The New Transmission Includes a Non-stall Function,
a great improvement on the conventional reputable GD675-3,
now realizing smoother operation at low speed.
See page 5.

Economical Fuel Consumption by Two Mode Operation
Decreased by 20% compared with Komatsu’s conventional model typical test data.
See page 4.

Operator Friendly Cab
(Excellent visibility, low operation noise)
See pages 8 and 9.

Economy Features
● Selectable working mode, <P mode> and <E mode>
See page 4.
● Operator can choose <Auto mode> or <Manual mode>.
See page 5.

Excellent Operator Environment
● Environment friendly Komatsu SAA6D107E-1 engine complies with EPA Tier 3, EU Stage 3A emission.
See page 4.
● Excellent visibility of the moldboard and front by the hexangular cab with front Y pillar and rear layout side pillar.
See page 9.
● Low operating noise
The dynamic noise is lowered significantly compared with the GD675-3.
See page 8.

Excellent Performance
● Smooth operation without the engine stalling at low speed and maximize productivity
See page 5.
● Excellent blade controllability with multifunctional control valves with float and PCV (Pilot Check Valve)
See page 6.
● Aggressive moldboard angles are possible with a long wheel base.
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Easy Serviceability
● Easy radiator cleaning with a reversing fan
See page 7.
● Easy fueling from the ground level
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**ECOLOGY FEATURES**

**High Performance SAA6D107E-1 Komatsu Engine**
Electronic heavy duty common rail fuel injection system provides optimum combustion of fuel. This system also provides fast throttle response to match the machine’s powerful tractive effort and fast hydraulic response.

2 Mode 3 Stage VHPC
The system allows selection of the appropriate mode between two modes: P mode or E mode according to each working condition. The mode is easily selected with a switch in the operator’s cab.

- **P mode**
  - Greater productivity can be attained by taking full advantage of high output power. It is appropriate for job sites where the Komatsu grader meets high resistance.

- **E mode**
  - This mode is selected for maximum economy and lighter work applications.

**Outstanding Fuel Economy**
A significant reduction in fuel consumption is achieved by the control of the engine speed.

**Dual Mode Transmission**

**Converter Drive: Designed to Provide Power and Performance**

**Komatsu Power Shift Transmission**
is designed and built specifically for Komatsu graders. The transmission provides on-the-go, full power shifting as well as inching capability and automatic shifting in the higher ranges.

**Lock-up Torque Converter (Auto Mode)**
or direct drive (manual mode), the operator chooses the optimum transmission set-up for the job at hand. If power for tough grading or low speed fine control is required, the operator can select the auto mode. With the torque converter, the operator has tremendous tractive effort and control. More importantly, you can achieve fine control at low speed without shifting or using an inching pedal. Auto mode is available in gears 1-8. If high transport speed or high speed for snow removal is needed, the operator can select manual drive. The operator has the best of both worlds.

**Electronic Transmission Control**
produces smooth shifting, which enables the operator to maintain a uniform grading surface if shifting is required. Smooth shifts also extend the life of the transmission by placing less stress on transmission clutches. A single lever controls direction, speed and parking brake.

**Low Emission Engine**
This engine is EPA Tier 3 emission regulation and EU Stage 3A emission regulation certified, without sacrificing power or machine productivity.

**Hydraulic Driven and Auto Reversing Cooling Fan**
Reduce power loss in case of low temperature and reduce engine noise.

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**Gear Selections**
Eight forward speeds and four reverse speeds give the operator a wide operating range. With four gear when in auto mode, shifting is automatic in speeds five through eight. The operator sets the maximum gear for operation and the transmission then shifts automatically between gears four through eight up to the operator selected maximum gear.

**Electronic Overspeed Protection**
helps prevent engine and transmission damage from premature downshifting and grade-induced overspeeding.

**Komatsu Technology**
Komatsu develops and produces all major components, such as engines, electronics and hydraulic components in house. Since all components can be matched, efficiencies are increased achieving high levels of productivity and ecology. With this "Komatsu Technology", and through customer feedback, Komatsu is achieving great advancements in technology. The result is a new generation of high performance and environment friendly machines.

**Superior Transmission with a New Function**
Combination of manual mode and auto mode is very effective for avoiding engine stalling which leads to low speed smooth operation.

