

# KOMATSU®

## 860E-1K

**GROSS HORSEPOWER**

2014 kW **2,700 HP**

**NOMINAL GVW**

448013 kg **987,700 lb**

**860E**

**ELECTRIC DRIVE TRUCK**



Shown with trolley package and other optional equipment.

# WALK-AROUND

## *Productivity Features*

- High performance Komatsu SSDA16V160 engine  
Gross horsepower 2014 kW **2,700 HP**
- Komatsu IGBT AC electric drive system
- 3469 kW **4,650 HP** continuous retarding capability
- Automatic retard speed control
- Traction (spin-slide) control
- Application specific body designed to hold rated payload
- Tight turning radius 15.5 m **51'**
- Payload Meter III® (standard)
- Hill Start

## *Environmentally Friendly*

- Komatsu SSDA16V160 engine is certified to US EPA Tier 2 emissions regulations
- Lead-free radiator design
- Fuel efficient engine with 2-stage turbocharging
- Electronically controlled drive system blower to increase efficiency of power use
- Factory installed trolley (optional)
- Less fluids compared to mechanical drive trucks

## *Reliability Features*

- Frame structurally enhanced for 254 ton **280 short ton** payload
- Komatsu designed wheelmotor
- Simple and reliable hydraulic system
- Fully-hydraulic controlled multiple-disc wet brakes
- Steering and brake accumulators



**GROSS HORSEPOWER**  
2014 kW **2,700 HP** @ 1900 rpm

**NOMINAL GVW**  
448013 kg **987,700 lb**

### ***Operator Environment***

- Ergonomically designed spacious cab with excellent visibility
- Fully adjustable driving position settings
- Komatsu Hydrair II suspensions designed for optimum ride
- Four post ROPS/FOPS Level 2
- Automotive style dash panel with user friendly operator interface display
- Isolated cab mounts



### ***Easy Maintenance***

- Vehicle Health Monitoring System (VHMS®) allows remote diagnostics of key engine and drive system components
- Fully hydraulic braking system reduces wear and improves replacement intervals
- Extended oil change intervals with Centinel® and Oil Reserve System
- Automatic lubrication system
- Flange-type tire rims
- Eliminator® oil filtration system

# PRODUCTIVITY FEATURES

### Komatsu SSDA16V160 Engine

Komatsu's SSDA16V160 engine has earned a reputation for being one of the most reliable high horsepower engines in the mining industry today. This 2014 kW **2,700 HP** engine is certified, out of the exhaust pipe, to meet US EPA Tier 2 emission levels. Fuel efficiency is maximized due to optimized air handling with 2-stage turbocharging. A standard pre-lube system is designed to reduce start-up wear and increase overhaul life. Standard features include:

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



### 4,650 Horsepower Continuous Retarding Capability

The 3469 kW **4,650 HP** retarding system provides state-of-the-art braking capacity for navigating today's mining applications which contain steep continuous descents and sharp switchbacks.

This power capacity, coupled with the ultra-quiet, high volume, low speed fan makes it possible for the operator to maintain control with confidence while hauling downhill. Electric retard reduces the need for service brake applications.



### Komatsu AC Electric Drive System

The Komatsu drive system, utilizing Siemens AC control, offers independent control of the rear wheelmotors. This provides outstanding traction during wet and slippery conditions, thus improving tire wear and operator confidence.

The liquid cooled Insulated Gate Bipolar Transistor (IGBT) inverter system technology provides the highest available reliability.



### Traction Control

During slippery conditions caused by inclement weather and/or application severity, the 860E-1K traction control technology utilizes information from all four wheels to detect and correct wheel spin and/or slide events. Traction Control operates automatically and independently of the service brakes, providing a more efficient means of controlling the machine in inclement conditions.

### Automatic Speed Control

While traveling through the mine an operator has the capability to set a comfortable speed using the Automatic Speed Control. This function allows for the truck's propulsion or retarding system to be set to operate at a desired speed.

### Trolley (optional)

The factory installed 860E-1KT trolley system allows for faster ascent up grades, providing higher production and lower fuel consumption compared to conventional diesel systems.

### Application Specific Body

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

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

- Standard Body Struck Capacity: 122 m<sup>3</sup> **160 yd<sup>3</sup>**
- Standard Body SAE Heaped 2:1: 169 m<sup>3</sup> **221 yd<sup>3</sup>**
- Standard Komatsu Body Weight: 33643 kg **74,171 lbs**

### Hill Start

With the new Komatsu Drive System comes a new innovation in electric truck technology. The Hill Start feature allows the operator to start the machine on a grade without roll back.



Photos may include optional equipment

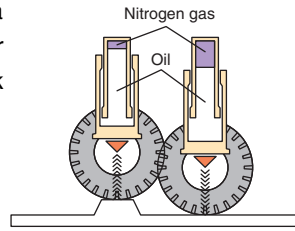
# 860E-1K ELECTRIC DRIVE TRUCK

## Steering

By using double acting hydraulic steering cylinders with a six-point articulation linkage, the 860E-1K power steering system provides positive steering control with minimal operator effort. The turning circle has a diameter of 31 m **102 ft**. The accumulator-assist steering system surpasses requirements set forth by ISO 5010.

