NET HORSEPOWER
1316 kW 1,765 HP @ 1800 rpm

OPERATING WEIGHT
216400–220550 kg
477,100–486,250 lb

BUCKET CAPACITY
18.0–35.0 m³ 23.5-45.8 yd³

Photo may include optional equipment.
High Productivity & Low Fuel Consumption
- High performance SSDA16V160E-2 engine
- Low fuel consumption
- The largest bucket in its class
- Extra dumping clearance and reach
- Traction control
- Hi-cab
- Remote boom positioner
- Selectable traction power

Excellent Operator Environment
- Automatic transmission with Electronically Controlled Modulation Valve (ECMV)
- Advanced Joystick Steering System (AJSS)
- Engine RPM set system with auto decel.
- Variable transmission cut-off system
- Roomy, quiet cab with power windows
- Low vibration & noise
- Pillar-less large cab with ROPS/FOPS Level 2 canopy
- Comfortable operator’s seat
- Trainer seat

Harmony with Environment
- Meets EPA Tier 2 emission regulations
- Low fuel consumption
High Reliability & Durability
- Reliable Komatsu designed and manufactured components
- High-rigidity frames
- Low maintenance brake system
- Hydraulic hoses use flat face o-ring seals
- Primer paint is applied with cation electrodeposition process
- Powder coating is the topcoat of exterior sheet metal
- Sealed DT connectors for electrical connections

Easy Maintenance
- Tire saver
- Long oil replacement interval
- Oil sealed loader linkage pins
- Centralized filter layout
- Quick fluid change-out system
- Auto-greasing system
- Equipment Management Monitoring System (EMMS)
- KOMTRAX Plus
- Maintenance accessibility
- Rear access stairs
- Ground level service center

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BUCKET CAPACITY
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Photos may include optional equipment
High Performance SSDA16V160E-2 Engine
Economical Komatsu SSDA16V160E-2 diesel engine provides ample power to move 20.0 m³ 26.2 yd³ loads. Equipped with an electronic accelerator pedal rpm set for easy operation and an electronic governor for low fuel consumption.

Net power: 1316 kW 1765 HP
Max torque: 8.15 kNm 831 kgfm 6,010 ft lb

Low Emission Engine
This engine meets EPA Tier 2 emission regulations without sacrificing power or machine productivity.

The Largest Bucket in Its Class
The WA1200-6 is equipped with the largest bucket in its class at 20.0 m³ 26.2 yd³. Komatsu’s bucket is designed for easy loading with little spillage. This, combined with the highest traction and breakout force available, makes a loader which achieves high bucket fill factors and maximum production.

<table>
<thead>
<tr>
<th>Boom</th>
<th>Bucket</th>
<th>Dump Clearance</th>
<th>Dump Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Boom</td>
<td>20.0 m³ 26.2 yd³</td>
<td>6305 mm 20'8&quot;</td>
<td>2890 mm 9'6&quot;</td>
</tr>
<tr>
<td>High Lift Boom (optional)</td>
<td>18.0 m³ 23.5 yd³</td>
<td>7065 mm 23'2&quot;</td>
<td>2930 mm 9'7&quot;</td>
</tr>
</tbody>
</table>
**Hi-cab**

To enhance loading performance when using large buckets with extra dumping clearance and reach, the hi-cab is standard equipment. From the operator vantage point, 6380 mm **20'11"** from the ground, the seated operator has an unobstructed full view of the bucket and the inside of a 240-ton truck body.

**Matching with Dump Trucks**

Aggressive loading and maximum fill factors lead to exceptional productivity in the toughest mining conditions. The WA1200-6 equipped with a 20.0 m³ **26.2 yd³** bucket can load a 150-ton truck in four passes. Due to its extra dumping clearance and reach it is able to load 200-ton trucks in five passes. The high lift version can load 320-ton plus trucks.

