Operation & Maintenance Manual

SEAM05690513T

[redacted]

HD465-5
HD605-5

DUMP TRUCK

SERIAL NUMBERS HD465-4763 and up
HD605-1073

WARNING

Unsafe use of this machine may cause serious injury or death. Operators and maintenance personnel must read this manual before operating or maintaining this machine. This manual should be kept near the machine for reference and periodically reviewed by all personnel who will come into contact with it.

NOTICE

Komatsu has Operation & Maintenance Manuals written in some other languages. If a foreign language manual is necessary, contact your local distributor for availability.

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19. WEAR PARTS LIST

Wear parts such as the filter element, air cleaner element, bolt on edge, etc. are to be replaced at the time of periodic maintenance or before their abrasion limits.
The wear parts should be changed correctly in order to use the machine economically.
For part change, Komatsu genuine parts of excellent quality should be used.
When ordering parts, please check the part number in the parts book.

The parts in parentheses are to be replaced at the same time.

Item	Part No.	Part Name	Q'ty	Replacement frequency
Engine oil filter	600-211-1231	Cartridge	2	EVERY 250 HOURS
Engine by-pass oil filter	600-212-1511	Cartridge	1	EVERY 250 HOURS
Fuel filter	600-311-8293	Cartridge	3	EVERY 500 HOURS
Transmission oil filter	424-16-11140 (07000-02125)	Element (O-ring)	2 (2)	EVERY 500 HOURS
Hydraulic filter [• Steering, hoist oil • Rear brake cooling oil]	07063-01210 (07000-28185)	Element (O-ring)	2 (2)	Every 1000 HOURS
Corrosion resistor	600-411-1171	Cartridge	1	EVERY 1000 HOURS
Steering, hoist oil line filter	581-61-19120 (07000-52090) (07001-02090)	Element (O-ring) (Ring)	2 2 2	EVERY 2000 HOURS
Air cleaner	561-02-62520	Element Ass'y	2	–
	561-02-62530	Outer element Ass'y	2	
Payload meter paper	7818-27-2910	Paper	1	–
Payload meter inner battery	7818-27-2860	Battery	1	–

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CHECK OF INFLATION OF PRESSURE OF TIRES AND INFLATION OF THEM

⚠WARNING

- **When inflating a tire, check that any person will not enter the working area and use an air chuck which has a clip and which can be fixed to the air valve.**
  While inflating the tire, check the inflation pressure occasionally so that it will not rise too high.
  If the rim is not fitted normally, it may be broken and scattered while the tire is inflated. Accordingly, place a guard around the tire and do not work in front of the rim but work on the tread side of the tire.
- **Abnormal drop of inflation pressure and abnormal fitting of the rim indicate a trouble in the trouble or rim. In this case, be sure to ask a tire repair shop for repair.**
- **Be sure to observe the specified inflation pressure.**
- **Do not adjust the inflation pressure of the tires just after high-speed travel or heavy-load work.**



Check

Measure the inflation pressure with a tire pressure gauge while the tires are cool before starting work.

Inflation of tires

Adjust the inflation pressure properly.

When inflating a tire, use an air chuck which can be fixed to the air valve of the tire as shown in the figure. Do not work in front of the rim but work on the tread side of the tire.

The proper inflation pressure is shown below.

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Tire size	Inflation pressure
24.00-35-36PR (standard)	0.44 MPa (4.5 kgf/cm², 63.9 PSI)
24.00R35★★ (if equipped)	0.69 MPa (7.0 kgf/cm², 99.4 PSI)
21.00-35-36PR (if equipped)	0.54 MPa (5.5 kgf/cm², 78.1 PSI)
21.00-35-32PR (if equipped)	0.49 MPa (5.0 kgf/cm², 71.0 PSI)

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Tire size	Inflation pressure
24.00R35★★ (standard)	0.69 MPa (7.0 kgf/cm², 99.4 PSI)
24.00-35-36PR (if equipped)	0.44 MPa (4.5 kgf/cm², 63.9 PSI)

NOTICE

If the tires are used when the inflation pressure is less than the value given in the table above, the rim may be damaged.

Always keep the tire inflation pressure within +0 – +0.03 MPa (0.3 kgf/cm², 4.3 PSI) of the value in the table above.

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34.2 METHOD OF OPERATION

34.2.1 ACTUATION OF ARSC SYSTEM

The ARSC system is actuated when the system switch is ON.

If the set switch on the ARSC set lever is pressed, the travel speed at that moment is set as the downhill travel speed. If the travel speed exceeds the set downhill speed, the retarder is automatically actuated.

The set travel speed is displayed on the set travel speed display and is stored in memory.

If the accelerator pedal is pressed while the ARSC is being operated, the ARSC is canceled and the speed increases.

If the brake pedal or retarder control lever are operated while the ARSC is being operated, it is possible to reduce the machine speed or stop in the same way as during normal brake operations.

34.2.2 SET SPEED

⚠WARNING

If the speed is set to a speed that exceeds the maximum permissible speed obtained from the brake performance graph, there is danger that there will be overheating and that the retarder brake may be damaged. Always set the speed so that it does not exceed the maximum permissible speed.

If the machine speed during the setting operation is less than 10 km/h (6 MPH), the speed is set to 10 km/h (6 MPH). In all other cases, it is set to the actual travel speed.

The travel speeds that can be set depend on the selection of the speed lever as follows.

When the gearshift lever is at the D, 5, 4, 3, or L positions, the range for the set speed is 10 to 55 km/h (6 to 34 MPH).

It is impossible to set the speed when the gearshift lever is at the N or R positions.

34.2.3 METHOD OF CARRYING OUT FINE ADJUSTMENT OF SET TRAVEL SPEED

To raise the set travel speed 1 km/h (0.6 MPH), push the ARSC set lever forward once.

To raise the set travel speed 1 km/h (0.6 MPH), pull the ARSC set lever back once.

⚠WARNING

Fine adjustment of the set travel speed is possible with the tap up or tap down operation. The speed changes approx. 1 km/h (0.6 MPH) each time the tap up or tap down is operated, but even if the display on the set travel speed display does not change, this does not indicate any abnormality.

REMARK

Release the ARSC set lever after changing the set travel speed.

If the set switch and cancel are operated at the same time, the cancel operation is given priority.

If the set switch and tap up are operated at the same time, the tap up operation is given priority.

If the set switch and tap down are operated at the same time, the tap down operation is given priority.

The tap up and tap down operations are used for making fine adjustment of the set travel speed.

It is possible to adjust the set travel speed by using the tap up or tap down up to 5 times when traveling in ARSC (when the accelerator pedal is released). When the accelerator pedal is being depressed, the ARSC is canceled, so it is possible to operate freely in a range from 10 to 55 km/h (from 6 to 34 MPH).

34.2.4 METHOD OF INCREASING SET SPEED

If it is desired to increase the set speed, depress the accelerator pedal to increase speed, and when the desired set travel speed is reached, press the set switch on the ARSC set lever. The set travel speed will be changed to the new speed.

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