ONE FOCUS. COMPLETE SOLUTIONS

135Z-V

Kawasaki

RUGGED AND DEPENDABLE

135ZV

A COMPLETE SOLUTION

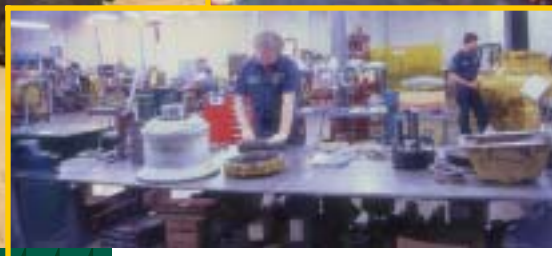
- Emissions-compliant 720 HP Cummins diesel engine
- 12.8 cu. yard heavy-duty rock bucket available
- Increased width of cab by 20% for operator comfort
- Automatic transmission, reduces operator effort, extends component life
- Traction control eliminates tire spin and wear
- Dual Z-linkage distributes load evenly
- High breakout force with PowerBoost™ for tough materials
- Customized operating modes match torque requirements for normal, heavy-duty and load & carry
- Kawasaki variable piston pumps, efficient, responsive hydraulics
- Engine PreLub® feature, standard

THE POWER TO PERFORM!

The 135ZV was designed for increased production and decreased operational costs resulting in the most productive machine in its class.

OPERATOR PRODUCTIVITY

The 135ZV has several standard features to maximize operator efficiency and overall productivity. The cab offers excellent visibility and the openness of the dual Z-linkage. K-Lever+ steering gives the operator good control with little effort. The standard single-lever hydraulic control coupled with the K-Lever+ steering give the operator total command from the armchair. The automatic transmission further reduces operator fatigue. The push of a button allows the operator to change the torque curve of the engine with the Cummins mode selection feature. The operator can select from Normal, Heavy-Duty and Load & Carry modes to match the torque requirements to the job at hand.



Kawasaki and their dealer organization offer comprehensive support and service programs designed to keep you on the job.

THE 135ZV IN THE QUARRY

The 135ZV is available with a 12.8 cubic yard rock bucket. Team that with the high breakout force of the 135ZV, the dual Z linkage, the excellent traction, and you have the most productive machine in its size class. Features such as the PowerBoost™ Button for additional breakout force, automatic transmission and traction control keep this well-balanced machine working in the most demanding environments.

ECONOMICAL

The Cummins QST30 provides outstanding fuel economy as well as overall efficiency. Equipped with a grid heater, the QST30 does not require ether starting aids. The variable piston pumps and Kawasaki lock-up clutch help to conserve fuel.

Kawasaki standard features such as the PreLub® starter, oversize planetary automatic transmission with Shift Control Unit, oversize sealed universal joints, high capacity drive lines, outboard mounted planetaries, Kawasaki piston pumps, and heavy support structures are designed for long life and minimal maintenance.

UNMATCHED SUPPORT

Kawasaki maintains a large inventory of new components to ensure outstanding parts availability and minimal downtime. In addition, a predictive oil analysis program helps eliminate unnecessary maintenance and helps find problems before they occur. Kawasaki also stocks an array of cost-effective rebuilt components.

BUILT TO STAY ON THE JOB

Kawasaki loaders are designed with the durability to provide years of service. Backed by a dealer network of heavy equipment experts and a dedicated support staff in the Kawasaki parts and service organization, your investment in a Kawasaki loader is an excellent choice that will pay dividends for years to come.

POWER AND PERFORMANCE PROVIDE UNMATCHED PRODUCTIVITY

The Kawasaki **135Z-V** means business. It incorporates the best in design and technology, giving your operators the tool they need to get the job done.

Because Kawasaki specializes in the design and manufacture of articulated wheel loaders, you get a machine with a 40-year heritage of successful innovations. The power and productivity that the **135Z-V** brings to the job is a result of that experience.

