DX140LC-3 / DX160LC-3 | Crawler Excavator

- 82 kW (109 HP) @ 1850 rpm
- 14100 - 14500 kg
- 0.24 - 0.76 m³

- 82 kW (109 HP) @ 1850 rpm
- 15600 - 16700 kg
- 0.24 - 0.76 m³
Doosan – Building your tomorrow today

Be part of the great Doosan family
The Doosan Group was founded in 1896. It is headquartered in Seoul, South Korea, and today is one of the fastest growing companies in the world:

Doosan – One-stop shop

From machine manufacturer... TO FULL SOLUTION PROVIDER
All Doosan Infracore Construction Equipment products are designed and built to deliver the highest levels of performance and productivity. Parts and service support are intended to fully maintain the performance, productivity and reliability expected of our products throughout their entire lifetime as well as ensure the highest trade-in and residual values.

Ask your dealer for a full range of services designed for you!
Your dealer is your local specialist to ensure you receive the maximum benefits from our integrated package. Think in advance, think to ensure the success of your equipment!

- Genuine parts
- Extension of warranty
- Maintenance contract
- Telematics
- Monitoring systems
- Financial solutions
- Doosan approved attachments

Doosan Infracore
Construction Equipment
We have been building a global production and business network since 1990 to become one of the world’s foremost construction equipment manufacturers. In addition to operating large-scale factories worldwide, we have also established sales subsidiaries, branches and a dealership network all over the globe, making us a truly global player in every respect.
TAKE A TOUR

UNRIVALLED PRODUCTIVITY AND DURABILITY

- Reinforced castings and forged steel pivot points
- New work lights with improved illumination (standard: 2 front frame, 4 front & 2 rear cab-mounted, 2 boom mounted and 1 rear side)
- Two-piece boom available for improved working range
- Massive maximum bucket and arm digging forces of 11.1 and 7.7 ton
- Large, robust boom and arm cylinders for smooth, powerful operation
- Reinforced heavy-duty arm and boom to withstand high impact materials and ensure high durability

COMFORTABLE WORKSPACE
- Spacious, newly designed, pressurised ROPS cab with low noise and vibration levels
- Fully adjustable heated air suspension seat as standard
- All-round visibility with better view through the rear and right windows and the large sun roof
- Air conditioning with climate control
- Extra-large door for easy access

EXPERT CONTROL
- Joystick and switches integrated in the control stand for precise operation. All switches grouped together and ergonomically positioned to the right
- Jog shuttle switch to control various machine functions
- 4 working and 4 power modes for maximum efficiency
- Proportional control (flow/pressure) to operate attachments smoothly and precisely
- New, user-friendly 7” TFT LCD colour monitor with full access to machine settings and maintenance data
- Rear camera and large side mirrors
- Inside cab microphone, straight travel pedal, two pump flow & side camera (optional)

MAXIMUM EFFICIENCY
- New powerful DOOSAN DL06K “Common Rail”, Stage III B compliant, EGR 6 cylinder engine
- e-EPOS System (Electronic Power Optimising System) and hydraulic power boost function for optimised combustion and minimised emissions
- Electronic fan clutch that reduces fuel consumption and noise level while improving cooling performance
- Up to 17.5% reduced fuel consumption according to power mode

SOLID STRENGTH
- Heavy-duty X-shaped undercarriage with integrated track spring and idler plus durable box section track frame
- Undercarriage narrow / standard: 2.49 / 2.80 m (DX160LC-3)
- Increased speed and tractive force on any terrain

EASY MAINTENANCE
- Easy access to all maintenance components
- Maintenance data available directly from control panel
- Fuel pre-filter with water separator
- PC access for maintenance and repairs
- Self-diagnosis function
- Reliable Doosan parts
- Battery cut-off switch and increased capacity (100 Ah)

Extra durable cast counterweight and robust steel panels and engine hood

High track option available for special application

Very robust dozer blade available as an option

Large and flat windows for extra visibility and low replacement costs

Massive maximum bucket and arm digging forces of 11.1 and 7.7 ton

Two-piece boom available for improved working range
Top performance and fuel efficiency

