

WA200PZ-6

- 3-lever loader control
- AM/FM radio
- AM/FM stereo radio cassette
- Automatic reversible fan
- Boom kick-out
- Bucket teeth (bolt-on type)
- Bucket teeth (tip type)
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- ECSS (Electronically Controlled Suspension System)
- Emergency steering (SAE)
- Engine pre-cleaner with extension
- Fire extinguisher
- Front fenders
- Limited slip differential (F&R)
- Rear full fender
- ROPS canopy
- Tool kit
- Vandalism protection kit
- Pallet forks for use with coupler, 1220 mm 4'0"

WA250PZ-6

- 3-lever loader control
- AM/FM radio
- AM/FM stereo radio cassette
- Automatic reversible fan
- Boom kick-out
- Bucket teeth (bolt-on type)
- Bucket teeth (tip type)
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- ECSS (Electronically Controlled Suspension System)
- Emergency steering (SAE)
- Engine pre-cleaner with extension
- Fire extinguisher
- Front fenders
- Limited slip differential (F&R)
- Log grapple
- Rear full fender
- Tool kit
- Vandalism protection kit
- Pallet forks for use with coupler, 1220 mm 4'0"

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WA200PZ-6
WA250PZ-6

HORSEPOWER
WA200PZ-6: 94 kW 126 HP @ 2000 rpm
WA250PZ-6: 103 kW 138 HP @ 2000 rpm
BUCKET CAPACITY
WA200PZ-6: 2.0 m³ 2.6 yd³
WA250PZ-6: 2.2 m³ 2.9 yd³

ecot3

WA
200
250



Photo may include optional equipment.

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WALK-AROUND

High Productivity & Low Fuel Consumption

- High performance SAA4D107E-1 engine (WA200PZ-6)
SAA6D107E-1 engine (WA250PZ-6)
 - Low fuel consumption
 - Electronically-controlled HST with variable shift control system
 - Variable traction control system
 - S-mode
- See pages 4 and 5.

Excellent Operator Environment

- HST traction control switch
 - Electrically controlled directional lever
 - Tilttable steering column
 - Low-noise designed cab
 - Pillar-less large ROPS/FOPS cab-integrated
 - Easy entry/exit, rear-hinged doors
- See pages 8 and 9.

New Komatsu Parallel PZ Linkage

- Parallel movement in both fork application and bucket application
- Excellent visibility to front attachments
- Large tilt force at maximum boom height
- Large dump angle at maximum boom height
- 2 mode bucket leveler



Photo may include optional equipment.

Increased Reliability

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

Harmony with Environment

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

Easy Maintenance

- "EMMS" (Equipment Management Monitoring System)
 - Easy access, gull-wing type engine side doors
 - Automatic Reversible Fan (option)
- See page 7.

HORSEPOWER
WA200PZ-6:
 94 kW 126 HP @ 2000 rpm
WA250PZ-6:
 103 kW 138 HP @ 2000 rpm

BUCKET CAPACITY
WA200PZ-6: 2.0 m³ 2.6 yd³
WA250PZ-6: 2.2 m³ 2.9 yd³

HIGH PRODUCTIVITY AND LOW FUEL CONSUMPTION



High Performance Engine

Electronic Heavy Duty Common Rail fuel injection system provides optimum combustion of fuel. This system also provides fast throttle response to match the machine's powerful tractive effort and fast hydraulic response.

WA200PZ-6 SAA4D107E-1 Engine
Net: 94 kW 126 HP

WA250PZ-6 SAA6D107E-1 Engine
Net: 103 kW 138 HP

Low Emission Engine

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

Low Fuel Consumption

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

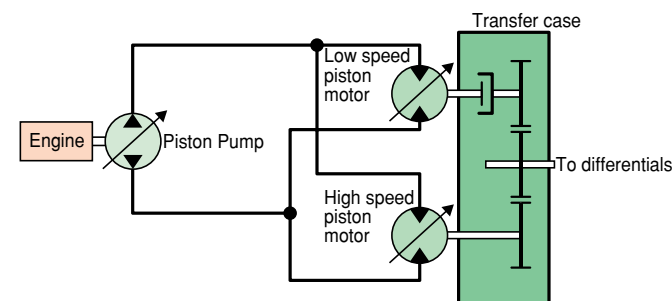
Eco Indicator

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



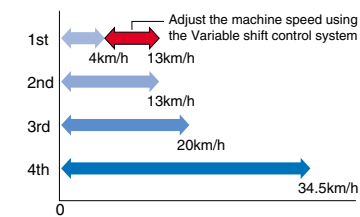
Electronically-Controlled HST Using a 1-Pump, 2-Motor System

- 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.

