WA500-6R

HORSEPOWER
Gross: 266 kW 357 HP / 1900 min⁻¹
Net: 263 kW 353 HP / 1900 min⁻¹

OPERATING WEIGHT
33150 – 34470 kg

BUCKET CAPACITY
4.3 – 5.6 m³

Photos may include optional equipment.
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**HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION**
- Precision Control with Closed-center Load Sensing System (CLSS) Hydraulics
- Faster Travel & Lower Fuel Consumption
- Advanced Power Train
- Maximum Dumping Clearance and Reach

**INCREASED RELIABILITY**
- Komatsu Designed Components
- High-rigidity Frames and Loader Linkage
- Wet Multiple-disc Brakes and Fully Hydraulic Braking System

**EXCELLENT OPERATOR ENVIRONMENT**
- Pillar-less Large Cab
- Best Position for Comfort
- Automatic Transmission
- Easy & Simple Operation

**EASY MAINTENANCE**
- Easy Radiator Cleaning
- Equipment Management Monitoring System
- Maintenance Accessibility

**SAFETY**
- ROPS/FOPS Cab (ISO 3471/ISO 3449)
- Rear-hinged Full Open Cab Door

**KOMTRAX**
- KOMTRAX
HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION

The WA500-6 features variable-displacement pumps on both the hydraulic and steering systems. These pumps deliver the exact amount of oil required, dramatically improving fuel efficiency. Komatsu’s Closed-center load sensing system (CLSS) hydraulics enables extremely precise control of the working gear, and ensures that the bucket, boom and hydraulically driven attachments can all move smoothly at the same time.

**Precision Control with Closed-center Load Sensing System (CLSS) Hydraulics**

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**Variable displacement piston pump & Closed-center load sensing system (CLSS)**

- Controller
- Pump
- Valve
- Feedback
- Quick movement
- Slow movement

**Fixed displacement piston pump**

- Pump
- Valve
- Loss
- Quick movement
- Slow movement
Faster Travel & Lower Fuel Consumption

- **Dual-mode Engine Power Select System**
  This wheel loader offers two selectable operating modes — E and P. The operator can adjust the machine's performance with the selection switch.
  - **E Mode**: This mode provides maximum fuel efficiency for general loading.
  - **P Mode**: This mode provides maximum power output for hard digging operation or hill climb.

- **Automatic Transmission with Mode Select System**
  This operator controlled system allows the operator to select manual shifting or two levels of automatic shifting (low, and high). Auto L mode is for fuel saving operation with the gear shift timing set at lower speeds than Auto H mode. Therefore Auto L mode keeps the engine in a relatively low rpm range for fuel conservation while yielding adequate tractive force by depressing the accelerator pedal.

Advanced Power Train

The newly designed Komatsu power train features a large capacity torque converter for maximum efficiency and unparalleled rimpull to weight ratio. The outstanding rimpull at low speeds makes child’s play of heavy job like penetrating blasted rock. This ensures higher productivity in V-shaped loading - even in confined spaces. With plenty of acceleration and high travel speeds (even on inclines and steep ramps), the WA500-6R delivers great productivity and value in load & carry operations. Together, the enhanced engine torque and high-capacity torque converter put the WA500-6R at the top of its class.

- **Lock-up Torque Converter (optional)**
  The Komatsu designed lock-up torque converter provides increased production efficiency, reduced cycle times and optimum fuel savings in load & carry or hill-climb operations. This optional feature allows the operator to activate the system on/off with a switch located on the right-side control panel.

Maximum Dumping Clearance and Reach

The WA500 enables loading onto 32 t (40 Short ton) with the standard spec whereas WA500-6R necessitates the high lift boom with the 4.5 m³ bucket for it. Operator can get good visibility because of high his eye point.

Long Wheelbase/Articulation Angle of 40˚

The widest tread in class and the long wheelbase provide improved machine stability in both longitudinal and lateral directions. Since the articulation angle is 40˚, the operator can work efficiently even in the tightest job sites.