<table>
<thead>
<tr>
<th>Boom Type</th>
<th>150-ton Passes</th>
<th>200-ton Passes</th>
<th>240-ton Passes</th>
<th>320-ton Passes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard Boom</td>
<td>4 passes</td>
<td>5 passes</td>
<td>6 passes</td>
<td>—</td>
</tr>
<tr>
<td>High Lift Boom</td>
<td>—</td>
<td>—</td>
<td>7 passes</td>
<td>8 passes</td>
</tr>
</tbody>
</table>

Photos may include optional equipment.
**High Breakout Force / Traction Force**
Komatsu wheel loaders have high-tensile steel Z-bar loader linkages for maximum rigidity and maximum breakout force. Sealed loader linkage pins extend greasing intervals.

**Breakout force:**
- 1275 kN 130000 kg 286,600 lb
- 20.0 m³ 26.2 yd³ Rock bucket (spade nose with teeth)

**Traction force:**
- 992 kN 101200 kg 223,100 lb

**Excellent Stability**
The WA1200-6 has the widest tread in its class 4,300 mm 14'1" and a long 7,100mm 23'4" wheelbase, for maximum machine stability.

**Static tipping load**
(with 60/80 R57 tires / bucket 20.0 m³ 26.2 yd³)
- Straight: 121930 kg 268,800 lb
- 40’ full turn: 107060 kg 236,000 lb

**Remote Boom Positioner**
The highest and lowest position of the bucket can be set from the operator’s seat to match the height of the truck body. The bucket will stop smoothly at the preset position.

**Selectable Traction Power and Travel Speed**
- **Maximum traction control:** Traction can be set at any level within 20 - 100% with the "TRACTION CONTROL DIAL” located on the left front of the dash. You can set the maximum traction force according to the condition of the road, material and type of work. This can greatly increase fuel efficiency and extend the service life of tires.
- **Maximum speed control:** With the "VEHICLE SPEED DIAL", you can set the maximum vehicle speed of 1st. and 2nd. at any level from 3km/h 2 mph to max. This means the operator can adjust the cycle time between the material and the dump truck. As the loading cycle time is shortened, productivity is improved.

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**Dual-mode Active Working System**
This system provides the most efficient hydraulic flow for your operation. The active working switch has two modes: powerful loading or normal loading.

**Powerful loading mode**
Tractive effort is increased for digging material. The boom is raised faster for shorter cycle times. This combination makes this mode efficient for digging blasted rock or hard ground.

**Normal loading mode**
All hydraulic flow from the loader pump goes to the work equipment. Traction while digging/shoveling is not increased. The speed of the lift boom is maximum in all operations.

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Photo may include optional equipment.
Pump Neutral Cut (PNC) Control System for Hydraulic Pump

The variable displacement piston pump combined with the Pump Neutral Cut (PNC) system, uses only the required amount of oil flow for the work. This function reduces the fuel rate by controlling the pump discharge, when not operating the work equipment.

Variable Displacement Steering Pump + CLSS

The variable displacement steering pump, combined with the Closed-center Load Sensing System, delivers only hydraulic flow the steering requires. This helps prevent loss of hydraulic pressure and contributes to increased fuel economy.

Modulated Clutch System

When approaching the dump truck,
1) The modulated clutch is controlled automatically to raise the bucket faster, while reducing forward travel speed. This reduction in travel speed reduces the braking requirement and the time to approach the dump truck is shortened.
2) This combination also reduces torque loss and smooths the operation.

E ↔ P Control of Engine

The engine output function has “2 modes”, Economy or Power. They are selected and controlled automatically. P mode is selected only when digging and approaching the dump truck. This “2 mode” engine control contributes to the reduction of the fuel rate and also improves reliability and durability.
Reliable Komatsu Designed and Manufactured Components

All components within the power train, from bolts to final gearing, are Komatsu-designed. Komatsu loaders are manufactured with an integrated production system under a strict quality control system.

Engine Pre-lube System

Engine durability is achieved by raising the oil pressure before starting. When the key is turned, the pre-lubrication pump sends oil from the pan to the filter. When the set oil pressure is reached, the starter motor engages to start the engine.

