KOMATSU®

WA250-5

NET HORSEPOWER
100 kW 134 HP @ 2000 rpm

OPERATING WEIGHT
11210 - 11429 kg
24,725 - 25,197 lb

BUCKET CAPACITY
1.9 - 2.7m³ 2.5 - 3.5 yd³

Photos 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.

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

**Expanded main monitor** and troubleshooting display

**Larger cab** with new layout design

**New tilt** steering column

**4-Piece** sealing with buffer ring in hydraulic cylinders

**Multi-function mono lever** with integrated F/R switch

**Large breakout force**

**Extended service intervals**

**Maintenance-free** fully hydraulic wet-disc service brake and mechanical wet-disc parking brake

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

**Traction control system**
Powerful yet efficient Komatsu **SAA6D102E-2-A engine** is Tier 2 EPA, EU, and Japan emissions certified

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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

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Komatsu’s highly productive, innovative technology, environmentally friendly machines built for the 21st century.
High Productivity and Low Fuel Consumption

**Powerful Engine**

A powerful SAA6D102E-2-A turbocharged air-to-air aftercooled diesel engine provides an output of 100 kW (134 HP) for the WA250-5. This engine is Tier 2 EPA, EU and Japan emissions certified without sacrificing power or machine productivity.

**Low Fuel Consumption**

The fuel consumption is reduced up to 20% due to the high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range.

**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 provides 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 the accelerator to increase flow to the 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 four speed settings 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 machine speed in confined V-loading applications. When in 1, the operator can adjust travel speed using the variable shift switch to match machine speed and hydraulics to the travel distance. This feature will also be an advantage when powering a broom or snowblower.

**Traction Control System**

The traction control system reduces tire slippage in limited traction situations (such as sandy or wet surface operations). Placing the traction control switch in the "ON" position automatically reduces tire slippage by limiting the maximum amount of tractive effort to 50%. Traction control will be an advantage in certain applications such as transfer stations where the loader may be working on slippery concrete. The traction control operates in 2nd, 3rd and 4th speed.
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 28 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.

Swing-Out Cooling Fan
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.

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 service 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 44 km/h (26 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 40 km/h (25 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 also wet multi-disc (it is fully sealed and adjustment free), acting on the output shafts of the transfer case. The parking brake is mechanically controlled by a lever in the cab.

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**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.

**Cylinder Buffer Rings**

Buffer rings are installed to the head-side of the hydraulic cylinders to lower the load on the rod seals, prolonging cylinder life by 30% and maximizing overall reliability.

**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 machine, 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 Powertrain 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 windshield 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)
Dynamic noise (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, and comfortable operating environment. Pressurization in the cab keeps dirt out further enhancing the operator’s comfort.

Multi-Function Loader Control Lever With Forward & Reverse Switch
A new multi-function control lever integrated with forward and reverse switch 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.

Electronically Controlled Directional Lever
The solid state electronic transmission shift control provides easy directional changes. The steering column mounted control lever can be operated without removing the operator’s hand from the steering wheel, allowing improved comfort and control. The operator can use either the transmission directional control lever on the steering column or the transmission forward and reverse switch on the Multi-function Loader Control Lever.
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.
**1st speed can be set variably**

- Parking brake
- Differential gear
- Reduction gear
- Gearbox

**Service braking**

- Hydraulically-actuated, wet disc brakes actuate
- Gear pump, force-lubrication
- Dry-type with double radial-sealed elements and dust evacuator, plus dust indicator

**Transmission**

- Hydrostatic, 1 pump, 2 motors with speed range select

<table>
<thead>
<tr>
<th>Travel Speed</th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st**</td>
<td>4.0 - 13.0 km/h</td>
<td>2.5 - 8.1 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>13.0 km/h</td>
<td>8.1 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>18.0 km/h</td>
<td>11.2 mph</td>
</tr>
<tr>
<td>4th</td>
<td>38.0 km/h</td>
<td>23.6 mph</td>
</tr>
</tbody>
</table>

*Measured with 20.5/25 (L2) tires
**1st speed can be set variably

**AXLES AND FINAL DRIVES**

- Four-wheel drive
- Fixed, semi-floating
- Center-pin support, semi-floating

<table>
<thead>
<tr>
<th>Reduction gear</th>
<th>Torque proportioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spiral bevel gear</td>
<td></td>
</tr>
</tbody>
</table>

**Brakes**

- Wet, multi-disc brake on transfer output shaft
- Independent service brake system (front and rear)

**Steering System**

- Orbital, full-hydraulic power steering independent of engine rpm
- 40° each direction

<table>
<thead>
<tr>
<th>Minimum turning radius at the center of outside tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>4950 mm 16°3&quot;</td>
</tr>
</tbody>
</table>

**Bucket controls**

- The use of a PPC hydraulic control valve offers lighter operating effort for the work equipment control levers. The reduction in the lever force and travel makes it easy to operate in the work environment.
- Transmission F/R switch is integrated on the lever.

