WA200-5

HORSEPOWER
Gross: 95 kW 127 HP @ 2000 rpm
Net: 92 kW 123 HP @ 2000 rpm

OPERATING WEIGHT
9425 – 9555 kg
20,779 – 21,065 lb

BUCKET CAPACITY
1.7 – 2.4 m³ 2.2 – 3.1 yd³

Photo may include optional equipment.
Komatsu-integrated design offers the best value, reliability, and versatility. Hydraulics, powertrain, frame, and all other major components are engineered by Komatsu. You get a machine whose components are designed to work together for higher production, greater reliability, and more versatility.

- **Larger cab with new layout design**
- **Reduced operator noise to 70 dB(A)**
- **Expanded main monitor and troubleshooting display**
- **Powerful and low emission Komatsu SAA6D102E-2 engine**
- **Full side opening gull-wing engine doors**
- **New tilt steering column**
- **Maintenance-free fully hydraulic wet-disc service and parking brakes**
- **Large breakout force**
- **Extended service intervals**
- **Easy-to-operate loader control mono-lever using PPC (Proportional Pressure Control)**
- **Radial Sealed air cleaner**
- **Swing-out hydraulic radiator fan**
- **Side-by-side type coolers for easy access and cleaning**
- **Overrun protection system**
- **Ground level servicing and fluid checks**
- **Extremely low fuel consumption**
- **Flat face "O-Ring" Hydraulic Seals for extended life**
- **Sealed DT electrical connectors**

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**Reduced operator noise**
to 70 dB(A)

**Expanded main monitor**
and troubleshooting display

**Larger cab**
with new layout design

**New tilt** steering column

**Easy-to-operate loader control mono-lever**
using PPC (Proportional Pressure Control)

**Maintenance-free** fully hydraulic
wet-disc service and parking brakes

**Large breakout force**

**Extended service intervals**

**Electronically controlled Hydrostatic Transmission (HST)** with variable shift control system

**Traction control system**

**Full side opening**
gull-wing engine doors

**Radial Sealed**
air cleaner

**Swing-out hydraulic radiator fan**

**Side-by-side type coolers**
for easy access and cleaning

**Overrun protection system**

**Ground level servicing**
and fluid checks

**Extremely low fuel consumption**

**Flat face "O-Ring" Hydraulic Seals**
for extended life

**Sealed DT electrical connectors**

Photos may include optional equipment.
High Productivity and Low Fuel Consumption

Powerful and Low Emission Engine
A powerful SAA6D102E-2 turbocharged air-to-air after-cooled diesel engine provides an output (net) of 92 kW (123 HP) for the WA200-5. This engine is EPA Tier 2 and EU Stage 2 emissions certified.

Low Fuel Consumption
The fuel consumption is reduced up to 15%* due to the high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range.

*V-shape loading (25 sec. cycle time)

Electronically-Controlled HST Using a 1-Pump, 2-Motor System
- The 1-pump, 2-motor system allows for high-efficiency and high tractive effort. Engine power is transmitted hydraulically to a transfer case, then manually out to the differentials and out to the four driving wheels.
- HST provides quick travel response and aggressive drive into the pile. The variable displacement system automatically adjusts to the tractive effort demand to provide maximum power and efficiency.
- Full auto-shifting eliminates any gear shifting and kickdown operation to allow the operator to concentrate on digging and loading.
- When high drive torque is needed for digging, climbing or initiating movement, the pump feeds both motors. This combination makes the loader very aggressive and quick.
- Under deceleration, the HST system acts as a dynamic brake on the mechanical drive system. The dynamic brake can hold the loader in position on most workable slopes. This can be an advantage in stockpiling and ramp loading.
- As the machine moves and gains ground speed, the torque demand decreases and the low speed motor is effectively removed from the drive system by a clutch. At this point, the flow is going to the high-speed motor and the low-speed motor is not causing a drag on the system.
- An inching pedal gives the operator excellent simultaneous control of travel and equipment hydraulic speeds. By depressing the inching pedal, drive pump flow to the motors will decrease, reducing ground speed and allowing the operator to use his accelerator to increase flow to his equipment hydraulics. Depressing the inching pedal further will activate the service brakes.

Electronically-Controlled HST with Variable Shift Control System
The operator can choose between first, second, third or fourth maximum speeds by dialing the speed range selector switch.

