



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

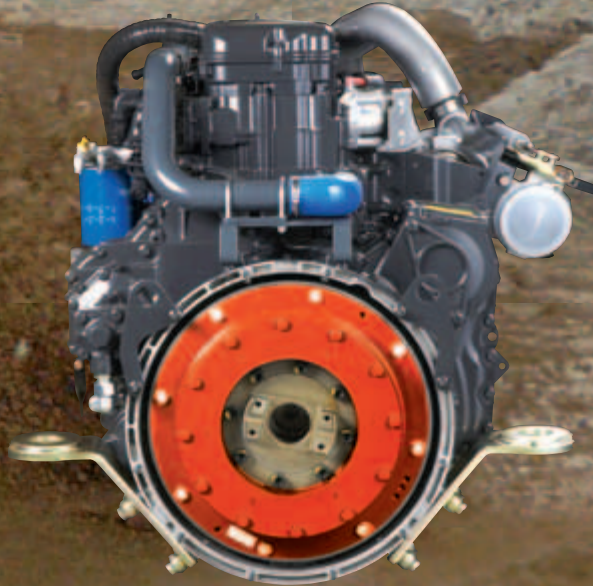
- MT 26**
- Scania DC9
 - Power rating: (1 kW = hp/1.36)
(ISO 3046) 310 (228 kW)
(ISO 9249) 299 (220 kW)
 - No. of cylinders: 5 (in line)
 - Cylinder volume: 9.0 liters
 - Air filter: Dry type

- 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.

	STANDARD																		
	COLD KIT					VIKING KIT				SAFETY KIT			ROAD KIT			LIGHT KIT		WINDOW KIT	
	Electrical heater fan	Webasto heater system	Body heating	Driver seat heated	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
○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○
○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○
○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○
○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○

Independent options

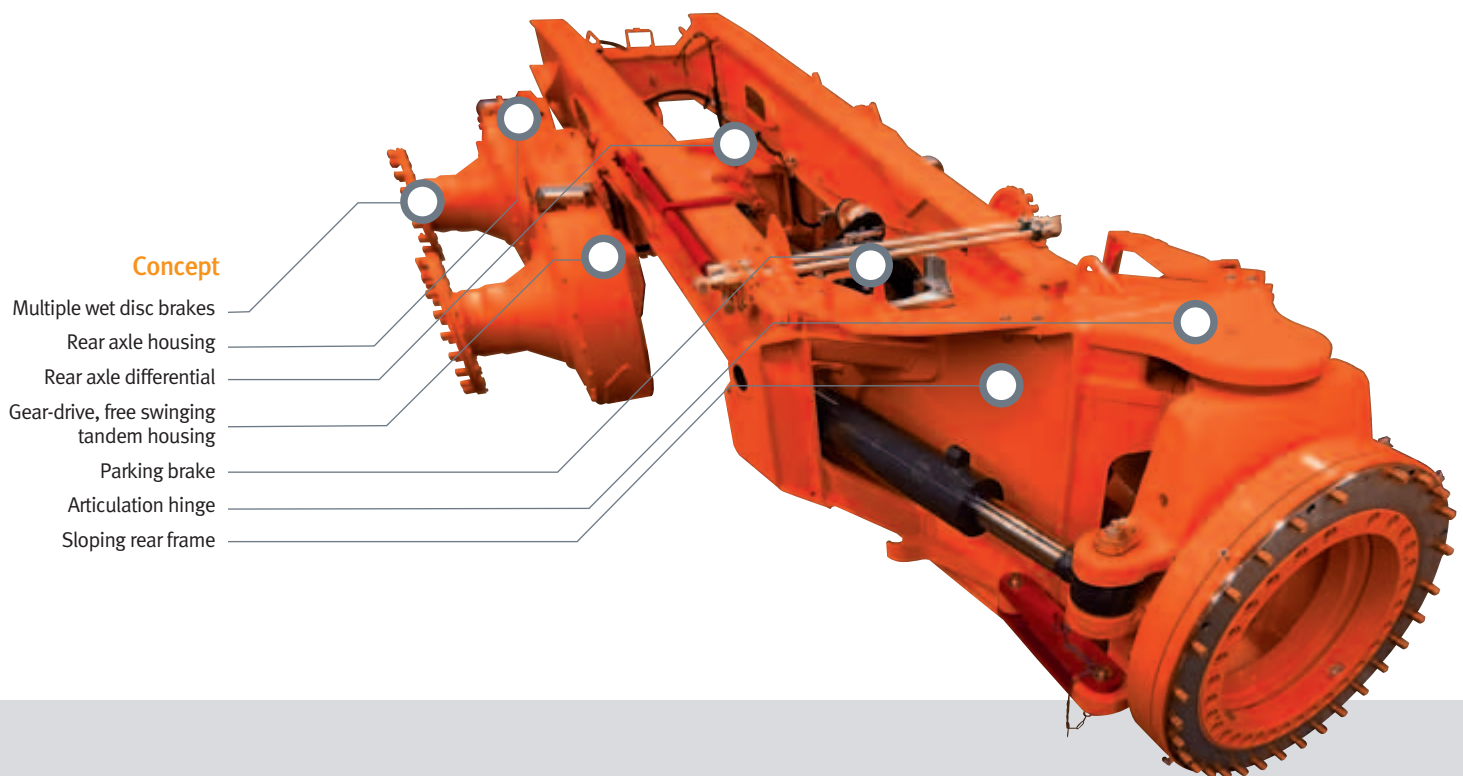
Body lining set standard
 Body lining set whole body
 Driver's seat, Grammer
 External oil filling for transmission
 Lincoln central lubrication
 Keg Greenlub EP2 grease(18kg)
 Fuel tank with fast fill system
 Lightbar xenon
 Oil and grease artic
 Part catalog paper
 Top tailgate MT26/31/36/41
 Rear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

