

KOMATSU®

WHEEL LOADER

WA250-6

HORSEPOWER

Gross: 104 kW 140 hp @ 2,000 rpm
Net: 103 kW 138 hp @ 2,000 rpm

BUCKET CAPACITY

1.8 - 2.7 m³ 2.4 - 3.5 yd³



ORIGIN JAPAN / KLTD

Photos may include optional equipment.

WALK-AROUND

**NET
ENGINE
POWER
138 hp**



*Photo may include optional equipment.

»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.

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.

»Harmony with environment

- »EPA Tier 3 and EU Stage 3A emissions certified.
- »Low exterior noise.
- »Low fuel consumption.

»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.

See page 6.

»Easy maintenance

- »“EMMS” (Equipment management monitoring system).
- »Easy access, gull-wing type engine side doors.
- »Automatic reversible fan (optional).

See page 7.

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HIGH PRODUCTIVITY AND LOW FUEL CONSUMPTION



»High performance SAA6D107E-1 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: 103 kW 138 hp.

»Low emission engine

- »This engine is EPA Tier 3 and EU Stage 3A 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.

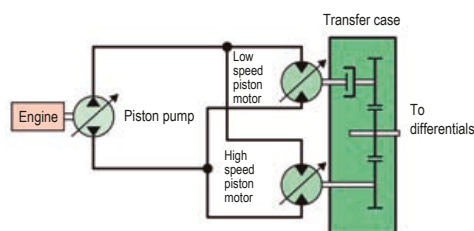
»Eco indicator

- »The eco indicator will help an operator to promote energy saving.



»Electronically-controlled HST using a 1-pump, 2-motor system

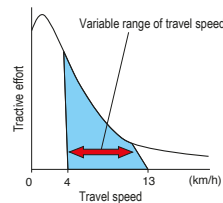
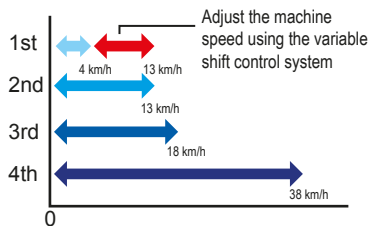
- The 1-pump, 2-motor system allows for high-efficiency and high tractive effort. Engine power is transmitted hydraulically to a transfer case, then manually out to the differentials and out to the four driving wheels.
- HST provides quick travel response and aggressive drive into the pile. The variable 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.

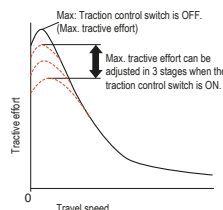
»The variable shift switch allows the operator to adjust his machine speed in applications such as confined v-loading. When in 1, the operator can adjust travel speed using the variable shift switch to match machine speed and hydraulics to the distance travelled.



»Variable traction control system

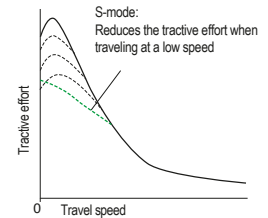
»The tractive effort of the machine, when traveling at a low speed, can be reduced by using the traction control switch. Combined with the function of torque proportioning differentials, this system exerts the following effects.

- 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.



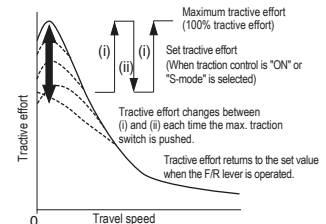
»S-mode

»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.



»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: 2,780 mm 9'1".

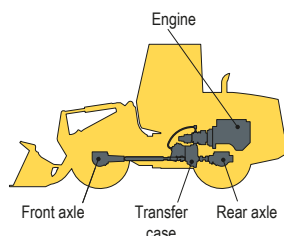
Dumping reach: 1,055 mm 3'6".

(2.3 m³ 3.0 yd³ bucket with B.O.C.).

I INCREASED RELIABILITY

»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.



