

KOMATSU®

D475ASD-5E0

HORSEPOWER

Gross: 671 kW 899 HP / 2000 rpm

Net: 664 kW 890 HP / 2000 rpm

OPERATING WEIGHT

113200 kg 249,560 lb

D
475A

SUPER DOZER



Photo may include optional equipment.

WALK-AROUND

SAA12V140E-3 turbocharged after-cooled diesel engine provides an output of **664 kW** 890 HP with excellent productivity. This machine is U.S. EPA Tier 2 emissions certified.
See page 6.

Extra-low machine profile provides excellent machine balance and low center of gravity.

Preventative maintenance

- Centralized service station
- Enclosed hydraulic piping
- Modular power train design
- Oil pressure checking ports

See page 9.

Simple hull frame

and monocoque track frame with pivot shaft for greater reliability.

Large blade capacities:

45 m³ 58.9 yd³ (Super Dozer)

See page 7.

Automatic lockup **torque converter** saves fuel and increases speed and power transmission efficiency on long pushes. See page 6.

Unique and unrivaled noise-suppression.

Komatsu-integrated design

for the best value, reliability, and versatility. Hydraulics, power train, frame, and all other major components are engineered by Komatsu. You get a machine whose components are designed to work together for higher production, greater reliability, and more versatility.

Hydraulic drive radiator cooling fan

controlled automatically, reduces fuel consumption and operating noise levels.

See page 6.

The super dozer

The D475ASD-5E0 Super Dozer greatly contributes to reducing operating costs (\$/tons) by high dozing productivity.

- Large capacity Super Dozer blade with low dozing resistance.



New track link design

reduces maintenance cost by making turning pins easier, with improved pin reuse. See page 9.

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BLADE CAPACITY45.0 m³ 58.9 yd³***New hexagonal designed cab includes:***

- Spacious interior
- Comfortable ride with new cab damper mounting and Komatsu Bogie (K-Bogie) undercarriage
- Excellent visibility
- High capacity air conditioning system
- Palm Command Control System (PCCS) lever controls
- Pressurized cab
- Fully adjustable air suspension seat
- Adjustable armrest
- Travel control console integrated with operator seat

Low noise

- Operator noise: 70dB(A)
(Engine at Hi, cooling fan at 70%, and air conditioner OFF.)
- Dynamic noise (outside): 110dB(A)
As per ISO 6395
See page 8.

KOMTRAX Plus

See page 9.

Electronic Controlled Modulation Valve controlled steering clutch /brake system

facilitates steering operation.
See page 5.

Rippers (option):

- Variable giant



Low-drive, long-track, eight roller undercarriage
provides outstanding grading ability and stability.

Komatsu Bogie (K-Bogie) undercarriage system

improves traction, component durability, and operator comfort.
See page 6.

CONTROL FEATURES

Komatsu's new ergonomically designed control system "Palm Command Control System (PCCS)" creates an operating environment with "complete operator control."

Human-Machine Interface

Palm command electronic controlled travel control joystick

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

Left-hand joystick



Blade and ripper (option) control joystick



Fuel control dial

Engine revolution is controlled by electric signals, providing ease of operation eliminating maintenance of linkage and joints.

Palm command Pressure Proportional Control (PPC) controlled blade control joystick

Blade control joystick uses the PPC valve and the same palm command type joystick as travel control joystick. PPC control, combined with the highly reliable Komatsu hydraulic system, enables superb fine control.

Height adjustable blade control armrest

Blade control armrest is height adjustable without any tools in three stages, providing the operator with firm arm support and ideal armrest positioning.