## Hydropneumatic Suspensions

Hydrair® II suspension cylinders located at each wheel provide a smooth and comfortable ride for the operator and dampen shock loads to the chassis during loading and operation.



## Payload Meter III®

PLM III is an electronic system that monitors and records payload information for Komatsu's family of Off-Highway Mining Trucks. The improved accuracy of payload measurement and reliability of the system are designed to optimize payloads, maximize productivity, and reduce the life cycle costs of the truck. PLM III tracks and records the following key production parameters:

- Payload
- Empty Carry-Back
- Operator I.D.
- Haul Cycle, Loading, Dumping Time of Day
- Distance Traveled (Loaded and Empty)
- Cycle Time Information
- Maximum Speeds (Loaded and Empty)
- TMPH for Front and Rear Tires
- Average Speed (Loaded and Empty)



Photo may include optional equipment

# OPERATOR ENVIRONMENT

## Ergonomically Designed Cab

The Komatsu 860E-1K cab design provides the operator with an environment where they can be comfortable and confident during operation. The rubber mounted isolated cab includes tinted safety glass, power windows, heating and air conditioning, acoustical insulation, double sealed doors, and filtered, pressurized air.

## Built-in ROPS and FOPS Structure

These structures conform to ISO standards 3471 and 3449.

## Automotive Style Instrument Panel

The 860E-1K 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.

## Ideal Driving Position Settings

The 5-way adjustable operator seat and the tilt-telescopic steering column provide an optimum driving posture for increased driving comfort and more control over machine operation. The air suspension seat dampens vibrations, reduces operator fatigue, and holds the operator securely. A 76 mm 3" wide three-point seat belt is provided as standard equipment.

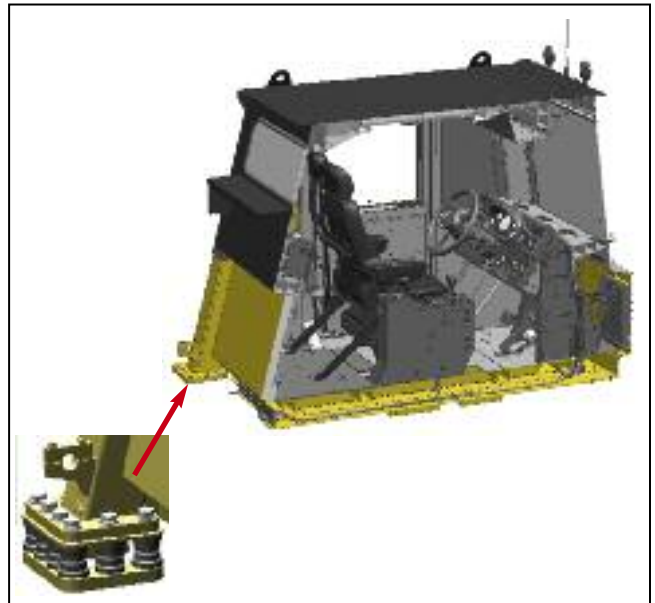


Photo may include optional equipment

## RELIABILITY FEATURES

### Simple and Reliable Hydraulic System

The hydraulic system is a proven and reliable design with fewer parts than other truck manufacturers. The system utilizes a common tank, and therefore, common fluid for steering, braking, and hoisting. In-line filtration elements provide optimum hydraulic system protection from contamination. These elements can be replaced from ground level, to enhance the serviceability of the 860E-1K.

