GROSS HORSEPOWER
2610 kW 3,500 HP
NOMINAL GVW
576072 kg 1,270,000 lb

KOMATSU®

960E-2K

Photo may include optional and/or site specific equipment.
Productivity Features
● High performance Komatsu SSDA18V170 engine
  Gross horsepower 2610 kW 3,500 HP
● Komatsu IGBT AC electric drive system
● 4620 kW 6,196 HP continuous retarding capability
● Propulsion/retard speed control
● Traction (spin-slide) control
● Customer specific body
● Hydropneumatic suspension designed for optimum performance and ride
● Tight turning radius 16 m 52' 6"
● Payload Meter III®
● Advanced Hill Start

Environmentally Friendly
● Optional Tier 4 compliant Komatsu SSDA18V170 engine
● Fuel efficient engine
● 57% less fluids compared to similar class mechanical drive trucks
● Low noise retarding
● Electrically driven main blower

Reliability Features
● Frame structurally enhanced for 327 tonne 360 short ton payload
● Proven and reliable hydraulic system
● Steering and brake accumulators
● Hydraulically actuated multiple-disc wet brakes
**Operator Environment**
- Ergonomically designed spacious cab with improved visibility
- Fully adjustable driving position settings
- Four post ROPS/FOPS Level 2 Cab
- Advanced dash panel with payload display
- AM/FM/CD/MP3/USB radio

**Easy Maintenance**
- KOMTRAX Plus allows immediate diagnostics of key engine, chassis, and drive system components
- Oil-cooled wet disc braking system reduces wear and extends component replacement intervals
- Extended oil change intervals based on the Centinel® and Reserve systems
- Automatic lubrication system
- Eliminator® oil filtration system
- In-tank fast fuel fill system

Photos may include optional equipment
**Komatsu SSDA18V170 High Horsepower Engine**

Komatsu’s SSDA18V170 engine was designed and developed by Industrial Power Alliance (IPA) technical joint venture between Komatsu and Cummins®. This 2610 kW 3,500 HP engine will operate in most of today’s mining applications without experiencing power derate. Fuel efficiency is maximized due to optimized air handling with two-stage turbocharging. A standard pre-lube system is designed to eliminate start-up wear and increase overhaul life. Standard features include:

- CENSE® on board monitoring of engine performance for each cylinder
- CENTINEL® Advanced Engine Oil Management System with Reserve oil
- ELIMINATOR® filtration system reduces oil and filter changes by one-third

**Komatsu Drive**

Field tested in the toughest applications, Komatsu Drive is a unique system that features:

- Improved torque capacity
- Top speed of 64 kph 40 mph
- Independent control of the rear wheel motors
- Siemens liquid cooled IGBT inverter system and Traction Control algorithms

These features come together to deliver higher reliability and superior performance in applications ranging from high rolling resistance to long flat hauls.

**Electric Dynamic Retarder**

The 4620 kW 6,196 HP retarding system provides state-of-the-art braking capacity for navigating today’s mining operations which contain steep continuous descents and sharp switchbacks.

The power capacity, coupled with the low noise high volume fan, makes it possible for the operator to maintain control while hauling downhill. The dynamic electric retarder reduces the need for service brake applications.

**Hill Start**

An innovative feature the Komatsu drive system provides is the Hill Start logic. This built in functionality will help reduce rollback in the event of a stop while the truck is ascending a ramp. Additionally, the feature automatically controls the braking function when an operator that is stopped on grade wants to continue up the ramp.
Traction (Spin-Slide) Control
During slippery conditions, the 960E-2K wheel traction control technology detects and corrects wheel spin or slide events. Traction Control operates automatically and independently of the service brakes, providing a means of controlling the machine in slippery conditions.

Application Specific Body
For all trucks, Komatsu goes through the Body Worksheet (BW) process to ensure that each body is designed to meet the requirements for each specific application while carrying its rated payload. Komatsu works with each customer to understand all of the material properties at a mine site and to identify the appropriate liner package.

Komatsu offers a standard all-welded steel, flat floor body with a full canopy and horizontal bolsters. This body includes a driver side eyebrow, body up sling, and rubber mounts on the frame.

