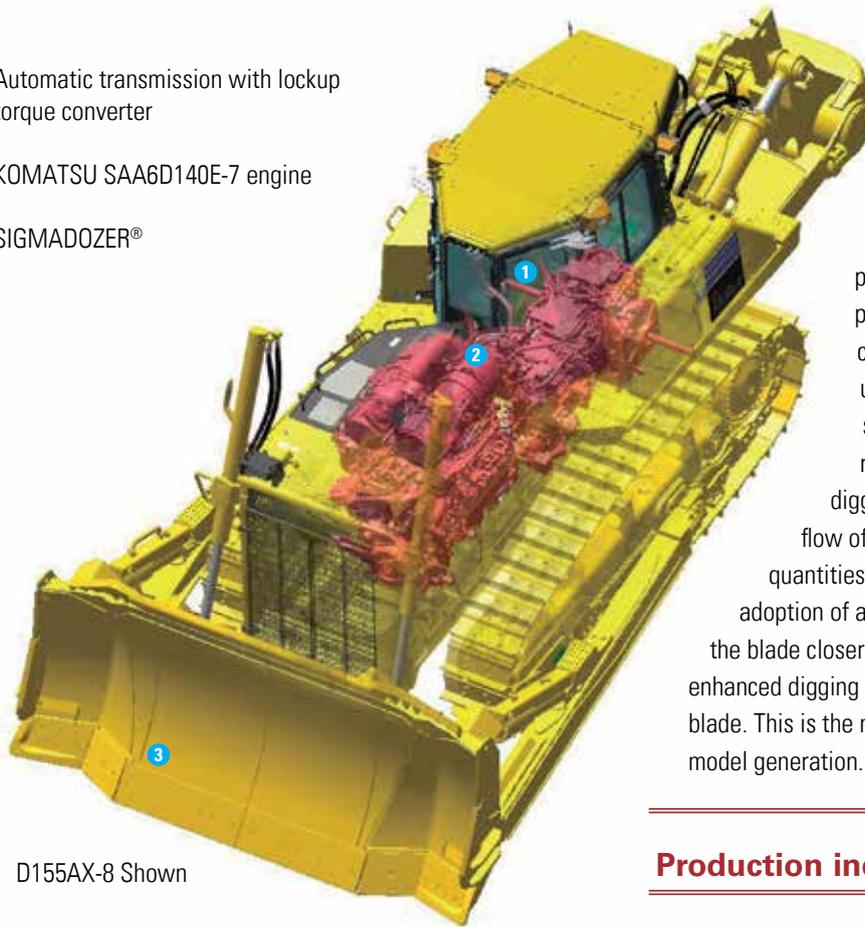


Hydraulically Driven Cooling Fan

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



- 1 Automatic transmission with lockup torque converter
- 2 KOMATSU SAA6D140E-7 engine
- 3 SIGMADOZER®



D155AX-8 Shown

Innovative SIGMADOZER®

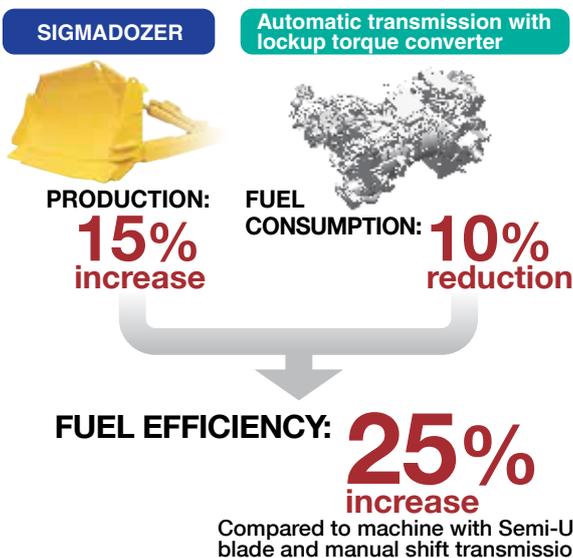
Based on a completely new digging theory, SIGMADOZER® dramatically improves dozing performance and increases productivity. A new frontal design concept adopted for digging and rolling up at the center of the blade increases soil holding capacity, simultaneously reducing sideway spillage. Reduced digging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

Production increased by up to 15%

Compared to conventional Semi-U blade

New Fuel Efficient Bulldozer

New D155AXi-8 has achieved both high levels of productivity and fuel economy through usage of SIGMADOZER and automatic transmission with lockup torque converter.

