

# KOMATSU®

# 980E-5

## ELECTRIC DRIVE TRUCK



Photos may include optional equipment.

**GROSS HORSEPOWER**  
3,500 HP 2610 kW

**NOMINAL GVW**  
1,384,500 lb 627999 kg

# WALK-AROUND

Komatsu 980E-5 Mining Dump Truck

[www.wme.cn/komatsu-980e-5/](http://www.wme.cn/komatsu-980e-5/)

## PRODUCTIVITY FEATURES

- High performance Komatsu SSDA18V170 engine Gross Horsepower 2610 kW **3,500 HP**
- Dual IGBT AC electric drive system
- 4474 kW **6,000 HP** retarding
- Traction (spin-slide) control
- Cruise control
- Komatsu designed application specific body
- Tight turning radius 15.9 m **52' 2"**
- Payload Meter IV® (PLM IV)
- High torque for soft underfoot applications

## ENVIRONMENTALLY FRIENDLY

- Komatsu SSDA18V170 engine with after-treatment meets U.S. EPA Tier 4 Final emissions regulations
- Fuel efficient engine
- Less fluids compared to mechanical drive trucks



Photos may include optional equipment.

### GROSS HORSEPOWER

3,500 HP 2610 kW  
@ 1800 rpm

### NOMINAL GVW

1,384,500 lb 627999 kg

980E-5



### OPERATOR ENVIRONMENT

- Ergonomically designed spacious cab with excellent visibility
- Fully adjustable driving position settings
- Four post ROPS/FOPS level 2 cab
- User friendly display with payload information
- Komatsu Hydrair® II suspensions designed for optimum ride comfort
- AM/FM/CD/MP3/USB/weather band radio
- Optional KomVision™ All Around Monitoring System



### EASY MAINTENANCE

- KOMTRAX Plus 2® allows immediate diagnostics of key engine, chassis, and drive system components
- Oil-cooled wet disc braking system reduces wear and extends component replacement intervals
- Automatic lubrication system
- Eliminator® oil filtration system
- Flange mounted rims with optional Komatsu Smart type rims
- In-tank fast fuel & DEF fill system

### RELIABILITY FEATURES

- Frame design optimized for 363 metric ton **400 short ton** payload
- Simple and reliable hydraulic system
- Steering and brake accumulators
- Hydraulically actuated multiple-disc wet brakes (All four wheels)

# PRODUCTIVITY FEATURES

## Komatsu High Horsepower Engine

The 2610 kW **3,500 HP** Komatsu SSDA18V170 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. Standard features include:

- A standard pre-lube system designed to reduce start-up wear and increase overhaul life.
- CENSE® on board monitoring of engine performance for each cylinder.
- ELIMINATOR® filtration system reduces oil and filter changes by one-third.

## AC Electric Drive System

The GTA39 traction alternator coupled with GDY108C wheelmotors and Invertex II® AC control system provides reliable performance and easy maintenance. Invertex II® offers independent control of the rear wheelmotors, which in turn provides outstanding traction-ability during wet and slippery conditions, thus improving tire wear and operator confidence.

The air cooled Insulated Gate Bipolar Transistor (IGBT) inverter system technology provides the highest available reliability. The IGBT inverter is more compact and much simpler than the design of its predecessor, the Gate Turn Off (GTO) inverter, which improves serviceability and routine maintenance.

## Electric Dynamic Retarder

The 4474 kW **6,000 HP** retarding system provides state of the art braking capacity for navigating today's mining applications which contain steep continuous descents and sharp switch-backs. Continuous retarding capacity enhances the productivity of the vehicle operator, while eliminating the need for excessive mechanical braking effort.





### Traction (Spin-Slide) Control

During slippery conditions, the 980E-5 wheel traction control technology detects and corrects wheel spin or slide events. Traction control operates automatically and independently of the service brakes. During propulsion, “wheel slip control” reduces non-productive wheel spin in low traction conditions. During retarding, “wheel slide control” prevents wheel lockup and subsequent sliding.

### Cruise Control

Cruise control, both in propulsion and retarding, allows the operator to concentrate on steering and situational awareness while maintaining a constant speed. A set speed indicator provides confirmation the truck speed matches the desired speed selected by the operator, with simple automotive style controls.

### Komatsu Designed Application Specific Body

Utilizing the required Body Worksheet (BW) process, Komatsu ensures 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 SAE Heaped 2:1: 250 m<sup>3</sup> **327 yd<sup>3</sup>**
- Standard Komatsu Body Weight: 42638 kg **94,000 lbs**