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tread</td>
<td>2400 mm</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>3780 mm</td>
</tr>
<tr>
<td>Minimum turning radius (center of outside tire)</td>
<td>6430 mm</td>
</tr>
</tbody>
</table>
Komatsu Designed Components

Komatsu develops and manufactures the hydraulic pumps and valves, front and rear axles, engine, transmission and torque converter itself. All the components are subject to the highest engineering and quality standards – right down to the smallest screw. They are all designed to work together perfectly for maximum efficiency and reliability.

- Newly developed transmission
  The Komatsu planetary transmission with electronically controlled automatic shifting ensures a perfect gear change every time. Based on the travel speed, the engine speed and the angle of the accelerator pedal, the system calculates the ideal shifting point to keep the engine in an economical operating range and ensures a smooth gear shift. This guarantees maximum productivity with minimal effort, allowing the operator to concentrate on the job at hand.

- Durable, heavy-duty axles
  A new development, the heavy-duty axles enable an above-average service life even under the toughest working conditions. The WA500-6R can also be equipped with optional multi-disc, limited-slip differentials for even greater tractive force.
The front and rear frames and the loader linkage have more torsional rigidity to secure resistance against increased stress due to the use of a larger bucket. Frame and loader linkage are designed to accommodate actual working loads, and simulated computer testing proves its strength.

**Komatsu Developed Engine**

Komatsu SAA6D140E-5 engine with high pressure common rail injection delivers ample power in a fuel efficient way. The engine meets EU Stage II and EPA Tier II emissions regulations. WA500-6R’s Komatsu SAA6D140E-5 engine features higher torque, better performance at low speed, excellent throttle response and advanced electronics.

- **High Pressure Common Rail (HPCR) fuel injection system**
  A high pressure pump pumps fuel into “Common Rail”. An Electronic Control Unit (ECU) then optimizes fuel injection from the common rail into the engine cylinders. This improves engine power and fuel efficiency, reducing noise levels.

**High-rigidity Frames and Loader Linkage**

The front and rear frames and the loader linkage have more torsional rigidity to secure resistance against increased stress due to the use of a larger bucket. Frame and loader linkage are designed to accommodate actual working loads, and simulated computer testing proves its strength.

**Wet Multiple-disc Brakes and Fully Hydraulic Braking System**

Fully sealed wet multiple-disc brakes exert great performance even in the puddles and on soft ground. Added reliability is designed into the two independent braking system with the fully hydraulic circuits. Provides hydraulic backup should one of the circuit fail. There is neither air system to bleed, nor the condensation of water in the system that can lead to contamination, corrosion and freezing.

**Reliable Hydraulic Line**

- **Flat face-to-face o-ring seals**
  Flat face-to-face O-ring seals are used to securely seal hydraulic hose connections and to prevent oil leakage.

- **Buffer rings**
  In addition, buffer rings are installed to the head side of the all-hydraulic cylinders to lower the load on the rod seals and maximize the reliability.

**Sealed Connectors**

Main harnesses and controller connectors are equipped with sealed connectors providing high reliability, water resistance and dust resistance.
EXCELLENT OPERATOR ENVIRONMENT

A wide pillar-less flat glass provides excellent front visibility. The wiper arm covers a large area to provide great visibility even on rainy days. The cab area is the largest in its class providing maximum space for the operator. Increased seat slide adjustment to backward by introducing front mounted air conditioner unit.

The largest in its class, the space cab offers exceptional driver’s comfort - comparable to a passenger car. The large, frameless window gives an unobstructed view of the bucket and tires while the slanted rear end ensures a clear view to the rear. The low-noise designed cab with the air-cushioned seat and the fully adjustable console inside allow the operator to work comfortably and productively over long period.

Pillar-less Large Cab

Low-noise Design

The large cab is mounted with Komatsu’s unique ROPS/FOPS (ISO 3471/ISO 3449) 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, dustproof with pressurizing, and comfortable operating environment.

Best Position for Comfort

- Telescopic/Tilt steering column
  The operator can tilt and telescope the steering column to provide a comfortable working position.

