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PBP D250W00 0612

DOOSAN

Doosan Infracore
Construction Equipment

DL250

Engine Power : SAE J1995, gross 121 kW(162 HP)@2,100 rpm
SAE J1349, net 114 kW(153 HP)@2,100 rpm
Operational Weight : 14,000kg (30,864 lb) - STD.
Bucket capacity(SAE) : 2.4 ~ 2.7m^3(3.1~3.5 cu.yd)

Wheel loader : DOOSAN DL250

A Powerful Wheel loader with Novel Features

DL 250

The new DL250 wheel loader has all the advantages of the previous loaders. This logical new step provides real added value to the operator.

The key phrase used during the development of the DL250 was "giving optimal value to the end user". This translates, in concrete terms, into:

Increased production due to the use of a new generation "Common Rail" engine and the excellent synchronisation of the drive train with the hydraulics system.

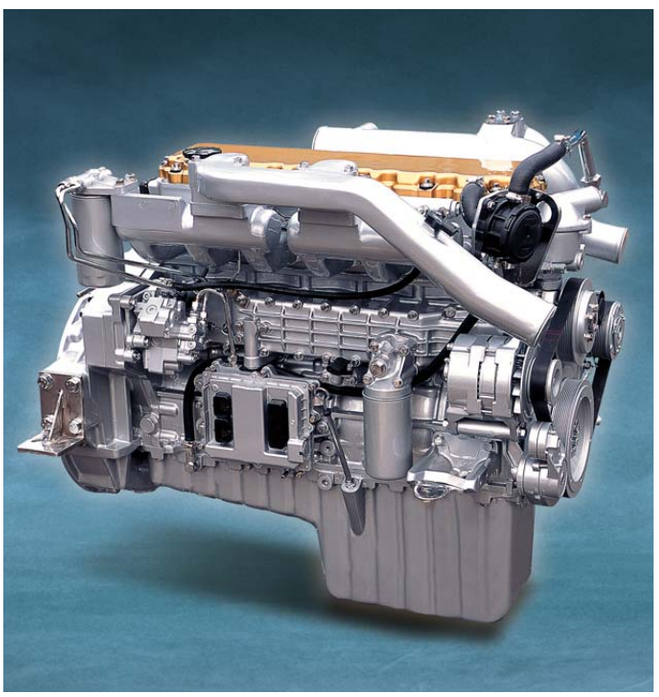
Improved ergonomics, increased comfort and excellent all round visibility ensuring safe and pleasant working conditions.

Improved reliability through the use of higher performance new materials, the development of new computer-assisted structural design techniques and by intensive and systematic test programs. All of these combine to increase the life of vital components and reduce operating costs.

Reduced maintenance increases the availability of the loader and reduces operating costs.

PERFORMANCE

Perfect integration of power and intelligence.
When exceptional power is combined with the very best workmanship, the wheel loader reaches the peak of its performance.
The DL250 loader gives you outstanding productivity. The reason is, on the one hand, the impressive digging power allows the hardest materials to be tackled and, and on the other, high tractive power enables easy penetration.
With a powerful hydraulic system, the operator can work quickly and powerfully.
At the heart of the loader is the new DOOSAN DL06 "Common Rail" engine.

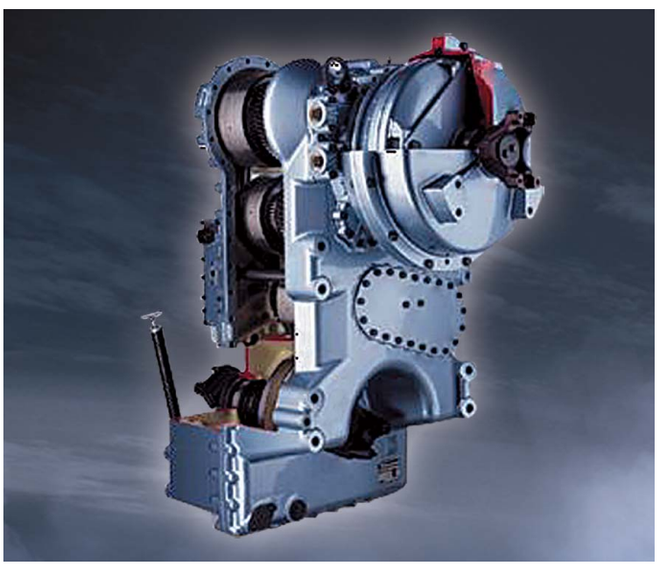


DOOSAN DL06 "Common Rail" engine
The engine features excellent power and torque characteristics. With 4 valves per cylinder and electronic control, combustion is optimised and reduced emissions minimize pollution.

Increased torque and a generous torque reserve allow efficient use of power by the hydraulic system.

High torque means high manoeuvrability of the loader when moving.

The engine has two modes of operation: "power" or "economy".