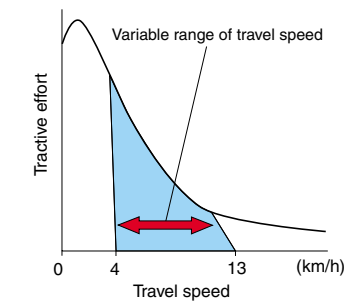


Electronically-Controlled HST with Variable Shift Control System

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 provides aggressive digging, quick response and fast hydraulics. For load and carry, select 3 or 4 which still provides aggressive digging but with much faster travel speed.

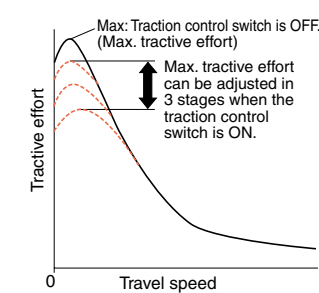


The variable shift switch allows the operator to adjust his machine speed in applications such as confined v-loading. When in 1, the operator can adjust travel speed using the variable shift switch to match machine speed and hydraulics to the distance travelled.



Variable Traction Control System

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

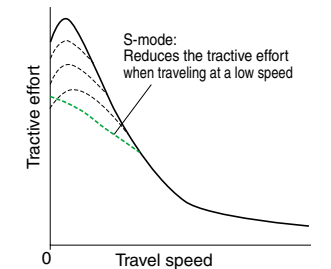


- Facilitates operation on soft ground where the tires of the machine are apt to slip.
- Eliminates excessive bucket penetration and reduces tire slippage during stockpile loading to improve the work efficiency.
- Reduces tire slippage to extend the life of tires.

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

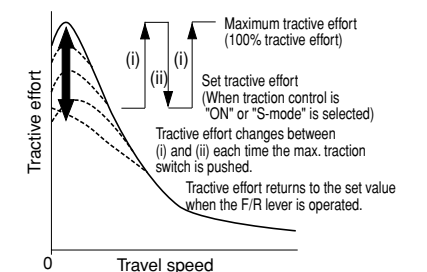
S-mode

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



Max. Traction Switch

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



Accelerator Pedal Sensitive HST Control

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



Maximum Dumping Clearance and Reach

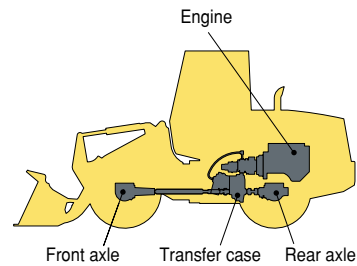
The long lift arms provide high dumping clearances and maximum dumping reach. The operator can even level loads on the body of a dump truck easily and efficiently.

	WA200PZ-6	WA250PZ-6
Dumping Clearance	2810 mm 9'3"	2820 mm 9'3"
Dumping Reach	1090 mm 3'7"	1090 mm 3'7"
	(2.0 m³ 2.6 yd³ bucket with B.O.C.)	(2.2 m³ 2.9 yd³ bucket with B.O.C.)

INCREASED RELIABILITY

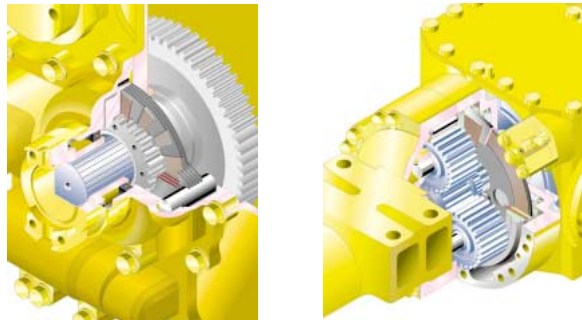
Komatsu Components

Komatsu manufactures the engine, transfer case, axles and hydraulic components on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.



Wet multi-disc brakes and fully hydraulic braking system

mean lower maintenance costs and higher reliability. Wet disc brakes are fully sealed. Contaminants are kept out, reducing wear and resulting maintenance. Brakes require no adjustments for wear, meaning even lower maintenance. The parking brake is also an adjustment-free, wet multi-disc for high reliability and long life. Added reliability is designed into the braking system by the use of two independent hydraulic circuits, providing hydraulic backup should one of the circuits fail. Fully hydraulic brakes mean no air system to bleed, and no condensation of water in the system that can lead to contamination, corrosion, and freezing.



