110 kW (155 HP) at 1900 rpm

22500 - 24300 kg

0.51 - 1.28 m^3

DX235NLC | Crawler Excavator

DX235NLC

THE ROAD TO PRODUCTIVITY IS OPEN!

DO YOU NEED EASY TRANSPORTABILITY WITHOUT COMPROMISING ON PERFORMANCE AND PRODUCTIVITY?

The new DX235NLC tackles almost any job in confined spaces and can be safely transported on public roads, even in countries where transport width is restricted to 2.5 m.

- DOOSAN 6 cylinder engine and e-EPOS system for optimum productivity and fuel economy
- High level performance with optimised weight balance to achieve enhanced lifting capacity and breakout force
- Compact profile for all-round versatility
- Spacious ROPS cab with excellent visibility and unbeatable comfort

TAKE A TOUR

Larger, heavy-duty boom and bucket cylinders from the 25 t machine category

Reliable and well protected hydraulic, electric and lubrication routings with simple, optimised layout

Stronger reinforced cast steel pivot points

- Joystick and switches installed in armrest for much more precise operation
- New 7" TFT LCD colour monitor is user-friendly and gives full access to machine settings and maintenance data
- 3 working modes with auto idle
- All-round visibility with rear camera and large side mirrors

- Maintenance data available directly from control panel
- Safe, easy access to all components from ground level
- Extra long-life oil and fuel filters with water separator installed as standard
- Centralised greasing points
- PC access for faster maintenance and repairs
- Self-diagnostic function
- Reliable DOOSAN parts

Bucket breakout force of 16.5 t

Reinforced shoes plates of 12.5 mm (mountainous conditions)

- Pressurised ROPS cab keeps noise and vibration low
- Large, flat space is easy to keep clean
- Robust ergonomic pedals
- Heated air suspension seat standard
- Large sun roof for extra overhead visibility
- Air conditioning with climate control

- Proven DOOSAN DL06 “Common Rail” engine delivers impressive power with precise fuel management
- e-EPOS System (Electronic Power Optimising System) optimises combustion, ensuring the most efficient conversion of engine output into hydraulic performance while minimising pollution
- Hydraulic power boost function delivers extra force when you need it

Very heavy counterweight from the 25 t class (4.7 t in mono boom and 5t in arti boom configuration)

Narrow overall width of 2.54 m with 500 mm shoes for easy transportation

Traction force of 218 kN

- Heavy-duty X-shaped undercarriage with integrated track spring and idler as well as robust box section track frame

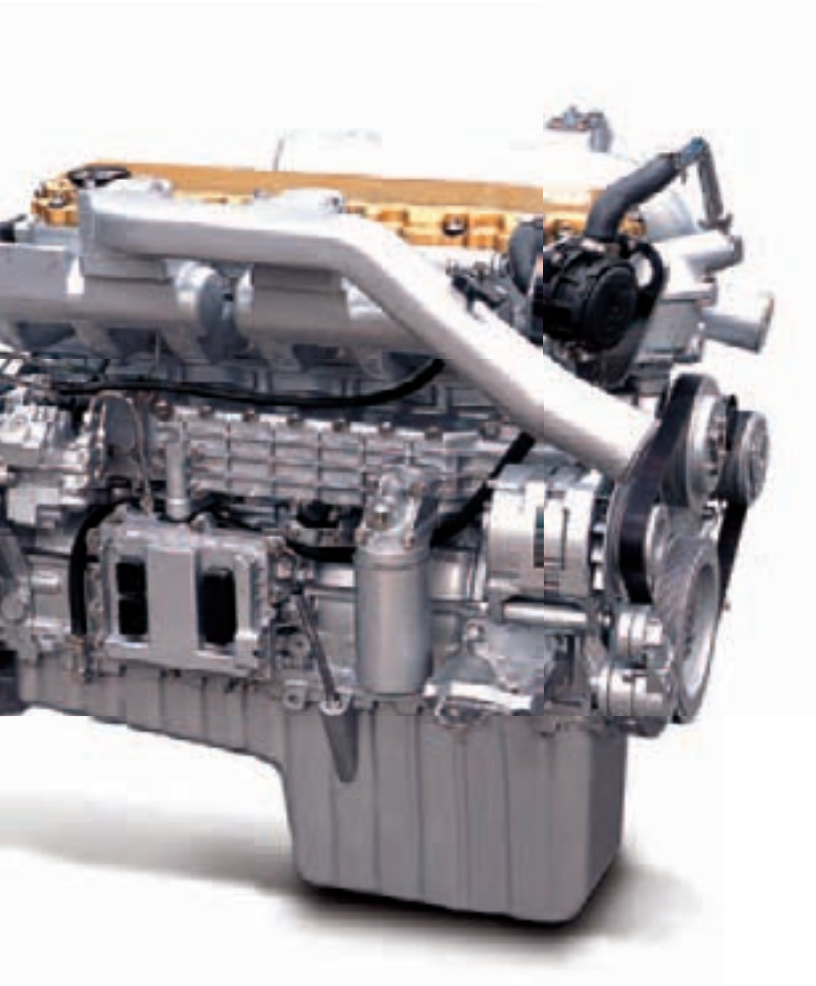
Performance – long reach for better productivity

The DX235NLC is powered by a "Common Rail" engine that precisely manages power delivery and fuel consumption to get the maximum performance out of every litre of fuel.
Increase your productivity – no need to reposition the machine thanks to high lifting capacity at maximum reach:

- **A side lifting capacity of 4.55 ton at 6 m reach and 3 m height**
- **A front lifting capacity of 7.30 ton at 6 m reach and 3 m height**
- **An arm breakout force of 12.6 ton and a bucket breakout force of 16.5 ton**

TAKE PRODUCTIVITY WHEREVER YOU WANT IT!

You can depend on the DX235NLC to deliver the power you need wherever you need it. Compared to the standard model, the overall width is reduced by 15% to comply with road transport regulations in certain countries.



ADVANCED TECHNOLOGY FOR OPTIMUM POWER MANAGEMENT

e-EPOS system (Electronic Power Optimising System)
If the engine is the heart of the DX235NLC, the e-EPOS is its brain. It provides a perfectly synchronised communication link between the engine's ECU (Electronic Control Unit) and the hydraulic system. A CAN (Controller Area Network) system enables a constant flow of information between the engine and hydraulic system, ensuring power is delivered exactly as needed.

