

KOMATSU

HD
465
605



HD465-7

HD465-7 / HD605-7

OFF-HIGHWAY TRUCK

GROSS HORSEPOWER
551 kW 739 HP

NET HORSEPOWER
533 kW 715 HP

MAXIMUM GVW
HD 465-7 98.800 kg
HD 605-7 109.900 kg

HD465-7 / HD605-7 OFF-HIGHWAY TRUCK**WALK-AROUND**

Komatsu is committed to building dump trucks that offer maximum productivity, a comfortable ride, and hassle-free operation and maintenance. This commitment, combined with our many years of experience, has produced the HD465-7 / HD605-7 off-highway truck. Harness the full capabilities of the HD465-7 / HD605-7 anywhere you use it.

Productivity Features

- High Performance SAA6D170E-3 Komatsu Engine
- Automatic Idling Setting System (AISS)
- Mode-Changing System
- Hydraulically Controlled Wet Multiple-Disc Brakes and Retarder
- Auto Retard Speed Control (ARSC)
- High Strength Body
- Small Turning Radius
- ABS (Anti-Lock Braking System) (Option)
- ASR (Automatic Spin Regulator) (Option)
- PLM II (Memory Card Type Payload Meter) (Option)

Harmony with Environment

- Meets European Stage II Directive 97/68/EC EU Emissions
- Low Operation Noise
- Low Fuel Consumption

Operator Environment

- Wide, Spacious Cab with Excellent Visibility
- Ergonomically Designed Cab
- Easy-to-See Instrument Panel
- Air Suspension Seat
- Tilttable, Telescoping Steering Wheel and Low Effort Pedals
- Electric Body Dump Control Lever
- K-ATOMiCS with "Skip-Shift" Function
- Hydropneumatic Suspension for All Terrains
- Viscous Cab Mounts
- Built-in ROPS/FOPS
- Supplementary Steering and Secondary Brakes
- Three-Mode Hydropneumatic Suspension (Auto-Suspension) (Option)

Reliability Features

- Fully Hydraulic Braking System
- Reliable Komatsu Manufactured Major Components
- High-Rigidity Frames
- Wet Multiple-Disc Brakes
- Flat Face-to-Face O-Ring Seals
- Sealed DT Connectors
- Highly Reliable Hydraulic System

Easy Maintenance

- Extended Oil Change Interval
- Centralized Greasing Points
- Centralized Arrangement of Filters
- Flanged Type Rims
- Vehicle Health Monitoring System (VHMS) (Option)

**HD465-7/HD605-7
OFF-HIGHWAY TRUCK**

GROSS HORSEPOWER
551 kW 739 HP @ 2000 rpm

NET HORSEPOWER
533 kW 715 HP @ 2000 rpm

MAXIMUM GVW
HD465-7 98.800 kg
HD605-7 109.900 kg



HD465-7 / HD605-7 OFF-HIGHWAY TRUCK

HD465-7/HD605-7 OFF-HIGHWAY TRUCK

PRODUCTIVITY FEATURES

High Performance SAA6D170E-3 Komatsu Engine

This engine delivers faster acceleration and higher travel speeds with high horsepower per ton. Advanced technology, such as High Pressure Injection system (HPI), air to air aftercooler, and an efficient turbo-charger enables the engine to meet the European Stage II Directive 97/68/EC EU Emissions. High torque at low speed, impressive acceleration, and low fuel consumption ensures maximum productivity.



Automatic Idling Setting System (AISS)

This system facilitates quick engine warm-up and cab cooling/warming. When setting the system ON, engine idle speed is kept at 945 rpm when coolant temperature is 50°C or lower. Speed automatically returns to 750 rpm when coolant temperature reaches 50°C.



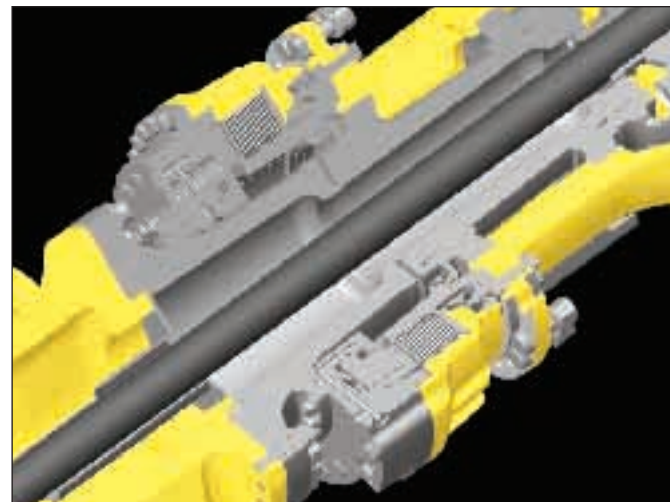
Mode-Changing System

Electronic engine control provides superior climbing ability and outstanding fuel economy. High power mode with superior operating power is suited to job sites where more time is spent working on inclines. Economy mode with reduced fuel consumption and operating noise should be used when working on level sites or under conditions where machine load is lighter.

