



Doosan Infracore
Construction Equipment

DX160W

Engine power: 99 kW / 132 Hp at 2.000 rpm

Operational weight: 15.900 ~ 16.720 kg

Bucket capacity (SAE): 0,24 ~ 0,76 m³



DOOSAN DX160w hydraulic excavator:

a new



Look at these innovations !

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The key phrase used during the development of the DX160W was “giving optimum value to the end user”. This translates, in concrete terms, into:

model with novel features

- **Increased production and improved fuel economy** thanks to electronic optimization of the hydraulic system and the new generation DOOSAN engine (stage IIIa).
- **Improved ergonomics**, increased comfort and excellent all round visibility ensuring a safe and pleasant working environment.
- **Improved reliability** through the use of high performance materials combined with new methods of structural stress analysis have lead to increased component life expectancy, thus reducing running costs.
- **Reduced maintenance** increases the availability of the excavator and reduces running costs.



Performance

The performance of the DX160w has a direct effect on its productivity. Its new “Common Rail” engine and new e-EPOS controlled hydraulic system have combined to create an unbeatable hydraulic excavator, with a cost/performance ratio that makes the DX160w even more appealing.



“Common Rail” Doosan DLo6 Engine

At the heart of the hydraulic excavator is the new “Common Rail” Doosan DLo6 engine. It is combined with the new e-EPOS electronic control system, for optimum power and fuel saving.

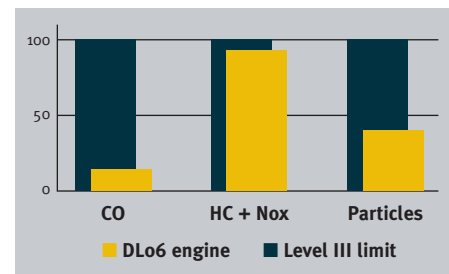
The new engine produces 132 Hp (99 kW/134 Ps) at only 2.000 rpm, and more torque, due to its careful design combined with the use of common rail injection and 4 valves per cylinder. These features help optimize combustion and minimize pollution through reduced Nox & particulate emissions.

Increased torque allows efficient use of the power of the hydraulic system.

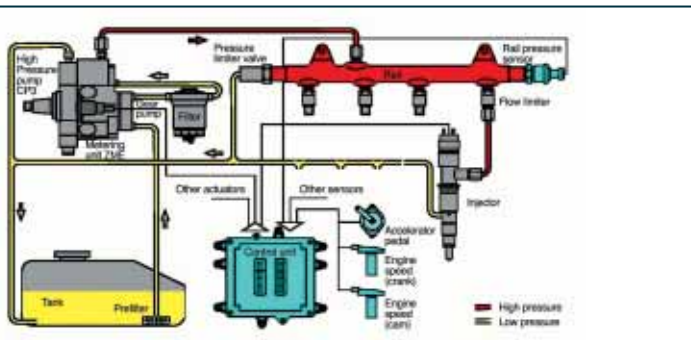
- Faster working cycles increase productivity.
- Increased torque means the excavator is able to move more easily.
- Energy efficiency reduces fuel consumption.

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 and to this end DOOSAN has been investing heavily.



The new DOOSAN engine respects and protects the environment, limiting all types of toxic emissions.



Hydraulic pumps

The main pumps have a capacity of 2 x 156 l / min reducing cycle time while a high capacity gear pump improves pilot line efficiency.



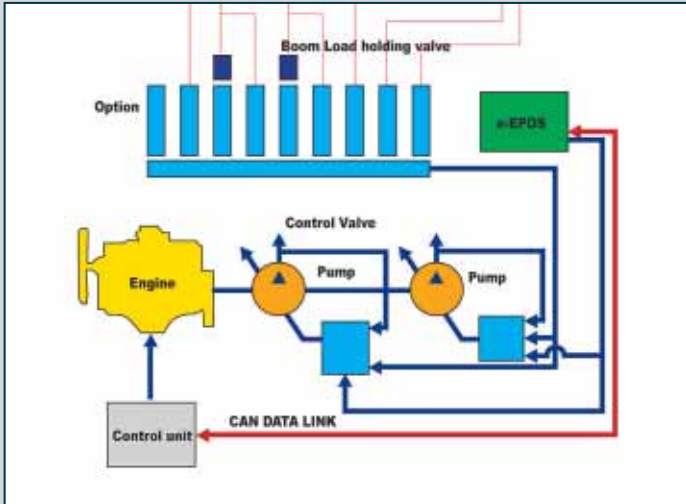
Swing drive

Shocks during rotation are minimized, while increased torque is available to ensure rapid cycles.

Excavator control

New e-EPOS system (Electronic Power Optimizing System)

The brains of the hydraulic excavator, the e-EPOS, have been improved and now can electronically link to the engines ECU (Electronic Control Unit), through a CAN (Controller Area Network) communication link, enabling a continuous exchange of information between the engine and the hydraulic system. These units are now perfectly synchronised.



The advantages of the new e-EPOS impacts at several levels.