Simple and efficient

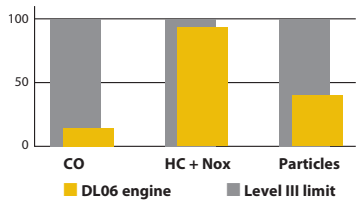
- The choice between Standard, Power and Economy operating modes guarantees optimum performance in all conditions.
- Electronic control of fuel consumption optimises efficiency.
- The auto-idle enables fuel savings.
- Regulation and precise control of the flow rate required by the work group.
- A self-diagnosis function allows technical problems to be resolved quickly and efficiently.
- An operational memory provides a graphic display of the machine status.
- Maintenance and oil change intervals can be displayed.

EFFICIENT FUEL AND HYDRAULIC MANAGEMENT

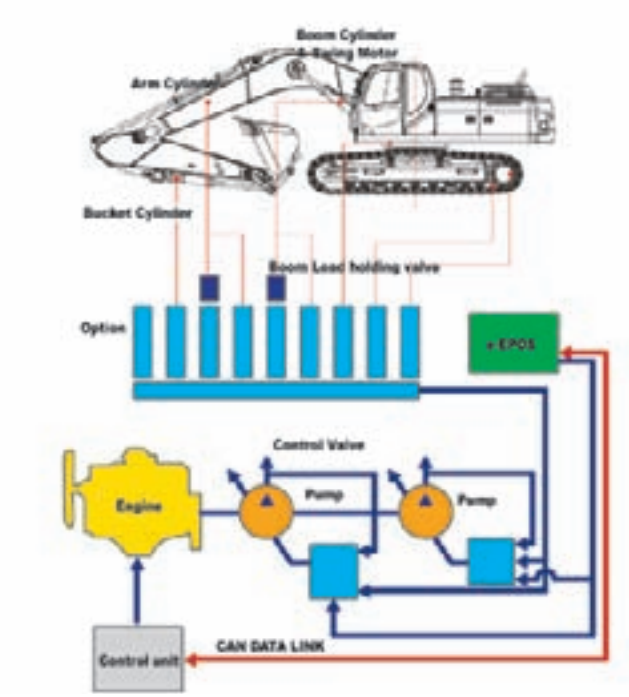
Already known for its outstanding reliability, the "Common Rail" DOOSAN DL06 engine has been optimised for the DX235NLC. In combination with the new e-EPOS electronic control system, it offers the ultimate in power delivery and fuel economy.

"Common Rail" DOOSAN DL06 engine
The heart of the DX235NLC is its "Common Rail" DOOSAN DL06 engine, carefully designed with common rail injection and 4 valves per cylinder. Its 6-cylinder configuration means it can achieve the same performance with lower rpm, leading to reduced noise both inside and outside the cab. The engine produces 155 HP (110 kW) at only 1900 rpm. Its powerful torque allows efficient use of the hydraulic system and faster working cycles.

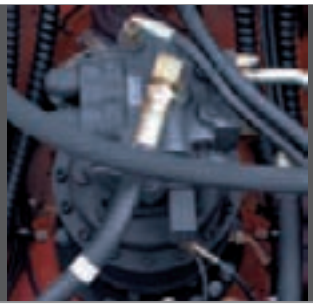
Protecting the environment
DOOSAN continues to invest significantly in technologies that combine the protection of nature with high machine performance. Ecology was uppermost in the minds of our research team right from the start of the DX235NLC design.



The DOOSAN DL06 engine is environmentally friendly, limiting all types of emissions.



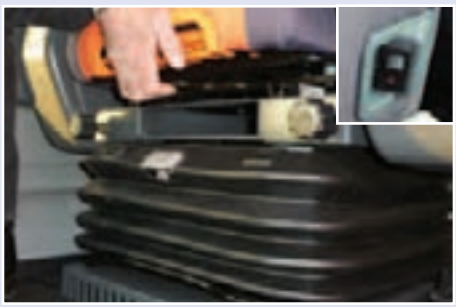
Quick and efficient
The main hydraulic pumps have a capacity of 2 x 156 l/min, reducing cycle times for higher productivity. A high capacity gear pump improves the pilot line efficiency.



Smooth and fast
The swing drive minimises shocks during rotation while making increased torque available to ensure rapid cycles.

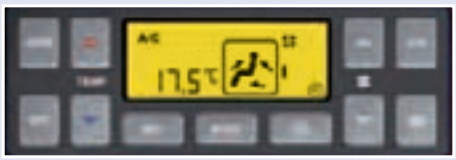
Comfort – take a seat!

The DX235NLC features a sophisticated new pressurised ROPS cab*, designed with the simple aim of providing you with the best possible working conditions. The comfortable seat is heated and adjustable, there is ample space and all-round visibility is optimised.
Noise and vibration levels are low while air conditioning and automatic temperature control allow you to work comfortably all day long.



Heated air suspension seat (standard)
As well as being adjustable and offering lumbar support, the seat has an air suspension system to reduce vibrations. It also features a button to activate the seat heating system.

Storage space
Plenty of storage space means you can keep all your personal belongings within hand reach.

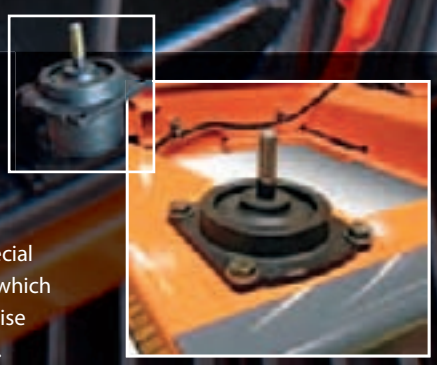


Air conditioning with climate control
High performance, electronically controlled air conditioning features 5 different operating modes allowing the operator to adjust the airflow to suit conditions. A recirculated air function is also available.

