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**EMPTY CONTAINER HANDLER**  
**PRODUCT BROCHURE**

**H150XD-EC4**

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# H 150XD-EC4 SERIES

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The Hyster® H150XD-EC4 trucks provide dependable empty container handling in the entry-level range of the Hyster line of container handling trucks. Over 50 years of Hyster's heritage in container handling and spreader design is brought to bear in this series to provide outstanding performance in empty container handling applications requiring up to 4-high container stacking. The series features a standard Tier 4 Final powertrain, consisting of a Cummins 6.7L QSB engine and a 3 speed ZF WG 161 transmission. These trucks realize as much as 20% lower fuel consumption over Tier 3 trucks.

The H150XD-EC4 provides 15,400 lb of lifting capacity on a 130" wheelbase.







**HYSTER**  
**150EC**

**HYSTER**



# DEPENDABLE EMPTY CONTAINER HANDLING

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# ENGINEERED FOR DEPENDABILITY IN HIGH CAPACITY APPLICATIONS

## Tier 4 Final

- The Tier 4 Final Cummins QSB 6.7L engine delivers 164 horsepower (122 kW) rated featuring cooled exhaust gas recirculation (EGR), selective catalytic reduction (SCR), water-cooled variable geometry turbocharger and an integrated diesel exhaust fluid (DEF) delivery system
- The engine protects itself from extreme temperatures and pressures including:
  - High coolant temperatures
  - High air intake temperatures
  - High transmission oil temperatures
- A torque derate strategy is implemented for engine and drivetrain protection
- CANbus controls enables easy monitoring of the engine, transmission, load-moment protection systems, and instrumentation to facilitate troubleshooting
- Proven and capable ZF 3-speed WG 161 powershift transmission with proven field experience and high reliability
- A 30 gallon fuel tank is standard on the Hyster® H150XD-EC4 truck. Tier 4 final trucks also get a 5 gallon DEF tank standard.
- Automatic throttle-up
- On-demand cooling system
- A 24V electrical system with a 120 amp alternator, which includes a master battery disconnect switch

## Tier 3<sup>1</sup>

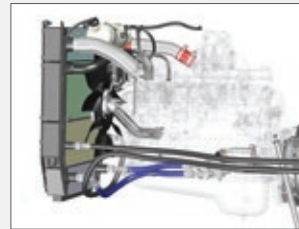
- Tier 3 Cummins QSB 6.7L engine delivers 156 horsepower (116kW) rated
- ZF 3-speed WG 161 powershift transmission
- Automatic throttle-up
- Wastegate turbo charger
- 24V electrical system with a 120 amp alternator, including a master battery disconnect switch
- CANbus diagnostic connection available to monitor engine, transmission, instrumentation, and load-moment protection systems to facilitate troubleshooting

## Loaded travel speed limiter

This innovative feature is available standard on all H150XD-EC4 trucks. When a load is detected on the spreader, the truck speed is limited to the standard factory preset speed of 12.5 mph (20 km/h). When unloaded, the standard factory preset speed is 15.5 mph (25 km/h).

## High capacity cooling system

- Designed for high temperature ambient conditions up to 113°F (450°C)
- Hydraulically activated cooling system operates the cooling fan to draw power only when required, thus reducing fuel consumption and noise levels as the truck operates
- Enhances component life by reducing wear and thermal degradation caused by excessive heat
- Puller fan draws clean cool air, enabling the cooling system to operate more efficiently



*Puller fan drawing cool and clean air*

## Drive axle

- The wide drive axle provides excellent stability under both laden and unladen conditions. Its full floating drive axle design allows the axle housing to carry the truck weight, not the splined induction hardened shafts, giving you increased durability.
- Oil-cooled, wet disc brakes offer superb brake control and inching capabilities



*Kessler D81*

<sup>1</sup> Optional EPA Tier 3 Cummins QSB 6.7L diesel engine (not available in US and Canada)



# LOW COST OF OWNERSHIP

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## **Low fuel consumption**

Fuel consumption is a key driver for the total ownership costs for container handling operations. The well-integrated engine produces greater power and torque using a high-pressure common rail fuel injection system with variable geometry turbochargers. Advanced controls enable the Cummins QSB 6.7L engine to provide peak performance and operating efficiency while delivering great fuel economy and reliability.

All Tier 4 Final H150XD-EC4 trucks require the use of Diesel Exhaust Fluid (DEF) and feature engines with variable geometry turbocharging (VGT). A Selective Catalytic Reduction (SCR) package for NOx reduction as well as a Diesel Oxidation Catalyst (DOC) for Particulate Matter (PM) removal are also packaged onto each truck. DEF tanks have been sized to require fill-ups along with every other fill of the fuel tank.

Technological enhancements in the Tier 3 Cummins QSB 6.7L optional engine provide peak performance and outstanding torque in a durable package while delivering improved fuel economy over baseline Tier 3 engines.

