KOMATSU®

GD655-6

Tier 4 Final Engine

GD655

MOTOR GRADER



Photos may include optional equipment.

HORSEPOWER
Net: **218 HP** 163 kW
Gross: **221 HP** 165 kW

OPERATING WEIGHT
37,346 lb 16940 kg
41,667 lb 18900 kg (with ripper)

BLADE LENGTH
14' 4.27 m

WALK-AROUND



Photos may include optional equipment.

HORSEPOWER
Net: **218 HP** 163 kW
Gross: **221 HP** 165 kW

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37,346 lb 16940 kg
41,667 lb 18900 kg (with ripper)

BLADE LENGTH
14' 4.27 m

KOMATSU CARE®

THE ROAD TO SUCCESS STARTS WITH KOMATSU

The GD655-6 features a **new SAA6D107E-3 Tier 4 Final Compliant Engine** and when coupled to Komatsu's Dual Mode Transmission, operators benefit from maximum control while reducing fuel consumption by up to 15% when compared to the previous GD655-5.

Komatsu's Dual Mode Transmission utilizes both a torque converter and a direct drive clutch to achieve high tractive effort, inching ability, high ground speeds and low fuel consumption.



Performance Features

- Dual mode transmission takes advantage of the torque multiplication and inching characteristics of a torque converter as well as the low fuel consumption and increased travel speed of a direct drive.
- Automatic engine stall prevention disengages direct drive and utilizes a torque converter preventing engine stall
- Economy and Power engine modes
- Spring applied, hydraulic-release parking brake with larger caliper diameter for increased capacity
- Long wheelbase optimizes fine grading performance and body stability while maintaining a 24.2 ft turning radius
- 25 degree articulation angle
- Closed-center load sensing hydraulics system ensures predictable work equipment response, multi-functioning abilities, reduced noise, and reduced fuel consumption.



Operator's Cab

- ROPS/FOPS Level II
- High capacity seat design with suspension
- New auxiliary jack for MP3 device and 2 x 12V sockets
- New LCD monitor panel with enhanced capability
- New standard rearview monitoring system with separate color monitor
- Hexagonal cab design provides excellent visibility of the moldboard

Serviceability

- Hydraulically driven, reversible cooling fan
- Monitor based diagnostics
- New dust boots installed on control valves prevent contamination
- Ground level fueling with no obstruction from ripper
- Fuel pre-filter and water separator
- New battery box location provides protection from dust and debris

Standard Features

- Rearview camera with separate color monitor
- Air conditioner/heater
- KOMTRAX Level 5
- Provision for grade control
- Blade-lift accumulators
- Circle slip clutch
- Cab mounted work lights

Structural / Quality Features

- Komatsu Harmony – all major components are designed and manufactured by Komatsu
- Reduced cab noise by fine tuning rigidity of driveline (74 dB(A) in cabin)
- Optimized lubrication circuit in transmission for increased durability
- Larger drive shaft for increased durability
- New, stronger front frame
- Steel backed, rubber clamps to keep hydraulic lines cleanly routed and reduce chafing

Komatsu Tier 4 Final Engine

- The new SAA6D107E-3 engine reduces fuel consumption by up to 15% compared to the previous model
- Selective catalytic reduction (SCR) system
- Komatsu Diesel Particulate Filter with automatic active regeneration
- Hydraulically actuated Komatsu Variable Geometry Turbocharger
- Hydraulically actuated Cooled EGR
- Komatsu auto idle shutdown reduces unnecessary idle time, reducing SMR, fuel consumption, and exhaust emissions
- SCR system includes a heated DEF tank, heated lines and a reversing pump to prevent DEF from freezing in the delivery lines.