For v-cycles, the operator can set the speed control switch to 1 or 2, which will give him aggressive digging, quick response and fast hydraulics. For load and carry, he can select 3 or 4 which will still give aggressive digging but with much faster travel speed.

The variable shift switch allows the operator to adjust his machine speed in confined v-loading applications. When in 1, the operator can adjust his travel speed using the variable shift switch to match his machine speed and hydraulics to the distance he must travel.

Variable Shift Control

Traction Control System
In limited traction situations where the operator would like to avoid tire slippage (such as sandy or wet surface operations), he can automatically reduce slippage by activating the traction control feature. Putting the traction control switch in the “ON” position limits the maximum amount of tractive effort. Traction control will be an advantage in certain applications such as transfer stations where the loader may be working on slippery concrete.

Variable range of travel speed

Traction control

Reduced
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PRODUCTIVITY FEATURES
Increased Reliability and Serviceability

Main Monitor - EMMS (Equipment Management Monitoring System)
Komatsu’s new main monitor keeps the operator informed of all machine functions at a glance. The monitor is located behind the steering wheel and displays various different machine functions including fluid/filter change intervals and troubleshooting memory display functions. The main gauges are analog type for easy viewing and other functions utilize light symbols or LCD readouts.

Full Side-Opening Gull-Wing Engine Doors
Ground level engine service and daily service checks are made easy with the gas spring assisted full side opening gull-wing doors.

Extended Service Interval
Extended engine oil change interval:
250 H → 500 H
Extended drive shaft greasing interval:
1,000 H → 4,000 H

Overrun Prevention System
When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 36 km/h 24 MPH, for safety protection against damage of power train components and brakes by sensing the travel speed and controlling the discharge amount of the HST pump and motor. When the machine descends a steep slope and the travel speed reaches 36 km/h 22 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

Note: When the machine descends a steep slope, the use of the service brake is necessary to limit travel speed.

Fully Hydraulic Wet Multi-disc Service Brakes
The dual wet disc brakes at each wheel are fully sealed and adjustment free to reduce contamination, wear and maintenance. The result is lower maintenance costs and higher reliability.

Added dependability is designed into the braking system by the use of two independent hydraulic circuits, providing hydraulic backup should one of the circuits fail.

If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently.

The parking brake is mechanically controlled by a lever in the cab.

Flat Face-to-Face O-Ring Seals
Flat face-to-face O-ring seals are used to securely seal all hydraulic hose connections and to prevent oil leakage.

Cathion Electrodeposition Primer Paint/Powder Coating Final Paint
Cathion electrodeposition paint is applied as a primer paint and powder coating is applied as a topcoat to the exterior metal sheet parts. This process results in a durable rust-free finish, even in the most severe environments. Some external parts are made of plastic to provide long life and high impact resistance.

Sealed DT Connectors
Main harnesses and controller connectors are equipped with sealed DT connectors providing high reliability and dust and corrosion resistance.

Komatsu Components
Komatsu manufactures the engine, transfer case, differentials and electric parts on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.

Main Monitor - EMMS (Equipment Management Monitoring System)

Komatsu’s new main monitor keeps the operator informed of all machine functions at a glance. The monitor is located behind the steering wheel and displays various different machine functions including fluid/filter change intervals and troubleshooting memory display functions. The main gauges are analog type for easy viewing and other functions utilize light symbols or LCD readouts.

Extended Service Interval
Extended engine oil change interval:
250 H → 500 H
Extended drive shaft greasing interval:
1,000 H → 4,000 H

Overrun Prevention System
When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 36 km/h 24 MPH, for safety protection against damage of power train components and brakes by sensing the travel speed and controlling the discharge amount of the HST pump and motor. When the machine descends a steep slope and the travel speed reaches 36 km/h 22 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

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**INCREASED RELIABILITY AND SERVICEABILITY**

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**Swing-Out Radiator**
The new Komatsu cooling system is isolated from the engine to provide more efficient cooling and low noise. The swing-out hydraulic fan allows the operator to quickly clean out the cooling system. The radiator, air-to-air cooler and oil cooler are mounted side-by-side for more efficient cooling and easy cleaning. A fully-opening, gas spring assisted rear grill gives the operator excellent access to the swing-out fan and coolers.

