



Doosan Infracore
Construction Equipment

DX225LC

Engine Power : SAE J1349, gross 116kW(155HP)@1,900rpm

SAE J1349, net 110kW(148HP)@1,900rpm

Operational Weight : 21,500kg(47,399 lb) - STD.

Bucket capacity(SAE) : 0.81 ~ 1.17m³(1.06 ~ 1.53 cu.yd)



* ENGINE

• Model

Doosan DL06
"Common Rail" engine with direct fuel injection and electronic control, 4 valves per cylinder, vertical injectors, water cooled, turbo charged with air to air intercooler. The emission levels are well below the values required for phase III

• Number of cylinders

6

• Nominal flywheel power

116 kW(155 HP) @ 1,900 rpm (SAE J1349, gross)
110 kW(148 HP) @ 1,900 rpm (SAE J1349, net)

• Max torque

68 kgf.m(667 Nm) at 1,400 rpm

• Piston displacement

5,890 cc (359 cu.in)

• Bore & stroke

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

• Starter

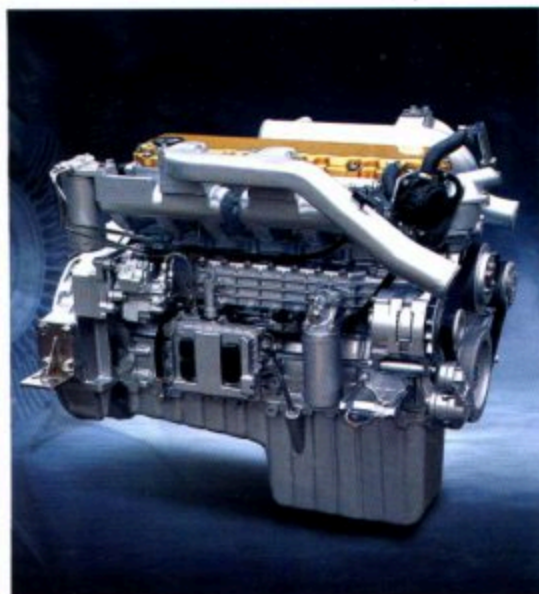
24 V / 4.5 kW

• Batteries

2 x 12 V / 100 Ah

• Air cleaner

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



* HYDRAULIC SYSTEM

The heart of the system is the e-EPOS (Electronic Power Optimizing System). It allows the efficiency of the system to be optimized for all working conditions and minimizes fuel consumption.

The new e-EPOS is connected to the engine electronic control via a data transfer link to harmonize the operation of the engine and hydraulics.

- The hydraulic system enables independent or combined operations.
- Two travel speeds offer either increased torque or high speed tracking.
- Cross-sensing pump system for fuel savings.
- Auto deceleration system.
- Two operating modes, two power modes.
- Button control of flow in auxiliary equipment circuits.
- Computer-aided pump power control.

• Main pumps

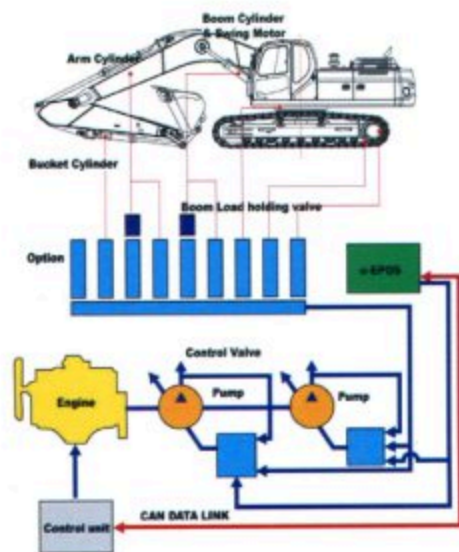
2 variable displacement axial piston pumps
max flow: 2 x 206.5 ℓ /min (2 X 55 US gpm, 2 X 45 Imp gpm)

• Pilot pump

Gear pump - max flow: 28.5 ℓ /min (7.5 US gpm, 6.3 Imp gpm)

• Maximum system pressure

Boom/arm/Bucket:
Normal mode: 330 kgf/cm²(324 bar)
Power mode: 350 kgf/cm²(343 bar)
Travel: 330 kgf/cm²(324 bar)
Swing: 270 kgf/cm²(264 bar)



* WEIGHT

Boom 5,700 mm (18'8") • Arm 2,900 mm (9'6") • Bucket SAE 0.92 m³ (1.20 yd³)