Hydraulically Controlled Wet Multiple-Disc Brakes and Retarder

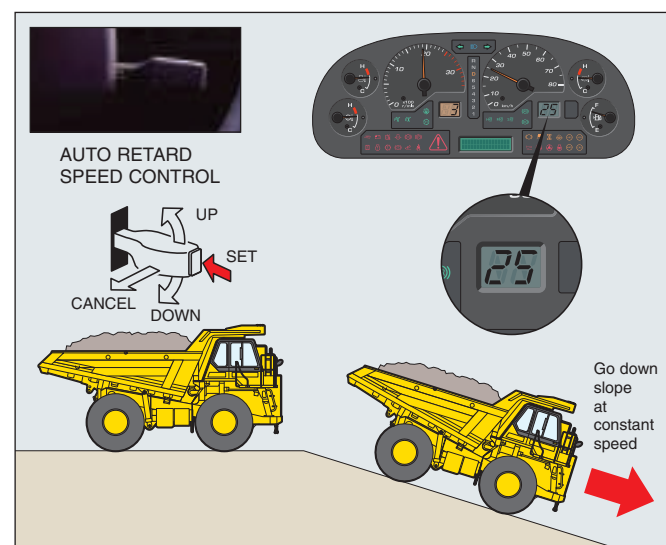
Wet multiple-disc brakes ensures highly reliable and stable brake performance. The large-capacity, continuously cooled, wet-multiple disc brakes also function as a highly responsive retarder which gives the operator greater confidence at higher speeds when travelling downhill.

- Retarder Absorbing Capacity (continuous descent): 785 kW 1,052 HP
- Brake Surface (rear): 64.230 cm²



Auto Retard Speed Control (ARSC)

ARSC allows the operator to simply set the downhill travel speed and go down slopes at a constant speed. As a result, the operator can concentrate on steering. The speed can be set at increments of 1 km/h per click to match the optimum speed for the slope. Also, when it is predicted that the retarder oil temperature becomes overheat, since the retarder oil temperature is always monitored, operator is informed this by warning lamp.



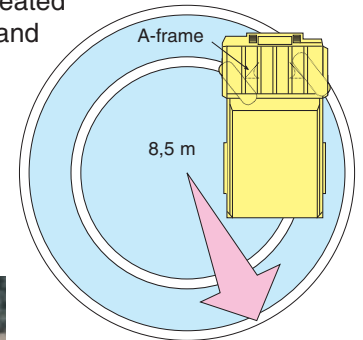
High Strength Body HD465-7

The body is built of 130 kg/mm² 184,900 PSI wear-resistant high-tensile steel with a Brinell hardness of 400. The V-shape design also increases structural strength, and provides excellent load stability.



Small Turning Radius

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



ABS (Anti-Lock Braking System) (Option)

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.

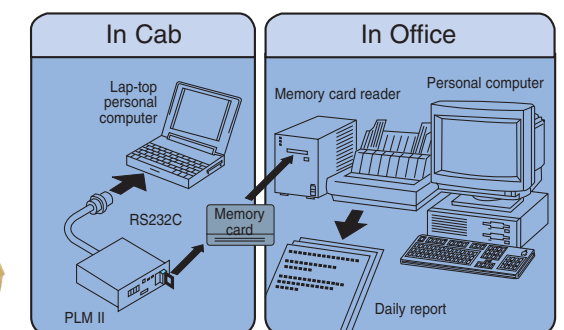
ASR (Automatic Spin Regulator) (Option)

ASR automatically prevents the rear tires on either side from slipping on soft ground for optimal traction.

Note: Although you could not select ABS and ASR together in HD465-5, you can select ABS and ASR together in HD465-7.

PLM II (Memory Card Type Payload Meter) (Option)

PLM II allows the production volume and the working conditions on the dump truck to be analyzed and controlled directly via a personal computer. The system can store up to 2,900 working cycles.



Note: The memory card, card reader and software for data processing are available as options.

HD465-7 / HD605-7 OFF-HIGHWAY TRUCK

HD465-7/HD605-7 OFF-HIGHWAY TRUCK

OPERATOR ENVIRONMENT

Wide, Spacious Cab with Excellent Visibility

The wide cab provides a comfortable space for the operator and a full size buddy seat. Large electrically operated windows ensure superior 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 by operators and greater productivity.



Easy-to-See Instrument Panel

The instrument panel makes it easy to monitor critical machine functions. In addition, a caution light warns the operator of any problems that may occur. Problems are recorded in the monitor and indicated as service codes. This makes the machine very friendly and easy to service.

Air Suspension Seat

The suspension, fabric-covered seat which is adjustable to the operator's weight is provided as standard. The suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue as well as holding the operator securely to assure confident operation.



Steering Wheel and Pedals

Low effort pedals reduce operator fatigue when working continuously for long periods. The tiltable, telescoping steering column enables operators to maintain the optimum driving position at all times.

Electric Body Dump Control Lever

The low effort lever makes dumping easier than ever. A positioning sensor is installed for dump body control which significantly reduces the shock made by the lowering of the dump body.

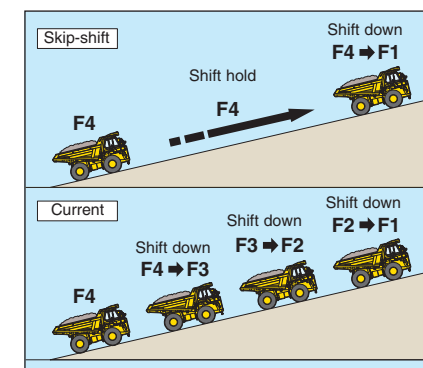


K-ATOMiCS with "Skip-Shift" Function

The K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System) ensures proper clutch modulation pressure when the clutch is engaged. The total control system controls both the engine and transmission by monitoring the vehicle conditions. This system and newly added "skip-shift" function ensure smooth shifting and responsive acceleration.

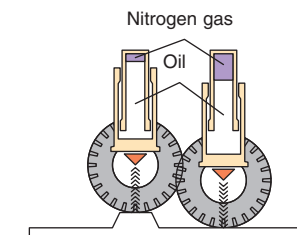
"Skip-shift" function

Optimum travel speed automatically selected in response to angle of ascent. Reduced frequency of shift downs and smoother operation are provided.