Fully adjustable new air suspension seat and travel control console

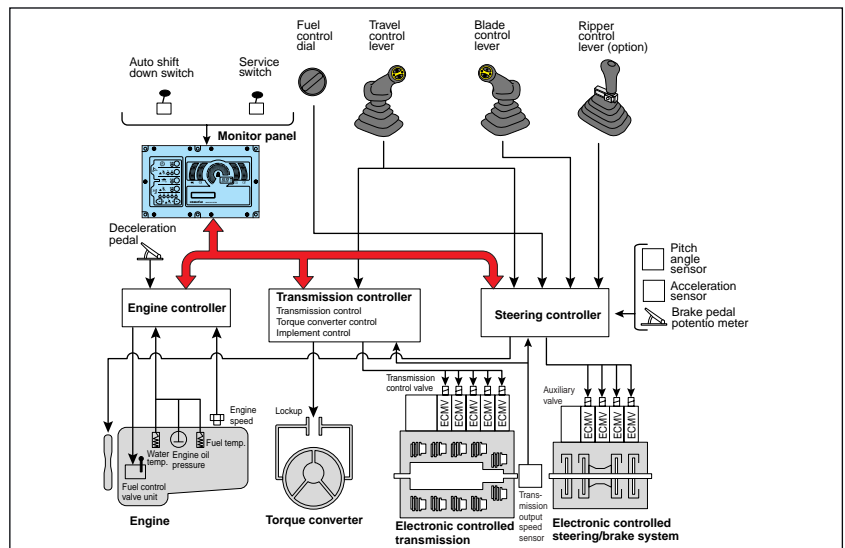
The air suspension operator seat absorbs shocks and vibrations providing a smooth comfortable ride. For improved rear visibility during return part of cycle, the operator can adjust the seat 15° to the right. The transmission and steering controls move with the seat for increased operator comfort. The operator seat is also tiltable for facilitating down hill dozing. The travel control console has adjustments fore and aft, and for height. With an independently adjustable armrest, each D475ASD operator can adjust control positions to individual preference, providing optimum operational posture for all operators.

Facing front



Air suspension seat

Outline of electronic control system



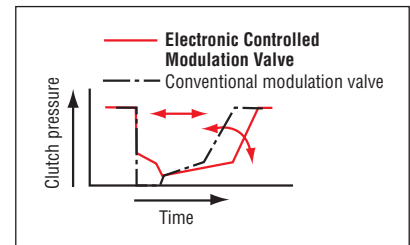
Power Train Electronic Control System

Smooth and soft operation

D475ASD-5E0 utilizes a newly designed power train electronic control system. The controller registers the amount of operator control (movements of lever and operation of switches) along with machine condition signals from each sensor to accurately calculate the control of the torque converter, transmission, steering clutches and brakes for optimized machine operation. The ease of operation and productivity of the new D475ASD-5E0 is greatly improved through these new features.

Electronic Controlled Modulation Valve controlled transmission

Controller automatically adjusts each clutch engagement depending on travel conditions such as gear speed, revolution and shifting pattern. This provides shockless smooth clutch engagement, improved component reliability, improved component life and operator ride comfort.

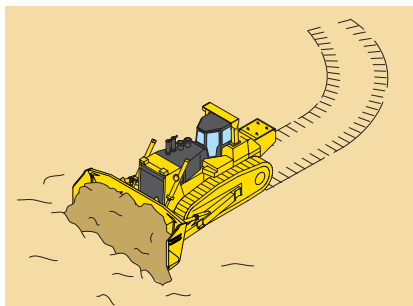


Electronic Controlled Modulation Valve controlled steering clutches/brakes

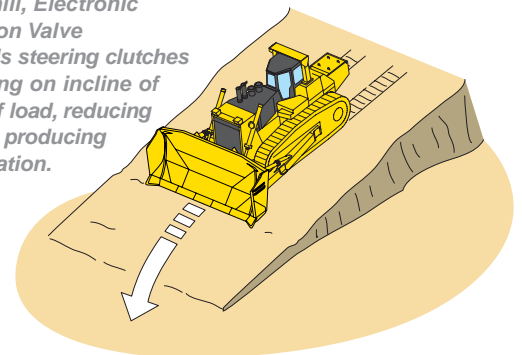
Sensors monitor machine operating conditions, and electronically control steering clutches and brakes depending on type of job, such as size of load during dozing, incline angle of slope or load, providing smooth and ease of operation by reducing counter-steering on downhill travel, etc.

Effect of Electronic Controlled Modulation Valve steering clutches/brakes control

When dozing and turning, Electronic Controlled Modulation Valve automatically controls stroke ratio of steering clutches and brakes depending on degree of load, enabling smooth dozing and turning.

