<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Power</td>
<td>SAE J1349, 110kW (148 HP) @ 1,900 rpm</td>
</tr>
<tr>
<td>Operational Weight</td>
<td>20,600 kg (45,415 lb)</td>
</tr>
<tr>
<td>Bucket / SAE</td>
<td>0.81 ~ 0.92 m³ (1.06 ~ 1.20 cu. yd)</td>
</tr>
</tbody>
</table>
DX200A guarantees you unrivalled fuel efficiency. See how much you can save with reduced fuel consumption and minimized cycle time.

When cost-effectiveness is critical on your jobsite, DX200A is the right answer.

DX200A guarantees you unrivalled fuel efficiency. See how much you can save with reduced fuel consumption and minimized cycle time.
Doosan’s DB58TIS mechanical engine, equipped with the new e-EPOS™ (Electronic Power Optimizing System) technology, delivers excellent work capabilities.

Doosan’s DX200A structures feature Doosan’s proprietary technologies that deliver excellent durability and guarantee continuous reliable performance comparable with that of a brand new product, thereby reducing maintenances and service costs.

The new DX200A hydraulic excavator has all the advantages of the previous model and now offers additional added value to the operator.

**Key points**

**ECONOMICS**

The Doosan excavator, a combination of four advanced technologies, guarantees a significant reduction of maintenance costs thanks to its exceptionally low rate of fuel consumption.

**FUEL EFFICIENCY**

Fuel consump\_tion

- 17%
- 15%

**FUEL CONSUMPTION**

**COMPACT & FAST**

Doosan’s DX200A is 380 mm shorter than the DX225LCA in track length, which makes the DX200A suitable for the small space where LC equipment is too wide to enter.

Undercarriage width:

- DX225LCA 2,990mm
- DX200A 2,800mm

Track length:

- DX225LCA 4,445mm
- DX200A 4,065mm

**DURABILITY**

Undercarriage: The rollers, sprockets and track links are newly designed to minimize damage to the product.

**HANDLING & COMFORT**

Doosan products are designed for convenience and safety. Doosan’s machine is designed for comfortable, long-term operation in tough areas. Doosan’s goal of ensuring user convenience can be seen even in the simplest service work.

A driver should keep the peak condition to produce a maximum workload. In particular, if a driver has to work more than 10 hours a day, the driver’s condition can affect a workload significantly. Doosan equipment is designed to be operated conveniently at driver’s wills, so that the driver can keep the best condition.

A driver should keep the peak condition to produce a maximum workload. In particular, if a driver has to work more than 10 hours a day, the driver’s condition can affect a workload significantly. Doosan equipment is designed to be operated conveniently at driver’s wills, so that the driver can keep the best condition.
**DOOSAN DB58TIS ENGINE.**
At the heart of the hydraulic excavator is the improved DOOSAN DB58TIS engine. It is combined with the new e-EPOSTM electronic control system, for optimum power and fuel saving.

- Better performance by improved engine
- Energy efficiency reduces fuel consumption

**Swing Drive.** Shocks during rotation are minimized, while increased torque is available to ensure rapid cycles.

**Hydraulic Pump.** The Main pump has a capacity of 2x222.3 ℓ/min reducing cycle time while a high capacity gear pump improves pilot line efficiency.

**EXCAVATOR CONTROL.**
New e-EPOSTM system (Electronic Power Optimizing System). The brains of the hydraulic excavator, the e-EPOSTM, 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.

**Travel Device.** New design travel device gets more performance by improving efficiency and simplification of the internal structure.

**New Option Bucket for Mass Production.** Newly provide short boom & 0.92m³ bucket.
Market No.1 Fuel Efficiency in Middle Excavator.

“NEW CONTROL LOGIC” for Better Fuel Efficiency

**Economics**

**RELIEF CUTOFF**

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.

**OPTIMIZED LEVER CONTROL & AUTO IDLE**

1. The auto idle technology effectively controls the engine, and prevents unnecessary fuel consumption while the engine is kept in standby mode.

2. 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.

**ENGINE PUMP MATCHING**

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.