Expect the best performance from your machine
The DX140LC-3 & DX160LC-3 take even the heaviest tasks in their stride with efficient, dependable performance that saves you time and money:
- Improved hydraulic system using the engine power more effectively, maximising pump output and offering more comfort, smoothness and accuracy
- Increased digging power, lifting capacities and traction force combine for performance you can rely on day after day
- Improved fuel efficiency means you can keep costs down and reduce the environmental impact

6 ASSETS FOR YOUR BENEFIT!
- **Power:** 82 kW (109 HP) at 1850 rpm
- **New 6 cylinder engines:** up to 17.5% reduced fuel consumption according to power mode
- **Productivity:** side lifting capacity at 6 m reach and 3 m height: DX140LC-3: 2.04 t – DX160LC-3: 2.92 t
- **Excavation:** max. bucket digging force: 11.1 t
- **Traction:** max. drawbar pull: DX140LC-3: 12.4 t – DX160LC-3: 20.5 t
- **Size:** Ideal dimensions and working range

EFFICIENT MANAGEMENT OF FUEL AND HYDRAULICS
"Common Rail" Doosan DL06K engine
The heart of the DX140LC-3 & DX160LC-3 is a powerful DOOSAN DL06K 6-cylinder engine, carefully designed with common rail injection and 4 valves per cylinder. The engine delivers 82 kW (109 HP / 111 PS) at only 1850 rpm. Powerful torque allows efficient use of the hydraulic system and faster working cycles.

Already known for its outstanding reliability, the Doosan engine has been optimised for the DX140LC-3 & DX160LC-3 and is now compliant with the Stage IIIIB European regulations using EGR (Exhaust Gas Recirculation) and DPF (Diesel Particulate Filter). In combination with the e-EPOS electronic control system, it offers the ultimate in power delivery and fuel economy.

ADVANCED TECHNOLOGY FOR OPTIMUM POWER MANAGEMENT
**e-EPOS system (Electronic Power Optimising System)**
If the engine is the heart of the excavator, 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
- Choice between 4 power modes and 4 working modes guarantees optimum performance in all conditions
- Proportional auxiliary control for attachments
- Regulation and precise control of the flow rate required by the work group
- Self-diagnosis function allows technical problems to be resolved quickly and efficiently
- Operational memory provides a graphic display of the machine status
- Maintenance and oil change intervals can be displayed

Fuel efficiency
- Auto-idle function enables fuel saving (lowered from 1000 to 800 rpm)
- New electronic fan clutch optimizes cooling for more fuel savings
- Eco gauge: monitors fuel consumption to maintain economic operation
- Improved Main Control Valve (MCV) performance reduces energy loss
- Additional sensor allows a more efficient selection of flow/pressure/rpm according to load requirements

Quick and efficient
The main hydraulic pumps have an increased capacity of 2 x 114 l/min, reducing cycle times for heightened productivity. A high capacity gear pump improves pilot line efficiency.

EGR with diesel particulate filter
EGR, which requires enhanced cooling capacity, reduces NOx by recirculating exhaust back into the engine. This dilutes the amount of oxygen in the combustion chamber and lowers the combustion peak temperature.

Efficient management of fuel and hydraulics
- **Wastegate turbocharger**
  Allows diverting of exhaust gases away from the turbine wheel to better regulate max boost pressure & protect the engine. It also results in less lag time before turbo begins to spool/create boost maximizing torque, plus reduce wear in high rpm & low load conditions. Turbocharger increases the density of the air, enabling the engine to produce more power with few effects from altitude.

Cleaned exhaust with lower PM (Particulate Matter) concentration goes out.

DOC (Diesel Oxidation Catalyst) reacts with exhaust and transforms PM emissions into harmless substances.

