WA430-5

BUCKET CAPACITY
3.1–3.7 m³
4.1–4.8 yd³

Photo may include optional equipment.
WA430-5 Wheel Loader

High Productivity & Low Fuel Consumption
- Powerful engine
- Ultra-low fuel consumption
- Dual-mode engine power select system
- Transmission mode select system
- Dual speed hydraulic system
- Superior dumping clearance and reach
- Long wheelbase and 40 degree articulation
See page 4.

Excellent Operator Environment
- Automatic transmission with selectable modes
- Electrically controlled transmission lever
- Finger tip control levers
- Pillar-less large ROPS/FOPS cab
- Easy entry/exit, rear-hinged doors
- Telescopic/tilt steering column
See pages 6 and 9.

Increased Reliability
- Reliable Komatsu designed and manufactured components
- Sturdy main frame
- Maintenance-free, fully hydraulic, wet disc service and parking brakes
- All hydraulic hoses use flat face O-ring seals
See page 6.

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

Easy Maintenance
- “EMMS” (Equipment Management Monitoring System)
- Reversible radiator fan (optional)
- Swing-out aftercooler and oil coolers
See page 7.
- Prolonged engine oil change interval
- Ground check for windshield washer tank and coolant tank
- Easy access, gull-wing type engine side doors

Harmony with Environment
- EPA Tier 2 and EU Stage 2 emissions certified
- Low fuel consumption

Photo may include optional equipment.
WA430-5 Wheel Loader

**NET HORSEPOWER**
162 kW 217 HP @ 2000 rpm

**OPERATING WEIGHT**
18340–18555 kg 40,430–40,900 lb

**BUCKET CAPACITY**
3.1 – 3.7 m³ 4.1 – 4.8 yd³

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High Productivity and Low Fuel Consumption

Powerful Engine
The high pressure fuel injection in the SAA6D125E-3 engine provides optimum combustion of fuel at both low and high speed/power applications. This engine also provides fast throttle response to match the machine’s powerful rim pull and fast hydraulic response.

162 kW 217 HP
This engine is EPA Tier 2 and EU Stage 2 emissions certified.

Low Fuel Consumption
The fuel consumption is reduced greatly because of the low-noise, high-torque engine and the large capacity torque converter with maximum efficiency in the low-speed range.

Reduction of Fuel Consumption: 15% (compared with Dash 3 technology).

Dual-Mode Select System
This wheel loader offers two selectable operating modes—Normal and Power. The operator can adjust the machine’s performance by flipping a switch.

- Normal Mode: This mode provides maximum fuel efficiency for most of general loading.
- Power Mode: This mode provides maximum power output for hard digging operation or hill climb.

Transmission Mode Select System
This operator controlled system allows the operator to select manual shifting or three levels of automatic shifting (low, medium, and high).

- Manual: Transmission is fixed to gear speed selected with gear shift lever.
- Auto. L: This mode provides smooth gear change and low fuel consumption since gear shifting is performed at relatively low engine speeds, suitable for general excavating and loading.
- Auto. M: Gear is shifted at medium engine speeds between those of L and H modes.
- Auto. H: This mode provides large rim pull and short cycle time since gear shifting is performed at relatively high engine speeds, suitable for load and carry operation on uphill.

New Dual-Speed Hydraulic System
Komatsu’s dual-speed hydraulic system increases operational efficiency by matching the hydraulic demands to work conditions.

Oil from the switch pump is completely returned to the tank when digging and breaking out, therefore, hydraulic flow to the loader is reduced and pressure is increased. This reduces horsepower demand from the engine and makes the operation more efficient. Kick-down switch signal also controls the oil flow. This new technology is greater productivity at the lowest operating cost.

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.

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: 3125 mm 10’3”
Dumping Reach: 1110 mm 3’8”
(3.7 m³ 4.8 yd³ bucket with B.O.C.)
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- When digging / scooping:
  All the oil from the switching pump returns to the tank. Hydraulic load is reduced and large power flows to the tires. All the oil from the switching pump flows to the work equipment. The raising speed of the lift arm is increased.
- When raising lift arm:
  High Productivity and Low Fuel Consumption

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<tr>
<th>Trait</th>
<th>Value 1</th>
<th>Value 2</th>
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<tr>
<td>Tread</td>
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<td>Wheelbase</td>
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<td>Minimum turning radius</td>
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</table>
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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 the loader has any troubles, the monitor displays action details on the character display at the center bottom of the monitor.
- Monitor function. Controller monitors engine oil level, pressure, coolant temperature, air cleaner clogging, etc. If controller finds abnormalities, all of these are displayed on LCD.
- Replacement time notice function. Monitor informs replacement time of oil and filters on LCD when it reaches replacement intervals.
- Trouble data memory function. Monitor stores abnormalities for effective troubleshooting.

