

T-Max

80 · 90 · 100 · 110 · 115

TECHNO / TOP

ARGOTRACTORS
PRODUCT LIFECYCLE MANAGEMENT
FABBRICO




McCORMICK

Product guide

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Series T-Max comprises agricultural tractors, the function of which mainly derives from a lugging power specifically designed to pull, push, carry or operate certain interchangeable implements for agricultural use or to tow agricultural trailers.

The T-Max Series tractors have been designed in compliance with Machine Directive DM 2006/42/EC governing the safe use of agricultural tractors: the customer is thus assured that the machine he purchases is equipped with all those improvements and devices able to safeguard the operator.

This manual is valid for world-wide use. The specifications and options may vary without prior notice.

Consult the price list for detailed information about individual models and the basic standard and optional equipment.



T-MAX Series

technological evolution

T80Max - T90Max

T100Max - T110Max

T115Max

Techno and Top versions



The T-Max Series tractors are the technological evolution of the C-Max range of which they have inherited the cab and wheelbase, while the gearbox with three Powershift ranges, the epicyclic final drives and the power lift all come from the Powermondial range. The T-Max Series represents McCormick's new technical goal when it comes to medium power tractors able to meet the requirements of the modern and demanding farmer.

All the models are equipped with Perkins 1104D engines that comply with Tier 3 standards and are able to provide excellent power at high torque levels: aspirated for the 80 version, turbocharged for the 90 version and the TA turboaftercooler engine for the 100, 110 and 115 flagship models.

Two different transmissions are available: SpeedFour and T-Tronic. SpeedFour is the mechanical version with 12FWD+12REV speeds which, in conjunction with the reverse shuttle and creeper (on request) provides 16FWD+16REV speeds with a 30 kph top speed. This version is also available with the Overdrive gearbox and 40 kph top speed and 36FWD+12REV speeds in conjunction with the creeper (on request). T-Tronic is a gearbox with 12 ratios which, in conjunction with 3 Powershift High Medium Low hydraulic clutch assemblies on load that triplicate the basic speed plus the electrohydraulic reverse shuttle, provides a total 48FWD+16REV speeds when the creeper is installed (on request).

The reliable, powerful and versatile electrohydraulic PTO is part of the standard equipment on all the models. It features 2 standard speeds (540/100) plus the optional 540ECO (3 speeds are available on request).

The front axle, with 55° maximum steering angle and electrohydraulic engagement, is equipped with oil-cooled brakes for the utmost braking efficiency.

The T-Tronic version also features an electronic power lift with Class 2 three-point hitch and a high lifting capacity which, in conjunction with the auxiliary control valves, allows the operator to control all types of implement. In the Techno version, the Load Sensing mechanical power lift with draft control of the lower links ensures an excellent operating capacity and adequate control of the implements.

The T-Max Series is available in the cab and footstep versions. The cab with 4 pillars and generously sized doors hinged at the rear provides total visibility in all directions and the utmost in comfort thanks to the layout of the controls and the air conditioning system.

The T-Max Series offers medium and large farms modern and performance-oriented tractors created by the winning technology that McCormick has always used for machines that guarantee the utmost in productivity and quality.



THE RANGE

T-Max Series tractors cover the **54 to 81 kW ISO** power bracket and meet the requirements of medium size and large farms that need versatile tractors for demanding work in the open fields or for transporting materials. They are also ideal for farm-contractors who need powerful, reliable, versatile and comfortable machines.

T-Max Series is a range of all-purpose tractors with **four** driving wheels that includes 4 cab and footstep models.

These modern tractors are equipped with a new transmission that's ideal for open field work, general use, for transporting materials and lifting loads.

CAB & FOOTSTEP MODELS

80	74 HP / 54.5 kW ISO Perkins	1104D-44
90	83 HP / 61 kW ISO Perkins	1104D-44T
100	92.5 HP / 68 kW ISO Perkins	1104D-44TA
110	102 HP / 75 kW ISO Perkins	1104D-44TA
115	110.2 HP / 81 kW ISO Perkins	1104D-44TA

SPECIFICATIONS

Four Models 74 HP - 83 HP - 92 HP - 102 HP - 110.2 HP.

High-range technical specifications.

Techno - Speedfour transmission with 4 ratios and reverse shuttle

T-Tronic transmission with 3 HML ranges on load and 4 gear ratios.

Cab with 4 pillars.

New hydraulic power lift and hydraulically engaged PTO.