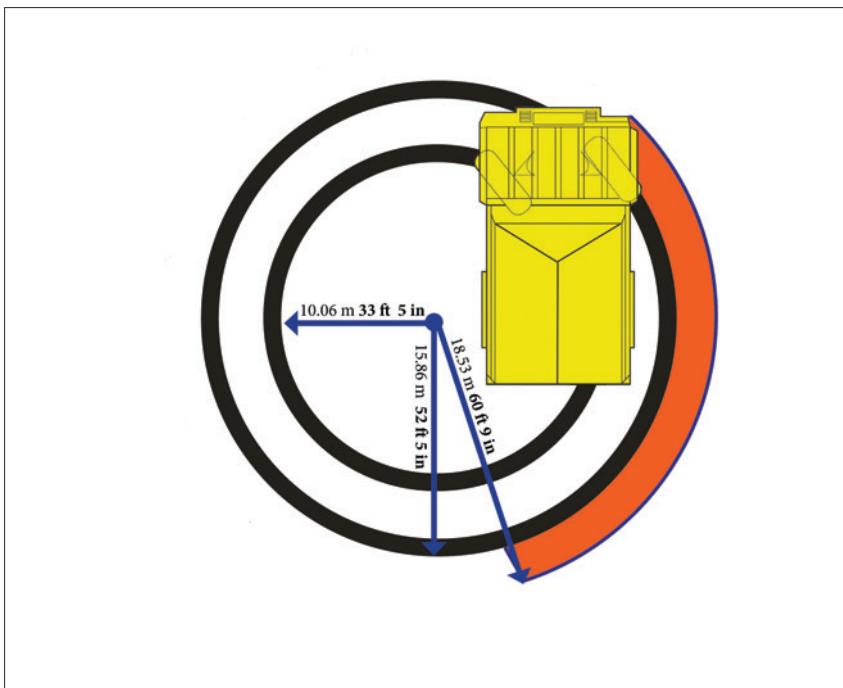


# PRODUCTIVITY FEATURES



## Tight Turning Radius

By using double acting hydraulic steering cylinders with a six-point articulation linkage, the 980E-5 power steering system provides positive steering control with minimal operator effort. The turning radius of the 980E-5 is 15.9 m **52'2"**, which provides excellent maneuverability for tight loading and dumping conditions. The steering accumulators comply with ISO-5010 standards.



## Payload Meter IV (PLM IV®)

PLM IV® 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 IV® 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)

## Hydrair II® 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.





# OPERATOR ENVIRONMENT

## Ergonomically Designed Cab

The Komatsu 980E-5 cab design provides a comfortable and productive environment to meet today's mining demands. The cab includes tinted safety glass windows, heating and air conditioning, acoustical insulation, double sealed doors, and filtered and pressurized air to reduce dust.

## User Friendly Display

The 980E-5 comes with a new operator friendly dash configuration which includes lighted gauges, switches and information panel. This allows the operator to see the status of the machine during operation and informs them of any faults. An instructive message will appear after any fault is detected on the machine.

## 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 in** wide, blaze orange, three-point seat belt is provided as standard equipment.

## Built-in ROPS and FOPS Structure

These structures conform to ISO standards 3471 and 3449.



Photo may include optional equipment.

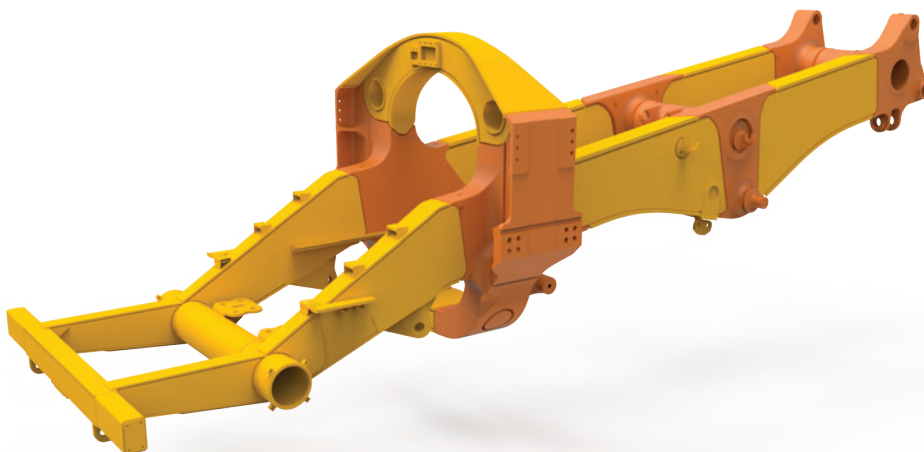
# RELIABILITY FEATURES

## Structurally Enhanced Frame Design

By using advanced computer-aided design, finite element analysis, and full-scale dynamic testing, the frame has been designed to carry 363 metric tons **400 short tons** and provides the high structural reliability Komatsu is known for.

## Castings Used in High Stress Areas

To increase frame reliability, steel castings have been incorporated at key frame pivot points and critical load bearing portions of the structure. This includes the rear body pivot and horsecollar sections.



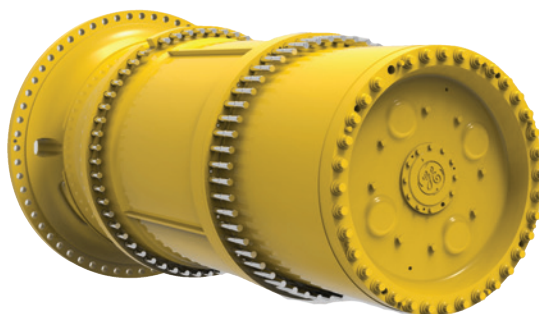
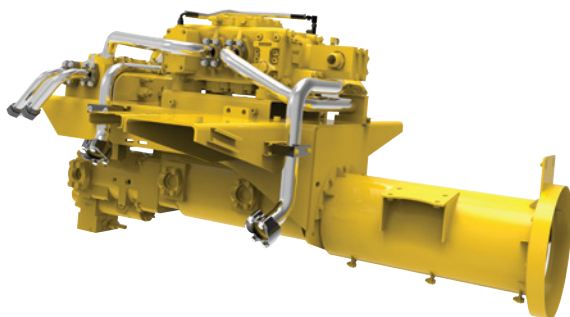
## Simple and Reliable Hydraulic System

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, making 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.

