Photos may include optional equipment.

**GROSS HORSEPOWER**
2,700 HP 2014 kW

**NOMINAL GVW**
1,150,000 lb 521640 kg
WALK-AROUND

HORSEPOWER
Gross: 2,700 HP 2014 kW

NOMINAL PAYLOAD
320 US tons 290 metric tons

PRODUCTIVITY FEATURES
- High performance Komatsu SSDA16V160 engine Gross Horsepower 2014 kW 2,700 HP fully solid state AC electric drive system
- Traction (spin-slide) control
- Cruise control
- Komatsu designed application specific body
- Tight turning radius 15.8 m 51' 10"
- Payload Meter IV®
- 4027 kW 5,400 HP continuous retarding

ENVIRONMENTALLY FRIENDLY
- Komatsu SSDA16V160 engine with after-treatment meets U.S. EPA Tier 4 Final emissions regulations
- Fuel efficient engine
- Less fluids compared to mechanical drive trucks

Photos may include optional equipment.
RELIABILITY FEATURES

- Frame design optimized for 290 tonne 320 short ton
- Simple and reliable hydraulic system
- Steering and brake accumulators

EASY MAINTENANCE

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

OPERATOR ENVIRONMENT

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

**Komatsu High Horsepower Engine**
Komatsu’s 2,700 HP engine will operate in most of today’s mining applications without experiencing power derate. Fuel efficiency is maximized due to optimized air handling with two-stage turbocharging. Standard features include:

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

**AC Electric Drive System**
The GTA51 traction alternator coupled with GDY106B wheel motors and Invertex IIe® AC control system provides reliable performance and easy maintenance. Invertex IIe® offers independent control of the rear wheel motors, which in turn provides outstanding traction-ability during wet and slippery conditions. This improves tire wear and increases operator confidence.

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

**Electric Dynamic Retarder**
The 4027 kW 5,400 HP retarding system provides state of the art braking capacity for navigating today’s mining applications which contain steep continuous descents and sharp switchbacks. Continuous retarding capacity enhances the productivity of the vehicle’s operation, while eliminating the need for excessive mechanical braking effort.
Traction (Spin-Slide) Control
During slippery conditions, the 930E-5 wheel traction control technology detects and corrects wheel spin or slide events. Traction control operates automatically and independently of the service brakes. During propulsion, “wheel slip control” reduces non-productive wheel spin in low traction conditions. During retarding, “wheel slide control” prevents wheel lockup and subsequent sliding.

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

Komatsu Designed Application Specific Body
Utilizing the required Body Worksheet (BW) process, Komatsu ensures that each body is designed to meet the requirements for specific applications while carrying its rated payload. Komatsu works with each customer to understand the material properties at a mine site and to identify the appropriate liner package.

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

• Standard Body SAE Heaped 2:1: 202 m³ 264 yd³
• Standard Komatsu Body Weight: 36228 kg 79,869 lbs
PRODUCTIVITY FEATURES

Hydrair II® Hydropneumatic Suspension
Hydrair II® is a suspension system that utilizes four nitrogen-over-oil cylinders. This suspension system is designed to maximize machine productivity by providing the operator with a smooth and comfortable ride. By absorbing shocks to the chassis during operation, Hydrair II® contributes to the durability of the machine's frame and components.

Payload Meter IV (PLM IV®)
PLM IV® is an electronic system that monitors and records payload information for Komatsu’s off-highway mining trucks. The accurate and reliable payload measurement system is designed to help optimize payload, maximize productivity and reduce the life cycle cost of the machine. PLM IV® tracks and records the following key production parameters:
- Payload
- Empty Carry-Back
- Operator Identification
- Haul Cycle, Loading, Dumping Time and Date
- Distance Traveled (Loaded and Empty)
- Cycle Time Information
- Maximum Speeds (Loaded and Empty)
- TMPH Estimate for Front and Rear Tires
- Average Speed (Loaded and Empty)

Tight Turning Radius
By using double acting hydraulic steering cylinders with a six-point articulation linkage, the 930E-5 power steering system provides positive steering control with minimal operator effort. The ISO 7457 turning circle diameter of the 930E-5 is 32 m 105', which provides excellent maneuverability for tight loading and dumping conditions. The steering accumulators comply with ISO-5010 standards.

Hydrail II® Hydropneumatic Suspension
Hydrair II® is a suspension system that utilizes four nitrogen-over-oil cylinders. This suspension system is designed to maximize machine productivity by providing the operator with a smooth and comfortable ride. By absorbing shocks to the chassis during operation, Hydrair II® contributes to the durability of the machine's frame and components.
**Ergonomically Designed Cab**

The Komatsu 930E-5 cab design provides a comfortable and productive environment to meet today’s mining demands. The cab includes tinted safety glass windows, heating and air conditioning, acoustical insulation, double sealed doors and filtered, pressurized air to reduce dust.