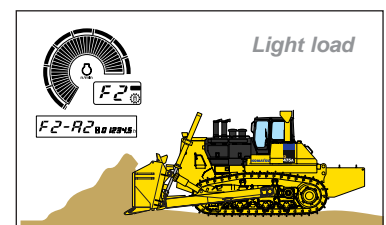
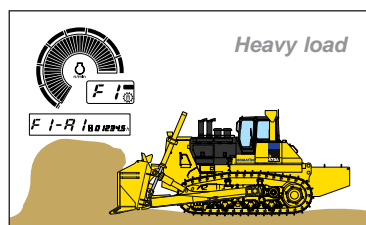
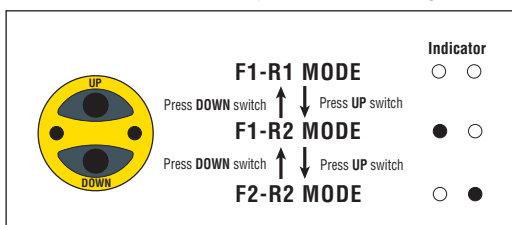


When dozing downhill, Electronic Controlled Modulation Valve automatically controls steering clutches and brakes depending on incline of machine or degree of load, reducing counter-steering and producing smooth dozing operation.



Preset travel speed function

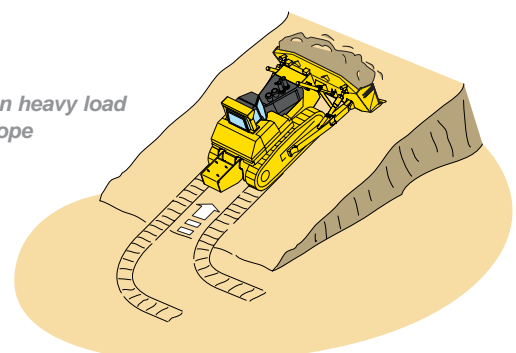
Preset travel speed selection function is standard equipment, enabling the operator to select fore and aft travel speed from three preset patterns; F1-R1, F1-R2 and F2-R2 by using the UP/DOWN switch. When the F1-R2 or F2-R2 preset pattern is selected and the travel control is moved into forward or reverse, the machine travels in the preset gear range automatically. This function reduces manual gear shifting frequency during machine operation, enabling the operator to focus on directional and hydraulic control. Preset travel speed selection is especially helpful when used in combination with the Auto-Downshift Function and reduces cycle times during repeated round trip operations.



Auto downshift function

Controller monitors engine speed, travel gear and travel speed. When load is applied and machine travel speed is reduced, the controller automatically downshifts to optimum gear speed to provide high fuel efficiency. This function provides comfortable operation and high productivity without manual downshifting. (This function can be cancelled with cancel switch.)

Actuated on heavy load or steep slope



PRODUCTIVITY FEATURES

Engine

The Komatsu SAA12V140E-3 engine delivers **664 kW** 890 HP at 2000 rpm. These features, together with the heavy machine weight, make the D475ASD-5E0 a superior crawler dozer in both ripping and dozing production. The engine is U.S. EPA Tier 2 emissions certified, and features direct fuel injection, turbocharger, and air-to-air charge air cooler to maximize fuel efficiency.

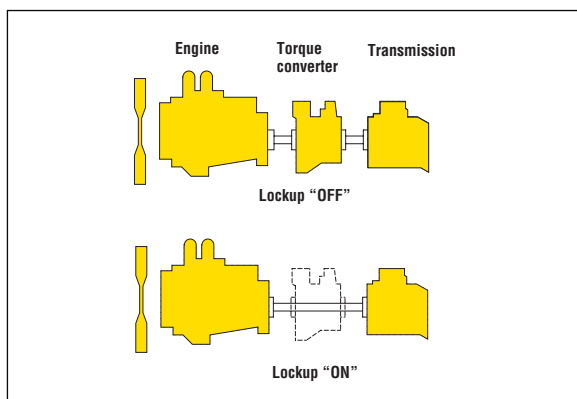
To minimize noise and vibration, the engine is mounted to the main frame with rubber cushions.

