## HORSEPOWER

- **Gross:** 95.2 kW @ 2000 rpm
- **Net:** 94 kW @ 2000 rpm

## BUCKET CAPACITY

1.7–2.4 m³ / 2.2–3.1 yd³

## WEIGTH CHANGES

<table>
<thead>
<tr>
<th>Change in Weight</th>
<th>Change in Tipping Load</th>
<th>Widths</th>
<th>Ground Clearance</th>
<th>Change in Portal Dimension</th>
<th>Change in Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Weight</td>
<td>Straight</td>
<td>Fall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.5-25-12PP (L3)</td>
<td>106 kg</td>
<td>231 lb</td>
<td>60 kg</td>
<td>76 lb</td>
<td>104 lb</td>
</tr>
<tr>
<td>20.5-25-12PP (L2)</td>
<td>480 kg</td>
<td>812 lb</td>
<td>100 kg</td>
<td>121 lb</td>
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</tr>
<tr>
<td>20.5-25-12PP (L3)</td>
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<td>125 lb</td>
<td>152 lb</td>
</tr>
<tr>
<td>Installed ROPS canopy (instead of cab)</td>
<td>+150 kg</td>
<td>-331 lb</td>
<td>-116 kg</td>
<td>-311 lb</td>
<td>-110 kg</td>
</tr>
<tr>
<td>Additional counterweight</td>
<td>350 kg</td>
<td>861 lb</td>
<td>500 kg</td>
<td>1301 lb</td>
<td>510 kg</td>
</tr>
</tbody>
</table>

## STANDARD EQUIPMENT

- 2-spool valve for boom and bucket controls
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with模式 select system
- Back-up lamp
- Batteries, 88 Ah/2 x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA4D107E-1 diesel
- Engine shut-off system, electric
- Fuel filter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift boom
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PPC fingertip control, mono lever
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror
- Rear window washer and wiper
- ROPS/PCS cab
- Seat, rigid type with reclining
- Seat belt
- Service brakes, wet disc type
- Starting motor, 4.5 kW/24 V
- Steering wheel, tiltable
- Sun visor
- Tires (17.5-25-12PR, L2 tubeless)
- Tool kit
- Transmission, 4 forward and 4 reverse

## OPTIONAL EQUIPMENT

- 3-spool valve
- Additional cab or ROPS canopy
- AM/FM radio
- AM/FM stereo radio cassette
- Boom kick-out
- Bucket teeth (bolt-on type)
- Bucket teeth (tip type)
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- Deluxe suspension seat
- ECSS (Electronically Controlled Suspension System)
- Emergency steering (SBE)
- Engine pre-cleaner with extension
- Fire extinguisher
- Front fenders
- High lift boom
- Limited slip differential (F&R)
- Rear fender
- ROPS canopy
- Tool kit
- Vandalism protection kit

## WEATHER CONDITIONS

<table>
<thead>
<tr>
<th>Condition</th>
<th>Change in Operating Weight</th>
<th>Change in Tipping Load</th>
<th>Widths</th>
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Photo may include optional equipment.
Increased Reliability

- Reliable Komatsu designed and manufactured components
- Sturdy main frame
- Maintenance-free, fully hydraulic, wet disc service and parking brakes
- Hydraulic hoses use flat face O-ring seals

See page 6.

Cathodic electrodeposition process is used to apply primer paint
- Powder coating process is used to apply on main structure
- Sealed DT connectors for electrical connections

Excellent Operator Environment

- HST traction control switch
- Electrically controlled directional lever
- Tilted steering column
- Low-noise designed cab
- Pillar-less large ROPS/FOPS cab-integrated
- Easy entry/exit, rear-hinged doors

See page 8.

High Productivity & Low Fuel Consumption

- High performance SAA6D107E-1 engine
- Low fuel consumption
- Electronically-controlled HST with variable shift control system
- Variable traction control system
- S-mode

See pages 4 and 5.

Harmony with Environment

- EPA Tier 3 and EU Stage 3A emissions certified
- Low exterior noise
- Low fuel consumption

Easy Maintenance

- "EMMS" (Equipment Management Monitoring System)
- Easy access, gull-wing type engine side doors
- Automatic Reversible Fan (option)

See page 7.