**Extended Service Interval**
Extended engine oil change interval:
- 250 H → 500 H
Extended drive shaft greasing interval:
- 1,000 H → 4,000 H

**Overrun Prevention System**
When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 38 km/h 24 MPH, for safety protection against damage of power train components and brakes by sensing the travel speed and controlling the discharge amount of the HST pump and motor. When the machine descends a steep slope and the travel speed reaches 36 km/h 22 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

Note: When the machine descends a steep slope, the use of the service brake is necessary to limit travel speed.

**Froly Hydraulic Wet Multi-disc Service Brakes**
The dual wet disc brakes at each wheel are fully sealed and adjustment free to reduce contamination, wear and maintenance. The result is lower maintenance costs and higher reliability.

Added dependability is designed into the braking system by the use of two independent hydraulic circuits, providing hydraulic backup should one of the circuits fail.

If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently.

The parking brake is mechanically controlled by a lever in the cab.

**High-rigidity Frames**
The front and rear frames along with the loader linkage have high rigidity to withstand repeated twisting and bending loads to the loader body and linkage. Both the upper and lower center pivot bearings use tapered roller bearings for increased durability. The structure is similar to those of large sized loaders and the reinforced loader linkage ensures high strength.

**Sealed DT Connectors**
Main harnesses and controller connectors are equipped with sealed DT connectors providing high reliability and dust and corrosion resistance.

**Komatsu Components**
Komatsu manufactures the engine, transfer case, differentials and electric parts on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.

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**Overrun Prevention System**
When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 38 km/h 24 MPH, for safety protection against damage of power train components and brakes by sensing the travel speed and controlling the discharge amount of the HST pump and motor. When the machine descends a steep slope and the travel speed reaches 36 km/h 22 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

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**Komatsu Components**
Komatsu manufactures the engine, transfer case, differentials and electric parts on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.
New Cab Layout
Komatsu’s new cab layout provides the operator with a roomy, quiet and efficient work environment. The low noise level inside the cab leads the industry at 70 dB(A) and loader controls are ergonomically designed to reduce operator fatigue and increase productivity.

Two Door Walk-Through Cab
Entry and exit into the new Komatsu cab starts with sloped staircase type steps and large diameter handrails for added safety and comfort. The large cab doors are rear-hinged to open 130 degrees offering easy entry/exit and will not hamper visibility when operating the machine with the doors latched open. A wide pillar-less flat glass provides for excellent visibility. The wiper arm covers a large area to provide great visibility even on rainy days.

Low-noise Design
Operator noise: 70 dB(A)
The large cab is mounted with Komatsu’s unique ROPS/FOPS viscous mounts. The low-noise engine, hydraulically driven fan, and hydraulic pumps are mounted with rubber cushions, and the cab sealing is improved to provide a quiet, low-vibration, and comfortable operating environment. Pressurization in the cab keeps dirt out further enhancing the operator’s comfort.

Easy-to-operate Loader Control Mono-lever
A new mono-lever using PPC (Proportional Pressure Control) allows the operator to easily operate the work equipment, to reduce operator fatigue and to increase controllability. The adjustable wrist rest provides the operator with a variety of comfortable operating positions.

Electrically Controlled Directional Lever
The operator can change direction with a touch of his fingers without removing his hand from the steering wheel. Solid state electronics makes this possible.

Tiltable Steering Column
The operator can tilt the steering column to allow maximum comfort and control. The two-spoke steering wheel allows maximum visibility of the monitor panel and forward work environment.

Comforts of Home
The large cab allows room for a large lunch box holder, a variety of cup holders and a hot/cold box storage area. Optional air conditioning and the optional AM/FM stereo cassette system create a comfortable and controlled work environment.
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**SPECIFICATIONS**

### ENGINE
- Model: Komatsu SAA6D102E-2
- Type: Water-cooled, 4-cycle
- Aspiration: Turbocharged, and air-to-air aftercooled
- Number of cylinders: 6
- Bore x stroke: 102 mm x 120 mm (4.02" x 4.72")
- Piston displacement: 5,884 cc (359 in³)
- Governor: Mechanical, all-speed control
- Flywheel horsepower: ISO 9249 / SAE J1349
- Gross 95 kW 127 HP
- Net 92 kW 123 HP
- Rated rpm: 2000 rpm
- Fuel system: Direct injection
- Lubrication system: Gear pump, force-lubrication

