

# KOMATSU®

## HM300-2R

**GROSS HORSEPOWER**

**254 kW 340 HP**

**NET HORSEPOWER**

**246 kW 329 HP**

**MAXIMUM GVW**

**51420 kg 113,360 lb**

**HM  
300**



Photo may include optional equipment.



# ARTICULATED DUMP TRUCK

# WALK-AROUND

*The HM300-2R offers all around maximum productivity with faster travel speed and many features that enhance efficiency, while reducing maintenance costs. From rough terrain construction sites to landfills - the HM300-2R has the competitive edge.*

## GALEO

Building on the technology and expertise Komatsu has accumulated since its establishment in 1921, GALEO presents customers worldwide with a strong, distinctive image of technological innovation and exceptional value. The GALEO brand will be employed for Komatsu's full lineup of advanced construction and mining equipment. Designed with high productivity, safety and environmental considerations in mind, the machines in this line reflect Komatsu's commitment to contributing to the creation of a better world.

*Genuine Answers for Land & Environment Optimization*

### **Wide, spacious cab with excellent visibility**

- The wide cab offers a comfortable operator and passenger environment
- Viscous mounts support the cab while absorbing vibrations and noise
- Low-noise cab through improved sealing with integrated floor  
Interior noise level 76 dB(A)
- Additional front under view mirrors provide superior visibility
- Air suspension seat is standard
- Power window (L.H)

### **High performance and Komatsu SAA6D125E-5 engine**

- Gross horsepower **254 kW** 340HP
- Engine power mode selection system realizes both greater productivity and improved fuel economy
- Higher engine output and torque improve productivity in all applications

**Tiltable cab** can be tilted rearward 32 degrees to provide easy service.



### **Fully hydraulic articulated steering**

- Light and easy operation
- Minimum turning radius **7.96 m** 26'1"

**GROSS HORSEPOWER**  
254 kW 340 HP @ 2000 rpm

**NET HORSEPOWER**  
246 kW 329 HP @ 2000 rpm

**MAXIMUM GVW**  
51420 kg 113,360 lb

***Komatsu designed, electronically controlled transmission for a comfortable ride.***

F6-R2 counter-shaft type transmission with K-ATOMiCS (Komatsu Advanced Transmission with Optimum Modulation Control System). Transmission shift hold button optimizes the operator control

***Easy-to-Load Body***

- Heaped capacity **16.6 m<sup>3</sup>** 21.7 yd<sup>3</sup>
- Low loading height **2790 mm** 9'2"
- High strength body constructed of thick wear-resistant steel having 400 Brinell hardness



***Hydro-pneumatic Suspension for all terrains.***

The hydro-pneumatic suspension in both front and rear suspensions assures a comfortable ride even over rough terrain.

Photo may include optional equipment.

***Differential locks provide excellent traction in rough terrain.***

The oil-cooled multiple-disc interaxle lock can be turned on and off during travel. In addition, the limited slip differentials prevent the tires on either side from slipping on soft ground for maximum traction.

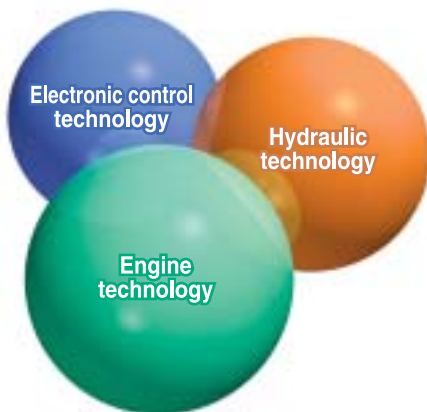
***High capacity, reliable, continuously cooled, wet type multiple-disc brakes and retarder***

- Fully hydraulic controlled wet multiple-disc brake
- Retarder Absorbing Capacity (continuous descent)  
**370 kW** 496 HP

## PRODUCTIVITY FEATURES

*The combination of high travel speeds and an efficient engine delivers maximum productivity at the lowest cost.*

### Komatsu Technology



Komatsu develops and produces all major components, such as engines, electronics and hydraulic components, in house.

With this "Komatsu Technology," and adding customer feedback, Komatsu is achieving great advancement in technology.