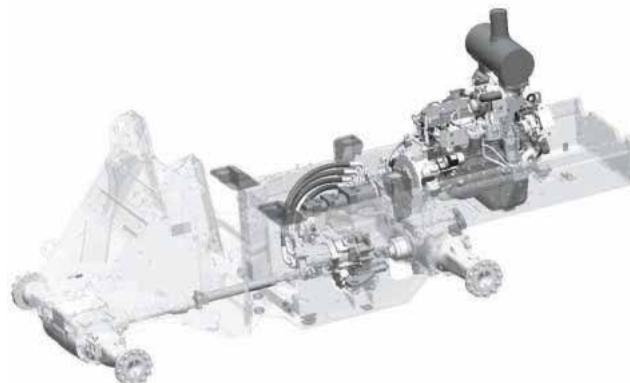
»Overrun prevention system

»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.

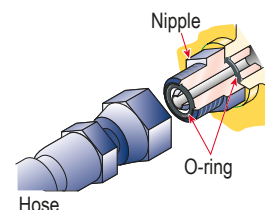
»High-rigidity frames and loader linkage

»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.



»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.



EASY MAINTENANCE



*Photo may include optional equipment.

»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.

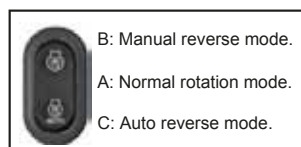


»Ease of radiator cleaning

- »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).



OPERATOR ENVIRONMENT

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 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.



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



*Photo may include optional equipment.

SPECIFICATIONS



ENGINE

MODEL	Komatsu SAA6D107E-1.
TYPE	Water-cooled, 4-cycle.
ASPIRATION	Turbocharged, aftercooled.
NUMBER OF CYLINDERS	6.
BORE X STROKE	107 mm. x 124 mm 4.21" x 4.88".
PISTON DISPLACEMENT	6.69 L 408 in ³ .
GOVERNOR	All-speed, electronic.
HORSEPOWER	
SAE J1995	Gross 104 kW 140 hp.
ISO 9249/SAE J1349*	Net 103 kW 138 hp.
RATED RPM	2,000 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.

*Net horsepower at the maximum speed of radiator cooling fan is 100 kW 134 hp.
EPA Tier 3 and EU Stage 3A 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 and reverse	3.6 - 11.7 2.2 - 7.3	11.7 7.3	16.2 10.1	34.2 21.2

MEASURED WITH 20.5-25 TIRES

	1st	2nd	3rd	4th
Both forward and reverse	4.0 - 13.0 2.5 - 8.1	13.0 8.1	18.0 11.2	38.0 23.6



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.



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	38° each direction (40° end stop).
MINIMUM TURNING RADIUS AT THE CENTER OF OUTSIDE TIRE	5,175 mm 17'0".



HYDRAULIC SYSTEM

STEERING SYSTEM:	
HYDRAULIC PUMP	Gear type pump.
CAPACITY	110 ltr/min 29.1 U.S. gal/min at rated rpm.
RELIEF VALVE SETTING	18.6 MPa 190 kgf/cm ² 2,700 psi.
HYDRAULIC CYLINDERS	
TYPE	Double-acting, piston type.
NUMBER OF CYLINDERS	2
BORE X STROKE	70 mm x 453 mm 2.8" x 17.8".
LOADER CONTROL:	
HYDRAULIC PUMP	Gear type pump.
CAPACITY	78 ltr/min 20.6 U.S. gal/min.
RELIEF VALVE SETTING	20.6 MPa 210 kgf/cm ² 3,000 psi.
HYDRAULIC CYLINDERS	
TYPE	Double-acting, piston type.
NUMBER OF CYLINDERS - BORE X STROKE	
LIFT CYLINDER	2- 130 mm x 717 mm 5.1" x 28.2".
BUCKET CYLINDER	1- 150 mm x 491 mm 5.9" x 19.3".
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	6.3 seconds.
DUMP	1.7 seconds.
LOWER (EMPTY)	3.6 seconds.