Reversible Cooling Fan (optional) and Swing-out Cooler Elements
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. The coolers can also swing out for easy cleaning.

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 new parking brake is also an adjustment-free, wet multi-disc for high reliability and long life.

Added reliability is designed into the braking system by the use of two independent hydraulic circuits. Provides hydraulic backup should one of the circuits fail.

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

Komatsu Components
Komatsu manufactures the engine, torque converter, transmission, hydraulic units, electric parts, and even each bolt on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.

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The front and rear frames have high rigidity to bear twisting and bending loads applied repeatedly to the loader body. Both upper and lower center pivot bearings are tapered roller bearings having high durability. The structure is similar to those of large-sized loaders and the reinforced loader linkage also ensures high rigidity.

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. 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.

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. This process results in a beautiful rust-free machine, even in the most severe environments. Some external parts are made of plastic providing long life and high impact resistance.

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**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.

**Lengthened Maintenance Interval**

- **Lengthened engine oil replacement interval:**
  - 250 H → 500 H
- **Lengthened drive shaft greasing interval:**
  - 1,000 H → 4,000 H

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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 cab area is the largest in its class providing maximum space for the operator.

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.

Emergency Brake
If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently. If the brake pressure drops lower, the parking brake is applied providing a double safety system.

Easy Operation

Automatic Transmission with ECMV
Automatic transmission with ECMV automatically selects the proper gear speed based on travel speed, engine speed, and other travel conditions. The ECMV (Electrically Controlled Modulation Valve) system engages the clutch smoothly to prevent lags and shocks when shifting. This system provides efficient machine operation and a comfortable ride.

- Kick-down switch: Consider this valuable feature for added productivity. With the touch of a finger, the kick-down switch automatically downshifts from second to first when beginning the digging cycle. It automatically upshifts from first to second when the direction control lever is placed in reverse. This results in increased rim pull for better bucket penetration and reduced cycle times for higher productivity.
- 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.

Electronically Controlled Transmission Lever
Easy shifting and directional changes with Komatsu two-lever electronic shifting. Change direction or shift gears with a touch of the fingers without removing the shifting hand from the steering wheel. Solid state electronics and conveniently located direction and gear shift controls make this possible. Automatic shifts in ranges two through four keep production high and manual shifting at a minimum.

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.
- High cut-off pressure for digging operations.
- Low cut-off pressure for truck-loading operations.

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

Fingertip Work Equipment Control Lever
New PPC control levers are used for the work equipment. The operator can easily operate the work equipment with fingertip control, reducing operator fatigue and increasing controllability.

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### ENGINE

- **Model:** Komatsu SAA6D125E-3
- **Type:** Direct injection Turbocharged
- **Number of cylinders:** 6
- **Bore x stroke:** 125 mm x 150 mm (4.92" x 5.91")
- **Piston displacement:** 710 cc (4.34 cu in)
- **Performance:**
  - Flywheel horsepower: 2200 HP (SAE J1349)
  - Engine speed: 2000 rpm
- **Governor:** Mechanical, all-speed control
- **Fuel system:** Water-cooled, 4-cycle

### HYDRAULIC SYSTEM

- **Type:** Double-acting, piston type
- **Number of cylinders:** 2
- **Bore x stroke:** 100 mm x 441 mm (3.94" x 17.38")

### SPECIFICATIONS

- **Engine:**
  - **Rated rpm:** 2000 rpm
  - **Engine output:**
    - **rated:** 162 kW (217 HP (SAE J1349))
    - **max:** 162 kW (220 PS (DIN 6270))
- **Transmission:**
  - **Type:** Full-powershift, countershaft type
  - **Cooling system:** Air cooled, forced-air
- **Steering System:**
  - **Type:** Articulated type, full-power steering
  - **Steering angle:** 40° each direction
  - **Minimum turning radius at the center of outside tire:** 18'8"

### BUCKET SELECTION GUIDE

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<thead>
<tr>
<th>Material density: kg/m³</th>
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<tbody>
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<tr>
<td>Rock Bucket</td>
<td>12</td>
</tr>
<tr>
<td>B, C, D</td>
<td>15</td>
</tr>
<tr>
<td>E, F</td>
<td>18</td>
</tr>
</tbody>
</table>

### TRANSMISSION

- **Torque converter:** 3-element, single-stage, single-phase
- **Transmission:** Power-shift, counter-shaft type
- **Travel speed:** km/h