## Proven Wheelmotor Design

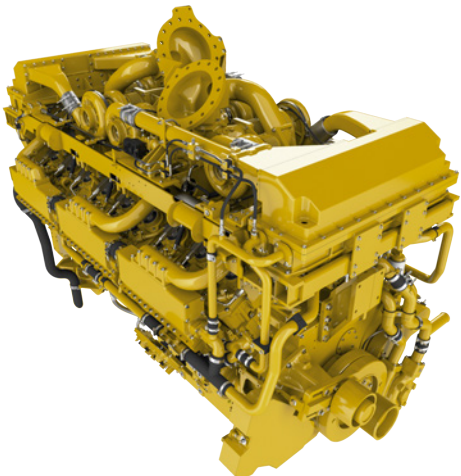
The GDY108C wheelmotor builds on the success of its predecessor. Held to the highest standards, the transmission was subjected to extensive testing and quality confirmation, both on the bench and in the field. A full scale bench durability test was conducted during development to evaluate design quality prior to production. By using planetary design, extensive machining is not required during a standard rebuild.





### Evolutionary, not Revolutionary Design

Komatsu's Tier 4 solution begins with a base engine which is similar to previous MCRS engine platforms. In keeping the basic operation of the engine the same, durability is assured. Utilizing High Pressure Common Rail fuel delivery ensures atomization of the fuel/air mixture to a level which reduces particulate matter, meeting U.S. EPA Tier 4 standards.



### Komatsu After-treatment

Removal of NOx is accomplished by treating the exhaust through Selective Catalytic Reduction (SCR). The introduction of Diesel Exhaust Fluid (DEF) into the SCR canister generates a chemical reaction which breaks down the oxides of nitrogen into oxygen and nitrogen, both non-pollutants. Internal cleaning of the SCR is performed through an automatic process.



### Fully Hydraulic Controlled Multiple-Disc Wet Brakes

Although the dynamic retarding system is the primary braking force, the 980E-5 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 cm<sup>2</sup> **16,078 in<sup>2</sup>**

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; no pneumatic system is used. There are three independent hydraulic circuits that provide hydraulic back-up.

The 980E-5 braking system meets ISO 3450-2011.



# EASY MAINTENANCE

## Extended Engine Oil Change

ELIMINATOR® is a self-cleaning filtration system that offers extended filter change intervals and superior serviceability.

## Access, Service and Convenience

Located on the front left bumper adjacent to the main entry to the machine, Komatsu installs many service and convenience items. This central location simplifies maintenance events, reducing the time the truck is out of service for routine upkeep.

1. Auto-lubrication tank and controls
2. Power, starter and drive system lockout (lock-out/tag-out capable switches)
3. Ground level engine shut-down
4. Fluid service center (coolant, engine oil, hydraulic oil, grease fill)
5. Hydraulic step up/down switch (Hydraulic stairs are optional)



## KOMTRAX Plus 2®

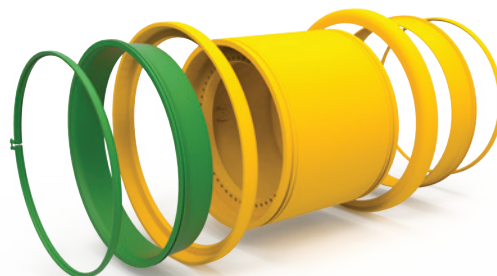
As part of a complete service and support program, Komatsu equips every mining and quarry sized machine with KOMTRAX Plus 2®. By using a satellite-based communication system, KOMTRAX Plus 2® offers a new vision of monitoring your valuable assets. By providing insight to critical operating metrics the user can manage increased availability, lower owning and operating costs and maximize fuel efficiency.

The information available through KOMTRAX Plus 2® allows service personnel to review faults and trends, improve the quality of the troubleshooting process and reduce unscheduled machine downtime.



## (Optional) Komatsu Smart Type Rims

Komatsu Smart Rim technology allows easy removal and installation of the tires to minimize the overall impact on downtime.