### HYDRAULIC SYSTEM
- Capacity (discharge flow) @ engine-rated rpm
  - Loader + steering pump: 41 + 95 l/min 16.1 + 25.1 U.S. gal/min
  - Pilot pump: 37 l/min 5.8 U.S. gal/min
- Relief valve setting
  - Loader: 203 kg/cm² 19.9 MPa 2,900 psi
  - Steer: 210 kg/cm² 20.6 MPa 3,000 psi
- Gear type pumps

### AXLES AND FINAL DRIVES
- Drive system: Four-wheel drive
- Rear: Center-pin support, semi-floating
- Reduction gear: Spiral bevel gear
- Differential gear: Torque proportioning
- Final reduction gear: Planetary gear, single reduction

### BRAKES
- Service brakes: Hydraulically-actuated, wet disc brakes actuate on four wheels.
- Parking brake: Wet, multi-disc brake on transfer output shaft.

### STEERING SYSTEM
- Type: Full-hydraulic power steering independent of engine rpm
- Steering angle: 40° each direction
- Minimum turning radius at the center of outside tire: 4,880 mm 16'0"

### TRANSMISSION
- Transmission speed (Both Forward and Reverse)

### SERVICE REFILL CAPACITIES
- Cooling system: 17.0 ltr 4.5 U.S. gal
- Fuel tank: 175.0 ltr 46.2 U.S. gal
- Engine: 19.5 ltr 5.2 U.S. gal
- Hydraulic system: 50.8 ltr 13.6 U.S. gal
- Axle (each, front and rear): 16.0 ltr 4.2 U.S. gal
- Transmission: 5.6 ltr 1.5 U.S. gal

### BUCKET CONTROLS
- Control positions
  - Raise, hold, lower, and float
- Boom: Tilt-back, hold, and dump

### HYDRAULIC SYSTEM
- The use of a PPC hydraulic control valve offers lighter operating effort for the work equipment control levers. The reduction in the lever effort and travel makes it easy to operate in the work environment.

### CONTROL VALVE
- Full-open center type

### AXLES AND FINAL DRIVES
- Drive system: Four-wheel drive
- Rear: Center-pin support, semi-floating
- Reduction gear: Spiral bevel gear
- Differential gear: Torque proportioning
- Final reduction gear: Planetary gear, single reduction

### BRAKES
- Service brakes: Hydraulically-actuated, wet disc brakes actuate on four wheels.
- Parking brake: Wet, multi-disc brake on transfer output shaft.

### STEERING SYSTEM
- Type: Full-hydraulic power steering independent of engine rpm
- Steering angle: 40° each direction
- Minimum turning radius at the center of outside tire: 5,080 mm 16'6"

### SPECIFICATIONS

### AXLES AND FINAL DRIVES
- Drive system: Four-wheel drive
- Rear: Center-pin support, semi-floating
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- Differential gear: Torque proportioning
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- Minimum turning radius at the center of outside tire: 4,880 mm 16'0"

### DIMENSIONS

### WEIGHT CHANGES
- Change in Operating Weight
- Change in Tipping Load
- Change in Bucket Capacity
- Change in Ground Clearance

### Model: Komatsu SAA6D102E-2
- Type: Water-cooled, 4-cycle
- Aspiration: Turbocharged, and air-to-air aftercooled
- Number of cylinders: 6
- Bore x stroke: 102 mm x 120 mm (4.02" x 4.72")
- Piston displacement: 5,884 cc (359 in³)
- Governor: Mechanical, all-speed control
- Flywheel horsepower: ISO 9249 / SAE J1349
- Gross 95 kW 127 HP
- Net 92 kW 123 HP
- Rated rpm: 2000 rpm
- Fuel system: Direct injection
- Lubrication system: Gear pump, force-lubrication

### HYDRAULIC SYSTEM
- Capacity (discharge flow) @ engine-rated rpm
  - Loader + steering pump: 41 + 95 l/min 16.1 + 25.1 U.S. gal/min
  - Pilot pump: 37 l/min 5.8 U.S. gal/min
- Relief valve setting
  - Loader: 203 kg/cm² 19.9 MPa 2,900 psi
  - Steer: 210 kg/cm² 20.6 MPa 3,000 psi
- Gear type pumps

### AXLES AND FINAL DRIVES
- Drive system: Four-wheel drive
- Rear: Center-pin support, semi-floating
- Reduction gear: Spiral bevel gear
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### BRAKES
- Service brakes: Hydraulically-actuated, wet disc brakes actuate on four wheels.
- Parking brake: Wet, multi-disc brake on transfer output shaft.

