HORSEPOWER

Gross: 155 kW 207 HP @ 1950 rpm
Net: 153 kW 205 HP @ 1950 rpm

OPERATING WEIGHT

D65EX-16 19510 kg 43,010 lb
D65PX-16 20990 kg 46,270 lb
D65WX-16 20360 kg 44,880 lb

Photo may include optional equipment.
Complete operator control with PCCS (Palm Command Control System)

- Electronic controlled PCCS travel control
- Hydraulic controlled PCCS blade/ripper control
- Fuel control dial
- Automatic/manual gearshift selectable mode
- Gearshift pattern preset function
- ECMV controlled transmission

See page 7.

Increased-track length for EX/WX ensures outstanding grading ability and stability.

See page 9.

SA6G114E turbocharged after-cooled diesel engine provides an output of 155 kW (207 HP) with excellent fuel economy, while meeting EPA Tier 3 and EU stage 3A emissions certified. See page 6.

Hydraulic drive radiator cooling fan controlled automatically, reduces fuel consumption and operating noise levels. See page 6.

Gull-wing engine side covers for easy and efficient engine servicing. See page 9.

Blade tilt lines completely protected.

PLUS (Parallel Link Undercarriage System) provides longer wear life and lower repair & maintenance costs with new rotating bushings and other key enhancements. See page 5.

PAT (Power Angle and Tilt Dozer) expands productivity in a variety of applications. The manually adjustable blade pitch further expands versatility and productivity. See page 8.

New integrated ROPS cab includes:

- Large quiet operator environment
- Centralized ride with side cab damper
- Excellent visibility without ROPS post
- Automatic high capacity air conditioning
- Pressurized cab
- Adjustable armrest and suspension seat

See page 8.

HSS (Hydrostatic Steering System)

Provides smooth, quick, and powerful control in various ground conditions. See page 7.

Large TFT LCD monitor

- Easy-to-read and use 7” large multi-color monitor
- Choice of 10 languages for global support

TFT : Thin Film Transistor
LCD : Liquid Crystal Display

See page 8.

Automatic adjusted idler support provides long life of wear plate without gap and vibration. See page 9.

High-vigidity, simple hull frame and monocoque track frame with pivot shafts for greater reliability. See page 9.

Modular power train for increased serviceability and durability. Forward mounted pivot shafts isolate final drives from blade loads. See page 9.

Wet, multiple-disc brakes adjustment free for excellent service life. See page 9.
Based on a completely new digging theory, SIGMADOZER dramatically improves dozing performance and increases productivity. A new frontal design concept adopted for digging and rolling up at the center of the blade increases soil holding capacity while simultaneously reducing sideway spillage. It also reduces digging resistance producing a smoother flow of earth, enabling the dozing of larger quantities of soil with less power.

**Outstanding productivity**

SIGMADOZER – The next generation blade

Based on a completely new digging theory, SIGMADOZER dramatically improves digging performance and increases productivity. A new frontal design concept adopted for digging and rolling up at the center of the blade increases soil holding capacity while simultaneously reducing sideway spillage. It also reduces digging resistance producing a smoother flow of earth, enabling the dozing of larger quantities of soil with less power.

**Outstanding fuel economy**

Automatic transmission with lockup torque converter

A sharp reduction in fuel consumption and greater power train efficiency is achieved by the new automatic gearshift transmission and lockup torque converter. The automatic transmission selects the optimal gear range depending on the working conditions and load placed on the machine. This means the machine is always operating at maximum efficiency.

Automatic/manual gearshift selectable mode

Automatic or manual gearshift modes can be selected with ease to suit the work at hand by simply pressing the switch on the multi-monitor (selection at neutral).

- **Automatic gearshift mode**
  - Select for all general dozing. When a load is applied, the transmission automatically shifts down, and when the load is off, it automatically shifts up to a set maximum gear speed. This mode economizes both fuel and production further where the torque converter lockup mechanism is actuated according to load, providing a one to one drive.

- **Manual gearshift mode**
  - Select for dozing and ripping rough ground. When loaded, the transmission automatically shifts down, but does not shift up when the load is off.

Selectable working mode

Working mode P is the mode aiming for powerful operation and maximum production and mode E for general dozing applications with adequate speed and power while raising energy. For CO₂ reduction and energy saving, the monitor panel allows for switching the working mode with ease, depending on the work at hand.

- **P mode (Power mode)**
  - With P mode, the engine outputs its full power, allowing the machine to perform the work requiring large production, heavy load work, and uphill work.

