GROSS HORSEPOWER
2610 kW 3,500 HP

NOMINAL GVW
576072 kg 1,270,000 lb

960E-2

Photos may include optional equipment
**Productivity Features**
- High performance Komatsu SSDA18V170 engine
  - Gross horsepower 2610 kW **3,500 HP**
- GE dual IGBT AC electric drive system
- 4476 kW **6,000 HP** continuous retarding capability
- Automatic retard speed control
- Traction (spin-slide) control
- Customer specific body
- Tight turning radius 16 m **52' 6"**
- Payload Meter III®

**Environmentally Friendly**
- Optional Tier 4 compliant Komatsu SSDA18V170 engine
- Fuel efficient engine

**Reliability Features**
- Frame structurally enhanced for 327 tonne **360 short ton** payload
- Proven wheelmotor design
- Simple and reliable hydraulic system
- Steering and brake accumulators
- Hydraulically actuated multiple-disc wet brakes
Operator Environment
- Ergonomically designed spacious cab with improved visibility
- Fully adjustable driving position settings
- Four post ROPS/FOPS Level 2 Cab
- Advanced dash panel with payload display
- AM/FM/CD/MP3/USB radio

Easy Maintenance
- KOMTRAX Plus allows immediate diagnostics of key engine, chassis, and drive system components
- Oil-cooled wet disc braking system reduces wear and extends component replacement intervals
- Extended oil change intervals based on the Centinel® and Reserve systems
- Automatic lubrication system
- Eliminator® oil filtration system
- In-tank fast fuel fill system

Photos may include optional equipment
**Productivity Features**

**Komatsu SSDA18V170 High Horsepower Engine**
Komatsu’s SSDA18V170 engine was designed and developed by Industrial Power Alliance (IPA) technical joint venture between Komatsu and Cummins®. This 2610 kW 3,500 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. A standard pre-lube system is designed to eliminate 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 with Reserve oil
- ELIMINATOR® filtration system reduces oil and filter changes by one-third

**Electric Dynamic Retarder**
The 4476 kW 6,000 HP retarding system provides state of the art braking capacity for navigating today’s mining applications which contain steep continuous descents and sharp switchbacks.

Continuous retarding capacity enhances the productivity of the vehicle operator, while eliminating the need for excessive mechanical braking effort.

**GE Dual IGBT AC Electric Drive System**
Invertex® AC control system offers independent control of the rear wheelmotors, which in turn provides outstanding traction-ability during wet and slippery conditions, thus improving tire wear and operator confidence.

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

During slippery events caused by inclement weather conditions and/or application severity, the 960E wheel Spin-Slide prevention technology will detect and correct any wheel spin control events. Spin-Slide 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.

**Automatic Retard Speed Control**

While in continuous descent, the operator has the capability to select a comfortable downhill travel speed. Automatic Retard Speed Control simultaneously manages the speed of each wheel independently to allow for any immediate adjustments needed during slippery underfoot conditions.

**Customer 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 mounts on the frame.

- Standard Body Struck Capacity: 149 m³ **195 yd³**
- Standard Body SAE Heaped 2:1: 214 m³ **280 yd³**
- Standard Komatsu Body Weight: 40823 kg **90,000 lbs**

*Photos may include optional equipment*
Payload Meter III® (PLM III)

PLM III 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 III 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)

Example of Payload Summary

Hydropneumatic Suspension

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

**Ergonomically Designed Cab**
The Komatsu 960E-2 cab design provides a comfortable and productive environment to meet today's mining demands. The cab includes tinted windows, heating and air conditioning, acoustical insulation, double sealed doors, and provides filtered and pressurized air.

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

**Built-in ROPS and FOPS Structure**
Integral ROPS/FOPS Level 2 cab. These structures conform to ISO standards 3471 and 3449.
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 327 tonne 360 short tons and provides the highest reliability in the industry.

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.

Steering and Brake Accumulators
In the event that the hydraulic pressure in the steering or braking system drops below an acceptable minimum, nitrogen-charged accumulators will automatically apply the brakes so that the truck may be stopped. There are separate accumulators for the braking and steering systems.

Simple and Reliable Hydraulic System
The hydraulic system is a proven and reliable design with fewer parts than other OEMs. The system utilizes a common tank, and therefore, common fluid for steering, braking, and hoisting. In-line, replaceable filtration elements provide additional hydraulic system protection from contamination.

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

Proven Wheelmotor Design
The GDY108 has a redundant brake and transmission fluid sealing arrangement for better reliability and an improved oil drain system for easier maintenance.
Fully Hydraulic Controlled Multiple-Disc Wet Brakes

Although the dynamic retarding system is the primary braking force, the 960E-2 comes standard with four-wheel, hydraulically actuated, oil cooled service brakes. In the event that the truck’s hydraulic system pressure drops below an acceptable level, accumulator tanks will automatically apply all wheel brakes to bring the truck to a complete stop.

