

# BORN TO BE BEST

*The new Kawasaki 92ZV-2 has come off the drawing board fully conceived and ready to tackle its intended applications:* load-out in quarries or sand/gravel operations, hopper feeding at asphalt and cement plants, log handling, recycling/refuse, and fork applications for pipe and pallets. In contrast, if you've ever examined the field of six-cubic-yard wheel loaders, you'll know that most are really stretched versions of smaller models. As a result, over time, those manufacturers have had to beef-up the weaker areas to improve durability.

## THE DESIGN MANDATE

Given the extraordinarily tough applications in which these machines are used, and in order to meet Kawasaki's own demanding design standards, the 92ZV-2 was developed from the ground up. In other words, this workhorse is brand-spanking new; it is not based on a smaller model. It has its own chassis, lift arms, transmission, and linkage.

That makes the 92ZV-2 unique for this class. It was designed specifically for the heavy demands of this size wheel loader.



## STANDARD FEATURES

The 92ZV-2 is powered by the Cummins QSM11 Tier III engine. It has 284 fhp (net flywheel — fan losses are deducted), 1,121 ft-lbs of peak torque, and a huge 47-percent torque rise to provide great power for digging and hill climbing. Cummins Tier III engines are simpler and easier to service than other brands. Two engine modes means the operator can select between power mode for demanding applications and a more fuel-efficient (FE) mode for lighter apps. The automatic reversible cooling fan with manual override allows the fan to reverse air flow automatically throughout the cycle to help clean debris from the radiator and cooler cores. And the innovative folding engine access panel provides exceptionally full access to the engine compartment, making service even easier.

The newly designed countershaft transmission is built by Kawasaki. It offers smooth shifting and outstanding reliability. One unique transmission feature is the AutoBrake which is similar to what can be found on our larger machines. This protects the transmission from overspeeding or improper directional shifting. It places the transmission in neutral and applies 50-percent brake pressure to reduce vehicle speed until the shift selection can be made safely. No other competitor has this patented feature.

Only Kawasaki offers dual Z-bar linkage in this size class. It delivers high breakout force to handle tough digging and provides outstanding visibility to speed cycles and increase safety. The lift arms are made of heavy alloy steel for durability and long life. Competitive models use a cheaper single-cylinder design that blocks center visibility and often provides less breakout force. There is an optional lift arm for heavier loads and higher capacities.

Unlike most of the competitive models, the 92ZV-2 has a full box-section rear chassis, not a channel or light-duty plate frame. That's because we believe in durability. We also provide heavy center pins and support structures — actually, the heaviest in this class — for outstanding center pin life. Our wheelbase is long for a smoother ride but, remarkably, our turning circle radius is the tightest in the class.



*It's easy to access main components of the new 92ZV-2*



### **Other standard features include:**

- Strong front chassis to handle the heavy digging forces.
- Standard torque proportioning axles for less wheel slippage in most materials.
- In-cab adjustable boom kickouts, adjustable transmission declutch function, tilt/telescoping steering wheel, AM/FM radio with CD player, air ride seat, thermostatically controlled air conditioning.
- Many universal parts such as engine filters, flanged hoses, universal joints for easy parts availability and lower costs.
- Front shield is flat glass, mounted in rubber gaskets, for quick and easy change-out.
- Wide front fenders with mud flaps keep debris from being kicked up.
- Efficient Loading System (ELS) improves digging performance for quicker cycles.
- Low torque, wet disc brakes are easy to service and provide exceptional life and braking ability.
- Dual brake circuits for added safety.
- Efficient, low-cost, dirt-tolerant gear pumps for reliable hydraulic power.
- MODM monitoring system provides valuable operating and maintenance data.

### **Options include:**

- Limited Slip Differentials for more traction for more extreme environments.
- K-LEVER joystick steering for reduced operator fatigue.
- F-R directional switch by hydraulic controls for faster cycling.
- Back-up camera for excellent rear visibility.
- Ride control for smoother, faster cycles with less spillage.

## SIMPLICITY

The 92ZV-2, like other Kawasaki loaders, is among the simplest in the industry. Many manufacturers have added a wide range of complex and “sophisticated” designs to provide a specific benefit. Unfortunately the limited benefit often doesn’t justify the complexity of the system. Operational costs and the potential for downtime usually go up, often disproportional to the benefit provided.

We believe it keeping it simple. We focus on three major functions/benefits: performance/productivity, reliability/durability, and economy/cost of operation. And we believe you feel these are important issues too. So if a feature improves any of these basic issues, it’s worth the investment. If it adds more complexity than the benefit provides, the feature is not worth it and we don’t put it in. We also continue to use a maximum amount of metal in key areas like hoods, fenders, and cabs. Many competitors are moving to plastic or composites.

Maneuverable, yet strong. Quick, but powerful. Simple, but best in class. Easy to operate and economical to maintain. That’s the 92ZV-2. That’s the Kawasaki difference.

*For more information, visit your local Kawasaki dealer or go online to [www.kawasakiloaders.com/92ZV](http://www.kawasakiloaders.com/92ZV).*

## BRIEF SPECS

**Bucket Capacity: 6.0 cubic yards**

**Material Density: 2,800 cubic yards**

**Payload: 16,800 pounds**

**Gross Horsepower: 300**

**Flywheel Horsepower: 284 with fan**

**Peak Torque: 1121 ft-lbs @ 1400 rpm**

**Breakout Force: 50,900 pounds**

**Full Turn Tipping Load: 37,325 pounds**

**Operating Weight: 58,025 pounds**

**Dump Height: 10’ 8”**

**Reach at Max Height: 4’ 2.3”**

**Wheelbase: 11’ 7.75”**

**Turning Circle: 47’**

