

KOMATSU®

D155AX-8

Tier 4 Final Engine
Waste Handler

CRAWLER DOZER



Photos may include optional equipment

NET HORSEPOWER

354 HP @ 1900 rpm
264 kW @ 1900 rpm

OPERATING WEIGHT

94,421 lb
42828 kg

BLADE CAPACITY

33.2 yd³ 25.4 m³ Full-U Dozer
26.8 yd³ 20.5 m³ Semi-U Dozer

D155
WASTE HANDLER

WALK-AROUND

D155AX-8 WASTE HANDLER



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Komatsu Dozers offer great overall value, reliability and versatility. Komatsu's engine, pumps, valves, powertrain and all other major components are designed to work together to maximize efficiency and productivity. Now add the Waste Handler package which is integrated into the base tractor and you have a purpose-built machine that maximizes the amount of material you can push in all waste handling applications.

Komatsu SAA6D140E-7 variable geometry turbocharged and after-cooled 15.24 liter diesel engine is EPA Tier 4 Final emissions certified.

- Heavy duty Selective Catalytic Reduction (SCR) system
- Diesel Exhaust Fluid (DEF) system
- Komatsu Diesel Particulate Filter (KDPF) system
- Heavy duty cooled Exhaust Gas Recirculation (EGR) system
- Electronic control system - seamless to the operator
- Variable Geometry Turbocharger (VGT) system
- Heavy duty High Pressure Common Rail (HPCR) fuel injection system

Fluid neutral or better

Fuel & DEF total consumption is less than fuel consumed by prior model.

Komatsu Diesel Particulate Filter (KDPF) and Selective Catalytic Reduction (SCR) systems reduce particulate matter and NOx while providing automatic regeneration that does not interfere with daily operation.

Variable Geometry Turbocharger (VGT) uses a hydraulic actuator to provide optimum air flow under all speed and load conditions.

Komatsu Auto Idle Shutdown helps reduce excessive idle time.

Rear hydraulics (standard)

Rear view monitoring system (standard)

Advanced diagnostic system continuously monitors machine operation and vital systems to identify machine issues, assists with troubleshooting, and minimizes down time.

KOMTRAX® can send information to a secure website including machine location, SMR, error codes, cautions, maintenance items, fuel usage, fuel levels, DEF levels, ambient conditions and much more.

Integrated ROPS cab features:

- Large, quiet, and pressurized cab
- Improved visibility with integrated ROPS structure
- Air suspension heated seat with high capacity
- New roof mounted A/C condenser



Hydrostatic Steering System (HSS) provides smooth, quick, and powerful control in various ground conditions. (Counter-rotation is available when in neutral.)

Complete operator control

- Palm Command Control System (PCCS)
- Automatic/manual shift selectable modes
- New cancel auto downshift in manual mode added to operator menu
- Shift pattern preset function
- Blade auto pitch mode
- New ripper auto return
- Power and Economy modes

Extra-low machine profile provides improved machine balance and low center of gravity.

Large color monitor:

- Easy-to-read large 7" high-resolution multi-color monitor
- Easy-to-use multiple choice pull-down menus
- Easy-to-use onboard diagnostics without requiring a laptop
- Ecology guidance

K-bogie undercarriage system improves traction, component durability, and operator comfort.

Parallel Link Undercarriage System (PLUS) (optional):

- Increases wear life up to two times
- Rotating bushings eliminate the cost and downtime for bushing turns
- Up to 40% lower undercarriage maintenance costs

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

WASTE HANDLER FEATURES

DURABILITY

By protecting exposed components, reducing debris entry, and making it easier to clean and service, the Komatsu D155AX-8 dozer works longer for increased productivity.

Tank Guard

9 mm **0.35"** thick guarding protects the sides and rear of the fuel and hydraulic tank from damage and debris.



Raised Cab Air Inlet with Pre-cleaner

The raised turbine pre-cleaner removes large particles and extends the life of the cab air filter.



Chassis Seal Package

Additional sealing is added to the engine doors and chassis components to reduce the amount of debris entering the engine compartment.



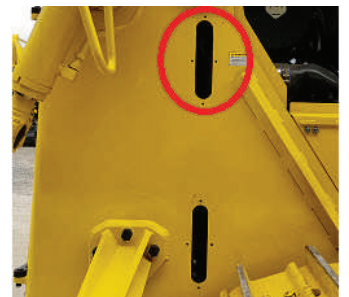
Deflector Bars

Strategically placed on the side and front of the main frame, deflector bars help direct debris away from components.



Additional Cleanout Holes

Located on both sides of the front frame, these additional holes have bolt-on covers that improve accessibility for cleaning the radiator.



Alternator Pre-cleaner

The optional alternator pre-cleaner includes a scavenger tube that routes filtered air from the hood mounted pre-cleaner to the alternator.



Engine Thermal Guard

The thermal guard covers the exhaust manifold, KDPF, SCR system and hot side of the turbocharger, reducing the potential for combustible debris to come in contact with hot surfaces.



Front Striker Bars

Front striker bars are designed to prevent debris from riding up on the tracks and damaging the chassis. The bolt-on design allows for easy servicing and the bars mount parallel to the tracks.



Engine Pre-cleaner with Screen

A protective screen twice as long as the previous screen is added to the standard centrifugal engine air pre-cleaner to remove large particles from the air before they reach the filter elements.



Rear Box with Hitch and Striker Bars

The 2608 kg (5750 lb.) rear box optimizes machine balance for landfill applications and has bolt-on rear striker bars along with a hitch. Additional optional bolt on weight packages 798 kg (1760 lb.) allow for finer weight adjustments.

The rear box is designed with space to hold two tanks for a dual wet/dry fire suppression system. A bracket is also provided in the cab for mounting a manual activation switch and control box for a fire suppression system.



Final Drive and Idler Seals

Bolt-on and adjustable guards provide an additional layer of protection to the standard triple labyrinth final drive seal design to help minimize debris from entering oil seal areas. The front idler seals are also protected by additional guarding.



WASTE HANDLER FEATURES

SERVICABILITY

Maintaining a clean engine compartment is a common challenge for dozers working in landfills. The waste handler package includes features to make the D155AX-8 easier to clean and service, maximizing engine performance.