**Built-in ROPS and FOPS Structure**

These structures conform to ISO standards 3471 and 3449.

**Operator Seat**

Komatsu recognizes that operator comfort is a key to productivity in today’s mining environment. The five-way adjustable operator seat and the tilt-telescopic steering column provides an optimum driving posture for increased operator comfort and control over the machine. The air suspension seat absorbs vibrations transmitted from the machine, reducing operator fatigue. A 51 mm 2 in wide, blaze orange, three-point seat belt is provided as standard equipment.

**User Friendly Display**

The 930E-5 comes with a new operator friendly dash configuration which includes lighted gauges, switches and information panel. This allows the operator to see the status of the machine during operation and informs them of any faults. An instructive message will appear after any fault is detected on the machine.

*Photo may include optional equipment.*
Evolutionary, not Revolutionary Design
Komatsu’s Tier 4 solution begins with a base engine which is very similar to the previous Tier 2 platform. In keeping the basic operation of the engine the same, durability is assured. Utilizing High Pressure Common Rail fuel delivery ensures atomization of the fuel/air mixture to a level which reduces particulate matter, meeting U.S. EPA Tier 4 standards.

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

- Separate cooling circuits for control group and wheel motor systems
- Allows intelligent control of cooling
- Maintain optimal temperatures for each system

Alternator Self-Cooling Only

- Reduced impeller size by 25%
- Reduced cooling housing/impeller
- 500 lb 227 kg weight reduction

Uses Wheel Motor generator retarding energy for cooling

- Control Group
- Wheel Motors
- Grid Blower
**RELIABILITY FEATURES**

**Structurally Enhanced Frame Design**  
By using advanced computer-aided design, finite element analysis and full-scale dynamic and static testing, the frame has been designed to carry 290 metric tons 320 short tons and provides the high structural reliability Komatsu is known for.

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

**Simple and Reliable Hydraulic System**  
The hydraulic system is a proven and reliable design with fewer parts than other OEMs. The system utilizes a single tank, providing one common source of fluid for steering, braking and hoisting. In-line replaceable filtration elements provide protection from hydraulic system contamination, making the system easier to service.

To keep downtime to a minimum, Komatsu developed a sub-frame pump module that can be removed and replaced as a single unit. This reduces change-out time and allows easy access to the hydraulic pump module.

**Proven Wheel Motor Design**  
The GDY106B Wheel Motor builds on the success of its predecessor. Held to the highest standards, the transmission and motor were subjected to extensive testing and quality confirmation. A full scale controlled durability and field test was conducted at Komatsu’s Proving Grounds during development to confirm design quality prior to production. By using planetary design, extensive machining is not required during a standard rebuild.
Fully Hydraulic Controlled Multiple-Disc Wet Brakes

While the dynamic retarding system is the primary braking force, the 930E-5 comes standard with four-wheel, hydraulically actuated, oil-cooled service brakes. In the event that the truck’s hydraulic system pressure drops below an acceptable level, the accumulators will automatically apply all wheel brakes to bring the truck to a complete stop.

- Max. service apply pressure: 17237 kPa 2,500 psi
- Total friction area per brake: 97025 cm² 15,038 in²

The oil-cooled brake system provides lower maintenance costs and higher reliability versus dry disc brakes. This system is fully sealed to help keep contaminants out and reduce brake wear and maintenance. The brakes are hydraulically actuated; no pneumatic system is used. There are three independent hydraulic circuits that provide hydraulic back-up.

The 930E-5 stops within the required distance as stipulated by ISO 3450.
**Access, Service and Convenience**

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

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

**KOMTRAX Plus 2®**

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

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

**Flange Type Tire Rims**

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

---

### Smart Type Rim (7 Piece Type Rim components)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QTY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Rim Base</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Smart Lock Ring</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>Bead Seat Band</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>Side Ring</td>
</tr>
</tbody>
</table>
**Drive System (Invertex Ile)**
- Cooling Blower Inverters (CBI)
- True Quad Chopper Eliminates RP Contactors
- Only Single Stack IGBT’s
- From 24 to 12 Traction IGBT’s Reduces Weight & Size
- Meets IP54 for Dust & Moisture Control
- Increased Cabinet Rigidity
- Reduced Rigid Multi-axis Joints
- Fiber Optic Cards Integrated Into Backplane
- Front Placement of Indicator & Interface Panels
- Front Access for Maintenance
- All LED Lighting

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

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

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

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

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

**Less Fluids than Mechanical Drives**
Komatsu electric drive trucks contain 57% less hydraulic fluid compared to similar class mechanical drive trucks, creating a lower environmental impact and makes fluid replacement simpler, quicker and more economical.