	Shoe width	Operating weight	Ground pressure (kgf/cm ²)
Triple Grouser	600 mm (2')	21,500 kg (47,399 lb)	0.45 kgf/cm ² (44 kpa, 6.40 psi)
	700 mm (2'4")	21,800 kg (48,060 lb)	0.40 kgf/cm ² (39 kpa, 5.69 psi)
	800 mm (2'8")	22,100 kg (48,721 lb)	0.35 kgf/cm ² (34 kpa, 4.78 psi)
	900 mm (2'11")	22,400 kg (49,383 lb)	0.31 kgf/cm ² (30 kpa, 4.41 psi)

* HYDRAULIC CYLINDERS

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

Cylinders	Quantity	Bore x Rod diameter x stroke
Boom	2	125 X 85 X 1,260mm(4.9" X 3.3" X 4'2")
Arm	1	140 X 100 X 1,450mm(5.5" X 3.9" X 4'9")
Bucket	1	120 X 80 X 1,630mm(4.7" X 3.1" X 5'4")

* UNDERCARRIAGE

Chassis are of very robust construction, all welded structures are designed to limit stresses.

High-quality material used for durability.

Lateral chassis welded and rigidly attached to the undercarriage. Track rollers lubricated for life, idlers and sprockets fitted with floating seals.

Tracks shoes made of induction-hardened alloy with double grouser.

Heat-treated connecting pins.

Hydraulic track adjuster with shock-absorbing tension mechanism.

• Number of rollers and track shoes per side

Upper rollers: 2 (standard shoes)

Lower rollers: 9

Shoes: 49

Total length of track: 4,445mm (14'7")

* ENVIRONMENT

Noise levels comply with environmental regulations (dynamic values).

• Sound level guarantee

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

• Cab sound level

73 dB(A) (ISO 6396)

* BUCKET

Capacity		Width		Weight	Recommendation					
PCSA, heaped	CECE heaped	Without side cutters	With side cutters		5,200mm (17'1") Boom		5,700mm (18'8") Boom			
					2,000mm (6'7") Arm	2,400mm (7'10") Arm	2,000mm (6'7") Arm	2,400mm (7'10") Arm	2,900mm (Std.) (9'6") Arm	3,500mm (11'6") Arm
0.51m ³ (0.67yd ³)	0.47m ³ (0.62yd ³)	722mm (2'4")	772mm (2'6")	530 kg (1,168 lb)	A	A	A	A	A	A
0.81m ³ (1.06yd ³)	0.72m ³ (0.94yd ³)	1,064mm (3'6")	1,126mm (3'8")	654 kg (1,442 lb)	A	A	A	A	A	B
0.92m ³ (1.20yd ³)	0.81m ³ (1.06yd ³)	1,172mm (3'10")	1,236mm (4'1")	710 kg (1,565 lb)	A	A	A	A	B	C
1.05m ³ (1.37yd ³)	0.92m ³ (1.20yd ³)	1,308mm (4'3")	1,370mm (4'6")	740 kg (1,631 lb)	A	A	A	B	C	-
1.17m ³ (1.53yd ³)	1.0m ³ (1.31yd ³)	1,428mm (4'8")	1,491mm (4'11")	795 kg (1,753 lb)	A	B	B	C	-	-
1.28m ³ (1.67yd ³)	1.11m ³ (1.45yd ³)	1,542mm (5'1")	1,605mm (5'3")	830 kg (1,830 lb)	B	C	C	-	-	-

A. Suitable for materials with density of 2,000 kg/m³ (3,370 lb/CU - yd) or less

B. Suitable for materials with density of 1,600 kg/m³ (2,700 lb/CU - yd) or less

C. Suitable for materials with density of 1,100 kg/m³ (1,850 lb/CU - yd) or less

* SWING MECHANISM

- An axial piston motor with two-stage planetary reduction gear is used for the swing.
- Increased swing torque reduces swing time.
- Internal induction-hardened gear.
- Internal gear and pinion immersed in lubricant bath.
- The swing brake for parking is activated by spring and released hydraulically.

Swing speed: 0 to 11.0 rpm

* DRIVE

Each track is driven by an independent axial piston motor through a planetary reduction gearbox.

Two levers with control pedals guarantee smooth travel with counter-rotation on demand.

