

D150B



| | | | |
|------------------|-----------------|-----------------|--------------|
| MAX ENGINE POWER | 116 KW - 155 HP | 133 KW - 179 HP | 154 KW - 206 |
| MAX OPERATING | LT | XLT | WT/LGP |
| WEIGHT | 15 290 KG | 15 965 KG | 17 240 KG |



BUILT AROUND YOU

Courtesy of Machine.Market

D150B

TOP

New hydrostatic transmission

- Simple and durable design
- Dual Path, Closed Loop System
 - Turn under power
 - Counter rotation under power
 - Self adjusting push/speed to side load change
 - Keeps direction even on slopes
- Dynamic Braking effect
- Infinitely variable travel speed
- 10% fuel efficiency

New CNH common rail engine

- High-Tech design and technology
- High displacement, 6 cylinders, turbo, after-cooled
- Powerful, responsive, low fuel consumption
- Environmentally friendly
- Complies with European Noise & Pollution Regulations



EFFICIENCY

New operator compartment

- Extremely roomy tiltable ROPS/FOPS cab
- Car style analogic and electronic instrument cluster
- All controls ergonomically positioned
- Access from both sides with 180° opening lockable doors
- 360° panoramic visibility including blade corners
- New soft Electro Hydraulic joysticks
- Fully adjustable seat with self wrapping seat belt

A powerful genius for every application

- Choice of 4 undercarriage versions: LT/XLT/WT/LGP
- Wide choice of blades: HS/HSU/ PAT blade of 2 different width
- New longer undercarriage
- Wide choice of shoes



D150B

THE POWER

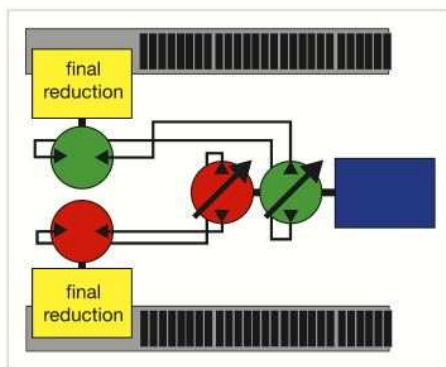
NEW TIER 3A CNH COMMON RAIL ENGINE



This new CNH Common Rail engine is a jewel of technology, designed to deliver high power and torque and to reduce fuel consumption and pollution. It features a 12% higher maximum power at the same crankshaft revolution (2200 r.p.m.) and an increase of maximum torque to 690 Nm (versus 650 Nm) if compared to the previous model. The Common Rail system assures an electronically controlled injection of fuel in the cylinders at very high pressure, optimising nebulization and mix with an increased quantity of turbocharged and after-cooled air, thus assuring a peak efficiency output of the combustion.

DUAL PATH CLOSED LOOP SYSTEM

Dual path, Closed Loop System means that each sprocket has its independent transmission. Each transmission is composed by a variable displacement axial piston type pump connected with a variable displacement, bent axis piston type motor. This closed loop allows the hydraulic system to adjust the power to each track while turning or counter-rotating, to manage any sudden load on the blade, to achieve any turning radius or to keep the straight direction even on sloops by automatically modulating the flow (speed) and pressure (power) on each interested track. A completely Load Sensing Automatic transmission.



OF A SIMPLE DESIGN

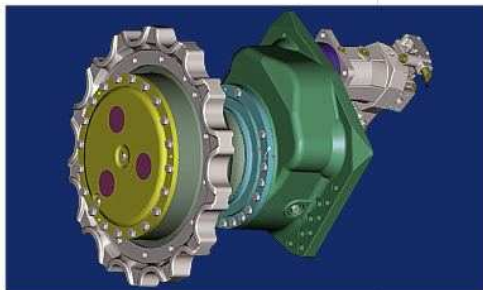
DYNAMIC BRAKING EFFECT

The Closed Loop System features also a Dynamic Braking Effect which automatically reduces the machine speed on slopes allowing the operator to keep a safe and precise machine control in all working condition. The Dynamic Braking can also be controlled on the move by the operator by acting on the decelerator pedal, thus decreasing the engine r.p.m. which means reducing pumps oil flow and consequently machine speed, same time achieving also great dozer precision work. Service brake is applied by a brake pedal. Parking brake, sprig applied and hydraulically released, becomes operative when lifting the two safety levers or, automatically, any time the machine is not moving for more than 30 seconds.