To achieve both high levels of productivity and economical performance, Komatsu has developed the main components with a total control system.

The result is a new generation of high performance and environment friendly machines.

### High Performance Komatsu SAA6D125E-5 Engine

Powerful turbocharged and air-to-air aftercooled Komatsu SAA6D125E-5 engine provides **254 kW** 340 HP.

This engine realizes high power in low fuel consumption with Common Rail Injection system (CRI), and thus it delivers higher travel speeds with high horsepower. Also high torque at low speed, impressive acceleration, and low fuel consumption ensure maximum productivity.



### Engine Power Mode Selection System

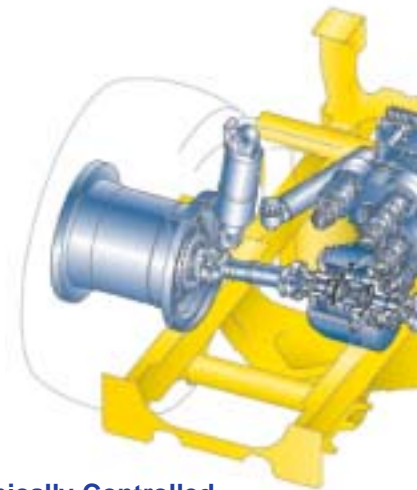
The system allows selection of the appropriate mode between two modes <Power mode > or <Economy mode> according to each working condition. The mode is easily selected with a switch in the operator's cab.

#### Power mode

Great productivity can be attained by taking a full advantage of high output power. It is appropriate for job sites where larger production at uphill-hauling is required.

#### Economy mode

Engine speeds of the maximum output, downshift, and upshift are set to a lower level. It is appropriate for light work on the flat ground.



### Komatsu Designed Electronically Controlled Countershaft Transmission

The Komatsu designed Electronically Controlled Transmission called K-ATOMiCS has been a success in Komatsu's rigid dump trucks. The electronic clutch modulation system ensures proper clutch pressure when the clutch is engaged. The total control system controls both the engine and transmission by monitoring the vehicle conditions. This high technology system assures smooth shifts without shock and maximizes power train life.

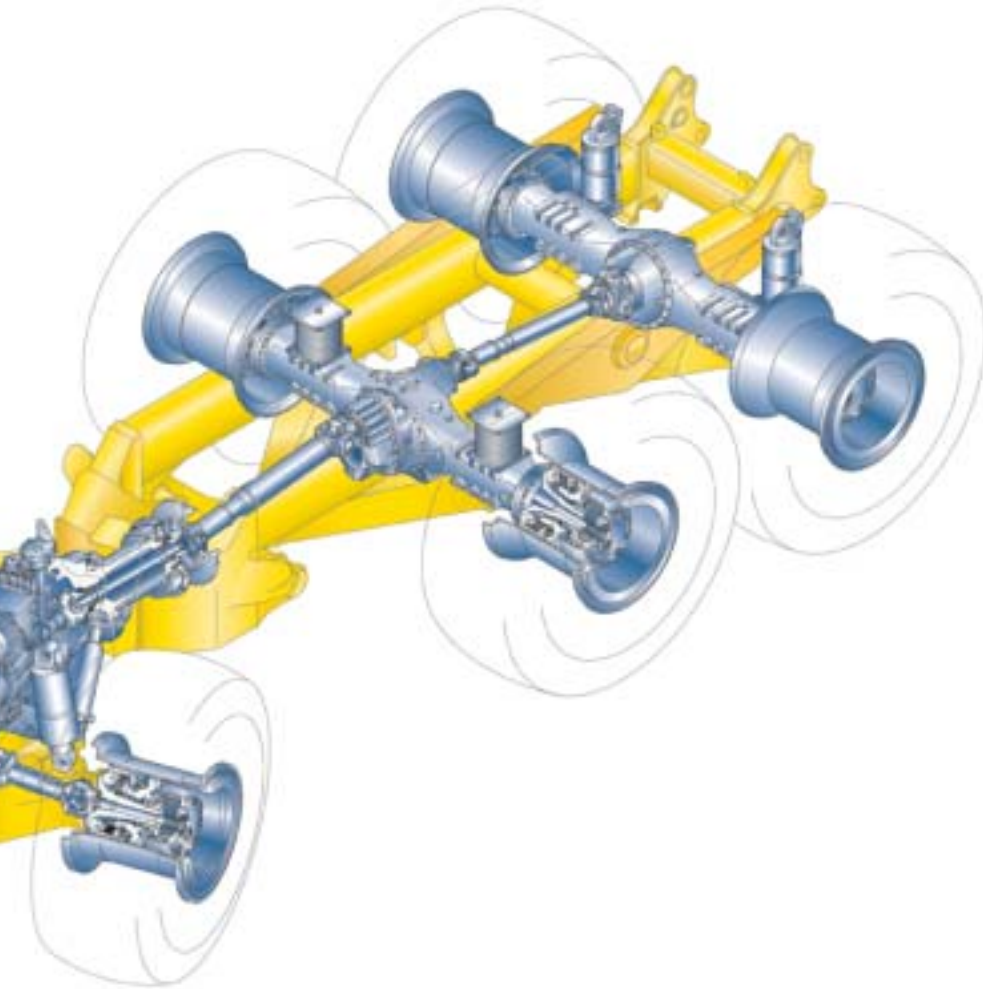
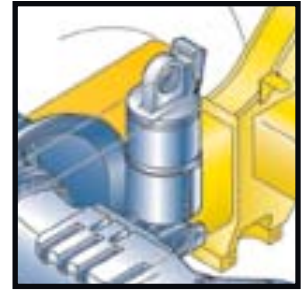
### Komatsu Designed Differential Locking Systems

