

SUMITOMO

SH130-5

- Engine Rated Power (Net) : 70.9 kW · 96.4 PS
- Operating weight :
SH130(LC)-5 12,500~13,800 kg
- Bucket : ISO/SAE/PCSA Heaped : 0.24~0.65 m³

LEGEST



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We are constantly improving our products and therefore reserve the right to change designs and specifications without notice. Illustrations may include optional equipment and accessories and may not include all standard equipment.



MADE IN JAPAN

The world knows that Japanese design and manufacturing is the best, especially for industrial products. The hydraulic excavator is no exception when a total integration concept is required in design work involving key components, manufacturing engineering, and product quality assurance in the factory.

All SUMITOMO hydraulic excavators are engineered and assembled in SUMITOMO's one and only factory located in Chiba City, Japan, and are distributed to each country around the world. This distinctive feature is unique to SUMITOMO, giving the SUMITOMO machine users total comfort and reliance on product quality.

(Note: Some of the items manufactured and sourced in other countries may be assembled in Japan.)

·The new engine complies with the Emission Regulations U.S. EPA Tier III, and EU Stage IIIA.

·The advanced low noise design complies with the upcoming EU noise regulation 2000/14/EC, STAGE II.

Engine and Hydraulics 04 - 07

- SPACE 5
- SIH'S
- New working mode

Durability 08 - 09

- Stronger boom and arm
- Durable bucket
- Ridged swing frame
- Improved undercarriage

Maintenance 10 - 11

- High-performance return filter
- Fuel tank
- Engine oil drain coupler
- Ground level maintenance

Operator Comfort 12 - 13

- Spacious cabin
- Comfortable operator's seat
- Message display from LCD monitor

Safety 14

- Optimised view from cabin
- High-rigidity cabin structure

Customer and Product Support 15

Specifications 16 - 31

Engine and Hydraulics



- ① Powerful ② Economy ③ Clean ④ Silent ⑤ Strong
 "SPACE5" is a new engine system consisting of five (5) special features.

Engine

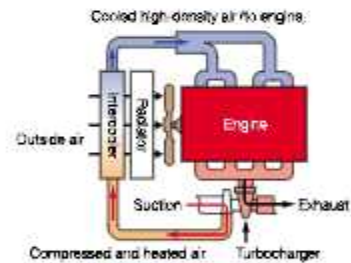
A newly developed ISUZU engine 4JJ1X complies with Emission Regulations U.S. EPA Tier III and EU Stage IIIA. This produces bigger output and torque and far better fuel consumption than the previous model.

Comparison of engines

	SH120-3	SH130-5	Merit
Name of engine	ISUZU-4BG1T	ISUZU-4JJ1X	
Type	8-valve OHV	16-valve DOHC	
Displacement cc	4,329	2,999	
Number of cylinders - Dia. x Stroke mm	4-105 x 125	4-95.4 x 104.9	
Rated output kW/min ⁻¹	66.2/2,100	70.9/2,000	Higher output (+7%)
Max. torque N-m/min ⁻¹	324/1,600	359/1,600	Higher torque (+11%)
Size (Length-Width-Height) mm	904-685-907	928-760-888	
Fan belt	V-Belt	Poly V-Belt	Long life

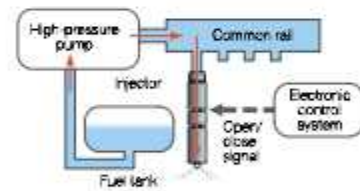
16 valve DOHC Turbo Engine with Inter-Cooler

When the inter-cooler cools the intake air, which is compressed by a turbocharger and has reached a high temperature, the density of the air increases and the suction efficiency increases. Therefore, NOx and PM can be reduced substantially, permitting high output and improvement of fuel efficiency simultaneously.



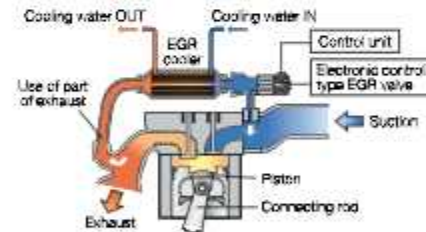
Common Rail Type High-Pressure Fuel Injection System

The system is equipped with a common rail type high-compression fuel injection system, which permits high-precision injection from multiple injection under ultra high-pressure of more than 1800 atm. Precise control of injection time and injection quality at that rate of 1/1000 second optimizes combustion, improves combustion efficiency, and reduces PM (particulate matter) substantially.

