

KOMATSU

HD1500-8

MINING DUMP TRUCK

HD1500

**ENGINE POWER**

1.175 kW / 1.576 HP @ 1.900 rpm

RATED PAYLOAD

142 metric tons

BODY CAPACITY, HEAPED

78 m³ / 94 m³

Walk-Around

HD1500-8



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Ecology & Economy Features

- High performance Komatsu SDA16V159-3 engine
- Energy-saving operation

Performance Features

- Automatic Retard Speed Control (ARSC)
- K-ATOMiCS transmission with “Skip-Shift” function
- Komatsu Traction Control System (KTCS)

Operator Comfort & Safety Features

- Newly designed spacious, ergonomical cab
- Electronic hoist control
- Heated and ventilated air-suspension seat
- Tilt-away steering column
- Hydro-pneumatic suspension
- Built-in ROPS (ISO 3471) / FOPS (ISO 3449) cab
- Secondary steering and brake

Information & Communication Technology

- Machine monitor with high resolution 7-inch color liquid crystal display (LCD)
- KomVision, all round monitor system, with camera and radar
- Road condition analysis system

Highest Reliability

- High-rigidity frame
- Robust dump body design
- Loading policy
- Payload meter (PLM)

Easy Maintenance

- Service center, engine, transmission, brake oil and coolant
- Auto greasing system, with refill port

KOMTRAX Plus

- Increased operational data and fuel savings



Ecology & Economy Features

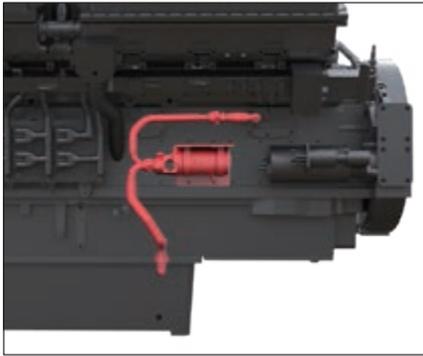
Komatsu SDA16V159-3 engine

1.175 kW (1.576 HP) gross horsepower engine is available as U.S. EPA Tier 2 emission equivalent or optimized fuel economy calibration.

Engine Prelub™* system

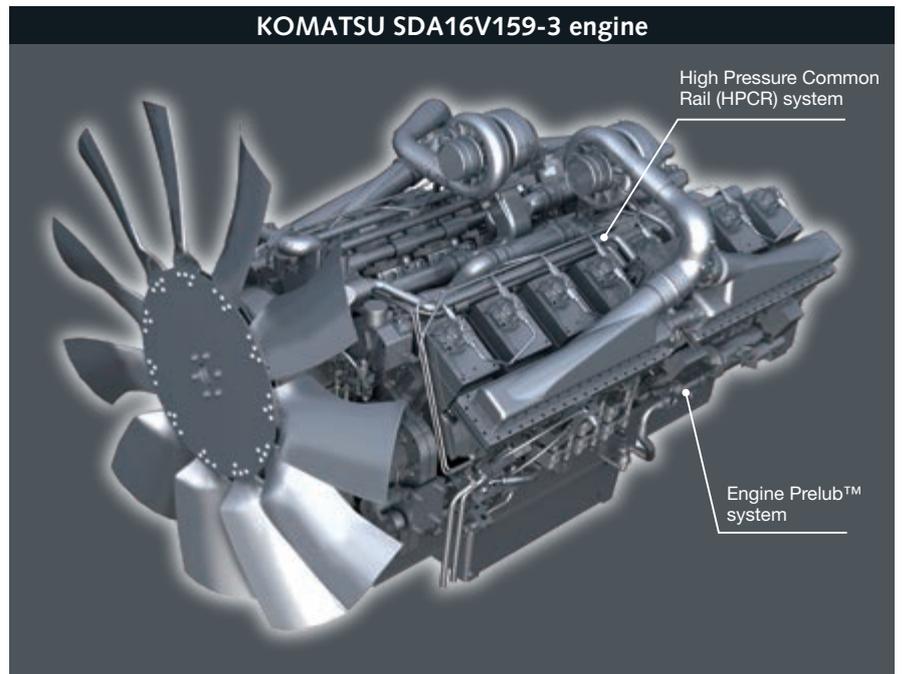
Each time the engine is started, filters and oil passages are filled with oil automatically and safely prior to cranking, to avoid dry starts.

* Prelube™ is a trademark of Cummins Inc.



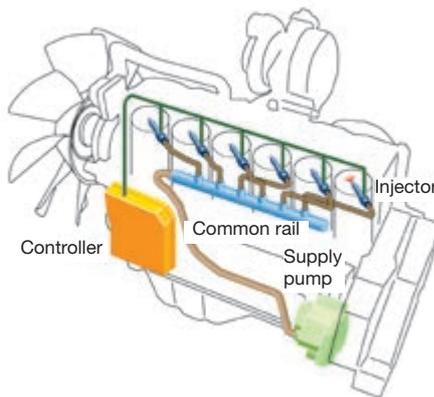
Ether start system

Provides maximum “cold weather” assistance for frequent starting below -4°C.



High Pressure Common Rail (HPCR) fuel injection system

For near complete fuel burn and lower PM emissions, the heavy-duty HPCR fuel injection system is computer-controlled to deliver a precise quantity of pressurised fuel into the engine combustion chamber.



Low fuel consumption

Latest Komatsu “on demand” energy saving technologies achieve lower fuel consumption while maintaining high productivity.

- Variable displacement piston pumps for steering & hoist circuit
- Improvements in management of hydraulic pressure for transmission control

Electronic control system

Performs high-speed processing of all signals from various sensors installed on the vehicle and the engine. This ensures effective integration of machine components. Engine condition is displayed on the monitor inside the cab, providing necessary information to the operator. Additionally, managing the information via KOMTRAX Plus helps customers schedule and track required maintenance actions.

Engine cooling fan clutch

A fan clutch drives the engine cooling fan. It can be “fully engaged”, “half engaged” or “off” depending on the coolant’s temperature.