• Travel speed (fast/slow)

5.5/3.0km/h (3.4/1.9mph)

• Maximum traction force

11,700 / 22,200 kgf (25,794 / 48,942 lbf)

• Maximum grade

35° / 70%

* REFILL CAPACITIES

• Fuel tank

400 ℓ (105.7 US gal, 88 Imp gal)

• Cooling system (Radiator capacity)

24 ℓ (6.3 US gal, 5.3 Imp gal)

• Engine oil

27 ℓ (7.1 US gal, 5.9 Imp gal)

• Swing drive

5 ℓ (1.32 US gal, 1.1 Imp gal)

• Final drive (each)

5.4 ℓ (1.43 US gal, 1.2 Imp gal)

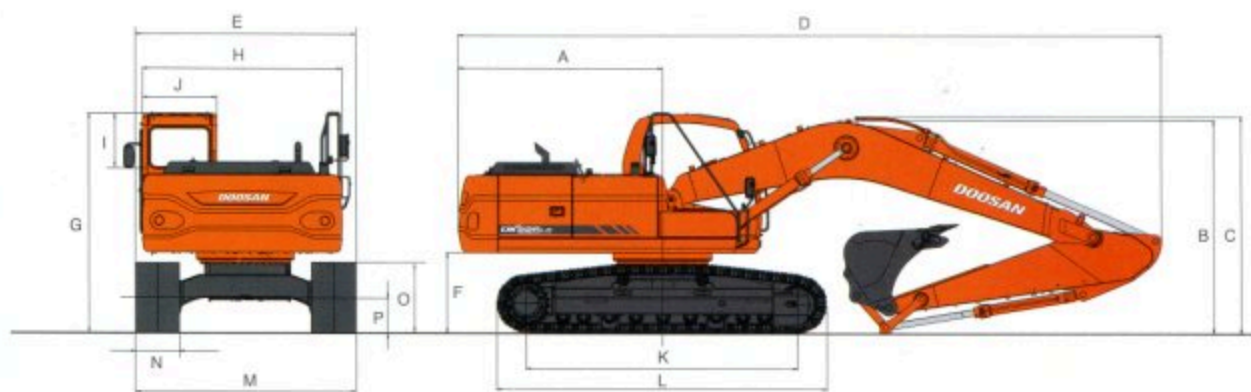
• Hydraulic system

330 ℓ (87 US gal, 73 Imp gal)

• Hydraulic tank

240 ℓ (63.4 US gal, 52.8 Imp gal)

DIMENSIONS



* DIMENSIONS

Boom 5,700 mm (18'8") - Arm 2,900 mm (9'6") - Shoe 600 mm (2') - Std

Boom type (One piece)	5,700mm(18'8")		5,200mm(17'1")		
Arm type	2,400mm (7' 10")	2,900mm (9' 6")	3,500mm (11' 6")	2,000mm (6' 7")	2,400mm (7' 10")
Bucket type (pcs a)	1.05m ³	0.92m ³	0.81m ³	1.28m ³	1.17m ³
A Tail Swing Radius	→	2,750mm (9')	←	←	←
B Shipping Height (Boom)	3,045mm (10')	2,940mm (9' 8")	3,225mm (10' 7")	3,145mm (10' 4")	2,985mm (9' 10")
C Shipping Height (Hose)	3,110mm (10' 2")	3,005mm (9' 10")	3,290mm (10' 10")	3,210mm (10' 6")	3,050mm (10')
D Shipping Length	9,500mm (31' 2")	9,485mm (31' 1")	9,500mm (31' 2")	9,080mm (29' 9")	8,990mm (29' 6")
E Shipping Width	→	2,990mm (9' 10")	←	←	←
F C/Weight Clearance	→	1,055mm (3' 6")	←	←	←
G Height Over CAB.	→	2,975mm (9' 9")	←	←	←
H House Width	→	2,710mm (8' 11")	←	←	←
I CAB. Height above House	→	845mm (2' 9")	←	←	←
J CAB. Width	→	960mm (3' 2")	←	←	←
K Tumbler Distance	→	3,650mm (11' 12")	←	←	←
L Track Length	→	4,445mm (14' 7")	←	←	←
M Undercarriage Width	→	2,990mm (9' 10")	←	←	←
N Shoe Width	→	600mm (2')	←	←	←
O Track Height	→	947mm (3' 1")	←	←	←
P Car Body Clearance	→	480mm (1' 7")	←	←	←