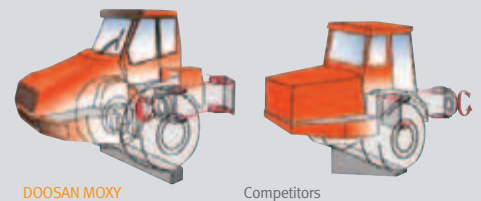
Superior visibility with sloping bonnet.

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.

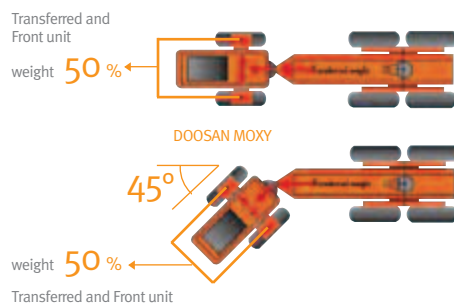
This provides drive to both wheels in all situations without completely locking up the wheels. Our competitors have located the turning ring behind the swing point giving different weight distribution to the front wheels. Due to differentials on the front wheels, our competitors use 100% differential 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.



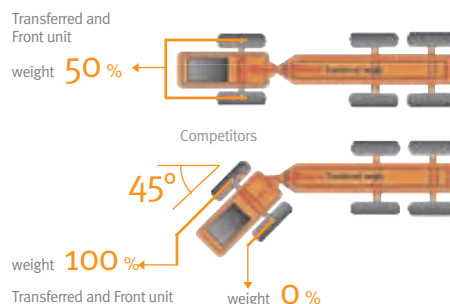
DOOSAN MOXY

Competitors

Weight Distribution Articulation System



DOOSAN MOXY



Competitors

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

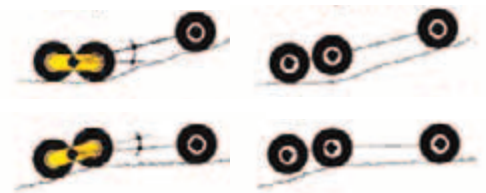
Moxy's unique independent front suspension allows for free movement on one side movement contact and shock absorption. Our competitors use rigid axles which cause movement on the opposite side of the axle which results in driver discomfort.