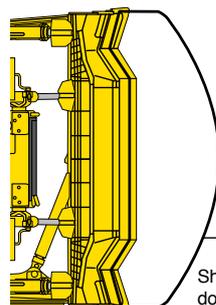


SIGMADOZER



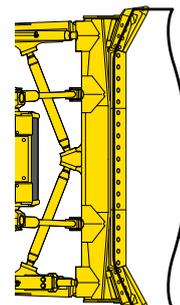
Semi-U blade

D155AX-8 SIGMADOZER



Shape of dozed material

D155AX-5 Semi-U blade

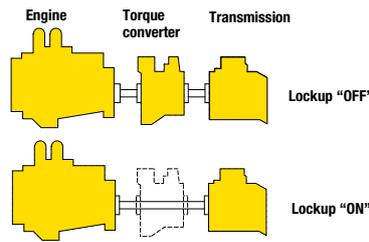


Shape of dozed material

FIRST-CLASS OPERATOR COMFORT

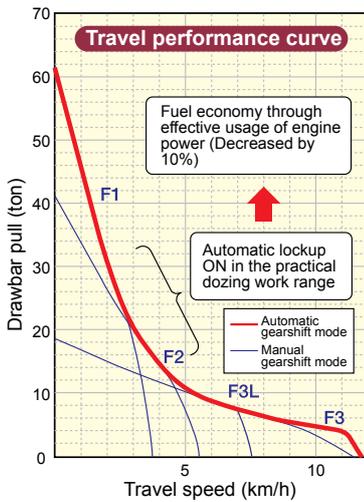
Automatic Transmission with Lockup Torque Converter

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



Fuel consumption reduced by **10%**

Compared to machine with manual shift transmission



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

Automatic/Manual Gearshift Selectable Mode

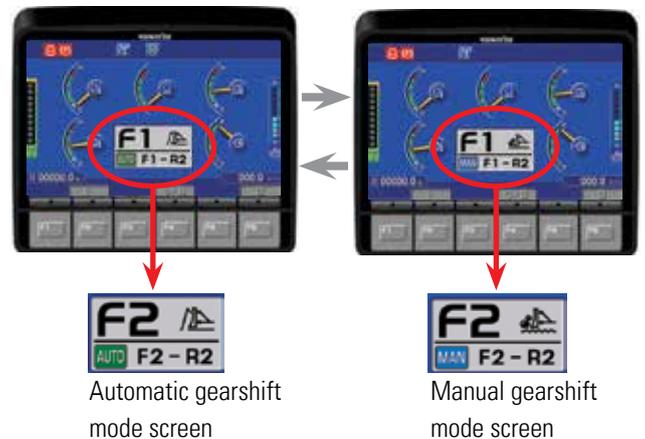
Automatic or manual gearshift modes can be selected with ease to suit the work at hand by simply pressing the switch on the multi-monitor (selection in neutral).

Automatic gearshift mode

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

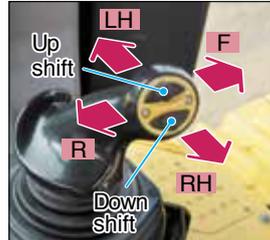
Manual gearshift mode

The mode for dozing and ripping rough ground. When enabled, 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 by selection in the monitor.



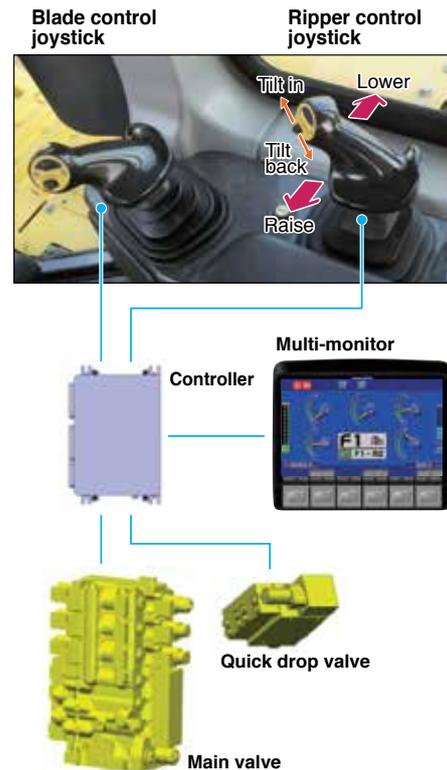
Palm Command Electronic Controlled Travel Control Joystick