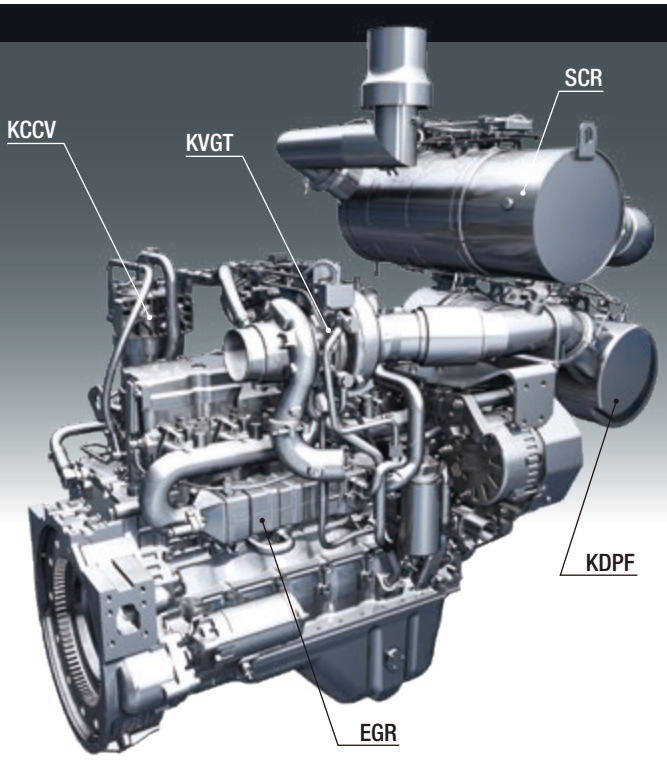
PERFORMANCE FEATURES

GD655-6

KOMATSU NEW ENGINE TECHNOLOGIES

New Tier 4 Final Engine

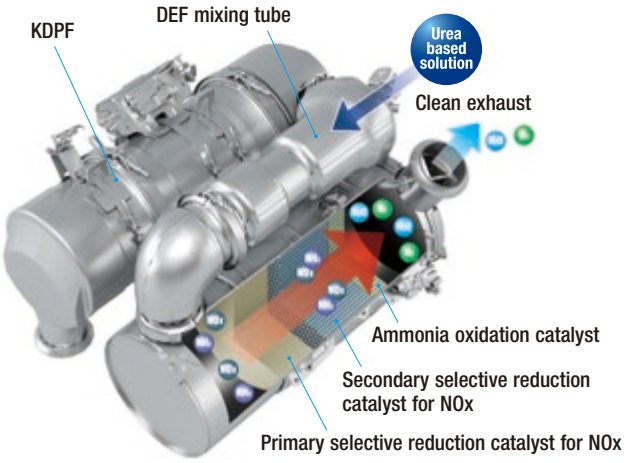
The Komatsu SAA6D107E-3 engine is EPA Tier 4 Final emissions certified and provides exceptional performance while reducing fuel consumption. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces nitrogen oxides (NOx) compared to the previous model.



Technologies Applied to New Engine

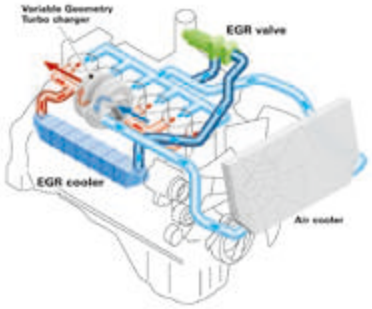
Heavy-duty aftertreatment system

This new system combines a Komatsu Diesel Particulate Filter (KDPF) and Selective Catalytic Reduction (SCR). The SCR NOx reduction system injects the correct amount of Diesel Exhaust Fluid (DEF) at the proper rate, thereby decomposing NOx into non-toxic water vapor (H_2O) and nitrogen gas (N_2).



Heavy-duty cooled Exhaust Gas Recirculation (EGR) system

The system recirculates a portion of exhaust gas into the air intake and lowers combustion temperatures, thereby reducing NOx emissions. EGR gas flow has been decreased for Tier 4 Final with the addition of SCR technology. The system dramatically reduces NOx, while helping cut fuel consumption below Tier 4 Interim levels.

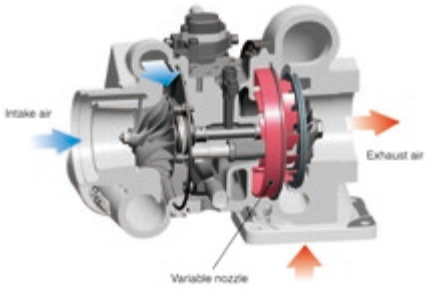


Advanced Electronic Control System

The electronic control system performs high-speed processing of all signals from sensors installed in the vehicle providing total control of equipment. Engine condition information is displayed on the monitor inside the cab, providing necessary information to the operator. Additionally, managing the information via KOMTRAX helps customers keep up with required maintenance.

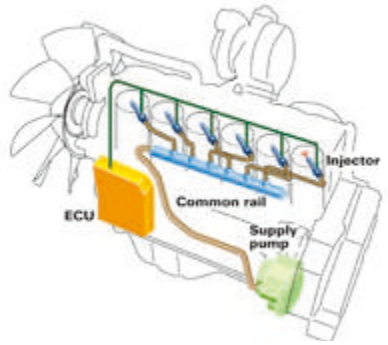
Komatsu Variable Geometry Turbocharger (KVGT) system

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



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

The system is designed to achieve an optimal injection of high-pressure fuel by means of computerized control, providing near complete combustion to reduce PM emissions.



Higher Productivity & Lower Fuel Consumption

A new variable displacement piston pump, improvements in the transmission and driveline components, and a sophisticated electronic control system for the engine and transmission all combine to achieve optimum and efficient operation. The new GD655-6 will consume up to 15% less fuel than the GD655-5.

Fuel consumption

up to **5%** reduction (P mode)
up to **15%** reduction (E mode)

(Compared with GD655-5)

Hydraulically Driven Cooling Fan

The engine cooling fan rotation speed is electronically controlled. This system increases fuel efficiency, reduces the operating noise levels, and requires less horsepower than a belt driven fan. The fan is manually reversible by the operator for periodic cleaning.

Long Wheel base & Short Turning Radius

Longest wheelbase in class for exceptional fine grading performance. A 25 degree articulation angle allows the GD655-6 to maintain a tight turning radius of 24'3" making this grader very maneuverable for tight road work and cul-de-sac operation.