Fuel loss is minimised and overcooling/overheating is prevented.



HD1500-8

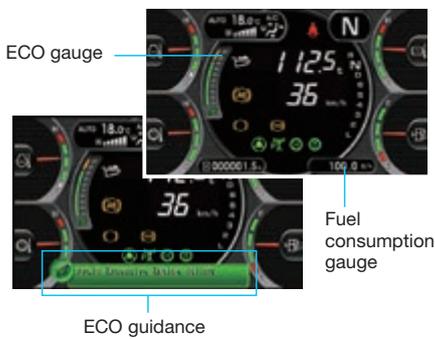
Energy-saving operation

To support optimum operation, the LCD monitor shows an easy-to-read ECO gauge, and “L/h” on the fuel consumption gauge. The ECO gauge indicates a momentary fuel consumption rate during operation. Operating the vehicle with the gauge in the green zone ensures energy saving operation.

Fuel consumption rate depends on the application and the accelerator pedal operation.

In addition, the following ECO guidance messages are displayed for fuel saving operation.

- Avoid excessive engine idling.
- Release the hoist lever
- Operating the accelerator pedal with brake actuated lowers fuel economy, etc.



Selectable operating modes

The operator can choose between two operating modes, Economy or Power, depending on machine operating conditions and/or course profile.



Power mode

PK Used for high production jobs and uphill hauling applications, the power mode increases the engine maximum output and raises the upshift and downshift engine speeds during operation.

Economy mode

EK For lighter work, on flat ground. The economy mode lowers the engine maximum output and also the upshift and downshift engine speeds during operation.

Brake cooling oil recovery tank

To protect the environment, a tank is installed on each rear wheel to capture brake cooling oil in the event of leakage from the floating seal.



Lead-free radiator

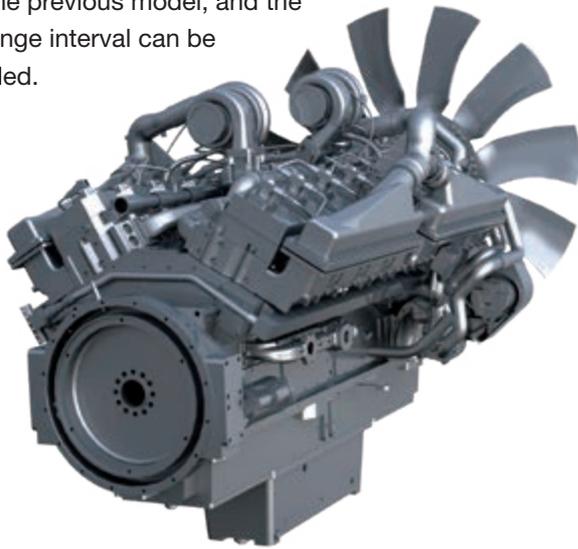
The radiator core tube is made of copper tubes and aluminum fins. Lead-free, it meets global environmental requirements.



Performance Features

High performance Komatsu SDA16V159-3 engine

Powerful and fuel efficient Komatsu SDA16V159-3 engine on HD1500-8 delivers 1.175 kW (1.576 HP) gross horsepower at 1.900 rpm, approx. 6% more than the previous model. It delivers greater acceleration and higher travel speeds with a high horsepower-to-ton rate. High torque at low speeds and impressive acceleration ensure maximum productivity with low fuel consumption. Powertrain components are redesigned to accommodate the increased power. The engine oil pan volume was increased from the previous model, and the oil change interval can be extended.



Long wheelbase and wide tread

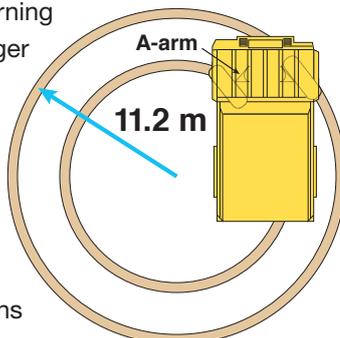
With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the HD1500-8 hauls the load at higher speed for greater productivity, and delivers superior driving comfort over rough terrain.

Small turning radius

McPherson strut type front suspension has a special A-arm between each wheel and the main frame. The wider space created between the front wheels and the main frame increases the turning angle of the wheels. The larger turning angle provides a smaller turning radius for the vehicle.

Minimum turning radius: 11,2 m.

Turning radius varies depending on ground conditions and/or vehicle speed.

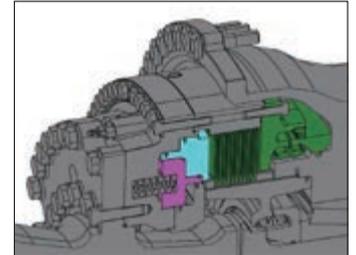


Fully hydraulic controlled wet multiple-disc brakes and retarder

Wet multiple-disc brakes on all 4 wheels ensure highly reliable and stable brake performance. Large-capacity continuously oil cooled they also function as highly responsive retarders that give the operator greater confidence at higher speeds when traveling downhill.

Retarder absorbing capacity: 1.750 kW*

* At 40°C ambient temperature. Retarder performance varies depending on ambient temperature.



7-speed fully automatic transmission

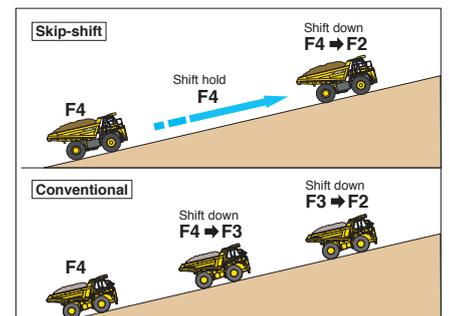
The transmission has 7 forward and 1 reverse gear. Fully automatic control selects the optimum gear according to vehicle speed and engine speed. The shift point automatically changes depending on the acceleration, and minimizes unnecessary fuel consumption. A choice between 2 reverse gear ratios is proposed on the LCD unit.



