WA200PZ-6

- 3-lever loader control
- AM/FM radio
- AM/FM stereo radio cassette
- Automatic reversible fan
- Boom kick-out
- Bucket tooth (bolt-on type)
- Bucket tooth (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 tooth (bolt-on type)
- Bucket tooth (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”

Optional Equipment:

- 3-lever loader control
- AM/FM radio
- AM/FM stereo radio cassette
- Automatic reversible fan
- Boom kick-out
- Bucket tooth (bolt-on type)
- Bucket tooth (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
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- Limited slip differential (F&R)
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- ROPS canopy
- Tool kit
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- Pallet forks for use with coupler, 1220 mm 4’0”

- 3-lever loader control
- AM/FM radio
- AM/FM stereo radio cassette
- Automatic reversible fan
- Boom kick-out
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- Bucket tooth (tip type)
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- Front fenders
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- Tool kit
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- Pallet forks for use with coupler, 1220 mm 4’0”

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

Photo may include optional equipment.
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
- Tiltable 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

**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

See page 6.

**Harmony with Environment**
- EPA Tier 3 and EU Stage 3A emissions certified
- Low exterior noise
- Low fuel consumption

See page 7.

**Easy Maintenance**
- “EMMS” (Equipment Management Monitoring System)
- Easy access, gull-wing type engine side doors
- Automatic Reversible Fan (optional)

See page 8.

**Walk-Around**

**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

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 traveled.

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 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.
Further, 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.

Variable Shift Control System
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 traveled.

Max. Traction Switch
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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 load the body of a dump truck easily and efficiently.
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.

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.

Cation Electrodeposition Primer Paint/Powder Coating Final Paint

Cation 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 or 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 or 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.

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 (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)
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.

**Easy-to-operate Loader Control Levers**
A new levers 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 leveling switch

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

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.
ENGINE

Model: Komatsu SAA4D107E-1
Type: Turbocharged, aftercooled
Number of cylinders: 4
Bore x stroke: 107 mm x 124 mm 4.25 x 4.88
Piston displacement: 4.46 ltr 272 yr
Governor: All-speed, electronic
Horsepower: SAE J1995
ISO 5008/SAE J1349: Gross 95.2 kW 128 HP
Net: 94 kW 128 HP
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

*Net horsepower at the maximum speed of radiator cooling fan in 91 kW 123 HP.
EPA Tier 3 and EU Stage 3A emissions certified.

TRANSMISSION

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

<table>
<thead>
<tr>
<th>Steer direction</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Both Forward</td>
<td>4.0</td>
<td>13.0</td>
<td>20.0</td>
</tr>
<tr>
<td>and Reverse</td>
<td>2.5</td>
<td>8.1</td>
<td>12.4</td>
</tr>
</tbody>
</table>

Measured with 20.5-25 tires

SERVICE REFILL CAPACITIES

Cooling system: 17.0 ltr 45.0 U.S. gal
Fuel tank: 17.7 ltr 46.8 U.S. gal
Engine: 15.5 ltr 41.3 U.S. gal
Hydraulic system: 30 ltr 7.9 U.S. gal
Axle (each front and rear): 180 ltr 48.0 U.S. gal
Torque converter and transmission: 10.0 ltr 2.6 U.S. gal

MECHANICAL SPECIFICATIONS

AXLES AND FINAL DRIVES

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

Service brakes: Hydraulically actuated, wet-disc brakes actuated on four wheels
Parking brake: Wet, multi-disc brake on transfer output shaft
Emergency brake: Parking brake is commonly used

Brakes:

HYDRAULIC SYSTEM

Steering systems:
Type: Gear type pump
Capacity: 78 ltr/min 14.3 U.S. gal/min
Rated pressure: 210 kgf/cm 29.1 U.S. gal/min
Relief valve setting: 18.6 MPa 2700 psi
Waste water pump: Gear type pump
Capacity: 78 ltr/min 14.3 U.S. gal/min
Relief valve setting: 18.6 MPa 2700 psi

