121 kW / 162 Hp at 2,100 rpm
(Straight / 37°) 12,2 / 10,4 Ton
2,5 m³

DL250 | Wheel Loader
Wheel loader: DOOSAN DL250

Look at these innovations!

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A powerful wheel loader with novel features

- **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.

The key phrase used during the development of the DL250 was “giving optimal value to the end user”. This translates, in concrete terms, into:
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 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 DLo6 “Common Rail” engine.

DOOSAN DLo6 «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 minimise 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: “standard” 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 DLo6 engine respects and protects the environment, limiting all types of toxic emissions.

Quick coupler configurations (option)
General-purpose buckets or pallet fork are available in coupler configurations more easily and quickly.

High Lift
As High Lift is equipped besides Standard Lift, customers have further options.
Load sensing steering system
The newly designed steering system ensures smooth steering even in the low engine speed ranges.

Limited slip 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 gears 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.

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

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.
The TC version, offers an unrivalled polyvalence with a perfect parallel geometry.

Load sensing steering system
The newly designed steering system ensures smooth steering even in the low engine speed ranges.
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.
Control levers
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.

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 is adjustable for reach and rake.

Arm rests
Correct positioning with clear controls makes the operator’s task easier.

Sunvisor & Room mirror
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 engine oil filter offers a high level of filtration. Thanks to its high quality, oil change intervals are increased. 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% 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 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.
Hydraulic pressure check points
The pressure test points are grouped together. (Main pressure, steering, braking etc).

Transmission diagnostics
The laptop PC “monitoring” function allows the status of the transmission to be checked very easily. Disc brake wear is automatically compensated for, and wear can be checked without disassembly.

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

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.

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

Drive shaft cover plates
- Increased diameter
- Bronze bearings
- Chrome-plated shaft

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

Drive shaft
A protective cover has been fitted to protect the oil seal from dust and foreign objects, thus wear during use is reduced.

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

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

Rear combination lamp
Stop and position lamps are LED to lengthen their life.
### Standard equipment

- **Engine**
  - Three stage air cleaner with cyclone pre-cleaner
  - Water separator
  - Fuel filter
  - Hydraulically driven fan with bi-directional flow
  - External drains for engine oil and coolant changes
  - Engine power Mode selector switch (Standard/Economy mode)
  - Self-diagnostic system

- **Lifting and hydraulic system**
  - Robust Z bar lifting system
  - General purpose bucket 2.5m³ (SAE, heaped)
  - Hydraulic control valve with 3 spools
  - Automatic boom kick out
  - Automatic bucket kick out
  - Fast couplers for hydraulic check
  - Mono control lever (FNR)
  - Additional lever for 3rd function
  - Load isolation system (LIS)

- **Steering system**
  - Emergency steering pump driven by electric motor
  - Load sensing

- **External equipments**
  - Lower protection plates
  - Lifting hooks
  - Articulation lock in the transport position
  - Towing hitch
  - Tool compartment
  - Semi-fender
  - Wheel chocks
  - Boom float kick-out

- **Electric system**
  - Alternator 60A/24V
  - Working lights: 2 at the front and 4 at the rear (6x70W)
  - Driving lights: low and high beams
  - Tail indicators, stop, reversing lights
  - Reverse travel 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 with kick down)
- Starting safety system
- 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
- Air conditioning with climat control
- Double filtered air cab
- Mechanical suspension seat with safety belt
- Adjustable steering column (inclination & telescopic)
- Floor mat
- Tinted glasses
- Left sliding window
- Front and rear wiper and washers
- Sun visor
- Interior cab light
- Interior rear view mirrors
- Heated side mirrors
- Machine monitoring (dials, gauges and lamps)
- Main switches in front of the driver
- Switches for the general functions in the right console
- Horn
- Cigarette lighter
- 12 Volt power socket
- Cup holder
- Storage compartment
- Radio antenna built into rear window
- Loudspeakers and connections for radio
- ROPS cabin which meets the following criteria: SAE J 394, SAE 1040, ISO 3471
- FOPS for cabin which 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.