EGR with diesel particulate filter
EGR, which requires enhanced cooling capacity, reduces NOx by recirculating exhaust back into the engine. This dilutes the amount of oxygen in the combustion chamber and lowers the combustion peak temperature.

Electronic viscous fan clutch
For optimum cooling, fan speed is controlled electrically by a fan clutch, resulting in lower fan noise and better fuel efficiency.
The ideal workspace – designed around you

The DX140LC-3 & DX160LC-3 are designed to provide you with the best possible working conditions. The sophisticated pressurised ROPS cab is ISO-certified for your safety. Its spacious interior offers a fully adjustable, heated air suspension seat. Comfortably seated, you have easy access to several storage compartments and a clear all-round view of the worksite. Noise and vibration levels have been reduced while air conditioning and automatic climate control allow you to keep working for hours on end without feeling tired.

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. A storage box has been placed under the seat for extra convenience.

Storage space
Plenty of storage space means you can keep all your personal belongings within reach. The new cab contains 7 storage compartments including one hot/cool box (linked to the HVAC system).

Air conditioning with climate control
The electronically controlled air conditioning system features 5 different operating modes allowing the operator to adjust the air flow to suit conditions. A recirculated air function is also available.

MP3/USB radio and USB port
A USB port (standard) allows connection of an MP3 player (MP3/USB radio with CD player optional).

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

1. Large sun roof
2. Sun visor
3. Straight 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
7. Separate seat height adjustment lever and cushion lifting function
8. Storage compartment for sunglasses
9. Hot/cool box
10. Photo sensor detects radiant energy of the sun and adjusts temperature automatically

CabSus mount
The cab features a new suspension system (CabSus mount) that combines high vibration damping with outstanding protection against impact. The system absorbs shocks and vibrations much more effectively than a conventional viscous suspension system.
Maximum controllability for enhanced productivity

Doosan's unique new jog shuttle switch gives you easy, precise control over all machine functions. Using highly sensitive joysticks and clear controls positioned for convenient access, you are able to work safely and confidently with minimum effort. Proportional auxiliary flow means that the excavator's huge power is matched by smooth, confident manoeuvres, whether you are digging or loading a dump truck. Swing torque has been increased while the speed of light-load operations such as grading has also been improved due to the larger hydraulic flow volume. The highest standards of efficiency are just a finger's reach away.

Jog shuttle control switch
- Power mode and Work mode
- Auto-idle / Buzzer Stop
- Adjustments of rpm, hydraulic flow and pressure for attachments
- Rear view camera
- Multimedia: video, AVI (DivX®), MP4, WMV
  - audio, MP3
- Menu change or selection

Colour LCD monitor panel
The upgraded 7" TFT LCD panel features a day and night display and has been relocated within the operator's line of sight. 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. All functions are totally controllable, directly via the screen or using the Jog shuttle switch.

Gauges
- Engine coolant and hydraulic oil temperatures
- Fuel level
- ECO symbol: changes colour when operating conditions change (idle, normal or loading)
- ECO gauge: shows the average fuel efficiency for 1 minute of operation
- Warning symbols

User menu
- Filter/oil information
- Service menu
- Attachment presets
- Monitoring

Dynamic power management
- Automatic travel speed function
- Activation of the power boost control system increases digging power by 10%
- A one-touch deceleration button immediately reduces engine speed to low or idle
- Auto-idling starts after 4 seconds at low rpm. This decreases fuel consumption and reduces noise levels in the cab
- Jog shuttle dial for engine rpm

Floating boom function (optional)
- The intelligent floating boom mode allows the boom to move up and down freely when external force is applied.
- The breaker mode restricts the boom to downward movement only. This means that the breaker can be operated using only the weight of the work group on the front, without additional force. The breaker remains in constant contact with the object. The result is reduced shock and vibration and longer breaker service life.
- During truck loading, the lowering of the boom can be controlled without hydraulic pump flow discharge. This increases productivity and fuel efficiency.