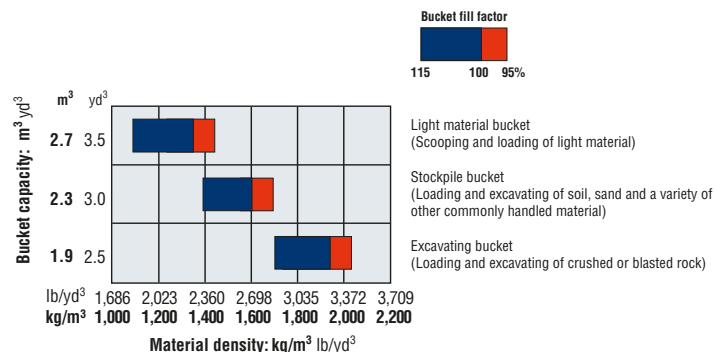


SERVICE REFILL CAPACITIES

COOLING SYSTEM	22 ltr 5.8 U.S. gal.
FUEL TANK	186 ltr 49.1 U.S. gal.
ENGINE	23 ltr 6.1 U.S. gal.
HYDRAULIC SYSTEM	67 ltr 17.7 U.S. gal.
AXLE (EACH FRONT AND REAR)	18 ltr 4.8 U.S. gal.
TORQUE CONVERTER AND TRANSMISSION	5 ltr 1.3 U.S. gal.

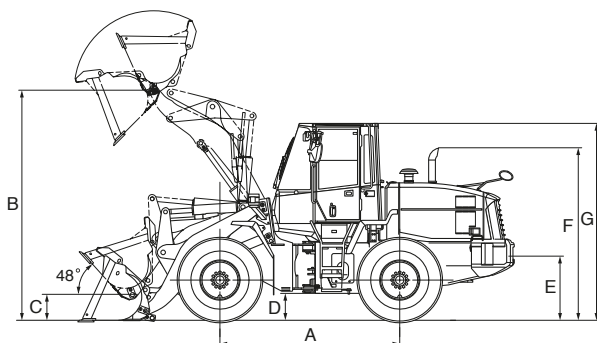


BUCKET SELECTION GUIDE





DIMENSIONS



	17.5 - 25 tires		20.5 - 25 tires	
Tread	1,930 mm	6'4"	1,930 mm	6'4"
Width over tires	2,375 mm	7'10"	2,470 mm	8'1"
A Wheelbase	2,900 mm	9'6"	2,900 mm	9'6"
B Hinge pin height, max. height	3,725 mm	12'3"	3,795 mm	12'5"
C Hinge pin height, carry position	375 mm	1'3"	450 mm	1'6"
D Ground clearance	395 mm	1'4"	465 mm	1'6"
E Hitch height	880 mm	2'11"	950 mm	3'1"
F Overall height, top of the stack	2,855 mm	9'4"	2,925 mm	9'7"
G Overall height, ROPS cab	3,130 mm	10'3"	3,200 mm	10'6"