Hydraulic drive radiator cooling fan

Fan rotation is automatically controlled depending on coolant and hydraulic oil temperature, saving fuel consumption and providing great productivity with a quiet operating environment.

Automatic torque converter lockup system

For greater efficiency during long pushes, the lockup mode allows the system to automatically engage the torque converter lockup clutch. Locking up the torque converter transmits all the engine power directly to the transmission, increasing ground speed thus achieving efficiencies equal to a direct drive. The result is efficient use of engine power, less fuel consumption, and faster cycle times.



Komatsu Bogie (K-Bogie) undercarriage system

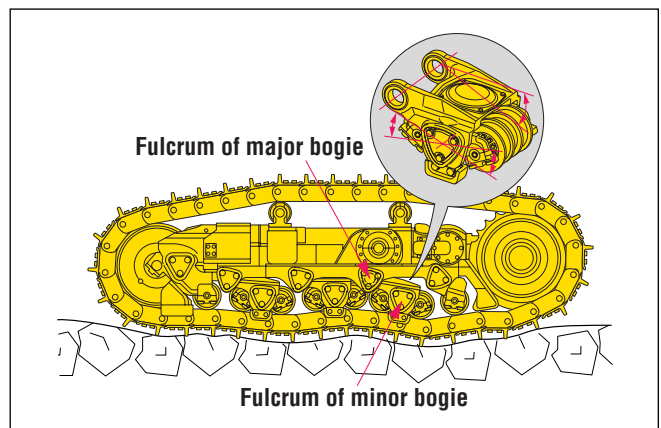
New Komatsu Bogie (K-Bogie) Undercarriage System combines prior advantages with new additional features.

Current features:

- Komatsu Bogie (K-Bogie) that oscillate with two fulcrums assure large amount of track roller vertical travel. Impact load to undercarriage components is minimized and durability of components is improved since track rollers are always in contact with track link.
- Track rollers follow track link movement to extend the undercarriage life.
- Excellent riding comfort is provided due to less vibration and shock when traveling over rough terrain.

Features on new Komatsu Bogie (K-Bogie) undercarriage system:

- New Komatsu Bogie (K-Bogie) with front and rear single bogies are utilized providing increased length of track on ground to improve machine stability.
- The oscillating idler and increased sprocket lead angle improve riding comfort when travelling over rough terrain.



When it comes to crawler dozers, bigger really is better.

Bigger dozers are more efficient—they push more material per miner, per hour, and per shift, for a lower overall cost per yard.

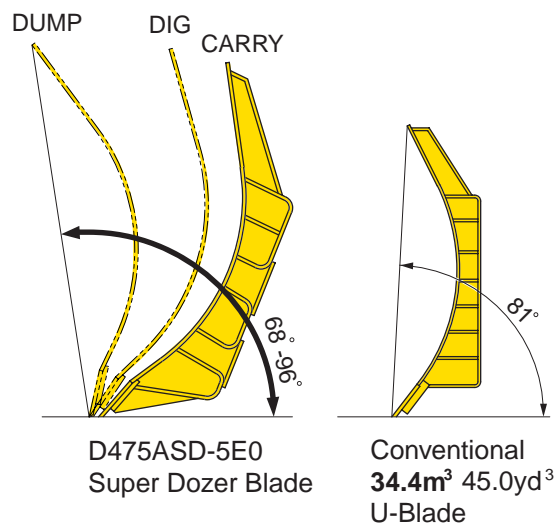
Presenting the most efficient of them all—the Komatsu D475ASD-5E0 Super dozer.



Photo may include optional equipment.

Super Dozer

Thanks to an exclusive, proprietary blade design, the Super dozer answers a fundamental challenge of dozer design—how to push more load without a proportionate increase in operating weight and horsepower. The D475ASD's massive **45.0 m³** 58.9 yd³. Super Dozer gives you 15% more production than conventional U dozer in level dozing.



Unlike ordinary dozer blades, the Super Dozer has a full range of movement. Three basic positions—dig, carry and dump—create previously unheard-of levels of efficiency. It also includes auto-dump and auto-reposition features.