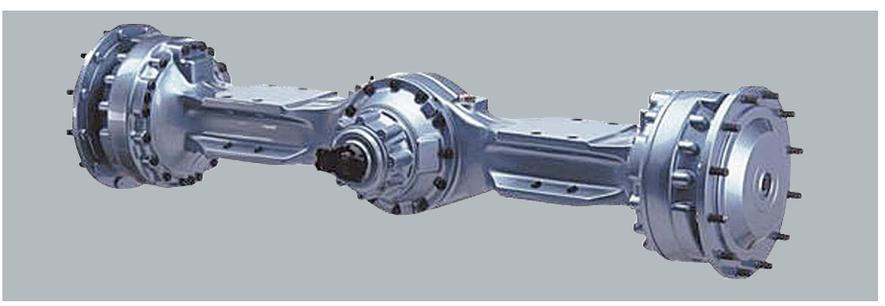
Automatic transmission
The transmission is particularly smooth and the gear ratios are optimised.
There are no shocks, resulting in an appreciable level of comfort for the operator. The traction force is optimum under all working conditions.
The combination of these characteristics enables the loader to maintain high speed under all conditions and favours penetration and thus optimum bucket filling at each cycle.

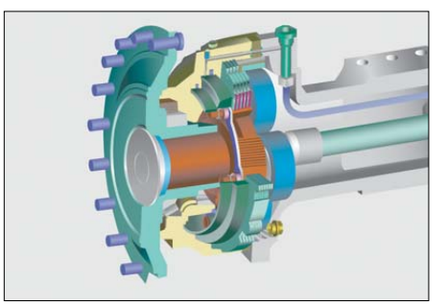
The transmission has three modes of operation:
- Manual
- Automatic (automatic shift for all gears)
- Semi - Automatic (automatic with a "kick down" for first gear)

DOOSAN Infracore is aware of the importance of protecting the environment.
Ecology was uppermost in the minds of the research workers right from the start of the design of the new machines. The new challenge for the engineers is to combine the protection of nature with equipment performance. DOOSAN has been investing heavily to this end.

The new DOOSAN DL06 engine respects and protects the environment, limiting all types of toxic emissions.

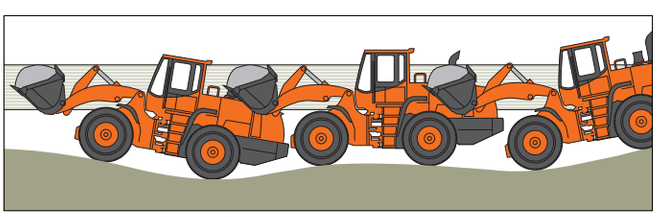
DL 250





Limited slip ZF differential
The machines axles are fitted with limited slip differentials at the front and rear. This automatically ensures the maximum tractive effort and easy driving over soft and muddy ground. It also reduces the risk of skidding and, at the same time, prevents excessive tyre wear. The brake discs have been repositioned to the rear part of the reduction gear where the rotation speed is lower. As a result, the discs are exposed to lower rpm's and heat generation is reduced and the life span of the discs is greatly extended.

Z kinetics
The Z lifting geometry is very robust and especially designed for heavy loads. Few moving parts, reduced loads, simplicity,... everything
contributes to good loader stability.
This geometry enables very rapid bucket movements and ensures correct angle positioning in all situations.
The rapid bucket dump capability makes it easier to unload adhesive materials.



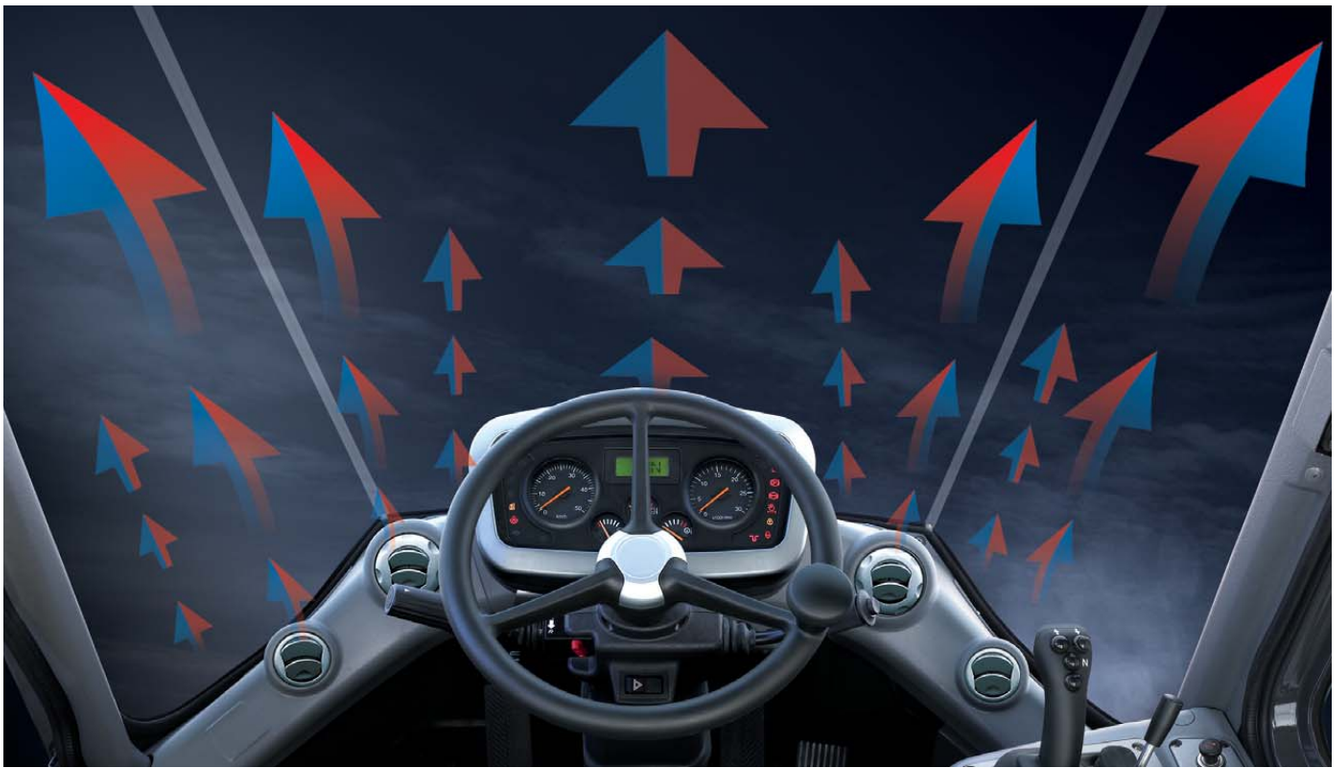
Load stabilizer (option)
This system is ideal for all loading and movement situations and increases driver productivity and comfort. It also minimises the amount of material spilt during travelling.

