



DX420LCA

Engine Power : (SAE J1349) 218 kW (293 HP) at 2,000 rpm

Operational Weight : 41,500 - 42,400 kg


Bucket capacity(SAE) : 1.44 - 2.31 m³



: When the job is tough,
I count on DOOSAN to be tougher.




DIFFERENTIATED PRODUCTIVITY & POWER

DX420LCA provides incomparably superior productivity thanks to outstanding engine and pump power. 10~20% better digging force than competitors makes great digging performance in heavy quarry and mining job site. 



EXCELLENT QUALITY, RELIABILITY & DURABILITY

Focus on Total Cost of Ownership (TCO), one of the most important factors when choosing equipment is its uptime. DX420LCA maximized uptime by improving quality, reliability & durability while further facilitating maintenance. 

Key points



Durability

DURABILITY

- Self-lubricating sealed, extra durable track links and rollers.
- Improved sprocket, track guard, travel motor cover, and idler bracket for heavy duty application.
- Heavy-duty X-shaped undercarriage with integrated track spring and idler plus durable box section track frame.



e-EPOS™

PERFORMANCE & PRODUCTIVITY

- New powerful DOOSAN DE12TIS, direct injection, 6 cylinder engine.
- e-EPOS System (Electronic Power Optimizing System) and hydraulic power boost function for optimized combustion and minimized emissions.



Comfort & Handling

COMFORT & HANDLING

- Spacious, newly designed cab with low noise and vibration levels.
- Improved all-round visibility.
- Air conditioning with climate control.
- Joystick and switches integrated in armrest for precise operation. All switches grouped together and ergonomically positioned.
- 3 work and 3 power modes for maximum efficiency.
- New, user-friendly LCD color monitor with full access to machine settings and maintenance data.



Fuel Efficiency

FUEL EFFICIENCY

- Advanced pump control technology "Relief cut-off" saves much fuel in heavy workload.
- Efficient conversion of engine output into hydraulic performance for better fuel efficiency and lower costs.
- Best-in-class double element air cleaner and pre-filtered Turbo dust separator for maximum fuel efficiency.



Maintenance & Safety

MAINTENANCE & SAFETY

- Simplified electronics.
- Easy access to all maintenance components.
- Maintenance data available directly from control panel.
- Fuel pre-filter with water separator.
- PC access for maintenance and repairs.
- Self-diagnosis function.
- Reliable Doosan parts.
- High battery capacity.
- Highly lubricated bushings to optimize greasing.



Structures

STRUCTURES

- Heavy-Duty arm and boom, as a standard, suitable for quarry & mining application.
- Large, robust boom and arm cylinders for smooth, powerful operation.
- Reliable and well protected hydraulic, electric and lubrication routings with simple, optimized layout.
- Advanced EM (Enhanced Macro surface) bush, 30% longer life time than competitors.



Performance



Maximum performance by Doosan in house engine

- Doosan in house engine perfectly harmonized with the hydraulic system and provides strong power.
- Mechanical engine provides high resistance to moisture, dust, and bad fuel quality.
- The best engine power in the industry(293HP) provides stable working speed even in the heavy workload situation.

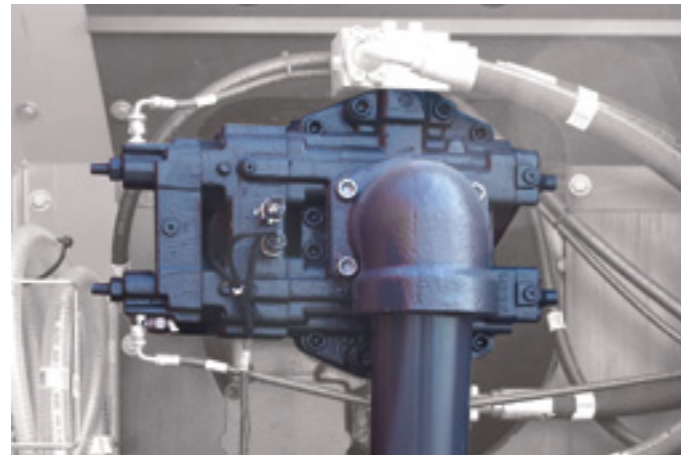
Doosan DX420LCA engine

Make and model	DOOSAN DE12TIS - 6 cylinders
Barometric pressure	760 mmHg (20°C)
Cooling fan	ø 911.4 mm , 8-blade, sucker
Alternator	12V x 50A
Power (max. rated)	218 kW (297 PS) @ 2000 rpm (DIN 6271)
	218 kW (293 HP) @ 2000 rpm (SAE J1349)
Torque (max.)	127 kgf.m (1300 Nm) @ 1300 rpm



Fast working by sufficient hydraulic flow

Large capacity of pump, harmonized with engine provide sufficient hydraulic flow for fast working speed with a large attachment.



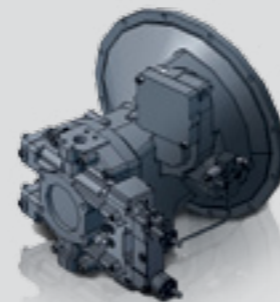
Max pump flow (l/min)