- **Tyres**
  - L3, following various types of manufacturers

- **Lifting and hydraulic system**
  - Two hydraulic levers with FNR + additional lever for 3rd function

- **Electric system**
  - Rotating beacon
  - Fuel filling pump
  - Fuel heater

- **Cab**
  - Video system with color LCD and 0 Lux camera
  - Radio/CD
  - Radio / CD / MP3

- **External equipments**
  - Full fenders with rubber protection
  - Additional counterweight
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
- **Nominal power**
  - 121 kW (162 Hp/165 Ps) at 2,100 rpm (SAE J 1995)
- **Maximum power**
  - 127 kW (170 Hp/172 Ps) at 1,800 rpm (SAE J 1995)
- **Maximum torque**
  - 82 kgf.m (804 Nm) at 1,400 rpm
- **Piston displacement** 5,900 cm³
- **Bore & stroke** 100 mm x 125 mm
- **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 (1 · 2 · 3 · 4)
  - Reverse: 7 · 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 standard.
- It increases operator comfort and improves output.
- **Z & High lift version:**
  - **Lifting cylinders (2)**
    - Bore x stroke: 140 mm x 777 mm
  - **Tilting cylinders (1)**
    - Bore x stroke: 160 mm x 500 mm
- **Tool Career version:**
  - **Lifting cylinders (2)**
    - Bore x stroke: 140 mm x 777 mm
  - **Tilting cylinders (1)**
    - Bore x stroke: 110 mm x 875 mm
**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.

- **Maximum torque transmission (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 pumps.
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 auxiliary hydraulic function.

- **Main pumps**
  Triple section vane pump

- **Maximum flow**
  115 / 126 / 39 l/min

- **Operating pressure**
  200 kgf (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.

- **Operating pressure**
  28 bar

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

- **Loading cycle**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Lifting</td>
<td>5.4</td>
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<tr>
<td>Lowering</td>
<td>3.3</td>
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<tr>
<td>Emptying</td>
<td>1.3</td>
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</tbody>
</table>

**Steering system**

The steering system is electro-hydraulic load sensitive type.

- **Steering angle**
  40°

- **Oil flow**
  126 l/min

- **Operating pressure**
  190 kgf (186 bar)

- **Steering cylinders (2)**
  Bore x stroke: 70 mm x 430 mm
  Emergency steering system with hydraulic pump driven by an electric motor. (Option)

- **Refill capacities**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Fuel tank</td>
<td>255 l</td>
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<tr>
<td>Cooling system</td>
<td>45 l</td>
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<tr>
<td>Engine oil</td>
<td>27 l</td>
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<tr>
<td>Front axle</td>
<td>31 l</td>
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<tr>
<td>Rear axle</td>
<td>24 l</td>
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<tr>
<td>Gearbox and converter</td>
<td>45 l</td>
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<tr>
<td>Hydraulic system</td>
<td>158 l</td>
</tr>
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</table>

**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 cab is spacious and has generous amounts of storage.
All information necessary for operating the machine is displayed 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

  Noise Levels (dynamic value)

  - **LwA external noise:**
    LwA external noise: 105 dB(A) (ISO6395-2000/14/EC)

  - **LpA operator noise:**
    LpA operator noise: 70 dB(A) (ISO6396)
## Operational data

**DL250/ DL250TC Bucket**

<table>
<thead>
<tr>
<th>Tyre size: 20.5-25-16PR (L3)</th>
<th>Unit</th>
<th>Homologation</th>
<th>Z BAR</th>
<th>Standard</th>
<th>High lift</th>
<th>Parallel</th>
<th>Standard</th>
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<tr>
<td></td>
<td>BOT</td>
<td>BOC</td>
<td>BOT</td>
<td>BOC</td>
<td>BOT</td>
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<tr>
<td>Capacity heaped m³</td>
<td>2.5</td>
<td>2.6</td>
<td>2.5</td>
<td>2.5</td>
<td>2.5</td>
<td>2.6</td>
<td>2.8</td>
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<td>Tooth type</td>
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<tr>
<td>Bucket width U mm</td>
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<td>2549</td>
<td>2740</td>
<td>2740</td>
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<td>2740</td>
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<tr>
<td>Breakout force ton</td>
<td>12.7</td>
<td>12.7</td>
<td>13.2</td>
<td>13.2</td>
<td>10.5</td>
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<td>Static tipping load (at straight) kgf</td>
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<td>12114</td>
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<td>Static tipping load (at 40°) kgf</td>
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<td>10200</td>
<td>10224</td>
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<td>Dump height (at 45°) (at fully raised) A mm</td>
<td>2652</td>
<td>2744</td>
<td>2700</td>
<td>2813</td>
<td>2549</td>
<td>2641</td>
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<tr>
<td>Dump reach (at 45°) (at fully raised) B mm</td>
<td>1216</td>
<td>1199</td>
<td>1200</td>
<td>1267</td>
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<tr>
<td>Dump height (at max. dump) at max reach mm</td>
<td>567</td>
<td>695</td>
<td>610</td>
<td>758</td>
<td>506</td>
<td>758</td>
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<tr>
<td>Dump reach (at max. dump) at max reach mm</td>
<td>1305</td>
<td>1266</td>
<td>1323</td>
<td>1271</td>
<td>1382</td>
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<td>Digging depth E mm</td>
<td>90</td>
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<td>90</td>
<td>90</td>
<td>60</td>
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<tr>
<td>Height at bucket pivot point F mm</td>
<td>3856</td>
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<td>Max. tilt angle at carry position °</td>
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<tr>
<td>Max. tilt angle at fully raised H °</td>
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<tr>
<td>Max. tilt angle on ground I °</td>
<td>42</td>
<td>42</td>
<td>42</td>
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<tr>
<td>Max. tilt angle at max. reach J °</td>
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<td>61</td>
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<td>Max. dump angle at max. reach K °</td>
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<tr>
<td>Max. dump angle at fully raised L °</td>
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<tr>
<td>External radius at tire side N mm</td>
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<td>5477</td>
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<td>External radius at bucket edge O mm</td>
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<td>6010</td>
<td>5942</td>
<td>6185</td>
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<td>Wheel basis P mm</td>
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<td>Width at tyres Q mm</td>
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<td>Tread R mm</td>
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<td>2040</td>
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<tr>
<td>Ground clearance mm</td>
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<tr>
<td>Overall length T mm</td>
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<td>7925</td>
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<tr>
<td>Overall height V mm</td>
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<tr>
<td>Operating weight kg</td>
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<td>Additional counterweight kg</td>
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<tr>
<td>Static tipping load (straited) kgf</td>
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<td>9910</td>
<td>9760</td>
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</tbody>
</table>

