The Volvo L150E is a lively machine. The high-performance, low-emission engine delivers close to maximum power already at low rpm. Furthermore, the powerful patented TP Linkage, combined with Volvo’s purpose-built range of attachments, provides the flexibility needed to handle a variety of tasks. Jobs at which the L150E excels include loading trucks, feeding a crusher, earthmoving and timber handling. Advanced technology helps to make this a swift, versatile and fuel-efficient production machine. In fact, we’re convinced you’re looking at the champion in the 25-ton class.

Get more done
You’ll find the L150E a pleasure to operate. In this respect, competing loaders simply can’t compete. It’s powerful, agile and easy to maneuver. Sitting comfortably in an ergonomically-designed seat, you have total control over the machine. Engine and hydraulics respond immediately to your commands. Visibility is panoramic, and the air in the cab is always fresh. Both operator and machine get more done with a lot less haste.

A great deal for your investment
Proven reliability, excellent financing, extremely low fuel consumption and a high trade-in value provide the cornerstones of a safe investment. Add to that outstanding handling and productivity, a market-leading operator environment to protect the person in the machine, quick and simple daily maintenance and modest service requirements.

And what do you get?
The most cost-efficient loader in its class, delivering unparalleled profitability – both now and in years to come.

With the L150E, everybody is a winner. Quite simply, a great deal for your money.

Wheel loaders are required to work long shifts, day after day, year after year. The L150E gets the job done with maximum efficiency and minimum impact on the operator and environment. The 25-ton L150E reinforces Volvo’s reputation of producing reliable equipment that will withstand the conditions of heavy-duty work. The L150E – built to endure long shifts for years to come.

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Load more tons per hour with the Volvo L150E. Its powerful engine and the Automatic Power Shift (APS) gearshifting system provide immediate response even in the toughest conditions. And Volvo axles are designed to ensure that the rimpull is there when needed. Torque Parallel Linkage (TP Linkage), load-sensing hydraulics, smooth steering and stable operation help make the L150E a precision performer.

The only thing modest about this machine is its fuel consumption
Even at low rpm, the 12 liter high-performance engine delivers full power and maximum torque. The machine responds quickly and forcefully with excellent rimpull, full hydraulic power, low fuel consumption and low-emissions. And thanks to the low rpm performance, the service life of the engine is extended.

Responds to your commands
The Volvo fully-automatic countershaft transmission provides smooth and effective gearshifting. All the operator has to do is select forward or reverse, and APS automatically selects the right gear according to both engine rpm and ground speed. Volvo's in-house engineered axles and drivetrain are well-matched and designed for top dependability. And Volvo's oil circulation-cooled wet disc brakes provide smooth, effective braking – and, of course, a long service life.

Torque Parallel Linkage
- a breakthrough in the industry
The reliable TP Linkage, Volvo's patented lift-arm system, delivers high and even breakout torque throughout the entire lifting range. The system is exceedingly user-friendly. The operator can easily handle heavy materials and maintain full control in all positions.

Hydraulics that make sense
The Volvo L150E features an intelligent load sensing system for both the main and steering hydraulics. Two variable piston pumps provide the exact flow and pressure required at any given moment, distributing power when and where it's needed. In addition to rapid response, this system facilitates smoother operation, lower fuel consumption and precise control, even at low rpm.

Engine
- Volvo D9A, a turbocharged, air-to-air intercooled, low-emission engine with electronically-controlled fuel injection, delivers high torque even at low rpm.
- The electronically-controlled hydrostatic fan is only activated when necessary, thus saving fuel.

Transmission
- With Volvo's third generation of APS, the operator can select between four different operating modes, including the new AUTO function, which adaptively chooses the most convenient shifting program for the job at hand, equally weighing the operator's driving habits together with the operating cycle.
- The third generation APS now has fully-automatic shifting 1-4, meaning all the operator has to do is choose forward or reverse.