**Economics**

**FUEL EFFICIENCY**

↑ 17% BETTER

**FUEL CONSUMPTION**

↓ 15% SAVING
Reliability

D-TYPE FRAME. The D-type frame and chassis frame add strength and minimize distortion due to shocks.

X-CHASSIS. The X-chassis frame section has been designed using finite element and 3-dimensional computer simulation, to ensure greater durability and optimum structural integrity. The swing gear is solid and stable.

SINTERED BUSHING. A highly lubricated metal sintered bushing is used for all front pivot points in order to increase the lifetime and durability. Extend the greasing intervals to 250 hours. (except bucket parts)

SPROCKET. Doosan equipment is designed with optimal sprocket to move from one jobsite to another. Teeth are thick to prevent breaking and designed in low profile to minimize wear caused by body pitching during traveling.

ROLLER. The rollers used in the undercarriage of Doosan equipments feature unparalleled durability. The gaps between the rollers are minimized to prevent foreign materials from entering, and the impact dispersion design further improves the durability.

DOOSAN’S EQUIPMENT IS COATED WITH SUPER DOOSAN ORANGE PAINT

A specially developed paint for enhanced visibility at long distances, the paint provides excellent physical coating properties providing protection in extreme environments. It does not fade in sunlight or UV either. The paint is non-toxic, eco-friendly, and does not have a high metal content. Doosan’s management philosophy is committed to environmental protection.

Maintenance

The reliability of an item of plant contributes to its overall lifetime operating costs. Doosan uses computer-assisted design techniques, highly durable materials and structures then test these under extreme conditions. Durability of materials and longevity of structures are our first priorities.

EASY MAINTENANCE. Access to the various radiators is very easy, making cleaning easier. Access to the various parts of the engine is from the top and via side panels.

PC MONITORING (DMS). A PC monitoring function enables connection to the e-EPOSTM system, allowing various parameters to be checked during maintenance, such as pump pressures, engine rotation speed, etc. and these can be stored and printed for subsequent analysis.

CENTRALIZED GREASE INLETS FOR EASY MAINTENANCE. The arm grease inlets are grouped for easy access.

ENGINE OIL FILTER. The engine oil filter offers a high level of filtration allowing the oil change interval to be increased to 500 hours. It is easy to access and is positioned to avoid contaminating the surrounding environment.

WATER SEPARATOR. High efficiency and large capacity water separator protect the engine by removing most moisture from the fuel (additional water separator as standard).

CONVENIENT FUSE BOX. The fuse box is conveniently located in a section of the storage compartment behind the operator’s seat providing a clean environment and easy access.

Short maintenance operations at long intervals increase the availability of the equipment on site. Doosan has developed the DX200A with a view to high profitability for the user.

Air Cleaner. The large capacity forced air cleaner removes over 99% of airborne particles, reducing the risk of engine contamination and making the cleaning and cartridge change intervals greater.
Short maintenance operations at long intervals increase the availability of the equipment on site. DOOSAN has developed the DX200A with a view to high profitability for the user.

**Control Panel.** Correct positioning with clear controls makes the operator’s task easier.

**Control Lever.** Levelling operations and the movement of lifted loads in particular are made easier and safer. The control levers have additional electrical buttons for controlling other additional equipment (for example, grabs, crushers, breakers, etc.)

**Air Conditioning.** The high performance air conditioning provides an air flow which is adjusted and electronically controlled for the conditions. Five operating modes enable even the most demanding operator to be satisfied.
**Technical Specification**

### Engine
- **Model:** DOOSAN DB58TIS
- **Type:** WATER-COOLED, 4 CYCLE DIRECT
- **Number of Cylinders:** 6
- **Nominal Flywheel Power:**
  - GROSS POWER: 115 kW (154 HP) @ 1,900 rpm (SAE J1995)
  - NET POWER: 110 kW (150 PS, 148 HP) @ 1,900 rpm (SAE J1349)
- **Displacement:** 5,785 cc (353 cu.in)
- **Max Torque:** 61.5 kgf.m (603 Nm) @ 1,400 rpm
- **Transmission:** Two travel speeds offer either increased torque or high speed tracking.
- **Governor:** Two operating modes, two power modes.
- **Computer-aided pump power control.**
- **Cross-sensing pump system for fuel savings.**
- **Two travel speeds offer either increased torque or high speed tracking.**
- **The hydraulic system enables independent or combined operations.**
- **A Shock absorbing mechanism is fitted in all cylinders to ensure shock-free operation and extend piston life.**
- **The Piston rods and cylinder bodies are made of high-strength steel.**
- **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 hydraulic system enables independent or combined operations.**
- **Two operating modes, two power modes.**
- **Button control of flow in auxiliary equipment circuits.**
- **Computer-aided pump power control.**