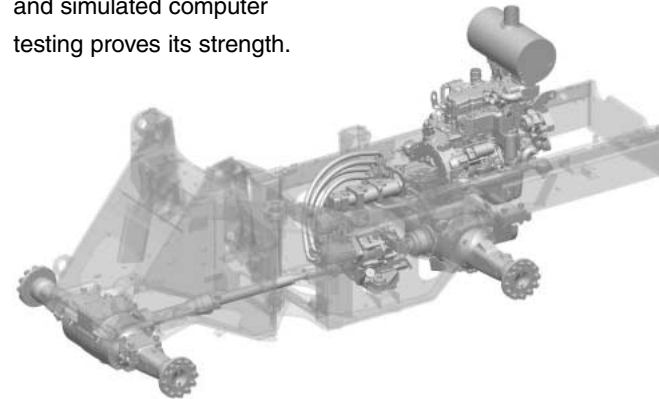
Overrun Prevention System

When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately **38 km/h** 23 MPH, for protection against damage of power train components and brakes by sensing the travel speed and controlling the discharge amount of the HST pump and motor. When the machine descends a steep slope and the travel speed reaches **36 km/h** 22 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

Note: When the machine descends a steep slope, the use of the service brake is necessary to limit travel speed.

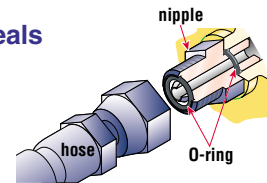
High-rigidity Frames and Loader Linkage

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



Flat Face-to-Face O-Ring Seals

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



Cathion Electrodeposition Primer Paint/ Powder Coating Final Paint

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

Sealed DT Connectors

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



EASY MAINTENANCE



Photo may include optional equipment.

EMMS (Equipment Management Monitoring System)

Monitor is mounted in front of the operator for easy view, allowing the operator to easily check gauges and warning lights.



A specially designed two-spoke steering wheel allows the operator to easily see the instrument panel.

Maintenance Control and Troubleshooting Functions

- **Action code display function:** If an abnormality occurs, the monitor displays action details on the character display at the center bottom of the monitor.
- **Monitor function:** Controller monitors engine oil pressure, coolant temperature, air cleaner clogging, etc. If the controller finds abnormalities, the error is displayed on the LCD.
- **Replacement time notice function:** Monitor informs replacement time of oil and filters on the LCD when replacement intervals are reached.
- **Trouble data memory function:** Monitor stores abnormalities for effective troubleshooting.

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.

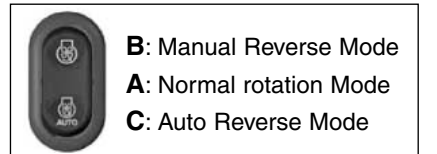


Ease of Radiator Cleaning

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

Automatic Reversible Fan (option)

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



OPERATOR ENVIRONMENT

Easy Operation

Electronically Controlled Directional Lever

The operator can change direction with a touch of his fingers without removing his hand from the steering wheel. Solid state electronics makes this possible.



Tiltable Steering Column

The operator can tilt the steering column to provide a comfortable working position.



Easy-to-operate Loader Control Mono-lever

A new mono-lever using PPC (Proportional Pressure Control) allows the operator to easily operate the work equipment, to reduce operator fatigue and to increase controllability. The adjustable wrist rest provides the operator with a variety of comfortable operating positions.



Right-side control panel

The operator can select the speed range, maximum travel speed in 1st, tractive effort.



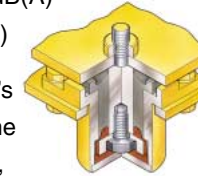
- 1: Speed range selector switch
- 2: Variable shift switch
- 3: Traction control switch
- 4: Max. traction switch
- 5: Fan reverse switch
- 6: Quick coupler lock switch
- 7: 2 mode bucket leveler switch

Comfortable Operation

Low-noise Design

Noise at operator's ear noise level : 70 dB(A)
Dynamic noise level (outside): 104 dB(A)

The large cab is mounted with Komatsu's unique ROPS/FOPS viscous mounts. The low-noise engine, hydraulically driven fan, and hydraulic pumps are mounted with rubber cushions, and the cab sealing is improved to provide a quiet, low-vibration, pressurized, and comfortable operating environment.



Pillar-less Large Cab

A wide pillar-less flat glass provides excellent front visibility. The wiper arm covers a large area to provide great visibility even on rainy days. The large cab area

provides maximum space for the operator. The front mounted air conditioner was introduced to increase seat reclining and backward slide adjustment.

Rear-hinged Full Open Cab Doors

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



Photo may include optional equipment.