Komatsu Advanced Transmission with Optimum Modulation Control System (K-ATOMiCS) with "Skip-shift" function

K-ATOMiCS is an electronic shift control with automatic clutch modulation in all gears, which optimizes the clutch engagement oil pressure in every gear position. It is now improved further and provides smoother shifting without torque off.

"Skip-shift" function: Automatically selects a gear position depending on the slope grade when driving uphill without shifting down through each gear. It reduces the number of downshifts,



makes the driving smoother, improves the operator's comfort and reduces material spillage.

Automatic Retard Speed Control (ARSC)

Automatic Retard Speed Control (ARSC) allows to easily set a constant downhill travel speed and lets the operator concentrate on steering. Speed can be adjusted appropriately to the slope grade at an increment of 1 km/h by clicking the control lever (± 5 km/h max.).



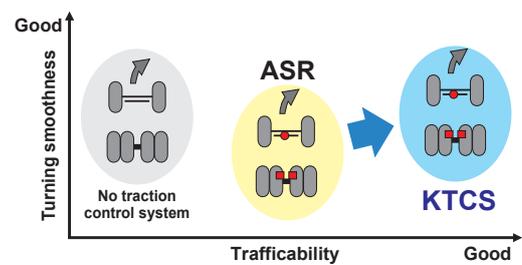
Automatic Idling Setting System (AISS)

This system facilitates quick engine warm-up and operator cab cooling/warming. When setting the system ON, the engine idle speed is kept at 650 rpm. When setting the system OFF, the engine idle speed is kept at 1.000 rpm, but is lowered to 650 rpm when either the parking brake or the retarder brake is ON.



Komatsu traction control system (KTCS)

Komatsu Traction Control System (KTCS) continuously monitors the rear wheels' rotating speed and vehicle speed for slippage. In case of excessive wheel slip, the brake is automatically applied, and optimum tire traction is maintained. KTCS activates and deactivates automatically, and improves productivity and tire life more than the conventional ASR system.



Operator Comfort & Safety Features



Ergonomically designed cab

The operator's compartment provides a convenient control layout and comfortable environment for more confident work and greater productivity.

Automatic climate control system

The operator can easily and accurately set the indoor temperature of the cab with the switch panel on the dashboard. Excellent heating/cooling capacity and air flow insure a comfortable environment throughout the year.



Radio with AUX terminal

By connecting an auxiliary sound device to the input jack, the operator can listen to the sound through the speakers in the cab.



HD1500-8

Storage space

Several storage areas are provided inside the cab: Glove box, lunch box tray, warm/cool box, and cup holder



Lunch box tray



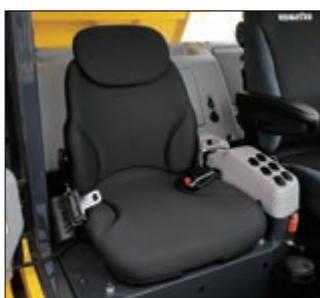
Warm/cool box, cup holder

Air-suspension seat

The fabric-covered, air-suspension seat is adjustable to the operator's weight. It dampens vibrations transmitted from the cab floor and reduces operator's fatigue. A seat heater and a ventilator are equipped as standard.

Foldable trainer seat

A full size trainer seat with a 2-point retractable seat belt can be folded for easy access to fuses and other components.



Tilt-away and telescopic steering column

The tiltable and telescopic steering column can be set to a desired position. The tilt mechanism has a spring assist for easy operator adjustment, seating and exiting.



Low noise design

The spacious cab is mounted on large capacity viscous mounts. The low noise engine, the fan clutch and the cab sealing provide a quiet, low vibration and comfortable operating environment.

Work Cycle Noise Level at Operator's Ear: 75 dB(A) (SAE J1166)



DC 12V outlet

Two DC 12V outlets are standard in the operator's cab. A 12 V cigarette lighter is located on the front side of the center console and an additional 12 V outlet is located on the rear cover behind the operator seat.



Cigarette lighter (DC 12V)
AUX terminal
DC 12V electrical outlet



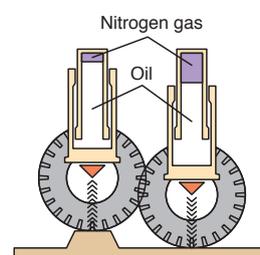
Electronic hoist control

facilitates the dumping operation with light effort. A sensor is installed to detect the dump body position, and it significantly reduces the shock when the dump body is seated on the main frame.



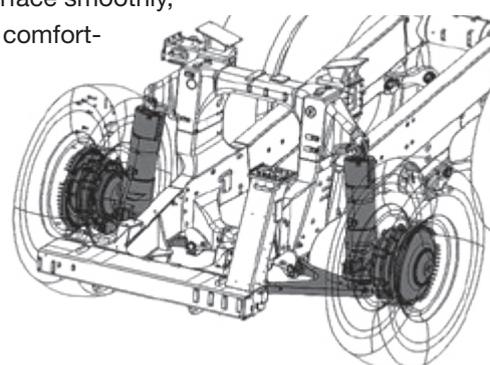
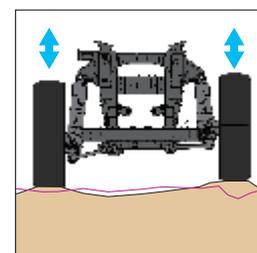
Hydropneumatic suspension for all Terrains

The hydropneumatic suspension provides a smoother ride over rough terrain to improve comfort and maximize production.



McPherson strut type front suspension

McPherson strut type independent suspension is used on the front wheels. The linkage arrangement with low friction allows the front wheel to follow uneven road surface smoothly, and achieves a comfortable ride.



Operator Comfort & Safety Features



Diagonal stairway

The low angle diagonal stairway provides easy access/egress to/from the cab and the deck. Ladders with gates and handrails are also provided on both LH and RH sides as the secondary egress.

Dimpled slip-resistant plates

Stairways and walkways have dimpled, slip-resistant plates.



Dimpled slip-resistant plates

HD1500-8

Built-in ROPS/FOPS cab

Operator cab structure conforms to ISO 3471 ROPS standard, and ISO 3449 FOPS Level II standard.



