DL160 - DL200  Wheel Loader

- 81 kW / 108 Hp at 2,000 rpm
- (Straight / 37°) 6.5 / 5.4 Ton
- 1.5 m³

- 107 kW / 143 Hp at 2,100 rpm
- (Straight / 37°) 8.9 / 7.7 Ton
- 1.9 m³
Wheel loaders: DOOSAN DL160 and DL200

Look at these innovations!

Performance: 4
Comfort: 6
Maintenance: 8
Reliability: 10
Standard and optional equipment: 11
Technical Specifications: 12
Operational characteristics: 14
Dimensions: 15
The key phrase used during the development of the DL160 and the DL200 was “giving optimal value to the end user”. This translates, in concrete terms, into:

- **Increased production** due to the use of a new generation “Common Rail” engine and the excellent synchronisation of the drive train with the hydraulics system.
- **Improved ergonomics**, increased comfort and excellent all round visibility ensuring safe and pleasant working conditions.
- **Improved reliability** through the use of higher performance new materials, the development of new computer-assisted structural design techniques and by intensive and systematic test programs. All of these combine to increase the life of vital components and reduce operating costs.
- **Reduced maintenance** increases the availability of the loader and reduces operating costs.
Performance

Perfect integration of power and intelligence.
When exceptional power is combined with the very best workmanship, the wheel loader reaches the peak of its performance.
The DL160 and the DL200 loaders give you outstanding productivity. The reason is, on the one hand, the impressive digging power allows the hardest materials to be tackled, and on the other, high tractive power enables easy penetration.
With a powerful hydraulic system, the operator can work quickly and powerfully.

DL160: Cummins QSB 4.5 “Common rail” engine
DL200: Doosan DL06 “Common rail” engine
The engine features excellent power and torque characteristics.
With 4 valves per cylinder and electronic control, combustion is optimised and reduced emissions minimise pollution.
Increased torque and a generous torque reserve allow efficient use of power by the hydraulic system.
High torque means high manoeuvrability of the loader when moving.
The engine has two modes of operation: “Standard” or “economy”.

Automatic transmission
The transmission is particularly smooth and the gear ratios are optimised.
There are no shocks, resulting in an appreciable level of comfort for the operator. The traction force is optimum under all working conditions.
The combination of these characteristics enables the loader to maintain high speed under all conditions and favours penetration and thus optimum bucket filling at each cycle.
The transmission has three modes of operation:
• Manual
• Automatic (automatic shift for all gears)
• Semi – Automatic (automatic with a “kick down” for first gear)

DOOSAN Infracore is aware of the importance of protecting the environment.
Ecology was uppermost in the minds of the research workers right from the start of the design of the new machines. The new challenge for the engineers is to combine the protection of nature with equipment performance. DOOSAN has been investing heavily to this end.
The new DOOSAN DL06 engine respects and protects the environment, limiting all types of toxic emissions.
Load sensing steering system
The newly designed steering system ensures smooth steering even in the low engine speed ranges.

Limited slip (option only for DL200)
The machines axles can be fitted with limited slip differentials at the front and rear. This automatically ensures the maximum tractive effort and easy driving over soft and muddy ground. It also reduces the risk of skidding, and at the same time prevents excessive tyre wear. The brake discs integrated into the planetary reduction gears in the hubs are metal reinforced, ensuring long hours of operation and reduced maintenance.

Load stabiliser (option only for DL200)
This system is ideal for all loading and movement situations and increases driver productivity and comfort. It also minimises the amount of material split during travelling.

Z kinetics
The Z lifting geometry is very robust and especially designed for heavy loads. Few moving parts, reduced loads, simplicity, ... everything contributes to good loader stability. This geometry enables very rapid bucket movements and ensures correct angle positioning in all situations. The rapid bucket dump capability makes it easier to unload adhesive materials. The TC version (DL200), offers an unrivalled polyvalence with a perfect parallel geometry.

Quick coupler configurations (option only for DL200)
General-purpose buckets or pallet fork are available in coupler configurations more easily and quickly.

High Lift (option only for DL200)
As High Lift is equipped besides Standard Lift, customers have further options.
Comfort

A perfect workspace has been created for you. The work rate of the wheel loader is directly linked to the performance of its operator. **DOOSAN** designed the DL160 and DL200 by putting the operator at the centre of their development goals.