WORKING ENVIRONMENT

Operator Comfort

Operator comfort is essential for safe and productive work. The D475ASD-5E0 provides the operator with a quiet, comfortable environment where the operator can concentrate on the work at hand.

Hexagonal pressurized cab

- The cab's new hexagonal design and large tinted glass windows provide excellent front, side, and rear visibility.
- Improved cab sealing, air filters and increased internal air pressure combine to prevent dust from entering the cab.
- The floor mat and door sill are the same height to facilitate easy cleaning.
- The high quality cab interior is fully lined with sound absorbing material.



Comfortable ride with new cab damper mounting and Komatsu Bogie (K-Bogie) undercarriage

D475ASD-5E0's cab mount uses a new cab damper mounting which further improves viscous damper and provides excellent shock and vibration absorption capacity with its long stroke. The cab damper mounting, combined with new Komatsu Bogie (K-Bogie) undercarriage, softens shocks and vibrations while traveling over adverse condition that are impossible to absorb with conventional cab mounting methods. The soft spring cab damper isolates the cab from machine body, suppressing vibrations and providing a quiet, comfortable operating environment.

•Operator noise: 70dB(A) (Engine at high idle, fan speed at 70%, and air conditioner OFF)

•Dynamic noise (outside): 110dB(A) (As per ISO 6395)



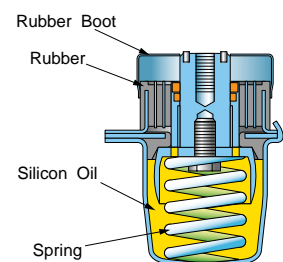
New air suspension seat

D475ASD-5E0 uses a new air suspension seat. Fore and aft sliding rails and suspension spring increase strength and rigidity and reduce play of joints. In addition to turning function for ripper operation, the seat is also tiltable to facilitate down hill dozing.

Relocated air intake ports of air conditioner

The air conditioner fresh air inlet is located above the fender to prevent dust from the undercarriage from entering the cab. The inside air recirculation inlet is located behind the operator's seat, away from the dirt and dust of the floor mat, to provide an increased cleaning/replacement interval.

Cab damper mounting



EASY MAINTENANCE

Preventative Maintenance

Preventative maintenance is the only way to ensure long service life from your equipment. That's why Komatsu designed the D475ASD-5E0 with conveniently located maintenance points to make necessary inspections and maintenance quick and easy.

Centralized service station

To ensure convenient maintenance, the transmission and torque converter oil filters are both arranged next to the power train oil level gauge.

Monitor with self-diagnostic function

If the monitor finds abnormalities, corresponding warning lamp blinks and warning buzzer sounds. When abnormalities occur during operation, user code and service meter are displayed alternately. When a high importance user code is displayed, a caution lamp blinks and warning buzzer sounds to prevent the development of serious problems.



Oil pressure checking ports

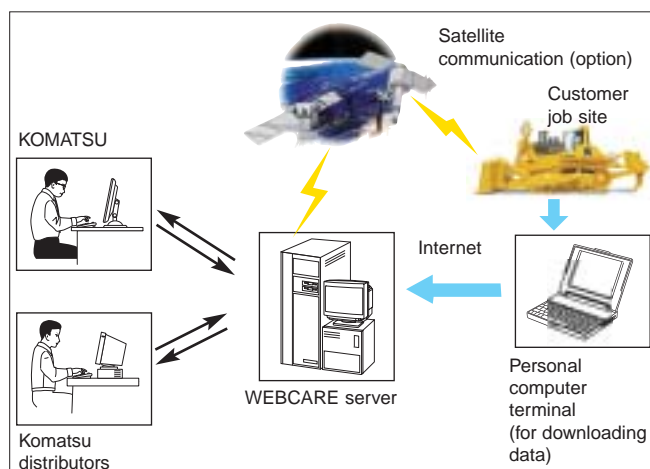
Pressure checking ports for power train components are centralized to promote quick and simple diagnosis.

