KOMATSU®

WA150-6

NET HORSEPOWER
73 kW **98 HP** @ 2200 rpm

OPERATING WEIGHT
7830 - 7915 kg
17,262 - 17,450 lb

BUCKET CAPACITY
1.3 - 1.7 m^3 **1.7 - 2.2 yd^3**

NOM-174-SEMARNAT-2026
Family: SAA4D95LE-5-A
Type: 3C29

WA 150

WHEEL LOADER



Photo may include optional equipment.

WALK-AROUND

Excellent Operator Environment

- HST traction control switch
- Electronically controlled directional lever
- Tiltable steering column
- Low-noise designed cab
- Pillar-less large ROPS/FOPS Level 2 cab-integrated
- Easy entry/exit, rear-hinged doors

High Productivity & Low Fuel Consumption with Hydrostatic Transmission

- High performance SAA4D95LE-5 engine
- Low fuel consumption
- Electronically-controlled HST with variable shift control system
- Variable traction control system
- S-mode



Environmentally Friendly

- UN R96 (EPA Tier 3, EU Stage 3A equivalent)
- Low exterior noise
- Low fuel consumption

KOMTRAX®

KOMTRAX sends machine location, Service Meter Reading (SMR) and operation maps to a secure website utilizing wireless technology. Machines also relay error codes, cautions, maintenance items, fuel levels, and much more.

WA150-6

NET HORSEPOWER
73 kW **98 HP** @ 2200 rpm

OPERATING WEIGHT
7830 - 7915 kg
17,262 - 17,450 lb

BUCKET CAPACITY
1.3 - 1.7 m³ **1.7 - 2.2 yd³**

Reliability

- Reliable Komatsu designed and manufactured components
- Sturdy main frame
- Adjustment-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 main structure paint
- Sealed DT electrical connectors



Photo may include optional equipment.

Easy Maintenance

- Equipment Management Monitoring System (EMMS)
- Easy access, gull-wing type engine side doors
- Automatic reversible fan
- KOMTRAX®

HIGH PRODUCTIVITY & LOW FUEL CONSUMPTION



High Performance SAA4D95LE-5 Engine

Electronic Heavy Duty Common Rail fuel injection system provides optimum combustion of fuel. This system also provides quick throttle response to match the machine's powerful tractive effort and quick hydraulic response.

Net Power: 73 kW **98 HP**

Low Emission Engine

This engine is UN R96 (EPA Tier 3, EU Stage 3A equivalent) emissions certified, without sacrificing power or machine productivity.

Low Fuel Consumption

The high-torque engine and Hydrostatic Transmission (HST) with maximum efficiency in the low-speed range provide low fuel consumption.

Eco Indicator

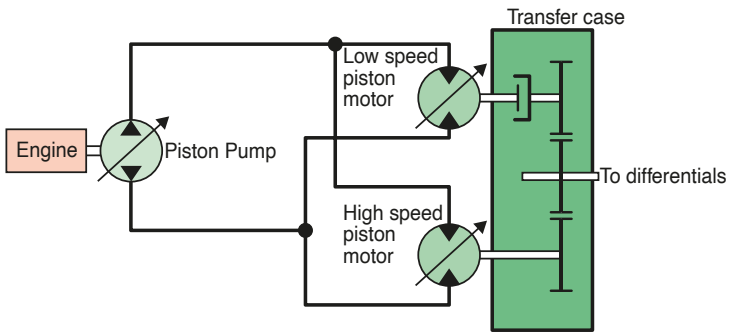
The eco indicator will help an operator achieve energy savings.