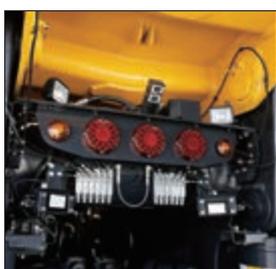
Secondary engine shutdown switch

The engine shutdown switch is located in the cab for emergency use.



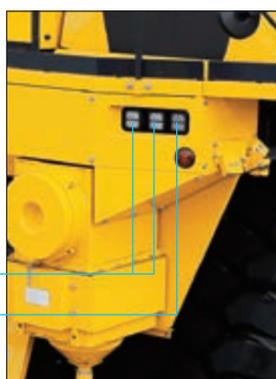
LED rear combination lamps

LED lamps are standard for the rear combination lamps. The LED lamp features long service life, excellent visibility and energy-savings.



LED head lamps

Rectangular LED lamps are used for the head lamps. Halogen fog lamps are available as option.

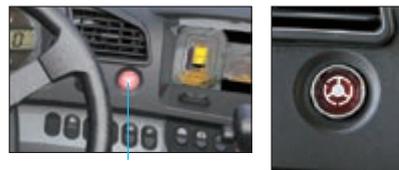


Head lamps (low beam)
Head lamp (high beam)

Secondary steering

The secondary steering system is automatically activated if the hydraulic pressure of the steering circuit lowers, for example in case of failure in the hydraulic system. It can also be activated manually by the secondary steering switch in the cab. The pilot lamp on the LCD monitor tells the operator that the system is operable when turning the key switch on.

Conform to:
ISO 5010,
SAE J1511



Manual secondary steering switch

Secondary brakes

As an added measure of reliability, a secondary brake pedal is standard. This system utilizes an independent hydraulic circuit to simultaneously apply the front and rear parking brakes.

Conform to: ISO 3450, SAE J1473



Protection functions supported by electronic control

Item	Function
Downshift inhibitor	Even if the operator downshifts accidentally, current transmission gear is kept until the vehicle speed becomes appropriate to the selected gear for preventing over-runs.
Over-run inhibitor	When descending grades, if the vehicle's speed exceeds the maximum speed for the current gear, the front and rear brakes are automatically activated for preventing over-runs.
Reverse inhibitor	The vehicle is prevented from shifting to reverse gear when operating the body.
Forward/reverse shift inhibitor	This device makes it impossible to shift from/to forward to/from reverse when the vehicle's speed exceeds 4 km/h.
Anti-hunting system	When running near the shift point, the system prevents unnecessary shift up and down for smooth traveling.
Neutral safety	The engine is prevented from starting when the shift lever is not in neutral.
Neutral coast inhibitor	It prevents gear position from shifting to neutral while traveling over a certain speed, even if the shift lever is moved to neutral position.

Speed limiter

Maximum travel speed is limited independently for both empty and loaded conditions.

Speed limiter, overload (optional)

The maximum travel speed is limited to 14 km/h when the payload exceeds threshold value.

Information & Communication Technology

High resolution 7-inch color LCD unit

A large user-friendly colour monitor enables safe, accurate and smooth work. With all essential information available at a glance, it features simple and easy-to-operate switches and multifunction keys that provide fingertip access to a wide range of functions and operating information.



Switch panel

- 1 Automatic climate control (A/C) switches / Numeral key pad
- 2 Function switches



Machine monitor

- 1 Engine coolant temperature gauge
- 2 Torque converter oil temperature gauge
- 3 A/C display
- 4 ECO gauge
- 5 Payload / clock
- 6 ARSC set travel speed
- 7 Shift indicator
- 8 Retarder oil temperature gauge
- 9 Fuel gauge
- 10 LED indicator
- 11 Speedometer
- 12 Engine tachometer

Maintenance time caution

When the time to the next maintenance action is less than the preset hours*, the maintenance time monitor appears.

* The time can be set in the 10 to 200 hours range.



Maintenance screen

Troubleshooting function

Various meters, gauges and warning functions are centrally arranged on the LCD unit. This facilitates the pre-shift inspection and promptly warns the operator with a lamp and a buzzer if any abnormal conditions occur. Abnormal conditions are classified in 4 recommended action levels, and one recommended action is displayed.



KomVision, all round monitoring system

6 cameras and 8 radars are installed on the HD1500-8, and the operator can confirm the safety around the vehicle with the KomVision monitor and an additional rear view monitor. This is helpful when starting up and when driving at low speeds, such as in loading areas, at the fuel bay or near the maintenance shop.

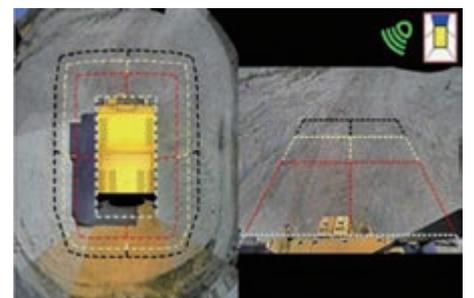


Operation switch

KomVision monitor

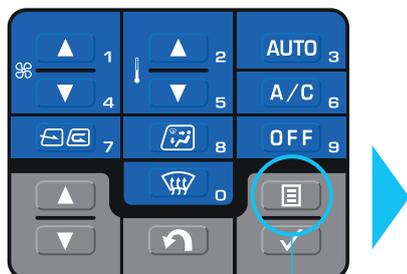
Additional rear view monitor

If an object is detected in the area, a small circle is displayed on the monitor screen, and the system informs the operator by an alarm sound.



Visual user menu

Pressing the menu switch on the switch panel displays the user menu screen. The menus are grouped in 5 tabs according to their functions. Easy-to-understand icons enable intuitive use.