Simple operation
- "Short stroke" joysticks enable easy, precise control of all operations
- A thumb wheel switch and buttons on the joysticks allow proportional control of attachments such as grabs, crushers and grapples as well as control of rotating attachments
- A straight travel pedal can be installed to facilitate operation when moving in a straight line, to avoid having to use the conventional 2 pedals
Uncompromised quality and total customer support

Designed for long-term all-round heavy duty

In your profession you need equipment you can depend on. At DOOSAN we use highly specialised design and analysis tools to make sure our machines are as robust and durable as can be. Our materials and structures undergo stringent testing for strength and resilience in the most extreme conditions.

RESILIENT CHAIN FOR TOP CLASS RELIABILITY

The DX140LC-3 & DX160LC-3 are fitted with the same super-strong chain. The 21.6 cm link pitch, 4.7 cm pin diameter and heavy-duty running gear are ideally suited for long, trouble-free service in the roughest conditions.

- Track chains: the sealed and lubricated track chains are specifically designed for better pin and bushing retention. Exclusive heat treatment gives the links a consistent surface and strong core hardness, enhancing their durability.

Strengthened boom

Finite Element Analysis (FEA) has been used to calculate the best load distribution 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. The arm centre and end boss have been strengthened and reinforced bars added to better protect the base of the arm.

Extra-strong 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.

Tracks

For long-term dependability 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. In areas subjected to great stress, the track link thickness has been reinforced.

Integrated track spring and idler

The track spring and idler have been joined together for long-lasting performance and convenient maintenance. A new seal and cylinder body rod have been used to avoid leakage. Special heat treatment ensures optimum hardness and long-lasting resistance to wear.

Heavy-duty sprocket

The sprocket is deep induction hardened and the depth pattern on the entire tooth profile is optimised for long lasting service. Cast steel sprockets guarantee the highest resistance and durability even in the most severe applications. The sprocket tooth shape has been redesigned to prevent popping and increase component life.

Protected hydraulics

The hydraulic line routing is straight and simple for a neat, compact design that enhances its durability and minimizes the pressure loss.

Extra-robust parallel dozer

Large reinforced covers protect the dozer and stabilizer cylinders.

The shape of the dozer blade is designed to facilitate pulling and mixing of materials.

Dozer forward design, large working angle and reinforced components to ensure optimum stability when lifting or while working on sloped terrain.

Cast counterweight and steel compartment access

A cast counterweight minimises deformation resulting from external impact. Operating stability has been increased by use of a low centre of gravity design. All external compartment panels are made of steel for extra durability.

Bushing and polymer shim

A highly lubricated metal is used for the boom pivot in order to increase the component lifetime and extend the greasing intervals. A polymer shim is added to the bucket pivot to maintain precise control over the equipment and extend greasing intervals.

For special application, a high track undercarriage is also available.

The optional rubber pad contains a heavy duty steel grouser plate within its structure, and is covered with a hardwearing rubber compound.

The heavy-duty undercarriage provides excellent stability and durability. It is designed to excel in tough working environments.
More value – less maintenance

Short maintenance operations at long intervals mean you can depend on your equipment being available on site when it’s needed. Our machines are designed for simple routine maintenance, while skilled Doosan technicians are available to provide extra support when you need it. You can choose the package you need from a broad range of service agreements to get the most out of your machine. Uptime, productivity and residual value are all maximised, making these excavators an economical and rewarding choice.

Maintenance access made simple
- Large handrails are installed along with anti-slip steps and plates, for safer, easier access to the engine compartment
- The cab’s air conditioning filter is lockable and placed on the side of the cab for easy access
- A battery cut-off switch makes it easy to disconnect the battery during long-term storage
- The hour meter display can be easily checked from ground level
- Cock valves have been fitted on the pre-filter piping line and fuel tank drain piping to make servicing easier and prevent pollution from leakage

Efficient air filtering
The large capacity forced air cleaner removes over 99% of airborne particles, while the pre-cleaning system uses centrifugal force to eliminate dust. An oil-washed air cleaner is also available as an option.