SPECIFICATIONS

WA200PZ-6

ENGINE

ModelKomatsu SAA4D107E-1
 TypeWater-cooled, 4-cycle
 AspirationTurbocharged, aftercooled
 Number of cylinders4
 Bore x stroke**107 mm x 124 mm** 4.21" x 4.88"
 Piston displacement**4.46 ltr** 272 in³
 GovernorAll-speed, electronic
 Horsepower
 SAE J1995Gross **95.2 kW** 128 HP
 ISO 9249/SAE J1349*Net **94 kW** 126 HP
 Rated rpm2000 rpm
 Fan drive method for radiator coolingHydraulic
 Fuel systemDirect injection
 Lubrication system:
 MethodGear pump, force-lubrication
 FilterFull-flow type
 Air cleanerDry type with double elements and dust evacuator, plus dust indicator

*Net horsepower at the maximum speed of radiator cooling fan is 91 kW 122 HP.

TRANSMISSION

Transmission:
 TypeHydrostatic, 1 pump, 2 motors with speed range select
 Travel speed: **km/h** mph
 Measured with 17.5-25 tires

	1st	2nd	3rd	4th
Both Forward and Reverse	4.0 - 13.0 2.5 - 8.1	13.0 8.1	20.0 12.4	34.5 21.4

Measured with 20.5-25 tires

	1st	2nd	3rd	4th
Both Forward and Reverse	4.4 - 14.3 2.7 - 8.9	14.3 8.9	22.0 13.7	38.0 23.6

AXLES AND FINAL DRIVES

Drive systemFour-wheel drive
 FrontFixed, semi-floating
 RearCenter-pin support, semi-floating, 24° total oscillation
 Reduction gearSpiral bevel gear
 Differential gearTorque proportioning
 Final reduction gearPlanetary gear, single reduction

BRAKES

Service brakesHydraulically actuated, wet disc brakes actuate on four wheels
 Parking brakeWet, multi-disc brake on transfer output shaft
 Emergency brakeParking brake is commonly used

STEERING SYSTEM

TypeFull-hydraulic power steering
 Steering angle38° each direction (40° end stop)
 Minimum turning radius at the center of outside tire**5100 mm** 16'9"

HYDRAULIC SYSTEM

Steering system:
 Hydraulic pumpGear type pump
 Capacity**85 ltr/min** 22.5 U.S. gal/min at rated rpm
 Relief valve setting**20.6 MPa** 210 kgf/cm² 3,000 psi
 Hydraulic cylinders:
 TypeDouble-acting, piston type
 Number of cylinders2
 Bore x stroke**70 mm x 453 mm** 2.8" x 17.8"

Loader control:
 Hydraulic pumpGear type pump
 Capacity**54 ltr/min** 14.3 U.S. gal/min
 Relief valve setting**20.6 MPa** 210 kgf/cm² 3,000 psi
 Hydraulic cylinders:
 TypeDouble-acting, piston type
 Number of cylinders—bore x stroke:
 Boom cylinder2- **120 mm x 673.5 mm** 4.7" x 26.5"
 Bucket cylinder1- **130 mm x 493 mm** 5.1" x 19.4"
 Control valve3-spool type
 Control positions:
 BoomRaise, hold, lower, and float
 BucketTilt-back, hold, and dump
 Hydraulic cycle time (rated load in bucket)
 Raise5.7 sec
 Dump1.6 sec
 Lower (Empty)3.2 sec

SERVICE REFILL CAPACITIES

Cooling system**17.0 ltr** 4.5 U.S. gal
 Fuel tank**177 ltr** 46.8 U.S. gal
 Engine**15.5 ltr** 4.1 U.S. gal
 Hydraulic system**58 ltr** 15.3 U.S. gal
 Axle (each front and rear)**18.0 ltr** 4.8 U.S. gal
 Torque converter and transmission**5.0 ltr** 1.3 U.S. gal

WA250PZ-6

ENGINE

ModelKomatsu SAA6D107E-1
 TypeWater-cooled, 4-cycle
 AspirationTurbocharged, aftercooled
 Number of cylinders6
 Bore x stroke**107 mm x 124 mm** 4.21" x 4.88"
 Piston displacement**6.69 ltr** 408 in³
 GovernorAll-speed, electronic
 Horsepower
 SAE J1995Gross **104 kW** 140 HP
 ISO 9249/SAE J1349*Net **103 kW** 138 HP
 Rated rpm2000 rpm
 Fan drive method for radiator coolingHydraulic
 Fuel systemDirect injection
 Lubrication system:
 MethodGear pump, force-lubrication
 FilterFull-flow type
 Air cleanerDry type with double elements and dust evacuator, plus dust indicator

*Net horsepower at the maximum speed of radiator cooling fan is 100 kW 134 HP.