ERGONOMIC SEAT DESIGN

Feel the comfort of a seat that fits you perfectly:
Using a dual positioning cursor, you can slide the seat back from the joysticks for the best working position. You can also slide the entire seat assembly to adjust the reach to the control pedals according to your leg length.

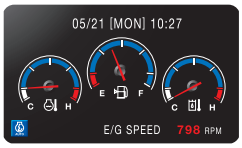
1. **Large sun roof**
2. **Sun visor**
3. **Straight and ergonomic pedals**
4. **Flat, spacious, easy-to-clean floor**
5. **Upper front window is strut-assisted for easy, reliable adjustment and integrates a sun shade**
6. **Joysticks and switches are integrated in adjustable control consoles**



Cab vibration absorbers
The cab is mounted on special viscous vibration isolators which absorb shocks and limit noise for more operator comfort.

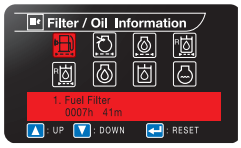
Expert control and stress free operations

To achieve maximum efficiency, power needs to be matched by precise control. The new DX235NLC offers a unique range of features that allow any operator to make the best use of this impressive machine, like the hydraulic power-boost function on the joystick (330 to 350 bar) to get extra power when needed.

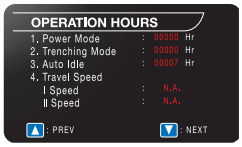


Standard screen

Anti-theft protection

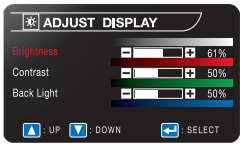


Filter/oil information



Operation history

Flow rate control



Contrast control

Colour LCD monitor panel
The 7" TFT LCD panel is suitable for day and night work.
The monitor is user-friendly and gives full access to machine settings and maintenance data. Any abnormality is clearly displayed on the screen, allowing you to work safely and confidently with an accurate overview of all conditions.

1 Gauges
- Engine coolant temperature
- Fuel
- Hydraulic oil temperature

2 Working modes
- Standard, Power and Economy
- Auto-idle
- Flow rate control

3 Navigation modes
- Rear view camera
- Display selector
- Select

Tailored performance for maximum efficiency
The DX235NLC allows you to select your preferred performance option from different working modes
- Standard mode: uses 85% engine power for optimum fuel efficiency when carrying out general work.
- Power mode: uses 100% engine power for heavy work.
- Economy mode: allows you to reduce fuel consumption without compromising on performance for light work

Rear view camera
A clear view of what's happening behind the machine adds safety and peace of mind.

Control panel, everything's within reach!
Clear controls positioned for comfortable access allow you to work safely and confidently.

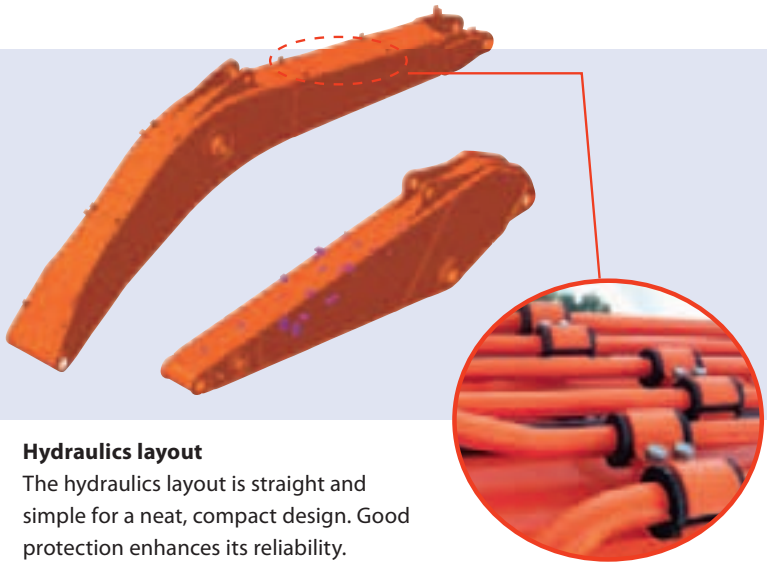
Simple operation
Levelling operations, movement of lifted loads and tricky operations are all controlled easily and precisely with joysticks.
Buttons integrated on the joysticks are used to operate additional equipment such as grabs, crushers and grapples and to activate the power boost function.

Reliability – to pass the test of time

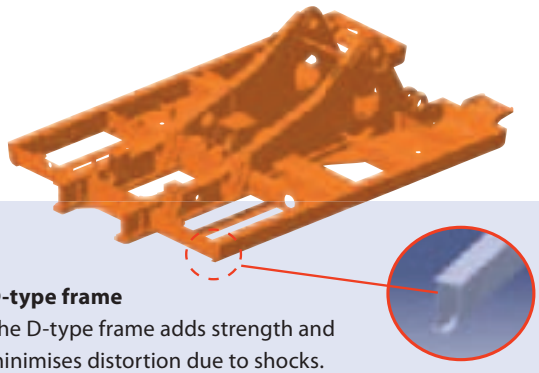
Whether in a mono or articulated boom configuration, we know that reliability has a direct impact on your profits. That's why we leave nothing to chance when it comes to the construction of our excavators. We use advanced computer-assisted design techniques to create robust structures. All materials and components are then tested under the most extreme conditions to make sure you get the best value for your money.

Reinforced boom
Finite Element Analysis (FEA) has been used to calculate the best distribution of loads throughout the boom structure. Combined with increased material thickness, this means that element fatigue is limited and both reliability and component life are increased.

Arm assembly
Cast elements and reinforcements have been added to give the arm assembly greater strength and a longer lifetime

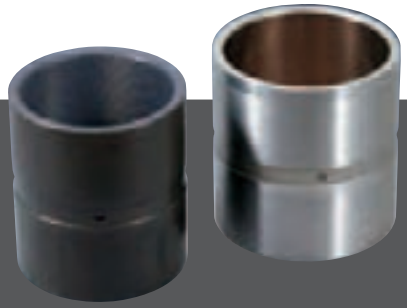


Hydraulics layout
The hydraulics layout is straight and simple for a neat, compact design. Good protection enhances its reliability.