2 x 315

Below
2 x 300

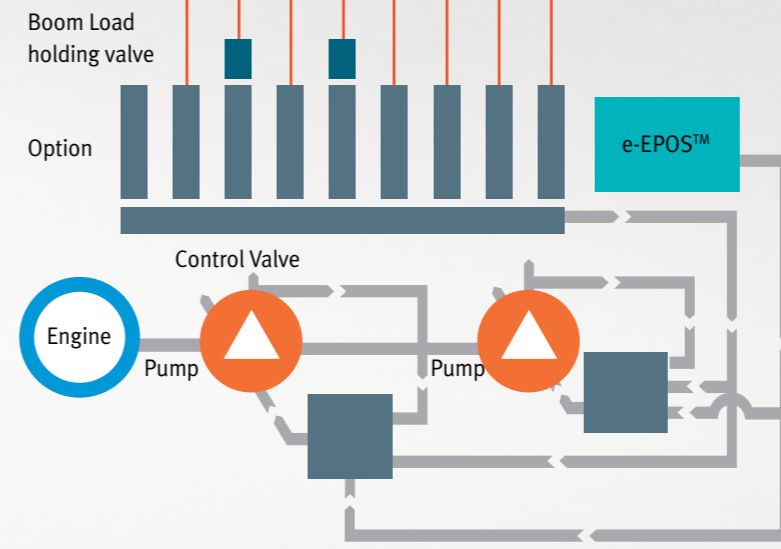
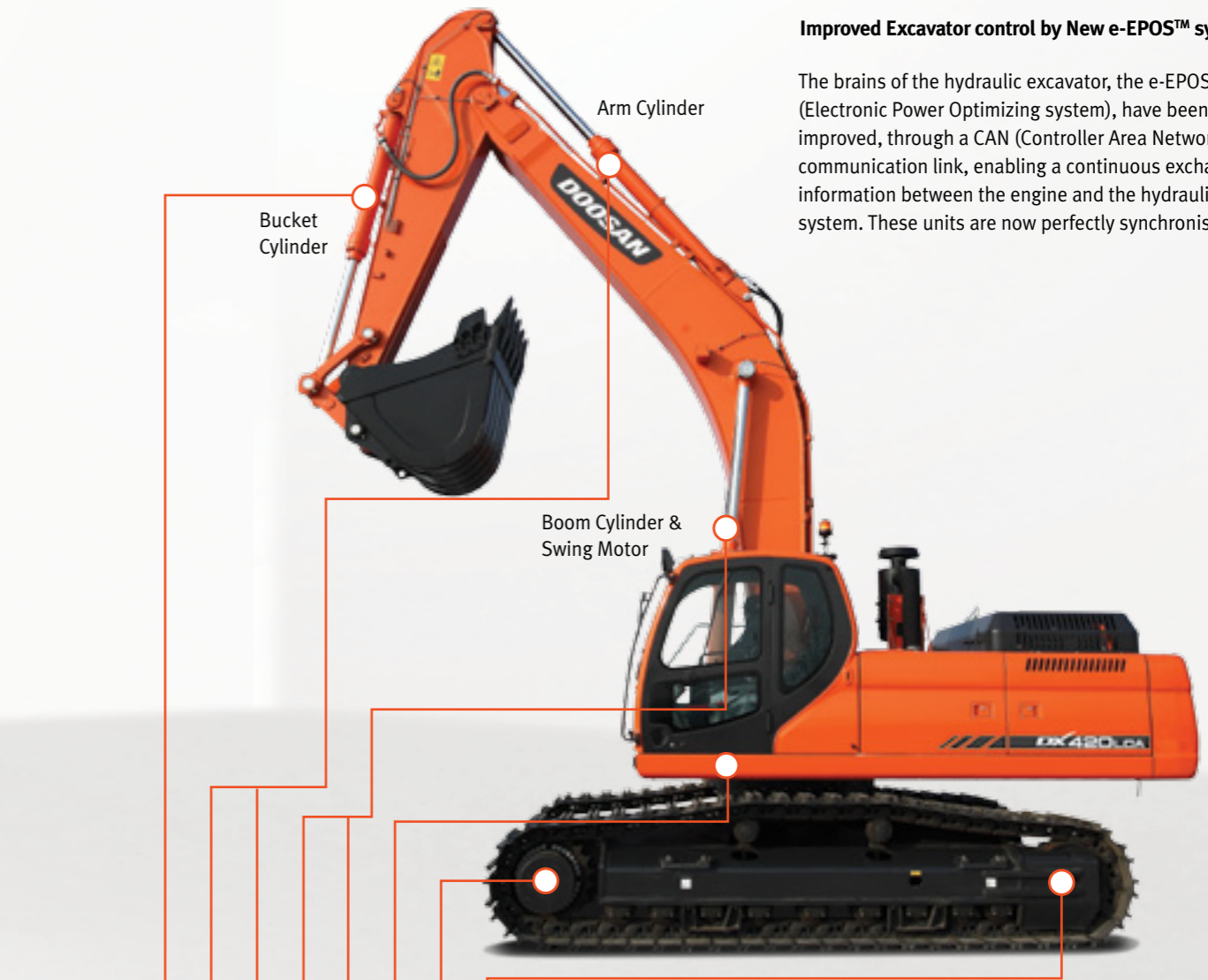
DX420LCA

Competitors



Improved Excavator control by New e-EPOS™ system

The brains of the hydraulic excavator, the e-EPOS™ (Electronic Power Optimizing system), have been improved, through a CAN (Controller Area Network) communication link, enabling a continuous exchange of information between the engine and the hydraulic system. These units are now perfectly synchronised.



The advantages of the new e-EPOS™ impacts at several levels, Ease of operation and user-friendliness:

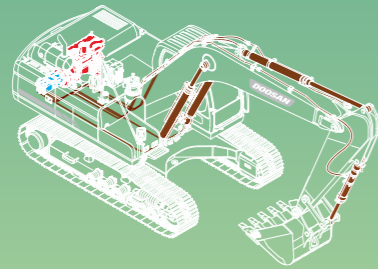
- The availability of a power mode and standard mode guarantee maximum efficiency under all conditions.
- The automatic deceleration mode enables fuel saving.
- Regulation and precise control of the flow rate required by the equipment are available as standard.
- A self-diagnosis function enables technical problems to be resolved quickly and efficiently.
- An operational memory provides a graphic display of the status of the machine.
- Maintenance and oil change intervals can be displayed.



RELIEF CUTOFF

to prevent transfer of unnecessary flow

1. Typically, the pump tends to supply flow even when the maximum pressure on the system is reached due to severe working environments and large workloads.
2. Relief cutoff technology of Doosan prevent transfer of unnecessary flow to keep powerful working level at the maximum value while reducing consumption of fuel.



RELIEF CUTOFF

Relief cutoff technology saves 20~30% of fuel consumption in the heavy workload.



OPTIMIZED LEVER CONTROL

to prevent unnecessary fuel consumption

1. When operator takes break for rest with the joystick kept fixed, both of the engine and the pump are kept in standby mode with maximum rotation rate and hydraulic power. In such a case, unnecessary fuel consumption takes place.

& AUTO IDLE

2. The auto idle technology effectively controls the engine, and prevents unnecessary fuel consumption while the engine is kept in standby mode. Further, the optimized lever control technology effectively controls the pump to keep power of the pump maximum and prevent fuel consumption while the system is kept shut down.

When operating the joystick, rotation rate of the engine and maximum hydraulic power of the pump increase simultaneously for efficient consumption of fuel. The technologies of Doosan enable operation of the system with maximum power in time.

OPTIMIZED LEVER CONTROL

In auto idle, you can save 90% of fuel than in operation.