FINAL DRIVE REDUCTION

The power generated by hydraulic motors is transferred in a correct ratio to sprockets thanks to a sophisticated system which combines a triple reduction with a planetary reduction final drive.



D150B

THE POWER OF TURNS AND COUNTER R

SELF ADJUST PUSH/SPEED

The new, simple design, Full Hydrostatic Transmission allows the D150B to self adjust power (push) and speed to direction and load changes, thus exploiting at best the engine and resulting in a peak efficiency output..



FEATURES

- Rugged, simple design power train
- Dual Path, Closed Loop System
- Infinitely variable travel speed
- Dynamic braking effect
- Enhanced power and torque
- Effectively reduced moving parts

FULL HYDROSTATIC TRANSMISSION ROTATION UNDER POWER

KEEPS DIRECTION ON SLOOPS & WITH BLADE SIDE LOAD

Maximum necessary power or speed is separately granted to each track to optimise performances in all working conditions: direction changes and counter-rotations, sudden changes of load on the blade or to keep the straight direction on sloops



BENEFITS

- A new, durable power train which grants 10% fuel efficiency for enhanced economy
- Turns and counter-rotation under power for operator comfort and efficiency in quickly repositioning machine and blade on the go
- Maximum productivity and efficiency in all application conditions, without gear shifting
- For easy and safe operation even on sloops
- Higher drawbar pull for increased productivity and faster return of investment
- High economy and durability thanks to reduced maintenance and service costs over machine life

D150B

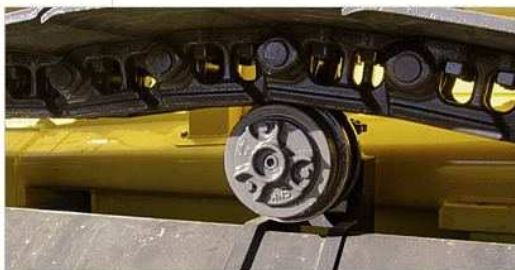
THE

TURNS AND COUNTER R

LONGER UNDERCARRIAGE

The new D150B features a longer undercarriage which enhances:

- Outstanding blade levelling capability
- Superior stability
- Greater operator comfort on uneven ground travel conditions



SEALED AND LUBRICATED TRACKS (S.A.L.T.)

Sealed And Lubricated Tracks in combination with 8% increase of link pitch and lifetime lubricated rollers and idlers, result in an effective increase in performances, reliability and durability of the machine undercarriage

OPTIONAL EXTENDED LIFE TRACKS (E.L.T.)

If compared to S.A.L.T., this New Holland special track features a hardened double bushing enclosing the standard pin. The larger bushing is free to rotate over the smaller one thus dramatically reducing the wear effect due to the contact between the bushing itself and the sprocket teeth.

In abrasive heavy applications, the E.L.T. design shows a double durability if compared to S.A.L.T. design which, by the way, is proved to be much better and durable than standard tracks.

Due to larger bushings, E.L.T. require a different sprocket which features less teeth, 40% more material in the tooth root area and three times more wear material between each tooth.



POWER OF NOVELTIES

ROTATION UNDER POWER

BLADES

The New Holland D150B can be supplied with different types of blades:

- Straight (HS)
- Semi-U (HSU)
- Pat (or 6-Way)

HS and HSU blades are offered for the LT version only, while PAT blade is available in two different dimensions for all machine versions.

For transport reasons, the 4000 mm wide PAT blade available for WT and LGP versions, can also be offered in the "foldable" version.

When it is folded, even the D150B LGP stays in the 3000 mm transport width.

The PAT blade is particularly appreciated for its easy of operation, compactness and application flexibility thus increasing operator comfort and machine productivity.



D150B

THE POWER

ROOMY OPERATOR COMPARTMENT

The modern and bright operator compartment has been designed around you and with your comfort in mind. It allows the operator to work in an extremely comfortable environment, enjoying 360° and unrestricted blade corners visibility.



NEW ELECTRO-HYDRAULIC JOYSTICKS...

Both right and left joysticks are electro-hydraulically controlled to practically eliminate operator fatigue. The right one controls all blade movements and features the float position



...WITH ELECTRONIC SPEED CONTROL

The left joystick controls all the machine movements and features detent positions on both Forward and Reverse. On its top are positioned two switches with which the operator can select up to 10 forward speeds, within the maximum machine forward speed of 10 km/h.

At engine start-up, forward default speed is 60% of maximum speed. On the left side of this joystick is positioned a proportional reverse speed selector knob which allows the operator to choose four different reverse speeds, corresponding to 80% or 100% or 115% or 130% of the previously selected forward speed.