## **Durable components**

The powertrain and drivetrain components have been designed to enable longer service intervals, up to 500 hours, thus resulting in a reduction in the overall total cost of operations for the truck. A rugged, heavy-duty spreader efficiently handles empty containers with up to 4-high stacking capability.

## **On-demand cooling (Tier 4 only)**

On-demand cooling is provided by a hydraulically controlled cooling fan which reduces both power consumption and noise during cooling. Depending on the cooling needs, the fan operates at variable speeds to help make the maximum engine power available during driving and handling operations, thus maximizing productivity. A heavy-duty cooling system is standard for all Tier 4 trucks and provide all the necessary cooling of the engine and hydraulic system for working in ambient temperatures up to 120°F.

## On-demand hydraulics

The on-demand, load sensing hydraulic system is developed in collaboration with Sauer Danfoss to deliver flow only when required. A variable displacement pump, capable of more oil displacement even at low pump speeds, means that the engine runs at lower speeds, thus extending the life of components while operating more quietly.

The system consumes up to 10% less fuel than a typical fixed displacement hydraulic system while producing less heat. Oil and filters can last longer, as well as hoses, seals and other critical components.

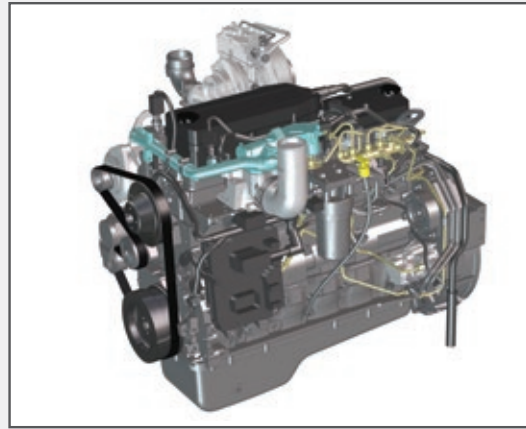
## Powertrain protection system

A robust engine protection system is available as standard equipment on every truck is designed to protect the engine from low oil pressures and high coolant temperatures. A transmission protection system is also available standard on the truck and is designed to protect the transmission from excessive oil temperatures. These systems work together in tandem to minimize damage to the truck by decreasing engine power when a problem is detected and then further derate the engine to creep mode if immediate corrective action is not taken.

## Automatic engine shutdown with timer (optional)

To further mitigate total operating costs, the Hyster® H150XD-EC4 truck offers an automatic engine shutdown with timer option. This option helps to save fuel by shutting down the engine when the operator leaves the seat or after a long period of truck idle time. The customer can choose between either condition or both. The truck idle timer can be adjusted to best suit the customer's specific site operating conditions. The truck lights will also shut down to prevent rundown of the battery.

This feature prevents extensive idling and wear on engine and drivetrain components while reducing fuel consumed. The result is extended service intervals for the trucks, reduced fuel consumption, and a reduced total cost of ownership for the operation.



*EPA Tier 4 Final Cummins QSB 6.7L diesel engine lowers emissions and reduces fuel consumption by up to 20% from tier 3 baseline.*

*(Optional EPA tier 3 Cummins QSB 6.7L diesel engine not available in US and Canada)*



*Quad-core configuration for efficient cooling*



*On-demand hydraulics system*



# SERVICEABILITY

Tilted cab and gull-wings provide easy access for quick service checks

## Ease of service

Hyster® container handlers have been designed with the service technician in mind. Gull wing hoods provide quick access to key components, and daily checks don't require tilting the cab. The engine and drivetrain are inclined at a two degree angle and slightly raised, providing improved access to key components in seconds. Galvanized, broad slip-resistant running boards foster quick daily checks, while a large access bay enables radiator cleaning. A hydraulic sight gauge makes at-a-glance fluid level checks easier.

## Longer service intervals

Major engine and drivetrain components are engineered to operate on 500-hour service intervals. Hydraulic oil changes occur every 3,000 hours, or up to 6,000 hours with hydraulic fluid sampling. As a result, the truck remains in operation with longer times between oil changes and servicing, helping to decrease downtime and boost productivity.

## On-board diagnostics

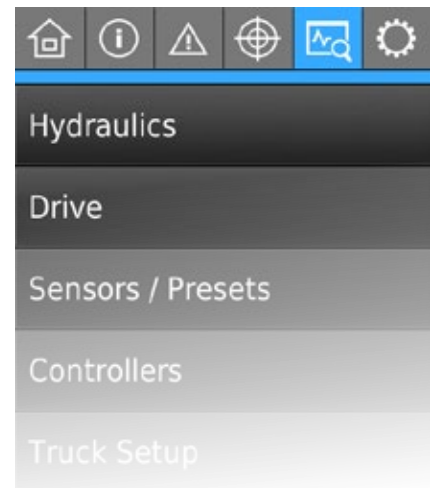
Service technicians can access high-level onboard diagnostics through the Integrated Performance Display, allowing for advanced and quick troubleshooting without having to connect a laptop.



