

GD530A-2C  
GD530AW-2C

**KOMATSU**<sup>®</sup>

**HORSEPOWER**  
144 HP 107 kW

**OPERATING WEIGHT**  
30,256 lb 13724 kg



**GD530**

MOTOR GRADER  
DASH 2

## This Is The Most Versatile Moldboard Geometry In The Business

Komatsu Dash 2 graders boast the industry's most versatile moldboard geometry. Save time and money when pulling ditches by throwing the windrow to the right, not into the roadway - without narrowing the road bed. No extra machines or crew are needed to pick up the windrow. It's made possible by Komatsu's extraordinary reach. Plus, there is generous clearance between the heel of the blade and the main-frame, even with the toe sharply angled down. You get all the reach you pay for.

Extra long lift cylinders let the moldboard reach an astounding 35 inches below grade\*. Compare this with any other grader in its class.

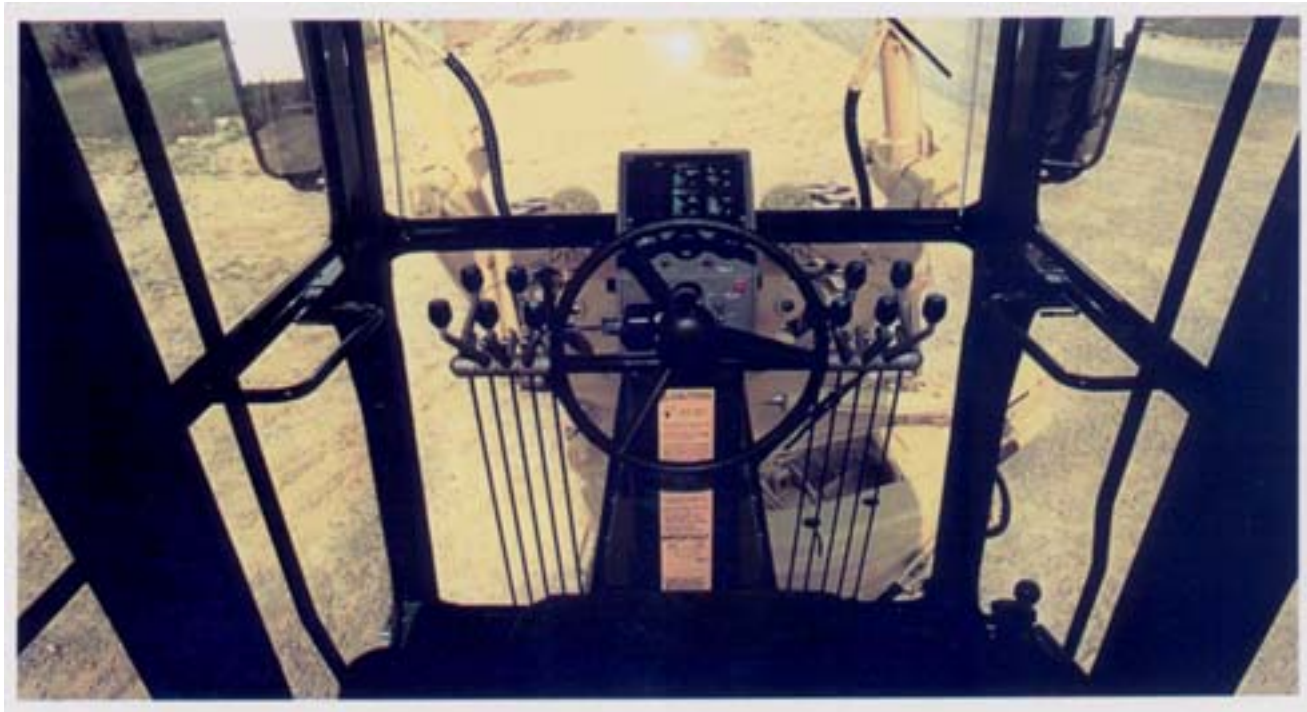
\*GD535A-2C with std. tires



Dash 2 graders have better reach with the toe down.