• Standard Body Struck Capacity: 149 m³ 195 yd³
• Standard Body SAE Heaped 2:1: 214 m³ 280 yd³
• Standard Komatsu Body Weight: 40823 kg 90,000 lbs
**Payload Meter III® (PLM III)**

PLM III is an electronic system that monitors and records payload information for Komatsu’s off-highway mining trucks. The accurate and reliable payload measurement system is designed to help optimize payload, maximize productivity and reduce the life cycle cost of the machine. PLM III tracks and records the following key production parameters:

- Payload
- Empty Carry-Back
- Operator Identification
- Haul Cycle, Loading, Dumping Time and Date
- Distance Traveled (Loaded and Empty)
- Cycle Time Information
- Maximum Speeds (Loaded and Empty)
- TMPH Estimate for Front and Rear Tires
- Average Speed (Loaded and Empty)

**Example of Payload Summary**

![Payload Summary Chart]

**Hydropneumatic Suspension**

Hydrair II® is a suspension system that utilizes four nitrogen-over-oil cylinders. This suspension system is designed to maximize machine productivity by providing the operator with a smooth and comfortable ride. By absorbing shocks to the chassis during operation, Hydrair II® contributes to the durability of the machine’s frame and components.

**Tight Turning Radius**

By using double acting hydraulic steering cylinders with a six-point articulation linkage, the 960E-2K power steering system provides steering control with minimal operator effort. The turning radius of the 960E-2K is 16 m 52' 6", which provides excellent maneuverability for tight loading and dumping conditions. The steering accumulators comply with ISO-5010 standards.
Operator Environment

Ergonomically Designed Cab
The Komatsu 960E-2K cab design provides a comfortable and productive environment to meet today’s mining demands. The cab includes tinted windows, heating and air conditioning, acoustical insulation, double sealed doors, and provides filtered and pressurized air.

Operator Seat
Komatsu recognizes that operator comfort is a key to productivity in today’s mining environment. The five-way adjustable operator seat and the tilt-telescopic steering column provide an optimum driving posture for increased operator comfort and control over the machine. The air suspension seat absorbs vibrations transmitted from the machine, reducing operator fatigue. A 51 mm 2" wide three-point seat belt is provided as standard equipment.

Built-in ROPS and FOPS Structure
Integral ROPS/FOPS Level 2 cab. These structures conform to ISO standards 3471 and 3449.
**Structurally Enhanced Frame Design**
By using advanced computer-aided design, finite element analysis, and full-scale dynamic and static testing, the frame has been designed to carry 327 tonne **360 short tons** and provides the highest structural reliability from Komatsu.

**Castings Used in High Stress Areas**
To increase frame reliability, steel castings have been incorporated at key frame pivot points and key load bearing critical portions of the frame. This includes the rear body pivot and horsecollar sections.

**Steering and Brake Accumulators**
In the event that the hydraulic pressure in the steering or braking system drops below an acceptable minimum, nitrogen-charged accumulators will automatically apply the brakes so that the truck may be stopped. There are separate accumulators for the braking and steering systems.

**Simple and Reliable Hydraulic System**
The hydraulic system is a proven and reliable design with fewer parts than other OEMs. The system utilizes a single tank, providing one common source of fluid for steering, braking, and hoisting. In-line, replaceable filtration elements provide protection from hydraulic system contamination. This makes the system easier to service.

To keep downtime to a minimum, Komatsu developed a sub-frame pump module that can be removed and replaced as a single unit. This reduces change-out time and allows easy access to the hydraulic pump module.

**Komatsu AC Drive**
Our Komatsu AC drive is designed to provide the reliability and highest quality from Komatsu. Held to the highest standards, the transmission was subjected to extensive testing and quality confirmation, both on the bench and in the field. A full scale bench durability test was conducted during development to evaluate design quality prior to production. By using planetary design, extensive machining is not required during a standard rebuild.
**Fully Hydraulic Controlled Multiple-Disc Wet Brakes**

Although the dynamic retarding system is the primary braking force, the 960E-2K comes standard with four-wheel, hydraulically actuated, oil cooled service brakes. In the event that the truck’s hydraulic system pressure drops below an acceptable level, accumulator tanks will automatically apply all wheel brakes to bring the truck to a complete stop.

