**WA320-7**
Tier 4 Interim Engine

**NET HORSEPOWER**
- 165 HP @ 2100 rpm
- 123 kW @ 2100 rpm

**OPERATING WEIGHT**
- 33,731–33,984 lb
- 15,300–15,415 kg

**BUCKET CAPACITY**
- 3.7–4.2 yd²
- 2.8–3.2 m³

**PHOTOS MAY INCLUDE OPTIONAL EQUIPMENT**
Photos may include optional equipment.
WA320-7 Tier 4 Interim Engine

<table>
<thead>
<tr>
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</tr>
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<tbody>
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</tr>
</tbody>
</table>

**HIGH PRODUCTION WITH LOW FUEL CONSUMPTION**

**A powerful Komatsu SAA6D107E-2 engine** provides a net output of 123 kW (165 HP) with up to 10% improved fuel consumption. This engine is EPA Tier 4 Interim and EU stage 3B emissions certified.

**Komatsu Variable Geometry Turbocharger (KVGT)** uses a hydraulic actuator to provide optimum air flow under all speed and load conditions.

**Komatsu Diesel Particulate Filter (KDPF)** captures 90% of particulate matter and provides automatic regeneration that does not interfere with daily operation.

**Increased cooling capacity**
- Auto-reversing fan is standard
- Wider core coolers

**Hydrostatic Transmission:**
- Quick Acceleration
- Dynamic Braking
- Variable Speed Traction Control
- Creeping Mode

**Komatsu SmartLoader Logic** helps reduce fuel consumption with no decrease in production.

**An all new cab** provides the operator with improved comfort and visibility.

**New high resolution monitor panel**
- Enhanced and intuitive on-board diagnostics
- Integrated with KOMTRAX Level 4
- Integrated with Komatsu Tier 4 technology

**Rearview monitoring system (standard)**

**New high capacity air suspension seat**
- Seat mounted EPC controls with F-N-R switch
- Seat heater is standard

**Energy saving guidance**
- Six operator guiding messages
- Enhanced eco-gauge

**Komatsu Auto Idle Shutdown** helps reduce idle time and reduce operating costs.

**Komtrax equipped machines** can send location, SMR and operation maps to a secure website utilizing wireless technology. Machines also relay error codes, cautions, maintenance items, fuel levels, and much more.

**Remote boom positioner** can set kickout.

**Variable displacement piston pumps with CLSS** help reduce fuel consumption.
**High Performance Komatsu SAA6D107E-2 Engine**

The Komatsu SAA6D107E-2 engine is EPA Tier 4 Interim and EU Stage 3B emissions certified and provides exceptional performance while reducing fuel consumption. Based on Komatsu proprietary technologies developed over many years, this new diesel engine reduces exhaust gas particulate matter (PM) by more than 90% and nitrogen oxides (NOx) by more than 45% when compared to Tier 3 levels.

Through the in-house development and production of engines, electronics, and hydraulic components, Komatsu has achieved great advancements in technology, providing high levels of performance and efficiency in virtually all applications. The operator will notice high torque at low speeds, excellent operation and low fuel consumption to provide maximum productivity.

**Komatsu Diesel Particulate Filter (KDPF)**

Komatsu has developed a high efficiency diesel particulate filter that captures more than 90% of particulate matter. Both passive and active regeneration are automatically initiated by the engine controller depending on the soot level of the KDPF. A special oxidation catalyst with a fuel injection system is used to oxidize and remove particulate matter while the machine is running so the regeneration process will not interfere with daily operation.

The operator can also initiate regeneration manually or disable regeneration depending on the work environment.

**Closed Crankcase Ventilation (CCV)**

Crankcase emissions (blow-by gas) are passed through a CCV filter. The CCV filter traps oil mist which is returned back to the crankcase while the gas, which is almost oil mist free, is fed back to the air intake.

**Heavy Duty High Pressure Common Rail (HPCR) Fuel Injection System**

The heavy duty HPCR system is electronically controlled to deliver a precise quantity of pressurized fuel into the combustion chamber using multiple injection events to achieve complete fuel burn and reduce exhaust gas emissions. Fuel injector reliability has been improved by using ultra-hard wear resistant materials.

**Komatsu Variable Geometry Turbocharger (KVGT)**

Using Komatsu proprietary technology, a newly designed variable geometry turbocharger with a hydraulic actuator is used to manage and deliver optimum air flow to the combustion chamber under all speed and load conditions. The robust hydraulic actuator provides power and precision, resulting in cleaner exhaust gas, quick acceleration and improved fuel economy while maintaining performance.