Powered Engine Underguard

The electric winch, located on the left side of the main frame, powers the hinged, smooth-bottom underguard, which provides easy access to the engine compartment for cleaning accumulated trash.



Rear Mounted Hydraulic Oil Cooler

The hydraulic oil cooler is relocated to the rear to increase cooling efficiency. It features a flexible core heat exchanger for easier cleaning and maintenance.



Auto Reversing Fan

The reverse interval and duration of the hydraulic driven fan is programmable through the monitor panel. The waste handler-specific controller allows the fan to auto reverse only when the machine travels in reverse or is in neutral. This minimizes drawing in debris that may come over the trash rack during the fan reverse cycle.



Track Shoe Holes

Optional trapezoid shaped track shoe holes allow debris to be pushed through and reduce track compacting.



OPERATOR COMFORT

The newly designed cab of the D155AX-8 reduces noise and vibration for the operator. The waste handler package offers additional features to increase operator comfort.

Additional LED Work Lights

The two hood mounted lights have been replaced with four cylinder mounted lights to improve visibility over the trash rack and all are now LED lights. Light guards protect the light bulbs from potential damage from debris. The two cab mounted lights have also been upgraded to LED.



Cab Air Pre-cleaner

The optional cab air filtration system provides pre-cleaned, filtered air to the HVAC system. The pressurized cab minimizes odors and dust. The cab air pre-cleaner replaces the raised turbine pre-cleaner.



Trash Rack

The vertical bars of the trash rack are designed to ensure good operator visibility and increase blade capacity. The trash rack and blade are painted black to reduce glare. Trash rack options are available for Semi-U and Full-U blades.



Beacon Light

The cab mounted amber strobe beacon lamp is wired through the master disconnect switch. When the battery master disconnect switch is in the on position, the strobe will flash. The raised lamp is visible from all sides of the machine.



PERFORMANCE FEATURES

KOMATSU NEW ENGINE TECHNOLOGIES

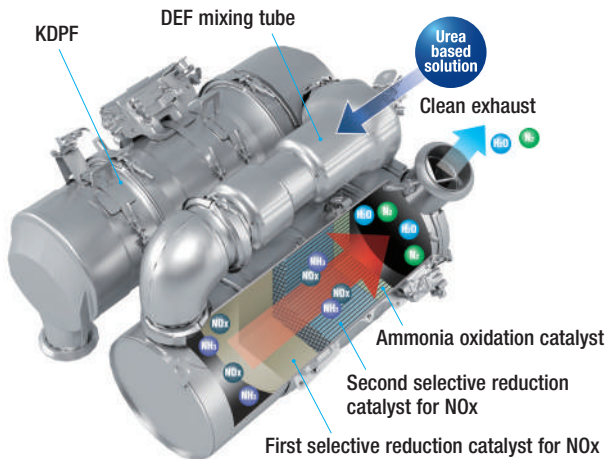
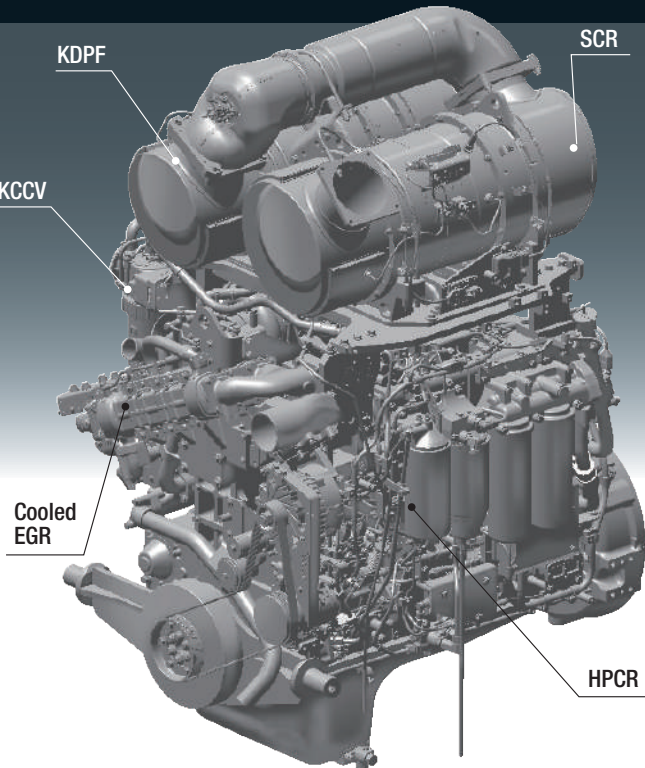
New Tier 4 Final Engine

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

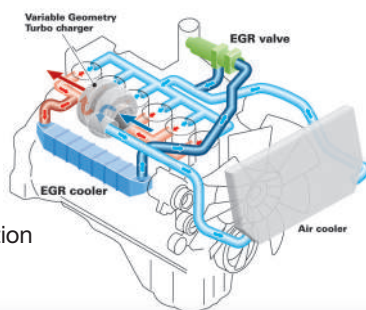
Heavy-duty aftertreatment system

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).



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.

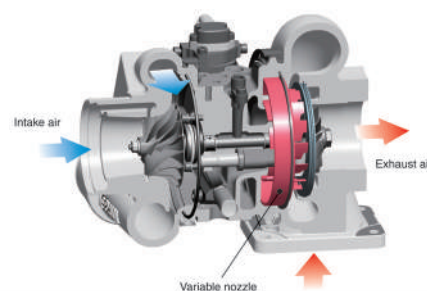


Advanced Electronic Control System

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.

Variable Geometry Turbocharger (VGT) system

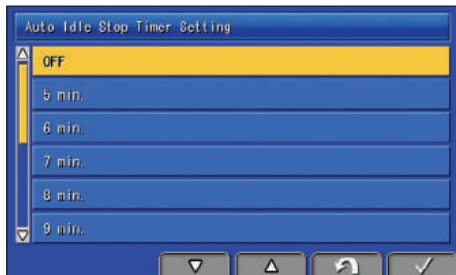
The VGT system features proven Komatsu design hydraulic technology for variable control of air-flow and supplies optimal air according to load conditions. The upgraded version provides better exhaust temperature management.



PERFORMANCE FEATURES

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.