<table>
<thead>
<tr>
<th>Control positions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raise, hold, lower, and float</td>
</tr>
<tr>
<td>Roll back, hold, and dump</td>
</tr>
</tbody>
</table>

**Hydraulic System**

- Maximum flow for loader circuit
- Gear pump, force-lubrication
- Full-flow

<table>
<thead>
<tr>
<th>Capacity (discharge flow) @ engine-rated rpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum flow for loader circuit</td>
</tr>
<tr>
<td>Loader + steering pump</td>
</tr>
<tr>
<td>Pilot pump</td>
</tr>
</tbody>
</table>

**Control valve**

- 2-spool open center type

**Hydraulic cylinders**

- Loader and steering pump
- Double-acting, piston

<table>
<thead>
<tr>
<th>Hydraulic Cylinders</th>
<th>Number of Cylinders</th>
<th>Bore</th>
<th>Stroke</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loader</td>
<td>2</td>
<td>130 mm</td>
<td>5.1&quot;</td>
</tr>
<tr>
<td>Bucket</td>
<td>1</td>
<td>150 mm</td>
<td>5.9&quot;</td>
</tr>
<tr>
<td>Steering</td>
<td>2</td>
<td>70 mm</td>
<td>2.8&quot;</td>
</tr>
</tbody>
</table>

**Hydraulic cycle time (rated load in bucket)**

- 6.3 sec
- 1.7 sec
- 3.3 sec

**Total cycle time**

- 11.3 sec

**Service Refill Capacities**

- 4.6 U.S. gal
- 48.6 U.S. gal
- 5.2 U.S. gal
- 17.7 U.S. gal
- 4.8 U.S. gal
- 1.5 U.S. gal

**Bucket Selection Guide**
### WA250-5 WHEEL LOADER

#### DIMENSIONS

**A Wheelbase**
- 2900 mm (9'6")

**B Hinge pin height**
- **Standard Boom**
  - At Max. height: 3795 mm (12'5")
  - At carry position: 4391 mm (14'5")
- **High Lift Boom**
  - At Max. height: 3795 mm (12'5")
  - At carry position: 4391 mm (14'5")

**C Hinge pin height**
- **Standard Boom**
  - At Max. height: 450 mm (1'6")
  - At carry position: 615 mm (2'0")
- **High Lift Boom**
  - At Max. height: 450 mm (1'6")
  - At carry position: 615 mm (2'0")

**D Ground clearance**
- 465 mm (1'6")

**E Hitch height**
- 965 mm (32")

**F Overall height, top of stack**
- 3124 mm (10'3")

**G Overall height ROPS cab**
- 3251 mm (10'8")

**H See Dumping Clearance Below**

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#### Weight Changes

<table>
<thead>
<tr>
<th>Bucket</th>
<th>Stockpile Bucket With Bolt-on Cutting Edge</th>
<th>Excavating Bucket With Bolt-on Cutting Edge</th>
<th>Light Material Bucket With Bolt-on Cutting Edge</th>
<th>High Lift Boom Excavating Bucket With Bolt-on Cutting Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bucket Capacity</td>
<td>Heaped 2.3 m³ 3.0 yd³ 1.9 m³ 2.5 yd³ 2.7 m³ 3.5 yd³</td>
<td>2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³</td>
<td>2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³</td>
<td>2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³ 2.7 m³ 3.5 yd³</td>
</tr>
<tr>
<td>Struck</td>
<td>2.0 m³ 2.6 yd³ 1.6 m³ 2.1 yd³ 2.3 m³ 3.0 yd³</td>
<td>2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³</td>
<td>2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³</td>
<td>2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³ 2.3 m³ 3.0 yd³</td>
</tr>
</tbody>
</table>

**Bucket Weight**
- 960 kg (2,116 lb)
- 905 kg (1,995 lb)
- 1050 kg (2,315 lb)

**Static Tipping Load**
- **Straight**
  - 9760 kg (21,517 lb)
  - 9890 kg (21,805 lb)
  - 9600 kg (21,164 lb)
- **40° full turn**
  - 8490 kg (18,717 lb)
  - 8700 kg (19,180 lb)
  - 8450 kg (18,629 lb)

**Dumping Clearance, maximum height and 45° dump angle (H)**
- 2850 mm (9'4")
- 2925 mm (9'7")
- 2755 mm (9'0")
- 3520 mm (11'7")