Komatsu Auto Idle Shutdown

Komatsu auto idle shutdown automatically shuts the engine down after idling for a set period of time to reduce unnecessary fuel consumption and exhaust emissions. Idle duration prior to shutdown can be easily programmed in the monitor.

Selectable Working Modes

The operator can choose between two working modes, Economy Mode or Power Mode, depending on their work demand and conditions.





Power mode

Greater productivity can be achieved by taking full advantage of high output power. P mode is appropriate for heavy grading applications.

Economy mode

E mode can be selected for reduced fuel consumption. E mode is appropriate when performing light and finish grading.

Forward kW (HP)

	P mode		E Mode	
	AUTO	MANU	AUTO	MANU
F1	135 (180)	135 (180)	135 (180)	135 (180)
F2				
F3	150 (200)	150 (200)		
F4				
F5				
F6				
F7	163 (218)	163 (218)	163 (218)	163 (218)
F8				

Reverse kW (HP)

	P mode		E Mode	
	AUTO	MANU	AUTO	MANU
R1	135 (180)	135 (180)	135 (180)	135 (180)
R2				
R3	150 (200)	150 (200)		
R4				

DUAL-MODE TRANSMISSION

GD655-6

Komatsu Dual-mode Transmission

The dual-mode transmission is built specifically for Komatsu motor graders. The transmission provides full power shifting as well as inching capabilities and automatic shifting in the higher ranges.

Transmission Mode Selection

• Manual Mode

Transmission functions as a conventional direct drive with 8 forward speeds. Operators will benefit from consistent machine speed and reduced fuel consumption. When the control system senses an increase in load and determines that the engine is at risk of a stall condition, the direct drive clutch is automatically disengaged, allowing the power to be transferred through the torque converter, preventing engine stall.

• Automatic Mode

When the gear selector is positioned in F1-F4, the transmission will remain in the desired speed range and utilizes the torque converter. The high tractive effort of the torque converter allows a start from stop in any range, F1-F4. Operators will enjoy the easy, 2 pedal (accelerator and brake) operation. In the higher ranges (F5-F8) the electronic control system will automatically shift the transmission from F4 to the selected speed range and automatically engage/disengage the lock-up torque converter as necessary.

Low Effort Inching Pedal

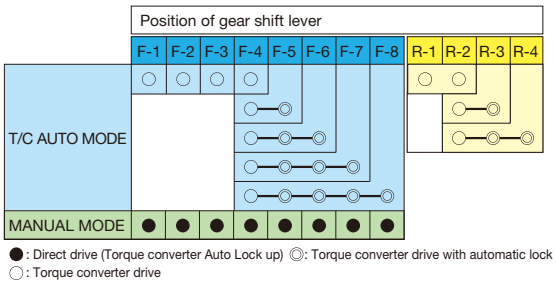
The inching pedal provides the operator precise control of machine travel at low speeds. This feature benefits all operators, but especially those accustomed to conventional, direct drive motor graders.

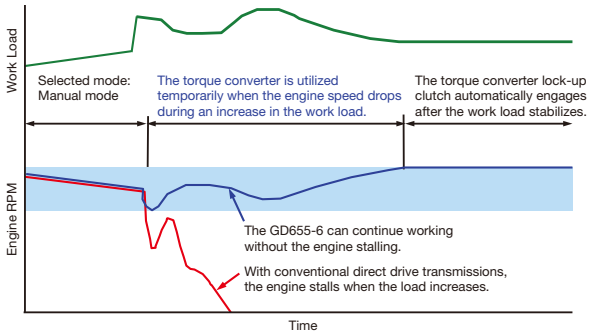
Electronic over-speed protection

Helps prevent engine and transmission damage caused by premature downshifting and grade-induced over speeding.

Electronic Transmission Control

The electronic control produces smooth shifting, which enables the operator to maintain a uniform grade while shifting. Smooth shifts also extend the life of the transmission by reducing the shock loads in the transmission clutches. A single lever controls direction, speed, and the parking brake.







ADVANCED CONTROL FEATURES

Closed-center Load Sensing System (CLSS)

The variable displacement pump idles at low output. When it senses a load requirement, the pump supplies flow and pressure quickly to match the demand. The result is less hydraulic system heat, quick response and lower fuel consumption. The bottom line is greater efficiency with this Closed-center Load Sensing System (CLSS).



Implement Control Valves

Designed and built by Komatsu specifically for motor graders, the valves are direct acting and provide outstanding operator "feel" and predictable system response for precise implement control. To help maintain exact blade settings, lock valves are built into the hydraulic circuits. Relief valves are also incorporated into selected circuits to protect the cylinders from over-pressurization.

Low Operating Effort

Implement controls are designed to reduce operator fatigue. They feature short lever throws and low effort in both directions. Properly spaced control levers and short lever throws allow the operator to use multiple controls with one hand.

Balanced Flow

When the operator uses several controls at the same time, flow is proportional to ensure several implements can operate simultaneously.