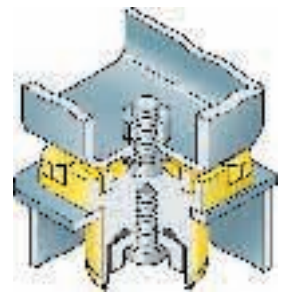
Hydropneumatic Suspension for all Terrains

The hydropneumatic suspension assures a comfortable ride even over rough terrain and ensures maximum productivity and operator confidence.



Viscous Cab Mounts

Viscous mounts reduce the noise transmitted to the cab and achieve a quiet 77 dB(A) noise level.



Built-in ROPS/FOPS

These structures conform to ISO 3471 and SAE J1040 standards.



Supplementary Steering and Secondary Brakes

Supplementary steering and secondary brakes are standard features.

Steering: ISO 5010, SAE J1511, SAE J53
Brakes: ISO 3450, SAE J1473

Three-Mode Hydropneumatic Suspension (Auto-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.



HD465-7 / HD605-7 OFF-HIGHWAY TRUCK**HD465-7/HD605-7
OFF-HIGHWAY TRUCK**

ADVANCED MONITORING SYSTEM

EASY MAINTENANCE

Availability rate with vehicle monitoring system

The electronic display panel shows current vehicle condition and how to fix them with action codes and check results with service codes. Thus, vehicle management is easier and the working rate is higher. At the same time the monitoring data is saved to be used for later troubleshooting.



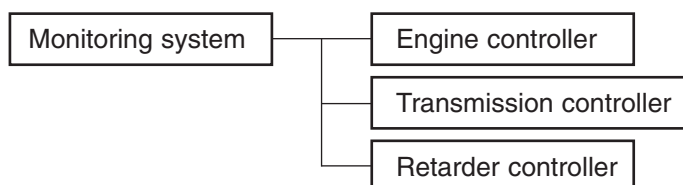
EQUIPMENT MANAGEMENT MONITORING SYSTEM (EMMS)



This window is normally used as the service meter/odometer. If the dump truck has any abnormality or needs to be inspected or serviced, a message of proper remedy and an action code are displayed in this window.

Each time the starting switch is turned on, the system is checked. If any filter or oil needs to be replaced at this time, the maintenance caution lamp flashes or lights up and the filter or oil to be replaced is displayed.

If any abnormality occurs in the dump truck, a message is displayed on the character display to notify the operator of what action to take. Accordingly, the operator can take that action immediately. The abnormality is displayed as a fault code on the character display and stored so that it will be available for quick troubleshooting to shorten downtime.

Monitoring network**Extended Oil Change Intervals**

In order to minimize operating costs, oil change intervals have been extended:

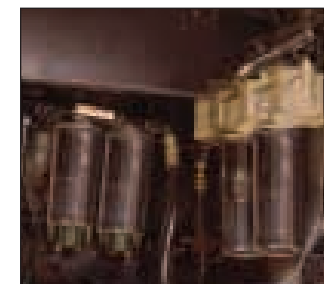
- Engine oil 500 hours
- Hydraulic oil 4000 hours

Centralized Greasing Points

Greasing points are centralized at three locations.

**Centralized Arrangement of Filters**

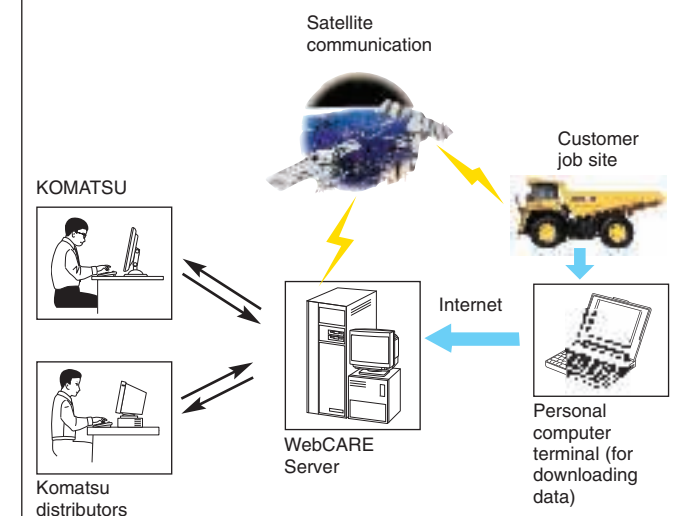
The filters are centralized so that they can be serviced easily.

**Flange Type Rim**

Flange type rims provide easy removal/installation for the tires.

VHMS (Vehicle Health Monitoring System) (Option)

VHMS controller monitors the health conditions of major components, enables remote analysis of the machine and its operation. This process is supported by the Komatsu distributors, factory and design team. This contributes to reduced repair costs and to maintaining maximum availability.



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OFF-HIGHWAY TRUCK

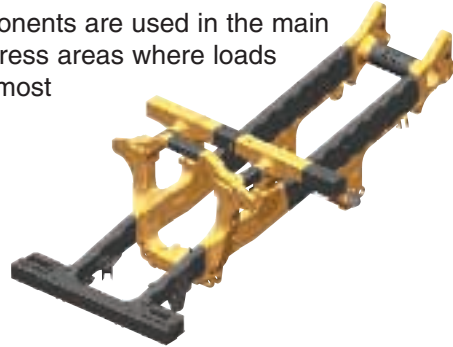
RELIABILITY FEATURES

Komatsu Components

Komatsu manufactures the engine, torque converter, transmission, hydraulic units, and electrical parts on this dump truck. Komatsu dump trucks are manufactured with an integrated production system under a strict quality control system.