Hydrostatic Transmission (HST)

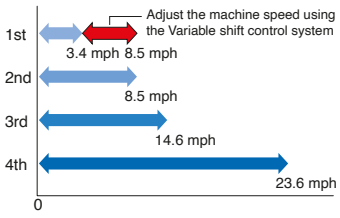
Electronically-Controlled HST Using a 1-Pump, 2-Motor System

- The 1-pump, 2-motor system allows high-efficiency and high tractive effort. Engine power is transmitted hydraulically to a transfer case, then mechanically out to the differentials and 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 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 the accelerator to increase flow to the equipment hydraulics. Depressing the inching pedal further will activate the service brakes.



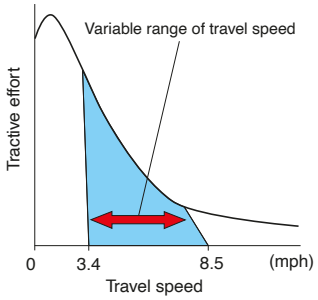
Electronically-Controlled HST with Variable Shift Control System

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.



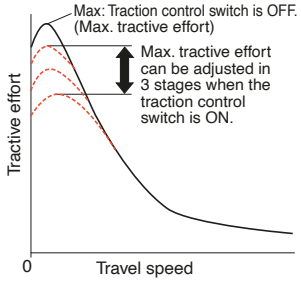
The variable shift control dial allows the operator to adjust machine speed in applications such as confined V-loading. When in 1, the operator can adjust travel speed using the variable shift control dial to match machine speed and hydraulics to the distance travelled. This feature is also useful when powering a broom or snowblower.





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 torque proportioning differentials, or optional limited slip differentials this system provides the following benefits:



Facilitates operation on soft ground where the tires of the machine are apt to slip.



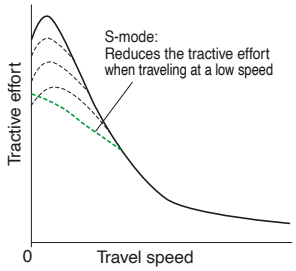
Eliminates excessive bucket penetration and reduces tire slippage during stockpile loading to improve the work efficiency.

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.

S-mode

Setting the switch to S-mode provides optimum driving force for operations on slippery road surfaces, like snow-removal on snow-covered surfaces, resulting in reduced tire slippage and facilitation of the operation. Unexpected tire slippage on slippery road surfaces is suppressed by controlling the engine speed and HST motor when traveling at a low speed. (S-mode is effective only in forward travel.)



Max. Traction Switch

The max. traction switch is located on the work equipment control lever. When the traction control switch is at the 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 stockpile work where large tractive effort is required temporarily.

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.



Dumping Clearance and Reach

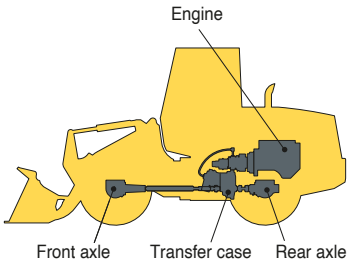
The long lift arms provide high dumping clearance and long dumping reach. The operator can even level loads on the body of a dump truck easily and efficiently.

Dumping Clearance: 2730 mm **8'11"**
Dumping Reach: 945 mm **3'1"**
(1.5 m^3 **2.0 yd^3** bucket with B.O.C.E.)

RELIABILITY

Komatsu Components

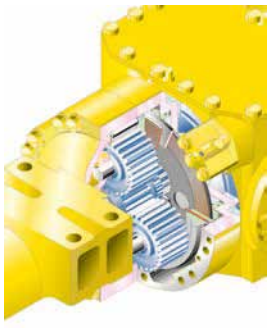
Komatsu manufactures the engine, transfer case, axles, and hydraulic components on this wheel loader. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.



Wet Multi-disc Brakes and Fully Hydraulic Braking System

This means low maintenance costs and high reliability. Wet disc brakes are fully sealed. Contaminants are kept out, providing low wear and maintenance. Brakes require no adjustments for wear. 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. 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.