TRANSMISSION

Transmission:
 TypeHydrostatic, 1 pump, 2 motors with speed range select
 Travel speed: **km/h** mph
 Measured with 17.5-25 tires

	1st	2nd	3rd	4th
Both Forward and Reverse	3.6 - 11.7 2.2 - 7.3	11.7 7.3	16.2 10.1	34.2 21.2

Measured with 20.5-25 tires

	1st	2nd	3rd	4th
Both Forward and Reverse	4.0 - 13.0 2.5 - 8.1	13.0 8.1	18.0 11.2	38.0 23.6

AXLES AND FINAL DRIVES

Drive systemFour-wheel drive
 FrontFixed, semi-floating
 RearCenter-pin support, semi-floating, 24° total oscillation
 Reduction gearSpiral bevel gear
 Differential gearTorque proportioning
 Final reduction gearPlanetary gear, single reduction

BRAKES

Service brakesHydraulically actuated, wet disc brakes actuate on four wheels
 Parking brakeWet, multi-disc brake on transfer output shaft
 Emergency brakeParking brake is commonly used

STEERING SYSTEM

TypeFull-hydraulic power steering
 Steering angle38° each direction (40° end stop)
 Minimum turning radius at the center of outside tire**5175 mm** 17'0"

HYDRAULIC SYSTEM

Steering system:
 Hydraulic pumpGear type pump
 Capacity**110 ltr/min** 29.1 U.S. gal/min at rated rpm
 Relief valve setting**18.6 MPa** 190 kgf/cm² 2,700 psi
 Hydraulic cylinders:
 TypeDouble-acting, piston type
 Number of cylinders2
 Bore x stroke**70 mm x 453 mm** 2.8" x 17.8"

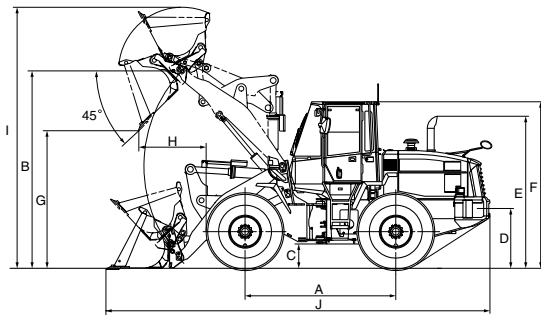
Loader control:
 Hydraulic pumpGear type pump
 Capacity**78 ltr/min** 20.6 U.S. gal/min
 Relief valve setting**20.6 MPa** 210 kgf/cm² 3,000 psi
 Hydraulic cylinders:
 TypeDouble-acting, piston type
 Number of cylinders—bore x stroke:
 Boom cylinder2- **130 mm x 717 mm** 5.1" x 28.2"
 Bucket cylinder1- **150 mm x 491 mm** 5.9" x 19.3"
 Control valve3-spool type
 Control positions:
 BoomRaise, hold, lower, and float
 BucketTilt-back, hold, and dump
 Hydraulic cycle time (rated load in bucket)
 Raise5.7 sec
 Dump1.6 sec
 Lower (Empty)3.3 sec

SERVICE REFILL CAPACITIES

Cooling system**22 ltr** 5.8 U.S. gal
 Fuel tank**186 ltr** 49.1 U.S. gal
 Engine**23 ltr** 6.1 U.S. gal
 Hydraulic system**67 ltr** 17.7 U.S. gal
 Axle (each front and rear)**18 ltr** 4.8 U.S. gal
 Torque converter and transmission**5 ltr** 1.3 U.S. gal

DIMENSIONS

Bucket



Model	mm ft.in			
	WA200PZ-6		WA250PZ-6	
Tires	17.5-25	20.5-25	17.5-25	20.5-25
Tread	1930 6'4"	1930 6'4"	1930 6'4"	1930 6'4"
Width over tires	2375 7'10"	2470 8'1"	2375 7'10"	2470 8'1"
A Wheelbase	2840 9'4"	2840 9'4"	2900 9'6"	2900 9'6"
B Hinge pin height, max. height	3815 12'6"	3885 12'9"	3895 12'9"	3965 13'0"
C Ground clearance	425 1'5"	495 1'8"	395 1'4"	465 1'6"
D Hitch height	870 2'10"	940 3'1"	880 2'11"	950 3'1"
E Overall height, top of stack	2725 8'11"	2795 9'2"	2855 9'4"	2925 9'7"
F Overall height, ROPS cab	3110 10'2"	3180 10'5"	3130 10'3"	3200 10'6"