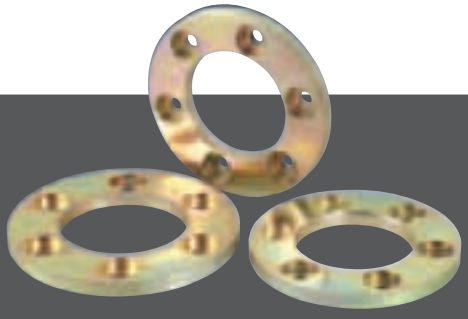


D-type frame
The D-type frame adds strength and minimises distortion due to shocks. The frame is built using only high quality components, carefully selected for their strength and resistance to wear.

X-chassis
The X-shaped undercarriage has been designed using Finite Element Analysis and 3D computer simulation to ensure optimum structural integrity and durability. The swing gear is solid and stable.



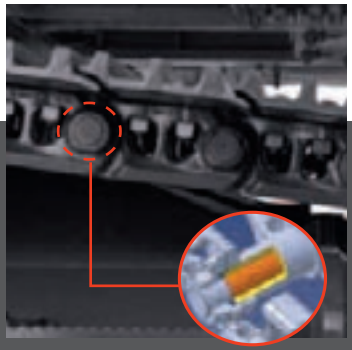
Bushings
A thoroughly lubricated metal is used for the boom pivot in order to increase the component lifetime and extend the greasing intervals to 250 hours. The bucket pivot features a rolled bushing with very fine grooves, only requiring greasing every 50 hours.



Ultra hard wear-resistant discs
New materials have been used to enhance resistance to wear and to increase service intervals. Wear plates on the inside and the outside of the bucket lugs greatly increase disc lifetime.

Polymer shim
A polymer shim is added to the bucket pivot to maintain precise control over the equipment and extend greasing intervals to 250 hours.

Integrated track spring and idler
The track spring and idler have been joined together for long-lasting performance and convenient maintenance.



Tracks
For long-term durability in all conditions, the chain is composed of sealed, self lubricating links which are isolated from all external contamination. The tracks are locked by mechanically bolted pins.

Quick, easy maintenance for less downtime

The new DX235NLC is built for continuous, reliable work. Its convenient design ensures that maintenance operations can be carried out quickly and at long intervals. That means you can depend on its availability on site when you need it, keeping costs down and raising productivity.

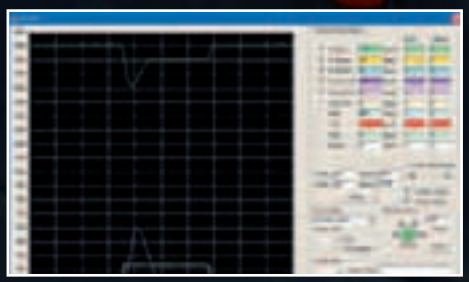
Protective oil return filter
The protection of the hydraulic system is made more effective by the use of glass fibre technology in the main oil return filter. With more than 99.5% of foreign particles filtered out, the oil change interval is increased.

Engine oil filter
The engine oil filter offers a high level of filtration allowing a long interval of 500 hours between changes. It is easy to access and is positioned to avoid contaminating the surrounding environment.

Fuel pre-filter with water separator sensor
High efficiency fuel filtration is attained by the use of multiple filters. These include a fuel pre-filter fitted with a water separator that removes moisture, dirt and debris from the fuel. A warning sensor at each fuel filter indicates when water draining is required.

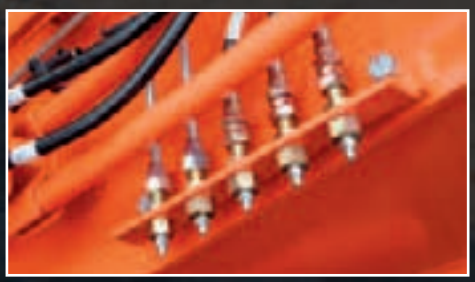
Access to components
Access to the various radiators is very easy, making cleaning easier. Engine parts can be easily reached via the top and side panels.

Air filter
The large capacity forced air cleaner removes over 99% of airborne particles. This reduces the risk of engine contamination and allows longer cartridge change intervals



PC monitoring
A PC monitoring function enables connection to the e-EPOS system. Thus, various parameters can be checked during maintenance, including pump pressures, engine rotation and engine speed. These can be saved and printed for analysis.

Convenient fuse Box
The fuse box is located in the storage compartment behind the seat for convenient access.



Centralised greasing points
To make maintenance easier, the equipment greasing points have been centralised.

Technical specifications

✱ Engine

• Model

Doosan DL06
"Common Rail" engine with direct fuel injection and electronic control, 4 valves per cylinder, vertical injectors, water-cooled, turbo-charged with air-to-air inter-cooler.

• No. of cylinders

6

• Nominal flywheel power

110 kW (155 HP) at 1900 rpm (SAE J1349, net)

• Max. torque

68 kgf/m (667 Nm) at 1400 rpm

• Piston displacement

5890 cm^3

• Bore x stroke

100 mm x 125 mm

• Starter

24 V / 4.5 kW

• Batteries

2 x 12 V / 100 Ah

• Air filter

Double element with automatic dust evacuation.

✱ Hydraulic system

The brain of the DX235NLC is the e-EPOS (Electronic Power Optimising System). It allows the efficiency of the hydraulic system to be optimised for all working conditions and minimises fuel consumption. The e-EPOS is connected to the engine's Electronic Control Unit (ECU) via a data transfer link to harmonise the operation of the engine and hydraulics.