Low Maintenance Brake System

The WA1200-6 uses Komatsu designed sealed wet disc brakes. This proven design, coupled with a brake oil cooling system, provides reliable and durable final drive braking while traveling downhill with full loads and in load and carry operations.

High-rigidity Frames and Loader Linkage

The front, rear frames and the loader linkage have increased torsional rigidity for stress resistance. Frame and loader linkage are designed and computer tested for proven strength to accommodate actual working loads.

High-rigidity Frame

To increase frame reliability, steel castings have been incorporated at all pivot points to eliminate long weld lengths.

Sealed DT Connectors

Main harnesses and controller connectors are equipped with sealed DT connectors providing high reliability, dust and corrosion resistance.
Flat Face-to-face O-Ring Seals
Flat face-to-face o-ring seals are used to securely seal hydraulic hose connections and to help prevent oil leakage. In addition, buffer rings are installed to the head side of the all-hydraulic cylinders to lower the load on the rod seals and maximize reliability.

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 sheet metal parts. This process results in a durable paint finish.

Sweeper Wing (Large Tire Guard)
To help prevent tire damage, the WA1200-6 includes a large tire guard on both sides of the bucket.
Easy Operation

Automatic Transmission with Electronically Controlled Modulation Valve (ECMV)

Automatic transmission with ECMV automatically selects the proper gear speed based on travel speed, engine speed, and other travel conditions. The ECMV engages the clutch smoothly to help prevent lag and shock when shifting. This system provides efficient machine operation for a comfortable ride.

- **Kick-down switch:** Powerful scooping is available by shifting down to 1st gear, by pressing the kick down switch on the upper boom lever, when the lever is in 2nd gear.

- **Vehicle speed control ON/OFF switch:** By turning the "Vehicle speed control ON/OFF switch" on the boom lever side to ON, the machine travels with vehicle speed limited to the maximum speed having been set with the "Vehicle speed control dial". When the "Vehicle speed control switch" is on, it is indicated by a light under the "Vehicle speed control dial".

- **Transmission shifting switch:** Manual operation is available by shifting "Transmission shifting switch" to MANUAL.

Variable Transmission Cut-off System

Transmission cut-off position of the left brake pedal is adjustable by switch operation at operator’s seat. By adjusting the cut-off position according to the type of work, the inching operation is easy and efficient.

1) When loading, adjust the cut-off pressure to low. Then the impact of braking is low to help prevent spillage.
2) When traveling, adjust the cut-off pressure to high. Load applied to brake will be lighter by using engine brake while decelerating.

Comfortable Operator’s Seat

The operator's seat is a reclining/air suspension design with headrest to support the operator comfortably during long operation.

Trainer Seat

A trainer seat is provided for operator instruction. The seat belt is attached to the trainer seat the same way as the operator seat. The trainer seat can be folded up when not in use.

Advanced Joystick Steering System (AJSS)

AJSS is a feedback steering system which has been incorporated to allow steering, forward and reverse direction to be controlled by wrist and finger.

With the feedback function, the machine steering angle is the same angle as the lever tilt angle.

Engine RPM Set System with Auto Decel.

Engine Low idle RPM can be easily preset using a push button switch. The system provides auto decel for better fuel economy.
Comfortable Operation

Roomy, Quiet Cab with Power Windows
The cab is large, with a comfortable spacious interior and power windows. Other features designed with operators in mind include a lunchbox storage space and cupholder.

Low Vibration and Noise
The cab rests on Komatsu viscous damping mounts (rubber and silicon oil) to reduce vibration and noise. Noise level at the operator’s ear is 73 dB(A).

Overhead Panel
Controls for the AM/FM radio, window wiper and washer, cab lights, and air conditioner are neatly arranged in an overhead console easily within the seated operator’s reach.

Pillar-less Large Cab with Level 2 ROPS / FOPS Canopy
Wide pillar-less flat glass provides excellent front visibility. The wiper arm covers a large area to provide excellent visibility even on rainy days.