ADVANTAGES AND BENEFITS

Power chosen to suit the customer's specific requirements. Up to date, modern range that maintains its value.

Higher productivity and versatile use.

Efficient, productive, versatile and comfortable to use

High-level comfort.

Excellent performance, versatile. All types of implement can be hitched.

PRESENTATION TO THE CUSTOMER

The product

- **Cab with 4 pillars** , large windows providing all-round visibility and transparent roof.
- **New boosted ventilation and air conditioning system** installed in the roof so as to improve both air circulation and efficiency.
- **New engines** that conform to the Tier 3 directives governing emissions, with high-level maximum torque.
- **New mechanical transmission** with 4 ratios and improved mesh, in conjunction with a mechanical reverse shuttle.
- **T-Tronic transmission with electrohydraulic reverse shuttle and gearbox with 3 HML ranges on load.**
- **Hydraulic circuit** featuring tip-top safety standards and a high lifting capacity.
- **Hydraulically engaged PTO.**
- **New Load Sensing mechanical power lift which detects the lugging power sustained by the lower links.** External control lever (on request).
- **New electronic power lift with a new control panel, which detects the lugging power sustained by the lower links.** (on request)



Customer profile

- Medium-size tractor users.
- Users loyal to the McCormick brand.
- New customers who want an extremely comfortable machine with ground-breaking technical features.
- Customers who care about the quality/price ratio.

Reasons for the choice

- The T-Max Series is a range that responds perfectly to the needs of the 74 to 110 HP tractor market.
- Spacious cab with excellent visibility and controls in ergonomic positions.
- T-Tronic transmission with PowerShuttle electrohydraulic reverse shuttle and gearbox with 3 HML ranges for the Top version.
- Speedfour transmission with a valid combination of mechanical reverse shuttle and 4-speed selection in the Techno version.
- Highly versatile, productive and generously sized hydraulic circuit.

Technical-Commercial Denomination	
Top Techno Speedfour	Version with high-level specifications Version with basic specifications Gearbox with mechanical reverse shuttle
Powershuttle T-Tronic	Hydraulic reverse shuttle Electro-hydraulic gearbox with 3 ranges HML: High-Medium-Low

ALWAYS REMEBERS
<ul style="list-style-type: none">- Choose the customer with care.- Fully assess his requirements.- Explain the technical features and technological innovations in these tractors.- Assess the advantages offered by our product

SALES TOPICS

1 Bonnet

Modern, pioneering and attractive design in line with the state-of-the-art.

2 Perkins 1104D Series Tier 3 engine

with 4 cylinders, Mod.80 aspirated, Mod. 90 turbo, Mod.100-110-115 turbo aftercooler. High performance with a low impact on the environment.

3 Total View cab

A new and extremely comfortable cab. **Heating - Ventilating and Air conditioning:** The operator can create the ideal temperature in the cab.

4 4WD front axle

Electrohydraulic 4WD and 55° steering angle.

5 Twin-Lock

Simultaneous locking of the front and rear differentials.

6 IBS: Integral Braking System

Integral braking on the 4 wheels.

7 4WD engagement, "Spring-On" type

Electrohydraulic 4WD engagement. The 4WD remains engaged or disengages automatically when the engine stops for the utmost safety.

8 Transmission - Gearbox

The gearbox is available with a number of different options, allowing the user to choose the combination most able to meet his specific needs.

- Speed Four

- Speed Four with synchronized reverse shuttle: 12FWD+12REV speeds.

- Speed Four with synchronized reverse shuttle and Creeper: 16FWD+16REV speeds.

- Speed Four with synchronized reverse shuttle and 40 kph Overdrive: 24FWD+12REV speeds.

- Speed Four with synchronized reverse shuttle, 40 kph Overdrive and Creeper: 32FWD+16REV speeds.

T-Tronic

- Electrohydraulic Power Shuttle with Speed Four

12FWD+12REV speeds.

- Electrohydraulic Power Shuttle with Speed Four and Creeper: 16FWD+16REV speeds.

- Electrohydraulic Power Shuttle with Speed Four and T-Tronic with 3 ranges HML on load: 36FWD+12REV speeds (40 kph).

- Electrohydraulic Power Shuttle with Speed Four and T-Tronic with 3 ranges HML on load: 48FWD+16REV speeds (40 kph).

9 Power lift

- Mechanical - Load Sensing

Latest generation power lift with POSITION, DRAFT and INTERMIX functions. External control lever on request. Draft detected on the lower links.