- If the load increases, the engine speed will down
- If the load increases further, the engine may stall
- Just before the engine stalls, it automatically changes to auto mode (with torque converter) to avoid stalling
- When the load decreases and travel speed has recovered, it automatically returns to manual mode

**Low Effort Inching Pedal**
gives the operator precise control of machine movement. This is especially important for operators who have previous experience with operating a manual mode motor grader.
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• E mode
This mode is selected for maximum economy and lighter work applications. This feature provides the appropriate power and better fuel consumption.

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ADVANCED CONTROL FEATURES

Power on Demand
Normally, the variable displacement pump idles at low output. When it senses a load requirement, the pump supplies quick flow and pressure to match the demand. The result is less hydraulic system heat, quick response and lower fuel consumption. The bottom line is greater efficiency.

Implement Control Valves
Designed and built by Komatsu specifically for motor graders. The valves are direct acting and provide outstanding operator “feel” and predictable system response for precise implement control. To help maintain exact blade settings, lock valves are built into the hydraulic circuits. Relief valves are also incorporated into selected circuits to protect the cylinders from over-pressurization.

Low Operating Effort
Implement controls are designed to reduce operator fatigue. They feature short lever throws and effort in both directions. Properly spaced control levers and short lever throws allow the operator to use multiple controls with one hand.

Balanced Flow
When the operator uses several controls at the same time, flow is proportional to ensure several implements can operate simultaneously.

Constant Implement Speed
Implement speed is constant regardless of engine speed because of the large pump output and proportional flow control function.

VERSATILE MOLDBOARD GEOMETRY
Komatsu graders feature a versatile moldboard geometry. Save time and money when pulling ditches by throwing the windrow to...blade angle. Ample clearance between the heel of the blade and main frame, even with the toe sharply angled down.

Blade Angle
A long wheel base allows the operator to obtain an aggressive moldboard angle. This large blade angle permits material to roll more freely along the blade, which reduces power requirements. This is particularly helpful in dry soil or clay or for snow and ice removal.

Rugged Construction
The A-frame drawbar is U-shape welded construction. A one-piece forged circle is built to stand up to high stress loads. To reduce wear, teeth are induction hardened in the front 180 deg. of the circle. For maximum support, the circle is secured to the drawbar by six support shoes.

Optional Protection System
Blade Lift Accumulators absorb shocks when the moldboard contacts immovable objects. This option is especially useful in rough grading and rocky areas. It provides precious control while allowing relief from vertical impact loads. This option is most useful in applications where hidden objects are frequently encountered.

MAINTENANCE FEATURES

Superior Serviceability

Easy Access to Service Areas
• Large hinged lockable doors are standard and provide easy access to the engine and radiator service points. Spin-on filters can be changed quickly.
• The fuse panel is located in the cab. Circuits and fuse sizes are clearly identified.
• The tandem oil check point is conveniently located at the end of the tandem.
• The service meter is located in the electronic monitoring system.
• Refueling from the ground is easy.
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Easy Radiator Cleaning with a Reversing Fan
Dust stuck to radiator and cooler fin is blown off with reversal of the hydraulic drive fan.

Power Train Components
With a modular design, you can remove the engine, transmission or final drives independently for quick service.

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A Comfortable Houseroom of Class’s Greatest Wide Cab

**Roomy Interior**
Extra leg and foot room create a spacious, open cab. The cab includes built-in storage space for personal items such as a lunch box, cup holder, and a coat hook.

**Suspension Seat**
The seat features fold-up armrests and a retractable seat belt. The seat follows the contour of the body and can be easily adjusted for optimal support and comfort.

**Electric Throttle Control**
The RPM mode select switch allows the operator to perfectly match the working condition by selecting between three modes: Auto, Off and Manual. The engine speed set by throttle switch is temporarily cancelled when operating the brake/acceleration pedal at Auto mode.

**Electronic Monitoring System**
Electronic monitoring system monitors important machine systems and provides the operator with a warning if an abnormality occurs.

**Operator ear dynamic noise level : 74 dB**

(ISO 6396)

**Adjustable Control Console**
The control console is adjustable backward and forward to facilitate entry and exit from the cab. The steering wheel also tilts to the operators preference.

**Air Conditioner**
Well-positioned air conditioning vents keep the operator comfortable through a wide range of outside conditions.