Measured with 17.5-25-16PR (L2) tires, ROPS/FOPS cab

	Stockpile bucket		Excavating bucket		Light material bucket
	Bolt-on cutting edges	Teeth	Bolt-on cutting edges	Teeth	Bolt-on cutting edges
Bucket capacity: heaped	2.3 m ³ 3.0 yd ³	2.1 m ³ 2.7 yd ³	1.9 m ³ 2.5 yd ³	1.8 m ³ 2.4 yd ³	2.7 m ³ 3.5 yd ³
struck	2.0 m ³ 2.6 yd ³	1.8 m ³ 2.4 yd ³	1.6 m ³ 2.1 yd ³	1.5 m ³ 2.0 yd ³	2.3 m ³ 3.0 yd ³
Bucket width	2,685 mm 8'10"	2,705 mm 8'10"	2,685 mm 8'10"	2,705 mm 8'10"	2,685 mm 8'10"
Bucket weight	960 kg 2,116 lb	865 kg 1,907 lb	905 kg 1,995 lb	810 kg 1,786 lb	1,050 kg 2,315 lb
Dumping clearance, max. height and 45° dump angle*	2,780 mm 9'1"	2,665 mm 8'9"	2,855 mm 9'4"	2,740 mm 9'0"	2,685 mm 8'10"
Reach at max. height and 45° dump angle*	1,055 mm 3'6"	1,155 mm 3'9"	980 mm 3'3"	1,080 mm 3'7"	1,150 mm 3'9"
Reach at 2,130 mm (7') clearance and 45° dump angle*	1,535 mm 5'0"	1,560 mm 5'1"	1,495 mm 4'11"	1,530 mm 5'0"	1,580 mm 5'2"
Reach with arm horizontal and bucket level*	2,305 mm 7'7"	2,450 mm 8'0"	2,200 mm 7'3"	2,345 mm 7'8"	2,430 mm 8'0"
Operating height (fully raised)	4,995 mm 16'5"	4,995 mm 16'5"	4,875 mm 16'0"	4,875 mm 16'0"	5,130 mm 16'10"
Overall length	7,055 mm 23'2"	7,200 mm 23'7"	6,950 mm 22'10"	7,095 mm 23'3"	7,185 mm 23'7"
Loader clearance circle (bucket at carry, outside corner of bucket)	12,060 mm 39'7"	12,140 mm 39'10"	12,030 mm 39'6"	12,085 mm 39'8"	12,220 mm 40'1"
Digging depth: 0°	145 mm 5.7"	160 mm 6.3"	145 mm 5.7"	160 mm 6.3"	145 mm 5.7"
10°	335 mm 1'1"	375 mm 1'3"	315 mm 1'0"	355 mm 1'2"	355 mm 1'2"
Static tipping load: straight	11,110 kg 24,495 lb	11,205 kg 24,705 lb	11,230 kg 24,760 lb	11,325 kg 24,970 lb	10,960 kg 24,160 lb
38° full turn	9,780 kg 21,560 lb	9,860 kg 21,740 lb	9,885 kg 21,790 lb	9,965 kg 21,970 lb	9,645 kg 21,265 lb
Breakout force	121 kN 12,340 kgf 27,210 lb	106 kN 10,830 kgf 23,875 lb	136 kN 13,850 kgf 30,535 lb	117 kN 12,010 kgf 26,475 lb	108 kN 11,000 kgf 24,250 lb
Operating weight	10,965 kg 24,170 lb	10,870 kg 23,965 lb	10,910 kg 24,050 lb	10,815 kg 23,845 lb	11,055 kg 24,370 lb

* At the end of B.O.C.

All dimensions, weights, and performance values based on SAE J732c and J742b standards.