- Electronic (Top Version)

Hydraulic power lift with electronic control, Shock Absorber and draft sensors on the lower links of the three-point hitch.

10 Power take-off

PTO with hydraulically engaged oil-cooled multiple-plate clutch.

2-speed PTO

Selection of the 2 speeds, 540 and 540 eco (or 540/1000).

3-speed PTO

Selection of the 3 speeds 540/540 eco/1000 (on request).

11 Rear axle

With epicyclic final drives. Equipped with oil-cooled disc brakes



SALES TOPICS

The T-Max Series offers the right combination of functionality, versatility and value for all the jobs required on a medium-sized farm at low purchasing and running costs.

T-Max Series are ideal tractors for general applications and handling materials

- **Synchronized mechanical** reverse shuttle in the Techno version.
- **T-Tronic gearbox** with range shifting on load in conjunction with the electrohydraulic reverse shuttle for agile direction changes in the Top version.
- **Excellent all-round** visibility as well as the utmost in comfortable surroundings for the operator.
- **55° steering angle** for agile manoeuvres.
- **Generously sized, comfortable cab** with an improved air conditioning system.
- **Front loader** designed for the T-Max Series.
- **Load Sensing mechanical hydraulic power lift** with lowering speed regulation for improved sensitivity during work. An external control lever that facilitates the implement hitching and unhitching operations can be supplied on request.
- **Electronically controlled hydraulic power lift** for improved efficiency and precision at work.

Electrohydraulic power take-off for all applications

- Simple hydraulic engagement that facilitates the operator's work by improving both efficiency and safety.
- The fast increase in torque guarantees fade-free efficiency at work.
- A front PTO is available on request and makes the machine even more versatile when used in conjunction with the front power lift.

Ideal for soil working and crop cultivation.

- The front PTO and power lift are available on request for use of specific implements.
- The creeper adapts the ground speed to any use of the PTO.
- Versatile PTO and with PTO proportional to the ground speed for use with trailers.
- A range of specific front loaders for the T-Max Series.
- Ideal weight and weight distribution to prevent the soil from being packed down to an excessive extent.

Ideal for soil working and tillage in medium-sized farms.

- New generation 4-cylinder engine: powerful, reliable, safeguards the environment.
- High torque at the most frequently used engine rates.
- Vast range of speeds available.
- Electrohydraulic reverse shuttle (Top version) for faster manoeuvres.
- High lifting capacity thanks to pumps with high flow rates and supplementary lifting rams.
- Thanks to their higher flow rate, the hydraulic pumps provide an adequate supply for the implement being used.
- The power lift's ELC electronic control makes the work settings easier to control.

Ideal for transport work, towing and fast driving on the roads

- Techno Speedfour with 4 synchronized speeds that can be selected in succession for greater efficiency at work and 40 kph Overdrive (on request) to facilitate road circulation.
- T-Tronic Speedfour with 4 synchronized speeds selected in succession, maximum speed 40 kph and gearbox with 3 ranges on load.
- The wheelbase and weight distribution guarantee high-level comfort and safety when driving.
- Front brakes for short braking distances.
- Various tow hooks are available for all requirements and are type-approved in accordance with the laws in force.

MODERN DESIGN

Modern design with softly rounded lines and bonnet. The shapes reflect the McCormick Family Style. A look that will remain up to date for a very long time. Front and rear lights featuring a new design.

Bonnet with a lowered and aggressive looking profile that gives a solid and sturdy look. The sloping bonnet guarantees excellent visibility at the front. The bonnet can be tipped back to facilitate the normal servicing operations.

Rounded mudguards with clearly visible rear lights recessed into the mudguards in a protected position. The silencer at the side of the cab pillar blends in with the shape of the tractor without reducing the visibility at the front.

PLATFORM

Platform assembled on silent-blocks so as to isolate the cockpit from stress and make work less tiring for the operator.

The generously sized, spacious platform creates a comfortable work station for this type of tractor.

SAFETY FRAME

Safety frame with two uprights type-approved in accordance with the international safety standards. Safeguards the cockpit and protects the work area. The operator can work with confidence when the tractor is used exclusively for normal farming jobs.

TOTAL VIEW CAB

Modern cab with 4 pillars and large windows for **all-round visibility**: this is the first thing the operator notices about his work station. The **transparent roof window** increases the visibility in the upward direction, a must when working with front loaders.

