HM300-3
Tier 4 Interim Engine

**GROSS HORSEPOWER**
332 HP 248 kW

**NET HORSEPOWER**
324 HP 242 kW

**MAXIMUM GVW**
116,823 lb 52990 kg

PHOTOS MAY INCLUDE OPTIONAL EQUIPMENT
INCREASED PRODUCTIVITY AND BODY CAPACITY

**Komatsu Traction Control System (KTCS)** Automatically engages the interaxle differential locks and the KTCS braking to provide optimal traction in soft ground conditions.

**Increased body capacity** yields a 28.0 metric ton **30.9 US ton** payload.

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

**Komatsu Diesel Particulate Filter (KDPF)** captures 90% of particulate matter and provides automatic regeneration that does not interfere with daily operation.

**Advanced diagnostic system** continuously monitors machine operation and vital systems to identify machine issues and assist with troubleshooting.

**Large LCD color monitor panel:**
- 7” high resolution screen
- Provides *Eco-Guidance* for fuel efficient operation

**Wide, spacious cab with excellent visibility:**
- Center-located operator’s seat
- Short nose design
- The rounded engine hood provides improved front visibility
- Color rearview monitoring system
- The wide cab offers a comfortable operator and passenger environment

**For operator comfort:**
- Low noise cab through improved sealing with integrated floor.
- Interior noise level 73 dB(A)
- Air suspension seat
- Radio with AUX terminal

**High performance and environment-friendly SAA6D125E-6 engine:**
- EPA Tier 4 Interim and EU Stage 3B emissions certified.
- Engine power mode selection system realizes both greater productivity and improved fuel economy.

**Komatsu designed, electronically controlled transmission for a comfortable ride.**

F6-R2 counter-shaft type transmission with K-ATOMICs (Komatsu Advanced Transmission with Optimum Modulation Control System).

**High capacity, reliable, continuously cooled, wet type multiple-disc brakes and retarder:**
- Fully hydraulic controlled wet multiple-disc brakes
- Retarder absorbing capacity (continuous descent)
  - 392 kW / 526 HP

**Hydro-pneumatic suspension for all terrains.**

The hydro-pneumatic suspension on both front and rear suspensions assures a comfortable ride even over rough terrain.

**Easy-to-load body:**
- Heaped capacity 17.1 m³ **22.4 yd³**
- Low loading height 2830 mm **9’3”**
- High strength body constructed of thick wear-resistant steel having 400 Brinell hardness

<table>
<thead>
<tr>
<th>GROSS HORSEPOWER</th>
<th>NET HORSEPOWER</th>
<th>MAXIMUM GVW</th>
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<tbody>
<tr>
<td>332 HP 248 kW @ 2000 rpm</td>
<td>324 HP 242 kW @ 2000 rpm</td>
<td>116,823 lb 52990 kg</td>
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Environment Friendly Engine
The Komatsu SAA6D125E-6 engine is EPA Tier 4 Interim and EU Stage 3B emissions certified and provides exceptional performance while reducing fuel consumption. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces exhaust gas particulate matter (PM) by more than 90% and nitrogen oxides (NOx) by more than 45% when compared to Tier 3 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.

Advanced Electronic Control System
The engine control system has been upgraded to effectively manage a variety of parameters such as the air flow rate, EGR gas flow rate, fuel injection parameters and after treatment functions. The new control system also provides enhanced diagnostic capabilities.

Low noise
New hydraulically driven fans and redesigned layout of the cooling system helps achieve a low noise level that meets the EU regulation.

Komatsu Diesel Particulate Filter (KDPF)
Komatsu has developed a high efficiency diesel particulate filter that captures more than 90% of particulate matter. Both passive and active regeneration are automatically initiated by the engine controller depending on the soot level of the KDPF. A special oxidation catalyst with a fuel injection system is used to oxidize and remove particulate matter while the machine is running so the regeneration process will not interfere with daily operation. The operator can also initiate regeneration manually or disable regeneration depending on the work environment.

Redesigned Combustion Chamber
The combustion chamber located at the top of the engine piston has a new shape designed to improve combustion and further reduce NOx, PM, fuel consumption, and noise levels.
Komatsu Variable Geometry Turbocharger (KVGT)

Using Komatsu proprietary technology, a newly designed variable geometry turbocharger with a hydraulic actuator is used to manage and deliver optimum air flow to the combustion chamber under all speed and load conditions. The robust hydraulic actuator provides power and precision, resulting in cleaner exhaust gas and improved fuel economy while maintaining performance.

