



INTRODUCING 80Z7 T4F WHEEL LOADER

The 80Z7 US Tier 4 Final loader—defines a new plateau for production class wheel loaders. It cycles faster. It is more powerful. It has near zero emissions. And, it is amazingly designed to be more fuel efficient than previous models. It is configured as a 4.2 cu. yd. loader with 200 gross hp. and an operating weight of 38,910 lbs.

Key to these performance breakthroughs is the industry-exclusive Kawasaki-KCM IntelliTech Operating System that works extremely well with the new 80Z7 T4F.

This intuitive system captures every aspect of the working conditions and operating demands to adjust powertrain and hydraulics for best application performance. An open center, load-sensing hydraulic system, which is not a standard for most loader manufacturers, delivers optimal hydraulic performance at the most efficient engine speeds. Sensors feeding the IntelliTech System provide immediate performance feedback, which the operator can markedly feel. Advanced logic in the controller provides excellent acceleration without unnecessary fuel consumption. Transmission shift points are not fixed but are variable in response to working and environment conditions resulting in the proper balance between speed and rimpull. Bottom line, intuitive and efficient.

Other features in the IntelliTech package include a variable-speed fan that minimizes parasitic power drain while providing maximum cooling as needed. IntelliDig software automatically balances bucket breakout force with the rimpull force for optimum digging performance.

SIMPLE EMISSIONS TECHNOLOGY AND NO DPF

The Kawasaki-KCM 80Z7 T4F has one of the simplest emission systems in the industry. Most importantly, it achieves Tier 4 Final standards without a Diesel Particulate Filter. That important omission means that the exhaust runs cooler. There are no risks from ultra-high heat DPF regeneration. No DPF plugging and the resulting poor engine performance. And, none of the costs associated with DPF servicing. Use of a Diesel Oxidation Catalyst (DOC) and Selective Catalytic Reduction (SCR) technology that injects Diesel Exhaust Fluid (DEF) meets all Tier 4 Final emission requirements for construction machinery.

The current 80Z7 model, with intermediate Tier 4 emission technology, has already proven a welcome solution to multiple, high-dust and high-trash environments as well as confined areas where the higher heat generated during DPF



regeneration is problematic. This newest version, with Tier 4 Final certification simply continues that successful solution with the added nuances of DEF injection for final Tier 4 certification.

RELIABLE CUMMINS POWER

The Cummins QSB6.7 for Tier 4 Final is one of the most popular and versatile engines ever built by Cummins. It is used in nearly every type of construction equipment, as well as the agricultural, logging and marine industries. All of the performance upgrades from Tier 4 Interim have been incorporated into the Tier 4 Final engines. The power range is from 140 to 300 hp. For the Kawasaki-KCM 8027 Tier 4 Final loaders, power output is set at 200 hp. Cummins field tests showed a 5 percent increase in fuel economy with their Tier 4 Interim engines and they are confident that their Tier 4 Final engine will provide even more fuel economy improvements, while achieving near-zero emissions at the same time.

A CAB GEARED FOR FAST ACTION

The roomy cab is ROPS/FOPS certified yet is designed with no rear pillar, greatly improving rear visibility—which is greatly enhanced by a super-wide angle camera that broadcasts a clear, high-angle view to a monitor easily viewed by the operator. A large, tinted windshield with ergonomically positioned glass seams, allows a nearly unobstructed view of all forward areas.

Steering is done with either a conventional steering wheel with a tilting/telescoping column that adjusts to fit operator preference—or quick response, Joystick steering that many high-speed, high repetition operations favor.

The hydraulic controls are fingertip, pilot assisted levers. Contrary to some manufacturers, you may specify either single or dual lever controls to fit operator preference.

Sound levels are low to reduce operator fatigue and to allow the operator to monitor exterior noises for better safety—or to better hear the music from the standard sound system that

8027 T4F SUMMARY

- **Engine Net Horse Power:** 144 Kw, 193 HP
- **Engine Model:** Cummins QSB6.7
- **Operating Weight:** 17 650 Kg, 38,910 Lbs
- **Transmission:** Countershaft Type, Full Power Shift, 5 speeds forward, 3 speeds reverse
- **Tire Size:** 23.5-25- 16 PR Tubless, 23.5R25 Radial
- **Bucket Capacity, General Purpose:** 3.2 m³, 4.2 yd³
- **Bucket Capacity, Material Handling:** 3.6 m³, 4.7 yd³
- **Width, Outside Bucket:** 2910 mm, 9 ft. 6 1/2 in.
- **Height to Top of Cab:** 3375 mm, 11 ft. 7/8 in.
- **Maximum Hinge Pin Height:** 4090 mm, 13 ft. 5 in.

also allows plug-in auxiliary input of pre-recorded tunes... all depending on the application.

A standard air conditioner/heater/pressurizer package keeps your operator feeling comfortable. Dust drifting in is absolutely at a minimum—as long as the door is kept closed.

An inclined stairway leads to the cab with multiple handholds. Inside, a tough, but comfortable seat, with adjustable air suspension, waits to accommodate the brawniest of guys—all standard.

SMART MACHINE; SMART COMMUNICATION

Global e-Service is the proprietary telematics system for Kawasaki-KCM loaders. This system monitors all machine systems and collects operating data and alerts, which it transmits to equipment managers, dealers and factory support staff at KCM. The system allows for more efficient management of fleets, control of maintenance schedules and notification of alerts that can reduce downtime and operating costs. It also records fuel consumption. The GPS locating service alone, provides tremendous efficiencies for dealer servicing and costs.