- **E mode (Economy mode)**
  - With E mode, the engine outputs enough power for the work without delivering unnecessary power. This mode allows for energy raising operation and is suitable for the work on a ground where the machine may cause shoe slip and the work not requiring large power such as downward sloping, leveling and light load work.

**New fuel efficient bulldozer**

The new D65 has achieved both high levels of productivity and fuel economy through the usage of SIGMADOZER and automatic transmission with lockup torque converter. SIGMADOZER developed based on completely new digging theory dramatically increases productivity. New transmission with high power transmission efficiency greatly reduces fuel consumption. This bulldozer significantly improves fuel efficiency compared with our conventional model.

**Automatic gearshift mode screen**

**Manual gearshift mode screen**

**FUEL CONSUMPTION:**

Production increased by 15% (compared with our conventional model)

**PRODUCTION:**

Fuel consumption decreased by 10% (compared with our conventional model)

**FUEL EFFICIENCY:**

25% increase (compared with our conventional model)
Fuel efficient electronic controlled engine

The Komatsu SAA6D114E engine delivers 155 kW (207 HP) at 1950 rpm. The fuel-efficient, powerful Komatsu engine makes the D65 superior in both ripping and dozing operations. The engine is EPA Tier 3 and EU stage 3A emissions certified. The engine is turbocharged and features direct fuel injection and air-to-air aftercooling to maximize power, fuel efficiency and emission compliance. To minimize noise and vibration, the engine is mounted to the main frame with rubber cushions.

Hydraulic drive radiator cooling fan

The engine cooling fan rotation speed is electronically controlled. The fan rotation speed depends on engine coolant and hydraulic oil temperatures, the higher the temperature the higher the fan speed. This system increases fuel efficiency, reduces the operating noise levels and requires less horsepower than belt driven fan.

Human-Machine Interface PCCS (Palm Command Control System)

Komatsu’s ergonomically designed control system "PCCS" creates an operational environment with “complete operator control.”

Palm command electronic controlled travel joystick

Palm command travel joystick provides the operator with a relaxed posture and superior fine control without operator fatigue. Transmission gear shifting is simplified with thumb push buttons.

Gearshift pattern preset function

When the gearshift pattern is set to either <F1-R2>, <F2-R1>, <F2-R2>, <F2-R3L> or <F3L-R3L> in the automatic gearshift mode, the gear automatically shifts to the preset gear when the travel control joystick is set to Forward or Reverse position, reducing round trip repetition work time and operator’s efforts. Gearshift patterns <F2-R3L> and <F3L-R3L> are newly added for high speed leveling operation.

Human-Machine Interface PCCS (Palm Command Control System)

Hydraulically-controlled palm command joystick is equipped for blade/ripper control. Combined with the highly reliable Komatsu hydraulic system, superb control is the result.

ECMV (Electronic Controlled Modulation Valve) controlled transmission

A controller automatically adjusts each clutch engagement depending on travel conditions, providing smooth shockless clutch engagement, improved component life and operator ride comfort.

Hydraulic Steering System—smooth, powerful turning

The engine power is transmitted to both tracks without power interruption on the inside track for smooth, powerful turns. Counter rotation is available for minimum turning radius enhancing maneuverability.
New integrated ROPS cab

A newly designed cab is integrated with ROPS according to the latest computer analysis. High rigidity and superb sealing performance sharply reduce noise and vibration for the operator and prevent dust from entering the cab. Relaxed operation in comfortable environment. In addition, side visibility is increased because external ROPS structure and posts are not required. Outstanding visibility has been achieved.

Large multi-lingual LCD color monitor

A large user-friendly color monitor enables safe, accurate and smooth work. Excellent screen visibility is achievable by use of TFT liquid crystal display that can easily be read at various angles and lighting conditions. Simple and easy to operate switches. Plus function keys facilitate multi-function operations. Display data in 10 languages to globally support operators around the world.

Comfortable ride with cab damper mounting

The D65’s cab mount uses a cab damper which provides excellent shock and vibration absorption capacity. The long stroke cab damper mounts soften shocks and vibration while traveling over adverse conditions, which conventional rubber mounting systems are unable to absorb. The cab damper spring isolates the cab from the machine body, suppressing vibration and providing a quiet, comfortable operating environment.

Low maintenance costs

Power train components are sealed in a modular design that virtually eliminates bushing wear, resulting in doubled service life of the undercarriage. In addition, wear limits of the link and carrier roller are increased to balance with the extended service life of the bushing.

Self-adjusting idler support

Self-adjusting idler support applies a constant spring force to the wear plate of the idler guide to eliminate the play of the idler. This results in reduced noise and vibration as well as extends the service life of the wear plate.