**U.S. EPA Compliant**
The Komatsu SSDA16V160 engine is compliant with the U.S. EPA Tier 4 emissions regulations.

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

Komatsu Loading Policy for Mining Trucks

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

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

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

No single payload that results in a GVW in excess of the Never to Exceed GVW is allowed under any circumstances. The mean of all payloads for a rolling 30-day period shall not exceed the Rated Payload.

### Truck Model Specifications

<table>
<thead>
<tr>
<th>Specification</th>
<th>930E-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated GVW</td>
<td>1,150,000 lb / 521,640 kg</td>
</tr>
<tr>
<td>Standard Tire Size</td>
<td>53/80R63</td>
</tr>
<tr>
<td>Rated / Nominal Payload</td>
<td>640,000 lb / 290,299 kg</td>
</tr>
<tr>
<td>Never To Exceed GVW</td>
<td>1,278,000 lb / 579,688 kg</td>
</tr>
</tbody>
</table>
## SPECIFICATIONS

### ENGINE

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make and model</td>
<td>Komatsu SSDA16V160</td>
</tr>
<tr>
<td>Fuel</td>
<td>Diesel</td>
</tr>
<tr>
<td>Operating cycle</td>
<td>4 cycle</td>
</tr>
<tr>
<td>Gross horsepower</td>
<td>2041 kW at 1800 rpm</td>
</tr>
<tr>
<td>Net flywheel power</td>
<td>1930 kW at 1800 rpm</td>
</tr>
<tr>
<td>Weight (wet)</td>
<td>8966 kg</td>
</tr>
<tr>
<td>Weight (dry)</td>
<td>8471 kg</td>
</tr>
</tbody>
</table>

### ELECTRIC DRIVE

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternator</td>
<td>GTA-51</td>
</tr>
<tr>
<td>Dual impeller in-line blower</td>
<td>71.2 m³/min 2,515 cfm</td>
</tr>
<tr>
<td>Motorized wheels</td>
<td>GDY106-B Induction Traction Motors Ratio</td>
</tr>
<tr>
<td>Speed (maximum)</td>
<td>64.5 km/h 40 mph</td>
</tr>
</tbody>
</table>

### TIRES AND RIMS

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rock service, tubeless, radial tires</td>
<td>Standard tire</td>
</tr>
<tr>
<td>Flange mount, five piece rim</td>
<td>914 mm x 1600 mm x 127 mm 36&quot; x 63&quot; x 5.0&quot; rim assembly. Rims rated at 758 kPa 110 psi cold inflation pressure. Typical tire weight</td>
</tr>
</tbody>
</table>

### CAB

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

### SUSPENSION

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. front stroke</td>
<td>328 mm 12.92&quot;</td>
</tr>
<tr>
<td>Max. rear stroke</td>
<td>239 mm 9.40&quot;</td>
</tr>
<tr>
<td>Max. rear axle oscillation</td>
<td>±6.5&quot;</td>
</tr>
</tbody>
</table>

### FRAME

Advanced technology, full butt-welded box sectional ladder-type frame with integral ROPS supports, integral front bumper, rear tubular cross members, steel castings at all critical stress transition zones, rugged continuous horsecollar.

### BODY

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

### BRAKING SYSTEM

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

Traction system .................................... wheel spin-slide control.

Max. service apply pressure ............... 7237 kPa 2,500 psi

Total friction area per brake ............. 97025 cm² 15,038 in²

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

Secondary brake system ....................... Complies with ISO-3450 Standards.

Wheel brake lock ................................... Switch activated.

PARKING brakes .................................... Multiple disc, spring-applied, hydraulically-released, dry brakes on inboard end of each wheel motor rotor shaft. Rated to hold on ±15% grade at maximum gross vehicle weight.

Electric dynamic retarder .................... 4026 kW 5,400 hp

### COOLING SYSTEM

L&M radiator assembly, split-flow, with deaerator-type top tank. Radiator frontal area ................. 7.02 m² 75.5 ft²

### SPECIFICATIONS FOR 930E-5

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. rear axle oscillation</td>
<td>±6.5&quot;</td>
</tr>
<tr>
<td>Radiator frontal area</td>
<td>7.02 m² 75.5 ft²</td>
</tr>
</tbody>
</table>

*Optional Tier 4 emissions compliant engine for North American market.