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



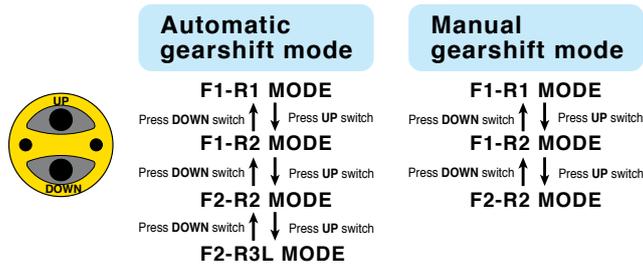
Palm Command Electronic Controlled Blade/Ripper Control Joystick

Electronically-controlled palm command joystick is equipped for blade/ripper control. Combined with the highly reliable Komatsu hydraulic system, superb control is the result.



Gearshift Pattern Preset Function

When the gearshift pattern is set to either <F1-R2>, <F2-R2> or <F2-R3L> in automatic gearshift mode, the gear is automatically shifted, reducing round trip repetition work time and operator's effort.



Electronic Controlled Modulation Valve (ECMV) Controlled Transmission and Brakes

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

Hydrostatic Steering System (HSS) - Smooth, Powerful Turning

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

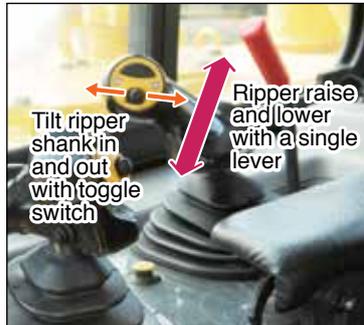


RELIABILITY & MAINTENANCE FEATURES

Ripper Auto-return

The ripper control lever is new, ergonomic and incorporates an auto-return function that will automatically raise the ripper so the operator is less fatigued at the end of the day.

The function starts when travel lever is moved to reverse position.



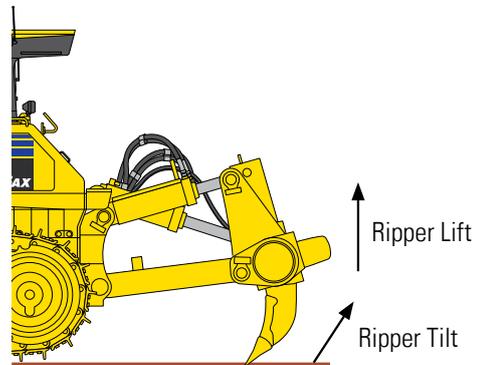
Before Auto-return



During Auto-return



After Auto-return



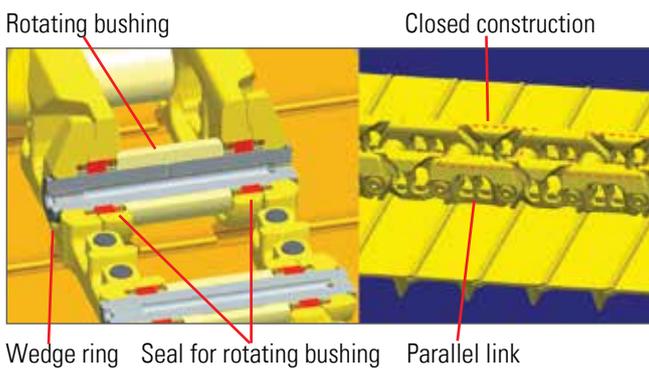
DEF Tank

A large tank volume extends operating time before refilling and is installed at the operator cab left platform for ease of access.



Parallel Link Undercarriage System (PLUS) (Optional)

Undercarriage wear life is increased by up to two times and the cost of a bushing turn and downtime is eliminated. Undercarriage maintenance costs are lowered by up to 40%.



Maintenance Records

Machine monitor stores and displays maintenance records including scheduled service interval and remaining service hours.



Easy Radiator Cleaning

The radiator can be cleaned by utilization of the reversible, hydraulically driven cooling fan. The fan can be reversed from inside the cab by simply activating via the monitor to reverse. Hinged double doors open wide for access to radiator.



Oil Pressure Checking Ports

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

Concentrated Engine Check Points

The opening area is large when the gull-wing engine side covers are opened, facilitating engine daily checks and maintenance. Side covers have been changed to a thick one-piece structure with a bolt-on latch to improve durability.