- The hydraulic system enables independent or combined operations.
- Two travel speeds offer either increased torque or high speed.
- Cross-sensing pump system for fuel savings
- Auto-idle system
- Three working modes
- Button control of flow in auxiliary equipment circuits
- Computer-aided pump power control

• Main pumps

2 variable displacement axial piston pumps

Max. flow:	2 x 206.5 l/min
Displacement:	108.7 cm^3/rev.
Weight:	132 kg

• Pilot pump

Gear pump – max. flow:	28.5 l/min
Displacement:	15 cm^3/rev.
Relief valve pressure:	40 kgf/cm^2

• Maximum system pressure

Power mode:	350 kg/cm^2 [+10/0] (343 bar)
Work/travel:	330 kg/cm^2 [+10/0] (323 bar)
Rotation:	250 kg/cm^2 (243 bar)

✱ Weight

Mono boom: 5700 mm • Arm: 2400 mm • Counterweight: 4700 kg

	Shoe width (mm)	Operating weight (kg)	Ground pressure (kg/m^2)
Triple grouser	500 (std)	22500	0.57
	600	22820	0.48

Articulated boom: 5850 mm • Arm: 3100 + 2800 mm • Counterweight: 5000 kg

	Shoe width (mm)	Operating weight (kg)	Ground pressure (kg/m^2)
Triple grouser	500 (std)	23700	0.60
	600	24300	0.50

✱ Undercarriage

Very robust construction. All welded structures designed to limit stresses. High-quality, durable materials. Lateral chassis welded and rigidly attached to undercarriage. Track rollers lubricated for life. Idlers and sprockets fitted with floating seals. Track shoes made of induction-hardened alloy with triple grouser. Heat-treated connecting pins. Hydraulic track adjuster with shock absorbing tension mechanism.

• Number of rollers and track shoes per side

Upper rollers:	2 (standard shoes)
Lower rollers:	9
Shoes:	49
Track length:	4445 mm
Overall length:	9500 mm

✱ Hydraulic cylinders

Piston rods and cylinder bodies of high-strength steel. Shock absorbing mechanism fitted in all cylinders for shock-free operation and extended piston life.

Mono boom

Cylinders	Quantity	Bore x rod diameter x stroke
Boom	2	130 X 90 X 1260 mm
Arm	1	140 X 100 X 1450 mm
Bucket	1	125 X 90 X 1060 mm

Articulated boom

Cylinders	Quantity	Bore x rod diameter x stroke
Lower	2	130 X 90 X 1260 mm
Upper	1	150 X 100 X 1300 mm

✱ Environment

Noise levels comply with environmental regulations (dynamic values).

- **Noise level LwA**

  Guaranteed: 103 dB(A) / Measured: 101.6 dB(A) (2000/14/EC))

- **Operator LpA**

  72 dB(A) (ISO 6396)

✱ Swing mechanism

- An axial piston motor with two-stage planetary reduction gear is used for the swing.
- Increased swing torque reduces swing time.
- Internal induction-hardened gear.
- Internal gear and pinion immersed in lubricant bath.
- The swing brake for parking is activated by spring and released hydraulically.
- Max. swing speed (Eff. = 0.99): 11 rpm
- Max. swing torque (Eff. = 0.77): 6477 kgf/m

✱ Drive

Each track is driven by an independent axial piston motor through a planetary reduction gearbox.
Two levers with control pedals guarantee smooth travel with counter-rotation on demand.

- **Travel speed (fast/slow)**

  3.0 / 5.5 km/h (Eff. = 96/95%)

- **Maximum drawbar pull**

  22.2 / 11.7 ton (Eff.=79/77%

- **Maximum gradeability**

  35° / 70%

✱ Fluid capacities

- **Fuel tank**

  340 l

- **Cooling system (radiator capacity)**

  24 l

- **Engine oil**

  27 l

- **Swing drive**

  5 l

- **Travel device**

  2 x 5.4 l

- **Hydraulic tank**

  240 l

✱ Buckets

Shoe: 500 mm • Counterweight: 4700 kg

Capacity (m^3)	Width (mm)		Weight (kg)	Recommended arm (mm)
SAE	Without side cutters	With side cutters		2400
0.92	1172	1236	710	A
0.51	722	772	530	A
0.81	1064	1126	654	A
1.05	1308	1370	740	A
1.17 (Recommended)	1428	1491	795	A
1.28	1542	1605	830	B

A. Suitable for materials with a density less than or equal to 2000 kg/m^3
B. Suitable for materials with a density less than or equal to 1600 kg/m^3

✱ Digging forces (ISO)

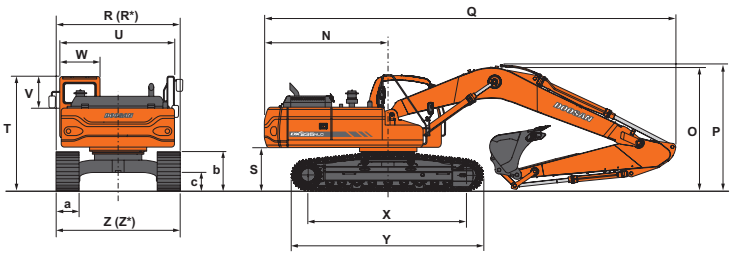
Shoe: 500 mm • Counterweight: 4700 kg

Arm	2.4 m
Bucket digging force*	15200 kgf 149 kN
Arm digging force*	12600 kgf 124 kN

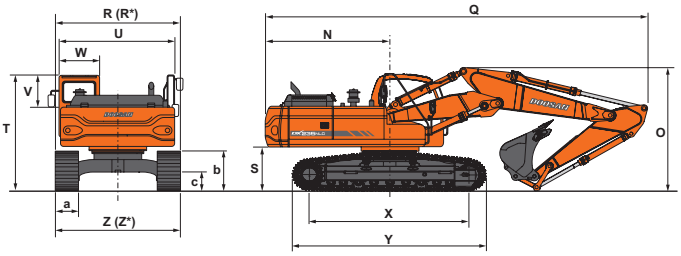
* Max. force

Dimensions

Mono boom



Articulated boom



✱ Dimensions

Boom length - mm		Mono: 5700	Arti: 3100 + 2800
Arm length - mm		2400	2400
Bucket capacity - m^3		1.17	1.17
N	Tail swing radius - mm	2750	2750
O	Shipping height (boom) - mm	3100	3150
P	Shipping height (hose) - mm	3150	3200
Q	Shipping length - mm	9500	9670
R	Shipping width (Std) - mm	2540	2540
S	Counterweight clearance - mm	1060	1060
T	Height over cab - mm	2980	2980
U	House width - mm	2540	2540
V	Cab height above house - mm	850	850
W	Cab width - mm	960	960
X	Tumbler distance - mm	3650	3650
Y	Track length - mm	4445	4445
Z	Undercarriage width (Std) - mm	2540	2540
a	Shoe width - mm	500	500
b	Track height - mm	950	950
c	Ground clearance - mm	480	480