### Castings Used in High Stress Areas

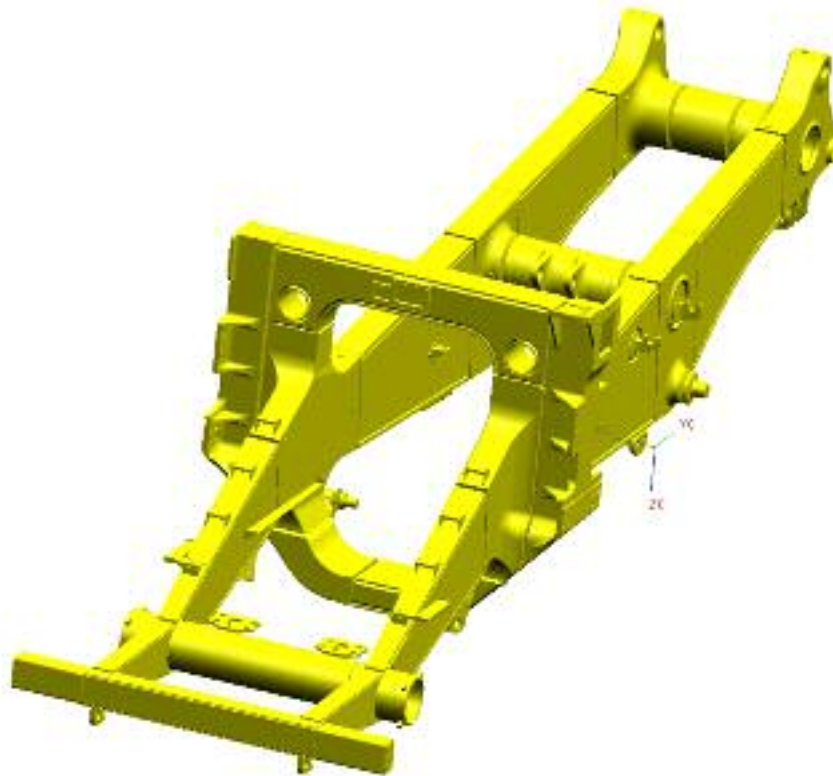
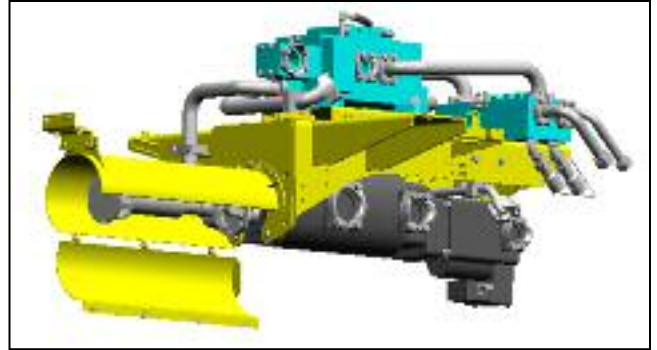
To increase frame reliability, steel castings have been incorporated at key frame pivot points and key load bearing critical portions of the frame. This includes the rear body pivot and horsecollar sections.

### Structurally Enhanced Frame Design

By using advanced computer-aided design, finite element analysis, and full-scale dynamic and static testing, the frame design has been structurally enhanced to carry 254 t **280 short tons** and provide high reliability.

### Quick Change Pump Module

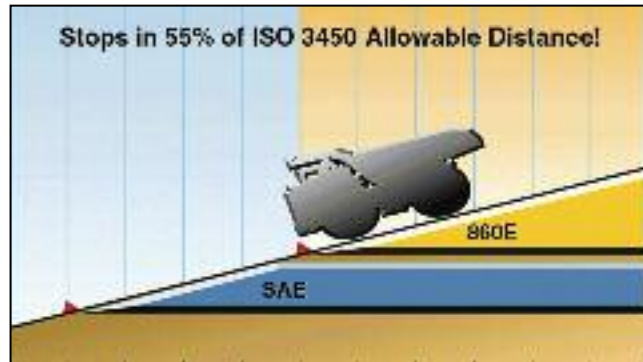
To keep pump change-out time to a minimum, Komatsu has developed a sub-frame module which contains both the steering / brake and hoist pumps. This module can be removed and replaced as a single unit, helping limit potential downtime and allowing easy access to the hydraulic pumping system.





### Dynamic Retarding

For daily operation, the 860E-1K is equipped with an electric retarding package which can supply up to 3469 kW **4,650 hp** of resistance. When requested, the wheel motors switch from motors to electrical generators. The resistive force created from this process is used to slow the truck to the desired speed. The power generated is then run over an 18 element grid which converts the electricity into heat. The heat is then dissipated into the atmosphere by the quietest grid blower Komatsu has ever used.



### Fully Hydraulic Controlled Multiple-Disc Wet Brakes

The 860E-1K 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: 16547 kPa **2,400 psi**
- Total friction area per brake: 75439 cm<sup>2</sup> **11,693 in<sup>2</sup>**

The oil cooled brake system provides lower maintenance costs versus dry disc brakes. This system is fully sealed to help keep contaminants out and reduce brake wear and maintenance down time.

### Integrated Park Brake

To further reduce the maintenance on the 860E-1K, Komatsu has included an integrated, spring applied, park brake. This system uses the existing components of the service brakes to function as the park brake. This eliminates the need to change high wear parts on independent service and parking brake systems.



## EASY MAINTENANCE

### On-board Diagnostics Advanced Monitoring System

The Komatsu advanced monitoring system identifies maintenance items to the operator, reduces diagnostic times, indicates oil and filter replacement hours, and displays fault codes. This monitoring system is designed to maximize machine availability.

### Engine Access System

The 860E-1K has an improved access system, allowing for three points of contact while accessing the engine compartment.



### Extended Oil Change System

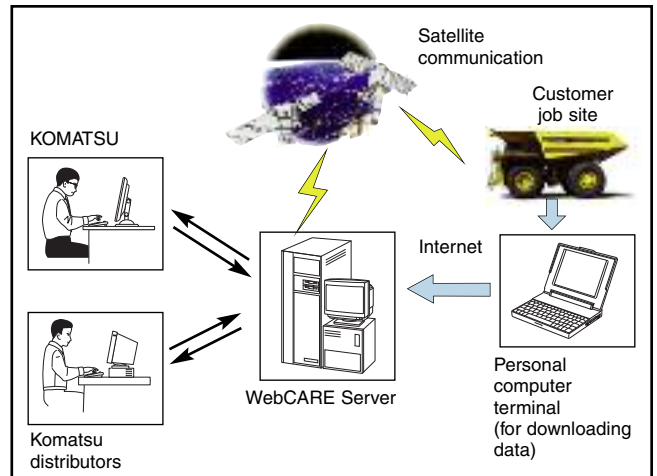
CENTINEL<sup>®</sup> oil management system and ELIMINATOR<sup>®</sup> filtration system reduce oil and filter changes to lower scheduled downtime. Oil drain is extended to up to 4,000 hours, and there are no spin-on oil filters. ELIMINATOR<sup>®</sup> paper is replaced every 1,500 hours.