Convenient engine air intake filter checks



Quick access for engine oil check





# DESIGNED FOR OPERATOR COMFORT

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## Visibility

A well-engineered spreader with strategically positioned cross-members enables a clear view of twistlocks. The cab's structural design, curved tempered glass windshield and scratch resistant top glass create optimum visibility for container stacking. The cab position allows sweeping views over both left and right shoulders, creating outstanding rearward visibility. On the exterior, sloping counterweights enhance visibility of steer tires for improved maneuverability and reduced tire gouging.

## Cab comfort

The H150XD-EC4 series operator cab provides a spacious cockpit-style cabin that keeps all truck information and controls within reach.

The ergonomically designed, seat-mounted control arm is fully adjustable and includes a wrist cushion and redesigned joystick to help reduce fatigue when operating the hydraulics. The intuitive joystick, integrated in the armrest, is designed for simplicity to provide easy, precise operation of the mast and spreader. The modular design of the control arm accommodates a multitude of configurations while being easily serviceable. The reliable CANBUS controls all main components.

A variety of seat configurations are offered to suit operator preference including mechanical or air suspension, cloth or vinyl cover, lumbar support and ventilated or heated seats. The air conditioning system can be pre-set for automatic climate control and the high and rear vents provide direct air flow toward the operator.

## Proportional hydraulic control

Proportional truck function settings can be adjusted to suit operator preferences. The automatic throttle-up function is enabled with a single touch actuation.



*XD cab interior*



*Fully adjustable steering column*



*Broad, slip-resistant running boards*

# PRODUCTIVITY

## When productivity matters, Hyster more than measures up

The Hyster collaboration with engine manufacturer, Cummins and transmission manufacturer ZF and its innovative combination of mast & spreader, engine, drivetrain and hydraulic technologies in the H150XD-EC4 empty container handler results in a significant improvement in cycle speeds enabling the movement of more containers per hour with up to 4-high stacking capability.

## Power and performance – lifting, lowering & travel speeds

Hyster® H150XD-EC4 empty container handlers deliver high productivity with 4-mode average speeds of 104 ft/min (0.53 m/s)<sup>2</sup>, very competitive in the industry at rated laden container handling capacities.

Travel speeds:	Lifting speeds:	Lowering speeds:
18 mph (29 km/h) - Unladen	118 ft/min (0.60 m/s) - Unladen	94 ft/min (0.48 m/s) - Unladen
17 mph (27 km/h) - Laden	114 ft/min (0.60 m/s) - Laden	106 ft/min (0.54 m/s) - Laden

## Hibernate idle (Tier 4 Final only)

Hibernate idle mode lowers the engine idle revolutions per min, from 900 to 700 RPM, after 30 seconds of idling if no driver input is received, thereby saving fuel.

**ECO-MODES:** The ECO-modes control maximum engine speed and throttle response to provide the required balance of performance and fuel savings:

- Hi-P provides maximum performance and good fuel economy
- e-Lo provides minimum fuel consumption without a degradation in productivity

<sup>2</sup> Average speed calculated using laden lift speed (ft/min) at full rated capacity; unladen lift speed; laden lowering speed at full rated capacity; and unladen lowering speed.

# HYSTER TRACKER™ - WIRELESS ASSET MANAGEMENT

Take your fleet operation to the next level with wireless asset management from Hyster. Hyster Tracker™ provides a scalable solution for fleets. From monitoring truck utilization to limiting operator access, Hyster Tracker™ allows you to track your fleet at your fingertips.







### Spreader performance

- Hyster® model 588TB spreader with two vertical ISO twistlocks and removable spacer blocks is standard on all models for unladen handling of ISO 8' wide containers
- Mechanical Pile Slope (MPS) function on the EC spreader with floating function vertical end-posts and manually adjustable heads
- Sideshift movement is ample with +/- 11.8 inches (300 mm) for a total of 23.6 inches (600 mm) of side shifting capability for handling flexibility while enabling both empty container and reefer correction possibility
- Long lasting LED lights on the spreader are standard on all H150XD-EC4 trucks
- LED twistlock indicator lights (1X red, 2X orange, 1x green, 1x blue) signal spreader engagement in the cab
  - Orange left hand - container landed
  - Green - locked
  - Red - unlocked
  - Orange right hand - container landed
  - Blue - mast lift interrupt active
- LED twistlock indicator lights on the spreader are standard

### High capacity spreader

Productivity with good stacking efficiency is an area of focus on Hyster empty container handlers. Consequently, the trucks are equipped with Hyster model 588TB spreader with the following key characteristics:

- Mechanical Pile Sloping is standard on all trucks
- Powered pile sloping is available as an option
- Two vertical hardened pendular twistlocks ensure the container is securely fastened prior to hoisting.
- The mast over-lowering interrupt function prevents further lowering of the mast when the spreader is landed on a container. When active, a blue warning light illuminates to eliminate slacking in the lift chains while reducing shocks to the spreader due to impact loading. The system also helps to prevent hoisting a container with partially engaged twistlocks.



*Twistlock indicator will display on the Integrated Performance Display*



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