



Operating Weight	1,26 ton
Net power	9,6 kW
Width	0,87-1,13 m (200 mm shoes)



WALKAROUND

KATO IMER

VXE 12





**Wide as a "10" ...
...digs as a "15"**

THE PLUS BY COSTRUZIONI

- **SKIPS THE GATES (87 CM), WEIGHS 1.2 TONS, AND STAYS ON A 3.5 TONS VAN, BUT DIGS LIKE A GREATER MINI**
- **DIGS AT 2 M DEPTH, WITH EXCEPTIONAL BREAKOUT AND DIGGING FORCES (1,200 DAN; 800 DAN)**
- **A TRUE "ZERO TAIL" TO WORK IN TIGHT QUARTERS WITHOUT WORRYING ABOUT THE BACK**
- **VARIABLE DISPLACEMENT PUMPS WITH ENERGY RECOVERY AND ANTISHOCK VALVES**
- **TWO SPEEDS (4 KM/H) AND STRAIGHT TRAVEL WHEN DOZING**
- **AUTOMATIC SWING BRAKE AND 46 CM DIAMETER SWING GEAR, THE SAME USED ON THE 19VXE**
- **PARALLEL RADIATORS WITH A 29 CM WIDE SUCTION FAN**
- **14 CM DOUBLE FLANGE ROLLERS, VARIABLE TRACK GAUGE 0,87/1,13 M ("TUBULAR SYSTEM") AND LONG BLADE OUTREACH FOR EXCELLENT STABILITY**
- **PATENTED BOOM, AND OFFSET TO BETTER SEE INTO THE EXCAVATION**
- **WEAR-RESISTANT "HARDENED" IDLER AND SPROCKET**
- **PILOT CONTROLS ON SIDE CONSOLES, ADJUSTABLE WRIST REST, BOTH SIDES ACCESS AND ROOMY PLATFORM (BOOM SWING WITH MANIPULATOR) FOR A COMFORTABLE RIDE EVEN TO "LARGE SIZES"**
- **A 9,4 kW POWERFULL YANMAR MINIMAX ENGINE, EASY ACCESSIBLE TROUGH THE FULL TILTABLE SEAT**
- **RUST/CONDENSATION PROOF PLASTIC TANKS, "MODULAR" PIPES, PROTECTED INSIDE THE BOOM AND ROTARY DISTRIBUTOR BOTTOM PROTECTION PLATE**

KATO IMER 12VXE

87 cm

SKIPS THE GATES





■ Full turn within 1,84 m, without worrying about the back

DIGS AT 2,01 M DEPTH...

...with record forces: 800 DaN at the dipperstick
1.210 DaN at the bucket

- The cylinder above the boom (it's protected and improves the excavation depth)