High-Rigidity Frames

Cast-steel components are used in the main frame for high-stress areas where loads and shocks are most concentrated.



Wet Multiple-Disc Brakes and Fully Hydraulic Braking System

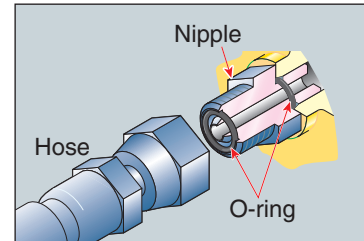
mean lower maintenance costs and higher reliability. Wet disc brakes are fully sealed. Contaminants are kept out, reducing wear and maintenance. Brakes require no adjustments for wear, meaning even lower maintenance. The new parking brake is also an adjustment-free, wet multiple-disc for high reliability and long life. Added reliability is designed into the braking system by the use of three independent hydraulic circuits. Provides hydraulic backup should one of the circuits fail. Fully hydraulic brakes system means no air system to bleed, or condensation of water that can lead to contamination, corrosion, and freezing.



Accumulator for braking system

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



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, a 52-micron line filter is located at the entrance to the transmission control valve. This system helps prevent secondary faults.

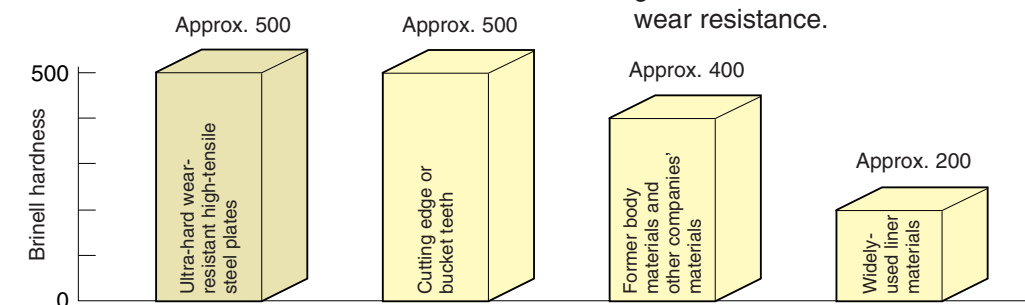


HD605-7, NEW ULTRA-HARD, WEAR-RESISTANT, HIGH-TENSILE-STRENGTH STEEL PLATES

Komatsu and leading European, Japanese steel makers have developed a new ultra-hard, wear-resistant steel with a tensile strength of 160kg/mm², making it the hardest and most wear-resistant steel ever developed for dump truck bodies. The material is up to 25% harder than that used in previous Komatsu dump trucks, with about 2,5 times the hardness of widely used liner materials and a Brinell hardness rating of 500. By adopting the material in thicker plates, we have enhanced both productivity and durability. Further, our dump trucks have large capacity bodies, ideal front and rear weight balance on tires and high maximum loading capacities.

**HD605-7:**
Struck 29 m³
Heaped (2:1) 40 m³

New ultra-hard wear-resistant high-tensile steel, comparable in hardness to the cutting edge or bucket teeth



Brinell hardness: A unit of hardness. Higher values indicate greater hardness and more wear resistance.

25% Harder

Compared to Komatsu's conventional materials

HD465-7 OFF-HIGHWAY TRUCK

SPECIFICATIONS



ENGINE

Model	Komatsu SAA6D170E-3
Type	Water-cooled, 4-cycle
Aspiration	Turbo-charged and air-to-air after-cooled
Number of cylinders	6
Bore	170 mm
Stroke	170 mm
Piston displacement	23,15 ltr
Performance:	
Gross horsepower	551 kW 739 HP
Flywheel horsepower	533 kW 715 HP
Rated rpm	2.000 rpm
Maximum torque	332 kg•m
Fuel system	Direct injection
Governor	Electronic control
Lubrication system:	
Lubrication method	Gear pump, force-lubrication
Filter	Full-flow
Air cleaner	Dry radial seal type with double elements and precleaner, plus dust indicator



TRANSMISSION

Torque converter	3-elements, 1-stage, 2-phase
Transmission	Full-automatic, planetary type
Speed range	7 speeds forward and 1 reverse
Lockup clutch	Wet, multiple-disc clutch
Forward	Torque converter drive in 1st gear, direct drive in 1st lockup and all higher gears
Reverse	Torque converter drive
Shift control	Electronic shift control with automatic clutch modulation in all gear
Maximum travel speed	70,0 km/h



AXLES

Final drive type	Planetary gear
Rear Axle	Full-floating
Ratios: Differential	3.538
Planetary	4.737



SUSPENSION SYSTEM

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.	
Effective cylinder stroke (front suspension)	303 mm
Rear axle oscillation:	
Oil stopper	6,8°
Mechanical stopper	7,7°



STEERING SYSTEM

Type	Fully hydraulic power steering with two double-acting cylinders
Supplementary steering	Manually controlled (meets ISO 5010, SAE J1511 and SAE J53)
Minimum turning radius	8,5 m
Maximum steering angle (outside tire)	39°



CAB

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards.



MAIN FRAME

Type	Box-sectioned construction
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TIRES

Standard tire	24.00 R35
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BRAKES

Brakes meet ISO J3450 and SAE J1473 standards.
Service brakes:
Front Full-hydraulic control, caliper disc type
Rear Full-hydraulic control, oil-cooled multiple-disc type
Parking brake Spring applied, multiple-disc type
Retarder Oil-cooled, multiple-disc rear brakes act as retarder.
Secondary brake A relay valve automatically actuates the service brakes when hydraulic pressure drops below the rated level.
Manual operation is also possible.

