



CX50 Series Diesel & Gasoline Forklift Trucks

"Reducing Total Operating Costs" with Komatsu Innovative Technologies

The fusion of advanced engines and Komatsu's unique hydraulic system enables the new CX50 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.

Diesel Engine Truck

An optimum engine achieves low fuel consumption and high performance.

Gasoline Engine Truck

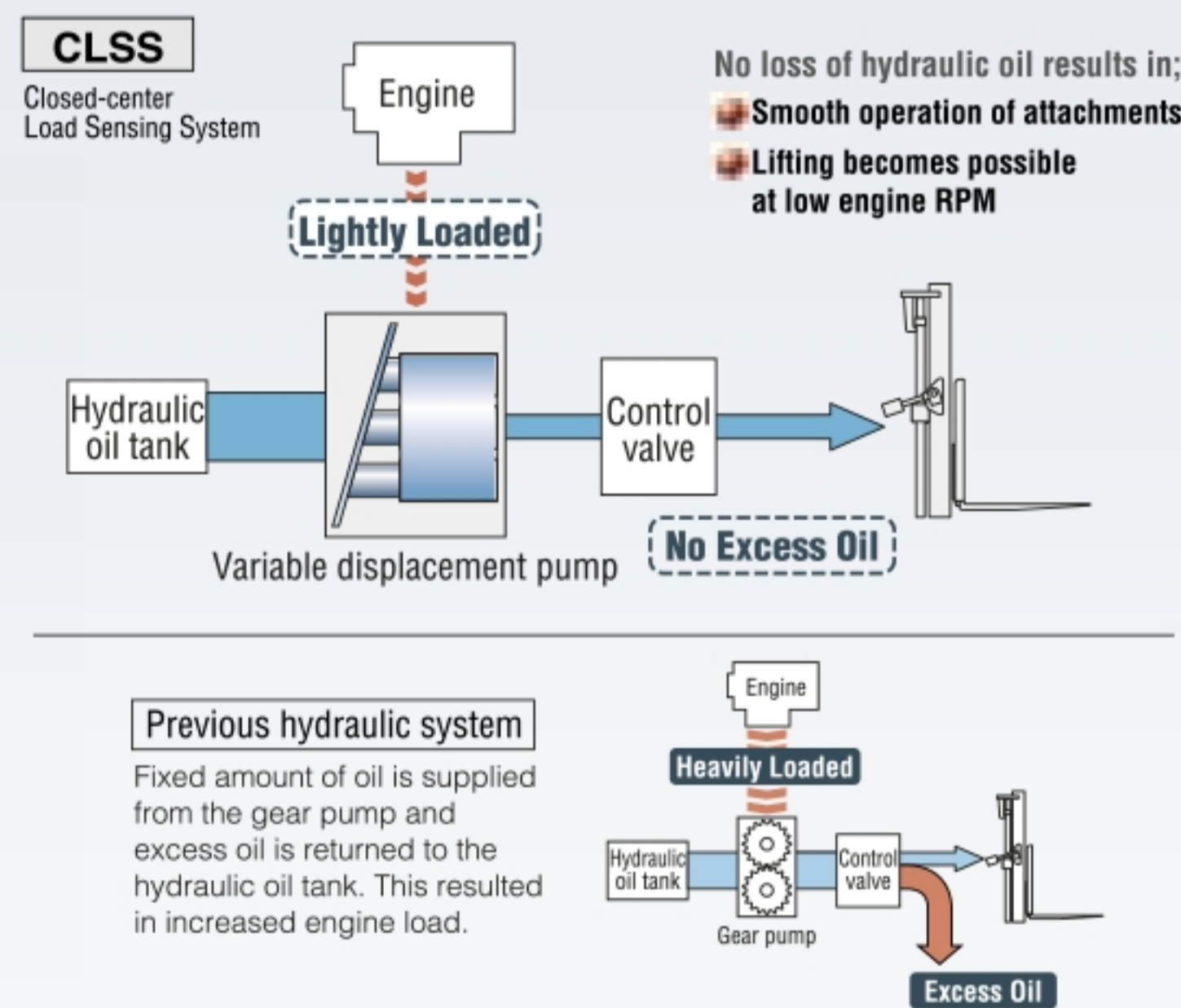
A fully electronically controlled engine with a 3-way catalytic system conforms to the latest emission regulations.

