ARTICULATED DUMP TRUCKS

DOOSAN

	Pay Load		Heaped Capacity	
DA30	61,729 lb.	(28 000 kg)	23.3 yd^3	(17.8 m^3)
DA40	88,185 lb.	(40 000 kg)	34.0 yd^3	(26.0 m^3)

A HERITAGE OF DEDICATION

While Doosan is a relatively young brand in the North American construction equipment market, the organization has a heritage in equipment manufacturing that goes back to 1937. And since 2005, we've grown to become the fifth largest construction equipment manufacturer in the world.

Today, Doosan Infracore Construction Equipment America (DICEA) and its affiliates are industry leaders in the engineering, manufacturing and marketing of construction equipment including:

- **Skid-Steer Loaders**
- **Excavators**
- **Wheel Loaders**
- **Articulated Dump Trucks**
- **Attachments**
- **Air Compressors**
- **Lighting Systems**
- **Generators**
- **Compact Construction Equipment**
- **Engine Power Systems**

Building Your Tomorrow Today

Beyond its products for the construction industry, Doosan Infracore Support Business (ISB) segments include forklifts, material handling, machine tools, castings, forgings, construction, engineering, power generation, water treatment and desalination, plus renewable energy.

Your North American Partners.

With our network of dealers and a company infrastructure that spans North America, we can fully support your equipment from coast to coast.


DOOSAN
DA 40

NEW STANDARDS IN PRODUCTIVITY

High productivity means more material moved every day. The Doosan Articulated Dump Truck (ADT) adds a new level of innovation to the productivity game. In every weight category, Doosan leads the industry with a superior body capacity. It's designed to work in tough conditions and travel more than 34 miles per hour. With its sure-footed traction in rough terrain and its quick-unloading tailgate, the Doosan ADT lineup delivers more, any way you look at it.

Maximum ground contact gives you big advantages.

Our exclusive ADT innovations give you excellent driving stability, equal weight distribution and superior traction along with additional load capacity, superior power and better productivity.

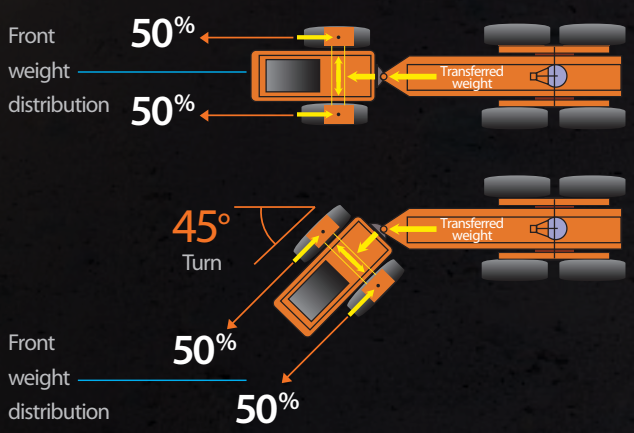
Turning ring placement in front of the articulation point provides equal weight distribution to each front wheel at all times.

Innovative Front-Mounted Turning Ring

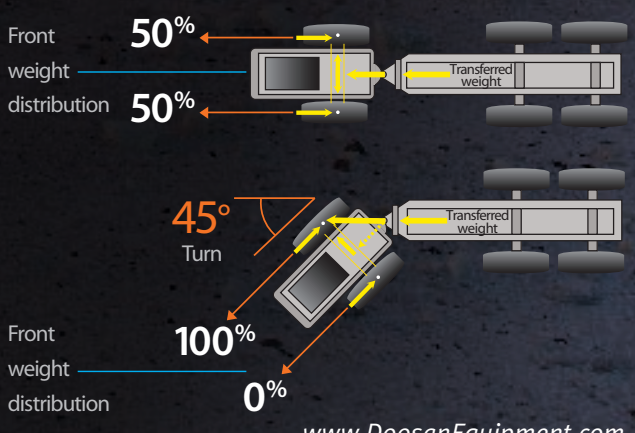
One of the most innovative features in the Doosan ADT design is the location of the turning ring in relation to the articulation point. Most manufacturers put the turning ring behind the point of articulation. This, along with a 100 percent differential lock, can cause steering difficulties that slow you down. Doosan does it differently: We place the turning ring in front of the articulation point.

This design ensures equal weight distribution to each front wheel in all operating situations. It also enables you to use the differential with only 45 percent locking value to maintain drive to both front wheels and optimize maneuverability without locking them up.

DOOSAN ADT



COMPETITORS' ADT



Tier 4 (T4) Compliant

Optimized to provide more power output with reduced fuel consumption,Doosan ADTs are designed with T4 compliant engines to reduce air pollution.

Cooled Exhaust Gas Recirculation (CEGR)

CEGR cools and recycles a portion of the engine exhausts to reduce oxygen and lower the temperature in the combustion chamber. This reduces nitrogen oxide (NO_x) emissions.

