FLYWHEEL 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

Photo may include optional equipment.
Building on the technology and expertise Komatsu has accumulated since its establishment in 1921, GALEO presents customers worldwide with a strong, distinctive image of technological innovation and exceptional value. The GALEO brand will be employed for Komatsu’s full lineup of advanced construction and mining equipment. Designed with high productivity, safety and environmental considerations in mind, the machines in this line reflect Komatsu’s commitment to contributing to the creation of a better world.

**Genuine Answers for Land and Environment Optimization**

**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

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

**New tilt steering column**

**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

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

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

**Staircase-type steps** with large rear-hinged doors

**Traction control system**

**Full side opening gull-wing engine doors**

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

**Staircase-type steps** with large rear-hinged doors

**Traction control system**

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

**Staircase-type steps** with large rear-hinged doors

**Traction control system**

**Photos may include optional equipment.**
Powerful 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.

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.

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.

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.
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.

Overrun Prevention System

When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 36 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.

Extended Service Interval

Extended engine oil change interval: 250 H 500 H
Extended drive shaft greasing interval: 1,000 H 4,000 H

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.

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INCREASED RELIABILITY AND SERVICEABILITY

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

Model: Komatsu SAA6D102E-2  
Type: Water-cooled, 4-cycle  
Turbocharged, and air-to-air aftercooled  
Number of cylinders: 6  
Bore x stroke: 102 mm x 120 mm  
Displacement: 4.4 - 14.3 l  
Gross kw: 127 HP  
Net kw: 123 HP  
Rated rpm: 2050 rpm  
Fuel system: Direct injection  
Lubrication system: Gear pump, force lubrication  
Filter: Full-flow Air cleaner, Dry type with double radial-squared elements and dust evacuator, plus dust indicator  

### HYDRAULIC SYSTEM

Capacity (discharge flow) @ engine-rated rpm  
Maximum flow for loader circuit  
Loader + steering pump  
41 - 95 l/min/16.1 - 25.1 U.S. gal/min  
Pilot pump  
37 l/min/9.8 U.S. gal/min  
(Gear-type pumps)  
Relief valve setting  
Loader  
203 kgf/cm²/19.9 MPa  
Steadying  
210 kgf/cm²/20.6 MPa  
3.000 psi  

### BUCKET CONTROLS

Control positions  
Boom  
Raise, hold, lower, and float  
Bucket  
Tilt, hold, and dump  

### TRANSMISSION

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

### AXLES AND FINAL DRIVES

Drive system  
Four-wheel drive  
Front  
Center pin support, semi-floating  
Rear  
24° total oscillation  
Reduction gear  
Spiral bevel gear  
Differential gear  
Planetary gear, single reduction  

### BRAKES

Service brakes: Hydraulically-activated, wet disc brakes actuate on all 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°  

### SERVICE REFILL CAPACITIES

Cooling system  
17.0 l/hr  
Fuel tank  
175.0 l  
Engine  
156.5 l  
Hydraulic system  
56.0 l  
Axle (each, front and rear)  
18.0 l  
Transmission  
5.5 l  

### BUCKET SELECTION GUIDE

### SPECIFICATIONS

**WHEEL LOADER**

<table>
<thead>
<tr>
<th>Models</th>
<th>17.5-25</th>
<th>20.5-25</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side</td>
<td>Number of Cylinders</td>
<td>Bore</td>
</tr>
<tr>
<td>Boom</td>
<td>2</td>
<td>120 mm</td>
</tr>
<tr>
<td>Bucket</td>
<td>1</td>
<td>130 mm</td>
</tr>
<tr>
<td>Steer</td>
<td>2</td>
<td>70 mm</td>
</tr>
</tbody>
</table>

| Maximum flow for loader circuit | 41 - 95 l/min/16.1 - 25.1 U.S. gal/min |
| Pilot pump | 37 l/min/9.8 U.S. gal/min |

| Relief valve setting | Loader | 203 kgf/cm²/19.9 MPa |
| Steadying | 210 kgf/cm²/20.6 MPa |

