GROSS HORSEPOWER
895 kW
1,200 HP

GROSS HORSEPOWER
879 kW
1,178 HP

RATED GVW
163780 kg

Photos may include optional equipment.

www.komatsu.com

Printed in Japan 201308 IP.P

Materials and specifications are subject to change without notice.

is a trademark of Komatsu Ltd. Japan

CEN00136-06
Harmony with Environment
- High performance Komatsu SAA12V140E-3 engine
  Net horsepower: 879 kW, 1,178 HP
- Mode selection system with Variable HorsePower Control (VHPC)
- Two-speed selective reverse gears of RH and RL
- Anti-pitching 4-wheel oil-cooled multiple-disc retarder (AP-FOUR)
  Retarder capacity: 1092 kW, 1,464 HP (Continuous descent)
- Automatic retard speed control (ARSC) as standard

Operator Environment and Safety
- Spacious cab with excellent visibility
- Ergonomically designed cab
- Easy-to-see instrument panel
- Synchronous control of engine and transmission
- Advanced K-ATOMiCS with “Skip-shift” function
- Viscous cab mounts
- Electronic hoist control system
- Built-in ROPS/FOPS cab
- Parking brakes on 4-wheels
- Supplementary steering
- Pedal-operated secondary brake
- Three-mode automatic hydropneumatic suspension (Option)

Reliability Features
- Flat face-to-face O-ring seals
- Sealed DT connectors

Easy Maintenance
- Oil-cooled multiple-disc brakes and fully hydraulic controlled braking system
- Extended oil change interval
- Disc wheels (flange type rims)
- Electric circuit breakers
- KOMTRAX Plus

Productivity and Economy Features
- High performance Komatsu SAA12V140E-3 engine
  Net horsepower: 879 kW, 1,178 HP
- Mode selection system with Variable HorsePower Control (VHPC)
- Two-speed selective reverse gears of RH and RL
- Anti-pitching 4-wheel oil-cooled multiple-disc retarder (AP-FOUR)
  Retarder capacity: 1092 kW, 1,464 HP (Continuous descent)
- Automatic retard speed control (ARSC) as standard

Harmony with Environment
- Komatsu SAA12V140E-3 engine
  (EPA Tier 2 emission certified)
- Lead-free radiator
- Low operation noise
- Low fuel consumption

Operator Environment and Safety
- Spacious cab with excellent visibility
- Ergonomically designed cab
- Easy-to-see instrument panel
- Synchronous control of engine and transmission
- Advanced K-ATOMiCS with “Skip-shift” function
- Viscous cab mounts
- Electronic hoist control system
- Built-in ROPS/FOPS cab
- Parking brakes on 4-wheels
- Supplementary steering
- Pedal-operated secondary brake
- Three-mode automatic hydropneumatic suspension (Option)

Reliability Features
- Flat face-to-face O-ring seals
- Sealed DT connectors

Easy Maintenance
- Oil-cooled multiple-disc brakes and fully hydraulic controlled braking system
- Extended oil change interval
- Disc wheels (flange type rims)
- Electric circuit breakers
- KOMTRAX Plus

Operator Environment and Safety
- Spacious cab with excellent visibility
- Ergonomically designed cab
- Easy-to-see instrument panel
- Synchronous control of engine and transmission
- Advanced K-ATOMiCS with “Skip-shift” function
- Viscous cab mounts
- Electronic hoist control system
- Built-in ROPS/FOPS cab
- Parking brakes on 4-wheels
- Supplementary steering
- Pedal-operated secondary brake
- Three-mode automatic hydropneumatic suspension (Option)

Reliability Features
- Flat face-to-face O-ring seals
- Sealed DT connectors

Easy Maintenance
- Oil-cooled multiple-disc brakes and fully hydraulic controlled braking system
- Extended oil change interval
- Disc wheels (flange type rims)
- Electric circuit breakers
- KOMTRAX Plus
**PRODUCTIVITY & ECONOMY FEATURES**

**High Performance Komatsu SAA12V140E-3 Engine**
This engine delivers faster acceleration and higher travel speeds with high horsepower per ton. Advanced technologies, such as High Pressure Common Rail injection system (HPCR), air-to-air aftercooler and efficient turbo-charger enables the engine to be EPA Tier 2 emission certified. High torque at low speed, impressive acceleration, and low fuel consumption ensure maximum productivity.

