

ARTICULATED DUMP TRUCK

HA250-1

MAX. PAYLOAD: 25 tonnes **27.5 tons**
CAPACITY (heaped): 14.3 m³ **18.7 cu.yd**



Model shown may include optional equipment.

KOMATSU: The Quality is Standard

High Versatility

- Constant traction is secured whatever the terrain by the permanent six-wheel drive.
- Maneuvering stability is assured by the turning ring articulation system.

Maximum Uptime

- Designed for durability—tough, reinforced body.
- Simple maintenance reduces downtime.

Comfortable Operation

- Enhanced operator comfort provided by the spacious, ergonomically designed cab.

Superior Performance

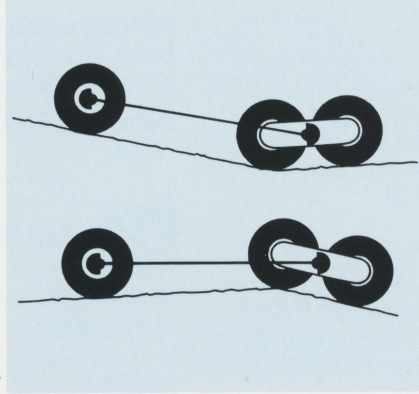
- Efficient operation is achieved by a dependable combination of the newest Komatsu diesel engine and a ZF transmission.

 **KOMATSU**

Constant traction



With unique features like its permanent six-wheel drive and turning ring articulation system, the HA250 guarantees outstanding performance, economy and reliability, whatever the terrain. The permanent six-wheel drive keeps the power in contact with the ground at all times to keep the truck moving even in the toughest situations. It uses a single driveshaft to a pivoting rear tandem and differential to transmit



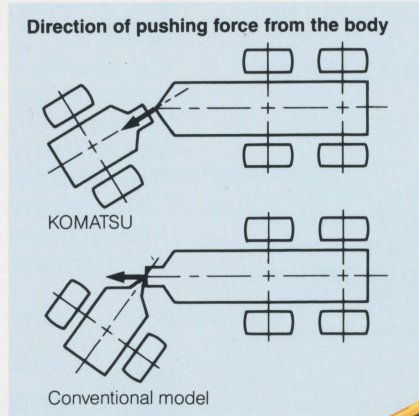
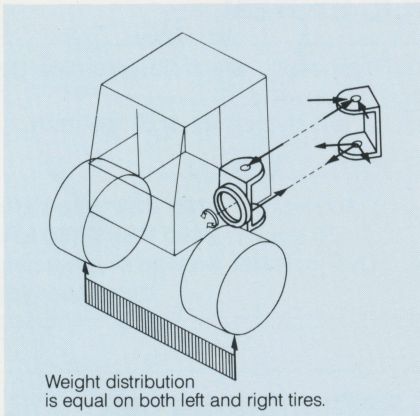
power to the rear wheels. The limited slip differential and differential locks reduce slippage to a minimum, for better traction and longer tire life. This improves gradeability, so the equipment can handle steeper slopes to shorten hauling distances and cycle time, particularly in quarries. And the turning ring articulation system increases maneuverability in confined areas, for greater productivity.

Designed for durability



The HA250 utilizes a unique sloping chassis design to provide a flat body floor and do away with the need for a scow end. It also takes advantage of the load to improve stability and operator safety. The automatic gas-spring operated tailgate is standard for greater carrying capacity and easier handling of loose, dry materials. The body is constructed throughout of tough steel plates in the floor, front and sides with extra strengthening of high-tensile-strength steel sections. Exhaust heating is also available when moving wet or cohesive material. The standard vehicle is equipped with a rock body, with excellent resistance to even hard and abrasive materials.

Maneuvering stability



The articulated frame hydraulic steering of the HA250 delivers instant response for precise positioning. It can swing a full 45° to the left or right. This enables the HA250 to operate smoothly in narrow places and tight corners such as underground mines and steelworks.

The turning ring in front of the steering pivot on the HA250 provides a very strong link between the front and rear frames and equalizes the load on both front wheels during operation. This prevents the outside wheel from sinking during turns, improves stability and reduces tire wear. In addition, its large payload and low loadover height ideally suit the unit to all types of loading equipment and materials.