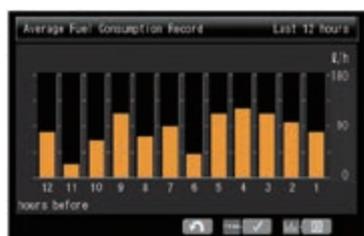
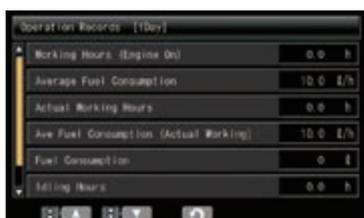


Menu switch



1 Energy saving guidance

- Operation records
- ECO guidance records
- Average fuel consumption logs
- Configurations



2 Machine setting / information

- Payload meter
- KTCS setting
- ARSC setting
- Dumping counter, etc.



3 Maintenance

- Check and reset of various maintenance intervals/remaining hours



4 Monitor setting

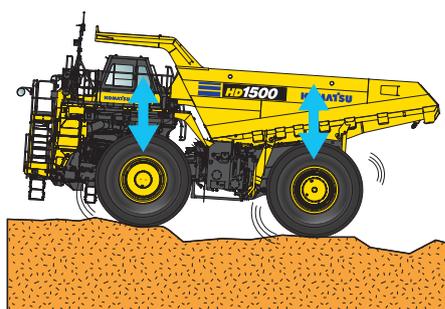
- Rear view monitor setting
- KomVision setting
- Meter select
- Screen adjustment
- Language setting (33 languages), etc.



5 Mail check

Road condition analysis

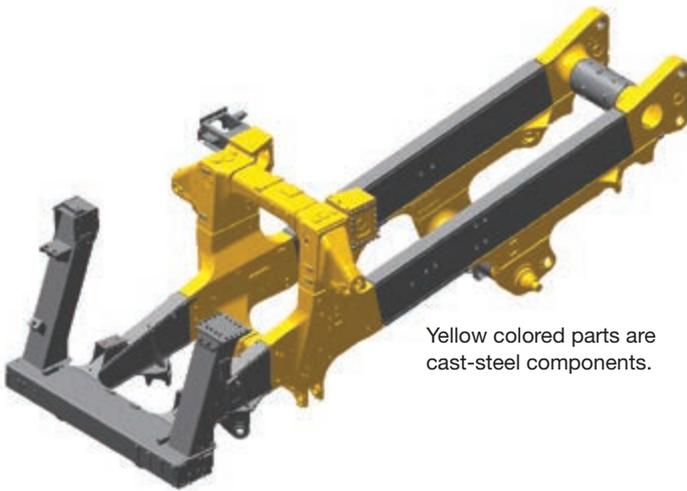
This function maps the haul road condition, a calculation made with pressure data from all 4 suspension cylinders. It is available to the customer, together with geographical data, via KOMTRAX Plus. The report includes recommendations for optimal travel speed and timing of road maintenance. This is a useful tool for maximizing the vehicle's availability.



Highest Reliability

High-rigidity frame

Cast-steel components are used in critical areas of the main frame where loads and shocks are most concentrated.



Yellow colored parts are cast-steel components.

Robust dump body design

The standard dump body is made of high-tensile-strength steel for excellent rigidity and low maintenance cost. The V-shape and V-bottom design contribute to the structural strength. The front, side and bottom plates of the dump body are reinforced with lateral and longitudinal bolsters. 2 kinds of bodies are available depending on the application.

<p>78 m³ body</p>	<p>For high density material such as copper/iron ore and hard overburden Plate thickness: 19/12/9 mm (Bottom/front/side)</p>	
<p>94 m³ body</p>	<p>For low density material such as loose overburden and dry soil Plate thickness: 16/10/9 mm (Bottom/front/side)</p>	

Loading policy

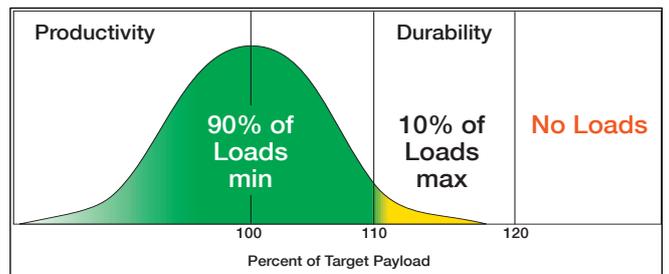
Each dump truck has its own “target payload”. Operating a dump truck with an extraordinary payload causes the following adverse effects.

- Operating an under loaded truck cannot fully utilize the vehicle’s performance and increases the number of round trips required to haul the same quantity of materials, resulting in increased cost-per-ton.
- Operating an overloaded truck causes early wear of brake discs, tires, etc., and shortens the life of components such as drive system etc. resulting in increased maintenance and repair costs.

1. Monthly average payload must not exceed the target payload of the truck.
2. No less than 90% of all loads must be up to 110% of the target payload of the truck.
3. No more than 10% of all loads may be between 110% and 120% of the target payload of the truck.
4. Any single load must not exceed 120% of the target payload of the truck.

Following the “Loading Policy” maximizes productivity of the vehicle, reduces operating costs, and extends the life of brakes, tires, and other components.

Target payload: Rated gross vehicle weight - Empty vehicle weight (Include all attached options)



PLM

The PLM manages the payload of each hauling cycle and analyzes the truck’s production volume and working conditions for a specific period. Loaded weight is displayed in real time, both on the cab’s monitor and by external display lamps.



