Product Range | Articulated Dump Truck

WIN-WIN PARTNERSHIP BETWEEN DOOSAN INFRACORE AND MOXY TRUCKS

BUILT BY MOXY'S TECHNOLOGY AND PRESENTED BY DOOSAN INFRACORE. GROWING, ENHANCING TECHNOLOGY, INCREASING THE PRODUCT OFFERING AND PROVIDING A BIGGER OPPORTUNITY FOR CUSTOMERS.

THE NEXT GENERATION OF ARTICULATED DUMP TRUCKS OFFERS RELIABLE MACHINERY FOR CHALLENGING CONDITIONS

DOOSAN MOXY strives to be a pioneer in the field of product development and performance.

With the new generation of DOOSAN MOXY articulated dump trucks, the product features have been refined and innovated to meet the tough demands of the future. Our philosophy is to stay one step ahead of the competition and always deliver a full-range of articulated dump trucks to the market.

DOOSAN MOXY

Our goal has been to develop a new line of advanced reliable and cost effective articulated dump trucks, loaded with significant competitive advantages.
With the new, modern product design and sophisticated technical features, DOOSAN MOXY is proud to introduce the unique DOOSAN MOXY concept with the following benefits:

Power
Productivity
Stability
Traction
Reliability
Comfort

Power

DOOSAN MOXY uses proven, reliable and powerful diesel engines with excellent torque which achieves low fuel consumption and fulfills Tier 3 European regulation guidelines.

DOOSAN MOXY utilizes reliable transmissions that feature smooth gear shifting abilities. These features result in the maximum net power transmission to the wheels, resulting in maximum fuel efficiency.

Engine

MT 26
- Scania DC9
- Power rating: (1 kW = hp/1.36)
  (ISO 3046) 310 (228 kW)
  (ISO 9249) 299 (220 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 9.0 liters
- Air filter: Dry type

MT 31
- Scania DC9
- Power rating: (1 kW = hp/1.36)
  (ISO 3046) 347 (255 kW)
  (ISO 9249) 336 (247 kW)
- No. of cylinders: 5 (in line)
- Cylinder volume: 9.0 liters
- Air filter: Dry type

MT 36
- Scania DC12
- Power rating: (1 kW = hp/1.36)
  (ISO 3046) 347 (294 kW)
  (ISO 9249) 336 (285 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 11.7 liters
- Air filter: Dry type

MT 41
- Scania DC12
- Power rating: (1 kW = hp/1.36)
  (ISO 3046) 450 (331 kW)
  (ISO 9249) 438 (322 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 11.7 liters
- Air filter: Dry type

MT 51
- Cummins QSX15
- Power rating: (1kW = hp/1.36)
  (ISO 3046) 510 (375 kW)
  (ISO 9249) 508 (374 kW)
- No. of cylinders: 6 (in line)
- Cylinder volume: 15 liters
- Air filter: Dry type

Productivity

The DOOSAN MOXY concept offers a larger load capacity in all weight class categories.
Additional load capacity, combined with superior power and traction allow for improved productivity. The unique advantages of DOOSAN MOXY'S permanent six-wheel drive, free-swinging rear tandem articulation hinge system, independent front wheel suspension system and sloping rear frame provide excellent driving stability with equal weight distribution and wheel power. The DOOSAN MOXY articulated dump truck is designed to work under rough conditions and can also travel at speeds up to 50 km/h.

Stability

DOOSAN MOXY'S free-swinging rear tandem bogie and the special articulation system offer excellent performance and the best possible ground contact in soft and difficult terrain.

The sloping rear frame, in combination with the track width, ensures a lower center of gravity and class-leading sideways stability, which removes the need for wide, low profile tires. One of the main highlights of the DOOSAN MOXY concept is the location of the turning ring in relation to the swing point which always ensures equal weight distribution to the front wheels.

Equal distribution to the front wheels makes it possible to use the diff locks while maintaining maneuverability. DOOSAN MOXY'S unique independent front wheel suspension allows for maximum ground contact and shock absorption.

Traction

The unique DOOSAN MOXY concept offers permanent six-wheel drive which ensures stability and equal distribution to accommodate all job applications.

DOOSAN MOXY'S superior driveline ensures maximum traction performance and durability.

Reliability

DOOSAN MOXY has one of the most reliable dump trucks in the industry because of its strong and reliable system solutions. The automatic central lubrication system is standard on all DOOSAN MOXY models. With over thirty years dedicated to product development, the new generation of DOOSAN MOXY trucks provides innovative drive train and fatigue-proof structure.

Comfort

The cabin is equipped with air-conditioning and an operator seat with air suspension to provide excellent operator comfort. Precise steering, good visibility and low noise levels provide a comfortable cabin environment. The “tip-tronic” gearshift feature enables the operator to run the truck in both automatic and manual gears to ensure the smoothest possible gear-shifts and momentum while operating the truck.

The sloping hood provides an excellent view from the operator’s position combined with good rear visibility. DOOSAN MOXY cares about the environment and aims to set the best possible standards in the manufacturing of our products.

DOOSAN MOXY utilizes industry leading engines that achieve low fuel consumption and fulfill the latest Tier 3 European regulations in addition to all noise regulations. DOOSAN MOXY provides exceptional operator comfort with low cabin vibration levels. Minimal fuel consumption is achieved while lockup clutch is engaged in mechanical mode.