- Ergonomic hydraulic controls and large armrest
  The Electronic Pilot Control (EPC) levers offer precise, fatigue-free control of the loading process. The height of and distance to the sliding console and the large armrest can be adjusted for maximum comfort.
Automatic Transmission

Automatic transmission with Electronic Controlled Modulation Valve selects automatically the proper gear speed based on travel speed, engine speed and other travel condition. The Electronic Controlled Modulation Valve system engages the clutch smoothly to prevent lags and shocks when shifting, allowing the operator to be released from gear shift operation itself.

- **Hold switch**
  Auto shift is selected and if the operator turns on this switch when the lever is at the 3rd or 4th gear speed position, the transmission is fixed to that gear speed.

- **Kick-down switch**
  The kick-down switch downshifts to a lower gear when the operator pushes the switch. Gear position is automatically reset when putting the gear into reverse.

- **One push power-up**
  The kick-down switch allows to increase power temporarily in E mode. In the 1st gear with E mode, pressing the kick-down switch changes the mode to P mode. Useful for heavy digging operation during light application such as Load & Carry operation.

- **Variable transmission cut-off**
  The operator can adjust the transmission cut-off connected to the left brake pedal with the switch near the operator’s seat to set the brake/cut-off point for easier operation and higher operating performance in variable operating conditions.

Easy & Simple Operation

- **Remote boom positioner**
  The highest and lowest position of the bucket can be set from cab to match any truck body. Once the positioner is set, the bucket is smoothly stopped at desired position with no shock.

- **Remote bucket digging angle control**
  The bucket return-to-dig angle can be adjusted by up to 5 degrees in either direction to suit the ground condition.

- **Automatic boom & bucket kick-out**
  The kick-out positions can be adjusted from the operator’s seat, stopping lifting and lowering actions smoothly at the desired point so the operator can focus on the job at hand.

Option

- **Joystick steering**
  A joystick steering system is available as option equipment, and ensures that steering can be wrist operated easily and conveniently in loading operations. This system allows you to change the direction of travel and gear shifting with push buttons on the joystick. And you may pre-select the steering speed in 2 stages, depending upon whether fast V-loading or precise Load & Carry is required.

- ** Electronically Controlled Suspension System (ECSS)**
  Electronically Controlled Suspension System uses an accumulator which absorbs some of the shock in the boom arm, giving the operator a much smoother ride. This reduces operator fatigue and reduces material spillage during load and carry operations. Electronically Controlled Suspension System operation is speed sensitive and turned off automatically below 5 km/h speed, meaning that the boom won’t move during stationary digging.

* Image is for illustration purpose
With long service intervals and best-in-class accessibility, the WA500-6R reduces the time and money you need to suspend on maintenance. A gas spring helps the operator open and close each gull-wing side door for easy daily servicing.

### Easy Radiator Cleaning

- **Reversible hydraulic fan**
  A push-button switch in the cab allows the operator to run the radiator fan in reverse for working in dusty environments.

- **Swing out fan**
  The hinged, bolt-on fan can be swung out for easier cleaning. The coolers feature wider spacing of the cooling fins to reduce clogging.

- **Simple fluid level checks**
  All important fluid levels can be easily checked from ground level. Sight gauges for coolant, oil and air cleaner let you check the level at a glance.

- **Modular radiator core system**
  The modular radiator core is easy to replace without removing the entire radiator assembly.
Equipment Management Monitoring System

Monitor is mounted in front of the operator for easy viewing, allowing the operator to easily check gauges and warning lights. A specially designed two-spoke steering wheel allows the operator to easily see the instrument panel.

Maintenance Control and Troubleshooting Functions

- **Action code display function**
  If abnormality occurs, the monitor displays action details on the character display at the bottom center of the monitor.

- **Monitor function**
  Controller monitors engine oil level, pressure, coolant temperature, air cleaner clogging, etc. If controller finds abnormalities, the error is displayed on Liquid Crystal Display (LCD).

- **Replacement time notice function**
  Monitor informs replacement time of oil and filters on LCD when replacement intervals are reached.

- **Trouble data memory function**
  Monitor stores abnormalities for effective troubleshooting.

Maintenance Accessibility

- **Gull-wing type engine side doors open wide**
  The operator can open and close each gull-wing type engine side door easily with the assistance of a gas spring to perform daily service checks from the ground.