### Automatic Lubrication System

The automatic lubrication system is designed to reduce service downtime by having a centralized location that automatically distributes grease to all pin joints.

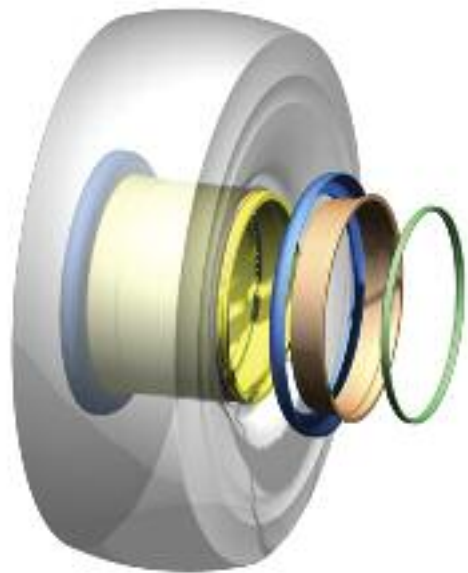
### Vehicle Health Monitoring System (VHMS<sup>®</sup>) with ORBCOMM<sup>®</sup>

The VHMS<sup>®</sup> controller monitors the health conditions of all major components and enables remote analysis of the machine and its operation. VHMS<sup>®</sup> can be monitored by downloading information directly from the truck with a laptop, or through the use of ORBCOMM<sup>®</sup>, a satellite communication network, that allows access to the machine conditions through the internet.



### Flange Type Tire Rims

The flange type rims allow easy removal and installation of the tires and minimize the overall impact on downtime.



# ADDITIONAL FEATURES

## Environmentally Friendly

### Komatsu SSDA16V160 Engine

The Komatsu SSDA16V160 is certified to US EPA Tier 2 emission regulations out of the exhaust pipe.

### Lead-Free Radiator

In addition to compliance with emission regulations, a lead-free copper core is used for the radiator to meet global environmental requirements.

### Low Speed - High Volume Quiet Grid Blower

The new grid blower design used on the 860E-1K is quiet and responsive to the truck's retarding needs. This blower has the lowest noise output of any retarding system used on Komatsu trucks to date.

### Selectable Stairway Direction



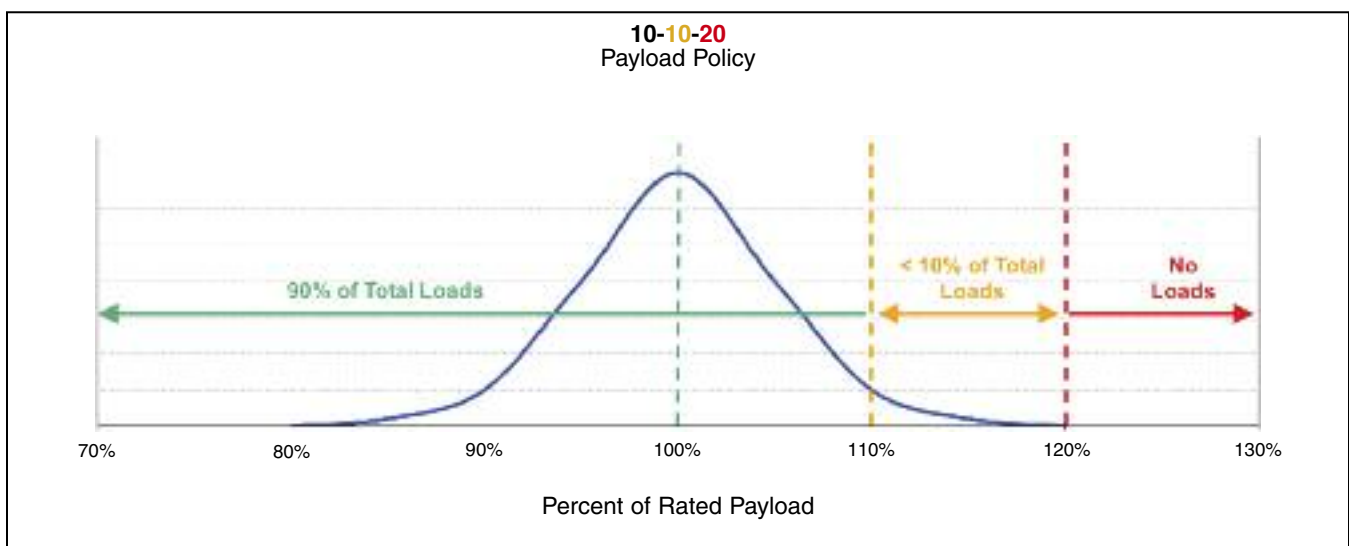
Komatsu's 860E-1K offers stairway access with entry from either the right or left side of the truck depending on the customer's preference.