OF SAFETY AND COMFORT

ROPS AND FOPS CAB

The cab of D150B is ROPS/FOPS type to grant maximum operator safety, while for his convenience there are two entrances, one per side, with doors which can be opened and locked at 180°.

Both exits are protected by safety levers which, when lifted to allow the operator top get out, cut-off the hydraulic pressure so that no joystick can be anymore operated and spring applied parking brakes stop the machine.

Side window can be opened for natural ventilation but, for maximum operator comfort, air-conditioning system can be supplied on request.



OPERATOR SEAT

The comfortable contoured seat is adjustable in all directions, it has a inclinable backrest and it is supplied with standard self wrapping seat belt. All this allows the operator to choose the most convenient position to easily reach the controls which are already ergonomically positioned.

For extra comfort an air suspended seat is offered as optional.



INSTRUMENT PANEL

The instrument panel of D150B has a modern, car type shape. Four analogical gauges monitor engine oil and water temperature, batteries charge and fuel level.

A well visible digital display, located in the centre of the dashboard, provides malfunction advices and includes the hourmeter.

An advanced and well visible information centre which provides useful advices in real time thus granting operator comfort and safety, machine efficiency and durability and maximum operating economy.



D150B

THE POWER OF

...JUST OPEN THE PANELS OF THE
LEFT SIDE...



TILTABLE CAB

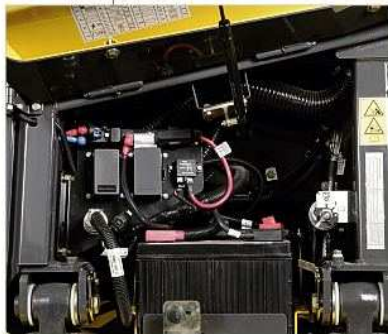
The new D150B has a cab which can be completely tilted over the left side. This feature provides an unmatched service access to all power train components. Moreover, the tilting function is provided by a hydraulic hand pump for operator/mechanic convenience, same time granting quick and safe checks or repairs, if needed.



BATTERIES, FUSES AND RELAYS

While lifting the left side panel under the cab, you have at hands reach the batteries, the main electrical switch, fuses and relays. New Holland D150B is a new, modern machine which, in its contents, confirms having been studied, designed and "Built Around You".....

Keeping in mind your comfort, your safety and you satisfaction, New Holland offers you again a New, Efficient, Economic, Durable and High-Tech jewel.



EASY MAINTENANCE & SERVICEABILITY

...JUST OPEN THE PANELS OF THE
RIGHT SIDE...



ENGINE CHECK

The access to the engine compartment from both left and right side is so wide and comfortable that it is not necessary to describe how easy is to check all main engine components, fluid levels as well as oil and fuel filters.



CONTROL VALVE & PRESSURE CHECK POINTS

All the other main components are also very easy to reach even from ground level. On the right side it is enough to lift two seagull type panels to have full access to the main control valve. It is a 3 spool standard type to operate the blade but, on request, a 4th spool can be supplied for machine equipped with ripper. Near the control valve are grouped 6 nipples to allow a quick pressure check of all main hydraulic components. On the internal wall of the hydraulic tank, aside one of the two big hydraulic oil filters, is positioned the oil level indicator.



D150B

SPECIFICATIONS



ENGINE TIER 3A

| | |
|--|---|
| Max engine power (ECE R120)..... | 116 kW/155 hp |
| Net flywheel power (SAE J1349)..... | 107 kW/143 hp |
| Make and model..... | CNH 667TA/EDD |
| Type | Common Rail, Electronic injection, Turbo-aftercooler, 4-valves diesel |
| Number of cylinders | 6 |
| Bore x stroke | 104 x 132 mm |
| Displacement | 6.7 l |
| Governed | 2200 rpm |
| Maximum torque at 1400 rpm | 690 Nm |
| Lubrication | full pressure by gear pump |
| <i>The engine complies with 97/68/EC Standards TIER 3A</i> | |



ELECTRICAL SYSTEM

| | |
|--------------------------------------|------------------|
| Voltage | 24 V |
| Battery | 2 |
| rating (total) | 160 Ah |
| type | maintenance free |
| Starter | 7.5 kW |
| Alternator | 65 A |
| Master switch for electrical system. | |