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



New weight - saving bogie design
oil immersed brakes front & rear

Best Ground Contact in All Condition Terrain



Operating in Tough Conditions

Operating on Extreme Terrain

Dumping

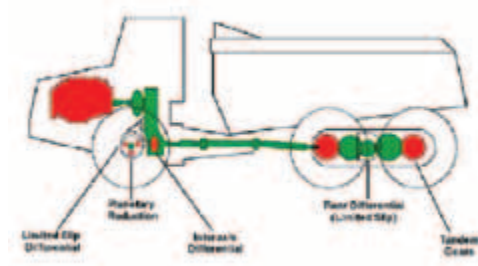
Hauling

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

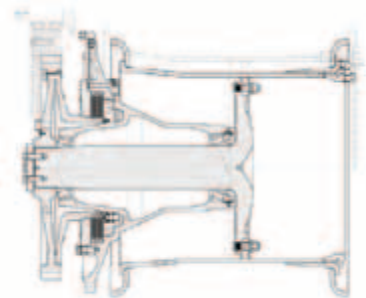


Competitors Drive Line



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



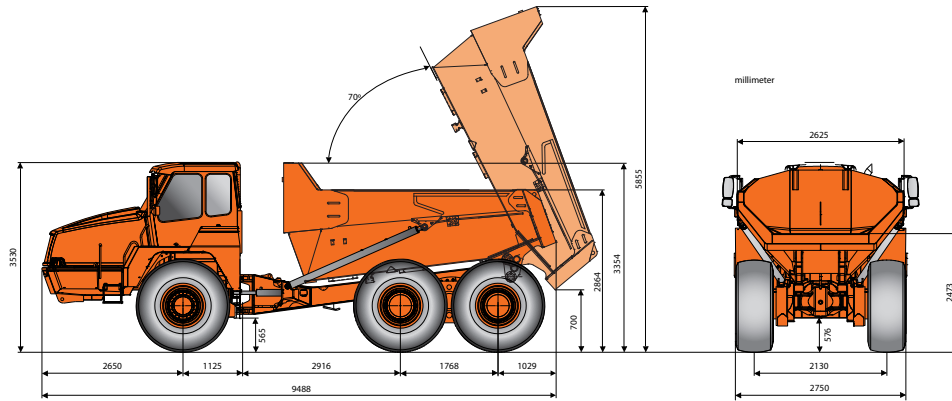
Operator comfort

- 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

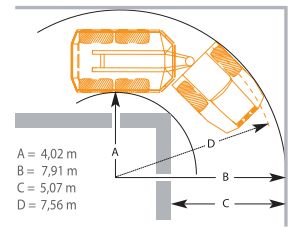