- Max. service apply pressure: 18960 kPa 2,750 psi
- Total friction area per brake: 103729 cm² 16,078 in²

The oil cooled brake system provides lower maintenance costs and higher reliability versus dry disc brakes. This system is fully sealed to help keep contaminants out and reduce brake wear and maintenance. The brakes are hydraulically actuated, removing all air from the design. By eliminating an air system, air bleeding is not required and water condensation that can lead to contamination, freezing, and corrosion is no longer present. There are three independent hydraulic circuits that provide hydraulic back-up.
Advanced Monitoring System – On-board Diagnostics
The Komatsu advanced monitoring system identifies maintenance items to the operator, reduces diagnostic times, indicates oil and filter replacement hours, and displays fault codes. This monitoring system is designed to maximize machine availability.

Automatic Lubrication System
The automatic lubrication system is designed to reduce downtime for lubrication by having a centralized location that automatically distributes grease to all lubrication points.

Flange Type Tire Rims
The flange type rims allow quicker removal and installation of the tires which minimizes the overall impact on downtime.

KOMTRAX Plus
As part of a complete service and support program, Komatsu equips every mining and quarry sized machine with KOMTRAX Plus. By using a satellite-based communication system, KOMTRAX Plus offers a new vision of monitoring your valuable assets by providing insight to critical operating metrics and information that can be used to increase availability, lower owning and operating costs and maximize fuel efficiency.

The KOMTRAX Plus information available on MyKomatsu.com allows service personnel and asset owners to review cautions, operational data, fuel consumption, payloads and key component measurements provided in forms of trends. With KOMTRAX Plus, knowledge becomes the power to fuel your productivity.

Extended Oil Change System
Cummins CENTINEL® oil management system and ELIMINATOR® filtration system reduce oil and filter changes by one-third. Oil drain is extended to 4,000 hours, and there are no spin-on oil filters. Centrifuge paper is replaced every 1,500 hours.
Environmentally Friendly

Komatsu SSDA18V170 Engine
Optional Tier 4 compliant Komatsu SSDA18V170 engine.

Noise Reduction
The 960E-2K comes with a remarkably quiet retarding package, designed to reduce noise through the low speed high volume fan.

Reduced Fuel Consumption
An electrically driven, more efficient main blower reduces fuel consumption and lowers operating costs.

Less Fluids Than Mechanical Drives
Komatsu electric drive trucks contain 57% less fluid compared to similar class mechanical drive trucks, creating a lower environmental impact and makes fluid replacement simpler, quicker and more economical.

Selectable Stairway Direction

Payload Policy

10-10-20 Load Policy Criteria
Recognizing that variation occurs naturally in material density, fill factors, and loading equipment, Komatsu America Corp. deems it necessary to establish a consistent payload policy. This payload policy is intended to identify the guidelines and limitations for the loading of Komatsu mining trucks, and is valid for approved applications and haul profiles only.

1) The average monthly 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) No single payload may exceed 120% of the rated payload of the truck
### SPECIFICATIONS

#### ENGINE

<table>
<thead>
<tr>
<th>Make and model*</th>
<th>Komatsu SSDA18V170</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>Diesel</td>
</tr>
<tr>
<td>Number of cylinders</td>
<td>18</td>
</tr>
<tr>
<td>Operating cycle</td>
<td>4 cycle</td>
</tr>
<tr>
<td>Gross horsepow****</td>
<td>3,500 HP @ 1900 rpm</td>
</tr>
<tr>
<td>Net flywheel power**</td>
<td>2495 kW @ 1900 rpm</td>
</tr>
<tr>
<td>Weight (wet) (dry)</td>
<td>11750 kg (11250 kg)</td>
</tr>
</tbody>
</table>

* Optional Tier 4 emission compliant engine for North American market. Non-emissionized engines may be manufactured for sale outside of North America.

** Gross horsepower is the output of the engine as installed in this machine, at governed rpm and with engine manufacturer’s approved fuel setting. Accessory losses included are water pump, fuel pump and oil pump.