### Hydraulic System
- **Relief Valve Pressure:** 40 kgf/cm²
- **Displacement:** 15 cc/rev
- **Gear Pump:** Max Flow Rate: 28.5 Liter/min
- **Main Pumps:**
  - Displacement: 2 x 117.0 cc/rev
  - Max Flow: 2 x 222.3 Liter/min
- **2 variable displacement axial piston pumps**
- **24 V / 4.5 kW**
- **Starters:** 102 mm x 118 mm
- **Bore & Stroke:** 102 mm x 118 mm
- **Piston Displacement:** 5,785 cc (353 cu.in)
- **Travel:** 350 kg/cm²
- **Swing:** 270 kgf/cm² (264 bar)
- **Maximum System Pressure:**
  - Boom: 2829
  - Arm: 2586
  - Bucket: 707
- **KNEE SPACE**
  - Buckets: A B
  - Arms: A B

### Digging force (ISO)

<table>
<thead>
<tr>
<th>Bucket Type</th>
<th>Capacity (m³)</th>
<th>Width (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAE/PCS/A</td>
<td>CECE</td>
<td>With Cutter</td>
</tr>
<tr>
<td>GP</td>
<td>0.81</td>
<td>0.77</td>
</tr>
<tr>
<td>A</td>
<td>0.85</td>
<td>0.81</td>
</tr>
<tr>
<td>B</td>
<td>0.85</td>
<td>0.81</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C/W</th>
<th>3.8</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHO</td>
<td>600</td>
</tr>
<tr>
<td>BOA</td>
<td>3.7m Booms</td>
</tr>
</tbody>
</table>

### Refill Capacities
- **Engine Oil**: 27L (3.2 US GAL, 1.1 lmp gal)
- **Swing Device**: 5L (0.13 US GAL, 0.1 lmp gal)
- **Travel Device**: 3.0L (0.08 US GAL, 0.07 lmp gal)
- **OIL TANK**: 240L (63.4 US GAL, 52.8 lmp gal)

### Environmental Noise
- **Cab Sound Level**: 103 dB(A) (2000/14/EC)
- **Emission levels are well below the values required for Tier II.**

### Environment Noise Level Guarantee
- **Noise levels comply with environmental regulations (dynamic values).**

### Swing Mechanism
- **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.**

### Digging force (ISO)

<table>
<thead>
<tr>
<th>Bucket</th>
<th>Capacity (m³)</th>
<th>Width (mm)</th>
</tr>
</thead>
<tbody>
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<td>CECE</td>
<td>With Cutter</td>
</tr>
<tr>
<td>GP</td>
<td>0.85</td>
<td>0.81</td>
</tr>
<tr>
<td>A</td>
<td>0.85</td>
<td>0.81</td>
</tr>
<tr>
<td>B</td>
<td>0.85</td>
<td>0.81</td>
</tr>
</tbody>
</table>

### Undercarriage
- **Hydraulic track adjuster with shock-absorbing tension mechanism.**
- **Induction-hardened alloy with double grouser. Heat-treated connecting pins.**
- **Hydraulic oil tank:** 3.3L (0.87 US gal, 0.73 lmp gal)
- **Swing Device:** 5L (0.13 US GAL, 0.1 lmp gal)
- **Fuel tank:** 400L (105.7 US gal, 88 lmp gall)
- **Cooling System (Radiator Capacity):** 246 (6.9 US gal, 5.3 lmp gal)
- **Driving Speed:**
  - Fast/Slow: 3.2 / 5.8 km/hr
  - Maximum Traction Force: 23.1 / 12.2 ton
  - Maximum Grade: 70%