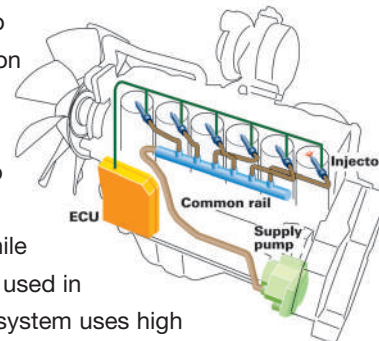
Secondary Engine Shutdown Switch

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.



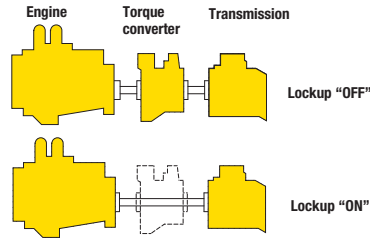
Hydraulically Driven Cooling Fan

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.



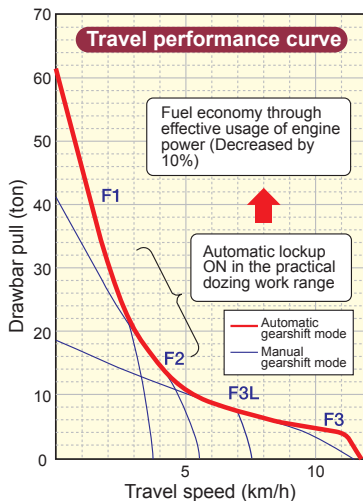
Automatic Transmission with Lockup Torque Converter

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

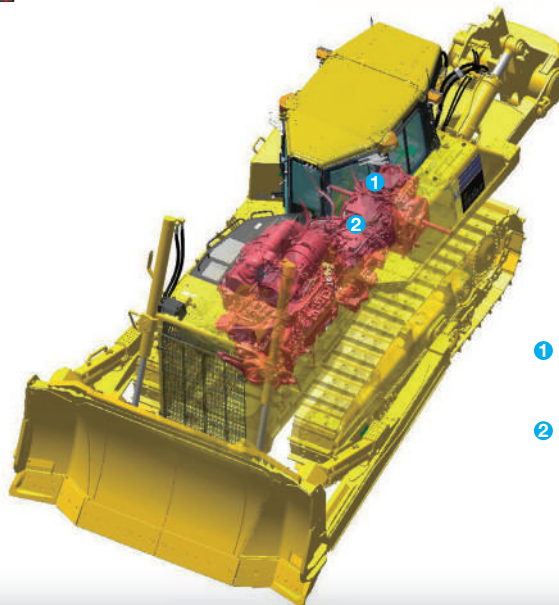
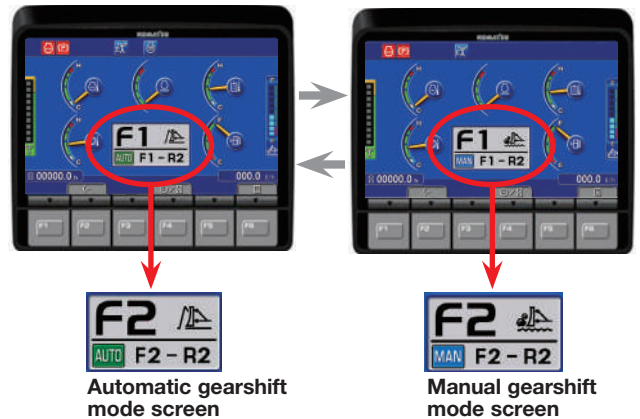
Automatic or manual gearshift modes can be selected with ease to suit the work at hand by simply pressing the switch on the multi-monitor (selection in neutral).

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.

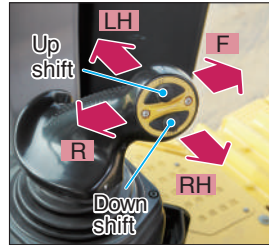


- ① Automatic transmission with lockup torque converter
- ② KOMATSU SAA6D140E-7 engine

CONTROL FEATURES

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.



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.



Automatic gearshift mode

F1-R1 MODE
Press DOWN switch ↑ Press UP switch ↓

F1-R2 MODE
Press DOWN switch ↑ Press UP switch ↓

F2-R2 MODE
Press DOWN switch ↑ Press UP switch ↓

F2-R3L MODE

Manual gearshift mode

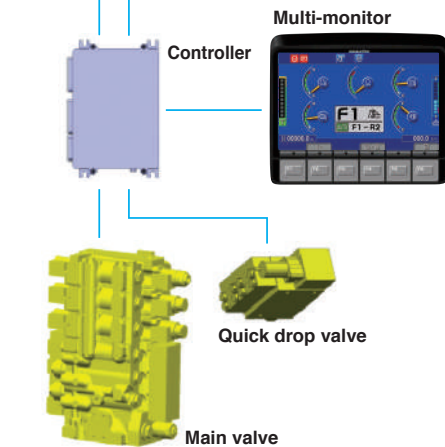
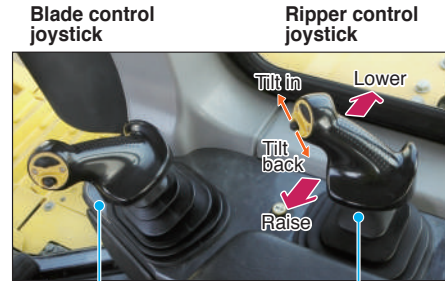
F1-R1 MODE
Press DOWN switch ↑ Press UP switch ↓

F1-R2 MODE
Press DOWN switch ↑ Press UP switch ↓

F2-R2 MODE

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.



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.

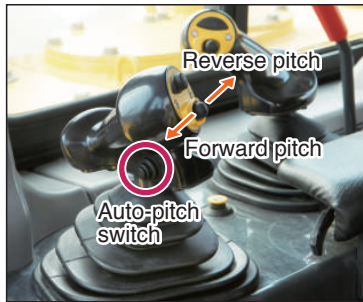
Hydrostatic Steering System (HSS) –Smooth, Powerful Turning

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.