More space, better visibility, air conditioning, a very comfortable seat, sufficient storage space... All these elements ensure that the operator can work for hours in excellent conditions.

Visibility

Visibility has been improved in all directions and the size of the cab has been increased.
**Control levers (option only for DL200)**
The control levers are very precise. Different options are available to match what the operator is accustomed to as well as an optional auxiliary lever.

**The control levers are very precise. Different options are available to match what the operator is accustomed to as well as an optional auxiliary lever.**

**Differ ent options are available to match what the operator is accustomed to as well as an optional auxiliary lever.**

**Arm rests**
Correct positioning with clear controls makes the operator's task easier.

**Steering column**
The steering column is adjustable for reach and rake.

**Joystick of DL160**

**Central indicator panel**
A high visibility indicator panel allows the operator to check essential loader functions.

**Air conditioning**
The high performance air conditioning system provides an air flow which is adjusted and electronically controlled according to the conditions. A double air filter protects the operator's environment. The comfort is comparable to that of a new car.

**The high performance air conditioning system provides an air flow which is adjusted and electronically controlled according to the conditions. A double air filter protects the operator's environment. The comfort is comparable to that of a new car.**

**Steering column**
The steering column is adjustable for reach and rake.

**Central indicator panel**
A high visibility indicator panel allows the operator to check essential loader functions.

**Arm rests**
Correct positioning with clear controls makes the operator's task easier.

**Control levers (option only for DL200)**
The control levers are very precise. Different options are available to match what the operator is accustomed to as well as an optional auxiliary lever.

**Control levers (option only for DL200)**
The control levers are very precise. Different options are available to match what the operator is accustomed to as well as an optional auxiliary lever.

**Steering column**
The steering column is adjustable for reach and rake.

**Joystick of DL160**

**Central indicator panel**
A high visibility indicator panel allows the operator to check essential loader functions.

**Arm rests**
Correct positioning with clear controls makes the operator's task easier.

**Control levers (option only for DL200)**
The control levers are very precise. Different options are available to match what the operator is accustomed to as well as an optional auxiliary lever.

**Arm rests**
Correct positioning with clear controls makes the operator's task easier.
Maintenance

Short, simple maintenance operations at long intervals increase the availability of the equipment on site. DOOSAN has developed the DL160 and DL200 with a view to high profitability for its user. A detailed design of each detail guarantees optimum reliability and reduced maintenance costs.

Hydraulic circuit return filter
The engine oil filter offers a high level of filtration. Thanks to its high quality, oil change intervals are increased. The hydraulic circuit return filter, made of glass fibre, eliminates up to 99,5% of foreign substances. It effectively protects the hydraulic circuit and extends service intervals.

Central joints
The central joints of the machine are particularly robust. The attachment points are positioned to withstand bending and torsion forces. A large amount of space has been left to allow easy access to internal components.

Transmission filter
The transmission filter is easy to reach and can, like all other maintenance components, be checked from ground level.

Air cleaner
The forced air cleaner removes 99% of particles. It is preceded by a high capacity pre-filter. The cleaning and cartridge replacement intervals are very long.

Reversible fan
The radiator fan has a reversible flow capability to make cleaning of the coolers easier when the machine is operating in dusty environments.

Brake & Pilot Filter
The pilot filter is easy to replace and a clogged filter warning system has been added for extra protection.

Greasing Lubrication Ports
The front pins can be lubricated from the outside of the machine without crawling under the machine or in awkward positions through the lubrication ports.

Convenient Transmission Oil Filling
The oil filler pipe is located near the articulation joint for easy access.
Hydraulic pressure check points
The pressure test points are grouped together.
(Main pressure, steering, braking etc).

Transmission diagnostics
The laptop PC “monitoring” function allows
the status of the transmission to be checked
very easily.
Disc brake wear is automatically compensated for, and wear can be checked without
disassembly.

Engine oil and coolant drains
Drains are installed in very accessible places
to facilitate emptying without the risk
of polluting the environment.
Reliability

Because the operator knows that the DOOSAN loader is a tough, reliable, product with large power reserves, it can be relied on to work for long periods. For DOOSAN, reliability means above all durability, availability, accessibility and simplicity.

