

KOMATSU®

WA200-5

HORSEPOWER

Gross: 95 kW 127 HP @ 2000 rpm

Net: 92 kW 123 HP @ 2000 rpm

OPERATING WEIGHT

9425 – 9555 kg

20,779 – 21,065 lb

BUCKET CAPACITY

1.7 – 2.4 m³ 2.2 – 3.1 yd³

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Photo may include optional equipment.

WALK-AROUND

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

Easy-to-operate loader control mono-lever
using PPC (Proportional Pressure Control)

Maintenance-free fully hydraulic wet-disc service and parking brakes



Large breakout force

Extended service intervals

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

Traction control system

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Powerful and low emission Komatsu
SAA6D102E-2 **engine**

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

Staircase-type steps
with large rear-hinged doors

Sealed DT electrical connectors

Photos may include optional equipment.

PRODUCTIVITY FEATURES

High Productivity and Low Fuel Consumption

Powerful and Low Emission Engine

A powerful SAA6D102E-2 turbocharged air-to-air after-cooled diesel engine provides an output (net) of **92 kW** 123 HP for the WA200-5. This engine is EPA Tier 2 and EU Stage 2 emissions certified.

Low Fuel Consumption

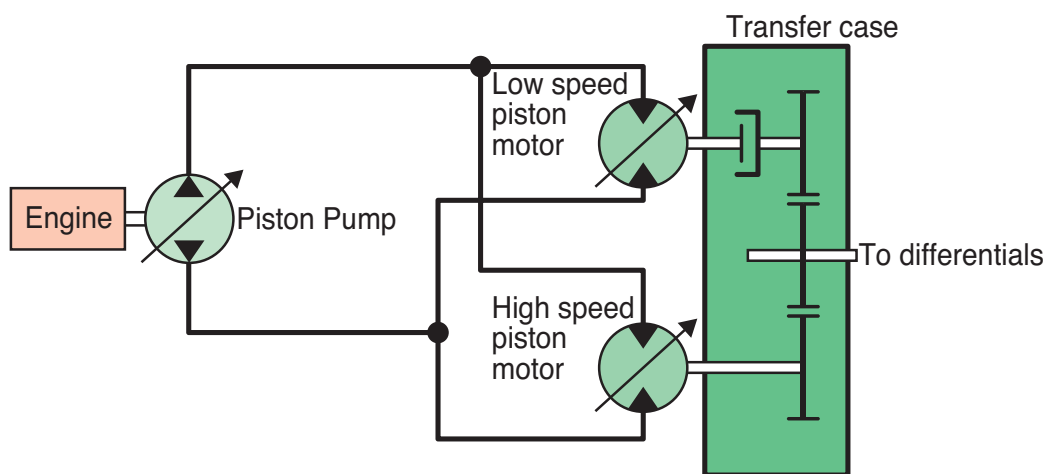
The fuel consumption is reduced up to 15%* due to the high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range.

*V-shape loading (25 sec. cycle time)

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.



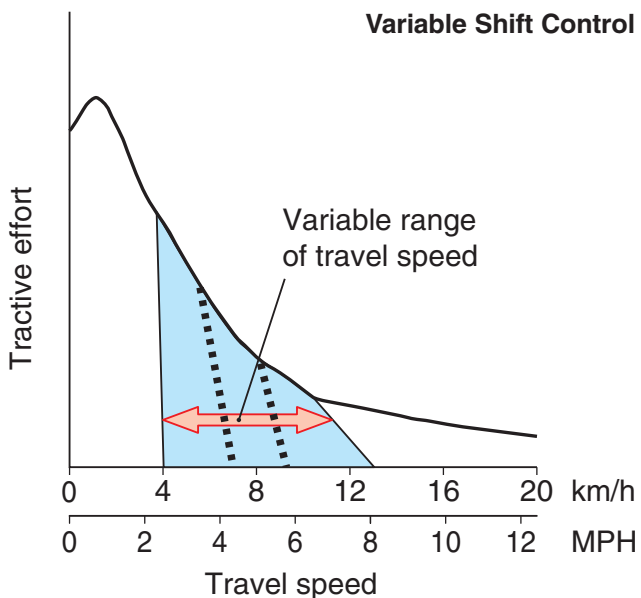
Electronically-Controlled HST with Variable Shift Control System

The operator can choose between first, second, third or fourth maximum speeds by dialing the speed range selector switch.