Diesel Oxidation Catalyst (DOC)

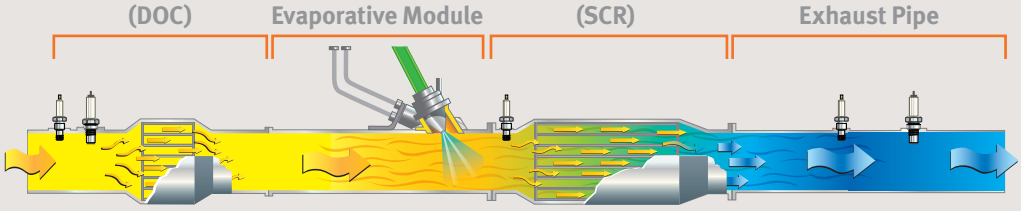
In the DOC, carbon monoxide (CO) and particulate matter (PM) emissions are transformed into harmless water (H_2O) and carbon dioxide (CO_2).

Evaporative Module

In the evaporative module, or mixing pipe, diesel exhaust fluid (DEF) solution is injected in small doses and mixed with hot exhaust gases, decomposing it into urea ($CO(NH_2)_2$) and water vapor, which then catalyzes into carbon dioxide and ammonia (NH_3).

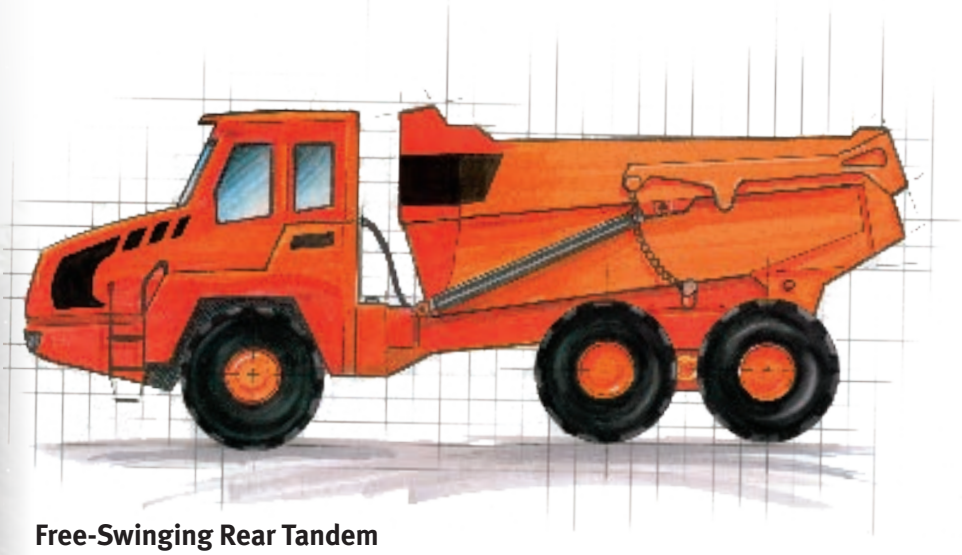
Selective Catalyst Reduction (SCR)

In the SCR Catalyst canister, nitrogen oxide mixes with ammonia and a chemical reaction takes place, resulting in nitrogen (N) and water vapor emitting from the system. The SCR canister also acts as the silencer or muffler.



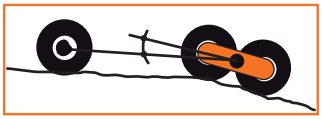
Unique Sloping Frame for Better Weight Distribution

Some brands use rigid axles which reduces traction and power to the ground. The Doosan frame is sloped downward from the hinge points to provide equal weight distribution to all wheels when the truck is fully loaded. This provides a lower center of gravity along with superior stability and tractive effort – not to mention better tire wear.



Free-Swinging Rear Tandem Bogie Suspension

The Doosan ADT's free-swinging gear-driven rear tandem bogie and special articulation system offer excellent performance and the best possible ground contact in soft and uneven terrain for maximum productivity. It also allows easy loading of the truck in almost all positions and applications.