Line Up

STANDARD

	ROPS / FOPS safety cabin	Cabin top hat	Cabin heater and defroster	Air conditioner (refrigerant R134a)	Adjustable air - suspended operator seat	Armrest operator seat	Headrest operator seat	Safety belt on operator seat	Tilt and height adjustable steering column	Comprehensive instrumentation	Speedometer	Cigarette lighter and ashtray	Retractable roller sunblind	Tinted safety glass	Sliding window left-hand side	Windshield wiper and washer	Four exterior mirrors	Door retainer for open position	Protective grille for rear window	Emergency steering	Air cleaner service indicator	Protection under engine and transmission	Protection in front of body (Spillguard)	Towing hook-front/rear
MT26	○	○	○	●	●	○	●	●	●	●	○	○	●	●	●	○	●	●	●	●	○	●	●	● ●
MT31	○	○	○	●	●	○	●	●	●	●	○	○	●	●	●	○	●	●	●	●	○	●	●	● ●
MT36	○	○	○	●	●	○	●	●	●	●	○	○	●	●	●	○	●	○	○	○	○	●	●	● ●
MT41	○	○	○	●	●	○	●	●	●	●	○	○	●	●	●	○	●	○	○	○	○	●	●	● ●
MT51	○	○	○	●	●	○	●	●	●	○	○	○	●	●	●	○	●	○	○	○	●	○	○	

OPTION KIT

	COLD KIT		VIKING KIT			SAFETY KIT			ROAD KIT			LIGHT KIT			WINDOW KIT	
	Electrical heater fan	Webasto heater system	Body heating	Driver seat heated	Electrical engine heater	Heated mirror	Fire extinguisher	First aid box	Warning triangle	Sign light	Rotating beacon	Rear light at body	Speed limit 30km/h	Extra low beam at mirror arm	Work light rear at mirror arm	Extra backing light rear	Sliding window front right hand side	Sliding window rear right hand side
MT26	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
MT31	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
MT36	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
MT41	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
MT51	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

○ Equipment available in standard (green)
● Equipment available as option (blue)

Front wheel mudflaps	Front mudguards extension	Mudflaps in front of bogie	Automatic lubrication system	Exhaust brake	Transmission retarder brake	Parking brake alert system	Directional and warning lights	Brake lights	Head lights (H3/H7)	Parking lights	Back-up light and alarm	Cabin interior light	Instrument and switch lighting	Working light / Extra high beam	Front light protection	Instructor seat with safety belt	Radio / CD player	Cab tilting system	Wet disc brake	Battery main switch	Wheel Techking 23.5x25**ETLT	Wheel Techking 26.5x25**ET6A	Wheel Techking 29.5x25**ET6A
○	○	○	○	○	○	○	○	○	○	●	●	●	●	●	●	●	●	●	●	●	●		
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Independent options

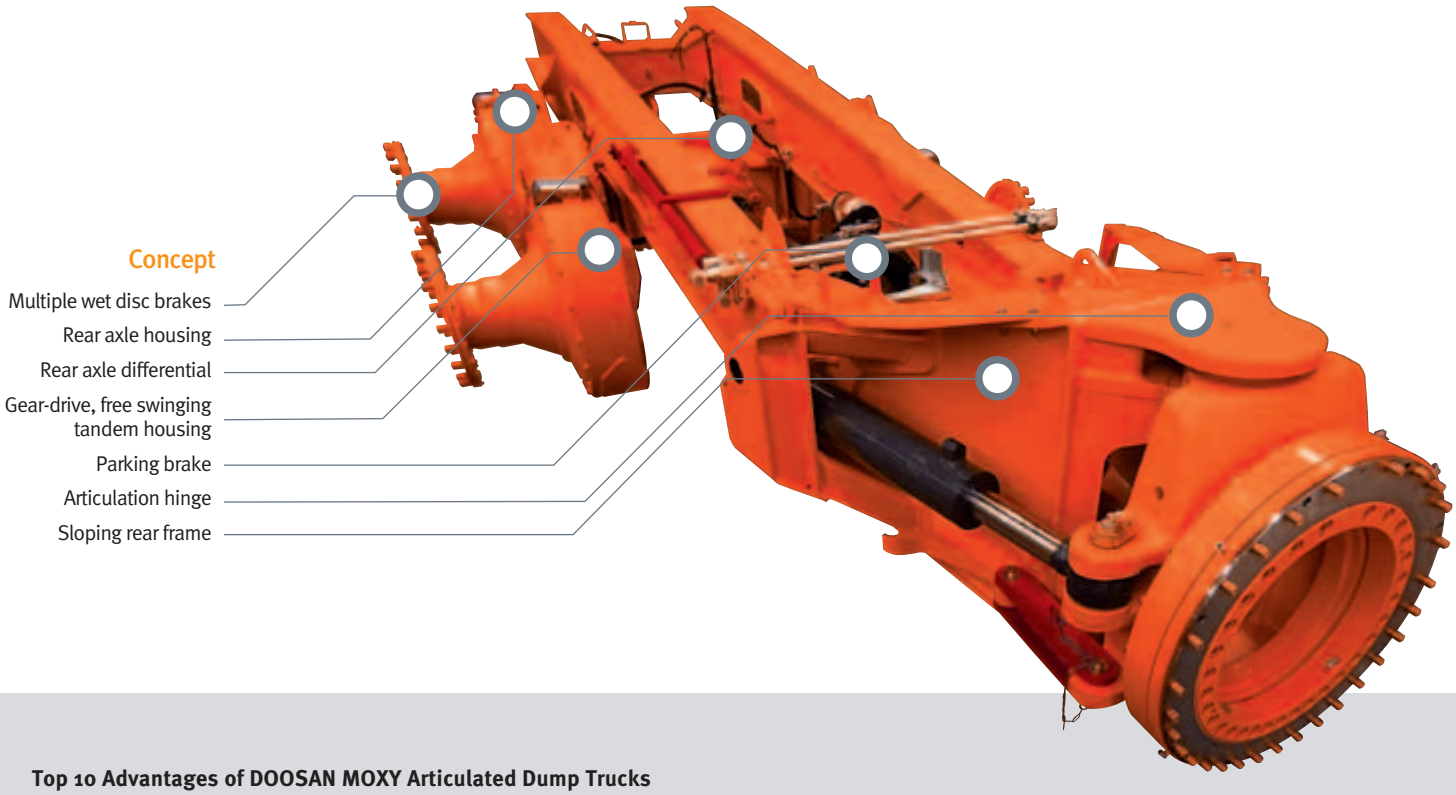
Body lining set standard
Body lining set whole body
Driver's seat, Grammer
External oil filling for transmission
Lincoln central lubrication
keg Greenlub EP2 grease(18kg)
Lightbar xenon
Fuel tank with fast fill system
Oil and grease artic
Part catalog, paper
Top tailgate MT26/31/36/41
Rear view system
Rotating beacon
Body heating kit
Tool kit