Closed Crankcase Ventilation (CCV)

Crankcase emissions (blow-by-gas) are passed through a CCV filter. The CCV filter traps oil mist which is returned back to the crankcase while the filtered gas is returned to the air intake.

Cooled Exhaust Gas Recirculation (EGR)

Cooled EGR, a technology that has been well proven in Komatsu Tier 3 engines, reduces NOx emission to meet Tier 4 levels. The hydraulically-actuated EGR system has increased capacity and uses larger and more robust components to ensure reliability for demanding work conditions.

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

The heavy duty HPCR system is electronically controlled to deliver a precise quantity of pressurized fuel into the combustion chamber using multiple injection events to achieve complete fuel burn and reduce exhaust gas emissions. Fuel injector reliability has been improved by using ultra-hard wear resistant materials.
Low fuel consumption
The fuel consumption for the HM300-3 has been lowered through energy saving improvements in the transmission, axles and advanced electronic engine control. All combined the HM300-3 realizes up to 8% better fuel economy in the field compared to the HM300-2.

Fuel consumption 8% reduction
*Compared with the HM300-2 fuel consumption. Varies depending on job conditions.

Komatsu Traction Control System (KTCS)
The new KTCS system was developed by Komatsu to allow for maximum machine performance in soft ground conditions. Komatsu leveraged its prior experience with traction control systems in bulldozers and rigid trucks to develop this system for use in articulated trucks.
The KTCS system monitors the wheel speed on the front and middle axles. If the machine detects wheel slip it will automatically engage the inter axle differential lock to improve machine performance. If the machine continues to detect wheel slip it will employ the KTCS and begin to brake the wheel that slip was detected on. It will continually monitor the wheel speed and engage braking as necessary.

KTCS is automatically engaged and disengaged. This allows the operator to concentrate on operating the HM300-3 and not worry about using switches or buttons to get maximum machine performance.

Selectable Working Modes
The operator can choose between two working modes, Economy Mode or Power Mode, according to their work demand and conditions.

Economy mode
Appropriate for lighter work on flat ground. The economy modes lowers the engine maximum output along with lowering the upshift and downshift points during operation.

Power mode
Appropriate for higher production jobs and uphill hauling applications. The power mode increases the engine maximum output and raises the upshift and downshift points during operation.

Komatsu designed electronically controlled countershaft transmission
The Komatsu designed electronically controlled transmission called K-ATOMiCS has been a success in Komatsu’s rigid dump trucks. The electronic clutch modulation system ensures proper clutch pressure when the clutch is engaged. The total control system controls both the engine and transmission by monitoring the vehicle conditions. This high technology system assures smooth shifts without shock and maximizes power train life.

Increased body capacity and box section frame structure
The loading capacity is increased from 27.3 to 28.0 metric tons 30.1 to 30.9 U.S. tons through increased body heaped capacity to 17.1 m³ 22.4 yd³. The low loading height of 2830 mm 9’3” enables easy loading. The body is built of high strength wear-resistant steel with a Brinell hardness of 400 and the body shapes provides excellent load stability.
KDPF Regeneration Notification
The LCD color monitor panel provides the operator with the status of the KDPF regeneration, without interfering with daily operation.
When the machine initiates active regeneration an icon will appear to notify the operator.

Manual Stationary Regeneration
Under most conditions, active regeneration will occur automatically with no effect on machine operation. In case the operator needs to disable active regeneration or initiate a manual stationary regeneration, this can be easily accomplished through the monitor panel.
A soot level indicator is displayed to show how much soot is trapped in the KDPF.

Multi-monitor with Troubleshooting Function to Help Prevent Critical Machine Trouble
Various meters, gauges and warning functions are centrally arranged on the multi-monitor. The monitor simplifies start-up inspection and promptly warns the operator with a lamp and buzzer if any abnormalities should occur. In addition, countermeasures are indicated in 4 levels to help prevent major problems.

Maintenance Function
When the machine reaches the replacement intervals for oil and filters, the monitor panel will display lights to inform the operator.