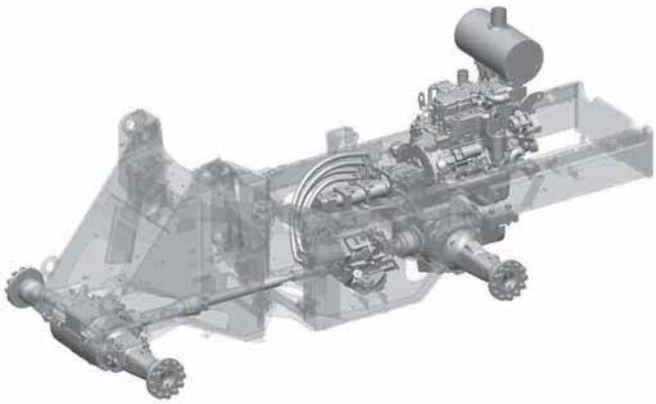
Overrun Reduction System

When the machine descends a slope of six degrees or less, maximum travel speed is automatically restricted to approximately 40 km/h **25 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 38 km/h **23 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.

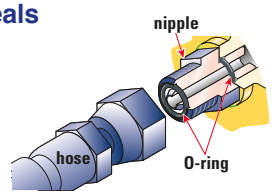
High-rigidity Frames and Loader Linkage

The front and rear frames and the loader linkage have torsional rigidity to provide resistance to stresses.



Flat Face-to-Face O-Ring Seals

Flat face-to-face O-ring seals are used to securely seal hydraulic hose connections.

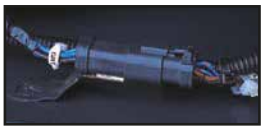


Cathion Electrodeposition Primer Paint/ Powder Coating Final Paint

Cathion electrodeposition process is used to apply primer paint, and powder coating process is used to apply the 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 connections are equipped with sealed DT connectors providing high reliability, water resistance, and dust resistance.



EASY MAINTENANCE



Photo may include optional equipment.

Equipment Management Monitoring System (EMMS)

The monitor is mounted in front of the operator for easy viewing, 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:** The 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:** The monitor informs replacement time of oil and filters on the LCD when replacement intervals are reached.
- **Trouble data memory function:** The monitor stores abnormality data 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 pressing a switch on the control panel.

Automatic Reversible Fan

The engine fan is driven hydraulically and can be operated in reverse automatically. When the switch is in the automatic position, the fan revolves in reverse intermittently for 2 minutes every 2 hours. (Default setting)



B: Manual Reverse Mode
A: Normal Rotation Mode
C: Auto Reverse Mode

OPERATOR ENVIRONMENT

Easy Operation

Electronically Controlled Directional Lever

The operator can change machine direction with the touch of a finger, without removing their 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.



Multi-function Loader Control Lever with Forward & Reverse Switch

A new multi-function control lever integrated with forward and reverse switch allows the operator to easily operate the work equipment, providing low operator fatigue and good 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, and reversible fan setting.

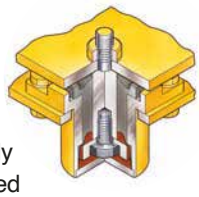


1: Speed range selector switch
2: Variable shift switch
3: Traction control switch
4: Max. traction switch
5: Fan reverse switch

Comfortable Operation

Low-noise Design

Noise level at operator's ear: 72 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

The large cab doors are rear-hinged to open fully, offering easy entry/exit. Exit from the cab is easily accomplished by having steps in view of the operator. Sloped hand rails help guide the foot onto the first step.







Photos may include optional equipment.