### AXLES AND FINAL DRIVES

- **Drive system:** Four-wheel drive
- **Front:** Fixed, semi-floating
- **Rear:** Center pin support, semi-floating, 30° total oscillation
- **Reduction gear:** Spiral bevel gear
- **Differential gear:** Conventional type
- **Final reduction gear:** Planetary gear, single reduction

### BRAKES

- **Service brakes:** Hydraulically actuated, wet disc brake actuates on four wheels
- **Parking brake:** Wet disc brake
- **Emergency brake:** Parking brake is commonly used

### SERVICE REFILL CAPACITIES

- **Cooling system:**
  - **Capacity:** 50 l (13.2 U.S. gal)
- **Fuel tank:**
  - **Capacity:** 343 l (90.6 U.S. gal)
- **Engine oil:**
  - **Capacity:** 45 l (11.9 U.S. gal)
- **Hydraulic system:**
  - **Capacity:** 186 l (49.1 U.S. gal)
- **Axle (each front and rear):**
  - **Capacity:** 38 l (10.0 U.S. gal)
- **Torque converter and transmission:**
  - **Capacity:** 82 l (21.4 U.S. gal)

### GENERAL PURPOSE BUCKETS

<table>
<thead>
<tr>
<th>Material density: kg/m³</th>
<th>lb/yd³</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Purpose Bucket</td>
<td>10</td>
</tr>
<tr>
<td>Rock Bucket</td>
<td>12</td>
</tr>
<tr>
<td>B, C, D</td>
<td>15</td>
</tr>
<tr>
<td>E, F</td>
<td>18</td>
</tr>
</tbody>
</table>

### DIMENSIONS

- **General Purpose Buckets:**
  - **Rated:**
    - **Bucket capacity:** 3.7 m³ (10.5 yd³)
    - **Tipping capacity:** 3.5 m³ (9.7 yd³)
    - **Ejecting capacity:** 3.3 m³ (9.0 yd³)
    - **Dumping capacity:** 3.1 m³ (8.4 yd³)
  - **Dimensions:**
    - **Height:** 2965 mm (9'9")
    - **Width:** 2650 mm (8'8.5")
  - **Weight:**
    - **Bucket:** 1745 kg (3855 lb)
    - **Full bucket:** 19000 kg (41880 lb)

### EXCAVATING BUCKETS

<table>
<thead>
<tr>
<th>Material density: kg/m³</th>
<th>lb/yd³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rock Bucket</td>
<td>12</td>
</tr>
<tr>
<td>B, C, D</td>
<td>15</td>
</tr>
<tr>
<td>E, F</td>
<td>18</td>
</tr>
</tbody>
</table>

- **Dimensions:**
  - **Height:** 5745 mm (19'0")
  - **Weight:** 18000 kg (39683 lb)

### TREAD WIDTHS AND OVER TIRE WIDTHS

<table>
<thead>
<tr>
<th>Tread width</th>
<th>Over tire width</th>
</tr>
</thead>
<tbody>
<tr>
<td>3650 mm (12')</td>
<td>3350 mm (11')</td>
</tr>
</tbody>
</table>

### WEIGHTS

- **General Purpose Buckets:**
  - **Rated:**
    - **Bucket:** 1745 kg (3855 lb)
    - **Full bucket:** 19000 kg (41880 lb)
  - **Dimensions:**
    - **Height:** 2965 mm (9'9")
    - **Width:** 2650 mm (8'8.5")

- **Excavating Buckets:**
  - **Rated:**
    - **Bucket:** 19000 kg (41880 lb)
    - **Full bucket:** 21200 kg (46480 lb)
  - **Dimensions:**
    - **Height:** 5745 mm (19'0")
    - **Weight:** 18000 kg (39683 lb)
### ENGINE
- Model: Komatsu SAA6D125E-3
- Type: Water-cooled, 4-cycle
- Turbocharged
- Number of cylinders: 6
- Bore x stroke: 125 mm x 150 mm (4.92" x 5.91")
- Piston displacement: 11.04 ltr
- Performance:
  - Flywheel horsepower: 170 kW (220 PS (DIN 6270))
  - Engine speed (rpm): 2,000 rpm

### HYDRAULIC SYSTEM
- Type of hydraulic system: Gear pump
- Number of cylinders: 2
- Bore x stroke: 100 mm x 441 mm (3.9" x 17.4")
- Relief valve setting: 170 kgf/cm² (2,420 psi)
- Measured with 23.5-25 L3 tires

### SPECIFICATIONS
- Engine:
  - Piston displacement: 11.04 ltr

- Torque converter:
  - 3-element, single-stage, single-phase

- Transmission:
  - Full powershift, counter shaft type

- Travel speed: km/h mph

### STEERING SYSTEM
- Articulated type: full hydraulically powered steering
- Steering angle: 40° each direction
- Minimum turning radius at the center of outside tire: 5,700 mm (18')

