

KOMATSU®

WA150-5

FLYWHEEL HORSEPOWER
Gross: 74 kW 99 HP @ 2000 rpm
Net: 71 kW 96 HP @ 2000 rpm

OPERATING WEIGHT
7410 – 7495 kg
16,336 – 16,524 lb

BUCKET CAPACITY
1.3 – 1.7 m³ 1.7 – 2.2 yd³

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Photo may include optional equipment.

WALK-AROUND

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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

Powerful and low emission Komatsu SAA4D102E-2 **engine**

Larger cab
with new layout design

Full side opening
gull-wing engine doors

New tilt steering column

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

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



Large breakout force

Extended service intervals

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

Sealed DT electrical connectors

Traction control system

Photos may include optional equipment.

PRODUCTIVITY FEATURES

High Productivity and Low Fuel Consumption

Powerful and Low Emission Engine

A powerful SAA4D102E-2 turbocharged air-to-air aftercooled diesel engine provides an output (net) of **71 kW** 96 HP for the WA150-5. This engine is EPA Tier 2 and EU Stage 2 emissions certified.

Low Fuel Consumption

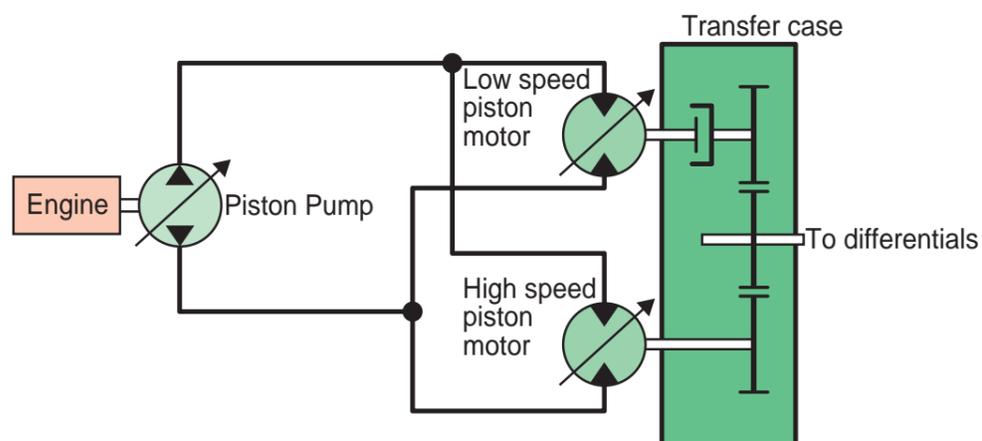
The fuel consumption is reduced up to 10%* due to the high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range.

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

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

- The 1-pump, 2-motor system allows for high-efficiency and high tractive effort. Engine power is transmitted hydraulically to a transfer case, then manually out to the differentials and out to the four driving wheels.
- HST provides quick travel response and aggressive drive into the pile. The variable displacement system automatically adjusts to the tractive effort demand to provide maximum power and efficiency.
- Full auto-shifting eliminates any gear shifting and kick-down operation to allow the operator to concentrate on digging and loading.

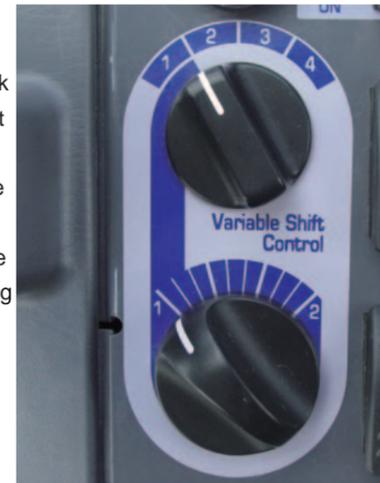
- When high drive torque is needed for digging, climbing or initiating movement, the pump feeds both motors. This combination makes the loader very aggressive and quick.
- Under deceleration, the HST system acts as a dynamic brake on the mechanical drive system. The dynamic brake can hold the loader in position on most workable slopes. This can be an advantage in stockpiling and ramp loading.
- As the machine moves and gains ground speed, the torque demand decreases and the low speed motor is effectively removed from the drive system by a clutch. At this point, the flow is going to the high-speed motor and the low-speed motor is not causing a drag on the system.
- An inching pedal gives the operator excellent simultaneous control of his travel and equipment hydraulic speeds. By depressing the inching pedal, drive pump flow to the motors will decrease, reducing ground speed and allowing the operator to use his accelerator to increase flow to his equipment hydraulics. Depressing the inching pedal further will activate the service brakes.