Ease of operation and user-friendliness:

- The availability of a power mode and a normal operating mode guarantee maximum efficiency under all conditions.
- Electronic control of fuel consumption optimizes efficiency.
- The automatic deceleration mode enables fuel saving.
- Regulation and precise control of the flow rate required by the equipment are available as standard.
- A self-diagnosis function enables technical problems to be resolved quickly and efficiently.
- An operational memory provides a graphic display of the status of the machine.
- Maintenance and oil change intervals can be displayed.

New Drive Line Concept

The new travel motor and transmission control in the drive line provide comfortable travel due to increased smoothness, improve hydraulic retarding and improved gear shifting.

Heavy Duty Axles

The front axle offers wide oscillating and steering angles. The transmission is mounted directly on the rear axle for protection and optimum ground clearance.

Advanced Disc Brake System

The new improved system allows a more correct braking of the machine. This eliminates the rocking effect associated with working free on wheels. The new axle is designed for low maintenance and the oil change intervals have been increased from 1.000 to 2.000 hours further reducing owning and operating costs.



Undercarriage Design

A rigid, welded frame provides excellent durability. Efficient hydraulic lines routing, transmission protection and heavy duty axles make the undercarriage perfect for wheel excavator applications. Both outriggers and dozer blade are bolt-on for maximum flexibility.

An oscillating axle lock is available.

Outriggers

The bolt-on design allows the outriggers to be mounted on the front and/or rear for maximum operating stability when digging or lifting and are individually controlled for leveling on slopes.

Dozer Blade

The bolt-on design allows the dozer blade to be mounted on the front and/or rear and is used for leveling, clean-up work and for stabilizing the machine during digging applications. The pressure on the ground is reduced to the minimum thanks to the lower design of parallel dozer.

Handling

The hydraulic excavator's power, durability, ease of servicing and its precise control increase its effectiveness and life expectancy. With the DX160w, DOOSAN offers an excellent return on investment.



Multi-function colour LCD monitor panel

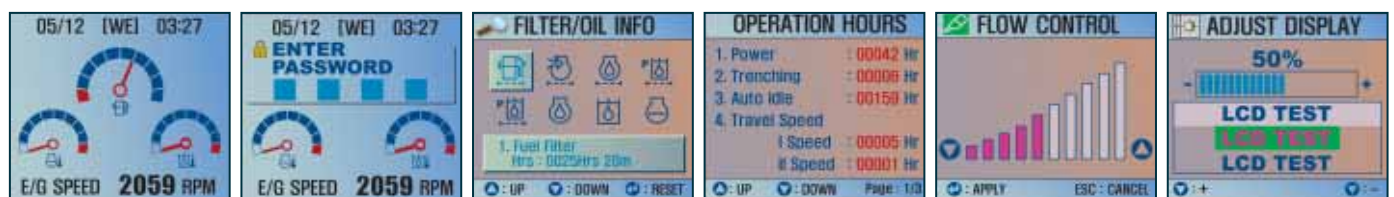
Warning lights

Operating modes

- Mode selection
- Flow rate control
- Auto deceleration
- Display selection

Control panel

With colour LCD display



Standard screen

Anti-theft function

Filter/oil information

Operation history

Flow rate control

Contrast control

Choice of operating modes

Work mode

- Digging mode: for general excavation, loading, lifting...
- Trenching mode: swing priority for trench work, canal digging, embankments...

Power mode

- Standard: uses 85% engine power for all work (optimum fuel efficiency)
- Power: uses 100% engine power for heavy work



Control lever

Very precise control of the equipment increases versatility, safety and facilitates tricky operations requiring great precision. Levelling operations and the movement of lifted loads in particular are made easier and safer.

The control levers have additional electrical buttons for controlling other additional equipment (for example, grabs, crushers, grippers, etc.).

Comfort

The work rate of the hydraulic excavator is directly linked to the performance of its operator. DOOSAN designed the DX160w by putting the operator at the centre of the development goals. The result is significant ergonomic value that improves the efficiency and safety of the operator.

More space, better visibility, air conditioning, a very comfortable seat... These are all elements that ensure that the operator can work for hours and hours in excellent conditions.



Control panel

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

The high performance air conditioning provides an air flow which is adjusted and electronically controlled for the conditions. Five operating modes enable even the most demanding operator to be satisfied.



Visibility has been improved in all directions and the size of the cab has been increased.



Appropriate storage spaces show the attention given to the operator.



Comfortable fully adjustable seat



Control stand (Telescopic & Tilting Function)

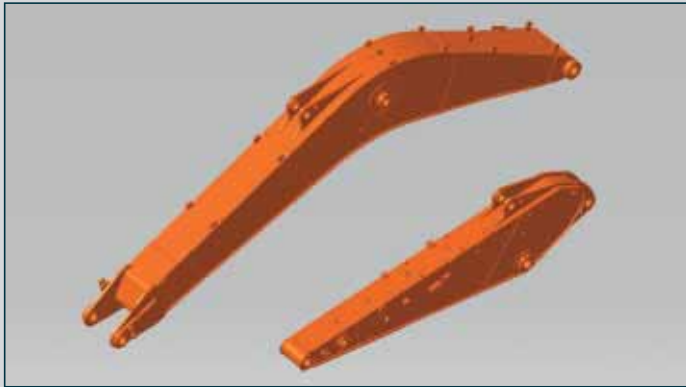


Steering Column and cruise control button

Reliability

The reliability of an item of plant contributes to its overall lifetime operating costs. DOOSAN uses computer-assisted design techniques, highly durable materials and structures then test these under extreme conditions.