SPECIFICATIONS

ENGINE

Model . . . . . .Komatsu SAA4D95LE-5*
Type . . . . . .Water-cooled, 4-cycle
Aspiration . . . . . .Turbocharged, aftercooled
Number of cylinders 4
Bore x stroke . . . . . 95 mm x 115 mm **3.74" x 4.53"**
Piston displacement . . . . . 3.26 ltr **199 in³**
Governor . . . . . All-speed, electronic
Horsepower
SAE J1995 . . . . . .Gross 74 kW **99 HP**
ISO 9249/SAE J1349 . . . . . .Net 73 kW **98 HP**
Hydraulic fan at maximum speed . . . . . .Net 71 kW **95 HP**
Rated rpm . . . . . 2200 rpm
Fan drive method for radiator cooling . . . . . .Hydraulic
Fuel system . . . . . .Direct injection
Lubrication system:
Method . . . . . .Gear pump, force-lubrication
Filter . . . . . Full-flow type
Air cleaner . . . . . .Dry type with double elements and dust evacuator, plus dust indicator

*UN R96 (EPA Tier 3, EU Stage 3A equivalent)emissions certified.

TRANSMISSION

Type . . . . . .Hydrostatic, 1 pump, 2 motors with speed range select

Travel speed: km/h **mph**
Measured with 17.5-25 tires

	1st	2nd	3rd	4th
Both Forward	5.5 - 13.6	13.6	23.5	38.0
and Reverse	**3.4 - 8.5**	**8.5**	**14.6**	**23.6**

AXLES AND FINAL DRIVES

Drive system . . . . . .Four-wheel drive
Front . . . . . .Fixed, semi-floating
Rear . . . . . .Center-pin support, semi-floating, 16° total oscillation
Reduction gear . . . . . .Spiral bevel gear
Differential gear . . . . . .Torque proportioning
Final reduction gear . . . . . .Planetary gear, single reduction

BRAKES

Service brakes . . . . . .Hydraulically actuated, wet disc brakes actuate on 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
Steering angle . . . . . 40° each direction
Minimum turning radius at
the center of outside tire . . . . . 4675 mm **15'4"**

HYDRAULIC SYSTEM

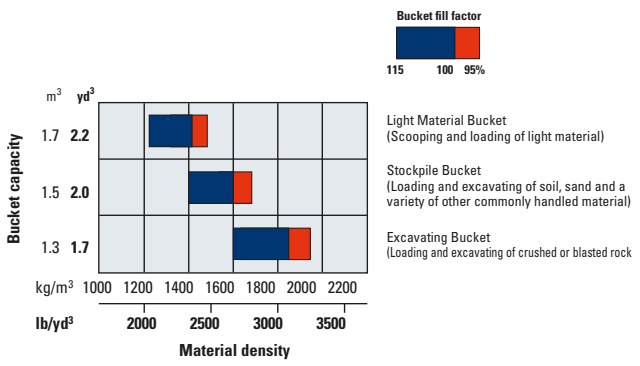
Loader and steering pump:
Capacity . . . . . 108 ltr/min **28.5 U.S. gal/min** at rated rpm
Steering system:
Hydraulic pump . . . . . .Gear type pump
Relief valve setting . . . . . 18.6 MPa 190 kgf/cm² **2,700 psi**
Hydraulic cylinders:
Type . . . . . .Double-acting, piston type
Number of cylinders 2
Bore x stroke . . . . . 55 mm x 375 mm **2.2" x 14.8"**

Loader control:
Hydraulic pump . . . . . .Gear type pump
Relief valve setting . . . . . 20.6 MPa 210 kgf/cm² 3,000 psi
Hydraulic cylinders:
Type . . . . . .Double-acting, piston type
Number of cylinders—bore x stroke:
Boom cylinder . . . . . 2- 110 mm x 628 mm **4.3" x 24.7"**
Bucket cylinder . . . . . 1- 110 mm x 452 mm **4.3" x 17.8"**
Control valve . . . . . 2-spool type
Control positions:
Boom . . . . . .Raise, hold, lower, and float
Bucket . . . . . .Tilt-back, hold, and dump
Hydraulic cycle time (rated load in bucket)
Raise . . . . . 6.0 sec
Dump . . . . . 1.1 sec
Lower (Empty) . . . . . 3.6 sec