## Payload Policy

Recognizing that variation occurs naturally in material density, fill factors, and loading equipment, Komatsu America Corp. deems it necessary to establish a consistent loading policy for the 860E-1K. This loading policy is intended to identify the guidelines for the loading of Komatsu Mining Trucks, and is valid for approved applications and haul profiles only (see chart below).

### 10-10-20 Load Policy Criteria

- 1) 10% of all loads may be between 110% and 120% of the rated payload of the truck
- 2) 90% of all loads must be below 110% of the rated payload of the truck
- 3) The average monthly payload must not exceed the rated payload of the truck
- 4) No single payload may exceed 120% of the rated payload of the truck



## SPECIFICATIONS



### ENGINE

Make and model	Komatsu SSDA16V160 Tier 2
Fuel	Diesel
Number of cylinders	16
Operating cycle	4 cycle
Gross horsepower*	2014 kW <b>2,700 HP</b> @ 1900 rpm
Net flywheel power**	1902 kW <b>2,550 HP</b> @ 1900 rpm
Weight (wet)	9608 kg <b>21,182 lb</b>

\* 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

Drive System*	Komatsu AC Drive
Alternator	DRLDZ5010-AL
Dual Fan Main Blower	419 m <sup>3</sup> /min <b>14,800 cfm</b>
Control	IGBT AC Torque Control System
Ratio	35.52:1
Speed (maximum)	64.5 km/h <b>40 mph</b>

\* Wheel motor drive system application 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*	50/80 R57
Optional tire*	50/90 R57

Flange mount rim

864 mm x 1448 mm x 152 mm **34" x 57" x 6"** rim assembly.

Typical total tire weight 23033 kg **50,780 lb**

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



### BODY

All-welded steel flat floor body with horizontal bolsters and full canopy. Tapered body, body up sling and frame mounted rubber pads are standard. Heated body 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 10 mm <b>0.39"</b> Center 1379 MPa <b>200,000 psi</b> tensile strength steel
Side sheet	8 mm <b>0.31"</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
Capacity struck	122 m <sup>3</sup> <b>160 yd<sup>3</sup></b>
SAE heaped 2:1	169 m <sup>3</sup> <b>221 yd<sup>3</sup></b>
Standard Komatsu body weight	33643 kg <b>74,171 lb</b>



### CAB

Advanced Operator Environment with isolation mounted, integral 4-post ROPS/FOPS Level 2 structure. Adjustable air suspension seat w/lumbar support, arm rests, and 3-point seat belt, full-size passenger seat, thermal insulation, tilt and telescoping steering wheel, electric windshield wipers w/washer, tinted safety glass, power windows, Komatsu Payload Weighing System, 61,000 Btu/hr heater and defroster, 19,900 Btu/hr air conditioning (HFC - 134A refrigerant).



### 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 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	40 mm <b>1.57"</b>
Side plate thickness	19 mm <b>0.75"</b> Rear 22 mm <b>0.87"</b> Front
Drive axle mounting	Pin and spherical bushing
Drive axle alignment	Swing link between frame and axle



### BRAKING SYSTEM

Service brakes: oil-cooled, hydraulic-actuated, multiple disc brakes at each wheel. Traction system wheel spin control.

Max. service apply pressure	16547 kPa <b>2,400 psi</b>
Total friction area per brake	.75439cm <sup>2</sup> <b>11,693 in<sup>2</sup></b>

Secondary brakes . . . . . Automatically applied prior to hydraulic system pressure dropping below level required to meet secondary stopping requirements.

Wheel brake locks . . . . . Switch activated

Parking brakes . . . All wheel, spring applied, hydraulically released, integral wet disc park brake. Rated to hold on +15% grade at maximum gross vehicle weight.

Electric dynamic retarder . . . . . 3469 kW **4,650 hp**

Continuously rated high-density blown grids w/retard capacity at low speeds and retard in reverse propulsion.