**Safety Machine**
Cab is low profile enclosed ROPS/FOPS. (SAE J1040, J2311)

**Excellent Visibility**
Exceptional visibility by hexagonal cab with front Y shape pillar and rear layout side pillar (patent pending) helps increase operator confidence and productivity in all grader applications. The well positioned blade linkage provides an unobstructed view of the moldboard and front tires. The tapered engine hood provides good visibility to the rear of the machine, especially the rear ripper.
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Excellent Visibility from cab
### ENGINE

- **Model:** KOMATSU SAA6D107E-1
- **Type:** Water-cooled, 4-cycle, direct injection
- **Number of cylinders:** 6
- **Bore:** 107 mm (4.21")
- **Stroke:** 124 mm (4.88")
- **Gross horsepower (Manual mode):** 136 kW (183 HP) @ 2000 rpm

### SPECIFICATIONS

#### TANDEM DRIVE

- **Oscillating welded box section:** 502 mm x 202 mm x 1.8 in x 8 in
- **Slide wall thickness:** Inner: 22 mm (0.87")
  - Outer: 19 mm (0.75")
- **Wheel Axle Spacing:** 2100 mm (6' 11")
- **Tandem Oscillation:** 11° forward, 13° reverse

#### FRONT AXLE

- **Type:** Solid bar construction welded steel sections
- **Ground Clearance at pivot:** 220 mm (8.7")
- **Wheel Lean Angle:** Right or left: 16°
- **Oscillation, total:** 32°

#### REAR AXLE

- **Alloy Steel, Heat treated, Full floating axle with lock/unlock differential.**

#### WHEELS, FRONT AND REAR

- **Bearings:** Tapered roller
- **Tires:** 17.5R25, tubeless
- **Air Cleaner:** 2-stage, dry type
- **Battery:** 2, low maintenance plus, 12 volt, 1146 cca

#### STEERING

- **Hydraulic Power Steering:** Provides stopped engine steering meeting SAE J53 and J1151.
- **Articulation:** 49°
- **Minimum Turning Radius:** 7.4 m (24.3')
- **Maximum Steering Range, right or left:** 49°
- **Service Brakes:** Foot operated, sealed oil disc brakes, hydraulically actuated on four tandem wheels.
- **Parking Brakes:** Hydraulically released caliper, spring applied.
- **Frame:** Front Frame Structure - Height: 300 mm (11.8")
  - Front Frame Structure - Width: 300 mm (11.8")
  - Front Frame Structure - Thickness: 14 mm (0.55")

#### BLADE RANGE

- **Circle Diameters:** 1530 mm (51")
- **Circle Reversing Control Hydraulic Rotation:** 360°

#### DRAWBAR

- **210 x 25 mm (8.3" x 1")**

#### MOLDBOARD

- **Hydraulic Power Shift:** Fabricated from high carbon steel.
- **Blade Accumulator:** 15955 kg (34,912 lb)

#### CAPACITIES (REFILLING)

- **Fuel Tank:** 416 ltr (109.0 U.S. gal)
- **Cooling System:** 24.9 ltr (6.6 U.S. gal)
- **Crankcase:** 23.1 ltr (6.1 U.S. gal)
- **Transmission:** 46 ltr (12.0 U.S. gal)
- **Final Drive:** 17 ltr (4.5 U.S. gal)
- **Tandem Housing (front):** 57 ltr (15.1 U.S. gal)
- **Hydraulic System:** 69 ltr (18.2 U.S. gal)
- **Circle Reversing Housing:** 7 ltr (1.8 U.S. gal)

#### OPERATING WEIGHT (APPROXIMATE)

- **Total:** 15955 kg (34,912 lb)
- **On Rear Wheels:** 11580 kg (25,530 lb)
- **On Front Wheels:** 4275 kg (9,465 lb)
- **With Rear Axle Rippers and Front Push Plate:** 17895 kg (39,430 lb)
- **On Rear Wheels:** 12675 kg (27,945 lb)
- **On Front Wheels:** 5210 kg (11,485 lb)
- **With Front Mounted Scarifier:** 16600 kg (36,395 lb)
- **On Rear Wheels:** 11660 kg (25,705 lb)
- **On Front Wheels:** 4940 kg (10,890 lb)

#### INSTRUMENT

- **Electric Monitoring System:** Includes lubricants, coolant, full fuel tank.