**Non-emissionized engine for markets outside of North America.

* Gross horsepower is the output of the engine as installed in this machine, at governed rpm and with engine manufacturer’s approved fuel setting. Accessories include fan and charging alternator. Ratings represent net engine performance in accordance with SAE J1349 conditions.

Net flywheel power is the rated power at the engine flywheel minus the average losses included are water pump, fuel pump and oil pump.

Gross horsepower is the output of the engine as installed in this machine, at governed rpm and with engine manufacturer’s approved fuel setting. Accessories include fan and charging alternator. Ratings represent net engine performance in accordance with SAE J1349 conditions.

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Gross horsepower is the output of the engine as installed in this machine, at governed rpm and with engine manufacturer’s approved fuel setting. Accessories include fan and charging alternator. Ratings represent net engine performance in accordance with SAE J1349 conditions.
**HYDRAULIC SYSTEM**

Steering........................Accumulator assisted with twin double acting cylinders provide constant rate steering.

Secondary steering automatically supplied by accumulator.

Turning circle diameter (SAE) .............................................32 m 105'

Reservoir ........................................................................947 L 250 U.S. gal

Filtration .................................................................In-line replaceable elements

Suction ...............................................................Single, full-flow, 100 mesh

Hoist and steering ..............................Dual, in-line, high pressure

Brake component cabinet .................Above deck, easily accessible with diagnostic test connections

Hoist ...............Two 3-stage dual acting outboard cylinders, internal cushion valve, over-center dampening

Hoist times

- Power-up loaded ..................................................21 sec
- Power-down ..........................................................12 sec
- Float-down empty ..............................................18 sec

Pumps .................................................................Two pumps, single package, in-line

Hoist and brake cooling ..................Tandem gear pump with output of 931 lpm 246 gpm at 1900 rpm and 22063 kPa 3,200 psi

Steering and brake ........Variable displacement piston pump with output of 246 lpm 65 gpm at 1900 rpm

System relief pressures

- Hoist and brake cooling ................................17237 kPa 2,750 psi
- Steering and brake ........................................27579 kPa 4,000 psi

---

**SERVICE REFILL CAPACITIES**

- Cooling System .............................................568 L
- Crankcase .....................................................363 L
- Hydraulic system ........................................1325 L
- Motor gear box (each) ..................................57 L
- Fuel tank ..........................................................4542 L
- DEF tank .......................................................288 L

Capacities are in liters and U.S. gallons.

---

**ELECTRICAL SYSTEM**

- 4 x 8D 1400 CCA, 12 volt, in series/parallel, 220 ampere-hour, bumper-mounted with disconnect switch & lock-out.
- Alternator ......................................................24 volt, 275 amp
- Lighting .........................................................24 volt
- Cranking motors ............................................Two/24 volt

---

*Exact load height may vary due to tire make, type, and inflation pressure.
930E-5 PERFORMANCE
2,700 HP - 53/80 R63 Tires

Truck Performance Graph

Gross Vehicle Weight

Rimpull

Total Resistance

Speed

kph

mph

0 5 10 15 20 25 30 35 40 45

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

500 600 700 800 900 1,000 1,100 1,200

250 300 350 400 450

2% 4% 6% 8% 10% 12%

1,000 lbs 1,000 kgs

1,000 lbs 1,000 kgs

0 10 20 30 40 50 60 70 80 90 100 110 120

0 10 20 30 40 50 60 70 80 90 100 110 120

930E-5 PERFORMANCE

2,700 HP - 53/80 R63 Tires
<table>
<thead>
<tr>
<th>Empty Vehicle Weight*</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle Distribution</td>
<td>108181 kg</td>
</tr>
<tr>
<td>Rear Axle Distribution</td>
<td>123150 kg</td>
</tr>
<tr>
<td>Total EVW</td>
<td>231331 kg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gross Vehicle Weight</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle Distribution</td>
<td>172141 kg</td>
</tr>
<tr>
<td>Rear Axle Distribution</td>
<td>349499 kg</td>
</tr>
<tr>
<td>Nominal GVW</td>
<td>521640 kg</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Payload</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal Payload</td>
<td>290000 kg</td>
</tr>
<tr>
<td></td>
<td>290 metric tons</td>
</tr>
</tbody>
</table>

Nominal payload is defined by Komatsu America Corp’s payload policy documentation. The figures above are provided for the basic product description purposes. Please contact your Komatsu distributor for specific application requirements.