Dash 2 graders can cut below grade at maximum reach.



## Excellent Visibility Forward And Out Both Sides

The standard low profile ROPS cab offers excellent visibility to the blade with generous headroom and comfort for the operator. Both the

steering console and the steering wheel tilt to fit any operator. The levers are arranged in the industry standard layout. All the gauges are

arranged in front of the operator and are visible regardless of the steering console position.

## Converter Drive: Best Thing For Operators Since The Thermos Bottle.

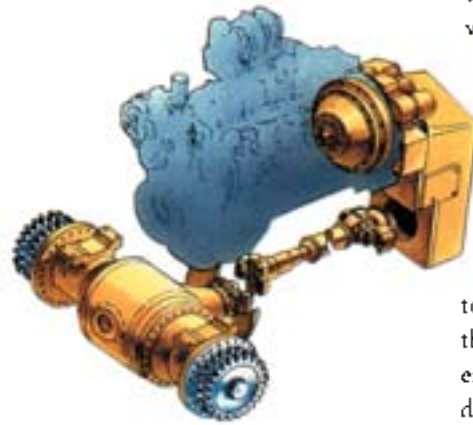
### Komatsu Has It Now.

Torque converter drive is a natural for graders. Komatsu has it now. You'll do far less shifting, because the torque converter allows you to work from a full stop to the gear range maximum speed. You can control ground speed with the foot throttle. Just select a gear range and go to work. Yes, it's different. But you'll find it easier.

### Maximum effort.

The torque converter provides a major benefit in tractive effort (also called drawbar pull). It multiplies engine torque and delivers it into the power train when needed. So, Dash 2 graders have high tractive effort which allows them to perform amazingly well, even at low ground speed. You can move a full blade from a standing start...ideal when working in congested areas. You have plenty of torque to power through axle-deep

mud. Torque to push a full load when spreading. Torque to drive the ripper



or scarifier through the toughest materials.

You can kiss your inching pedal good-bye. The converter aids maneuvering in tight quarters without the nuisance of running near

full throttle or killing the engine. Converter drive lets the operator concentrate on the cutting edge, without constant use of an inching pedal.

### The Komatsu generation.

Komatsu graders use a "new generation" converter, selected for its high efficiency. Torque converters permit the operator to work at lower engine speeds—a fuel saving technique. Our customers report that the fuel economy on Komatsu graders is as good or better than with ordinary graders.

### Relax and enjoy it.

Imagine a grader with surprising productivity that's easier to operate. Komatsu has it now, in the Dash 2 Series graders. Torque converter drive means high production and easier operation.