Special attention was given to the design and manufacture of structural components. To ensure long lifetime for the main structures, DOOSAN has used finite element techniques. All the structural components such as the chassis, the joints and the lifting arm have been designed using this method. After modelling, they are subjected to intensive laboratory and field testing where extreme conditions are simulated and tested. Statistical data is established in order to constantly increase the level of reliability.

Radiators mounted on rubber mounts
The radiators are mounted on rubber mounts to effectively withstand vibrations. The aluminium oil-cooler is more pressure-resistant.

Drive shaft
A protective cover has been fitted to protect the oil seal from dust and foreign objects, thus wear during use is reduced.

ORFS
To ensure perfect oil tightness, all ports, even the low pressure ports which are used for the pilot lines, are ORFS type.

Radiator grille (only for DL200)
The radiator grille is made from reinforced steel for increased shock resistance.

Front combination lamp
With the application of high-grade products, the lamp life has extended much more.

Rear combination lamp (only for DL200)
Stop and position lamps are LED to lengthen their life.
Standard and optional equipment

* Standard equipment

- **Engine**
  - Three stage air cleaner with cyclone pre-cleaner
  - Water separator
  - Fuel filter
  - Hydraulically driven fan with bi-direction flow
  - External drains for engine oil and coolant changes
  - Engine power Mode selector switch (Standard / Economy mode)
  - Self-diagnostic system

- **Lifting and hydraulic system**
  - Robust Z bar lifting system
  - General purpose bucket DL160: 1.6 m³
    DL200: 1.9 m³
  - Hydraulic control valve with 3 spools
  - Automatic boom kick out
  - Automatic bucket kick out
  - Fast couplers for hydraulic check
  - Mono control lever (FNR)

- **Steering system**
  - Emergency steering pump driven by electric motor
  - Load sensing orbitrol type steering control, full hydraulic, power steering

- **External equipments**
  - Lower protection plates
  - Lifting hooks
  - Articulation lock in the transport position
  - Towing hitch
  - Tool compartment
  - Semi-fender
  - Wheel chocks
  - Boom float kick-out

- **Electric system**
  - Alternator 60 A / 24 V
  - Driving lights: 2 at the front and 4 at the rear (6 x 70 W)
  - Tail indicators, stop, reversing lights
  - Reverse travel alarm

- **Drive line and brake system**
  - Transmission which can be declutched when braking
  - Transmission with self diagnosis and monitoring indicator, plus electronic plug for fast adjustment
  - Transmission Mode selector switch (Manual / Auto 1 –> 4 / Auto 2 –> 4 with kick down)
  - Starting safety system
  - Limited slip differentials on front and rear axles
  - Dual brake circuits with accumulator
  - Tyres DL160: 17.5R25 (L2)
    DL200: 20.5-25-12PR (L2)
  - Dual service brake pedals
  - Parking brake on the transmission, spring applied hydraulic release

- **Cab**
  - Air conditioning with climat control
  - Double filtered air cab
  - Mechanical suspension seat with safety belt
  - Adjustable steering column (inclination & telescopic)
  - Floor mat
  - Tinted glasses
  - Left sliding window
  - Front and rear wiper and washers
  - Sun visor
  - Interior cab light
  - Interior rear view mirrors
  - Heated side mirrors
  - Machine monitoring (dials, gauges and lamps)
  - Main switches in front of the driver
  - Switches for the general functions in the right console
  - Horn
  - Cigarette lighter
  - 12 Volt power socket
  - Cup holder
  - Storage compartment
  - Radio antenna built into rear window
  - Loudspeakers and connections for radio
  - ROPS cabin which meets the following criteria: SAE J 394, SAE 1040, ISO 3471
  - FOPS for cabin which meets the following criteria: SAE J 231, ISO 3449

* Optional equipment

Some of these optional equipments may be standard in some markets. Some of these optional equipments cannot be available on some markets.

You must check with the local DOOSAN dealer to know about the availability or to release the adaptation following the needs of the application.

- **Tyres**
  - L2, L3, following various types of manufacturers

- **Lifting and hydraulic system**
  - High Lift (only for DL200)
  - Two hydraulic levers with FNR + additional lever for 3rd function (only for DL200)
  - Reversible fan (only for DL200)
  - Load isolation system (LIS) (only for DL200)

- **Electric system**
  - Rotating beacon
  - Fuel heater

- **Cab**
  - Radio / CD
  - Radio / CD / MP3

- **External equipments**
  - Full fenders with rubber protection
  - Additional counterweight
Engine

Model

DL160: Cummins QSB 4.5
DL200: Doosan DL06

“Common Rail” engine with direct fuel injection and electronic control, 4 valves per cylinder, vertical injectors, water cooled, turbo compressor and air-air cooling of the intake air. Two modes available: normal and economy.