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

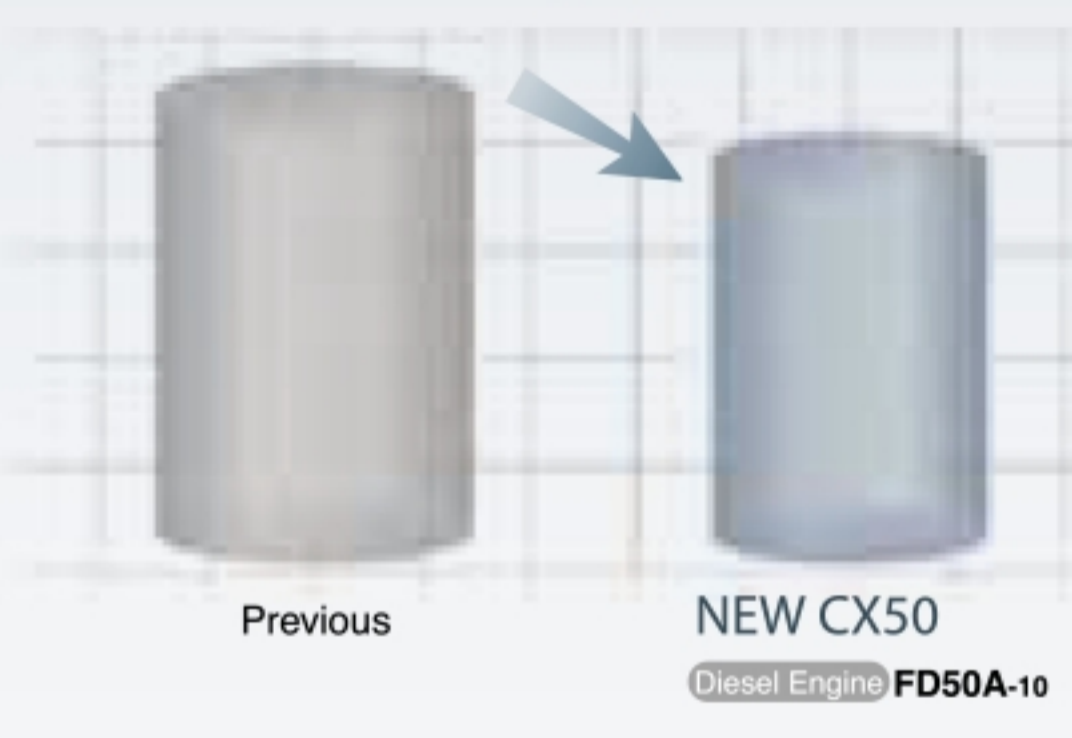
In order to minimize hydraulic loss and reduce the engine load, the new CX50 Series adopts the CLSS hydraulic system, a proven technology of Komatsu construction machines. The compact 3.3-liter engine features superior performance and achieves up to 8% less fuel consumption.

The "CLSS" contributes to Low Fuel Consumption and High Productivity

The Hydraulic load is automatically detected and only the appropriate amount of oil is supplied via a variable displacement pump. This system eliminates the loss of hydraulic oil and reduces the engine load.



Fuel Consumption
Max. 8% saving



Komatsu tested data, comparison with FD50A-8. The results may vary depending on conditions.

Advanced Design in Pursuit of "Safety and Comfort"

Effective Safety Mechanisms

Operator Presence Sensing system
The Operator Presence Sensing system incorporates a safety sensing mechanism. This is a safety function for starting, steering and driving. The operator must be correctly occupying the seat. An alarm sounds if the operator leaves the seat while working.