### AXLES AND FINAL DRIVES
- Drive system: Four-wheel drive
- Front: Fixed, semi-floating
- Rear: Center pin support, semi-floating, 30° total oscillation
- Reduction gear: Spiral bevel gear
- Differential gear: Conventional type
- Final reduction gear: Planetary gear, single reduction

### BRAKES
- Service brakes: Hydraulically actuated, wet disc brakes actuate on four wheels
- Parking brake: Wet disc brake
- Emergency brake: Parking brake is commonly used

### SERVICE REFILL CAPACITIES
- Cooling system: 50 ltr
- Fuel tank: 90.6 U.S. gal
- Hydraulic system: 186 ltr
- Axle (front and rear): 30 ltr
- Torque converter and transmission: 62 ltr

### TRAVEL SYSTEM
- Track:
  - Front: 11'0"
  - Rear: 11'1"

### HYDRAULIC CYLINDERS
- Type: Double-acting, piston type

### AXLES:
- Type: Center-pin support, semi-floating

### BRAKES
- Service brakes: Hydraulically actuated
- Parking brake: Wet disc brake
- Emergency brake: Parking brake is commonly used

### WHEEL LOADER
- Wd:
  - 2,200 mm

### GENERAL PURPOSE BUCKETS
- Type:
  - General Purpose Buckets
  - Excavating Buckets

### BUCKET CAPACITIES
- Type:
  - General Purpose Buckets
  - Excavating Buckets

### MATERIAL DENSITY
- lb/yd³

### BREAKOUT FORCE
- Type:
  - Loading or excavating of blasted rock

### OPERATING WEIGHT
- Type:
  - Loading or excavating of blasted rock

### DIMENSIONS
- Tread: 2,030 mm

### OVERALL DIAMETER
- Type:
  - Wheel diameter: 2,030 mm

### OVERALL HEIGHT
- Type:
  - Wheel height: 2,030 mm
## WEIGHT CHANGES

<table>
<thead>
<tr>
<th>Tires or attachments</th>
<th>Operating weight</th>
<th>Tipping load straight</th>
<th>Tipping load full arm</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>lb</td>
<td>kg</td>
<td>lb</td>
<td>mm</td>
<td>ft in</td>
</tr>
<tr>
<td>23.5-25-16PR (L-3)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>26.5-25-16PR (L-3)</td>
<td>+420</td>
<td>+950</td>
<td>+300</td>
<td>+700</td>
<td>+290</td>
<td>+640</td>
</tr>
</tbody>
</table>

**Remove ROPS cab with A/C**

-750  -1,610  -700  -1,520  -600  -1,325  0  0  0  0  0  -730 -1,610 -700 -1,520 -600 -1,325 0 0 0 0 0

**Install ROPS canopy**

+430  +950  +395  +870  +345  +760  0  0  0  0  0  +65  +3"  +65  +3"  +65  +3"  +65  +3"  +65  +3"

**Install additional counterweight**

+325  +715  +860  +1,940  +720  +1,620  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0

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### STANDARD EQUIPMENT

- 2-spool valve for boom and bucket controls
- Air conditioner
- Alternator, 50 A
- Auto shift transmission with mode select system
- Back-up alarm
- Back-up lamp
- Batteries, 150 Ah x 2 x 12 V
- Boom kick-out
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA6D125E-3 diesel
- Engine shut-off system, electric
- Floormat
- Front fender
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift arm
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PPC fingertip control, two levers
- Radiator mask, lattice type
- Rearview mirror
- Rear window washer and wiper
- ROPS/FOPS cab
- Seat belt
- Seat, suspension type with reclining
- Service brakes, wet disc type
- Starting motor, 7.5 kW/24 V
- Steering wheel, tilt
- Sun visor
- Swing-out aftercooler and oil cooler
- Tires (23.5-25-16PR, L3 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Water separator

### OPTIONAL EQUIPMENT

- 3-spool valve
- Additional counterweight
- Additional fuel filter
- AM/FM radio
- Brake cooling system
- Bucket teeth (tip type)
- Counterweight for log
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- ECSS (Electronically Controlled Suspension System)
- Emergency steering (SAE)
- Engine pre-cleaner with extension
- High lift arm
- Hydraulic-driven fan with reverse rotation
- KOMTRAX
- Limited slip differential (F&R)
- Log grapple
- Ordinary spare parts
- Power train guard
- Remote grease (lift arm pivot pin)
- ROPS/FOPS canopy
- Tool kit
- Vandalism protection kit
- Vinyl suspension seat

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Printed in Japan 201301 IP.As

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