For v-cycles, the operator can set the speed control switch to 1 or 2, which will give him aggressive digging, quick response and fast hydraulics. For load and carry, he can select 3 or 4 which will still give aggressive digging but with much faster travel speed.



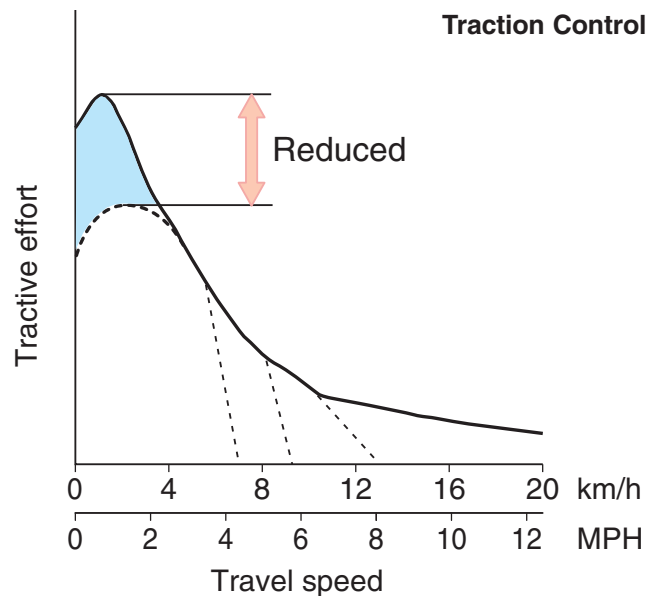
The variable shift switch allows the operator to adjust his machine speed in confined v-loading applications. When in 1, the operator can adjust his travel speed using the variable shift switch to match his machine speed and hydraulics to the distance he must travel.



Traction Control System

In limited traction situations where the operator would like to avoid tire slippage (such as sandy or wet surface operations), he can automatically reduce slippage by activating the traction control feature. Putting the traction control switch in the "ON" position limits the maximum amount of tractive effort.

Traction control will be an advantage in certain applications such as transfer stations where the loader may be working on slippery concrete.



INCREASED RELIABILITY AND SERVICEABILITY

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 various 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 Radiator

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 change 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 **38 km/h** 24 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 **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.

Fully Hydraulic Wet Multi-disc Service Brakes

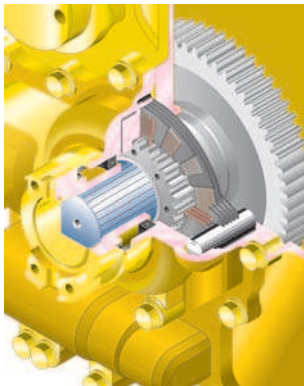
The dual wet disc brakes at each wheel are fully sealed and adjustment free to reduce contamination, wear and maintenance. The result is lower maintenance costs and higher reliability.

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.

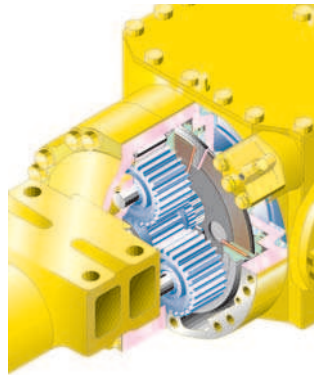
If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently.

The parking brake is mechanically controlled by a lever in the cab.