Brake surface	
Front	1.936 cm ²
Rear	64.230 cm ²



BODY (HD465-7)

Capacity:	
Struck	25,0 m ³
Heaped (2:1, SAE)	34,2 m ³
Payload	55 metric tons
Material	130 kg/mm ² 184,900 psi high tensile strength steel
Structure	V-shape body with V-bottom
Material thickness:	
Bottom	19 mm
Front	12 mm
Sides	9 mm
Target area (inside length x width)	6.450 mm x 3870 mm
Dumping angle	48°
Height at full dump	8.800 mm
Heating	Exhaust heating



HYDRAULIC SYSTEM

Hoist cylinder	Twin, 2-stage telescopic type
Relief pressure	20,6 MPa 210 kg/cm ² 2.990 psi
Hoist time	11,5 sec



WEIGHT (APPROXIMATE HD465-7)

Empty weight	42.115 kg
Max. gross vehicle weight:	102.600 kg
Spillguard	.90 kg
Engine side cover	.70 kg
TM underguard	.80 kg
Engine underguard	.65 kg
	+ 305 kg
Not to exceed max. gross vehicle weight, including options, fuel and payload.	
Weight distribution:	
Empty: Front axle	47%
Rear axles	53%
Loaded: Front axle	32%
Rear axles	68%



SERVICE REFILL CAPACITIES

Fuel tank	780 ltr.
Engine oil	57 ltr.
Torque converter, transmission and retarder cooling	190 ltr.
Differentials (total)	95 ltr.
Final drives (total)	42 ltr.
Hydraulic system	122 ltr.
Suspension (total)	55,6 ltr.

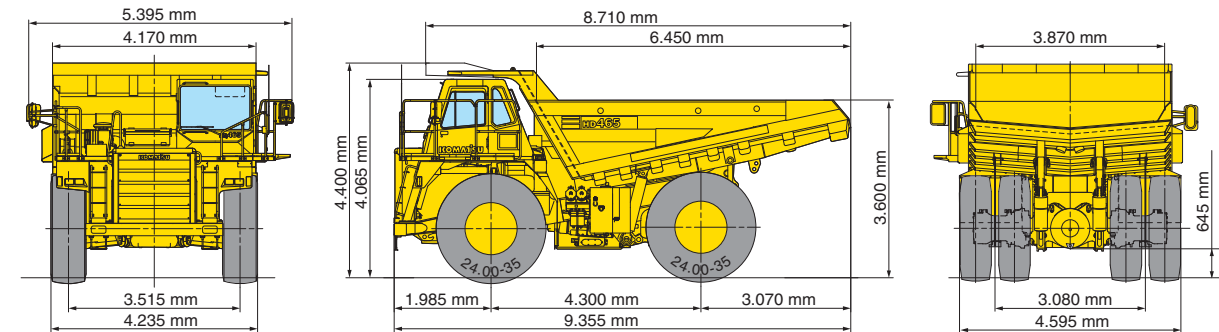


ENVIRONMENT

Engine emissions	Fully complies with stage 2 exhaust emission regulations
Noise levels	LPA 77 internal dB(A)

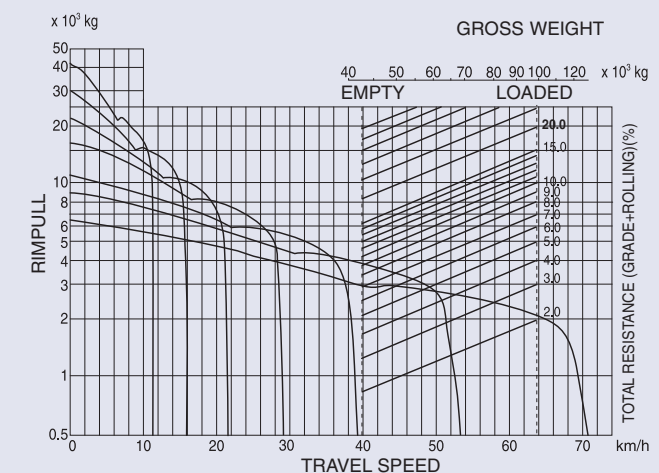


DIMENSIONS



TRAVEL PERFORMANCE

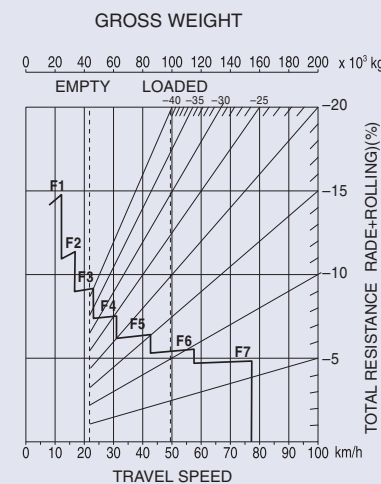
To determine travel performance: Read from gross weight down to the percent of total resistance. From this weight-resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum speed. Usable rimpull depends upon traction available and weight on drive wheels.



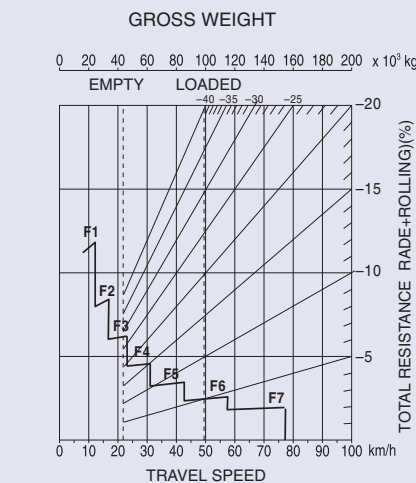
BRAKE PERFORMANCE

To determine brake performance: These curves are provided to establish the maximum speed and gearshift position for safer descents on roads with a given distance. Read from gross weight down to the percent of total resistance. From this weight resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum descent speed the brakes can safely handle without exceeding cooling capacity.

