## Major equipment

<table>
<thead>
<tr>
<th>Engine &amp; power train related</th>
<th>Exterior</th>
<th>Electrical equipment</th>
<th>Meters &amp; gauges</th>
<th>Tyre-related</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Extra fuel filters</td>
<td>- Canvas cabin</td>
<td>- Headlights, 2-stage (High-Low)</td>
<td>- Speedometer with alarm</td>
<td>- Elastic cushion type (6.0 &amp; 7.0 ton)</td>
</tr>
<tr>
<td>- Pre-cleaner</td>
<td>- Steel cabin</td>
<td>- Mast mount type head lights</td>
<td>- Mast tilt angle gauge</td>
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<td>- Upward exhaust muffler</td>
<td>- Heater</td>
<td>- Rear working light</td>
<td>-</td>
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</tr>
<tr>
<td>- Automatic transmission</td>
<td>- Air-conditioner</td>
<td>- Yellow strobe light</td>
<td>-</td>
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<tr>
<td>- Steering knob synchronizer</td>
<td>- Left cylinder boots</td>
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<tr>
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<td>- Fuel cap with key</td>
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<td>- Front glass with wiper</td>
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<td>- Fire extinguisher</td>
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## Options

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## Mast

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<tr>
<th>2-stage free view mast</th>
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<th>3-stage full free view mast</th>
</tr>
</thead>
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<tr>
<td>The mast extends in three stages and high level loading is easily performed.</td>
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## Attachments

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<tr>
<th>Side shifter</th>
<th>Fork positioner with side shifter</th>
<th>Fork positioner with side shift function</th>
</tr>
</thead>
<tbody>
<tr>
<td>The fork may be shifted sideways together with its backrest, both to the right and to the left.</td>
<td>The operator is able to adjust the fork spread width from the operator’s seat.</td>
<td>The combination of fork positioner and side shifter.</td>
</tr>
<tr>
<td>Fork positioner with side shifter</td>
<td>Fork positioner with side shift function</td>
<td>This attachment is a fork positioner which has a simultaneous fork movement function to act as a side shifter.</td>
</tr>
<tr>
<td>Hinged fork</td>
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<td>The fork tilts up/down using its hinge as a fulcrum.</td>
</tr>
<tr>
<td>Bale clamp</td>
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<td>This attachment is recommended for handling packed pulp or raw cotton. The bale is efficiently held from both sides by the bale clamps.</td>
</tr>
</tbody>
</table>

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**DX50 Series**

**6.0 / 7.0 / 8.0 ton Series**

**DIESEL FORKLIFT TRUCKS**

**EPA Tier III / EU Stage IIIA Emission Compliant**

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**Form No. BR-DX50emi-002**

Materials and specifications are subject to change without notice.

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**www.Komatsu.com**

Printed in Japan 1012-2-01shi
"Reducing Total Operating Costs" with Komatsu Innovative Technologies

The fusion of advanced engines and Komatsu's unique hydraulic system enables the new DX50 Series to achieve a significant reduction in the total operation costs and facilitates superior work performance. Our innovative machines challenge the conventional concept of the forklift.

Komatsu's Hydraulic System and the NEW Diesel Engine Reduce the Fuel Consumption

In order to minimize the engine load, the new DX50 Series adopts the Komatsu's latest hydraulic system. The compact 3.3-liter engine features superior performance and achieves up to 20% less fuel consumption.

Fuel Consumption

Max. 20% saving

The sealed wet disc brakes can withstand about 10,000 hours operation without maintenance and eliminating frequent brake shoes replacements. The engine oil replacement interval has been extended for 360 hours, which reduces oil costs. The reduced maintenance costs and significant fuel saving provide a total operating cost reduction of about 14% over eight years of usage. A periodical check and oil replacement are necessary. Komatsu genuine engine oil is recommended.

Total operating cost (*Image)

Max. 20% saving

Approx. 14% saving

Greatly Reduced Total Operating Costs

As the engine speed changes, the engine RPMs control pump detects the engine revs. and controls the oil feed to reduce the load on the engine. This hydraulic system offers optimized balancing of traveling and loading work, making it ideal for forklift operations that often put complex demands on the engine such as starting/acceleration while performing lift operations.

Optimally controlled hydraulic oil results in:
- Optimized balancing of traveling and loading work
- Achieved compact 3.3-liter engine equipment

Total operating cost (8 years)

Running cost: Accumulated costs for 8 years

Approx. 14% saving

Previous

NEW DX50

The Advanced Technology Offers Reduced CO₂ Emissions

The new DX50 Series feature the SAA4D95LE-5-A engine in combination with Komatsu's efficient hydraulic system. This arrangement enables a reduction in annual CO₂ emissions by about 7.1 tons.

Annual CO₂ emissions

About 7.1 tons reduction

An Advanced Diesel Engine Conforms to the Latest Emission Regulations

Low fuel consumption and low environmental impact are enabled by elimination of excess combustion and the use of the combined technologies of the high pressure common rail system, electronic control system, new combustion system and air to air charge air cooling system.