- **Engine compartment**
  With all filters collected into a centralised arrangement, the down time for servicing is reduced to a minimum. The engine air filter can be easily accessed from the platform while the transmission oil filters are externally mounted.

- **Easy engine access**
  For engine inspections, the bolt-on top cover can be removed in minutes providing the easy access to the engine compartment.

- **External fluid drains**
  All fluids can be drained through externally mounted valves for easy maintenance and reduced spillage.
**SAFETY**

**ROPS/FOPS Cab**

The ROPS/FOPS Cab is standard for operator’s safety. A wide pillar-less flat glass provides excellent front visibility, and a heated rear window provides excellent rear visibility in cold and freezing weather conditions.

ROPS (ISO 3471) : Roll-over Protective Structure
FOPS (ISO 3449) : Falling Objects Protective Structure

**Left or Right Side Cab Entry**

The operator can get on and off the machine from either side of the vehicle. This design is convenient when getting on and off in a narrow jobsite or on uneven ground.

**Rear-hinged Full Open Cab Door**

The cab door hinges are installed to the rear side of the cab providing a large opening angle for the operator to enter and exit. The steps are designed like a staircase, so that the operator can get on and off the cab easily.

**Safety Features**

- **Secondary steering**
  If the steering pump is disabled, a secondary steering pump provides hydraulic flow.

- **Two independent lines brake system**
  Added reliability is designed into the braking system by the use of two independent hydraulic circuits, providing hydraulic backup should one of the circuits fail.

- **Battery disconnect switch**
  The battery disconnect switch is located in the right side battery box. This can be used to disconnect power when performing service work on the machine.
KOMTRAX delivers the energy-saving operation report based on the operating information such as fuel consumption, load summary and idling time, which helps you efficiently run a business.

Through the web application, a variety of search parameters are available to quickly find information about specific machines based on key factors. Moreover, KOMTRAX finds out machines with problems from your fleet and shows you through an optimal interface.

The detailed information that KOMTRAX puts at your fingertips helps you manage your fleet conveniently on the web anytime, anywhere. It gives you the power to make better daily and long-term strategic decisions.
ENGINE

Model: Komatsu SAA6D140E-5
Type: Water-cooled, 4-cycle
Aspiration: Turbocharged, aftercooled
Number of cylinders: 6
Bore x stroke: 140 mm x 165 mm
Piston displacement: 15.24 L
Performance: SAE J1995, ISO 9249/SAE J1349
Rated rpm: 1900 min⁻¹
Fuel system: Direct injection
Governor: all-speed, electronic
Lubrication system:
  - Air cleaner: Dry type with double elements and dust evacuator, plus dust indicator
  - Filter: Full-flow type
  - Lubrication method: Gear pump, force-lubrication

Specifications:
  - Net horsepower at the maximum speed of radiator cooling fan: 248 kW 332 HP.

STEERING SYSTEM

Steering system:
  - Type: Articulated type, full-hydraulic power steering
  - Steering angle: 40° each direction
  - Minimum turning radius at the center of outside tire: 6430 mm

HYDRAULIC SYSTEM

Hydraulic system:
  - Type: Piston pump
  - Capacity: 120 L/min at max. control flow
  - Relief valve setting: 3.4 MPa 35 kgf/cm²
  - Hydraulic cylinders:
    - Type: Double-acting, piston type
    - Number of cylinders: 2
    - Bore x stroke: 100 mm x 486 mm
  - Control positions:
    - Boom: Raise, hold, lower, and float
    - Bucket: Tilt-back, hold, and dump
  - Hydraulic cycle time (rated load in bucket):
    - Raise: 7.2 s
    - Dump: 1.7 s
    - Lower (Empty): 4.2 s

SERVICE REFILL CAPACITIES

Cooling system: 120 L
Fuel tank: 473 L
Engine: 45 L
Hydraulic system: 337 L
Axle: 87 L
Torque converter and transmission: 76 L
WHEEL LOADER WA500-6R