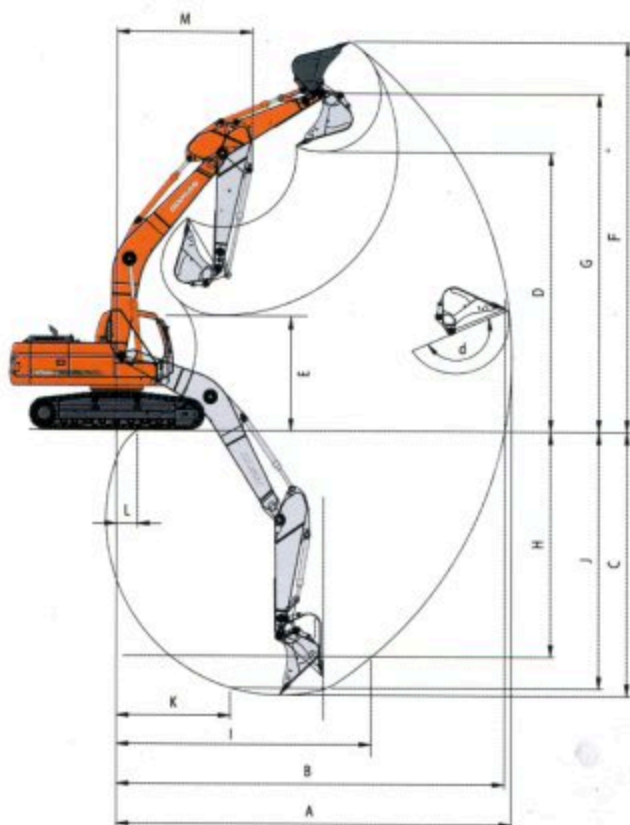
* DIGGING FORCE (ISO)

Bucket (PCS A)	0.51m ³	0.81m ³	0.92m ³	1.05m ³	1.17m ³	1.28m ³	
Digging force	15,200 kgf	15,200 kgf	15,200 kgf	15,200 kgf	15,200 kgf	15,200 kgf	
	149.2 kN	149.2 kN	149.2 kN	149.2 kN	149.2 kN	149.2 kN	
	33,510 lbf	33,510 lbf	33,510 lbf	33,510 lbf	33,510 lbf	33,510 lbf	
Arm	2,000mm		2,400mm		2,900mm		3,500mm
	15,300 kgf		12,600 kgf		10,800 kgf		9,700 kgf
	150.1 kN		123.7 kN		106 kN		95.2 kN
	33,730 lbf		27,778 lbf		23,810 lbf		21,385 lbf

At power boost (ISO)

WORKING RANGES

DX225LC



*WORKING RANGE

Boom length	5,700mm(18'8")		
Arm type	2,400mm (7' 10")	2,900mm (9' 6")	3,500mm (11' 6")
Bucket type (pcsa)	1.05m ³	0.92m ³	0.81m ³
A. Max. digging reach	9,480 (31' 1")	9,900 (32' 6")	10,340 (33' 11")
B. Max. digging reach at ground level	9,300 (30' 6")	9,730 (31' 11")	10,230 (33' 7")
C. Max. digging depth	6,110 (20' 1")	6,620 (21' 9")	7,220 (23' 8")
D. Max. dumping height	6,830 (22' 5")	6,990 (22' 11")	7,150 (23' 6")
E. Min. dumping height	3,070 (10' 1")	2,555 (8' 5")	1,953 (6' 5")
F. Max. digging height	9,630 (31' 7")	9,750 (32')	9,870 (32' 5")
G. Max. bucket pin height	8,299 (27' 3")	8,450 (27' 9")	8,612 (28' 3")
H. Max. vertical wall depth	5,390 (17' 8")	5,640 (18' 6")	6,010 (19' 9")
I. Max. radius vertical	6,050 (19' 10")	6,410 (21')	6,750 (22' 2")
J. Max. digging depth(8'level)	5,910 (19' 5")	6,430 (21' 1")	7,050 (23' 2")
K. Min. radius 8' line	2,880 (9' 5")	2,865 (9' 5")	2,830 (9' 3")
L. Min. digging reach	1,698 (5' 7")	519 (1' 8")	-224 (-9")
M. Min. swing radius	3,410 (11' 2")	3,410 (11' 2")	3,440 (11' 3")
d. Bucket angle (deg)	166°	166°	166°

STANDARD EQUIPMENT

• Hydraulic system

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

• Cabin & Interior

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

• Safety

- Large handrails and step
- Punched metal anti-slip plates
- Seat belt
- Hydraulic safety lock lever
- Safety glass
- Hammer for emergency escape
- Right and left rearview mirrors
- Travel alarm

• Others

- Double element air cleaner
- Water separator
- Dust screen for radiator/oil cooler
- Engine overheat prevention system
- Engine restart prevention system
- Self-diagnostic system
- Alternator(24V, 50 amps)
- Electric horn
- Halogen working lights(frame mounted 2, boom mounted 2)
- Hydraulic track adjuster
- Track guards
- Double fuel filter
- Greased and sealed track link



DX225LC
Hydraulic Excavator

Doosan Excavators
Now, all things are possible

Increased Production
Improved Fuel Consumption
Improved Ergonomics, Comfort, Safe
and Pleasant Work Environment
Increased Component Life Expectancy

Improved Reliability
Reduced Running Cost
Reduced Maintenance
Increased The Availability



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