

D150_B



MAX. ENGINE POWER

MAX. OPERATING WEIGHT

D150B

116 kW/155 hp

XLT 16184 kg



BUILT AROUND YOU

AS LONG AS WE KEEP BUILDING ROADS A JOURNEY TO UNDERTAKE

**SUPERIOR
PERFORMANCE,
DUAL PATH
HYDROSTATIC
TRANSMISSION**

**SIMPLY MORE POWER,
FPT INDUSTRIAL
COMMON RAIL ENGINE**



S, THERE WILL ALWAYS BE

**BEST-IN-CLASS
DRIVING
COMFORT**

**A POWERFUL
GENIUS FOR EVERY
APPLICATION**



TOP EFFICIENCY

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

FPT INDUSTRIAL 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



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
- Electro Hydraulic joysticks
- Fully adjustable seat with self wrapping seat belt

A POWERFUL GENIUS FOR EVERY APPLICATION

- Extra long undercarriage
- Wide choice of shoes



THE POWER OF A SIMPLE DESIGN



TIER 3 FPT INDUSTRIAL COMMON RAIL ENGINE

This FPT Industrial 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.

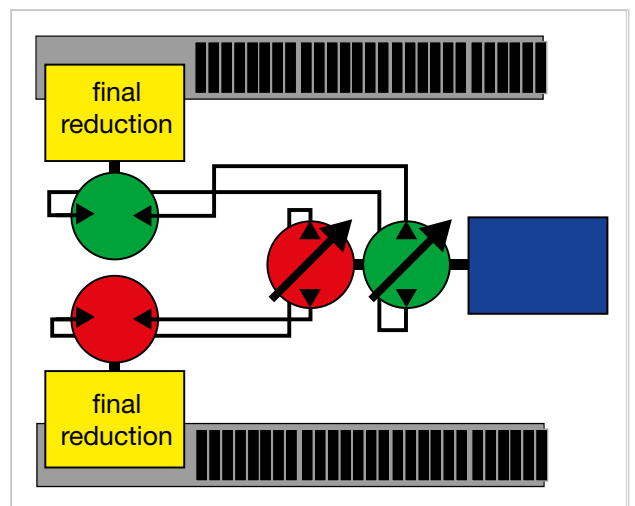
DUAL PATH CLOSED LOOP SYSTEM

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 slopes by automatically modulating the flow (speed) and pressure (power) on each interested track.

A completely Load Sensing Automatic transmission.



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, spring 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.



THE POWER OF FULL HYDROSTATIC



URNS AND COUNTER ROTATION UNDER POWER

SELF ADJUST PUSH/SPEED

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.

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

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

BENEFITS

- A 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

TRANSMISSION



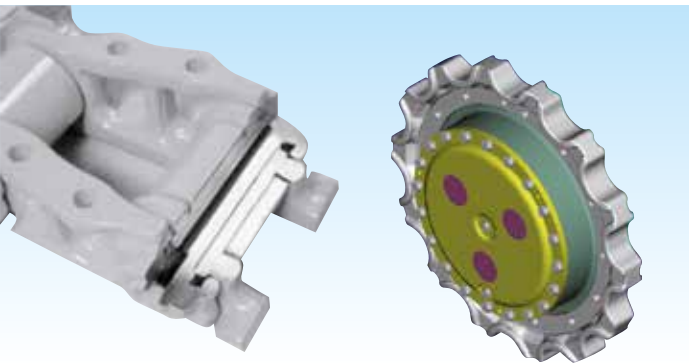
LONGER UNDERCARRIAGE

- The DI50B 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 ADVANCED LIFE TRACKS (A.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 A.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, A.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.



BLADES

The New Holland DI50B can be supplied with **Pat (or 6-Way)** blades.

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

THE POWER OF SAFETY AND COMF



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.



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.

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 to 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, advises on maintenance programs schedule, 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.



THE POWER OF EASY MAINTENANCE



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

TILTABLE CAB

The 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 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 an efficient, Economic, Durable and High-Tech jewel.



E & 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 3

Max engine power (ECE R120)..... 116 kW/155 hp
 Net flywheel power (SAE J1349)..... 107 kW/143 hp
 Make and model FPT Industrial Engine
 Type..... Common Rail, Electronic injection, Turbo-aftercooler, 4-valves diesel
 Number of cylinders6
 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
 The engine complies with 97/68/EC Standards TIER 3



ELECTRICAL SYSTEM

Voltage.....24V
 Battery2
 Rating (total).....160 Ah
 Type..... maintenance free
 Starter7.5 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 pull.....275 kN
 TransmissionSingle lever control - electronic straight tracking
 Oil filter2 micron, spin-on replaceable
 Max travel speeds:
 Forward0 - 10 km/h
 Reverse0 - 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.