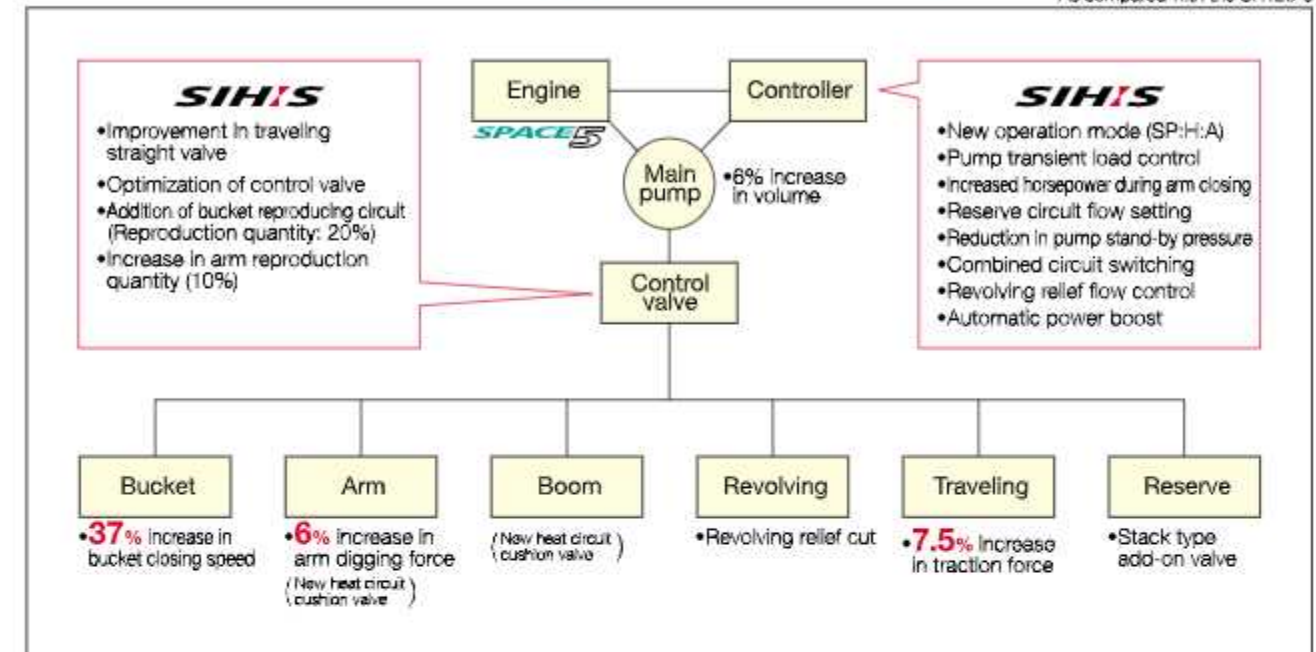


Cooled EGR System

The EGR (Exhaust Gas Recirculation) mixes the gas, which is once exhausted, with the air that is taken in so as to lower the combustion temperature, thereby reducing NOx (nitrogen oxide). Adoption of the cooled EGR system, in which a water-cooling cooler is installed in the middle of the re-circulation pipe, permits further decrease in the suction temperature, ensuring a better NOx reduction effect than the ordinary EGR.



- 6% increase in arm digging force
 - 37% increase in bucket closing speed
 - 7.5% increase in traction force
 - 5% increase in bucket digging force
- * As compared with the SH120-3



SP (Speed Priority mode)

SP "Speed Priority" mode has been developed. It is not available in competitors' models nor in our previous model. This will create the biggest productivity in its class with more economical fuel efficiency even in comparison with the heavy mode of our previous model. In addition, the throttle control is simple to use.

- SP mode: 2.5% increase in workload
- * As compared with the SH120-3 (H mode)

Automatic Power Boost

The digging power increases automatically in quick response to the working conditions without switching operations during heavy-duty digging work. It is SUMITOMO'S original design and continues for 8 seconds.

Quick and Smooth Control Response

A total review of the hydraulic circuit and miscellaneous hydraulic settings guarantees speedy and precise operation through a smooth control lever.



Multifunctioning Capability for Upper and Travel Operation

With the new hydraulic circuit, travel motion slowdown will not be experienced even during the combined operation of attachment and swing motion when traveling.



Engine and Hydraulics

The integration of the new engine system "SPACE 5" and the new hydraulic system "SIH:S" has created a 15% improvement in fuel efficiency in comparison with our previous model.

New engine system



+

New hydraulic system



||

15% reduction in fuel consumption compared to the SH120-3 (H mode)

*The fuel consumption may vary from time to time depending on site and working conditions, operator skill, and other circumstances.

Greater productivity and increased working efficiency



Hydraulic Oil Flow Control

SUMITOMO unique design

In the case of sudden lever movement and high load activation, the newly developed hydraulic control system reduces the main pump oil flow intentionally and keeps the engine speed at a constant level. This enables a reduction in fuel consumption. In addition, this also reduces the level of exhaust smoke due to excessive fuel injection.

Reduction of Hydraulic Oil Flow at Swing

SUMITOMO unique design

The hydraulic oil quantity required at the time of sudden swing motion is limited. The new hydraulic system can start the oil flow volume at the minimum level and then allow it to increase on demand. This optimum oil flow control significantly improves the fuel efficiency.

Reduction in Pump Stand-by Pressure

SUMITOMO unique design

Reducing pump oil flow pressure during stand-by minimizes the load on the engine. This also improves fuel consumption.

Increased Pump Efficiency

The new modified hydraulic pump structure lowers the oil leak volume in the pump, meaning improved pump efficiency and improved engine fuel efficiency.

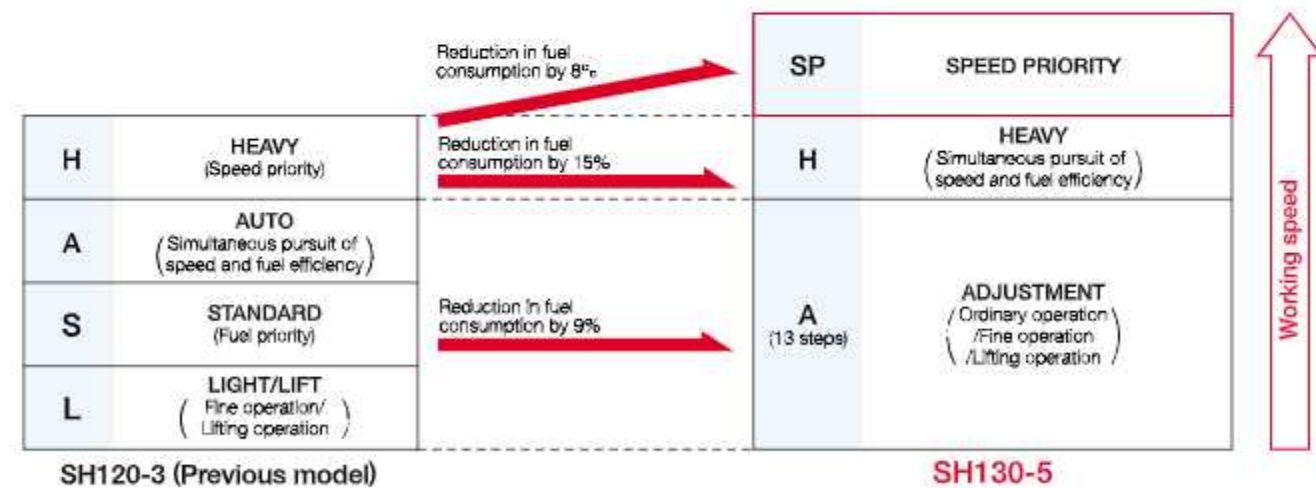
Mode Selection by Throttle

Mode selection by pressing the button in our previous model sometimes cause inconveniences for the operator. The throttle control system has been upgraded, and the new system "A" mode, which stands for "Adjustment Mode", now covers the 3 previous modes of "Auto, Standard and Light". In addition, there is a "H" (Heavy) mode and "SP" (Speed Priority) mode, and the hydrostatic pump oil flow will be regulated automatically in each of the 3 modes respectively.

The SP mode is added to the operation mode. Furthermore, the A (Adjustment) mode is added to the SP and H modes respectively. In comparison with the H mode of Dash 3, the SP mode has reduced the fuel consumption by 8%, and the H mode of Dash 5 has reduced the fuel consumption by 15% as compared with Dash 3.



