



NEW HOLLAND

F106.6 F106.6A F156.6 F156.6A



| | F106.6/106.6A | F156.6/156.6A |
|-------------------|----------------|-----------------|
| BASE ENGINE POWER | 99 kW - 133 hp | 129 kW - 173 hp |
| OPERATING WEIGHT | 11 730 kg | 15 600 kg |

NEW HOLLAND
CONSTRUCTION
BUILT AROUND YOU

F106.6/106.6A OUTSTANDING F156.6/156.6A HIGH GRADE



- Spacious cab with outstanding visibility. Console lockable in 4 working positions
- Excellent panoramic view thanks to sloping tail end for improved rear visibility and safety
- New CNH common rail, environmentally friendly TIER 3A engine
- Optimal weight distribution for good stability at all times, also on difficult terrain
- NoSpin differential for skid free power transmission to the rear wheels. Oscillating tandem axles

ING PRECISION FOR DING PERFORMANCE

- Maintenance-friendly design, to minimise service downtime thus reducing owning costs
- The rear ripper, the maintenance free front blade and the scarifier mounted over the mouldboard assure maximum versatility everywhere
 - Hydraulically adjustable, 5 positions saddle for mouldboard slewing range of over 90°
 - All-wheel drive version with EDCV to optimise 6 wheels traction on difficult terrain



- Wheel lean adjustment for slope work and other jobs
- Roller mounted, encapsulated, backlash-free slewing ring
- Load Sensing hydraulic system for responsive and precise control

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JOLT FREE MOLDBOARD WITH ADJUSTABLE SADDLE



90° SLEWING RANGE ON BOTH SIDES

The roller mounted slewing ring, with internal gearing, sealed and backlash free, develops very low friction, while generating extraordinary torque for jolt free, very smooth and glitch free moldboard functions. The moldboard has a slewing range of over 90°, fine tuned through sophisticated geometry and a five positions, hydraulically adjustable, slewing saddle. The infinitely variable cutting angle adjustment is also hydraulic. This ensures efficient handling of the most varied ground conditions and tasks.

- Extremely high resale value
- Replaceable cutting edge
- Encapsulated slewing ring extends maintenance intervals
- Multi-functional moldboard adjustment
- Matching all deployment conditions



LOAD SENSING HYDRAULICS

Thanks to very responsive and precise control, the excellent efficiency of the fuel sparing, Load Sensing hydraulics makes for easy grader operation. A directly actuated axial piston pump delivers only as much oil as is needed at any time. A high speed function steps up the pace of work at higher engine speeds. Pressure compensation in the control valves allows the moldboard to be parallel lifted or lowered.

- **Responsive work thanks to Load Sensing hydraulics**
- **Offset work possible thanks to articulated steering (crab mode)**
- **Moving the moldboard to right or left creates an optimal surface without ruts**



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NEW TIER 3A COMMON RAIL ENGINE

This new generation CNH Common Rail engine represents "state of the art" technology, designed to increase performance and production whilst reducing fuel consumption and pollution.



The Common Rail system guarantees that fuel is injected in the cylinders at very high pressure, thus optimising its nebulization and its mix with an increased quantity of turbocharged and after cooled air. Moreover, the quantity of fuel introduced in the cylinders is electronically controlled so that the "right quantity" is injected at the "right moment" and combined with extra fresh air to provide peak efficiency output from the engine, whilst reducing fuel consumption and emissions of dangerous pollutants. In addition, thanks to its electronic management, this jewel of technology features ENGINE DUAL POWER. It means that, when shifting from 3rd to 4th gear and up, the engine automatically delivers a higher power than on the first 3 gears, thus granting superior working performances and higher production.

"The hydraulically driven fan is thermostatic controlled, this means that its speed varies according to engine coolants and hydraulic oil temperatures. An advanced solution which saves engine power to be used while working and giving noticeable noise reduction.

MAINTENANCE & SERVICEABILITY

Thanks to one piece tiltable hood, sliding doors and walk-on fenders offered as standard equipment and accessible from the cab platform, all maintenance and service points are easy to reach and to check.

These features, combined with long maintenance intervals and a fully sealed, self adjusting slewing ring, contribute to highly reduce operating costs while increasing operators convenience and comfort.