Axles/Brakes
- The Volvo axles are fully-integrated with the drivetrain, delivering superior rimpull.
- Oil circulation-cooled wet disc brakes ensure effective braking and a long service life.
- An electronic brake test in Contronic gives you instant access to the status of the brakes.
- A brake wear indicator on each wheel allows you to easily check the brake pad wear.

Steering
- Load sensing steering only uses power when it's needed, thereby saving fuel.
- E-series loaders feature an accumulator system, providing stable, smooth steering and greater safety.

Frame
- Rugged frame design for secure mounting of components increases the service life of the machine.
- Volvo's frame joint bearing design is a well-proven concept that's easy to maintain and renowned for its long service life.
TP Linkage
• Unique patented lift-arm system, which provides two solutions in one: excellent breakout torque and parallel action throughout the entire lifting range.

Load sensing hydraulics
• The load sensing hydraulic system ensures that hydraulic oil is pumped around the system only when and where it's needed. This means greater efficiency and lower fuel consumption.
• Pilot-operated hydraulics allow precise control of the attachments, making life easier, and safer, for the operator.
A clean and comfortable workplace
The right cab climate does wonders for efficiency, keeping operators sharp during long shifts. In fact, all incoming air is filtered in two stages, making this one of the cleanest cabs on the market. Even the recirculated air is filtered. Furthermore, Volvo’s state-of-the-art air-conditioning* provides a pleasant temperature year-round, regardless of outdoor conditions. So even after a long work shift, the air in the cab is still fresh, and the operator’s mind is still clear.

Conronic keeps an eye on everything
Conronic, the highly reliable control and monitoring system from Volvo, continuously monitors the machine’s operation and performance. The system is an electronic network made up of three computers. Operating at three levels, the system keeps an eye on the machine’s various functions in real-time. If a potential problem should occur, the system generates an immediate warning, making the operator aware of the condition. All operating data is saved and can be used to analyze how the machine performs and also to trace its history since the latest service. The machine’s functions can be updated for optimal adaptation to new and changing operating conditions via the Conronic service display tool. With VCADS Pro, it’s also possible to check and adjust the machine’s functions and performance characteristics.

Low noise levels
Thanks to the ingenious viscous cab mounts and heavy-duty insulation, the Care Cab is one of quietest cabs on the market. By reducing tiresome earfuls and annoying vibrations, the operator will stay sharp throughout the shift. In short, it’s a great place to work.

Volvo Care Cab with the Conronic monitoring system reinforces Volvo’s reputation as a leader in operator environments and cab comfort. We never forget the operator inside the machine. A comfortable, operator-friendly and safe environment makes the workday easier and more productive.
A winner for years to come
Your Volvo L150E has to be a winner – both in day-to-day and long-term operations, always operating economically with maximum consideration of the environment. The machinery has to be trusted in all aspects. It must deliver the anticipations of productivity and economy. High quality and easy maintenance are imperative for keeping up the work process. The high-performance, low-emission engine is both good for your business and for the environment.

Comfortable and quiet operator’s environment
The operator inside deserves a comfortable, reliable and safe machine to work with. A good environment helps to spare operator, equipment and nature for years to come. The Volvo L150E is a super competitive wheel loader that puts the operator right in the middle, literally speaking. Tedium vibrations and noise have been heavily reduced. If the operator feels comfortable and secure, it’s easier to stay attentive.

More than 95% recyclable
The L150E is almost completely recyclable. We see it as a natural step in our commitment. Components such as the engine, transmission and hydraulics are re-engineered and re-used in our Parts Exchange program. The equipment has to be as trustworthy, service-friendly, productive and as cost effective as possible. Choose this wheel loader for maximum productivity and minimal impact on operator, machinery and environment. Feel free to feel secure in a Volvo L150E.

Quality
• The air is vented from all major components with easy-to-replace breather filters, used to prevent dirty air from entering the transmission, axles, fuel tank and hydraulic tank.
• All electrical wires are routed through sturdy conduits, protected from water, dust and abrasion with rubberized connectors and terminal caps.
• The L150E is designed from the beginning for easy service and maintenance. Easy access to all components lays the foundation for shorter service and maintenance time and longer life.