Parking Brake Alarm
A buzzer sounds when the parking brake is released.

A Neutral Safety Function for Preventing a Sudden Start
The engine cannot be started unless the P.N. switch is in the neutral position.

ISD-Compliant Enhanced Overhead Guard for Operator's Protection

A Safety Mechanism that prevents the brake pedal is pressed

Secure Lever Controls with Minimum Movement
Change to operate with a small amount of movement.

A Smaller Steering Wheel
Use of a smaller steering wheel and redesign of the dashboard improved the visibility of the bottom of the tire, thus further facilitating the steering operation.

Improved Brake Feeling
Komatsu's unique cushion valve enables control of the braking force in proportion to the pressure on the brake pedal and improves the brake feeling.

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

Deal Floating Structure Reduces Vibrations
A unique clear structure cushioning mechanism reduces vibrations in the compartment, steering wheel, control levers and the seat. Dry clutches are suspended from the engine or rear surface are quietly attached. The mechanism is handy to both operator and load.

Operator Presence Sensing system
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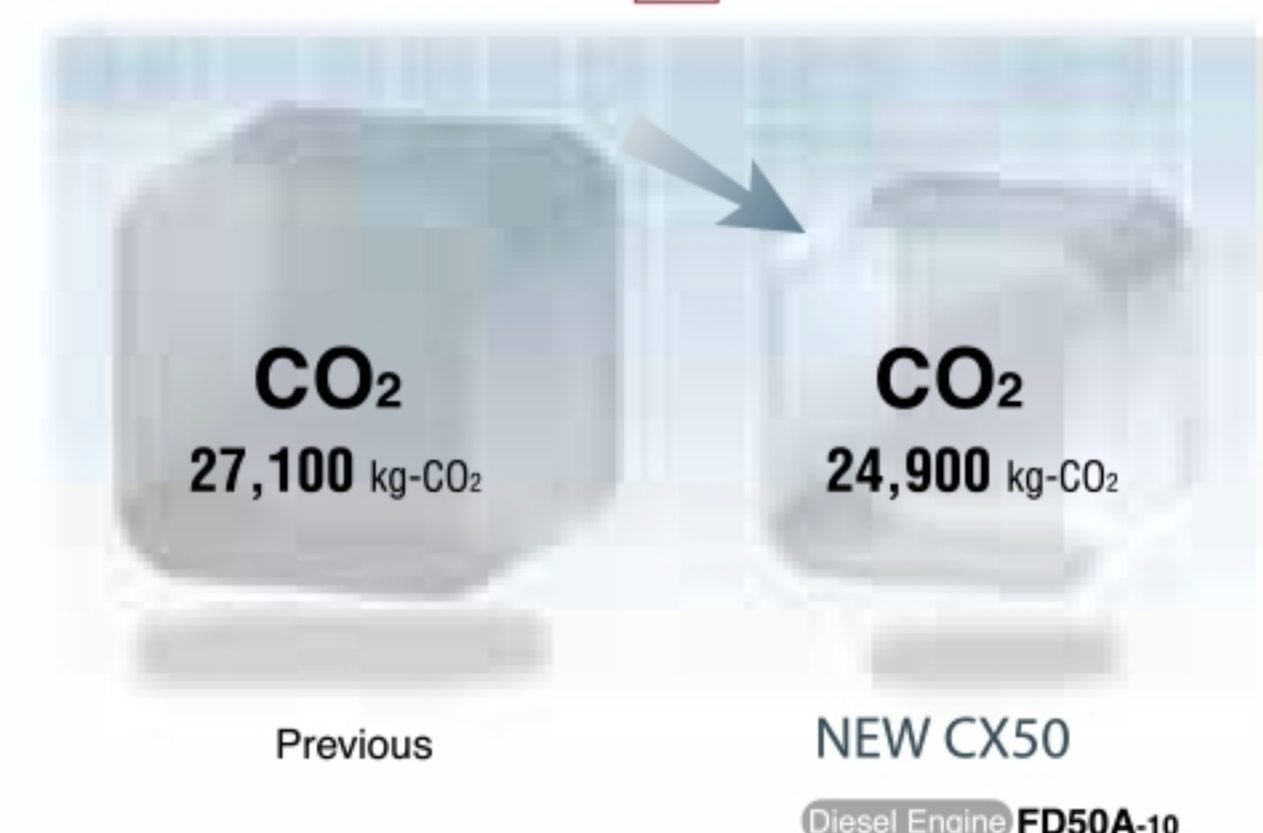
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The Advanced Technology offers Reduced CO₂ Emissions (Diesel)