Ground access to the filters
The oil filters of the transmission and the brake systems offer servicing from the ground.

Easy draining of transmission oil
Two drain ports are added to facilitate drain of oil in the piping.

Tiltable cab
The cab can be tilted rearward 32 degrees to provide easy maintenance/service for the engine and transmission.

Electric priming pump
The manual priming pump is replaced with the electric priming pump.

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

Hydraulically driven fans
Two hydraulically driven cooling fans are used for the radiator and charge air cooler. Both fans are reversible and are controlled separately.
**Center-located operator seat**

Placing the seat at the center of the operator’s cabin provides a wide view of the working area.

**New air suspension seat**

A new high capacity air suspension seat with headrest is now standard. The air suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue.

**3 point seat belt**

A three-point seat belt is standard equipment. The seat belt can be converted to a two-point lap belt.

**Training seat**

The cushion and back rest of the training seat are foldable. Folding the cushion allows the operator to come in and out of the cab and allows easy access to the recirculation filter of the air conditioner. Folding the backrest allows access to storage at the rear of the seat.

**Low Noise Design**

Operator’s ear noise level : 73 dB(A)
Dynamic noise level (outside): 108 dB(A)

The large cab is mounted with Komatsu’s unique ROPS/FOPS viscous mounts. The low-noise engine, hydraulically driven fan, and hydraulic pumps are mounted with rubber cushions, and the cab sealing is designed to provide a quiet, low-vibration, dustproof, and comfortable operating environment.

**Tilt-away steering column**

The tiltable steering column and telescopic steering wheel allow the operator to set the steering wheel to the desired position. The tilt mechanism incorporates a spring-assist for easy adjustment.

**Radio with AUX terminal**

By connecting an auxiliary device to this plug, the operator can hear sound through the speakers in the cab.

**Two 12V electrical outlets**

Two 12 volt DC outlets are included as standard in the operators cabin. A 12 volt cigarette lighter is installed on the front right side console and an additional 12 volt outlet is located in the rear right side behind the operator seat.
The monitor panel provides guidance to the operator to help promote energy saving operation. The ECO Guidance function displays six (6) messages:

- Avoid Excessive Engine Idling
- Release the Hoist Lever
- Operating the Accelerator Pedal with Brake Actuated Lowers Fuel Economy
- Shift Up
- Avoid Operating the Accelerator Pedal with the Body Moving Down
- Avoid Hard Use of Steering

The ECO gauge indicates the instantaneous fuel consumption rate during operation. Operating the machine by keeping the gauge within the green zone leads to the energy-saving operation.

* Fuel consumption rate depends on the work load and accelerator pedal operation.

The operator can check the operation record, ECO Guidance record, and fuel consumption record. The Operation Records indicate the status of the machine for the current day. The ECO Guidance Records displays the number of occurrences of each guidance message. During operation, it is requested to reduce the number of occurrences of each guidance message in order to achieve energy-saving operation.

The Average Fuel Consumption Logs graph the fuel consumption for the previous 12 hours (based on service meter reading) and daily fuel consumption for the previous 7 days.
Machine Monitor
The machine monitor displays various machine information and allows for various settings of the machine.

Switch panel
The switch panel is used to select various LCD unit screens and the air conditioner control screen.
By using the switch panel, you can display various user menus on the LCD unit screen and perform the settings of the machine.

Large Multi-Lingual LCD Monitor
A large user-friendly color monitor provides excellent screen visibility through the use of a TFT liquid crystal display that can easily be read at various angles and lighting conditions. A keypad provides simple and easy navigation to machine operation information.

ECO Guidance
• Operation Records
• ECO guidance Records
• Average Fuel Consumption Logs
• Configurations

Machine setting / information
• Radiator fan reverse mode
• CAC fan reverse mode
• TCS setting etc.

KDPF regeneration
• Setting for regeneration stop
• Operation of manual stationary regeneration

Maintenance
• Check and reset of various maintenance intervals

Monitor setting
• 25 Languages
• Rear view monitor setting
• Meter select
• Screen adjustments
Color rearview monitoring system
The new color rear view camera & monitor are equipped as standard.