HYDROSTATIC TRANSMISSION

| | |
|--|---|
| Dual path infinitely variable, single-lever controlled hydrostatic drive with electronic straight tracking & counter-rotation, 10 positions forward/4 positions reverse ratio control. | |
| Pumps (2)..... | variable displacement axial piston type |
| Motors (2)..... | variable displacement bent axis piston type |
| Maximum drawbar pul..... | 275 kN |
| Transmission | Single lever control - electronic straight tracking |
| Oil filter | 2 micron, spin-on replaceable |
| Max travel speeds: | |
| Forward | 0 - 10 km/h |
| Reverse | 0 - 13 km/h |



BRAKES

| | |
|-----------------------|---|
| Parking brakes | Heavy-duty, Automatic spring applied, hydraulic pressure released |
| Steering brakes | Hydrostatic |



FINAL DRIVES

| | |
|--|----------|
| 2 helical gear reductions with planetary output reduction. Decelerator with hydrostatic drive retardation. Ratio | 61.4 : 1 |
|--|----------|



TRACK

Box section track frames. Oscillating type. Front crossbar pinned. Hydraulic track adjusters. Sprockets with bolt-on segments, anti-packing tooth profile. Track bushing with greater diameter at

the rolling area. Outer sprocket guard, front and rear track guards, centre track guiding guard. Lifetime Lubricated rollers and idlers SALT (Sealed And Lubricated Track) chains with 190 mm pitch, Split master link.

| | LT | XLT | WT/LGP |
|--------------------------------|------|------|--------|
| Track rollers (per track) | 7 | 8 | 8 |
| Carrier rollers (per track) | 2 | 2 | 2 |
| Number of shoes | 40 | 45 | 45 |
| Length of track on ground (mm) | 2575 | 3050 | 3050 |
| Gauge (mm) | 1880 | 1880 | 2135 |
| Shoe grouser height (mm) | 55 | 55 | |

| | Track shoes | Ground contact area | Ground pressure |
|-----|-------------|-----------------------|-------------------------|
| LT | 560 mm | 28085 cm ² | 0.52 kg/cm ² |
| LT | 610 mm | 31410 cm ² | 0.48 kg/cm ² |
| XLT | 560 mm | 34095 cm ² | 0.46 kg/cm ² |
| XLT | 610 mm | 37205 cm ² | 0.42 kg/cm ² |
| WT | 560 mm | 34095 cm ² | 0.48 kg/cm ² |
| WT | 610 mm | 37205 cm ² | 0.44 kg/cm ² |
| WT | 710 mm | 43025 cm ² | 0.38 kg/cm ² |
| LGP | 865 mm | 52895 cm ² | 0.32 kg/cm ² |



IMPLEMENTS HYDRAULIC SYSTEM

Pressure compensated system with a closed centre, flow sharing standard 3 spools control valve, and gear pump.

| | |
|--------------------------------------|--------------|
| Pump | gear type |
| Capacity at governed 2200 rpm | 132 l/min |
| Relief valve pressure | 195 bar |
| HS & HSU blades lift cylinders | 2 |
| Bore x stroke | 80 x 1185 mm |
| HSU tilt cylinder | 1 |
| Bore x stroke | 125 x 140 mm |
| PAT blade lift cylinders | 2 |
| Bore x stroke | 90 x 825 mm |
| tilt cylinders | 1 |
| Bore x stroke | 125 x 135 mm |
| LT & XLT angle cylinders | 2 |
| Bore x stroke | 100 x 510 mm |
| LGP angle cylinders | 2 |
| Bore x stroke | 110 x 510 mm |



CAPACITIES

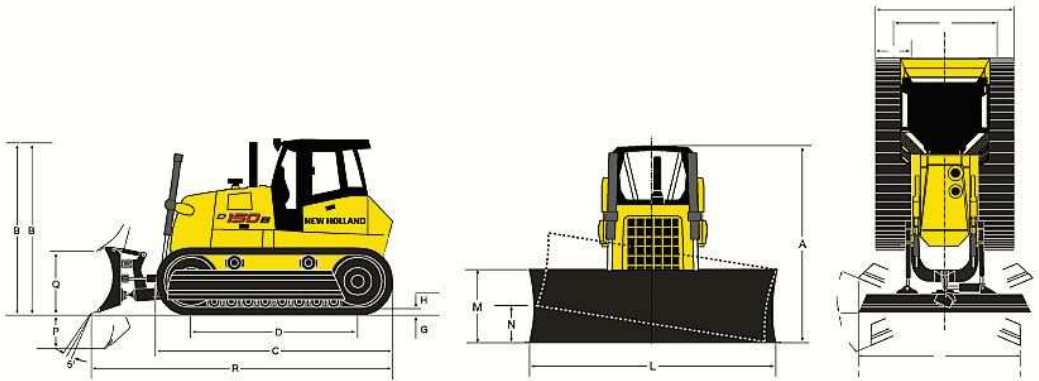
| | | |
|---|-----|--------|
| Fuel tank | 246 | liters |
| Engine Lube oil | 16 | |
| Engine Coolant | 32 | |
| Hydraulic system (transmission and implement) | 98 | |
| Final drive (each side) | 14 | |