WORLD CLASS ENGINES

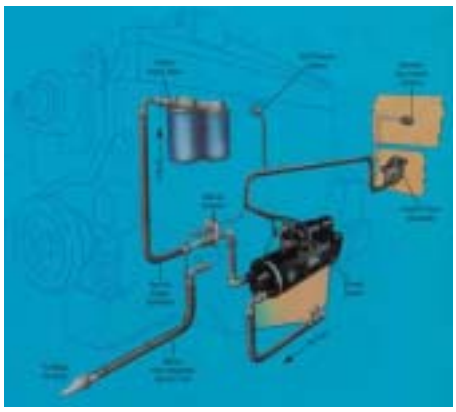
The Cummins Full Authority Electronic engines provide increased torque and horsepower while decreasing fuel consumption.

- 720 HP Cummins QST30 diesel engine
- 30 liter, V12 capable of 1050HP
- Heater grid—electronic cold start feature eliminates need for ether starting aids, standard
- Supported by Cummins extensive distribution system and a generous warranty program

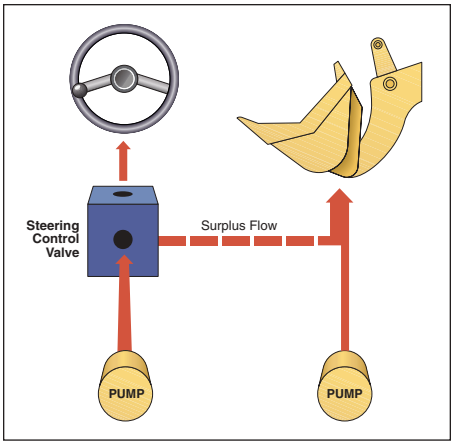
ENGINE MODES

Engine Mode Switch:

- Normal—the most fuel-efficient setting
- Heavy Duty—10% increase in rim pull force over normal mode
- Load & Carry—significant increase in acceleration in second and third gear. Ground speed is improved.



PreLub® starter, standard, prevents dry starts.



HIGH EFFICIENCY HYDRAULIC SYSTEM

Kawasaki is the oldest, most sophisticated manufacturer of hydraulic piston pumps in the world.

- Kawasaki dual, variable piston pumps in main & steering
- Energy efficient system designed by Kawasaki, steering supplements main for maximum performance
- Excellent filtration system filters hydraulic fluid down to 10 micron
- Supplemental hydraulic fluid reservoir supplies continuous oil supply to pumps to prevent dry start.

TRANSMISSION

Kawasaki engineered and manufactured transmission and torque converter

- Oversized planetary clutches
- Automatic three speed with powershift
- Lock-up feature converts to direct drive at higher speeds
- Helical gears provide a quiet operation
- Autobrake feature protects transmission from overspeeding and directional shift shock
- Number of clutches is double industry standard
- Switch activates transmission declutch

Inside transmission with planetary gears

AXLES/BRAKES

- Traction control eliminates wheel spin
- Large, sealed universal joints for reduced maintenance costs
- High capacity drivelines
- Outboard mounted planetaries
- Separate front and rear brake systems for safety
- Conventional differentials—massive size
- Full floating axle, front & rear
- Replaceable wear surfaces on rear axle trunion
- 45/65-R39 Bridgestone VSDL (L5) standard tires
- Wet disc parking brake mounted on transmission meets MSHA standards

HEAVY IRON

LIFT ARMS/BUCKETS

- Proven dual Z-Linkage for even distribution of load and added strength
- S-shaped lift arms increase clearance and reach
- High breakout force with PowerBoost™
- 12.8 cu. yd. spade nose or straight-edge rock bucket—heavy duty and normal service
- Boom Soft-Landing safety feature
- High lift arms available

STRUCTURE

- Massive center pin structure
- Full box frame rear chassis
- Excellent stability without the need for massive counterweight
- High-strength loader tower

THE COMFORT ZONE

OPERATOR COMFORT

Kawasaki loaders are engineered and manufactured with operator productivity in mind. With attention to detail, this cab is designed to provide the operator with the ideal working environment. Armchair controls offer fingertip control and easy access to gauges for quick, easy monitoring.