### Undercarriage
- **Number of Rollers and Track Shoes per Side**
  - Upper rollers: 2ea
  - Lower rollers: 7ea
  - Track shoes: 45ea
  - Track length: 4,065mm
  - Track shoes: 45ea
  - Lower rollers: 7ea
  - Track length: 4,065mm
  - Track shoes: 45ea

### Undercarriage
- **Track Length:** 4,065mm
- **Track Shoes:** 45ea
- **Lower Rollers:** 7ea
- **Upper Rollers:** 2ea

### Weight
- **Weight:**
  - Bucket: 0.92m³ - C/W: 3.8t
  - Boom: 5,700 mm
  - Arm: 2,900 mm

### Weight
- **Weight (kg):**
  - 21,120 kg (46,561 lb)
  - 20,600 kg (45,415 lb)

### Undercarriage
- **Number of Cylinder:** 6
- **Gross Power:** 115 kW (154 HP) @ 1,900 rpm (SAE J1995)
- **Nominal Flywheel Power:** 110 kW (150 PS, 148 HP) @ 1,900 rpm (SAE J1349)
- **Bore & Stroke:** 102 mm x 118 mm
- **Piston Displacement:** 5,785 cc (353 cu.in)
- **Starters:** 102 mm x 118 mm
- **Bore & Stroke:** 102 mm x 118 mm
- **Piston Displacement:** 5,785 cc (353 cu.in)
- **Starters:** 24 V / 4.5 kW
- **Batteries:** 2 x 12 V / 100 Ah
- **Air Cleaner:** Double element with auto dust evacuation.

### Undercarriage
- **Track Length:** 4,065mm
- **Track Shoes:** 45ea
- **Lower Rollers:** 7ea
- **Upper Rollers:** 2ea

### Undercarriage
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### Dimensions

<table>
<thead>
<tr>
<th>BOOM TYPE (ONE PIECE)</th>
<th>(mm)</th>
<th>5,700</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARM TYPE</td>
<td></td>
<td>2,900</td>
</tr>
<tr>
<td>BUCKET TYPE (PCSA)</td>
<td>(m³)</td>
<td>0.92</td>
</tr>
<tr>
<td>TAIL SWING RADIUS</td>
<td>(mm)</td>
<td>2,750</td>
</tr>
<tr>
<td>SHIPPING HEIGHT (BOOM)</td>
<td>(mm)</td>
<td>2,940</td>
</tr>
<tr>
<td>SHIPPING HEIGHT (HOSE)</td>
<td>(mm)</td>
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</tr>
<tr>
<td>SHIPPING LENGTH</td>
<td>(mm)</td>
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<tr>
<td>C/WEIGHT CLEARANCE</td>
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<td>HEIGHT OVER CAB.</td>
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<td>HOUSE WIDTH</td>
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<td>CAB. HEIGHT ABOVE HOUSE</td>
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<td>CAB. WIDTH</td>
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<td>TUMBLER DISTANCE</td>
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<td>TUMBLER DISTANCE</td>
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<td>TRACK LENGTH</td>
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<td>TRACK LENGTH</td>
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<tr>
<td>UNDERCARRIAGE WIDTH</td>
<td>(mm)</td>
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</tr>
<tr>
<td>UNDERCARRIAGE WIDTH</td>
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<tr>
<td>SHOE WIDTH</td>
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<tr>
<td>TRACK HEIGHT</td>
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<tr>
<td>CAR BODY CLEARANCE</td>
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### Working Ranges