External display lamp



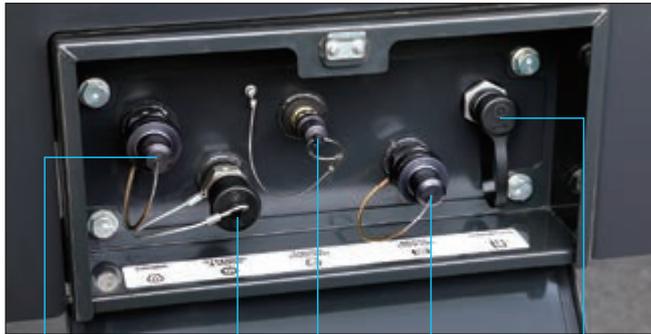
Payload display

Loaded weight

Easy Maintenance

Service center

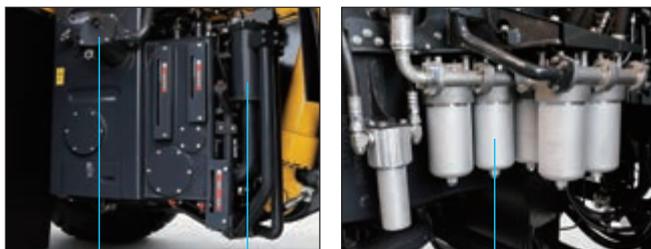
A convenient service center is located on the bottom part of the steering/hoist tank. It facilitates engine oil, coolant, transmission oil, steering & hoist oil, and brake cooling oil refilling at the same location.



Engine oil Steering and hoist oil Coolant Brake cooling oil Transmission oil

Centralized arrangement of filters

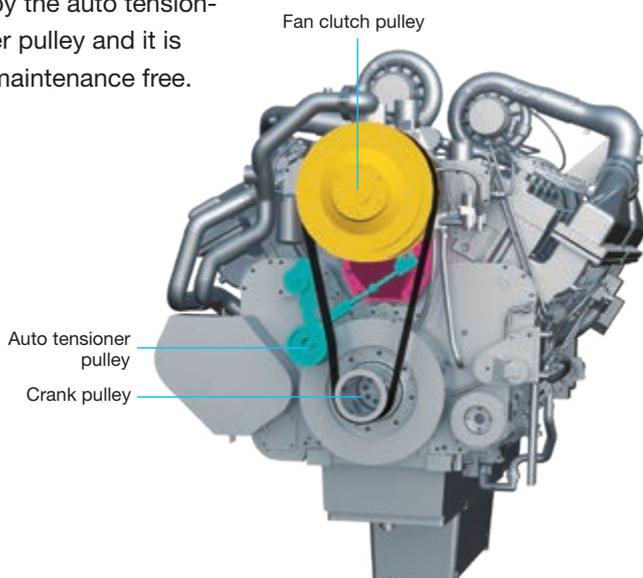
The filters are centralized for easy service.



Hydraulic oil filter (Return) Transmission oil filter
Brake cooling oil filter (Return)

Fan drive with auto tensioner

The engine cooling fan drive belt tension is maintained by the auto tensioner pulley and it is maintenance free.



Auto tensioner pulley
Crank pulley

Auto greasing system

This system automatically supplies grease to each greasing point, at preset times. It is no longer necessary to periodically lubricate with a manual pump. Oil reservoir is accessible to refill from the ground level.



Grease pump pump and reservoir Refill port

Electric circuit breaker

Circuit breakers are used for important electric circuits that need to be restored quickly if a problem occurs in the electrical system.



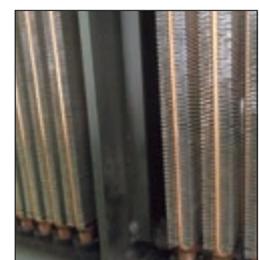
Battery disconnect switch

For convenience in maintenance/service, a battery disconnect switch is located on the left side of the vehicle, and is accessible from the ground level.



Easy radiator tube replacement

Cooling tubes are held in headers with flexible seals and are easy to remove and install individually.



Specifications

ENGINE

Model	Komatsu SDA16V159-3
Type	Overhead valve, direct injection type, turbocharged, aftercooled, water-cooled, 4-cycle
Engine power	
at rated engine speed	1.900 rpm
SAE J1995	1.175 kW/1.576 HP
ISO 9249 / SAE J1349* (net engine power)	1.103 kW/1.479 HP
Fan drive type	Hydraulic driven
No. of cylinders	16
Bore × stroke	159 × 159 mm
Displacement	50,3 l
Max. torque	7.170 Nm (731 kgf·m)
Governor	Electronically controlled
Lubrication system	
Lubrication method	Gear pump, force lubrication
Filter	Full-flow filter
Air-filter type	Dry type with double elements, precleaner and evacuator valve

*U.S. EPA Tier 2 emission equivalent or optimized fuel economy calibration.

TRANSMISSION

Torque converter	3-element, 1-stage, 2-phase
Transmission	Full-automatic, planetary type
Speed range	7 speeds forward and 1 reverse
Lock-up clutch	Wet, multiple-disc clutch
Forward	Torque converter drive in 1st gear, direct drive in 1st lock-up and all higher gears
Reverse	Torque converter drive
Shift control	Electronic shift control with automatic clutch modulation in all gears
Max. travel speed	56,5 km/h

SUSPENSION

McPherson strut type front suspension and four-link type rear axle suspension with independent, hydropneumatic cylinders.

Effective cylinder stroke:	
Front suspension	400 mm
Rear suspension	160 mm
Rear axle oscillation:	
Oil stopper	3,9°
Mechanical stopper	5,8°

BRAKES

Brakes meet ISO 3450 standard.

Service brakes:	
Front	Full-hydraulic control, oil-cooled multiple-disc type
Rear	Full-hydraulic control, oil-cooled multiple-disc type
Parking brake	Spring applied, multiple-disc type (actuates on all wheels)
Retarder	Oil-cooled, multiple-disc front and rear brakes act as retarder
Retarder capacity (continuous)	1.750 kW
Secondary brake	Manual pedal operation. When hydraulic pressure drops below the specified level, parking brake is automatically actuated.
Brake surface:	
Front	67.939 cm ²
Rear	97.055 cm ²

SERVICE REFILL CAPACITIES

Fuel tank	2.120 l
Engine oil	230 l
Torque converter and transmission	129 l
Brake cooling	342 l
Brake control	87 l
Differentials (total)	439 l
Final drives (total)	214 l
Hydraulic system	316 l
Suspension (total)	191,6 l

BODY

Capacity:	
Struck	50/65 m ³
Heaped (2:1, SAE)	78/94 m ³
Rated payload: 78/94 m ³ body	142 metric tons
Material	Brinell hardness 400/450
Structure	V-shape body with V-bottom
Material thickness:	
Bottom	19/16 mm
Front	12/10 mm
Sides	9 mm
Target area (inside length × width)	8.150 mm × 5.800 mm
Dumping angle	45°
Height at full dump	11.415 mm
Heating	Exhaust heating

WEIGHT (APPROX.)