Auto-pitch Mode*

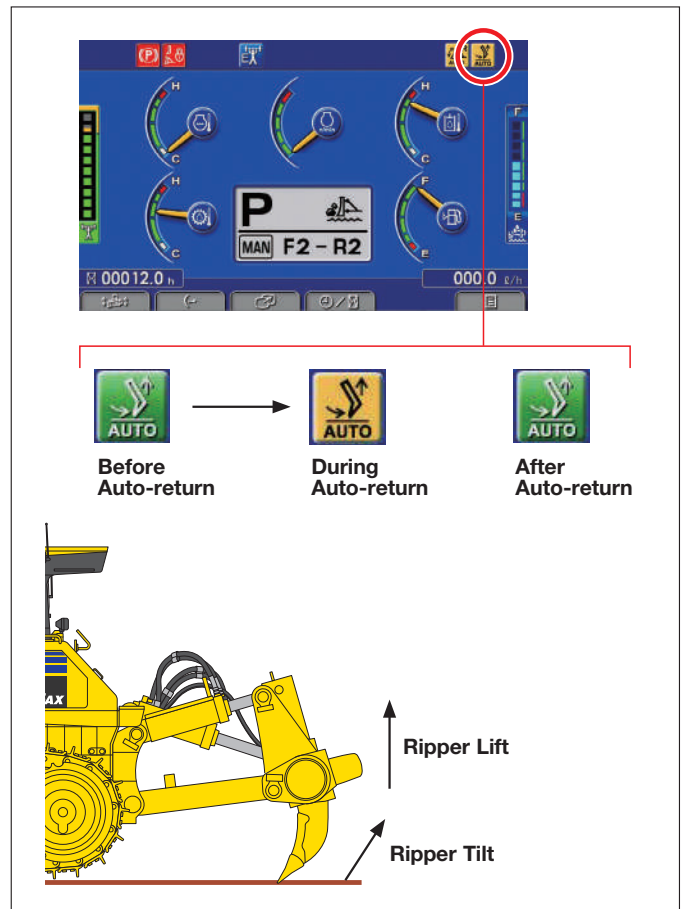
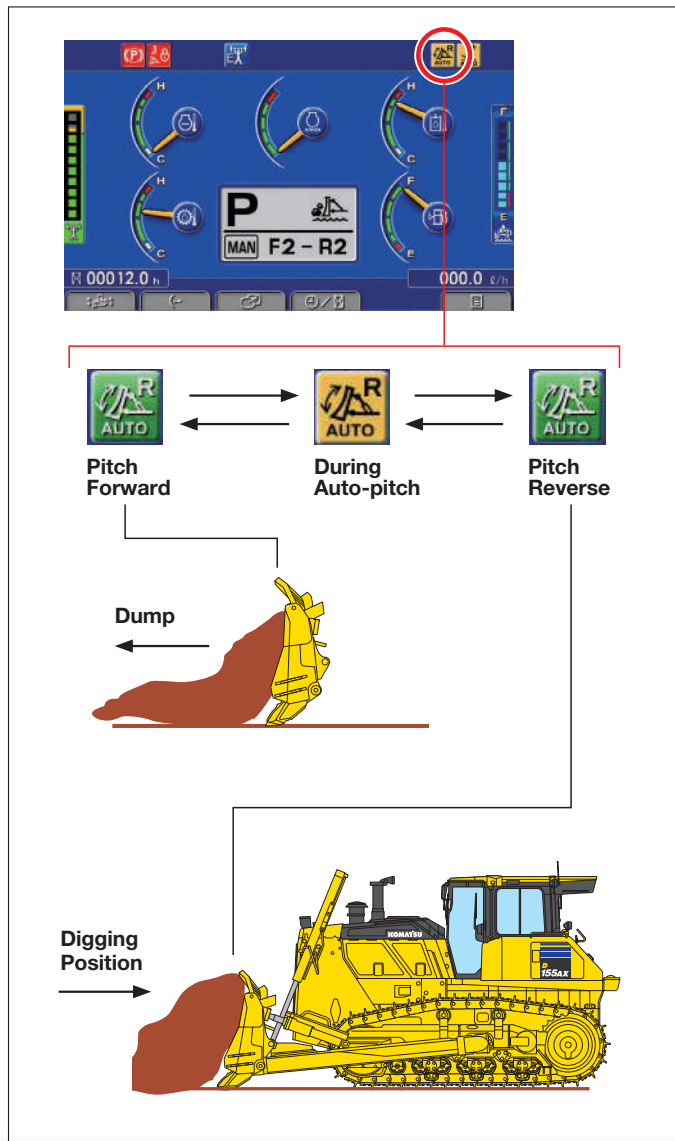
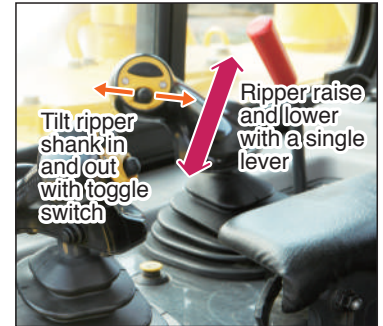
To reduce operator effort and increase operating efficiency the new auto blade pitch mode sets blade pitch position between digging and dump positions while dozing. By pressing the auto-pitch switch it will toggle the pitch position from digging to dump position with no additional lever movements. The blade pitch control can be set through the monitor to automatically return to the digging position when reverse is selected.



* Requires dual tilt dozer

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.



WORKING ENVIRONMENT



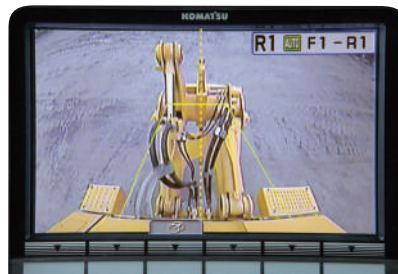
Integrated ROPS Cab

The D155AX-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.



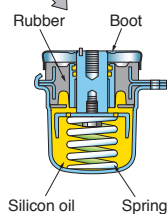
Rear View Monitoring System (standard)

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



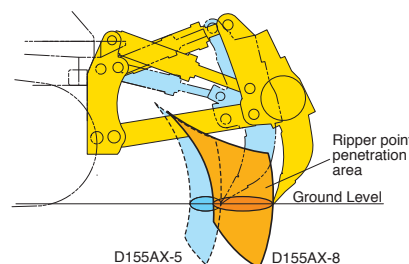
Comfortable Ride with Cab Damper Mounting

The D155AX-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 traveling 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.