**Redesigned Combustion Chamber**

The combustion chamber located at the top of the engine piston has a new shape designed to improve combustion and further reduce NOx, PM, fuel consumption, and noise levels.

**Cooled Exhaust Gas Recirculation (EGR)**

Cooled EGR, a technology that has been well proven in Komatsu Tier 3 engines, reduces NOx emissions to meet Tier 4 levels. The hydraulically actuated EGR system has increased capacity and uses larger and more robust components to ensure reliability for demanding work conditions.
Komatsu SmartLoader Logic
Wheel loaders have different torque requirements depending on working conditions. Komatsu SmartLoader Logic reads data from various sensors and vehicle controls to precisely control the torque output. This lowers the torque output during less demanding work, saving fuel. And because it’s seamless to the operator, it operates without decreasing production.

Closed Center Load Sensing System
The 1-pump, 2-motor system utilizes a Closed Center Load Sensing pump (CLSS). This system minimizes hydraulic loss for better fuel economy by delivering just as much flow as the job requires. This means there is no wasted flow.

Variable Traction Control System
The new variable speed control system is designed to adjust the operating speed for each working condition. S-mode reduces tire spin in slippery or snowy conditions. Auto-mode automatically optimizes the tractive effort for various working conditions. Max traction provides the full, 100%, tractive effort.

Fuel consumption decreased by up to 10%
(Compared with the WA320-6)

Hydrostatic Transmission
The HST provides quick travel response and aggressive drive into the pile. Full auto-shifting eliminates any gear shifting and kick-down operation to allow the operator to concentrate on the digging and loading. The HST also acts as a dynamic brake to slow the loader. This prolongs the life of the wet disc brakes.

Eco-Guidance
In order to support optimum operation, the following 4 recommendations are displayed to improve fuel saving operation:
1) Avoid Excessive Engine Idling
2) Use Economy Mode to Save Fuel
3) Avoid Hydraulic Relief Pressure
4) Traction Control Recommendation
The operator can access the Eco guidance menu to check the Operation Records, Eco Guidance Records, and Average Fuel Consumption logs.

Creep Mode
Creep mode limits the travel speed while still allowing for full hydraulic flow.
New Designed Cabin
The new cabin offers better ergonomics, more storage space and more features to improve operator comfort.

Heated Operator Seat with Air Suspension
A new higher capacity heated, air suspension seat with suspension damper is now standard. The arm rest angle is fully adjustable for optimum operator comfort.

Tiltable / Telescopic Steering Wheel
The WA320-7 comes standard with a tiltable and telescopic steering wheel that can be moved forward and out of the way for easy entry and exit of the cab.

Low Noise Design
Operator’s ear noise level: 70 dB(A)
Dynamic noise level (outside): 107 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 designed to provide a quiet, low-vibration, dustproof, and comfortable operating environment.

Increased Cab Storage Area
The WA320-7 cab features a storage box on the left hand side of the cab to allow the operator to store items out of the way. A hot or cold box on the right hand side of the cab allows the operator to keep a beverage or lunch warm or cool, depending on the season.
Ergonomic Comfort
The dashboard and cab have been redesigned to improve operator comfort. The monitor can be controlled by the multi-switch panel. Also, the front glass of the cab has been lowered to improve visibility.

Rear View Monitoring System (standard)
The operator can view the area directly behind the machine with a full color monitor that is located on the right side of the cab. This monitor can be always on or only on when the loader goes into reverse. Visual guidelines can also be added to show the machine’s travel path.

Seat Belt Caution Indicator
A warning indicator on the monitor appears when the seat belt is not engaged.

Engine Shutdown Secondary Switch
The engine stop switch is incorporated to allow shutdown of the machine when accessing the key switch is not possible.

Auxiliary Input (MP3 Jack) 12 V Outlets
An Aux input to allow use of an MP3 player or other device is now standard as well as two 12 volt outlets. These are all located on the front of the right hand console.
**Easy Entry and Egress**

The WA320-7 has an inclined ladder with wide steps and well placed hand holds to ease entry and exit from the cab. The door latch can be reached from ground level to ease opening and closing the door.

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**Electronically Controlled Suspension System (ECSS)**

The Electronically Controlled Suspension System (ECSS) or ride control 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. ECSS is speed sensitive, meaning that the boom won’t move during stationary digging. ECSS is standard on the WA320-7.