Parking Brake

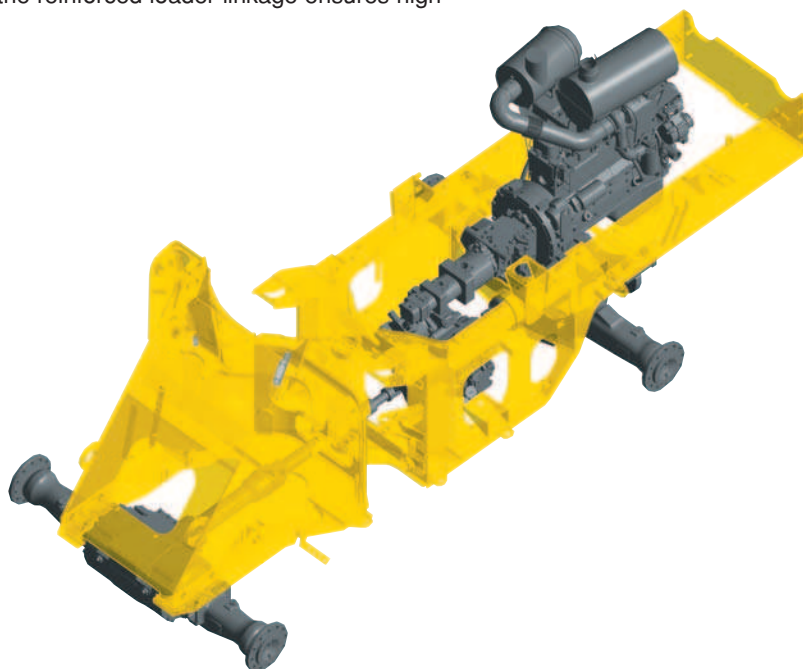


Service Brakes



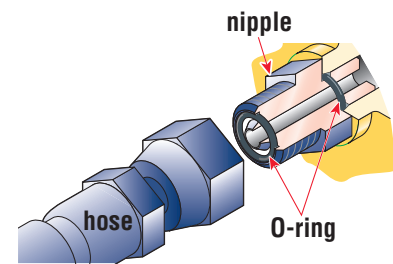
High-rigidity Frames

The front and rear frames along with the loader linkage have high rigidity to withstand repeated twisting and bending loads to the loader body and linkage. Both the upper and lower center pivot bearings use tapered roller bearings for increased durability. The structure is similar to those of large sized loaders and the reinforced loader linkage ensures high strength.



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.



Cathion Electrodeposition Primer Paint/Powder Coating Final Paint

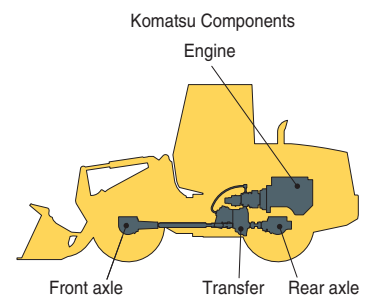
Cathion electrodeposition paint is applied as a primer paint and powder coating is applied as a topcoat to the exterior metal sheet parts. This process results in a durable rust-free machine, even in the most severe environments. Some external parts are made of plastic to provide long life and high impact resistance.

Sealed DT Connectors

Main harnesses and controller connectors are equipped with sealed DT connectors providing high reliability and dust and corrosion resistance.

Komatsu 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.



OPERATOR COMFORT

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

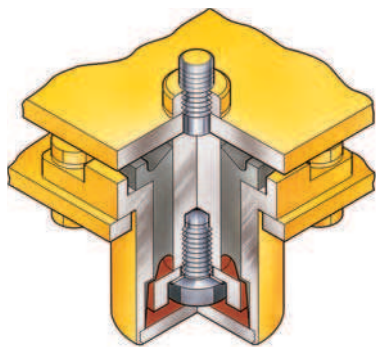
Entry and exit into the new Komatsu cab starts with sloped staircase type steps and large diameter handrails for added safety and comfort. The large cab doors are rear-hinged to open 130 degrees offering easy entry/exit and will not hamper visibility when operating the machine with the doors latched open. A wide pillar-less flat glass 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)

The large cab is mounted with Komatsu's unique ROPS/FOPS vis-
cous 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.



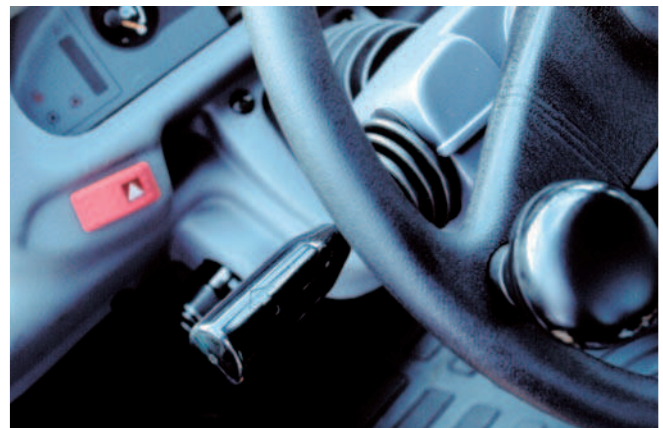
Easy-to-operate Loader Control Mono-lever

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.