Throttle knob position	1	2	3	4-8	9-15
Engine speed	2,000	1,850	1,700	1,699-1,500	1,499-1,050
Operation mode	SP	H	A		
Automatic power boost	Automatic		Constant		

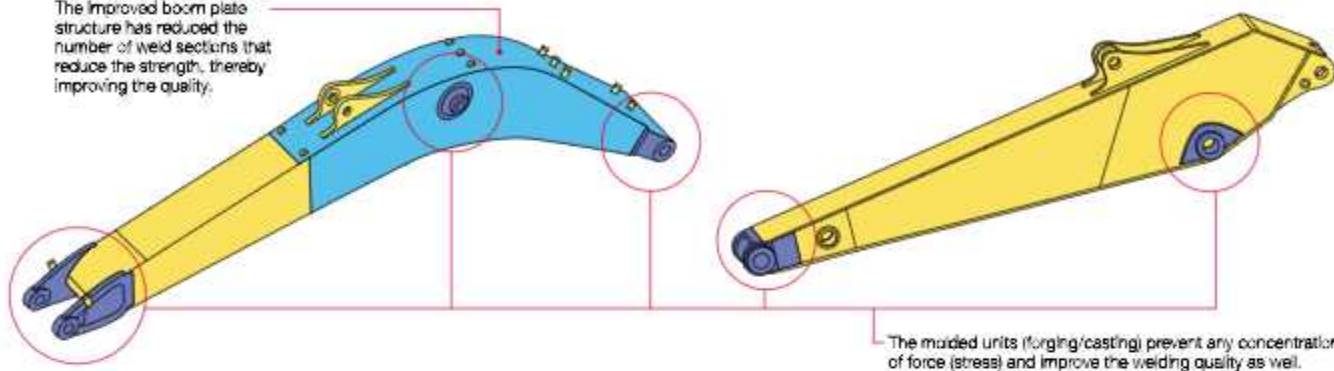


Durability

Boom & Arm

1. The boom structure is now 2 pieces instead of 3.
2. High strength castings are used for the boom base and arm end.
3. One size larger piping is used for the boom boss area.
4. Thicker steel plate is used for added strength.

The improved boom plate structure has reduced the number of weld sections that reduce the strength, thereby improving the quality.

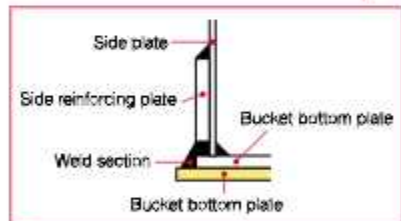


Bucket

A one-piece wear plate covers the weldment area to increase the wear life of the bucket.

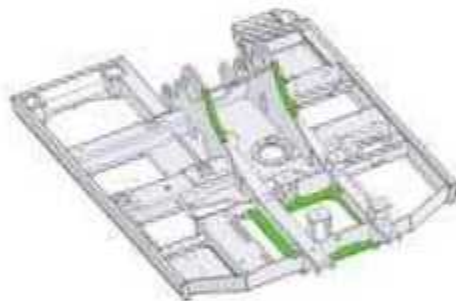


■ Cross section
Protection of weld bottom plate and flattening of bottom plate by changing the bottom plate weld structure.



Swing Frame

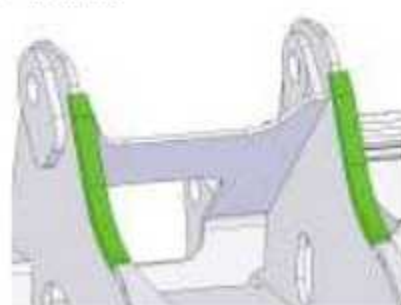
A reinforced plate on the "A" frame is extended, and the swing frame base is made in a one-piece steel plate.



Revolving frame



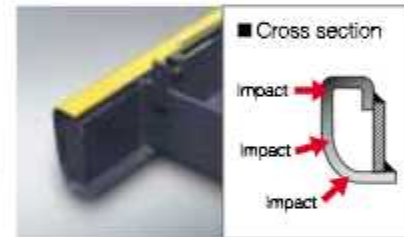
A frame



Ridged Upper Side Section Frame

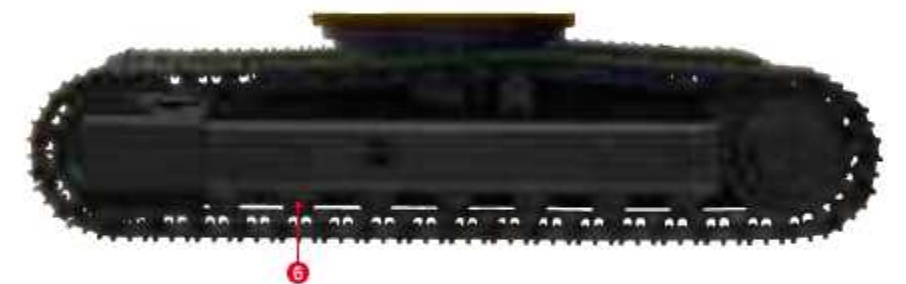
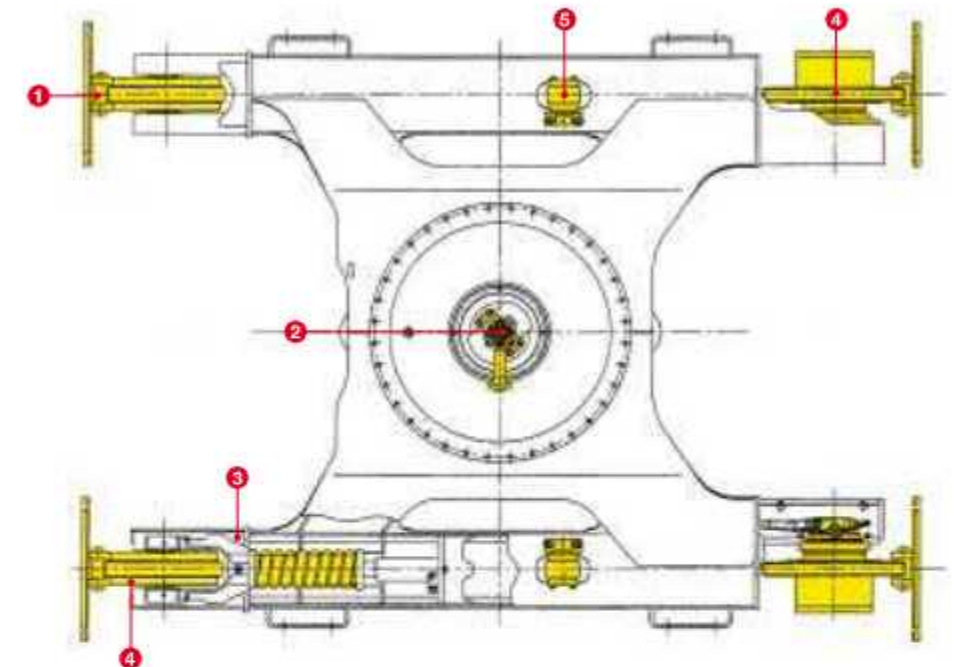
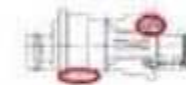
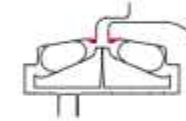
50% increase in rigidity