# DRIVE SYSTEM

## Drive System (Invertex II)

- True Quad Chopper Eliminates RP Contactors
- Double Stack IGBT's
- Increased Cabinet Rigidity
- Front Placement of Indicator & Interface Panels
- Front Access for Maintenance
- All LED Lighting

## Improved Bus Bar

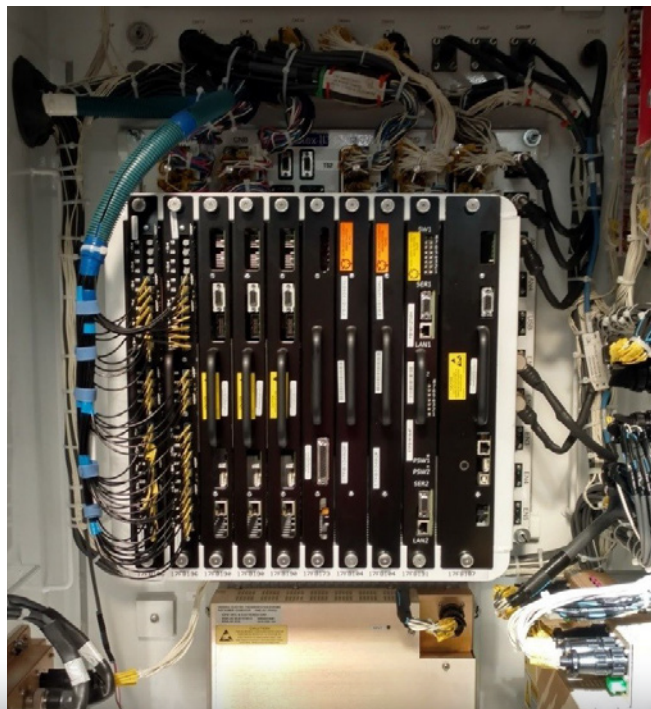
- Close Molded Design- Eliminates Potting
- No Soldered Bushings
- Edge Protection
- FR4 & Abrasion Protection
- Simplified, More Robust Bus Bar Design

## Improved Truck Performance

- Retains Wheel Slip/Slide control in all Modes of Operation
- Cruise Control (Both Motoring & Retarding)
- Fuel Saver 2 Built-in

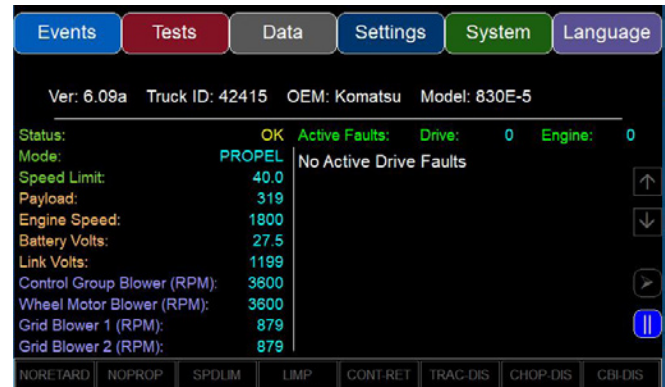
## Technology Advancements

- Supports Data Collection & Transmission for Remote Monitoring
- New Generation Technology for Faster Processing with Higher Capacity (90% Faster Data Transfer)
- Common CAN Network Consists of Engine, Truck & Drive System
- Supports CAN, Ethernet & USB



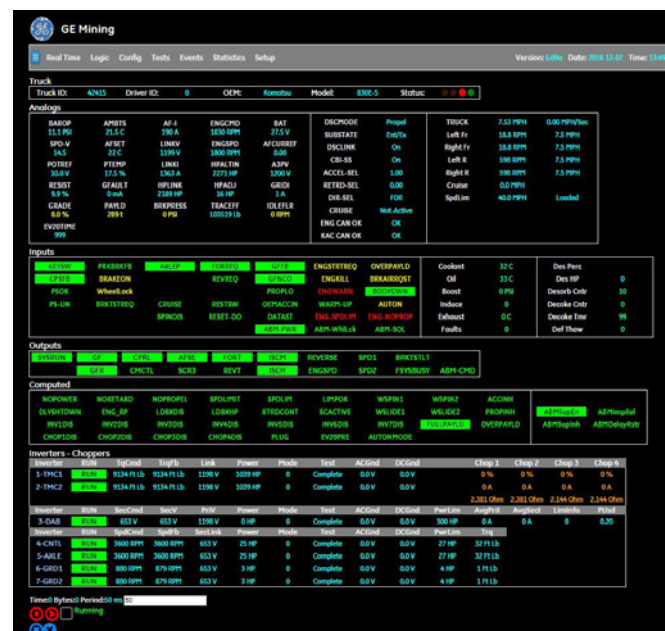
## VID Display

- Replaces DID Panel
- In-cab Touch Screen Display for Setup, Maintenance & Troubleshooting
- Access, Download & Update System from the Operators Cab
- Entry to Control Cabinet no Longer Required for Basic Troubleshooting



## WebPTU

- Replaces wPTU
- Primary Maintenance & Troubleshooting Tool for all Future Systems
- Browser Based Access & Visualization of Truck System Data
- Eliminates Dependency on Legacy PC's & Operating Systems
- Accessible in Operators Cab via Ethernet



# ADDITIONAL FEATURES

## Environmentally Friendly

### Less Fluids than Mechanical Drives

Komatsu's 980E-5 contains 63% less hydraulic fluid compared to similar class mechanical drive trucks, creating a lower environmental impact and making fluid replacement simpler, quicker and more economical.

### U.S. EPA Compliant

The Komatsu SSDA18V170 engine is compliant with the U.S. EPA Tier 4 emissions regulations.

### Reduced Fuel Consumption

The engine and drive system are specifically tuned together, providing efficient power usage and minimizing fuel consumption.

