

DUMP TRUCK

HD465-5

Payload Capacity: **55metric tons/61U.S.tons**
Max. Vehicle Weight: **96,100kg 211,860lb.**



Model shown may include optional equipments.

Excellent Productivity&Fuel Economy

- High-output Komatsu SAA6D170E engine with low fuel consumption
- 7-speed, fully automatic K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System)transmission
- Oil-cooled multiple-disc retarder & optional exhaust retarder

Operator Comfort & Safety

- K-ATOMiCS transmission provides smooth acceleration and deceleration
- Hydropneumatic suspension for a smoother ride
- Wide and sound-suppressing cab gives comfortable operator environment
- Keeping a constant downhill travel speed (ARSC,Option)

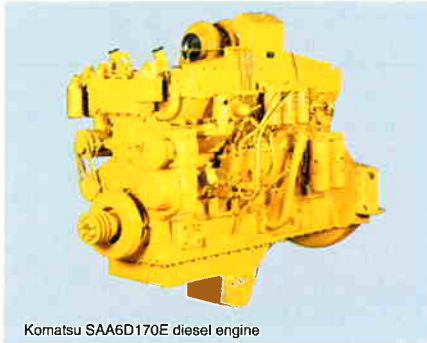
More Uptime

- Sturdy, refined frame and tough body construction
- Monitoring system for operational safety and reliability
- Adjustment-free caliper discs used for front wheel brakes and parking brake

KOMATSU

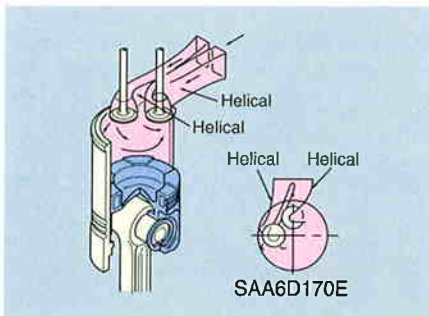
Excellent Productivity & Fuel Economy

High-output Komatsu SAA6D170E engine: The 23.15-liter power plant with turbocharger and aftercooler develops the largest output of 715 HP(533kW) at 2000 RPM in it's class.



Komatsu SAA6D170E diesel engine

Low fuel-consuming engine: High injection pressure creates an ideal fuel-air mixture for more combustion efficiency, while the ductile cast-iron pistons greatly reduce friction loss. For even more combustion efficiency, each cylinder has four valves—two for intake, two for exhaust. The two intake ports (both are helical type) produce optimum swirl for excellent combustion. The exhaust gas is smoothly and quickly ejected from the combustion chamber through the exhaust ports. All this helps to make the Komatsu-built engine a fuel miser.



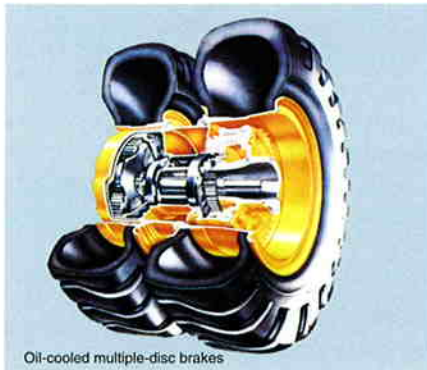
7-speed, fully automatic K-ATOMiCS transmission: The K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System) automatically selects the optimum gear according to vehicle speed, engine speed and the shift position you've chosen. The result: the best gear for any driving situation.



K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System)

Oil-cooled multiple-disc retarder and optional exhaust retarder:

The truck can be decelerated without frequent use of the brakes, allowing you to travel safer at higher speeds, even down long, steep slopes.