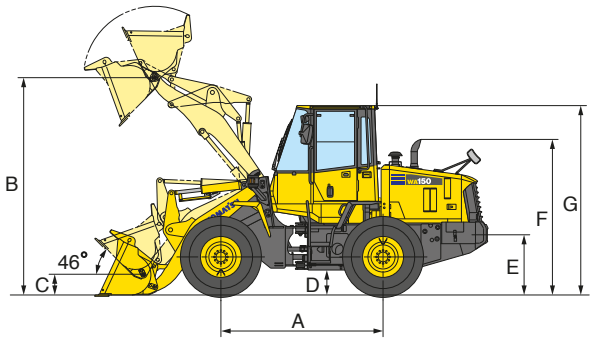
SERVICE REFILL CAPACITIES

Cooling system	14.6 ltr	**3.9 U.S. gal**
Fuel tank	133.0 ltr	**35.1 U.S. gal**
Engine	11.5 ltr	**3.0 U.S. gal**
Hydraulic system	47.0 ltr	**12.4 U.S. gal**
Front axle	14.0 ltr	**3.7 U.S. gal**
Rear axle	14.5 ltr	**3.8 U.S. gal**
Transfer case	3.5 ltr	**0.9 U.S. gal**

BUCKET SELECTION GUIDE



DIMENSIONS



		15.5-25 tires		17.5-25 tires	
	Tread	1780 mm	**5'10"**	1780 mm	**5'10"**
	Width over tires	2180 mm	**7'2"**	2220 mm	**7'3"**
A	Wheelbase	2600 mm	**8'6"**	2600 mm	**8'6"**
B	Hinge pin height, max. height	3475 mm	**11'5"**	3510 mm	**11'6"**
C	Hinge pin height, carry position	360 mm	**1'2"**	355 mm	**1'2"**
D	Ground clearance	390 mm	**1'3"**	425 mm	**1'5"**
E	Hitch height	790 mm	**2'7"**	825 mm	**2'8"**
F	Overall height, top of the stack	2485 mm	**8'2"**	2520 mm	**8'3"**
G	Overall height, ROPS cab	3025 mm	**9'11"**	3060 mm	**10'0"**

Measured with 17.5-25-12PR (L2) tires, ROPS/FOPS cab

	Stockpile Bucket	**Excavating Bucket**	**Light Material Bucket**
	Bolt-on Cutting Edges	**Bolt-on Cutting Edges**	**Bolt-on Cutting Edges**
Bucket capacity: heaped	1.5 m^3 **2.0 yd^3**	1.3 m^3 **1.7 yd^3**	1.7 m^3 **2.2 yd^3**
struck	1.25 m^3 **1.6 yd^3**	1.1 m^3 **1.4 yd^3**	1.5 m^3 **2.0 yd^3**
Bucket width	2390 mm **7'10"**	2390 mm **7'10"**	2390 mm **7'10"**
Bucket weight	595 kg **1,310 lb**	580 kg **1,280 lb**	665 kg **1,470 lb**
Dumping clearance, max. height and 45° dump angle (H)*	2730 mm **8'11"**	2770 mm **9'1"**	2655 mm **8'9"**
Reach at max. height and 45° dump angle*	945 mm **3'1"**	905 mm **3'0"**	1020 mm **3'4"**
Reach at 2130 mm (7') clearance and 45° dump angle*	1360 mm **4'6"**	1340 mm **4'5"**	1395 mm **4'7"**
Reach with arm horizontal and bucket level*	2030 mm **6'8"**	1970 mm **6'5"**	2135 mm **7'0"**
Operating height (fully raised)	4655 mm **15'3"**	4685 mm **15'4"**	4735 mm **15'6"**
Overall length	6310 mm **20'8"**	6250 mm **20'6"**	6415 mm **21'1"**
Loader clearance circle (bucket at carry, outside corner of bucket)	10755 mm **35'3"**	10725 mm **35'2"**	10810 mm **35'6"**
Digging depth: 0°	65 mm **2.5"**	65 mm **2.5"**	65 mm **2.5"**
10°	230 mm **9.0"**	220 mm **8.6"**	245 mm **9.6"**
Static tipping load: straight	6745 kg **14,873 lb**	6785 kg **14,963 lb**	6650 kg **14,663 lb**
40° full turn	5870 kg **12,939 lb**	5905 kg **13,014 lb**	5790 kg **12,769 lb**
Breakout force	72.6 kN 7400 kgf **16,310 lb**	78.6 kN 8010 kgf **17,660 lb**	64.0 kN 6530 kgf **14,400 lb**
Operating weight	7850 kg **17,311 lb**	7835 kg **17,271 lb**	7920 kg **17,461 lb**