The diesel models feature the S4D95LE-3 engine in combination with the efficient CLSS hydraulic system, enabling them to reduce annual CO₂ emissions by about 2.2 tons.

Annual CO₂ emissions
About 2.2 tons reduction



A Clean and Powerful Diesel Engine that features Cutting-Edge Technology

Low fuel consumption and low environmental impact is enabled by a 3.3-liter compact engine. The new diesel engine adopts Komatsu's advanced technologies, a power source in demanding work places.

EPA Tier 2 / EU Stage II Emission Compliant

S4D95LE-3

Displacement:
3,260 cm³
Rated Output:
58.8 kW @ 2,350 rpm
Maximum Torque:
286 Nm @ 1,600 rpm



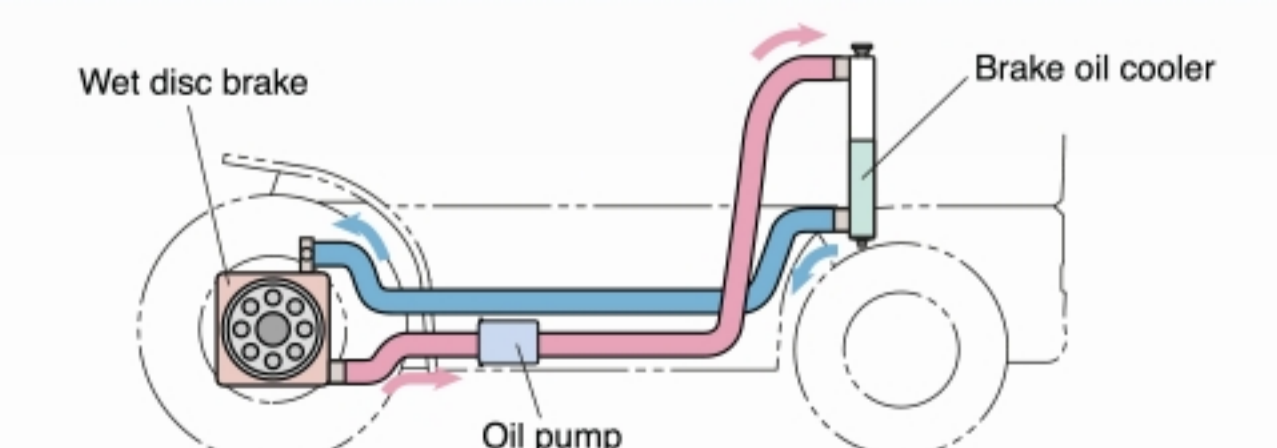
Durable Wet Disc Brakes to withstand Severe Conditions

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.



A Cushion Valve improves the Brake Feeling

Komatsu's unique cushion valve enables a controlled braking force that precisely reflects the pressure on the brake pedal. The braking behavior is thus improved.

- Steady braking is always achieved.
- Overheating of the brakes is prevented.
- Rough stopping is prevented when braking.
- Downtime and maintenance costs are reduced.