STAYS ON A 3,5 TON VAN





**2 TRAVEL
SPEEDS (4 KM/H)**



■ **Straight
travel
when dozing**

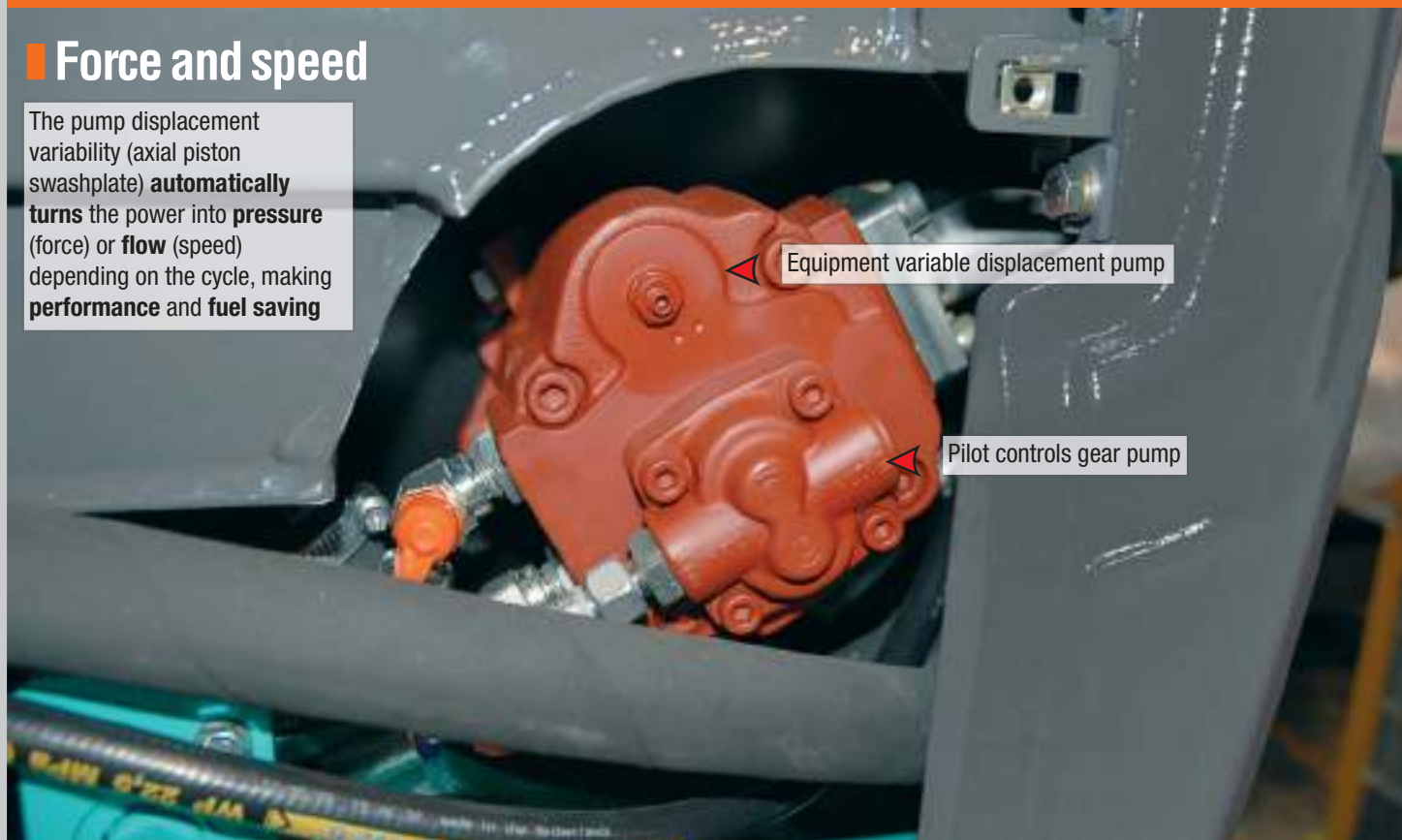
■ **Weighs 1,2 ton... but digs as a bigger Mini**



VARIABLE DISPLACEMENT PUMP

Force and speed

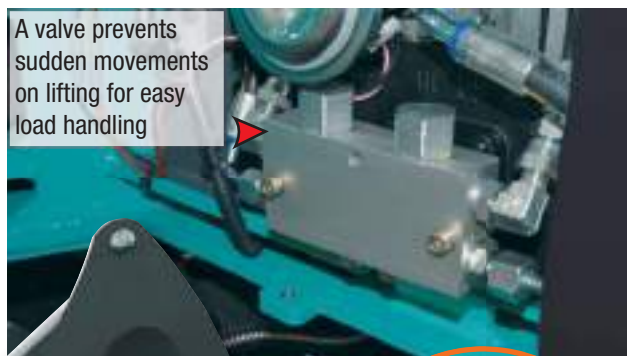
The pump displacement variability (axial piston swashplate) **automatically** turns the power into **pressure** (force) or **flow** (speed) depending on the cycle, making **performance** and **fuel saving**



Precise lifting with "antishock" valve

Dipper stick energy recovery for equal speed of opening and closing

A valve prevents sudden movements on lifting for easy load handling



Oil output from the side of the dipper stick cylinder rod is **recycled** at the entrance to equal the speed of opening and closing movements