Access to components
- Engine can be easily reached via the large steel top panel
- Access to the various radiators and filters is very easy, making routine maintenance easier

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 extended.

Engine oil filter
The engine oil filter offers a high level of filtration allowing a long interval 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 is added to each fuel filter to indicate when water draining is required.

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

Convenient fuse box
The fuse box is located in the storage compartment behind the seat, providing a clean environment and convenient access.

Regeneration switch
Diesel particulate filter regeneration is automatic and doesn’t interfere with operation. When the level of soot is too high, a warning symbol alerts the operator that he can activate regeneration at any time.

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

**Engine**
- Model: Doosan DL29K
- 4-Cycle Water-Cooled, Turbocharged, Common Rail Direct Injection, Exhaust Gas Recirculation Diesel Particulate Filter (DPF)
- **No. of cylinders**: 6
- **Rated power**: 82 kW (111 PS) at 1850 rpm (DIN 6271)
  82 kW (109 HP) at 1850 rpm (SAE 1995)
  80 kW (107 HP) at 1850 rpm (SAE J1994)
- **Max. torque at 1400 rpm**: 40 kgf·m (530 Nm)
- **Idle (low - high)**: 800 (idle) - 1950 (+25/-50) rpm
- **Piston displacement**: 5890 cm³
- **Bore x stroke**: 100 mm x 125 mm
- **Starters**: 24 V, 6.0 kW
- **Batteries – Alternator**: 2 x 12 V, 100 Ah - 24 V, 80 A
- **Air filter**: Double element and pre-filtered dust separator with automatic dust evacuation.

**Hydraulic system**
- The brain of the excavator is the e-EPOS (Electronic Power Optimizing 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 cross-sensing pump system for fuel savings.
- Auto deceleration system.
- Four operating modes, four power modes.
- Button control of flow and pressure in auxiliary hydraulic circuits.
- Computer-aided pump flow control.

**Maximum system pressure**
- Implement: (boom/arm/bucket)
  - Work: travel
    - Rotation: 330 kgf/cm² (+100)
  - Power: 350 kgf/cm² (+100)
- Relief valve pressure (kgf/cm²)
  - Max. system pressure
  - Main (2)
    - Tandem, Axial piston
      - Gear: 15.0
    - Pilot
      - 2 x 11.6

**Swing mechanism**
- High-torque, axial piston motor with 2-stage planetary reduction gear bathed in oil.
- Swing circle: single row, shear type ball bearing with induction-hardened internal gear.
- Internal gear and pinion immersed in lubricant.
- **Max. swing speed**
  - DX140LC-3 / DX160LC-3: 10 to 11 rpm
  - DX160LC-3: 12 to 14 rpm
  - Max. swing torque
    - (Eff.=78%) 6.7 - 12.4 t
    - (Eff.=98%) 0 to 11 rpm

**Drive**
- Each track is driven by an independent, high-torque axial piston motor through a planetary reduction gearbox. Two levers / foot pedals guarantee smooth travel with counter-rotation on demand.
- **Travel speed (low - high)**
  - DX140LC-3 / DX160LC-3: 3.0 - 5.0 km/h / 2.5 - 4.0 km/h
  - Maximum traction
    - DX140LC-3 / DX160LC-3: 6.7 - 12.4 t / 12.5 - 20.5 t
  - **Maximum gradeability**: 35° / 70%

**Undercarriage**
- Very robust construction throughout. 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 welded and rigidly attached to undercarriage. Track rollers lubricated to limit stresses. High-quality, durable materials.
- Lateral chassis: Very robust construction throughout. 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 welded and rigidly attached to undercarriage. Track rollers lubricated to limit stresses. High-quality, durable materials.

