TEN00662-01

Operation & Maintenance Manual

ARTICULATED
DUMP TRUCK

HM300-5

SERIAL NUMBERS 10001 and up

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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Automatic retarder, accelerator linked control switch

Automatic retarder, accelerator linked control switch is used to turn ON or OFF the ARAC system.

Retarder control lever

The retarder can be operated with the retarder control lever even while ARAC system is in operation.

REMARK

When the ARAC system is in operation, the retarder control lever has some play at the start of stroke.
It does not mean that the retarder brake does not work, but that it is the range of ARAC system operation.

Accelerator pedal

ARAC system functions only while the accelerator pedal is released.

Brake pedal

The wheel brakes can be operated with the brake pedal even while ARAC system is in operation.

Retarder pilot lamp

The retarder pilot lamp lights up when ARAC system operates and when the retarder is operated with the retarder control lever.

(If the engine speed is low, even when ARAC system is actuated, the retarder pilot lamp may not light up.)

OPERATION OF ARAC SYSTEM

The ARAC system is actuated when the automatic retarder, accelerator linked control switch is turned to ON position.

When the automatic retarder, accelerator linked control switch is turned to ON position, the retarder is automatically actuated according to the travel speed and engine speed at that point.

If the accelerator pedal is depressed when the ARAC system is being actuated, actuation of the ARAC stops and the machine speed increases.

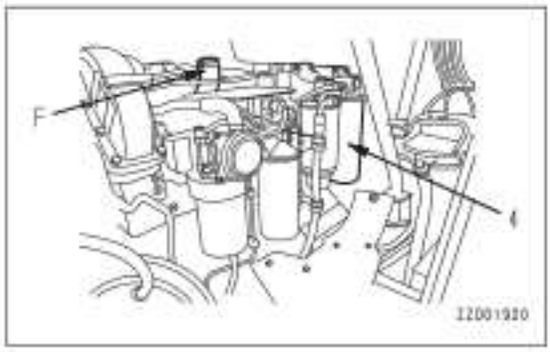
If the brake pedal or retarder control lever are actuated while the ARAC is being actuated, the machine can be slowed down or stopped in the same way as for normal brake operations.

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8. Turn filter cartridge (4) counterclockwise by using the filter wrench, and remove it.

   When doing this, to prevent get splashed with drained oil, do not perform this operation from directly under the cartridge.

   In particular, if this work is performed immediately after stopping the engine, a large amount of oil will come out, so wait for 10 minutes before starting the work.



9. Clean the filter head.
10. Fill the new filter cartridge with clean oil.
11. Apply oil (or thinly apply grease) to the packing surfaces and thread portion.
12. Install the filter cartridge.

    When doing this, be careful not to damage the outside cylinder of the cartridge.

    When installing the filter cartridge, tighten until the packing face is in contact with the filter head, then tighten a further 3/4 to 1 turn.
13. Add the specified amount of oil through oil filler port (F).
14. Run the engine at low idle for a while.
15. Check that the engine oil level is in the specified range.

    For the method to check the engine oil level, see "METHOD FOR CHECKING OIL LEVEL IN ENGINE OIL PAN, ADDING OIL (3-180)".

REMARK

When the ambient temperature is low, water or emulsified matter may stick to the dipstick, oil filler cap, etc. or the drained oil may be milky white because of water vapor in the blowby gas. However, if the coolant level is normal, it is not a problem.
There is no problem even if the emulsified matter cannot be removed completely after changing oil.

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SPECIFICATIONS

	Item			Unit	HM300-5
	Overall weight (unloaded weight + max. payload + 1 operator (80 kg (176.4 lb)))			kg (lb)	53475 (117913)
	Unloaded weight			kg (lb)	25395 (55996)
	Max. payload			kg (lb)	28000 (61740)
	Dump body capacity	Struck		m^3 (cu.yd)	13.4 (17.53)
		Heaped (2 : 1)		m^3 (cu.yd)	17.1 (22.37)
	Dumping speed (2000 rpm) (raised)			sec	10.5
	Engine model			-	Komatsu SAA6D125E-7 diesel engine
	Engine rated horsepower • SAE J1995 (gross) • ISO9249 / SAE J1349 (Net)			kW {HP}/ min^{-1} {rpm}	 248 {332}/ 2000 {2000} 242 {324}/ 2000 {2000}
	Engine max. torque			Nm {kgm, lbft}/ rpm	1660 {169, 1220}/ 1400
A	Overall length			mm (ft in)	10275 (33' 9")
B	Overall height			mm (ft in)	3510 (11' 6")
C	Overall height when dumping			mm (ft in)	6440 (21' 2")
D	Overall width			mm (ft in)	2900 (9' 6")
E	Min. ground clearance (bottom of rear-front axle)			mm (ft in)	498 (1' 8")
	Min. turning radius			mm (ft in)	8100 (26' 7")
	Travel speed	Forward	1st	km/h (MPH)	6.8 (4.2)
			2nd	km/h (MPH)	10.7 (6.6)
			3rd	km/h (MPH)	16.2 (10.0)
			4th	km/h (MPH)	25.5 (15.8)
			5th	km/h (MPH)	38.4 (23.8)
			6th	km/h (MPH)	58.6 (36.4)
		Reverse	1st	km/h (MPH)	7.6 (4.7)
			2nd	km/h (MPH)	18.1 (11.2)
	Operating temperature range			°C (°F)	-20 to 40 (-4 to 104)

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