HORSEPOWER

Gross: 95.2 kW 128 HP @ 2000 rpm
Net: 94 kW 126 HP @ 2000 rpm

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1.7–2.4 m³ 2.2–3.1 yd³
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See page 7.
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 provides aggressive digging, quick response and fast hydraulics. For load and carry, select 3 or 4 which still provides aggressive digging but with much faster travel speed.

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

S-mode
Setting the switch to S-mode allows the machine to get the optimum driving force for operations on slippery road surfaces, like snow-removal on snow surface, resulting in reduced tire slippage and facilitation of the operation. Unexpected tire slippage on slippery road surface is suppressed by controlling the engine speed and HST motor when traveling at a low speed. (S-mode is effective only in forward traveling.)

Max. Traction Switch
Max. traction switch is located on the work equipment control lever. When traction control switch is at ON position or S-mode is selected, pushing this switch cancels the setting of the traction control temporarily and increases the tractive effort to its 100% value. Then pushing the max. traction switch again or operating the F/R lever returns the tractive effort to the set value automatically. This switch is useful for operations such as piling up work where large tractive effort is required temporarily.

Accelerator Pedal Sensitive HST Control
Finely-tuned HST control according to the accelerator pedal angle reduces shocks and allows smoother traveling and better energy-saving operation.

Maximum Dumping Clearance and Reach
The long lift arms provide high dumping clearances and maximum dumping reach. The operator can even level loads on the body of a dump truck easily and efficiently.

Dumping Clearance: 2760 mm 91"
Dumping Reach: 1000 mm 33" (2.0 m³ 2.6 yd³ bucket with B.O.C.)
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 kick-down 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 his 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 4-speeds, the operator can set the speed control system to 1 or 2, which provides aggressive digging, quick response and fast hydraulics. For load and carry, select 3 or 4 which still provides aggressive digging but with much faster travel speed.

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High Performance SAA4D107E-1 Engine

Electronic Heavy Duty Common Rail fuel injection system provides optimum combustion of fuel. This system also provides fast throttle response to match the machine’s powerful tractive effort and fast hydraulic response. Net: 94 kW 126 HP

Low Emission Engine

This engine is EPA Tier 3 and EU Stage 3A emissions certified, without sacrificing power or machine productivity.

Low Fuel Consumption

The high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range provide low fuel consumption.

Eco Indicator

The eco indicator will help an operator to promote energy saving.

Max. Traction Switch

Max. traction switch is located on the work equipment control lever. When traction control switch is at ON position or S-mode is selected, pushing this switch cancels the setting of the traction control temporarily and increases the tractive effort to its 100 % value. Then pushing the max. traction switch again or operating the F/R lever returns the tractive effort to the set value automatically. This switch is useful for operations such as piling up work where large tractive effort is required temporarily.

Variable Traction Control System

The tractive effort of the machine, when traveling at a low speed, can be reduced by using the traction control switch. Combined with the function of torque proportioning differentials, this system exerts the following effects.

- Facilitates operation on soft ground where the tires of the machine are apt to slip.
- Eliminates excessive bucket penetration and reduces tire slippage during stockpile loading to improve the work efficiency.
- Reduces tire slippage to extend the life of tires.

Furthermore, the maximum tractive effort can be adjusted in three stages (one stage for conventional machines) when the traction control switch is ON. This allows the operator to select the optimum tractive effort for diversified road conditions.

Accelerator Pedal Sensitive HST Control

Finely-tuned HST control according to the accelerator pedal angle reduces shocks and allows smoother traveling and better energy-saving operation.

Maximum Dumping Clearance and Reach

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Dumping Clearance: 2760 mm 91”

Dumping Reach: 1000 mm 33” (2.0 m³ 2.6 yd³ bucket with B.O.C.)
Komatsu Components
Komatsu manufactures the engine, transfer case, axles and hydraulic components on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.

Wet multi-disc brakes and fully hydraulic braking system mean lower maintenance costs and higher reliability. Wet disc brakes are fully sealed. Contaminants are kept out, reducing wear and resulting maintenance. Brakes require no adjustments for wear, meaning even lower maintenance. The parking brake is also an adjustment-free, wet multi-disc for high reliability and long life.