Gull-wing engine side covers

Gull-wing engine side covers facilitate engine maintenance and filter replacement. Side covers are a thick one-piece structure with bolt-on latch to improve durability and reparability.

KOMTRAX Plus

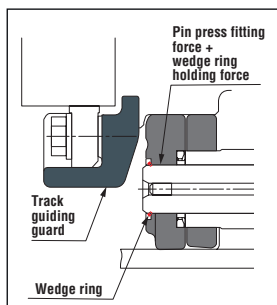
KOMTRAX Plus controller monitors the health conditions of major components and enables remote analysis of the machine and its operation. This process is supported by the Komatsu distributors, factory and design team. This contributes to reduced repair costs and to maintaining maximum availability.



Low Maintenance Costs

Track link with wedge ring

New D475ASD-5E0 track links feature reduced press-fit force and a wedge ring. Conventional track pins are retained only with a large press-fit force. This results in easier service with reduced pin damage when turning pins and bushings. The result is improved undercarriage life and reduced maintenance cost through reduced wear, greater pin reusability, and reduced maintenance man-hours.



Highly reliable electric circuit

The electrical circuit reliability is increased by utilizing dust, vibration and corrosion resistant "Sealed connectors". The reinforced electrical wiring harnesses include a circuit breaker and are covered with a heat-resistant material to increase mechanical strength, provide longer life, and protect the system from damage.

Flat face O-Ring seals

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

Enclosed hydraulic piping

Hydraulic piping for the blade tilt 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 dismantled and mounted without oil spillage, making servicing work clean, smooth, and easy.

Maintenance-free disc brakes

Wet disc brakes require less maintenance.

SPECIFICATIONS



ENGINE

Model Komatsu SAA12V140E-3
 Type 4-cycle, water-cooled, direct injection
 Aspiration Turbocharged, air-to-air charge air cooler
 Number of cylinders 12
 Bore x stroke **140 mm x 165 mm** 5.51" x 6.50"
 Piston displacement **30.48 ltr** 1,860 in³
 Governor All-speed, electronic
 Horsepower
 SAE J1995 Gross **671kW** 899 HP
 ISO 9249/SAE J 1349* Net **664kW** 890 HP
 Rated rpm. 2000rpm
 Fan drive type Hydraulic
 Lubrication system
 Method Gear pump, force lubrication
 Filter Full-flow and bypass combined

*Net horsepower at the maximum speed of radiator cooling fan **641 kW** 860HP

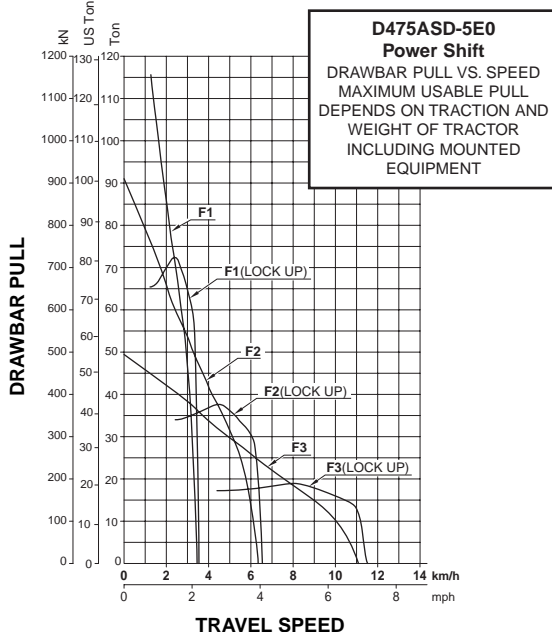
U.S. EPA Tier 2 emissions certified.



TORQFLOW TRANSMISSION

Komatsu TORQFLOW transmission consists of a water-cooled, 3-element, 1-stage, 1-phase torque converter with lockup clutch and a planetary gear, multiple-disc clutch transmission which is hydraulically-actuated and force-lubricated for optimum heat dissipation. Gearshift lock lever and neutral safety switch prevent accidental starts.