Cab Air Conditioning
Large capacity air conditioning system combined with carefully placed vents provide optimum cool air flow and operator comfort in hot weather. Defroster vents are designed to keep the rear window frost-free during cold weather operation. With a simple touch, the operator can easily select from the five operating modes and four fan speeds on the overhead control panel.
Tire Saver
The tire saver is effective for extending the service life of tires. It senses tire slip with a speed sensor, then controls the torque converter with the modulated clutch.

Ground Level Fluid Drain
Hydraulic oil, transmission/torque converter oil, engine oil, and engine coolant can all be changed from the ground. A fast-fill fuel system is also included as standard equipment.

Long Oil Replacement Interval
Adoption of hybrid elements has extended the element replacement interval.

Auto-greasing System
The periodic lubrication points, except for the driveshaft, are greased automatically according to a preset amount and interval.

Lubricated Pins for Loader Links
All of the loader links have lubricated pins, for improved serviceability.

Exhaust Heat Shields

Centralized Filter Layout
Torque converter / transmission oil filters have been centrally located for ease of replacement from the ground.

Equipment Management Monitoring System (EMMS)
Monitor is mounted in front of the operator for easy viewing, allowing the operator to easily check gauges and warning lights.
Features

- **Auxiliary brakes:**
  If the brake oil pressure is too low, the parking brake is automatically engaged.

- **Supplemental steering:**
  If the steering pump is disabled, a supplemental steering pump provides hydraulic flow.

- **Manual engine stop switches:**
  Manual stop switches, accessible from the ground, are installed in four places, with another inside of the cab.

Maintenance Accessibility

For maintenance operations, main points are equipped with a step and handrail.

Rear Access Stairs

For boarding and exiting the machine, rear access stairs with a handrail are provided. The step angle has been reduced from 60 to 45 degrees. The stairs are lighted for night boarding. The secondary egress is on the right side of the machine.

KOMTRAX Plus

As part of a complete service and support program, Komatsu equips every mining and quarry sized machine with KOMTRAX Plus. By using a satellite-based communication system, KOMTRAX Plus offers a new vision of monitoring your valuable assets by providing insight to critical operating metrics and information that can be used to increase availability, lower owning and operating costs and maximize fuel efficiency.

The KOMTRAX Plus information available on MyKomatsu.com allows service personnel and asset owners to review cautions, operational data, fuel consumption, payloads and key component measurements provided in forms of trends. With KOMTRAX Plus, knowledge becomes the power to fuel your productivity.
**ENGINE**

Model: Komatsu SSDA16V160E-2
Type: Water-cooled, 4-cycle
Aspiration: Turbocharged and aftercooled
Number of cylinders: 16
Bore x stroke: 159 mm x 190 mm
Piston displacement: 60.0 ltr
Governor: Electronic fuel control
Flywheel horsepower:
SAE J1995: Gross 1892 HP
ISO 9249/SAE J1349: Net 1765 HP
Rated rpm: 1800 rpm
Fan drive method for radiator cooling: Mechanical
Fuel system: Modular common rail system direct injection
Lubrication system:
Control valves: A double spool closed-center hydraulic valve and a steering valve combined with a demand valve to provide optimum flow.
Governor: Electronic fuel control
Switch pump: 633 ltr/min
Steering pump: 633 ltr/min
Relief valve setting: 31.4 MPa
Control positions:
Boom: Raise, hold, lower, and float
Bucket: Tilt-back, hold, and dump

**HYDRAULIC SYSTEM**

Rated capacity (discharge flow) @ 1800 engine rpm:
Loader pump: 1018 ltr/min
Steering pump: 633 ltr/min
Switch pump: 633 ltr/min
Relief valve setting: 31.4 MPa
Control valves:
A double spool closed-center hydraulic valve and a steering valve combined with a demand valve to provide optimum flow.