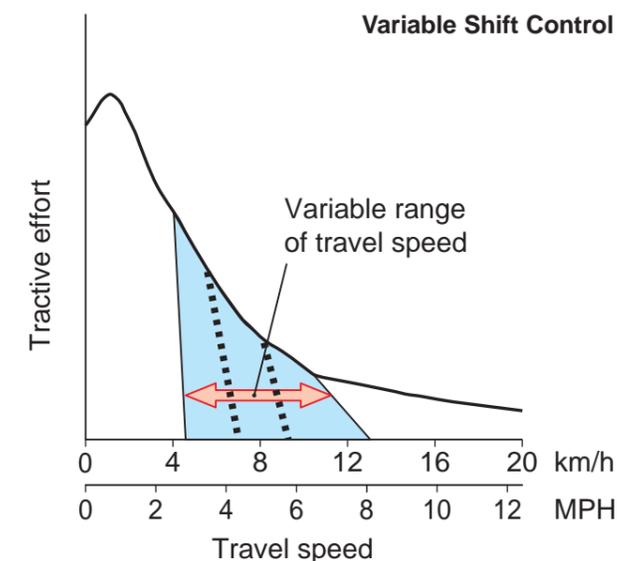
Electronically-Controlled HST with Variable Shift Control System

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

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



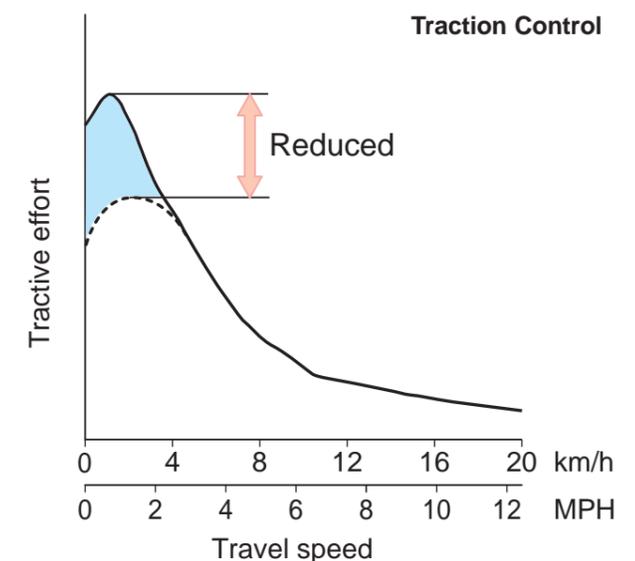
The variable shift switch allows the operator to adjust his machine speed in confined v-loading applications. When in 1, the operator can adjust his travel speed using the variable shift switch to match his machine speed and hydraulics to the distance he must travel.



Traction Control System

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

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



INCREASED RELIABILITY AND SERVICEABILITY

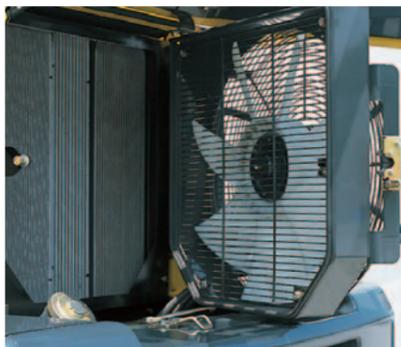
Main Monitor - EMMS (Equipment Management Monitoring System)

Komatsu's new main monitor keeps the operator informed of all machine functions at a glance. The monitor is located behind the steering wheel and displays various different machine functions including fluid/filter change intervals and troubleshooting memory display functions. The main gauges are analog type for easy viewing and other functions utilize light symbols or LCD readouts.