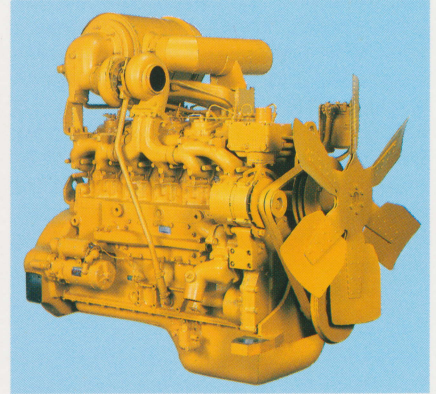
Comfortable operation



The cab is built to current ROPS standards, with full soundsuppressing, heat/vibration insulation and an adjustable suspension seat. The driver sits directly above the middle of the front axle, where movement due to uneven terrain is minimized. The cab has two side doors providing excellent access and assures great visibility in every direction, even to the

rear, which is important when operating the vehicle. It is also designed to protect the operator from harsh working environments to reduce fatigue and increase productivity. The ergonomic layout of the instrument panel provides smooth, easy control, and all meters and gauges are backlit for easy reading. Everything about the cab, from the controls layout to the heating and ventilation system, is designed to help the operator.

Superior performance



A dependable combination of the newest KOMATSU diesel engine and a ZF transmission power the permanent six-wheel drive. Komatsu's S6D125 diesel engine delivers a maximum of 248 HP at 2200 RPM and features a direct-injection system to maximize fuel efficiency. And the full powershift transmission with automatic converter lock-up provides easy gear selection.

Simple maintenance

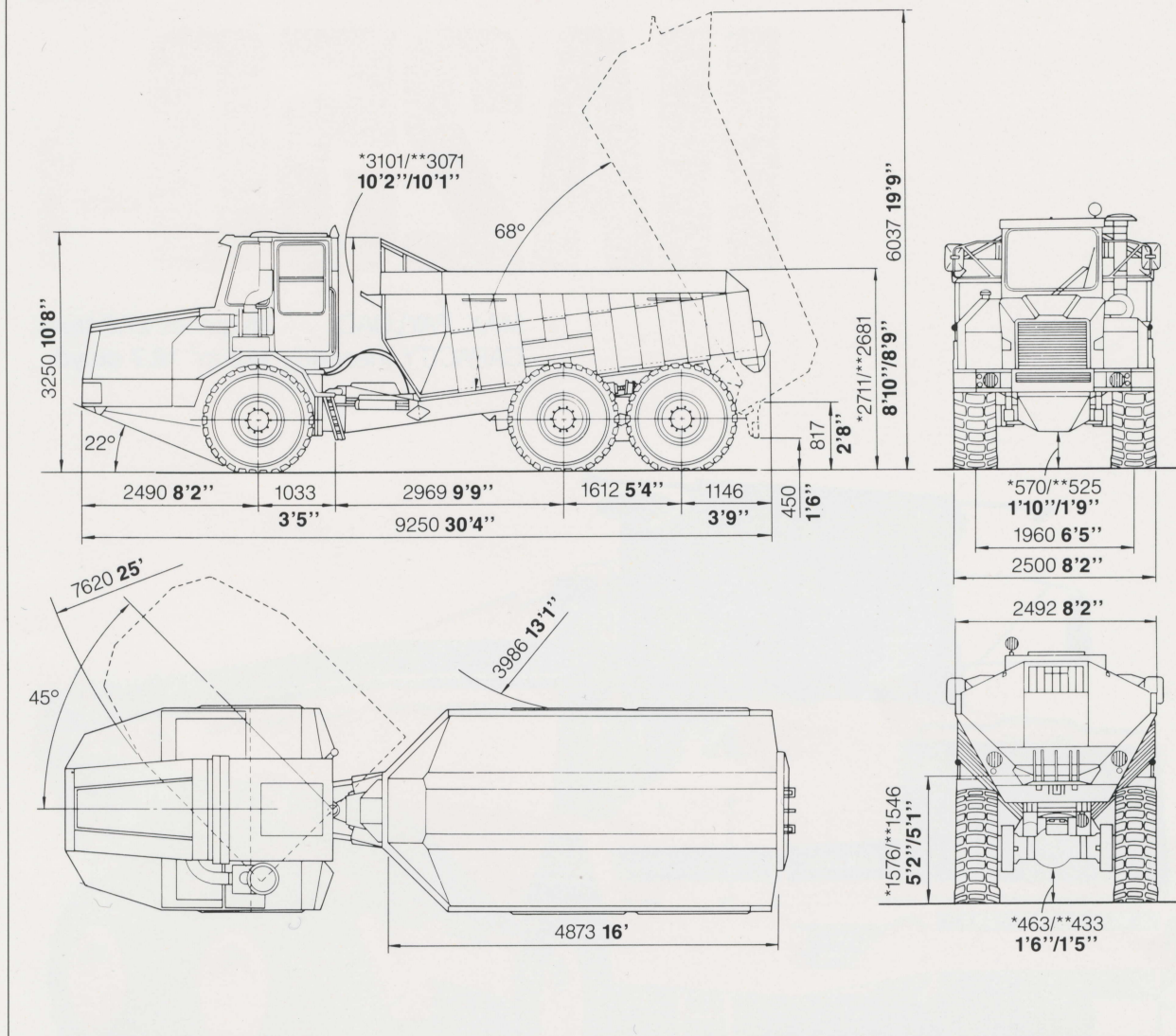


Since the full-flow, fuel, transmission, and hydraulic filters are all concentrated on the left side of the machine, replacing any of them is quick and easy. The fuel and hydraulic tanks are positioned low for easy refilling. The engine bonnet of the HA270 tilts for greater service access.





