

D6G推土机是我公司在 D6D推土机成熟的设计技术基础上开发的, 整机布局合理, 操作舒适, 视野开阔。底盘系半刚性悬挂结构, 传动采用可靠的动力换挡变速箱, 高效的液力机械变矩器, 整体性能经济可靠。

D6G bulldozer is developed on the basis of D6D which is manufactured according to CAT' original drawing of D6D. It's features optimized overall arrangement, excellent visibility and easy operation. The semi-rigid suspended undercarriage, power shift transmission, torque divider and other rugged, durable and reliable components deliver smooth, responsive power and lasting reliability.

D6G

推土机

推土机性能参数 Specifications

铲刀型式 Dozer	直倾铲 Tilt	行走系统 Undercarriage system	
使用重量 Operating weight (kg)	16200	型式	八字梁半刚性悬挂、平衡梁摆动。
(不含松土器)		Type	Swing type of sprayed beam,
理论最大牵引力 Max. drawbar pull (KN)	145		suspended structure of equalizer bar.
(附着系数 0.9)		支重轮数量(单侧)	7
接地比压 Ground pressure (kPa)	55.23	Number of track rollers (each side)	
履带中心距 Track gauge (mm)	1880	托链轮数量(单侧)	2
最小离地间隙 Min. ground clearance (mm)	445	Number of carrier rollers (each side)	
铲刀容量 Blade capacity (m³)	4.5	链轨节距 (mm)	203
铲刀宽度 Blade width (mm)	3297	Pitch (mm)	
最大切削深度 Max. digging depth (mm)	592	履带板宽度 (mm)	560
外形尺寸(长×宽×高) Overall dimensions	5037×3270×3077 mm	Width of shoe (mm)	
发动机 Engine		速度档 Gear	前进 Forward km/h
型式 Type	上柴C6121ZG05	一档 1st	0-4
额定转速 Rated revolution (rpm)	1900	二档 2nd	0-6.9
额定功率 Engine power (KW)	131	三档 3rd	0-10.9
最大扭矩 Max. torque (N.m/rpm)	770/1400	速度档 Gear	后退 Backward km/h
燃油消耗率 Rated fuel consumption (g/KW.h)	215	一档 1st	0-4.8
工作装置液压系统 Implement hydraulic system		二档 2nd	0-8.4
最高系统压力 Max. system pressure (MPa)	15.5	三档 3rd	0-12.9
油泵型式 Pump type	齿轮泵		
系统流量 System output (L/min)	178		
传动系统 Power Transfer system			
变矩器	单级, 液力机械变矩器, 具有增加矩, 减缓冲击和同时保持高效率特性。		
Torque converter	With torque divider combined smoothness with economy.		
变速箱	行星传动, 动力换挡, 换挡迅速。		
Transmission	Planetary, power shift. Easy and fast shift.		
转向离合器	液压操纵、湿式、多片、弹簧压紧、液压分离。		
Steering clutch	Hydraulically actuated, multiple-disc oil clutches, spring pressed, hydraulic separated.		
转向制动器	湿式、浮动、双向带式、脚踏式机械操纵。		
Steering brake	Oil-cooled, hydraulically-boosted two direction contracting band brakes with foot pedal control.		
最终传动	两级直齿减速。		
Final drive	Double spur gear reduction.		