The full-time six-wheel drive system reduces slippage. A wet multiple-disk interaxle clutch also locks the three axles in unison for greater traction. The interaxle lock can be switched on and off while the truck is travelling, thereby boosting productivity. In addition, limited slip differentials prevent the tires on either side from slipping on soft ground.

### Hydro-pneumatic Suspension

Hydro-pneumatic suspension with proven performance in larger articulated and rigid trucks is tailored for use in the HM300.

The front axle hydro-pneumatic suspension employs "De Dion" type design, allowing the machine to ride more smoothly over bumps. The rear-axles are mounted on a dynamic equalizer structure equipped with hydro-pneumatic suspension. The entire vehicle's suspension delivers a comfortable ride and maximizes productivity.



### Large Capacity Body and Box Section Frame Structure

The HM300 has the large heaped capacity of **16.6 m<sup>3</sup>** 21.7yd<sup>3</sup> body. The low loading height of **2790 mm** 9'2" enables easy loading. The body is built of high strength wear-resistant steel with a Brinell hardness of 400, and the body shape provides excellent load stability. Rugged enough for the toughest jobs, the HM300's frame is designed using a rigid box structure with connecting torque tubes made of high strength low alloy steel.

### Hydraulically Controlled Wet Multiple-Disc Brakes and Retarder

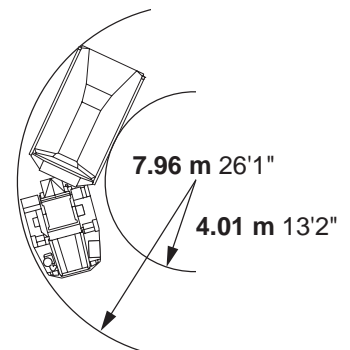
Wet multiple-disc brakes with proven performance in larger articulated and rigid trucks are tailored for use in the HM300. The large-capacity, continuously cooled, wet-multiple disc brakes also function as a highly responsive retarder which gives the operator greater confidence at higher speeds when travelling downhill.

Retarder Absorbing Capacity (continuous descent):

**370 kW** 496 HP

### Articulated Steering

Fully hydraulic articulated steering offers low-effort operating performance and maneuverability. A minimum turning radius of only **7.96 m** 26'1" provides ability to work in tight areas.



# OPERATOR ENVIRONMENT

*Komatsu has developed a state-of-the-art, wide comfortable cab. The low level of vibration and noise ensure maximum productivity from the operator.*

## Low-noise Designed Cab

Integrated cab and floor provide airtight cab. Engine room is also sealed. The low noise and sound insulated muffler /exhaust pipe contribute to reducing sound levels. All these together offer a quiet and comfortable operator environment.