DIMENSIONS



Note: *dimensions for unloaded/**dimensions for loaded

Standard equipment

- Komatsu S6D125 engine
- 7.5 kW/24 V electric starter
- 35 ampere alternator
- Torque converter with automatic lock-up
- 6-forward/3-reverse gear transmission
- Exhaust brake
- Exhaust heatable body
- Cab heater
- Tinted glass
- Air filter (with service indicator)
- Fully adjustable suspended seat
- Seat belt
- Windshield washer and wipers
- Horn
- Sun visor
- Rearview mirrors
- Directional and warning flashers
- Retainers to hold door open
- Cab light
- Cigarette lighter and ash tray
- Halogen headlights
- Tire inflation outlet
- Backup light and alarm
- Rear towing hook
- 20.5 × 25 two-star radial tires
- Fire extinguisher
- First-aid kit
- Warning triangle

Optional equipment

- Air conditioner
- Extra ventilation (roof-mounted fan and outlets)
- Electric heated mirrors (2)
- Tachograph
- Exhaust heating for body
- Additional passenger seat
- Km-counter
- Speedometer
- Radio with cassette player
- Headphone jack
- Top tailgate, two joints
- Rotating beacon
- Water scrubber
- Exhaust catalyst
- Special chassis version
- Body lining kit for heavy-duty rock application (bottom and non-vertical front and side areas)
- 16.00 × 24/16 rock-type tires
- 25/65 × 25, 12 low-ground-pressure tires and wheels
- Spare wheel
- Body mudguards
- Mudflaps & brackets
- Front mudguard extension (for low-ground-pressure tires, left and right)

HA250 SPECIFICATIONS



ENGINE

Komatsu S6D125 4-cycle, water-cooled, turbocharged diesel engine, 6 cylinders with 125 mm **4.9"** bore x 150 mm **5.9"** stroke and 11.0 ltr. **674 cu.in** piston displacement.

Gross horsepower: 248 HP **185 kW**/2200 RPM
Flywheel horsepower:

240 HP **179 kW** at 2200 RPM (SAE J1349)

243 PS **179 kW** at 2200 RPM

Direct injection for fuel economy. Gear-pump-driven forced lubrication with full-flow filter. Dry-type air cleaner and high-capacity radiator. 24 V/7.5 kW electrical starter motor. 24 V/35 A alternator. 12 V/144 Ah x 2 batteries.



TRANSMISSION

A ZF transmission with integral torque convertor and gear box is used. This has full powershift to permit easy gear selection together with an automatic convertor lock up. By eliminating slippage losses overall efficiency is improved. In addition, a torque proportioning differential is located in the transmission dropbox. By splitting the power, one third to the front axle and two thirds to the rear axle, correct distribution to the wheels at all times is ensured.

No. of forward gears.....6

No. of reverse gears.....3

Forward travel speeds.....6.5-10-15-22-32-48 km/h

4.0-6.2-9.3-13.7-19.9-29.8 MPH

Reverse travel speeds.....6.5-15-32 km/h

4.0-9.3-19.9 MPH



AXLES

An automatic limited slip differential fitted to the front axle allows the unit to be steered under all conditions without damage or loss of traction. The free-swinging tandem layout and differential lock are located on rear axle. They transmit 100% of the tractive force to the wheel that is in contact with the ground.



TIRES

Standard: 20.5 x 25, two-star radial on all six wheels.



STEERING SYSTEM

The hydraulically operated pivot steering system is combined with a turning ring and cast steel articulation hinge. Twin double-acting steering cylinders are utilized to allow articulation in either direction. A ground driven emergency system to ensure steering in the event of engine failure is standard.

Turning radius (outside vehicle).....7.62 m **25'**

Maximum steering angle45°



BRAKES

Service brake: A dual-circuit braking system acting on all six wheels. All six wheels have air-over-hydraulic, self-adjusting dry disc brakes.

Parking/emergency brake: Parking brake/emergency brake is spring actuated, air-released disc brake and acts direct on the rear propeller shaft.

Retarder: Foot-activated button controls engine exhaust brake.



MAIN FRAME

Ladder-type, box-sectioned-welded construction for maximum rigidity.



BODY

The body is constructed throughout of hardened steel plates in the floor, front and sides, with outer strengthening of high-tensile steel box sections. Tipping is performed by means of multi-stage cylinders and a gas-spring operated bottom tailgate is standard. The body is designed for rock-carrying applications and no other strengthening is necessary. The floor is flat and inclined downwards from the hinge to help lower the center of gravity and improve stability.