Model	Tires (Measured with)	WA200PZ-6		WA250PZ-6	
		20.5-25-12PR(L2)		20.5-25-12PR(L2)	
Bucket		Stockpile Bucket With Bolt-On Cutting Edge		Stockpile Bucket With Bolt-On Cutting Edge	
Bucket Capacity	Heaped	2.0 m ³	2.6 yd ³	2.2 m ³	2.9 yd ³
	Struck	1.7 m ³	2.2 yd ³	2.1 m ³	2.7 yd ³
Bucket Width		2540 mm	8'4"	2550 mm	8'4"
Static Tipping Load	Straight	8110 kg	17,880 lb	9090 kg	20,040 lb
	Full Turn (40°)	7040 kg	15,520 lb	7940 kg	17,500 lb
Operating Weight		11450 kg	25,240 lb	12690 kg	27,980 lb
Bucket Weight		910 kg	2,005 lb	960 kg	2,120 lb
G Dumping Clearance, maximum height and 45° dump angle*		2810 mm	9'3"	2820 mm	9'3"
Reach at 2130 mm 7' and 45° dump angle*		1645 mm	5'5"	1650 mm	5'5"
H Reach at maximum height and 45° dump angle*		1090 mm	3'7"	1090 mm	3'7"
Reach with boom/bucket level*		3275 mm	10'9"	3330 mm	10'11"
I Operating Height, fully raised		5305 mm	17'5"	5365 mm	17'7"
J Overall Length, bucket on ground		7310 mm	24'0"	7410 mm	24'4"
Digging Depth	0°	120 mm	4.7"	142 mm	5.6"
	10°	345 mm	1'2"	375 mm	1'3"
Breakout Force		9010 kg	19,865 lb	10730 kg	23,660 lb

*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 tire size and attachments.

Weight Changes

WA200PZ-6

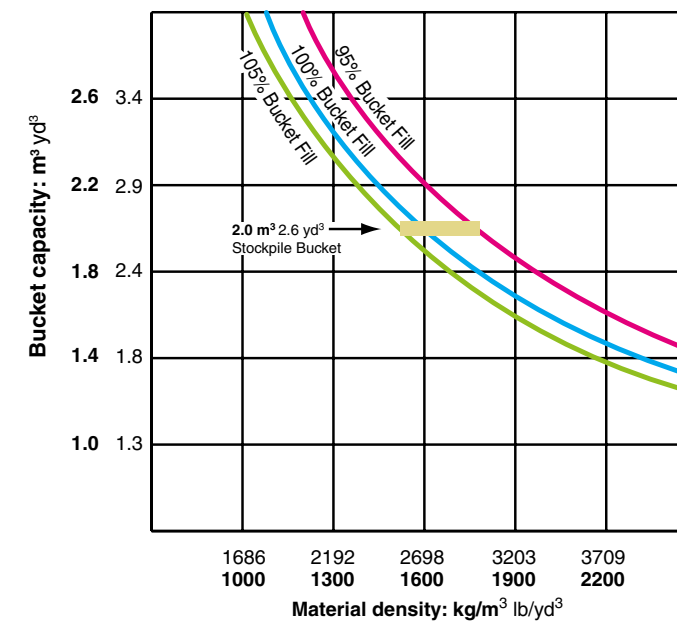
	Change in Operating Weight		Change in Tipping Load		Width Over Tires	Ground Clearance	Change in Vertical Dimensions	Change in Reach		
	Straight	Full Turn	Straight	Full Turn						
17.5-25-12PR (L2)	-325 kg	-716 lb	-215 kg	-474 lb	-185 kg	-408 lb	2375 mm 7'10"	425 mm 1'5"	-70 mm -2.8"	75 mm 3.0"
17.5-25-12PR (L3)	-290 kg	-639 lb	-190 kg	-419 lb	-167 kg	-368 lb	2375 mm 7'10"	425 mm 1'5"	-70 mm -2.8"	75 mm 3.0"
20.5-25-12PR (L3)	165 kg	364 lb	105 kg	231 lb	95 kg	209 lb	2470 mm 8'1"	495 mm 1'8"	0 mm 0"	0 mm 0"
Install ROPS canopy (instead of cab)	-167 kg	-368 lb	-152 kg	-335 lb	-134 kg	-295 lb				

