BUCKET CAPACITY
2.7–4.0 m³
3.5–5.2 yd³

Photo may include optional equipment.
**WA380-5 Wheel Loader**

**WALK-AROUND**

**Increased Reliability**
- Reliable Komatsu designed and manufactured components
- Sturdy main frame
- Maintenance-free, fully hydraulic, wet disc service and parking brakes
- All hydraulic hoses use flat face O-ring seals

**High Productivity & Low Fuel Consumption**
- Powerful engine
- Ultra-low fuel consumption
- Dual-mode engine power select system
- Transmission mode select system
- Dual speed hydraulic system
- Superior dumping clearance and reach
- Long wheelbase and 40 degree articulation

See pages 4 and 5.

**Harmony with Environment**
- Low fuel consumption

**Easy Maintenance**
- “EMMS” (Equipment Management Monitoring System)
- Reversible radiator fan (optional)
- Swing-out aftercooler and oil coolers

See page 7.

**Increased Reliability**
- 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

**Easy Maintenance**
- Prolonged engine oil change interval
- Ground check for windshield washer tank and coolant tank
- Easy access, gull-wing type engine side doors

**WA380-5 WHEEL LOADER**

**NET HORSEPOWER**
140 kW 187 HP @ 2000 rpm

**OPERATING WEIGHT**
16250–16510 kg
35,825–36,395 lb

**BUCKET CAPACITY**
2.7 – 4.0 m³
3.5 – 5.2 yd³

Photo may include optional equipment.
WA380-5 Wheel Loader

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- Transmission mode select system
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- Superior dumping clearance and reach
- Long wheelbase and 40 degree articulation

Excellent Operator Environment
- Automatic transmission with selectable modes
- Electrically controlled transmission lever
- Fingertip control levers
- Pillar-less large ROPS/FOPS cab
- Easy entry/exit, rear-hinged doors
- Telescopic/tilt steering column

Harmony with Environment
- Low fuel consumption

Easy Maintenance
- “EMMS” (Equipment Management Monitoring System)
- Reversible radiator fan (optional)
- Swing-out aftercooler and oil coolers

See page 6.

See page 6.

See pages 8 and 9.

See pages 7.
High Productivity and Low Fuel Consumption

**Powerful Engine**
The high pressure fuel injection in the SAA6D114E-2 engine provides optimum combustion of fuel at both low and high speed/power applications. This engine also provides fast throttle response to match the machine’s powerful rim pull and fast hydraulic response.

140 kW 187 HP

**Low Fuel Consumption**
The fuel consumption is reduced greatly because of the low-noise, high-torque engine and the large-capacity torque converter with maximum efficiency in the low-speed range.

Reduction of Fuel Consumption: 15% (compared with Dash 3 technology).

**Dual-Mode Select System**
This wheel loader offers two selectable operating modes—Normal and Power. The operator can adjust the machine’s performance by flipping a switch.

- **Normal Mode:** This mode provides maximum fuel efficiency for most of general loading.
- **Power Mode:** This mode provides maximum power output for hard digging operation or hill climb.

**Transmission Mode Select System**
This operator controlled system allows the operator to select manual shifting or three levels of automatic shifting (low, medium, and high).

- **Manual:** Transmission is fixed to gear speed selected with gear shift lever.
- **Auto. L:** This mode provides smooth gear change and low fuel consumption since gear shifting is performed at relatively low engine speeds, suitable for general excavating and loading.
- **Auto. M:** Gear is shifted at medium engine speeds between those of L and H modes.
- **Auto. H:** This mode provides large rim pull and short cycle time since gear shifting is performed at relatively high engine speeds, suitable for load and carry operation on uphill.

**New Dual-Speed Hydraulic System**
Komatsu’s dual-speed hydraulic system increases operational efficiency by matching the hydraulic demands to work conditions.

Oil from the switch pump is completely returned to the tank when digging and breaking out, therefore, hydraulic flow to the loader is reduced and pressure is increased. This reduces horsepower demand from the engine and makes the operation more efficient. Kick-down switch signal also controls the oil flow. This new technology is greater productivity at the lowest operating cost.

**Maximum Dumping Clearance and Reach**
The long lift arms provide high dumping clearance and maximum dumping reach. The operator can evenly load the body of a dump truck easily and efficiently.

Dumping Clearance: 2885 mm 9’6”
Dumping Reach: 1210 mm 4’0”
(3.3 m³ 4.3 yd³ bucket with B.O.C.)

**Long Wheelbase/Articulation Angle of 40˚**
The widest tread in class and the long wheelbase provides improved machine stability in both longitudinal and lateral directions. Since the articulation angle is 40˚, the operator can work efficiently even in the tightest job sites.