Hydraulic Power Steering
The newly designed steering system ensures smooth steering even in the low engine speed ranges.
- Steering control valve

COMFORT

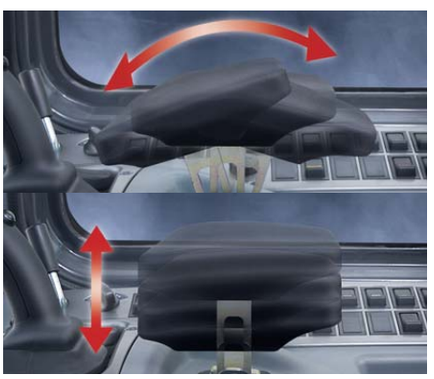
A perfect workspace has been created for you.
The work rate of the wheel loader is directly linked to the performance of its operator.
DOOSAN designed the DL250 by putting the operator at the centre of their development goals.
More space, better visibility, air conditioning, a very comfortable seat, sufficient storage space...
All these elements ensure that the operator can work for hours in excellent conditions.

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



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

Steering column
The steering column features both tilting and telescopic functions.



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

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

Lateral console
The control console is thoughtfully placed to the right of the operator.
Provision is provided to fit switches for additional equipment if required.

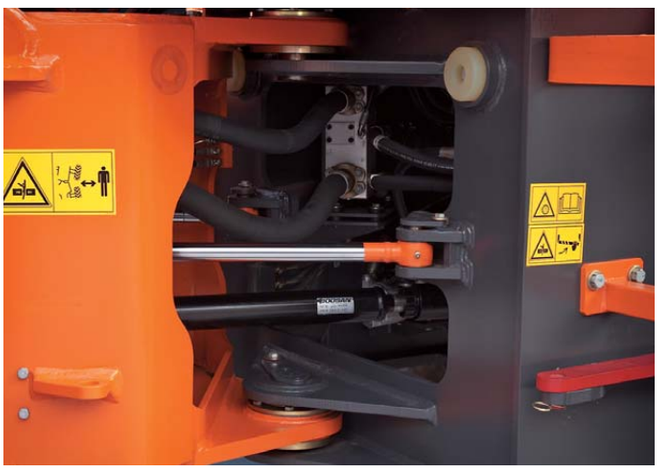
Central indicator panel
A high visibility indicator panel allows the operator to check essential loader functions.

Sunvisor & Room mirror(Std.)

MAINTENANCE

Short, simple maintenance operations at long intervals increase the availability of the equipment on site.
DOOSAN has developed the DL250 with a view to high profitability for its user.
A detailed design of each detail guarantees optimum reliability and reduced maintenance costs.

Hydraulic circuit return filter
The hydraulic circuit return filter, made of glass fibre, eliminates up to 99.5% of foreign substances. It effectively protects the hydraulic circuit and extends service intervals.

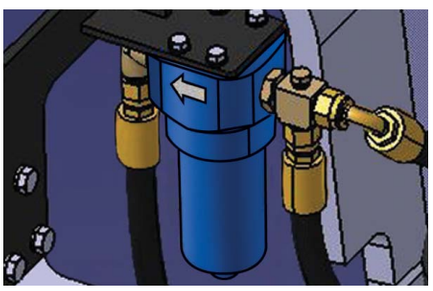


Central joints
The central joints of the machine are particularly robust. The attachment points are positioned to withstand bending and torsion forces. A large amount of space has been left to allow easy access to internal components.

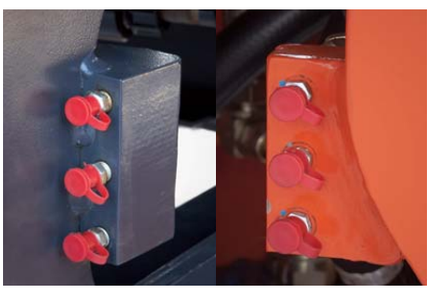
Transmission filter
The transmission filter is easy to reach and can, like all other maintenance components, be checked from ground level.