CX50 Series Specifications

		Manufacturer's Designation		FD40ZYT-10	FD35YT-10	FD40YT-10	FD45YT-10	FD50AYT-10	FG40ZT-10	FG35T-10	FG40T-10	FG45T-10	FG50AT-10	
Characteristics	1.2	Model		Diesel	Diesel	Diesel	Diesel	Diesel	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	
	1.3	Power Type		Electric	Diesel	Diesel	Diesel	Diesel	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	
	1.4	Operation Type		Sitting	Sitting	Sitting	Sitting	Sitting	Sitting	Sitting	Sitting	Sitting	Sitting	
	1.5	Rated Capacity	Q	Rated Capacity	kg	4000	3500	4000	4500	5000	4000	3500	5000	
	1.6	Load Center	c	Rated Load Center	mm	500	600	600	600	600	500	600	600	
	1.8	Load Distance	x	Front Axle Center to Fork Face	mm	540	575	580	590	575	540	575	580	
	1.9	Wheelbase	y		mm	1800	2000	2000	2000	2000	1800	2000	2000	
	2.1	Service Weight			kg	5700	5755	6235	6820	7260	5685	5740	6215	6800
	Weight	2.2	Axle Loading	Loaded	Front	kg	8860	8100	8905	9935	10805	8530	8080	8885
2.2.1		Rear			kg	1140	1155	1330	1385	1455	1155	1160	1330	1385
2.3		Unloaded		Front	kg	2250	2545	2545	2760	2870	2215	2525	2525	2735
2.3.1				Rear	kg	3450	3210	3690	4060	4390	3470	3215	3690	4065
Tyres		3.1		Tyre Type		Pneumatic	Pneumatic	Pneumatic	Pneumatic	Pneumatic	Pneumatic	Pneumatic	Pneumatic	Pneumatic
	3.2	Tyre Size	Front	250-15-16PR(I)	8.25-15-12PR(I)	300-15-18PR(I)	300-15-18PR(I)	300-15-18PR(I)	250-15-16PR(I)	8.25-15-12PR(I)	300-15-18PR(I)	300-15-18PR(I)	300-15-18PR(I)	
	3.3		Rear	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-14PR(I)	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-12PR(I)	7.00-12-14PR(I)	
	3.5	Number of Wheel	Front/Rear (x=driven)	2x/2	2x/2	2x/2	2x/2	2x/2	2x/2	2x/2	2x/2	2x/2	2x/2	
	3.6	Tread, Front	b10	mm	1115	1115	1150	1150	1150	1115	1115	1150	1150	
	3.7	Tread, Rear	b11	mm	1120	1120	1120	1120	1120	1120	1120	1120	1120	
	Dimensions	4.1	Tilting Angle	α / β	Forward/Backward	degree	6/12	6/12	6/12	6/12	6/12	6/12	6/12	6/12
4.2		Mast Height, Lowered	h1	2-stage Mast	mm	2100	2105	2105	2205	2205	2100	2105	2105	
4.3		Std. Free Lift	h2	2-stage Std. Mast, from Ground	mm	155	155	160	145	145	155	155	145	
4.4		Std. Lift Height	h3	2-stage Std. Mast, from Ground	mm	3000	3000	3000	3000	3000	3000	3000	3000	
4.5		Mast Height, Extended	h4	2-stage Std. Mast	mm	4130	4130	4130	4130	4345	4130	4130	4345	
4.7		Height, Overhead Guard	h6		mm	2210	2250	2250	2250	2250	2210	2250	2250	
4.19		Length, with Std. Forks	L1		mm	4025	4155	4220	4270	4405	4025	4155	4220	
4.20		Length, to Fork Face	L2		mm	2955	3085	3150	3200	3185	2955	3085	3150	
4.21		Width, at Tyre	b1	Single	mm	1350	1350	1450	1450	1450	1350	1350	1450	
4.22		Forks	s/e/l	Thickness x Width x Length	mm	50 x 150 x 1070	50 x 150 x 1070	55 x 150 x 1070	55 x 150 x 1070	55 x 150 x 1220	50 x 150 x 1070	50 x 150 x 1070	55 x 150 x 1070	