Generously sized, comfortable cab interior. Fully glass side doors hinged at the rear. Push-open rear window for improved ventilation. Can be used as an emergency exit.

The ventilation, heating and air conditioning systems are grouped in the roof and create a pleasant and comfortable place of work.

cab is type-approved in accordance with the safety laws. It provides protection should the tractor tip over and is tested in compliance with the laws in force.

pressurizing: the window and door seals are perfectly tight.

sound-proofing thanks to use of specific materials, high-standard finishes and silent engines with a noise level that complies with the standards.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>A modern, long-lasting image.</p> <p>Glass roof window with sunshade canopy</p> <p>Visibility in all directions thanks to the large windows.</p> <p>The cab is lower in height than other tractors, making it easier to pass under low foliage.</p> <p>The maximum noise level complies with the standards.</p>	<p>Pleasant and gratifying to own. Sure-fire investment</p> <p>Excellent visibility in the upward direction for work with front loaders.</p> <p>Maximum visibility at the front and rear when working during the day and night: higher productivity.</p> <p>Safe and versatile in all conditions.</p> <p>Comfortable, improved work conditions. Less stress for the operator.</p>



COCKPIT

The cockpit is generously sized and comfortable. All the controls can be easily reached and are positioned in a simple, logical way so as to allow the tractor to be safely and promptly operated.

Elegant, modern and well finished cab interiors thanks to the use of new lining materials.

Greater care and attention to detail and finishes achieve a pleasant and qualitatively better appearance inside the cab.

Ergonomic padded seat adjustable as to height and distance from controls, with suspensions that adapt to the driver's weight for even more comfortable driving.

A seat with pneumatic suspensions is available on request.

A second, passenger seat is available on request and can be folded back when not in use.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Large windows with nothing to impair the visibility.</p> <p>Controls in ergonomic positions.</p> <p>Lots of space available.</p> <p>Padded, adjustable seat.</p> <p>New roof with new materials.</p> <p>Second passenger seat (on request).</p>	<p>All-round visibility: safe driving and when manoeuvring in tight corners.</p> <p>Simple and easy to drive. Complete control of the vehicle.</p> <p>Comfortable use and less stress during work.</p> <p>Improved comfort. Less tiring.</p> <p>Guarantees that water will not penetrate. Safety and comfort.</p> <p>A third person can be transported in safety.</p>



STEERING WHEEL

Adjustable slant, can be adapted to the different driving conditions.

DASHBOARD

Complete; provides all the information the operator needs to control the tractor. The material and the **non-reflecting** glass allow the information to be quickly consulted in even the most critical environmental conditions.

Digital indicators provide precise information about the engine rate, PTO rate and ground speed.

Analog indicators on a white background show the fuel level and engine coolant temperature.

Indicator lights for the driving functions, yellow for the functions selected and red to warn of operating faults.

Indicator lights show the range engaged, while yet others indicate the type of PTO engaged and provide detailed information to optimize the way the tractor is used.



ACCESS TO THE COCKPIT

It's easy to access the cab thanks to the **large** outward-opening doors.

The **steps** are well-sized and sturdy to allow the operator to safely climb into the tractor even in precarious conditions.

A **handrail** on the cab pillar and another on the cab door provide a firm grip when the operator climbs in and out of the tractor.

Lots of freedom of movement in the space between the dashboard and driving seat.



ADVANTAGES AND BENEFITS

ACCESS TO THE COCKPIT

No obstructions when getting in and out of the vehicle.

Safety in all conditions.

Freedom of movement, facilitates the job

DASHBOARD

Clearly and easily understood.

Information promptly available.

Precision when driving the tractor.



WORK ENVIRONMENT TOTAL VIEW CAB

Modern, functional and extremely comfortable cab- with a 4-pillar structure.

All-round visibility thanks to the generously sized windows.

Unobstructed visibility in the upward direction thanks to the roof window, particularly useful when working with front loaders.

Generously sized uncluttered area under the cab roof; more space for the operator.

Pre-engineering for radio installation completes the equipment.



VENTILATION

However, adequate **natural ventilation** is guaranteed by the openable roof window, the large rear hatch and well-sized push-open side windows.

Air **re-circulation** around the cab is regulated by an air inlet on the roof and allows the operator to choose whether to draw filtered air from outdoors or to re-circulate the air inside the cab.



CAB AIR FILTERS

Two large air filters at the sides ensure that the air that enters the cab is filtered to an optimal degree.