<table>
<thead>
<tr>
<th>Tread</th>
<th>2150 mm 7’1”</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>3390 mm 10’10”</td>
</tr>
<tr>
<td>Minimum turning radius (center of outside tire)</td>
<td>3620 mm 11’10”</td>
</tr>
</tbody>
</table>
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- **Wheelbase:** 3300 mm 10’10”
- **Maximum Turning Radius (Center of outside tire):** 5620 mm 18’5”

**Productivity Features**

**High Productivity and Low Fuel Consumption**

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**Dumping Reach:** 1210 mm 4’0”

(3.3 m³ 4.3 yd³ bucket with B.O.C.)
**Increased Reliability**

**Komatsu Components**
Komatsu manufactures the engine, torque converter, transmission, hydraulic units, electric parts, and even each bolt 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 new 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. Provides hydraulic backup should one of the circuits fail.

Fully hydraulic brakes mean no air system to bleed, or the condensation of water in the system that can lead to contamination, corrosion, and freezing.

**High-rigidity Frames**
The front and rear frames have high rigidity to bear twisting and bending loads applied repeatedly to the loader body. Both upper and lower center pivot bearings are tapered roller bearings having high durability. The structure is similar to those of large-sized loaders and the reinforced loader linkage also ensures high rigidity.

**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. In addition, buffer rings are installed to the head side of the all-hydraulic cylinders to lower the load on the rod seals and maximize the reliability.

**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. This process results in a beautiful rust-free machine, even in the most severe environments. 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.

**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.

**Lengthened Maintenance Interval**
Lengthened engine oil replacement interval: 250 H → 500 H
Lengthened drive shaft greasing interval: 1,000 H → 4,000 H

**Reversible Cooling Fan (optional) and Swing-out Cooler Elements**
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. The coolers can also swing out for easy cleaning.
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 the loader has any troubles, the monitor displays action details on the character display at the center bottom of the monitor.
- Monitor function. Controller monitors engine oil level, pressure, coolant temperature, air cleaner clogging, etc. If controller finds abnormalities, all of these are displayed on LCD.
- Replacement time notice function. Monitor informs replacement time of oil and filters on LCD when it reaches replacement intervals.
- Trouble data memory function. Monitor stores abnormalities for effective troubleshooting.

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Added reliability is designed into the braking system by the use of two independent hydraulic circuits. Provides hydraulic backup should one of the circuits fail.

Fully hydraulic brakes mean no air system to bleed, or the condensation of water in the system that can lead to contamination, corrosion, and freezing.

Komatsu Components
**Easy Operation**

**Automatic Transmission with ECMV**

Automatic transmission with ECMV automatically selects the proper gear speed based on travel speed, engine speed, and other travel conditions. The ECMV (Electrically Controlled Modulation Valve) system engages the clutch smoothly to prevent lags and shocks when shifting. This system provides efficient machine operation and a comfortable ride.

- **Kick-down switch**: Consider this valuable feature for added productivity. With the touch of a finger, the kick-down switch automatically downshifts from second to first when beginning the digging cycle. It automatically upshifts from first to second when the direction control lever is placed in reverse. This results in increased rim pull for better bucket penetration and reduced cycle times for higher productivity.

- **Hold switch**: Auto shift is selected and if the operator turns on this switch when the lever is at the 3rd or 4th gear speed position, the transmission is fixed to that gear speed.

**Variable Transmission Cut-off**

The operator can adjust the transmission cut-off connected to the left brake pedal with the switch near the operator’s seat to set the brake cut-off point for easier operation and higher operating performance in variable conditions. If high cut-off pressure for digging operations, low cut-off pressure for truck-loading operations.

**Telescopic/Tilt Steering Column**

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

**Fingertip Work Equipment Control Lever**

New PPC control levers are used for the work equipment. The operator can easily operate the work equipment with fingertip control, reducing operator fatigue and increasing controllability.

**Electronically Controlled Transmission Lever**

Easy shifting and directional changes with Komatsu two-lever electronic shifting. Change direction or shift gears with a touch of the fingers without removing the shifting hand from the steering wheel. Solid state electronics and conveniently located direction and gear shift controls make this possible. Automatic shifts in ranges two through four keep production high and manual shifting at a minimum.

**Comfortable Operation**

**Low-noise Design**

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, dustproof with pressurizing, 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 cab area is the largest in its class providing maximum space for the operator.

**Rear-hinged Full Open Cab Door**

The cab door hinges are installed to the rear side of the cab providing a large opening angle for the operator to enter and exit. The steps are designed like a staircase, so that the operator can get on and off the cab easily.