SAA4D95LE-5-A

Displacement: 3,260 cm³

Rated Output: 69.0 kW @ 2,250 min⁻¹

Maximum Torque: 343 Nm @ 1,600 min⁻¹

KOMATSU

ONLY

KOMATSU

ONLY

I

Total operating cost

(*Image)

Max. 20% saving

Max. 14% saving

Max. 16% saving

Max. 73% saving

Total operating cost

Approx. 14% saving

Previous

NEW DX50

Power Supply to Traction

Power Supply to Hydraulics

Lifting

Optimally controlled hydraulic oil results in:
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Komatsu tested data, comparison with FD70-8 model.

The results may vary depending on conditions.

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The results may vary depending on conditions.
Superior "Productivity" and "Reliability" Satisfy Demanding Operations

Durable Wet Disc Brakes to Withstand Severe Conditions

The wet disc brake is sealed with oil to block dust penetration, providing durable, water resistant and fade resistant characteristics. Smooth, stable braking provides "Productivity" and "Reliability" in demanding operation.

A Cooling System to Achieve Increased Braking Stability

The oil in the wet disc brake system is circulated through the brake oil cooler. This mechanism ensures stable braking under a heavy work load and prevents deterioration of the braking force due to raised oil temperatures.

Steady breaking is always achieved.
Overheating of the brakes is prevented.
Downtime and maintenance costs are reduced.

First-class Productivity is Achieved

First-class Cycle Time
The new DX50 Series adopts a compact 3.3-liter engine in conjunction with Komatsu’s advanced hydraulic system. This arrangement features high productivity and achieves a first class cycle time.

Fully Hydrostatic Power Steering for Superb Maneuver
The PHPS (Fully Hydrostatic Power Steering) mechanism facilitates fully stationary steering as well as switchover operations using the small diameter steering wheel. The system has a superior response capability so that the operator can pick up or place cargo flexibly even in a narrow space. In addition, steering knob synchronizer function is available as an option.

Excellent Durability for Demanding Work

Rugged Design with High Rigidity
The high rigidity mast, frame, front and rear axles ensure outstanding reliability even when performing heavy-duty work.

Fuel pre-filter
Fuel main filter
Engine failure indicator
Engine hood

Engine Protection for Maintaining the Engine in Top Condition
The electronic engine controls upgrade the performance of the engine protection (fail-safe functions).

Trouble diagnosis:
Engine malfunctions are automatically detected and an alarm lamp blinks.

Overheating prevention (Diesel):
The engine output and RPMs are reduced when the coolant temperature is high.

Automatic engine warm-up (Diesel):
The engine is automatically pre-heated when starting it in low temperature.

Improved Reliabilities for the Hydraulic and Electrical Systems
The main hydraulic pipe connectors are face-sealed using O-rings. Waterproof connectors are provided to the main harnesses and the system controller in order to provide higher resistance to water and dust. Hydraulic and electrical piping systems are in separate configurations to improve the reliability and servicing.

Careful Design Facilitates Inspection and Servicing

Filter Layout Optimization for Improved Serviceability
A fully-opening floor plate.

Wide Opening Engine Hood with a Lock for Easy Servicing

Easy Radiator Cleaning
Fuel relay filter
Relay and fuse boxes are arranged in the same location

Engine hood locking provides safety servicing.
**Advanced Design in Pursuit of "Safety and Comfort"**

**Effective Safety Mechanisms**

"Operator Presence Sensing system"

The Operator Presence Sensing system incorporates a Lifting/Traveling interlocking function. This is a safety function for disabling traveling and lifting mechanisms when the operator is not correctly occupying the seat. An alarm buzzer sounds if the operator leaves the seat while traveling.

- Neutral indicator
- When the operator leaves the seat, the Lifting/Traveling interlocking function is activated.

**Parking Brake Alarm**

A double action type brake lever prevents mishandling.

**ISO-Compliant Enhanced Overhead Guard for Operator’s Protection**

A Neutral Start Function for Preventing a Sudden Start

The engine cannot be started unless the F-R switch is in the neutral position.

**Comfortable & Fatigue-Free Operation Even Over Long-Hour Operation**

Suspension Seat and Cab Floating Structure Absorb Vibrations

The deluxe suspension seat features improved vibration resistance and reduces the burden on the body. The cab floating structure enables the entire cab to be isolated from the frame and the rubber cushioning of the engine mounts reduces the vibrations transmitted from the engine and road surface. The overall design concept is operator and load friendly.

- Side step rubberized length
- 175 mm wide distance forward and rearward
- Seat cushion adjustment dial
- The retractable seat belt

**The Low Noise Design**

The low-noise design of the compact engine reduces unpleasant noise levels during operation.

**DX50 Series Specifications**

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**Dimensions**

- **Left side angle stacking aisle width**

**Load capacity curve**

**DX50 Series Specifications**

- **Max. drawbar pull loaded**
- **Max. gradeability loaded**
- **Service brake**
- **Steering type**
- **Battery**

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