Diverter valve for auxiliary "one or two-way" function (With open return to the tank to avoid backpressure to the accessory)



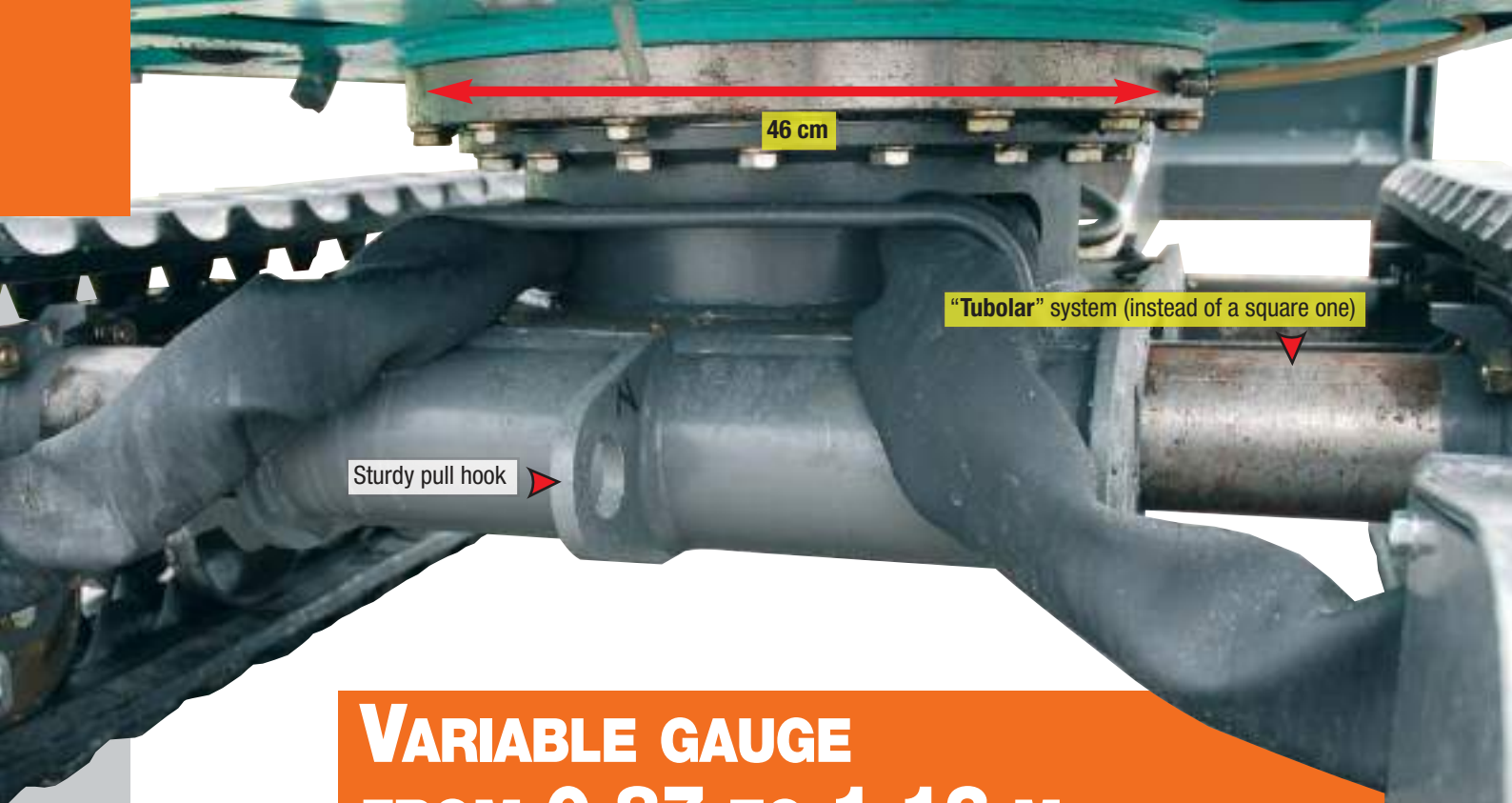


■ Never again with
a manual turret
pin block
(secure transport)