Durability of materials and longevity of structures are our first priorities.



Strengthened boom

The shape of the boom has been optimized by finite elements design, allowing the loads to be better distributed throughout the structure. This combined with increased material thickness means improved durability and reliability by limiting element fatigue.

Arm assembly

In the arm assembly greater strength has been gained by using cast elements and reinforcement around the bosses to give it an increased lifetime.



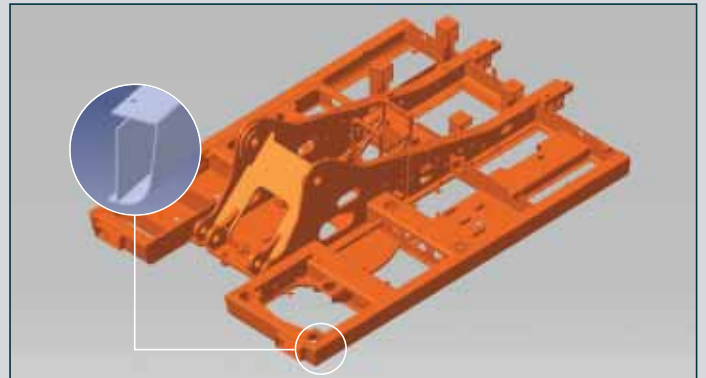
Bucket

Highly wear-resistant materials are used for the most susceptible elements such as the blades, teeth, rear and lateral reinforcement plates and corners of the bucket.



Stress Analysis Design (FEM) and innovative manufacturing technique provides a strong and stable undercarriage

The chassis frame, outrigger assembly and dozer blade have been designed by interpretative techniques and reliability testing using 3 dimension CAD tools, to ensure improved durability and reliability.



D-type frame

The D-type frame and chassis frame add strength and minimize distortion due to shocks.



Bushing

A highly lubricated metal is used for the boom pivot in order to increase the lifetime and extend the greasing intervals to 250 hours. A rolled bushing with very fine grooves has been added to the arm to bucket pivot, so that greasing is only required every 50 hours.



Polymer shim

A polymer shim is added to the bucket, dozer and outrigger pivot to maintain precise control over the equipment.



Dozer & outrigger cylinders protection covers
Large reinforced protective covers have been adopted to completely protect the dozer and outrigger cylinders from falling stones etc, while the machine is operating.



Cast counterweight
A cast counterweight has been adopted to minimize deformation by external impact. In addition, operating stability has been increased by use of a low center of gravity design.



LED (luminescent diode) type stop lamps
The use of LED type Stop Lamps ensures considerably improved average service life compared to the existing standard filament bulbs. Furthermore, the faster lighting speed helps contribute to accident prevention.

Maintenance

Short maintenance operations at long intervals increase the availability of the equipment on site. DOOSAN has developed the DX160w with a view to high profitability for the user.



Engine oil filter

The engine oil filter offers a high level of filtration allowing the oil change interval to be increased to 500 hours. It is easy to access and is positioned to avoid contaminating the surrounding environment.



Easy maintenance

Access to the various radiators is very easy, making cleaning easier. Access to the various parts of the engine is from the top and via side panels.



Hydraulic oil return filter

The protection of the hydraulic system is made more effective by the use of glass fibre filter technology in the main oil return filter. This means that with more than 99,5% of foreign particles filtered out, the oil change interval is increased.



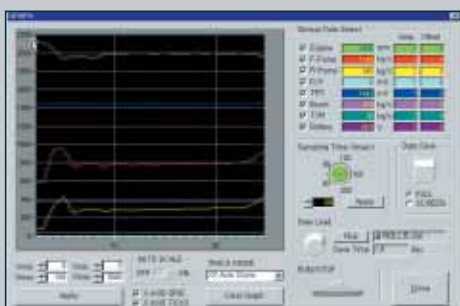
Air cleaner

The large capacity forced air cleaner removes over 99% of airborne particles, reducing the risk of engine contamination and making the cleaning and cartridge change intervals greater.



Fuel filter

High efficiency fuel filtration is attained by the use of multiple filters, including a fuel pre-filter fitted with a water separator that removes most moisture from the fuel.



PC monitoring (DMS)

A PC monitoring function enables connection to the e-EPOS system, allowing various parameters to be checked during maintenance, such as pump pressures, engine rotation speed, etc, and these can be stored and printed for subsequent analysis.



Centralized front axle pin grease inlets for easy maintenance

The grease lubricating position of front axle pin is located in front of equipment for easy accessibility.



Technical specifications

* Engine

• Model

Doosan DLo6
 “Common Rail” engine with direct fuel injection and electronic control, 4 valves per cylinder, vertical injectors, water cooled, turbo charged with air to air intercooler. The emission levels are well below the values required for phase III

• Number of cylinders

6

• Nominal flywheel power

99 kW (134 Ps) at 2.000 rpm (DIN 6271, net)
 99 kW (132 Hp) at 2.000 rpm (SAE J1349, net)

• Max torque

53 kgf.m (520 Nm) at 1.400 rpm

• Piston displacement

5.890 cc

• Bore & stroke

100 mm x 125 mm

• Starter

24 V / 4,5 kW

• Batteries

2 x 12 V / 100 Ah

• Air cleaner

Double element and pre-filtered Turbo with auto dust evacuation.