Swing-Out Radiator

The new Komatsu cooling system is isolated from the engine to provide more efficient cooling and low noise. The swing-out hydraulic fan allows the operator to quickly clean out the cooling system.



The radiator, air-to-air cooler and oil cooler are mounted side-by-side for more efficient cooling and easy cleaning. A fully-opening, gas spring assisted rear grill gives the operator excellent access to the swing-out fan and coolers.

Full Side-Opening Gull-Wing Engine Doors

Ground level engine service and daily service checks are made easy with the gas spring assisted full side opening gull-wing doors.



Extended Service Interval

Extended engine oil change interval:

250 H → 500 H

Extended drive shaft greasing interval:

1,000 H → 4,000 H



Overrun Prevention System

When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately **43 km/h** 27 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 **40 km/h** 25 MPH, the caution lamp lights up to inform the operator to reduce the travel speed.

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

Fully Hydraulic Wet Multi-disc Service Brakes

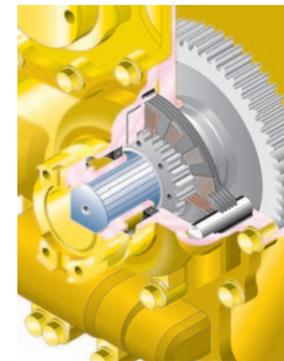
The dual wet disc brakes at each wheel are fully sealed and adjustment free to reduce contamination, wear and maintenance. The result is lower maintenance costs and higher reliability.

Added dependability is designed into the braking system by the use of two independent hydraulic circuits, providing hydraulic backup should one of the circuits fail.

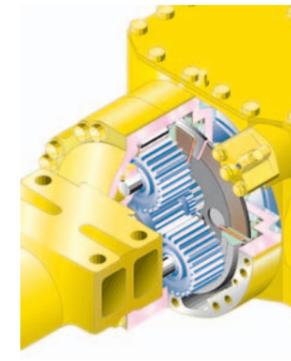
If the brake oil pressure drops, the warning lamp flashes and the warning buzzer sounds intermittently.

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

Parking Brake



Service Brakes



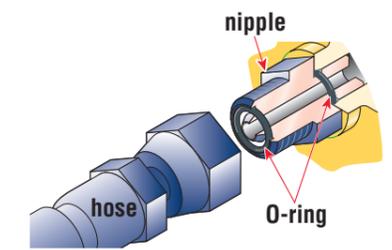
High-rigidity Frames

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



Flat Face-to-Face O-Ring Seals

Flat face-to-face O-ring seals are used to securely seal all hydraulic hose connections and to prevent oil leakage.



Cathion Electrodeposition Primer Paint/Powder Coating Final Paint

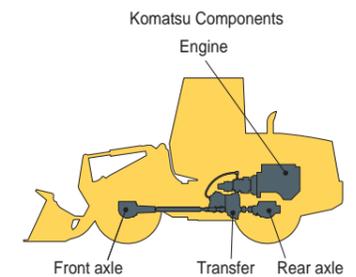
Cathion electrodeposition paint is applied as a primer paint and powder coating is applied as a topcoat to the exterior metal sheet parts. This process results in a durable rust-free machine, even in the most severe environments. Some external parts are made of plastic to provide long life and high impact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

Sealed DT Connectors

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

Komatsu Components

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



OPERATOR COMFORT

New Cab Layout

Komatsu's new cab layout provides the operator with a roomy, quiet and efficient work environment. The low noise level inside the cab leads the industry at 70 dB(A) and loader controls are ergonomically designed to reduce operator fatigue and increase productivity.