Hydro-pneumatic suspension
The front axle hydro-pneumatic suspension employs “De Dion” type design, allowing the machine to ride more smoothly over rough terrain. The rear-axles are mounted on a dynamic equalizer structure equipped with hydro-pneumatic suspension. The entire vehicle’s suspension delivers a comfortable ride and maximizes productivity.

Increase hitch height above ground
The bottom face of the hitch is higher than the bottom face of the differential gear of the front axle. The hitch height above ground is increased over the HM300-2.

Short nose
A new layout of the cooling system allows for a shorter nose shape compared to the previous model, increasing the field of view to the operator.

Hydraulically controlled wet multiple-disc brakes and retarder
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):
392 kW 526 HP
KOMTRAX is Komatsu’s remote equipment monitoring and management system. KOMTRAX gathers critical machine and operation information and provides it in a user-friendly format so that you can make well-informed decisions. KOMTRAX gives you more control of your equipment and better control of your business!

KOMTRAX comes standard on all new Komatsu machines with complimentary manufacturer communications services throughout the entire ownership period. It is a powerful tool and makes Komatsu machines an even better purchase!

**Fleet Optimization**

KOMTRAX tells you how your machines and operators are performing. KOMTRAX provides:

- Fuel consumption data and trends, by unit or fleet
- Machine fuel level
- Machine utilization
- Actual working hours/Machine idle hours
- Attachment usage hours
- Machine travel hours
- Machine load analysis
- Operating mode ratios

**Location and Asset Management**

KOMTRAX tells you where your machines are and can help prevent unauthorized use. KOMTRAX provides:

- GPS location/Operation maps
- Out-of-area and movement alert with location and time
- Engine, nighttime, and calendar lock

**Maintenance Management**

KOMTRAX monitors the health of your machines and provides critical information so that you, and your distributor, can take proactive maintenance measures and reduce downtime. KOMTRAX provides:

- Service Meter Reading (SMR)
- Cautions/Abnormality codes
- Maintenance replacement notifications

**Easy and Flexible Access to Information**

With KOMTRAX, information about your machines is through a convenient, internet-based portal. KOMTRAX provides:

- A user-friendly KOMTRAX website that provides customized access to your machine information
- E-mail and text alerts
- Web dial-up service
- Monthly fleet summary reports

For more information, including terms and conditions of the manufacturer complimentary KOMTRAX communication service, ask your distributor, pick up a KOMTRAX brochure, or go to www.komatsuamerica.com/komtrax.
Komatsu is an industry leader in building reliable and technologically advanced machines. It is only fitting that we would provide superior Product Support. Komatsu and its distributors are focused on providing their customers unparalleled Product Support throughout the entire lifecycle of the machine. It’s called Komatsu CARE.

**Komatsu CARE – Complimentary Scheduled Maintenance**

Komatsu remains focused on lowering the customer’s ownership costs by engineering machines with increased fuel efficiency and productivity. In addition, one Komatsu CARE program aimed at further reducing your owning and operating costs is Complimentary Scheduled Maintenance. Komatsu machine owners can now rely on their Komatsu Distributor to perform the preventative maintenance on their Komatsu Tier 4 machines.

- Complimentary scheduled maintenance for the earlier of 3 years or 2,000 hours is standard on all Komatsu Tier 4 construction machines and is available at all distributors in the U.S. and Canada.
- Service is performed by factory certified technicians using only Komatsu Genuine parts and fluids.
- Significantly lowers your cost of ownership while maintaining high equipment uptime and reliability.
- Increases resale value and provides detailed maintenance records.

**Komatsu CARE – Extended Coverage**

Komatsu equipment is built to withstand harsh operating environments, but our Extended Coverage can provide further peace of mind by protecting customers from unplanned expenses and impacts in cash flow. Purchasing Komatsu CARE’s Extended Coverage locks-in the cost of covered parts and labor for the extended warranty period and helps to turn these variable expenses into a fixed cost.

- No Stop Loss or Loss Limits imposed, regardless of the coverage type or repair expense.
- Any combination of months and hours out to five years and 10,000 engine hours – KOWA kits included.
- Coverage premium can be rolled into the machine financing at time of sale or purchased any time before the expiration of the machine’s standard warranty.
- Coverage is fully transferable and honored by all Komatsu distributors throughout the U.S. and Canada.