XLT
 Track rollers (per track).....8
 Carrier rollers (per track)2
 Number of shoes45
 Length of track on ground (mm)3050
 Gauge (mm).....1880
 Shoe grouser height (mm).....55

	Track shoes	Ground contact area	Ground pressure
XLT	560 mm	34095 cm ²	0.46 kg/cm ²
XLT	610 mm	37205 cm ²	0.42 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
 PAT blade lift cylinders.....2
 Bore x stroke90 x 825 mm
 tilt cylinders1
 Bore x stroke 125 x 135 mm
 XLT angle cylinders.....2
 Bore x stroke 100 x 510 mm



CAPACITIES

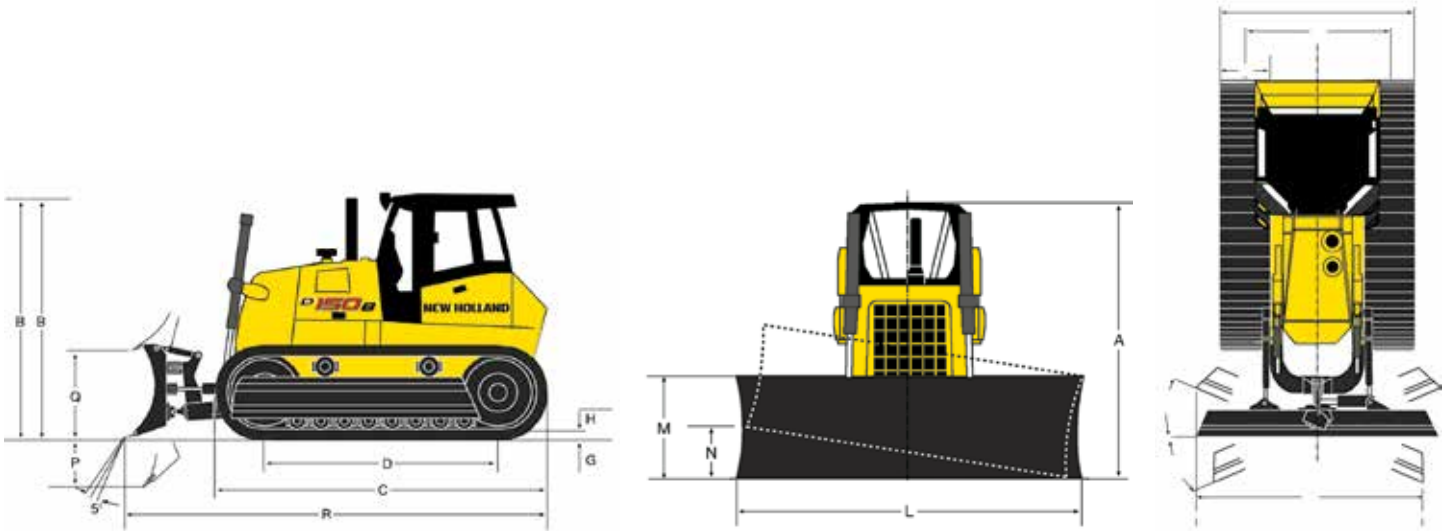
Liters
 Fuel tank300
 Engine Lube oil..... 16
 Engine Coolant..... 32
 Hydraulic system (transmission and implement)..... 98
 Final drive (each side)..... 14



RIPPER

Type..... Parallelogram
 Max ripping depth (mm).....480
 Ripping width (mm) 1635
 Number of teeth3
 Clearance, under teeth with ripper raised (mm).....425
 Number of cylinders2
 Hydraulic cylinder bore x stroke (mm)..... 102 x 255
 Overall width (mm) 1710
 Weight (with shanks) (kg)..... 1600

DIMENSIONS



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

TRACTOR DIMENSIONS			6 way	6 way
	Blade capacity SAE J1265	m ³	3.15	3.15
L	Width of blade	mm	3200	4000
M	Height of blade	mm	1180	1000
N	Max. tilt	mm	450	450
O	Max. pitch	°	5	5
P	Digging depth	mm	490	490
Q	Max. lift above ground	mm	950	950
R	Overall length with blade***	mm	5410	5410
	Operating weight with blade*	kg	15965	16184