#### HYDRAULICS

- **Load-sensing closed center hydraulics with variable displacement piston pump, short stroke low effor direct acting control valves, and preselected maximum flow setting to each function.**
- **Output:** 200 BHP (52.8 U.S. gal/min@ 2000 rpm)
- **Standby Pressure:** 3.4 MPa (50 psi)
- **Maximum System Pressure:** 20.6 MPa (3000 psi)

#### REMARKS

- **A-shaped, u-section frame and welded construction for maximum strength with a replaceable drawbar ball.**
- **Drawbar Frame:** 210 x 25 mm (8.3" x 1")
- **Single Piece Rolled Ring Forging. Six Circles Supports Shocks with Replaceable Wear Surface.**
- **Circle Teeth Hardened on Front 180° of Circle.**
- **Diameter (outside):** 1530 mm (51")
**ENGINE**

Model: KOMATSU SAA6D107E-1
Type: Water-cooled 4-cylinder, direct injection
Aspiration: Turbocharged and air to air aftercooled
Number of cylinders: 6
Bore: 107 mm
Stroke: 124 mm
Piston displacement: 6.89 ft³
Gross horsepower (Manual mode):
- Gear 1-3: 136 kW @ 2000 rpm
- Gear 4-6: 149 kW @ 2000 rpm
- Gear 7-8: 149 kW @ 2000 rpm

**FRONT AXLE**

Type: Single piece rolled ring forging. Six circle support shoes with replaceable wear surface. Circle teeth hardened on front 180° of circle.
Max. torque: 941 Nm
Torque rise: 31%
Fan speed: 1500 rpm
Air cleaner: 2-stage, dry-type
Battery: 2, low maintenance plus, 12 volt, 1146 cca

**REAR AXLE**

Alloy steel, heat treated, full floating axle with lock/unlock differential.

**WHEELS, FRONT AND REAR**

Bearings: Tapered roller
Tires: 17.5R25, tubeless
Tire rims (demountable): 13" one-piece rims

**STEERING**

Hydraulic power steering providing stopped engine steering meeting SAE J53 and J1151.
Minimum turning radius: 7.4 m
Maximum steering range, right or left: 49°
Articulation: 25°

**BRAKES**

Service brake: Foot operated, sealed oil disc brakes, hydraulically actuated on four tandem wheels, 13691 cm² total braking surface
Parking brake: Manually actuated, spring applied, hydraulically released caliper

**FRAME**

Front Frame Structure - Height: 300 mm
Front Frame Structure - Width: 300 mm
Front Frame Structure - Thickness: 14 mm

**CAPACITIES (REFILLING)**

- Fuel tank: 24.9 ltr
- Transmission: 23.1 ltr
- Gear 1-3: 6.69 ltr
- Gear 4-6: 4.21 ltr
- Gear 7-8: 4.21 ltr
- Circle reverse housing: 6.6 ltr
- Cylinder center shift: 3.0 ltr
- Radiator: 18.2 ltr
- Battery: 11580 kg

**OPERATING WEIGHT (APPROXIMATE)**

- Total: 36,595 lb
- On front wheels: 11,660 kg
- On rear wheels: 27,945 lb

**INSTRUMENT**

- Electric monitoring system with diagnostics:
  - Gauges: Standard, articulated, engine coolant temperature, fuel level, speed meter, T/M shift indicator, engine tachometer
  - Torque converter oil temperature
  - Warning lights/indicator: Standard, battery charge, brake oil pressure, blade float, brake oil pressure, inching temperature, directional indicator, engine oil pressure, hydraulic oil temperature, heater signal, lift arm lock, parking brake, differential lock, torque converter oil temperature, eco, P mode, fan reverse, rpm set, high beam, working lights

**TRANSMISSION AND TORQUE CONVERTER**

Full power shift transmission with integral free wheeling stator torque converter and lock-up.