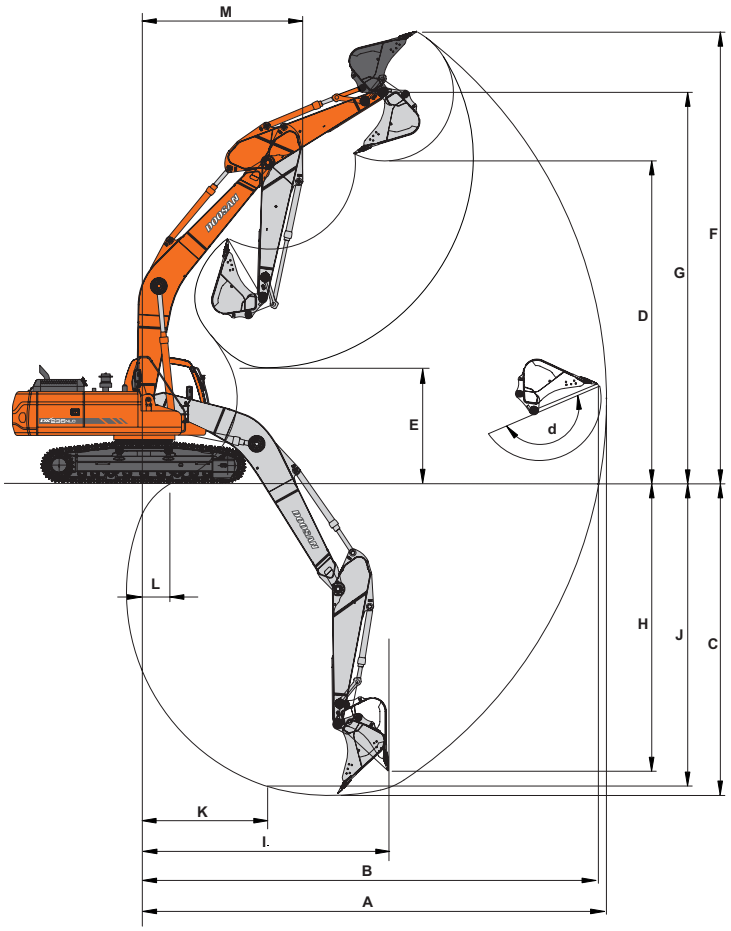
✱ Components weights

Item	Unit	DX235NLC	Remarks
Upper structure w/o front	kg	9670	With counterweight
Counterweight	kg	4700	For mono boom
Lower structure assembly	kg	7960	
Front assembly	kg	3780	
Boom (5.7 m)	kg	1450	Including bushing
Arm (2.4 m)	kg	595	Including bushing
Bucket (1.17 m^3)	kg	795	
Boom cylinder (ea)	kg	213	
Arm cylinder	kg	257	
Bucket cylinder	kg	180	
Articulated boom	kg	2145	
Articulated boom cylinder	kg	270	
Counterweight for articulated boom	kg	5000	