<table>
<thead>
<tr>
<th>Weight Changes</th>
<th>Change in Operating Weight</th>
<th>Change in Tipping Load</th>
<th>Width Over Tires</th>
<th>Ground Clearance</th>
<th>Change in Vertical Dimensions</th>
<th>Change in Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.5-25-12PR (L3)</td>
<td>190 kg</td>
<td>231 lbf</td>
<td>176 kg</td>
<td>375 lb</td>
<td>40 mm</td>
<td>1763 mm</td>
</tr>
<tr>
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<td>190 kg</td>
<td>231 lbf</td>
<td>176 kg</td>
<td>375 lb</td>
<td>40 mm</td>
<td>1763 mm</td>
</tr>
<tr>
<td>20.5-25-12PR (L2)</td>
<td>180 kg</td>
<td>255 lbf</td>
<td>166 kg</td>
<td>361 lb</td>
<td>40 mm</td>
<td>1763 mm</td>
</tr>
</tbody>
</table>

*All dimensions, weights, and performance values based on SAE J732c and J742s standards. 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.*

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**Engine**

- Model: Komatsu SAA6D102E-2  
- Type: Water-cooled, 4-cycle  
- Turbocharged, and air-to-air aftercooled  
- Number of cylinders: 6  
- Bore x stroke: 102 mm x 120 mm  
- Displacement: 4.4 - 14.3 l  
- Gross kw: 127 HP  
- Net kw: 123 HP  
- Rated rpm: 2050 rpm  
- Fuel system: Direct injection  
- Lubrication system: Gear pump, force lubrication  
- Filter: Full-flow Air cleaner, Dry type with double radial-squared elements and dust evacuator, plus dust indicator  

**Hydraulic System**

- Capacity (discharge flow) @ engine-rated rpm  
- Maximum flow for loader circuit: 41 - 95 l/min/16.1 - 25.1 U.S. gal/min  
- Pilot pump: 37 l/min/9.8 U.S. gal/min (Gear-type pumps)  
- Relief valve setting: Loader 203 kgf/cm²/19.9 MPa  
- Steadying 210 kgf/cm²/20.6 MPa  

**Transmission**

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

**Axles and Final Drives**

- Drive system: Four-wheel drive  
- Front: Center pin support, semi-floating  
- Rear: 24° total oscillation  
- Reduction gear: Spiral bevel gear  
- Differential gear: Planetary gear, single reduction  

**Brakes**

- Service brakes: Hydraulically-activated, wet disc brakes actuate on all 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°  

**Service Refill Capacities**

- Cooling system: 17.0 l/hr  
- Fuel tank: 175.0 l  
- Engine: 156.5 l  
- Hydraulic system: 56.0 l  
- Axle (each, front and rear): 18.0 l  
- Transmission: 5.5 l  

**Bucket Controls**

- Control positions: Boom - Raise, hold, lower, and float  
- Bucket - Tilt, hold, and dump  

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**Dimensions**

- Measured with 17.5-25-12PR (L2) tires  
- Bucket Capacity: 2.8 m³  
- Bucket Weight: 2050 mm  
- Steady Weight: 2500 mm  
- Static Tipping Load: 3.9 m  
- Turning Radius: 23.2 m  
- Operating Height: 22.5 m  
- Breakout Force: 2745 kg  

**Weight Changes**

- Change in Operating Weight  
- Change in Tipping Load  
- Width Over Tires  
- Ground Clearance  
- Change in Vertical Dimensions  
- Change in Reach
## 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 (intemittent) 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)
- 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
- Lifts
  - Stop and tail
  - Turn signal (2 front, 2 rear)
- Loader linkage with standard lift boom
- Mono-lever loader control
- Parking brake, wet disc
- Parking brake reminder, parking brake warning
- Service brakes, hydraulic, wet multi-disc, inboard
- Speedometer (km/h)
- Starting aid, intake manifold preheater
- Starting motor, 4.5 kW/24 V
- Steering wheel, tiltable
- 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

- 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
- ECIS (Electronically Controlled Suspension System)
- Fenders, front
- Fenders, rear full
- Heaters 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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