Empty weight (with 94 m ³ body. Excludes optional equipment and operator.)	107.600 kg
Gross vehicle weight (Includes optional equipment, operator (75 kg) and payload)	249.575 kg
Weight distribution	
Empty:	
Front axle	52%
Rear axle	48%
Loaded:	
Front axle	32,3%
Rear axle	67,7%

AXLES

Final drive type	Planetary, double reduction
Rear axle	Full-floating
Ratios:	
Differential	1,720
Planetary	11,482

MAIN FRAME

Type	Box-sectioned structure
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STEERING SYSTEM

Type	Full-hydraulic power steering with two double-acting cylinders
Supplementary steering	Automatically and manually controlled (meets ISO 5010 and SAE J1511)
Minimum turning radius	11,2 m
Max. steering angle (outside tyre)	43°

HYDRAULIC SYSTEM

Hoist cylinder	Twin, 2-stage telescopic type
Relief pressure	24 MPa (245 kg/cm ²)
Hoist time (raise/lower)	13,5/12,5 s

CAB

Complies with ISO 3471 ROPS (Roll-Over Protective Structure) and ISO 3449 level II FOPS (Falling Object Protection Structure) standards.

TYRES

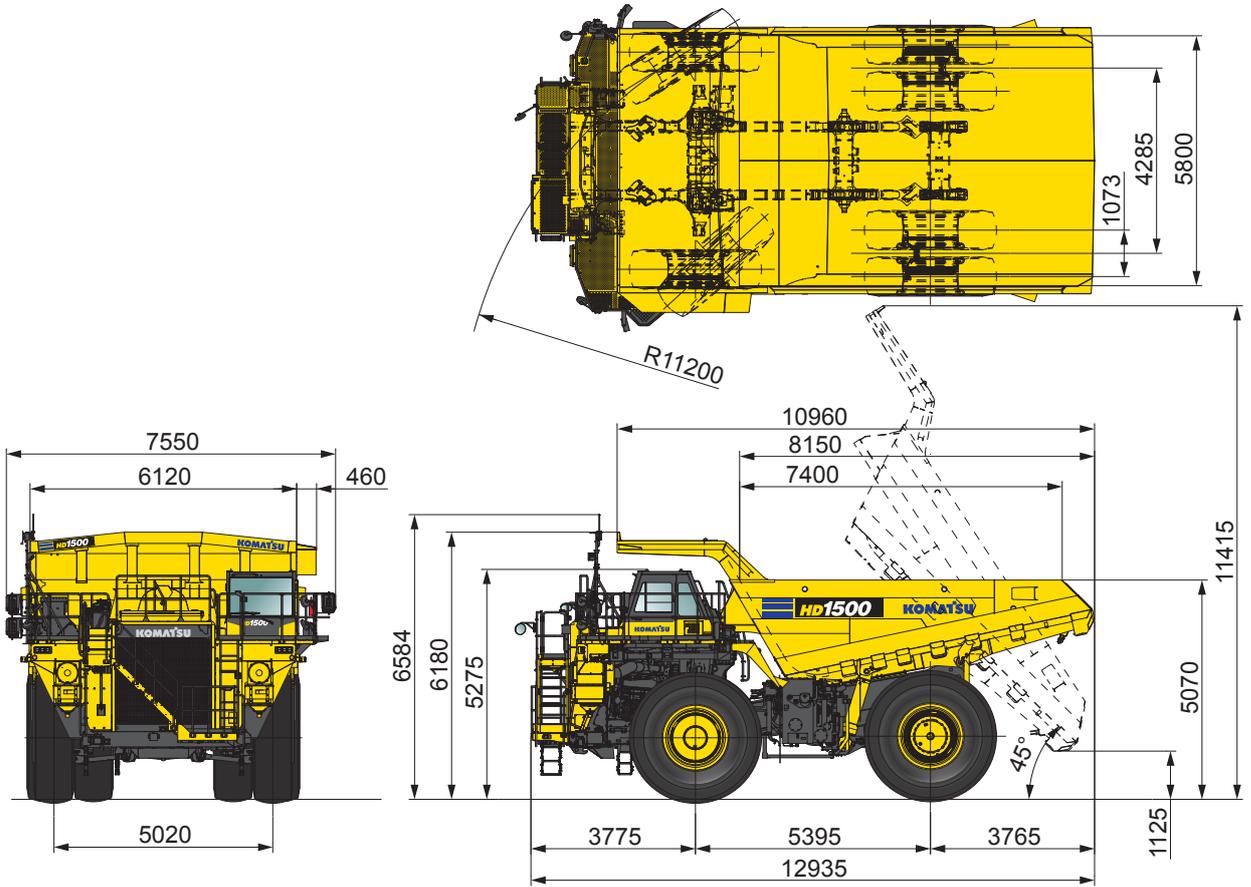
Standard tyres	33.00 R51
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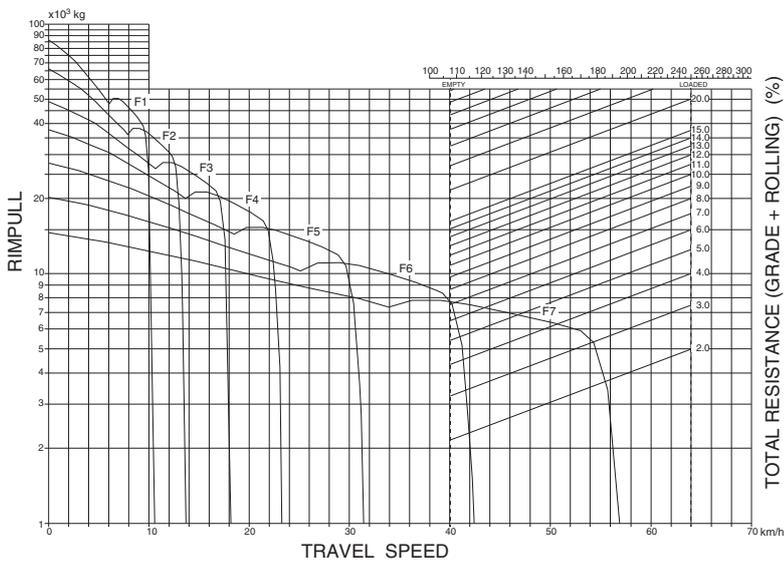
Specifications