- Viscous isolation mounted cab to reduce vibration and sound levels
- Flat glass windows for easy replacement
- K-Lever+ steering replaces steering wheel offering precision hydraulic modulation
- Unique, single lever, pilot-assisted hydraulic controls, standard
- Climate controlled air conditioning and heater, standard
- Side windows roll down for ventilation
- Front and rear wipers and washers
- Deluxe air ride seat with adjustable headrest and armrests, standard
- AM/FM cassette radio, standard
- One rear, two side mirrors
- Easy access with left rear staircase and right ladder
- Dual Z-linkage increases visibility for straight-on loading

OPERATOR EFFICIENCY

- PowerBoost™ button allows fingertip control increasing hydraulic pressure for work in tough materials
- All analog gauges are conveniently grouped for monitoring at a glance
- Operating mode selection allows operator to match torque with the application
- Switch activates transmission declutch
- Boom soft landing control allows operator to concentrate on maneuvering rather than attempting to control the boom speed while lowering bucket
- Single-lever hydraulic and K-Lever+ stick steer controls for ease of operation, reduced operator fatigue
- Air-ride seat, standard
- Ride control system, optional

Kawasaki engineers its cabs with operator productivity in mind. With attention to even the smallest details, this cab is designed to provide the operator with the ideal working environment.

K-LEVER+

- Hydraulically modulated for smooth and responsive steering
- Up/Down shift control
- Increases productivity and reduces fatigue
- Forward, neutral, reverse and downshift buttons (electric) for one-hand transmission control
- Positive, well modulated hydraulic steering
- Fully adjustable wrist rests for maximum operator comfort

SERVICE

EASY ACCESS SIMPLIFIES SERVICING

- Access panels provide easy access to all major components
- Donaldson and Fleetguard filters simplify service
- Sealed universal joints (only require greasing at 2000 hour intervals)
- Left side rear stair access, right side ladder access
- Ladder light switch activated from operator compartment
- Cummins INSITE diagnostics program simplifies engine troubleshooting
- Trunion wear surfaces are replaceable for easier servicing
- Hydraulic reservoir services both steering and main system to simplify servicing
- Grease fittings are grouped at ground level for faster service
- Transmission diagnostic program records and stores transmission data
- Battery disconnect safety switch cuts power to machine for ease of maintenance
- Autolube system, optional
- Fast engine oil drain system, optional
- Ground-level fueling system, optional

OPTIONS

RIDE CONTROL

- Stable load handling
- Reduces operator fatigue
- Cuts vibration and equipment wear
- Improves safety and productivity
- Less spillage
- Faster travel speed

Illustration representative of similar models—135ᴳ not shown.

AUTOMATIC LUBE SYSTEM

- Ease of maintenance
- Lubricates while machine is in operation, ensuring proper distribution of grease over the bearings' surface
- Measured distribution assures exact levels of grease required, more economical
- Reduces downtime
- Reduces manual labor

EMERGENCY STEERING

- Maintain control if power loss occurs
- Operator and job site safety feature

GROUND LEVEL FUELING

- Improves safety and productivity

HINGED BELLY GUARD

- Protects Powertrain
- Less down-time

LOAD SCALES

- Improves accuracy
- Less product waste
- Increases profits through product waste savings
- Provides accurate load records

K-LINK

- On Demand reports provide machine location, hours, operating status
- Alarm notification by phone or pager will indicate equipment failure, low-fuel, geo-fence break
- Worldwide satellite coverage
- Customize reports and alerts
- Internet access to all reports and alerts

QUICK-CHANGE OIL SYSTEM

- Ease of maintenance
- Less down-time
- Supported by Cummins extensive distribution system

BUCKET DATA

HEAVY-DUTY ROCK STRAIGHT EDGE BUCKET AND HEAVY-DUTY ROCK V-EDGE BUCKET

- 12.8 cu. yd. capacity
- Bucket rock guard, welded, standard
- Heel plates, welded, standard
- Bucket leveler, standard
- Boom kickout, standard
- Bucket side guards, optional
- Snap-lock (easy lock) segments, optional
- V51 snap-lock teeth, optional, no bolting required, installs in minutes
- Payload scale system, optional

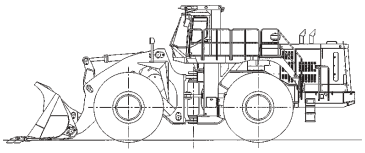
All pins of the loading system are fully sealed with grease to provide dependable service with minimum maintenance.