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.



MAINTENANCE FEATURES

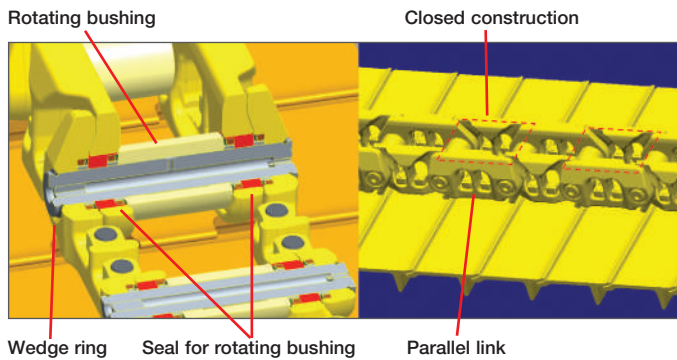
DEF Tank

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%.

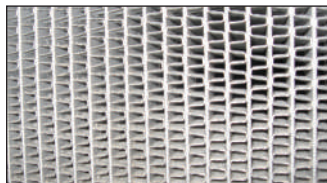


Flat Face O-ring Seals

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.



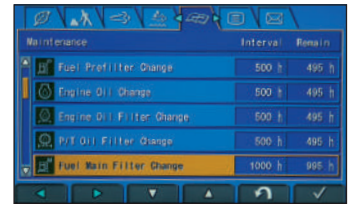
Battery Disconnect Switch

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



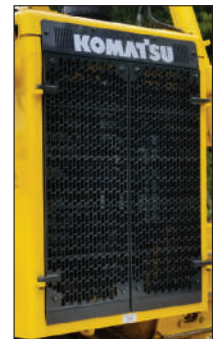
Maintenance Records

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 auto reverses during operation and can be manually 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.



KOMATSU PARTS & SERVICE SUPPORT



D155AX-8 WASTE HANDLER

KOMATSU CARE®

Program Includes:

*The D155AX-8 comes standard with complimentary factory scheduled maintenance for the first 3 years or 2,000 hours, whichever occurs first.

Planned Maintenance Intervals at:

500/1000/1500/2000 hour intervals. (250 hr. initial interval for some products) Complimentary Maintenance Interval includes: Replacement of Oils & Fluid Filters with genuine Komatsu Parts, 50-Point inspection, Komatsu Oil & Wear Analysis Sampling (KOWA) / Travel & Mileage (distance set by distributor; additional charges may apply).

Benefits of Using Komatsu CARE

- Assurance of Proper Maintenance with OEM Parts & Service
- Increased Uptime & Efficiency
- Factory Certified Technicians Performing Work
- Cost of Ownership Savings
- Transferable Upon Resale

Complimentary KDPF Exchange

The D155AX-8 comes standard with 2 Complimentary KDPF Exchange Units for the first 5 years or 9,000 hours, whichever occurs first. Complimentary KDPF Exchange Units are provided at: The suggested KDPF Exchange Units Service Intervals of 4,500 hours and 9,000 hours during the first 5 years or 9,000 hours, whichever occurs first. End User must have authorized Komatsu distributor perform the removal and installation of the KDPF.

Complimentary SCR System Maintenance

The D155AX-8 also includes 2 factory suggested services of the Selective Catalytic Reduction (SCR) Diesel exhaust fluid (DEF) system during the first 5 years or 9,000 hours, whichever occurs first, including factory suggested DEF tank flush and strainer cleaning at 4,500 hours and 9,000 hours.

Komatsu CARE® – Advantage Extended Coverage

- Extended Coverage can provide peace of mind by protecting customers from unplanned expenses that effect cash flow
- Purchasing extended coverage locks-in the cost of covered parts and labor for the coverage period and helps turn these into fixed costs

Komatsu Parts Support

- 24/7/365 to fulfill your parts needs
- 9 parts Distribution Centers strategically located across the U.S. and Canada
- Distributor network of more than 300 locations across U.S. and Canada to serve you
- Online part ordering through Komatsu eParts
- Remanufactured components with same-as-new warranties at a significant cost reduction

Komatsu Oil and Wear Analysis (KOWA)

- KOWA detects fuel dilution, coolant leaks, and measures wear metals
- Proactively maintain your equipment
- Maximize availability and performance
- Can identify potential problems before they lead to major repairs
- Reduce life cycle cost by extending component life

Interval PM	i250	500	1000	1500	2000
PERFORM KOWA SAMPLING- engine sample only	✓				
CHANGE HYDRAULIC OIL	✓				✓
REPLACE HYDRAULIC OIL FILTER	✓				✓
CHANGE FINAL DRIVE OIL	✓		✓		✓
CHANGE POWER TRAIN OIL	✓		✓		✓
CLEAN POWER TRAIN PUMP STRAINER	✓		✓		✓
CLEAN SCAVENGING PUMP STRAINER	✓		✓		✓
REPLACE POWER TRAIN OIL FILTER	✓	✓	✓	✓	✓
LUBRICATE MACHINE	✓	✓	✓	✓	✓
CLEAN AIR CLEANER ELEMENT	✓	✓	✓	✓	✓
DRAIN SEDIMENT FROM FUEL TANK	✓	✓	✓	✓	✓
COMPLETE 50 POINT INSPECTION FORM; LEAVE PINK COPY WITH CUSTOMER OR IN CAB	✓	✓	✓	✓	✓
RESET MONITOR PANEL MAINTENANCE COUNTER FOR APPROPRIATE ITEMS	✓	✓	✓	✓	✓
PERFORM KOWA SAMPLING- engine, l&r final drive, transmission, hydraulics		✓	✓	✓	✓
REPLACE FUEL PRE-FILTER		✓	✓	✓	✓
CHANGE ENGINE OIL		✓	✓	✓	✓
REPLACE ENGINE OIL FILTER CARTRIDGE		✓	✓	✓	✓
Interval PM	i250	500	1000	1500	2000
REPLACE ENGINE OIL FILTER CARTRIDGE		✓	✓	✓	✓
REPLACE A/C FRESH AND RECIRC AIR FILTERS		✓	✓	✓	✓
LUBRICATE UNIVERSAL JOINT			✓		✓
REPLACE FUEL MAIN FILTER			✓		✓
REPLACE FUEL TANK BREATHER ELEMENT			✓		✓
REPLACE POWER TRAIN CASE BREATHER ELEMENT			✓		✓
REPLACE DEF TANK BREATHER			✓		✓
REPLACE HYDRAULIC TANK BREATHER ELEMENT			✓		✓
REPLACE PILOT FILTER ELEMENT			✓		✓
CLEAN FUEL STRAINER			✓		✓
CHANGE DAMPER CASE OIL					✓
CLEAN DAMPER BREATHER					✓
CHECK PIVOT BEARING OIL (ADD WHEN NECESSARY)					✓
REPLACE DEF FILTER					✓
REPLACE KCCV FILTER ELEMENT					✓
FACTORY TRAINED TECHNICIAN LABOR	✓	✓	✓	✓	✓
2 KDPF Exchanges suggested at 4,500 Hrs and 9,000 Hrs.					
2 SCR System Maintenance Services suggested at 4,500 Hrs. and 9000 Hrs.					