<table>
<thead>
<tr>
<th>Hydraulic Cylinders</th>
<th>Number of Cylinders</th>
<th>Bore</th>
<th>Stroke</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boom</td>
<td>2</td>
<td>360 mm 14.2&quot;</td>
<td>1835 mm 72.2&quot;</td>
</tr>
<tr>
<td>Bucket</td>
<td>2</td>
<td>300 mm 11.8&quot;</td>
<td>985 mm 38.8&quot;</td>
</tr>
<tr>
<td>Steering</td>
<td>2</td>
<td>225 mm 8.9&quot;</td>
<td>660 mm 26.0&quot;</td>
</tr>
</tbody>
</table>

Control positions:
Boom: Raise, hold, lower, and float
Bucket: Tilt-back, hold, and dump

**AXLES AND FINAL DRIVES**

Drive system: Four-wheel drive
Front: Fixed, full-floating
Rear: Center-pin support, full-floating, 16" total oscillation
Reduction gear: Spiral bevel gear
Differential gear: Straight bevel gear
Final reduction gear: Planetary gear, double reduction, oil bath

**STEERING SYSTEM**

Type: Articulated type, full-hydraulic power steering
Steering angle: 40° each direction
Turning radius outside corner of bucket and teeth: 14330 mm

**TRANSMISSION**

Torque converter:
Type: 3-element, single-stage, single-phase
Transmission:
Type: Full-powershift, planetary type with modulated clutch
Rated capacity:
Transmission: 11.6 mph
Gears:
1st: 6.26" x 7.48"
2nd: 6.9 mph
3rd: 11.6 mph

**ROPS / FOPS & LEVEL 2 CAB**

The cab is mounted on viscous damping mounts and is well insulated.

**TIRES**

Bucket selection guide:
- Standard Boom
- Coal Bucket (spade nose with teeth)
- Coal Bucket (spade nose without teeth)
- Rock Bucket (spade nose with teeth)
- Rock Bucket (spade nose without teeth)

Material density:
- kg/m³
- lb/yd³

**SERVICE REFILL CAPACITIES**

Select proper tires based on job requirements.
Standard rim size: 47.00-57/5.0
Standard tire size: 60/80 R57

**BUCKET SELECTION GUIDE**

- Bucket fill factor:
  - 100%
  - 85%
  - 65%
### Standard boom (6200 mm 20'4")

<table>
<thead>
<tr>
<th></th>
<th>60/80 R57</th>
<th>58/55-57-84PR</th>
</tr>
</thead>
<tbody>
<tr>
<td>H Tread</td>
<td>4300 mm</td>
<td>4300 mm</td>
</tr>
<tr>
<td>I Width over tires</td>
<td>5820 mm</td>
<td>5720 mm</td>
</tr>
<tr>
<td>A Wheelbase</td>
<td>7100 mm</td>
<td>7100 mm</td>
</tr>
<tr>
<td>B Hinge pin height, max. height</td>
<td>8850 mm</td>
<td>8855 mm</td>
</tr>
<tr>
<td>C Hinge pin height, carry position</td>
<td>1150 mm</td>
<td>1150 mm</td>
</tr>
<tr>
<td>D Ground clearance</td>
<td>760 mm</td>
<td>760 mm</td>
</tr>
<tr>
<td>E Hitch height</td>
<td>1415 mm</td>
<td>1420 mm</td>
</tr>
<tr>
<td>F Overall height, top of the stack</td>
<td>6735 mm</td>
<td>6740 mm</td>
</tr>
<tr>
<td>G Overall height, ROPS cab</td>
<td>6970 mm</td>
<td>6975 mm</td>
</tr>
</tbody>
</table>

### High lift boom (6780 mm 22'2")

<table>
<thead>
<tr>
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<td>6975 mm</td>
</tr>
</tbody>
</table>

### Standard boom (6200 mm 20'4")

<table>
<thead>
<tr>
<th>Rock Bucket</th>
<th>Coal Bucket</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spade nose with teeth</td>
<td>Spade nose without teeth</td>
</tr>
<tr>
<td>Spade nose with teeth</td>
<td>Spade nose without teeth</td>
</tr>
</tbody>
</table>