Fuel consumption in operation



Fuel consumption in auto idle



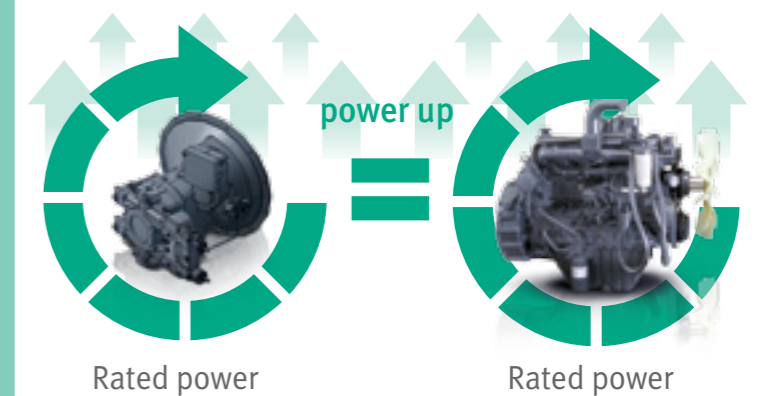
ENGINE & PUMP MATCHING

to reduce matching response time of the system

1. It is common that response time of the system (time for generating rated power from the minimum power) is slower than response speed of the pump. In such a case, the pump is kept in standby mode until the engine reaches the rated power to cause unnecessary fuel consumption. In addition, more fuel is supplied to the engine for matching the pump speed with the engine to result in more exhaust fumes.
2. Engine & pump matching, the new technology of Doosan, fully resolves these problems. Matching response time between pump and engine efficiently reduces unnecessary fuel consumption as well as exhaust fumes.

ENGINE & PUMP MATCHING

Matching response time between pump and engine makes higher performance with reduced fuel consumption.

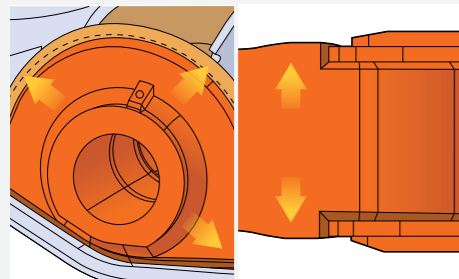
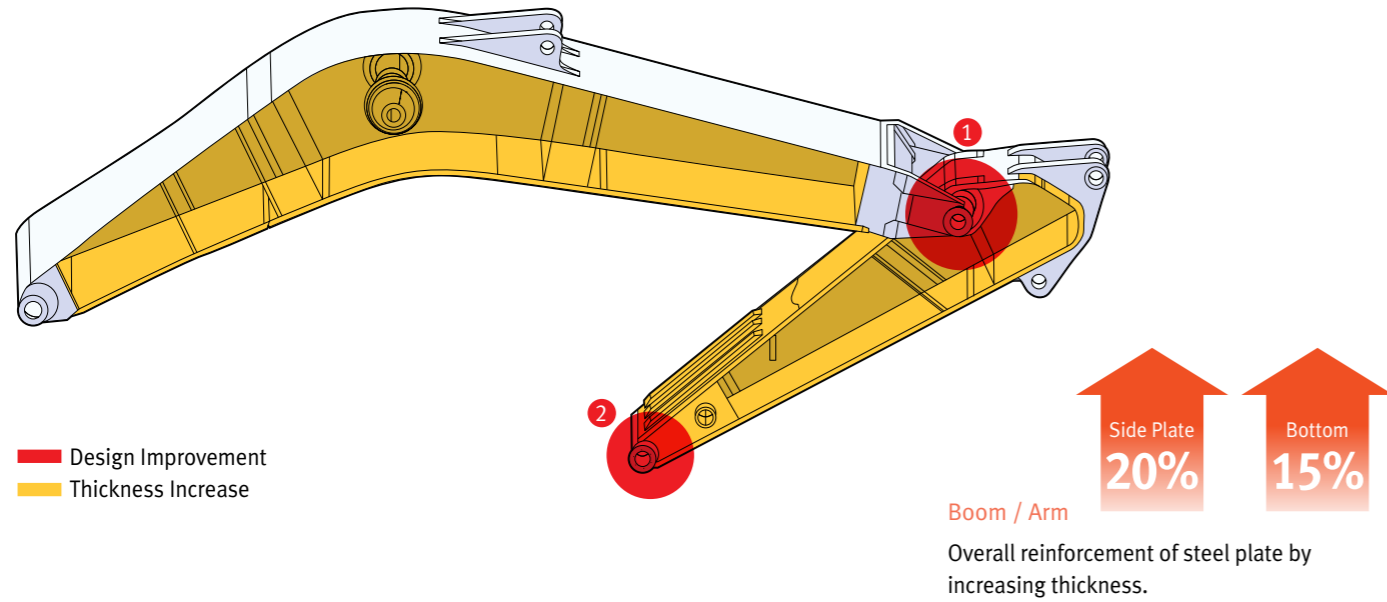


Doosan Efficient Dynamics Features

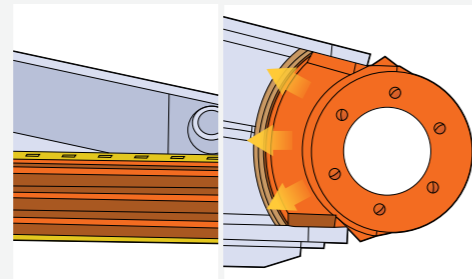
"NEW CONTROL LOGIC" for Better Fuel Efficiency

Reliability

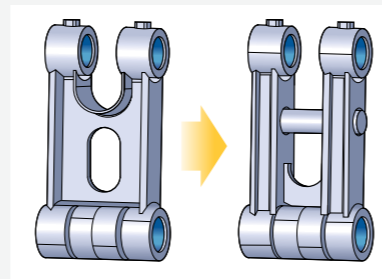
Front structure



1 Reinforced boom-end bracket and enlarged arm-center boss.



2 Enlarged arm-end boss and reinforcement plate with abrasion-resistant beams.



Heavy-duty type bucket link.

Advanced pin-bush and disk / shim technology



EM bushing (Enhanced Macro-surface)

- Tailored surface pattern : Optimized greasing & debris evacuation.
- Wear resistant solid lubricant coating :
- ▶ Noise free & enhanced anti-seizure property.