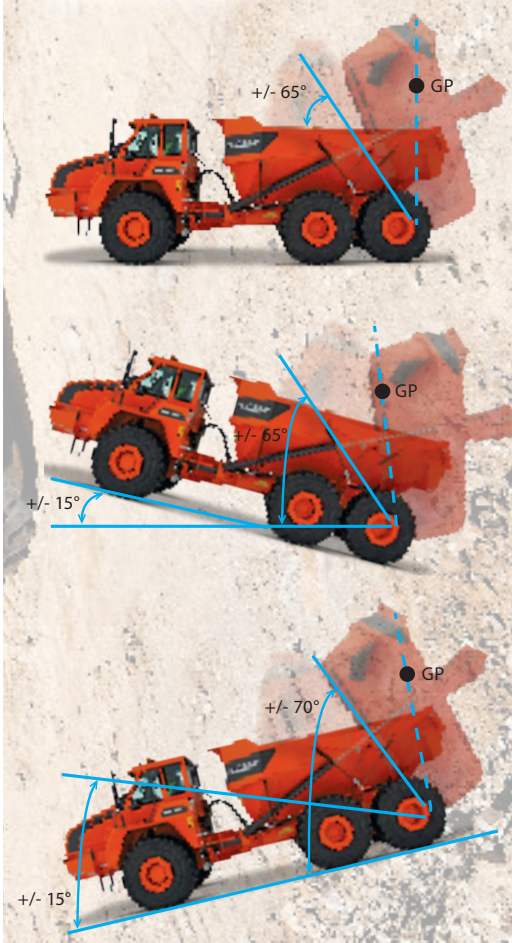


Doosan ADT

Competitors' ADT

Center of Gravity Adjustment

This feature reacts to sticky material in the body during dumping. If the material starts pulling the hoist cylinders backward, the dumping speed is automatically slowed to allow uniform dumping flow and to minimize unstable conditions.



●: Shows position of the Gravity Point (GP) when hydraulic flow will be reduced .

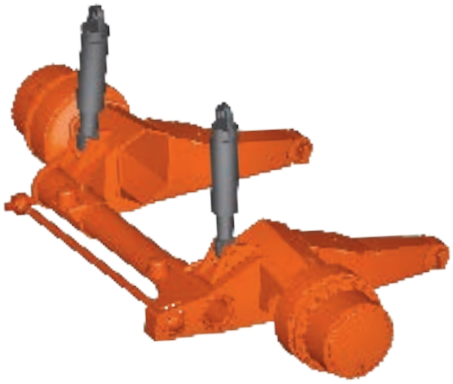
Diesel Exhaust Fluid (DEF)

DEF is a solution of pure urea ($CO(NH_2)_2$) and deionized water (H_2O). A minimum level of DEF is required for proper machine operation, and the DEF supply tank is heated for proper operation in cold weather. DEF is available from your Doosan dealer in various container sizes.

(DEF Tank)

Front Wheel Suspension

The unique independent front suspension allows free movement of one side, keeping the front wheels in contact with the ground for excellent traction and shock absorption.



Downhill Speed Modulation

Move the accelerator pedal up or down to control downhill braking and easily manage travel speed.

SEE HOW IT FEELS TO PERFORM TO YOUR FULL POTENTIAL.

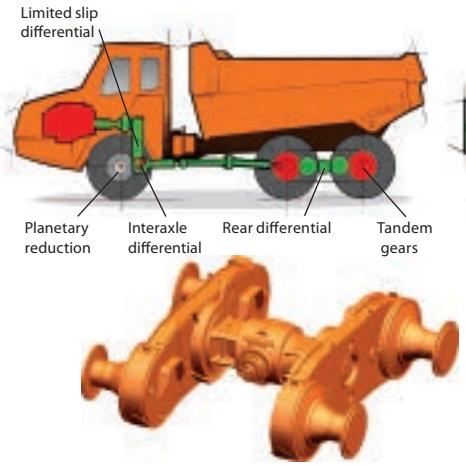
The Doosan Articulated Dump Truck (ADT), with its unique forward-mounted turning ring, sloping rear frame and free-swinging tandem bogie, has maneuverability that's hard to match and performance that can't be beat. It all comes down to more contact with the ground, better traction, better use of power and faster work with better results.

Single Driveline

The single driveline provides a power split of one-third to the front and two-thirds to the rear, which delivers the optimal balance of power and weight distribution. In slippery conditions, a longitudinal differential is locked, causing front and rear wheels to turn at the same speed for best traction. Power distribution is then 50 percent front, 50 percent rear.

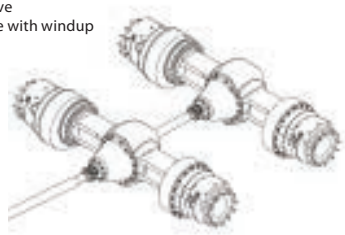
With the DA40's state-of-the-art, limited-slip differentials in the front and rear, and a lockable rear differential on the DA30, Doosan ADTs always deliver best-in-class traction.

Doosan ADT Driveline



Competitor Driveline

Green: normal drive
Red: 6-wheel drive with windup



One Rear Differential Provides Unique Benefits

One rear differential allows Doosan ADTs to use free-swinging gear-driven rear tandem housings on the rear axle. This enables maximum ground contact and eliminates driveline windup that occurs with the two-rear-differential design found on machines from other manufacturers.

Optional High-Floatation Tires

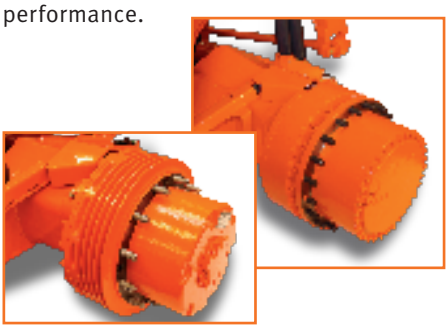
Wide flotation tires are available as an option for jobs requiring low ground-bearing pressure.