Electrically 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 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.



WA200-5 WHEEL LOADER

SPECIFICATIONS



ENGINE

Model	Komatsu SAA6D102E-2
Type	Water-cooled, 4-cycle
Aspiration	Turbocharged, and air-to-air aftercooled
Number of cylinders	6
Bore x stroke	102 mm x 120 mm 4.02" x 4.72"
Piston displacement	5.88 ltr 359 in ³
Governor	Mechanical, all-speed control
Flywheel horsepower	
ISO 9249 / SAE J1349	Gross 95 kW 127 HP Net 92 kW 123 HP
Rated rpm	2000 rpm
Fuel system	Direct injection
Lubrication system	
Method	Gear pump, force-lubrication
Filter	Full-flow
Air cleaner	Dry-type with double radial-sealed elements and dust evacuator, plus dust indicator

EPA Tier 2 and EU Stage 2 emissions certified.



TRANSMISSION

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

Travel speed (Both Forward and Reverse)

	17.5-25 tires		20.5-25 tires	
	km/h	mph	km/h	mph
1st*	4.0 - 13.0	2.5 - 8.1	4.4 - 14.3	2.7 - 8.9
2nd	13.0	8.1	14.3	8.9
3rd	20.0	12.4	22.0	13.7
4th	34.5	21.4	38.0	23.6

*1st speed can be set variably



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	Torque proportioning
Final reduction gear	Planetary gear, single reduction



BRAKES

Service brakes: Hydraulically-actuated, wet disc brakes actuate on four wheels.

Parking brake: Wet, multi-disc brake on transfer output shaft.

Emergency brake: Parking brake is commonly used.



STEERING SYSTEM

Type	Full-hydraulic power steering independent of engine rpm
Steering angle	40° each direction
Minimum turning radius at the center of outside tire	4880 mm 16'0"



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 effort and travel makes it easy to operate in the work environment.

Control positions

Boom	Raise, hold, lower, and float
Bucket	Tilt-back, hold, and dump



HYDRAULIC SYSTEM

Capacity (discharge flow) @ engine-rated rpm

Maximum flow for loader circuit	
Loader + steering pump	.61 + 95 ltr/min 16.1 + 25.1 U.S. gal/min
Pilot pump (Gear-type pumps)	.37 ltr/min 9.8 U.S. gal/min

Relief valve setting

Loader	203 kg/cm ² 19.9 MPa 2,900 psi
Steering	210 kg/cm ² 20.6 MPa 3,000 psi

Control valve

2-spool open center type

Hydraulic cylinders

Loader and steering Double-acting, piston

Hydraulic Cylinders	Number of Cylinders	Bore		Stroke	
		mm	in	mm	in
Boom	2	120	4.7"	673.5	26.5"
Bucket	1	130	5.1"	493	19.4"
Steering	2	70	2.8"	453	17.8"

Hydraulic cycle time (rated load in bucket)

Raise	5.9 sec
Dump	1.4 sec
Lower (empty)	3.6 sec
Total cycle time	10.9 sec

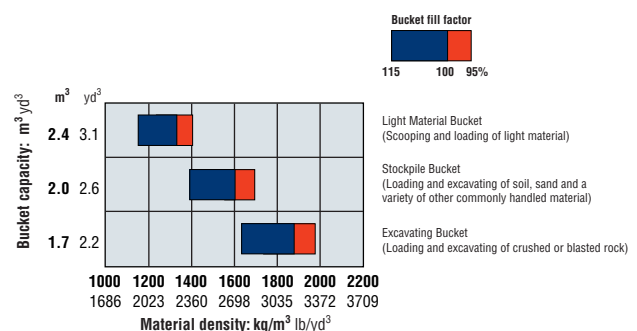


SERVICE REFILL CAPACITIES

Cooling system	17.0 ltr	4.5 U.S. gal
Fuel tank	175.0 ltr	46.2 U.S. gal
Engine	19.5 ltr	5.2 U.S. gal
Hydraulic system	58.0 ltr	15.3 U.S. gal
Axle (each, front and rear)	18.0 ltr	4.8 U.S. gal
Transmission	5.5 ltr	1.5 U.S. gal

