

PC138US-11: A New Addition to the Komatsu Excavator Range.



Vilvoorde, January 2016 – Komatsu Europe International N.V. will present the new PC138US-11 short tail swing hydraulic excavator at the Bauma 2016 International Fair.

With an operating weight range of 13,400 – 14,467 kg, the PC138US-11's short tail swing radius makes it an ideal machine for safe working in confined work areas such as single lane traffic or urban environments. The EU Stage IV emissions-certified machine is the newest addition to Komatsu's excavator line up.

Safety is further enhanced through Komatsu's optional "KOMVISION" system which debuts on the PC138US-11 excavator. KOMVISION can display a 360 degree bird's eye view representation of the excavator on the standard 7" LCD widescreen monitor. The operator can easily check the jobsite surroundings prior to carrying out any actions.

Designed with the customer in mind, the PC138US-11 has a net horsepower of 93.5 hp (69.7 kW), powered by a Komatsu SAA4D95LE engine. Built upon its proven Stage IIIB platform, Komatsu has leveraged its leadership in technology and innovation to design a more environmentally-friendly engine that maintains the proven performance of the previous series while reducing daily costs and fuel consumption.

Alex Visentin, Product Manager at Komatsu Europe International states: "The new PC138US-11 does much more than simply meet EU Stage IV emission regulations. It offers significant advances in fuel consumption, provides 3G communications, improves operator comfort, and includes new safety features. As the previous model did, its contoured cabin design allows the cab to turn within the same swing radius as the counterweight."

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Komatsu EU Stage IV emission certified engine – Productive, dependable, efficient

Komatsu's new EU Stage IV engine integrates SCR (Selective Catalytic Reduction) to further reduce NO_x emissions using the AdBlue® additive. With an advanced electronic control system that manages the airflow rate, fuel injection, combustion parameters and aftertreatment functions, the Komatsu EU Stage IV engine optimises performance, reduces emissions and provides advanced diagnostic capability. Customers benefit from lower fuel consumption with no loss of performance.

To ensure product reliability and durability in demanding conditions, Komatsu developed the entire system, including the control software, which is critical to the effective operation of the aftertreatment system. This control system is also integrated into the machine's on-board diagnostics systems and in KOMTRAX™, Komatsu's standard telematics system.

Highly efficient hydraulic system

Enhancements were made to the hydraulic system for reduced hydraulic loss and improved efficiency. All major components on the new PC138US-11 including the engine, hydraulic pumps, motors and valves are exclusively designed and produced by Komatsu. This integrated design uses a closed centre load sensing hydraulic system that takes hydraulic efficiency to the next level using variable speed matching. This technology allows the engine speed to adjust to ensure optimal power and efficiency whatever the job.

Versatile Performance

Like the previous series, the PC138US-11 uses a contoured cab design that is unique as it allows the cab to swing within the same radius as the counterweight. The work equipment geometry is also designed to minimize the front swing radius for efficient operation in confined areas. The PC138US-11 provides the same level of lift capacity and stability as a conventional excavator, but with the versatility of reduced tail swing. An optional dozer blade makes backfilling quick and easy and optional rubber (Roadliner) track shoes are available for urban or on highway applications.

Operator environment

The new fan clutch system controls optimal cooling fan speed, reduces fuel consumption and also contributes to lower in-cab noise down to 71dB(A). A comfortable work environment further helps operators maximise productivity. The proportional control joysticks, which are standard, allow precise operation of attachments with comfort and ease. With the addition of the new Neutral Detection System, the risk of inadvertent operation is reduced.

The ROPS certified cab, specifically designed for hydraulic excavators, gains strength from a reinforced box structure framework. The cab is mounted on viscous isolation dampers for low vibration levels. A standard heated high back air suspension seat comes with newly designed fully adjustable armrests for improved comfort. In addition to the standard radio, external devices can play music through the cab speakers thanks to an auxiliary input. The cab also has the benefit of two 12-volt power ports for the operator's convenience.

A high-resolution 7" LCD widescreen colour monitor features enhanced capabilities and displays information in 26 languages for global support. The operator can easily select up to six working modes to match machine performance to the application. The new monitor panel provides information on AdBlue® fluid level, Eco guidance, operational records, fuel consumption history and utilisation information. For improved safety, a standard rear-view

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camera gives the operator a wide landscape view of the area directly behind the machine and is now incorporated, along with the gauges, as the operating default screen. Komatsu's optional 360 degrees visibility system, Komvision, is available as an option.

Convenient maintenance and serviceability

The PC138US-11 provides easy service access to help reduce costly downtime. The new model has guardrails on both sides of the upper structure for easier accessibility. The radiator and hydraulic oil coolers are mounted side by side, making it easier to maintain and service when required.

The excavator is equipped with the exclusive Komatsu EMMS (Equipment Management Monitoring System), which has enhanced diagnostic features that give the operator and technicians greater monitoring and troubleshooting capabilities. EMMS also continuously monitors all critical systems, preventative maintenance, and provides troubleshooting assistance to minimise diagnosis and repair time.

The new Komatsu Diesel Catalyst (KDOC) has an integrated design allowing this simple system to remove soot using 100% "passive regeneration" without the need for a Diesel Particulate Filter (DPF). Unlike a DPF, the KDOC does not have a scheduled replacement interval and is designed for long life with no maintenance required. Less complexity and truly seamless operation for the operator means lower owning and operating costs.

A new variable flow turbocharger, direct flow air filter, high-pressure common rail fuel injection, 16-valve cylinder head and Exhaust Gas Recirculation (EGR) are also part of the design of the PC138US-10. The result is precise air flow management and more complete combustion, eliminating the need for a DPF.

Information in the news releases is current on the date of the announcement and is subject to change without notice..

Notes:

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Contact:

Kevin Broman
Komatsu Europe International N.V.
+32 2 255 24 58
kevin.broman@komatsu.eu

Website: www.komatsu.eu
YouTube: www.youtube.com/user/KomatsuEuropeInt
Facebook: www.facebook.com/KomatsuEurope/

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