* Hydraulic system

The heart of the system is the e-EPOS (Electronic Power Optimizing System). It allows the efficiency of the system to be optimized for all working conditions and minimizes fuel consumption. The new e-EPOS is connected to the engine electronic control via a data transfer link to harmonize 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 tracking.
- Cross-sensing pump system for fuel savings.
- Auto deceleration system.
- Two operating modes, two power 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 156,1 l/min

• Pilot pump

Gear pump – max flow: 18,5 l/min

• Main relief valves

Boom/arm/bucket:
 - Normal mode: 330 kg/cm² (324 bar)
 - Power mode: 350 kg/cm² (343 bar)
 Travel: 370 kg/cm² (363 bar)
 Rotation: 245 kg/cm² (240 bar)

* Weight

Boom (mm)	Arm (mm)	Bucket (m ³)	Operating weight (kg)
4.300	2.100	0,59	15.900
4.600	2.100	0,59	15.960
4.600	2.500	0,59	16.020
4.988 ARTI	2.500	0,59	16.460

* Hydraulic cylinders

The piston rods and cylinder bodies are made of high-strength steel. A shock absorbing mechanism is fitted in all cylinders to ensure shock-free operation and extend piston life.

• Mono Boom

Cylinders	Quantity	Bore x rod diameter x stroke
Boom	2	110 x 75 x 1.048 mm
Arm (short)	1	115 x 80 x 1.075 mm
Bucket	1	95 x 65 x 900 mm

• Articulated Boom

Cylinders	Quantity	Bore x rod diameter x stroke
Boom	2	110 x 75 x 935 mm
Arti. Boom	1	150 x 90 x 675 mm
Arm (long)	1	115 x 80 x 1.068 mm
Bucket	1	95 x 65 x 900 mm

* Undercarriage

Heavy-duty frame, all-welded stress-relieve structure. Top grade materials used for toughness. Specially heat-treated connecting pins. 10.00-20-14PR (OTR) double tires with tire spacer. Front axle oscillating hydraulically.

* Environment

Noise levels comply with environmental regulations (dynamic values).

• Sound level guarantee

101 dB(A) (2000/14/EC)

• Cab sound level

74 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.

Swing speed: 0 to 11,3 rpm

* Buckets

Capacity (m ³)	Width (mm)		Weight (Kg)	Recommended (mm)				
	Without side cutters	With side cutters		4.300 2.100	4.600 2.100	2.500	4.988 2.100	2.500
0,24	468	534	294	A	A	A	A	A
0,39	736	820	362	A	A	A	A	A
0,45	824	911	402	A	A	A	A	A
0,51	907	991	418	A	A	B	A	B
(std) 0,59	997	1.081	439	A	B	B	B	-
0,64	1.083	1.167	465	C	C	-	C	-
0,76	1.120	1.220	519	C	-	-	-	-
0,42 (HD)	762	827	442	B	C	C	C	-
0,49 (HD)	848	913	477	C	C	-	C	-
0,54 (HD)	916	981	497	C	-	-	-	-

A. Suitable for materials with a density less than or equal to 2,000 kg/m³

B. Suitable for materials with a density less than or equal to 1,600 kg/m³

C. Suitable for materials with a density less than or equal to 1,100 kg/m³

* Drive

The wheels are animated by an axial piston engine which involves a transmission Power shift two-speed.

In addition to the two speeds transmission, there is also an economy mode and a switch for the creep speed.

A button makes it possible to pass from high to low in work mode.

• Travel speed (fast/slow)

Two travel speeds offer either increased torque or high speed tracking.

37/32/10/3,5 km/h

High/Econ/Low/Creep

• Maximum traction force

7.700 kgf

* Refill capacities

• Fuel tank

280 l

• Cooling system (radiator capacity)

20 l

• Engine oil

22 l

• Swing drive

2 l

• Final drive

9,8 l

• Hydraulic tank

102 l

• Front Axle Case

9 l

• Rear Axle Case

11,2 l

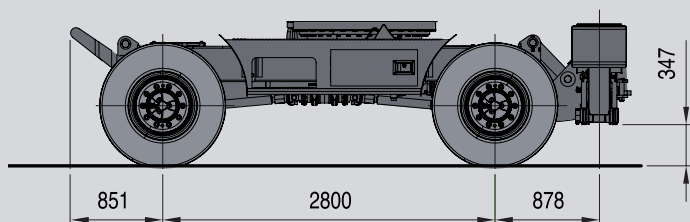
• Transmission

2,5 l

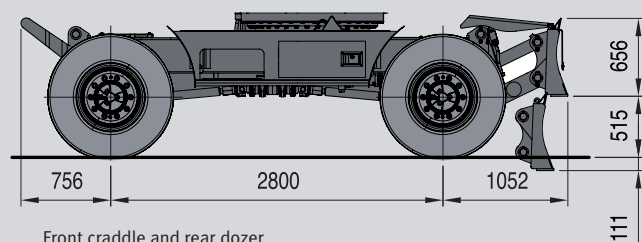
Undercarriage

DX160w

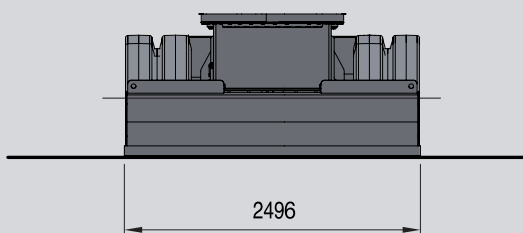
* Undercarriage with front cradle and rear outrigger / front cradle and rear dozer