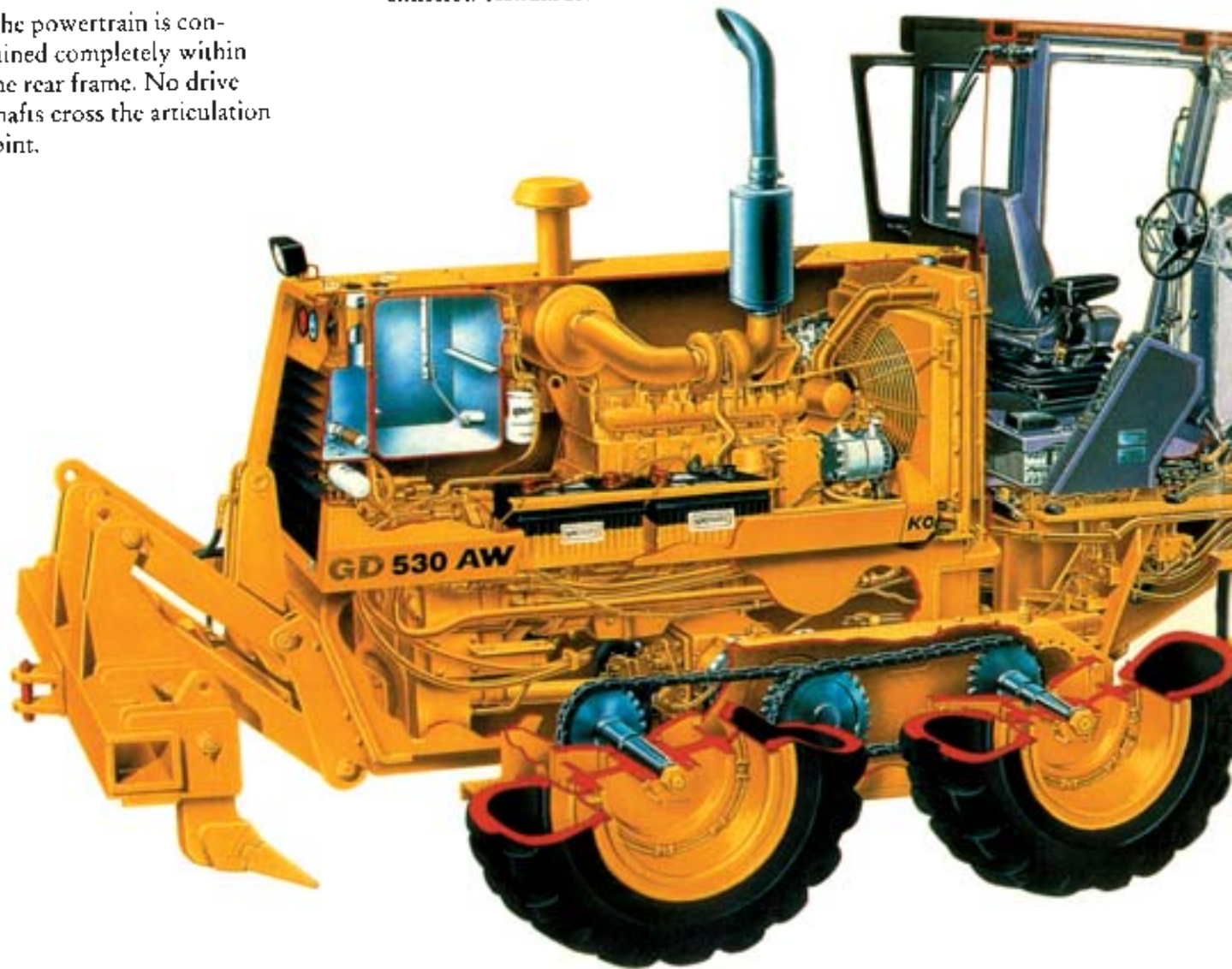
## Quick Hydraulic Response For Fine Grading ...Even At Low Engine Speed

Komatsu graders feature a pressure-flow compensated, load sensing hydraulic system saving fuel and reducing heat. Its variable displacement piston pump gives instant response even at low engine speeds providing the fine grading control you expect on a high production grader. Compact, low effort direct-acting valves use simplified linkage and short stroke levers to give crisp feedback. There is no pilot system to adjust or maintain. Hydraulic cylinders are equipped with lock valves to prevent drifting.



Powerful Komatsu direct injection diesel engines meet USA emission standards.

The powertrain is contained completely within the rear frame. No drive shafts cross the articulation joint.



Torque converter drive is matched to a countershaft power shift transmission for unrivaled ease of use.

The NoSPIN<sup>®</sup> automatic locking/unlocking differential is standard equipment. A manual diff lock is available.

Final drives are planetary gear reduction.

Low profile cab permits easier transport.

Unsurpassed blade geometry and robot-welded main frames.

All Wheel Drive on AW models is controlled in dual modes by an on-board computer. It operates automatically once engaged.



Dual circuit adjustment-free internal wet disk brakes are protected from the environment. The system is all-hydraulic so there is no air system to maintain.