RIPPER

| | |
|---|---------------|
| Type | Parallelogram |
| Max ripping depth (mm)..... | 480 |
| Ripping width (mm)..... | 1635 |
| Number of teeth | 3 |
| Clearance, under teeth with ripper raised (mm)..... | 425 |
| Number of cylinders | 2 |
| Hydraulic cylinder bore x stroke (mm) | 102 x 255 |
| Overall width (mm)..... | 1710 |
| Weight (with shanks) (kg) | 1250 |

DIMENSIONS



| TRACTOR DIMENSIONS | | LT | XLT | WT/LGP |
|--------------------|------------------------------|-------|---------|---------|
| A | Height over cab | 3000 | 3000 | 3000 |
| B | Height over muffler | 2885 | 2885 | 2885 |
| C | Tractor length | 3590 | 4065 | 4065 |
| D | Length of track on ground | 2575 | 3050 | 3050 |
| E | Gauge | 1880 | 1880 | 2135 |
| F | Track shoes width | 560 | 560-610 | 710-865 |
| G | Shoe grouser height | 55 | 55 | 55 |
| H | Ground clearance | 350 | 350 | 350 |
| I | Overall width with shoes 560 | 2440 | 2440 | - |
| | Overall width with shoes 610 | - | 2490 | - |
| | Overall width with shoes 710 | - | - | 2845 |
| | Overall width with shoes 865 | - | - | 3000 |
| | Shipping weight w/o blade** | 13650 | 14315 | 15120 |

| TRACTOR DIMENSIONS | | HS | Semi-U (HSU) | 6 Way | 6 Way | 6 Way | Foldable 6 WayWay | |
|--------------------|--------------------------------------|----------------|--------------|-------|-------|-------|-------------------|-------|
| | Blade capacity SAE J1285 | m ³ | 3.10 | 4.10 | 3.15 | 3.15 | 3.15 | 3.15 |
| L | Width of blade | mm | 3180 | 3180 | 3200 | 3200 | 4000 | 4000 |
| L1 | Width of blade in transport position | mm | - | - | 2915 | 2810 | 3525 | 2990 |
| M | Height of blade | mm | 1100 | 1320 | 1180 | 1180 | 1000 | 1000 |
| N | Max. tilt | mm | 550 | 695 | 450 | 450 | 550 | 550 |
| O | Max. pitch | ° | 10 | 10 | 5 | 5 | 5 | 5 |
| P | Digging depth | mm | 400 | 480 | 490 | 490 | 590 | 590 |
| Q | Max. lift above ground | mm | 1105 | 900 | 950 | 950 | 900 | 900 |
| R | Overall length with blade*** | mm | 4750 | 5025 | 4975 | 5410 | 5410 | 5410 |
| | Operating weight with blade* | kg | 14860 | 15010 | 15290 | 15965 | 17040 | 17240 |

*Includes ROPS Cab , 610 mm shoes, (865 mm for LGP) fuel oil and operator, for unit with ROPS canopy deduct 420 kg.

**Includes ROPS Cab , 610 mm shoes, 10% fuel, blade lift cylinders, lubricants, coolant, for unit with ROPS canopy deduct 420 kg.

***With ripper raised, add 1230 mm to dozer length.

PARTS AND SERVICE

New Holland is a global brand with a key position in the Construction Equipment business. It supplies a complete range of 13 product lines and 80 basic models split into Compact line and Heavy line. It operates in all the main markets, such as Europe, North and Latin America, Africa, Asia and Middle East with the same technology and under the same logo and brand. It manufactures durable, safe and productive machines aimed at supporting customers in developing their own business. Dealers are company partners. They play an important role to support the brand in their territories through intense professional relationship with Customers. New Holland is reinforced by its global alliance with Kobelco: world leader in hydraulic excavator technology.



AT YOUR OWN DEALERSHIP

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