Number of cylinders

DL160: 4
DL200: 6

Nominal power

DL160: 81 kW (108 Hp/110 Ps) at 2.000 rpm (SAE J 1995)
DL200: 107 kW (143 Hp/145 Ps) at 2.100 rpm (SAE J 1995)

Maximum power

DL160: 82 kW (109 Hp/111 Ps) at 1.800 rpm
DL200: 118 kW (158 Hp/160 Ps) at 1.800 rpm

Maximum torque

DL160: 47 kgf.m (461 Nm) at 1.500 rpm
DL200: 70 kgf.m (686 Nm) at 1.400 rpm

Piston displacement

DL160: 4.500 cm³
DL200: 5.900 cm³

Bore & stroke

DL160: 95 x 115 mm
DL200: 100 x 125 mm

Starter

DL160: 24 V / 3.7 kW
DL200: 24 V / 4.5 kW

Batteries

2 x 12 V / 100 Ah

Air cleaner

Double element and pre-filtered Turbo with auto dust evacuation (only for DL200).

Cooling

The hydraulic motor fan direction is reversible to facilitate cleaning. The speed of rotation is automatically adjusted according to the temperature conditions encountered.

Transmission

The “Power Shift” transmission can be used in manual mode, fully automatic or semi-automatic with the “kick down” function. This transmission is based on components of excellent reputation. It is equipped with a modulation system designed to protect it and ensure smooth gear and direction changes.

Gearbox

DL160: ZF FWG130
DL200: ZF 4 WG 160

Torque converter

Simple stage / mono phase

Movement speed, kph

DL160:
Forward: 6,60-11,7-21,4-34,5
Reverse: 7,1-12,2-22,4

DL200:
Forward: 6,6-12,1-22,6-35
Reverse: 7,2-13-25

Maximum traction

DL160: 8 tonnes
DL200: 11,6 tonnes

Lifting system

The type Z lifting system has a simple lifting piston system and is designed for the toughest jobs. The breakout force of 7,8 tonnes for DL160 and 10,5 tonnes for DL200, combines with a bucket angle that is well maintained throughout the range of movement. The bucket angles are optimised in the travelling position and at ground level. The Load isolation system (LIS) is fitted as option (only for DL200). It increases operator comfort and improves output.

Z & High lift version:

Lifting cylinders (2)

DL160: Bore x stroke: 105 x 680 mm
DL200: Bore x stroke: 120 x 798 mm

Bucket cylinder (2)

DL160: Bore x stroke: 130 x 400 mm
DL200: Bore x stroke: 140 x 495 mm

Tool Career Version (only DL200):

Lifting cylinders (2)

Bore x stroke: 120 mm x 793 mm

Bucket cylinder (2)

Bore x stroke: 110 mm x 832 mm
**Axles**

- **Model Dana**
  A traction power of 8 Tonnes (DL160) and 11.6 Tonnes (DL200) allows a superior penetration force and gradeability.

- **Maximum torque transmission (front and rear)**
  45%

- **Oscillation angle**
  +/- 11°

- **Brakes**
  Dual multi-disc circuit.
  The braking system is activated by a pump and accumulator circuits. The parking brake consists of a disc mounted on the front axle applied by a spring and released hydraulically.

**Hydraulic system**

The hydraulic system consists of gear type pump with steel case and automatic wear compensation.

Automatic functions for positioning the bucket for digging as well as stopping the boom at the desired height position are standard. A simple levelling function is also available as standard.

The hydraulic control valve has a third port for powering an auxiliary hydraulic function.

- **Main pumps**
  - DL160: Double gear pump with steel case
  - DL200: Triple gear pump

- **Maximum flow**
  - DL160: 118 / 27 l/min
  - DL200: 88 / 88 / 32 l/min

- **Operating pressure**
  - DL160: 200 bar
  - DL200: 196 bar

- **Pilot system**
  Automatic functions for positioning the bucket for digging as well as for stopping the boom at the desired height position are standard.
  A simple levelling function is also standard.

