**HORSEPOWER**

**Gross:** 104 kW @ 2000 rpm  
**Net:** 103 kW @ 2000 rpm

**BUCKET CAPACITY**

1.8–2.7 m³ / 2.4–3.5 yd³

**WEIGHT CHANGES**

<table>
<thead>
<tr>
<th></th>
<th>Change in Operating Weight</th>
<th>Change in Tipping Load</th>
<th>Widths Over Tire</th>
<th>Ground Clearance</th>
<th>Change in Vertical Dimensions</th>
<th>Change in Heads</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Straight</td>
<td>Full Turn</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.5-25-16PR (L3)</td>
<td>56 kg</td>
<td>61 lb</td>
<td>2375 mm</td>
<td>395 mm</td>
<td>1’10”</td>
<td>0”</td>
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<tr>
<td>20.5-25-12PR (L2)</td>
<td>65 kg</td>
<td>71 lb</td>
<td>2470 mm</td>
<td>465 mm</td>
<td>1’9”</td>
<td>0”</td>
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<tr>
<td>20.5-25-12PR (L3)</td>
<td>75 kg</td>
<td>81 lb</td>
<td>2470 mm</td>
<td>465 mm</td>
<td>1’9”</td>
<td>0”</td>
</tr>
<tr>
<td></td>
<td>Install ROPS canopy (instead of cab)</td>
<td>-150 kg</td>
<td>-331 lb</td>
<td>-110 kg</td>
<td>-331 lb</td>
<td>-287 lb</td>
</tr>
<tr>
<td></td>
<td>Additional counterweight</td>
<td>300 kg</td>
<td>661 lb</td>
<td>1’279 lb</td>
<td>1’224 lb</td>
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</tr>
</tbody>
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**STANDARD EQUIPMENT**

- 2-spool valve for boom and bucket controls
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with mode select system
- Back-up lamp
- Batteries, 110 Ah x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA6D107E-1 diesel
- Engine shut-off system, electric
- Fuel filter with water separator
- Hydraulically-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift boom
- Main monitor panel with EMMS (Equipment Monitoring System)
- PPC (Position Control) control, monoblock
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror

**OPTIONAL EQUIPMENT**

- 3-spool valve
- Additional counterweight
- AM/FM radio
- AM/FM stereo radio cassette
- 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
- High lift boom
- Limited slip differential (F&R)
- Rear full fender
- Rear window wiper and washer
- ROPS/OPS 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 (17.5-25-16PR, L3)
- Tool kit
- Vandalism protection kit

**WEIGHT CHANGES**

<p>| | | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<td>WA250-6</td>
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</tr>
</tbody>
</table>

**Materials and specifications are subject to change without notice.**

Komatsu is a trademark of Komatsu Ltd., Japan

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

Excellent Operator Environment
- HST traction control switch
- Electrically controlled directional lever
- Tiltable steering column
- Low-noise designed cab
- Pillar-less large ROPS/FOPS cab-integrated
- Easy entry/exit, rear-hinged doors

High Productivity & Low Fuel Consumption
- High performance SAA6D107E-1 engine
- Low fuel consumption
- Electronically-controlled HST with variable shift control system
- Variable traction control system
- S-mode

Harmony with Environment
- EPA Tier 3 and EU Stage 3A emissions 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 (optional)

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See page 7.

Easy access, gull-wing type engine side doors
Automatic Reversible Fan (optional)
High Productivity and Low Fuel Consumption

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.

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.

Max. Traction Switch
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.

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.

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.

Variable Range of Travel Speed

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.

Dumping Clearance: 2780 mm 91”
Dumping Reach: 1055 mm 36”
(2.3 m³ 3.0 yd³ bucket with B.O.C.)
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Dumping Clearance: 2780 mm 9’1”
Dumping Reach: 1055 mm 3’6”
(2.3 m³ 3.0 yd³ bucket with B.O.C.)
Komatsu Components
Komatsu manufactures the engine, transfer case 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.

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.

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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.

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.

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 (optional)
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)

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.
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InCREASED RELIABILITY

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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)

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.

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.

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Front axle Rear axle Transfer case Engine
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.

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.

1: Speed range selector switch  2: Variable shift switch  3: Traction control switch  4: Max. traction switch  5: Fan reverse switch
**Easy Operation**

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Photo may include optional equipment.
Material density: kg/m³

Apply the following weight changes to operating weight and static tipping load.

*Net horsepower at the maximum speed of radiator cooling fan 3.0 m³
EPA Tier 3 and EU Stage 3A emissions certified.

**At the end of B.O.C. wet disc brakes actuate on four wheels.

**Measured with 17.5-25-16PR (L2) tires, ROPS/FOPS cab
Apply the following weight changes to operating weight and static tipping load.

**HYDRAULIC SYSTEM**

<table>
<thead>
<tr>
<th>Dimensions (mm)</th>
<th>Steers</th>
<th>Forward</th>
<th>Reverse</th>
<th>Both</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>3'1&quot; (950 mm)</td>
<td>3'1&quot;</td>
<td>3'1&quot;</td>
<td>3'1&quot;</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3'6&quot; (1070 mm)</td>
<td>3'6&quot;</td>
<td>3'6&quot;</td>
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<td>-</td>
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**ENGINE**

- Komatsu SAA6D107E-1
- Turbocharged, aftercooled
- Rated rpm: 2000 rpm
- Fan drive method for radiator cooling
- Hydraulic 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

**TRANSMISSION**

- Hydrostatic, 1 pump, 2 motors with speed range select
- Travel speed: km/h
- Measured with 17.5-25 tires

**AXLES AND FINAL DRIVES**

- Four-wheel drive
- Fixed, semi-floating
- Center-pin support, semi-floating
- 24° total oscillation
- Sprial bevel gear
- Differential gear, used in bucket
- Planetary gear, single reduction

**BUCKETS**

- Measured with 17.5-25 LPR (L2) tires, ROPS/FOPS cab
- EPA Tier 3 and EU Stage 3A emissions certified

**SPECIFICATIONS**

- Steering wheel: 17.5-25 tires
- Width over tires: 2470 mm
- Wheelbase: 2500 mm
- Hinge pin height, max. height: 3722 mm
- Hinge pin height, carry position: 370 mm
- Ground clearance: 465 mm
- Hitch height: 509 mm
- Operating weight: 3253 kg

**SERVICE REFILL CAPACITIES**

- Engine oil: 5.9 l
- Hydraulic oil: 20.6 l
- Cooling system: -

**之后的文本内容...**
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- 1.8–2.7 m³ (2.4–3.5 yd³)

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- Engine shut-off system, electric
- Fuel filter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift boom
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PIP fingertip control, mono lever
- 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 (17.5–25–16PR, L2 tubeless)
- Tool kit
- Vandalism protection kit

### OPTIONAL EQUIPMENT
- 3-spool valve
- Additional counterweight
- AM/FM radio
- AM/FM stereo radio cassette
- 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
- High lift boom
- Limited slip differential (F&R)
- Rear full fender
- Tool kit
- Vandalism protection kit

### WEBSITES
- www.Komatsu.com
- Printed in Japan 201303 IPSIN

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Photo may include optional equipment.