WHEEL LOADER WITH PARALLEL Z BAR LINKAGE

WA200PZ-6/WA250PZ-6
<table>
<thead>
<tr>
<th>Material (loose weight)</th>
<th>kg/m³</th>
<th>lb/yd³</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel, dry</td>
<td>2.8</td>
<td>1.4</td>
</tr>
<tr>
<td>Gravel, wet</td>
<td>3.0</td>
<td>1.6</td>
</tr>
<tr>
<td>Sand and gravel, dry</td>
<td>2.7</td>
<td>1.4</td>
</tr>
<tr>
<td>Sand and gravel, wet</td>
<td>2.9</td>
<td>1.4</td>
</tr>
<tr>
<td>Coal, bituminous, broken</td>
<td>1.8</td>
<td>1.4</td>
</tr>
<tr>
<td>Coal, anthracite, broken</td>
<td>1.6</td>
<td>1.2</td>
</tr>
<tr>
<td>Coal, cinders</td>
<td>1.8</td>
<td>1.4</td>
</tr>
<tr>
<td>Coal, cinders, broken</td>
<td>2.2</td>
<td>1.3</td>
</tr>
<tr>
<td>Earth, dry, excavated</td>
<td>1.8</td>
<td>1.4</td>
</tr>
<tr>
<td>Earth, dry, packed</td>
<td>1.9</td>
<td>1.5</td>
</tr>
<tr>
<td>Earth, flood</td>
<td>1.8</td>
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<tr>
<td>Earth, loose</td>
<td>2.4</td>
<td>1.4</td>
</tr>
<tr>
<td>Granite, broken or large crushed</td>
<td>2.8</td>
<td>1.5</td>
</tr>
<tr>
<td>Granite, dry</td>
<td>2.9</td>
<td>1.5</td>
</tr>
<tr>
<td>Granite, wet</td>
<td>3.0</td>
<td>1.6</td>
</tr>
<tr>
<td>Granite, wet (paced sand)</td>
<td>3.3</td>
<td>1.8</td>
</tr>
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</tr>
<tr>
<td>Limestone, broken or crushed</td>
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<td>Magnesium, iron ore</td>
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<td>1.6</td>
</tr>
<tr>
<td>Phosphorus rock</td>
<td>2.8</td>
<td>1.6</td>
</tr>
<tr>
<td>Purple iron ore</td>
<td>2.9</td>
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<tr>
<td>Slate</td>
<td>3.2</td>
<td>1.8</td>
</tr>
<tr>
<td>Slate, crushed</td>
<td>3.2</td>
<td>1.8</td>
</tr>
<tr>
<td>Stone, crushed</td>
<td>3.2</td>
<td>1.8</td>
</tr>
<tr>
<td>Topsoil</td>
<td>1.6</td>
<td>1.0</td>
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</table>

*All the end of B.O.C.*

**WA200PZ-6/WA250PZ-6 Wheel Loader with Parallel Z Bar Linkage**

**WA200PZ-6**

- **Bucket Size**: 2.9 m³
- **Change in Tipping Load**: 2.2 to 3.0 m³
- **Reach at 2130 mm**: 1.9 to 2.9 m³
- **Reach at Maximum Height**: 1.7 to 2.7 m³
- **Operating Height**: 1.6 to 2.6 m³
- **Max. Tipping Load**: 2.5 to 3.5 m³
- **Operating Weight**: 1.5 to 2.5 m³
- **Material Density**: 2.1 to 2.7 m³

**Material (loose weight)**

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<td>1.0</td>
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</table>

*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 canopy, and operator. Machine stability and operating weight affected by tire size and attachments.

**Change in Weight**

<table>
<thead>
<tr>
<th>Change in Weight</th>
<th>Change in Tipping Load</th>
<th>Weight</th>
<th>Width</th>
<th>Ground</th>
<th>Change in Vertical Dimensions</th>
<th>Change in Reach</th>
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<td>235 mm</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
</tr>
<tr>
<td>20.5-25-12PR (L)</td>
<td>235 mm</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
<td>2.25</td>
</tr>
</tbody>
</table>

*All the end of B.O.C.*
### WA200PZ-6/WA250PZ-6 Wheel Loader with Parallel Z Bar Linkage

#### Standard Equipment

- 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, 12V x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA4D107E-1 diesel
- Engine shut-off system, electric
- Floor mat
- Fuel filter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with P2 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, tillable
- Sun visor
- Tires (17.5-25-16PR, L2 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Bucket, stockpile, for use with coupler with B.O.C. 2.0 m² 2.6 yd²