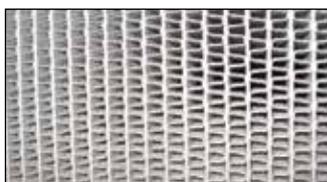


Flat Face O-ring Seals

Flat face O-ring seals are used to securely seal all hydraulic hose connections and to help prevent oil leakage.

Wide Core Cooling System

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



Battery Disconnect Switch

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



KOMATSU WIRELESS FLEET MONITORING SYSTEM

The easy way to higher productivity

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

Knowledge

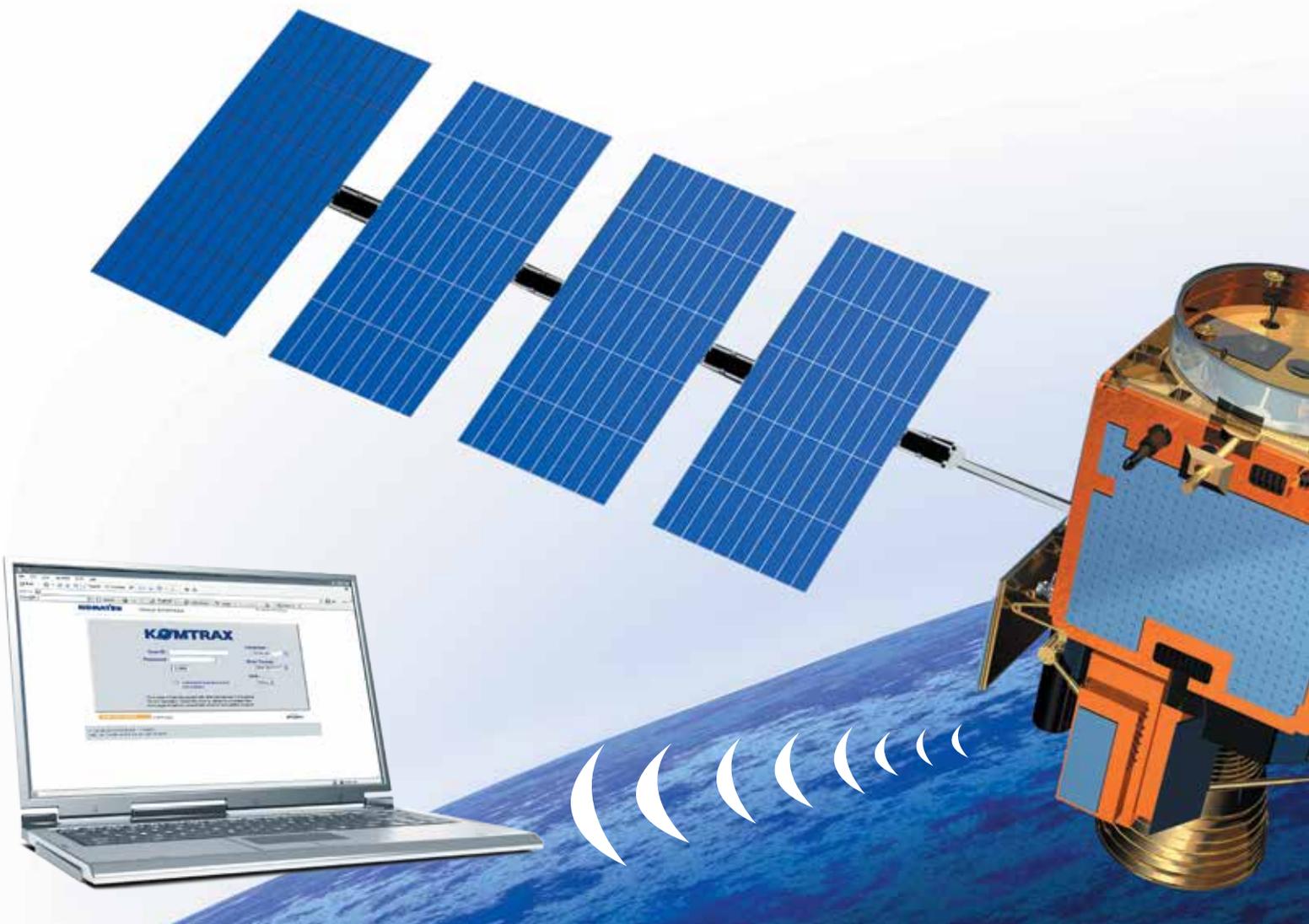
You get quick answers to basic and critical questions about your machines – what they're doing, when they did it, where they're located, how they can be used more efficiently, and when they need to be serviced. Performance data is relayed by satellite from your machine to your computer, mobile device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