DIMENSIONS

Measured with 29.5-25-22PR (L-3) tires

<table>
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<th></th>
<th>Standard Boom</th>
<th>High Lift Boom</th>
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</thead>
<tbody>
<tr>
<td>Tread</td>
<td>2400 mm</td>
<td></td>
</tr>
<tr>
<td>Width over tires</td>
<td>3190 mm</td>
<td></td>
</tr>
<tr>
<td>Wheelbase</td>
<td>3780 mm</td>
<td></td>
</tr>
<tr>
<td>B: Hinge pin height, max. height</td>
<td>4755 mm</td>
<td>5165 mm</td>
</tr>
<tr>
<td>C: Hinge pin height, carry position</td>
<td>575 mm</td>
<td>700 mm</td>
</tr>
<tr>
<td>D: Ground clearance</td>
<td>450 mm</td>
<td></td>
</tr>
<tr>
<td>E: Hitch height</td>
<td>1115 mm</td>
<td></td>
</tr>
<tr>
<td>F: Overall height, top of the stack</td>
<td>3665 mm</td>
<td></td>
</tr>
<tr>
<td>G: Overall height, ROPS cab</td>
<td>3785 mm</td>
<td></td>
</tr>
</tbody>
</table>

TURNING RADIUS AT OUTSIDE CORNER OF BUCKET
## Standard Boom

<table>
<thead>
<tr>
<th>Stockpile Bucket</th>
<th>Excavating Bucket</th>
<th>Rock Bucket (Spade nose)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B.O.C.</strong></td>
<td><strong>Teeth</strong></td>
<td><strong>B.O.C.</strong></td>
</tr>
<tr>
<td><strong>Teeth and Segments</strong></td>
<td><strong>Teeth</strong></td>
<td><strong>Teeth</strong></td>
</tr>
<tr>
<td><strong>Bucket capacity:</strong></td>
<td><strong>5.6 m³</strong></td>
<td><strong>5.3 m³</strong></td>
</tr>
<tr>
<td><strong>struck</strong></td>
<td><strong>5.2 m³</strong></td>
<td><strong>5.2 m³</strong></td>
</tr>
<tr>
<td><strong>Bucket width</strong></td>
<td><strong>3400 mm</strong></td>
<td><strong>3460 mm</strong></td>
</tr>
<tr>
<td><strong>Bucket weight</strong></td>
<td><strong>3110 kg</strong></td>
<td><strong>2955 kg</strong></td>
</tr>
<tr>
<td><strong>Dumping clearance, max. height and 45° dump angle</strong></td>
<td><strong>3295 mm</strong></td>
<td><strong>3165 mm</strong></td>
</tr>
<tr>
<td><strong>Reach at max. height and 45° dump angle</strong></td>
<td><strong>1500 mm</strong></td>
<td><strong>1600 mm</strong></td>
</tr>
<tr>
<td><strong>Reach at 2130 mm clearance and 45° dump angle</strong></td>
<td><strong>2300 mm</strong></td>
<td><strong>2340 mm</strong></td>
</tr>
<tr>
<td><strong>Reach with arm horizontal and bucket level</strong></td>
<td><strong>3265 mm</strong></td>
<td><strong>3425 mm</strong></td>
</tr>
<tr>
<td><strong>Operating height (fully raised)</strong></td>
<td><strong>6430 mm</strong></td>
<td><strong>6430 mm</strong></td>
</tr>
<tr>
<td><strong>Overall length</strong></td>
<td><strong>9815 mm</strong></td>
<td><strong>9975 mm</strong></td>
</tr>
<tr>
<td><strong>Loader clearance circle (bucket at carry, outside corner of bucket)</strong></td>
<td><strong>15300 mm</strong></td>
<td><strong>15460 mm</strong></td>
</tr>
<tr>
<td><strong>Digging depth:</strong></td>
<td><strong>0°</strong></td>
<td><strong>135 mm</strong></td>
</tr>
<tr>
<td><strong>10°</strong></td>
<td><strong>435 mm</strong></td>
<td><strong>485 mm</strong></td>
</tr>
<tr>
<td><strong>Static tipping load:</strong></td>
<td><strong>24300 kg</strong></td>
<td><strong>24500 kg</strong></td>
</tr>
<tr>
<td><strong>40° full turn</strong></td>
<td><strong>21000 kg</strong></td>
<td><strong>21170 kg</strong></td>
</tr>
<tr>
<td><strong>Breakout force</strong></td>
<td><strong>245 kN</strong></td>
<td><strong>282 kN</strong></td>
</tr>
<tr>
<td><strong>Operating weight</strong></td>
<td><strong>33360 kg</strong></td>
<td><strong>33205 kg</strong></td>
</tr>
</tbody>
</table>