Reliable simple hull frame

Simple hull frame design increases durability and reduces stress concentration at critical areas. The track frame has a large cross section and utilizes pivot shaft mounting for greater reliability.

Sealed DT connectors

Main harnesses and controller connectors are equipped with sealed DT connectors providing high reliability, as well as water and dust resistance.

Flat face O-ring seals

Flat face O-ring seals are used to securely seal all hydraulic hose connections preventing leakage.

Enclosed hydraulic piping

Hydraulic piping for the blade lift cylinder is completely housed in the push arm, protecting it from damage.

Modular power train design

Power train components are sealed in a modular design that allows the components to be removed and installed without oil splatters, making servicing work clean, smooth and easy.

Adjustment-free disc brakes

Adjustment-free disc brakes prevent critical machine troubles.

Preventative maintenance

Preventative maintenance is the only way to ensure long service life from your equipment. That’s why Komatsu designed the D65 with conveniently located maintenance points to make necessary inspections and maintenance quick and easy.

Multi-monitor with troubleshooting function to prevent critical machine troubles

Various monitors, gauges and warning functions are centrally arranged on the multi-monitor. The monitor simplifies start-up inspection and promptly warns the operator with a lamp and buzzer if any abnormalities should occur. In addition, countermeasures are indicated in 4 levels to ensure safety and prevent the machine from major problems. Replacement times for oil and filters are also indicated.

Easy radiator cleaning with hydraulic drive fan

The radiator can be cleaned by utilization of the reversible, hydraulically driven cooling fan. The fan can be reversed from inside the cab by simply actuating a switch.

Oil pressure check ports

Pressure check ports for power train components are centralized to promote quick and simple diagnosis.

Gull-wing engine side covers

The engine side covers are gull-wing type with a gas spring, and the opening angle of the cover is further increased to facilitate engine maintenance and filter replacement.

Parallel Link Undercarriage System (PLUS) (Optional)

Komatsu’s innovative Parallel Link Undercarriage System features a rotary bushing that demonstrates high durability in any working conditions. Allowing the bushing to rotate virtually eliminates bushing wear, resulting in doubled service life of the undercarriage when compared with the conventional undercarriage. In addition, wear limits of the link and carrier roller are increased to balance with the extended service life of the bushing.

Self-adjusting idler support

Self-adjusting idler support applies a constant spring force to the wear plate of the idler guide to eliminate the play of the idler. This results in reduced noise and vibration as well as extends the service life of the wear plate.

Reliable simple hull frame

Simple hull frame design increases durability and reduces stress concentration at critical areas. The track frame has a large cross section and utilizes pivot shaft mounting for greater reliability.

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Self-adjusting idler support

Self-adjusting idler support applies a constant spring force to the wear plate of the idler guide to eliminate the play of the idler. This results in reduced noise and vibration as well as extends the service life of the wear plate.

Reliable simple hull frame

Simple hull frame design increases durability and reduces stress concentration at critical areas. The track frame has a large cross section and utilizes pivot shaft mounting for greater reliability.
### SPECIFICATIONS

**ENGINE**
- **Model**: Komatsu SAA6D114E-3
- **Type**: turbocharged, air-to-air, aftercooled
- **Number of cylinders**: 6
- **Bore x stroke**: 144 mm x 135 mm (4.9" x 5.31"
- **Piston displacement**: 827 mm³ (505 in³)
- **Governor**: All-speed and mid-range, electronic
- **Horsepower**:
  - SAE J1995: Gross 155 kW (207 HP)
  - Maximum Gross: 163.7 kW (219 HP)
- **ISO 9249**: Net 153 kW (205 HP)
- **Rated rpm**: 1450 rpm
- **Fan drive type**: Hydraulic
- **Lubrication system**: Gear pump, force lubrication
- **Filter**: Full-flow

**TORQFLOW TRANSMISSION**
- Water-cooled, 3-stage, single-shaft, single phase, torque converter with lockup clutch,
- Komatsu TORQFLOW transmission consists of a water-cooled, 3-element, 1-stage, 2-phase, torque converter with lockup clutch,
- Hydrostatic Steering System (HSS) is powered by steering planetary units and a hydraulic pump and motor. Counter-rotation turns are also available.
- Wet, multi-disc, pedal-controlled service brakes are spring-actuated and hydraulically released. Gear shift lock lever also applies parking brake.
- Minimum turning radius:
  - D65EX-16: 1.9 m (6’3")
  - D65EX-16 with PAT: 2.0 m (6’7")
  - D65PX-16: 2.0 m (6’7")
  - D65WX-16: 2.1 m (6’11”)

