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

**OPERATING WEIGHT**
38,250 lb 17350 kg  
42,946 lb 19480 kg (with ripper)

**BLADE LENGTH**
14' 4.27 m
HORSEPOWER
Net: 218 HP 163 kW
Gross: 221 HP 165 kW

OPERATING WEIGHT
38,250 lb  17350 kg
42,946 lb  19480 kg (with ripper)

BLADE LENGTH
14' 4.27 m
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.
- New articulation stop-at-center feature automatically returns the machine to the articulation center line
- New shift lever and F-N-R switch to simplify operation
- New gearshift preset function allows for initial presets of forward/reverse shuttle gears

Serviceability

- Hydraulically driven, reversible cooling fan
- Monitor based diagnostics
- Dust boots installed on control valves prevent contamination
- Ground level fueling with no obstruction from ripper
- Fuel pre-filter and water separator
- Battery box location provides protection from dust and debris
- Battery disconnect switch can be locked for service

Standard Features

- Air conditioner/heater
- KOMTRAX Level 5
- Blade-lift accumulators
- Circle slip clutch
- Cab mounted work lights
- Plug-and-Play for Topcon System including integrated fingertip control levers in the cab

Structural / Quality Features

- Komatsu Harmony – all major components are designed and manufactured by Komatsu
- New reduced cab noise by fine tuning rigidity of driveline (72 dB(A) in cabin)
- Optimized lubrication circuit in transmission for increased durability
- Larger drive shaft for increased durability
- Strong front frame
- Steel backed, rubber clamps to keep hydraulic lines cleanly routed and reduce chafing

Komatsu Tier 4 Final Engine

- The SAA6D107E-3 engine reduces fuel consumption by up to 15% compared to the GD655-5
- Selective catalytic reduction (SCR) system
- Komatsu Diesel Particulate Filter with automatic active regeneration
- Hydraulically actuated 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.

New Larger Operator’s Cab

- ROPS/FOPS Level II
- New high-capacity seat design with air suspension
- Auxiliary jack for MP3 device and 2 x 12V sockets
- New low-effort electronic proportional control levers
- New steering wheel and steering lever
- LCD monitor panel with enhanced capability
- Standard rearview monitoring system with separate color monitor
- Hexagonal cab design provides excellent visibility of the moldboard
- New fingertip control allows for more precise and natural feeling of controls
- Operator presence monitoring system
KOMATSU NEW ENGINE TECHNOLOGIES

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 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 (H₂O) and nitrogen gas (N₂).

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.

Variable Geometry Turbocharger (VGT) system
The VGT 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 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.
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 GD655-7 will consume up to 15% less fuel than the GD655-5. (The GD655-7 uses the same engine as the GD655-6)

Fuel consumption

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

(Compared with GD655-9)

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 GD655-7 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.

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.

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)

<table>
<thead>
<tr>
<th></th>
<th>AUTO</th>
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<tr>
<td>F8</td>
<td></td>
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</table>

### Reverse kW (HP)

<table>
<thead>
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<th>AUTO</th>
<th>MANU</th>
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<td>R2</td>
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<td>135</td>
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<tr>
<td>R3</td>
<td>150</td>
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</tr>
<tr>
<td>R4</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td>150</td>
</tr>
</tbody>
</table>
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 is set to 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.

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 new shift lever and easy to use forward-neutral-reverse switch is provided.

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.

Shift Lever and F-N-R Switch

The GD655-7 offers finger control shift lever and F-N-R switch near the right control levers. The operator can easily shift the gear and set direction during work equipment control.

Gearshift preset function

F-N-R switch can set initial shift position to start, which reduces frequent shift lever operation during shuttle shifting.

Electronic over-speed protection

Prevents engine stalling while in manual mode by automatically disengaging the lock up clutch and shifting to torque converter mode. The torque converter absorbs the load allowing the machine to keep moving and not stall or stop.
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).

New Articulation Stop-At-Center
A new feature from the previous model, the articulation stop-at-center allows the operator to be more efficient and productive. The articulation automatic return brings the machine back to center with just a movement of the articulation lever. This eliminates the need to operate additional switches or levers, and removes repetitive articulation to center correction by the operator.

New Electronic Proportional 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.

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.

PLUG-AND-PLAY FOR TOPCON SYSTEM
The GD655-7 accepts TOPCON components without any additional modification to the hydraulic circuit. Just plug them in, and the machine control system provides complete control of the blade. The addition of the TOPCON system delivers higher productivity by generating more accurate results in less time, using less fuel and construction material.