Air cleaner
The forced air cleaner removes 99.9% of particles. It is preceded by a high capacity pre-filter.
The cleaning and cartridge replacement intervals are very long.

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



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

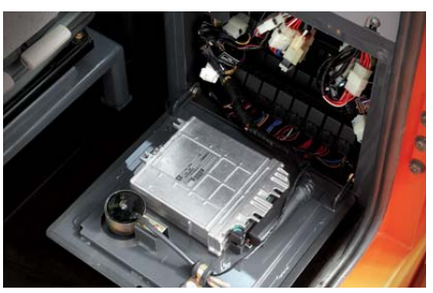


Greasing Lubrication Ports
The front pins and steering cylinders and rear support assembly can be lubricated from the outside of the machine without crawling under the machine or in awkward positions through the lubrication ports.

Convenient Transmission Oil Filling
The oil filler pipe is located near the articulation joint for easy access.

DL250

Hydraulic pressure check points
The pressure test points are grouped together. (Main pressure, steering, braking etc).



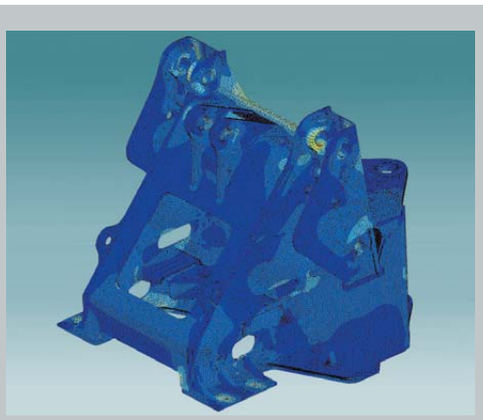
Transmission diagnostics
The transmission and engine can be diagnosed using a laptop computer to interface with the diagnostic system.

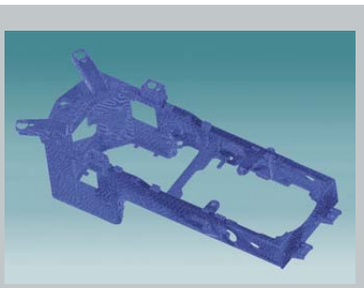
Engine oil and coolant drains
Drains are installed in very accessible places to facilitate emptying without the risk of polluting the environment.

RELIABILITY

DL 250

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



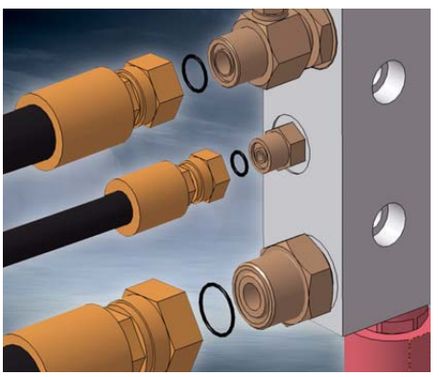


Special attention was given to the design and manufacture of structural components.

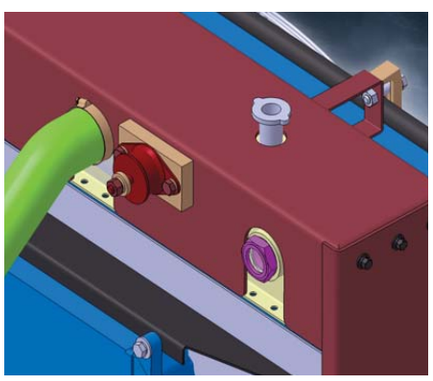
To ensure long lifetime for the main structures, DOOSAN has used finite element techniques. All the structural components such as the chassis, the joints and the lifting arm have been designed using this method. After modelling, they are subjected to intensive laboratory and field testing where extreme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

Drive shaft
The dust seal has been fitted to protect dust and mud, sand, thus wear during use is reduced. The air vent relief valve is installed against over-filling.

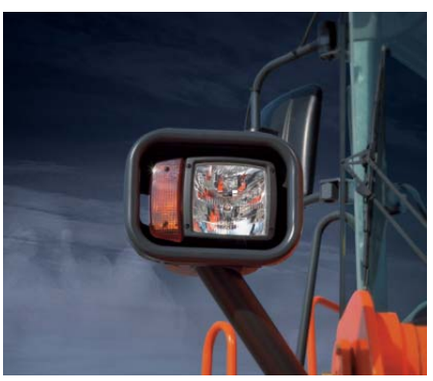
Radiator grill
The radiator grill is made from reinforced steel for increased shock resistance.



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



Radiators mounted on rubber mounts
The aluminium radiators are mounted on rubber mounts to effectively withstand vibrations.



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

Rear combination lamp
A semi-permanent lamp life has been secured with the application of LED-type stop and position lamps.