Safety
• A dual-circuit service brake system that fulfills all requirements according to ISO 3450, electronic brake test in Contronic and easy-to-check brake wear indicators are all ways to ensure safe and effective braking.
• Volvo Care Cab is tested and approved according to ROPS ISO 3471 and FOPS ISO 3449 standards.
• Optimized panoramic visibility gives effective control over the entire work area.
• The L150E has steps and platforms that are equipped with anti-slip surfaces and well positioned hand rails.

Environment
• The low rpm, high-performance D12C engine meets all current emission requirements according to Tier 2/Stage 2 legislation in the US and Europe.
• The L150E is manufactured in environmentally certified factories according to ISO 14001.
• The L150E is more than 95% recyclable according to material weight.
• Low external and internal sound levels.
VOLVO L150E IN DETAIL

Engine
9.4 liter, 6-cylinder straight turbocharged diesel engine with 4 valves per cylinder, overhead camshaft and electronically-controlled unit injectors. The engine has wet replaceable cylinder liners, and replaceable valve guides and valve seats. The throttle application is transmitted electrically from the throttle pedal or the optional hand throttle. Air cleaning: three-stage. Cooling system: Air-to-air intercooler and hydrostatic, electronically-controlled fan.

Engine
Volvo D9A LB E2
Max. power at 26,7 r/s (1,600 rpm)
SAE J1995 gross 211 kW (287 hp)
ISO 9249, SAE J1349 210 kW (284 hp)
Max. torque at 23,3 r/s (1,400 rpm)
SAE J1995 gross 1440 Nm (1,062 lbf ft)
ISO 9249, SAE J1349 1430 Nm (1,055 lbf ft)
Economic working range 1100–1600 rpm
Displacement 9,4 l (574 in³)

Drivetrain
Torque converter: single-stage. Transmission: Volvo countershaft transmission with single lever control.
Fast and smooth shifting of gears between forward and reverse with Pulse Width Modulation (PWM) valve. Gear-shifting system: Volvo Automatic Power Shift (APS) with fully automatic shifting 1-4 and mode selector with four different gearshifting programs, including AUTO.
Axles: Volvo fully-floating axle shafts with planetary hub reductions and cast steel axle housings. Fixed front axle and oscillating rear axle. 100% differential lock on the front axle.

Transmission
Volvo HTE 210
Torque multiplication 2.4:1
Maximum speed, forward/reverse
1 68 km/h (4.2 mph)
2 128 km/h (8.0 mph)
3 263 km/h (16.3 mph)
4 39,4 km/h (24.5 mph)
Measured with tires 26.5R25 L3
Front axle/rear axle Volvo/AWB 40/40
Rear axle oscillation ±15°
Ground clearance at 15° osc. 610 mm (24.0 in)

Brake system
Service brake: Volvo dual-circuit system with nitrogen charged accumulators. Outboard-mounted, hydraulically-operated, fully sealed, oil circulation-cooled wet disc brakes. The operator can select automatic declutch of the transmission when braking through Contronic. Parking brake: Fully sealed, wet multi-disc brake built into the transmission. Applied by spring force and electro-hydraulically released with a switch on the instrument panel. Secondary brake: Dual brake circuits with rechargeable accumulators. Either one circuit or the parking brake fulfills all safety requirements. Standard: The brake system complies with the requirements of ISO 3450.