Gear	Forward		Reverse	
	km/h	mph	km/h	mph
1st	3.3	2.1	4.2	2.6
2nd	6.2	3.9	8.0	5.0
3rd	11.2	7.0	14.0	8.7



FINAL DRIVES

Double-reduction final drive of spur and planetary gear sets to increase tractive effort and reduce gear tooth stresses for long final drive life. Segmented sprocket teeth are bolt-on for easy replacement.



STEERING SYSTEM

Palm Command Control System (PCCS) lever, joystick-controlled, wet multiple-disc steering clutches are spring-loaded and hydraulically released. Wet multiple-disc steering brakes are spring-actuated, hydraulically released, and require no adjustment. Steering clutches and brakes are interconnected for easy, responsive steering.

Minimum turning radius **4.6 m** 15'1"



UNDERCARRIAGE

Suspension Oscillating equalizer bar and pivot shaft
 Track roller frame Cylindrical, high-tensile-strength steel construction

Rollers and idlers Lubricated track rollers

Komatsu Bogie (K-Bogie) Undercarriage

Lubricated track rollers are resiliently mounted to the track frame with a bogie suspension system whose oscillating motion is cushioned by rubber pads.

Extreme Service Track Shoes

Lubricated tracks. Unique seals prevent entry of foreign abrasives into pin to bushing clearances to provide extended service life. Track tension is easily adjusted with grease gun.

Number of shoes (each side) 41

Grouser height:

Single grouser **105 mm** 4.1"

Shoe width (standard) **810 mm** 32"

Ground contact area **73290 cm²** 11,360 in²

Ground pressure (Tractor) **112 kPa** 1.14 kg/cm² 16.2 psi

Number of track rollers 8

Number of carrier rollers 2

Extreme service shoes	Additional weight	Ground contact area	Tractor ground pressure
910 mm 36"	1830 kg 4,030 lb	82340 cm² 12,762 in ²	102 kPa 1.04 kg/cm ² 14.8 psi



COOLANT AND LUBRICANT CAPACITY (REFILL)

Fuel tank **1670 ltr** 441 U.S. gal

Coolant **210 ltr** 55.5 U.S. gal

Engine **121 ltr** 32.0 U.S. gal

Torque converter, transmission, bevel gear, and steering system **210 ltr** 55.5 U.S. gal

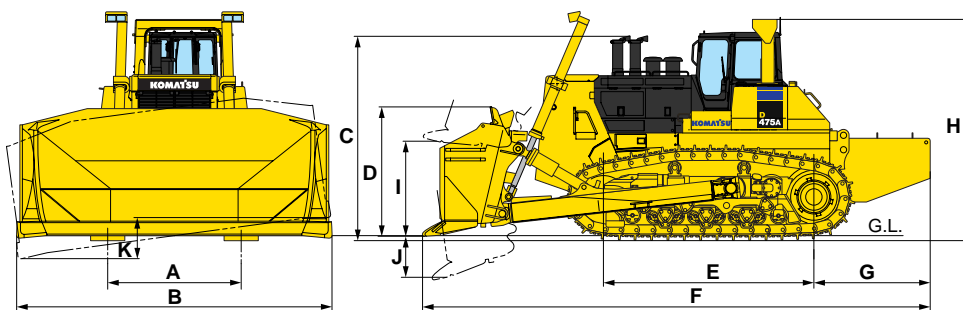
Final drive (each side) **75 ltr** 19.8 U.S. gal



DIMENSIONS

SUPER DOZER WITH COUNTERWEIGHT

A	2770 mm	9'1"
B	6465 mm	21'3"
C	4546 mm	14'11"
D	2690 mm	8'10"
E	4524 mm	14'10"
F	10525 mm	34'6"
G	2405 mm	7'11"
H	4646 mm	15' 3"
I	1960 mm	6'5"
J	860 mm	2'10"
K	900 mm	2'11"



Ground Clearance: 655 mm 2'2"



OPERATING WEIGHT

Tractor weight **84510 kg** 186,310 lb
Including steel cab, rated capacity of lubricant, coolant, full fuel tank, operator, and standard equipment.

Operating weight **113200 kg** 249,560 lb
Including strengthened Super dozer, counter weight, steel cab, ROPS (ISO 3471), operator, standard equipment, rated capacity of lubricant, coolant, and full fuel tank.