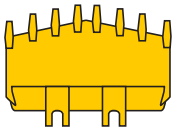
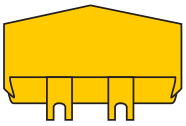
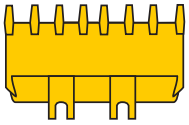
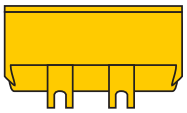
TRUCK DESIGNATION

	35 Ton Height: 10' 4" Width: 11' 11"	**40 Ton** Height: 11' 2" Width: 11' 11"	**50 Ton** Height: 12' 5" Width: 16' 8"	**65 Ton** Height: 13' 1" Width: 16' 8"	**85 Ton** Height: 13' 8" Width: 17' 11"	**100 Ton** Height: 14' 1" Width: 19' 10"
Kawasaki 135ZV (18 T) 12.8 cu. yd. Spade Nose Rock Bucket Dump: 13' 5" Reach: 7' 1/4"	2 Pass	2–3 Pass	3 Pass	3–4 Pass	5 Pass	N/A
Kawasaki 135ZV (16.8 T) **Hi-Lift** 11.5 cu. yd. Spade Nose Rock Bucket Dump: 15' 5" Reach: 7' 11/16"	2–3 Pass	3 Pass	3–4 Pass	4 Pass	N/A	5–6 Pass

135ZV

BUCKET DATA

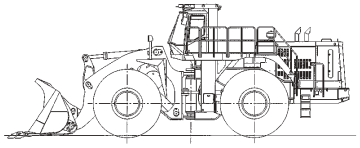


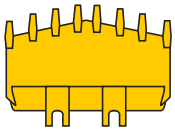
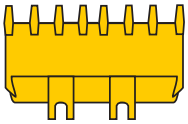
			Standard Boom			
			Rock-V-Edge		Rock-Straight-Edge	General Purpose
			With Teeth & Segments	Without Teeth	With Teeth & Segments	With Bolt-on Cutting Edge
						