Unique Concept of **DOOSAN MOXY ADT**

Best Structure for All - Condition Terrain

DOOSAN MOXY articulated dump trucks have permanent 6-wheel drive for equal power distribution while the free-swinging rear tandem bogie and the special articulation system offer excellent driving performance. The articulation hinge is positioned behind the turning ring to ensure equal weight distribution. The sloping body design further enhances Doosan Moxy stability and ensures fast and easy tipping for increased productivity in even the most demanding conditions.

Many DOOSAN MOXY machines have worked more than 25,000 hours without any major overhaul of the engine. Fully automatic transmission control unit and smooth gear-shifting abilities enable the operator to concentrate on working conditions with maximum comfort.



Top 10 Advantages of DOOSAN MOXY Articulated Dump Trucks

- Low operating cost
- Excellent performance in difficult terrain
- Independent front suspension ensures maximum ground contact and stability
- The sloping rear frame ensures low center of gravity, good stability and excellent weight distribution to the front axle
- Improved driver comfort and easy operation
- Easy and safe access to cabine for the driver
- Tier 3 of USA/California regulations (ISO 8178) for emissions
- Free-swinging rear tandem bogie ensures the best possible ground contact
- Articulation hinge system ensures equal weight distribution to the front axle in all situations
- Permanent 6-wheel drive, a significant advantage in rugged terrain
- Easy maintenance

	MT26	MT31	MT36	MT41	MT51
Engine	Scania DC9	Scania DC9	Scania DC12	Scania DC12	Cummins QSX15
Configuration	5 in Line / 9.0 liter	5 in Line / 9.0 liter	6 in Line /11.7 liter	6 in Line / 11.7 liter	6 in Line / 15 liter
Gross Power	228 kw @2200 Rpm	255 kw @2200 Rpm	294 kw @2200 Rpm	331 kw @2200 Rpm	375 kw @1600 Rpm
Net Power	220 kw @2200 Rpm	247 kw @2200 Rpm	285 kw @ 2200 Rpm	322 kw @2200 Rpm	365 kw @1600 Rpm
Gross Torque	1345 Nm @1500 Rpm	1455 Nm @ 1500 Rpm	1854 Nm @1500 Rpm	1854 NM @1200 Rpm	2244 NM @1400 Rpm
Load Index	25.33 kw/liter	28.33 kw/liter	25.13 kw/liter	28.29 kw/liter	25.0 kw/liter
Capacity	SAE 2:1	SAE 2:1	SAE2:1	SAE 2:1	SAE 2:1
Body Volume	15 m^3	18 m^3	21 m^3	24 m^3	29 m^3
Density Index	1.64 t/m^3	1.62 t/m^3	1.64 t/m^3	1.64 t/m^3	1.61 t/m^3
Gross Weight	45500 kg	50925 kg	59400 kg	66450 kg	77570 kg
Net Weight	22000 kg	22925 kg	26700 kg	28450 kg	31300 kg
Payload	23500 kg	28000 kg	32700 kg	38000 kg	46270 kg
Power to Weight	Net Power vs Tons	Net Power vs Tons	Net Power vs Tons	Net Power vs Tons	Net Power vs Tons
Empty	10.98 kw/t	11.60 kw/t	9.90 kw/t	10.82 kw/t	11.66 kw/t
Loaded	5.03 kw/t	4.95 kw/t	4.63 kw/t	4.76 kw/t	4.70 kw/t
Transmission	ZF 6WG260 RPC Countershaft	ZF 6WG260 RPC Countershaft	ZF 6WG310 RPC Countershaft	ZF 6WG310 RPC Countershaft	Allison 4600R ORS Planetary
Speeds	6F - 3R	6F - 3R	6F - 3R	6F - 3R	6F - 1R/2 speed drop box
Travel Speed	51.0/33.0 km/h	51/33 km/h	51.0 / 31.0 km/h	53.0 / 34.0 km/h	54.0 / 6.4 km/h
Brakes					
Front	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc
Rear	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc	Wet Multiple Disc
Retarder	Exhaust Brake & T/M Retarder	Engine Exh & T/M Ret Brake	Engine Brake & T/M Retarder	Engine Brake & T/M Retarder	Engine Brake (Jake brake) & T/M Retarder
Body	Hardox 400	Hardox 400	Hardox 400	Hardox 400	Hardox 400
Dimensions					
Tot Length	9488 mm	9488 mm	10445 mm	10445 mm	10606 mm
Width	2750 mm	2990 mm	3275 mm	3460 mm	3475 mm
Load over Height	2864 mm	2946 mm	3040 mm	3185 mm	3875 mm
Turning Radius	7.91 m	8.03 m	8.75 m	8.85 m	8.85 m