Constant Implement Speed

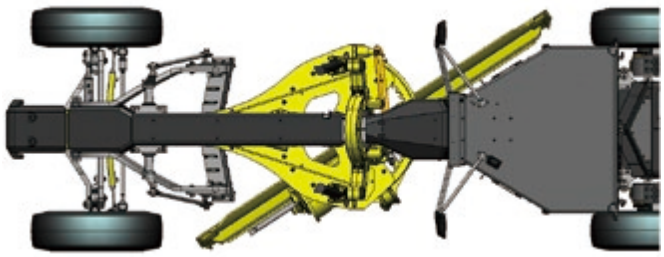
Implement speed is constant regardless of engine speed because of the large pump output and proportional flow control function.

VERSATILE MOLDBOARD GEOMETRY

Komatsu graders feature a versatile moldboard geometry. Save time and money when pulling ditches by throwing the windrow to the right, not into the roadway - without narrowing the road bed. It's made possible by Komatsu's extraordinary reach and aggressive blade angle. Ample clearance between the heel of the blade and mainframe, even with the toe sharply angled down.

Aggressive Moldboard Angles

A long wheelbase allows the operator to obtain an aggressive moldboard angle. This large blade angle permits material to roll more freely along the blade,which reduces power requirements. This is particularly helpful in dry soil, clay or for snow and ice removal.



Rugged Construction

The A-frame drawbar has a U-shape welded construction. A one-piece forged circle is built to stand up to high stress loads. To reduce wear, teeth are induction hardened in the front 180° of the circle. For maximum support, the circle is secured to the drawbar by six support shoes.

Protection System

Blade Lift Accumulators absorb shocks when the moldboard contacts immovable objects. This feature is most useful in applications where hidden objects are frequently encountered, as in rough grading and rocky areas. It provides precise control while allowing relief from vertical impact loads.

OPERATOR ENVIRONMENT



Visibility

Excellent visibility from the hexangular cab and layout of the rear side pillars boost operator confidence and productivity in all grader applications. Well-positioned blade linkage provides an unobstructed view of the moldboard and front tires.

ROPS/FOPS Cab

The low profile, enclosed cab offers a wide field of vision and roomy interior to reduce operator fatigue. The cab is ROPS/FOPS Level II (ISO 3471/ISO 3449) certified.



Excellent Rear View

With excellent rearview visibility, the operator has an unobstructed view to the rear of the machine as well as the ripper.



Work equipment lock lever

A lock lever is equipped as standard for improved security maintenance. It is easy to use and the locked/ unlocked status can be seen at a glance.



Seat Belt Warning Indicator

A warning indicator on the monitor appears when the seat belt is not fastened.



Rear View Monitoring System

The operator can view the rear of the machine with a full color monitor that is located above the windshield. Visual guidelines can also be added for additional convenience.





Low Noise

New hydraulically driven fan and redesigned layout of the cooling system provide a low noise level.

Operator's ear dynamic noise level (ISO6396)

74 dB (A)

Circumference dynamic noise level (ISO6395)

106 dB (A)

(Typical test data at Komatsu test center)

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. The seat features fold-up armrests and a retractable seat belt.



Adjustable Control Console

By moving the control console forward and backward, entry and exit from the cab becomes easy. The steering wheel also tilts to the operators preference.



Auxiliary input jack

Connect operator's preferred digital device to the auxiliary jack to enjoy audio through the factory stereo system.



Electric Throttle Control

An RPM set switch allows the operator to perfectly match ground speed to working conditions. The switch has three positions, auto, off, and manual. When the engine speed is set and the switch is positioned in Auto, the brake or acceleration pedal will temporarily override the RPM set point.





Air Conditioner

Well-positioned air conditioning vents keep the cab temperature comfortable regardless of weather conditions.



Standard Equipment

Lunch box tray



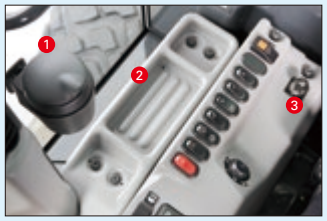
Engine shutdown secondary switch



Radio



❶ Ashtray ❷ Mobile phone tray ❸ Cigarette lighter



Manual storage compartment



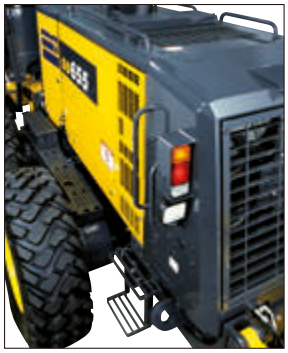
MAINTENANCE & DURABILITY FEATURES

Easy Access to Service Areas

- Large hinged lockable doors are standard and provide easy access to the engine and radiator service points. Spin-on filters can be changed quickly.
- Circuits and fuse sizes are clearly identified in the fuse panel located in the cab.
- The tandem oil check point is conveniently located at the end of the tandem.
- Refueling from the ground is easy.
- Engine oil, hydraulic oil and coolant drains are positioned for easy maintenance.
- A tandem axle step is provided with a punched metal foot plate to ensure stable footing during maintenance and inspection.