**Mode Selection System with VHPC**
The system allows selection of the appropriate engine output mode «Power mode» or «Economy mode», according to the working condition. The mode is easily selected with the switch in the operator’s cab. When the key switch is turned on, Economy mode is selected automatically. Power mode can be selected by using the switch when needed.

**Variable HorsePower Control (VHPC)**
Both in Power and Economy modes, the VHPC system detects whether the machine is loaded or unloaded and selects the optimum horsepower setting mode, providing both high production and low fuel consumption.

- **Power mode**: Makes best use of the horsepower to attain optimal production. This mode is suitable for operations including uphill travel loaded where throughput is the top priority.

- **Economy mode**: Sets the maximum horsepower at a lower level to reduce fuel consumption. The machine maintains sufficient power for normal operation in this mode.

**Anti-pitching 4-wheel Oil-cooled Multiple Disc Retarder (AP-FOUR)**
The machine is equipped with 4-wheel retarder AP-FOUR that applies retarding force on all four wheels. This retarder, the retarding force is shared between four wheels. This reduces the possibility of tire-lock and enables effective use of retarder capacity, allowing stable downhill travel. The machine descends slopes smoothly and comfortably without machine body pitching since retarding force on front and rear wheels is controlled independently.

- Retarder absorbing capacity 1092 kW 1,464 HP (continuous descent)
- Brake surface area
  - Front total : 37467 cm²
  - Rear total : 72414 cm²

**Anti-pitching 4-wheel Oil-cooled Multiple Disc Retarder (AP-FOUR)**
The machine is equipped with 4-wheel retarder AP-FOUR that applies retarding force on all four wheels. This retarder, the retarding force is shared between four wheels. This reduces the possibility of tire-lock and enables effective use of retarder capacity, allowing stable downhill travel. The machine descends slopes smoothly and comfortably without machine body pitching since retarding force on front and rear wheels is controlled independently.

**Auto Retard Speed Control (ARSC)**
ARSC allows the operator to simply set the downhill travel speed and descend grades at a constant speed. This allows the operator to concentrate on steering. The speed can be set at increments of 1 km/h per click (within ±5 km/h) to match the optimum speed for the slope. The retarder cooling oil temperature is constantly monitored and the descent speed is automatically reduced, if necessary.

**F7-R2 (RH/RL) Fully Automatic Transmission**
The transmission is configured with 7 forward and 2 reverse gears. Fully automatic control is applied to all forward gears and an optimum gear is automatically selected according to the travel speed and engine speed. The shifting point is automatically selected depending on the acceleration of the machine to reduce excessive fuel consumption.

**Two-speed Selective Reverse Gears (RH/RL)**
In order to meet various operating conditions, two reverse gears are provided. The switch on the panel allows the operator to usually select the appropriate gear for the application, RH or RL depending on the job site conditions. Furthermore, the reverse gear is equipped with a lockup clutch, just like forward gears, allowing the operator to reverse the machine without concern of overheating.

- **RH**: Suitable for normal operation. Thanks to the lockup clutch, the machine can be reversed at higher speed.
- **RL**: Suitable for operation where steep grades are existing.

---

**Drive downhill at a constant speed**

![Drive downhill at a constant speed](image-url)
Reducing Hydraulic Losses & Optimizing Transmission Control

Hydraulic circuits such as brake cooling, steering, hoist control, etc. are thoroughly reviewed and the transmission control is optimized to reduce the fuel consumption. As a result, the fuel consumption at medium and light load operations are improved.