- Max. service apply pressure: 18960 kPa 2,750 psi
- Total friction area per brake: 103729 cm² 16,078 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, removing all air from the design. By eliminating an air system, air bleeding is not required and water condensation that can lead to contamination, freezing, and corrosion is no longer present. There are three independent hydraulic circuits that provide hydraulic back-up.

*stops in 46% of ISO 3450 allowable distance.*
Advanced Monitoring System – On-board Diagnostics

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.

Automatic Lubrication System

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

KOMTRAX Plus

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

The KOMTRAX Plus information available on MyKomatsu.com allows service personnel and asset owners to review cautions, operational data, fuel consumption, payloads and key component measurements provided in forms of trends. With KOMTRAX Plus, knowledge becomes the power to fuel your productivity.

Flange Type Tire Rims

The flange type rims allow quicker removal and installation of the tires which minimizes the overall impact on downtime.

Extended Oil Change System

Cummins CENTINEL® oil management system and ELIMINATOR® filtration system reduce oil and filter changes by one-third. Oil drain is extended to 4,000 hours, and there are no spin-on oil filters. Centrifuge paper is replaced every 1,500 hours.
Environmentally Friendly

**Komatsu SSDA18V170 Engine**
Optional Tier 4 compliant Komatsu SSDA18V170 engine.

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

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**Payload Policy**

**10-10-20 Load Policy Criteria**
Recognizing that variation occurs naturally in material density, fill factors, and loading equipment, Komatsu America Corp. deems it necessary to establish a consistent payload policy. This payload policy is intended to identify the guidelines and limitations for the loading of Komatsu mining trucks, and is valid for approved applications and haul profiles only.

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

- Make and model*: Komatsu SSDA18V170
- Fuel: Diesel
- Number of cylinders: 18
- Operating cycle: 4 cycle
- Gross horsepower**: 3,500 HP @ 1900 rpm
- Net flywheel power**: 2495 kW
- Weight (wet): 11750 kg
- Net flywheel power*: 2495 kW
- Number of cylinders: 18
- Fuel: Diesel

### ELECTRIC DRIVE

- Alternator: GTA-39
- Dual impeller in-line blower: 340 m³/min
- Control: AC Torque Control System
- Motorized wheels*: GDY108 Induction Traction Motors
- Ratio: 32.62:1
- Speed (maximum): 64.5 km/h

* Wheel motor application depends upon gross vehicle weight, haul road grade, haul road length, rolling resistance and other parameters. Komatsu and G.E. must analyze each job condition to assure proper application.

### TIRE AND RIMS

- Rock service, tubeless, radial tires
- Standard tire*: 56/80 R63
- Flange mount rim
- 1041 mm x 1600 mm x 140 mm rim assembly
- Rims rated at 758 kPa cold inflation pressure.

* Tires should meet application requirements for mph/ft/mph, tread, compound, inflation pressure, ply rating or equivalent, etc.

### BODY

- All-welded steel flat floor body with horizontal bolsters and full canopy. Eyebrow, rear wheel rock ejectors, body up sling and rubber mounts on frame are standard. Pivot exhaust heating optional.
- Floor sheet: 16 mm 0.63" Outer
- 19 mm 0.75" Center
- 1379 MPa 200,000 psi tensile strength steel
- Front sheet: 10 mm 0.39" Outer
- 12 mm 0.47" Center
- 1379 MPa 200,000 psi tensile strength steel
- Side sheet: 10 mm 0.39"
- 1379 MPa 200,000 psi tensile strength steel
- Canopy sheet: 6 mm 0.24"
- 690 MPa 100,000 psi tensile strength steel
- Capacity struck: 149 m³ 195 yd³
- SAE heaped: 214 m³ 280 yd³
- Standard Komatsu body weight: 40823 kg

### CAB

- Advanced Operator Environment with integral 4-post ROPS/FOPS
- Level 2 cab, adjustable air suspension seat w/lumbar support and arm rests, full-size passenger seat, maximum R-value 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 all critical stress transition zones, rugged continuous horsecollar.
- Plate material: 482.6 MPa 70,000 psi tensile strength steel
- Casting material: 260.5 MPa 90,000 psi tensile strength steel
- Rail width: 305 mm 12"
- Rail depth (minimum): 864 mm 34"
- Top and bottom plate thickness: 45 mm 1.77"
- Side plate thickness: 25 mm 0.98" Rear 32 mm 1.26" Front
- Drive axle bottoming: 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-slide control.
- Max. service apply pressure: 18960 kPa 2750 psi
- Total friction area per brake: 103729 cm² 16,078 in²
- 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: Multiple disc, spring-applied, hydraulically-released, dry brakes on inboard end of each wheel motor motor shaft. Rated to hold on ±15% grade at maximum gross vehicle weight.
- Electric dynamic retarder: Continuous 4476 kW 6000 hp