**STEERING SYSTEM**
- PCCS lever controls for all directional movements. Pushing the PCCS lever forward results in forward machine travel, while pulling it rearward reverses the machine. Simplicity of the PCCS lever to left to make a turn. Tilt the right to the right.
- Hydrostatic Steering System (HSS) is powered by steering planetary units and a hydraulic pump and motor. Counter-rotation turns are also available.
- Wet, multi-disc, pedal-controlled service brakes are spring-actuated and hydraulically released. Gear shift lock lever also applies parking brake.
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  - D65PX-16: 2.0 m (6’7")
  - D65WX-16: 2.1 m (6’11”)

**UNDERCARRIAGE**
- Suspension:
  - Oscillating equalizer bar and pivot shaft Track roller frame:
    - Monocore, large section, durable construction
- Rollers and idlers:
  - Lubricated track rollers
- Track shoes:
  - Lubricated tracks. Unique seals prevent entry of foreign abrasive material into pin to bushing clearances to provide extended service life. Track tension is easily adjusted with grease gun.

**HYDRAULIC SYSTEM**
- Closed-center load sensing system (CLSS) designed for precise and responsive control, and for efficient simultaneous operation.
- Hydraulic control units:
  - All spool valves externally mounted beside the hydraulic tank.
  - Plunger type hydraulic pump with capacity (discharge flow) of 248 cbm of 65.5 U.S. gallon at rated engine rpm.
- Relief valve setting:
  - 2.7 MPa (39 psi) Control valves:
- Spool control valves for SIGMA-DOZER or straight tilt dozer

**DOZER EQUIPMENT**
- Blade capacities are based on the SAE recommended practice J206.
- Use of high tensile strength steel in moldboard for strengthened blade construction.
### DIMENSIONS

<table>
<thead>
<tr>
<th>Model</th>
<th>SIGMA DOZER</th>
<th>Straight Tilt Dozer</th>
<th>SIGMA DOZER</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>5490 mm 18'0&quot;</td>
<td>5880 mm 18'8&quot;</td>
<td>5500 mm 18'1&quot;</td>
</tr>
<tr>
<td>B</td>
<td>1880 mm 6'9&quot;</td>
<td>2090 mm 6'9&quot;</td>
<td>2060 mm 6'9&quot;</td>
</tr>
<tr>
<td>C</td>
<td>3155 mm 10'4&quot;</td>
<td>3155 mm 10'4&quot;</td>
<td>3155 mm 10'4&quot;</td>
</tr>
<tr>
<td></td>
<td>(3160 mm 10'4&quot;)</td>
<td>(3160 mm 10'4&quot;)</td>
<td>(3160 mm 10'4&quot;)</td>
</tr>
<tr>
<td>D</td>
<td>3080 mm 10'1&quot;</td>
<td>3080 mm 10'1&quot;</td>
<td>3080 mm 10'1&quot;</td>
</tr>
<tr>
<td>E</td>
<td>2980 mm 9'9&quot;</td>
<td>3285 mm 10'9&quot;</td>
<td>2980 mm 9'9&quot;</td>
</tr>
<tr>
<td></td>
<td>(2970 mm 9'9&quot;)</td>
<td>(2970 mm 9'9&quot;)</td>
<td>(2970 mm 9'9&quot;)</td>
</tr>
<tr>
<td>F</td>
<td>510 mm 20&quot;</td>
<td>915 mm 36&quot;</td>
<td>760 mm 30&quot;</td>
</tr>
<tr>
<td>G</td>
<td>65 mm 2.6&quot;</td>
<td>65 mm 2.6&quot;</td>
<td>65 mm 2.6&quot;</td>
</tr>
</tbody>
</table>

Ground clearance ... 410 mm 1'4" (415 mm 1'4")
( ) ... PLUS spec.

### OPERATING WEIGHT

**Tractor weight:**
Including ROPS cab, rated capacity of lubricant, hydraulic control unit, coolant, full fuel tank, operator, and standard equipment.
- **D65EX-16** 17120 kg (37,740 lb) 17430 kg (38,430 lb)
- **D65PX-16** 18870 kg (41,600 lb) 19210 kg (42,350 lb)
- **D65WX-16** 18900 kg (41,670 lb) 19210 kg (42,350 lb)

( ) ... PLUS spec.

**Operating weight:**
Including SIGMA DOZER (EX/WX) or straight tilt dozer (PX) or power angle power tilt dozer, ROPS cab, operator, standard equipment, rated capacity of lubricant, hydraulic control unit, coolant, and full fuel tank.
- **D65EX-16** 19510 kg (43,010 lb) 19820 kg (43,690 lb)
- **D65PX-16** 20990 kg (46,270 lb) 21310 kg (46,980 lb)
- **D65WX-16** 20360 kg (44,880 lb) 20670 kg (45,570 lb)

( ) ... PLUS spec.