Automatic Idling Setting System (AISS)

This system facilitates quick engine warm-up and operator cab cooling/warming. When setting the system ON, engine idle speed is kept at 945 rpm(min⁻¹), but is lowered to 750 rpm(min⁻¹) when the coolant temperature rises to 50°C. Speed automatically returns to 945 rpm(min⁻¹) when the coolant temperature drops to 30°C.

Small Turning Radius

The MacPherson strut type front suspension has a special A-frame between each wheel and the main frame. The wider spaces created between the front wheels and the main frame increase the steering angle of the wheels. The larger this steering angle, the smaller the turning radius of the truck.

Long Wheelbase and Wide Tread

With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the HD785-7 hauls the load at higher speed for greater productivity, and delivers superior driving comfort over rough terrain.

Spacious Cab with Excellent Visibility

Wide glass areas on front, side and back, plus plenty of space in the richly upholstered interior, provide a quiet, comfortable environment which enables to see and control every aspect of operation. Front underview mirrors also contributes to improve visibility.

Ergonomically Designed Cab

The ergonomically designed operator’s compartment makes it very easy and comfortable for the operator to use all the controls. The result is more confident operation and greater productivity.

Easy-to-see Instrument Panel

The instrument panel makes it easy to monitor important machine conditions. In addition, a caution lamp warns the operator of any malfunctions that may occur. Malfunctions are recorded in the monitor and service codes, appear on the instrument panel. This makes the machine user friendly and easy to service.

Ideal Driving Position Settings

The 5-way adjustable operator seat and the tilt-telescopic steering column provide an optimum driving posture, for increased driving comfort and more control over machine operation. The suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue as well as holding the operator securely to assure confident operation. 78mm width seat belt is provided as standard equipment.
Electronic Hoist Control System
The control lever is short in travel and can be operated with a light effort. “Kick-out function” provided for the lever facilitates the hoist operation, eliminating a need to hold the lever in “raise” position. Furthermore, body seating shock is significantly reduced because a sensor detects the body just before seating on the frame and reduces the lowering speed.

Advanced K-ATOMiCS
The electronically controlled all clutch modulation system “K-ATOMiCS” that optimizes the clutch engagement oil pressure at every gear is further improved so that the oil pressure at lockup clutch engagement is optimized to realize smooth shifting without torque off.

“Skip-shift” function
 Automatically selects the gear according to the slope grade when driving uphill without shifting down to the lower gear one by one. It reduces the number of downshifts, makes the driving smoother, improves the operator’s comfort and reduces spilling of material.

The MacPherson Strut Type Front Suspension
The MacPherson type independent suspensions are installed to the front wheels. The linkage arrangement with less friction allows the front wheel to follow the undulation of road surface smoothly, realizing excellent riding comfort.

Three-mode Automatic Hydropneumatic Suspension (Option)
Suspension mode is automatically switched to one of three stages (soft, medium and hard) according to load and operating conditions, for a more comfortable and stable ride.

Viscous Cab Mounts
Large capacity viscous cab mounts with lent damping performance are used to mount the cab. They reduce cab vibration significantly and provide comfortable cab space with superb quietness and less vibrations. Noise level at operator’s ear 75 dB(A)

Radio with AUX Terminal (Option)
To connect MP3 player etc., AUX terminal is prepared in the cab.

Electronic Hoist Control System
The control lever is short in travel and can be operated with a light effort. “Kick-out function” provided for the lever facilitates the hoist operation, eliminating a need to hold the lever in “raise” position. Furthermore, body seating shock is significantly reduced because a sensor detects the body just before seating on the frame and reduces the lowering speed.

Synchronous Control of Engine and Transmission
At the time of gear shifting, the engine speed is controlled to coincide with transmission rotation speed to reduce shifting shocks. The synchronous control also contributes to improve durability of power train since it reduces torque fluctuation.