High-rigidity Frames and Loader Linkage
The front and rear frames and the loader linkage have got more torsional rigidity to provide resistance increased to stresses. Frame and loader linkage are designed to accommodate actual working loads, and simulated computer testing proves its strength.

Flat Face-to-Face O-Ring Seals
Flat face-to-face O-ring seals are used to securely seal hydraulic hose connections.

Cathion Electrodeposition Primer Paint/ Powder Coating Final Paint
Cathion electrodeposition paint is applied as a primer paint and powder coating is applied as topcoat to the exterior metal sheet parts. Some external parts are made of plastic providing long life and high impact resistance.

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

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 23 MPH, for 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.

EMMS (Equipment Management Monitoring System)
Monitor is mounted in front of the operator for easy view, 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 an abnormality occurs, the monitor displays action details on the character display at the center bottom of the monitor.
- **Monitor function**: Controller monitors engine oil pressure, coolant temperature, air cleaner clogging, etc. If the controller finds abnormalities, the error is displayed on the LCD.
- **Replacement time notice function**: Monitor informs replacement time of oil and filters on the LCD when replacement intervals are reached.
- **Trouble data memory function**: Monitor stores abnormalities for effective troubleshooting.

Ease of Radiator Cleaning
If the machine is operating in adverse conditions, the engine fan is driven hydraulically. It can be operated in reverse automatically. When switch is automatic position. The fan revolves in reverse for 2 minutes every 2 hours intermittently. (Default setting)

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.

Front axle Rear axle Transfer case Engine

Flat Face-to-Face O-Ring Seals

Sealed DT Connectors

Easy Maintenance
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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. Fully hydraulic brakes mean no air system to bleed, and no condensation of water in the system that can lead to contamination, corrosion, and freezing.

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- **Replacement time notice function**: Monitor informs the operator of replacement time intervals on the LCD when replacement intervals are reached.
- **Trouble data memory function**: Monitor stores abnormalities for effective troubleshooting.

Ease of Radiator Cleaning
If the machine is operating in adverse conditions, the operator can reverse the hydraulic cooling fan from inside the cab by turning on a switch on the control panel.

Automatic Reversible Fan (option)
The engine fan is driven hydraulically. It can be operated in reverse automatically. When switch is automatic position. The fan revolves in reverse for 2 minutes every 2 hours intermittently. (Default setting)

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.
**Easy Operation**

**Electronically 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 provide a comfortable working position.

**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.

**Right-side control panel**
The operator can select the speed range, maximum travel speed in 1st, tractive effort.

---

**Comfortable Operation**

**Low-noise Design**
Noise at operator’s ear noise level: 70 dB(A)
Dynamic noise level (outside): 104 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, pressurized, and comfortable operating environment.

**Pillar-less Large Cab**
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 large cab area provides maximum space for the operator. The front mounted air conditioner was introduced to increase seat reclining and backward slide adjustment.

**Rear-hinged Full Open Cab Doors**
Enter and exit into the new komatsu cab starts with sloped staircase type steps and large diameter handrails for added comfort. The large cab doors are rear-hinged to open fully offering easy entry/exit and will not hamper visibility when operating the machine with the doors latched open.

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Photo may include optional equipment.
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## SPECIFICATIONS

### ENGINE

- **Model:** Komatsu SAA4D107E-1
- **Type:** Turbocharged, aftercooled
- **Number of cylinders:** 6
- **Bore x stroke:** 2.87 x 4.85 in
- **Piston displacement:** 646.66 cu in
- **Governor:** 9-speed, electronic
- **Horsepower:** SAE J1995: Gross 95.2 kW (126 HP)
- **Rated rpm:** 2100
- **Fan drive method for radiator cooling:** Hydraulic
- **Fuel system:** Direct injection
- **Lubrication system:** Gear pump, force-lubrication
- **Filter:** Full-flow type
- **Air cleaner:** Dry type with double elements and dust evacuating, plus dust indicator

*Note: Horsepower at the maximum speed of radiator cooling fan is 91 kW (122 HP).*

### HYDRAULIC SYSTEM

- **Hydraulic pump model:** Gear type pump
- **Capacity:** 54.0 ft³/min 14.3 U.S. gal/min
- **Relief valve setting:** 206.6 MPa 2100 kgf/cm² 3000 psi
- **Hydraulic cylinders:**
  - Type: Double-acting, piston type
  - Bore x stroke: 70 mm x 453 mm 2.8 x 17.8 in