ERGO POWER TRANSMISSION & REAR TANDEM



Tried and tested Ergopower transmission with comfortable Tip-Shift gear.

The Ergopower transmission is a standard-setter in travel performance, shiftability and noise reduction. Slim contoured gearing, generous helical overlapping and distortion proof, short shafts cut noise emissions by over one half. With each of the six couplings having its proportional pressure regulator, shifting is smooth, with no interruption in tractive force. In fact, the operator barely notices the automatic gear shifting. In NEW HOLLAND graders, jolts from shifting gears are a thing of the past.

The rear tandem has been completely redesigned: final reductions are now located in the axle body while the brakes are positioned, for all models, in the hubs. A simple design which assures high durability. The independent oscillation of both right and left rear tandem, grants optimum contact on all ground conditions, thus enhancing traction and performance.

The already appreciated and best in market solution, Automatic "No-Spin Differential", grants the following outstanding advantages:

- The wheels speed self adjusts automatically, according to the working and ground conditions;
- The wheel which is rotating slower thanks to better grip, receives from the differential up to 100% torque;

Which means no tractive force to eliminate tyres consumption or wheel slippage on icy terrains and full tractive force on the wheel which has grip: the best traction conditions are always and automatically granted.



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WHEEL LEAN ADJUSTMENT ELECTRONIC DRIVE CONTROL EDCV



Wheel lean adjustment permits sound and safe work on embankments with no thrust loss from repeated steering adjustments, and guarantees precision tracking. On the all-wheel drive models, the front wheels are driven by a swashplate pump and hub-mounted motors. The E.D.C.V. (Electronic Drive Control Volume) uses a hydraulic differential to match oil volume and, hence, the front wheel speed automatically to the speed of the rear wheels.

Besides ensuring exceptionally high use of engine power, E.D.C.V. delivers very high thrust forces for superb earthmoving and grading performance, especially when the going gets tough. Combined with wheel lean, the result is precision tracking at all times. To spare the drive components during road travel, the all-wheel drive can be switched off in the front wheels or, depending on the soil, switched to push or pull mode to achieve an even grade.



THE OPERATOR AND HIS WORKPLACE

The NEW HOLLAND grader cab is an outstanding model for an exemplary workplace. The operator's station is positioned for unobstructed, all-round visibility thanks to the generous, tinted glazing to the front and floor to ceiling glazing at the sides. Even when seated, the operator has a full view of both moldboard ends. In reversing, the rounded tail-end guarantees an excellent and safe rear view of any persons or objects in the immediate vicinity of the work area. The neat control console can be locked in four working positions, and the operating elements are always easily accessible, enabling the operator to concentrate on his work from the most comfortable position. A highly effective heating/ventilation system creates an agreeable working climate and prevents window fogging.



Besides high operating comfort and visibility, the oversized ROPS/FOPS cab also offers the necessary safety - a Roll Over Protective Structure or a seat that gives the driver a firm hold even when working along slopes. Sliding doors permit easy, either-side access.

Moreover, the cab is mounted on the rear frame: a highly valuable advantage versus main competitors and in terms of operators comfort and convenience:

- Operators keep moving in travel direction
- Operators are anytime aware of articulation angle
- Moldboard visibility is even improved thanks to the further back cab positioning

Perfect visibility, optimum controllability and working precision

NEW INSTRUMENT PANEL

The New Holland graders are equipped with a new, elegant, car style instrument panel which groups high visibility analogic gauges monitoring: engine coolant, hydraulic oil temperature, fuel level and transmission oil temperature.

Further vital informations, messages and some programming of the main components, are provided by the onboard computer and displayed in the new multilanguage, digital LCD screen, conveniently located in the centre of the dashboard, just in front of the operator.

A new hightech instrument panel which grants machine efficiency and durability, same time providing maximum operator confidence, comfort and productivity.



F106.6/106.6A

SPECIFICATIONS



ENGINE TIER 3A

Maximum Power (ISO 14396/ECE R120)

| | |
|---------------------------------|---|
| From 1st to 3rd gear..... | 99 kW / 133 hp |
| From 4th to 6th gear..... | 104 kW / 139 hp |
| Governed rpm..... | 2100 |
| Make & model..... | CNH 667TA/EDE |
| Type | diesel, common rail, dual power, turbocharged and intercooler |
| Displacement..... | 6,7 l |
| Number of cylinders | 6 |
| Bore & stroke..... | 104x132mm |
| Maximum torque at 1400 rpm..... | 632Nm |

Remote engine oil filter for easy replacement

- 25°C outside temperature start as standard equipment

The engine complies with 97/68/EC standards TIER 3A



TORQUE CONVERTER

Single-stage torque converter integrated into shift gearbox

- Automatic matching of output torque to changing travel conditions.