Number of brake discs per wheel
front/rear 1/1
Accumulators 2x1,0 l (2x0.26 US gal)
1x0,5 l (1x0.13 US gal)
Accumulators for parking brake 1x0,5 l (1x0.13 US gal)

Electrical system
Central warning system: Central warning light for the following functions (uzzer with gear engaged): Engine oil pressure, charge air temperature, transmission oil pressure, brake pressure, parking brake applied, hydraulic oil level, steering pressure, low coolant level, coolant temperature, transmission oil temperature, hydraulic oil temperature, overspeeding in engaged gear, brake charging, axle oil temperature.
Steering system
Steering system: Load sensing hydrostatic articulated steering. System supply: The steering system has priority feed from a load sensing axial piston pump with variable displacement. Steering cylinders: Two double-acting cylinders.

| Cylinder bore | 90 mm (3.54 in) |
| Piston rod diameter | 50 mm (1.97 in) |
| Stroke | 423 mm (16.6 in) |
| Working pressure | 21 MPa (3,046 psi) |
| Maximum flow | 190 l/min (50.2 US gpm) |
| Maximum articulation | ±37° |

Cab
Instrumentation: All important information is centrally located in the operator's field of view on the Contronic monitoring system's display unit. Heater and defroster: Heater coil with filtered fresh air and fan with four speeds. Defroster vents for all window areas. Operator seat: Ergonomic seat with adjustable suspension and retractable seatbelt. The seat is mounted on a bracket, which is mounted on the rear cab wall. The forces from the retractable seat belt are absorbed by the seat rail. Standard: The cab structure is tested and approved according to ROPS (ISO 3471) and FOPS (ISO 3449). The cab meets all requirements according to ISO 6055 (Operator Overhead Protection - Industrial Trucks) and SAE J386 (Operator Restraint System).

Hydraulic system
System supply: Two load sensing axial piston pumps with variable displacement. The steering system always has priority. Valves: Double-acting 2-spool valve. The main valve is controlled by a 2-spool pilot valve. Lift function: The valve has four positions including raise, hold, lower and float. Inductive/magnetic automatic boom kickout can be switched on and off and is adjustable to any position between maximum reach and full lifting height. Tilt function: The valve has three functions including rollback, hold and dump. Inductive/magnetic automatic tilt can be adjusted to the desired bucket angle. Cylinders: Double-acting cylinders for all functions. Filter: Full-flow filtration through 20 micron (absolute) filter cartridge.

| Working pressure maximum, pump 1 | 25,0 MPa (3,625 psi) |
| Flow | 180 l/min (47.6 US gpm) |
| at 10 MPa (1,450 psi) and engine speed | 32 r/s (1,900 rpm) |
| Working pressure, pump 2 | 26,0 MPa (3,771 psi) |
| Flow | 180 l/min (47.6 US gpm) |
| at 10 MPa (1,450 psi) and engine speed | 32 r/s (1,900 rpm) |

Pilot system
Working pressure 3.5 MPa (508 psi)
Cycle times
Raise* 5.9 s
Tilt* 2.0 s
Lower, empty 3.7 s
Total cycle time 11.6 s

* with load as per ISO 14397 and SAE J818

Lift-arm system
Torque Parallel Linkage (TP Linkage) with high breakout torque and parallel action throughout the entire lifting range.

| Lift cylinders | 2 |
| Cylinder bore | 160 mm (6.3 in) |
| Piston rod diameter | 90 mm (3.5 in) |
| Stroke | 764 mm (30.9 in) |
| Tilt cylinder | 1 |
| Cylinder bore | 230 mm (9.0 in) |
| Piston rod diameter | 110 mm (4.3 in) |
| Stroke | 452 mm (17.8 in) |

Service
Service accessibility: Large, easy-to-open service doors with gas struts. Swing-out radiator grille and cooling fan. Possibility to log and analyze data to facilitate troubleshooting.

Refill capacities
Fuel tank 335 l (88.5 US gal)
Engine coolant 44.5 l (11.8 US gal)
Hydraulic oil tank 156 l (41.2 US gal)
Transmission oil 45 l (11.9 US gal)
Engine oil 39.5 l (10.4 US gal)
Axles front/rear 45/55 l (11.9/14.5 US gal)

Emergency exits 1
Sound level in cab according to ISO 6396 LpA 69 dB (A)
External sound level according to ISO 6395 (Directive 2000/14/EC) Lwa 107 dB (A)
Ventilation 9 m³/min (318 ft³/min)
Heating capacity 11 kW (37,500 Btu/h)
Air-conditioning (optional) 8 kW (27,300 Btu/h)
SPECIFICATIONS

Where applicable, specifications and dimensions are in accordance with ISO 7131, SAE J732, ISO 7546, SAE J742, ISO 14397, SAE J818.