- Max height at the teeth or bolt-on edge
- All dimensions given with 20.5-25-16PR (L3) tyres.

**DL250/ DL250TC Fork**

<table>
<thead>
<tr>
<th>Tyre size: 20.5-25-16PR (L3)</th>
<th>Unit</th>
<th>Pin on</th>
<th>Quick coupler</th>
<th>Pallet Fork</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reach, fully raised mm</td>
<td>741</td>
<td>942</td>
<td>1085</td>
<td></td>
</tr>
<tr>
<td>Fork Height, Fully Raised mm</td>
<td>3722</td>
<td>3650</td>
<td>3686</td>
<td></td>
</tr>
<tr>
<td>Maximum Reach, Fork Level mm</td>
<td>1524</td>
<td>1725</td>
<td>1928</td>
<td></td>
</tr>
<tr>
<td>Fork Height, Maximum Reach mm</td>
<td>1850</td>
<td>1780</td>
<td>1714</td>
<td></td>
</tr>
<tr>
<td>Reach, Ground Level mm</td>
<td>831</td>
<td>1100</td>
<td>1378</td>
<td></td>
</tr>
<tr>
<td>Depth below Ground mm</td>
<td>-</td>
<td>25</td>
<td>45</td>
<td></td>
</tr>
<tr>
<td>Static tipping load (straited) kgf</td>
<td>9070</td>
<td>8055</td>
<td>7775</td>
<td></td>
</tr>
<tr>
<td>Static tipping load (at 40°) kgf</td>
<td>6900</td>
<td>6530</td>
<td>6294</td>
<td></td>
</tr>
<tr>
<td>Tine Length mm</td>
<td>1500</td>
<td>1500</td>
<td>1500</td>
<td></td>
</tr>
<tr>
<td>Overall Length mm</td>
<td>8431</td>
<td>8700</td>
<td>8978</td>
<td></td>
</tr>
<tr>
<td>Operating weight kg</td>
<td>14245</td>
<td>15840</td>
<td>14600</td>
<td></td>
</tr>
<tr>
<td>Additional Counterweight kg</td>
<td>295</td>
<td>295</td>
<td>295</td>
<td></td>
</tr>
<tr>
<td>Static tipping load (straited) kgf</td>
<td>9629</td>
<td>8542</td>
<td>8236</td>
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</tr>
<tr>
<td>Static tipping load (articulated) kgf</td>
<td>7393</td>
<td>6970</td>
<td>6700</td>
<td></td>
</tr>
</tbody>
</table>

The filling factor depends on the nature of the material, the working conditions and the experience of the operator.

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### Notes
- For bucket capacity, see page 14.
- The filling factor depends on the nature of the material, the working conditions and the experience of the operator.
Dimensions

Density of operating materials

The specific mass of the material largely depends on the humidity level, the degree of compaction, composition, etc.

This table is given for information only.