Capacity	Heaped	yd³ (m³)	12.8 (9.7)	12.0 (9.2)	12.8 (9.7)	13.5 (10.3)
	Struck	yd³ (m³)	10.5 (8.0)	9.8 (7.5)	10.5 (8.0)	11.5 (8.8)
Maximum dumping clearance		ft-in (mm)	13'5 1/16" (4,090)	14'6 5/8" (4,435)	14'11/16" (4,283)	14'7 1/16" (4,445)
Dumping reach (to front of bucket edge or tooth)		ft-in (mm)	7'1/4" (2,140)	6'3 5/8" (1,920)	6'4 11/16" (1,947)	6'1/4" (1,837)
Bucket hinge pin height		ft-in (mm)	19'9 7/8" (6,040)	19'9 7/8" (6,040)	19'9 7/8" (6,040)	19'9 7/8" (6,040)
Digging depth		ft-in (mm)	6 11/16" (169)	2 15/16" (75)	6 11/16" (169)	2" (50)
Breakout force		lb (kg)	140,400 (63,680)	140,400 (63,680)	164,380 (74,560)	156,526 (71,000)
Bucket tilt-back angle	at ground level		41.0°	41.0°	41.0°	41.0°
	at carry position		49.2°	49.2°	49.2°	49.2°
Overall	Length	ft-in (mm)	42'4 1/16" (12,900)	41'1 7/8" (12,540)	41'5 7/16" (12,630)	40'8 3/4" (12,410)
	Height	ft-in (mm)	16'2 3/4" (4,945)	16'2 3/4" (4,945)	16'2 3/4" (4,945)	16'2 3/4" (4,945)
	Width (outside tire)	ft-in (mm)	13'7 13/16" (4,160)	13'7 13/16" (4,160)	13'7 13/16" (4,160)	13'7 13/16" (4,160)
	Width (outside bucket)	ft-in (mm)	14'10" (4,520)	14'10" (4,520)	14'6 1/16" (4,420)	14'6 1/16" (4,420)
Wheel base		ft-in (mm)	15'9" (4,800)	15'9" (4,800)	15'9" (4,800)	15'9" (4,800)
Minimum turning radius	at outside bucket	ft-in (mm)	31'11 9/16" (9,740)	31'6 1/16" (9,600)	31'11 9/16" (9,740)	31'9 1/4" (9,680)
	at center of outside tire	ft-in (mm)	26'7 13/16" (8,120)	26'7 13/16" (8,120)	26'7 13/16" (8,120)	26'7 13/16" (8,120)
Minimum ground clearance		ft-in (mm)	1'11 1/4" (590)	1'11 1/4" (590)	1'11 1/4" (590)	1'11 1/4" (590)
Full articulation angle		degree	40°	40°	40°	40°
Operating weight (with ROPS Canopy and Cabin)		lb (kg)	176,200 (79,900)	175,100 (79,390)	175,500 (79,590)	176,100 (79,850)
Static Tipping Load (with ROPS Canopy and Cabin)	Straight	lb (kg)	113,300 (51,400)	114,400 (51,870)	114,200 (51,800)	113,000 (51,250)
	Full turn	lb (kg)	99,710 (45,230)	100,640 (45,650)	100,490 (45,580)	99,400 (45,700)

Specifications based on counterweight, open ROPS and enclosed cab, 45/65-39 L5 tires, full fuel tank, and operator.