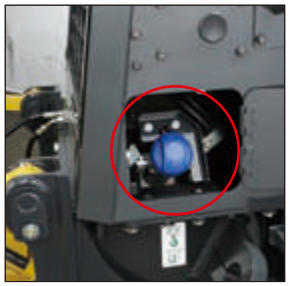


Ground refueling



Easy Access DEF Tank

The DEF tank is located at the rear of the machine and accessible from ground level. A lockable, hinged door prevents the need to open the hood during refilling. An external sight gauge aids in preventing overflow and spillage while refilling.



Battery Disconnect Switch

For inspection and maintenance, the batteries can be disconnected with the master disconnect switch.





Battery Location

The battery box has been relocated to minimize dust accumulation.

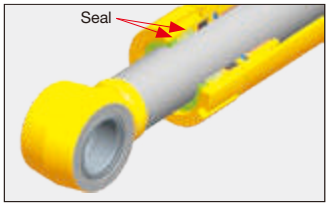
Metal Backed, Rubber Isolated Hose Clamps

Hydraulic hoses are routed and secured with metal backed, rubber isolating clamps to prevent vibrations, chafing, and damage.



Double Seal, Blade Side Shift Cylinder

A double seal design has been adopted on the blade side shift cylinder given its proximity to the ground, making it susceptible to contamination.



Reinforced Blade Circle

The cross-sectional area of the circle has been increased to improve strength and durability. Structural changes to the drawbar and front frame also improve structural integrity and rigidity.





KOMTRAX EQUIPMENT MONITORING

GET THE WHOLE STORY WITH KOMTRAX®

WHAT

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

WHEN

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

WHERE

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

WHY

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

WHO

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





KOMTRAX®

For construction and compact equipment.

KOMTRAX Plus™

For production and mining class machines.

KOMATSU PARTS & SERVICE SUPPORT

Every new Komatsu Tier 4 Final construction machine is covered.

The Komatsu CARE program covers all new Komatsu Tier 4 Final construction equipment, whether rented, leased or purchased. For the first 3 years or 2,000 hours, whichever occurs first, you'll receive:

- Regular service at 500, 1,000, 1,500 and 2,000-hr. intervals
- DEF tank breather element replacement at 1,000 hours
- DEF and CCV filters replacement at 2,000 hours
- 50-point inspection by factory-trained technician at each scheduled interval
- Technician labor
- Fluids, oils, coolant, filters, SCR screen, tank breather and parts
- Technician travel to and from your equipment location

Plus two complimentary scheduled KDPF exchanges and SCR system service for 5 years-no hours limits.*

Service will be performed by a Komatsu Distributor and only Komatsu genuine fluids and filters will be used.

Komatsu CARE® services are available from every Komatsu Distributor in the U.S. and Canada.



Komatsu CARE® – Extended Coverage

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



* Some exclusions apply. Please contact your Komatsu distributor for specific program details.



Komatsu Parts Support

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



Komatsu Oil and Wear Analysis (KOWA)

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

SPECIFICATIONS

ENGINE

Model SAA6D107E-3*
Type. . . . . Water-cooled, 4-cycle, direct injection
Aspiration . . . . . Turbocharged, aftercooled, cooled EGR
Number of cylinders 6
Bore. . . . . 107 mm **4.21"**
Stroke . . . . . 124 mm **4.88"**
Piston displacement . . . . . 6.69 L **408 in³**
Gross horsepower (Manual mode)
P-mode
Gear 1-3. . . . . 136 kW **183 HP** / 2000 rpm
Gear 4-6 . . . . . 151 kW **203 HP** / 2000 rpm
Gear 7-8 . . . . . 165 kW **221 HP** / 2100 rpm
E-mode
Gear 1-6. . . . . 136 kW **183 HP** / 2000 rpm
Gear 7-8 . . . . . 165 kW **221 HP** / 2100 rpm
Net horsepower (Manual mode)**
P-mode
Gear 1-3. . . . . 134 kW **180 HP** / 2000 rpm
Gear 4-6 . . . . . 149 kW **200 HP** / 2000 rpm
Gear 7-8 . . . . . 163 kW **218 HP** / 2100 rpm
E-mode
Gear 1-6. . . . . 134 kW **180 HP** / 2000 rpm
Gear 7-8 . . . . . 163 kW **218 HP** / 2100 rpm
Max. torque . . . . . 941Nm 96.0 kgm **694 ft-lbs** / 1450 rpm
Torque rise . . . . . 30 %
Fan speed . . . . . Max. 1450 rpm
Air cleaner . . . . . 2-stage, dry-type

* EPA Tier 4 Final emissions certified.

** Net horsepower output for standard (SAE J1349) including air cleaner, alternator (not charging), water pump, lubricating oil, fuel pump, muffler and fan running at minimum speed.

TRANSMISSION AND TORQUE CONVERTER

Full power shift transmission with integral free wheeling stator torque converter and lock-up.