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Standard boom</th>
<th>Long boom</th>
</tr>
</thead>
<tbody>
<tr>
<td>B 7030 mm</td>
<td>7550 mm</td>
<td>24'9&quot;</td>
</tr>
<tr>
<td>C 3550 mm</td>
<td>11'8&quot;</td>
<td></td>
</tr>
<tr>
<td>D 450 mm</td>
<td>1'6&quot;</td>
<td></td>
</tr>
<tr>
<td>F 3580 mm</td>
<td>11'9&quot;</td>
<td></td>
</tr>
<tr>
<td>G 2130 mm</td>
<td>7'0&quot;</td>
<td></td>
</tr>
<tr>
<td>J 3960 mm</td>
<td>13'0&quot;</td>
<td>4530 mm 14'10&quot;</td>
</tr>
<tr>
<td>K 4350 mm</td>
<td>14'3&quot;</td>
<td>4920 mm 16'2&quot;</td>
</tr>
<tr>
<td>O 59 °</td>
<td>59 °</td>
<td></td>
</tr>
<tr>
<td>P max 49 °</td>
<td>49 °</td>
<td></td>
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<tr>
<td>R 44 °</td>
<td>47 °</td>
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<td>R1 48 °</td>
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<td>S 66 °</td>
<td>61 °</td>
<td></td>
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<tr>
<td>T 54 mm       02&quot;</td>
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<tr>
<td>U 520 mm</td>
<td>1'9&quot;</td>
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<tr>
<td>X 2280 mm</td>
<td>7'6&quot;</td>
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<tr>
<td>Y 2950 mm</td>
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<td>Z 3500 mm</td>
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<td>a2 6780 mm</td>
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<td>a3 3380 mm</td>
<td>11'1&quot;</td>
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<tr>
<td>a4 ±37 °</td>
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* Carry position SAE

Tires: 26.5 R25 L3

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Standard Boom</th>
<th>Long Boom</th>
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<tbody>
<tr>
<td>A 3,1 m² 33,3 ft²</td>
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</tr>
<tr>
<td>B 3860 mm 12'8&quot;</td>
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<tr>
<td>C 1760 mm 5'9&quot;</td>
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<td></td>
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<tr>
<td>D 3280 mm 10'9&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 1420 mm 4'8&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F 1820 mm 5'12&quot;</td>
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<td></td>
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<tr>
<td>G 2580 mm 8'6&quot;</td>
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<tr>
<td>H 4990 mm 16'4&quot;</td>
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</tr>
<tr>
<td>I 7270 mm 23'10&quot;</td>
<td></td>
<td></td>
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<tr>
<td>J 3110 mm 10'2&quot;</td>
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<td></td>
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<td>K 3540 mm 11'7&quot;</td>
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<td></td>
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<tr>
<td>L 1890 mm 6'2&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M 9690 mm 34'9&quot;</td>
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Supplemental Operating Data

<table>
<thead>
<tr>
<th>Specifications</th>
<th>Standard Boom</th>
<th>Long Boom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width over tires mm</td>
<td>26.5 R25 L3</td>
<td>775/65 R29</td>
</tr>
<tr>
<td>Ground clearance mm</td>
<td>+30 +1.2</td>
<td>+110 +4.3</td>
</tr>
<tr>
<td>Tipping load, full turn kg</td>
<td>770 +1,697</td>
<td>+630 +1,389</td>
</tr>
<tr>
<td>Operating weight kg</td>
<td>+1050 +2,315</td>
<td>+920 +2,029</td>
</tr>
</tbody>
</table>

Operating weight (incl. logging cw 1140 kg (2,513 lb)): 26 450 kg (58,108 lb) Operating load: 7700 kg (16,975 lb)
# Bucket Selection Chart

The chosen bucket is determined by the density of the material and the expected bucket fill factor. The actual bucket volume is often larger than the rated capacity, due to the features of the TP Linkage, including an open bucket design, good rollback angles in all positions and good bucket filling performance. The example represents a standard boom configuration.