### SUSPENSION

Variable rate hydro-pneumatic with integral rebound control

Max. front stroke	313 mm <b>12.32"</b>
Max. rear stroke	292 mm <b>11.50"</b>
Max. rear axle oscillation	±10.4°



### COOLING SYSTEM

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

Radiator frontal area	5.81 m <sup>2</sup> <b>62.5 ft<sup>2</sup></b>
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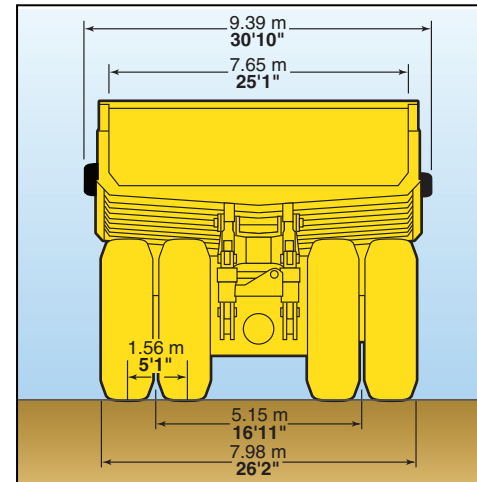
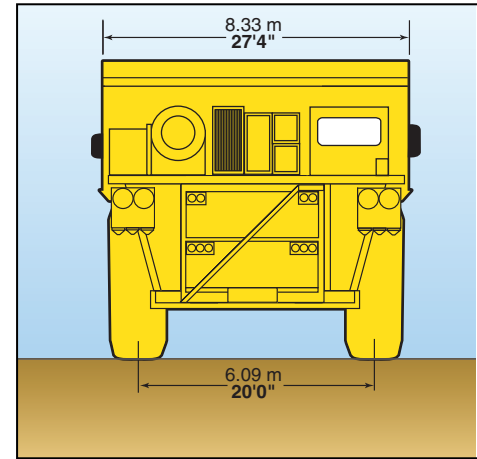
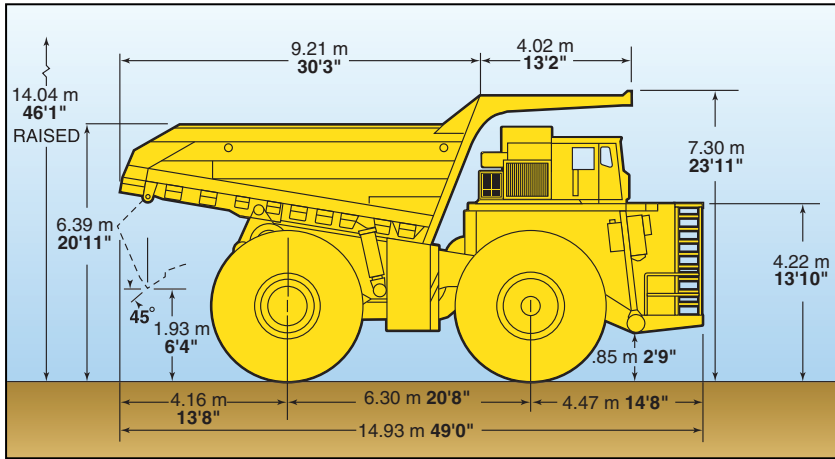


### SERVICE CAPACITIES

Cooling system	473 L	<b>125 U.S. gal</b>
Crankcase	280 L	<b>74 U.S. gal</b>
Hydraulic system	1609 L	<b>425 U.S. gal</b>
Motor gear box (each)	121 L	<b>32 U.S. gal</b>
Inverter cooling system	25 L	<b>6.5 U.S. gal</b>
Fuel	4542 L	<b>1,200 U.S. gal</b>
Reserve Oil® System	114 L	<b>30 U.S. gal</b>



**DIMENSIONS**



All dimensions are for unladen truck with standard body.

Body	Capacity		Loading Height*
	Struck	2:1 Heap	
Standard	122 m <sup>3</sup> 160 yd <sup>3</sup>	169 m <sup>3</sup> 221 yd <sup>3</sup>	6.37 m 20'11"

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



**HYDRAULIC SYSTEM**

- Steering . . . . Accumulator assisted with twin double acting cylinders provide constant rate steering. Secondary steering automatically supplied by accumulator.
- Turning circle diameter (SAE) . . . . . 31 m 102'
- 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 . . . . . 22 sec
  - Power-down (high idle) . . . . . 13 sec
  - Float-down (low idle) . . . . . 23 sec
- Pumps . . . . . Two pumps, single package, end of alternator
- Hoist and brake cooling . . . . . Tandem gear pump with output of 931 lpm **246 gpm** at 1900 rpm and 17237 kPa **2,500 psi**
- Steering and brake . . . . . Pressure-compensating piston pump with output of 246 lpm **65 gpm** at 1900 rpm and 18960 kPa **2,750 psi**
- System relief pressures
  - Hoist and brake cooling . . . . . 17237 kPa **2,500 psi**
  - Steering and brake . . . . . 20685 kPa **3,000 psi**
- Quick disconnects standard for dumping disabled truck and for systems diagnostics.