**Swivel mechanism**
- **Swing range DX140LC-3 / DX160LC-3**
  - Arm: 3000 mm
  - 3.00 m
  - Boom: 4600 mm
  - 4.98 m
  - Bucket: 0.45 m³
  - 0.59 m³
  - **Bucket: 0.51 m³**
  - **Weight**
    - D140LC-3 / D160LC-3
      - 1255 479
    - GP
      - 611 272
    - HD
      - 1029 547
  - **Boom: 4.6 m**
  - **Two-piece boom: 4.8 m**
  - **Bucket: 0.51 m³**
  - **Weight**
    - D140LC-3 / D160LC-3
      - 1255 479
    - GP
      - 611 272
    - HD
      - 1029 547
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    - Arm: 3000 mm
    - 3.00 m
    - Boom: 4600 mm
    - 4.98 m
    - Bucket: 0.45 m³
    - 0.59 m³
    - **Bucket: 0.51 m³**
    - **Weight**
      - D140LC-3 / D160LC-3
        - 1255 479
      - GP
        - 611 272
      - HD
        - 1029 547
  - **Buckets**
    - D140LC-3
      - Standard track 2.53 m / rubber pads track 2.49 m
      - Bucket: 0.45 m³
      - 0.51 m³
      - Weight: 1255 479
    - D160LC-3
      - Standard track 2.60 m / narrow track 2.59 m
      - Bucket: 0.51 m³
      - 0.59 m³
      - Weight: 1255 479
  - **Digging forces (ISO)**
    - Bucket (Normal/Press. Up)
      - Bucket: 0.45 m³
      - 0.51 m³
      - **Weight**
        - Bucket: 0.45 m³
          - 1029 547
        - 0.51 m³
          - 1255 479

**Fluid capacities**
- **Fuel tank**: 360 l
- **Cooling system (radiator)**: 25 l
- **Hydraulic oil tank**: 700 l
- **Engine oil**: 25 l
- **Swing drive**: 2 x 3 l
- **Travel device**: 2 x 3 l
- **Environment**
  - Noise levels comply with environmental regulations (dynamic values).
  - Noise level LwA
    - Guaranteed - measured: 101 dB(A) - 100 dB(A) (2000/14/EC)
    - Operator Lp(A)
      - 70 dB(A) (ISO 6396)

**Weight**
- **Shoe width (mm)**: 3755 mm / 3968 mm
- **Number of links & shoes per side**: 46 / 44
- **Number of rollers and track shoes per side**: DX140LC-3 / DX160LC-3
  - Upper rollers (standard shoe): 1 / 2
  - Lower rollers: 7 / 7
  - Number of links & shoes per side: 46 / 44
  - Overall track length: 3755 mm / 3968 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.

**Pumps**
- **Pump Type**
  - Displacement (cc/min)
  - Max. flow @ 1400 rpm
  - Relief valve pressure (kgf/cm²)
  - Main (2)
    - Tandem, Axial piston
      - Gear: 15.0
    - Pilot
      - 2 x 11.6

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    - Operator Lp(A)
      - 70 dB(A) (ISO 6396)
Dimensions

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<td>Boom length - mm</td>
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<td>Max. digging depth (level)</td>
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Component weights

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<th>DX160LC-3</th>
<th>DX160LC-3 HT</th>
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Working range

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<th>DX160LC-3 HT</th>
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<td>Max. digging depth (level)</td>
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<tr>
<td>Max. bucket length</td>
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<td>Max. vertical wall depth</td>
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<td>6000</td>
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<tr>
<td>Max. bucket volume</td>
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DX140LC-3 – Standard configuration

Standard track width: 2590 mm • Boom: 4600 mm • Arm: 3000 mm • W/O Bucket • Shoe: 600 mm • Counterweight: 2200 kg

Units: 1000 kg

- **DX140LC-3 – Option 2 Rubber pads**
- **DX140LC-3 – Option 1**

---

Lifting capacities

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<th>6.0</th>
<th>7.5</th>
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<td>4.20</td>
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</table>

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DX160LC-3 – Standard configuration

Standard track width: 2800 mm • Boom: 4600 mm • Arm: 2500 mm • W/O Bucket • Shoe: 700 mm • Counterweight: 2200 kg

