HYDRAULIC EXCAVATOR

PC130

NET HORSEPOWER
97.2 HP @ 2050 rpm
72.5 kW @ 2050 rpm

OPERATING WEIGHT
28,660 lb
13000 kg

BUCKET CAPACITY
0.34– 0.78 yd³
0.26–0.60 m³
WALK-AROUND

NET HORSEPOWER
97.2 HP @ 2050 rpm
72.5 kW @ 2050 rpm

OPERATING WEIGHT
28,660 lb
13000 kg

BUCKET CAPACITY
0.34–0.78 yd³
0.26–0.60 m³

Photos may include optional equipment.
A powerful Komatsu SAA4D95LE-7 engine provides a net output of 72.5 kW (97.2 HP). This engine is EPA Tier 4 Final emissions certified.

Variable Flow Turbocharger improves engine response and provides optimum air flow under all speed and load conditions.

Komatsu Diesel Oxidation Catalyst (KDOC) reduces particulate matter using passive regeneration over 98% of the time.

Selective Catalytic Reduction (SCR) reduces NOx and has easy to access components.

Komatsu Auto Idle Shutdown helps reduce nonproductive engine idle time and reduces operating costs.

Komatsu's Closed-center Load Sensing System (CLSS) provides quick response and smooth operation to maximize productivity.

Enhanced working modes are designed to match engine speed, pump delivery, and system pressure to the application.

Temperature controlled fan clutch helps improve fuel efficiency and lower sound levels.

Large LCD color monitor:
- 7" high resolution display
- Enhanced hydraulic attachment control with one way/two way flow and programmable work tool names and settings
- Rearview camera display integrated into the default monitor screen
- All machine settings and controls are easily accessible through the monitor

Aux jack and (2) 12V outlets

Rearview monitoring system (standard)

Equipment Management Monitoring System (EMMS) continuously monitors machine operation and vital systems to identify machine issues and assist with troubleshooting.

Enhanced working environment
- Integrated ROPS cab design (ISO 12117-2)
- Cab meets ISO Level 1 Operator Protective Guard (OPG) top guard (ISO 10262)

Wide access service doors provide easy access for ground level maintenance.

Komatsu designed and manufactured components

New engine and hydraulic control technology improves operational efficiency and lowers fuel consumption by up to 4%.

New quick return arm valve improves arm cylinder hydraulic flow for faster arm out speed and performance.

Handrails (standard) provides convenient access to the upper structure.

Battery disconnect switch allows a technician to disconnect the power supply before servicing the machine.

The KOMTRAX® telematics system is standard on Komatsu equipment with no subscription fees throughout the life of the machine. Using the latest wireless technology, KOMTRAX® transmits valuable information such as location, utilization, and maintenance records to a PC or smartphone app. Custom machine reports are provided for identifying machine efficiency and operating trends. KOMTRAX® also provides advanced machine troubleshooting capabilities by continuously monitoring machine health.
**PERFORMANCE FEATURES**

**KOMATSU NEW ENGINE TECHNOLOGIES**

**New Tier 4 Final Engine**
New regulations require the reduction of NOx emissions to one tenth or below from the preceding regulations. Komatsu has developed a new Selective Catalytic Reduction (SCR) device for use in the PC130-11 and other models.

**Technologies Applied to New Engine**

**Heavy-duty aftertreatment system**
This new system combines a Komatsu Diesel Oxidation Catalyst (KDOC) and SCR. The SCR NOx reduction system injects the correct amount of Diesel Exhaust Fluid (DEF) at the proper rate, thereby decomposing NOx into non-toxic water (H₂O) and nitrogen gas (N₂).

**Variable flow turbocharger**
A variable flow turbocharger features simple and reliable technology that varies the intake air-flow. The Exhaust turbine speed is controlled by a flow control valve that optimizes air volume to the engine combustion chamber under all engine speed and load conditions. The result is cleaner exhaust gas while maintaining power and performance.

**Heavy-duty cooled Exhaust Gas Recirculation (EGR) system**
The system recirculates a portion of exhaust gas into air intake and lowers combustion temperatures to reduce NOx emissions. Furthermore, while EGR gas flow is increased, by incorporating a high-efficiency and compactly designed cooling system, the system achieves a dynamic reduction of NOx, while helping reduce fuel consumption.