## Wide, Spacious Cab with Excellent Visibility

The wide cab provides a comfortable space for the operator and a full size buddy seat. Large electrically operated window and the operator's seat positioned to the left side ensures superior visibility.

## Ergonomically Designed Cab

The ergonomically designed operator's compartment makes it very easy and comfortable for the operator to use all the controls. The result is more confident operation by operators and greater productivity.

The front under view mirrors are increased to three from one, and the rear view mirrors increased to four from two.

Newly employed laminated glass in the windshield assures safe operation. In addition, electric heated rear window facilitates defrosting.



## Easy-to-See Instrument Panel

The instrument panel makes it easy to monitor critical machine functions. In addition, a caution light warns the operator of any problems that may occur. This Komatsu on-board monitoring system makes the machine very friendly and easy to service.

## Steering Wheel and Pedals

Low effort pedals reduce operator fatigue when working continuously for long periods. The tiltable, telescoping steering column enables operators to maintain the optimum driving position at all times.



Photo may include optional equipment.

### Built-in ROPS/FOPS Cab

These structures conform to ISO 3471-1994 standard.

### Hydro-pneumatic Suspension for all Terrains

The hydro-pneumatic suspension assures a comfortable ride even over rough terrain and ensures maximum productivity and operator confidence.

### Viscous Cab Mounts

Viscous mounts reduce the noise transmitted to the cab and achieve a quiet 76 dB(A) noise level



### Air Suspension Seat is Standard

The air suspension, fabric-covered seat which is adjustable to the operator's weight is provided as standard. The air suspension seat dampens vibrations transmitted from the machine and reduces operator fatigue as well as holding the operator securely to assure confident operation.

### Electric Body Dump Control

The low effort lever makes dumping easier than ever.

### Supplementary Steering and Secondary Brakes

Supplementary steering and secondary brakes are standard features.

Steering: ISO 5010-1992, SAE J1511

Brakes: ISO 3450-1996



## EASY MAINTENANCE

*The HM300-2R has been designed to keep service time down and productivity up by reduced number of grease points, easy access to filters, and longer intervals between oil changes.*

### Tiltable Cab

The cab can be tilted rearward 32 degrees to provide easy maintenance/service for the engine and transmission.

Note: An external hydraulic pump is required to tilt the cab or a service crane can be used after easily removing only eight bolts...



### Fewer Grease Points

The number of grease points are minimized by using maintenance-free rubber bushings.

### Extended Service Intervals

In order to minimize operating costs, service intervals have been extended:

- Engine oil 500 hours
- Transmission oil 1000 hours
- Engine oil filter 500 hours
- Transmission oil filters 1000 hours

### Guards

The following guards are provided as standard:

- Protective grille for rear window
- Engine underguard
- Heavy duty transmission underguard
- Propeller shaft guards
- Exhaust thermal guard
- Fire prevention covers





# SPECIFICATIONS



## ENGINE

Model ..... Komatsu SAA6D125E-5  
 Type ..... Water-cooled, 4-cycle  
 Aspiration ..... Turbo-charged, after-cooled  
 Number of cylinders ..... 6  
 Bore ..... **125 mm** 4.92"  
 Stroke ..... **150 mm** 5.91"  
 Piston displacement ..... **11.04 ltr.** 674 in<sup>3</sup>  
 Horsepower  
 SAE J1995 ..... Gross **254 kW** 340 HP  
 ISO 9249 / SAE J1349 ..... Net **246 kW** 329 HP  
 Rated rpm ..... 2000 rpm  
 Fan drive type ..... Mechanical  
 Maximum torque ..... **174 kg•m** 1,259 lb. ft  
 Fuel system ..... Direct injection  
 Governor ..... Electronically controlled  
 Lubrication system  
 Method ..... Gear pump, force-lubrication  
 Filter ..... Full-flow type  
 Air cleaner ..... Dry type with double elements and precleaner (cyclonpack type), plus dust indicator