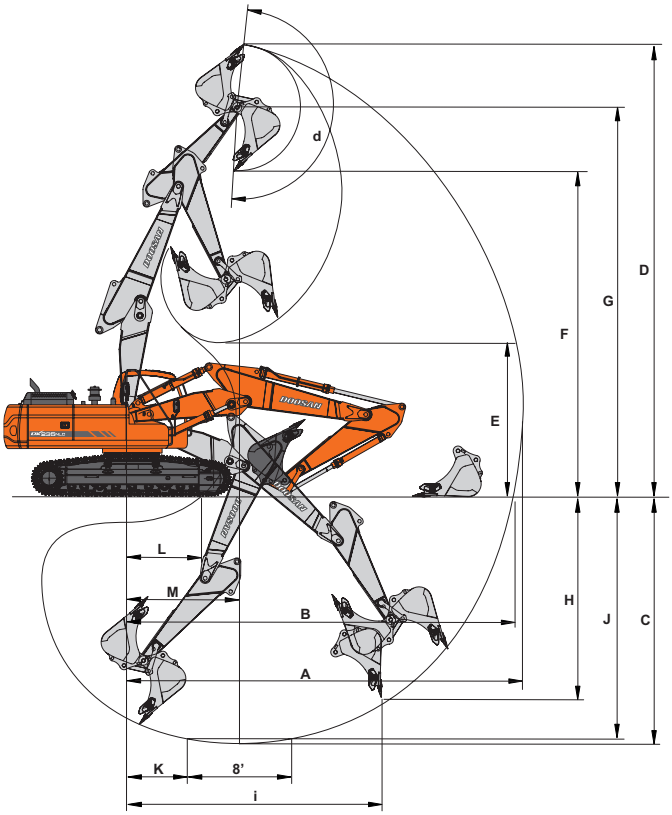
Working range

DX235NLG

Mono boom



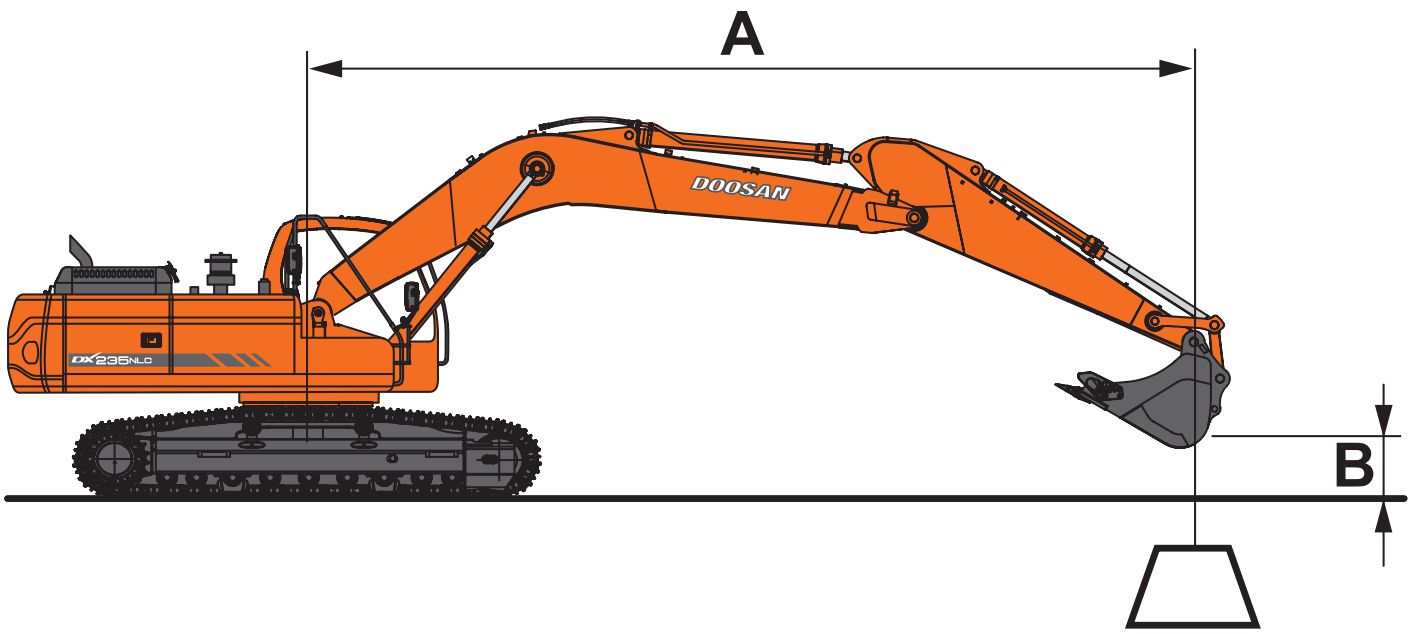
Articulated boom



✱ Working range

Boom length - mm		Mono: 5700	Arti: 3100 + 2800
Arm length - mm		2400	2400
Bucket capacity - m^3		1.17	1.17
A	Max. digging reach - mm	9460	9700
B	Max. digging reach at ground level - mm	9300	9500
C	Max. digging depth - mm	6100	6200
D	Max. dumping height - mm	6800	11000
E	Min. dumping height - mm	3100	3950
F	Max. digging height - mm	9600	8070
G	Max. bucket pin height - mm	8300	9500
H	Max. vertical wall depth - mm	5400	5100
I	Max. radius vertical - mm	6000	6400
J	Max. digging depth - mm	5910	6070
K	Min. radius - mm	2880	1200
L	Min. digging reach - mm	1700	2000
M	Min. swing radius - mm	3410	3410
d	Bucket angle - deg	166	177

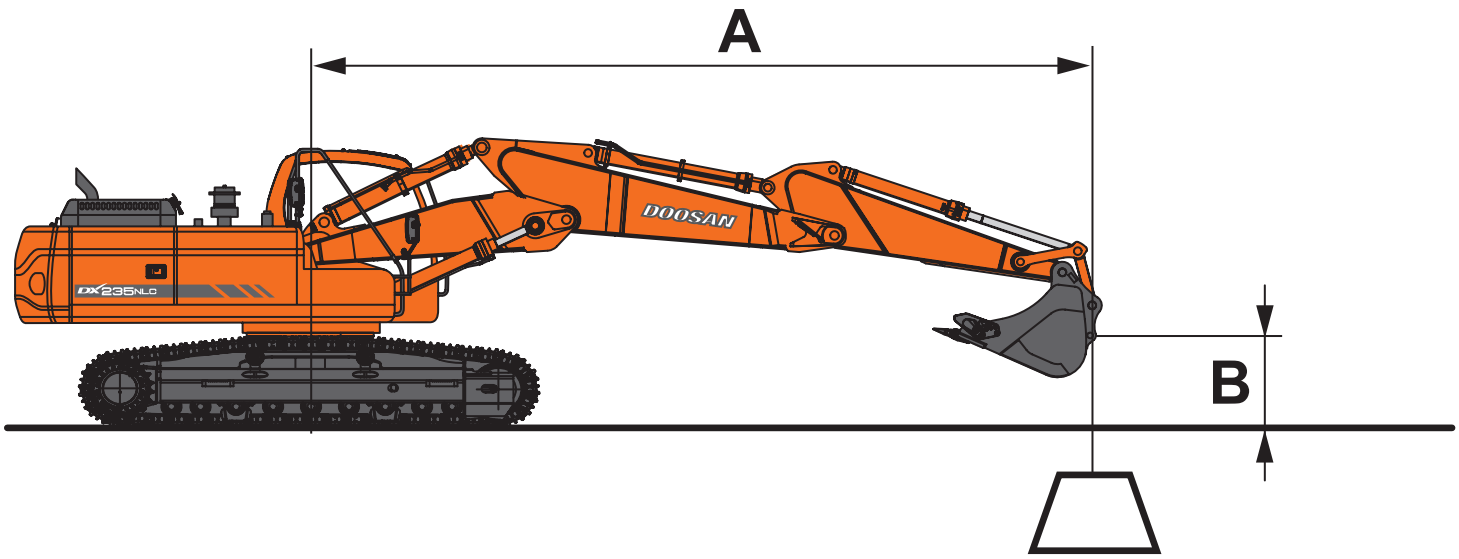
Lifting capacities



Standard configuration

Boom 5700 mm • Arm 2400 mm • w/o Bucket • Shoe : 500 mm • Counterweight: 4700 kg

A (m) / B (m)	2		3		4		5		6		7		Max. reach		
															A (m)
9													*10.96	*10.96	3.29
8							5.91*	5.91*					*2.02	*2.02	5.35
7									*5.79	4.90			*5.54	4.82	6.05
6							*6.37	*6.37	*6.14	4.91			*5.42	4.03	6.78
5							*6.92	6.33	*6.39	4.83	*6.10	3.81	*5.34	3.55	7.30
4					*9.29	8.40	*7.72	6.10	*6.82	4.70	*6.29	3.75	*5.38	3.25	7.67
3							*8.62	5.84	*7.34	4.55	6.57	3.66	*5.50	3.07	7.89
2							*9.42	5.61	*7.84	4.41	6.49	3.58	*5.36	2.98	7.97
1							*9.97	5.44	8.02	4.29	6.41	3.51	*5.36	2.97	7.93
0 (Ground)							*10.18	5.34	7.93	4.21	6.35	3.46	*5.50	3.03	7.76
-1					*12.42	7.23	*10.05	5.31	7.89	4.18	6.33	3.44	*5.82	3.19	7.45
-2			*12.48	11.40	*11.67	7.27	*9.58	5.32	7.90	4.19			*6.39	3.48	6.98
-3	*13.45	*13.45	*12.66	11.54	*10.49	7.37	*8.66	5.39	*7.02	4.26			*6.43	4.01	6.32
-4			*10.30	*10.30	*8.62	7.54	*6.93	5.54					*6.13	5.04	5.39