Abrasion-resistant arm end disk / shim

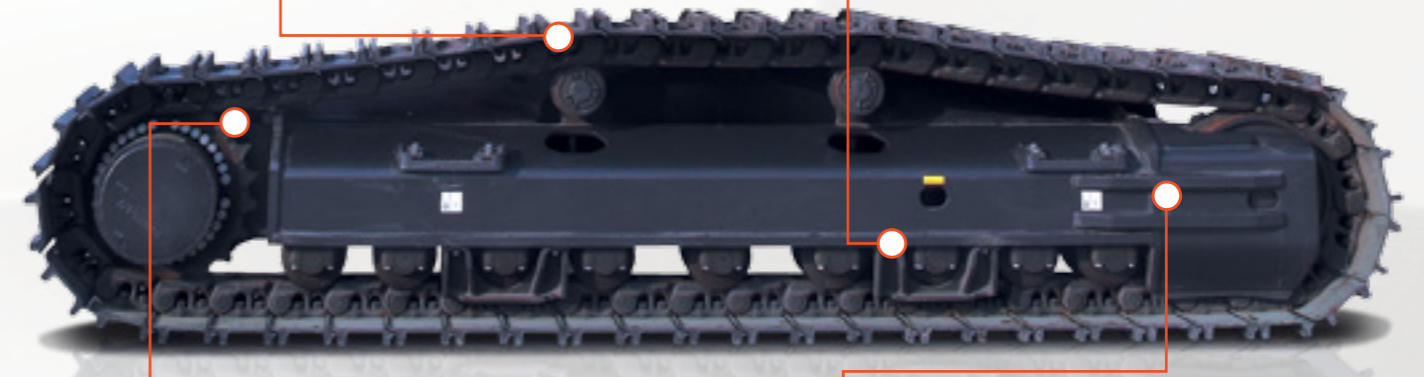
- Polymer shim with hard metal disk (90% less abrasion)
- Hard metal anti-wear disk (75% less abrasion)



Undercarriage

Self-lubricating sealed links and improved roller (2ea upper / 9ea lower rollers).

Reinforced hardness of the track guard.



Better designed structure to protect the bolts mounted on the track motor cover.

Standard integrated track spring and idler.



Main piping

The main high-pressure lines from the main control valve to the pump have been changed: from a combination of pipes & hoses ▶ entirely with hoses to minimize the risk of leakage.

Pilot hoses improved

Instead of the resin (synflex) type, the hoses are now of full "ACRYL NITRILE BUTADIENE" material (rubber). This new material combined with a new fitting reduces curvature and therefore facilitates the hydraulic flow & also reduces internal pressures.



Handling & Comfort

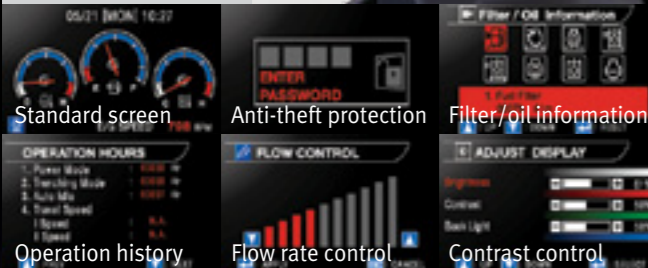
1 Gauges

2 Navigation modes, Rear view camera, Display selector

3 Working modes, auto-idle & flow rate control



More space, better visibility, air conditioning with climate control, a very comfortable seat... These are the elements that ensure the operator can work in the best possible conditions. Furthermore, a new, user-friendly colour 7" TFT LCD monitor panel gives full access to machine settings and maintenance data allowing you to work safely and confidently with an accurate overview of all conditions.



Standard screen Anti-theft protection Filter/oil information
Operation history Flow rate control Contrast control

3 Work modes to suit your application

- 1-way mode
- 2-way mode
- Digging mode

3 Power modes for maximum efficiency

- Power mode
- Standard mode
- Economy mode



Spacious, comfortable, newly designed cab

The cab is mounted on special viscous vibration isolators which absorb shocks and limit noise for more operator comfort.



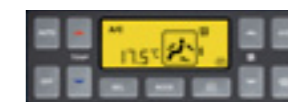
- 1 Comfortable 2-stage sliding seat
- 2 Control stand (Telescopic Function)

Control panel

The control panel is clear, simple to read and positioned for easy use, allowing you to work safely and confidently.

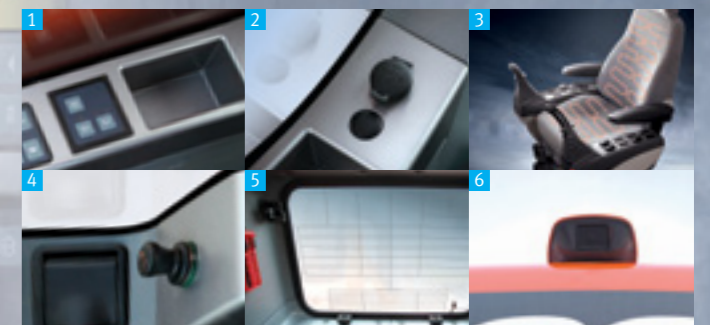
Simple operation

Levelling operations, movement of lifted loads and tricky manoeuvres are all controlled easily and precisely with control levers. Buttons integrated on the levers are used to operate additional equipment such as grabs, crushers and grapples and activate the power boost function.



Air conditioning with climate control

High performance, electronically controlled air conditioning features 5 different operating modes allowing the operator to adjust the airflow to suit conditions. A re-circulated air function is also available. Temperature is adjustable from 17°C (62°F) to 32°C (90°F) by 0.5°C (1°F) increments.



Other features

- 1 Mobile phone compartment
- 2 12V power socket
- 3 Heated air suspension seat (option)
- 4 Cigarette lighter
- 5 Glass antenna
- 6 Rear camera (option): a clear view of what's happening behind the machine adds safety and peace of mind.

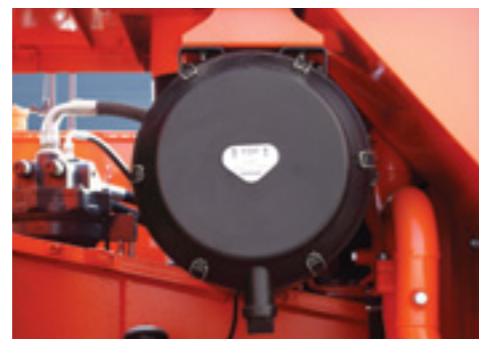
Maintenance & Safety



Accessible parts Access to the various radiators is very easy, making cleaning simpler. Engine parts can be easily reached via the top and side panels.



Fuel pre-filter with water separator High efficiency fuel filtration is attained by the use of multiple filters. These include a fuel prefilter fitted with a water separator that removes moisture, dirt and debris from the fuel. A fuel drain valve has been installed to facilitate maintenance.



Air filter with pre-filtered dust separator The large capacity forced air cleaner removes over 99% of airborne particles. This reduces the risk of engine contamination and makes cleaning and cartridge change intervals greater. The pre-cleaning system uses centrifugal force to eliminate dust.