#### Model

<table>
<thead>
<tr>
<th>Model</th>
<th>WA200PZ-6</th>
<th>WA250PZ-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tires (Measured with) 20.5-25-13PR(L2)</td>
<td>6000 kg</td>
<td>5300 kg</td>
</tr>
<tr>
<td>Fork level, 610 mm 24°</td>
<td>0 mm</td>
<td>0 mm</td>
</tr>
<tr>
<td>Load center Straight</td>
<td>6875 kg</td>
<td>5980 kg</td>
</tr>
<tr>
<td>Full turn (45°)</td>
<td>15160 kg</td>
<td>13150 kg</td>
</tr>
<tr>
<td>Operating weight</td>
<td>11460 kg</td>
<td>10775 kg</td>
</tr>
<tr>
<td>Fork tongue length</td>
<td>1220 mm</td>
<td>1220 mm</td>
</tr>
<tr>
<td>Ground to top of line</td>
<td>3705 mm</td>
<td>3705 mm</td>
</tr>
<tr>
<td>Ground to top of line at maximum lift</td>
<td>3290 mm</td>
<td>3290 mm</td>
</tr>
<tr>
<td>Reach at maximum lift</td>
<td>775 mm</td>
<td>775 mm</td>
</tr>
<tr>
<td>Ground to top of line – boom and line level</td>
<td>1700 mm</td>
<td>1700 mm</td>
</tr>
<tr>
<td>Reach – boom and line level</td>
<td>1675 mm</td>
<td>1675 mm</td>
</tr>
<tr>
<td>Reach – line level on ground</td>
<td>1940 mm</td>
<td>1940 mm</td>
</tr>
<tr>
<td>Overall Length – line level on ground</td>
<td>7645 mm</td>
<td>7645 mm</td>
</tr>
<tr>
<td>Operating load</td>
<td>2650 kg</td>
<td>2590 kg</td>
</tr>
</tbody>
</table>

#### Operating Weight

<table>
<thead>
<tr>
<th>Model</th>
<th>WA200PZ-6</th>
<th>WA250PZ-6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tires</td>
<td>17.5-25-13PR(L2)</td>
<td>17.5-25-13PR(L2)</td>
</tr>
<tr>
<td>Fork width</td>
<td>1385 mm</td>
<td>1385 mm</td>
</tr>
<tr>
<td>Weight</td>
<td>15160 kg</td>
<td>13150 kg</td>
</tr>
<tr>
<td>Width over tires</td>
<td>2375 mm</td>
<td>2375 mm</td>
</tr>
<tr>
<td>Air</td>
<td>2640 mm</td>
<td>2640 mm</td>
</tr>
<tr>
<td>Hinge pin height, max. height</td>
<td>3615 mm</td>
<td>3605 mm</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>425 mm</td>
<td>395 mm</td>
</tr>
<tr>
<td>Hitch height</td>
<td>670 mm</td>
<td>670 mm</td>
</tr>
<tr>
<td>Overall height, top of stack</td>
<td>2725 mm</td>
<td>2725 mm</td>
</tr>
<tr>
<td>Overall height, ROPS cab</td>
<td>3110 mm</td>
<td>3190 mm</td>
</tr>
</tbody>
</table>

#### WA200PZ-6

- Operating Weight
- Shovel width
- Tipping load
- Hook height
- Lift cylinders and bucket cylinder
- Main hydraulics
- Controlling system
- Back-up alarm
- Back-up lamp
- Batteries, 12V x 12 V
- Bucket positioner
- Counterweight
- Directional signal
- Engine, Komatsu SAA4D107E-1 diesel
- Engine shut-off system, electric
- Floor mat
- Fuel filter with water separator
- Hydraulic-driven fan with reverse rotation
- Lift cylinders and bucket cylinder
- Loader linkage with P2 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, tillable
- Sun visor
- Tires (17.5-25-16PR, L2 tubeless) and rims
- Transmission, 4 forward and 4 reverse
- Bucket, stockpile, for use with coupler with B.O.C. 2.0 m² 2.6 yd²
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

WHEEL LOADER
WITH PARALLEL Z BAR LINKAGE

Materials and specifications are subject to change without notice.

Komatsu Ltd.
Japan