The DOOSAN MOXY Concept

ULTIMATE EFFICIENCY
Lower power curve when empty plus reduced weight achieved through state of the art design and lightweight, high grade, wear resistant steel.

ULTIMATE TRACTION & STABILITY
Sloping Frame, well positioned turning ring and excellent weight distribution remove the need for wide, low profile tires, significantly reducing running costs.

ULTIMATE POWER/WEIGHT RATIO
Class-leading power to weight ratio of 6.48 hp per ton

ULTIMATE COMFORT
Fully independent rubber suspension on MT26-41 and nitrogen on MT51.

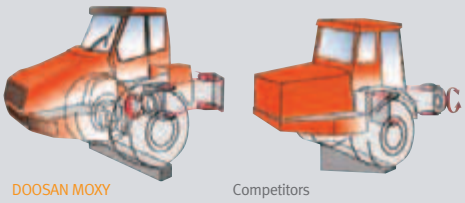
ULTIMATE SERVICE ACCESS
Remote mounted service points mean general servicing can be completed at ground level. Excellent access is offered by the rear tilting cabin. Hood design capable of opening to 83° for the improved access. Rear tilting cabin on MT26-41 and side tilting cab on MT51.

ULTIMATE SAFETY
Superior visibility with sloping bonnet.

Unique Concept of **DOOSAN MOXY ADT**

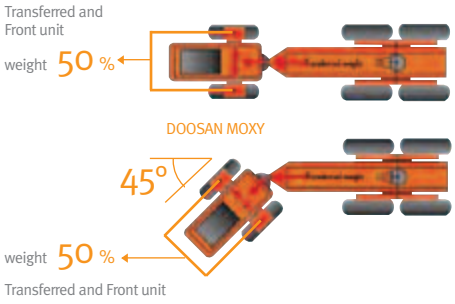
Forward mounted turning ring

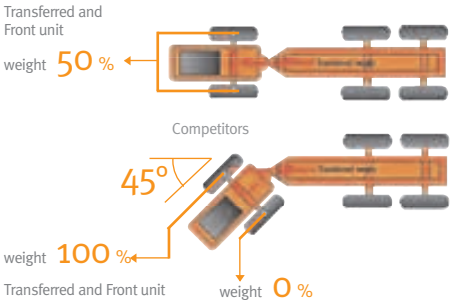
One of the main points in the Doosan Moxy concept is the location of the turning ring in relation to the swing point. The turning ring is located in front of the swing point which always ensures equal weight distribution to the front wheels in all situations, also during maximum turning. Equal weight distribution to the front wheels makes it possible to use the differential with only 45% locking value.
This provides drive to both wheels in all situations without completely locking up the wheels. Our competitors have located the turning ring behind the swing point giving different weight distribution to the front wheels. Due to differentials on the front wheels, our competitors use 100% differential lock causing steering difficulties. A differential lock of 100% creates more force on the driveline in all turns resulting in a higher amount of wear on the tires.



DOOSAN MOXY Competitors

Weight Distribution Articulation System





Unique Frame Sloping for Weight Distribution

Moxy's philosophy on frame design is generally the same as manufacturers of rigid dump trucks. The frame is inclined (sloped) downward from the hinge points to obtain equal weight distribution on all axles while fully loaded. As a result, lower center of gravity is obtained giving better stability.

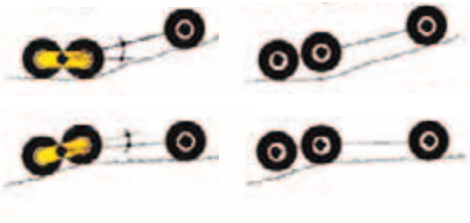
DOOSAN MOXY Competitors

Front Wheel Suspension

Moxy's unique independent front suspension allows for free movement on one side movement contact and shock absorption. Our competitors use rigid axles which cause movement on the opposite side of the axle which results in driver discomfort.

Free - swinging Tandem Housing

DOOSAN MOXY Competitors



Excellent Service Accessibility

- The hood has a wide opening to provide accessibility to the engine for easy maintenance
- The tilting cabin allows the same clear access to the transmission and hydraulic components
- All electrical and AC connections are at the rear of the cabin. This allows tilting of the cabin without disconnecting.

Improvements of III Series

Best Ground Contact in All Condition Terrain

Operating in Tough Conditions

Operating on Extreme Terrain

Dumping

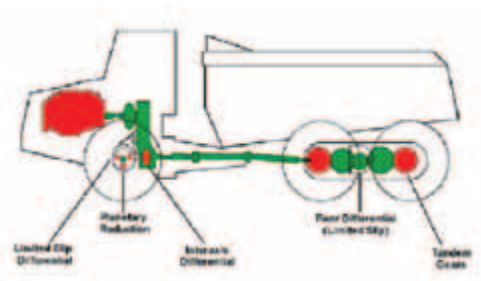
Hauling

Excellent Tire Wear Prevention

DOOSAN MOXY driveline only requires 1 diff lock/ limited slip diff mounted on the rear tandem Rear axle LSD diff lock on 36/41 and Multi Disc diff lock on 26/31.