Remote greasing points To make maintenance easier, the arm and boom greasing points have been centralised. Remote & grouped greasing points on boom & arm.

Protective oil return filter
Protection for the hydraulic system is made more effective by the use of glass fibre technology in the main oil return filter. With more than 99.5% of foreign particles filtered out, the oil change interval is increased.



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



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



Lower-hanging cabin door handle



New battery box
a. Larger anti-slip surface
b. New spring to facilitate fixing
c. Cut-off switch easier to reach
d. New locking device



New handrail & guardrail
The new fittings are now ISO 2867:2007 compliant. Access is facilitated and the fittings have been strongly reinforced.



Cat walk (platform) as standard on DX420LCA
Larger anti-slip surface on the upper structure for more safety.

Technical specifications

Engine

Model

DOOSAN DE12TIS
4-Cycle Air-To-Air Intercooler In-line
Water-Cooled, Direct Injection, Tier II

No. of cylinders

6

Rated horse power

218 kW (297 PS) @2,000 rpm (DIN 6271)
218 kW (293 HP) @2,000 rpm (SAE J1349)

Max. torque

127 kgf/m at 1,300 rpm

Idle (low - high)

975 [+/-50] - 2190 [+/-25] rpm

Piston displacement

11,051 cm³

Bore x stroke

123 mm x 155 mm

Starter

24 V / 7.0 kW

Batteries

2 x 12 V / 150 Ah

Air filter

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

Hydraulic System

The brain of the excavator is the e-EPOS (Electronic Power Optimizing System). It allows the efficiency of the hydraulic system to be optimised for all working conditions and minimises fuel consumption. The e-EPOS is connected to the engine's electronic control unit (ECU) via a data transfer link to harmonise the operation of the engine and hydraulics.

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

Main pumps

Parallel, Bent-axis, Piston
Max. flow: 2 x 315 l/min
Displacement: 162 cc/rev.
Weight: 180 kg

Pilot pump

Gear pump
Max. flow: 27.36 l/min
Displacement: 11.0 cc /rev.
Relief valve pressure: 40 kgf/cm²

Maximum system pressure

Implement : 320 kgf/cm²
Travel : 320 kgf/cm²
Power Boost : 350 kgf/cm²
Pilot : 40 kgf/cm²

Weight

	Shoe width (mm)	Operating weight (t)	Ground pressure (kgf/cm ²)
Triple grouser	600 (std)	41.5	0.75
	750	42.2	0.61
	800	42.4	0.58
Double grouser	900	42.9	0.52
	600	41.5	0.76

Undercarriage

Very robust construction of all chassis elements. All welded structures designed to limit stresses. High-quality, durable materials. Lateral chassis welded and rigidly attached to undercarriage. Track rollers lubricated for life. Idlers and sprockets fitted with floating seals. Track shoes made of induction-hardened alloy with triple grouser. Heat-treated connecting pins. Hydraulic track adjuster with shock-absorbing tension mechanism.

NUMBER OF ROLLERS AND TRACK SHOES PER SIDE

Upper rollers (standard shoe) 2 (ø180 mm)
Lower rollers: 9 (ø200 mm)
Track shoes and links: 50
Overall track length: 5,200 mm

Hydraulic cylinders

Piston rods and cylinder bodies of high-strength steel. Shock-absorbing mechanism fitted in all cylinders for shock-free operation and extended piston life.

	Cylinders	Quantity	Bore x rod diameter x stroke (mm)
Boom		2	165 x 115 x 1,460
Arm		1	180 x 120 x 1,820
Bucket		1	160 x 110 x 1,320

Fluid capacities

Fuel tank

550 l

Cooling system (radiator capacity)

29.5 l

Engine oil

28 l

Travel device

2 x 6.3 l

Swing drive

7.9 l

Hydraulic tank

390 l

Environment

Noise levels comply with environmental regulations (dynamic values).

Noise level LwA

Guaranteed: 109 dB(A) (2000/14/EC)

Operator LpA

76.0 dB(A) (ISO 6396)

Digging force

DX420LCA		Boom: 6,700 mm		Boom: 6,700 mm		Boom: 6,700 mm	
		Arm: 3,250 mm HD (STD)		Arm: 2,600 mm		Arm: 3,950 mm	
BUCKET (Normal/Press. Up)*	SAE	23.4/24.8		23.4/24.8		23.4/24.8	
ARM (Normal/Press. Up)	ISO	25.8/27.3		25.8/27.3		25.8/27.3	
ARM (Normal/Press. Up)	SAE	17.8/19.4		21.7/23.8		15.2/16.6	
	ISO	18.4/20.1		22.3/24.4		15.5/16.9	

* HD Bucket based

Bucket

Bucket Type	Capacity (m ³)		Width (mm)		Weight (kg)	C/W (ton)						
						8.0				10.0		
	600		600		600			Shoe (mm)				
	SAE/PCSA	CECE	W/O Cutter	With Cutter	6.7m HD Boom				6.7m HD Boom			
				2.6m Arm	2.95m Arm	3.25m HD	3.95m Arm	2.6m Arm	2.95m Arm	3.25m HD		
GP	1.44	1.29	1,192	1,273	1,415	A	A	A	A	A	A	
	1.68	1.50	1,348	1,429	1,516	A	A	A	C	A	A	
	1.90	1.70	1,466	1,547	1,636	A	A	B	C	A	A	
ROCK	2.16	1.92	1,664	1,745	1,755	B	B	C	D	A	A	
	1.51	1.31	1,497	-	1,623	A	A	A	A	A	A	
HD	1.55	1.41	1,224	1,298	1,653	A	A	A	B	A	A	
	1.80	1.63	1,374	1,452	1,762	A	A	B	C	A	A	
	2.05	1.85	1,524	1,602	1,910	B	B	C	D	A	A	
	2.31	2.07	1,680	1,758	2,020	C	C	C	X	B	B	

A : Suitable for materials with density of 2100kg/m³ (3500lb/yd³) or less

B : Suitable for materials with density of 1800kg/m³ (3000lb/yd³) or less

Based on ISO 10567 and SAE J296, arm length without quick change clamp.

This bucket recommendation is based on machine stability considering the tipping load with certain density of handling material, and should be strictly followed.