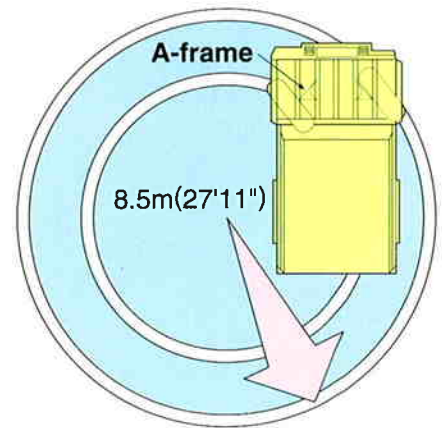
Oil-cooled multiple-disc brakes

A More Stable Ride in a More Maneuverable Truck

Long wheelbase and wide tread: With an extra-long wheelbase, a wide tread and an exceptionally low center of gravity, the HD465-5 hauls the load at higher speed for more production, and delivers supreme driving comfort over rough terrain.

Big body: A wide target area makes for easy loading with minimal soil spillage and more efficient hauling.

Small turning radius: The MacPherson strut type front suspension has a special A-frame 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 this turning angle, the smaller the turning radius of the truck.



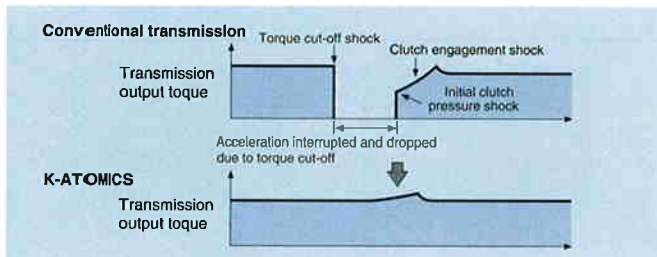
Model shown may include optional equipment.



Enhanced Operating Comfort

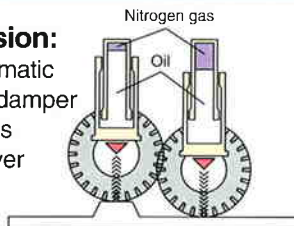
K-ATOMiCS—smooth acceleration / deceleration:

An electronically controlled valve is provided for each clutch pack in the transmission, allowing independent clutch engagement/ disengagement. Moreover, it enables an ideal change in clutch modulation pressure and torque cut-off timing in response to traveling conditions. The result is smooth shifting and responsive acceleration.



Hydropneumatic suspension:

All four wheels have hydropneumatic suspension with a fixed throttle damper control valve that greatly reduces pitching, rolling and bouncing over rough terrain.



Ideal driving position settings: The 5-way adjustable operator seat and the tilt-telescopic steering column create an optimum driving posture, for increased driving comfort and more control over the machine's operations.

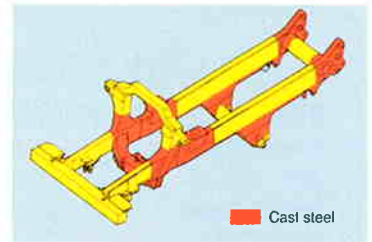
See Everything in Quiet Comfort: Wide windows in the front, side and back, plus plenty of space in the richly upholstered interior, give you a quiet, comfortable environment from which to see and control every aspect of your work.



More Uptime

Sturdy, refined frame:

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



Rigorous dump body design: The standard dump body is made of 130 kg/mm² (184,900 PSI) high-tensile-strength steel for excellent rigidity and reduced maintenance costs. The V-shape design also increases structural strength. The side and bottom plates of the dump section are reinforced with ribs for added strength.



Adjustment-free brakes: The front service brakes and the parking brake are adjustment-free caliper disc type.

Easy maintenance: Greasing points have been centralized at three locations. Fuel and engine oil filters are also located together on the left-hand remote mount, for easy, remote inspection from the ground.

Reliable hydraulic system: The oil cooler is installed below the retarder, improving the reliability of the hydraulic system during sudden temperature rises. Further, in addition to the main filter, a 52-micron line filter is set at the entrance to the transmission control valve. This system helps prevent secondary faults.

Excellent footwork and durable power line: By adopting electronic modulation on all levels, peak torque when shifting is reduced, raising the endurance of the power line.

Electronic devices for excellent operation: In the harness connection, a dual-lock connector is used to prevent loosening from vibrations and contact failure. Also, the base boards for controllers and other devices are fixed by molding (with resin), realizing high water, dust and vibration resistance.