Integrated control levers
Operating switches for the machine control system are integrated with the work equipment lever. It provides better operational feeling and reduces modification of the lever while installing the equipment.
OPERATOR ENVIRONMENT

Visibility
Excellent visibility from the hexagonal 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.

Excellent Rear Visibility
The operator has an excellent view to the rear of the machine as well as the ripper.

Less Effort
The new control system reduces operator arm movement, and relieves stress during operation.

Movement of arm

<table>
<thead>
<tr>
<th>Stress during operation</th>
<th>Reduce up to 10%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical test data at Komatsu test center</td>
<td></td>
</tr>
</tbody>
</table>

Fingertip Control
Short lever throws and low effort in both directions allows the operator to use multiple controls with one hand.
**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.

**Seat Belt Warning Indicator**
A warning indicator on the monitor appears when the seat belt is not fastened.

**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.

**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)**

\[
72 \text{ dB (A)}
\]

**Circumference dynamic noise level (ISO6395)**

\[
108 \text{ dB (A)}
\]

(Typical test data at Komatsu test center)

**New Suspension Seat**
The air 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.

**Standard Equipment**
- Magazine box
- Lunch box tray
- Engine shutdown secondary switch
- Mobile phone tray
- Radio
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.

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.

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.

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.
KOMTRAX EQUIPMENT MONITORING

**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

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

**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

For construction and compact equipment.

For production and mining class machines.
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

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

* Certain exclusions and limitations apply. Refer to the customer certificate for complete program details and eligibility. Komatsu® and Komatsu Care® are registered trademarks of Komatsu Ltd. Copyright 2019 Komatsu America Corp.
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)
- 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
Net horsepower (Manual 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

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

Speeds (at rated engine speed)

<table>
<thead>
<tr>
<th>Gear</th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3.8 km/h 2.4 mph</td>
<td>5.0 km/h 3.1 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>5.5 km/h 3.4 mph</td>
<td>10.2 km/h 6.3 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>7.7 km/h 4.8 mph</td>
<td>22.3 km/h 13.9 mph</td>
</tr>
<tr>
<td>4th</td>
<td>11.2 km/h 7.0 mph</td>
<td>44.4 km/h/27.6 mph</td>
</tr>
<tr>
<td>5th</td>
<td>16.9 km/h 10.5 mph</td>
<td>-</td>
</tr>
<tr>
<td>6th</td>
<td>24.5 km/h 15.2 mph</td>
<td>-</td>
</tr>
<tr>
<td>7th</td>
<td>33.7 km/h 20.9 mph</td>
<td>-</td>
</tr>
<tr>
<td>8th</td>
<td>48.5 km/h 30.1 mph</td>
<td>-</td>
</tr>
</tbody>
</table>

TANDEM DRIVE
Oscillating welded box section . . . . . . 520 mm x 203 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 20"
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

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 50°
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 .................. 4270 x 580 x 25 mm 14’ x 1’11” x 1”
Arc radius .................. 432 mm 1’5”
Cutting edge .................. 152 x 16 mm 6” x 0.63”
Replaceable/Reversible side edges .......................... 456 x 156 x 16 mm 1’6” x 6” x 0.6”
Blade pull
Base GVW .......................... 10100 kg 22,267 lbs
With ripper GVW .......................... 11360 kg 25,045 lbs
Blade down pressure
Base GVW .......................... 6940 kg 15,300 lbs
With ripper GVW .......................... 8760 kg 19,313 lbs

BLADE RANGE
Moldboard side shift:
Right .......................... 625 mm 2’1”
Left .......................... 625 mm 2’1”
Maximum shoulder reach outside rear tires (frame straight):
Right .......................... 2480 mm 8’2”
Left .......................... 2590 mm 8’6”
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. Electronic proportional controlled 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) ........ 203 L/min 53.6 U.S. gal/min
Standby pressure .......................... 3.4 MPa 35 kg/cm² 500 psi
Maximum system pressure .......................... 20.6 MPa 210 kg/cm² 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, 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, E-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 .......................... 16 L 4.2 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
DEF Tank .......................... 36 L 9.5 U.S. gal

OPERATING WEIGHT (APPROXIMATE)
Includes lubricants, coolant, full fuel tank
Total .......................... 17350 kg 38,250 lbs
With rear mounted ripper and front push plate:
Total .......................... 19480 kg 42,946 lbs