A closed-section "D" shape structure with thicker plate reduces stress and is high-impact resistant.



Undercarriage

1. **Link shoe**
M-type seal increased pin hardness
2. **Center joint**
Prevention of bolt loosening
3. **Recoil spring**
Use of high strength material
4. **Travel motor**
Improved seal
5. **Carrier roller**
Tread machining addition of jaw
6. **Track roller**
Tread machining addition of jaw



Maintenance

High-Performance Return Filter

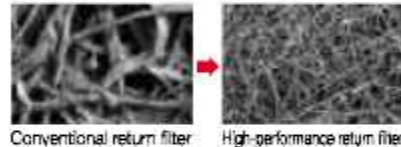
The hydraulic oil change interval is 5,000 hours, and the return filter change interval is 2,000 hours. One high performance return filter keeps the same level of filtering effect as a nephron.

- Hydraulic oil change : **5,000 hours**
- Life of filter : **2,000 hours**

* The oil and filter change interval depends on the working conditions.



The High-Performance Return Filter is made more precisely to condense the Nephron filter function.



Fuel Tank

Stainless steel is used for the strainer that prevents dust entering during refueling. Furthermore, a maintenance hole is provided to permit easy periodical maintenance.



Engine Oil Drain Coupler

The engine oil pan is provided with a drain coupler. This makes it easier to do drain work and prevents oil from spattering because of the attached drain hose.



EMS (Easy Maintenance System) as Standard

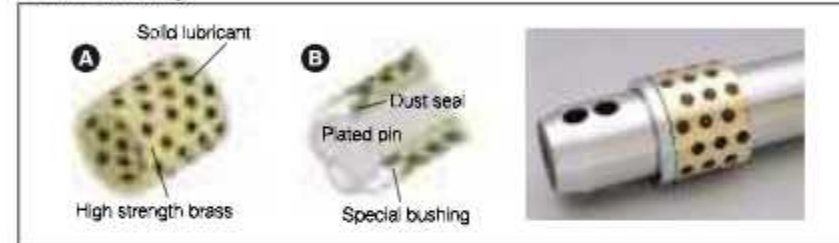
SUMITOMO's new improved EMS keeps the pins and bushes fully lubricated at all times and prevents rattling. This system significantly extends the service life of the pins and bushes.

The interval of greasing around the bucket is 250 hours, and the interval for the other sections is 1,000 hours, keeping the joints lubricated for a long time and extending the service life of parts by reducing abrasion and rattling.

- Bucket greasing interval : **250 hours**
- Greasing interval for other sections : **1,000 hours**

* The greasing interval depends on the working conditions.

EMS bushing



ⓐ A solid lubricant embedded in high strength brass forms a layer on the bushing surface to prevent contact between metals, maintaining an excellent lubricated state to reduce the abrasion of joints.

ⓑ The surface of the pin is plated to increase the surface hardness and to improve the wear resistance accordingly.

New Steel EMS bushing



Steel EMS is installed around the bucket

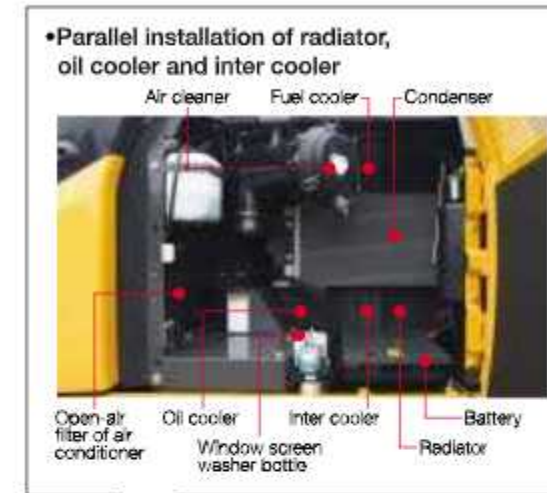


Precautionary use of EMS

- ⓐ Grease is enclosed, however, greasing is necessary every 1000 hours or six months depending on the level of dusting conditions.
- ⓑ Greasing is also necessary after any components have been submerged underwater for prolonged periods.
- ⓒ Greasing is also recommended after use with hydraulic breakers, crushers or other high impact attachments such as rock saws etc.
- ⓓ Bucket pins should be cleaned thoroughly when removing or attaching new buckets.

Ground Level Access to Engine Area Improves Preventative Maintenance.

Parts cleaning and maintenance are possible from the ground without climbing onto the upper structure of the excavator body.



Remote fuel and oil filters

A fuel prefilter is provided as standard equipment to reduce trouble due to fuel clogging. In addition, the fuel and oil filters are installed at ground-accessible locations to facilitate replacement.



Operator Comfort

SUMITOMO's Redesigned Cabin and Seat for Optimum Operator Comfort

The seat reclining system allows the operator to lay the seat flat and to rest on site without removing the headrest.



Operating Positions of Sliding Seat and Tilting Console

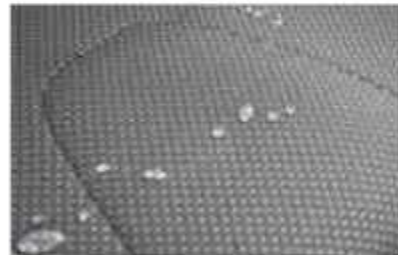
In addition to the tilting console that is adjustable in four steps vertically, the increased sliding distance ensures optimum working conditions.