Dimension with SIGMA DOZER (D65EX-16) single grouser shoe.

Dimension with Power angle power tilt dozer (D65EX-16) single grouser shoe.
**STANDARD EQUIPMENT FOR BASE MACHINE**

- Air cleaner, double element with dust indicator
- Backup alarm
- Batteries, 140 Ah/2 x 12V
- Color monitor
- Decelerator pedal
- Engine hood
- Engine side covers, gull-wing
- Fenders
- High mount foot rests
- Hydraulic drive radiator cooling fan with clean mode
- Muffler with curved exhaust pipe
- Oil pressure check ports for power train
- Radiator mask, heavy-duty, hinged
- Rear counterweight (EX, WX with PAT)
- Rear cover
- Seat, adjustable
- Starting motor, 7.5 kW/24V
- Steering system:
  - HSS (Hydrostatic Steering System)
  - Track roller guard, center and end section (PX)
- Track roller guard, end sections (EX, WX)
- Track shoe assembly
  - Heavy-Duty sealed and lubricated track
- 510 mm 20” single grouser shoe (EX)
- 560 mm 22” single grouser shoe (EX with PAT)
- 760 mm 30” single grouser shoe (WX)
- 760 mm 30” single grouser shoe (PX, WX with PAT)
- 915 mm 36” single grouser shoe (PX)
- Underguards:
  - oil pan and transmission heavy-duty
- Water separator
- ROPS cab*
- Air conditioner
- Air-conditioner intake precleaner
- Cab accessories
  - 12V power supply
  - Cup holder
  - Rear view mirror
  - Sun visor

**OPTIONAL EQUIPMENT**

- Air suspension seat with turn, high-back
- Alternator, 90 ampere/24V
- AM-FM radio
- Batteries 200 Ah/2 x 12 V
- Engine intake precleaner
- Front pull hook
- Hitch type drawbar
- Hydraulic drive radiator cooling fan with clean mode
- Multi-shank ripper
  - Weight (including hydraulic control unit) ............ 1770 kg 3,900 lb
  - Beam length ............ 2170 mm 7’1"
  - Maximum lift above ground ............ 640 mm 2’1"
  - Maximum digging depth ............ 590 mm 1’11"
- Light working, cab additional
- Rear view monitoring system
- ROPS canopy
- Rotary bushing link track (PLUS)
- Starting motor 11.0 kW/24 V
- Suspension seat with high-back
- Tool kit
- Track roller guard, full length

**SHOES**

<table>
<thead>
<tr>
<th>Models</th>
<th>Shoe</th>
<th>Additional weight</th>
<th>Ground contact area</th>
<th>Additional ground pressure to tractor</th>
</tr>
</thead>
<tbody>
<tr>
<td>D65EX</td>
<td>560 mm 22” single-grouser shoe</td>
<td>+130 kg (+130 kg) +290 lb (+290 lb)</td>
<td>33375 cm² (33265 cm²) 5,173 in² (5,156 in²)</td>
<td>-4.5 kPa (-4.7 kPa) -0.05 kg/cm² (-0.05 kg/cm²) -0.66 psi (-0.68 psi)</td>
</tr>
<tr>
<td></td>
<td>610 mm 24” single-grouser shoe</td>
<td>+250 kg (+260 kg) +550 lb (+570 lb)</td>
<td>36355 cm² (36235 cm²) 5,635 in² (5,616 in²)</td>
<td>-8.4 kPa (-8.5 kPa) -0.09 kg/cm² (-0.09 kg/cm²) -1.22 psi (-1.24 psi)</td>
</tr>
<tr>
<td></td>
<td>660 mm 26” single-grouser shoe</td>
<td>+380 kg (+390 kg) +840 lb (+860 lb)</td>
<td>39335 cm² (39205 cm²) 6,097 in² (6,077 in²)</td>
<td>-11.6 kPa (-11.8 kPa) -0.12 kg/cm² (-0.12 kg/cm²) -1.68 psi (-1.72 psi)</td>
</tr>
<tr>
<td>D65PX</td>
<td>940 mm 37” circular-arc shoe</td>
<td>+30 kg +70 lb</td>
<td>61760 cm² 9,573 in²</td>
<td>-0.8 kPa -0.01 kg/cm² -0.11 psi</td>
</tr>
</tbody>
</table>


( ) ... PLUS spec.