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**Multi-Function Mono Lever**

The multi-function mono lever with EPC control for 3rd spool is standard. It includes a forward-neutral-reverse switch for quick and easy travel. Third spool attachments can be set to continual or proportional control via the monitor panel allowing the operator to control the boom, bucket and attachment all with a single lever.

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**Remote Boom Positioner**

The operator can set the upper boom kickout from the cab.

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**Attachment Selector Switch**

Coupler equipped machines which use buckets and forks require a different flat level setting when switching between attachments. The attachment selector switch found in coupler equipped machines tells the loader which flat level to use.
NEW HIGH RESOLUTION LCD MONITOR PANEL

The new 7” color LCD monitor panel displays operational information, Eco-Guidance and maintenance records. Information such as traction mode, coolant temp, oil and fuel levels are easy to read to keep the operator informed of the machine’s settings and conditions.

**Machine monitor**

1. LCD unit
2. LED unit
3. Engine tachometer
4. Speedometer
5. ECO gauge
6. Air conditioner display
7. Traction level
8. Engine coolant temperature gauge
9. Fuel gauge
10. HST oil temperature gauge
11. Variable speed display
12. Message pilot lamp
13. Pilot lamps

**Switch panel**

1. Air conditioner switches / Numeral key pad
2. Function switches

**Easy To Use Tab System**

The easy to use tab system is controlled through the switch panel. Reading like pages, the tabs hold and display operational records, fuel consumption, KDPF regeneration information and much more. Finding the right information is quick and easy.

**Maintenance and Service Mode**

Maintenance menus and service mode mean that a technician doesn’t need to plug a laptop into the machine. Customizable service screens help speed diagnostics.

**Know One, Know Them All**

Commonality between product lines means that if an operator is familiar with one machine, they will be familiar with others as well. This makes it easier on operators switching between machines on a job site.
Full Side-Opening Gull-Wing Engine Doors
The large gull-wing type engine doors are operated with low effort assisted by gas springs. The doors open in two steps for easy access to maintenance points. Large steps and hand holds are provided on each side of the frame to help access.

Auto Reversing Fan
The engine cooling fan is driven hydraulically. It can be set to reverse automatically during operation. Fan reverse mode and timing can be controlled through the monitor.

Swing-out Type Cooling Unit
The large capacity cooling unit swings open for cleaning. It features wider spacing of cooling fins to reduce clogging.

Maintenance Function
The monitor informs the operator when the replacement interval for oil and filters will be reached.

Battery Disconnect
The battery disconnect switch is located in front of the right side battery box. This can be used to disconnect power when performing service work on the machine.
Engine Compartment
The WA320-7 engine compartment was laid out for easy serviceability. Great attention was paid to the location of the maintenance items, such as the filters, dipstick and oil fill locations. The same goes for the KDPF and CCV filter, as even the top of the hood was redesigned to ease removal of the KDPF for cleaning or replacement.

KDPF Regeneration
The LCD color monitor panel provides the operator with the status of the KDPF regeneration, without interfering with daily operation.

When the machine automatically initiates active regeneration, an icon will appear to notify the operator.

Manual Stationary Regeneration
Under most conditions, active regeneration will occur automatically with no effect on machine operation. In case the operator needs to disable active regeneration or initiate a manual stationary regeneration, this can be easily accomplished through the monitor panel.

A soot level indicator is displayed to show how much soot is trapped in the KDPF.

Rear Full Fenders (Option)
The WA320-7 has a new rear fender option. The rear fenders open upward and use gas assist struts which require low lift force.

The fenders swing up with the gull wing doors to give the technician easy access to the engine compartment. Mud flaps are also included on the rear fenders.

LED Taillights
LED tail lamps / brake lamps and reverse lamps provide long bulb life and use less power than the ones on the WA320-6.