****Net flywheel power is the rated power at the engine flywheel minus the average accessory losses. Accessories include fan and charging alternator. Rating(s) represent net engine performance in accordance with SAE J1349 conditions.

#### ELECTRIC DRIVE

<table>
<thead>
<tr>
<th>AC/DC CURRENT</th>
<th>Komatsu AC Drive</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive System*</td>
<td>Siemens</td>
</tr>
<tr>
<td>Alternator</td>
<td></td>
</tr>
<tr>
<td>Dual Fan Main Blower</td>
<td></td>
</tr>
<tr>
<td>Alternator Flow</td>
<td>266 m³/min 9,380 cfm</td>
</tr>
<tr>
<td>Wheel Motor Flow</td>
<td>419 m³/min 14,690 cfm</td>
</tr>
<tr>
<td>Control</td>
<td>IGBT AC Torque Control System</td>
</tr>
<tr>
<td>Ratio</td>
<td>38.12</td>
</tr>
<tr>
<td>Speed (maximum)</td>
<td>64.5 km/h 40 mph</td>
</tr>
</tbody>
</table>

* Drive system performance depends upon gross vehicle weight, haul road grade, haul road length, rolling resistance and other parameters. Komatsu must analyze each job condition to assure acceptable application.

#### TIRES AND RIMS

<table>
<thead>
<tr>
<th>Rock service, tubeless, radial tires</th>
<th>56/80 R63</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flange mount rim</td>
<td>1041 mm x 1600 mm x 140 mm 41° x 63° x 5.5° rim assembly.</td>
</tr>
<tr>
<td>Rims rated at 758 kPa 110 psi cold inflation pressure.</td>
<td></td>
</tr>
<tr>
<td>Typical tire weight</td>
<td>29553 kg 65,154 lb</td>
</tr>
</tbody>
</table>

* Tires should meet application requirements for mph/kmph, tread, compound, inflation pressure, ply rating or equivalent, etc.

#### BODY

<table>
<thead>
<tr>
<th>All-welded steel flat floor body with horizontal bolsters and full canopy. Rubber mounts on frame are standard. Eyebrow, body up sling, extended canopy and pivot exhaust heater are optional.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor sheet</td>
</tr>
<tr>
<td>Front sheet</td>
</tr>
<tr>
<td>Side sheet</td>
</tr>
<tr>
<td>Canopy sheet</td>
</tr>
<tr>
<td>Capacity struck</td>
</tr>
<tr>
<td>SAE heaped 2:1</td>
</tr>
<tr>
<td>Standard Komatsu body weight</td>
</tr>
</tbody>
</table>

#### CAB

Advanced Operator Environment with integral 4-post ROPS/FOPS

#### FRAME

Advanced technology, full butt-welded box sectional ladder-type frame with integral ROPS supports, integral front bumper, rear tubular cross members, steel castings at all critical stress transition zones, rugged continuous horsecollar.

| Plate material | 482.6 MPa 70,000 psi tensile strength steel |
| Casting material | 620.5 MPa 90,000 psi tensile strength steel |
| Rail width | 305 mm 12” |
| Rail depth (minimum) | 864 mm 34” |
| Top and bottom plate thickness | 45 mm 1.77” |
| Side plate thickness | 25 mm 0.98” Rear 32 mm 1.26” Front |
| Drive axle mounting | Pin and spherical bushing |
| Drive axle alignment | Swing link between frame and axle |

#### ELECTRIC DRIVE

| Service brakes | Oil-cooled, hydraulic actuated, multiple disc brakes at each wheel |
| Traction system | Wheel Spin-Slide Control |
| Max. service apply pressure | 18960 kPa 2,750 psi |
| Total friction area per brake | 103729 cm² 16,078 in² |
| Secondary brakes | Automatically applied prior to hydraulic system pressure dropping below level required to meet secondary stopping requirements. |
| Wheel brake locks | Switch activated |
| Parking brakes | Multiple disc, spring-applied, hydraulically-released, dry brakes on inboard end of each wheel motor rotor shaft. Rated to hold on ±15% grade at maximum gross vehicle weight. |
| Electric dynamic retarder | 4620 kW 6,196 HP |