**Advanced Electronic control system**
The electronic control system performs high-speed processing of all signals from sensors installed in the machine providing control of equipment in all operating conditions of use. Engine condition information is displayed via an onboard network to the monitor inside the cab, providing necessary information to the operator. Additionally, managing the information via KOMTRAX helps customers keep up with required maintenance.

**High Pressure Common Rail (HPCR) fuel injection system**
High pressure fuel injection with computerized control attains close to complete combustion reducing Particulate Matter (PM) emissions. While this technology is already used in current engines, the new system uses a higher-pressure injection, thereby reducing both PM emissions and fuel consumption.
New Monitor Panel Interface Design
An updated large high resolution LCD color monitor enables accurate and smooth work. The interface has been redesigned to display key machine information in a new user friendly interface. A rear view camera and a DEF level gauge display have been added to the default main screen. The interface has a function that enables the main screen mode to be changed to provide the optimum screen information for the operator.

Switchable display modes
The updated monitor screen display mode can be easily switched by pressing the F3 key.

Visual user menu
Pressing the F6 key on the main screen displays the user menu screen. The menus are grouped for each function, and use easy-to-understand icons which enable the machine to be operated easily.

Indicators
- Auto-decelerator
- Working mode
- Travel speed
- Ecology gauge
- Camera display
- Engine coolant temperature gauge
- Hydraulic oil temperature gauge
- Fuel gauge
- DEF level gauge
- Service meter, clock
- Fuel consumption gauge
- Guidance icon
- Function switches
- Camera direction display
- DEF level caution lamp

Basic operation switches
- Auto-decelerator
- Working mode selector
- Travel speed selector
- Buzzer cancel
- Wiper
- Window washer
- Auto climate controls

*Blank screen, does not apply to SAA4D95LE-7. The DOC is 100% passive regeneration.
**ENGINE**

Model: Komatsu SAA4D95LE-7*
Type: Water-cooled, 4-cycle, direct injection
Aspiration: Variable flow, turbocharged, air-to-air aftercooled
Number of cylinders: 4
Bore: 95 mm 3.74"
Stroke: 115 mm 4.53"
Piston displacement: 3.26 ltr 199 in³

Horsepower:
- SAE J1995: Gross 72.6 kW 97.3 HP
- ISO 9249 / SAE J1349: Net 72.5 kW 97.2 HP

Rated rpm: 2500

Fan at maximum speed: Net 67.8 kW 90.9 HP

Governor: All-speed control, electronic

*EPA Tier 4 Final emissions certified

**HYDRAULICS**

Type: HydraulMind (Hydraulic Mechanical Intelligence) system, closed-center system with load sensing valve and pressure compensated valve

Number of selectable working modes: 6

Main pump:
- Type: Variable capacity piston type
  - Pump for: Boom, arm, bucket, swing, and travel circuits
  - Maximum flow: 242 ltr/min 64 gal/min

Hydraulic motors:
- Travel: 2 x piston motor with parking brake
- Swing: 1 x piston motor with swing holding brake

Relief valve setting:
- Implement circuits: 34.8 MPa 355 kgf/cm² 5,050 psi
- Travel circuit: 34.8 MPa 355 kgf/cm² 5,050 psi
- Swing circuit: 29.2 MPa 298 kgf/cm² 4,240 psi
- Pilot circuit: 3.2 MPa 33 kgf/cm² 470 psi

Maximum Auxiliary Flow: 242 ltr/min 64 gal/min at 250 kgf/cm² 3,553 psi*

Hydraulic cylinders:

(Number of cylinders – bore x stroke x rod diameter)
- Boom: 2 x 105 mm x 1055 mm x 70 mm 4.1" x 41.5" x 2.76"
- Arm: 1 x 110 mm x 1175 mm x 75 mm 4.3" x 46.3" x 2.95"
- Bucket: 1 x 95 mm x 885 mm x 65 mm 3.7" x 34.8" x 2.56"

* Auxiliary flow is adjustable through the monitor.

Note: All comparisons and claims of improved performance made herein are made with respect to the prior Komatsu model unless otherwise specifically stated.