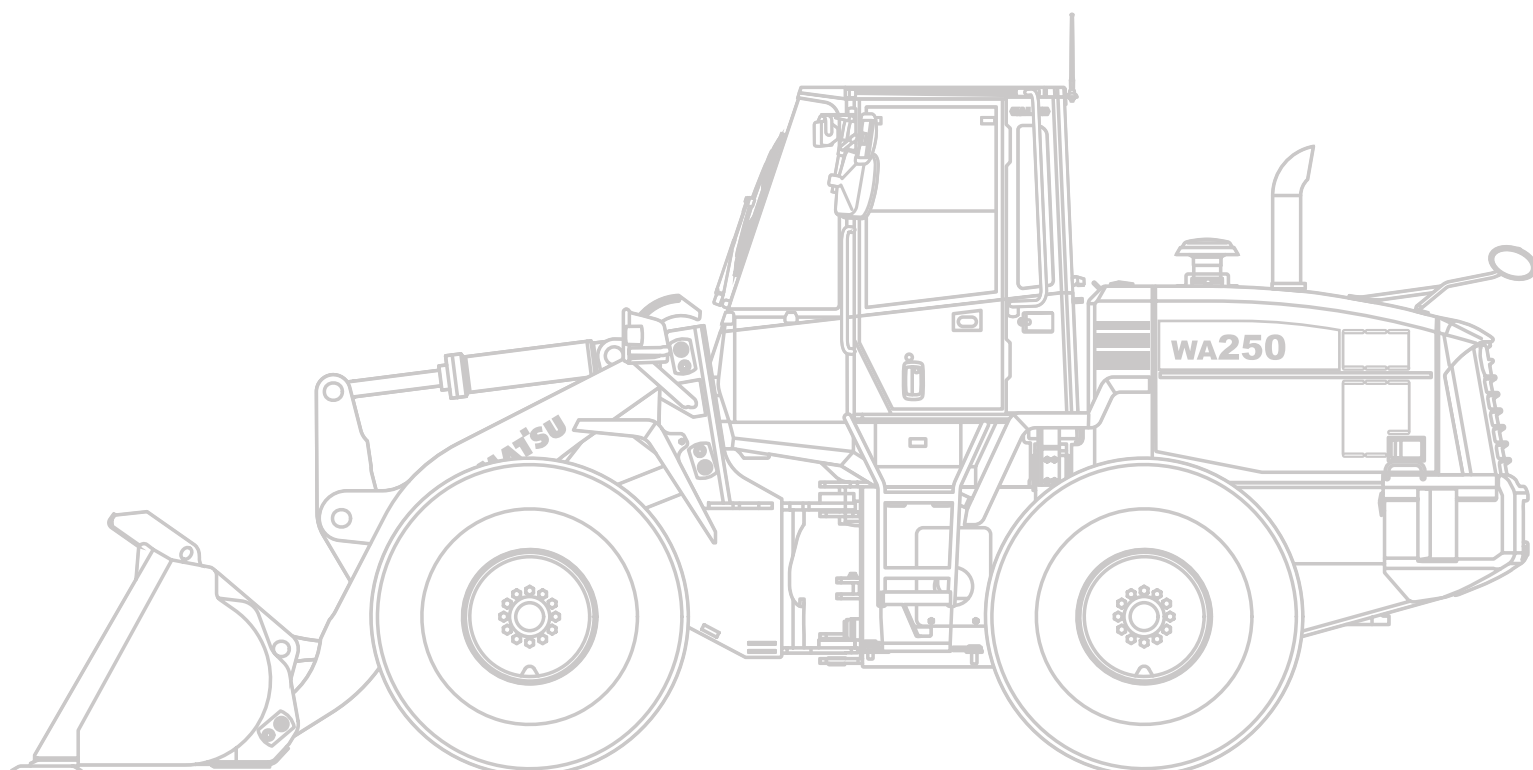
Static tipping load and operating weight shown include lubricant, coolant, full fuel tank, ROPS cab, and operator. Machine stability and operating weight affected by counterweight, tire size, and other attachments.

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



WEIGHT CHANGES

	Change in operating weight		Change in tipping load				Width over tire		Ground clearance		Change in vertical dimensions		Change in reach	
			Straight		Full Turn									
17.5-25-16PR (L3)	55 kg	121 lb	45 kg	99 lb	35 kg	77 lb	2,375 mm	7'10"	395 mm	1'4"	0 mm	0"	0 mm	0"
20.5-25-12PR (L2)	280 kg	617 lb	215 kg	474 lb	190 kg	419 lb	2,470 mm	8'1"	465 mm	1'6"	70 mm	2.8"	-70 mm	-2.8"
20.5-25-12PR (L3)	430 kg	948 lb	325 kg	717 lb	280 kg	617 lb	2,470 mm	8'1"	465 mm	1'6"	70 mm	2.8"	-70 mm	-2.8"
Install ROPS canopy (instead of cab)	-150 kg	-331 lb	-150 kg	-331 lb	-130 kg	-287 lb								
Additional counterweight	300 kg	661 lb	580 kg	1,279 lb	510 kg	1,124 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, **110 Ah**/2 x 12 V.
- »Bucket positioner.
- »Counterweight.
- »Directional signal.
- »Engine, Komatsu SAA6D107E-1 diesel.
- »Engine shut-off system, electric.
- »Floor mat.
- »Fuel prefilter 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).
- »PPC 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) and rims.
- »Transmission, 4 forward and 4 reverse.



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.

**Optional equipment may not be available in your country.
Please contact your Distributor for further information.**



SATELLITE MONITORING SYSTEM

KOMTRAX is a revolutionary tracking system designed to save time and money. Nowadays, the equipment can be tracked anytime and anywhere. This valuable data, received via the KOMTRAX website, can be used to optimize planning of the movements and performance of the equipment.