## TRANSMISSION

Torque converter ..... 3-elements, 1-stage, 2-phase  
 Transmission ..... Full-automatic, counter-shaft type  
 Speed range ..... 6 speeds forward and 2 reverse  
 Lockup clutch ..... Wet, single-disk clutch  
 Forward ..... Torque converter drive in 1st gear, direct drive in 1st lockup and all higher gears  
 Reverse ..... Torque converter drive and direct drive in all gear  
 Shift control ..... Electronic shift control with automatic clutch modulation in all gear  
 Maximum travel speed ..... **58.6 km/h** 36.4 mph



## AXLES

Full time all wheel drive with limited slip differential in all axles.  
 Final drive type ..... Planetary gear  
 Ratios:  
 Differential ..... 3.154  
 Planetary ..... 4.667



## SUSPENSION SYSTEM

Front ..... Hydro-pneumatic suspension  
 Rear ..... Combined hydro-pneumatic and rubber suspension system



## STEERING SYSTEM

Type ..... Articulated type, fully hydraulic power steering with two double-acting cylinders  
 Supplementary steering ..... Automatically actuated, electrically powered  
 Minimum turning radius, wall to wall ..... **7.96 m** 26'1"  
 Articulation angle ..... 45° each direction



## BRAKES

Service brakes ..... Full-hydraulic control, oil-cooled multiple-disc type on front and center axles  
 Parking brake ..... Spring applied, caliper disc type  
 Retarder ..... Front and center axle brakes act as retarder



## MAIN FRAME

Type ..... Articulated type, box-sectioned construction on front and rear  
 Connected by strong torque tubes.



## BODY

Capacity:  
 Struck ..... **12.9 m<sup>3</sup>** 16.9 yd<sup>3</sup>  
 Heaped (2:1, SAE) ..... **16.6 m<sup>3</sup>** 21.7 yd<sup>3</sup>  
 Payload ..... **27.3 metric tons** 30.1 U.S. tons  
 Material ..... **130 kg/mm<sup>2</sup>** 184,925 psi  
 high tensile strength steel  
 Material thickness:  
 Bottom ..... **14 mm** 0.55"  
 Front ..... **8 mm** 0.31"  
 Sides ..... **12 mm** 0.47"  
 Target area  
 (inside length x width) ..... **5240 mm x 2685 mm** 17'2" x 8'10"  
 Heating ..... Exhaust heating (option)



## HYDRAULIC SYSTEM

Hoist cylinder ..... Twin, 2-stage telescopic type  
 Relief pressure ..... **20.6 MPa** 210 kg/cm<sup>2</sup> 2,990 psi  
 Hoist time ..... 12 sec



## CAB

Dimensions comply with ISO 3471 ROPS (Roll-Over Protective Structure) standards



## WEIGHT (APPROXIMATE)

Empty weight ..... **24,040 kg** 53,000 lb  
 Gross vehicle weight ..... **51,420 kg** 113,360 lb  
 Weight distribution:  
 Empty: Front axle ..... 55.8%  
 Center axle ..... 23.6%  
 Rear axle ..... 20.6%  
 Loaded: Front axle ..... 30.3%  
 Center axle ..... 35.5%  
 Rear axle ..... 34.2%