Unique Front-Mounted Differential

Since the front differential is bolted to the front of the transmission, the total length of the truck is reduced. This design brings better weight distribution and a smaller turning radius. That's an important advantage in confined areas.

Wet Disc Brakes for Each Wheel

The oil-cooled wet disc brakes on all six wheels provide excellent braking performance.



THE TOUGHEST TRUCKS AROUND

Doosan ADTs are among the most reliable dump trucks in the industry thanks to our long history of using reliable and proven components and manufacturing processes.

Best Manufacturing, Best Components

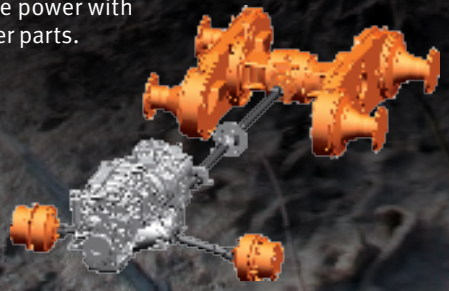
With in-house control of all machining and robotic welding, Doosan maximizes the durability of all its assemblies. Doosan ADTs use proven, specifically designed engine and transmission components tested not only by our suppliers, but also by Doosan itself.

Axles

Turning Ring

One Rear Differential

Since there is only one rear differential on Doosan ADTs, the driveline delivers more power with fewer parts.



Driveline Durability
A single driveline delivers the optimal power split of one-third to the front and two-thirds to the rear. Some brands use two rear differentials connected by a drive through system. This type of design is subject to damage from the outside, loss of power and premature wear.

Heavy-Duty Brakes
Dry disc brakes are open and exposed to dirt and water. The wet brakes on Doosan ADTs are not affected by these conditions because they are fully encased in oil. Wet disc brakes last longer, have fewer service intervals and are especially useful in extreme conditions such as in deep mud and water.

Air-cooled front disc brakes on the DA30 do not require forced cooling like most competitors' designs.

OPERATE IN COMFORT AND SIMPLICITY.
The operator's cab meets both Roll Over Protective Structure (ROPS) and Falling Object Protective Structure (FOPS) criteria. The cab is also equipped with heating and air conditioning, plus a high quality air-suspension seat with a seat belt to provide excellent comfort. Precise steering, good visibility and low noise levels provide a productive and comfortable cab environment for the operator.

Touch Pad

- Reduced retarder force (affects both retarder and engine exhaust brake): choice of 100% or 50% retarder force
- Diesel fuel heater ON/OFF
- Interaxle differential lock
- Override button
- Heated seat ON/OFF
- Cab roof and mirror arm front lights ON/OFF
- Rotating beacon ON/OFF

Best-in-Class Operator Environment

From quiet engines to the roomy, enclosed cab, Doosan ADTs provide exceptional operator comfort with low cab vibration and noise levels. The sloping hood gives the operator an excellent view. The cab is mounted on a special rubber suspension in order to reduce vibration and noise transfer into the cab.

"Tip-Tronic" Gearshift

Enables the operator to run the truck in both automatic and manual gears to ensure the smoothest possible shifting and momentum while operating the truck. Also acts as a shift inhibitor.

Excellent All-Around Visibility

The central operator position and the sloping hood provide an open view to the front and sides. The optional heated wide-angle mirrors provide visibility to the sides and rear of the ADT, even in cold weather.

LCD Color Monitor Panel

- 7-inch color display, resolution of 800 x 480 pixels
- Displays all necessary driving and handling information
- Rear view camera image in instrumentation graphics
- Backlight dimming according to ambient light conditions
- Sub menus for additional and diagnostic functions
- Gradient meter (fore/aft & side/side)
- On-board load weight system

Heat and Air Conditioning

Hot/Cool Box (optional)

Air Suspension Seat

Tiltable and Telescopic Steering

Standard Rear View Camera

The rear view camera provides an additional means to view the machine's surroundings, allowing for increased productivity.

DOOSAN MAKES MAINTENANCE SIMPLE.
Even the best equipment needs regular maintenance. If you want a long-lasting machine and minimal effort to get it, Doosan delivers everything you need: onboard diagnostic systems and easy component access, plus a standard fleet management system.

The hood has a wide opening (up to 83°) for easy access to the engine.

Easy maintenance is standard with Doosan ADTs.

A tilting cab allows easy access to the transmission and hydraulic components.

Doosan Telematics
Doosan's Telematics provides machine intelligence through a device that comes standard on all Doosan machines. The device communicates wirelessly through either cellular or satellite communication. Machine information can be viewed via the CoreTMS website, which then allows you to assess various aspects of your Doosan machine.

Key benefits include:
- Review maintenance schedules
- Maximize machine utilization & uptime
- Improve operator efficiency & training
- Monitor fuel use & efficiency
- Receive theft prevention alerts

Electrical and AC connections are at the rear of the cab, allowing for tilting of the cab without disconnecting.