FEATURES

» LOCATION

KOMTRAX uses a satellite positioning network to inform the location of the equipment.

» GEOFENCE

In partnership with their Komatsu Distributor, owners can create virtual fences (Geo) to receive alerts when the equipment enters or leaves the designated range for operations.

» SERVICE METER READING

Daily report of the equipment's working hours, which allows planning maintenance and replacement of components.

» KOMTRAX OPERATION MAPS

In the operation maps you can check the times of the day when the equipment is in operation and if the workers are

performing their duties in the stipulated times.

» FUEL MEASUREMENT LEVEL

Shows the amount of fuel at the end of the working day.

» WATER TEMPERATURE DAILY RECORD

Constant record of the increase of engine water temperature with a daily report at the end of the day.

» CAUTIONS

If a light turns on in the cab of the equipment it indicates that a problem occurs. From the website of the application you can review the reason for the problem, the time it occurred and a record number will be generated.

» ABNORMALITY CODES

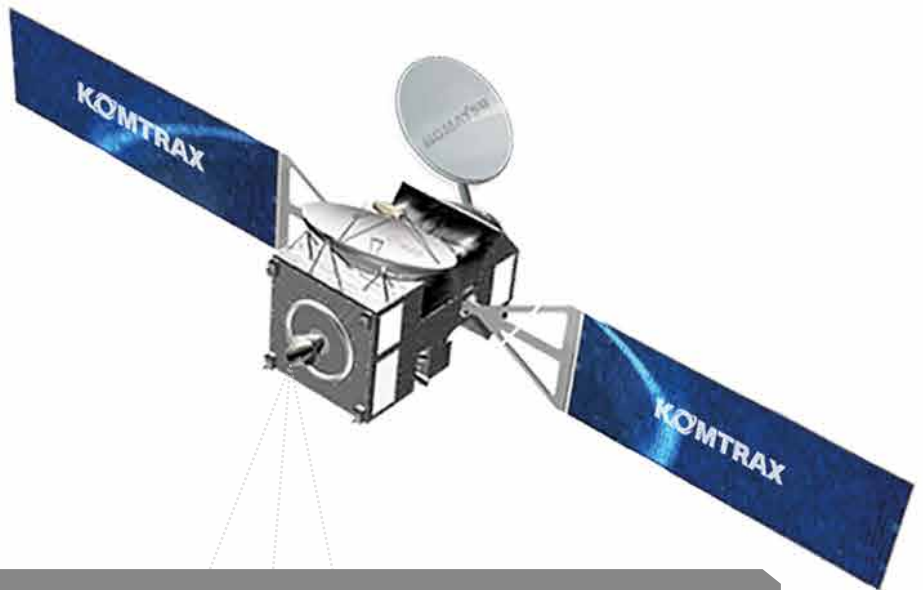
Abnormality codes are transmitted to the Komatsu Distributor for troubleshooting before technicians arrive at the workplace. An email notification is also sent with the code of what happened.

» NOTICE OF MAINTENANCE REPLACEMENT

The system generates alerts to inform that the equipment requires change of elements like filters and oil.

» EQUIPMENT KEY HOURS

Detailed information on key equipment hours such as excavation, moving, digging, alleviating and elevation. This can help to monitor and compare equipment performance, in addition to working hours and idle times.



FEATURES

» **LOADING FREQUENCY**

Information on the load factor of the equipment to know if it is performing a light, medium or heavy work.

» **ANTI-THEFT ENGINE LOCK**

KOMTRAX has a system to lock and unlock the motor of the equipment, which will allow the operation only on preset days, hours and areas.

» **FUEL CONSUMPTION**

On new Komatsu equipment, you can get the actual status of the fuel gallons consumed, besides an average of the fuel spent per hour during the period of operation.

» **MONTHLY AND ANNUAL DATA REPORTS**

KOMTRAX generates summaries of all critical system data to help with analysis of fleet utilization, equipment scheduling, future equipment purchases, labor costs, etc.

Check with your Komatsu dealer for the information available for your model and service availability in your country.



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