The filters are self-cleaning and can be easily removed for fast maintenance.

SPECIFICATIONS

Controls in ergonomic positions.

Lots of space available.

Padded, adjustable seat.

New roof with new materials.

ADVANTAGES AND BENEFITS

Simple and easy to drive. Complete control of the vehicle.

Comfortable use and less stress during work.

Improved comfort. Less tiring.

Guarantees that water will not penetrate. Safety and comfort.

HEATING/VENTILATING AND AIR CONDITIONING SYSTEM

The **ventilating/heating and air conditioning system** is installed in the roof so as to improve the operator's comfort.

The air conditioning, heating and ventilating controls are grouped on a single panel in the cab's right-hand pillar.

The flow of hot or cold air enters the cab from above and the operator can direct it where he wants thanks to the air vents.

The operator can choose between outdoor air and internal air circulation. Using the three-speed fan, he can also adjust the intensity of the flow as desired.

The air conditioning system uses R134A **environment-friendly** refrigerant that guarantees a high differential in relation to the outdoor temperature.



SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Optimal air conditioning in any work environment with a uniform temperature inside the cab.</p> <p>Positionable air vents. Air re-circulation system.</p> <p>Air conditioning system with R134 environment-friendly fluid.</p> <p>Double cab air filter</p>	<p>Extra comfort and safeguards for the health.</p> <p>Even temperature inside the cab.</p> <p>Protection for the environment.</p> <p>Clean and filtered air, safe and clean environment.</p>

FIELD LIGHTS

Visibility during night work is guaranteed by 2 halogen headlights on the roof. Another 2 adjustable halogen field lights are installed at the rear:

The revolving beacon on the roof allows the tractor to be driven on the roads in compliance with the Highway Code regulations.





TIER3 ENGINES

A new range **Green Engines** that complies with the new **low exhaust specifications** as required by the TIER III standards.

These Perkins 1104D aspirated, turbo and Turbo After-cooler engines have been specially designed for agricultural use with modern features and ground-breaking technical solutions.

1104D-44TA four-cylinder TurboAftercooler engines are the Perkins answer to the increasingly more stringent standards governing harmful emissions. Particular technological innovations guarantee excellent air-fuel mixing; the result is better combustion and efficiency, higher power and torque with lower running costs and respect for the environment.

		T80Max	T90Max	T100Max	T110Max	T115Max
Perkins engine		1104D-44	1104D-44T	1104D-44TA	1104D-44TA	1104D-44TA
N° cylinders/Swept volume	N./cc	4/4400	4/4400	4/4400	4/4400	4/4400
Aspiration		Naturale	Turbo	TurboAfter-Cooler	TurboAfter-Cooler	TurboAfter-Cooler
Bore / Stroke	mm./mm.	105/127	105/127	105/127	105/127	105/127
ISO power rating	CV / Kw	74,12/54,5	82,3/60,5	92,5/68	102/75	110,2/81
Max. engine rate	RPM	2200	2200	2200	2200	2200
Maximum torque	Nm	256	345	384	412	410
Max. torque rate	RPM	1400	1400	1400	1400	1400

Perkins engines pass the standards establish by the TIER III directives

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>MODERN ENGINES Conform to TIER III standards for reducing emissions.</p> <p>Adequate swept volume: 4400 cc and 4 cylinders.</p> <p>Completely renewed fuel injection system.</p> <p>Advanced Turbo Aftercooler technology that guarantees: Constant power High torque reserve.</p> <p>Perkins</p>	<p>Excellent mixture and efficient injection. Lower fuel consumption. "Clean" exhaust gas.</p> <p>Lower fuel consumption, greater economy.</p> <p>Better combustion, more efficient. Increased performance in the most frequently used rate between 1800 and 2200 RPM; more efficient and productive.</p> <p>Utmost efficiency in all load conditions. Lively engines. Extremely flexible engine performance. Fewer gear changes to adapt the power to the different operating phases.</p> <p>Guaranteed reliability and safety.</p>

GEARBOX

The gearbox is available with a number of different options, allowing the user to choose the combination most able to meet his specific needs.

TECHNO

Speed Four 30 kph

4-speed gearbox with 3 ranges (Low - Medium - High) and synchronized reverse shuttle: 12FWD+12REV speeds.

4-speed gearbox with 4 ranges (Low - Medium - High and Creeper) plus synchronized reverse shuttle: 16FWD+16REV speeds.