Cab Air Intake Filter
The cab air intake filter is located beneath the door, on the left hand side of the machine behind a lockable door, for easy access and security.
Komatsu CARE – Complimentary Scheduled Maintenance
- PM services for the earlier of 3 years / 2000 hours
- Performed by factory certified technicians
- Komatsu Genuine parts and fluids
- Significantly lowers your cost of ownership while maintaining high uptime and reliability
- Increases resale value and provides detailed maintenance records
- Extended PM services can be purchased beyond the complimentary period to provide additional peace of mind and maximize uptime

Komatsu CARE – Extended Coverage
- Extended Coverage can provide peace of mind by protecting customers from unplanned expenses that effect cash flow
- Purchasing extended coverage locks-in the cost of covered parts and labor for the coverage period and helps turn these into fixed costs

Komatsu Parts Support
- 24/7/365 to fulfill your parts needs
- 9 parts Distribution Centers strategically located across the U.S. and Canada
- Distributor network of more than 300 locations across U.S. and Canada to serve you
- Online part ordering through Komatsu eParts
- Remanufactured components with same-as-new warranties at a significant cost reduction

Komatsu Oil and Wear Analysis (KOWA)
- KOWA detects fuel dilution, coolant leaks, and measures wear metals
- Proactively maintain your equipment
- Maximize availability and performance
- Can identify potential problems before they lead to major repairs
- Reduce life cycle cost by extending component life
KOMTRAX EQUIPMENT MONITORING

✅ WHAT
- KOMTRAX is Komatsu’s remote equipment monitoring and management system
- KOMTRAX continuously monitors and records machine health and operational data
- Information such as fuel consumption, utilization, and a detailed history aids in making repair or replacement decisions

✅ WHEN
- Know when your machines are running or idling and make decisions that will improve your fleet utilization
- Detailed movement records ensure you know when and where your equipment is moved
- Up to date records allow you to know when maintenance was done and help you plan for future maintenance needs

✅ WHERE
- KOMTRAX data can be accessed virtually anywhere through your computer, the web or your smart phone
- Automatic alerts keep fleet managers up to date on the latest machine notifications

✅ WHY
- Knowledge is power - make informed decisions to manage your fleet better
- Knowing your idle time and fuel consumption will help maximize your machine efficiency
- Take control of your equipment - any time, anywhere

Monthly Operational Analysis
Fuel Consumption Reports

KOMTRAX®
For construction and compact equipment.

KOMTRAX Plus
For production and mining class machines.
**ENGINE**

Model: Komatsu SAA6D107E-2
Type: Water-cooled, 4-cycle
Aspiration: Turbo-charged, after-cooled, cooled EGR
Number of cylinders: 6
Bore: 107 mm (4.21"
Stroke: 124 mm (4.88"
Piston displacement: 6.69 in³
Governor: All-speed, electronic
Horsepower:
  - SAE J1995: Gross 127 kW (170 HP)
  - ISO 9249 / SAE J1349: Net 123 kW (165 HP)
  - Rated rpm: 2100 rpm
Max power - ISO 14396: 126 kW (169 HP) @ 1900 rpm
Fan drive method for radiator cooling: Hydrostatic, 1 pump, 2 motors
Fuel system: Direct injection
Lubrication system:
  - Gear pump, force-lubrication
  - Filter: Full-flow type
Air cleaner:
  - Dry type with double elements and dust evacuator, plus dust indicator
*EPA Tier 4 Interim and EU stage 3B emissions certified

**TRANSMISSION**

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>1.0 - 13.0 km/h</td>
<td>1.0 - 13.0 km/h</td>
</tr>
<tr>
<td></td>
<td>0.6 - 8.1 mph</td>
<td>0.6 - 8.1 mph</td>
</tr>
<tr>
<td>2nd</td>
<td>13.0 km/h</td>
<td>13.0 km/h</td>
</tr>
<tr>
<td></td>
<td>8.1 mph</td>
<td>8.1 mph</td>
</tr>
<tr>
<td>3rd</td>
<td>18.7 km/h</td>
<td>18.7 km/h</td>
</tr>
<tr>
<td></td>
<td>11.6 mph</td>
<td>11.6 mph</td>
</tr>
<tr>
<td>4th</td>
<td>35.0 km/h</td>
<td>38.0 km/h</td>
</tr>
<tr>
<td></td>
<td>23.6 mph</td>
<td>23.6 mph</td>
</tr>
</tbody>
</table>

Measured with 20.5-R25 tires

**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: Planetary gear, single reduction

**HYDRAULIC SYSTEM**

Steering system:
  - Type: Articulated type, fully-hydraulic power steering
  - Steering angle: 38.5° each direction (40° to max end stop)
  - Minimum turning radius at the center of outside tire: 5380 mm (17’ 8"