*Includes option allowance
STANDARD EQUIPMENT

- Air cleaners, Donaldson® SSG w/ auto evacuators
- Alternator (Charging 24 volt/250A)
- Automatic lubrication system w/ground level fill, level indicator & dynamic timing
- Back-up alarm
- Batteries–4 x 8D (1450 CCA's)
- Battery charging/jump start connector
- Body over-center device
- Body-up sling (w/KAC supplied body)
- Brakes: oil-cooled, multiple disc front & rear
- Electric start
- Eliminator®, Cense®
- Fast-fill fuel system (in tank and left side remote)
- Filters, high pressure hydraulic
- Ground level radiator fill
- Mirrors, heated, multi-cambered convex LH & RH
- Mud flaps
- Muffled exhaust–deck-mounted
- Power supply, 24 volt to 12 volt DC
- Quick disconnects (steering, hoist and diagnostics)
- Retard speed control w/set indicator
- Radiator sight gauge
- Removable power module unit (radiator, engine, alternator)
- Reverse retracting
- Service center–LH
- Thermostatic fan clutch

OPERATOR ENVIRONMENT & CONTROL:

- All hydraulic service brakes with auto apply
- Battery disconnect switch
- Brake lock and drive system interlock
- Circuit breakers, 24 volt
- Diagonal staircase across grille
- Dynamic retarding with continuous rated element grids
- Engine shutdown at ground level
- Hoist propulsion interlock
- Horns (electric-front)
- Integral ROPS/FOPS Cab Level 2
- Maintenance and power lockout
- Parking brakes with warning light & speed application protection
- Power steering w/auto secondary steering
- Protective deck handrails
- Pump driveline protector
- Radiator fan guard
- Seat belts
  - Operator 3-point 51 mm 2” retractable
  - Passenger lap 51 mm 2” retractable
- Slip-resistant walkways
- Standard High Visibility Deluxe Cab:
  - AC drive interface display
  - Air cleaner vacuum gauges
  - Air conditioner HFC-134A
  - AM/FM radio w/CD, USB & MP3
  - Dome light
  - Electronic Dash & Status Panel
    - Body up
    - Engine oil temperature (high)
    - Parking brake
    - Propulsion system not ready
    - No DC link voltage
    - No propel
    - Service brake applied
    - Wheel brake lock applied
    - Maintenance monitor
  - Engine hourmeter, oil pressure gauge, coolant temperature gauge, hydraulic oil temperature gauge
  - Engine shutdown w/ “Smart Timer” delay
  - Floor mat (double barrier)
  - Fuel gauge in cab
  - Gauges (w/backlight)
  - Fuel low level light and buzzer
  - Heated and defroster (heavy-duty)
  - Heater switch
  - Heator and defroster (heavy-duty)
  - Horn switch (center of steering wheel)
  - Indicator lights (blue)
    - Engine service
    - Komtrax Plus 2® snapshot (IM)
  - Komatsu Payload Meter IV
  - Komtrax Plus 2®
  - Operator seat, adjustable w/air suspension, lumbar support and arm rests
  - Panel lighting (adjustable)
  - Passenger seat, mechanical suspension
  - Power windows
  - Pressurized cab air system w/fan on
  - Single brake/retarder pedal
  - Survivor (adjustable)
  - Tilt & telescoping steering column
  - Voltmeter (battery output)
  - Windshield (tinted safety glass)
  - Windshield wiper (dual) and washer (electric)

LIGHTING:

- Back-up lights–rear mount (2) halogen
- Back-up lights–R and L-deck mount (2) halogen
- Brake and retard lights on top of cab
- Clearance lights (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)
- Stairway lights
- Stop & tail lights (2) (LED)
- Turn signals (LED)

OPTIONAL EQUIPMENT

Note: Optional equipment may change operating weight.

- Amber Beacon Light
- Application Specific Body Structure
- Body liners
- Body up sling
- Bumper Access Hydraulic Retractable Stairs
- Bumper Mounted Headlights
- Double Wall Exhaust Tubes
- Engine Access Platform-LH
- Extended canopy
- Eyebrow
- Fire extinguisher 9 kg 20 lb
- Heated body
- Hot start engine oil (220V 2-500W)
- Hot start hydraulic oil
- Hot start engine coolant (220V 2-2500W)
- Hubodometer
- Komatsu Smart Rims
- Komvision All-Around Monitoring System
- LED Heatisight
- Lights (HID)
- Mufflers between frame rails (standard Tier IV)
- PLM IV® scoreboards
- Premium Operator Seat
- Reversed access ladder
- Service center–RH
- Shutters (radiator)
- Spare Rim
- Spare Smart Rim
- Special language decals
- Suspensions (cold weather)
- Rock Ejectors

Note: All comparisons and claims of improved performance made herein are made with respect to the prior Komatsu model unless otherwise specifically stated.