RIPPER
Ripping depth, maximum .......................... 425 mm 1’5”
Ripper shank holders .......................... 5
Ripper shank holder spacing .......................... 534 mm 1’9”
Penetration force .......................... 16600 kg 36,597 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 10.8”
**DIMENSIONS**

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Height: Low profile cab</td>
<td>3200 mm</td>
</tr>
<tr>
<td>B*</td>
<td>Center of front axle to counterweight (Pusher)</td>
<td>930 mm</td>
</tr>
<tr>
<td>C</td>
<td>Cutting edge to center of front axle</td>
<td>2580 mm</td>
</tr>
<tr>
<td>D</td>
<td>Wheelbase to center of tandem</td>
<td>6495 mm</td>
</tr>
<tr>
<td>E</td>
<td>Front tire to rear bumper</td>
<td>9510 mm</td>
</tr>
<tr>
<td>F</td>
<td>Tandem wheelbase</td>
<td>1525 mm</td>
</tr>
<tr>
<td>G*</td>
<td>Center of tandem to back of ripper</td>
<td>3065 mm</td>
</tr>
<tr>
<td>H</td>
<td>Overall length</td>
<td>10875 mm</td>
</tr>
<tr>
<td>I</td>
<td>Tread (front)</td>
<td>2170 mm</td>
</tr>
<tr>
<td>J</td>
<td>Width of standard moldboard</td>
<td>4270 mm</td>
</tr>
<tr>
<td>K</td>
<td>Tread (rear)</td>
<td>2160 mm</td>
</tr>
<tr>
<td>L</td>
<td>Width over tires</td>
<td>2680 mm</td>
</tr>
<tr>
<td>M*</td>
<td>Ripper beam width</td>
<td>2305 mm</td>
</tr>
<tr>
<td>N</td>
<td>Articulation, left or right</td>
<td>25°</td>
</tr>
</tbody>
</table>

* : 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
- Pre-cleaner
- 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
- 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 brake
- Transmission system electrical circuit
- Lights: backup, stop, directional, tail
- Operator presence monitoring system
- Starter 5.5kW
- Working light, front(4) and rear(2)
- Working light, (4) cab mounted flood type

Operator environment:
- 12V (10A) power port
- Adjustable air suspension seat
- Adjustable tilt/telescopic steering wheel
- Air conditioner (R134a) with heater
- AM/FM radio with Aux input
- Cab: low profile with ROPS/FOPS Level II (SAE J1040, J2311)
- Console, adjustable with instrument panel monitoring system
- Electric defroster rear window
- Electronic height adjustable LH and RH consoles
- Mirrors: interior cab, right and left exterior mirrors
- Multi-monitor with 7" LCD Display
- Rearview Camera and Monitor
- Sound suppression, 72 Dba at operators ear with floor mat with tinted windows, front, rear and door interminent wiper/washers

Power train:
- Dual mode transmission (8F-4R) power shift direct drive and torque converter with auto shift
- Electronic gear shift lever
- 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)
- Transmission undercut

Work equipment and hydraulics:
- Articulation stop-at-center
- Brake 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
- Low-effort electronic proportional control levers (joysticks)
- Greaseless circle wear plates
- Hydraulic control valve, 2-5 valve sections
- 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. Steering lever joystick provided

Other standard equipment:
- Anchor point for tie offs
- Komtrax - Level 5
- Precleaner, Turbo II
- Provision for Grade Control, TOPCON
- Rear hitch
- Ripper, provision for battery cover and engine side covers
- Steps and handrails, right, left and rear
- Toolbox with lock
- Vandalism protection, lockable fuel tank, hydraulic tank, battery cover, engine side covers

OPTIONAL EQUIPMENT

- 610 mm 2' LH/RH moldboard extensions
- Amber colored warning light
- 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 0.83" through-hardened cutting edges and 5/8" hardware
- Pusher plate (for use with rear mounted ripper/scarifier assembly)
- Moldboard extensions
- Mid-mounted scarifier assembly (includes 11 shanks and replaceable points)
- Rear-mounted ripper/scarifier assembly includes (3) shanks or (9) scarifier shanks can be inserted into the available slots
- Winter tires with three piece rims

Note: All comparisons and claims of improved performance made herein are made with respect to the GD655-6 unless otherwise specifically stated. The GD655-6 & -7 share the same engine, transmission, frame, and other components.