Convenience

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

Get the whole story with
KOMTRAX

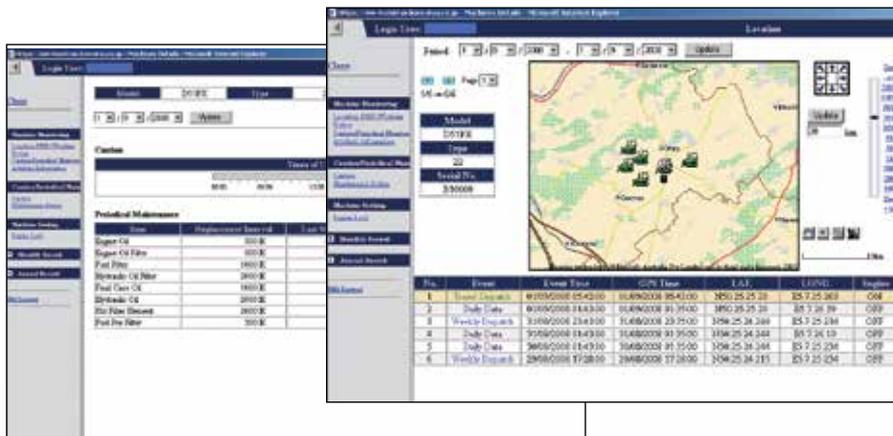
KOMTRAX APP NOW AVAILABLE ON:



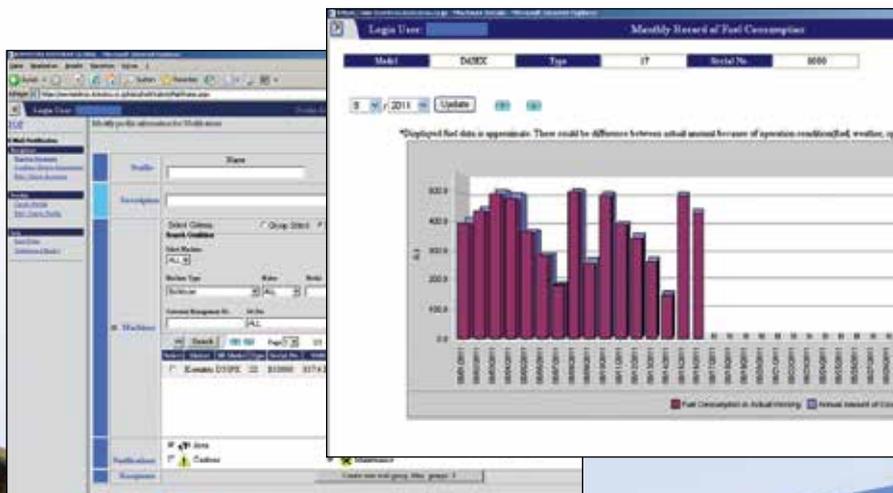
KOMTRAX™

Power

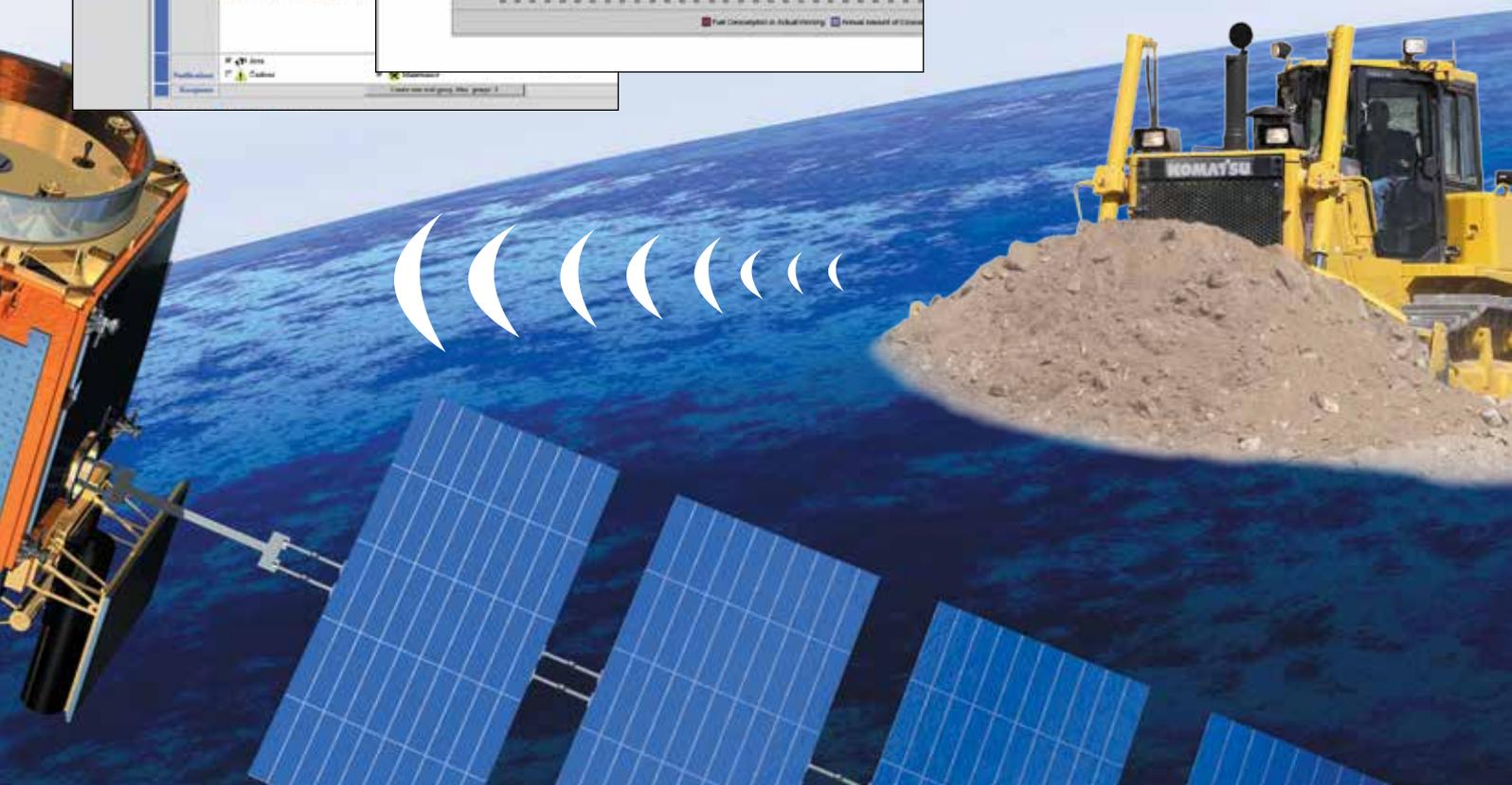
The detailed information that KOMTRAX™ puts at your fingertips 24 hours a day, 7 days a week gives you the power to make better daily and long-term strategic decisions. You can anticipate problems, customise maintenance schedules, minimise downtime and keep your machines where they belong – working on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



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



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



SPECIFICATIONS



ENGINE

Model Komatsu SAA6D140E-7
 4 cycle, water cooled, direct injection emissionised,
 Komatsu variable geometry, turbocharged, air to air after-cooled

Engine power
 at rated engine speed 1900 rpm
 SAE J1995 Gross 268 kW/360 HP
 ISO 9249 (net engine power) Net 264 kW/354 HP

No. of cylinders 6
 Bore x stroke 140 mm x 165 mm
 Displacement 15.24 ltr
 Governor Mid-range, electronic
 Fan drive type Hydraulic

Lubrication system
 Method Gear pump, force lubrication
 Filter Full flow

EPA Tier 4 Final emission certified



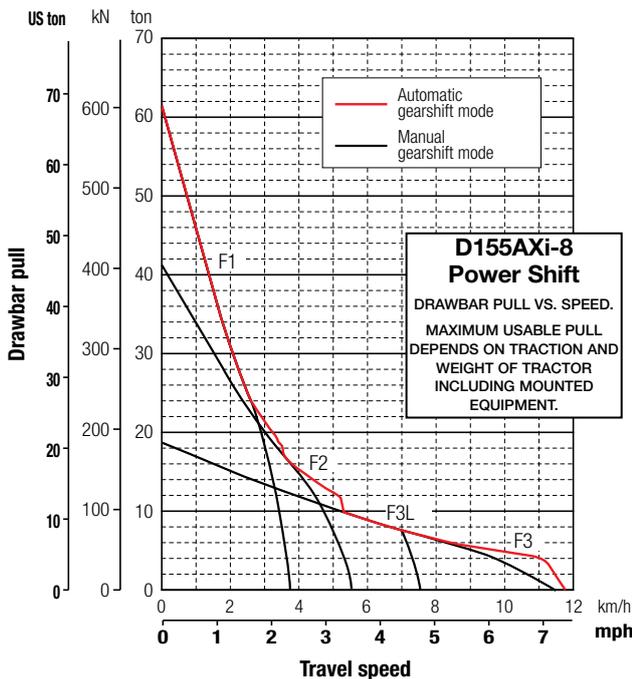
TORQFLOW TRANSMISSION

Komatsu's automatic 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. Equipped with gearshift lock lever and neutral safety switch.