Speeds (at rated engine speed)

Gear	Forward	Reverse
1st	3.4 km/h **2.1 mph**	4.5 km/h **2.8 mph**
2nd	5.0 km/h **3.1 mph**	9.2 km/h **5.7 mph**
3rd	7.0 km/h **4.3 mph**	20.3 km/h **12.6 mph**
4th	10.2 km/h **6.3 mph**	40.3 km/h **25.0 mph**
5th	15.4 km/h **9.6 mph**	-
6th	22.3 km/h **13.9 mph**	-
7th	30.6 km/h **19.0 mph**	-
8th	44.3 km/h **27.5 mph**	-

TANDEM DRIVE

Oscillating welded box section . . . 520 mm x 202 mm **1'8" x 8"**
Side wall thickness: Inner . . . . . 22 mm **0.87"**
Outer . . . . . 19 mm **0.75"**
Wheel axle spacing . . . . . 1525 mm **5'0"**
Tandem oscillation . . . . . 11° forward, 13° reverse
Tank. . . . . 7 L **1.8 U.S. gal**

FRONT AXLE

Type . . . . . Solid bar construction welded steel sections
Ground clearance at pivot . . . . . 620 mm **2'0"**
Wheel lean angle, right or left . . . . . 16°
Oscillation, total . . . . . 32°

REAR AXLE

Alloy steel, heat treated, full floating axle with lock/unlock differential.

WHEELS, FRONT AND REAR

Bearings . . . . . Tapered roller
Tires. 17.5R25
Tire rims (demountable). . . . . 13" one-piece rims

STEERING

Hydraulic power steering providing stopped engine steering meeting ISO 5010.
Minimum turning radius . . . . . 7.4 m **24'3"**
Maximum steering range, right or left . . . . . 49°
Articulation . . . . . 25°

BRAKES

Service brake . . . . . Foot operated, sealed oil disc brakes, hydraulically actuated on four tandem wheels.
Parking brake . . . . . Manually actuated, spring applied, hydraulically released caliper.

FRAME

Front Frame Structure
Height . . . . . 300 mm **11.8"**
Width . . . . . 300 mm **11.8"**
Upper, Lower. . . . . 25 mm **1.0"**

DRAWBAR

A-shaped, u-section press formed and welded construction for maximum strength with a replaceable drawbar ball.
Drawbar frame. . . . . 210 x 22 mm **8.3" x 0.87"**

SPECIFICATIONS

GD655-6

CIRCLE

Single piece rolled ring forging. Six circle support shoes with replaceable wear surface. Circle teeth hardened on front 180° of circle.

Diameter (outside)	1530 mm	**5'0"**
Circle reversing control hydraulic rotation	360°	

MOLDBOARD

Hydraulic power shift fabricated from high tensile steel. Includes replaceable metal wear inserts, cutting edge and end bits. Cutting edge and end bits are hardened.

Dimensions	4320 x 660 x 22 mm	**14' x 26" x 0.87"**
Arc radius	432 mm	**1'5"**
Cutting edge	152 x 16 mm	**6" x 0.63"**
Replaceable/Reversible side edges	156 x 16 x 456 mm	**6' x 0.63" x 1'6"**
Blade pull		
Base GVW	10100 kg	**22,267 lbs**
With ripper GVW	10980 kg	**24,207 lbs**
Blade down pressure		
Base GVW	6940 kg	**15,300 lbs**
With ripper GVW	8400 kg	**18,519 lbs**

BLADE RANGE

Moldboard side shift:		
Right	820 mm	**2'8"**
Left	820 mm	**2'8"**
Maximum shoulder reach outside rear tires (frame straight)		
Right	2000 mm	**6'7"**
Left	2000 mm	**6'7"**
Maximum lift above ground	480 mm	**1'7"**
Maximum cutting depth	615 mm	**2'0"**
Maximum blade angle, right or left	90°	
Blade tip angle	40° forward, 5° backward	

HYDRAULICS

Load-sensing closed center hydraulics with variable displacement piston pump. Short stroke/low effort direct acting control valves with preselected maximum flow setting to each function. Double acting anti-drift check valves on blade lift, tip, circle shift, articulation, and leaning wheels.

Output (at engine rated rpm)	200 L/min	**52.8 U.S. gal/min**
Standby pressure	3.4 MPa 35 kg/cm^2	**500 psi**
Maximum system pressure	20.6 MPa 210 kg/cm^2	**3,000 psi**

INSTRUMENT

Electric monitoring system with diagnostics:

Gauges:

Standard . . articulation, engine coolant temperature, fuel level, speed meter, transmission shift indicator, engine tachometer, torque converter oil temperature

Warning lights/Indicator:

Standard. . . battery charge, brake oil pressure, blade float, brake oil pressure, inching temperature, directional indicator, engine oil pressure, hydraulic oil temperature, heater signal, lift arm lock, parking brake, differential lock, torque converter oil, temperature, ecology, P mode, fan reverse, rpm set, high beam, working lights

CAPACITIES (REFILLING)

Fuel tank	390 L	**103.0 U.S. gal**
Cooling system	30 L	**7.9 U.S. gal**
Crank case	23 L	**6.1 U.S. gal**
Transmission	45 L	**11.9 U.S. gal**
Final drive	17 L	**4.5 U.S. gal**
Tandem housing (each)	57 L	**15.1 U.S. gal**
Hydraulic system	69 L	**18.2 U.S. gal**
Circle reverse housing	7 L	**1.8 U.S. gal**