4.23		Fork Carriage Class		ISO 2328, Type A/B/no		Class3, A	Class3, A	Class3, A	Class3, A	Class4, A	Class3, A	Class3, A	Class3, A	
4.24		Width, Fork Carriage	b3		mm	1190	1190	1190	1190	1270	1190	1190	1190	
4.31		Ground Clearance	m1	Under Mast	mm	140	145	145	145	145	140	145	145	
4.32			m2	at Center of Wheelbase	mm	175	225	220	220	220	175	225	220	
4.33		Right Angle Stacking Aisle	Ast	with L1000 x W1200 pallet	mm	4190	4375	4420	4480	4645	4190	4375	4420	
4.34	Ast		with L1200 x W800 pallet	mm	4320	4505	4550	4610	4645	4320	4505	4550		
4.35	Turning Radius	Wa		mm	2580	2730	2770	2820	2850	2580	2730	2770		
Performance	5.1	Travel Speed (FWD)	Loaded, 1st/2nd	km/h	18.0/-	18.0/-	18.0/-	14.5/23.0	14.5/23.0	18.0/-	18.0/-	18.0/-	15.5/23.0	
	Unloaded, 1st/2nd		km/h	19.0/-	18.5/-	18.5/-	15.0/24.0	15.0/24.0	19.0/-	19.0/-	19.0/-	16.5/24.0	15.5/24.5	
	5.2	Lifting Speed	Loaded	mm/s	460	460	460	455	455	510	510	510	440	
			Unloaded	mm/s	480	480	480	480	480	510	510	510	440	
	5.3	Lowering Speed	Loaded	mm/s	500	500	500	500	500	500	500	500	500	
			Unloaded	mm/s	500	500	500	500	500	500	500	500	500	
	5.6	Max. Drawbar Pull	Loaded 1.5 km/h, 3 min rating	kN	25	25	25	31	31	24	24	24	28	
	5.8	Max. Gradeability	Loaded 1.5 km/h, 3 min rating	%	29	29	26	29	28	28	25	25	26	
5.10	Service Brake	Operation/Type		Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic	Foot/Hydraulic		
5.11	Parking Brake	Operation/Control		Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical	Hand/Mechanical		
5.12	Steering	Type		FHPS	FHPS	FHPS	FHPS	FHPS	FHPS	FHPS	FHPS	FHPS		
6.4	Battery	Voltage/Capacity at 5-hour rating	V/ah	12/64	12/64	12/64	12/64	12/64	12/38	12/38	12/38	12/38		
I.C Engine	7.1	Make		KOMATSU	KOMATSU	KOMATSU	KOMATSU	KOMATSU	NISSAN	NISSAN	NISSAN	NISSAN		
	7.2	Model		S4D95LE-3	S4D95LE-3	S4D95LE-3	S4D95LE-3	S4D95LE-3	EBT-TB45-1A*	EBT-TB45-1A*	EBT-TB45-1A*	EBT-TB45-1A*		
	7.3	Rated Output, SAE net	kW	58.8	58.8	58.8	58.8	58.8	62.5	62.5	62.5	62.5		
	7.3	Rated RPM	min-1	2350	2350	2350	2350	2350	2400	2400	2400	2400		
	7.3.1	Max. Torque, SAE net	Nm@min-1	286@1600	286@1600	286@1600	286@1600	286@1600	272@1600	272@1600	272@1600	272@1600		
	7.4	No. of Cylinder/Displacement	cm ³	4-3260	4-3260	4-3260	4-3260	4-3260	6-4478	6-4478	6-4478	6-4478		
7.6	Fuel Tank Capacity	Ltr	76	98	98	98	98	76	98	98	98			
8.2	Relief Pressure for Attachment	bar	206	206	206	206	206	206	206	206	206			
8.2.1	Hydraulic tank Capacity	Ltr	55	72	72	72	72	55	72	72	72			
8.7	Transmission			TORQFLOW	TORQFLOW	TORQFLOW	TORQFLOW	TORQFLOW	TORQFLOW	TORQFLOW	TORQFLOW			

Note*: EBT-TB45-1A for Gasoline, EBT-TB45-1B for Gasoline/LPG, EBT-TB45-1C for LPG specification.

Dimensions