135 ZV

BUCKET DATA

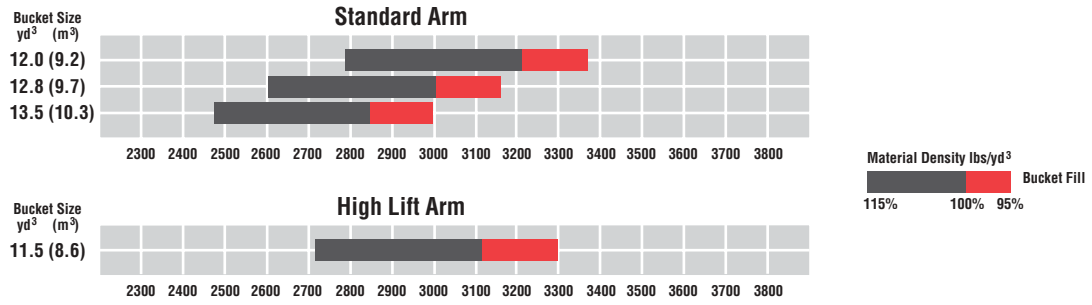


			High-Lift Boom	
			Rock-V-Edge	Rock-Straight-Edge
			With Teeth	With Teeth
				
Capacity	Heaped	yd³ (m³)	11.5 (8.6)	11.5 (8.6)
	Struck	yd³ (m³)	10.2 (7.6)	10.2 (7.6)
Maximum dumping clearance		ft-in (mm)	15'5 1/8" (4700)	17' (4900)
Dumping reach (to front of bucket edge or tooth)		ft-in (mm)	7'11/16" (2150)	6'4 13/16" (1950)
Bucket hinge pin height		ft-in (mm)	21'8 5/16" (6610)	21'8 5/16" (6610)
Digging depth		ft-in (mm)	6 1/2" (165)	6 1/2" (165)
Breakout force		lb (kg)	145,725 (66,100)	171,740 (77,900)
Bucket tilt-back angle	at ground level		42°	42°
	at carry position		49°	49°
Overall	Length	ft-in (mm)	43'9 15/16" (133,551)	42'10 3/4" (130,701)
	Height	ft-in (mm)	16'2 3/4" (4945)	16'2 3/4" (4945)
	Width (outside tire)	ft-in (mm)	13'7 13/16" (4160)	13'7 13/16" (4160)
	Width (outside bucket)	ft-in (mm)	14'6 1/16" (4420)	14'6 1/16" (4420)
Wheel base		ft-in (mm)	15'9" (4800)	15'9" (4800)
Minimum turning radius	at outside bucket	ft-in (mm)	32'8 1/4" (9960)	32'8 1/4" (9960)
	at center of outside tire	ft-in (mm)	26'7 13/16" (8120)	26'7 13/16" (8120)
Minimum ground clearance		ft-in (mm)	1'11 1/4" (590)	1'11 1/4" (590)
Full articulation angle		degree	40°	40°
Operating weight (with ROPS Canopy and Cabin)		lb (kg)	178,700 (81,050)	178,000 (80,740)
Static Tipping Load (with ROPS Canopy and Cabin)	Straight	lb (kg)	98,000 (44,450)	101,300 (45,960)
	Full turn	lb (kg)	85,240 (38,660)	86,040 (39,020)

135 ZV

OPERATING SPECIFICATIONS

BUCKET SELECTION CHARTS



WEIGHTS AND DIMENSIONS (SUPPLEMENTAL DATA)

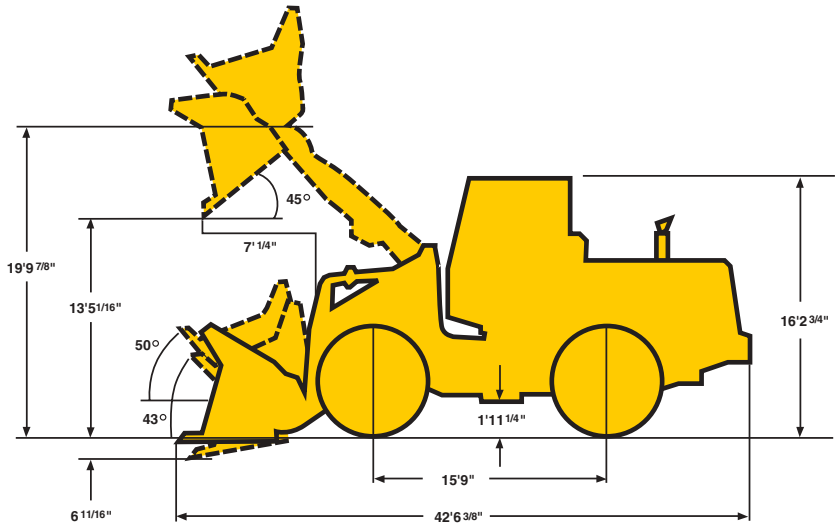
		Operating Weight	Tipping Load			Overall Width (Outside Tire)	Tread	Vertical Dimensions	Overall Length
			Straight	Full Turn					
Tires: 41.25/70-39 PR34	lb (kg)	-880 (-400)	-650 (-295)	-575 (-260)	in (mm)	1 7/8" (-48)			

Tread . . . . . 10'1/8" (3050mm)

Width (outside tire) . . . . . 13'7 13/16" (4160mm)

Width (outside bucket) . . . . . 14'6 1/16" (4420mm)

Equipped with Rock-V-Edge bucket with teeth, 45/65 R39 (L-5) Tire and ROPS Canopy and Cab



135ZV

OPERATING SPECIFICATIONS

ENGINE

Make/Model/Fuel Type	Cummins QST30
Type	4-cycle, watercooled, inline, direct injection type with turbocharger and aftercooled
Net flywheel horsepower	720HP/2100 RPM
Maximum torque	2400 ft/lb @ 1300 RPM
Number of cylinders	12
Bore and stroke	5.25" x 6.25" (190mm x 165mm)
Total displacement	1861 in^3 (30,500 cm^3)
Alternator	AC24V–1800W (75 amp)
Starting motor	24V–8.9kw (12HP)
Battery	12V–160AH, 4 units
Governor	All-speed, electrical type