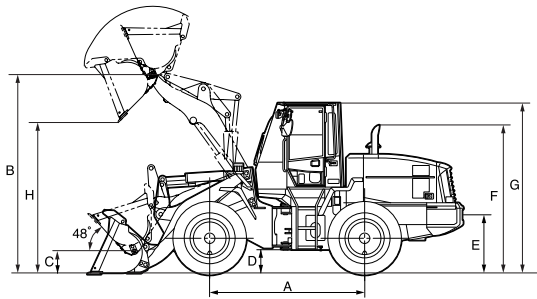


BUCKET SELECTION GUIDE





DIMENSIONS



	17.5-25 tires		20.5-25 tires	
Tread	1930 mm	6'4"	1930 mm	6'4"
Width over tires	2375 mm	7'10"	2470 mm	8'1"
A Wheelbase	2840 mm	9'4"	2840 mm	9'4"
B Hinge pin height at max. height	3635 mm	11'11"	3705 mm	12'2"
C Hinge pin height at carry position	410 mm	1'4"	380 mm	1'3"
D Ground clearance	425 mm	1'5"	495 mm	1'8"
E Hitch height	870 mm	2'10"	940 mm	3'1"
F Overall height, top of stack	2715 mm	8'11"	2785 mm	9'2"
G Overall height, ROPS cab	3110 mm	10'2"	3180 mm	10'5"
H See Dumping Clearance Below				

Measured with 17.5-25-12PR (L2) tires

Bucket		Stockpile Bucket With Bolt-On Cutting Edge		Excavating Bucket With Bolt-On Cutting Edge		Light Material Bucket With Bolt-On Cutting Edge	
Bucket Capacity	Heaped	2.0 m ³	2.6 yd ³	1.7 m ³	2.2 yd ³	2.4 m ³	3.1 yd ³
	Struck	1.7 m ³	2.2 yd ³	1.4 m ³	1.8 yd ³	2.0 m ³	2.6 yd ³
Bucket Width		2550 mm	8'4"	2550 mm	8'4"	2550 mm	8'4"
Bucket Weight		785 kg	1,731 lb	740 kg	1,631 lb	875 kg	1,929 lb
Static Tipping Load	Straight	8400 kg	18,519 lb	8460 kg	18,652 lb	8250 kg	18,188 lb
	40° full turn	7300 kg	16,094 lb	7360 kg	16,226 lb	7175 kg	15,818 lb
Dumping Clearance, maximum height and 45° dump angle (H)**		2760 mm	9'1"	2815 mm	9'3"	2655 mm	8'9"
Reach at 2130 mm 7' 45° dump angle**		1480 mm	4'10"	1455 mm	4'9"	1530 mm	5'0"
Reach at maximum height and 45° dump angle**		1000 mm	3'3"	945 mm	3'1"	1105 mm	3'8"
Reach with arm horizontal and bucket level**		2215 mm	7'3"	2135 mm	7'0"	2365 mm	7'9"
Operating Height Fully raised		4885 mm	16'0"	4765 mm	15'8"	4995 mm	16'5"
Overall Length	Bucket on Ground	6895 mm	22'7"	6820 mm	22'5"	7050 mm	23'2"
Turning Radius*		5650 mm	18'6"	5620 mm	18'5"	5715 mm	18'9"
Digging Depth	0°	135 mm	5.3"	135 mm	5.3"	135 mm	5.3"
	10°	320 mm	1'1"	305 mm	1'0"	345 mm	1'2"
Breakout Force		9500 kg	20,944 lb	10450 kg	23,038 lb	8300 kg	18,298 lb
Operating Weight		9470 kg	20,878 lb	9425 kg	20,779 lb	9555 kg	21,065 lb

*Bucket at carry, outside corner of bucket. **At the end of B.O.C.