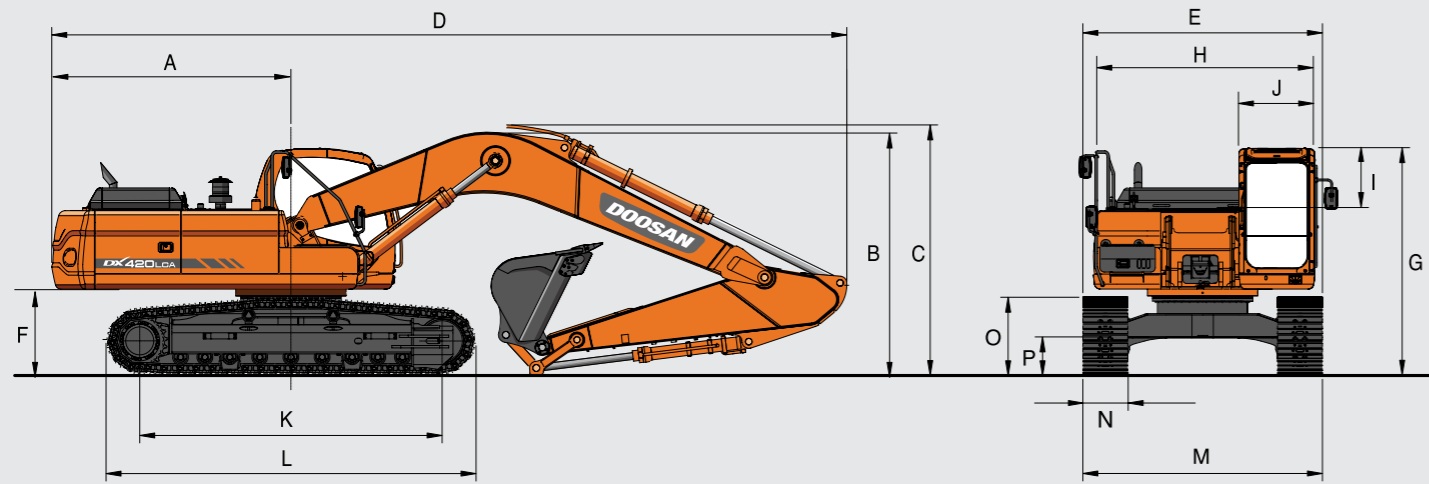
It's more recommendable to use a smaller size of bucket than recommendation under the severe working condition and application to avoid the durability risks.

C : Suitable for materials with density of 1500kg/m³ (2500lb/yd³) or less

D : Suitable for materials with density of 1200kg/m³ (2000lb/yd³) or less

X: Not recommended

Dimensions



Dimensions

	DX420LCA			
	6,700			
Boom type (one piece) - mm				
Arm type - mm	3,250	2,600	3,950	3,250
Bucket type (sae, pcsa) - m³	1.90	2.16	1.44	1.51
Shoe type		600 TG		600 DG
A. Tail swing radius - mm	3,660	⊗	⊗	⊗
B. Shipping height (boom) - mm	3,350	3,585	3,390	3,360
C. Shipping height (hose) - mm	3,450	3,675	3,495	3,465
D. Shipping length - mm	11,660	11,770	11,660	⊗
E. Shipping width (std.) - mm	3,350	⊗	⊗	⊗
F. C/weight clearance - mm	1,265	⊗	⊗	1,275
G. Height over cab. - mm	3,154	⊗	⊗	3,270
H. House width - mm	2,990	⊗	⊗	⊗
I. Cab. height above house - mm	845	⊗	⊗	945
J. Cab. width - mm	1,010	⊗	⊗	⊗
K. Tumbler distance - mm	4,250	⊗	⊗	⊗
L. Track length - mm	5,200	⊗	⊗	5,205
M. Undercarriage width (std.) - mm	3,350	⊗	⊗	⊗
N. Shoe width - mm	600	⊗	⊗	⊗
O. Track height - mm	1,140	⊗	⊗	1,170
P. Car body clearance - mm	540	⊗	⊗	555