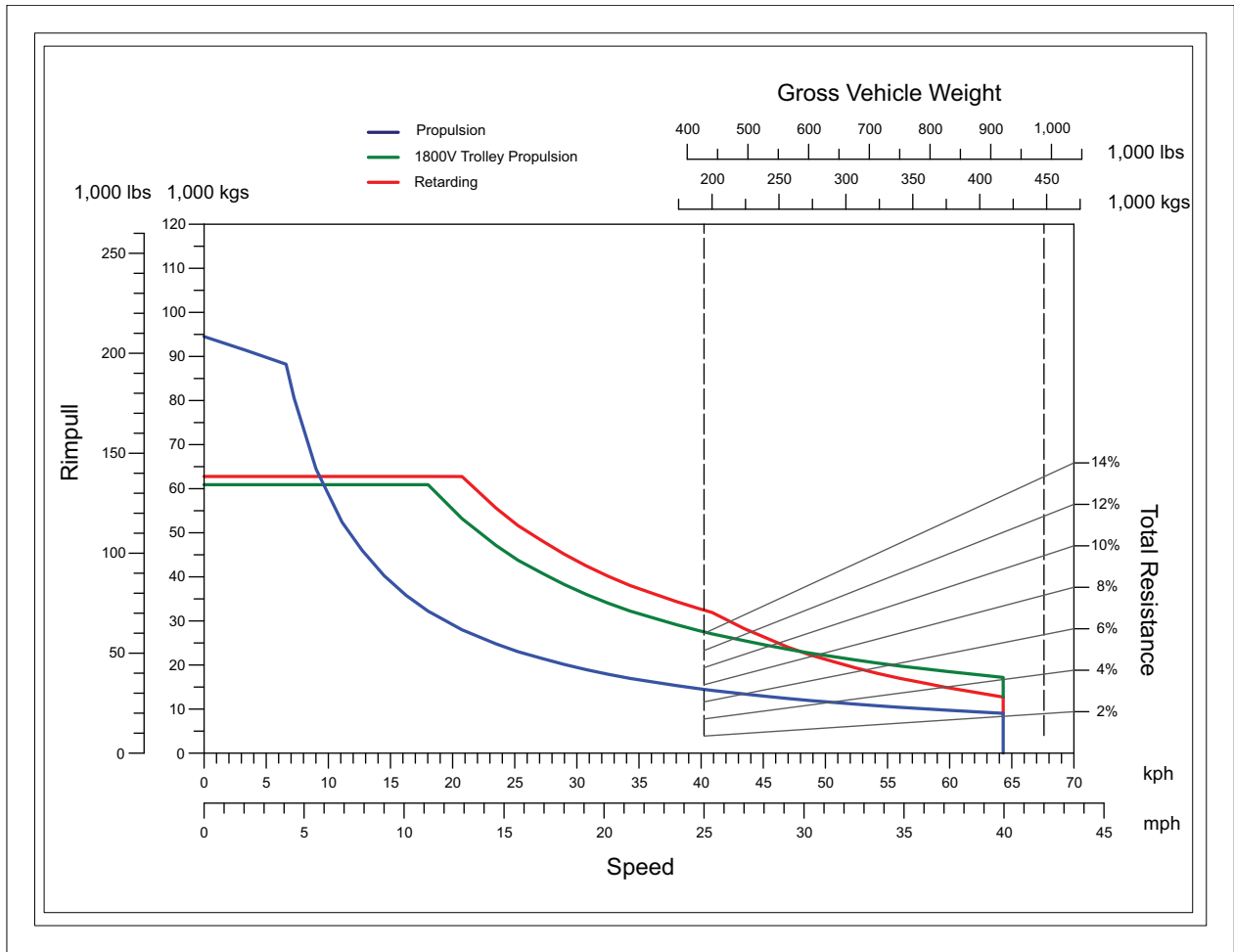


**ELECTRICAL SYSTEM**

- 4 x 8D 1450 CCA, 12 volt, in series/parallel, 220-ampere-hour batteries, bumper-mounted with disconnect switch.
- Alternator . . . . . 24 volt, 140 amp
- Lighting . . . . . 24 volt
- Cranking motors . . . . . Two/24 volt

# 860E-1K ELECTRIC DRIVE TRUCK

## PERFORMANCE CHART



## KOMATSU PRODUCT LINE LOADER/TRUCK MATCHING

### Typical Number of Passes to Load

		KOMATSU TRUCKS							
		HD785 103 ton	HD1500 159 ton	730E 205 ton	830E AC 244 ton	860E-1K 280 ton	930E-4 320 ton	930E SE 320 ton	960E 360 ton
KOMATSU EXCAVATORS	PC2000 15.7 yd <sup>3</sup>	5	7						
	PC3000 19.5 yd <sup>3</sup>	4	6	7					
	PC4000 29 yd <sup>3</sup>		4	5	6	7			
	PC5500 37 yd <sup>3</sup>		3	4	5	5	6	6	7
	PC8000 55 yd <sup>3</sup>			3	3	4	4	4	5

Nominal truck payload rating (short tons)

Excavator bucket rating is based on 1780 kg/lcm **3,000 lbs/lcy** material density.