**SPEEDS (at rated engine speed)**

<table>
<thead>
<tr>
<th>Gear</th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3.4 km/h</td>
<td>2.1 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>5.0 km/h</td>
<td>3.1 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>7.0 km/h</td>
<td>4.3 mph</td>
</tr>
<tr>
<td>4th</td>
<td>10.2 km/h</td>
<td>6.3 mph</td>
</tr>
<tr>
<td>5th</td>
<td>15.4 km/h</td>
<td>9.6 mph</td>
</tr>
<tr>
<td>6th</td>
<td>22.3 km/h</td>
<td>13.9 mph</td>
</tr>
<tr>
<td>7th</td>
<td>30.6 km/h</td>
<td>19.0 mph</td>
</tr>
<tr>
<td>8th</td>
<td>44.3 km/h</td>
<td>27.5 mph</td>
</tr>
</tbody>
</table>

**FRAME**

Oscillating welded box section: 620 mm x 202 mm x 18 mm x 8 mm
Slide wall thickness: Inner: 22 mm, Outer: 19 mm, Tandem oscillation: 11° forward, 13° reverse

**DRAWBAR**

A-shaped, u-section grass frame and welded construction for maximum strength with a replaceable drawbar ball.
Drawbar frame: 210 x 25 mm, 8.3” x 1”

**CIRCLE**

Single-piece rolled ring forging. Six circle support shoes with replaceable wear surface. Circle teeth hardened on front 180° of circle.
Diameter (outside): 1530 mm
Circle reversing control hydraulic rotation: 360°

**MOULDBOARD**

Hydraulic power shift fabricated from high carbon steel. Includes replaceable metal wear inserts, cutting edge and end bits.
Cutting edge and end bits are hardened.

**HYDRAULICS**

Load-sensing closed center hydraulics with variable displacement pump. short stroke low effort direct acting control valves with preselected maximum flow setting to each function. Double acting anti-shift check valves on blade lift, tip, circle shift, articulation, and leaning wheels.
Output: 200 lb/ft/min 52.8 U.S.gal/min@2000 rpm
Standby pressure: 3,450 psi
Maximum system pressure: 20.6 MPa 210 kgf/cm² 3,000 psi

**TORQUE CONVERTER**

Includes lubricants, coolant, full fuel tank

<table>
<thead>
<tr>
<th>Gear</th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3.4 km/h</td>
<td>2.1 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>5.0 km/h</td>
<td>3.1 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>7.0 km/h</td>
<td>4.3 mph</td>
</tr>
<tr>
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<td>10.2 km/h</td>
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<table>
<thead>
<tr>
<th>Dimensio</th>
<th>Description</th>
<th>Value</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Height: Low profile cab</td>
<td>3200 mm</td>
<td>10'6&quot;</td>
</tr>
<tr>
<td>B</td>
<td>Center of front axle to counterweight (Pusher)</td>
<td>927 mm</td>
<td>3'0&quot;</td>
</tr>
<tr>
<td>C</td>
<td>Cutting edge to center of front axle</td>
<td>2580 mm</td>
<td>8'6&quot;</td>
</tr>
<tr>
<td>D</td>
<td>Wheel base to center of tandem</td>
<td>6480 mm</td>
<td>21'3&quot;</td>
</tr>
<tr>
<td>E</td>
<td>Front tire to rear bumper</td>
<td>9205 mm</td>
<td>30'2&quot;</td>
</tr>
<tr>
<td>F</td>
<td>Tandem wheelbase</td>
<td>1525 mm</td>
<td>5'0&quot;</td>
</tr>
<tr>
<td>G*</td>
<td>Center of tandem to back of ripper</td>
<td>2780 mm</td>
<td>9'1&quot;</td>
</tr>
<tr>
<td>H*</td>
<td>Overall length</td>
<td>10575 mm</td>
<td>34'8&quot;</td>
</tr>
<tr>
<td>I</td>
<td>Track of gauge</td>
<td>2160 mm</td>
<td>7'1&quot;</td>
</tr>
<tr>
<td>J</td>
<td>Width of tire</td>
<td>2630 mm</td>
<td>8'8&quot;</td>
</tr>
<tr>
<td>K</td>
<td>Width of standard moldboard</td>
<td>4320 mm</td>
<td>14'2&quot;</td>
</tr>
<tr>
<td>L*</td>
<td>Width of optional moldboard</td>
<td>4320 mm</td>
<td>14'2&quot;</td>
</tr>
<tr>
<td>M*</td>
<td>Ripper beam width</td>
<td>2305 mm</td>
<td>7'7&quot;</td>
</tr>
<tr>
<td>N</td>
<td>Articulation, left or right</td>
<td>25&quot;</td>
<td></td>
</tr>
</tbody>
</table>

