



Cat[®] D1, D2, D3

SHIPHOLD

The Cat[®] D1, D2, and D3 Shiphold, equipped with a two way dozer and rear guard, is ideal for shiphold bulk material handling. Lifting eyes located on the blade c-frame and rear guard provide easy lifting of the machine in and out of the shiphold.

OPERATOR STATION

- Sloping hood line providing the operator great visibility to the corner of the blade and peripheral vision over the job site
- Spacious cab with generous leg room
- Standard air conditioning with cab option
- Fully adjustable air suspension seat
- Seat mounted joystick controls
- Rear Camera with 10 inch color touchscreen and intuitive controls to aid operator interface (optional)

HYDROSTATIC TRANSMISSION CONTROL

- Joystick control for intuitive steering, direction and speed control
- Power turn provides optimum maneuverability

UNDERCARRIAGE

- Planetary final drive to spread load over multiple gears
- Standard configuration – ideal for most material
- LGP configuration – available for material requiring additional machine floatation
- Sealed and Lubricated Track (SALT)
- Slotted track shoes (optional) – reduces material packing

PRODUCTIVITY

- Exceptional maneuverability
- Fast cycle times – quicker ship loading and unloading

BLADE

- Two way dozer designed for use in shiphold to move various bulk material
- Inside mounted c-frame provides lift height suitable for pulling material off ship walls
- Blade pitches hydraulically forward or rearward for versatile operation

SERVICEABILITY

- Ground level accessibility
- Grouped service points

LIFTING

- Four lift points provide secure control while lifting machine

GUARDING AND PROTECTION

- Rear guard prevents damage from ship wall contact
- Guard running from sprocket to front idler, protecting the moving undercarriage from wear from dirt and abrasive material
- Corrosive protection on key electrical terminals (optional)

OWNING AND OPERATING COSTS

- Low undercarriage cost per hour
- Engine air precleaner (centrifugal) located under hood for longer air filter life
- Extended service intervals
- Up to 10% improved fuel economy



D1, D2, D3 Shiphold

Specifications

	D1 Shiphold	D2 Shiphold	D3 Shiphold
Operating weight*	8615 kg (18,923 lb)	8801 kg (19,403 lb)	10 009 kg (22,066 lb)
Power – Net	59.7 kW (80 hp)	68.8 kW (92 hp)	77.6 kW (104 hp)
Max travel speed – forward	9.0 km/h (5.6 mph)	9.0 km/h (5.6 mph)	9.0 km/h (5.6 mph)
Max travel speed – reverse	10 km/h (6.2 mph)	10 km/h (6.2 mph)	10 km/h (6.2 mph)
Overall length with blade	4830 mm (190.2")	4830 mm (190.2")	4925 mm (193.9")
Width of dozer – no blade	1900 mm (74.8")	2010 mm (79.1")	2110 mm (83")
Blade width	2400 mm (94.5")	2400 mm (94.5")	2575 mm (101.4")
Dozer height	2765 mm (108.9")	2765 mm (108.9")	2769 mm (109")
Track gauge	1495 mm (59")	1550 mm (61.0")	1600 mm (63.0")
Shoe width – standard	406 mm (16")	460 mm (18")	510 mm (20")
Blade height	875 mm (34.4")	875 mm (34.4")	950 mm (37.4")
Blade lift height	1580 mm (62.2")	1580 mm (62.2")	1650 mm (65.0")
Digging depth	589 mm (23.2")	593 mm (23.3")	605 mm (23.8")
Blade capacity	1.58 m ³ (2.07 yd ³)	1.58 m ³ (2.07 yd ³)	2.0 m ³ (2.62 yd ³)
Blade tilt – front	38 degrees	38 degrees	38 degrees
Blade tilt – rear	30 degrees	30 degrees	30 degrees

*Includes dozer blade, cab EROPS, operator and fuel.

Highly Regulated Countries (HRC):

- Net power is tested per ISO 9249-2007 and SAE J1349-2011 and as advertised is the power available at the flywheel when the engine is equipped with fan, air intake system, exhaust system and alternator.
- All non-road U.S. EPA Tier 4 Final, EU Stage V, Japan 2014 (Tier 4 Final) and Korea Tier 4 Final diesel engines are required to use only Ultra Low Sulfur Diesel (ULSD) fuels containing 15 ppm EPA/10 ppm EU (mg/kg) sulfur or less.

Lesser Regulated Countries (LRC):

- Net power is tested per ISO 9249-2007 and SAE J1349-2011 and as advertised is the power available at the flywheel when the engine is equipped with fan, air intake system, exhaust system and alternator.
- Engine emits equivalent to Tier 3.



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