Converter ratio.....1,87: 1

Cooling by heat exchanger



TRANSMISSION

Full powershift transmission with 6 forward and 3 reverse gears. Electric single-lever shift with reverse-lock in ranges 3-6.

Speeds in km/h

| Gear | Forwards | Reverse |
|------|----------|---------|
| 1. | 4.9 | 5.2 |
| 2. | 7.4 | 12.2 |
| 3. | 11.5 | 27.4 |
| 4. | 17.2 | - |
| 5. | 26.0 | - |
| 6. | 37.7 | - |



AXLE FRONT

Oscillating axle with wheel spindle steering and hydraulic wheel lean adjustment

| | F106.6 | F106.6A |
|------------------|--------|---------|
| Axle oscillation | ± 15° | ± 15° |
| Wheel lean | ± 17° | ± 22° |
| Ground clearance | 485 mm | 504 mm |



AXLE REAR TANDEM

NEW HOLLAND tandem grader axle with automatic No-Spin differential
Oscillating tandem drives with heavy-duty roller chains.

Oscillation ± 15°

Tandem box dimensions:

| | |
|------------------------|---------|
| Height | 599 mm |
| Width..... | 201 mm |
| Wall thickness | 20 mm |
| Chain pitch..... | 51 mm |
| Tandem wheelbase | 1241 mm |



ALL WHEEL DRIVE

Selectable in addition to the hydrodynamic rear-wheel drive

- Hydrostatic front-wheel drive with E.D.C.V. (Electronic Drive Control Volume)
- A bi-directional swash plate pump (forward/reverse) drives wheel-hub mounted motors in each of the front wheels
- Hydraulic No-Spin differential prevents one-sided wheel spin and proportions torque when cornering
- A microprocessor monitors and matches front- and rear-wheel drive forces
- A stepped switch allows the operator to adapt front-wheel thrust to existing job conditions.



BRAKES

Hydraulic, dual-circuit accumulator pump braking with 4 oil bath disc brakes acting on tandem-wheels. Parking brake: disc brake acting on transmission



STEERING

Operated from the adjustable steering and control console.
Front-wheel spindle steering, all hydraulic, volume control

| | F 106.6 | F 106.6 A |
|---|---------|-----------|
| Steering wheel lock, left/right | 45° | 40° |
| Articulated frame, with 2 double-flow steering cylinders: | | |
| Articulation angle | ± 28° | ± 28° |
| Minimum turning radius: | | |
| across tyres | 6500 mm | 6700 mm |
| across front blade | 7250 mm | 7450 mm |



TYRES

405/70 R20 Dunlop (Std. equipment)

420/75 R20 Michelin

455/70 R20 Dunlop

22-20 Conti



MOLDBOARD CONTROL

Load Sensing for maximising functions controllability • Control levers for precision metering of adjustment speed • Pressure compensation in each of the control valve units permits parallel moldboard lifting or simultaneous operation of two other functions, with no disruptive interaction • A pedal allows the operator to switch to max. output for faster functioning (high-speed model) • Unlockable check valves maintain lift/cutting angles and wheel lean cylinders constant



A-FRAME

Robust welded box section A-frame

L-profile with 125 x 120 x 8 mm cross section.



SLEWING RING

Internal gearing, sealed roller-mounted, backlash-free, self-adjusting

- Driven by hydraulic motor and moldboard mechanism

Diameter.....1150 mm

Action radius.....360°



MOLDBOARD

Wear-resistant, high-grade steel with hardened rounded guides

- Replaceable, split main and side blades

Width.....2440/3050/3355 mm

Blade Height/thickness.....526/15 mm

Cutting edge height/thickness.....152/19 mm

Bolt diameter.....16 mm



MOLDBOARD SETTINGS

Shifting to the right.....491 mm

to the left.....708 mm

Reach across tyres w/o articulated steering:

right horizontal.....1865 mm

left horizontal.....1525 mm

Reach across tyres with articulated steering:

right horizontal.....2490 mm

left horizontal.....2150 mm

Max. slope angle:

right.....117°

left.....76°

Max. lift height above ground.....394 mm

Max. scraping depth.....456 mm

Cutting angle adjustment, hydr.....50°



HYDRAULIC SYSTEM

Load Sensing with variable displacement axial piston pump • Zero oil delivery under no-function conditions and hence power savings • Closed system with pressurised tank • Pressure relief valve