* Certain exclusions and limitations apply. Refer to the customer certificate for complete program details and eligibility. Komatsu® and Komatsu Care® are registered trademarks of Komatsu Ltd. Copyright 2019 Komatsu America Corp.

KOMTRAX EQUIPMENT MONITORING

GET THE WHOLE STORY WITH **KOMTRAX**[®]

✓ WHAT

- KOMTRAX is Komatsu's remote equipment monitoring and management system
- KOMTRAX **continuously monitors and records** machine health and operational data
- Information such as fuel consumption, utilization, and a detailed history **lowering owning and operating cost**

✓ WHEN

- Know when your machines are **running or idling** and make decisions that will improve your fleet utilization
- Detailed movement records ensure you know when and where your equipment is moved
- Up to date records allow you to **know when maintenance is due** and help you plan for future maintenance needs

✓ WHERE

- KOMTRAX data **can be accessed virtually anywhere** through your computer, the web or your smart phone
- Automatic alerts keep fleet managers up to date on the latest machine notifications

✓ WHY

- Knowledge is power - **make informed decisions** to manage your fleet better
- Knowing your idle time and fuel consumption will help maximize your machine efficiency
- **Take control of your equipment** - any time, anywhere

✓ WHO

- KOMTRAX is **standard** equipment on all Komatsu construction products



KOMTRAX[®]

For construction and compact equipment.

KOMTRAX Plus[®]

For production and mining class machines.

SPECIFICATIONS



ENGINE

Model.....Komatsu SAA6D140E-7**
 Type.....4-cycle, water-cooled, direct injection
 Aspiration.....Komatsu Variable Geometry
 Turbocharged, air-to-air aftercooled, cooled EGR
 Number of cylinders.....6
 Bore x stroke.....140 mm x 165 mm **5.51" x 6.50"**
 Piston displacement.....15.24 ltr **930 in³**
 Governor.....Mid-range, electronic
 Horsepower
 SAE J1995.....Gross 268 kW **360 HP**
 ISO 9249 / SAE J1349*.....Net 264 kW **354 HP**
 Rated rpm.....1900 rpm
 Fan drive type.....Hydraulic
 Lubrication system
 Method.....Gear pump, force lubrication
 Filter.....Full-flow

*Net horsepower at the maximum speed of radiator cooling fan.....239 kW **320 HP**

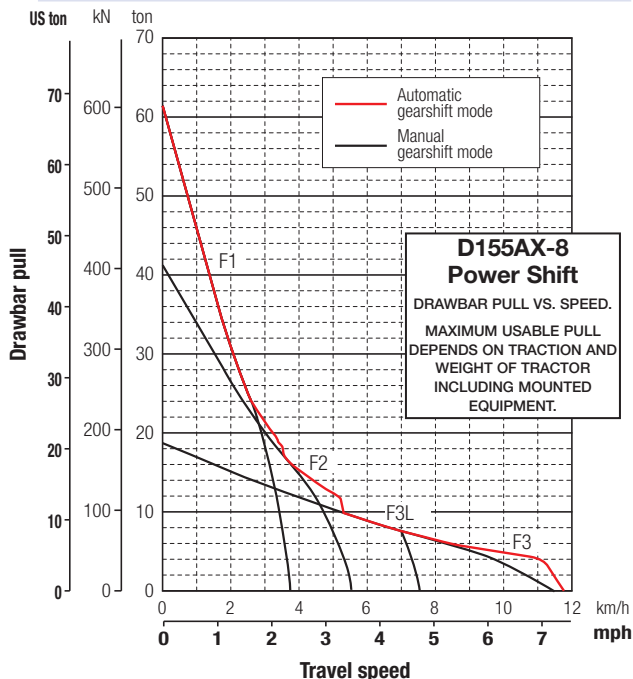
**EPA Tier 4 Final emissions certified



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 speed	Forward	Reverse
1st	3.8 km/h 2.4 mph	4.6 km/h 2.9 mph
2nd	5.6 km/h 3.5 mph	6.8 km/h 4.2 mph
3rd L	7.5 km/h 4.7 mph	9.2 km/h 5.7 mph
3rd	11.6 km/h 7.2 mph	14.0 km/h 8.7 mph



FINAL DRIVES

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



STEERING SYSTEM

PCCS lever controls for all directional movements. Pushing the PCCS lever forward results in forward machine travel, while pulling it rearward reverses the machine. Simply tilt the PCCS lever to the left to make a left turn. Tilt it to the right for a right turn.

Hydrostatic steering system (HSS) is powered by steering planetary units and an independent hydraulic pump and motor. Counter-rotation turns are also available. Wet, multiple-disc, pedal-controlled service brakes are spring-actuated and hydraulically released. Gearshift lock lever also applies parking brakes.

Minimum turning radius 2.14 m **7'0"**



UNDERCARRIAGE

Suspension Oscillation-type with equalizer bar and forward mounted pivot shafts
 Track roller frame Monocoque, high-tensile-strength steel construction

K-Bogie undercarriage

Lubricated track rollers are resiliently mounted the track frame with a bogie suspension system whose oscillating motion is cushioned by rubber pads.