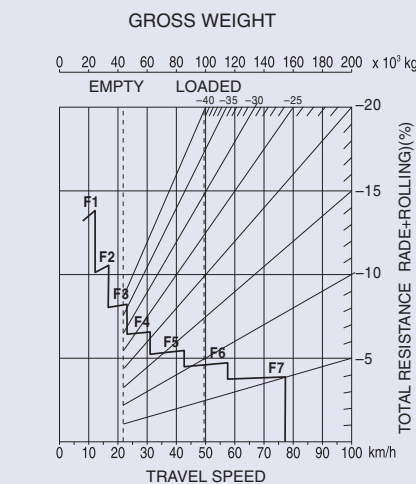
Grade distance: 600 m



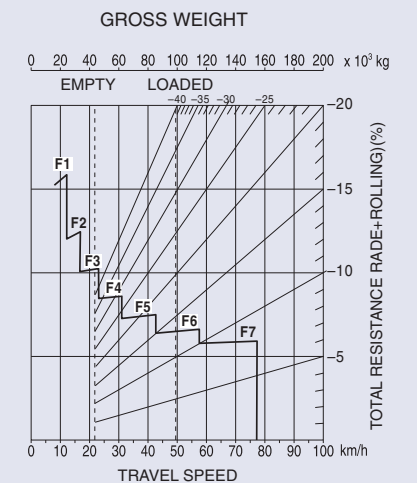
Grade distance: Continuous Descent



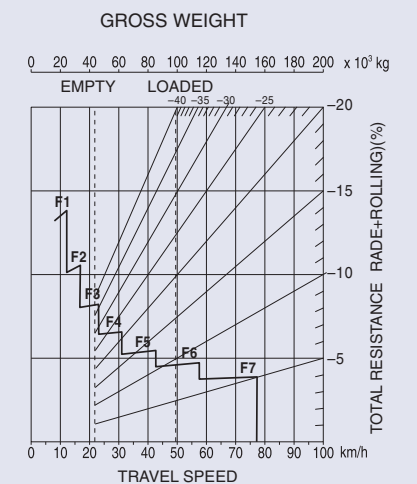
Grade distance: 900 m



Grade distance: 450 m



Grade distance: 1.500 m



HD605-7 OFF-HIGHWAY TRUCK

SPECIFICATIONS



ENGINE

Model	Komatsu SAA6D170E-3
Type	Water-cooled, 4-cycle
Aspiration	Turbo-charged and air-to-air after-cooled
Number of cylinders	6
Bore	170 mm
Stroke	170 mm
Piston displacement	23,15 ltr
Performance:	
Gross horsepower	551 kW 739 HP
Flywheel horsepower	533 kW 715 HP
Rated rpm	2.000 rpm
Maximum torque	332 kg•m
Fuel system	Direct injection
Governor	Electronic controlled
Lubrication system:	
Method	Gear pump, force-lubrication
Filter	Full-flow type
Air cleaner	Dry type with double elements and precleaner (cyclonpack type), plus dust indicator



TRANSMISSION

Torque converter	3-elements, 1-stage, 2-phase
Transmission	Full-automatic, planetary type
Speed range	7 speeds forward and 1 reverse
Lockup clutch	Wet, multiple-disc clutch
Forward	Torque converter drive in 1st gear, direct drive in 1st lockup and all higher gears
Reverse	Torque converter drive
Shift control	Electronic shift control with automatic clutch modulation in all gear
Maximum travel speed	70,0 km/h



AXLES

Final drive type	Planetary gear
Rear Axle	Full-floating
Ratios: Differential	3,538
Planetary	4,737



SUSPENSION SYSTEM

Independent, hydropneumatic suspension cylinder with fixed throttle to dampen vibration.	
Effective cylinder stroke (front suspension)	303 mm
Rear axle oscillation:	
Oil stopper	6,8°
Mechanical stopper	7,7°



STEERING SYSTEM

Type	Fully hydraulic power steering with two double-acting cylinders
Supplementary steering	Manually controlled (meets ISO 5010, SAE J1511 and SAE J53)
Minimum turning radius	8,5 m
Maximum steering angle	39°



CAB

Dimensions comply with ISO 3471 and SAE J1040-1988c ROPS (Roll-Over Protective Structure) standards.



MAIN FRAME

Type	Box-sectioned construction
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TIRES

Standard tire	24.00 R35
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BRAKES

Brakes meet ISO J3450 and SAE J1473 standards.
Service brakes:
Front Full-hydraulic control, caliper disc type
Rear Full-hydraulic control, oil-cooled multiple-disc type
Parking brake Spring applied, multiple-disc type
Retarder Oil-cooled, multiple-disc rear brakes act as retarder.
Secondary brake Manual pedal operation.
When hydraulic pressure drops below the rated level, parking brake is automatically actuated.