WA250PZ-6

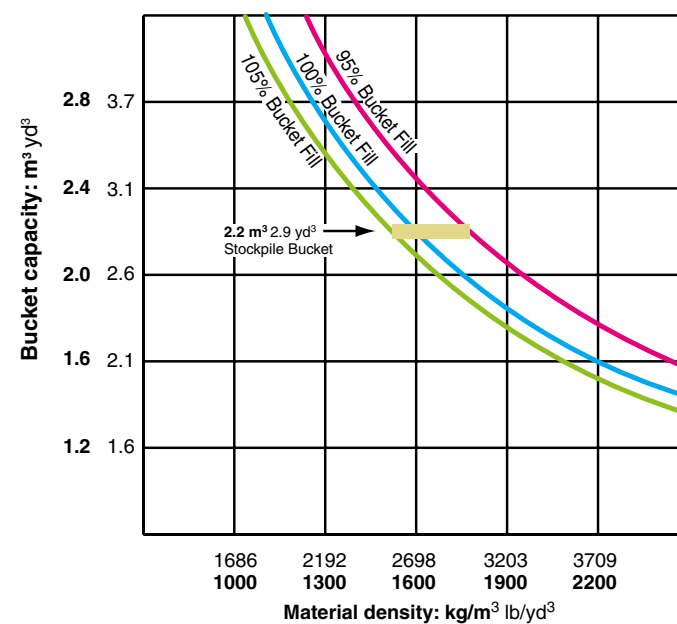
	Change in Operating Weight		Change in Tipping Load		Width Over Tires	Ground Clearance	Change in Vertical Dimensions	Change in Reach		
	Straight	Full Turn	Straight	Full Turn						
17.5-25-16PR (L2)	-300 kg	-661 lb	-200 kg	-441 lb	-170 kg	-375 lb	2375 mm 7'10"	395 mm 1'4"	-70 mm -2.8"	70 mm 2.8"
17.5-25-16PR (L3)	-260 kg	-573 lb	-170 kg	-375 lb	-150 kg	-331 lb	2375 mm 7'10"	395 mm 1'4"	-70 mm -2.8"	70 mm 2.8"
20.5-25-12PR (L3)	165 kg	364 lb	110 kg	243 lb	95 kg	209 lb	2470 mm 8'1"	465 mm 1'6"	0 mm 0"	0 mm 0"
Install ROPS canopy (instead of cab)	-165 kg	-364 lb	-145 kg	-320 lb	-125 kg	-276 lb				

BUCKET SELECTION GUIDE

WA200PZ-6



WA250PZ-6

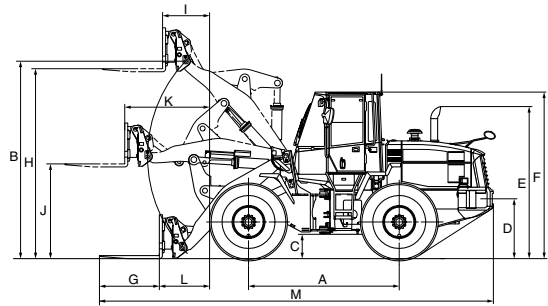


This guide, representing bucket sizes not necessarily manufactured by Komatsu, will help you select the proper bucket size for material density, loader configuration, and operating conditions. Optimum bucket size is determined after adding or subtracting all tipping load changes due to optional equipment. Bucket fill factors represent the approximate amount of material as a percent of rated bucket capacity. Fill factors are primarily affected by material, ground conditions, breakout force, bucket profile, and the cutting edge of the bucket used.

Material (loose weight)	kg/m ³	lb/yd ³
Caliche	1250	2,100
Cinders	590	1,000
Clay and gravel, dry	1420	2,400
Clay and gravel, wet	1540	2,600
Clay, dry	1480	2,500
Clay, natural bed	1660	2,800
Clay, wet	1660	2,800
Coal, anthracite, broken	1100	1,850
Coal, bituminous, broken	830	1,400
Earth, dry, packed	1510	2,550
Earth, loam	1250	2,100
Earth, wet, excavated	1600	2,700
Granite, broken or large crushed	1660	2,800
Gravel, dry	1510	2,550
Gravel, dry 13 to 50 mm 1/2" to 2"	1690	2,850
Gravel, pit run (graveled sand)	1930	3,250
Gravel, wet 13 to 50 mm 1/2" to 2"	2020	3,400
Gypsum, crushed	1600	2,700
Limestone, broken or crushed	1540	2,600
Magnetite, iron ore	2790	4,700
Phosphate rock	1280	2,160
Pyrite, iron ore	2580	4,350
Sand and gravel, dry	1720	2,900
Sand and gravel, wet	2020	3,400
Sand, dry	1420	2,400
Sand, wet	1840	3,100
Sandstone, broken	1510	2,550
Shale	1250	2,100
Slag, broken	1750	2,950
Stone, crushed	1600	2,700
Topsoil	950	1,600

DIMENSIONS

Fork



Model	WA200PZ-6				WA250PZ-6			
	17.5-25		20.5-25		17.5-25		20.5-25	
Tires	1930	6'4"	1930	6'4"	1930	6'4"	1930	6'4"
Tread	1930	6'4"	1930	6'4"	1930	6'4"	1930	6'4"
Width over tires	2375	7'10"	2470	8'1"	2375	7'10"	2470	8'1"
A Wheelbase	2840	9'4"	2840	9'4"	2900	9'6"	2900	9'6"
B Hinge pin height, max. height	3815	12'6"	3885	12'9"	3895	12'9"	3965	13'0"
C Ground clearance	425	1'5"	495	1'8"	395	1'4"	465	1'6"
D Hitch height	870	2'10"	940	3'1"	880	2'11"	950	3'1"
E Overall height, top of stack	2725	8'11"	2795	9'2"	2855	9'4"	2925	9'7"
F Overall height, ROPS cab	3110	10'2"	3180	10'5"	3130	10'3"	3200	10'6"