## Komatsu Loading Policy for Mining Trucks

In normal loading operations, variations in payloads occur. The loading policy identifies the guidelines and limitations for the loading of those Komatsu Mining Truck models specified.

### Definitions:

- **Rated GVW** (Gross Vehicle Weight) includes the chassis, body, tires, accessories (including local options), lube, fuel, operator, payload and any excess material build-up.
- **Rated Payload** is the resultant difference of Rated GVW minus EVW.
- **Overload** refers to any payload amount in excess of the Rated Payload.
- **Never to exceed GVW** is the maximum allowable GVW under the guidelines of this Policy.

Actual payloads greater than the Rated Payload are allowable, but shall not result in a GVW that is greater than the Never to Exceed GVW.

No single payload that results in a **GVW** in excess of the Never to Exceed GVW is allowed under any circumstances.

The mean of all payloads for a rolling 30-day period shall not exceed the Rated Payload.

Truck Model	980E-5	
Specification	lb	kg
Rated GVW	1,384,500	627,999
Standard Tire Size	59/80R63	
Rated / Nominal Payload	800,000	362,874
Never To Exceed GVW	1,544,500	700,573



# SPECIFICATIONS



## ENGINE

Make and model .....	Komatsu SSDA18V170
Fuel .....	Diesel
Number of cylinders .....	18
Operating cycle .....	4 cycle
Gross horsepower* .....	2610 kW <b>3,500 HP</b> @ 1800 rpm
Net flywheel power** .....	2495 kW <b>3,346 HP</b> @ 1800 rpm
Weight (wet) .....	11750 kg <b>25,897 lbs</b>
Weight (dry) .....	11250 kg <b>24,795 lbs</b>

Optional: Tier 4 emissions compliant engine for North American market.  
Non-emissionized engine for markets 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

### AC/DC CURRENT

Alternator .....	GTA-39
Dual Fan Main Blower .....	340 m <sup>3</sup> /min <b>12,000 cfm</b>
Control .....	AC Torque Control System
Motorized wheels* .....	GDY108-C Induction Traction Motors
Ratio .....	35.02:1
Speed (maximum) .....	64 km/h <b>40 mph</b>

\* 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 proper application.



## TIRES AND RIMS

Rock service, tubeless, radial tires

Standard tire* .....	59/80 R63
Flange mount, five piece rim ....	1118 mm x 1600 mm x 140 mm
	<b>44" x 63" x 5.5"</b> rim assembly.

Rims rated at 758 kPa 110 psi cold inflation pressure.

Typical total tire weight.....32585 kg **71,838 lbs**

\* Tires should meet application requirements for tkph/tmph, tread, compound, inflation pressure, ply rating or equivalent, etc.



## CAB

Advanced Operator Environment with integral 4-post ROPS/FOPS Level 2 structure (ISO 3449), adjustable air suspension seat w/lumbar support and arm rests, full-size passenger seat, maximum R-value insulation, tilt and telescoping steering column, electric windshield wipers w/washer, tinted safety glass, power windows, Payload Meter IV, 55,000 Btu/hr heater and defroster, 21,600 Btu/hr air conditioning (HFC - 134A refrigerant)



## SUSPENSION

Variable rate hydro-pneumatic with integral rebound control	
Max. front stroke .....	303 mm <b>11.92"</b>
Max. rear stroke .....	239 mm <b>9.40"</b>
Max. rear axle oscillation .....	±6.5°



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



## BODY

All-welded steel flat floor body with horizontal bolsters and full canopy. Rubber mounts on frame, eyebrow and body up sling are standard. Extended canopy and pivot exhaust heating are optional.

Floor sheet .....	16 mm <b>0.63"</b> Outer
	19 mm <b>0.75"</b> Center
	1379 MPa <b>200,000 psi</b> tensile strength steel
Front sheet .....	10 mm <b>0.39"</b> Outer
	12 mm <b>0.47"</b> Center
	1379 MPa <b>200,000 psi</b> tensile strength steel
Side sheet .....	10 mm <b>0.39"</b>
	1379 MPa <b>200,000 psi</b> tensile strength steel
Canopy sheet .....	6 mm <b>0.24"</b>
	690 MPa <b>100,000 psi</b> tensile strength steel
SAE heaped 2:1 .....	250 m <sup>3</sup> <b>327 yd<sup>3</sup></b>
Standard Komatsu body weight .....	41731 kg <b>92,000 lb</b>



## BRAKING SYSTEM

Service brakes ..... Oil-cooled, hydraulic actuated, multiple disc brakes at each wheel.

Traction system .....	Wheel spin-slide control
Max. service apply pressure .....	18960 kPa <b>2,750 psi</b>
Total friction area per brake .....	103729 cm <sup>2</sup> <b>16,078 in<sup>2</sup></b>
Auto apply system .....	Automatically applied prior to hydraulic system pressure dropping below level required secondary stopping requirements.
Secondary brake system ...	Complies with ISO-3450 Standards
Wheel brake lock .....	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 .....	4476 kW <b>6,000 hp</b>



## COOLING SYSTEM

Replaceable core radiator assembly, split-flow, with deaerator-type top tank.