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 counterweight, tire size, and other attachments.

Weight Changes

	Change in Operating Weight		Change in Tipping Load				Width Over Tire		Ground Clearance		Change in Vertical Dimensions		Change in Reach	
			Straight		Full Turn									
17.5-25-12PR (L3)	105 kg	231 lb	80 kg	176 lb	70 kg	154 lb	2375 mm	7'10"	425 mm	1'5"	0 mm	0"	0 mm	0"
20.5-25-12PR (L2)	450 kg	992 lb	240 kg	529 lb	220 kg	485 lb	2470 mm	8'1"	495 mm	1'8"	70 mm	2.8"	-75 mm	-3.0"
20.5-25-12PR (L3)	665 kg	1,466 lb	355 kg	783 lb	320 kg	705 lb	2470 mm	8'1"	495 mm	1'8"	70 mm	2.8"	-75 mm	-3.0"
Install ROPS canopy (instead of cab)	-250 kg	-551 lb	-250 kg	-551 lb	-220 kg	-485 lb								
Additional counterweight	300 kg	661 lb	590 kg	1,301 lb	510 kg	1,124 lb								
Air conditioner	70 kg	154 lb	60 kg	132 lb	50 kg	110 lb								



STANDARD EQUIPMENT

- Alternator, 35A, 24 volt
- Axles, semi floating
- Back-up alarm
- Back-up light, rear
- Batteries, 110 Ah/2 x 12 V,
- Bucket positioner, automatic
- Cab (ROPS/FOPS) with cigarette lighter/ash tray, dome light, floor mat, front (intermittent) and rear wiper/washer, rear view mirrors (2 outside, 1 inside), right hand and left hand door access with steps, sun visor
- Counterweight
- 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)
- Lights (Axle oil temperature, battery charge, brake oil pressure, central warning, directional indicator, engine oil pressure, engine pre-heater, HST oil filter clogging, high beam, maintenance, parking brake reminder, parking brake warning, steering oil pressure, transmission speed range, turn signals)
- Engine, Komatsu SAA6D102E-2
- Engine shut-off system, electric
- Engine water separator
- Fan, hydraulic driven, swing out
- Fenders, rear
- Hard water area arrangement (corrosion resister)
- 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
- Mono-lever loader control
- Parking brake, wet disc
- Radiator mask, hinged
- Seat belt, 3" wide
- Seat, rigid type, reclining with a document holder
- Service brakes, hydraulic, wet multi-disc, inboard
- Speedometer (km/h)
- Starting aid, intake manifold preheater
- Starting motor, 4.5 kW/24 V
- Steering wheel, tilttable
- Tires 17.5-25-12PR (L2), tubeless and rims
- Transmission (Hydrostatic with speed range select), automatic
- Transmission control, electric, steering column
- 2-spool valve for boom and bucket controls with PPC



OPTIONAL EQUIPMENT

- Air conditioner with heater/defroster/pressurizer
- Alternator, 60A, 24V
- Auxiliary steering
- Boom kick-out
- Bucket, excavating, **1.7 m³** 2.2 yd³
- Bucket, stockpile, **2.0 m³** 2.6 yd³
- Bucket, light material, **2.4 m³** 3.1 yd³
- Bucket teeth, bolt-on
- Cold area arrangement
- Counterweight, additional
- Cutting edge, bolt-on, reversible
- ECSS (Electronically Controlled Suspension System)
- Fenders, front
- Fenders, rear full
- Heater and defroster
- Hydraulic adapter kit (3rd spool), includes valve, lever, and piping
- Limited-slip differential, front and rear
- Radio, AM/FM
- Radio, AM/FM stereo with cassette
- Rims only, less tires
 - Fits 17.5-25 and 20.5-25 tire
- ROPS canopy
- Seat, cloth, suspension, reclining with armrests, headrest, and a document holder
- Seat, vinyl, suspension, reclining with armrests, headrest, and a document holder
- Seat belt, retractable, 3" wide
- Spare parts
- 3-spool valve, lever, piping
- Tires (bias ply)
 - 17.5-25-12PR (L3)
 - 20.5-25-12PR (L2)
 - 20.5-25-12PR (L3)
- Tool kit
- Vandalism protection kit

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