## High Lift Boom

<table>
<thead>
<tr>
<th>Excavating Bucket</th>
<th>B.O.C.</th>
<th>Teeth and Segments</th>
<th>Teeth</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bucket capacity:</strong></td>
<td><strong>4.5 m³</strong></td>
<td><strong>4.3 m³</strong></td>
<td><strong>4.3 m³</strong></td>
</tr>
<tr>
<td><strong>struck</strong></td>
<td><strong>3.7 m³</strong></td>
<td><strong>3.6 m³</strong></td>
<td><strong>3.6 m³</strong></td>
</tr>
<tr>
<td><strong>Bucket width</strong></td>
<td><strong>3400 mm</strong></td>
<td><strong>3460 mm</strong></td>
<td><strong>3460 mm</strong></td>
</tr>
<tr>
<td><strong>Bucket weight</strong></td>
<td><strong>2885 kg</strong></td>
<td><strong>2975 kg</strong></td>
<td><strong>2730 kg</strong></td>
</tr>
<tr>
<td><strong>Dumping clearance, max. height and 45° dump angle</strong></td>
<td><strong>3890 mm</strong></td>
<td><strong>3760 mm</strong></td>
<td><strong>3760 mm</strong></td>
</tr>
<tr>
<td><strong>Reach at max. height and 45° dump angle</strong></td>
<td><strong>1435 mm</strong></td>
<td><strong>1530 mm</strong></td>
<td><strong>1530 mm</strong></td>
</tr>
<tr>
<td><strong>Reach at 2130 mm clearance and 45° dump angle</strong></td>
<td><strong>2585 mm</strong></td>
<td><strong>2645 mm</strong></td>
<td><strong>2645 mm</strong></td>
</tr>
<tr>
<td><strong>Reach with arm horizontal and bucket level</strong></td>
<td><strong>3385 mm</strong></td>
<td><strong>3545 mm</strong></td>
<td><strong>3545 mm</strong></td>
</tr>
<tr>
<td><strong>Operating height (fully raised)</strong></td>
<td><strong>6715 mm</strong></td>
<td><strong>6715 mm</strong></td>
<td><strong>6715 mm</strong></td>
</tr>
<tr>
<td><strong>Overall length</strong></td>
<td><strong>10030 mm</strong></td>
<td><strong>10190 mm</strong></td>
<td><strong>10190 mm</strong></td>
</tr>
<tr>
<td><strong>Loader clearance circle (bucket at carry, outside corner of bucket)</strong></td>
<td><strong>15610 mm</strong></td>
<td><strong>15780 mm</strong></td>
<td><strong>15780 mm</strong></td>
</tr>
<tr>
<td><strong>Digging depth:</strong></td>
<td><strong>0°</strong></td>
<td><strong>210 mm</strong></td>
<td><strong>235 mm</strong></td>
</tr>
<tr>
<td><strong>10°</strong></td>
<td><strong>470 mm</strong></td>
<td><strong>520 mm</strong></td>
<td><strong>520 mm</strong></td>
</tr>
<tr>
<td><strong>Static tipping load:</strong></td>
<td><strong>22405 kg</strong></td>
<td><strong>22290 kg</strong></td>
<td><strong>22595 kg</strong></td>
</tr>
<tr>
<td><strong>40° full turn</strong></td>
<td><strong>19360 kg</strong></td>
<td><strong>19260 kg</strong></td>
<td><strong>19525 kg</strong></td>
</tr>
<tr>
<td><strong>Breakout force</strong></td>
<td><strong>286 kN</strong></td>
<td><strong>294 kN</strong></td>
<td><strong>310 kN</strong></td>
</tr>
<tr>
<td><strong>Operating weight</strong></td>
<td><strong>34380 kg</strong></td>
<td><strong>34470 kg</strong></td>
<td><strong>34225 kg</strong></td>
</tr>
</tbody>
</table>

*At the end of tooth or bolt on cutting edge (B.O.C.).