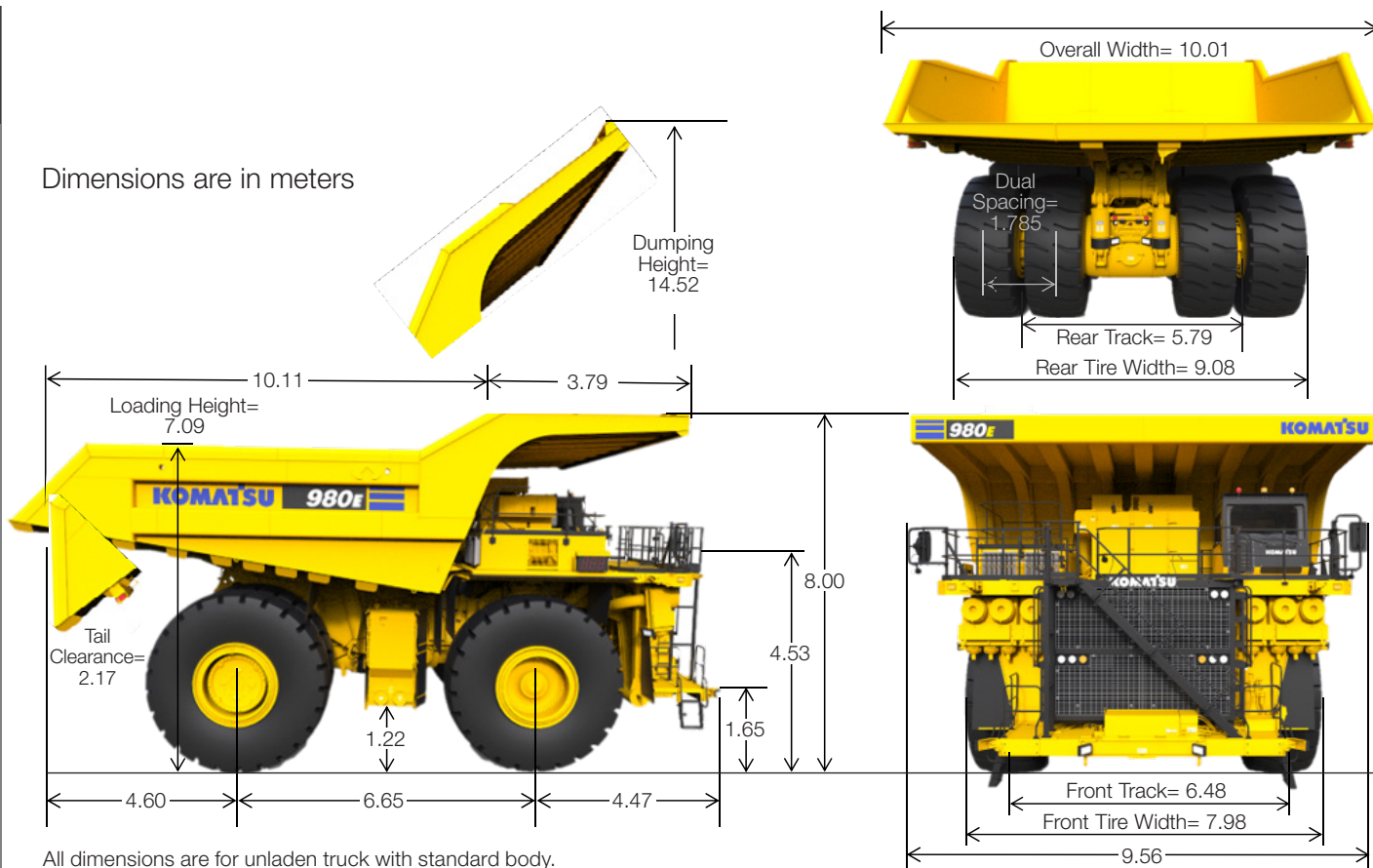
Radiator frontal area .....	7.02 m <sup>2</sup> <b>75.5 ft<sup>2</sup></b>
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# SPECIFICATIONS



## DIMENSIONS

Dimensions are in meters



All dimensions are for unladen truck with standard body.



## 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 ..... 21 sec
- Power-down (high idle) ..... 16 sec
- Float-down empty (low idle) ..... 17 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.

Body	Capacity		Loading Height*
	Struck	2:1 Heap	
Standard	183 m <sup>3</sup> <b>240 yd<sup>3</sup></b>	250 m <sup>3</sup> <b>327 yd<sup>3</sup></b>	7.14 m <b>23'5"</b>

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



## ELECTRICAL SYSTEM

4 x 8D 1400 CCA, 12 volt, in series/parallel, 220 ampere-hour, bumper-mounted with disconnect switch & lock-out.