Speed Four 40 kph

4-speed gearbox with 3 ranges (Low - Medium - High), synchronized reverse shuttle and Overdrive: 24FWD+12REV speeds.

4-speed gearbox with 4 ranges (Low - Medium - High and Creeper) plus synchronized reverse shuttle and Overdrive: 32FWD+16REV speeds.

TOP

Power Four

4-speed gearbox with 3 ranges (Low - Medium - High) and PowerShuttle electrohydraulic reverse shuttle: 12FWD+12REV speeds.

4-speed gearbox with 4 ranges (Low - Medium - High and Creeper on request) and PowerShuttle electrohydraulic reverse shuttle: 16FWD+16REV speeds.

T-TRONIC

4-speed gearbox with 3 ranges (Low - Medium - High), T-Tronic with 3 ranges on load and PowerShuttle electrohydraulic reverse shuttle: 36FWD+12REV speeds.

4-speed gearbox with 4 ranges (Low - Medium - High and Creeper on request), T-Tronic with 3 ranges on load and PowerShuttle electrohydraulic reverse shuttle: 48FWD+16REV speeds.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
Gearbox with 4 synchronized speeds in correct succession.	Simple to use, makes it easier to select the right work speed.
Four ranges: creeper (on request), low, medium and high.	Flexible use: improved performance.
Overdrive with 40 kph top speed.	Speedy driving to the place of work.
Synchronized reverse shuttle with lever on the left-hand side of the steering wheel.	Immediate, simple and safe manoeuvres with the reverse shuttle: increased performance and efficiency.
Creeper range with 0.41 kph minimum speed.	Allows implements that need slow ground speeds to be used: increased productivity.

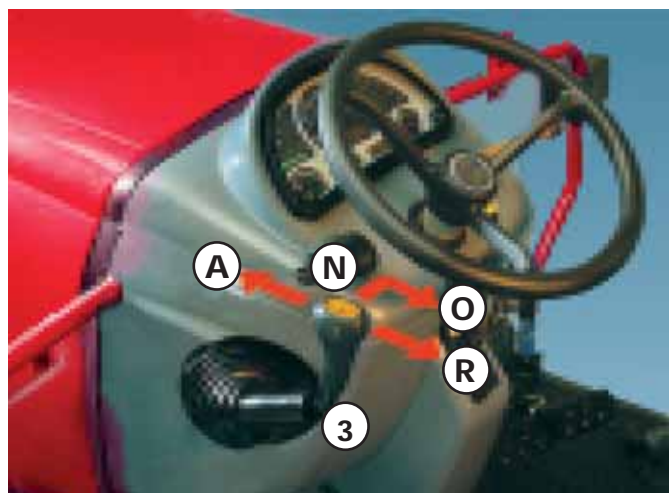
SPEEDFOUR BASIC GEARBOX

The Speedfour gearbox with four speeds in conjunction with the synchronized reverse shuttle is the basic version. The gearbox has four speeds, all synchronized with the three ranges, low, medium and high: 12 forward + 12 reverse speeds.

The gearbox can be supplied with a Creeper, which adds a further 4 ultra-slow speeds starting from 0.41 kph (at 1500 rpm, depending on the tyres used): a total of 16 forward speeds.

The synchronized reverse shuttle allows the operator to make fast, safe manoeuvres and facilitates handling jobs or work with front loaders: 16 forward + 16 reverse speeds.

The gear sequence covers a wide range of speeds and allows the operator to make the best choice for all operating conditions.



13" (330.2 mm) single-plate diaphragm clutch for the standard Speedfour gearbox.

The control pedal of the main clutch is the **sprung** type. It ensures even and progressive engagements and disengagements since the radial shape of the clutch provides a uniform thrust over the entire pressure plate.

The dimensions and materials used suit the torque transmitted: a high degree of heat dispersion thanks to the cerametallic clutch plate material.

Speed Four: Gearbox with synchronized mechanical reverse shuttle and creeper for 16FWD + 16REV speeds

The SpeedFour gearbox with mechanical reverse shuttle has 4 speeds synchronized with 4 ranges (Creeper, Low, Medium, High). This makes for a total of 16 forward speeds and 16 reverse speeds.

Without Creeper: 12 FWD + 12 REV speeds.

Gearshift lever

The lever has four possible positions, corresponding to four totally synchronized speeds.