## ENGINE

Make and Model: Komatsu S6D102E-1  
 Type: 4-cycle diesel, turbocharged  
 No. of cylinders: 6  
 Piston displacement: 359 in<sup>3</sup> (5.88 lit.)  
 Bore and stroke: 4.02" x 4.72" (102 x 120mm)  
 Gross horsepower @ 2500 rpm: 152 (113 kW)  
 Flywheel horsepower @ 2500 rpm: 144 (107 kW)  
 Compression ratio: 18.5: 1

Air cleaner: two stage dry type  
 Electrical: 24 volt w/ alternator  
 Batteries (2) maintenance free plus, 12 volt, 700 CCA each

Gross horsepower is for engine equipped without fan. Net horsepower is for engine equipped with lubricating oil pump, fuel pump, water pump, fan, air cleaner, alternator (not charging) and muffler.



## TRANSMISSION & TORQUE CONVERTER

Full power shift transmission with integral free wheeling stator type torque converter.

### SPEEDS

Gear	Forward		Reverse	
	mph	km/h	mph	km/h
1st	0- 2.9	0- 4.3	0- 2.3	0- 3.8
2nd	0- 4.3	0- 7.0	0- 5.4	0- 8.8
3rd	0- 6.6	0- 10.7	0-13.6	0- 21.9
4th	0-10.1	0- 16.2		
5th	0-16.6	0- 26.8		
6th	0- 24.8	0- 39.9		



## HYDRAULICS

Load sensing closed center hydraulics with variable displacement piston pump. Short stroke/ low effort direct acting control valves with preselected maximum flow setting to each function. Double acting anti drift check valves on blade lift, tilt, circle shift, articulation, leaning wheels and scarifier.



## MOLDBOARD

Type: 17" (432mm) radius hydraulic power shift  
 High carbon steel—12' x 26" x 7/8" (3658 x 660 x 22mm)  
 Cutting edge : 0.62" x 6" (16 x 152mm).  
 Cutting edge is through-hardened.  
 Cutting edge bolt diameter: 0.62" (16mm)  
 Blade base: 98" (2489mm)  
 Replaceable end bits (size): 0.62" x 6" (16 x 152mm)



## BLADE RANGE

(Right & left bank slope 90°)

Lift above ground (Max.): 19.5' (495mm)  
 Pitch angle, Power-Tilt: 45°  
 Reach outside rear tires, (frame straight)\*  
 (right): 78.5" (1994mm)  
 (left): 79.5" (2019mm)  
 Reach outside rear tires (articulated)\*  
 (right): 112" (2845mm)  
 (left): 117" (2972mm)  
 Circle side shift,  
 hyd. cylinder: 20.63" (524mm)  
 Blade side shift,  
 (right): 25" (635mm)  
 (left): 25" (635mm)  
 Max. blade angle (right or left): 90°  
 Max. cutting depth: 35" (889mm)

\*For 14' (4267mm) blade add 12" (304.8mm) right or left.  
 For 14' (4267mm) blade w/moveable anchor add 26.3" (668mm) right or 24.7" (627mm) left.



## CIRCLE

Diameter (outside): 60.5" (1537mm)  
 Material: Structural steel section—flame hardened teeth  
 Circle reversing control: Hydraulic, 360°  
 Four large (24") circle support shoes



## DRAWBAR

Tapered 0.88" ( 22.35mm) wall, welded box section with replaceable ball. Maximum width: 10.00" ( 254mm)  
 Maximum height: 10.45" (265.43mm)



## FRAME

Section, welded unit (w x h): 13.0" x 11.5" (330 x 292mm)  
 Vertical section modulus, minimum: 98.75 in<sup>3</sup> (1,619cm<sup>3</sup>)  
 Weight, per foot (average): 210.9 lb/ft. (313.8 kg/m)



## OPERATOR'S COMPARTMENT

Pivoting control console and till steering wheel. Adjustable cloth covered deluxe suspension seat. Includes backrest with swing-up armrests and retractable seat belt. Platform: 28.5" x 50" (724 x 1270mm)