### STEERING SYSTEM
- Type: Full-hydraulic power steering independent of engine rpm
- Steering angle: 40° each direction
- Minimum turning radius at the center of outside tire: 4,880 mm 16'0"
### WA200-5 WHEEL LOADER

#### SPECIFICATIONS

**ENGINE**
- **Model**: Komatsu SAA6D102E-2
- **Type**: Water-cooled, 4-cycle
- **Aspiration**: Turbocharged, and air-to-air aftercooled
- **Number of cylinders**: 6
- **Bore x stroke**: 120 mm x 120 mm 4.33" x 4.72"
- **Piston displacement**: 5,887 ltr 359 in^3
- **Governor**: Mechanical, all-speed control
- **Flywheel horsepower ISO 9249 / SAE J1349**: Gross 95 kW
- **RPM rated**: 2000 rpm
- **Fuel system**: Direct injection
- **Air cleaner**: Dry-type with double radial-sealed elements

**HYDRAULIC SYSTEM**
- **Capacity (discharge flow) @ engine-rated rpm**: Maximum flow for loader circuit
- **Loader + steering pump**: 37 ltr/min 9.8 U.S. gal/min
- **Control valve**: Double-acting, piston (Gear-type pumps)
- **Steering circuit**: Double-acting, piston

**BUCKET CONTROLS**
- **Control positions**:
  - **Boom**: Raise, hold, lower, and dump
  - **Bucket**: Tilt-back, hold, and dump
- **Control valve**: 2-spool open center type

**HYDRAULIC CYLINDERS**
- **Hydraulic cylinders**: Loader and steering
- **Number of cylinders**: Double-acting, piston
  - **Bore**: 120 mm 4.72"
  - **Stroke**: 672.5 mm 26.6"
  - **Bucket**: 130 mm 5.1"
  - **Steering**: 75 mm 2.9"
- **Cycle time**: 5.9 sec
- **Delay**: 1 sec
- **Lower (empty)**: 3.6 sec
- **Total cycle time**: 10.9 sec

**SERVICE REFILL CAPACITIES**
- **Cooling system**: 17.0 ltr 4.5 U.S. gal
- **Fuel tank**: 175.0 ltr 46.2 U.S. gal
- **Engine**: 19.5 ltr 5.2 U.S. gal
- **Hydraulic system**: 58.0 ltr 15.3 U.S. gal
- **Axle (each, front and rear)**: 16.0 ltr 4.6 U.S. gal
- **Transmission**: 5.5 ltr 1.5 U.S. gal

**AXLES AND FINAL DRIVES**
- **Drive system**: Four-wheel drive
- **Front**: Float, semi-floating
- **Rear**: Center-pin support, semi-floating
- **Reduction gear**: Gear ratio 24:1 total oscillation
- **Differential gear**: Torque proportioning
- **Final reduction gear**: Planetary gear, single reduction

**BRAKES**
- **Service brakes**: Hydraulically-actuated, wet disc brakes activate on four wheels.
- **Parking brake**: Wet, multi-disc brake on transfer output shaft.
- **Emergency brake**: Parking brake is commonly used.

**STEERING SYSTEM**
- **Type**: Full hydraulic power steering independent of engine rpm
- **Steering angle**: 40° each direction
- **Minimum turning radius at the center of outside tire**: 4880 mm 160"

#### DIMENSIONS

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>17.5-25 tires</th>
<th>20.5-25 tires</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tread</strong></td>
<td>1920 mm 76&quot;</td>
<td>1920 mm 76&quot;</td>
</tr>
<tr>
<td><strong>Width over tires</strong></td>
<td>2375 mm 93&quot;</td>
<td>2470 mm 97&quot;</td>
</tr>
<tr>
<td><strong>A Wheelbase</strong></td>
<td>2840 mm 112&quot;</td>
<td>2840 mm 112&quot;</td>
</tr>
<tr>
<td><strong>B Hinge pin height at max. height</strong></td>
<td>1630 mm 64&quot;</td>
<td>3175 mm 125&quot;</td>
</tr>
<tr>
<td><strong>C Hinge pin height at carry position</strong></td>
<td>410 mm 16&quot;</td>
<td>340 mm 13&quot;</td>
</tr>
<tr>
<td><strong>D Ground clearance</strong></td>
<td>425 mm 17&quot;</td>
<td>485 mm 19&quot;</td>
</tr>
<tr>
<td><strong>E Hitch height</strong></td>
<td>870 mm 22&quot;</td>
<td>940 mm 37&quot;</td>
</tr>
<tr>
<td><strong>F Overall height, tip of stack</strong></td>
<td>2715 mm 87&quot;</td>
<td>2765 mm 92&quot;</td>
</tr>
<tr>
<td><strong>G Overall height, ROPS cab</strong></td>
<td>3110 mm 102&quot;</td>
<td>3160 mm 105&quot;</td>
</tr>
</tbody>
</table>