**Emergency Brake**

If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently. If the brake pressure drops lower, the parking brake is applied providing a double safety system.
Easy Operation

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**ENGINE**

Model: Komatsu SAA6D114E-2  
Type: Water-cooled, 4-cycle  
Aspiration: Turbocharged  
Number of cylinders: 6  
Bore x stroke: 114 mm x 135 mm  
Displacement: 6.27 ft³ (95.5 L)  
Performance: 140 kW (187 HP) (SAE J1349)  
Rated rpm: 2100 rpm  
Fuel system: Direct injection  
Governor: Mechanical, all-speed control  
Lubrication system: Gear pump, force-lubrication  
Filter: Full-flow type  
Air cleaner: Dry type with double elements and dust evacuator, plus dust indicator

**HYDRAULIC SYSTEM**

Model: Komatsu SAA6D114E-2  
Type: Double-acting, piston type  
Number of cylinders: 8  
Bore x stroke: 80 mm x 442 mm  
Displacement: 2.175 pt (2100 cm³)  
Relief valve setting: 190 PS (DIN 6270)  
Air cleaner: Dry type with double elements and dust evacuator, plus dust indicator

**DIMENSIONS**

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**STEERING SYSTEM**

Type: Articulated type, full-hydraulic power steering  
Steering angle: ±40° each direction  
Steering system: Gear pump, relief valve setting: 190 PS (DIN 6270)  
Air cleaner: Dry type with double elements and dust evacuator, plus dust indicator

**TRANSMISSION**

Type: 3-element, single-stage, single-phase  
Transmission: Full-powerhift, countershaft type  
Transfer case: 4-speed, lockup type  
Measured with 20.5-25 tires

**AXLES AND FINAL DRIVES**

Drive system: Four-wheel drive  
Front: Fixed, semi-floating  
Rear: Center-pin support, semi-floating  
Reduction gear: 22.5 total oscillation  
Differential gear: Conventional type  
Final reduction gear: Planetary gear, single reduction

**BRAKES**

Service brakes: Hydraulically actuated, wet disc brakes actuated on four wheels  
Parking brake: Wet disc brake  
Emergency brake: Parking brake is commonly used

**SERVICE REFILL CAPACITIES**

Cooling system: 9.5 U.S. gal (36 ltr)  
Fuel tank: 79 U.S. gal (300 ltr)  
Engine oil: 15 ltr (3.9 U.S. gal)  
Hydraulic system: 34 ltr (9.0 U.S. gal)  
Torque converter and transmission: 54 ltr (14.3 U.S. gal)  
Hydraulic system: 125 ltr (33.0 U.S. gal)  
Bucket capacity: 3.9 m³ (5.2 yd³)

**BUCKET SELECTION GUIDE**

Material density type: 2.8

---

* All the information is based on SAE J732c and J742b standards.

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WA380-5 WHEEL LOADER

DIMENSIONS

Measured with 20.5-25-16PR (L3) tires

General Purpose Buckets

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<thead>
<tr>
<th>Bucket capacity, hoisted</th>
<th>Tooth</th>
<th>Bucket capacity, cutting edge</th>
<th>Tooth</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 m³</td>
<td>2.4 m³</td>
<td>3.0 m³</td>
<td>2.6 m³</td>
</tr>
<tr>
<td>4.3 m³</td>
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<tr>
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<td>3.8 m³</td>
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Excavating Buckets

<table>
<thead>
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<th>Tooth</th>
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<td>3.0 m³</td>
<td>3.0 m³</td>
</tr>
<tr>
<td>3.9 m³</td>
<td>4.4 m³</td>
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Light Material Buckets

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<th>Bucket capacity, hoisted</th>
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<tr>
<td>1.4 m³</td>
<td>1.1 m³</td>
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Service Buckets

<table>
<thead>
<tr>
<th>Material density, kg/m³</th>
<th>1.0</th>
<th>2.0</th>
<th>3.0</th>
<th>4.0</th>
<th>5.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bucket capacity, hoisted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.0 m³</td>
<td>1.2 m³</td>
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BRAKES

Service brakes: Hydraulically actuated, wet disc brakes actuated on four wheels.
Parking brake: Wet disc brake.
Emergency brake: Parking brake is commonly used.