#### BRACING SYSTEM

Variable rate hydro-pneumatic with integral rebound control

| Max. front stroke | 328 mm 12.92” |
| Max. rear stroke | 239 mm 9.40” |
| Max. rear axle oscillation | ±6.5” |

#### SUSPENSION

L&M radiator assembly, split-flow, with deaerator-type top tank.

| Radiator frontal area | 7.02 m² 75.5 ft² |

#### COOLING SYSTEM

| Cooling System | 719 L 190 U.S. gal |
| Crankcase* | 341 L 90 U.S. gal |
| Hydraulic system | 1325 L 350 U.S. gal |
| Motor gear box (each) | 140 L 37 U.S. gal |
| Fuel | 5300 L 1400 U.S. gal |

* Includes lube oil filters
**DIMENSIONS**

*All dimensions are for unladen truck with standard body.*

<table>
<thead>
<tr>
<th>Body</th>
<th>Capacity</th>
<th>Loading Height*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Struck</td>
<td>149 m$^3$ 195 yd$^3$</td>
<td></td>
</tr>
<tr>
<td>2:1 Heap</td>
<td>214 m$^3$ 280 yd$^3$</td>
<td>7.39 m 24'3&quot;</td>
</tr>
</tbody>
</table>

*Exact load height may vary due to tire make, type, and inflation pressure.

**HYDRAULIC SYSTEM**

- Steering: Accumulator assisted with twin double acting cylinders provide constant rate steering. Secondary steering automatically supplied by accumulator.
- Turning circle diameter (SAE): 32 m 105'
- Reservoir: 947 L 250 U.S. gal
- Filtration: In-line replaceable elements
- Suction: Single, full flow, 100 mesh
- Hoist and steering: Dual, in-line, high pressure
- Brake component cabinet: Above deck, easily accessible with diagnostic test connections

**Hoist**

- Two 3-stage dual-acting outboard cylinders, internal cushion valve, over-center dampening

**Hoist times**

- Power-up loaded: 24 sec
- Power-down: 14 sec
- Float-down empty: 24 sec

**Pumps**

- Two pumps, single package, in-line
- Hoist and brake cooling: Tandem gear pump with output of 931 lpm **246 gpm** at 1900 rpm and 18960 kPa **2,750 psi**

**Steering and brake**

- Pressure-compensating piston pump with output of 246 lpm **65 gpm** at 1900 rpm and 20685 kPa **3,000 psi**

**System relief pressures**

- Hoist and brake cooling: 17237 kPa **2,500 psi**
- Steering and brake: 20685 kPa **3,000 psi**

Ports available for powering disabled truck and for system diagnostics.

---

**ELECTRICAL SYSTEM**

- **4 x 8D 1450 CCA**, 12 volt, in series/parallel, bumper-mounted with disconnect switch.
- Alternator: 24 volt, 250 amp
- Lighting: 24 volt
- Cranking motors: Two/24 volt
PERFORMANCE CHART

KOMATSU PRODUCT LINE LOADER/TRUCK MATCHING

Typical Number of Passes to Load

<table>
<thead>
<tr>
<th>Komatsu Trucks</th>
<th>HD785</th>
<th>HD1500</th>
<th>730E</th>
<th>830E-AC</th>
<th>860E-1K</th>
<th>930E-4</th>
<th>930E-4SE</th>
<th>960E</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100 ton</td>
<td>159 ton</td>
<td>203 ton</td>
<td>244 ton</td>
<td>283 ton</td>
<td>320 ton</td>
<td>320 ton</td>
<td>360 ton</td>
</tr>
<tr>
<td>PC2000</td>
<td>4</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC3000</td>
<td>4</td>
<td>6</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC4000</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PC5500</td>
<td>29 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
<td>37 yd³</td>
</tr>
<tr>
<td>PC5500</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>PC3000</td>
<td>55 yd³</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>6</td>
<td>6</td>
<td>7</td>
</tr>
</tbody>
</table>

Nominal truck payload rating (short tons)
Bucket ratings are based on 1780 kg/lcm 3,000 lbs/lcy material density.
### Empty Vehicle Weight