Units: 1000 kg

- **DX160LC-3 – Option 2 Two-piece boom Narrow**
- **DX160LC-3 – Option 1 Narrow**

---

DX160LC-3 – Option 3 Two-piece boom

Standard track width: 2590 mm • Boom: 2000 mm LB + 3350 mm UB • Arm: 2500 mm • W/O Bucket • Shoe: 600 mm • Counterweight: 2200 kg

Units: 1000 kg

---

1. Lifting capacities are in compliance with ISO 10567:2007(E).
2. The load point is at the end of the arm.
3. The nominal loads shown do not exceed 75% of tipping loads or 87% of hydraulic lifting capacity.
4. The load point is at the end of the arm.
5. For lifting capacity with bucket, simply subtract the actual weight of the bucket from the values.
6. The configurations indicated do not necessarily reflect the standard equipment of the machine.

---

Lifting capacities

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<th>6.0</th>
<th>7.5</th>
<th>Max. lift</th>
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<td>12.00</td>
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</table>

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Narrow track width: 2590 mm • Boom: 4600 mm • Arm: 3000 mm • W/O Bucket • Shoe: 600 mm • Counterweight: 2200 kg

Units: 1000 kg

- **DX160LC-3 – Option 2 Two-piece boom Narrow**

---

Grid Line

Max. lift

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<th>6.0</th>
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<th>Max. lift</th>
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</thead>
<tbody>
<tr>
<td>7.5</td>
<td>2.70</td>
<td>2.70</td>
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Rating over side or 360°
**DX160LC-3 – Option 3 Two-piece boom**

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<thead>
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<th>Standard track width: 2800 mm</th>
<th>Boom: 2000 mm LB + 3350 mm UB</th>
<th>Arm: 2500 mm</th>
<th>W/O Bucket</th>
<th>Shoe: 600 mm</th>
<th>Counterweight: 2200 kg</th>
<th>Units: 1000 kg</th>
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</table>

<table>
<thead>
<tr>
<th>Arm</th>
<th>Dozer 3.0</th>
<th>4.5</th>
<th>6.0</th>
<th>7.5</th>
<th>Max. Wt</th>
<th>A (m)</th>
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</table>

For lifting capacity with bucket, simply subtract the actual weight of the bucket from the values.

4. The nominal loads shown do not exceed 75% of tipping loads or 87% of hydraulic lifting capacity.

**Standard and optional equipment**

**DX160LC-3 HT – Standard configuration**

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<th>Standard track width: 2800 mm</th>
<th>Boom: 4600 mm</th>
<th>Arm: 2500 mm</th>
<th>W/O Bucket</th>
<th>Shoe: 600 mm</th>
<th>Counterweight: 2200 kg</th>
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</thead>
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<table>
<thead>
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<th>6.0</th>
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<th>Max. Wt</th>
<th>A (m)</th>
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**DX160LC-3 HT – Option 1**

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<th>Counterweight: 2200 kg</th>
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<table>
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<th>7.5</th>
<th>Max. Wt</th>
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1. Lifting capacities are in compliance with ISO 10567-2007(E).
2. The headlight is at the end of the arm.
3. *b* = The nominal loads are based on hydraulic capacity.
4. Thrust power loads shown do not exceed 75% of tipping loads in 87% of hydraulic lifting capacity.
5. For lifting capacity with bucket, simply subtract the actual weight of the bucket from the values.
6. The configurations indicated do not necessarily reflect the standard equipment of the machine.
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A partner you can trust

Financial Solutions
Doosan Infracore Financial Services (DI FS) is specialised in creating financing solutions to meet a wide variety of needs. Contact your local dealer for more information.

Always a dealer near you
Our well-developed dealer network has the knowledge and experience to take the best care of our Doosan customers. No matter where you are, you’ll get the service you expect - and can rely on!

Parts & Service
- Complete parts & service support for all Doosan products
- Highest quality genuine parts
- Large, dedicated staff of factory-trained aftermarket professionals in the field