Hydraulic pumpswash plate, variable displacement

Max. delivery.....95 l/min

Max. pressure.....200 bar

Pressure relief setting.....215 bar



FRAME

Front frame: stiff, welded section from high-strength fine-grain steel

Cross-section.....270 x 270mm

Wall thickness.....12 mm

Rear frame.....torsion resistant frame

Cross-section.....220 x 60 mm



CAB

Elastically mounted, noise insulated ROPS/FOPS cab with two sliding doors locking into place • Either side access • Tinted glass

- Rear-frame mounted cab heater/defroster nozzles • Ventilation options: recirculation/outside air, filter unit

ROPS according to EEC sample testing.....ISO 3471

FOPS according to EEC sample testing.....ISO 3449



ELECTRICAL SYSTEM

Voltage.....24 V

Batteries.....2 x 92 Ah

Alternator.....70 A

Starter.....4 kW



CAPACITIES

Engine:

Oil.....12.5 l

Coolant.....37 l

Transmission and converter.....21 l

Axle gear.....13 l

Tandem.....120 l

Wheel hub gears 5.5 l x4.....22 l

Hydraulic tank.....70 l

Hydraulic oil, total F 106.6 F 106.6 A

170 l 185 l

Fuel tank.....278 l

F156.6/156.6A

SPECIFICATIONS



ENGINE TIER 3A

Maximum Power (ISO 14396/ECE R120)

From 1st to 3rd gear.....129 kW / 173 hp

From 4th to 6th gear142 kW / 190 hp

Governed rpm2100

Make & model.....CNH 667TA/EEE

Typediesel. common rail. dual power. turbocharged and intercooler

Displacement.....6.7 l

Number of cylinders6

Bore & stroke.....104x132mm

Maximum torque at 1400 rpm.....850Nm

Remote engine oil filter for easy replacement

- 25°C outside temperature start as standard equipment

The engine complies with 97/68/EC standards TIER 3A



ALL WHEEL DRIVE

Selectable in addition to the hydrodynamic rear-wheel drive

- Hydrostatic front-wheel drive with E.D.C.V. (Electronic Drive Control Volume)
- A bi-directional swash plate pump (forward/reverse) drives wheel-hub mounted motors in each of the front wheels
- Hydraulic No-Spin differential prevents one-sided wheel spin and proportions torque when cornering
- A microprocessor monitors and matches front- and rear-wheel drive forces
- A stepped switch allows the operator to adapt front-wheel thrust to existing job conditions



TORQUE CONVERTER

Single-stage torque converter integrated into shift gearbox

- Automatic matching of output torque to changing travel conditions

Converter ratio.....1.91: 1

Cooling by heat exchanger



TRANSMISSION

Full powershift transmission with 6 forward and 3 reverse gears. Electric single-lever shift with reverse-lock in ranges 3-6.

Speeds in km/h

| Gear | Forwards | Reverse |
|------|----------|---------|
| 1. | 5.0 | 5.4 |
| 2. | 7.7 | 12.6 |
| 3. | 11.8 | 27.9 |
| 4. | 17.9 | - |
| 5. | 26.0 | - |
| 6. | 38.0 | - |



AXLE FRONT

Oscillating axle with wheel spindle steering and hydraulic wheel lean adjustment

| | F156.6 | F156.6A |
|------------------|--------|---------|
| Axle oscillation | ± 14° | ± 15° |
| Wheel lean | ± 17° | ± 21° |
| Ground clearance | 614 mm | 646 mm |



AXLE REAR TANDEM

NEW HOLLAND tandem grader axle with automatic No-Spin differential

- Oscillating tandem drives with heavy-duty roller chains
- Planetary reduction

Oscillation ± 15°

Tandem box dimensions:

Height590 mm

Width.....199 mm

Wall thickness20 mm

Chain pitch51 mm

Tandem wheelbase1573 mm



BRAKES

Hydraulic dual-circuit accumulator pump braking system with four oil cooled disc brakes

- Disc brake acting on transmission



STEERING

Operated from the adjustable steering and control console.