Alternator ..... 24 volt, 250 amp

Lighting ..... 24 volt

Cranking motors ..... Two/24 volt



## SERVICE REFILL CAPACITIES

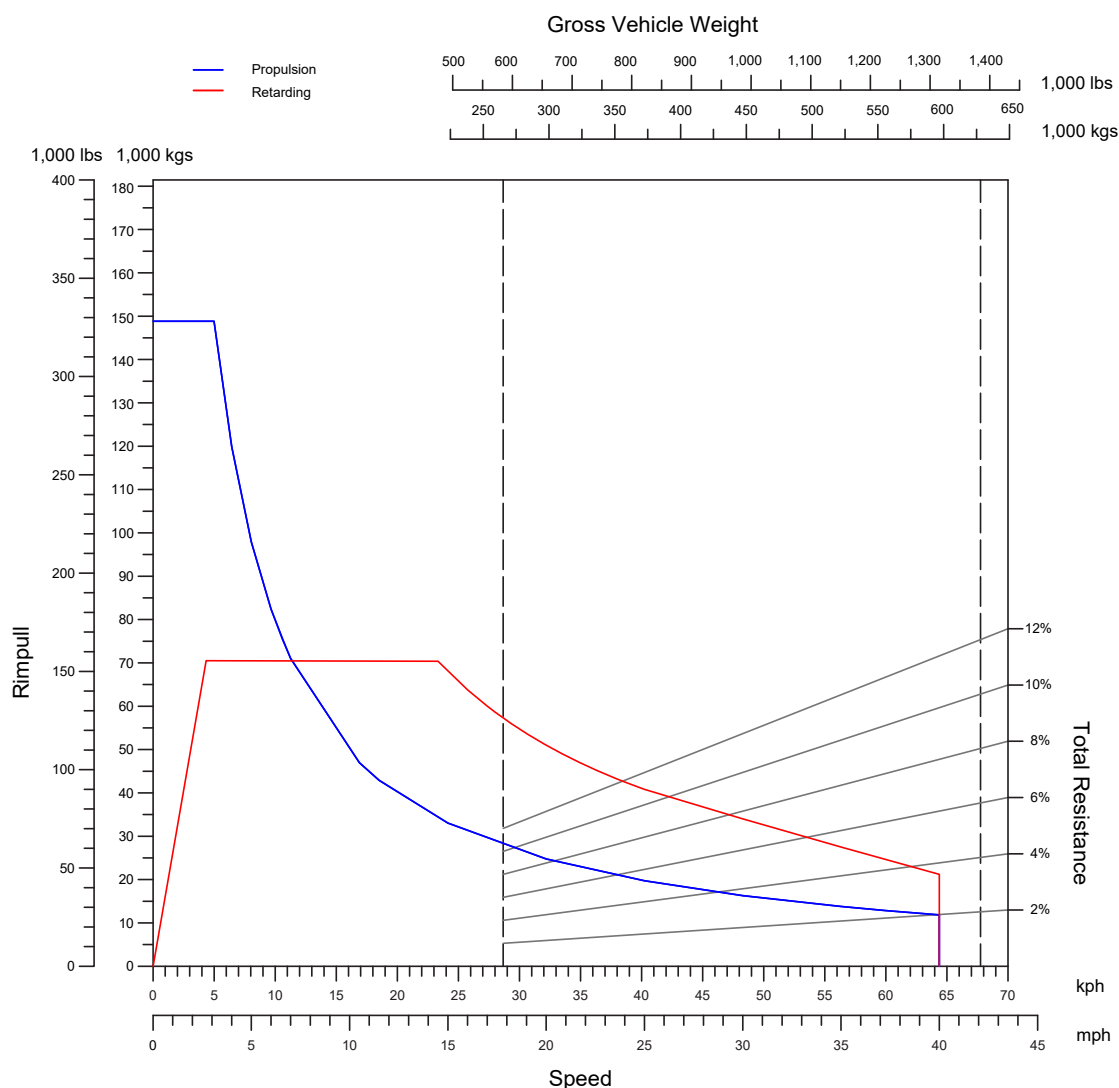
Cooling system	719 L	<b>190 U.S. gal</b>
Crankcase	341 L	<b>90 U.S. gal</b>
Hydraulic system	1325 L	<b>350 U.S. gal</b>
Motor gear box (each)	95 L	<b>25 U.S. gal</b>
Fuel tank (Non-emissionized)	5300 L	<b>1,400 U.S. gal</b>
Fuel tank (Tier IV)	4543 L	<b>1,200 U.S. gal</b>
DEF tank	318 L	<b>84 U.S. gal</b>



## Performance Chart

# 980E - 5 PERFORMANCE

## 3,500 HP - 59/80 R63 TIRES

**Empty Vehicle Weight\***

<b>Front Axle Distribution (48%)</b>	<b>127260 kg</b>	<b>280,560 lbs</b>
<b>Rear Axle Distribution (52%)</b>	<b>137865 kg</b>	<b>303,940 lbs</b>
<b>Total EVW</b>	<b>265125 kg</b>	<b>584,500 lbs</b>

**Gross Vehicle Weight**

<b>Front Axle Distribution (33%)</b>	<b>209333 kg</b>	<b>461,500 lbs</b>
<b>Rear Axle Distribution (67%)</b>	<b>418666 kg</b>	<b>923,000 lbs</b>
<b>Nominal GVW</b>	<b>627999 kg</b>	<b>1,384,500 lbs</b>

**Payload**

	<b>362874 kg</b>	<b>800,000 lbs</b>
<b>Nominal Payload</b>	<b>363 metric tons</b>	<b>400 short tons</b>

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 the basic product description purposes. Please contact your Komatsu distributor for specific application requirements.