## TIRES

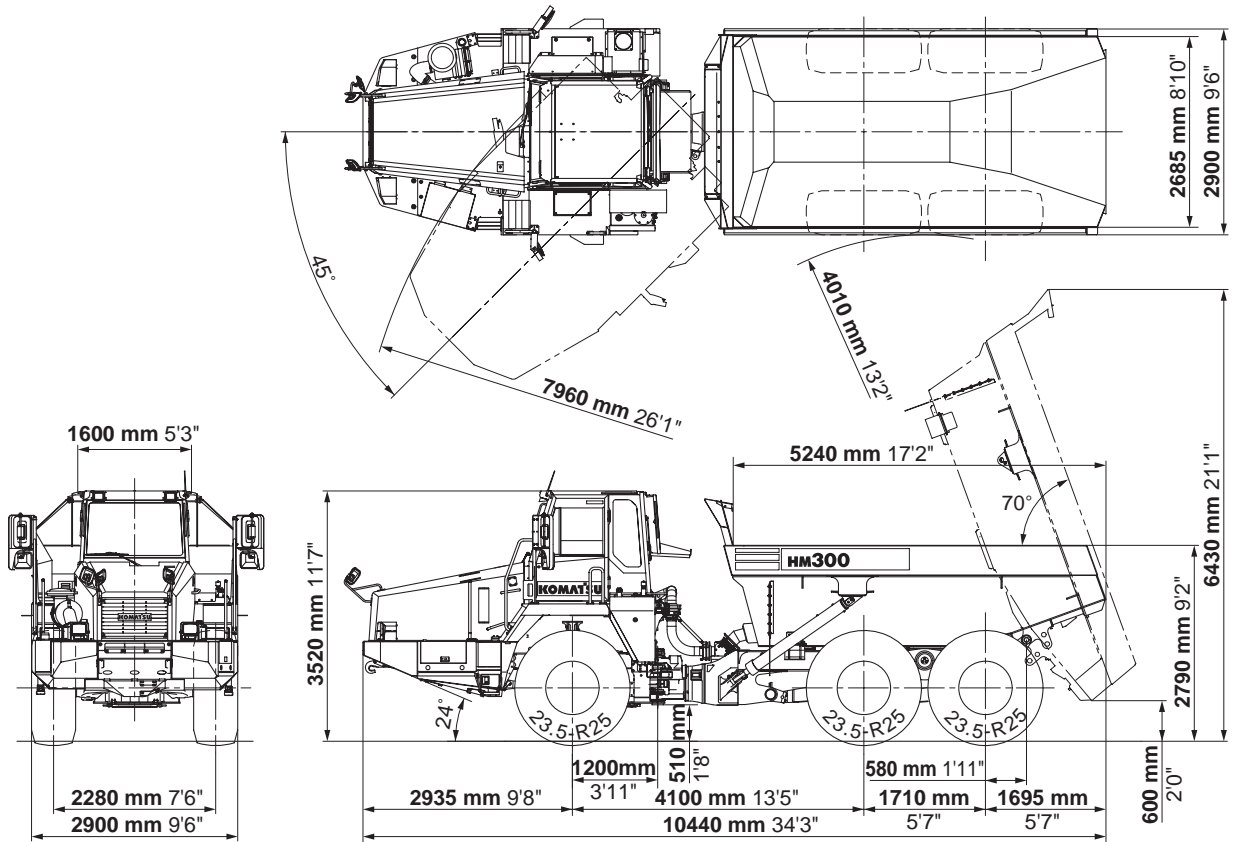
Standard tire ..... 23.5 R25



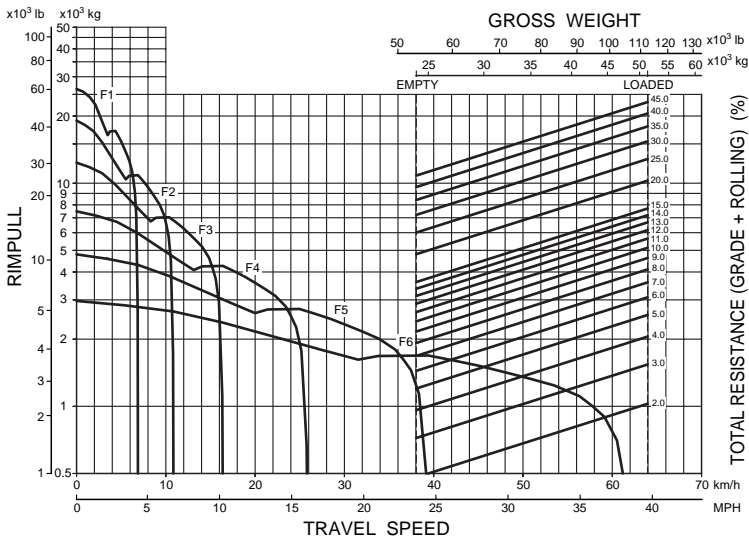
## SERVICE REFILL CAPACITIES

Fuel tank ..... **384 ltr.** 101.5 U.S. Gal  
 Engine oil ..... **37 ltr.** 9.8 U.S. Gal  
 Torque converter, transmission and retarder cooling ..... **77.5 ltr.** 20.5 U.S. Gal  
 Differentials (total) ..... **63.5 ltr.** 16.8 U.S. Gal  
 Final drives (total) ..... **24 ltr.** 6.3 U.S. Gal  
 Hydraulic system ..... **120 ltr.** 31.7 U.S. Gal  
 Suspension (total) ..... **10.4 ltr.** 2.7 U.S. Gal