- Competitors drive line requires 2 units on the rear axles
- Competitors' rear differentials get a lot of wear because of the nature of the operation between the middle axle and rear axle because a inter axle drive unit between the 2 rear axle differentials = 100% lock

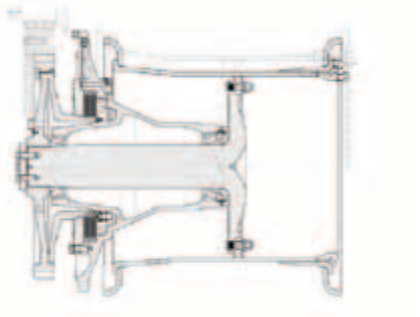
DOOSAN MOXY Drive Line



Competitors Drive Line

Wet Disk Brake in Whole Line Up

- More efficient braking under load, which means less brake fade because of the oil cooling plus more brake force
- Less servicing intervals, brake discs last longer – In very adverse conditions like deep mud and water, the dry disc brakes cause the brake pads and discs to have a very short service life - Wet brakes are not affected by these conditions because they are fully encased in Oil
- Reduced maintenance cost
- NAF system in MT26/31 III has a big advantage. It does not require forced cooling like most competitors.
- There is no danger of sparks

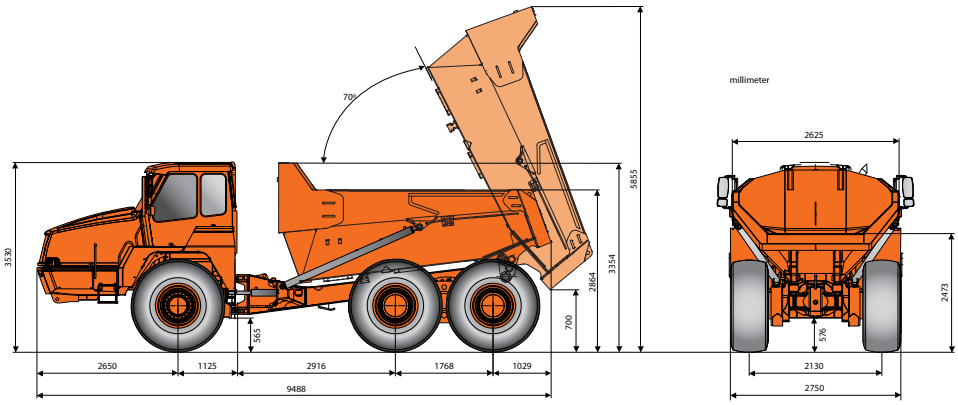


Operator comfort

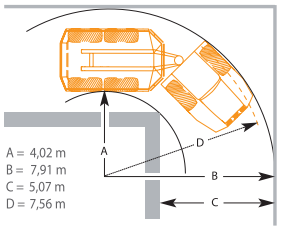
- Cabin is equipped with air-conditioning and an operator seat with air-suspension
- Sloping hood provides an excellent view from the operator's position combined with good rear visibility
- Rubber suspension mounted for CABIN lead to low vibration levels
- "Tip-tronic" gearshift feature enables the operator to run the truck in both automatic and manual gear to ensure the smoothest possible gear-shift

