

Advantage: Cat

Cat® 777E Off-Highway Truck vs. Komatsu HD785-7



	CAT:	KOMATSU:
PERFORMANCE	<ul style="list-style-type: none"> • Updated Cat® C32 ACERT™ • ECPC transmission delivers fast, smooth shifts especially on grades • Meets U.S. EPA Tier 2 equivalent/China Nonroad Stage III emission standards • Faster top speed 65.9 km/h (40.9 mph) • Wet rear brakes standard, wet front brakes optional • High altitude capable, 3048 m (10,000 ft) 	<ul style="list-style-type: none"> • Komatsu SAA12V140E-3 • Synch control matches transmission and engine RPM • Meets Tier 4 Interim equivalent emission standards • Top speed 65 km/h (40.4 mph) • Wet front and rear brakes, standard
EFFICIENCY	<ul style="list-style-type: none"> • Lighter empty machine weight allows fuel savings or more payload • Engine Idle Shutdown saves fuel by stopping engine during extended idling • Programmable Top Gear conserves fuel by maintaining speed limits 	<ul style="list-style-type: none"> • 7.1 tonne (7.9 ton) heavier equally equipped • Payload max out at 91 tonne (100 ton)
SAFETY	<ul style="list-style-type: none"> • 4-point seat harness available for operator, trainer seat is equipped with lap belt • WAVS system with two cameras optional • Cat Detect 5.8 perimeter radar available • Front windshield is tinted and laminated • Better visibility with additional set of headlights, mounted above radiator grill 	<ul style="list-style-type: none"> • Standard 3-point seat belt • One rear view camera, monitor standard • Side, back window glass tempered only • One set of headlights, mounted lower
SERVICEABILITY	<ul style="list-style-type: none"> • Ground and cab access to Cat ET, VIMS™ • Service Center – fluids, optional • Service Center – electrical, optional • Fuel filter-water separator protects engine • Product Link™ via satellite or cellular • MineStar™ ready • Advisor display is simple, easier to read, offers more complete machine information • Remanufactured parts are economical and eco-friendly alternative 	<ul style="list-style-type: none"> • Cab-only access to diagnostic data • Greasing points at three separate locations • KOMTRAX Plus via satellite only • Monitoring system has only 2-line display • Dash cluttered with up to 24 indicators and six dials

KEY ADVANTAGE

The 777E key features are Engine Idle Shutdown and programmable top gear which provides a faster top speed for the Cat advantage. The 777E also has reliability built in, including time and money-saving maintenance features like Service Stations for electrical and fluids that minimize downtime. Plus, the 777E is backed by the unbeatable Cat Dealer network, assuring you less time in the shop and more time on the haul road.

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Specifications

	777E	HD785-7	777E Value
MAX GROSS MACHINE WEIGHT – kg (lb)	163 360 (360,147)	163 408 (360,253)	identical
EMPTY MACHINE WEIGHT – kg (lb)	65 158 (143,274)	72 300 (159,422)	7142 (16,148) lighter, fuel savings, more payload
ENGINE MODEL	Cat C32 ACERT	Komatsu SAA12V140E-3	Meets U.S. EPA Tier 2 equivalent/China Nonroad Stage III emission standards
ENGINE DISPLACEMENT – L (in³)	32.1 (1,959)	30.5 (1,860)	5% larger for more power, less engine stress
ENGINE NET POWER, J1349 – kW (hp)	708 (949)	879 (1,178)	19% less power
TOP SPEED – km/h (mph)	65.9 (40.9)	65.0 (40.4)	identical
BODY CAPACITY, SAE 2:1 – m³ (yd³)	60.1 (78.6)	60.0 (78.5)	identical
TARGET (Nominal) PAYLOAD (100%) – tonne (ton)	98.2 (108.3)*	91 (100.3)**	7.9% more payload
MAX PAYLOAD (Target × 110%)* – tonne (ton)	108 (119)*	91 (100.3)**	18.7% more payload
MAX – NOT TO EXCEED PAYLOAD (Target × 120%)* – tonne (ton)	117.8 (129.9)*	91 (100.3)**	29.4% more payload

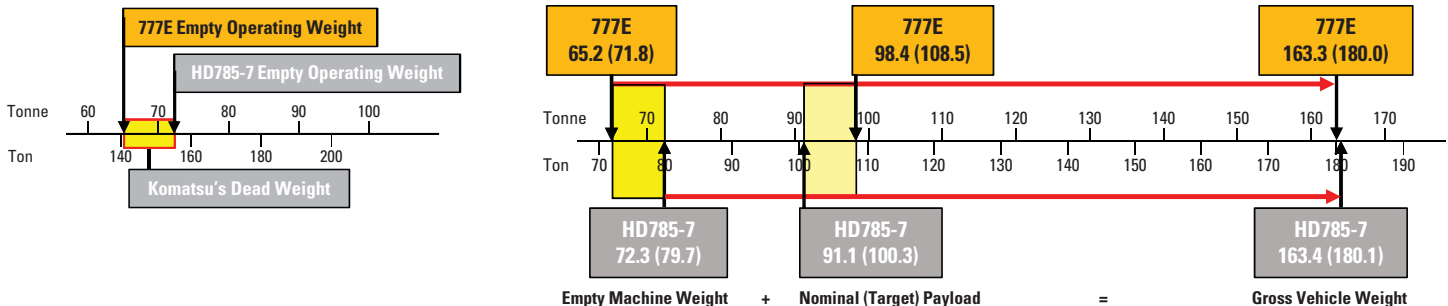
*Refer to the Caterpillar 10/10/20 Payload Guidelines for maximum gross machine weight limitations.

**Komatsu MAX GVW less empty machine weight is their MAX payload. See the HD785-7 product literature.

***Komatsu's Nominal Payload is their MAX not to exceed payload as stated in their literature. They do not have a 10-10-20 Payload Policy.

Model Comparison

The Komatsu empty operating weight is 7.1 tonne (7.9 ton) heavier than the 777E. That's dead weight you'll pay to move, both to and from the dump site, with every cycle. It wastes fuel, increases costs, shortens tire life and reduces braking capability. For one truck, 24 loads/8 hour shift, you're paying to haul 60,000 tonne (48 ton) a year for a large negative return of investment.



BUILT FOR IT.™

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