Material density, kg/m³

- 1.0 m³: 3.0 m³, 1.4 m³, 1.6 m³, 1.8 m³, 2.0 m³
- 2.0 m³: 4.0 m³, 2.2 m³, 2.4 m³, 2.6 m³, 2.8 m³
- 3.0 m³: 6.0 m³, 3.2 m³, 3.4 m³, 3.6 m³, 3.8 m³
- 4.0 m³: 8.0 m³, 6.2 m³, 6.4 m³, 6.6 m³, 6.8 m³

WA380-5 WHEEL LOADER

Engine

Model: Komatsu SAA6D114E-2
Type: Water-cooled, 4-cylinder, Turbocharged
Aspiration: Mechanical, all-speed control
Number of cylinders: 6
Bore x stroke: 114 mm x 135 mm x 4.49 in x 5.31 in
Piston displacement: 8.27 ft³
Performance:
- Flywheel horsepower: 140 kW (187 HP) (SAE J1349)
- 140 kW (190 PS) (DIN 0270)
- Rated rpm: 2600 rpm
Fuel system: Direct injection
Governor: Mechanical
- Lubrication system: Gear pump, force-lubrication
- Filter: Full-flow type
- Air cleaner: Dry type with double elements and dust evacuator, plus dust indicator

Transmission

- Torque converter: Hydraulic pump, Gear pump, 2-speed type
- Steering angle: 40°
- Water-cooled, 4-cycle
- Aspiration: 6
- Bore x stroke: 116 mm x 129 mm x 4.67 in x 5.11 in
- Piston displacement: 7.38 ft³
- Fuel tank: 300 ft³
- Engine: 380 ft³
- Reduction ratio: 380 ft³
- Differential: Planetary gear, single reduction
- Inlet: 9.7 ft³
- Output: 7.4 ft³
- Capacity: 45.0 ft³
- Tilt-back, hold, and dump
- Bucket: 3.3 ft³
- Raise, hold, and lower, and float
- Drive system: Four-wheel drive
- Front: Hydrostatic, semi-floating
- Rear: Center-pin support, semi-floating, 26° total oscillation
- Reduction gear: Spiral bevel gear
- Differential gear: Conventional type
- Final reduction gear: Planetary gear, single reduction

Brakes

- Service brakes: Hydraulically actuated, wet disc brakes actuated on four wheels.
- Parking brake: Wet disc brake.
- Emergency brake: Parking brake is commonly used.

Specifications

WA380-5 WHEEL LOADER

Engine

Model: Komatsu SAA6D114E-2
Type: Water-cooled, 4-cylinder, Turbocharged
Aspiration: Mechanical, all-speed control
Number of cylinders: 6
Bore x stroke: 114 mm x 135 mm x 4.49 in x 5.31 in
Piston displacement: 8.27 ft³
Performance:
- Flywheel horsepower: 140 kW (187 HP) (SAE J1349)
- 140 kW (190 PS) (DIN 0270)
- Rated rpm: 2600 rpm
Fuel system: Direct injection
Governor: Mechanical
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Specifications
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<tr>
<th>Tires or attachments</th>
<th>Operating weight</th>
<th>Tipping load straight</th>
<th>Tipping load full turn</th>
<th>Width over tires</th>
<th>Ground clearance</th>
<th>Change in vertical dimensions</th>
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<td></td>
<td>kg</td>
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<td>lb</td>
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<td>–485</td>
<td>–150</td>
<td>–290</td>
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</table>

**STANDARD EQUIPMENT**

- 2-spool valve for boom and bucket controls
- Additional fuel filter
- Air conditioner
- Alternator, 60 A
- Automatic transmission with mode select system
- Back-up alarm
- Batteries, 150 Ah/2 x 12 V
- Boom kick-out
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA6D114E-2 diesel
- Engine shut-off system, electric
- Floormat
- Front fender
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift arm
- Main monitor panel with EMMS (Equipment Management Monitoring System)
- PPC fingertip control, two levers
- Radiator mask, lattice type
- Rearview mirror
- Rear window washer and wiper
- ROPS/FOPS cab
- Seat belt
- Seat, suspension type with reclining
- Service brakes, wet disc type
- Steering motor, 7.5 kW/24 V
- Steering wheel, tiltable
- Sun visor
- Swing out aftercooler and oil cooler
- Tire (20.5-25-16PR, L-3 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Water separator

**OPTIONAL EQUIPMENT**

- 3-spool valve
- Additional counterweight
- Air conditioner side louver
- Alternator, 35 A
- AM/FM radio
- Brake cooling system
- Bucket teeth (bolt-on type)
- Bucket teeth (tip type)
- Counterweight for log
- Cutting edge (bolt-on type)
- Deluxe suspension seat
- ECSS (Electrically Controlled Suspension System)
- Emergency steering (SAE)
- Engine pre-cleaner with extension
- High lift arm
- Hydraulic-driven fan with reverse rotation
- KOMTRAX
- Limited slip differential (F&R)
- Log grapples
- Ordinary spare parts
- Power train guard
- Remote grease (lift arm pivot pin)
- ROPS/FOPS canopy
- Tool kit
- Vandalism protection kit
- Vinyl suspension seat

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