Capacity: 180 ltr/min
Fuel tank: 245 ltr
Engine: 23 ltr
Hydraulic system: 90 ltr
Axle front: 27 ltr
Axle rear: 25.5 ltr
Transfer case: 5.8 ltr

**SERVICE REFILL CAPACITIES**

- Cooling system: 28 ltr (7.4 U.S. gal)
- Fuel tank: 245 ltr (64.7 U.S. gal)
- Engine: 23 ltr (6.1 U.S. gal)
- Hydraulic system: 90 ltr (23.7 U.S. gal)
- Axle front: 27 ltr (7.1 U.S. gal)
- Axle rear: 25.5 ltr (6.7 U.S. gal)
- Transfer case: 5.8 ltr (1.6 U.S. gal)

**BUCKET SELECTION GUIDE**

<table>
<thead>
<tr>
<th>Material density</th>
<th>Bucket capacity</th>
<th>1866</th>
<th>2023</th>
<th>2360</th>
<th>2698</th>
<th>3035</th>
<th>3372</th>
<th>3709</th>
</tr>
</thead>
<tbody>
<tr>
<td>kg/m³</td>
<td>1000</td>
<td>1200</td>
<td>1400</td>
<td>1600</td>
<td>1800</td>
<td>2000</td>
<td>2200</td>
<td></td>
</tr>
<tr>
<td>Light Material</td>
<td>Bucket with RSC (Scooping and loading of light material)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sand &amp; Gravel</td>
<td>Bucket with RSC (loading and excavating of sand and gravel)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steep slope</td>
<td>Bucket with RSC (loading and excavating of earth, sand and a variety of other commonly handled materials)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Excavating</td>
<td>Bucket with RSC (loading and excavating of crushed or blasted rock)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**BRAKES**

Service brakes: Hydraulically actuated, wet disc brakes actuate on four wheels
Parking brake: Wet, multi-disc brake on transfer output shaft
Secondary brake: Parking brake is commonly used
**DIMENSIONS**

Measured with 20.5-R25(L3) tires, ROPS/FOPS cab

<table>
<thead>
<tr>
<th>Dimensions</th>
<th>General Purpose Bucket w/ Pin On</th>
<th>Light Material Bucket w/ Pin On</th>
<th>General Purpose Bucket w/ Quick Coupler</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Wheelbase</td>
<td>2050 mm</td>
<td>6'9&quot;</td>
<td>2050 mm</td>
</tr>
<tr>
<td><strong>B</strong> Hinge pin height, maximum</td>
<td>2590 mm</td>
<td>8'6&quot;</td>
<td>2590 mm</td>
</tr>
<tr>
<td><strong>C</strong> Hinge pin height, carry position</td>
<td>3030 mm</td>
<td>9'11&quot;</td>
<td>4005 mm</td>
</tr>
</tbody>
</table>

**BUCKET**

- **Bucket capacity:**
  - heaped: 2.8 m³, 3.2 m³, 2.7 m³
  - struck: 2.4 m³, 2.8 m³, 2.2 m³
- **Bucket width:** 2740 mm, 2740 mm, 2740 mm
- **Bucket weight:** 1330 kg, 1445 kg, 1260 kg
- **Dumping clearance, max. height and 45˚ dump angle:**
  - 2335 mm, 2335 mm, 2335 mm
- **Reach at max. height and 45˚ dump angle:**
  - F: 1000 mm, 1110 mm, 1260 mm
  - J: 1595 mm, 1620 mm, 1770 mm
- **Reach with arm horizontal and bucket level:**
  - K: 2500 mm, 2665 mm, 2735 mm
- **Operating height (fully raised):** 5375 mm, 5465 mm, 5425 mm
- **Overall length (bucket on ground):** 7635 mm, 7800 mm, 7675 mm
- **Loader clearance circle (bucket at carry, outside corner of bucket):**
  - 12620 mm, 12715 mm, 12660 mm
- **Digging depth:**
  - 0˚: 165 mm, 165 mm, 65 mm
  - 10˚: 375 mm, 410 mm, 329 mm
- **Static tipping load: straight:**
  - 11630 kg, 11740 kg, 11518 kg
  - 40˚ full turn: 21,186 lb, 21,451 lb, 21,656 lb
- **Operating weight:** 15300 kg, 15415 kg, 15870 kg

**FORK**

- **Fork tine length:**
  - 1524 mm, 5'0"
- **Ground to top of tine at maximum lift:**
  - 3855 mm, 12'7"
- **Reach at maximum lift:**
  - 840 mm, 2'9"
- **Ground to top of tine - boom and tine level:**
  - 1845 mm, 6'0"
- **Reach - boom and tine level:**
  - 1730 mm, 5'8"
- **Reach - tine level on ground:**
  - 1730 mm, 5'7"
- **Overall length - tine level on ground:**
  - 8320 mm, 27'3"
- **Static tipping load - boom level: straight:**
  - 8310 kg, 18,320 lb
  - 40˚ full turn: 7120 kg, 15,697 lb
- **Operating weight:**
  - 15080 kg, 33,246 lb

Operating load per SAE J1197 (Feb. 1991), 50% of static tipping load.