HD785-7 OFF-HIGHWAY TRUCK

Safety

Built-in ROPS/FOPS Cab
These structures conform to ISO 3471 ROPS standard, and ISO 3449 FOPS standard.

Under Mirror
The new round under-mirror provides a wider field of vision.

Spiked Slip-resistant Plate
Steps and walkways are made with spiked slip-resistant plates to improve safety when you get on or off the machine or move around on the machine.

Paking Brakes on 4-wheels
The machine is equipped with spring applied parking brakes on 4-wheels. Wet multiple disc brakes built in both front and rear axles apply braking force to all four wheels. These brakes are highly reliable and require no periodic maintenance.

Supplementary Steering and Secondary Brake
Supplementary steering and secondary brake are standard features.
Steering: ISO 5010, SAE J1511
Brake: ISO 3450

Antilock Braking System (ABS)
Using its outstanding electronics technology, Komatsu is the first in the industry to introduce ABS on construction machinery. This system prevents the tires from locking, thus minimizes skidding under slippery conditions while applying the service brake.

Automatic Spin Regulator (ASR)
ASR automatically prevents the rear tire on either side from slipping on soft ground for optimal traction.

LED Rear Combination Lamp
LED lamps are used for the rear combination lamp. The LED lamp features long service life and excellent visibility while it is an energy-saving lamp.

Large Screen, Color Rearview Camera & Monitor (Option)
Rearview camera and 7-inch color LCD monitor are available to improve rear visibility. This device serves to improve safety and workability of the machine.

Pedal-operated Secondary Brake
If there should be a failure on the primary brake circuit, both front and rear parking brakes are activated as a pedal operated secondary brake.

Radio with AUX Terminal
To connect MP3 player etc., AUX terminal is prepared in the cab.

Large Screen, Color Rearview Camera & Monitor (Option)
Rearview camera and 7-inch color LCD monitor are available to improve rear visibility. This device serves to improve safety and workability of the machine.

LED Rear Combination Lamp
LED lamps are used for the rear combination lamp. The LED lamp features long service life and excellent visibility while it is an energy-saving lamp.

Built-in ROPS/FOPS Cab
These structures conform to ISO 3471 ROPS standard, and ISO 3449 FOPS standard.

Under Mirror
The new round under-mirror provides a wider field of vision.

Spiked Slip-resistant Plate
Steps and walkways are made with spiked slip-resistant plates to improve safety when you get on or off the machine or move around on the machine.

Paking Brakes on 4-wheels
The machine is equipped with spring applied parking brakes on 4-wheels. Wet multiple disc brakes built in both front and rear axles apply braking force to all four wheels. These brakes are highly reliable and require no periodic maintenance.

Supplementary Steering and Secondary Brake
Supplementary steering and secondary brake are standard features.
Steering: ISO 5010, SAE J1511
Brake: ISO 3450

LED Rear Combination Lamp
LED lamps are used for the rear combination lamp. The LED lamp features long service life and excellent visibility while it is an energy-saving lamp.

Large Screen, Color Rearview Camera & Monitor (Option)
Rearview camera and 7-inch color LCD monitor are available to improve rear visibility. This device serves to improve safety and workability of the machine.

Pedal-operated Secondary Brake
If there should be a failure on the primary brake circuit, both front and rear parking brakes are activated as a pedal operated secondary brake.

Antilock Braking System (ABS)
Using its outstanding electronics technology, Komatsu is the first in the industry to introduce ABS on construction machinery. This system prevents the tires from locking, thus minimizes skidding under slippery conditions while applying the service brake.

Automatic Spin Regulator (ASR)
ASR automatically prevents the rear tire on either side from slipping on soft ground for optimal traction.
Reliability Features

Komatsu Components
Komatsu manufactures the engine, torque converter, transmission, hydraulic units, and electronic components on this dump truck. All these components are manufactured with an integrated production system under strict quality control guidelines.