**Komatsu CARE – Total CARE**

Total CARE combines the benefits of the Komatsu CARE Scheduled Maintenance and Extended Coverage programs on your Tier 4 machine. This ensures the use of Komatsu genuine parts and fluids during regular maintenance intervals as well as highly skilled and efficient technicians to perform any other warranty repair work that might be necessary to keep your Komatsu equipment running like new.

**Komatsu Parts Support**

Because downtime can be costly, Komatsu maintains a strategic distribution network throughout the U.S. and Canada, to ensure superior parts availability and to keep your Komatsu machine up and running.

- Komatsu America has nine Parts Distribution Centers strategically located throughout the U.S. and Canada.
- Komatsu America’s Parts distribution network is accessible 24/7/365 to fulfill your parts needs.
- Komatsu has a distributor network of over 325 locations across the U.S. and Canada.
- Online parts ordering available through Komatsu eParts, 24/7/365. (See distributor for details)
- Komatsu offers a full line of factory Remanufactured products with same-as-new warranties at a significant cost reduction:
  1. Complete Engine Assemblies
  2. Transmissions
  3. Torque Converters
  4. Hydraulic components
  5. Starters, Alternators, turbochargers and circuit boards.

**Komatsu Oil and Wear Analysis (KOWA)**

The KOWA program uses independent laboratories across the United States to determine how your machine is performing based on a small sample of oil or other fluid. Just like a doctor will take a blood test to check on your personal health, KOWA allows you to check how your equipment is performing. Used with PM Clinic and PM Tune Up, KOWA is one of your best tools for proactively maintaining your Komatsu equipment and maximizing it’s availability and performance.

KOWA detects fuel dilution and coolant leaks, identifies contaminants, and measures wear-metals. Your distributor will help you interpret this information so you can identify potential problems and head them off before they lead to major repairs.

For more information of all of the manufacturer sponsored programs mentioned in this brochure, including terms and conditions of the individual programs, please speak with your distributor or go to www.komatsuamerica.com.
## SPECIFICATIONS

### ENGINE

| Model | Komatsu SAA6D125E-6 |
| Type | Water-cooled, 4-cylinder |
| Aspiration | Komatsu variable geometry, turbocharged, after-cooled, EGR |
| Number of cylinders | 6 |
| Bore | 125 mm |
| Stroke | 5.91" |
| Piston displacement | 11.04 ft³ |
| Horsepower: SAE J1995 | 267 kW |
| ISO 9249 / SAE J1349 | 242 kW |
| Fan drive type | Hydrualic |
| Maximum torque | 1680 Nm |
| Hydraulic Governor | Direct injection |
| Lubrication system | Electronically controlled |
| Air cleaner | Dry type with double elements and pre-cleaner (cyclonpack type), plus dust indicator |

*EPA Tier 4 Interim and EU stage 3B emissions certified

### TRANSMISSION

| Torque converter | 3-elements, 1-stage, 2-phase |
| Transmission | Full-automatic, counter-shaft type |
| Speed range | 6 speeds forward and 2 reverse |
| Lockup clutch | Wet, single-disk clutch |
| Forward | Torque converter drive in 1st gear, reverse, Torque converter drive and direct drive in all gear |
| Shift control | Electronic shift control with automatic clutch modulation in all gear |
| Maximum travel speed | 58.6 km/h (36.4 mph) |

### AXLES

| Full time all wheel drive |
| Final drive type | Planetary gear |
| Ratios | Differential | 3.154 |
| Planetary | 4.667 |

### SUSPENSION SYSTEM

| Front | Hydro-pneumatic suspension |
| Rear | Combined hydro-pneumatic and rubber suspension system |

### STEERING SYSTEM

| Type | Articulated type, fully hydraulic power steering with two double-acting cylinders |
| Supplementary steering | Automatically actuated, electrically powered |
| Standard | ISO5010, SAE J1511 |
| Minimum turning radius, wall to wall | 8.10 m |
| Articulation angle | 45° each direction |

### BRAKES

| Service brakes | Full-hydraulic control, oil-cooled multiple-disc type on front and center axles |
| Standard | ISO3450 |
| Parking brake | Spring applied, caliper disc type |
| Retarder | Front and center axle brakes act as retarder |

### MAIN FRAME

| Type | Articulated type, box-sectioned construction on front and rear |
| Connected by strong torque tubes |