\* Includes Options Allowance



## STANDARD EQUIPMENT

- Air cleaners w/ auto evacuators
- Alternator (24 volt/2 x 275A)
- Automatic lubrication system w/ground level fill, level indicator & dynamic timing
- Back-up alarm
- Batteries-4 x 8D (1400 CCA's)
- Battery charging/jump start connector
- Body over-center device
- Body-up sling (w/KAC supplied body)
- Brakes: oil-cooled, multiple disc front & rear
- Control cabinet
- Cruise control
- Electric start
- Eliminator®, Cense®
- Fast-fill fuel system (in tank)
- Filters, high pressure hydraulic
- Ground level radiator fill
- Mirrors, heated, multi-cambered convex LH & RH
- Mud flaps
- Muffled exhaust-deck-mounted
- Power supply, 24 volt and 12 volt DC
- Quick disconnects (steering, hoist and diagnostics)
- Radiator sight gauge
- Removable power module unit (radiator, engine, alternator, blower)
- Reverse retarding
- Service center-LH
- Thermostatic fan clutch

### OPERATOR ENVIRONMENT & CONTROL

- All hydraulic service brakes with auto apply
- Back up alarm
- Battery disconnect switch
- Brake lock and drive system interlock
- Circuit breakers, 24 volt
- Diagonal staircase across grille
- Dynamic retarding with continuous rated element grids
- Engine shutdown at ground level
- Hoist propulsion interlock
- Horns (electric-front)
- Integral ROPS/FOPS Cab Level 2
- Maintenance and power lockout

- Parking brakes with warning light & speed application protection
- Power steering w/auto secondary steering
- Protective deck handrails
- Pump driveline protector
- Radiator fan guard
- Seat belts
  - Operator 3-point 51 mm **2"** retractable
  - Passenger lap 51 mm **2"** retractable
- Slip-resistant walkways

### STANDARD HIGH VISIBILITY DELUXE CAB

- AC drive interface display
- Air conditioner HFC-134A
- AM/FM radio with CD, USB & MP3
- DEF Gauge
- Digital air cleaner restriction gauges
- Dome light
- Electronic Dash & Status Panel
  - Body up
  - Engine oil temperature (high)
  - Parking brake
  - Propulsion system not ready
  - No DC link voltage
  - No propel
  - Service brake applied
  - Wheel brake lock applied
  - Maintenance monitor
- Engine hourmeter, oil pressure gauge, coolant temperature gauge, hydraulic oil temperature
- Engine shutdown w/ "Smart Timer" delay
- Floor mat (double barrier)
- Fuel gauge in cab
- Fuel low level light and buzzer
- Gauges (w/backlight)
- Headlight switch
- Heater and defroster (heavy-duty)
- Heater switch
- High beam selector and indicator
- Horn (center of steering wheel)
- Indicator lights (blue)
  - Engine service
  - KOMTRAX Plus 2® snapshot (IM)
- Komatsu Payload Meter IV® (PLM IV)

- KOMTRAX Plus 2®
- Operator seat, adjustable w/air suspension, lumbar support and arm rests
- Panel lighting (adjustable)
- Passenger seat, mechanical suspension
- Power windows
- Pressurized cab air system w/fan on
- Single brake/retarder pedal
- Sunvisor (adjustable)
- Tilt & telescoping steering column
- Voltmeter (battery output)
- Windshield (tinted safety glass)
- Windshield wiper (dual) and washer (electric)

### LIGHTING

- Back-up lights-rear mount (2) LED
- Back-up lights-R and L - deck mount (2) LED
- Brake and retard lights on top of cab (LED)
- Clearance lights (LED)
- Control cabinet service light (LED)
- Dynamic retarding, rear (2) LED
- Engine compartment service lights (LED)
- Fog lights (2) halogen
- Headlights (8) halogen
- Manual back-up light, switch and indicator
- Payload lights R and L (LED)
- Stairway lights (LED)
- Stop & tail lights (2) LED
- Turn signals (LED)



## OPTIONAL EQUIPMENT

Note: Optional equipment may change operating weight.

- 300 gpm fast fuel: RH in-tank, LH remote
- Amber beacon light
- Antifreeze: below 40°F
- Body group, OEM ship loose\*
- Body liners
- Bumper access - Hydraulic retractable steps
- Bumper mounted headlights
- Cold weather suspensions - front & rear
- Double wall exhaust tubes
- Dump body - standard design
- Electric heater coolant
- Electric heater engine oil
- Electric heater hydraulic oil
- Engine access platform, LH
- Exhaust for heated body
- Fire extinguisher
- FLOC - LH service center
- Hydraulic & Fuel tank - mud flaps only
- Hydraulic tank - ladder & mud flaps
- Komatsu Smart Type Rims
- Komatsu wireless bridge
- KomVision™ All Around Monitoring System
- LED headlights
- PLM scoreboard displays- RH & LH
- Premium operator & passenger seats
- Radiator shutters
- Rock ejectors
- Service center-RH (replacing LH)
- Spare rim (1)
- Spare Komatsu Smart Type Rim (1)
- Suspension charging kit
- Tier 4 Final engine
- Tool group

\*Mandatory for Komatsu supplied body. Recommended for Komatsu designed, locally manufactured body. Not Applicable to third-party body.

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