### COOLING SYSTEM

- Variable rate hydro-pneumatic with integral rebound control
- Max. front stroke: 328 mm 12.92" Max. rear stroke: 239 mm 9.40" Max. rear axle oscillation: ±6.5"

### SERVICE CAPACITIES

- Cooling System: 719 L 190 U.S. gal
- Crankcase*: 341 L 90 U.S. gal
- Hydraulic system: 1325 L 350 U.S. gal
- Motor gear box (each): 95 L 25 U.S. gal
- Fuel: 5300 L 1400 U.S. gal

* Includes lube oil filters
### Electrical System

- **4 x 8D 1450 CCA**, 12 volt, in series/parallel, 220-ampere-hour batteries, bumper-mounted with disconnect switch.
  - Alternator ........................................... 24 volt, 250 amp
  - Lighting .................................................. 24 volt
  - Cranking motors ........................................ Two/24 volt

### 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 ........................................ 24 sec
    - Power-down ........................................... 14 sec
    - Float-down empty ..................................... 24 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 18960 kPa **2,750 psi**
  - **Steering and brake** ................................. Pressure-compensating piston pump with output of 246 lpm **65 gpm** at 1900 rpm and 20685 kPa **3,000 psi**

- **System relief pressures**
  - **Hoist and brake cooling** ............................ **17237 kPa 2,500 psi**
  - **Steering and brake** ................................ **20685 kPa 3,000 psi**

Quick disconnects standard for powering disabled truck and for systems diagnostics.

### Electrical System (Detail)

- **Alternator** ........................................... 24 volt, 250 amp
- **Lighting** .................................................. 24 volt
- **Cranking motors** ........................................ Two/24 volt

### Dimensions

- **Body** |
  - **Capacity** |
    - **Struck** |
    - **2:1 Heap** |
    - **Loading Height** |
      - **Standard** |
        - **149 m³ 195 yd³** |
        - **214 m³ 280 yd³** |
        - **7.14 m 23'/5”**

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

**All dimensions are with standard body.**
**PERFORMANCE CHART**

Short Time Retarding - While thermal conditions permit, short time retarding performance will be utilized.

**KOMATSU PRODUCT LINE LOADER/TRUCK MATCHING**

Typical Number of Passes to Load

<table>
<thead>
<tr>
<th>Komatsu Trucks</th>
<th>HD785</th>
<th>HD1500</th>
<th>730E</th>
<th>830E-AC</th>
<th>860E-1K</th>
<th>930E-4</th>
<th>930E-4SE</th>
<th>960E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Vehicle Weight</td>
<td>550 lbs</td>
<td>650 lbs</td>
<td>750 lbs</td>
<td>850 lbs</td>
<td>950 lbs</td>
<td>1,050 lbs</td>
<td>1,250 lbs</td>
<td>1,550 lbs</td>
</tr>
<tr>
<td>Gross Vehicle Weight</td>
<td>1,000 lbs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rimpull</td>
<td>10%</td>
<td>8%</td>
<td>6%</td>
<td>4%</td>
<td>2%</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Resistance</td>
<td>1,000 kgs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed</td>
<td>0</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>20</td>
<td>25</td>
<td>30</td>
<td>35</td>
</tr>
<tr>
<td>mph</td>
<td>0</td>
<td>5</td>
<td>10</td>
<td>15</td>
<td>20</td>
<td>25</td>
<td>30</td>
<td>35</td>
</tr>
</tbody>
</table>

Nominal truck payload rating (short tons)
Bucket ratings are based on 1780 kg/lcm 3,000 lbs/ycy material density.
### Empty Vehicle Weight

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle</td>
<td>123,490</td>
<td>272,250</td>
<td>49.5%</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>125,985</td>
<td>277,750</td>
<td>50.5%</td>
</tr>
<tr>
<td>Total EVW</td>
<td>249,475</td>
<td>550,000</td>
<td></td>
</tr>
</tbody>
</table>

### Gross Vehicle Weight

<table>
<thead>
<tr>
<th>Distribution</th>
<th>Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Axle</td>
<td>190,104</td>
<td>419,100</td>
<td>33.0%</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>385,968</td>
<td>850,900</td>
<td>67.0%</td>
</tr>
<tr>
<td>Nominal GVW</td>
<td>576,072</td>
<td>1,270,000</td>
<td></td>
</tr>
</tbody>
</table>