Dimensions & Technical specifications

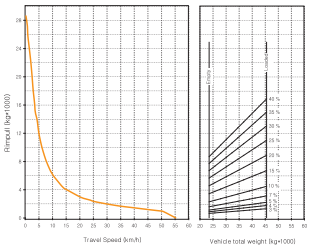
MT26



MT26 width with 750/65 R25 tyres: 2955 mm

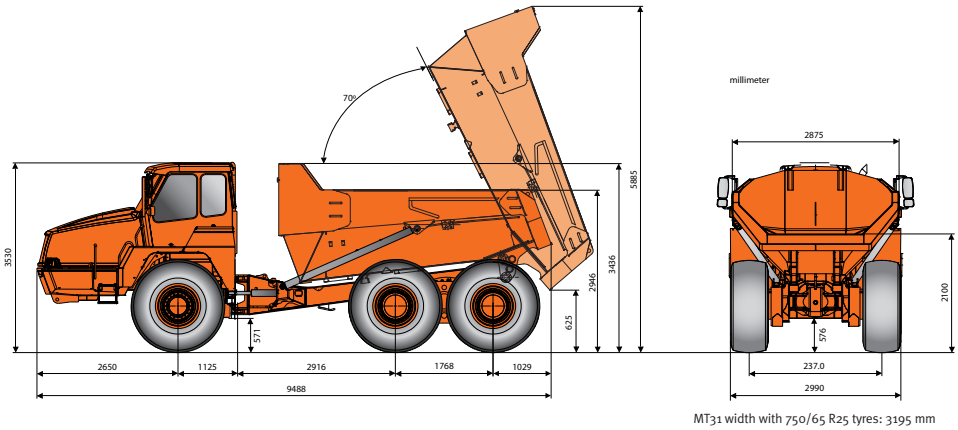


Turning radius according to ISO 7457: 7.56 m

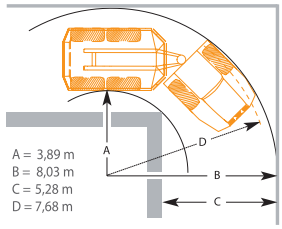


PERFORMANCE DIAGRAM

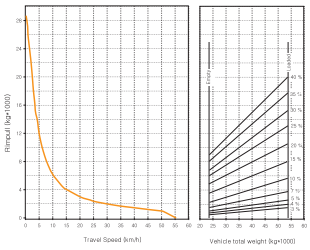
MT31



MT31 width with 750/65 R25 tyres: 3195 mm

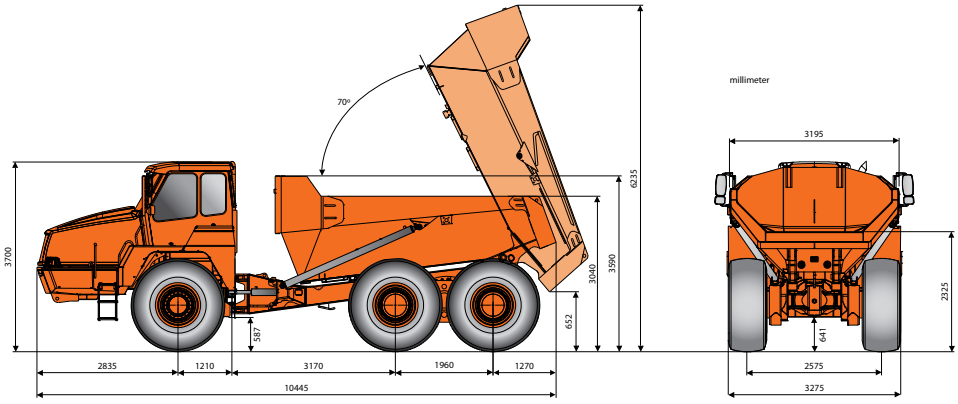


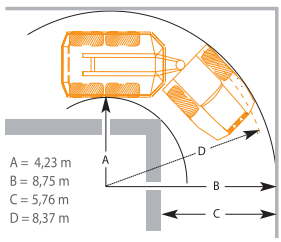
Turning radius according to ISO 7457: 7.68 m



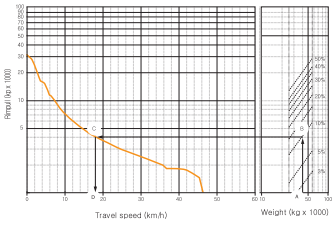
PERFORMANCE DIAGRAM

MT36



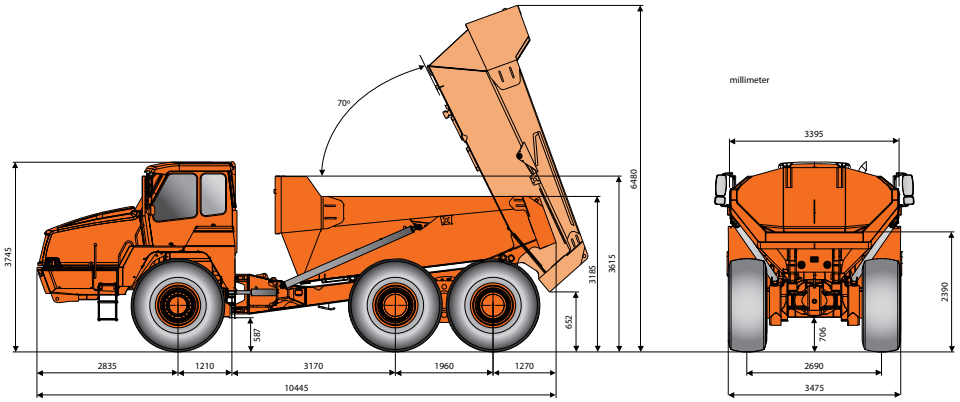


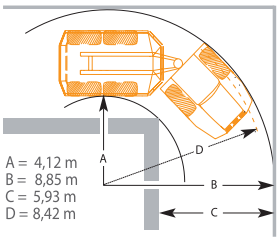
Turning radius according to ISO 7457: 8.37 m



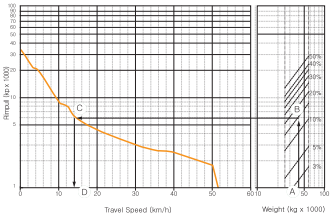
PERFORMANCE DIAGRAM

MT41



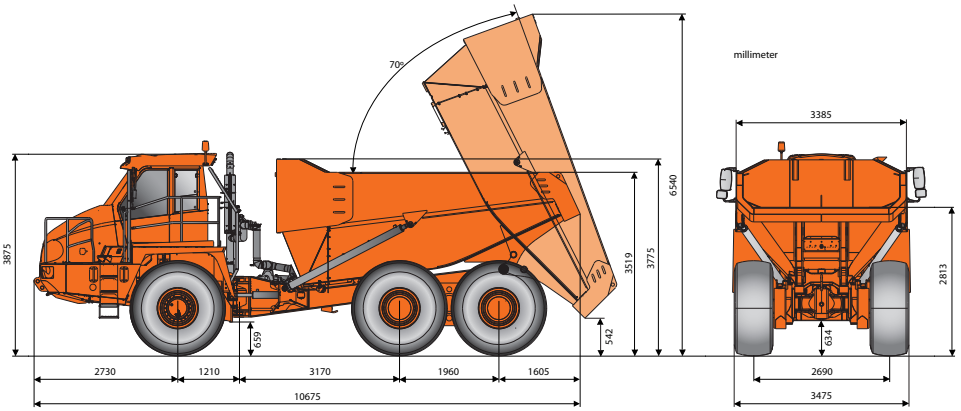


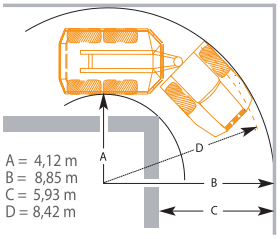
Turning radius according to ISO 7457: 8.42 m