**Reach at 2130 mm 7° 45° dump angle**
- 1495 mm (4'11")
- 1454 mm (4'9")
- 1540 mm (5'1")
- 1956 mm (6'5")

**Reach at maximum height and 45° dump angle**
- 985 mm (3'3")
- 910 mm (3'0")
- 1080 mm (3'7")
- 938 mm (3'1")

**Reach with arm horizontal and bucket level**
- 2235 mm (7'4")
- 2130 mm (7'0")
- 2360 mm (7'9")
- 2594 mm (8'6")

**Operating Height**
- **Fully raised**
  - 5065 mm (16'7")
  - 4945 mm (16'3")
  - 5200 mm (17'1")
  - 5540 mm (18'2")
- **Bucket on Ground**
  - 6995 mm (22'11")
  - 6890 mm (22'7")
  - 7125 mm (23'5")
  - 7492 mm (24'7")

**Digging Depth**
- **0°**
  - 75 mm (3")
  - 75 mm (3")
  - 75 mm (3")
  - 80 mm (3")
- **10°**
  - 265 mm (10.4")
  - 245 mm (9.6")
  - 285 mm (11.2")
  - 251 mm (10.0")

**Breakout Force**
- 12340 kg (27,205 lb)
- 13850 kg (30,534 lb)
- 11000 kg (24,251 lb)
- 13290 kg (29,299 lb)

**Operating Weight**
- 11270 kg (24,846 lb)
- 11210 kg (24,725 lb)
- 11360 kg (25,045 lb)
- 11429 kg (25,197 lb)

* Bucket at carry, outside corner of bucket. At the end of tooth or BOCE.

All dimensions, weights, and performance values based on SAE J732c and J742b standards. Static tipping load and operating weight shown include lubricant, coolant, full fuel tank, ROPS cab, additional counterweight and operator. Machine stability and operating weight affected by counterweight, tire size, and other attachments.

#### Weight Changes

<table>
<thead>
<tr>
<th>Change in Operating Weight</th>
<th>Change in Tipping Load</th>
<th>Width Over Tire</th>
<th>Ground Clearance</th>
<th>Change in Vertical Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tread</strong> 1930 mm 6'4&quot;</td>
<td>2464 mm 8'1&quot;</td>
<td>2380 mm 7'10&quot;</td>
<td>395 mm 1'4&quot;</td>
<td>-70 mm 3&quot;</td>
</tr>
<tr>
<td><strong>Width over tires</strong> 2900 mm 9'6&quot;</td>
<td>3795 mm 12'5&quot;</td>
<td>4391 mm 14'5&quot;</td>
<td>395 mm 1'4&quot;</td>
<td>-70 mm 3&quot;</td>
</tr>
<tr>
<td><strong>B Wheelbase</strong> 2900 mm 9'6&quot;</td>
<td>450 mm 1'6&quot;</td>
<td>615 mm 2'0&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>0 mm 0&quot;</td>
</tr>
<tr>
<td><strong>C Hinge pin height</strong> 3795 mm 12'5&quot;</td>
<td>4391 mm 14'5&quot;</td>
<td>395 mm 1'4&quot;</td>
<td>-70 mm 3&quot;</td>
<td>0 mm 0&quot;</td>
</tr>
<tr>
<td><strong>D Ground clearance</strong> 465 mm 1'6&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>0 mm 0&quot;</td>
</tr>
<tr>
<td><strong>E Hitch height</strong> 965 mm 32&quot;</td>
<td>1024 mm 34&quot;</td>
<td>1274 mm 42&quot;</td>
<td>1424 mm 48&quot;</td>
<td>1574 mm 54&quot;</td>
</tr>
<tr>
<td><strong>F Overall height, top of stack</strong> 3124 mm 10'3&quot;</td>
<td>3284 mm 10'11&quot;</td>
<td>3444 mm 10'19&quot;</td>
<td>3604 mm 10'27&quot;</td>
<td>3764 mm 10'35&quot;</td>
</tr>
<tr>
<td><strong>G Overall height ROPS cab</strong> 3251 mm 10'8&quot;</td>
<td>3411 mm 10'14&quot;</td>
<td>3571 mm 10'20&quot;</td>
<td>3731 mm 10'26&quot;</td>
<td>3891 mm 10'32&quot;</td>
</tr>
<tr>
<td><strong>H See Dumping Clearance Below</strong></td>
<td>465 mm 1'6&quot;</td>
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<td>465 mm 1'6&quot;</td>
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</tbody>
</table>