All dimensions, weights, and performance values based on ISO 7131 and 7546 standards.

Static tipping load and operating weight shown include lubricant, coolant, full fuel tank, ROPS cab, Air conditioner and operator. Machine stability and operating weight affected by counterweight, tire size, and other attachments. Apply the following weight changes to operating weight and static tipping load.

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### BUCKET SELECTION GUIDE

- **Standard Boom**
  - Stockpile Bucket with B.O.C.
  - Stockpile Bucket with Teeth
  - Excavating Bucket with B.O.C.
  - Excavating Bucket with Teeth and Segments
  - Rock Bucket with Teeth
  - Rock Bucket with Teeth and Segments (Spade nose)
- **High Lift Boom**
  - Excavating Bucket with B.O.C.
  - Excavating Bucket with Teeth and Segments
  - Rock Bucket with Teeth (Spade nose)

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**DIMENSIONS**

Measured with 29.5-25-22PR (L-3) tires

[Diagram of bucket selection guide]
BUCKETS & ATTACHMENTS

■ Buckets

<table>
<thead>
<tr>
<th>Type</th>
<th>Feature</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stockpile Bucket</td>
<td>This bucket is used for loading stockpile products, such as crushed rock and construction materials.</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>Excavating Bucket</td>
<td>This bucket is used for excavating and loading blasted rock on rock crushing job sites, or for excavating natural ground. It has a flat-blade, straight cutting edge, and provides superior rigidity and wear resistance.</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>Rock Bucket (Spade nose)</td>
<td>This bucket is used for excavating and loading blasted rock on rock crushing job sites. It has a pointed cutting edge, and provides superior rigidity and wear resistance.</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
</tbody>
</table>

■ Cutting Edges and Teeth

<table>
<thead>
<tr>
<th>Type</th>
<th>Feature</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cutting Edges</td>
<td>This edge is made for use in loading loose sand and soil, or for loading stockpiled materials. It is bolted to the leading edge of general purpose buckets and may be detached and reversed. The cutting edges are manufactured from especially heat treated, high tension steel, and since they are reversible, both edges can be used. This effectively doubles their working life.</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
<tr>
<td>Teeth (Bolt on type)</td>
<td>These teeth are suitable for loading or excavation of piles of earth or sand, blasted rock, and jobs in the field that involve digging into the side of slopes. The special heat treated, tensile strength steel alloy used in their production assures that they will wear and have a long service life.</td>
<td><img src="image5.png" alt="Image" /></td>
</tr>
<tr>
<td>Teeth (Tip type)</td>
<td>These teeth tips which are attached to an adapter that is welded or bolted to the bucket edge. This means that an interchangeable part, the tooth tip, absorbs most of the wear and protects the actual bucket edge. They give excellent performance when used to handle blasted rock, piles of earth and similarly heavy duty tasks.</td>
<td><img src="image6.png" alt="Image" /></td>
</tr>
</tbody>
</table>
### WEIGHT / DIMENSIONS

<table>
<thead>
<tr>
<th>Tires or attachments</th>
<th>Change in operating weight</th>
<th>Change in tipping load straight</th>
<th>Change in tipping load full turn</th>
<th>Width over tires</th>
<th>Ground clearance</th>
<th>Change in vertical dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>kg</td>
<td>kg</td>
<td>kg</td>
<td>mm</td>
<td>mm</td>
<td>mm</td>
</tr>
<tr>
<td>29.5-25-22PR (L-3)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3190</td>
<td>450</td>
<td>0</td>
</tr>
<tr>
<td>29.5-25-22PR (L-5)</td>
<td>1335</td>
<td>1135</td>
<td>995</td>
<td>3190</td>
<td>450</td>
<td>0</td>
</tr>
<tr>
<td>29.5-R25 (L-3)</td>
<td>10</td>
<td>5</td>
<td>5</td>
<td>3190</td>
<td>450</td>
<td>0</td>
</tr>
<tr>
<td>Install additional counterweight</td>
<td>900</td>
<td>1865</td>
<td>1645</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### STANDARD EQUIPMENT