### High lift boom (6780 mm 22'2")

<table>
<thead>
<tr>
<th>Rock Bucket</th>
<th>Coal Bucket</th>
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<td>Spade nose without teeth</td>
</tr>
<tr>
<td>Spade nose with teeth</td>
<td>Spade nose without teeth</td>
</tr>
</tbody>
</table>

### Breakout force

- 1275 kN
- 1029 kN
- 1275 kN
- 1029 kN
- 1236 kN
- 1000 kN
- 1236 kN
- 1000 kN

### Operating weight

- 216400 kg
- 217800 kg
- 217200 kg
- 216200 kg
- 218300 kg
- 217000 kg
- 219150 kg
- 220550 kg
STANDARD EQUIPMENT

- 2-spool valve for boom and bucket controls
- Alternator, 140 A/24 V
- AM/FM radio
- Air conditioner, heater, defroster & pressurizer
- Automatic greasing system
- Automatic transmission F3 / R3
- Axles, full floating
- Back-up alarm
- Back-up light
- Batteries, 160 Ah/12 V x 6
- Battery disconnect switch
- Boom kick-out, automatic and adjustable

- Brakes:
  - Auxiliary brake
  - Parking: wet, multiple-disc
  - Service: wet, multiple-disc
- Bucket positioner
- Cab with ROPS/FOPS Level 2 canopy
- Converter, 2.5 amps 12 volt
- Counterweight
- Dual-mode active working system
- Electronic display/Multi Monitor
- Manual engine stop switches
- Supplemental steering (SAE)
- Engine, Komatsu SSDA16V160E-2 diesel
- Engine pre-lube system
- EPC fingertip control levers with automatic leveler and positioner
- Fenders, front and left rear
- Fire extinguisher
- Floor mat
- Fog lamps
- Hard water area arrangement (corrosion resister)
- Horn, electric
- KOMTRAX Plus
- Lights
  - Backup lights
  - Head lights (4 front)
  - Stop and tail
  - Turn signal with hazard switch (2 front, 2 rear)
  - Working lights (6 front, 8 rear)
  - Access stairs and service area light
- Load meter
- Power train guard
- Power windows
- Radiator core protective grid
- Rear access stairs
- Rearview mirror and rear underview mirror mounted to radiator guard
- Room mirror
- Seat belt, 76 mm 3” with retractor
- Seat, air suspension with reclining
- Service center
- Starting motor, 9.0 kW/24 V x 2
- Steering, full hydraulic power (joystick steering control)
- Sun visor
- Tinted glass
- Tire saver (modulation clutch controlled)
- Trainer seat
- Vandalism protection kit
- Water separator
- Wiggins fast fuel fill
- Wiggins fast oil fill
- Window washer, front and rear
- Wipers, front and rear, front intermittent

WEIGHT CHANGES

<table>
<thead>
<tr>
<th>Tires or attachments</th>
<th>Operating weight</th>
<th>Tipping load straight</th>
<th>Tipping load full turn</th>
<th>Width over tires</th>
<th>Ground clearance</th>
<th>Change in vertical dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>STD Boom</td>
<td>Hi-lift Boom</td>
<td>STD Boom</td>
<td>Hi-lift Boom</td>
<td>mm</td>
<td>ft in</td>
</tr>
<tr>
<td>60/80 R57</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>58/85-57-84PR</td>
<td>+820</td>
<td>+1810</td>
<td>+600</td>
<td>+1320</td>
<td>+540</td>
<td>+1190</td>
</tr>
</tbody>
</table>

OPTIONAL EQUIPMENT

- Boom
  - 6200 mm 20'4” boom
  - 6780 mm 22'2” boom
- Buckets
  - 18.0 m³ 23.5 yd³ spade nose rock
  - 20.0 m³ 26.2 yd³ spade nose rock
  - 35.0 m³ 45.8 yd³ coal
- Front fender handrails
- Hensley teeth
- LED turn signal
- Rims
  - 47.00-57/5.0
  - 47.00-57/6.0
- Yellow rotating lamp