Standard automatic central lubrication system

With the Vehicle Control Unit (VCU), grease is only pumped at specified intervals when the truck is in motion.

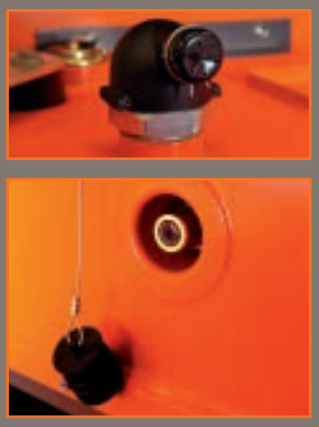
Day in and day out, in the toughest conditions imaginable, Doosan articulated dump trucks keep coming back for more, often working extensive hours without an engine overhaul. And because durability should never require a sacrifice in ease of use or comfort, a fully automatic transmission and smooth gear shifting allow the operator to concentrate on the work at hand.

Doosan Articulated Dump Trucks have permanent 6-wheel drive for equal power distribution to all wheels when loaded. The articulation hinge is positioned behind the turning ring to ensure equal weight distribution to each front wheel while loaded and turning. The sloping rear frame provides a lower center of gravity and improves the overall tipping of the body for increased productivity in even the most demanding conditions.

Superior Design

- Multiple Wet Disc Brakes
- Rear Axle Housing
- Rear Axle Differential
- Gear-Drive, Free Swinging Tandem Housing
- Parking Brake
- Articulation Hinge
- Sloping Rear Frame

Heated Body



Fast Fill

Quarry Tires (optional)

High Flotation Tires (optional)

Standard/Optional Equipment

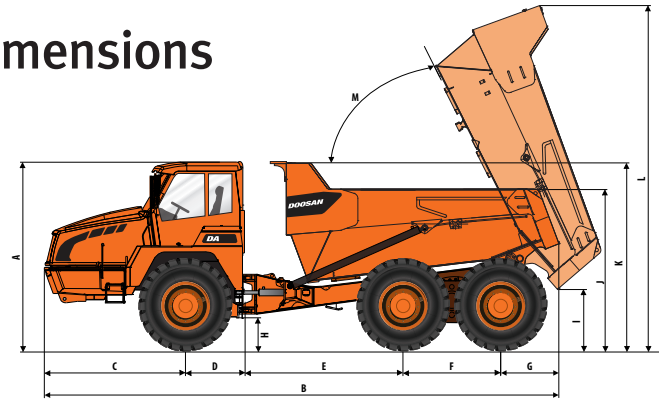
• Standard Equipment
■ Optional Equipment
– N/A

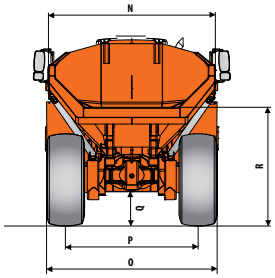
	DA30-5	DA40-5
ENGINE		
Emissions (EPA)	T4	T4
High Pressure Common Rail (HPCR)	•	•
Cooled Exhaust Gas Recirculation (CEGR)	•	•
Exhaust Brake	•	•
Selective Catalyst Reduction (SCR)	•	•
Diesel Exhaust Fluid (DEF)	•	•
Fuel Filter with Water Separator	•	•
Coolant Recovery Tank	•	•
Dual Element Dry-Type Air Filter with Evacuator	•	•
Electronic Engine Control (ECU)	•	•
Cool Down Mode	•	•
Diesel Powered Coolant Heater	■	■
Block Heater	■	■
HYDRAULIC		
Variable Displacement Axial Piston Pump	•	•
Cooling Fan - Hydraulic, Variable Speed	•	•
Emergency Steering Pump (Ground-driven) - Variable Displacement Radial Piston	•	•
ELECTRICAL		
System Voltage - 24 V	•	•
Alternator - 24V, 100 AMP	•	•
2 x 12V Batteries, 140AH (DA30-5) 225AH (DA40-5) Reserve Capacity	•	•
Blade Type Fuse Panel	•	•
Lights, Work (Halogen): Front, Rear	■	■
Lights, Work (LED): Front, Rear	■	■
Light, Stop, Tail & Direction Indicators	•	•
Rotating Beacon	■	■
Hour Meter	•	•
Rear View Camera	•	•
Laptop Service Port	•	•
Self-Diagnostics System	•	•
Emergency Shutdown Switch	•	•
Telematics	•	•
CABIN		
Steel, All-Weather & Sound Suppressed	•	•
ROPS (ISO 3471)	•	•
FOPS (ISO 3449)	•	•
Front Window with Wiper/Washer	•	•
Tinted Safety Glass	•	•
Visor, Retractable	•	•
Adjustable Sliding Side Door Window	•	•
Defrost	•	•
Lockable Doors	•	•
Seat - Air Suspension - 2" (51 mm) Seat Belt - Adjustable Height & Recline - Adjustable Fore/Aft - Adjustable Arm Rests	•	•
Seat - Heated	■	■
Instructor's Seat, Folding	•	•
Storage for Operator's Manuals	•	•
Mirrors - Interior Rear View - Exterior (2)	•	•
Mirror, Exterior - Heater	■	■
Fully Adjustable HVAC	•	•
Multi-Function LCD Display	•	•
Gradient Meter	•	•
On-Board Load Weighing System	•	•
Cigarette Lighter	•	•
AM/FM Stereo with CD Player & MP3 Port	•	•
Speakers (2)	•	•
Antenna	•	•
Space for Cooler Box	•	•
Storage	•	•
Power Socket, 12V	•	•
Beverage Holder	•	•
Interior Light	•	•
Guard, Rear Window	•	•
Cab Titling System	•	•
FRAME & SUSPENSION		
Articulation Hinge	•	•
Steering Cylinder, Double-Acting (2) - Cushion, Retracting	•	•
Turning Ring, Forward-Mounted	•	•
Towing Hook, Front and Rear	•	•
Sloping Rear Frame	•	•
Semi-Independent Rubber Spring & Shock Absorbers (Front)	•	–
Semi-Independent Gas-Hydraulic (Front)	–	•
Tires - Radial, 23.5 R25	•	–
Tires - Radial, 29.5 R25	–	•
BRAKES		
Dual Circuit Braking System	•	•
Hydraulic, Wet Multiple Discs - 6 (Each Wheel)	•	•
Parking Brake, Spring-Applied Hydraulic Release - Driveshaft-Mounted	•	•
Automatic Engine Brake	•	•
Automatic Hydrodynamic Transmission Retarder	•	•