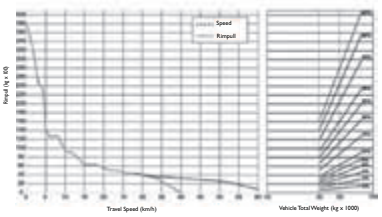
PERFORMANCE DIAGRAM

MT51





Turning radius according to ISO 7457: 8.42 m



PERFORMANCE DIAGRAM

MT26 - MT31 - MT36 - MT41 - MT51

Suspension	• Front: Independent with long life rubber springs and hydraulic shock absorbers	• Rear: Free-swinging tandem housin
Articulation hinge and steering	• Articulation hinge with forward mounted turning ring • Steering cylinders (two): Double-acting • The steering is approved according to ISO 5010	• Max. steering angle: 45° • Ground driven emergency steering pump
Drive line	• Full-time 6 x 6 drive with two transverse differentials and one longitudinal • Front axle transverse differential: Limited-slip diff lock with 45% locking ratio • Rear axle transverse differential: Multi disc diff lock with 45% locking ratio	• Inter-axle longitudinal differential: Torque-proportioning differential, integrated into Torque distribution: • 1/3 to the front axle • 2/3 to the rear axle • 100% lockable • Tandem housing: Gear driven, free-swinging. Provides equal drive to rear wheels and ensures the best possible ground contact - whatever the ground conditions
Brake system	• Dual circuit braking system acting on all six wheels • Approved according to ISO 3450 • All hydraulic operated brakes with enclosed oil-cooled wet multiple discs all round • Spring actuated hydraulic released parking brake, mounted on propeller shaft	• Max. gradient, parking brake: 20° • Automatic engine brake as standard • Automatic transmission retarder as standard
Cab	• Approved to ROPS/FOPS standards (ISO 3471, ISO 3449) • Low interior sound level 74 dB(A) (ISO 6394) • The cab is centrally located on rubber mountings • Hand and arm vibrations are less than 2.5 m/s according to ISO 5349-2 • Whole body vibration is less than 0.5 m/s according to ISO 2631-1 • Superior visibility - for safer operation	• Superior operating controls location • Adjustable suspended operator seat • Adjustable steering column • Heater and Air Conditioning • Tilting for service access

Dimensions & Technical specifications

	MT26	MT31
Body		
Material	Hardened abrasion-resistant steel plates	Hardened abrasion-resistant steel plates
Tilt cylinders	Single stage, double-acting	Single stage, double-acting
Tipping time	Up: 11 sec. / Down: 10 sec.	Up: 11 sec. / Down: 10 sec.
Body	Designed for exhaust heating	Designed for exhaust heating
Sloping body	Down from the hinge point	Down from the hinge point
Level capacity	12 m^3	14 m^3
Heaped capacity (Acc. SAE J 1363, 2:1)	15 m^3	18 m^3
Heaped capacity: (Acc. SAE J 1363, 1:1)	18 m^3	22 m^3
Weights		
Empty: Front axle	10950 kg	11425 kg
Rear axle	11050 kg	11500 kg
Loaded: Front axle	15200 kg	16500 kg
Rear axle	30300 kg	34425 kg
Pay load	23500 kg	28000 kg
Total weight (loaded)	45560 kg	50925 kg
	NOTE: All weights include a full fuel tank and operator	NOTE: All weights include a full fuel tank and operator
Ground Pressures	Standard 23.5 x 25 tires with 15% sinkage	Standard 23.5 x 25 tires with 15% sinkage
Empty: Front axle	107 kPa	104 kPa
Rear axle	45 kPa	53 kPa
Loaded: Front axle	138 kPa	141 kPa
Rear axle	144 kPa	162 kPa
Capacities		
Fuel Tank	320 l	350 l
Hydraulic System	138 l	150 l
Engine Cooling System	45 l	45 l
Transmission	57 l	57 l
Engine Crankcase	33 l	33 l
Front Reduction Gear	2 x 11 l	2 x 11 l
Rear Differential	16 l	16 l
Tandem Housing	2 x 48 l	2 x 48 l
Rear Reduction Gear	4 x 7 l	4 x 7 l
Dropbox	-	-
Speeds	Forward / Reverse	Forward / Reverse
1st	6 Km/h / 6 Km/h	6 Km/h / 6 Km/h
2nd	9 Km/h / 14 Km/h	9 Km/h / 14 Km/h
3rd	14 Km/h / 33 Km/h	14 Km/h / 33 Km/h
4th	22 Km/h	22 Km/h
5th	33 Km/h	33 Km/h
6th	51 Km/h	51 Km/h
Engine	Scania DC 9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler	Scania DC 9, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler
Complies with Stage 3 of EU Directive 97/68/-EC for emissions		
Power rating (ISO 3046)	310 hp (228 kW)	347 hp (255 kW)
(ISO 9249)	299 hp (220 kW)	336 hp (247 kW)
No. of cylinders	5 (in line)	5 (in line)
Cylinder volume	9.0 liters	9.0 liters
Air filter	Dry type	Dry type
Transmission	ZF 6 WG 260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears	ZF 6 WG 260 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears
Hydraulic System		
Pumps	2 variable displacement piston pumps: for steering & tipping	2 variable displacement piston pumps: for steering & tipping for cooling fan, brakes & auxiliaries
Delivery	230 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries	230 l/min @ 2200 rpm
Filtration	One return flow filter & high pressure filter	One return flow filter & high pressure filter
Pressure-setting, main safety valves:		
Tipping Circuit	280 bar	280 bar
Steering Circuit	210 bar	210 bar
Electrical System		
Alternator	28V 100A	28V 100A
Batteries (two)	12V 140Ah (series connected to give 24V)	12V 140Ah (series connected to give 24V)
Starter	5.4 HP (4.0 kW)	5.4 HP (4.0 kW)
Tires		
Standard	23.5 R25 two star radial	23.5 R25 two star radial