AUTOMATIC SWING BRAKE

■ “Parallel” radiators,
with a 29 cm big suction fan





VARIABLE GAUGE FROM 0,87 TO 1,13 M

■ “Tubular” system
to optimize the coupling
of the variable gauge

■ The same swing gear used
on the 19 VXT (1,8 ton)
(reliability)

“PATENTED” BOOM DESIGN



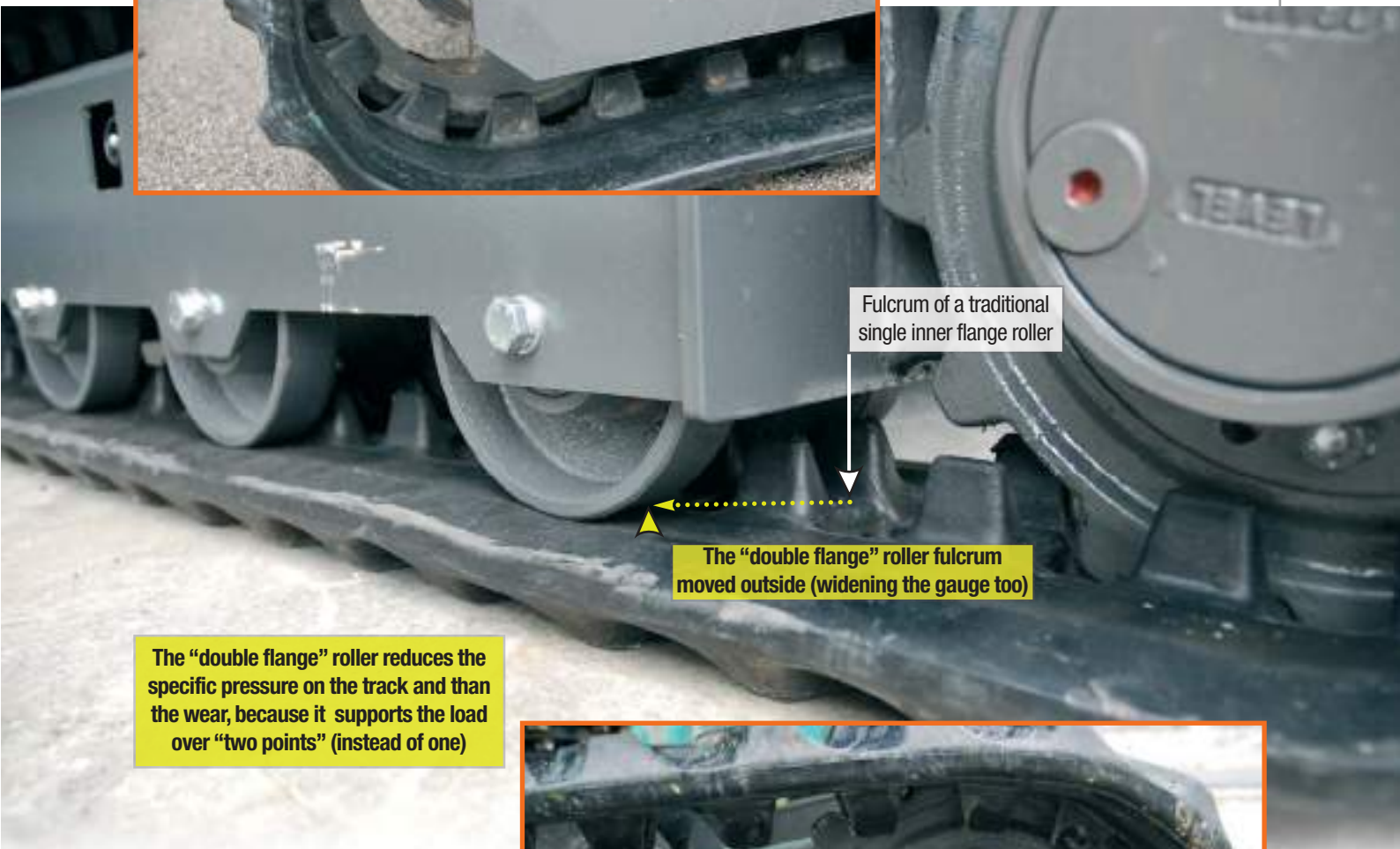
Reducing the number of welds
avoids plights on stressed zones