**Vehicle Weights**

Standard Chassis	137325 kg	<b>302,749 lbs</b>
Komatsu Body	33643 kg	<b>74,171 lbs</b>
Standard Tire Weight	23033 kg	<b>50,780 lbs</b>
Option Allowance	6350 kg	<b>14,000 lbs</b>
<b>Empty Vehicle Weight</b>	200351 kg	<b>441,700 lbs</b>
Front Axle (49%)	98361 kg	<b>216,850 lbs</b>
Rear Axle (51%)	101990 kg	<b>224,850 lbs</b>
<b>Max. Gross Vehicle Weight</b>	454363 kg	<b>1,001,700 lbs</b>
Front Axle (33.5%)	152392 kg	<b>335,871 lbs</b>
Rear Axle (66.5%)	301971 kg	<b>665,829 lbs</b>
<b>Nominal Payload</b>	254363 kg 254 metric tons	<b>560,000 lbs</b> <b>280 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 basic product description purposes. Please contact your Komatsu distributor for specific application requirements.





## STANDARD EQUIPMENT

- Air cleaners, with dust evacuators
- Alternator (24 volt/140A)
- Auto lubrication system w/ground level fill & low level indicator
- Batteries—4 x 8D (1450 CCA's)
- Battery charging cable and socket
- Body impact plate
- Body over center device
- Body up sling
- Brakes: oil-cooled, multiple disc front & rear
- Control cabinet
- Electric start
- Eliminator<sup>®</sup>, Centinel<sup>®</sup>, Cense<sup>®</sup>
- Fast-fill fuel system (in tank and left side remote)
- Filters, high pressure hydraulic
- Ground level radiator fill
- Mirrors, LH flat and RH rectangular convex
- Mud flaps
- Muffled exhaust—deck-mounted
- Power supply, 24 volt and 12 volt DC
- Quick disconnects (hoist and diagnostics)
- Radiator sight gauge
- Removable power module unit (radiator, engine, alternator, blower)
- Reverse retarding
- Service center—LH
- Speed Control (Propel & Retard)
- Thermostatic fan clutch

### OPERATOR ENVIRONMENT & CONTROL

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

- Maintenance and power lockout
- Parking brakes with warning light & speed application protection
- Power steering w/auto secondary steering
- Protective deck handrails with kick plate
- Pump driveline protector
- Radiator fan guard
- Seat belts 76 mm 3", 3-point, retractable
- Skid-resistant surface on walkways

### STANDARD HIGH VISIBILITY DELUXE CAB

- Status and instrument panel
  - Body up
  - Parking brake
  - Propulsion system not ready
  - No DC link voltage
  - High engine oil temp
  - No propel
  - Service brake applied
  - Wheel brake lock applied
  - Repair monitor
  - Engine warming up
  - Engine shut down timer
  - Grid Drier
  - Traction control
  - Dynamic Retarding
- Air cleaner restriction gauges
- Air conditioner HFC-134A
- AM/FM radio with CD & USB
- Column-mounted speed control
- Digital tachometer and speedometer
- Dome light
- Engine hourmeter
- Engine shutdown w/ "Smart Timer" delay
- Floor mat (double barrier)
- Fuel gauge in cab and site gauge on tank
- Fuel low level light and buzzer
- Gauges (w/backlight)
  - Oil Pressure
  - Coolant Temperature
  - Hydraulic Oil Temperature
- Headlight switch
- Heater and defroster (heavy-duty)
- High beam selector and indicator

- Horn (center of steering wheel)
- Indicator lights (blue)
  - Engine service
  - VHMS<sup>®</sup> snapshot (IM)
- Komatsu Payload Meter III<sup>®</sup>
- Operator seat, adjustable w/air suspension, lumbar support and arm rests
- Panel lighting (adjustable)
- Passenger seat, full size, heavy duty mechanical suspension
- Power windows
- Pressurized cab air system w/fan on
- Single brake/retarder pedal
- Starter key switch
- Sunvisor (adjustable)
- Thermal insulation
- Tilt & telescoping steering wheel
- VHMS<sup>®</sup> with ORBCOMM<sup>®</sup>
- Voltmeter (battery output)
- Windshield (tinted safety plate)
- Windshield wiper (dual) and washer (electric)

### LIGHTING

- Back-up lights—rear mount (2, halogen)
- Back-up lights—R and L - deck mount (2, halogen)
- Brake and retard lights on top of cab
- Clearance lights (LED)
- Control cabinet service light (LED)
- Dynamic retarding, rear (2, LED)
- Engine compartment service lights
- Fog lights (2, halogen)
- Headlights (8, halogen)
- Manual back-up light, switch and indicator
- Payload lights R and L (LED)
- Platform lights R, L and Center (3, halogen)
- Stairway lights (1, halogen)
- Stop & tail lights (2, LED)
- Turn signals (LED)



## OPTIONAL EQUIPMENT

Note: Optional equipment may change operating weight.

- Body Liners\*
- Fire extinguisher 9 kg **20 lb**
- Heated body
- Hot start engine coolant (220V 2-2500W)
- Hot start engine oil (220V 2-500W)
- Hot start hydraulic oil
- Hubodometer
- Lights (HID)
- Mufflers between frame rails
- PLM III<sup>®</sup> scoreboards
- Reversed access ladder, R to L
- Service center—RH
- Shutters (radiator)
- Special language decals
- Suspensions, cold weather
- Tires (50/90R57)
- Trolley, factory installed

\*Available factory installed or non-installed. All other options and accessories listed are available factory installed only.

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