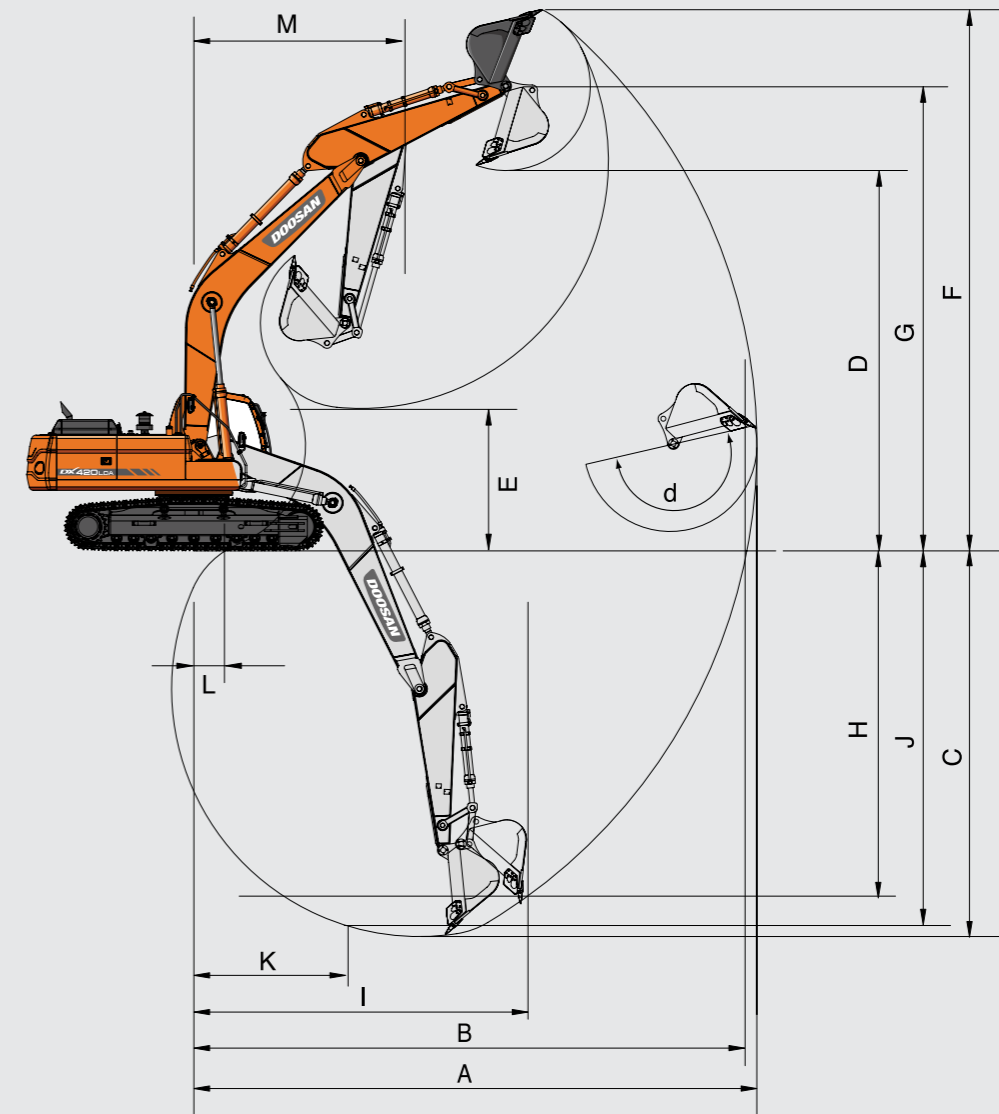
(*) Retracted / Extended

Component weights

Item	unit	DX420LCA	Remarks
Super structure without front	kg	17,200	with counter weight
Counter weight	kg	8,000	
Lower structure assembly	kg	15,000	
Front assembly	kg	9,170	
Boom 6,700 mm	kg	3,174	
Arm	kg	1,627 (3,25 m³HD)	
Bucket 1.90m³	kg	1,644	
Boom cylinder (each)	kg	370 x 2	
Arm cylinder	kg	530	
Bucket cylinder	kg	340	
Dozer	kg	-	
Dozer cylinder (each)	kg	-	

(*) : DX420LCA Std front – 6.7 m Boom, 3.25 m Arm, 1.90 m³ HD Bucket.

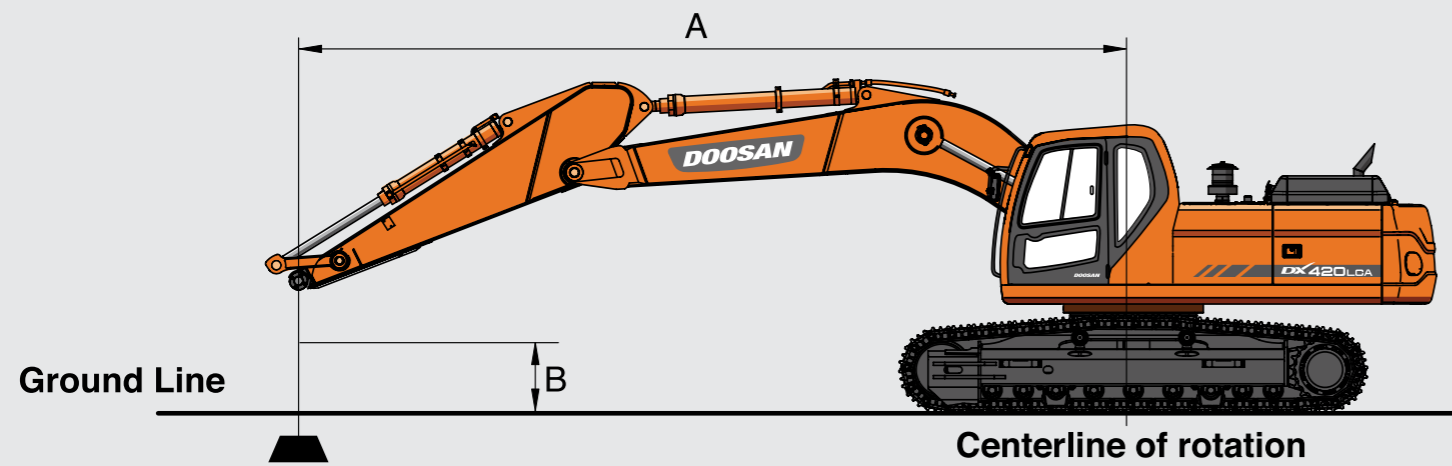
Working range



Working range

	DX420LCA			
	6,700			
Boom type (one piece)				
Arm type	3,250	2,600	3,950	3,250
Bucket type (pcsa)	1.90	2.16	1.44	1.51
A. Max. digging reach	11,495	10,880	12,170	11,540
B. Max. digging reach (ground)	11,290	10,660	11,980	11,330
C. Max. digging depth	7,730	7,080	8,430	7,770
D. Max. loading height	7,795	7,460	8,200	7,755
E. Min. loading height	3,050	3,700	2,340	3,000
F. Max. digging height	10,920	10,560	11,350	10,800
G. Max. bucket pin height	9,520	9,190	9,930	9,530
H. Max. vertical wall depth	4,350	3,650	5,140	5,200
I. Max. radius vertical	9,440	9,170	9,700	8,830
J. Max. depth to 8' line	7,570	6,880	8,290	7,770
K. Min. radius 8' line	3,490	3,460	3,530	3,490
L. Min. digging reach	820	2,390	-200	720
M. Min. swing radius	4,380	4,380	4,440	4,380
d. Bucket angle	183	⊗	⊗	⊗

Lifting capacities



DX420LCA – Standard configuration

Standard track: 3,350 mm - Boom: 6,700 mm - Arm: 3,250 mm - Without bucket - Shoe: 600 mm - Counterweight: 8,000 kg Units: 1,000 kg

A(m) \ B(m)	3	4-5	6	7-5	9	Max. Reach	A(m)
9						9.33*	6.89
7-5				8.90*	8.78	8.70*	8.14
6			10.08*	10.08*	9.20*	8.49*	8.96
4-5		14.90*	14.90*	11.62*	11.62*	9.95*	9.48
3		18.62*	16.68	13.38*	10.96	10.86*	9.73
1.5		19.03*	15.53	14.80*	10.31	11.67*	9.74
o(Ground)		20.72*	15.11	15.50*	9.92	11.8	9.52
-1.5	14.58*	14.58*	20.45*	15.07	15.36*	9.77	9.04
-3	23.03*	23.03*	18.64*	15.25	14.30*	9.83	8.26
-4.5	20.11*	20.11*	15.50*	15.50*	11.91*	10.11	7.08
-6						8.88*	4.89

1. Ratings are based on sae j1097

2. Load point is the hook on the back of the bucket.

3. * = Rated loads are based on hydraulic capacity.