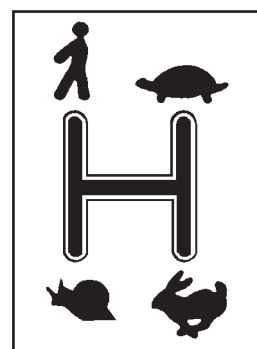
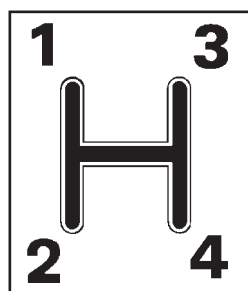
To shift gears in the same range, just operate the lever after disengaging the main clutch, without stopping the tractor.

Range selector lever

The speed range selector lever has three or four possible positions corresponding to the available ranges: low, medium, high and Creeper (on request).

Each range is identified by a symbol on the knob of the lever.

To change from one speed range to another, disengage the main clutch, stop the tractor and move the speed range selector to its new position.



Creeper range (on request)



Low range



Medium range



High range

Gearbox with synchronized reverse shuttle: 12FWD+12REV (without Creeper) - Speeds in kph.

Gearbox with synchronized reverse shuttle: 16FWD+16REV (with Creeper) - Speeds in kph.

Direct drive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,34	0,36	0,37
2	0,54	0,56	0,58
3	0,68	0,71	0,73
4	1,01	1,04	1,08
Lente			
1	1,64	1,70	1,76
2	2,58	2,68	2,77
3	3,26	3,38	3,50
4	4,81	4,99	5,16
Medie			
1	3,93	4,07	4,21
2	6,17	6,39	6,61
3	7,79	8,07	8,35
4	11,50	11,91	12,32
Veloci			
1	9,69	10,03	10,38
2	15,22	15,77	16,31
3	19,23	19,91	20,60
4	28,37	28,38	30,39
Reverse shuttle	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,35	0,36	0,37
2	0,55	0,57	0,59
3	0,69	0,72	0,74
4	1,02	1,06	1,09
Lente			
1	1,66	1,72	1,78
2	2,61	2,70	2,80
3	3,30	3,41	3,53
4	4,86	5,04	5,21
Medie			
1	3,97	4,11	4,25
2	6,23	6,46	6,68
3	7,87	8,15	8,44
4	11,62	12,03	12,45
Veloci			
1	9,78	10,13	10,48
2	15,38	15,93	16,48
3	19,42	20,12	20,81
4	28,66	29,68	30,70

* Creeper on request

BASIC SPEED FOUR GEARBOX WITH SYNCHRONIZED REVERSE SHUTTLE AND 40 KPH OVERDRIVE (only with 4WD Axle and front brakes)

The gear sequence covers a speed range of up to 40 kph and allows the operator to make the best choice for all operating conditions: 24 forward + 12 reverse speeds.

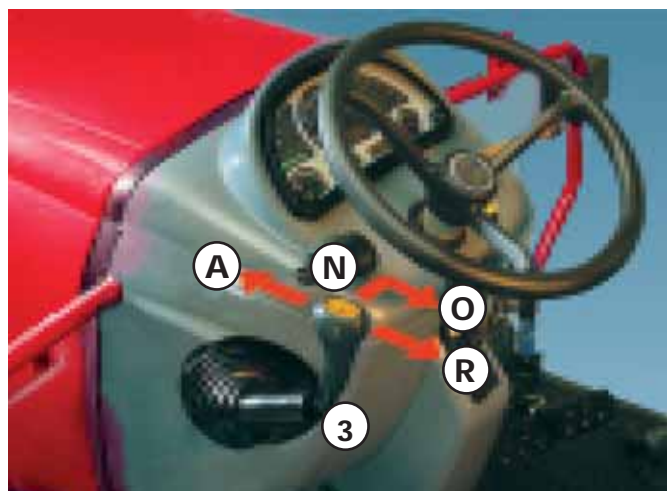
Ideal for transport work, handling materials and driving for long distances on the roads.

On request, the gearbox can be supplied with a Creeper, which adds a further four ultra-slow speeds starting from 0.30 kph (at 1500 rpm, depending on the tyres used): a total of 32 forward and 16 reverse speeds.



Reverse shuttle (3) and Overdrive (on request) selector lever. Even when engagement is synchronized, to engage the forward or reverse gears you need to disengage the main clutch, stop the tractor and then set the lever to the required position.