TORQUE CONVERTER AND TRANSMISSION

Torque converter	3 elements, single stage with lock-up
Torque stall ratio	2.53:1
Main clutches	Wet hydraulic, multi-disc type
Cooling method	Forced circulation type
Transmission	Full powershift, 4 forward, 3 reverse with automatic mode (2nd–3rd) with downshift switch for 2nd–1st downshifting. Autobrake protects transmission from overspeeding
Speeds Forward	1st: 4.3 MPH (6.9 km/hr) 2nd: 8.0 MPH (12.8 km/hr) 3rd: 15.2 MPH (24.4 km/hr) Lock-up: 18.6 MPH (30.0 km/hr)
Speeds Reverse	1st: 4.8 MPH (7.7 km/hr) 2nd: 8.9 MPH (14.3 km/hr) 3rd: 17.0 MPH (27.3 km/hr)

SERVICE REFILL CAPACITY

LOCATION	Gallons	Liters
Engine (coolant)	71.3	270
Fuel tank (diesel fuel)	277.4	1050
Engine (oil pan)	35.1	133
Front axle (gear oil)	83.7	317
Rear axle (gear oil)	83.7	317
Torque converter and transmission (engine oil)	52.8	200
Hydraulic system including tank (hydraulic oil)	190.2	720

HYDRAULIC AND STEERING SYSTEM

Steering type		K-Lever+ hydraulic over hydraulic
Steering mechanism		Hydraulic power steering unit, pilot operated type
Lift (boom) cylinder		Two (2) double-acting piston type: 9.43" x 50" (240mm x 1270mm)
Tilt (bucket) cylinder		Two (2) double-acting piston type: 7.31" x 35.37" (185mm x 898mm)
Steering cylinder		Two (2) double-acting piston type: $5^1/_8$" x $26^1/_3$" (130mm x 671mm)
Steering oil pump (double section)		Piston type: 120.5 GPM @ 2000 RPM (456 LPM @ 2000 RPM)
Main oil pump		Piston type: 86.1 GPM @ 2000 RPM (321 LPM @ 2000 RPM)
Pilot/Brake oil pump		Gear type: 25.9 GPM @ 2000 RPM (97 LPM @ 2000 RPM)
Relief set pressure	Loading	4550 psi (320 kg/cm^2)
	Steering	4550 psi (320 kg/cm^2)
HYDRAULIC CYCLE TIME*		
Lifting time (at full load)		9.8 sec.
Lowering time (empty)		4.3 sec.
Bucket dumping time		1.4 sec.
TOTAL		15.5 sec.

* Measured in accordance with SAE J732C

AXLE SYSTEM

Drive system		4-wheel drive
Front and rear axle		Full floating banjo type
Tires	Standard	45/65-39 (L-5) Radial
	Optional	45/65-39 (L-4) and 41/25-70-39PR34
Reduction & differential gear		Spiral bevel gear, 1 stage reduction
Final reduction gear		Outboard mounted, internal planetary gear
Oscillation angle		±11° (total 22°)

BRAKE SYSTEM

Service brakes	4-wheel adjustment-free, wet disc brake. Controlled by full hydraulic system, dual-circuit.
Parking/Emergency brake	Transmission transfer gear-mounted, multi-disc, spring applied, hydraulically released