New Water-repelling Operator's Seat

SUMITOMO
unique design

A rainwater and dust-resistant, water-repelling operator's seat has been adopted.



The Suspension Seat Eliminates Vibration



Air suspension (Option)

Simple to Read LCD Monitor and Switch Panel

In addition to a monitor that is easy to read during the daytime as well as nighttime by changing the backlight to white, a simple and convenient universally designed switch panel is provided.



Warning message

1. OVER HEAT
2. ALTERNATOR
3. LOW FUEL
4. LOW OIL PRESSURE
5. LOW COOLANT
6. ELEC.PROBLEM
7. OVER LOAD (option)
8. AIR FILTER
9. CHECK ENGINE
10. BOOST TEMP. HIGH
11. CHECK BREAKER FILTER (option)

Active condition message

1. ENG.PRE HEAT
2. AUTO WARM UP
3. ENG.IDLING
4. POWER UP
5. ENGINE STOP

Language menu

Japanese	Danish
English	Norwegian
Thai	Swedish
Chinese	Finnish
German	Turkish
French	Arabic
Italian	Malay
Spanish	Indonesian
Portuguese	(Pictograph)
Dutch	

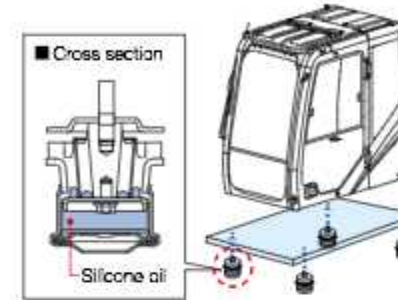
Flow Setting in 10 Patterns and Switching of Combined Circuit

The switch panel in the cab permits setting the flow rate for work with a maximum of ten different special attachments in advance. A circuit change for the breaker and crusher is also possible in the cab.



Fluid Filled Cab Mounts

Four fluid cab mounts reduce vibration and impact transmitted to the cabin, and they improve the operators' sitting quality and reduce operator fatigue.



Automatic Air Conditioner with Round Outlets for Increased Comfort

The air outlets of the air conditioner are provided with round grills with wide adjusting angles. The efficiency of the air conditioner has been increased by pressurizing the cab to make it airtight, providing a comfortable space.



ISO-compliant Pressurized Cab to Prevent Dust Entry

The sealed and pressurized (sealing by pressure) cab prevents entry of dust from outside.

Convenient One-touch Muting of AM/FM Radio

An AM/FM radio is provided as standard equipment. The mute switch on the left lever permits one-touch muting of the radio.



Low Operation Noise

* The ambient noise level is reduced by 4 dB, while the noise level inside the cab is reduced by approx. 4 dB. A reduction in the ambient noise by 4 dB achieves an effect equivalent to a reduction in the sound sources by half.



Adoption of large muffler

Reduced fan speed and the bell-mouthed fan guide ensure a noise level far below the standard level.

The wide view increases the safety of work

In addition to the wide front view, the down-right view is also made larger to enhance the safety of work.



Anti-theft Alarm System

SUMITOMO's unique anti-theft system can be activated by your SUMITOMO distributors at the time of purchase.



Anti-theft alarm system

Safety Equipment in case of an Emergency



Emergency stop switch

New Gate Lock Lever and Console Tilt-up Function

The console tilt-up function permits easy entry and exit.



Safe and Easy Entry into and Exit from the Cab

A large handrail for easy opening/closing of the door and a non-slip plate are installed to permit the operator to get in and out of the cab easily.



Large handrail

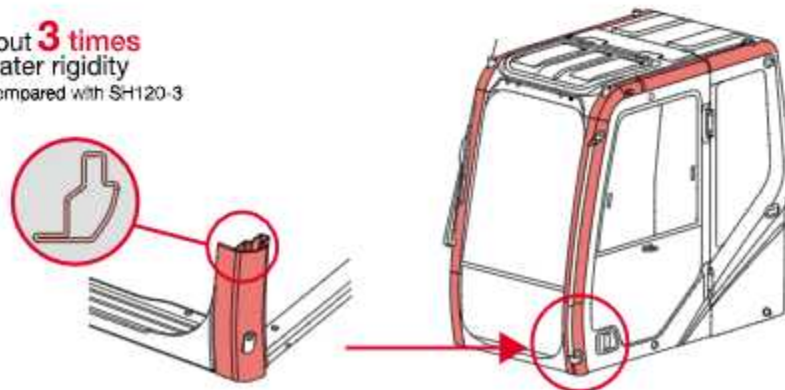


New non-slip plate

High-rigidity Cabin

The new cabin structure provides advanced operator protection.

• About **3 times** greater rigidity
* As compared with SH120-3



Easy Access to the Upper Structure

A large step and handrail, as well as a non-slip plate, minimize the effort when climbing on and off the upper structure.