Capacity: struck11.8 m³ **15.4 cu.yd**

heaped (2:1).....14.3 m³ **18.7 cu.yd**

Max. payload25000 kg **55,120 lb**



HYDRAULIC SYSTEM

The steering and hoisting circuits are independently designed for sure control.

Hydraulic pump capacity 157 ltr./min. **42 U.S. gal/min.** at engine rated RPM.

Relief valve setting

Hoisting system160 kg/cm² **2280 PSI/15680 kPa**

Steering system.....175 kg/cm² **2490 PSI/17160 kPa**

Hoist cylindersDual-cylinder, 6-stage single-acting telescope type

Body dumping speed16 sec.



SERVICE REFILL CAPACITIES

Coolant45 ltr. **11.9 U.S. gal**

Fuel tank260 ltr. **68.7 U.S. gal**

Engine oil26 ltr. **6.9 U.S. gal**

Torque convertor and transmission.....18 ltr. **4.8 U.S. gal**

Axle oil: Front differential.....9 ltr. **2.4 U.S. gal**

Final drive2 x 3 ltr. **1.6 U.S. gal**

Rear differential15 ltr. **4.0 U.S. gal**

Tandem housing2 x 30 ltr. **15.8 U.S. gal**

Hydraulic system115 ltr. **30.4 U.S. gal**



WEIGHT (approximate)

Gross weight (Loaded).....41475 kg **91,440 lb**

Distribution: Front.....14009 kg **30,890 lb**

Rear27466 kg **60,550 lb**

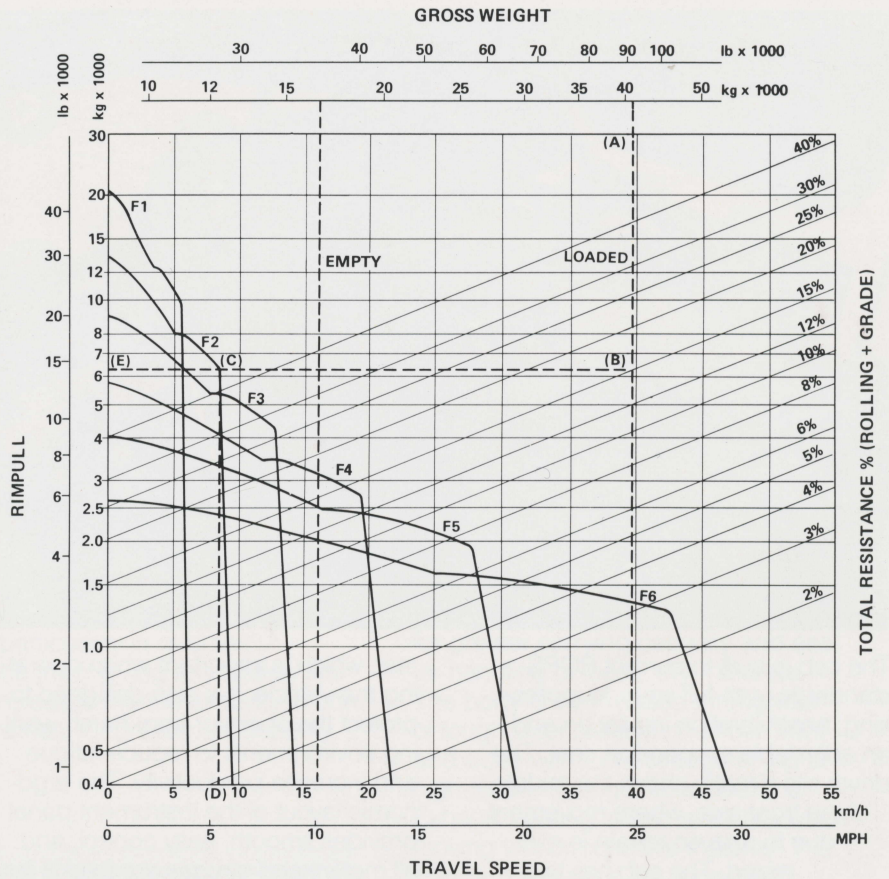
Weight (Unloaded).....16475 kg **36,320 lb**

Distribution: Front.....8409 kg **18,540 lb**

Rear8066 kg **17,780 lb**

Travel performance curve

For assessing a vehicle's gradeability, travel speed, rimpull, etc. First, draw a vertical line according to the vehicle's weight (A) and mark the point (B) corresponding to total resistance (the sum of rolling resistance and grade resistance). Next, draw a horizontal line from (B), then mark (C) where the line intersects the rimpull curve and read (E) for the rimpull. For travel speed (D), Draw a vertical line downward from (C).



Materials and specifications are subject to change without notice.

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