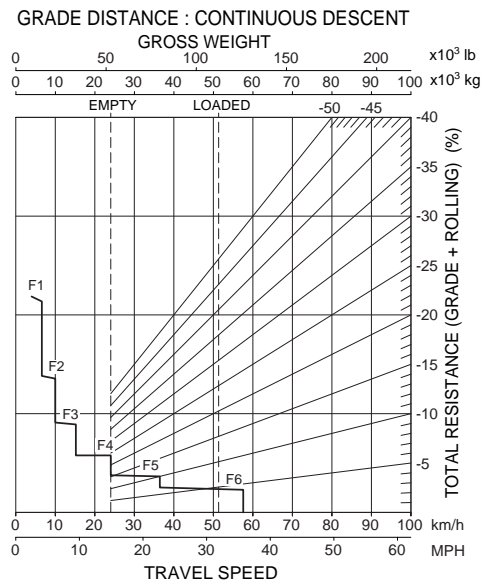
# HM300-2R ARTICULATED DUMP TRUCK



## TRAVEL PERFORMANCE



## BRAKE PERFORMANCE





## STANDARD EQUIPMENT FOR BASE MACHINE

**ENGINE:**

- Alternator, 50A/24V
- Batteries, 2 x 12V/136Ah
- Engine, Komatsu SAA6D125E-5
- Exhaust muffler
- Starting motor, 1 x 7.5 kW

**CAB:**

- Air conditioner
- Ashtray
- Cigarette lighter
- Cup holder
- Electronic maintenance display/monitoring system
- Heated rear window
- Operator seat, reclining, air suspension type with retractable **78 mm** 3" width seat belt
- Passenger seat with retractable seat belt
- Power window (L.H)
- Space for lunch box
- Steering wheel, tilt and telescopic
- Sun visor, front window
- Tiltable ROPS cab with FOPS, sound suppression type
- Two doors, left and right

**LIGHTING SYSTEM:**

- Back-up light
- Hazard lights
- Headlights with dimmer switch
- Indicator, stop and tail lights

**GUARD AND COVERS:**

- Engine underguard
- Exhaust muffler thermal guard
- Fire prevention covers
- Propeller shaft guards, front and rear
- Transmission underguard

**SAFETY EQUIPMENT:**

- Alarm, backup
- Anti-slip material on fenders
- Automatic supplementary steering
- Coolant temperature alarm and light
- Hand rails for platform
- Horn, electric
- Ladders, left and right hand side
- Protective grille for rear window
- Rearview mirrors
- Steering joint locking assembly
- Under view mirrors

**BODY:**

- Electronic hoist control system

**TIRES:**

- 23.5 R25

**OTHER:**

- Centralized greasing
- Electric circuit breaker, 24V
- Limited slip differentials in all axles
- Mud guards
- Side marker



## OPTIONAL EQUIPMENT

**CAB:**

- Power window (R.H)
- Radio, AM/FM
- Radio, AM/FM with cassette

**BODY:**

- Body exhaust heating kit
- Body liner
- Rock body
- Tail gate, wire type
- Upper side extension, **200 mm** 8"

**LIGHTING SYSTEM:**

- Back work lights, left and right side
- Fog lights
- Yellow beacon

**SAFETY:**

- Rear view camera and monitor

**TIRES:**

- 30/65 R25 (750/65 R25)

**OTHER:**

- Alternator, 75A/24V
- Auto Retarder with Accelerator Control (ARAC)
- Fire extinguisher
- Gas charge tool
- Spare parts for first service
- Tool kit
- Vandalism protection

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.

[www.Komatsu.com](http://www.Komatsu.com)

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The image shows the Komatsu logo, which consists of the word "KOMATSU" in a bold, blue, sans-serif font. A registered trademark symbol (®) is located at the top right of the letter "U". The logo is positioned in the upper left corner of a large, empty rectangular box that occupies the lower half of the page.