Brake surface	
Front	1.936 cm ²
Rear	64.230 cm ²



BODY (HD 605-7)

Capacity:	
Struck	29,0 m ³
Heaped (2:1, SAE)	40,0 m ³
Payload	63,0 metric tons
Material	160 kg/mm ² 227,500 psi high tensile strength steel
Structure	V-shape body with V-bottom
Material thickness:	
Bottom	25 mm
Front	16 mm
Sides	14 mm
Target area (inside length x width)	6.600 mm x 3.870 mm
Dumping angle	48°
Height at full dump	8.800 mm
Heating	Exhaust heating



HYDRAULIC SYSTEM

Hoist cylinder	Twin, 2-stage telescopic type
Relief pressure	20,6 MPa 210 kg/cm ² 2.990 psi
Hoist time	11,5 sec



WEIGHT (APPROXIMATE HD605-7)

Empty weight	46.205 kg
Max. gross vehicle weight:	109.900 kg
Spillguard	90 kg
Engine side cover	70 kg
TM underguard	65 kg
Engine underguard	80 kg
	+ 305 kg
Not to exceed max. gross vehicle weight, including options, fuel and payload.	
Weight distribution:	
Empty: Front axle	47%
Rear axles	53%
Loaded: Front axle	32%
Rear axles	68%



SERVICE REFILL CAPACITIES

Fuel tank	780 ltr.
Engine oil	57 ltr.
Torque converter, transmission and retarder cooling	190 ltr.
Differentials (total)	95 ltr.
Final drives (total)	42 ltr.
Hydraulic system	122 ltr.
Suspension (total)	55,6 ltr.



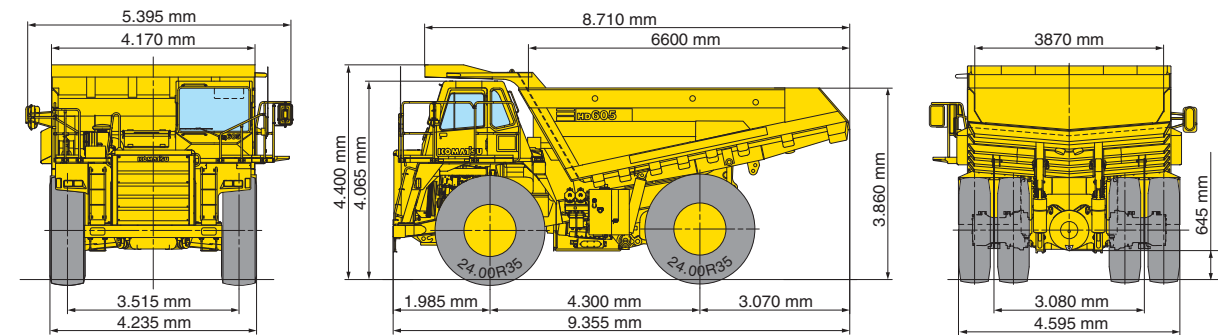
ENVIRONMENT

Engine emissions	Fully complies with stage 2 exhaust emission regulations
Noise levels	LPA 77 internal dB(A)

HD605-7 OFF-HIGHWAY TRUCK

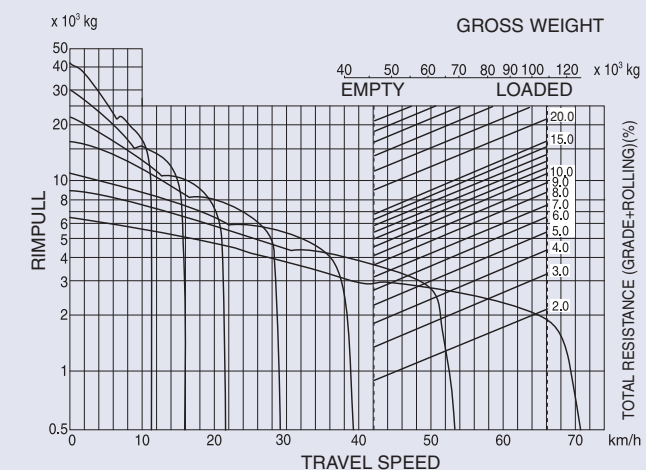


DIMENSIONS



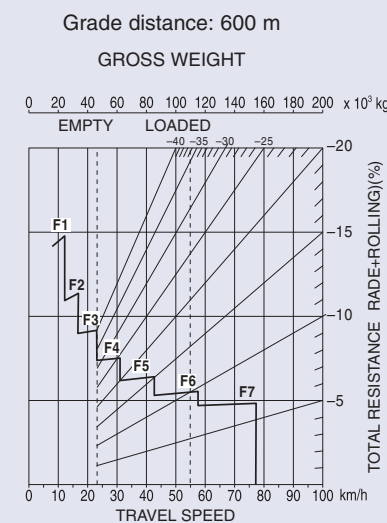
TRAVEL PERFORMANCE

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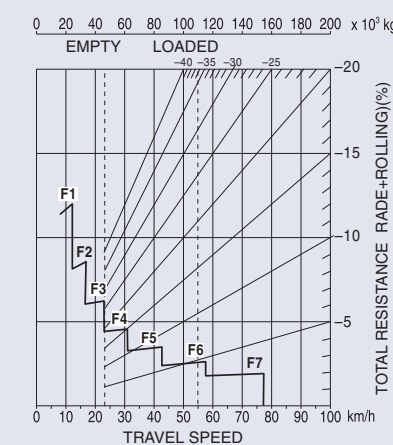
BRAKE PERFORMANCE

To determine brake performance: These curves are provided to establish the maximum speed and gearshift position for safer descents on roads with a given distance. Read from gross weight down to the percent of total resistance. From this weight resistance point, read horizontally to the curve with the highest obtainable speed range, then down to maximum descent speed the brakes can safely handle without exceeding cooling capacity.