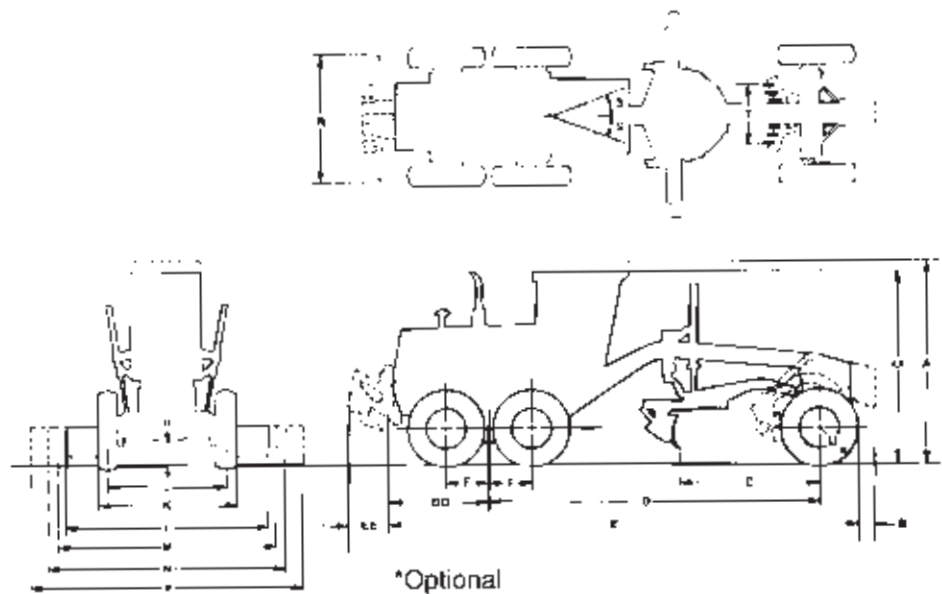


## AXLE, FRONT

Oscillation, total: 32°  
 Wheel lean angle, left or right: 17.5°  
 Material: solid bar construction welded steel sections  
 Ground clearance @ pivot: 24.2" (614mm)

**DIMENSIONS**

	INCH (mm)
A*	10' 9" (3277)
AA	10' 2" (3099)
B*	1' 2.6" (372)
C	8' 2" (2489)
D	19' 5" (5918)
DD	6' 0.8" (1850)
E	27' 7" (8433)
EE*	2' 3.27" (693)
F	2' 6-1/2" (775)
H	11" (279)
J	6' 7-1/8" (2009)
K	7' 11" (2413)
L	12' 00" (3657)
M	13' 00" (3962)
N	14' 00" (4267)
P	Up To 18" (5486)
R*	7' 1-3/4" (2178)
S	20°
T*	47" (1194)
U	2' 1.1" (638mm)



**AXLE, REAR**

Type: Full floating  
 Material: Alloy steel, heat treated  
 Differential: Spiral bevel gears with NoSPIN<sup>®</sup> automatic locking/unlocking differential. Planetary final drive.

**STEERING**

Type: Hydraulic power system providing stopped engine steering meeting SAE J53 and J1511  
 Minimum turning radius: 24' 4" (7.4 m)  
 Articulation: 20° R. or L.

**TANDEM DRIVE**

Oscillating welded box section oil-tight housing: 23.5" x 8" (597 x 203mm)  
 Sprocket drive chain: 2" (51mm) pitch, single strand

**WHEELS, FRONT AND REAR**

Bearings, type: Tapered roller  
 Tires: low pressure, tubeless, 13-00 x 24-G2 10 Ply Rating  
 Tire rims (demountable)—8" semi-drop center

**BRAKES**

Service brakes: Foot operated, sealed oil disc brakes, hydraulically actuated, effective on 4 tandem wheels.  
 Parking brake: Hand actuated, spring applied, hydraulically released caliper with transmission interlock.

**FRONT AXLE DRIVE (GD530AW-2C only)**

A hydraulic motor in each front wheel is driven by a dedicated variable displacement pump. Front and rear wheel electronic speed sensors automatically control front wheel assist in all gears. Above 12 mph (19.3 km/h), a smooth, diminishing transition takes place during which the system automatically disengages the all-wheel drive. A special circuit transfers power from a slipping front wheel to the front wheel with traction.