### Example:

**Sand and gravel.** Fill factor = 105%. Density, 2780 lb/yd³. Result: The 5.2 yd³ bucket carries 5.5 yd³. For optimum stability, always consult the bucket selection chart.

### Chart Details:

- **Material density**:
  - Earth/Clay: 1.65 yd³
  - Sand/Gravel: 1.70 yd³
  - Aggregate: 1.80 yd³
  - Rock: 1.70 yd³

- **ISO/SAE bucket volume**:
  - Earth/Clay: 3.8 m³
  - Sand/Gravel: 3.8 m³
  - Aggregate: 3.8 m³
  - Rock: 3.5 m³

- **Actual bucket volume**:
  - Earth/Clay: 3.5 m³
  - Sand/Gravel: 4.6 m³
  - Aggregate: 4.6 m³
  - Rock: 4.6 m³

### Notes:

- **Bucket fill, %**:
  - Earth/Clay: 110%
  - Sand/Gravel: 105%
  - Aggregate: 100%
  - Rock: ≤100%

- **ISO/SAE bucket volume (m³)**:
  - Earth/Clay: 3.8
  - Sand/Gravel: 3.8
  - Aggregate: 3.8
  - Rock: 3.5

- **Actual bucket volume (m³)**:
  - Earth/Clay: 3.5
  - Sand/Gravel: 4.6
  - Aggregate: 4.6
  - Rock: 4.6

- **Material density (lb/yd³)**:
  - Earth/Clay: 1.65
  - Sand/Gravel: 1.70
  - Aggregate: 1.80
  - Rock: 1.70

- **Bucket size**:
  - Standard boom: 110% of bucket size
  - Long boom: 105% of bucket size

The size of rock buckets is optimized for open penetration and filling capability rather than the density of the material.
STANDARD EQUIPMENT

Engine
Three-stage air cleaner with ejector and inner filter
Indicator glass for coolant level
Preheating of induction air
Two fuel filters
Fuel filter strainer
Coolant filter
Oil trap

Electrical system
24 V, prewired for optional accessories
Alternator, 24 V/85 A
Air filter for alternator
Battery disconnect switch
Fuel gauge
Hour meter
Electric horn
Reverse alarm
Instrument panel with symbols
Lighting:
• Twin halogen front headlights with high and low beams
• Parking lights
• Double brake and tail lights
• Turn signals with flashing hazard light function
• Halogen working lights (2 front and 2 rear)
• Instrument lighting

Contronic monitoring system
ECU with log and analysis system
Contronic display
Fuel consumption
Ambient temperature
Engine shutdown to idle in case of malfunction indication:
• High engine coolant temperature
• Low engine oil pressure
• High transmission oil temperature
Start interlock when gear is engaged
Brake test
Test function for warning and indicator lights
Warning and indicator lights:
• Charging
• Oil pressure engine
• Oil pressure transmission
• Brake pressure
• Parking brake
• Hydraulic oil level
• Axle oil temperature

Drivetrain
Automatic Power Shift with operator-controlled declutch function for transmission cut-out when braking and mode selector with AUTO function
Fully automatic shifting gears 1-4
PWM-control between different gear positions
Forward and reverse switch by lever console
Differentials:
front: 100% hydraulic diff. lock
rear: conventional

Tires
26.5 R25

Brake system
Wet oil circulation-cooled disc brakes on all four wheels
Dual brake circuits
Dual service brake pedals
Secondary brake system
Parking brake, el-hydraulic
Brake wear indicator