OPERATING WEIGHT (APPROXIMATE)

Includes lubricants, coolant, full fuel tank

Total	16940 kg	**37,346 lbs**
On rear wheels	12620 kg	**27,822 lbs**
On front wheels	4320 kg	**9,524 lbs**
With rear mounted ripper and front push plate:		
Total	18900 kg	**41,667 lbs**
On rear wheels	13820 kg	**30,468 lbs**
On front wheels	5070 kg	**11,177 lbs**
With front mounted scarifier:		
Total	17480 kg	**38,537 lbs**
On rear wheels	12600 kg	**27,778 lbs**
On front wheels	4870 kg	**10,737 lbs**

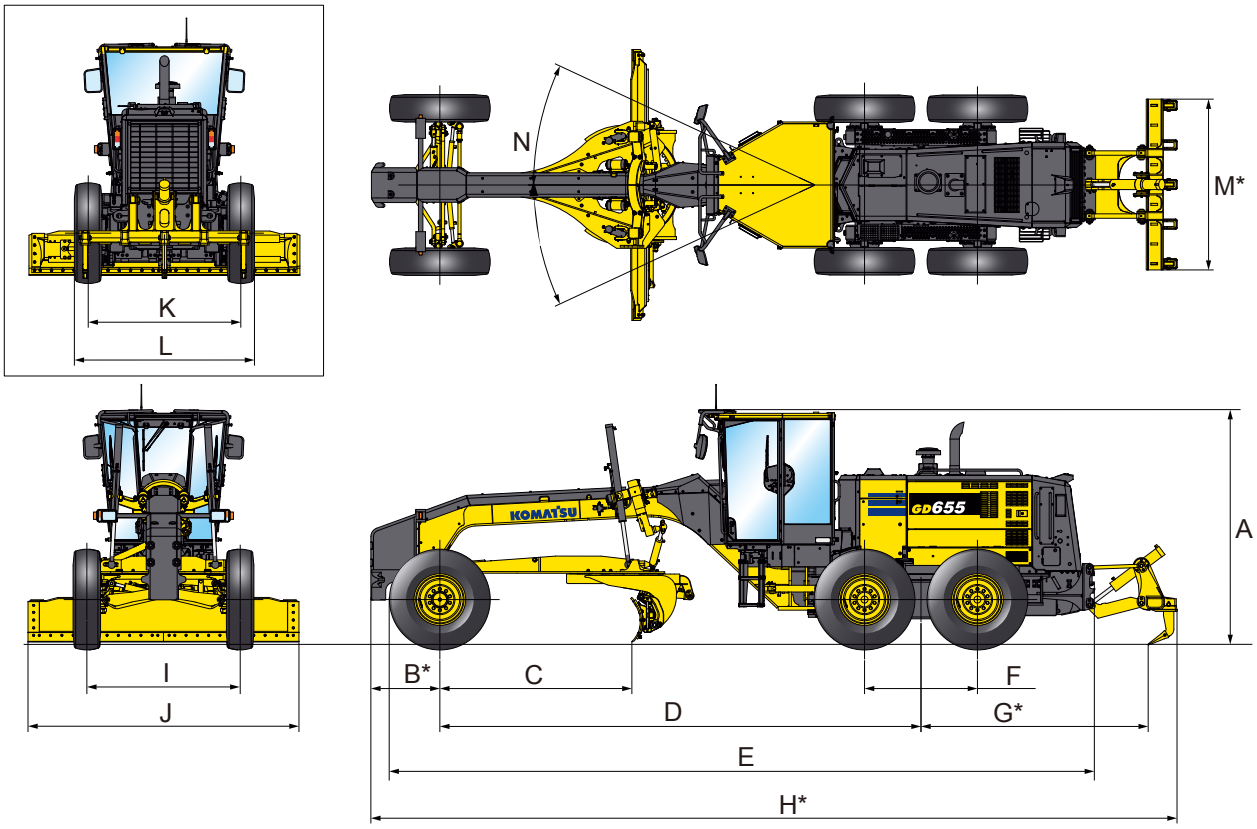
RIPPER

Ripping depth, maximum	425 mm	**1'5"**
Ripper shank holders	5	
Ripper shank holder spacing	534 mm	**1'9"**
Penetration force	9390 kg	**20,701 lbs**
Pryout force	17600 kg	**38,801 lbs**
Machine length increase,beam raised	690 mm	**2'5"**

SCARIFIER

Middle, V-type		
Working width	1430 mm	**4'8"**
Scarifying depth, maximum	190 mm	**7.5"**
Scarifier shank holders	11	
Scarifier shank holders spacing	138 mm	**5.4"**
Rear		
Working width	2186 mm	**7'2"**
Scarifying depth, maximum	165 mm	**6.5"**
Scarifier shank holders	9	
Scarifier shank holders spacing	267 mm	**10.5"**