High-rigidity Frame
Front deck supports are integrated with the frame. The frame rigidity is increased drastically. As a result, flexural rigidity and torsional rigidity that are indicators of drivability and riding quality are significantly improved.

Reliable Hydraulic System
A large capacity oil cooler is installed in each hydraulic circuit, improving the reliability of the hydraulic units during sudden temperature rises. Further, in addition to the main filter, β1 = 3 (min) line filter is located at the entrance to the transmission control valve.

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

Sealed DT Connectors
Main electric harnesses and controller connectors are equipped with sealed DT connectors providing high reliability, water resistance and dust resistance.

For Better Operational Management and Safety
In actual Operational Management activities, the first step to effective use of the HD785-7 is to record each payload. For this purpose, Komatsu has made the “Payload meter” available. Based on the premise that “Payload meter” can record the payload data, Komatsu intends to apply “Loading Policy” that is intended to be used as guidelines for consistent and better “Operational Management”

Loading Policy
Each dump truck has its own target “payload”. Operating a dump truck with an extraordinary payload causes the following adverse effects.

• Operating an underloaded truck cannot utilize its best performance and increases the number of round trips required for hauling same quantity of materials, resulting in increased cost-per-ton.
• Operating an overloaded truck causes early wear on brakes, tires, etc., and shortens the life of components such as drive system etc. resulting in increased maintenance cost and repairs.

Our proposal “Loading Policy” relies on an assumption that each HD785-7 is equipped with a “Payload Meter” and each payload is positively recorded.

1) The monthly average payload must not exceed the rated payload of the truck.
2) 90% of all loads must be below 110% of the rated payload of the truck.
3) 10% of all loads may be between 110% and 120% of the rated payload of the truck.
4) Any single load must not exceed 120% of the rated payload of the truck.

Observance of the “Loading Policy” results in improvement of productivity by full utilization of the performance of HD785-7, reduction of running cost, and extension of the life of brakes, tires, and other components.

Selection of Body
Several different types of bodies are selectively available for the HD785-7 and optional equipment for the bodies are also prepared for use in various conditions.

Lead-free Radiator
In addition to compliance with emission regulations, a lead-free aluminum core is used for the radiator to meet global environmental requirements.

Brake Cooling Oil Capture Tank
To protect the environment, a tank is installed to capture brake cooling oil in the event of brake floating seal leakage.

ECOLOGY

Material

- Loading machine
- Shovel, Backhoe (Severity to body : Light)
- Wheel loader (Severity to body : Heavy)

Construction

- Overburden
- Light weight body (Option)

Quarry

- (Severity to body : Medium)
- Recommended use of this body includes relatively light-duty works such as construction and hauling of overburden, coal, etc.

Ore

- (Severity to body : Heavy)
- General purpose body (Standard)

Rock body (Option)

- This body is designed for various uses as standard. Major portions of this body are made of abrasion-resistant steel plates to assure high durability.
- Recommended use of this body is relatively heavy-duty works such as hauling of ores, etc.

*Description of “Light”, “Medium” and “Heavy” are rule-of-thumb. Please consult with Komatsu distributor when you select the body.
### Advanced Monitoring System
The Komatsu advanced monitoring system identifies maintenance items, indicates oil and filter replacement times left and displays abnormality codes. This monitor system helps to reduce diagnostic times and maximize machine production time.

### Wet Multiple-disc Brakes and Fully Hydraulic Controlled Braking Systems
Realize lower maintenance costs and higher reliability. Wet disc brakes are fully sealed to keep contaminants out, reducing wear and maintenance. The brakes require no adjustments for reducing wear, meaning even lower maintenance. The parking brake is also an adjustment-free, wet parking brake is automatically actuated.

### Extended Oil Change Intervals
In order to minimize operating costs, oil change intervals are extended:
- Engine oil: 500 hours
- Hydraulic oil: 4000 hours

### Centralized Greasing Points
Greasing points are centralized at three locations. It enables to approach from ground level.