TRAVEL SPEEDS

Quick shift mode	Forward	Reverse
1st	0 - 3.8 km/h	0 - 4.6 km/h
2nd	0 - 5.6 km/h	0 - 6.8 km/h
3rd L	0 - 7.5 km/h	0 - 9.2 km/h
3rd	11.6 km/h	0 - 14.0 km/h



FINAL DRIVE

Double reduction, spur and planetary final drives increase tractive effort. Segmented sprockets are bolt-on for easy in-the-field replacement.



STEERING SYSTEM

Type Hydrostatic Steering System (HST)
 Steering control PCCS-lever
 Minimum turning radius (counter-rotation)
 D155AXi-8 2.14 m
 As measured by track marks on the ground.



UNDERCARRIAGE

Suspension Oscillating equaliser bar and pivot shaft
 Track roller frame Monocoque, high-tensile-strength steel construction
 Tracks Lubricated tracks
 Track tension Combined spring and hydraulic unit
 Number of shoes (each side) 42
 Grouser height (single grouser) 80 mm
 Track rollers (each side) 7
 Carrier rollers (each side) 2
 Shoe width (standard)
 D155AXi-8 610 mm
 Ground contact area
 D155AXi-8 39955 cm²
 Ground pressure
 D155AXi-8 1.03 kg/cm²



OPERATING WEIGHT (APPR.)

Including strengthened SIGMADOZER, Multi-Shank Ripper, ROPS cab, Operator, standard equipment, rated capacity of lubricant, coolant and full fuel tank.

D155AXi-8 32,760 kg
 D155AXi-8 with Variable Multi-Shank Ripper 42,420 kg
 D155AXi-8 with Giant Ripper 41,100 kg



SERVICE REFILL CAPACITIES

Fuel tank 625 ltr
 Coolant 104 ltr
 Engine oil 37 ltr
 Damper 1.5 ltr
 Transmission, bevel gear, and steering system 90 ltr
 Final drive (each side) 31 ltr
 DEF tank 39 ltr
 Hydraulic oil capacity 95 ltr



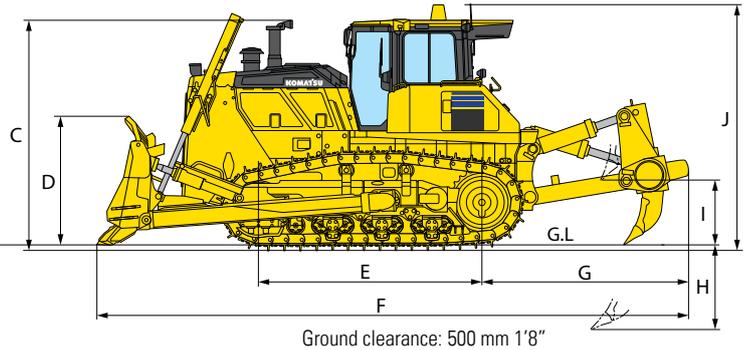
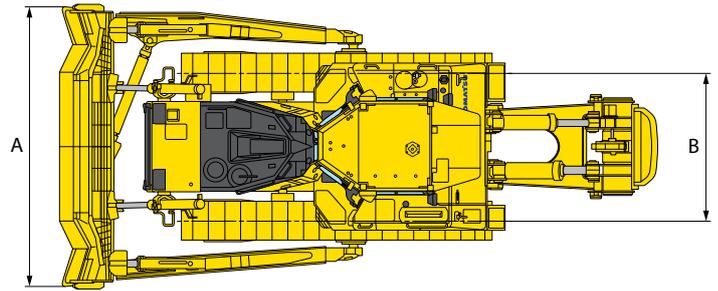
ENVIRONMENT

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



DIMENSIONS

	D155AXi-8	D155AXi-8
A	4060 mm	13'4"
B	2140 mm	7'0"
C	3385 mm	11'1"
D	1850 mm	6'1"
E	3275 mm	10'9"
F	8420 mm	27'7"
G	2745 mm	9'0"
H	1240 mm	4'1"
I	950 mm	3'1"
J	3570 mm	11'9"



HYDRAULIC SYSTEM

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

Hydraulic control units:

All spool control valves externally mounted beside the hydraulic tank. Variable piston pump with capacity (discharge flow) of 325 ltr/min for steering and 180 ltr/min for implement at rated engine rpm.