Front-right large step



Non-slip plate

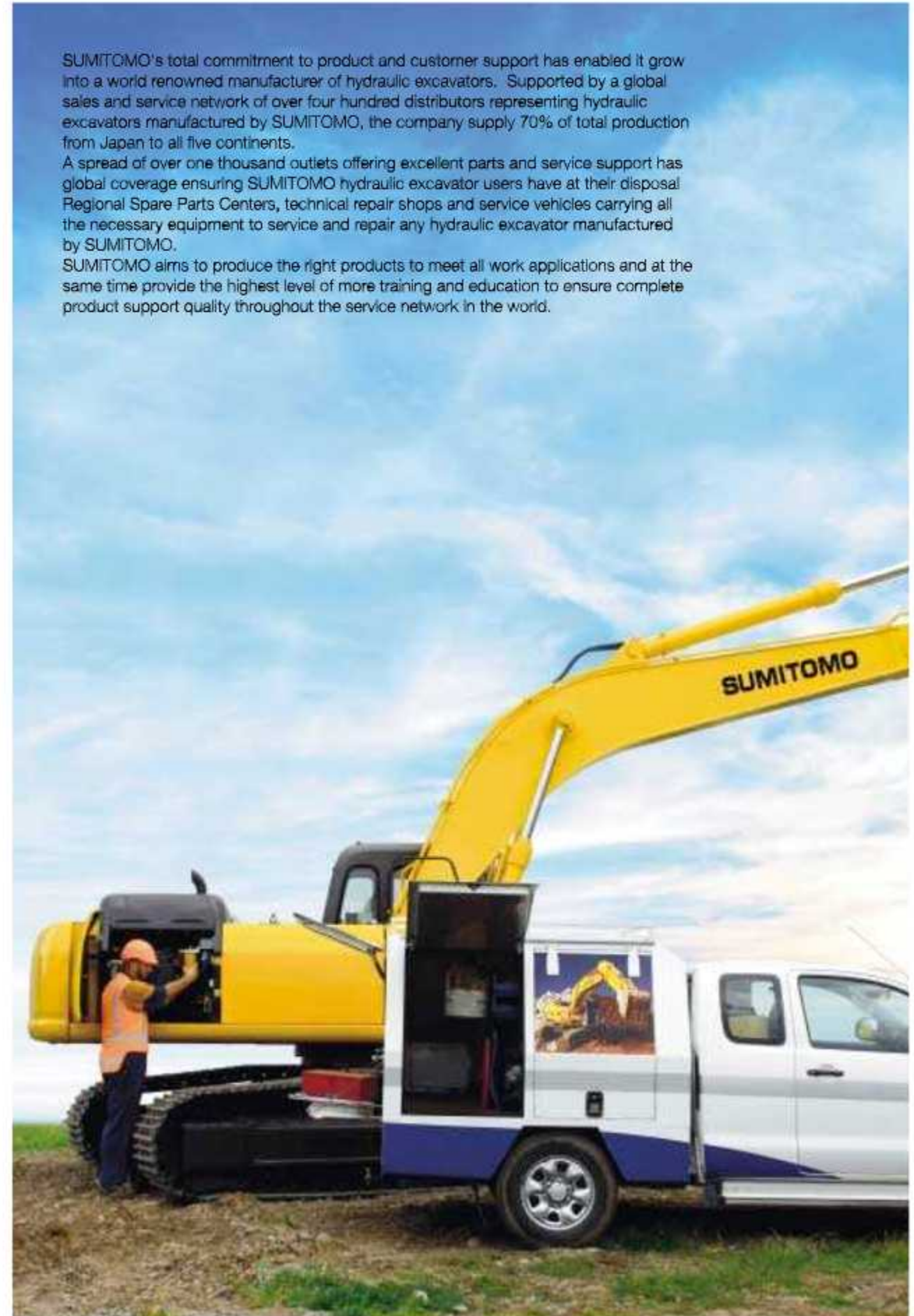


ISO-compliant large handrail

SUMITOMO's total commitment to product and customer support has enabled it grow into a world renowned manufacturer of hydraulic excavators. Supported by a global sales and service network of over four hundred distributors representing hydraulic excavators manufactured by SUMITOMO, the company supply 70% of total production from Japan to all five continents.

A spread of over one thousand outlets offering excellent parts and service support has global coverage ensuring SUMITOMO hydraulic excavator users have at their disposal Regional Spare Parts Centers, technical repair shops and service vehicles carrying all the necessary equipment to service and repair any hydraulic excavator manufactured by SUMITOMO.

SUMITOMO aims to produce the right products to meet all work applications and at the same time provide the highest level of more training and education to ensure complete product support quality throughout the service network in the world.



Specifications

SH130-5 Technical Data

SH130-5	
Model	ISUZU AJ-4JJ1X
Type	Water-cooled, 4-cycle, 4-cylinder in line, direct injection (electric control), turbocharger with air cooled intercooler.
Rated output	70.9 kW/96.4 PS/2,000 min ⁻¹
Maximum torque	359 N·m at 1,600 min ⁻¹
Piston displacement	2,999 cc
Bore and stroke	95.4 mm x 104.9 mm
Starting system	24 V electric motor starting
Alternator	24 V, 50 A
Fuel tank	260 liters
Air filter	Double element

SIH:S

Two variable displacement axial piston pumps, one gear pump for pilot controls and the electronic-controlled engine of SPACE5 and SIH:S (SUMITOMO Intelligent Hydraulic System) includes: a three working mode (SP,H,A) one-touch/automatic idling system and automatic power-boost.

Hydraulic pumps

Two variable displacement axial piston pumps supply power for attachment, swing and travel.

SH130-5	
Maximum oil flow	2 x 129 liters/min
Pilot pump max. oil flow	22 liters/min
Blade pump max. oil flow	54 liter/min at 2000 min ⁻¹ (rpm)

Hydraulic motors

For travel: Two variable displacement axial piston motors
For swing: One fixed displacement axial piston motor

Relief valve settings

Boom raising/arm/bucket 38.2 Mpa (390 kgf/cm²) <Holding pressure>
Boom raising/arm/bucket 34.3 Mpa (350 kgf/cm²) <Working pressure>
Boom lowering 32.3 Mpa (330 kgf/cm²) <Working & Holding pressure>
Boom raising/arm/bucket 36.3 Mpa (370 kgf/cm²) with Power-up<Working pressure>
Swing circuit 29.4 MPa (300 kgf/cm²)
Travel circuit 34.3 Mpa (350 kgf/cm²)
Blade pump circuit pressure .. 20.6 Mpa (210 kgf/cm²)

Control valve

One 4-spool valve and one 5-spool valve with auxiliary spool

Oil filtration

Return filter 6 microns
Pilot filter 8 microns
Suction filter 105 microns

Hydraulic cylinders

Cylinder	Qty	Bore x Rod Diameter x Stroke
Boom	2	105 mm x 70 mm x 961 mm
Arm	1	115 mm x 80 mm x 1108 mm
Bucket	1	95 mm x 65 mm x 881 mm
Blade	2	100 mm x 70 mm x 203 mm

Double-acting, bolt-up-type cylinder tube-end; hardened steel bushings are installed in the cylinder tube and rods ends.

Cab & Controls

The cab is mounted on 4 fluid mountings. Features include safety glass front, rear and side windows, reclining/sliding cloth upholstered suspension seat with headrest and armrest, cigarette lighter, pop-up skylight window, and intermittent wiper with washer. The front window slides upward for storage, and the lower front window is removable. Control levers are located in 4 positions with tilting control consoles. Reliable soft-touch switches are a standard feature. An easy-to-read full-dot LCD monitor keeps operation in touch with critical machine

Swing

Planetary reduction is powered by an axial piston motor. The internal ring gear with has a grease cavity for pinion. The swing bearing is a single-row shear type ball bearing. Dual stage relief valves are used for smooth swing deceleration and stops. A mechanical disc swing brake is included.