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle</td>
<td>123490</td>
<td>272,250</td>
<td>49.5%</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>125985</td>
<td>277,750</td>
<td>50.5%</td>
</tr>
<tr>
<td><strong>Total EVW</strong></td>
<td><strong>249475</strong></td>
<td><strong>550,000</strong></td>
<td><strong>55.0%</strong></td>
</tr>
</tbody>
</table>

### Gross Vehicle Weight

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle</td>
<td>190104</td>
<td>419,100</td>
<td>33.0%</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>85968</td>
<td>850,900</td>
<td>67.0%</td>
</tr>
<tr>
<td><strong>Nominal GVW</strong></td>
<td><strong>576072</strong></td>
<td><strong>1,270,000</strong></td>
<td><strong>67.0%</strong></td>
</tr>
</tbody>
</table>

### Payload

<table>
<thead>
<tr>
<th>Payload</th>
<th>Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Metric Tons</th>
<th>Short Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal Payload</td>
<td>326585</td>
<td>720,000</td>
<td>327</td>
<td>360</td>
</tr>
</tbody>
</table>

Nominal payload is defined by Komatsu America Corp’s payload policy documentation. In general, the nominal payload must be adjusted for the specific vehicle configuration and site application. The figures above are provided for basic product description purposes. Please contact your Komatsu distributor for specific application requirements.
STANDARD EQUIPMENT

- Air cleaners, Donaldson® to evacuateors
- Alternator (24 volt/250A)
- Automatic lubrication system with ground level fill & level indicator
- Back-up alarm
- Batteries—4 x 8D (1450 CCA’s)
- Battery charging cable and socket
- Body impact plate
- Body over center device
- Brakes: oil-cooled, multiple disc front & rear
- Deck guardrails
- Electric start
- Eliminator®, Centinel®, Cense®
- Fast-fill fuel system (in tank and left side remote)
- Filters, high pressure hydraulic
- Fuel tank sight gauge (3)
- Fuel tank ladder
- Hydraulic tank ladder
- Integral ROPS/FOPS Level 2 cab
- Maintenance and power lockout
- Parking brakes with warning light & speed application protection
- Power steering w/auto secondary steering
- Pump drive line protector
- Radiator fan guard
- RH & LH multi-cambered convex mirrors
- Seat belts
- Operator 3-point lap 51 mm, 2” retractable
- Passenger lap 51 mm 2” retractable
- Slp-resistant / dimpled surface on walkways
- Stairway-selectable direction (L to R)
- TEMPED GLASS, sides and rear
- Windshield wipe (dual) and washer (electric)
- Horn switch (center of steering wheel)
- Indicator lights (blue)
- Engine service

KOMTRAX Plus is a trademark of Komatsu America Corp.

OPTIONAL EQUIPMENT

- Hot start engine oil (220V 2-500W)
- Hot start hydraulic oil
- Hot start engine coolant (220V 2-2500W)
- ISRI 3 point seat
- Lights (HID)
- Mudflaps on hydraulic tank & fuel tank
- Mudflaps on hydraulic tank & fuel tank without ladder on hydraulic tank
- Operator seat, adjustable w/air suspension, lumbar support and armrests
- Panel lighting adjustable
- Passenger seat, mechanical suspension
- Power windows
- Pressurized cab air system w/fan on
- Single brake/retarder pedal
- Starter key switch
- Sunvisor (adjustable)
- Tilt & telescoping steering column
- Windows
- Fog lights (2) halogen
- Halogen headlights all high & low beam positions (10)
- HID-style backup/berm light
- Manual back-up light, switch and indicator
- Payload lights R and L (LED)
- Platform lights R, L and Center
- Recessed corner marker signal lighting (LED)
- Stairway lights
- Backup lights—R and L - deck mount (2)
- Turn signals (LED)

Note: Optional equipment may change operating weight.

- Accumulators (cold weather)
- Antifreeze (-40°C)
- Body liner
- Bumper mounted headlights
- Extended canopy
- Eyebrow
- Fire extinguisher 9 kg 20 lb
- Heated body
- Horn switch (center of steering wheel)
- Indicator lights (blue)
- Engine service

- KOMTRAX Plus snapshot (IM)
- Engine service

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