### Payload

- **Nominal Payload**
  - Weight: 326,585 kg (720,000 lbs)
  - Metric Tons: 327 metric tons
  - Short Tons: 360 short tons

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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, Donaldson® w/evacuators
- Alternator (24 volt/250A)
- Auto lubrication system w/ground level fill & level indicator
- Back up alarm
- Batteries–4 x 8D (1450 CCA’s)
- Battery charging cable and socket
- Body over center device
- Body impact plate
- Brakes: oil-cooled, multiple disc front & rear
- Deck guard rails
- Electric start
- Eliminator®, Centinel®, Cense®
- Fast-fill fuel system (in tank and left side remote)
- Filters, high pressure hydraulic
- Fuel tank sight gauge (3)
- Body Liners*
- Filters, high pressure hydraulic
- Fuel tank sight gauge (3)
- Body Liners*
- 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)
- Retard speed control
- Reverse retracting
- Service center–LH
- Thermostatic fan clutch

OPERATOR ENVIRONMENT & CONTROL

- All hydraulic service brakes w/auto apply
- Battery disconnect switch
- Body up sling
- Brake lock and drive system interlock
- Circuit breakers, 24 volt
- Dedicated auxiliary circuits in operator cab (ladder lights, 2-way radios, fire suppression power)
- Diagonal ladder tread cap plates
- Dynamic retarding with continuous rated element grids
- Engine access guard rail
- Engine shutdown at ground level
- Hoist propulsion interlock
- Horns (electric–front and back-up)
- Hydraulic tank ladder
- Integral ROPS/FOPS Level 2 cab
- Maintenance and power lockout
- Parking brakes with warning light & speed application protection
- Power steering w/auto secondary steering
- Protective deck handrails
- Pre-shift brake test
- Pump driveline protector
- Radiator fan guard
- RH & LH multi-cambered convex mirrors
- Seat belts
- Operator 3-point 51 mm 2” retractable
- Passenger lap 51 mm 2” retractable
- Slip-resistant / dimpled surface on walkways
- Stairway-selectable direction (L to R)

STANDARD HIGH VISIBILITY DELUXE CAB

- AC drive interface display
- Actia Dash & Status 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
- Maintenance monitor
- Air cleaner vacuum gauges
- Air conditioner HFC-134A
- AM/FM radio with CD, USB & MP3
- Column-mounted retarder control
- Digital tachometer and speedometer
- Dome light
- 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
- Fuel low level light and buzzer
- Gauges (w/backlight)
- Headlight switch
- Heater and defroster (heavy-duty)
- Heater switch
- HID headlights
- Hot start engine coolant (220V 2-2500W)
- Hot start engine oil (220V 2-500W)
- Hot start hydraulic oil
- Hydraulic folding access ladder
- ISRI 3 point seat
- Mudflaps on hydraulic tank & fuel tank
- Mudflaps on hydraulic tank & fuel tank without ladder on hydraulic tank
- High beam selector and indicator
- Horn (center of steering wheel)
- Indicator lights (blue)
- Engine service
- KOMTRAX Plus snapshot (IM)
- Insulation (Max R-Value)
- Komatsu Payload Meter III®
- KOMTRAX Plus with ORBCOMM
- 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
- Starter key switch
- Sunvisor (adjustable)
- Tilt & telescoping steering column
- Voltmeter (battery output)
- Windshield (tinted safety plate)
- Windshield wiper (dual) and washer (electric)

LETITNG

- 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
- Halogen headlights- all high & low beam positions (10)
- HID-style backup/ berm light
- Manual back-up light, switch and indicator
- Payload lights R and L (LED)
- Platform lights R, L and Center
- Recessed corner marker/ signal lighting (LED)
- Stairway lights
- Stop & tail lights (2) (LED)
- Turn signals (LED)
- Under-hood service lights
- Work/ deck lights on control cabinet

OPTIONAL EQUIPMENT

Note: Optional equipment may change operating weight.

- Accumulators (cold weather)
- Antifreeze -40°C
- Body Liners*
- Bumper mounted headlights
- Engine access platform
- Extended canopy
- Eyebrow
- Fire extinguisher 9 kg 20 lb
- Heated body
- Mudflaps on hydraulic tank & fuel tank
- Mudflaps on hydraulic tank & fuel tank without ladder on hydraulic tank
- Reversed access ladder (R to L)
- Scoreboard PLM III Display
- Service center–RH
- Shutters (radiator)
- Special language decals
- Suspensions, cold weather
- Wiggins Quick Fluid Fill & Engine Oil Evacuation System

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

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