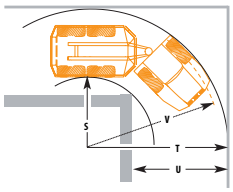
	DA30-5	DA40-5
CONTROLS		
Adjustable Steering Column - Tilting - Telescoping	•	•
Throttle Pedal (Accelerator)	•	•
Brake Pedal	•	•
Gear Selector "Tip-Tronic"	•	•
Body Hoist Lever	•	•
Switches, Console-Mounted - Key Switch - Park Brake	•	•
Buttons & Indicator Lights, Keypad - Parking Lights - Main Lights - Engine Pre-Heater - Hazard Lights - Rear Axle Differential Lock - Interaxle Differential Lock - Retarder Control - Fuel Heater - Heated Seat - Heated Mirrors - Rear Work Lights - Rotating Beacon - Work Lights - Interior Cabin Light	•	•
Speedometer	•	•
Engine Coolant Temperature	•	•
Transmission Oil Temperature	•	•
DISPLAY MONITOR & WARNINGS		
Buzzer - Brake System - Parking Brake	•	•
LCD Information - Fuel Level - DEF Level - Engine Coolant Temperature - Transmission Oil Temperature - Retarder Oil Temperature - Payload Meter - Gradient Meter - Engine RPM - Speedometer - Transmission Gear Indicator - Battery Voltage - Digital Clock - Trip Meter - Hour Meter - Fuel Consumption	•	•
Warning & Indicator Lights - Seat Belt - Error Code - SCR Warning - Check Engine - Engine Oil Pressure - Radiator Coolant Level & Temperature - Air Filter - Fuel Level - DEF Level - Lights (High, Main, Work, Beacon) - Direction Signal - Emergency Steering - Transmission Mode - Transmission Lock-Up - Transmission Oil Temp - Transmission Gear Indicator - Retarder Oil Temp - Retarder Brake - Engine Brake - Lubrication System - Body Down - Parking Brake Indicator	•	•
DRIVELINE		
Transmission, Automatic - Electronic Shift Control	•	•
Torque Converter Lock-up Clutch	•	•
6x6 Drive, Full-time	•	•
Tandem Rear Bogie - Gear-Driven - Free-Swinging	•	•
Driveline Interaxle Differential - 1/3 Front, 2/3 Rear - Torque Divider, 100% Locking Ratio	•	•
Front Axle Transverse Differential - Limited-slip, 45% Locking Ratio	•	•
Rear Axle Transverse Differential (1) - Limited-slip, 45% Locking Ratio	–	•
Rear Axle Transverse Differential (1) - Clutch-engaged, Torque-dependent Locking Ratio	•	–
BODY		
Body, High Tensile HB400 Steel	•	•
Body, None	■	■
Lifting Cylinder, Double-Acting (2) - Cushion, Extending	•	•
Tailgate, Scissor Type	•	•
Tailgate, None	■	■
Spill Guard on Front of Body	•	•
Body Heating Kit	■	■
Body Heating Ready	•	•
Body Lining Standard	■	■
Side Extensions	■	■
OTHER		
Automatic Lubrication System	•	•
Handrails & Service Platforms	•	•
Skid-Resistant Steps & Service Platforms	•	•
Body Lift Support	•	•
Fire Extinguisher	■	■
First Aid Kit	■	■
Manuals - Operation & Maintenance - Parts - AEM Safety Manual	•	•
Telematics, Three-Year Subscription	•	•
Vandalism Protection - Lockable Panels - Lockable Fluid Fill Points	•	•
Speed Limitation	■	■
Tool Kit	■	■
Warning Triangle	■	■
Fast Fill	■	■
Mud Flaps	•	•

Images of Doosan units may show other than standard equipment or new T4-compliant models.