Cab
ROPS (ISO 3471), FOPS (ISO 3449)
Lock kit, one combination
Acoustic inner lining
Ashtray
Cigarette lighter
Lockable door
Cabin heating with filter, fresh-air inlet and defroster
Floor mat

OPTIONAL EQUIPMENT

Service and maintenance
Tool box, lockable
Tool kit
Automatic lubrication system
Automatic lubrication system inclusive long boom
Automatic lubrication system for attachment bracket, welded
Refill pump for automatic lubrication system
Wheel nut wrench kit

Engine equipment
Engine block heater, 120 V
Engine block heater, 230 V
Air pre-cleaner, oil-bath type
Air pre-cleaner, turbo type
Air pre-cleaners, Sy-Klone type
Hand throttle control
Fuel filter, extra large with water trap
Fuel filter, with water trap and heating
Radiator, corrosion protected
Fan air intake protection
Reversible cooling fan

Cab
Installation kit for radio
Radio with tape recorder
Radio with CD-player
Sun blinds, front and rear windows
Sun blinds, side windows
Retractable hibbelt, longer and wider than standard
Air-conditioning with corrosion prot, condenser
Air-conditioning with corrosion prot, condenser and automatic temp. control (ATC)
Ventilation air filter for work in asbestos environment
Operator's seat with low backrest
Operator's seat with low backrest and electrical heating
Operator's seat air-hydraulic suspended with high backrest and electrical heating
Instrucctor's seat
Armrest (left) for operator seat
Steering wheel knob
Noise reduction kit
Rear view camera incl. monitor
Rear view mirrors, el. heated
Cabin lowering system

Drivetrain
Limited slip rear
Speed limiter 20 km/h

Hydraulic system
Single lever control
Single lever control for 3rd hydraulic function
3rd hydraulic function
3rd hydraulic function for long boom
3rd-4th hydraulic function
Boom Suspension System
Dodegradable hydraulic fluid
Attachment bracket, welded
Arctic kit, attachment locking hoses and 3rd hydraulic function
Arctic kit, pilot hoses and brake accun, incl. hydraulic oil
Separate attachment locking, standard boom
Separate attachment locking, long boom
Return-to-dig

Tires
175/65 R29

External equipment
External equipment
Long boom
Mudguards wider front/rear
Mudguards, fixed front and swing out rear
Deleted front mudguards and rear wideners

Log grapples
Material handling arm
Log grapples
Boom Suspension System (BSS)*
BSS utilizes gas/oil accumulators connected to the lift cylinders to absorb shocks and smooth out rough roads for faster cycle times, less spillage and increased operator comfort.

Automatic Lubrication System*
Our factory-fitted Automatic Lubrication System takes care of greasing while the machine is in operation. This means less downtime for scheduled maintenance and more time for productive work.

Comfort Drive Control (CDC)*
CDC significantly reduces repetitive and tiring steering wheel movements. The operator can shift and steer easily with the aid of controls integrated in the left armrest.

3rd and 4th hydraulic functions*
Volvo wheel loaders can be equipped with third and fourth hydraulic functions, which are operated with additional control levers. These functions are necessary when there's a need to operate a third and fourth hydraulic function at the same time, such as when using a timber grapple with hydraulic heel kick-out.

Volvo genuine attachments
Volvo offers a wide range of attachments and wear parts, including the new Volvo Tooth System. Volvo genuine attachments are designed for all types of applications, from handling timber to breaking out hard and rocky materials, such as shot rock.
Volvo Construction Equipment is different. It's designed, built and supported in a different way. That difference comes from our 170-year engineering heritage. A heritage of thinking first about the people who actually use the machines. About how to help them be safer, more comfortable, more productive. About the environment we all share. The result of that thinking is a growing range of machines and a global support network dedicated to helping you do more. People around the world are proud to use Volvo. And we're proud of what makes Volvo different – More care. Built In.

All products are not available in all markets. Under our policy of continuous improvement, we reserve the right to change specifications and design without prior notice. The illustrations do not necessarily show the standard version of the machine.