DIMENSIONS



A	Height: Low profile cab	3200 mm	**10'6"**
B*	Center of front axle to counterweight (Pusher)	930 mm	**3'1"**
C	Cutting edge to center of front axle	2580 mm	**8'6"**
D	Wheelbase to center of tandem	6495 mm	**21'4"**
E	Front tire to rear bumper	8675 mm	**28'6"**
F	Tandem wheelbase	1525 mm	**5'0"**
G*	Center of tandem to back of ripper	3065 mm	**10'1"**
H	Overall length	10875 mm	**35'8"**
I	Tread (front)	2170 mm	**7'1"**
J	Width of standard moldboard	4267 mm	**14'0"**
K	Tread (rear)	2160 mm	**7'1"**
L	Width over tires	2630 mm	**8'8"**
M*	Ripper beam width	2305 mm	**7'7"**
N	Articulation, left or right	25°	

***** : optional

STANDARD EQUIPMENT FOR BASE MACHINE

Engine and its related items:
- Accelerator and electric throttle control
- Air cleaner, double element with dust indicator
- Air intake extension
- Antifreeze -22 F(-30C)
- Auto-idle Shutdown
- Hydraulic driven, reversing, cooling fan, blower type, plastic blade, with fan guard
- Engine, Komatsu SAA6D107E-3, 145 to 218 VHP EPA Tier 4 Final certified, turbocharged and air-air after cooled
- Fuel line pre-filter
- KDPF - After-Treatment Assembly Consisting of KDOC and KCSF
- Secondary Engine Shutdown Switch
- Selective Catalytic Reduction (SCR) System

Electrical system:
- Alarm, backup
- Alternator, 140 Ampere, (24V)
- Batteries, Extreme duty, 2 x 12V, 1146 cca each
- Battery, disconnect switch with lockout-tagout
- Dome light cab
- Headlights,(2) halogen type, front bar mounted
- Horn, electric
- Indicator lights:
  - Battery charge
  - Blade float
  - Brake oil pressure
  - Cooling fan reverse mode
  - Differential lock
  - Differential oil temperature
  - Dual power mode, economy and power
  - Engine oil pressure
  - Engine RPM set
  - Lift arm lock
  - Lights, high beam
  - Parking break
  - Transmission system electrical circuit
- Lights, backup, stop, directional
- Starter 5.5kW
- Working light, front(4) and rear(2)
- Working light ,(4)cab mounted flood type

Operator environment:
- 12V (10A) power port
- Air conditioner (R134a) with heater
- AM/FM radio
- Cab: low profile with ROPS/FOPS Level II (SAE J1040, J2311)
- Console, adjustable with instrument panel monitoring system
- Electric defroster rear window
- Mirrors: interior cab, right and left exterior mirrors
- Multi-monitor with 7" LCD Display
- Rearview Camera and Monitor
- Sound suppression,74 Dba at operators ear with floor mat with tinted windows, front, rear and door intermittent wiper/washers

Power train:
- Dual mode transmission (8F-4R) power shift direct drive and torque converter with auto shift
- Axle, rear full floating, planetary type reduction
- Service brakes, fully hydraulic wet disc
- Parking brake, spring apply, hydraulic release dry disc
- Differential, manual lock/unlock
- Tires and rims: 17.5R25 radials on one-piece 13" rims (6)

Work equipment and hydraulics:
- Blade accumulators
- Blade lift float, detent type, LH and RH
- Circle, drawbar mounted, 360° rotation with blade lift and circle side shift with anti-drift check valves
- Circle slip clutch
- Greaseless circle wear plates
- Hydraulic control valve, 10 valve section with control levers
- Hydraulic system, closed center, load sensing
- Steering, full hydraulic with tilt steering wheel plus leaning front wheels and frame articulation with anti-drift check valves

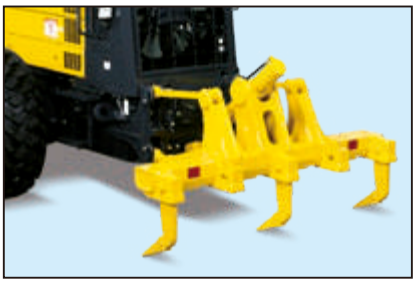
Other standard equipment:
- Anchor points for secure tie-off
- Battery cover and engine side covers
- Komtrax - Level 5
- Precleaner, Turbo II
- Provision for Grade Control, TOPCON
- Provisions for rear hydraulic ripper
- Rear hitch
- Steps and handrails, right, left and rear
- Toolbox with lock
- Vandalism protection, lockable fuel tank, hydraulic tank

OPTIONAL EQUIPMENT

- Moldboard: 3710 mm x 660 mm x 22 mm **12' x 26" x 0.87"** with replaceable end bits, 152 mm x 16 mm **6" x 0.63"** through-hardened cutting edges and 5/8" hardware
- Pusher plate (for use with rear mounted ripper/scarifier assembly)
- Rear-mounted ripper/scarifier assembly includes (3) shanks or (9) scarifier shanks can be inserted into the available slots
- Mid-mounted scarifier assembly (includes 11 shanks and replaceable points)
- Winter tires with three piece rims
- 610 mm **2'** LH/RH moldboard extensions
- Kit provision for a single function front attachment



Scarifier


Ripper

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