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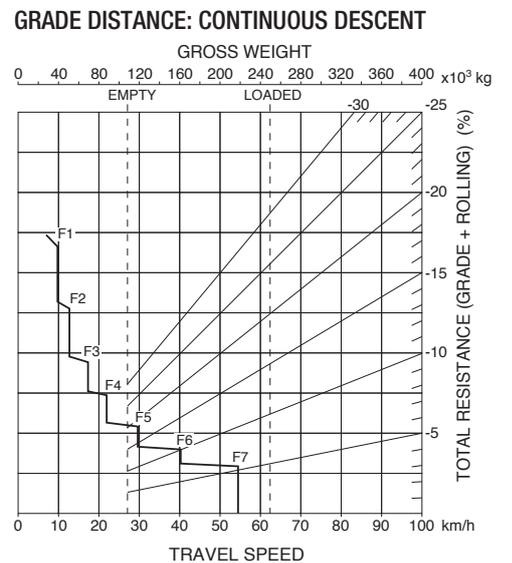
Unit: mm



TRAVEL PERFORMANCE



RETARDER PERFORMANCE



At 40°C ambient temperature.
Retarder performance varies depending on ambient temperature.



Standard and Optional Equipment

ENGINE

Komatsu SDA16V159-3 engine	●
Cooling fan clutch	●
Ether start	●
Mode selection system	●
Alternator 140 A/24 V	●
Starter motor 2 × 9,0 kW	●
Batteries 4 × 12 V	●
Dry type air cleaner, double-element with dust indicator and pre-cleaner	●
Prelub™ system	●

CABIN

Built-in ROPS (ISO 3471) / FOPS (ISO 3449) cab	●
Operator seat, air suspension type with heating, ventilation and retractable 3-point seat belt (3 inches wide)	●
Trainer seat with 2-point retractable seat belt (3 inches wide)	●
Steering wheel, tilt and telescopic	●
Air conditioner	●
Sun visors	●
Windshield washer and wiper (with intermittent feature)	●
Cigarette lighter, ashtray and cup holder	●
AM/FM radio with auxiliary input (MP3 jack)	●
Eco-gauge and Eco guidance	●
2 × 12 Volt power supply	●
Electronic hoist control system	●
Power window, left and right	●
Tinted glass (Front: laminated glass)	●
Two doors, left and right	●

SERVICE AND MAINTENANCE

Automatic greasing system with refill port	●
7-inch LCD colour monitor panel	●
KOMTRAX Plus – Komatsu wireless monitoring system – with PLM, satellite communication (IRIDIUM) and wireless LAN	●
Fuel tank with fast fill coupler, right and left	●
Battery jump start	●
Hydraulic oil filter clogging alarm	●

AXLES AND TYRES

33.00 R51	●
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SAFETY EQUIPMENT

Speed limiter	●
Back-up alarm	●
Automatic supplementary steering	●
Coolant temperature alarm and light	●
Battery disconnect switch	●
Hand rails for platform	●
Horn, electric	●
Heated rear-view mirrors	●
Under-view mirrors	●
Secondary engine shutdown switch (inside cab)	●
Hydraulically controlled wet multiple-disc brakes and retarder	●
Overrun warning and prevention system	●
Overturn warning system	●
Pedal-operated secondary brake	●
Neutral coast inhibitor	●
Emergency engine stop switch	●
Starter disconnect switch	●
Diagonal stairway, with lamps	●
Automatic Retard Speed Control (ARSC)	●
Dimpled slip-resistant plates	●
Engine shutdown switch, ground level	●
Parking brake, integrated in front and rear brake	●
Preventive Maintenance (PM) clinic service connectors	●
Secondary brake, pedal type, variable	●
Secondary steering, automatic, electrical	●
Speed limiter (overload)	○

LIGHTING SYSTEM

Back-up light	●
LED headlights high and low beam	●
Fog lights	●
LED stop and tail lights, turn indicator lights with hazard function	●
LED side working lights, left and right side	●
Engine room lamps	●

BODY

Body exhaust heating kit	●
Rock ejector bars	●
Safety pin	●
Cab guard, left, weld-on type	●
Deck mounted muffler, less body heating	○

OTHER EQUIPMENT

Mud guards	●
Brake cooling oil capture tank	●
Electric circuit breakers, 24 V	●
Full automatic F7-R1 transmission with lock-up clutch	●
KomVision, camera and radar	●
Automatic idling setting system	●
Electric priming fuel pump	●
Komatsu Traction Control System (KTCS)	●
Hydropneumatic suspensions (front and rear)	●
Lead-free radiator, flexible rubber seal type	●
Road condition analysis system	●
Service center, engine, transmission, break oil, and coolant	●
Dump counter	●
Bio fuel ready (B20)	●
Adjustable tie rod	○
Body position alarm	○
Disabled truck quick connects	○
Engine coolant and oilpan heaters	○
Fire extinguisher	○
Hydraulic oil heater	○
Highest gear limit (F4, F5, F6)	○
KomVision, camera only	○
PLM software and download cable	○
Smart rim	○
Wheel chocks	○

GUARDS AND COVERS

Drive shaft guards, front and rear	●
Engine small unit guard	●
Engine under guard	●
Exhaust thermal guard	●
Fire protective covers	●
Transmission under guard	●
Engine side covers	●
Filler cap lock and cover lock	●

Further equipment on request

- standard equipment
- optional equipment

Your Komatsu partner:

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