### Electric Circuit Breaker
Circuit breakers are adopted in important electric circuits that should be restored in a short time when a malfunction occurs in the electrical system.

### KOMTRAX Plus
KOMTRAX Plus controller monitors the health conditions of major components and enables remote analysis of the machine condition and its operation. This process is supported by the Komatsu distributors, factory and design team.

### Payloader Meter (PLM) (Option)
PLM allows the production volume and the working conditions of the dump truck to be analyzed and controlled directly via a personal computer. The loadage is also indicated with the outside lamps. The system can store data of 2600 max. working cycles.

### Engine
- Model: Komatsu SAA12V140E-3
- Type: Water-cooled, 4-cylinder, turbo-charged, after-cooled
- Number of cylinders: 12
- Bore x Stroke: 140 mm x 165 mm
- Piston displacement: 30.48 L
- Horsepower: SAE J1995 (Gross 895 kW (1,200 HP) /1,900 min⁻¹)
- ISO 5249 / SAE J1349 (Net 879 kW (1,178 HP) /1,900 min⁻¹)
- Fan drive type: Mechanical
- Maximum torque: 5980N·m 518 kg·m
- Fuel system: Direct injection
- Governor: Electronic control
- Lubrication system: Method
- Gear pump, force lubrication
- Air filter: Full-flow type
- Air cleaner: Dry type with double elements and precleaners, with dust indicator

### Transmission
- Torque converter: 3 elements, 1-stage, 2-phase
- Transmission: Fully-automatic, planetary-gear type
- Number of gear: 7 forward and 2 reverse (RH, RL)
- Lockup clutch: Wet, multiple-disc clutch
- Reverse: Reducing converter drive in 1st lockup and all higher gears
- Rear suspension: Torque converter drive, direct drive (lockup)
- Shift control: Electronic shift control with automatic clutch modulation in all gears
- Maximum travel speed: 65 km/h

### Brakes
- Primary brake: Oil-cooled, multiple-disc front and rear brakes act as retarder.
- Parking brake: Spring applied, multiple-disc type (actuates on all wheels)
- Retarder: Fluid-cooled, multi-disc front and rear brakes act as retarder.
  - Secondary brake: Pedal operation.
  - Retarder: Wet, multiple-disc front and rear brakes act as retarder.
- Brake surface:
  - Front: 37487 cm²
  - Rear: 72414 cm²

### HYDRAULIC SYSTEM
- Hoist cylinder: Twin, 2-stage telescopic type
- Relief pressure: 20.6 MPa 210 kg/cm²
- Hoist time:
  - Raise: 13 s
  - Lower: 14 s

### SPECIFICATIONS
- Rated GVW: 91.7 metric tons
- Payload:
  - Rated: 89.7 metric tons
  - Max. payload: 92 metric tons
  - Min. payload: 90 metric tons
- Payload ratio:
  - Max.: 88.8%
  - Min.: 86.7%
- Raising time:
  - Front: 13.5 s
  - Rear: 13 s
- Total raising time: 26.5 s
- Payload volume:
  - Heaped (2:1, SAE): 60 m³
  - Struck (1:1, SAE): 40 m³
  - Payload meter: 54 m³
- Target area:
  - Inside length x width: 7070 mm x 5150 mm
  - Height fully raised: 48" (1220 mm)
  - Height fully raised: 48" (1220 mm)
  - Height fully raised: 48" (1220 mm)
  - Bond prevention: 10080 mm
- Brake cooling: Heating by exhaust gas

### TIRES
- Standard tire: 27.00 R49

### SERVICE REFILL CAPACITIES
- Engine oil: 129 L
- Torque converter, transmission and retarder cooling: 305 L
- Differential: 137 L
- Final drives (total): 128 L
- Hydraulic system: 175 L
- Brake control: 36 L
- Retarder cooling (total): 205 L

### BODY (General purpose body)
- Structure: Standard body
- Dimensions comply with ISO 3471 ROPS (Roll-Over Protective Structure) standard, and ISO 3449 FOPS (Falling Objects Protective Structure - Level 8) standard.