Dimensions







		UNIT	DA30-5	DA40-5
HEIGHT, CABIN	A	in. (mm)	11' 8" (3560)	12' 8" (3850)
LENGTH, OVERALL	B	in. (mm)	31' 4" (9558)	34' 9" (10 590)
OVERHANG, FRONT	C	in. (mm)	8' 7" (2650)	9' 1" (2775)
ARTICULATION JOINT - FRONT AXLE	D	in. (mm)	3' 11" (1195)	4' 2" (1275)
ARTICULATION JOINT - REAR AXLE	E	in. (mm)	9' 7" (2916)	10' 5" (3170)
WHEELBASE, REAR TANDEM	F	in. (mm)	5' 10" (1768)	6' 5" (1960)
OVERHANG, REAR	G	in. (mm)	3' 5" (1029)	4' 8" (1410)
GROUND CLEARANCE, FRONT	H	in. (mm)	1' 11" (576)	2' 2" (652)
BODY DUMP CLEARANCE	I	in. (mm)	2' 0" (610)	2' 6" (763)
BODY LOADING CLEARANCE	J	in. (mm)	9' 8" (2946)	11' 0" (3355)
BODY HEIGHT (LOWERED, TO TOP OF SPILL GUARD)	K	in. (mm)	11' 9" (3572)	13' 2" (4001)
BODY HEIGHT (RAISED, TO TOP OF SPILL GUARD)	L	in. (mm)	20' 4" (6197)	23' 4" (7120)
BODY DUMP ANGLE	M	°	70	70
BODY WIDTH	N	in. (mm)	9' 5" (2875)	11' 2" (3395)
TIRE WIDTH	O	in. (mm)	9' 10" (2990)	11' 5" (3475)
TREAD WIDTH	P	in. (mm)	7' 9" (2370)	8' 10" (2690)
GROUND CLEARANCE, REAR	Q	in. (mm)	1' 11" (576)	2' 4" (706)
BODY FLOOR HEIGHT	R	in. (mm)	6' 11" (2100)	7' 10" (2390)
TURNING RADIUS, INSIDE	S	in. (mm)	12' 9" (3890)	13' 6" (4120)
TURNING CLEARANCE, OUTSIDE	T	in. (mm)	26' 4" (8030)	29' 1" (8850)
ROAD WIDTH, MINIMUM (90° TURN)	U	in. (mm)	17' 4" (5280)	19' 6" (5930)
TURNING RADIUS, OUTSIDE*	V	in. (mm)	25' 2" (7680)	27' 8" (8420)
			*Turning radius according to ISO 7457	

Weight

		UNIT	DA30-5	DA40-5
WEIGHTS				
GROSS WEIGHT (NO TAILGATE)		lb. (kg)	113,318 (51 400)	158,292 (71 800)
NET WEIGHT (NO TAILGATE)		lb. (kg)	51,588 (23 400)	70,107 (31 800)
PAY LOAD		lb. (kg)	61,729 (28 000)	88,185 (40 000)
EMPTY (NO TAILGATE)	FRONT AXLE	lb. (kg)	26,310 (11 934)	32,064 (14 544)
	REAR AXLE	lb. (kg)	25,278 (11 466)	34,736 (15 756)
LOADED (NO TAILGATE)	FRONT AXLE	lb. (kg)	36,597 (16 600)	48,045 (21 793)
	REAR AXLE	lb. (kg)	76,721 (34 800)	106,940 (48 507)
WEIGHT DISTRIBUTION, EMPTY	FRONT/REAR	%	51 / 49	48 / 52
WEIGHT DISTRIBUTION, LOADED	FRONT/REAR	%	31 / 69	31 / 69
TAILGATE WEIGHT		lb. (kg)	2,976 (1350)	3,307 (1500)
			NOTE: All weights include a full tank and operator	
GROUND PRESSURES				
EMPTY	FRONT AXLE	psi (bar)	15.0 (1.0)	12.8 (0.88)
	REAR AXLE	psi (bar)	7.7 (0.53)	7.0 (0.48)
LOADED	FRONT AXLE	psi (bar)	20.5 (1.41)	18.9 (1.3)
	REAR AXLE	psi (bar)	23.5 (1.62)	22.0 (1.52)
			Measured with standard tires with 15% sinkage	
POWER (NET) TO WEIGHT RATIO				
EMPTY		hp/t (kW/t)	14.03 (11.54)	14.46 (11.88)
LOADED		hp/t (kW/t)	6.39 (5.25)	6.23 (5.12)