EQUIPMENT DATA

STANDARD EQUIPMENT

- Air Cleaner (2) (Dual Element Precleaner)
- Air Conditioner (R134 Refrigerant)
- Alarms (Audible):
  - Auto Brake
  - Brake Pressure
  - Engine Oil Pressure
- Alarms (Visual):
  - Air Filter
  - Auto Brake
  - Battery Discharge
  - Brake Pressure
  - Brake Disc Wear
  - Brake Oil Temp.
  - Converter Oil Temperature
  - Engine Oil Pressure
  - Engine Coolant Temperature
  - Parking Brake
  - Transmission Control
  - Transmission Oil Filter
- Alternator (75 amp)
- AM/FM Cassette Stereo
- Auto Brake
- Batteries: 12V–140AH (4 units)
- Belly Guard for Engine
- Brake Line Protection
- Brake (Parking)
  - Spring applied; Oil released, Multi-Disc
- Brakes (Service)
  - Axle Brake
  - Oil/Oil Actuation
  - Enclosed Wet Disc
  - Dual System
- Bucket Control Lever (Single, Pilot Assisted)
- Bucket Leveler
- Boom Kickout
- Boom, Soft-Landing
- Coat Hook
- Cold Start Aid (Air Heater)
- Counterweight
- Cup Holder
- Downshift Button
- Drawbar
- Electrical System (24 volt)
- Engine Stop Switch
- Fan (Blower)
- Fenders (Front and Rear)
- Gauges:
  - Converter Oil Temperature
  - Engine Coolant Temperature
  - Fuel Level
  - Hour Meter
  - Hydraulic Oil Level
  - Tachometer
- Heater/Pressurizer (40,000 BTU)
- Horn (Electric)
- Hydraulic PowerBoost™
- Indicators:
  - High Beam
  - Parking Brake
  - Transmission Declutch
  - Transmission Shift
  - Working Light
- K-Lever+ Steering
- Linkage (Dual Z-type, Sealed)
- Lights:
  - 2 Headlights (Halogen)
  - 2 Backup Lights
  - 2 Step Lights
  - 2 Rear Working Lights
- Muffler (2)
- Neutral Safety Start
- Open ROPS & Enclosed Cab: Enclosed cab with sound suppression, front lights, front and rear wipers and washers, one rear view and two side mirrors, tinted glass and roll-up side windows
- Operator's Manual Box
- Operating Mode Selection (Normal, Heavy Duty, Load & Carry)
- PreLub® Starter
- Radiator: Heavy Duty Plate Fin Type
- Radiator Grille
- Reverse Alarm
- Safety Articulation Locking Bar
- Seat, Air Ride
- Seat Belt, Retractable
- Shift Control Unit for Automatic Shift
- Single Lever Hydraulic Controls
- Tires, 45/65-R39 (L-5)
- Traction Control
- Transmission Lock-Up
- Wrist Rest, Adjustable

OPTIONAL EQUIPMENT

- 41.25/70-39 PR34
- Converter, 12v
- Emergency Steering
- Ground-Level Fueling System
- High Lift Arms
- Hinged Belly Guard
- K-LINK
- Payload Scale System
- Quick-change Oil System
- Ride Control
- Snap-On Cutting Edge Segments

KAWASAKI LOADERS

More Than A Machine, A Complete Solution

Kawasaki Construction Machinery Corp. of America, a division of Kawasaki Heavy Industries, is a leading supplier of a full range of high quality wheel loaders. In fact, Kawasaki is the oldest on-going manufacturer of articulated, rubber-tired wheel loaders in the world. Since 1962, Kawasaki wheel loaders have continuously evolved to bring you the best in equipment and support services, backed by a carefully selected dealer network.

Kawasaki articulated wheel loaders incorporate innovative design features coupled with extensive knowledge and experience gained from real-world applications. Kawasaki pioneered Z-Link design to provide unmatched utility, high breakout force and efficiency in its machines. Powered by proven emissions-compliant Cummins diesel engines, durability and serviceability are designed into every Kawasaki loader.

Kawasaki loaders are assembled at the company's modern facilities in Newnan, GA. Service and support operations are headquartered in Kennesaw, GA.

A state-of-the-art parts distribution system links dealers with the main parts warehouse, allowing them to order parts directly. Qualified craftsmen rebuild components for all Kawasaki models at our fully-equipped rebuild center, making component exchange easier and faster. An independent oil analysis program allows monitoring of critical systems to reduce unscheduled downtime.

The independent dealers that represent and support Kawasaki loaders are experts in their markets and are dedicated to providing you with the best service available. Together, we are committed to making your investment in a Kawasaki loader a sound business decision that will pay dividends for years to come.

Kawasaki
KAWASAKI CONSTRUCTION MACHINERY
CORP. OF AMERICA

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