### CAB
- Dimensions: Box-sectioned structure
- Front bumper: Integral front bumper

### Electric Circuit Breaker
Circuit breakers are adopted in important electric circuits that should be restored in a short time when a malfunction occurs in the electrical system.

### KOMTRAX Plus
KOMTRAX Plus controller monitors the health conditions of major components and enables remote analysis of the machine condition and its operation. This process is supported by the Komatsu distributors, factory and design team.

### Payloader Meter (PLM) (Option)
PLM allows the production volume and the working conditions of the dump truck to be analyzed and controlled directly via a personal computer. The loadage is also indicated with the outside lamps. The system can store data of 2600 max. working cycles.
TRAVEL PERFORMANCE

Read from gross weight down to a line for total resistance in percentage. From this weight-resistance intersection, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rimpull depends upon traction available and weight on drive wheels.

BRAKE PERFORMANCE

These curves are provided to establish the maximum speed and gear position for safer downhill travel with a given distance. Read from gross weight down to a line for total resistance in percentage. From this weight resistance intersection, read horizontally to the curve with the highest obtainable speed range, then down to maximum downhill travel speed the brakes can safely handle without exceeding cooling capacity.

TRAVEL PERFORMANCE CURVE

POWER-MODE

ECONOMY-MODE

OPTIONAL EQUIPMENT

These curves are provided to establish the maximum speed and gear position for safer downhill travel with a given distance. Read from gross weight down to a line for total resistance in percentage. From this weight resistance intersection, read horizontally to the curve with the highest obtainable speed range, then down to maximum downhill travel speed the brakes can safely handle without exceeding cooling capacity.

TRAVEL PERFORMANCE CURVE

<table>
<thead>
<tr>
<th>GROSS WEIGHT</th>
<th>TRAVEL SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>km/h</td>
<td>m/h</td>
</tr>
<tr>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>70</td>
<td>150</td>
</tr>
<tr>
<td>80</td>
<td>180</td>
</tr>
<tr>
<td>100</td>
<td>200</td>
</tr>
<tr>
<td>120</td>
<td>240</td>
</tr>
<tr>
<td>140</td>
<td>300</td>
</tr>
<tr>
<td>160</td>
<td>400</td>
</tr>
<tr>
<td>180</td>
<td>500</td>
</tr>
</tbody>
</table>

STANDARD EQUIPMENT FOR BASE MACHINE

ENGINE:
- Alternator, 90A/24V
- Automatic Lifting Setting System (ALSS)
- Batteries, 4 x 12V/170Ah
- Engine, Komatsu SAA12V140E-3
- Mode selection with VHC
- Starting motor, 2 x 7.5 kW

CAB:
- Air conditioner
- AM/FM radio with AUX terminal
- Operator seat, air suspension type
- Power window (LH)
- Space for lunch box
- Steering wheel, tilt and telescopic
- Sunvisor, additional

BODY:
- Mud guards
- Fuel tank step
- Engine coolant heater
- HID head lamp (high/low)
- Drive shaft guards (front and rear)
- Power ladder

SAFETY:
- Airbag
- Left and right seat belt
- Windshield washer and wiper
- LED rear combination lamps
- Turn signal

OTHER:
- Centralized greasing
- Electric breakaway, 24V
- KOMTRAX Plus

TIRES:
- Body exhaust heating
- 27.00 R49

Spare parts for first service

Standard equipment may vary for each country, and this specification sheet may contain attachments and optional equipment that are not available in your area. Please consult your Komatsu distributor for detailed information.
GROSS HORSEPOWER
895 kW 1,200 HP

NET HORSEPOWER
879 kW 1,178 HP

RATED GVW
163780 kg

Photos may include optional equipment.

www.komatsu.com

Materials and specifications are subject to change without notice.

is a trademark of Komatsu Ltd. Japan