*optional
Motor Grader GD675-5

Standard Equipment

Engine and Related Items
- Double element air cleaner and dust indicator
- Engine: Komatsu SAA6D107E-1, EPA Tier 3 certified, turbocharged and air-to-air aftercooled, standard VHPC, 145-218 net horsepower
- Fuel line pre-filter
- Hood-sides for engine compartment
- Air intake extension

Electrical Systems
- Alarm, back-up
- Alternator, 65 amp, 24V
- Battery, extreme duty, 1146 cca each
- Dome light, cab
- Horn, electric
- Lights: back-up, stop, tail, directional, headlamps (2 halogen type, front bar mounted)
- Work lamps: front (4), rear (2)
- Speedometer
- Indicators: parking brake, differential lock, blade float, lift arm lock, high beam, eco, engine P mode, cooling fan reverse, rpm set, engine oil pressure, battery charge, brake oil pressure, differential oil temperature

Operator Environment
- Cab: low profile enclosed ROPS/FOPS (SAE J1040, J2311) with safety tinted glass windows with wiper and washer
- Air conditioner (R134a)
- Console, adjustable with instrument panel monitoring system
- Mirrors: interior cab, right and left exterior mirrors
- Seat, deluxe adjustable cloth with retractor seat belt
- Sound suppression, cab and floor mat
- Wipers, front, doors, and rear
- 12V (10A) power port

Power Train
- Dual mode Transmission (8F-4R) power shift, direct drive and torque converter with auto shift
- Axle, rear full floating, planetary type
- Service brakes, fully hydraulic wet disc
- Brake, parking, spring applied, hydraulic release, disc type
- Differential, lock/unlock
- Tires and rims: 17.5R25 tubeless bias tires on 13" rims (6)
- Steering, full hydraulic with tilt steering wheel plus leaning front wheels and frame articulation w/anti-drift check valves
- 9 section hydraulic control valve
- Blade lift float detent style, LH and RH

Work Equipment and Hydraulics
- Circle, drawbar mounted, 360° rotation hydraulic blade lift and circle side shift
- Circle slip clutch
- Hydraulic system, closed center, load sensing
- Moldboard: 4320 mm x 645 mm x 19 mm 14'2" x 2'1" x 0.75" with replaceable end bits, through-hardened cutting edges and hydraulic blade side shift and hydraulic tilt with anti-drift check valves. Maximum moldboard angle position 90° right & left
- Steering, ful hydraulic with tilt steering wheel plus leaning front wheels and frame articulation w/anti-drift check valves
- 9 section hydraulic control valve
- Blade lift float detent style, LH and RH

Other Standard Equipment
- Air conditioner (R134a)
- Console, adjustable with instrument panel monitoring system
- Mirrors: interior cab, right and left exterior mirrors
- Seat, deluxe adjustable cloth with retractor seat belt
- Sound suppression, cab and floor mat
- Wipers, front, doors, and rear
- 12V (10A) power port
- Cab mount work lamps (4)
- Warning light, amber colored rotating beacon, cab roof mounted
- Alternator, 90 amp, 24V
- Accumulators, anti-shock for blade lift
- 10 section hydraulic control valve
- Cab mount work lamps (4)
- General toolkit
- Pre-cleaner, Turbo II
- Pusher plates, additional
- Additional heater
- AM/FM radio
- Moldboard, 4320 mm x 645 mm x 25 mm 14'2" x 2'1" x 0.98" with replaceable end bits, through-hardened cutting edges and hydraulic blade side shift and hydraulic tilt with anti-drift check valves. Maximum moldboard angle position 90° right & left
- Tires and rims: 14.00-24(G2) tubeless bias tires on 9" rims (6)
- Front blade
- Ripper, assembly, rear mounted
- Ripper shanks and points, 2 additional
- Scarifier, assembly, 11-shank type
- Scarifier, shanks and points (9) for ripper
- Warning light, amber colored rotating beacon, cab roof mounted
- Alternator, 90 amp, 24V

Optional Equipment
- Tool box with lock
- Fuel tank, ground level access
- Battery disconnect switch

Standard equipment may vary for each country, and this specification sheet may contain attachments and optional equipment that are not available in your area. Please consult your Komatsu distributor for detailed information.
GD675-5

HORSEPOWER
Gross: 165 kW @ 2100 rpm
Net: 163 kW @ 2100 rpm

OPERATING WEIGHT
15955 kg (35,175 lb)

BLADE LENGTH
4.32 m (14 ft)

Photo may include optional equipment.