Front-wheel spindle steering, all hydraulic, volume control

| | F 156.6 | F 156.6 A |
|---|---------|-----------|
| Steering wheel lock, left/right | 45° | 42° |
| Articulated frame, with 2 double-flow steering cylinders: | | |
| Articulation angle | ± 28° | ± 28° |
| Minimum turning radius: | | |
| across tyres | 7360 mm | 7500 mm |
| across front blade | 8110 mm | 8250 mm |



TYRES

17.5 25EM Good Year (Std. Equipment)

17.5 R 25 Michelin/Pirelli

13.00-24 Good Year

14.00-24 Good Year



MOLDBOARD CONTROL

Load Sensing for maximising functions controllability

- Control levers for precision metering of adjustment speed
- Pressure compensation in each of the control valve units permits parallel moldboard lifting or simultaneous operation of two other functions, with no disruptive interaction
- A pedal allows the operator to switch to max. output for faster functioning (high-speed model)
- Unlockable check valves maintain lift/cutting angles and wheel lean cylinders constant.



A-FRAME

Robust welded box section A-frame • L-profile with 140 x 140 x 10 mm cross section



SLEWING RING

Internal gearing, sealed roller-mounted, backlash-free, self-adjusting

- Driven by hydraulic motor and moldboard mechanism

Diameter.....1350 mm

Action radius.....360°



MOLDBOARD

Wear-resistant, high-grade steel with hardened rounded guides

- Replaceable, split main and side blades

Width.....3350/3965/3660 mm

Blade height/thickness.....603/20 mm

Cutting edge height/thickness.....152/19 mm

Bolt diameter.....16 mm



MOLDBOARD SETTINGS

Shifting to the right.....755 mm
to the left.....645 mm

Reach across tyres w/o articulated steering:

right horizontal.....2350 mm

left horizontal.....1660 mm

Reach across tyres with articulated steering:

right horizontal.....3210 mm

left horizontal.....2520 mm

Max. slope angle:

right.....100°

left.....112°

Max. lift height above ground.....480 mm

Max. scraping depth.....500 mm

Cutting angle adjustment, hydr.50°



HYDRAULIC SYSTEM

Load-Sensing with variable displacement axial piston pump • Zero oil delivery under no-function conditions and hence power savings • Closed system with pressurised tank • Pressure relief valve

Hydraulic pump.....swash plate, variable displacement

Max delivery.....126 l/min

Max. pressure.....200 bar

Pressure relief setting.....215 bar



FRAME

Front frame: stiff, welded section from high-strength, fine-grain steel

Cross-section.....300 x 300 mm

Wall thickness.....20 mm

Rear frame.....torsion resistant frame

Cross-section.....260 x 90 mm



CAB

Elastically mounted, noise insulated ROPS/FOPS cab with two sliding doors locking into place • Either side access • Tinted glass • Rear-frame mounted cab • Heater/defroster nozzles • Ventilation options: recirculation/outside air, filter unit

ROPS according to EEC sample testing.....ISO 3471

FOPS according to EEC sample testing.....ISO 3449



ELECTRICAL SYSTEM

Voltage.....24 V

Batteries.....2 x 92 Ah

Alternator.....70 A

Starter.....4,0 kW



CAPACITIES

Engine:

Oil.....12.5 l

Coolant.....37 l

Transmission and converter.....21 l

Axle gear.....14 l

Tandem.....128 l

Wheel hub gears 5.5x4 l.....22 l

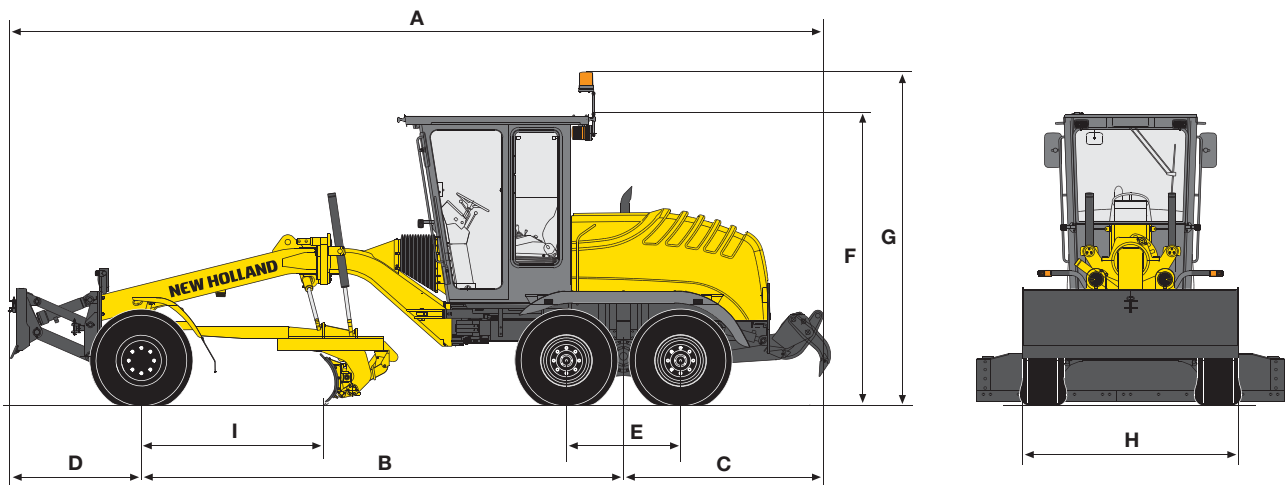
Hydraulic tank.....90 l

| | | |
|----------------------|---------|-----------|
| Hydraulic oil, total | F 156.6 | F 156.6 A |
| | 185 l | 200 l |

Fuel tank.....278 l

F106.6/106.6A F156.6/156.6A

DIMENSIONS (mm) - OPERATING WEIGHTS



| MACHINE WITH: | | F106.6 | F106.6A | F156.6 | F156.6A |
|-----------------------------|----|--------|---------|--------|---------|
| Front & rear counterweight | kg | 10030 | 11330 | 14600 | 15000 |
| Front blade & rear counter. | kg | 11130 | 11430 | 14770 | 15170 |
| Front cut & rear ripper | kg | 11330 | 11630 | 15040 | 15440 |
| Front blade & rear ripper | kg | 11430 | 11730 | 15200 | 15600 |

| HYDRAULICALLY CONTROLLED FRONT DOZER BLADE: | | F106.6 F106.6A | F156.6 F156.6A |
|---|----|-------------------|-------------------|
| Blade width | mm | 2350 | 2450 |
| Blade height | mm | 765 | 870 |
| Penetration depth | mm | 130 | 141 |
| Max. ground clearance | mm | 515 | 579 |

| F106.6-F106.6A EQUIPPED WITH: | | FRONT & REAR COUNTERWEIGHTS | FRONT BLADE & REAR COUNTERWEIGHT | FRONT COUNTERWEIGHT & REAR RIPPER | FRONT BLADE & REAR RIPPER |
|----------------------------------|----|--------------------------------|--|---|---------------------------------|
| A Total length | mm | 7610 | 8284 | 8179 | 8853 |
| B Wheelbase | mm | 5243 | 5243 | 5243 | 5243 |
| C Rear attachment end | mm | 1605 | 1605 | 2174 | 2174 |
| D Front attachment end | mm | 762 | 1436 | 762 | 1436 |
| E Tandem base | mm | 1241 | 1241 | 1241 | 1241 |
| F Cab height | mm | 3184 | 3184 | 3184 | 3184 |
| G Max machine height | mm | 3626 | 3626 | 3626 | 3626 |
| H Width of tyres | mm | 2350 | 2350 | 2350 | 2350 |
| I Blade base | mm | 1985 | 1985 | 1985 | 1985 |

| HYDRAULICALLY CONTROLLED REAR RIPPER FOR HEAVY DUTY APPLICATIONS | | F106.6 F106.6A | F156.6 F156.6A |
|--|----|-------------------|-------------------|
| Ripping width | mm | 2000 | 2220 |
| Ripping depth | mm | 300 | 330 |
| Number of shanks | mm | 3/5 | 3/5 |
| Interval of shanks | mm | 1000/500 | 1110/555 |