■ “Nerved”,
and with only
1 welding
(instead of 4)

STABLE AND DURABLE UNDERCARRIAGE



■ Idler and sprocket
“hardened”



Fulcrum of a traditional
single inner flange roller

The “double flange” roller fulcrum
moved outside (widening the gauge too)

The “double flange” roller reduces the
specific pressure on the track and than
the wear, because it supports the load
over “two points” (instead of one)

■ 14 cm “double
flange” rollers to
“increase” the
gauge and reduce
the track wear
(stability, strenth
and durability)



“MODULAR” PIPES

Easy pipes
replacement



Bucket hoses protected by metal spring
and rooted inside the dipperstick fork

Auxiliary hoses connection



■ Protected hoses

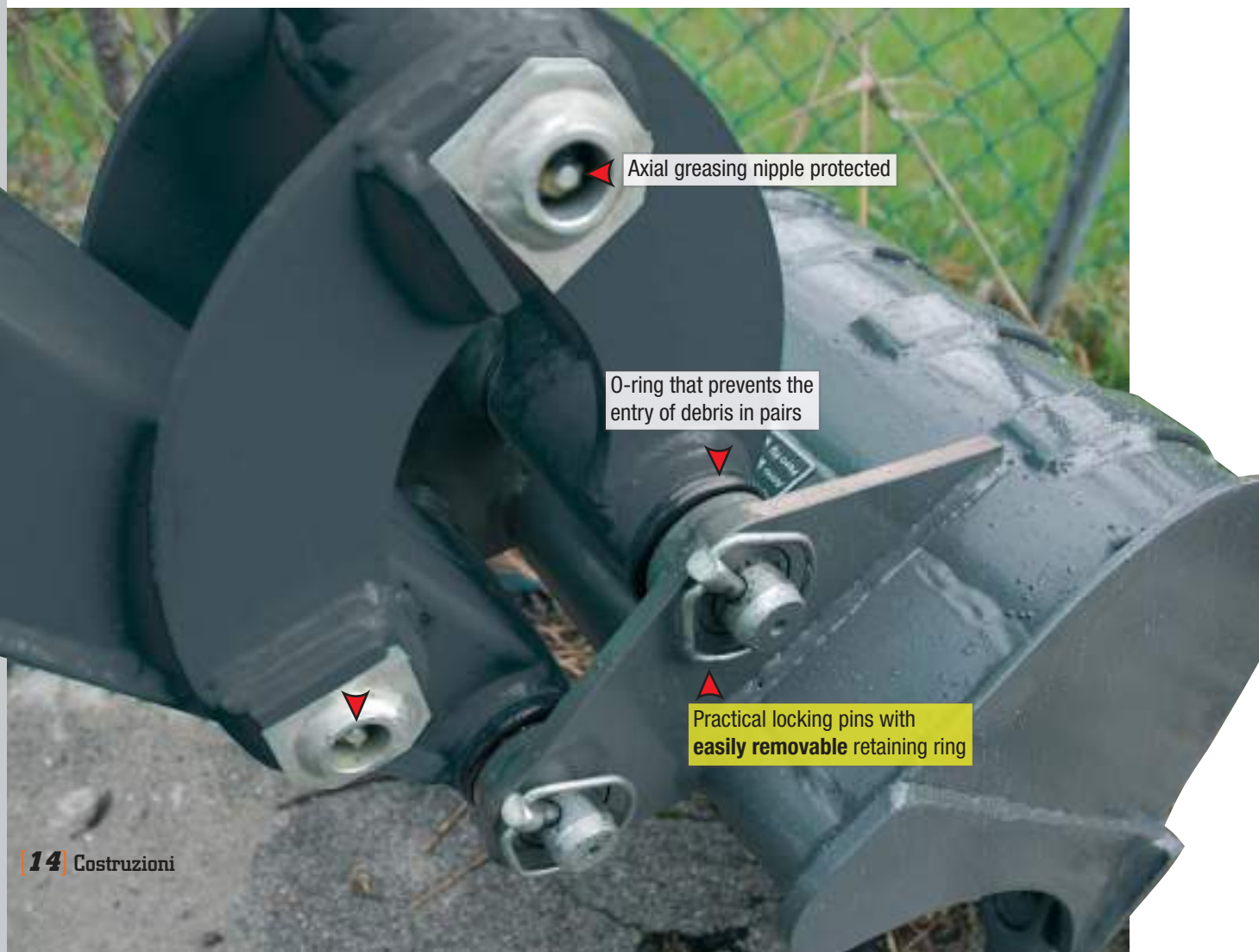
AUXILIARY HOSES INSIDE THE BOOM




■ Rotary distributor bottom protection plate



Protected and accessible greasing nipples






Full tiltable seat
for an easy access to
engine components


This image shows the engine compartment of a machine. The seat is tilted upwards, providing access to the engine. A callout box points to the seat mechanism.

Hydraulic oil filter



A red arrow points to the hydraulic oil filter, which is a cylindrical component with a white cap.

Transparent water separator, with
tap and quick drop of impurity



A red arrow points to the transparent water separator, which is a cylindrical component with a tap and a quick drop of impurity.


9,4 kW POWERFUL YANMAR ENGINE

"Unified" key



A red arrow points to the "Unified" key, which is a small, black, rectangular key.

12,5 litres, rust/condensation