Two Door Walk-Through Cab

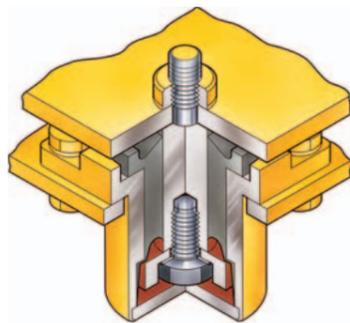
Entry and exit into the new Komatsu cab starts with sloped staircase type steps and large diameter handrails for added safety and comfort. The large cab doors are rear-hinged to open 130 degrees offering easy entry/exit and will not hamper visibility when operating the machine with the doors latched open. A wide pillar-less flat glass provides for excellent visibility. The wiper arm covers a large area to provide great visibility even on rainy days.



Low-noise Design

Operator noise: 70 dB(A)

The large cab is mounted with Komatsu's unique ROPS/FOPS 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, 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 and a variety of cup holders. Optional air conditioning and the optional AM/FM stereo cassette system create a comfortable and controlled work environment.





STANDARD EQUIPMENT

- Alternator, 35A, 24 volt
- Axles, semi floating with torque proportioning
- Back-up alarm
- Back-up light, rear
- Batteries, 92 Ah/2 x 12 V,
- Bucket positioner, automatic
- Cab (ROPS/FOPS) with cigarette lighter/ash tray, dome light, floor mat, front (intermittent) and rear wiper/washer, rear view mirrors (2 outside, 1 inside), right hand and left hand door access with steps, sun visor
- Counterweight
- Differentials, torque proportioning
- EMMS (Equipment Management Monitoring System)
 - Gauges (Speedometer, engine water temperature, fuel level, HST oil temperature)
 - LCD displays (filter/oil replacement time, HST selection, odometer, service meter, trouble shooting)
- Lights (Axle oil temperature, battery charge, brake oil pressure, central warning, directional indicator, engine oil pressure, engine pre-heater, HST oil filter clogging, high beam, maintenance, parking brake reminder, parking brake warning, steering oil pressure, transmission speed range, turn signals)
- Engine, Komatsu SAA4D102E-2-B
- Engine shut-off system, electric
- Engine water separator
- Fan, hydraulic driven, swing out
- Fenders, rear
- Hard water area arrangement (corrosion resister)
- Horn, electric
- Lift cylinders and bucket cylinder
- Lifting eyes
- Lights
 - Stop and tail
 - Turn signal (2 front, 2 rear)
 - Working (2 front, 2 rear, 2 outside cab)
- Loader linkage with standard lift boom
- Mono-lever loader control
- Parking brake, wet disc
- Radiator mask, hinged
- Seat belt, 3" wide
- Seat, rigid type, reclining with a document holder
- Service brakes, hydraulic, wet multi-disc, inboard
- Speedometer (km/h)
- Starting aid, intake manifold preheater
- Starting motor, 5.5 kW/24 V
- Steering wheel, tilttable
- Tires 16.9-24-10PR (L2), tubeless and rims
- Transmission (Hydrostatic with speed range select), automatic
- Transmission control, electric, steering column
- 2-spool valve for boom and bucket controls with PPC



OPTIONAL EQUIPMENT

- Air conditioner with heater/defroster/pressurizer
- Alternator, 60A, 24V
- Auxiliary steering
- Boom kick-out
- Bucket, excavating, **1.3 m³** 1.7 yd³
- Bucket, stockpile, **1.5 m³** 2.0 yd³
- Bucket, light material, **1.7 m³** 2.2 yd³
- Bucket teeth, bolt-on
- Cold area arrangement
- Counterweight, additional
- Cutting edge, bolt-on, reversible
- ECSS (Electronically Controlled Suspension System)
- Fenders, front
- Fenders, rear full
- Heater and defroster
- Hydraulic adapter kit (3rd spool), includes valve, lever, and piping
- Limited-slip differential, front and rear
- Radio, AM/FM
- Radio, AM/FM stereo with cassette
- Rims only, less tires
 - Fits 16.9 and 17.5-25 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)
 - 14.00-24-12PR (L2)
 - 15.5-25-8PR (L2)
 - 17.5-25-12PR (L2)
- Tool kit
- Vandalism protection kit

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