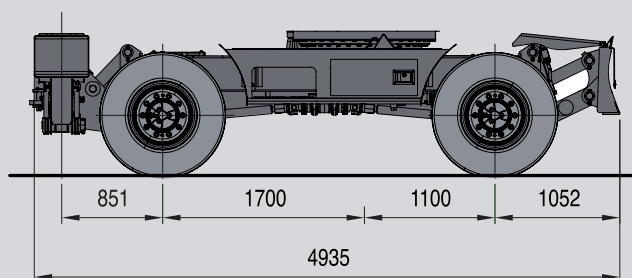
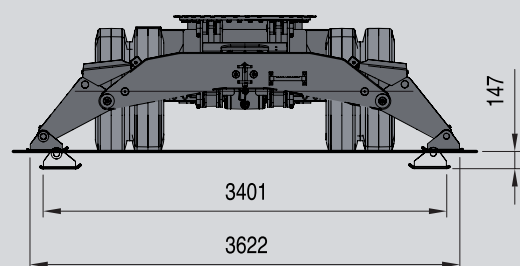
Front cradle and rear outrigger



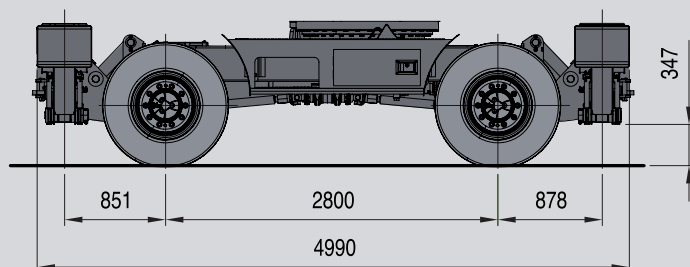
Front cradle and rear dozer



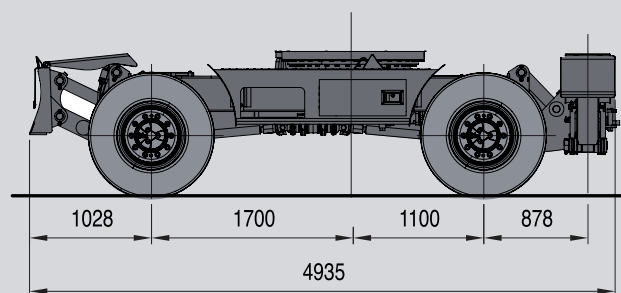
* Undercarriage with front outrigger and rear dozer



* Undercarriage with front outrigger and rear outrigger / front dozer and rear outrigger



Front outrigger and rear outrigger



Front dozer and rear outrigger

Standard and optional equipment

* Standard equipment

• Hydraulic system

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

• Cab & interior

- Viscous cab mounts
- All weather sound suppressed type cab
- Air conditioner
- Adjustable suspension seat with head rest and adjustable arm rest
- Pull-up type front window and removable lower front window
- Room light
- Intermittent windshield wiper
- Cigarette lighter and ashtray
- Cup holder
- Hot & cool box
- LCD color monitor panel
- Fuel control dial
- AM/FM radio and cassette player
- Remote radio ON/OFF switch
- 12V spare power socket
- Serial communication port for laptop PC interface
- Joystick lever with 3 switches
- Sunvisor
- Sun roof
- Wiper

* 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.

• Safety

- Boom and arm hose rupture protection valve
- Overload warning device
- Cabin Top/Front guard (ISO 10262 ; FOGS standard)
- Rotation beacon
- Mirror & Lamp on counterweight

• Cab & interior

- Air suspension seat
- MP3/CD player
- 2 front lamps
- 4 front + 2 rear lamps

• Safety

- Large handrails and step
- Punched metal anti-slip plates
- Seat belt
- Hydraulic safety lock lever
- Safety glass
- Hammer for emergency escape
- Right and left rearview mirrors
- Reverse travel alarm
- Emergency engine stop
- LED stop lamps

• Other

- Double element air cleaner
- Fuel pre-filter
- Dust screen for radiator/oil cooler/charged air cooler
- Engine overheat prevention system
- Engine restart prevention system
- Self-diagnostic system
- Alternator (24 V, 50 A)
- Electric horn
- Halogen working lights (frame mounted 2, boom mounted 2)
- Double fuel filter
- 2,2 ton cast counterweight

• Undercarriage

- 10-20 14 pr double tires
- Heavy duty axles
- Parallel dozer blade
- Tool box
- 4 speed (high, econo, low, creep)
- Front axle oscillation cyl. auto Lock