<table>
<thead>
<tr>
<th>BOOM TYPE (ONE PIECE)</th>
<th>(mm)</th>
<th>5,700</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARM TYPE</td>
<td></td>
<td>2,900</td>
</tr>
<tr>
<td>BUCKET TYPE (PCSA)</td>
<td>(m³)</td>
<td>0.92</td>
</tr>
<tr>
<td>MAX. DIGGING REACH</td>
<td>(mm)</td>
<td>9,900</td>
</tr>
<tr>
<td>MAX. DIGGING REACH (GROUND)</td>
<td>(mm)</td>
<td>9,730</td>
</tr>
<tr>
<td>MAX. DIGGING DEPTH</td>
<td>(mm)</td>
<td>6,620</td>
</tr>
<tr>
<td>MAX. LOADING HEIGHT</td>
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<td>6,990</td>
</tr>
<tr>
<td>MIN. LOADING HEIGHT</td>
<td>(mm)</td>
<td>2,555</td>
</tr>
<tr>
<td>MAX. DIGGING HEIGHT</td>
<td>(mm)</td>
<td>9,750</td>
</tr>
<tr>
<td>MAX. BUCKET PIN HEIGHT</td>
<td>(mm)</td>
<td>8,450</td>
</tr>
<tr>
<td>MAX. VERTICAL WALL DEPTH</td>
<td>(mm)</td>
<td>5,660</td>
</tr>
<tr>
<td>MAX. RADIUS VERTICAL</td>
<td>(mm)</td>
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</tr>
<tr>
<td>MAX. DEPTH TO 6' LINE</td>
<td>(mm)</td>
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</tr>
<tr>
<td>MIN. RADIUS 8' LINE</td>
<td>(mm)</td>
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</tr>
<tr>
<td>MIN. DIGGING REACH</td>
<td>(mm)</td>
<td>519</td>
</tr>
<tr>
<td>MIN. SWING RADIUS</td>
<td>(mm)</td>
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</tr>
<tr>
<td>BUCKET ANGLE</td>
<td>(deg)</td>
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</tr>
</tbody>
</table>
## Lifting Capacity

### Option 1

**Boom : 5.7m  Arm : 2.9m  SHOE : 600mm  STD TRACK**

<table>
<thead>
<tr>
<th>Bin</th>
<th>Max. Reach (A(m))</th>
<th>Load (Unit: 1,000kg)</th>
<th>A(m)</th>
<th>B(m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>4.93</td>
<td>7.18</td>
<td><em>4.36</em></td>
<td><em>4.36</em></td>
</tr>
<tr>
<td>-1</td>
<td>7.02</td>
<td>7.02</td>
<td><em>7.02</em></td>
<td><em>7.02</em></td>
</tr>
<tr>
<td>-2</td>
<td>10.04</td>
<td>10.04</td>
<td><em>10.04</em></td>
<td><em>10.04</em></td>
</tr>
<tr>
<td>-3</td>
<td>13.36</td>
<td>13.36</td>
<td><em>13.36</em></td>
<td><em>13.36</em></td>
</tr>
<tr>
<td>-4</td>
<td>14.22</td>
<td>14.22</td>
<td><em>14.22</em></td>
<td><em>14.22</em></td>
</tr>
<tr>
<td>-5</td>
<td>14.48</td>
<td>14.48</td>
<td><em>14.48</em></td>
<td><em>14.48</em></td>
</tr>
</tbody>
</table>

1. Ratings are based on SAE [J1097](https://www.sae.org/standards/membership/standards/1097/).
2. Load point is the end of arm.
3. * Rated loads are based on hydraulic capacity.
4. Rated loads do not exceed 87% of hydraulic capacity or 75% of tipping capacity.

### Option 2

**Boom : 5.7m  Arm : 2.4m  SHOE : 600mm  STD TRACK**

<table>
<thead>
<tr>
<th>Bin</th>
<th>Max. Reach (A(m))</th>
<th>Load (Unit: 1,000kg)</th>
<th>A(m)</th>
<th>B(m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>4.93</td>
<td>7.18</td>
<td><em>4.36</em></td>
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<tr>
<td>-1</td>
<td>7.02</td>
<td>7.02</td>
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</tr>
<tr>
<td>-2</td>
<td>10.04</td>
<td>10.04</td>
<td><em>10.04</em></td>
<td><em>10.04</em></td>
</tr>
<tr>
<td>-3</td>
<td>13.36</td>
<td>13.36</td>
<td><em>13.36</em></td>
<td><em>13.36</em></td>
</tr>
<tr>
<td>-4</td>
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<td><em>14.22</em></td>
<td><em>14.22</em></td>
</tr>
<tr>
<td>-5</td>
<td>14.48</td>
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</table>

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3. * Rated loads are based on hydraulic capacity.
4. Rated loads do not exceed 87% of hydraulic capacity or 75% of tipping capacity.
Materials and Specifications in the catalogue are subject to change without notice.