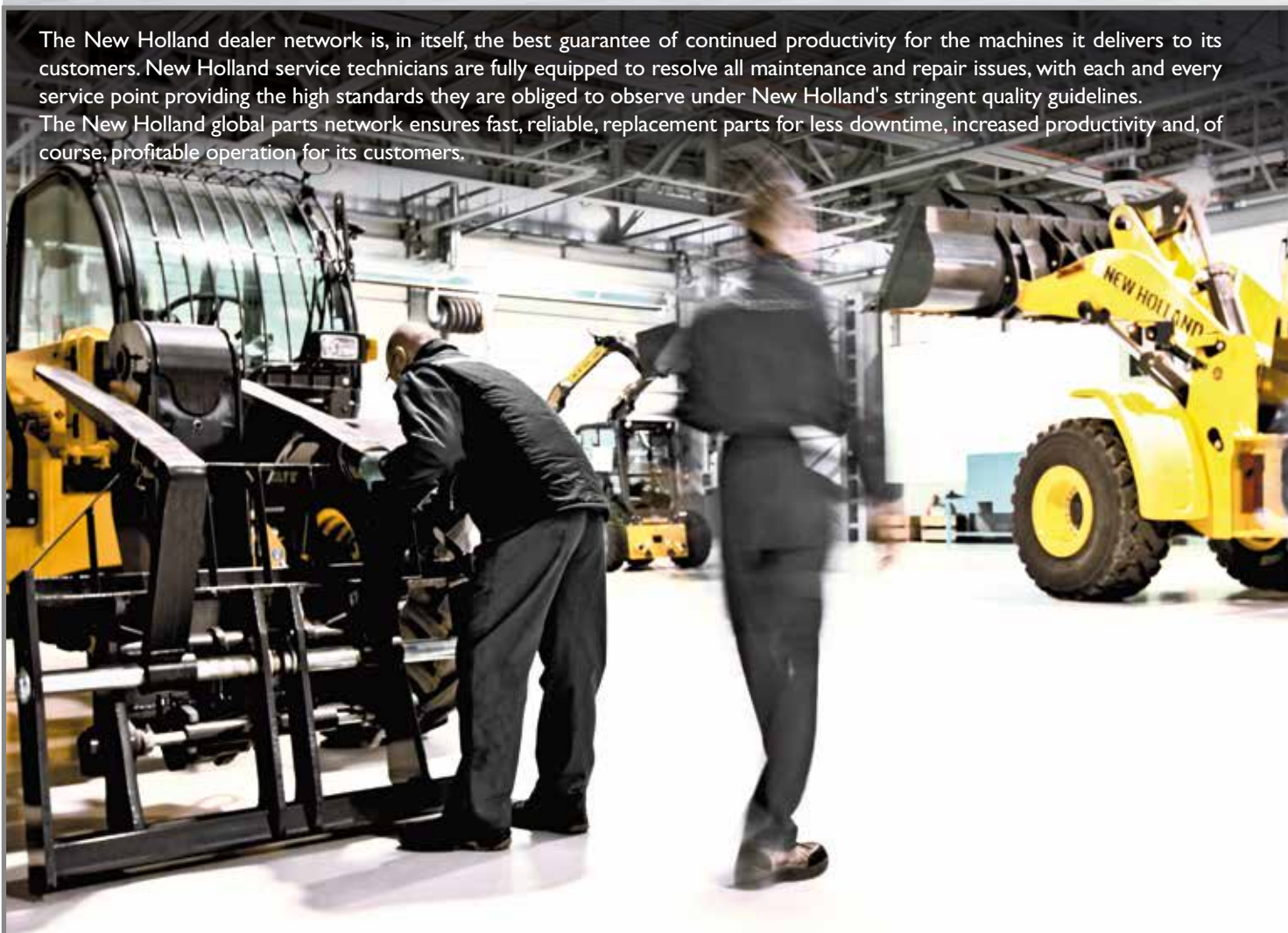
*Includes ROPS Cab , 610 mm shoes, fuel oil and operator, for unit with ROPS canopy deduct 420 kg.

**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

The New Holland dealer network is, in itself, the best guarantee of continued productivity for the machines it delivers to its customers. New Holland service technicians are fully equipped to resolve all maintenance and repair issues, with each and every service point providing the high standards they are obliged to observe under New Holland's stringent quality guidelines. The New Holland global parts network ensures fast, reliable, replacement parts for less downtime, increased productivity and, of course, profitable operation for its customers.



AT YOUR OWN DEALERSHIP

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