Dimensions referred to a machine equipped with 405/70R20 tires.
Machine height and width over tires may vary with other tires

| F156.6-F156.6A EQUIPPED WITH: | | FRONT & REAR COUNTERWEIGHTS | FRONT BLADE & REAR COUNTERWEIGHT | FRONT COUNTERWEIGHT & REAR RIPPER | FRONT BLADE & REAR RIPPER |
|----------------------------------|----|--------------------------------|--|---|---------------------------------|
| A Total length | mm | 8612 | 9371 | 9285 | 10044 |
| B Wheelbase | mm | 6018 | 6018 | 6018 | 6018 |
| C Rear attachment end | mm | 1785 | 1785 | 2458 | 2458 |
| D Front attachment end | mm | 809 | 1568 | 809 | 1568 |
| E Tandem base | mm | 1573 | 1573 | 1573 | 1573 |
| F Cab height | mm | 3330 | 3330 | 3330 | 3330 |
| G Max machine height | mm | 3770 | 3770 | 3770 | 3770 |
| H Width of tyres | mm | 2550 | 2550 | 2550 | 2550 |
| I Blade base | mm | 2510 | 2510 | 2510 | 2510 |

| THE MOVABLE MOULDBOARD RIPPER CAN BE OPERATED IN BOTH DIRECTIONS. | | F106.6 F106.6A | F156.6 F156.6A |
|---|----|-------------------|-------------------|
| Number of shanks | mm | 4 | 6 |
| Ripping width | mm | 900 | 1100 |
| Ripping track displacement | | | |
| Left | mm | 420 | 580 |
| Right | mm | 950 | 1200 |
| Ripping depth | mm | 134 | 78 |

Dimensions referred to a machine equipped with 17,5R25M tires.
Machine height and width over tires may vary with other tires

STANDARD EQUIPMENT

- Battery main switch
- Cab equipped with two locable sliding doors for both side access, lower front openable windows, tinted safety glasses, front & rear sunshield
- CNH TIER 3A engine with electronic management and “Dual Power”
- Cold start
- Control levers for precise and simultaneous mouldboard operations
- Front counterweight
- Front wheel spindle steering with adjustable steering column
- Heating system
- High grade steel mouldboard with hardened rounded guides
- Hydraulic & dual-circuit accumulator brake system operating on tandem wheels
- Hydraulically adjustable for 90° bank slope
- Hydrostatic front-wheel drive with E.D.C.V. Electronic Drive Control Volume & hydraulic differential *
- Internal gearing, sealed, backlash-free & self-adjusting slewing ring operating on 360°
- Load sensing hydraulic system with variable displacement pump
- Mechanical suspension seat
- Mouldboard cutting angle hydraulically adjustable
- Oscillating front axle with hydraulic lean adjustment
- Oscillating tandem axle with automatic no-spin differential
- Powershift transmission with 6 forward & 3 reverse speeds, with integrated torque converter
- Rear counterweight
- Road traffic lights
- Rops/Fops suspended cab, mounted on rear frame
- Caliper disc parking brake operating on transmission
- Front & rear fenders

* Only on F106.6A & F156.6A

OPTIONS

- Additional electric fan in cab
- Air conditioning
- Air suspension seat
- Back-up alarm
- Biological hydraulic oil
- Exhaust system with ejector
- Floating valve for mouldboard
- Front lights on cab
- Fuel refilling pump
- Left & right mouldboard side plates
- Overload clutch on mouldboard
- Parallel front blade
- Rear lights on cab
- Rear ripper
- Rear ripper with protection device
- Ripper on mouldboard
- Right mouldboard extension
- Rotating beacon
- Tow coupling

NEW HOLLAND. THE POWER OF A GLOBAL BRAND

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

The information contained in this brochure is intended to be a general nature only. The NEW HOLLAND KOBELCO CONSTRUCTION MACHINERY S.p.A. company may at any time and from time to time, for technical or other necessary reasons, modify any of the details or specifications of the product described in this brochure. Illustrations do not necessarily show products in standard conditions. The dimensions, weights and capacities shown herein, as well as any conversion data used, are approximate only and are subject to variations within normal manufacturing techniques.

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ELEMENTAL
CHLORINE
FREE
GUARANTEED

FIAT
GROUP



BUILT AROUND YOU

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