- **Filters**
  In the oil return to the tank, the glass fibre filter has a filtering capability of 10 micron.

- **Loading cycle**
<table>
<thead>
<tr>
<th></th>
<th>DL160</th>
<th>DL200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifting (sec)</td>
<td>5.5</td>
<td>5.8</td>
</tr>
<tr>
<td>Lowering (sec)</td>
<td>3.3</td>
<td>4.1</td>
</tr>
<tr>
<td>Emptying (sec)</td>
<td>1.4</td>
<td>1.1</td>
</tr>
</tbody>
</table>

**Cab**

The modular cab gives excellent visibility in all directions. The driving position provides an excellent view of the bucket, the tyres and the loading area.

The ventilation is optimum. The air conditioning and heating are controlled by pushbuttons with an air recirculation function. A double cab air filter is installed in the cab and a slight overpressure effectively protects the operator in dusty and polluted environments.

The cab is spacious and has generous amounts of storage. All information necessary for operating the machine is displayed on a console on the right. Seat and arm rests are adjustable according to the operator. The same applies for the steering column.

- **Number of doors**
  1

- **Emergency exits**
  2

- **Standards**
  ROPS ISO 3471 and FOPS: ISO 3449

**Noise Levels (dynamic value)**

- **LwA external noise:**
  - DL160: 101dB(A)
  - DL200: 104 dB (A)

- **LpA operator noise:**
  - DL160: 72 dB (A)
  - DL200: 70 dB (A)

**Steering system**

The steering system is electro-hydraulic load sensitive type.

- **Steering angle**
  40°

- **Oil flow**
  - DL160: 118 l/min
  - DL200: 88 l/min

- **Operating pressure**
  - DL160: 196 Bar
  - DL200: 171 Bar

- **Steering cylinders (2)**
  - Bore x stroke:
    - DL160: 60 mm x 395 mm
    - DL200: 70 mm x 370 mm

  Emergency steering system with hydraulic pump driven by an electric motor.

- **Refill capacities**
<table>
<thead>
<tr>
<th></th>
<th>DL160</th>
<th>DL200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel tank:</td>
<td>185 l</td>
<td>243 l</td>
</tr>
<tr>
<td>Cooling system:</td>
<td>44 l</td>
<td>40 l</td>
</tr>
<tr>
<td>Engine oil:</td>
<td>26 l</td>
<td>27 l</td>
</tr>
<tr>
<td>Front axle:</td>
<td>18,4 l</td>
<td>19,4 l</td>
</tr>
<tr>
<td>Rear axle:</td>
<td>18,4 l</td>
<td>18,4 l</td>
</tr>
<tr>
<td>Gearbox and converter:</td>
<td>20 l</td>
<td>30 l</td>
</tr>
<tr>
<td>Hydraulic system:</td>
<td>100 l</td>
<td>115 l</td>
</tr>
</tbody>
</table>
### Operational data

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tyre size:</strong> 20.5R25 (L2)</td>
<td><strong>Unit</strong></td>
<td><strong>Pin on</strong></td>
<td><strong>Pin on</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Standard</strong></td>
<td><strong>Quick coupler</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>BOT</td>
<td>BOT</td>
</tr>
<tr>
<td>Capacity heaped</td>
<td>m³</td>
<td>1.5</td>
<td>1.6</td>
</tr>
<tr>
<td>Tooth type</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bucket width</td>
<td>U mm</td>
<td>2450</td>
<td>2450</td>
</tr>
<tr>
<td>Breakout force</td>
<td>ton</td>
<td>7.8</td>
<td>7.8</td>
</tr>
<tr>
<td>Static tipping load (at straight)</td>
<td>kgf</td>
<td>6500</td>
<td>6500</td>
</tr>
<tr>
<td>Static tipping load (at 40°)</td>
<td>kgf</td>
<td>5350</td>
<td>5350</td>
</tr>
<tr>
<td>Static tipping load (at 45°)</td>
<td>kgf</td>
<td>2018</td>
<td>2018</td>
</tr>
<tr>
<td>Dump height (at 45°) (at fully raised)</td>
<td>A mm</td>
<td>1073</td>
<td>1073</td>
</tr>
<tr>
<td>Overall length</td>
<td>mm</td>
<td>7335</td>
<td>7335</td>
</tr>
<tr>
<td>Overall width</td>
<td>mm</td>
<td>7335</td>
<td>7335</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>mm</td>
<td>2690</td>
<td>2690</td>
</tr>
<tr>
<td>Tread</td>
<td>mm</td>
<td>1020</td>
<td>1020</td>
</tr>
<tr>
<td>Wheel basis</td>
<td>mm</td>
<td>2690</td>
<td>2690</td>
</tr>
<tr>
<td>Depth below ground</td>
<td>mm</td>
<td>2690</td>
<td>2690</td>
</tr>
<tr>
<td>Operating weight</td>
<td>kgf</td>
<td>7400</td>
<td>7400</td>
</tr>
</tbody>
</table>