**CAPACITIES US gal (Liter)**

Fuel tank (usable) .....	90.0	(340.0)
Hydraulic system .....	26.0	(98.0)
Transmission .....	7.0	(26.0)
Tandem housing (each) ..	8.0	(30.28)

**OPERATING WEIGHTS Approx.**

Includes lubricants, coolant, full fuel tank and operator.  
 Total: 30, 256 lbs (13 724 kg)  
 On front wheels: 8, 786 lbs (3985 kg)  
 On rear wheels: 21, 470 lbs (9739 kg)  
 For AWD add 300 lb (136 kg) to total weights

**INSTRUMENTATION**

Hourmeter, voltmeter and fuel gauge, articulation indicator. Engine oil pressure gauge. Temperature gauges: transmission oil, engine coolant. Warning light for: parking brake, transmission filter, hydraulic filter, transmission clutch pressure. Brake system warning light.

## STANDARD EQUIPMENT

- Air cleaner—dual element, dry type with precleaner and service indicator
- All wheel drive (GD530AW-2C only)
- Alarm—backup
- Alternator—50 amp
- Batteries—heavy-duty, 700 cca each
- Brakes—sealed oil disc brakes acting on 4 tandem wheels
- Cab—deluxe enclosed ROPS/FOPS, low profile
- Console—adjustable
- Control valve bank—9-station with one unused control
- Decelerator/accelerator
- Defroster fan, front
- Dome light—front
- Electrical system—24 volt
- Engine—Komatsu turbocharged diesel
- Frame articulation
- Full hydraulic steer—leaning front wheels
- Heater—40,000 btu with twin high performance fans and ventilation tubes
- Hood sides for engine compartment
- Horn
- Hydraulic circle shift, blade shift, and blade tilt
- Hydraulic system—load sensing, closed center type
- Inside convex mirror
- Keyed doors
- Lights—backup, stop/tail—rear mounted, two rear and two front mounted directional with hazard switch, two halogen beam headlights—cab mounted
- Moldboard—12' x 26" x 7/8" —17" radius with replaceable end bits and through-hardened cutting edge.
- Moldboard—90° right and left
- Moldboard float, electric
- NoSPIN<sup>®</sup> automatic locking/unlocking differential
- Planetary final drive
- Rear tow hitch (pin not included)
- Seat, suspension (deluxe), cloth covered
- Seat belt, retractable
- Sound suppression with floor mat
- Throttle—hand control
- Tilt steering wheel
- Tinted safety glass
- Tires—13:00 x 24-G2 10 P.R. with 8" rims—tubeless
- Tool box
- Transmission—full power shift with integral torque converter
- Windshield wipers—front/rear

## OPTIONAL ATTACHMENTS

- [Nominal weights: +lb (kg)]
- Accumulators—anti-shock for blade lift and circle side shift
- Air conditioner with R134A refrigerant
- Alternator, 80 amp
- AM/FM stereo radio
- Automatic radiator shutter
- Batteries—cold start, 950 CCA each
- Bull dozer, 8' or 9' (2438 or 2743 mm) front mounted
- Cab—deluxe enclosed ROPS/FOPS, full height
- Circle Slip Clutch +115 (52)
- Converter—24 to 12 volt (5 amp)
- Defroster fan, rear
- Differential, manual lock/unlock +100 (45)
- Engine alarm system, audible, for high coolant temperature and low oil pressure
- Engine block heater, 120 volts
- Engine cold weather starting aid
- Front mounted tow hitch
- Heater/pressurizer
- Hinged lower front cab glass
- Low coolant indicator
- Moldboard options
- Non-lube circle shoes
- Odometer: specify miles or km
- Optional hydraulic control valves (up to 5)
- Optional lighting
- Optional paint
- Optional tires
- Outside convex mirrors
- Pusher block +1000 (454)
- Pusher block +2000 (907)
- Ripper—rear mounted with holding valve +2100 (953)
- Scarifier—47" swath, 11-tooth with holding valve +1200 (544)
- Speedometer/odometer
- Sun visor
- Tachometer
- Transmission guard
- Wheel weights +1128 (512)
- Windshield washers
- Windshield wipers, two lower dual

# KOMATSU

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