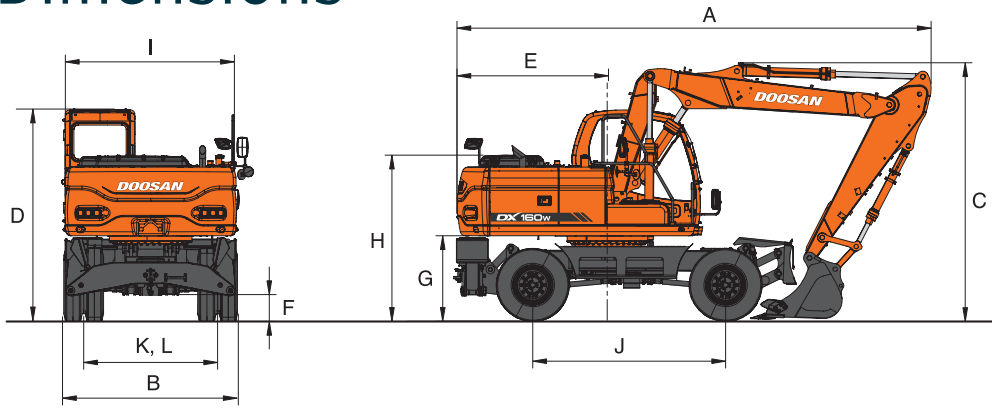
• Other

- Piping for crusher
- Piping for quick clamp
- Piping for front attachment rotation
- Lower wiper
- Fuel heater
- Large capacity alternator (24V, 80A)
- Fuel filter pump

• Undercarriage

- Cradle
- Dozer blade
- Outriggers
- Individually controlled outriggers
- 10.00-20 16 pr double tires / 18-19,5 20 pr single tires
- 2,5 ton Cast Counterweight

Dimensions



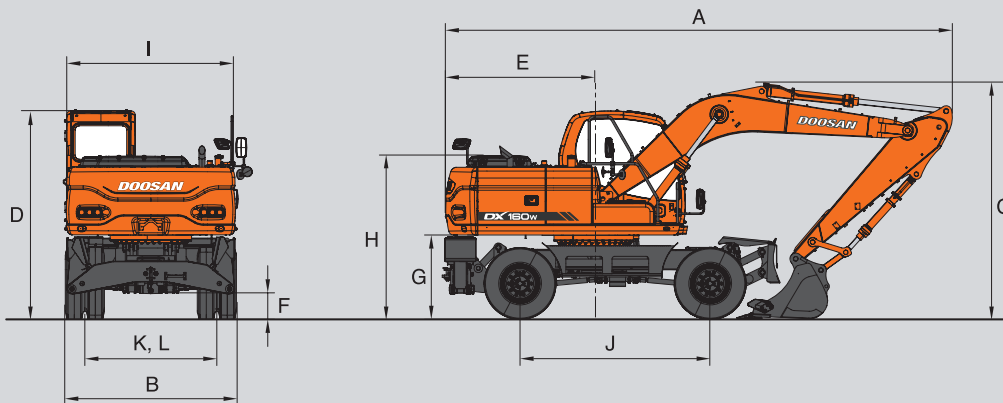
DX160W

Articulated Boom – Boom: 4.988 mm - Arm: 2.100/2.500 mm

* Dimensions

Boom type (two pieces)	4.988 mm	
Arm type	2.100 mm	2.500 mm
A Shipping length	7.030 mm	6.885 mm
B Shipping width	2.496 mm	2.496 mm
C Shipping height (boom)	3.650 mm	3.730 mm
D Height over cabine	3.040 mm	3.040 mm
E Counter weight swing clearance	2.200 mm	2.200 mm
F Ground clearance	350 mm	350 mm
G Counter weight clearance	1.206 mm	1.206 mm
H Engine cover height	2.376 mm	2.376 mm
I Upper housing width	2.494 mm	2.494 mm
J Wheel base	2.800 mm	2.800 mm
K, L Tread width	1.944 mm	1.944 mm