STANDARD AND OPTIONAL EQUIPMENT

STANDARD EQUIPMENT

Engine
- Three stage air cleaner with cyclone precleaner, inner filter, and external filter restriction indicator as at the dashboard
- Fuel filter with water separator
- Fuel filter
- Hydraulically driven fan with bi-direction flow for core cleaning
- External drains for engine oil and coolant changes
- Engine power Mode selector switch (Standard / Economy mode)
- Self-diagnosis function

Lifting and Hydraulic system
- Robust Z bar lifting system
- General purpose bucket 2.5 m^3 (SAE,heaped)
- Automatic boom kick out
- Automatic bucket return to dig.
- Fast couplers for hydraulic check
- Mono control lever
- Hydraulic control valve with two sections

Steering system
- Load sensing steering system

External equipments
- Lifting hooks
- Articulation lock in the transport position
- Towing hitch
- Tool compartment
- Wheel chocks
- Semi-fender

Electric System
- Alternator 60A / 24V
- Working lights: 2 at the front and 4 at the rear (6 x 70 W)
- Driving lights: low and high beams
- Tail indicators, stop, reversing lights
- Reversing alarm

Drive line and Brake system
- Transmission which can be declutched when braking
- Transmission with self diagnosis and monitoring indicator, plus electronic plug for fast adjustment
- Transmission Mode selector switch (Manual / Auto 1 ⇳ 4 / Auto 2 ⇳ 4)
- Starting safety system
- Travel direction and kickdown selection lever at left of the steering wheel and on the joystick
- Limited slip differentials on front and rear axles
- Dual brake circuits with accumulator
- Tyres 20.5-25-16PR(L3)
- Dual service brake pedals
- Parking brake on the transmission, spring applied hydraulic release

Cab
- Air-conditioning / heating with recirculation function
- Double Filtered air cab
- Mechanical seat with 2" safety belt
- Adjustable steering column (inclination & telescopic)
- Compartment for cans
- Floor mat
- Tinted glasses
- Left sliding window
- Front and rear wiper
- Front and rear washers
- Sun visor
- Interior cab light
- Interior rear view mirror (2)
- Heated Exterior rear view mirrors (2)
- Machine monitoring (condition, control & maintenance indicators in front of the driver by dials, gauges and lamps)
- Main switches in front of the driver
- Switches for the general functions in the right console
- Electrical horn
- Cigarette lighter
- 12 Volt power socket
- Cup holder
- Compartment for shoes
- Radio antenna built into rear window
- Speakers & connection for radio
- ROPS cabin (Rollover Protective Structure); ROPS meets the following criteria: SAE J 394, SAE 1040, ISO 3471
- FOPS cabin (Falling Objects Protective Structure); FOPS meets the following criteria: SAE J 231, ISO 3449

OPTIONAL EQUIPMENT

Some of these optional equipments may be standard in some markets. Some of these optional equipments cannot be available on some markets.
You must check with the local DOOSAN dealer to know about the availability or to release the adaptation following the needs of the application.

Ground Engaging Tools
- Various types of buckets, fork palette, timber grapples and accessories

Tyres
- L3 following various types of manufactures

Hydraulic
- Hydraulic control valve with 3 sections
- FNR mono lever with 3rd function lever for third section
- Two hydraulic levers for 2 sections with FNR function
- Three hydraulic levers for 3 sections with FNR function
- Hydraulically driven fan with adjustable speed proportional to fluid temperature
- Load isolation system (LIS)
- Emergency steering pump driven by electric motor

Electric system
- Rotating beacon
- Additional lighting
- Fuel heater

Cab
- Rear camera (CCTV) and monitor
- CD MP3 player

Various
- Tool Kit

External equipments
- Full fenders
- Lower protection plates
- Boom float kick-out
- Additional counter weight

TECHNICAL SPECIFICATIONS

ENGINE

Model

Doosan DL06
"Common Rail" engine with direct fuel injection and electronic control, 4 valves per cylinder, vertical injectors, water cooled, turbo compressor and air-air cooling of the intake air. The emission levels are well below the values required for Phase III.
Two modes available: normal and economy.

Number of cylinders

6

Rated power

121 kW(162 HP) @ 2,100 rpm (SAE J1995, gross)
114 kW(153 HP) @ 2,100 rpm (SAE J1349, net)

Maximum power

127 kW(170 HP) @ 1,800 rpm (SAE J1995, gross)
119 kW(160 HP) @ 1,800 rpm (SAE J1349, net)

Maximum torque

82 kgf.m (804 Nm) at 1,400 rpm

Piston displacement

5,900 cc (360 cu.in)

Bore & stroke

100 mm x 125 mm (3.9" X 4.9")

Starter

24 V / 4.5 kW

Batteries

2 x 12 V / 100 Ah

Air cleaner

Double element and pre-filtered with auto dust evacuation.

Cooling

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

TRANSMISSION

The "Power Shift" transmission can be used in manual mode, fully automatic or semi-automatic with the "kick down" function.
This transmission is based on components of excellent reputation. It is equipped with a modulation system designed to protect it and ensure smooth gear and direction changes.
A manual transmission control lever is located to the left of the operator. In automatic or semi-automatic mode a change of direction function is also available.
The transmission can be disengaged by the brake pedal to make all the engine power available for the hydraulics. A safety device prevents the engine being started if the transmission is not in neutral. The transmission can be tested and adjusted with special equipment. A computer can be connected to monitor the history of its operation.