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 and operator. Machine stability and operating weight affected by tire size and attachments.
**WEIGHT CHANGES**

<table>
<thead>
<tr>
<th>Tires or attachments</th>
<th>Change in operating weight (kg)</th>
<th>Change in tipping load (kg)</th>
<th>Width over tires (mm)</th>
<th>Ground clearance (mm)</th>
<th>Change in vertical dimensions (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Straight</td>
<td>Full turn</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20.5-25-12PR (L2)</td>
<td>-165</td>
<td>-231</td>
<td>2585</td>
<td>425</td>
<td>0</td>
</tr>
<tr>
<td>Remove additional</td>
<td>-250</td>
<td>-440</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>counterweight</td>
<td>-551</td>
<td>-970</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**STANDARD EQUIPMENT**

- 2-spool valve for boom and bucket control
- Alternator, 60 A
- Auto shift transmission with mode select system
- Automatic hydraulic-driven fan with automatic reverse rotation
- Back-up alarm
- Batteries, 92 Ah/12V (2), 680 CCA
- Battery disconnect
- Boom kick-out, in-cab adjustable
- Bucket positioner
- Color rear view camera and monitor
- Counterweight, standard and additional
- Electronically Controlled Suspension System (ECSS)
- Engine, Komatsu SAA6D107E-2 diesel
- Engine shut-off system, electric
- Equipment Management Monitoring System (EMMS)
  - Lights (central warning, brake oil pressure, engine oil pressure, parking brake, cooling fan reverse, KDPF restriction, seat belt caution, Komtrax message)
  - Gauges (Engine water temperature, ECO, Fuel level, HST oil temperature, speedometer/tachometer), variable speed display
- Front fenders
- Fuel pre-filter with water separator
- Horn, electric
- Hydrostatic transmission
- Komatsu SmartLoader Logic
- Komatsu Auto Idle Shutdown
- KOMTRAX® Level 4
- Lift cylinders and bucket cylinder
- Lights
  - Back-up light
  - Stop and tail light
  - Turn signal lamps, 2 front and 2 rear with hazard switch
  - Working lights, halogen, 2 front cab mount
  - Working lights, halogen, 2 front fender mount
  - Working lights, halogen, 2 rear fender mount
  - Working lights, halogen, 2 rear grill mount
  - Loader linkage with standard lift arm
  - Multifunction mono-lever loader control with transmission F/R switch
- Parking brake, electric
- Radiator, wider core
- Radiator mask, swing up
- Rear view mirrors, outside (2) inside (2)
- Rims for 20.5-R25 tires
- ROPS/FOPS Cab Level 2
  - 2 x DC12V electrical outlets
  - Ashtray
  - Auto air conditioner
  - Cigarette lighter, 24V
  - Color LCD/TFT multi-monitor
  - Cup holder
  - Floor mat
  - Operator seat, reclining, air suspension type, heated
  - Radio, AM/FM with AUX input jack
  - Rear defroster, electric
  - Seatbelt, 2-point retractable, 76mm 3" width
  - Space for lunch box
  - Steering wheel, tilt and telescopic
  - Sun visor, front window
  - Windshield washer and wiper, front with intermittent
  - Windshield washer and wiper, rear
  - Service brakes, wet disc type
  - Starting motor, 5.5 kW
  - Transmission speed ranges, 4 forward and 4 reverse
  - Vandalism protection kit, padlocks for battery box (2)

**OPTIONAL EQUIPMENT**

- 3-spool valve (will utilize integrated proportional control switch included in the multi-function mono-lever) and piping
- Auxiliary steering (SAE)
- Cutting edge (bolt-on type)
- Limited slip differential (F&R)
- Quick coupler
- Rear full fenders
- Various tire options, radial and bias
- Various bucket options