Mono Boom – Boom: 4.300/4.600 mm - Arm: 2.100/2.500 mm

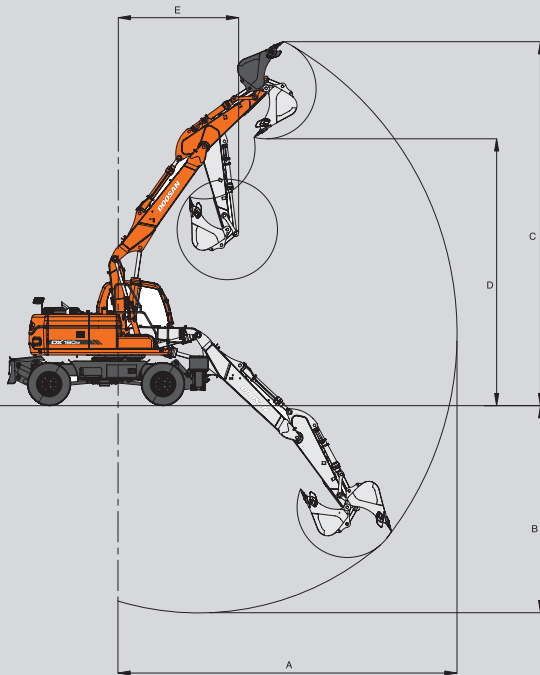


* Dimensions

Boom type (one piece)	4.300 mm	4.600 mm	
Arm type	2.100 mm	2.100 mm	2.500 mm
A Shipping length	7.235 mm	7.820 mm	7.470 mm
B Shipping width	2.496 mm	2.496 mm	2.496 mm
C Shipping height (boom)	3.351 mm	3.225 mm	3.460 mm
D Height over cabine	3.040 mm	3.040 mm	3.040 mm
E Counter weight swing clearance	2.200 mm	2.200 mm	2.200 mm
F Ground clearance	350 mm	350 mm	350 mm
G Counter weight clearance	1.206 mm	1.206 mm	1.206 mm
H Engine cover height	2.376 mm	2.376 mm	2.376 mm
I Upper housing width	2.494 mm	2.494 mm	2.494 mm
J Wheel base	2.800 mm	2.800 mm	2.800 mm
K, L Tread width	1.944 mm	1.944 mm	1.944 mm

Working ranges

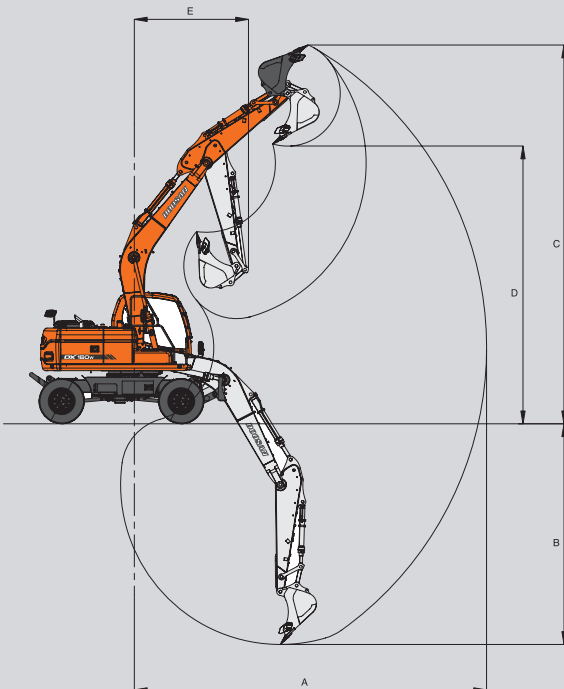
Articulated Boom – Boom: 4.988 mm, front dozer and rear outrigger



* Working range

Boom type (two pieces)		4.988 mm		
Arm type		2.100 mm	2.500 mm	
A.	Max. digging radius	mm	8.330	8.750
B.	Max. digging depth	mm	5.120	5.530
C.	Max. digging height	mm	9.110	9.520
D.	Max. dumping height	mm	6.700	7.100
E.	Min. digging radius	mm	2.840	2.860

Mono Boom – Boom: 4.600, front dozer and rear outrigger



* Working range

Boom type (one piece)		4.300 mm	4.600 mm		
Arm type		2.100 mm	2.100 mm	2.500 mm	
A.	Max. digging radius	mm	7.520	7.790	8.250
B.	Max. digging depth	mm	4.580	4.790	5.190
C.	Max. digging height	mm	8.130	8.370	8.850
D.	Max. dumping height	mm	5.810	6.060	6.480
E.	Min. digging radius	mm	2.470	2.570	2.670

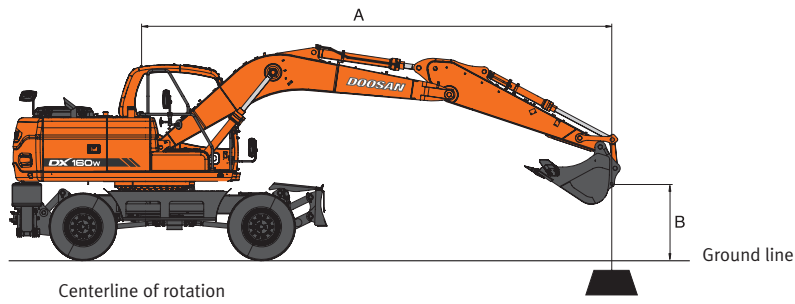
* Digging forces (ISO)

Bucket (PCSA)	0,51 m³ (std)
Digging force*	10.140 kgf 99,5 kN

Arm	2.100 mm	2.500 mm
Digging force*	7,650 kgf 75 kN	6,550 kgf 64,2 kN

* Max. force

Lifting capacity



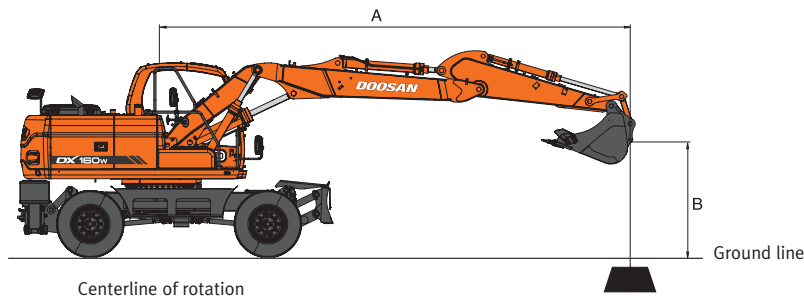
DX160W

Standard configuration – Mono Boom

Front dozer and rear outrigger down — Boom: 4.600 mm - Arm: 2.500 mm - Bucket: SAE 0,51 m³ (CECE) - Weight: 16.040 kg