Dimensions & Technical specifications

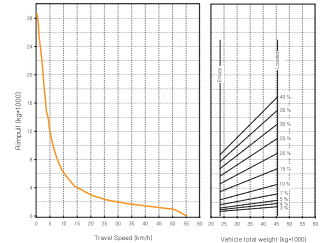
MT26



MT26 width with 750/65 R25 tyres: 2955 mm

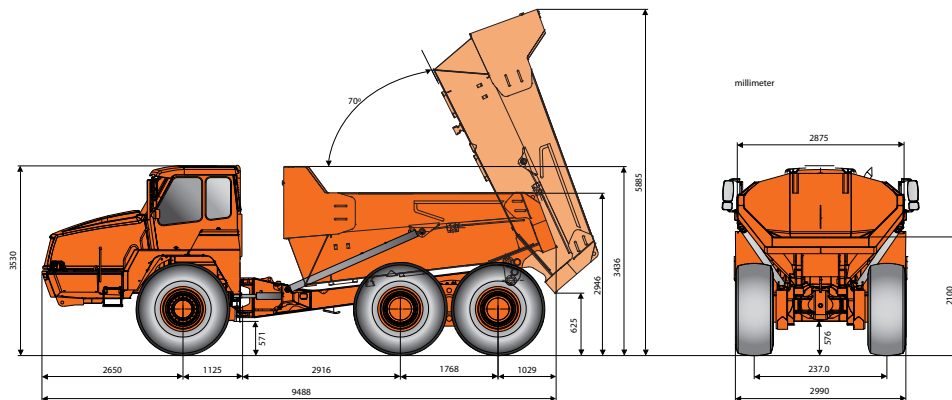


Turning radius according to ISO 7457: 7.56 m

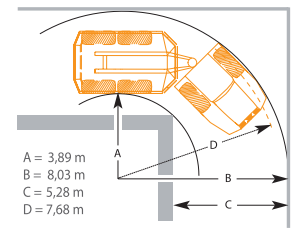


PERFORMANCE DIAGRAM

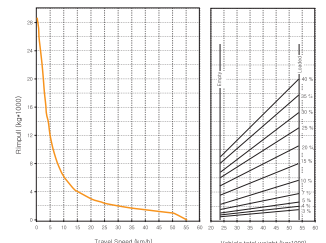
MT31



MT31 width with 750/65 R25 tyres: 3195 mm

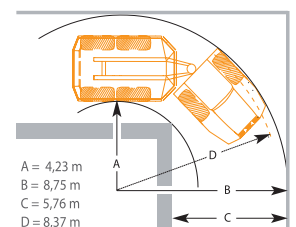
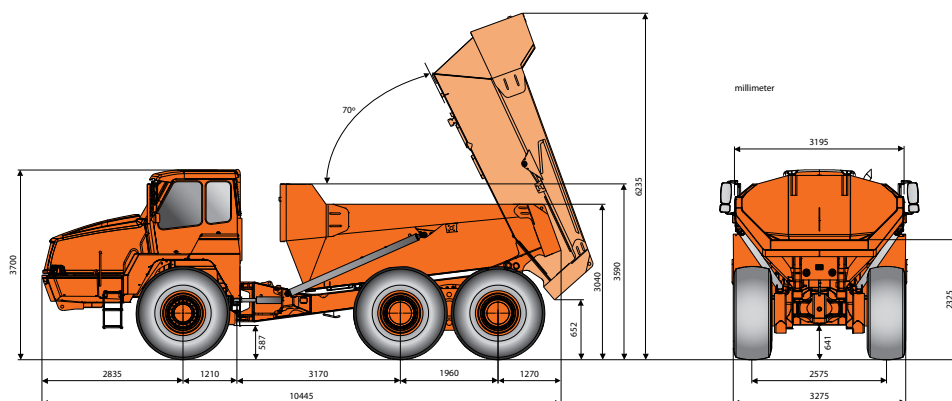


Turning radius according to ISO 7457: 7.68 m

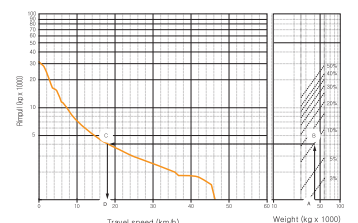


PERFORMANCE DIAGRAM

MT36

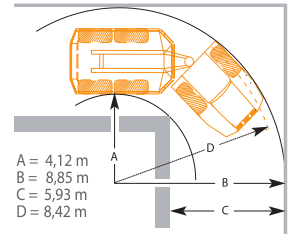
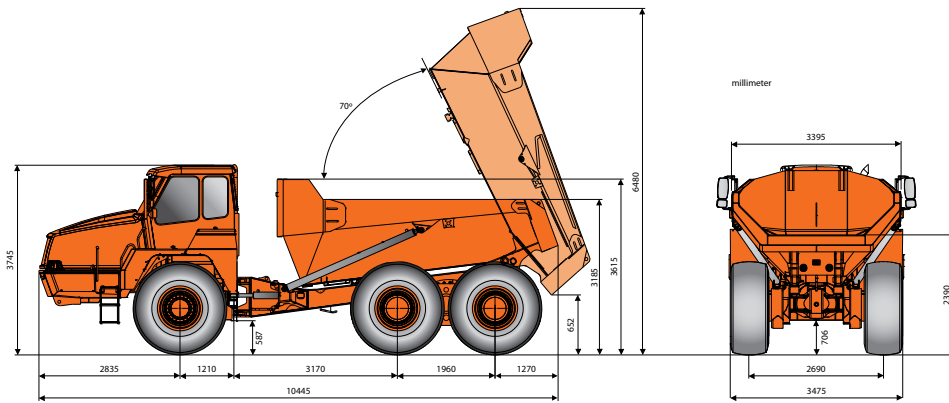