Relief valve setting for implement 27.5 MPa 280 kg/cm²
 for steering 38.2 MPa 390 kg/cm²

Control valves:

Spool control valves for SIGMADOZER® and Semi-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	110 mm
Blade tilt	1	160 mm
Ripper lift	1	180 mm
Ripper tilt	1	200 mm

Hydraulic oil capacity (refill):

SIGMADOZER 95.00 ltr
 Semi-U tilt dozer 95.00 ltr

Ripper equipment (additional volume):

Multi-shank ripper 37 ltr
 Giant ripper 37 ltr



DOZER EQUIPMENT

Use of high-tensile-strength steel in moldboard for strengthened blade construction. Blade tilt hose piping is mounted inside the dozer push arm to protect from damage.

	Overall Length With Dozer	Blade Capacity	Blade Length x Height	Max. Lift Above Ground	Max. Drop Below Ground	Max. Tilt Adjustment	Additional Weight
Strengthened SIGMADOZER*	6320 mm	9.4 m ³	4060 mm x 1850 mm	1315 mm	676 mm	870 mm	5900 kg
Semi-U Tilt Dozer*	6370 mm	9.4 m ³	4130 mm x 1790 mm	1245 mm	590 mm	860 mm	5900 kg

*Dual Tilt Dozer



RIPPER EQUIPMENT

Variable Multi-shank Ripper

Type Hydraulically controlled parallelogram-type ripper with three shanks
 No. of shanks 3
 Weight (including hydraulic control unit) 3760 kg
 Beam length 2320 mm
 Maximum lift above ground 950 mm
 Maximum digging depth 900 mm

Variable Giant Ripper

Type Hydraulically controlled parallelogram-type ripper with one shanks
 No. of shanks 1
 Weight (including hydraulic control unit) 2440 kg
 Beam length 1400 mm
 Maximum lift above ground 950 mm
 Maximum digging depth 1240 mm





STANDARD EQUIPMENT FOR BASE MACHINE

ENGINE AND RELATED PARTS

- Komatsu SAA6DD140E-7 turbocharged common rail direct injection diesel engine
- EPA Tier IV Final emissions certified
- Fuel pre-filter (10 micron) and fuel filter (2 micron)
- Exhaust pipe with elbow
- Intake pipe with rain cap
- Alternator 150 ampere/24V
- Starter motor 11.0 kW/24 V
- Batteries 200 Ah/2 × 12 V
- Cooling fan, hydrostatic driven
- Fuel tank inlet strainer
- Intake pipe with air pre-cleaner
- Engine idle auto shutdown with adjustable timer
- Komatsu Diesel Particulate Filter (KDPF)
- Komatsu Variable Geometry Turbocharger (KVGT)
- Komatsu Selective Catalytic Reduction (SCR)

TRANSMISSION AND BRAKES

- Torque converter - with Auto Lock-up
- Palm lever steering control (PCCS)
- Auto and manual gear options
- Reverse speed presets
- Customizable operator modes

UNDERCARRIAGE

- K-Bogie System Undercarriage
- Single grouser heavy-duty shoes (610mm Extreme Service Shoes)
- Segmented sprockets
- Idler cushions
- Track roller guard, centre and end section Full length track roller guard

HYDRAULIC SYSTEM

- Hydraulics for dozing blades
- Mono lever blade control
- Hydraulics for ripper VGR/MSR

SERVICE AND MAINTENANCE

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

CABIN

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

SAFETY EQUIPMENT

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

ATTACHMENTS

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

DOZER EQUIPMENT

- Strengthened SIGMADOZER 94 m³
- Dual Tilt Dozer
- Multishank parallelogram ripper

INTELLIGENT MACHINE CONTROL

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



OPTIONAL EQUIPMENT

- Semi-U Dozer Blade
- Rigid drawbar
- Receiver 915 SS
- Emergency stops
- Window tint
- Fire extinguisher 9.5kg
- Battery Isolation Dual Pole

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