SH130-5	
Swing speed	0-14.3 rpm
Tail swing radius	2,130 mm
Swing torque	33.0 kN·m · 3,365 kgf·m

Undercarriage

An X-style carbody is integrally welded for strength and durability. The grease cylinder track adjusters have shock absorbing springs. The undercarriage has lubricated rollers and idlers.

Type of shoe: sealed link shoe

Upper rollers -

Heat treated, mounted on steel bushings with leaded bronze casting, sealed for lifetime lubrication

Lower rollers -

Heat treated, mounted on steel bushings with leaded bronze casting, sealed for lifetime lubrication

Track adjustment -

Idler axles adjusted with grease cylinder integral with each side frame; adjustment yoke mechanism fitted with heavy duty recoil spring

Number of rollers and shoes on each side

SH130-5 (LC)	
Upper rollers	1 (2)
Lower rollers	7 (7)
Track shoes	43 (46)

Travel System

This is a two-speed independent hydrostatic system with compact axial motors for increased performance. The hydraulic motor is a powered output shaft coupled to a planetary reduction unit and track sprocket. All hydraulic components are mounted within the width of the shoe. The travel speed can be selected by a switch panel. A hydraulically released disc parking brake is built in each motor.

SH130-5	
Travel speed	High 5.6 km/h Low 3.4 km/h
Maximum traction force	124 kN/12,680 kgf

Lubricant & Coolant Capacity

SH130-5	
Hydraulic system	157 liters
Hydraulic oil tank	82 liters
Fuel tank	260 liters
Cooling system	14.6 liters
Final drive case (per side)	2.1 liters
Swing drive case	2.2 liters
Engine crank case (with remote oil filter)	17 liters

Auxiliary hydraulic system

SH130-5			
Auxiliary piping type (option)	For Breaker	For Double breaker & auxiliary acting	For D/A + Second option line
Arm type	STD	STD	STD
Bucket linkage type	STD	STD	STD
Auxiliary hydraulic pump flow	129 liter/min	258 liter/min	258+61 liter/min

Bucket

Model		SH130-5						
Bucket capacity (ISO/SAE/PCSA heaped)		0.24 m ³	0.30 m ³	0.37 m ³	0.45 m ³	0.50 m ³	0.55 m ³	0.65 m ³
Bucket capacity (CECE heaped)		0.21 m ³	0.27 m ³	0.31 m ³	0.38 m ³	0.43 m ³	0.46 m ³	0.55 m ³
Bucket type		STD	STD	STD	STD	STD	STD	STD
Number of teeth		3	4	4	4	5	5	5
Width	With side cutter	582 mm	692 mm	772 mm	907 mm	972 mm	1 057 mm	1 192 mm
	Without side cutter	508 mm	618 mm	698 mm	833 mm	898 mm	983 mm	1 118 mm
Weight		284 kg	321 kg	339 kg	366 kg	394 kg	410 kg	444 kg
Combination	2.21 m arm	○	○	○	○	○	●	○
	2.50 m arm	○	○	○	○	●	○	△
	3.01 m arm	○	○	○	●	○	×	×

○ Suitable for materials with density up to 2,000 kg/m³ or less

● Standard bucket (Suitable for materials with density up to 1,800 kg/m³ or less)

○ Suitable for materials with density up to 1,600 kg/m³ or less

△ Suitable for materials with density up to 1,200 kg/m³ or less

× Not available

Weight & Ground Pressure

Model		SH130-5			
Shoe type	Shoe width	Overall width	Operating weight	Ground pressure	
Triple grouser shoe	500 mm	2 490 mm	12 500 kg	40 kPa	
	600 mm	2 590 mm	12 700 kg	34 kPa	
	700 mm	2 690 mm	13 000 kg	30 kPa	

Model		SH130-5LC			
Shoe type	Shoe width	Overall width	Operating weight	Ground pressure	
Triple grouser shoe	500 mm	2 490 mm	12 800 kg	38 kPa	
	600 mm	2 590 mm	13 000 kg	32 kPa	
	700 mm	2 690 mm	13 300 kg	28 kPa	

Model		SH130-5 Blade			
Shoe type	Shoe width	Overall width	Operating weight	Ground pressure	
Triple grouser shoe	500 mm	2 590 mm	13 300 kg	43 kPa	
	600 mm	2 590 mm	13 500 kg	36 kPa	
	700 mm	2 690 mm	13 800 kg	32 kPa	

Digging Force

Model		SH130-5		
Arm length		2.11 m	2.50 m	3.01 m
Bucket digging force	ISO 6015	90 kN (95 kN)	90 kN (95 kN)	90 kN (95 kN)
	SAE: PCSA	80 kN (85 kN)	80 kN (85 kN)	80 kN (85 kN)
Arm digging force	ISO 6015	70 kN (74 kN)	62 kN (66 kN)	56 kN (60 kN)
	SAE: PCSA	68 kN (72 kN)	61 kN (64 kN)	55 kN (58 kN)

() With power boost

Dozer Blade

Model		SH130-5		
Width		2 590 mm		
Height		570 mm		
Max. lift above ground		380 mm		
Min. drop below ground		370 mm		

Principle Specifications

		SH130-5
		STD Specifications
Base	Boom length	4.63 m
	Arm length	2.50 m
	Bucket capacity (ISO heaped)	0.50 m ³
	Std. operating weight	12 700 kg
Engine	Make & model	ISUZU AJ-4JJ1X
	Rated output	70.9 kW/2 000 min ⁻¹
	Piston displacement	2 999 ml(cc)
	Main pump	2 variable displacement axial piston pumps with regulating system
Hydraulic System	Max. pressure	34.3 Mpa
	(with auto power boost)	36.3 Mpa
	Travel motor	Variable displacement axial piston motor
	Parking brake type	Mechanical disc brake
Performance	Swing motor	Fixed displacement axial piston motor
	Travel speed	5.6/3.4 km/h
	Traction force	124 kN (12 680 kgf)
	Grade ability	70% <35°>
	Ground pressure	34 kPa
	Swing speed	14.3 min ⁻¹
	Bucket	90 kN
	/with power boost	95 kN
	Arm	62 kN
	/with power boost	66 kN
Others	Fuel tank	260 liter
	Hydraulic fluid tank	82 liter

Standard equipment

[Hydraulic system]