Gearbox

ZF 4 WG 190

Torque converter

Simple stage / mono phase

Movement speed, kph

Forward: 6.6 - 11.5 - 22.5 - 34.0 (1 - 2 - 3 - 4)
Reverse: 7.0 - 12.5 - 23.5 (1 - 2 - 3)

Maximum traction

14.5 tonnes

LIFTING SYSTEM

The type Z lifting system has a simple lifting piston system and is designed for the toughest jobs. The breakout force of 13.2 tonnes combines with a Bucket angle that is well maintained throughout the range of movement. The bucket angles are optimised in the travelling position and at ground level.
The load isolation system (LIS) is fitted as option. It increases operator comfort and improves output.

Lifting cylinders (2)

Bore x stroke: 140 mm x 777 mm(5.5" x 2'7")

Bucket cylinders (1)

Bore x stroke: 160 mm x 500 mm(6.2" x 1'8")

AXLES

Model ZF

The front and rear drive axles are fully suspended and have planetary reduction gears in the hubs.
Equipped with limited slip differentials in the front and rear axles, traction is optimum under all conditions.
A traction power of 14.5 tonnes allows inclines with a slope of 58% to be tackled.

LSD differential (front and rear)

45%

Oscillation angle

+/- 11°

Brakes

Dual multi-disc circuit.
Self auto adjusted discs extend service life. The braking system is activated by a pump and accumulator circuits.
The parking brake consists of a disc mounted on the transmission shaft applied by a spring and released hydraulically.

HYDRAULIC SYSTEM

The hydraulic system consists of triple section vane pump.
Automatic functions for positioning the bucket for digging as well as stopping the boom at the desired height position are standard.
A simple levelling function is also available as standard.
The hydraulic control valve has a third port for powering an auxilary hydraulic function.

Main pumps

Triple section vane pump

Maximum flow

115 / 126 / 39 ℓ/min(30.4 /33.3 /10.3 gal/min)

Working pressure

200 kgf/cm² (196 bar)

Pilot system

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

Filters

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

Loading cycle

Lifting speed (loaded)	5.4 seconds
Dumping speed (loaded)	1.3 seconds
Lowering speed (empty)	3.3 seconds

CAB

The modular cab gives excellent visibility in all directions.
The driving position provides an excellent view of the bucket, the tyres and the loading area.
The ventilation is optimum. The air conditioning and heating are controlled by pushbuttons with an air recirculation function.
A double cab air filter is installed in the cab and a slight overpressure effectively protects the operator in dusty and polluted environments.
The cab is mounted on viscous suspension mounts for maximum comfort.
The high quality seat is equipped with air suspension.
The cab is spacious and has generous amounts of storage.
All information necessary for operating the machine is displayed in front of the operator. The control functions are centralised on a console on the right.
Seat and arm rests are adjustable according to the operator.
The same applies for the steering column.

Number of doors

1

Emergency exits

2

Standards

ROPS ISO 3471 and FOPS: ISO 3449

Guaranteed external noise level (2000/14/EC)

105 dB(A)

Sound level in cab. (ISO 6396)

70 dB(A)

STEERING SYSTEM

The steering system is electro-hydraulic load sensitive type.

Steering angle

40°

Oil flow

126 ℓ/min (33.2 US gpm, 27.7 lmp gpm)

Operating pressure

190 kgf/cm² (186 bar)

Steering cylinders (2)

Bore x stroke : 70 mm x 430 mm(2.7" x 1'5")
Emergency steering system with hydraulic pump driven by an electric motor.(option)

Refill capacities

Fuel tank : 255 ℓ (67.3 US gal, 56.1 lmp gal)
Cooling system : 45 ℓ (11.9 US gal, 9.9 lmp gal)
Engine oil : 27 ℓ (7.1 US gal, 5.9 lmp gal)
Front axle : 31 ℓ (8.2 US gal, 6.8 lmp gal)
Rear axle : 24 ℓ (6.3 US gal, 5.3 lmp gal)
Gearbox and converter : 45 ℓ (11.9 US gal, 9.9 lmp gal)
Hydraulic system : 158 ℓ (41.7 US gal, 34.8 lmp gal)