**EPA Tier 2 and EU Stage 2 emissions certified.**

**Measured with 17.5-25-12PR (L2) tires**

<table>
<thead>
<tr>
<th>Bucket Capacity</th>
<th>Single-Cut Bucket</th>
<th>Full-Cut Bucket</th>
<th>Heavy-Duty Bucket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heaped</td>
<td>2.8 m³ 2.6 yd³</td>
<td>1.7 m³ 1.7 yd³</td>
<td>2.2 m³ 2.2 yd³</td>
</tr>
<tr>
<td>Struck</td>
<td>2.5 m³ 2.8 yd³</td>
<td>1.4 m³ 1.6 yd³</td>
<td>2.0 m³ 2.1 yd³</td>
</tr>
</tbody>
</table>

### CONTROL VALVE
- **Static Tipping Load**: Straight
- **Full turn**: 2700 mm 8' 10"**
- **2760 mm 9' 1"**
- **2550 mm 8' 4"**

### TRAVEL SPEEDS
- **Steering 1**: 210 kg/cm² 17.8" 13.0 km/h 14.3 km/h
- **Steering 2**: 282 kg/cm² 17.8" 13.0 km/h 14.3 km/h
- **3rd**: 2215 mm 7' 3" 38.0 km/h
- **4th**: 2480 mm 8' 1" 52.9 km/h

### HYDRAULIC CYLINDERS
- **Bore & Stroke**:
  - **120 mm x 672.5 mm** 4.72" x 26.6"
  - **130 mm x 493 mm** 5.1" x 19.4"
  - **75 mm x 453 mm** 2.9" x 17.8"

### TRAVEL SPEED (Both Forward and Reverse)
- **1st**: 4.0 - 13.0 km/h 2.5 - 8.1 mph
- **2nd**: 11.0 - 29.0 km/h 6.9 - 18.0 mph
- **3rd**: 26.0 - 71.0 km/h 16.2 - 44.5 mph
- **4th**: 34.5 - 96.0 km/h 21.4 - 59.0 mph

### AXLES AND FINAL DRIVES
- **Cooling system**: 1.5 U.S. gal
- **Engine**: 19.5 ltr 5.2 U.S. gal
- **Hydraulic system**: 58.0 ltr 15.3 U.S. gal
- **Transmission**: 5.5 ltr 1.5 U.S. gal

### Change in Operating Weight

<table>
<thead>
<tr>
<th>Change in Operating Weight</th>
<th>Change in Tipping Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.5-25-12PR (L2)</td>
<td>199 kg 439 lb</td>
</tr>
<tr>
<td>20.5-25-12PR (L3)</td>
<td>203 kg 449 lb</td>
</tr>
<tr>
<td>20.5-25-12PR (L2)</td>
<td>307 kg 679 lb</td>
</tr>
<tr>
<td>20.5-25-12PR (L3)</td>
<td>309 kg 683 lb</td>
</tr>
<tr>
<td>30.5-25-12PR (L2)</td>
<td>259 kg 569 lb</td>
</tr>
<tr>
<td>30.5-25-12PR (L3)</td>
<td>260 kg 575 lb</td>
</tr>
<tr>
<td>40.5-25-12PR (L2)</td>
<td>202 kg 444 lb</td>
</tr>
<tr>
<td>40.5-25-12PR (L3)</td>
<td>203 kg 449 lb</td>
</tr>
</tbody>
</table>