### TRANSMISSION

- **Transmission:**
  - Type: Hydrostatic, 1 pump, 2 motors with speed range select
  - Travel speed: km/h mph

<table>
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<th>1st</th>
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<td>4.0 - 13.0</td>
<td>13.0</td>
<td>20.0</td>
<td>34.5</td>
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### AXLES AND FINAL DRIVES

- **Drive system:** Four-wheel drive
- **Front:** Fixed, semi-floating
- **Rear:** Center-pin support, semi-floating, 24" total oscillation
- **Reduction gear:** Spiral bevel gear
- **Differential gear load in bucket:** Torque proportioning
- **Final reduction gear:** Planetary gear, single reduction

### AXLES AND FINAL DRIVES

- **Steering system:**
  - Type: Full-hydraulic power steering
  - Steering angle: 38° each direction (46° end stop)

### SERVICE REFILL CAPACITIES

- **Cooling system:** 17.0 ltr 4.5 U.S. gal
- **Fuel tank:** 177 ltr 48.6 U.S. gal
- **Engine:** 155 ltr 41.5 U.S. gal
- **Hydraulic system:** 58 ltr 15.3 U.S. gal
- **Axle (each front and rear):** 16.0 ltr 4.2 U.S. gal
- **Torque converter:** 5.0 ltr 1.3 U.S. gal

### STEERING SYSTEM

- **Type:** Double-acting, piston type
- **Number of cylinders:** Bore x stroke:
  - Boom cylinder: 2-120 mm x 672.5 mm 0.7 x 26.5 in
  - Bucket cylinder: 1-150 mm x 493 mm 5.1 x 19.4 in

### BUCKET SELECTION GUIDE

<table>
<thead>
<tr>
<th>Bucket Type</th>
<th>Capacity (heaped)</th>
<th>Relief Valve Setting</th>
<th>Weight of Bucket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rock Bucket</td>
<td>2,500 lbs (1,134 kg)</td>
<td>200 psi (1376 kPa)</td>
<td>1,123 lbs (509 kg)</td>
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</tbody>
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### STEERING SYSTEM

- **Type:** Double-acting, piston type
- **Number of cylinders:** Bore x stroke:
  - Boom: Raise, hold, lower, and float
  - Bucket: Tilt-back, hold, and dump

### HYDRAULIC SYSTEM

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### HYDRAULIC SYSTEM

- **Hydraulic pump model:** Gear type pump
- **Capacity:** 54.0 ft³/min 14.3 U.S. gal/min
- **Relief valve setting:** 206.6 MPa 2100 kgf/cm² 3000 psi
- **Hydraulic cylinders:**
  - Type: Double-acting, piston type
  - Bore x stroke: 70 mm x 453 mm 2.8 x 17.8 in

### TRANSMISSION

- **Transmission:**
  - Type: Hydrostatic, 1 pump, 2 motors with speed range select
  - Travel speed: km/h mph

<table>
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<tr>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
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<td>4.0 - 13.0</td>
<td>13.0</td>
<td>20.0</td>
<td>34.5</td>
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</tbody>
</table>

### AXLES AND FINAL DRIVES

- **Drive system:** Four-wheel drive
- **Front:** Fixed, semi-floating
- **Rear:** Center-pin support, semi-floating, 24" total oscillation
- **Reduction gear:** Spiral bevel gear
- **Differential gear load in bucket:** Torque proportioning
- **Final reduction gear:** Planetary gear, single reduction

---

### CIRCUIT CAPACITIES

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### AXLES AND FINAL DRIVES

- **Steering system:**
  - Type: Full-hydraulic power steering
  - Steering angle: 38° each direction (46° end stop)

### SERVICE REFILL CAPACITIES

- **Cooling system:** 17.0 ltr 4.5 U.S. gal
- **Fuel tank:** 177 ltr 48.6 U.S. gal
- **Engine:** 155 ltr 41.5 U.S. gal
- **Hydraulic system:** 58 ltr 15.3 U.S. gal
- **Axle (each front and rear):** 16.0 ltr 4.2 U.S. gal
- **Torque converter:** 5.0 ltr 1.3 U.S. gal

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**Note:** All dimensions, weights, and performance values based on SAE J732c and J742b standards.