* Measured with 20.5-25-12PR (L2) tires

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<th>Ground Clearance</th>
<th>Change in Vertical Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>17.5/25-12PR (L2)</strong></td>
<td>-330 kg -727 lb</td>
<td>2380 mm 7'10&quot;</td>
<td>395 mm 1'4&quot;</td>
<td>-70 mm 3&quot;</td>
</tr>
<tr>
<td><strong>17.5/25-12PR (L3)</strong></td>
<td>-290 kg -641 lb</td>
<td>2380 mm 7'10&quot;</td>
<td>395 mm 1'4&quot;</td>
<td>-70 mm 3&quot;</td>
</tr>
<tr>
<td><strong>20.5/25-12PR (L3)</strong></td>
<td>90 kg 199 lb</td>
<td>2470 mm 8'1&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>0 mm 0&quot;</td>
</tr>
<tr>
<td>Install ROPS canopy (instead of cab)</td>
<td>-331 kg -730 lb</td>
<td>2470 mm 8'1&quot;</td>
<td>457 mm 1'6&quot;</td>
<td>0 mm 0&quot;</td>
</tr>
</tbody>
</table>
STANDARD EQUIPMENT

• Alternator, 60A, 24 volt
• Automatic boom kickout
• Axles, semi floating with torque proportioning
• Back-up alarm
• Back-up light, rear
• Batteries, 110 Ah/2 x 12 V, 950 CCA
• Cab (ROPS/FOPS) with adjustable wrist rest, cigarette lighter/ash tray, dome light, electrically heated rear window, floor mat, front (interrmittent) and rear wiper/washer, rear view mirrors (2 outside, 2 inside), right hand and left hand door access with steps, sun visor
• Counterweight, standard and additional
• 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-A
• Engine shut-off system, electric
• Fan, hydraulic driven, swing out
• Fenders, full front, partial rear
• Fuel water separator
• 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
• Maintenance monitor panel
• Mono-lever loader control with transmission F/R switch
• Parking brake, wet disc
• Radiator mask, hinged
• Seat belt, retractable, 76 mm 3" wide
• Seat, cloth, suspension, reclining with armrests and headrest, and a document holder
• Service brakes, hydraulic, wet multi-disc, inboard
• Speedometer (mph)
• Starting aid, intake manifold preheater
• Starting motor, 4.5 kW/24 V
• Steering wheel, tiltable
• Tires 17.5/25-16PR (L2), tubeless and rims
• Transmission (Hydrostatic with speed range select), automatic
• Transmission control, electric, steering column/loader control lever selectable
• 2-spool valve for boom and bucket controls with PPC
• Vandalism protection kit

OPTIONAL EQUIPMENT

• Air conditioner with heater/defroster/pressurizer
• Air ride seat
• Auxiliary steering
• Bucket, excavating, 1.9 m³ 2.5 yd³
• Bucket, stockpile, 2.5 m³ 3.0 yd³
• Bucket, light material, 2.7 m³ 3.5 yd³
• Bucket teeth, bolt-on
• Cutting edge, bolt-on, reversible
• ECSS (Electronically Controlled Suspension System)
• Engine pre-cleaner, Donaldson
• Engine pre-cleaner, centrifugal, Turbo II
• Fenders, rear full
• Heater and defroster
• High-lift boom arrangement
• Hydraulic adapter kit (3rd spool), includes valve, lever, and piping
• JRB bucket, general purpose, for use with coupler, with BOCE 1.9 m³ 2.5 yd³
• JRB bucket, general purpose, for use with coupler, with BOCE 2.3 m³ 3.0 yd³
• JRB construction forks, for use with coupler 1524 mm 60"
• JRB utility forks, for use with coupler 1372 mm 54"
• JRB extendable boom, for use with coupler, 3-section
• JRB hydraulic quick coupler
• Limited-slip differential, front and rear
• Mud guard, front
• Radio, AM/FM stereo with cassette
• Rims only, less tires
  —Fits 17.5/25, 20.5/25, and 555/65 tires
• ROPS canopy
• Tires (bias ply)
  —17.5/25-16PR (L3)
  —20.5/25-12PR (L2)
  —20.5/25-12PR (L3)
• Brand preference, Goodyear
• Tires (radial ply)
  —17.5-R25 VKT (L2) Bridgestone
  —17.5-R25 XTLA (L2) Michelin
  —17.5-R25 XHA (L2) Michelin
  —20.5-R25 VUT (L2) Bridgestone
  —20.5-R25 XTLA (L2) Michelin
  —20.5-R25 VMT (L3) Bridgestone
  —20.5-R25 XHA (L3) Michelin
  —550/65 R25 XTLA (L2) Michelin
  —550/65 R25 XLD (L3) Michelin
• Vinyl seat

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Materials and specifications are subject to change without notice.

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