### Change in Ground Clearance

<table>
<thead>
<tr>
<th>Change in Ground Clearance</th>
<th>Change in Tipping Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.5-25-12PR (L2)</td>
<td>115 100%</td>
</tr>
<tr>
<td>20.5-25-12PR (L3)</td>
<td>110 95%</td>
</tr>
<tr>
<td>20.5-25-12PR (L2)</td>
<td>100 95%</td>
</tr>
<tr>
<td>20.5-25-12PR (L3)</td>
<td>95 90%</td>
</tr>
<tr>
<td>30.5-25-12PR (L2)</td>
<td>94 90%</td>
</tr>
<tr>
<td>30.5-25-12PR (L3)</td>
<td>93 90%</td>
</tr>
<tr>
<td>40.5-25-12PR (L2)</td>
<td>93 90%</td>
</tr>
<tr>
<td>40.5-25-12PR (L3)</td>
<td>92 90%</td>
</tr>
</tbody>
</table>

### Change in Vertical Dimensions

<table>
<thead>
<tr>
<th>Change in Vertical Dimensions</th>
<th>Change in Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.5-25-12PR (L2)</td>
<td>199 kg 439 lb</td>
</tr>
<tr>
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<tr>
<td>40.5-25-12PR (L3)</td>
<td>203 kg 449 lb</td>
</tr>
</tbody>
</table>
STANDARD EQUIPMENT

- Alternator, 35A, 24 volt
- Axles, semi floating
- Back-up alarm
- Back-up light, rear
- Batteries, 110 Ah/2 x 12 V
- Bucket positioner, automatic
- Cab (ROPS/FOPS) with cigarette lighter/ash tray, dome light, floor mat, front (intermittent) and rear wiper/washer, rear view mirrors (2 outside, 1 inside), right hand and left hand door access with steps, sun visor
- Counterweight
- Differentials, torque proportioning
- EMMS (Equipment Management Monitoring System)
  - Gauges (Speedometer, engine water temperature, fuel level, HST oil temperature)
  - LCD displays (filter/oil replacement time, HST selection, odometer, service meter, trouble shooting)
- Engine, Komatsu SAA6D102E-2
- Engine shut-off system, electric
- Engine water separator
- Fan, hydraulic driven, swing out
- Fenders, rear
- Hard water area arrangement (corrosion resister)
- Horn, electric
- Lift cylinders and bucket cylinder
- Lifting eyes
- Lights
  - Stop and tail
  - Turn signal (2 front, 2 rear)
  - Working (2 front, 2 rear, 2 outside cab)
- Loader linkage with standard lift boom
- Mono-lever loader control
- Parking brake, wet disc
- Radiator mask, hinged
- Seat belt, 3” wide
- Seat, rigid type, reclining with a document holder
- Service brakes, hydraulic, wet multi-disc, inboard
- Speedometer (km/h)
- Starting aid, intake manifold preheater
- Starting motor, 4.5 kW/24 V
- Steering wheel, tiltable
- Tires 17.5-25-12PR (L2), tubeless and rims
- Transmission (Hydrostatic with speed range select), automatic
- Transmission control, electric, steering column
- 2-spool valve for boom and bucket controls with PPC

OPTIONAL EQUIPMENT

- Air conditioner with heater/defroster/pressurizer
- Alternator, 60A, 24V
- Auxiliary steering
- Boom kick-out
- Bucket, excavating, 1.7 m³/2.2 yd³
- Bucket, stockpile, 2.0 m³/2.6 yd³
- Bucket, light material, 2.4 m³/3.1 yd³
- Bucket teeth, bolt-on
- Cold area arrangement
- Counterweight, additional
- Cutting edge, bolt-on, reversible
- ECSIS (Electronically Controlled Suspension System)
- Fenders, front
- Fenders, rear full
- Heater and defroster
- Hydraulic adapter kit (3rd spool), includes valve, lever, and piping
- Limited-slip differential, front and rear
- Radio, AM/FM
- Radio, AM/FM stereo with cassette
- Rims only, less tires
  - Fits 17.5-25 and 20.5-25 tire
- ROPS canopy
- Seat, cloth, suspension, reclining with armrests, headrest, and a document holder
- Seat, vinyl, suspension, reclining with armrests, headrest, and a document holder
- Seat belt, retractable, 3” wide
- Spare parts
- 3-spool valve, lever, piping
- Tires (bias ply)
  - 17.5-25-12PR (L3)
  - 20.5-25-12PR (L3)
  - 25.5-25-12PR (L3)
- Tool kit
- Vandalism protection kit

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