Track shoes

Lubricated tracks. Unique dust seals for preventing entry of foreign abrasives into pin-to-bushing clearance for extended service. Track tension easily adjusted with grease gun.

Number of shoes (each side) 42
 Grouser height 80 mm **3.1"**
 Shoe width (standard/maximum) 610 mm **24"/710 mm 28"**
 Ground contact area (without track shoe holes) . 45503 cm² **7,053 in²**
 Ground pressure (tractor only) 70.5 kPa 0.72 kg/cm² **10.2 psi**
 Number of track rollers (each side) 7
 Number of carrier rollers (each side) 2



SERVICE REFILL CAPACITIES

Fuel tank 625 ltr **165 U.S. gal**
 Coolant 104 ltr **27.5 U.S. gal**
 Engine oil 37 ltr **9.8 U.S. gal**
 Damper 1.5 ltr **0.4 U.S. gal**
 Transmission, bevel gear, steering system 90 ltr **23.8 U.S. gal**
 Final drive (each side) 31 ltr **8.2 U.S. gal**
 DEF tank 39 ltr **10.3 U.S. gal**
 Hydraulic oil capacity 95 ltr **25.1 U.S. gal**



OPERATING WEIGHT (APPROXIMATE)

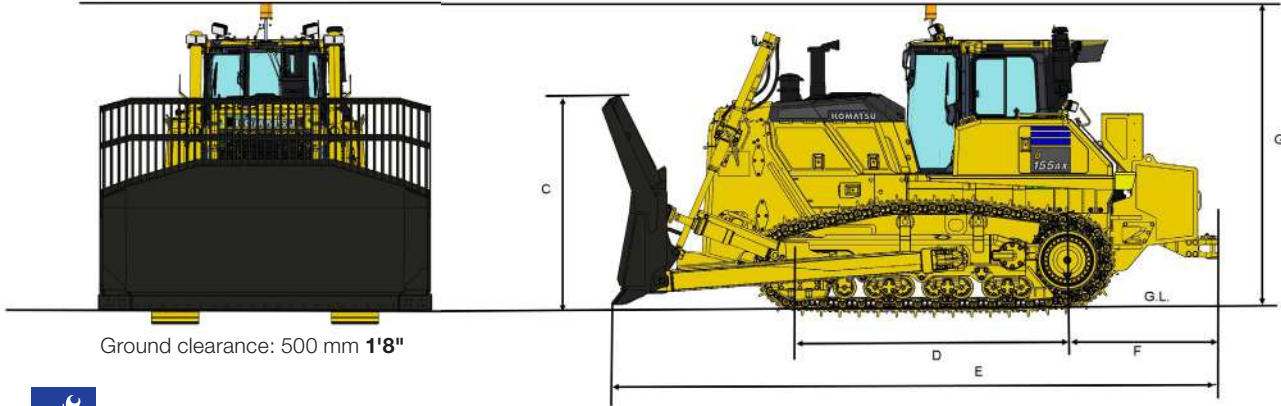
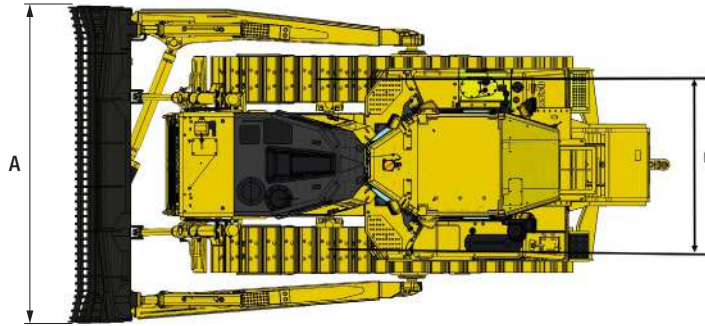
Tractor weight 32700 kg **72,100 lb**
 Including rated capacity of lubricant, coolant, full fuel tank, operator, and standard equipment (including ROPS cab).

Operating weight 42828 kg **94,421 lb**
 Including Semi-U blade and trash rack, rear box with hitch, rear box additional weight, rear striker bars, pressurized cab air precleaner, alternator precleaner kit, ROPS cab, operator, standard waste handler package equipment, rated capacity of lubricant, coolant and full fuel tank.



DIMENSIONS

A	4130 mm	13'7"
B	2140 mm	7'0"
C	2583 mm	8'6"
D	3275 mm	10'9"
E	7256 mm	23'9"
F	1765 mm	5'9"
G	3746 mm	12'4"



HYDRAULIC SYSTEM

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

Hydraulic control unit:

All spool control valves externally mounted beside the hydraulic tank.

Variable piston pump with capacity (discharge flow) of 325 L/min **85.9 U.S. gal** for steering and 180 L/min **47.6 U.S. gal** for implement at rated engine rpm.

Relief valve setting

- for implement 27.5 MPa 280 kg/cm² **3,980 psi**
- for steering 38.2 MPa 390 kg/cm² **5,550 psi**

Control valves:

Spool control valve for Semi-U tilt dozer and Full-U tilt dozer.

- Positions: Blade lift Raise, hold, lower, and float
- Blade tilt Right, hold, and left

Spool control valve 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 4.33"
Blade Tilt	1	160 mm 6.30"
Ripper Lift	1	180 mm 7.09"
Ripper Tilt	1	200 mm 7.87"

Hydraulic oil capacity (refill):

- Semi-U tilt dozer 95.0 ltr **25.1 U.S. gal**
- U-tilt dozer 95.0 ltr **25.1 U.S. gal**

Ripper equipment (additional volume):

- Multi-shank ripper 37 ltr **9.8 U.S. gal**
- Giant ripper 37 ltr **9.8 U.S. gal**



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.