**ENGINE/POWER TRAIN:**
- Engine, Komatsu SAA6D140E-5 diesel
- Engine pre-cleaner with extension
- Service brakes, wet disc type
- Transmission, 4 forward and 4 reverse

**ELECTRICAL SYSTEM:**
- Alternator, 75 A/24 V
- Back-up alarm
- Back-up lamp
- Batteries, 2 x 12 V/170 Ah
- Directional signal
- Engine shut-off system, electric
- Starting motor, 24 V/11.0 kW

**HYDRAULIC SYSTEM:**
- 2-spool valve for boom and bucket controls
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder

**CAB:**
- Air conditioner
- Auto shift transmission with mode select system
- Electronic Pilot Control fingertip control levers with automatic leveler and positioner
- Floor mat
- Main monitor panel with Equipment Management Monitoring System
- Rearview mirror for cab
- Rear window washer and wiper
- ROPS/FOPS (ISO 3471/ISO 3449) cab
- Seat, air-suspension type with reclining
- Seat belt
- Steering wheel, tiltable, telescopic
- Sun visor

**WORK EQUIPMENT:**
- Counterweight

**OTHER EQUIPMENT:**
- Front fender
- Hard water area arrangement (corrosion resister)
- Radiator mask, lattice type
- Rear under view mirror
- Tires (29.5-25-22PR, L-3 tubeless) and rims
- Vandalism protection kit

### OPTIONAL EQUIPMENT

**ENGINE/POWER TRAIN:**
- Brake cooling system
- Limited slip differential (F&R)

**ELECTRICAL SYSTEM:**
- 12 V converter
- Alternator, 90 A/24 V
- Batteries, 2 x 12 V/220 Ah
- Battery disconnect switch

**HYDRAULIC SYSTEM:**
- In-line filter
- Lock-up clutch torque converter

**CAB:**
- AM/FM radio
- AM/FM stereo radio cassette
- Cab heater and defroster
- Joystick steering change switch
- Seat, air suspension with automatic weight adjustment
- Secondary steering (ISO 5010)

**WORK EQUIPMENT:**
- Additional counterweight
- Bucket teeth (bolt on type)
- Bucket teeth (tip type)
- Cutting edge (bolt on type)
- High lift boom
- Segmented edges

**OTHER EQUIPMENT:**
- Electronically Controlled Suspension System
- Fire extinguisher
- Fuel quick coupler
- Load meter, new type
- Ordinary spare parts
- Power train guard
- Tool kit
Komatsu Total Support

To keep your machine available and minimize operation cost when you need it, Komatsu Distributor is ready to provide a variety of supports before and after procuring the machine.

Fleet recommendation
Komatsu Distributor can study the customer’s job site and provide the most optimum fleet recommendation with detailed information to meet all of your application needs when you are considering to buy new machines or replace the existing ones from Komatsu.

Product support
Komatsu Distributor gives the proactive support and secures the quality of the machinery that will be delivered.

Parts availability
Komatsu Distributor is available for emergency inquiry by the customers for genuine, quality guaranteed Komatsu parts.

Technical support
Komatsu product support service (Technical support) is designed to help customer. Komatsu Distributor offers a variety of effective services to show how much Komatsu is dedicated to the maintenance and support of Komatsu machine.
- Preventive Maintenance (PM) clinic
- Oil & Wear analysis program

Repair & maintenance service
Komatsu Distributor offers quality repair and maintenance service to the customer, utilizing and promoting Komatsu developed programs.

Komatsu Reman (Remanufactured) components
Komatsu Reman products are the result of the implementation of the Komatsu global policy which establishes and agrees to reduce the owning, operating and total Life Cycle Costs (LCC) to Komatsu’s customer through high quality, prompt delivery and competitively priced in own remanufactured products (QDC).
Up to 20% blended biodiesel fuel and paraffine fuel can be used. Please consult your Komatsu distributor for detail.

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Native text does not contain any additional content.