MT36	MT41	MT51
Hardened abrasion-resistant steel plates Single stage, double-acting Up: 11 sec. / Down: 10 sec. Designed for exhaust heating Down from the hinge point 16 m^3 21 m^3 26 m^3	Hardened abrasion-resistant steel plates Single stage, double-acting Up: 11 sec. / Down: 10 sec. Designed for exhaust heating Down from the hinge point 18.5 m^3 24 m^3 29 m^3	Hardened abrasion-resistant steel plates Single stage, double-acting Up: 12 sec. / Down: 11 sec. Designed for exhaust heating Down from the hinge point 23 m^3 29 m^3 35 m^3
13400 kg 13300 kg 19500 kg 39900 kg 32700 kg 59400 kg NOTE: All weights include a full fuel tank and operator	13700 kg 14750 kg 20050 kg 46400 kg 38000 kg 66450 kg NOTE: All weights include a full fuel tank and operator	16300 kg 15000 kg 22310 kg 55320 kg 46270 kg 77630 kg NOTE: All weights include a full fuel tank and operator
Standard 26.5 x 25 tires with 15% sinkage 108 kPa 62 kPa 160 kPa 170 kPa	Standard 29.5 x 25 tires with 15% sinkage 88 kPa 48 kPa 130 kPa 152 kPa	Standard 26.5 x 25 tires with 15% sinkage 102 kPa 48 kPa 142 kPa 176 kPa
425 l 250 l 50 l 55 l 34 l 2 x 7.5 l 46 l 2 x 150 l - -	490 l 275 l 50 l 55 l 34 l 2 x 7.5 l 46 l 2 x 150 l - -	600 l 250 l 75 l 45 l 45 l 2 x 7.5 l 56 l 2 x 150 l - 12
Forward 6 Km/h 9 Km/h 14 Km/h 22 Km/h 33 Km/h 51 Km/h **Reverse** 6 Km/h 14 Km/h 33 Km/h	**Forward** 6 Km/h 9 Km/h 15 Km/h 23 Km/h 34 Km/h 53 Km/h **Reverse** 6 Km/h 15 Km/h 34 Km/h	**Forward** 7 Km/h 16 Km/h 23 Km/h 35 Km/h 47 Km/h 53 Km/h **Reverse** 6 Km/h
Scania DC 12, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler 400 hp (294 kW) 388 hp (285 kW) 6 (in line) 11.7 liters Dry type	Scania DC 12, water-cooled, unit injected diesel engine with turbo charger and air to air intercooler 450 hp (331 kW) 438 hp (322 kW) 6 (in line) 11.7 liters Dry type	Cummins QSX15 water-cooled diesel engine with multi-positioned waste gated turbo charger and air to air intercooler 510 hp (375 kW) 508 hp (374 kW) 6 (in line) 15 liters Dry type
ZF 6 WG 310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears	ZF 6 WG 310 Dash 4 electronically-controlled automatic transmission the torque converter has automatic lock-up in all gears	Allison 4600 ORS automatic transmission with lock up in all gears Remote propshaft driven two speed dropbox
2 variable displacement piston pumps 320 l/min @ 2200 rpm for steering & tipping 60 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries One return flow filter & high pressure filter 280 bar 210 bar	2 variable displacement piston pumps: 1 for steering & tipping 320 l/min @ 2200 rpm for steering & tipping 60 l/min @ 2200 rpm for cooling fan, brakes & auxiliaries One return flow filter & high pressure filter 280 bar 210 bar	Engine mounted 3 load sensing piston pumps & 2 gear pumps for tipping, steering, brake charging, cooling fan & auxilaries 326 l/min @ 2000 rpm One return flow filter 280 bar 210 bar
28V 100A 12V 225Ah (series connected to give 24V) 9 HP (6.7 kW)	28V 100A 12V 225Ah (series connected to give 24V) 9.1 HP (6.7 kW)	24V 70A 12V 225Ah (series connected to give 24V) 12 HP (9.0 kW)
26.5 R25 two star radial	29.5 R25 two star radial	29.5 R25 two star radial

Specifications and design are subject to change without notice. Pictures of Doosan products may show other than standard equipment.

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Mixed Sources

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Construction Equipment

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