Blade with Trash Rack	Overall Length With Dozer	Blade Capacity	Blade Length x Height	Max. Lift Above Ground	Max. Drop Below Ground	Max. Tilt Adjustment	Additional Weight	Ground Pressure** (ISO 16754)
Full-U Tilt Dozer*	6785 mm 22'3"	25.4 m ³ 33.2 yd³	4225 mm x 2583 mm 13'10" x 8'6"	1245 mm 4'1"	590 mm 1'11"	920 mm 3'0"	7450 kg 16,424 lb	102.1 kPa, 1.04 kg/cm ² , 14.81 psi
Semi-U Tilt Dozer*	6370 mm 20'11"	20.5 m ³ 26.8 yd³	4130 mm x 2583 mm 13'7" x 8'6"	1245 mm 4'1"	590 mm 1'11"	860 mm 2'10"	6455 kg 14,231 lb	100.6 kPa, 1.03 kg/cm ² , 14.58 psi

* Dual Tilt and Power Pitch Dozer

** Including blade and trash rack, rear box with hitch, rear box additional weight, rear striker bars, pressurized cab air precleaner, alternator precleaner kit, ROPS cab, operator, standard waste handler package equipment, rated capacity of lubricant, coolant and full fuel tank.



STANDARD EQUIPMENT FOR BASE MACHINE*

- Air cleaner, double element with dust indicator
- Alternator, 140 ampere/24V
- Backup alarm
- Batteries, 200 Ah/2 x 12V
- Battery disconnect switch
- Blade lift cylinders with double dust seal
- Color monitor, LCD
- Decelerator pedal
- Engine hood
- Engine idle auto shutdown with adjustable timer
- Engine intake centrifugal precleaner
- Engine, gull-wing side covers
- Engine shutdown secondary switch
- Exhaust pipe with raincap
- Fast fuel provision
- Fenders
- Front pull hook
- Fuel pre-filter and primary filter
- Grid heater starting aid in cold weather
- High mount foot rests
- Horn, warning
- Hydraulic driven radiator cooling fan with manual reverse clean mode
- Hydraulics for dual tilt and pitch dozer
- Hydraulics for ripper VGR/MSR
- KOMTRAX® Level 5
- K-bogie undercarriage
- Komatsu Diesel Particulate Filter (KDPF)
- Komatsu Selective Catalytic Reduction (SCR)
- Locks, filler caps and covers
- Oil pressure check ports for power train
- PM service connector
- Radiator mask, double door, heavy-duty, hinged, perforated
- Radiator reserve tank
- Rear cover
- ROPS cab (1420 kg, **3,131 lb**)**
 - Air conditioner/heater/defroster
 - Pressurized
 - Condenser remote mounted
 - Cab accessories
 - 12V power supply (2 ports)
 - Cup holder
 - Rearview mirror
 - Rear view monitoring (1 camera)
 - AM/FM Radio w/remote AUX plug (3.5 mm)
 - Lunch box holder
- Work lights
 - 2 front, cab mounted
 - 2 rear, fender mounted
 - 2 rear, cab mounted
- Seat, air suspension, fabric, heated, low back, rotates 12.5° to right, headrest
- Seat belt, 76 mm **3"**, retractable
- Seat belt indicator
- Sealed electrical connectors
- Starting motor, 11.0 kW/24V
- Steering system:
 - Hydrostatic Steering System (HSS)
 - Torque converter with auto lock-up
- Track roller guards, end sections
- Track shoe assembly
 - Sealed and lubricated
 - 610 mm **24"** extreme service shoes
- Transmission with auto/manual shift modes
- Underguards, heavy duty
 - Hinged belly pans
- Variable Geometry Turbocharger (VGT)
- Water separator, fuel
- Wide core cooling package, 6 fins per inch spacing

*Dozer assembly and rear mounted equipment are not included in base machine standard equipment **Cab meets OSHA/MSHA ROPS and FOPS Level 2 standards

Note: Machine does not support aftermarket grade control installations (Topcon/Trimble).



OPTIONAL EQUIPMENT

■ Shoes

Shoes, single grouser	Additional weight	Ground contact area	Shoes, single grouser	Additional weight	Ground contact area
660 mm 26" extreme service	+240 kg +530 lb	47595 cm ² 7,377 in²	660 mm 26" PLUS extreme service	+819 kg +1,806 lb	47595 cm ² 7,377 in²
710 mm 28" moderate service	No additional	51324 cm ² 7,955 in²	710 mm 28" PLUS extreme service	+1029 kg +2,269 lb	51324 cm ² 7,955 in²
610 mm 24" PLUS extreme service	+569 kg +1,254 lb	41771 cm ² 6,474 in²			

■ Variable multi-shank ripper

- Additional weight (including hydraulic control unit): 3760 kg **8,290 lb**
- Beam length: 2320 mm **7'7"**
- Hydraulically-controlled parallelogram-type ripper with three shanks. Digging angle infinitely adjustable. Standard digging angle*: 49°
- Maximum digging depth: 900 mm **2'11"**
- Maximum lift above ground: 950 mm **3'1"**

■ Variable giant ripper

- Additional weight (including hydraulic control unit): 2440 kg **5,380 lb**
- Beam length: 1400 mm **4'7"**
- Hydraulically-controlled parallelogram-type ripper with one shank. Digging angle infinitely adjustable. Standard digging angle*: 49°
- Maximum digging depth: 1240 mm **4'1"**
- Maximum lift above ground: 950 mm **3'1"**

* Measured with ripper point on ground and shank vertical.

■ Other

- Alternator precleaner
- Cab air precleaner
- Track shoes with trapezoidal holes
- Counterweight with striker bars
- Rear striker kit for ripper
- Rear box with hitch and strikers
- Additional weights for rear box

■ Dozer Equipment

- Full-U
- Semi-U
 - Trash Rack



ALLIED MANUFACTURER'S ATTACHMENTS (SHIPPED LOOSE)

- Guarding - Medford
 - Hinged cab rear screen 61 kg **135 lb**
 - Hinged cab side screens 75 kg **165 lb**
- Hydraulic winch with drawbar - Allied H12E
1800 kg **4,000 lb**



STANDARD WASTE HANDLER PACKAGE EQUIPMENT

- Engine precleaner screen
- Engine thermal shield
- Cylinder mounted work lights with guards
- Tank guard
- Final drive seal guards
- Engine bottom guard with electric winch
- Belly pan seal kit
- Chassis seal package
- Engine side door seal kit
- Rear mounted hydraulic oil cooler
- Idler seal guards
- Front step reinforcement
- Front striker bars
- Deflector bars
- Additional clean out holes
- Raised cab air inlet with precleaner
- Hood screen kit
- Autoreversing fan
- Fire suppression ready
- Beacon lamp

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