Units: 1.000 kg

A (m) B (m)	2		3		4		5		6		7		Max. Reach					
															Reach (m)		Reach (m)	
7														*1.74	*1.74	@4.91	*3.86	@6.46
6							*2.76	*2.76						*1.65	*1.65	@5.81	*3.78	@7.29
5							*3.28	*3.28	*2.51	*2.51				*1.64	*1.64	@6.44	3,72	@7.90
4					*4.15	*4.15	*3.93	*3.93	*3.25	*3.25				*1.67	*1.67	@6.86	3,34	@8.35
3			*7.29	*7.29	*5.74	*5.74	*4.90	*4.90	*4.01	*4.01	*2.11	*2.11	*1.74	*1.74	@7.11	3,09	@8.66	
2			*9.24	*9.24	*6.72	*6.72	*5.44	*5.44	*4.67	*4.67	*2.63	*2.63	*1.86	*1.86	@7.22	2,94	@8.85	
1			*9.24	*9.24	*7.48	*7.48	*5.89	*5.89	*4.91	4,65	*2.80	*2.80	*2.04	*2.04	@7.18	2,86	@8.91	
0 (Ground)	*3.64	*3.64	*8.19	*8.19	*7.84	*7.84	*6.13	*6.13	*5.02	4,60	*2.30	*2.30	*2.30	*2.30	@7.00	2,85	@8.87	
-1	*5.21	*5.21	*9.29	*9.29	*7.76	*7.76	*6.09	*6.09	*4.91	4,57			*2.70	*2.70	@6.67	2,90	@8.70	
-2	*7.09	*7.09	*9.48	*9.48	*7.24	*7.24	*5.69	*5.69	*4.43	*4.43			*3.39	*3.39	@6.15	3,03	@8.42	
-3	*9.50	*9.50	*7.99	*7.99	*6.19	*6.19	*4.74	*4.74					*4.15	*4.15	@5.39	3,27	@8.00	
-4			*5.61	*5.61	*4.21	*4.21							*3.77	*3.77	@4.28	3,68	@7.42	



Standard configuration – Articulated Boom

Front dozer and rear outrigger down — Boom: 4.987 mm - Arm: 2.500 mm - Bucket: SAE 0,51 m³ (CECE) - Weight: 16.460 kg

Units: 1.000 kg

A (m) B (m)	2		3		4		5		6		7		Max. Reach				
															Reach (m)		Reach (m)
9	*3.20	*3.20											*1.90	*1.90	@2.83	*3.86	@6.46
8	*2.62	*2.62	*3.05	*3.05	*2.66	*2.66							*1.40	*1.40	@4.69	*3.78	@7.29
7	*1.89	*1.89	*2.62	*2.62	*2.95	*2.95	*2.70	*2.70					*1.23	*1.23	@5.81	3.72	@7.90
6	*2.00	*2.00	*2.74	*2.74	*3.00	*3.00	*3.12	*3.12	*2.54	*2.54			*1.15	*1.15	@6.59	3.34	@8.35
5	*2.50	*2.50	*3.07	*3.07	*3.40	*3.40	*3.33	*3.33	*3.18	*3.18	*1.69	*1.69	*1.12	*1.12	@7.14	3.09	@8.66
4			*4.50	*4.50	*4.14	*4.14	*3.75	*3.75	*3.51	*3.51	*2.70	*2.70	*1.12	*1.12	@7.52	2.94	@8.85
3					*5.12	*5.12	*4.30	*4.30	*3.83	*3.83	*3.36	*3.36	*1.14	*1.14	@7.75	2.86	@8.91
2					*6.15	*6.15	*4.90	*4.90	*4.19	*4.19	*3.75	3.68	*1.18	*1.18	@7.85	2.85	@8.87
1					*6.99	*6.99	*5.43	*5.43	*4.52	*4.52	*3.94	3.64	*1.25	*1.25	@7.82	2.90	@8.70
o (Ground)			*5.10	*5.10	*7.48	*7.48	*5.80	*5.80	*4.76	4.56	*4.07	3.60	*1.36	*1.36	@7.65	3.03	@8.42
-1			*6.47	*6.47	*7.62	*7.62	*5.95	*5.95	*4.86	4.52	*3.76	3.59	*1.51	*1.51	@7.35	3.27	@8.00
-2			*8.56	*8.56	*7.44	*7.44	*5.86	*5.86	*4.74	4.52			*2.46	*2.46	@6.80	3.68	@7.42

1. Ratings are based on SAE J1097
2. The load point is a hook located on the back of the bucket.
3. * Rated loads are based on hydraulic capacity.
4. Rated loads do not exceed 87% of hydraulic capacity or 75% of tipping capacity.

: Rating over front
 : Rating over side or 360 degree

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