- SH-S hydraulic system
- Operation mode (SP, H and A mode)
- Auto/one-touch idling
- Automatic 2-speed travel
- Automatic power boost
- Arm/boom/bucket reactivation circuit
- Automatic swing parking system
- High-performance return filter

[Safety equipment]

- Rearview mirror (left/right)
- Emergency escape tool
- Winding seat belt
- Gate lock lever
- Travel alarm (with on and off switch)
- Anti-theft alarm system
- Engine room firewall
- Fan guard
- Engine emergency stop switch

[Cab/interior equipment]

- Tilting console
- Open air introducing pressurized full-automatic air conditioner
- Defroster
- Hot & coal box
- Water-repelling operator's seat
- Seat suspension
- Rise-up xiper with intermittent operation function
- Cup holder
- AM/FM radio (with muting function)
- Clock
- Magazine rack
- Accessory case
- Floor mat
- Armrest & headrest
- Ashtray & cigar lighter
- Room light (Auto-OFF function)
- Coat hook

[Others]

- EMS
- Long-life hydraulic oil
- Two lights (main unit and left of arm)
- Fuel filter (with water separator)
- Fuel prefilter (with water separator)
- Double-element air cleaner
- Grease-enclosed track link
- Bucket rattling control mechanism
- Large tool box
- A set of tools

Accessories (option)

■ Cab-top light



■ Rain reflector



■ Polycarbonate with sunshade roof top window



■ Head guard (FOPS level 2)



■ 12V power (DC-DC converter)



■ Air suspension (KAB 855)

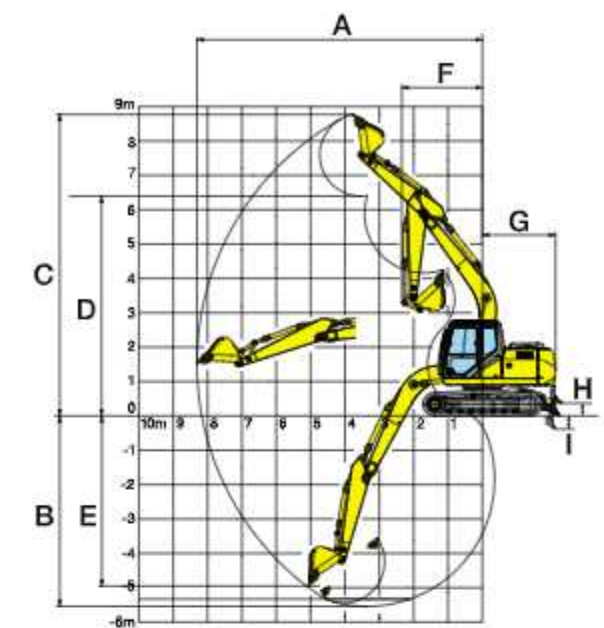


■ Hose burst check valve (for arm/boom cylinder)

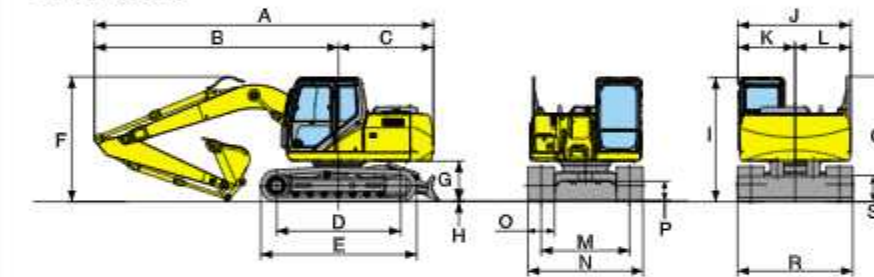
■ Refuel pump

Working Range

	SH130-5		
Arm length	2.11 m	2.50 m	3.01 m
Boom length	4.63 m	4.63 m	4.63 m
A Max. digging radius	7 960 mm	8 310 mm	8 770 mm
B Max. digging depth	5 160 mm	5 540 mm	6 050 mm
C Max. digging height	8 550 mm	8 770 mm	9 050 mm
D Max. dumping height	6 170 mm	6 390 mm	6 680 mm
E Max. vertical wall cut depth	4 600 mm	4 950 mm	5 350 mm
F Min. front swing radius	2 360 mm	2 340 mm	2 660 mm
G Rear end swing radius	2 130 mm	2 130 mm	2 130 mm
H Max. lift above ground	380 mm	380 mm	380 mm
I Min. drop below ground	370 mm	370 mm	370 mm



Dimensions



Model	SH130-6 (LC)		
Arm length	2.11 m	2.50 m	3.01 m
A Overall length	7 610 mm	7 620 mm	7 640 mm
Equipped with Blade	7 750 mm	7 760 mm	7 785 mm
B Length from center of machine (to arm top)	5 480 mm	5 490 mm	5 510 mm
C Upper structure rear end radius	2 130 mm	2 130 mm	2 130 mm
D Center to center of wheels	2 790 mm	2 790 mm	2 790 mm
	(3 040 mm)	(3 040 mm)	(3 040 mm)
E Overall track length	3 500 mm	3 500 mm	3 500 mm
	(3 760 mm)	(3 760 mm)	(3 760 mm)
F Overall height	2 710 mm	2 810 mm	2 820 mm
G Clearance height under upper structure	895 mm	895 mm	895 mm
H Shoe lug height	20 mm	20 mm	20 mm
I Cab height	2 790 mm	2 790 mm	2 790 mm
J Upper structure overall width	2 500 mm	2 500 mm	2 500 mm
K Width from center of machine (left side)	1 250 mm	1 250 mm	1 250 mm
L Width from center of machine (right side)	1 250 mm	1 250 mm	1 250 mm
M Track gauge	1 990 mm	1 990 mm	1 990 mm
N Overall track width with 500 mm	2 490 mm	2 490 mm	2 490 mm
	500 mm (Equipped with blade)	2 590 mm	2 590 mm
	600 mm	2 590 mm	2 590 mm
	600 mm (Equipped with blade)	2 590 mm	2 590 mm
	700 mm	2 690 mm	2 690 mm
	700 mm (Equipped with blade)	2 690 mm	2 690 mm
O Std. Shoe width	600 mm	600 mm	600 mm
P Minimum ground clearance	440 mm	440 mm	440 mm
Q Handrail height	2 820 mm	2 820 mm	2 820 mm
R Width of blade	2 590 mm	2 590 mm	2 590 mm
S Height of blade	570 mm	570 mm	570 mm