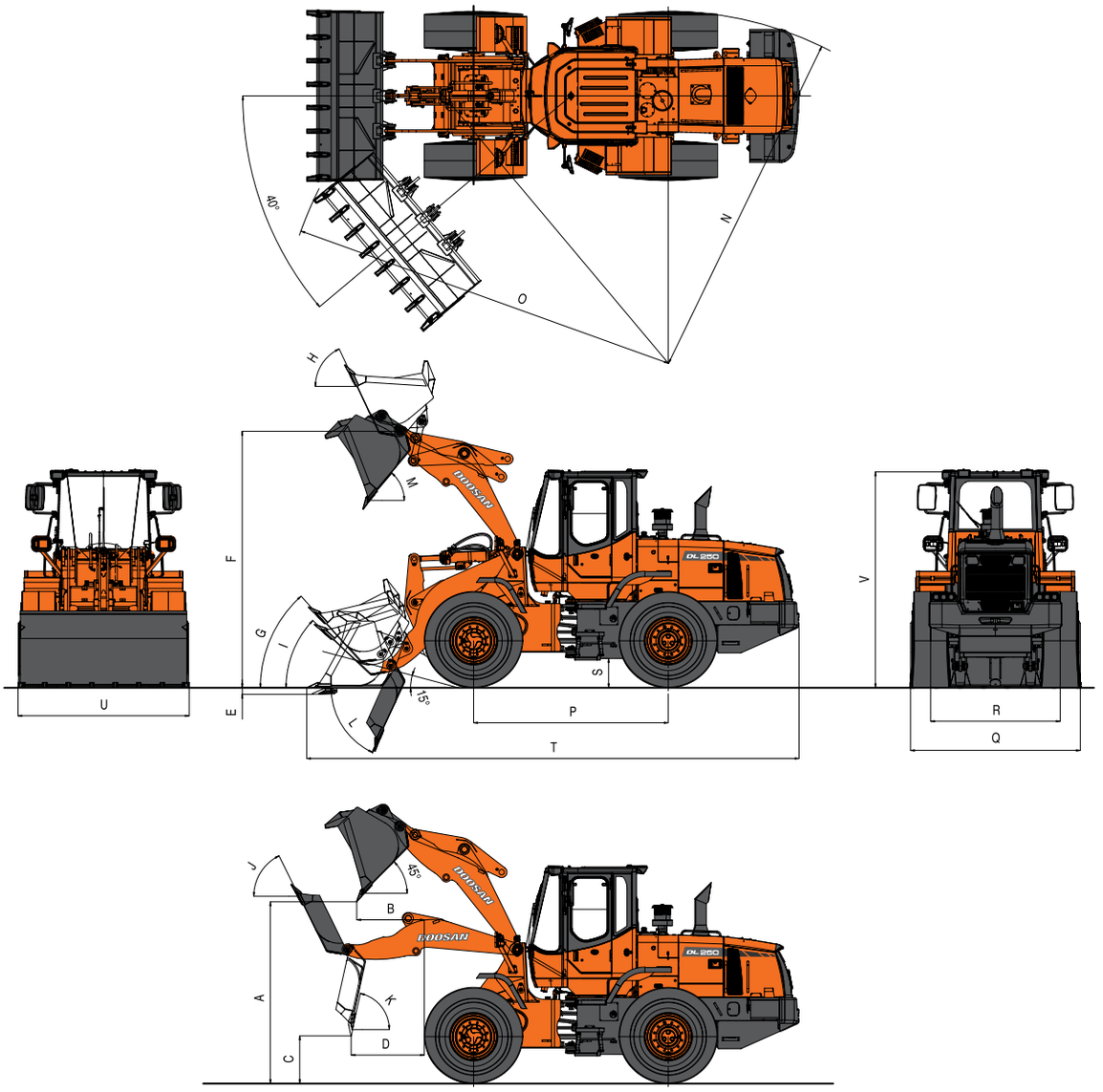
OPERATIONAL DATA

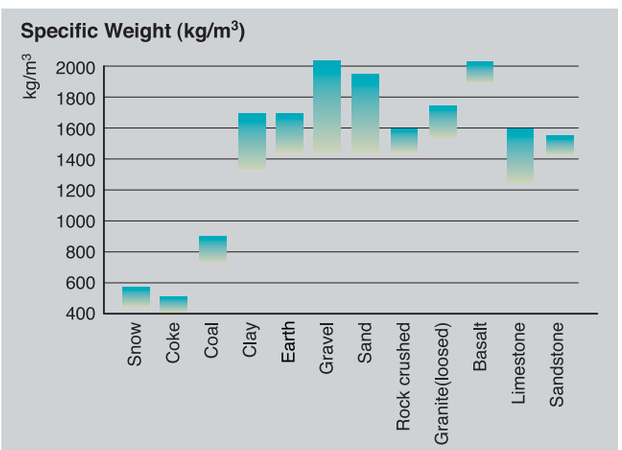
Loader type			Z-bar						Homologation	
Configuration		Unit	Teeth (BOT)	Teeth(std.) (BOT)	Teeth (BOT)	Bolt-on edges (BOC)	Bolt-on edges (BOC)	Bolt-on edges (BOC)	Teeth (BOT)	Bolt-on edges (BOC)
Capacity heaped ISO/SAE		m^3	2.4	2.5	2.7	2.5	2.6	2.8	2.5	2.6
		yd^3	3.1	3.25	3.5	3.3	3.4	3.7	3.3	3.4
Tooth type			Integrated tooth	Integrated tooth	Integrated tooth	–	–	–	Integrated tooth	–
Bucket width	U	mm	2,740	2,740	2,838	2,740	2,740	2,838	2,549	2,549
		ft in	9’	9’	9’4”	9’	9’	9’4”	8’4”	8’4”
Breakout force		ton	13.2	13.2	13.2	13.2	13.2	13.2	12.7	12.7
		lbf	29,101	29,101	29,101	29,101	29,101	29,101	27,999	27,999
Static tipping load (at straight)		kgf	12,224	12,200	12,153	12,114	12,090	12,038	12,106	11,986
		lb	26,949	26,896	26,793	26,707	26,654	26,539	26,689	26,425
Static tipping load (at full turn)		kgf	10,221	10,200	10,159	10,124	10,103	10,057	10,117	10,011
		lb	22,533	22,487	22,397	22,320	22,273	22,172	22,304	22,070
Dump height (at 45°)[1] (at fully raised)	A	mm	2,721	2,700	2,721	2,813	2,792	2,813	2,652	2,744
		ft in	8’11”	8’10”	8’11”	9’3”	9’2”	9’3”	8’8”	9’
Dump reach (at 45°)[1] (at fully raised)	B	mm	1,189	1,210	1,189	1,092	1,113	1,092	1,216	1,119
		ft in	3’11”	3’11”	3’11”	3’7”	3’8”	3’7”	4’	3’8”
Dump height (at max. dump)[1] (at max. reach)	C	mm	630	610	630	758	729	758	567	695
		ft in	2’1”	2’	2’1”	2’6”	2’5”	2’6”	1’10”	2’3”
Dump reach (at max. dump)[1] (at max. reach)	D	mm	1,315	1,323	1,315	1,271	1,279	1,271	1,305	1,261
		ft in	4’4”	4’4”	4’4”	4’2”	4’2”	4’2”	4’3”	4’2”
Digging depth	E	mm	90	90	90	90	90	90	90	90
		ft in	4”	4”	4”	4”	4”	4”	4”	4”
Height at bucket pivot point	F	mm	3,856	3,856	3,856	3,856	3,856	3,856	3,856	3,856
		ft in	12’8”	12’8”	12’8”	12’8”	12’8”	12’8”	12’8”	12’8”
Max. tilt angle at carry position	G	degree	48	48	48	48	48	48	49	49
Max. tilt angle at fully raised	H	degree	62	62	62	62	62	62	62	62