Turning radius according to ISO 7457: 8.37 m

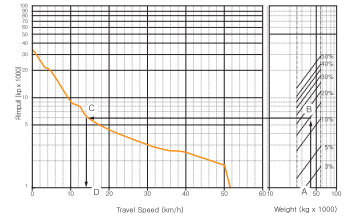


PERFORMANCE DIAGRAM

MT41

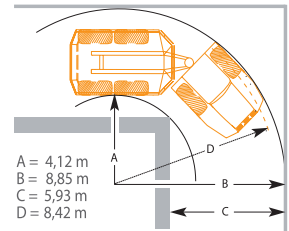
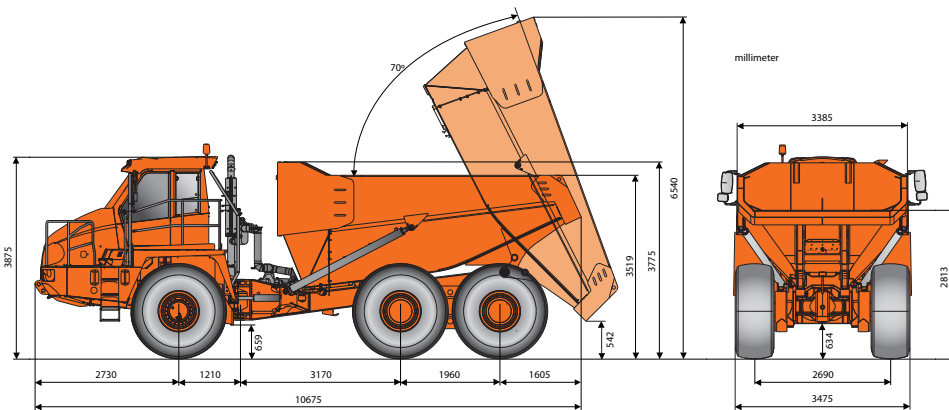


Turning radius according to ISO 7457: 8.42 m

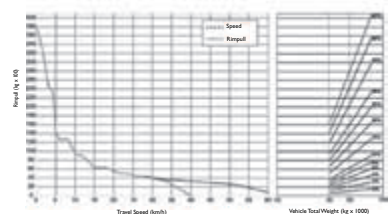


PERFORMANCE DIAGRAM

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 housing

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
1st	6 Km/h	6 Km/h
2nd	9 Km/h	14 Km/h
3rd	14 Km/h	33 Km/h
4th	22 Km/h	
5th	33 Km/h	
6th	51 Km/h	
Engine		
Complies with Stage 3 of EU Directive 97/68/-EC for emissions	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
Power rating (ISO 3046) (ISO 9249)	310 hp (228 kW) 299 hp (220 kW)	347 hp (255 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 m³
21 m³
26 m³

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 m³
24 m³
29 m³

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 m³
29 m³
35 m³

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

2 variable displacement piston pumps:
1 for steering & tipping

Engine mounted 3 load sensing piston pumps
& 2 gear pumps for tipping, steering,
brake charging, cooling fan & auxiliaries
326 l/min @ 2000 rpm

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

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

One return flow filter

280 bar
210 bar

280 bar
210 bar

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



Doosan Infracore
Construction Equipment