General

		UNIT	DA30-5	DA40-5
ENGINE				
MODEL			Scania DC9	Scania DC13
NUMBER OF CYLINDERS		INLINE	5	6
POWER RATING GROSS (HP per ISO 3046)		hp (kW) @ rpm	370 (276) @ 2,100	493 (368) @ 1,900
POWER RATING NET (HP per ISO 9249)		hp (kW) @ rpm	362 (270) @ 2,100	483 (360) @ 1,900
MAXIMUM TORQUE GROSS		ft.-lb. (Nm) @ rpm	1,381 (1873) @ 1,300	1,750 (2373) @ 1,300
PISTON DISPLACEMENT		$in.^3$ (L)	568 (9.3)	775 (12.7)
BORE AND STROKE		in. x in. (mm x mm)	5.0 x 5.5 (127 x 140)	5.1 x 6.3 (130 x 160)
STARTER		V, hp (Kw)	24, 7.5 (5.5)	24, 7.5 (5.5)
BATTERY		V, AH	2 x 12, 140	2 x 12, 225
ALTERNATOR		V, amp	24V, 100	24V, 100
AIR CLEANER			Double Element, Dry	Double Element, Dry
HYDRAULICS				
MAIN PUMP		gpm (L/min)	80.6 (305)	80.6 (305)
RELIEF PRESSURE (MAIN)		psi (bar)	4,061 (280)	4,061 (280)
EMERGENCY STEER PUMP		gpm (L/min)	13.2 (50)	13.2 (50)
RELIEF PRESSURE (EMER. STEER)		psi (bar)	3,046 (210)	3,046 (210)
ENVIRONMENT				
SOUND LEVEL (per ISO6395)		dB(A)	108	107
CABIN SOUND LEVEL (per ISO 6394)		dB(A)	72	71
TRANSMISSION SPEEDS				
TRAVEL SPEED - FORWARD (8)		mph (km/h)	3.1 / 5.0 / 6.8 / 9.3 / 13.7 / 18.6 / 26.1 / 34.2 (5 / 8 / 11 / 15 / 22 / 30 / 42 / 55)	3.1 / 5.0 / 6.8 / 9.3 / 13.7 / 18.6 / 26.1 / 34.2 (5 / 8 / 11 / 15 / 22 / 30 / 42 / 55)
TRAVEL SPEED - REVERSE (4)		mph (km/h)	3.1 / 5.0 / 6.8 / 9.9 (5 / 8 / 11 / 16)	3.1 / 5.0 / 6.8 / 9.9 (5 / 8 / 11 / 16)
REFILL CAPACITIES				
FUEL TANK		gal. (L)	88.5 (335)	140 (530)
DIESEL EXHAUST FLUID TANK		gal. (L)	10 (38)	10 (38)
COOLING SYSTEM (RADIATOR)		gal. (L)	11.9 (45)	13.2 (50)
ENGINE OIL		gal. (L)	8.7 (33)	11.6 (44)
TRANSMISSION		gal. (L)	19.8 (75)	19.8 (75)
FRONT DIFFERENTIAL		gal. (L)	3.5 (13.2)	3.5 (13.2)
REAR DIFFERENTIAL		gal. (L)	4.2 (16)	12.2 (46)
FRONT HUB (2)		gal. (L)	2.9 (11)	2.0 (7.5)
TANDEM HOUSING		gal. (L)	12.7 (48)	37.0 (140)
HYDRAULIC TANK		gal. (L)	32.5 (123)	55.2 (209)
BODY				
TIPPING TIME		seconds	Up: 12 / Down: 10	Up: 10 / Down: 10
LEVEL CAPACITY	WITH TAILGATE	yd^3 (m^3)	18.6 (14.2)	26.7 (20.4)
	WITHOUT TAILGATE	yd^3 (m^3)	17.8 (13.6)	25.6 (19.6)
HEAPED CAPACITY (2:1)	WITH TAILGATE	yd^3 (m^3)	23.3 (17.8)	34 (26)
	WITHOUT TAILGATE	yd^3 (m^3)	22 (16.8)	31.9 (24.4)
DENSITY INDEX		lb./yd^3 (kg/m^3)	2,818 (1666)	2,759 (1640)

Cylinders

		UNIT	DA30-5	DA40-5
HYDRAULIC CYLINDERS				
BODY TILT CYLINDERS (2)	BORE	in. (mm)	4.5 (115)	4.9 (125)
	STROKE	in. (mm)	90.2 (2290)	102.9 (2614)
STEERING (2)	BORE	in. (mm)	3.9 (100)	4.5 (115)
	STROKE	in. (mm)	20.3 (515)	21.7 (550)

Printed on 10% recycled paper

1.877.745.7814

DoosanEquipment.com/HEX

DOOSAN

D-1031 (09/15)

Printed in U.S.A.

Kn-5M-915-37890-02-F