Max. tilt angle on ground	I	degree	41	41	41	41	41	41	42	42
Max. tilt angle at max. reach	J	degree	61	61	61	61	61	61	61	61
Max. dump angle at max. reach	K	degree	74	74	74	74	74	74	74	74
Max. dump angle on ground	L	degree	61	61	61	61	61	61	61	61
Max. dump angle at fully raised	M	degree	46	46	46	46	46	46	46	46
External radius at tyre side	N	mm	5,477	5,477	5,477	5,477	5,477	5,477	5,419	5,419
		ft in	17’11”	17’11”	17’11”	17’11”	17’11”	17’11”	17’9”	17’9”
External radius at bucket edge	O	mm	5,997	6,010	5,997	5,942	5,955	5,942	6,146	6,146
		ft in	19’8”	19’9”	19’8”	19’6”	19’6”	19’6”	20’2”	20’2”
Wheel basis	P	mm	3,020	3,020	3,020	3,020	3,020	3,020	3,020	3,020
		ft in	9’11”	9’11”	9’11”	9’11”	9’11”	9’11”	9’11”	9’11”
Width at tyres	Q	mm	2,608	2,608	2,608	2,608	2,608	2,608	2,545	2,545
		ft in	8’7”	8’7”	8’7”	8’7”	8’7”	8’7”	8’4”	8’4”
Tread	R	mm	2,040	2,040	2,040	2,040	2,040	2,040	1,948	1,948
		ft in	6’8”	6’8”	6’8”	6’8”	6’8”	6’8”	6’5”	6’5”
Ground clearance	S	mm	410	410	410	410	410	410	410	410
		ft in	1’4”	1’4”	1’4”	1’4”	1’4”	1’4”	1’4”	1’4”
Overall length	T	mm	7,664	7,694	7,664	7,525	7,557	7,525	7,759	7,622
		ft in	25’2”	25’3”	25’2”	24’8”	24’10”	24’8”	25’5”	25’
Overall height	V	mm	3,260	3,260	3,260	3,260	3,260	3,260	3,260	3,260
		ft in	10’8”	10’8”	10’8”	10’8”	10’8”	10’8”	10’8”	10’8”
Tyre size			20.5R25(L3)	20.5R25 (L3)	20.5R25 (L3)	20.5R25 (L3)	20.5R25 (L3)	20.5R25 (L3)	20.5R25 (L3)	20.5R25 (L3)
Operating weight		kg	13,972	14,000	14,054	14,100	14,128	14,189	14,000	14,128
		lb	30,803	30,865	30,984	31,085	31,147	31,281	30,865	31,147

Measured to the tip of the bucket teeth or bolt-on edges.

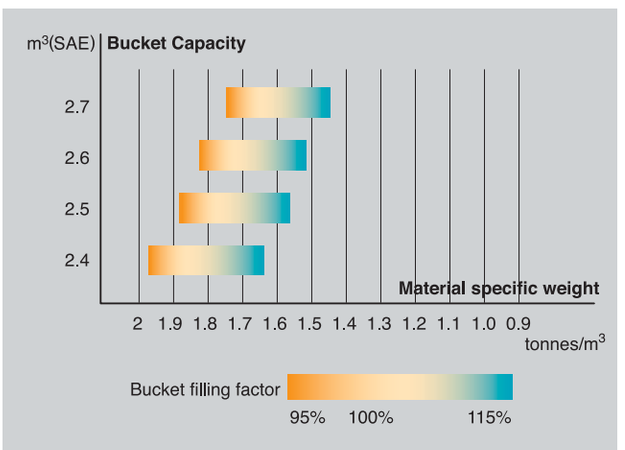
DIMENSIONS

DL250





The specific weight of material largely depends on moisture rate, compacting value, percentage of various components etc... This chart is given only for information.



The Bucket filling factor depends also of the nature of material, the working conditions and the operator ability.