* At the end of B.O.C.E.

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 cab, additional counterweight, and operator. Machine stability and operating weight affected by counterweight, tire size, and other attachments.

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

WEIGHT AND DIMENSION CHANGES

	Change in Operating Weight		Change in Tipping Load				Change in Width Over Tires		Change in Ground Clearance		Change in Vertical Dimensions		Change in Reach	
			Straight		Full Turn									
15.5-25-8PR (L2) tires and rims	–140 kg	**–309 lb**	–100 kg	**–221 lb**	–90 kg	**–198 lb**	2180 mm	**7'2"**	390 mm	**1'3"**	–35 mm	**–1.4"**	15 mm	**0.6"**
Install ROPS canopy (instead of cab)	–150 kg	**–331 lb**	–160 kg	**–353 lb**	–150 kg	**–331 lb**								
Additional counterweight	200 kg	**441 lb**	380 kg	**838 lb**	330 kg	**728 lb**								

STANDARD EQUIPMENT

- 2-spool valve for boom and bucket controls
- Air conditioner
- Alternator, 60 A
- Auto shift transmission with mode select system
- Back-up alarm
- Back-up lamp
- Batteries, 92 Ah/12 V x 2
- Boom kick-out
- Bucket positioner
- Counterweight, standard and additional
- Deluxe suspension seat
- Directional signal
- Engine, Komatsu SAA4D95LE-5 diesel
- Engine shut-off system, electric
- Floor mat
- Front fenders
- Fuel prefilter with water separator
- Hydraulic-driven fan with auto-reverse rotation
- KOMTRAX®
- Lift cylinders and bucket cylinder
- Loader linkage with standard lift boom
- Main monitor panel with Equipment Management Monitoring System (EMMS)
- Mono-lever loader control with transmission F/R switch
- Radiator mask, lattice type
- Rear defroster (electric)
- Rear view mirror
- Rear window washer and wiper
- Rims for 17.5-25 tires
- ROPS/FOPS Level 2 cab
- Seat belt, 76 mm **3"** retractable
- Service brakes, wet disc type
- Starting motor, 5.5 kW/24 V
- Steering wheel, tiltable
- Sun visor
- Transmission speed ranges, 4 forward and 4 reverse

OPTIONAL EQUIPMENT

- 3-spool valve
- AM/FM stereo radio cassette
- Auxiliary steering (SAE)
- Cutting edge (bolt-on type)
- Electronically Controlled Suspension System (ECSS)
- Engine pre-cleaner with extension
- Limited slip differential (F&R)
- Rear full fenders
- ROPS canopy
- Rims for 15.5-25 tires

AESS795-00
©2009 Komatsu America Corp.
(Electronic View only) 03/09 (EV-1)

KOMATSU®

www.KomatsuAmerica.com

Komatsu America Corp. is an authorized licensee of Komatsu Ltd.
Materials and specifications are subject to change without notice
KOMATSU® is a registered trademark of Komatsu Ltd., Japan
KOMTRAX® is a registered trademark of Komatsu America Corp.