### BODY

| Capacity | Struck | 13.4 m³ |
| Heaped | 17.4 m³ |
| Payload | 28.0 metric tons |
| Material | 130 kg/mm² |
| Material thickness | Bottom | 14 mm |
| Front | 8 mm |
| Sides | 12 mm |
| Target area | 5250 mm x 2685 mm |
| Hoist | Exhaust heating (option) |

### HYDRAULIC SYSTEM

| Hoist cylinder | Twin, telescopic type |
| Relief pressure | 29.4 MPa |
| Hoist time | 10.5 sec |

### WEIGHT (APPROXIMATE)

| Empty weight | 24,910 kg |
| Gross vehicle weight | 52,990 kg |
| Weight distribution: Empty | 57.0% |
| Center axle | 29.0% |
| Rear axle | 32.5% |
| Loaded: Front axle | 23.0% |
| Center axle | 36.5% |
| Rear axle | 34.5% |

### TIRES

| Standard tire | 23.5 R25 |

### SERVICE REFILL CAPACITIES

| Fuel tank | 388.3 L (102.6 U.S. gal) |
| Engine oil | 35 L (9.2 U.S. gal) |
| Torque converter, transmission and retarder cooling | 98 L (25.9 U.S. gal) |
| Differentials (total) | 71.5 L (18.9 U.S. gal) |
| Final drives (total) | 23 L (6.1 U.S. gal) |
| Hydraulic system | 103 L (27.2 U.S. gal) |
| Suspension (total) | 10.4 L (2.7 U.S. gal) |
STANDARD EQUIPMENT FOR BASE MACHINE

- Air cleaner, dry type, double elements
- Air cleaner dust level indicator
- Air pre-cleaner
- Alternator, 60 A, 24 V
- Alarm, backup
- Anti-slip material on fenders
- Auxiliary steering system, automatic, electric
- Back-up lamp
- Batteries, 2 x 12 V/170 Ah
- Battery disconnect
- Body, 17.1 m³ 22.4 yd³
- Centralized greasing
- Color rear view camera and monitor
- Coolant temperature alarm and lamp
- Dump counter
- ECO Guidance
- Electronic hoist control system
- Electric circuit breaker, 24 V
- Electric priming fuel pump
- Engine, Komatsu SAA6D125E-6
- Engine underguard
- Engine shutdown secondary switch
- Front view mirror
- Hazard lamps
- Hand rails for platform and ladder
- Headlights, front (high and low)
- Horn, electric
- Hydraulic driven cooling fan, for after cooler
- Hydraulic driven cooling fan, for radiator
- Hydro pneumonic suspension, front and rear
- Interaxle lockup, wet disc clutch type, controlled by KTCS
- Komatsu Traction Control System (KTCS)
- Komatsu Diesel Particulate Filter (KDPF)
- Komatsu Variable Geometry Turbocharger (KVGT)
- KOMTRAX® Level 4
- Ladders LH side
- Mud guards
- Parking brake
- Protective grille for rear window
- Propeller shaft guards, front and rear
- Provision for tailgate
- Rearview mirrors, LH and RH side
- Retarder/brake system
- Rims for 23.5 x 25, set of 6
- ROPS/FOPS cab Level 2
  - 2 x DC12V electrical outlets
  - 12V cigarette lighter
  - Air conditioner/Heater/Defroster
  - AM/FM radio with AUX terminal
  - Ashtray
  - Color LCD/TFT multi-monitor
  - Cup holder
  - Floor mat
  - Operator seat, reclining, air suspension type
  - 3-point retractable seat belt, 76 mm 3” width
  - Passenger seat with 2-point retractable seat belt, 76 mm 3” width
  - Power window (LH)
  - Space for lunch box
  - Sliding window (RH)
  - Steering wheel, tilt and telescopic
  - Sun visor, front window
  - Tiltable ROPS cab with FOPS, sound suppression type
  - Windshield washer and wiper, front and rear
- Starting motor, 7.5 kW
- Steering joint locking assembly
- Step (right side)
- Stop and tail lamps and turn signal lamps
- Tool box
- Transmission underguard
- Two mode engine power system (Economy and Power)
- Work lamps, LH and RH side
- Body exhaust heating
- Body liner
- Tail gate, scissors type