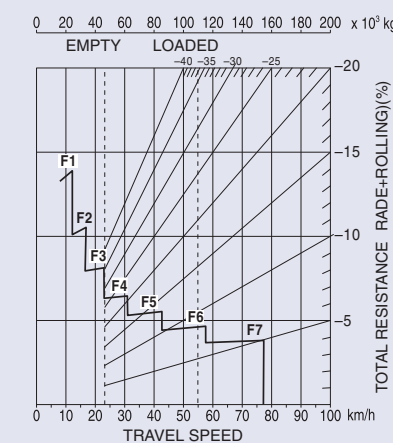
Grade distance: Continuous Descent

GROSS WEIGHT



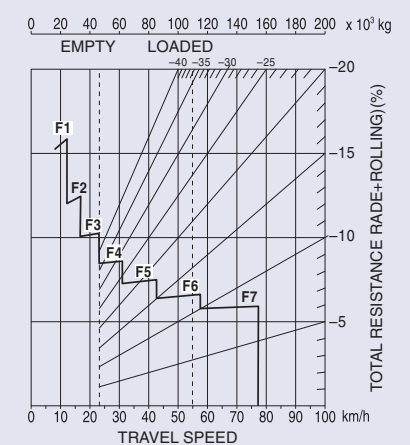
Grade distance: 900 m

GROSS WEIGHT



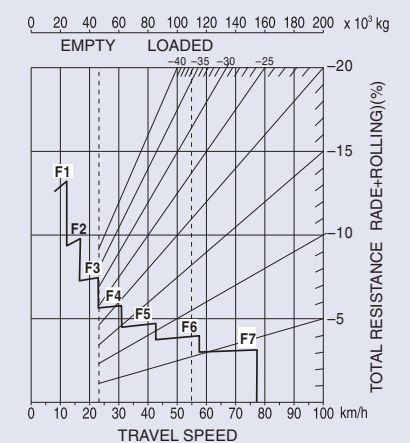
Grade distance: 450 m

GROSS WEIGHT



Grade distance: 1500 m

GROSS WEIGHT



HD465-7
HD605-7

Off-Highway Truck



STANDARD EQUIPMENT

Engine: <ul style="list-style-type: none"> • AISS (Automatic Idling Setting System) • Alternator, 75A/24V • Batteries, 2 x 12V/200Ah • Engine, Komatsu SAA6D170E-3 • Mode-changing system • Starting motor, 2 x 7,5 kW 	<ul style="list-style-type: none"> • ROPS cab with FOPS, sound suppression type • Space for lunch box • Steering wheel, tilt and telescopic • Sunvisor • Sunvisor, additional • Tinted glass • Two doors, left and right • Windshield washer and wiper (with intermittent feature) 	Safety equipment: <ul style="list-style-type: none"> • Alarm, backup • Coolant temperature alarm and light • Hand rails for platform • Horn, electric • Front brake cut-off ststem • Ladders, left and right hand side • Rearview mirrors • Supplementary steering • Secondary brake • ARSC (Auto Retard Speed Control) 	<ul style="list-style-type: none"> • Tool kit
Cab: <ul style="list-style-type: none"> • Ashtray • Cigarette lighter • Heater / Defroster • Electronic hoist control system • Electronic maintenance display/monitoring system • Air conditioner • Operator seat, reclining, Air-suspension type with retractable 78 mm width seat belt, headrest • Pre-radio installation • Electrically operated windows 	Lighting system: <ul style="list-style-type: none"> • Back-up light • Hazard lights • Headlights with dimmer switch Auto • Indicator, stop and tail lights 	Other: <ul style="list-style-type: none"> • Centralized greasing • Electric circuit breaker, 24V • Mud guards • Filler cap lock and cover lock 	Body: <ul style="list-style-type: none"> • Cab guard, left hand side • Spill guard, 300mm • Platform guard. (right hand side)
	Guard and covers: <ul style="list-style-type: none"> • Exhaust thermal guard • Fire prevention covers • Engine underguard • TM underguard • Engine side covers 	Regulations: <ul style="list-style-type: none"> • Complies with EC requirements • Spare parts for first service, 	Standard: <ul style="list-style-type: none"> • Poor fuel arrangement (dust)
			Others: <ul style="list-style-type: none"> • PM service connections
			Safety equipment: <ul style="list-style-type: none"> • Underview mirrors • Rear view miirror additional RH
			Guards and covers <ul style="list-style-type: none"> • Tire guards • Engine side cover
			Rims <ul style="list-style-type: none"> • Rims for 24.00-35 / 24.00-R35

OPTIONAL EQUIPMENT

Cab: <ul style="list-style-type: none"> • Radio, AM/FM with cassette 	Lighting system: <ul style="list-style-type: none"> • Back work lights, left and right side • Fog lights 	Arrangement: <ul style="list-style-type: none"> • Batteries for cold area arrangement 4 x 12V / 200Ah • Cold area arrangement (from -30°C to -40°C) • Poor fuel (contained water) arrangement • Sandy and dusty area arrangement 	<ul style="list-style-type: none"> • Fuel quick charge • Payload meter II • Radiator shutter, canvas type • Three-mode automatic hydropneumatic suspension • VHMS (Vehicle Health Monitoring System) • VHMS with satellite communication kit
Body: <ul style="list-style-type: none"> • Body liner (HD465-7) • Rock body (HD465-7) • Side extension, 200 mm (HD465-7) • Muffler without body heating type • Muffler body heat type 	Safety: <ul style="list-style-type: none"> • ABS (Anti-lock Braking System) • ASR (Automatic Spin Regulator) 	Other: <ul style="list-style-type: none"> • Autogreasing system • Drive shaft guard • Engine coolant heater • Engine oilpan heater • Fire extinguisher • First aid kit • Overturn warning system 	Tires: <ul style="list-style-type: none"> • 24.00-35-36PR (F4) (HD465-7) • 24.00-R35

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