Model	WA200PZ-6		WA250PZ-6		
	20.5-25-12PR(L2)		20.5-25-12PR(L2)		
Tires (Measured with)					
Static tipping load – boom level Fork level, 610 mm 24" load center	Straight	6050 kg	13,340 lb	6875 kg	15,160 lb
	Full turn (40°)	5300 kg	11,680 lb	5980 kg	13,180 lb
Operating weight	11460 kg	25,260 lb	12275 kg	27,060 lb	
G Fork tine length	1200 mm	3'11"	1220 mm	4'0"	
H Ground to top of tine at maximum lift	3765 mm	12'4"	3820 mm	12'6"	
I Reach at maximum lift	775 mm	2'7"	790 mm	2'7"	
J Ground to top of Tine – boom and tine level	1780 mm	5'10"	1820 mm	6'0"	
K Reach – boom and tine level	1675 mm	5'6"	1690 mm	5'7"	
L Reach – tine level on ground	1040 mm	3'5"	1025 mm	3'4"	
M Overall Length – tine level on ground	7645 mm	25'1"	7680 mm	25'2"	
Operating load	2650 kg	5,840 lb	2990 kg	6,590 lb	

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

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

WA200PZ-6

	Change in Operating Weight		Change in Tipping Load				Width Over Tires		Ground Clearance		Change in Vertical Dimensions		Change in Reach	
			Straight	Full Turn										
17.5-25-12PR(L2)	-325 kg	-716 lb	-215 kg	-474 lb	-185 kg	-408 lb	2375 mm	7'10"	425 mm	1'5"	-70 mm	-2.8"	75 mm	3.0"
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20.5-25-12PR(L3)	165 kg	364 lb	105 kg	231 lb	95 kg	209 lb	2470 mm	8'1"	495 mm	1'8"	0 mm	0"	0 mm	0"
Install ROPS canopy (instead of cab)	-167 kg	-368 lb	-152 kg	-335 lb	-134 kg	-295 lb								

WA250PZ-6

	Change in Operating Weight		Change in Tipping Load				Width Over Tires		Ground Clearance		Change in Vertical Dimensions		Change in Reach	
			Straight	Full Turn										
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17.5-25-16PR(L3)	-260 kg	-573 lb	-125 kg	-276 lb	-110 kg	-243 lb	2375 mm	7'10"	395 mm	1'4"	-70 mm	-2.8"	70 mm	2.8"
20.5-25-12PR(L3)	165 kg	364 lb	80 kg	176 lb	70 kg	154 lb	2470 mm	8'1"	465 mm	1'6"	0 mm	0"	0 mm	0"
Install ROPS canopy (instead of cab)	-165 kg	-364 lb	-105 kg	-231 lb	-90 kg	-198 lb								

STANDARD EQUIPMENT

WA200PZ-6

- 3-spool valve for boom and bucket controls
- Additional counterweight
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with mode select system
- Back-up alarm
- Back-up lamp
- Batteries, 88 Ah/2 x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA4D107E-1 diesel

- Engine shut-off system, electric
- Floor mat
- Fuel prefilter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with PZ lift arm
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PPC fingertip control, mono lever +1
- Quick coupler
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror

- Rear window washer and wiper
- ROPS/FOPS cab
- Seat, rigid type with reclining
- Seat belt
- Service brakes, wet disc type
- Starting motor, 4.5 kW/24 V
- Steering wheel, tiltable
- Sun visor
- Tires (20.5-25-12PR, L2 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Bucket, stockpile, for use with coupler with B.O.C. 2.0 m³ 2.6 yd³

WA250PZ-6

- 3-spool valve for boom and bucket controls
- Additional counterweight
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with mode select system
- Back-up alarm
- Back-up lamp
- Batteries, 110 Ah/2 x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA6D107E-1 diesel

- Engine shut-off system, electric
- Floor mat
- Fuel prefilter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with PZ lift arm
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PPC fingertip control, mono lever +1
- Quick coupler
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror

- Rear window washer and wiper
- ROPS/FOPS cab
- Seat, rigid type with reclining
- Seat belt
- Service brakes, wet disc type
- Starting motor, 4.5 kW/24 V
- Steering wheel, tiltable
- Sun visor
- Tires (20.5-25-16PR, L2 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Bucket, stockpile, for use with coupler with B.O.C. 2.2 m³ 2.9 yd³



Quick coupler