4. Rated loads do not exceed 87% of hyd. capacity or 75% of tipping capacity.

: Nominal force

: Nominal force at the side or 360°

Option 1

Standard track: 3,350 mm - Boom: 6,700 mm - Arm: 2,600 mm - Without bucket - Shoe: 600 mm - Counterweight: 8,000 kg Units: 1,000 kg

A(m) \ B(m)	3	4-5	6	7-5	9	Max. Reach	A(m)
9						10.74*	5.98
7-5				10.37*	10.37*	10.07*	7.39
6				11.21*	11.21*	9.86*	8.28
4-5		16.83*	16.83*	12.69*	11.58	10.73*	8.84
3				14.31*	10.86	11.53*	9.11
1.5				15.46*	10.31	12.15	9.13
o(Ground)			18.01*	15.32	15.79*	10.03	8.89
-1.5			19.73*	15.4	15.25*	9.98	8.37
-3	21.51*	21.51*	17.46*	15.67	13.71*	10.13	7.52
-4.5	16.51*	16.51*	13.60*	13.60*	10.26*	10.26*	6.19
-6						10.74*	5.98

Option 2

Standard track: 3,350 mm - Boom: 6,700 mm - Arm: 3,950 mm - Without bucket - Shoe: 600 mm - Counterweight: 8,000 kg Units: 1,000 kg

A(m) \ B(m)	1.5	3	4-5	6	7-5	9	Max. Reach	A(m)
9							8.23*	7.80
7-5							8.01*	8.92
6							8.44*	9.68
4-5							9.27*	10.15
3							8.5	10.39
1.5							8.48*	10.40
o(Ground)							8.11*	10.19
-1.5	10.18*	10.18*	13.99*	13.99*	21.07*	15.05	15.53*	9.75
-3	15.46*	15.46*	20.16*	20.16*	19.82*	15.11	14.93*	9.03
-4.5	21.63*	21.63*	23.70*	23.70*	17.35*	15.41	13.24*	7.97
-6							9.93	6.38

1. Ratings are based on sae j1097

2. Load point is the hook on the back of the bucket.

3. * = Rated loads are based on hydraulic capacity.

4. Rated loads do not exceed 87% of hyd. capacity or 75% of tipping capacity.

: Nominal force

: Nominal force at the side or 360°

Standard and optional equipment

Standard equipment

ENGINE

- DOOSAN DE12TIS Diesel engine combined with e-EPOS System, Direct injection, water-cooled, Tier II compliant
- Auto-idle function

HYDRAULIC SYSTEM

- Boom and arm flow regeneration
- Swing anti-rebound valves
- Spare ports (valve)
- One-touch power boost function
- Breaker piping
- Cylinder cushioning & contamination seals
- Control of auxiliary hydraulic flow from the display panel

CAB & INTERIOR

- Sound-insulated and viscous support mounted cab
- Seat with adjustable headrest and armrest
- Roof window
- Air conditioning with climate control
- Pull-up type front window with sun roller blind and removable lower front window
- Sliding left front window
- Intermittent upper windshield wiper
- Automatic rear window defroster
- Adjustable PPC wrist control levers for arm, boom, bucket and swing and auxiliary hydraulic buttons
- Travel pedals and hand levers
- 7" (18 cm) LCD colour monitor panel
- Engine speed (RPM) control dial
- 3 operating modes & 3 working modes
- Seat belt
- Cigarette lighter and ashtray
- Ceiling light
- Cup holder
- Multiple storage compartments
- Tool storage area
- Hot and cool box
- Flat, spacious, easy-to-clean floor
- Master key
- Anti-theft protection
- Loudspeakers and connections for radio
- Remote radio audio control panel
- 12 V spare power socket
- Serial communication port for laptop PC interface
- MP3/USB radio with CD player

SAFETY

- Large handrails, steps and platform
- Parking brake and cab swing lock pin
- Punched metal anti-slip plates
- Hydraulic safety lock lever
- Safety glass
- Hammer for emergency escape
- Reinforced cast steel pivot points
- Lockable fuel cap and covers
- Battery cut-off switch
- Emergency engine stop and hydraulic pump control switches
- Engine overheat prevention system
- Engine restart prevention system
- Plastic roof cover
- Light rearview mirror

OTHER

- Boom DX420LCA: 6.7 m HD – arm: 3.25 m HD
- Counterweight DX420LCA: 8,500 kg
- Tropical area preparation
- Well protected and optimised layout of hydraulic, electric & lubrication routing
- Double element air cleaner and pre-filtered Turbo dust separator
- Fuel filter + fuel pre-filter with water separator sensor
- Fuel filling pump
- Dust screen for radiator/oil cooler
- Self-diagnostic function
- Work lights (2 front frame, 2 front cab-mounted, 2 boom-mounted and 1 rear side) with alternator (12 V, 50 A)
- Electric horn
- Hydrostatic 2-speed travel system with automatic shift
- Remote greasing for swing circle and workgroup pivot points

UNDERCARRIAGE

- Variable undercarriage 3.34 m - 3.90 m (mechanically adjustable)
- Hydraulic adjuster for the track
- Normal track guards
- Greased and sealed track links
- 600 mm triple grouser shoe

Optional equipment

CAB & INTERIOR

- Heated, adjustable air suspension seat with adjustable headrest and armrest
- Rain shield
- Joystick pattern change

SAFETY

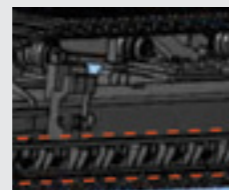
- FOGS cab - top and front cab guards (ISO 10262)
- Front window upper and lower guards
- Boom and arm cylinder safety valves
- Overload warning device
- Rotating beacon or telescopic rotating beacon
- Rear view and side camera
- Travel and swing alarm
- Additional right rearview mirror

OTHER

- Arms DX420LCA: 2.60 m, 3.95 or 3.25 m - boom: 6.7 m
- Fuel heater
- Heavy-duty bottom cover
- Hydraulic piping for crusher, quick coupler, clamshell, tilting and rotating buckets
- Additional filter for breaker piping
- Floating boom function
- Wiper for lower front window
- Double pump flow
- Oil-washed air cleaner
- Toolkit and spare parts for first service
- 6 additional work lights (2 front frame, 4 front cab-mounted, 2 rear cab-mounted, 2 boom-mounted and 1 rear side) with alternator (24 V, 80 A)
- Guards for work lights (boom)

UNDERCARRIAGE

- 600 mm double grouser shoe & 750, 800 & 900 mm triple grouser shoe
- Full length track guard



FULL LENGTH TRACK GUARD

For extra protection against track slippage.



FOGS CAB OR FRONT GUARDS

For extra safety in specific applications.



OIL-WASHED AIR CLEANER

Increases cleaning of the air intake in extra dusty areas such as quarries.



Some of these options may be standard in some markets. Some of these options may not be available for certain markets. Please check with your local DOOSAN dealer for more information about availability or to adapt your machine to your application needs.



Portable Power

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