Ground pressure **151 kPa** 1.54 kg/cm² 21.9 psi



HYDRAULIC SYSTEM

Closed-center load sensing system (CLSS) designed for precise and responsive control, and for efficient simultaneous operation.

Hydraulic cylinders Double-acting, piston

Hydraulic control units:
All spool valves externally mounted beside the hydraulic tank.
Plunger type hydraulic pump with capacity (discharge flow) of **542 ltr/min** 143 U.S. gal/min at rated engine rpm.

	Number of cylinders	Bore
Blade lift	2	180 mm 7.09"
Blade tilt and pitch	2	250 mm 9.84"

Relief valve setting **27.5 MPa** 280 kg/cm² 3,980 psi

Hydraulic oil capacity (additional volume):
Super dozer **180 ltr** 48 U.S. gal

Control valves:
Spool control valves for Super dozer
Positions: Blade lift Raise, hold, lower, and float
Blade tilt Right, hold, and left
Blade pitch
(digging angle) Increase, hold, and decrease



DOZER EQUIPMENT

Blade capacities are based on the ISO 9246.

	Overall length with dozer	Blade capacity	Blade length x height	Maximum lift above ground	Maximum drop below ground	Maximum tilt adjustment	Weight Dozer equipment	Ground pressure*
	Super dozer	8980 mm 29'6"	45.0 m ³ 58.9 yd ³	6465 mm x 2690 mm 21'3" x 8'10"	1960 mm 6'5"	860 mm 2'10"	900 mm 2'11"	

*Ground pressure shows tractor with Super Dozer blade, cab, ROPS (ISO 3471), counterweight, operator, and standard equipment.



STANDARD EQUIPMENT

- Air conditioner with heater and defroster
- Air-suspension seat
- Alternator, 90 A/24 V
- Back-up alarm
- Batteries, 200 Ah/4 x 12 V
- Blower fan
- Decelerator pedal
- Dry-type air cleaner with dust evacuator and dust indicator
- Eight-roller track frames
- Final drive case wear guard
- Head rest

- Hinged underguard with front pull hook
- Hydraulic track adjusters
- KOMTRAX Plus (without orbcomm)
- Lighting system (including six front and two rear lights)
- Lockup torque converter
- Mirror, rearview
- Muffler with rain cap
- Perforated front mask
- Radiator reserve tank
- ROPS (ISO 3471) brackets
- Seat belt
- Segmented sprockets

- Shoes, 810 mm 32" extreme service, single-grouser
- Starting motors, 2 x 7.5 kW/24 V
- Steel cab
- Steering control
- Sun visor
- Super Dozer
- TORQFLOW transmission
- Track roller guards
- Warning horn
- Water separator
- Wet steering clutches



ROPS*:

Weight **940 kg** 2,070 lb

Dimension:

Width **1940 mm** 6'4"

*Meets ISO 3471 ROPS standards.

Steel cab**:

Weight **455 kg** 1,000 lb

Dimension:

Length **1790 mm** 5'10"

Width **1455 mm** 4'9"

Height from compartment

floor to ceiling **1530 mm** 5'0"

**Meets ISO 3449 FOPS standard.



OPTIONAL EQUIPMENT



Variable giant ripper:

Variable, parallelogram single-shank ripper ideal for ripping up tough material. Ripping angle is variable. Ripping depth is adjustable in four stages by a hydraulically controlled pin puller.

Weight (including hydraulic

control unit) **7360 kg** 16,230 lb

Beam length **1477 mm** 4'10"

Maximum lift above ground . **1196 mm** 3'11"

Maximum digging depth **1744 mm** 5'9"

Counterweight:

Weight **6400 kg** 14,110 lb

- Additional cab heater
- Battery isolator
- Counterweight
- Double wiper
- Fast fuel fill
- Fire extinguisher
- Hydraulics for ripper

- KOMTRAX Plus with Orbcomm
- Light for ripper
- Lattice front mask
- Prelubrication
- Radio-AM/FM cassette
- Shoes:
 - 910 mm** 36"

- Spill guards
- Safety glass

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