Option 1

Articulated boom: 5850 mm • Arm: 2400 mm • w/o Bucket • Shoe : 500 mm • Counterweight: 5000 kg

Units: 1000 kg

A (m) / B (m)	3		4		5		6		7		8		Max. reach		
															A (m)
9													*4.69	*4.69	4.15
8			*7.44	*7.44	*6.88	6.59							*5.11	*5.11	5.45
7			*7.00	*7.00	*7.31	*6.64	*6.58	4.92					*5.20	4.44	6.36
6			*7.15	*7.15	*7.58	*6.54	*7.23	4.91	*5.39	3.79			*4.95	3.72	7.06
5			*9.23	*8.90	*8.48	6.34	*7.43	4.80	*6.68	3.77			*4.84	3.29	7.57
4					*9.05	6.06	*7.71	4.65	6.73	3.69			*4.82	3.02	7.92
3					*9.59	5.76	*7.99	4.48	6.62	3.60	5.40	2.94	*4.89	2.86	8.14
2					*9.89	5.51	*8.16	4.32	6.51	3.50	5.35	2.89	*5.04	2.78	8.22
1					*9.84	5.33	8.05	4.20	6.42	3.42	5.30	2.85	5.14	2.77	8.18
0 (Ground)					*9.40	5.24	*7.84	4.12	6.36	3.37	*5.24	2.84	*5.21	2.84	8.01
-1			*9.92	7.16	*8.59	5.22	*7.23	4.09	*5.97	3.36			*4.85	2.99	7.71
-2	*8.37	*8.37	*8.39	7.23	*7.42	5.25	*6.25	4.12	*4.88	3.40			*4.33	3.27	7.26
-3			*6.42	*6.42	*5.76	5.35	*4.68	4.20					*3.52	*3.52	6.62

1. The nominal forces are based on the SAE J1097 standard.
2. The load point is the hook at the rear of the bucket.
3. * = The nominal loads are based on hydraulic capacity.
4. The nominal loads do not exceed 87% of the hydraulic capacity or 75% of the capacity of the swing.

: Nominal force
: Nominal force at the side or 360°

Standard and optional equipment

DX235NLC

✱ Standard equipment

• Hydraulic system

- Boom and arm flow regeneration
- Swing anti-rebound valves
- Spare ports (valve)
- One touch power boost
- Breaker piping

• Cab & Interior

- Roll Over Protective Structure (ROPS)
- Pressurised, sound-insulated and viscous support mounted cab
- Heated, adjustable air suspension seat with adjustable headrest and armrest
- Air conditioning with climate control
- Pull-up type front window and removable lower front window
- Ceiling light
- Intermittent windshield wiper
- Cigarette lighter and ashtray
- Cup holder
- Anti-theft protection
- Hot and cool box
- Fuel control dial
- 7" (18 cm) LCD colour monitor panel
- Engine speed (RPM) control dial
- Speed regulator (auto-idle)
- Automatic rear window defroster
- 3 Operating modes
- Control of auxiliary hydraulic flow
- AM/FM radio
- Remote radio ON/OFF switch
- 12 V spare power socket
- Serial communication port for laptop PC interface
- 2 Joysticks with 3 switches
- Cab pack: sun visor, sun roof and rain shield

• Safety

- Boom and arm cylinder safety valves
- Overload warning device
- Large handrails and step
- Rotating beacon
- Rear view camera
- Punched metal anti-slip plates
- Seat belt
- Hydraulic safety lock lever
- Safety glass
- Hammer for emergency escape
- Right and left rearview mirrors
- Travel alarm
- Emergency engine stop
- Reinforced cast steel pivot points
- Halogen work lights (2 front frame, 4 front cab-mounted, 2 rear cab-mounted, 2 boom-mounted and 1 rear side

• Other

- DOOSAN DL06 engine combined with e-EPOS System
- Fuel filling pump
- Double element air cleaner
- Fuel pre-filter with water separator sensor
- Dust screen for radiator/oil cooler
- Engine overheat prevention system
- Engine restart prevention system
- Self-diagnostic function
- Alternator (24 V, 80 A)
- Electric horn
- Mono boom: 5.70 m – arm: 2.40 m
- Counterweight: 4700 kg

• Undercarriage

- Hydraulic track adjuster
- Track guards
- Greased and sealed track links
- Narrow undercarriage (2.54 m) with 500 mm triple grouser shoe

✱ Optional equipment

• Safety

- Cab top/front guards (ISO 10262, FOGS standard)

• Cab & Interior

- MP3/CD player

• Other

- Hydraulic pipings for crusher, quick coupler, clamshell, tilting and rotating
- Additional filter for breaker piping
- Articulated boom: 5.85 m and counterweight: 5000 kg
- Arm 2.90 m under development
- Buckets: 0.51, 0.81, 0.92, 1.05, 1.17 m^3 & skeleton
- Lower wiper
- Centralised greasing

• Undercarriage

- 600 mm triple grouser shoe

Some of these options may be standard in some markets. Some of these options may not be available for certain markets.
Please check with your local DOOSAN dealer for more information about availability or to adapt your machine to your application needs.

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The pulse of transformation

Construction Equipment

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Forklift Trucks

Engines

The spirit of challenge and innovation has led Doosan. We started out as a small store in Seoul in 1896 and have expanded into a global company. Today we are engaged in the infrastructure support business (ISB), which encompasses industrial facilities, machinery, heavy equipment and construction. You can also encounter the Doosan brand in various other industries.

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