proof "plastic" tank
(polypropylene) with drain tap



A red arrow points to the plastic tank, which is a large, white, cylindrical component with a drain tap.

Roomy for "large sizes" too

PILOT CONTROLS ON SIDE CONSOLES

Blade/gauge control

Self loading belt

Turret/boom swing control

Double security lever

12VXE in short

Operating weight (cab)	1,26	ton
Power	9,4	kW
Engine Yanmar	3TNM68	
Displacement	0,784	l
Cylinders	3	N°
Bore x stroke	68 x 72	mm
Rated RPM	2.200	rpm
Piston speed	5,28	m/s
Cylinder valves	2	
Cammes	conv.	
Injection	conv.	
Injection phases	1	
EGR electronic control	no	
Exhaust gas aftertreatment	no	
Air feed	natural	
Pumps	var	
Flow	2 x 13	l/min
Pump regulation	conv.	
Control valve	conv.	
Pressure	20,6	Mpa
Digging depth	2.010	mm
Vertical digging depth	1.280	mm
Digging reach	3.450	mm
Loading height	2.170	mm
Breakout force	1.210	daN
Digging force	800	daN
Travel speeds	2,3 - 4	km/h
Swing speed	8,7	rpm
Wheel base/track length	n.d./1.340	mm
Track rollers	3	
Track width	870 var 1.130	mm
Shoes width	200	mm
Swing radius	550	mm
Offset (L-R)	469 - 508	mm
Transport length (front blade)	3.110	mm
Transport height	2.280	mm
Blade (W-H)	1.130 - 230	mm
Blade up/down	190 - 200	mm
Blade distance	970	mm
Battery	45	Ah
Alternator	12V-20°	A
Fuel tank	12,5	l
Hydraulic system/tank	26/17	l

High speed

Offset boom to better see into the excavation

Compartment for documents with lock

Adjustable wrist rest

12 Volt socket

BOTH SIDES ACCESS

82 cm

38 cm



WATCH KATO IMER
YOUTUBE
CHANNEL

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