**Disclaimer:**
- **Static tipping load and operating weight shown include lubricant, coolant, full fuel tank, ROPS cab, 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:**

<table>
<thead>
<tr>
<th>Weight Change</th>
<th>Operating Weight</th>
<th>Static Tipping Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,000 lb</td>
<td>60,000 lb</td>
<td>35,000 lb</td>
</tr>
<tr>
<td>2,000 lb</td>
<td>52,000 lb</td>
<td>33,000 lb</td>
</tr>
<tr>
<td>1,000 lb</td>
<td>50,000 lb</td>
<td>32,000 lb</td>
</tr>
</tbody>
</table>

*At the end of B.O.C.*
Material density: $\text{lb/ft}^3$ 1011

Material density: $\text{kg/m}^3$

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Adapted from "Komatsu WA200-6 Wheel Loader Specifications and Technical Data Manual"
### HORSEPOWER
- Gross: 95.2 kW @ 2000 rpm
- Net: 94 kW @ 2000 rpm

### BUCKET CAPACITY
- 1.7–2.4 m³ (2.2–3.1 yd³)

### MATERIALS AND SPECIFICATIONS
- **Change in Operating Weight**
  - WA200-6: 105 kg / 231 lb
  - WA200-6: 128 HP @ 2000 rpm
  - WA200-6: 126 HP @ 2000 rpm

### WEIGHT CHANGES

<table>
<thead>
<tr>
<th>Change in Tipping Load</th>
<th>Width Over Tire</th>
<th>Ground Clearance</th>
<th>Change in Vertical Dimensions</th>
<th>Change in Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight</td>
<td>Fall Tern</td>
<td>Straight</td>
<td>Fall Tern</td>
<td>Straight</td>
</tr>
<tr>
<td>17.5-25-12PR (L3)</td>
<td>80 kg / 176 lb</td>
<td>70 kg / 154 lb</td>
<td>2375 mm</td>
<td>7' 10&quot;</td>
</tr>
<tr>
<td>20.5-25-12PR (L2)</td>
<td>440 kg / 967 lb</td>
<td>365 kg / 799 lb</td>
<td>2470 mm</td>
<td>8' 1&quot;</td>
</tr>
<tr>
<td>20.5-25-12PR (L3)</td>
<td>500 kg / 1098 lb</td>
<td>440 kg / 967 lb</td>
<td>2450 mm</td>
<td>8' 1&quot;</td>
</tr>
<tr>
<td>Install ROPS canopy (instead of cab)</td>
<td>-60 kg / -132 lb</td>
<td>-120 kg / -264 lb</td>
<td>2450 mm</td>
<td>8' 1&quot;</td>
</tr>
</tbody>
</table>

### STANDARD EQUIPMENT
- 2-spool valve for boom and bucket controls
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with mode select system
- Back-up lamp
- Batteries, 88 Ah x 12
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA4D107E-1 diesel
- Engine shut-off system, electric
- Fuel filter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift boom
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PTP fingertip control, mono lever
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror
- Rear window washer and wiper
- ROPS/POPS cab
- Seat, rigid type with reclining
- Seat belt
- Service brakes, wet disc type
- Starting motor, 4.5 kW @ 24 V
- Steering wheel, tiltable
- Sun visor
- Tires (17.5-25-12PR, L2 tubeless and rims
- Transmission, 4 forward and 4 reverse
- Tool kit
- Weather protection kit

### OPTIONAL EQUIPMENT
- 3-spool valve
- Additional counterweight
- AM/FM radio
- AM/FM stereo radio cassette
- Boom kick-out
- Bucket teeth (bolt-on type)
- Bucket teeth (tip type)
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- ECSS (Electronically Controlled Suspension System)
- Emergency steering (SAE)
- Engine pre-cleaner with extension
- Fire extinguisher
- Front fenders
- High lift boom
- Limited slip differential (F&R)
- Deluxe suspension seat
- Engine shut-off system, electric
- Fuel filter with water separator
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### WEBSITE
www.Komatsu.com