### Additional counterweight
- kg: 200
- Static tipping load (straited) kgf: 4.0
- Static tipping load (articulated) kgf: 1.9

### DL160 Fork
<table>
<thead>
<tr>
<th><strong>Tyre size:</strong> 20.5R25 (L2)</th>
<th><strong>Unit</strong></th>
<th><strong>Pin on</strong></th>
<th><strong>Quick coupler</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reach, fully raised</td>
<td>mm</td>
<td>747</td>
<td></td>
</tr>
<tr>
<td>Fork Height, Fully Raised</td>
<td>mm</td>
<td>3498</td>
<td></td>
</tr>
<tr>
<td>Maximum Reach, Fork Level</td>
<td>mm</td>
<td>3610</td>
<td></td>
</tr>
<tr>
<td>Static tipping load (straight)</td>
<td>kgf</td>
<td>5742</td>
<td></td>
</tr>
<tr>
<td>Static tipping load (at 40°)</td>
<td>kgf</td>
<td>4815</td>
<td></td>
</tr>
<tr>
<td>Tine Length</td>
<td>mm</td>
<td>1200</td>
<td></td>
</tr>
<tr>
<td>Overall Length</td>
<td>mm</td>
<td>7021</td>
<td></td>
</tr>
</tbody>
</table>

### DL200 Fork
<table>
<thead>
<tr>
<th><strong>Tyre size:</strong> 20.5R25 (L2)</th>
<th><strong>Unit</strong></th>
<th><strong>Pin on</strong></th>
<th><strong>Quick coupler</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reach, fully raised</td>
<td>mm</td>
<td>635</td>
<td>875</td>
</tr>
<tr>
<td>Fork Height, Fully Raised</td>
<td>mm</td>
<td>3663</td>
<td>3562</td>
</tr>
<tr>
<td>Maximum Reach, Fork Level</td>
<td>mm</td>
<td>1415</td>
<td>1655</td>
</tr>
<tr>
<td>Fork Height, Maximum Reach</td>
<td>mm</td>
<td>1838</td>
<td>1737</td>
</tr>
<tr>
<td>Reach, Ground Level</td>
<td>mm</td>
<td>698</td>
<td>1022</td>
</tr>
<tr>
<td>Depth below Ground</td>
<td>mm</td>
<td>26</td>
<td>38</td>
</tr>
<tr>
<td>Static tipping load (straight)</td>
<td>kgf</td>
<td>6460</td>
<td>5993</td>
</tr>
<tr>
<td>Static tipping load (at 40°)</td>
<td>kgf</td>
<td>5990</td>
<td>4691</td>
</tr>
<tr>
<td>Tine Length</td>
<td>mm</td>
<td>1206</td>
<td>1260</td>
</tr>
<tr>
<td>Overall Length</td>
<td>mm</td>
<td>7275</td>
<td>7600</td>
</tr>
<tr>
<td>Operating weight</td>
<td>kgf</td>
<td>11695</td>
<td>12030</td>
</tr>
<tr>
<td>Additional Counterweight</td>
<td>kgf</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>Static tipping load (straited)</td>
<td>kgf</td>
<td>6095</td>
<td>6225</td>
</tr>
<tr>
<td>Static tipping load (articulated)</td>
<td>kgf</td>
<td>5983</td>
<td>5220</td>
</tr>
</tbody>
</table>
The filling factor depends on the nature of the material, the working conditions and the experience of the operator.

The specific mass of the material largely depends of the humidity level, the degree of compaction, composition, etc. This table is given for information only.