- A - Forward speeds
- N - Neutral
- R - Reverse speeds
- O - Overdrive



The Overdrive allows you to obtain the top speed of 40 kph (4WD only).



Gearshift levers.

1- Speed selector lever

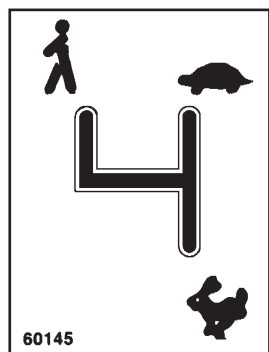
2- Range selector lever

Range selector lever

The lever has three or four possible positions corresponding to the available ranges: low, medium and high.

Each range is identified by a symbol on the knob of the lever.

To change from one speed range to another, disengage the main clutch, stop the tractor and move the speed range selector to its new position.



Low range



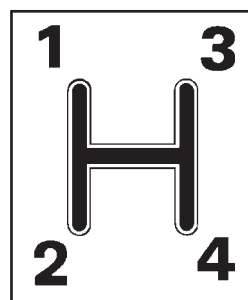
Medium range



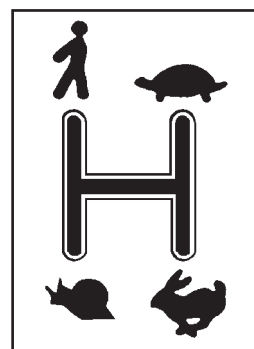
High range

Gearshift lever

The lever has four possible positions, corresponding to four totally synchronized speeds.



To shift gears in the same range, just operate the lever after disengaging the main clutch, without stopping the tractor.



THE CREEPER (installed on request)

12 forward speeds, with speed reduced by 80% in relation to the standard speeds.



SPECIFICATIONS

Gearbox with 4 synchronized speeds in correct succession.

Three ranges: low, medium and high.

Overdrive, with 40 kph top speed.

Synchronized reverse shuttle with lever on the left-hand side of the steering wheel.

Creeper range with 0.30 kph minimum speed (on request).

ADVANTAGES AND BENEFITS

Simple to use, makes it easier to select the right work speed.

Flexible use: improved performance.

Speedy driving to the place of work.

Immediate, simple and safe manoeuvres with the reverse shuttle: increased performance and efficiency.

Allows implements that need slow ground speeds to be used: increased productivity.

4WD versions only

Gearbox with synchronized reverse shuttle and Overdrive: 12FWD+12REV(without Creeper)-Speeds in kph.

Gearbox with synchronized reverse shuttle and Overdrive: 32FWD+16REV (with Creeper) - Speeds in kph

Direct drive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,34	0,36	0,37
2	0,54	0,56	0,58
3	0,68	0,71	0,73
4	1.01	1.04	1.08
Low			
1	1.64	1.70	1.76
2	2.58	2.68	2.77
3	3.26	3.38	3.50
4	4.81	4.99	5.16
Medium			
1	3.93	4.07	4.21
2	6.17	6.39	6.61
3	7.79	8.07	8.35
4	11.50	11.91	12.32
High			
1	9,69	10,03	10,38
2	15,22	15,77	16,31
3	19,23	19,91	20,60
4	28,37	28,38	30,39
Overdrive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0.44	0.46	0.48
2	0.70	0.72	0.75
3	0.88	0.91	0.94
4	1.30	1.35	1.39
Low			
1	2.12	2.19	2.27
2	3.33	3.45	3.57
3	4.20	4.35	4.50
4	6.20	6.42	6.65
Medium			
1	5.06	5.24	5.42
2	7.95	8.24	8.52
3	10.04	10.40	10.76
4	14.82	15.35	15.87
High			
1	12.48	12.92	13.37
2	19.61	20.31	21.01
3	24.77	25.65	26.54
4	36.55	37.85	39.16
Reverse shuttle	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,35	0,36	0,37
2	0,55	0,57	0,59
3	0,69	0,72	0,74
4	1.02	1.06	1.09
Low			
1	1.66	1.72	1.78
2	2.61	2.70	2.80
3	3.30	3.41	3.53
4	4.86	5.04	5.21
Medium			
1	3.97	4.11	4.25
2	6.23	6.46	6.68
3	7.87	8.15	8.44
4	11.62	12.03	12.45
High			
1	9,78	10,13	10,48
2	15,38	15,93	16,48
3	19,42	20,12	20,81
4	28,66	29,68	30,70

* Creeper on request

TOP POWERSHUTTLE GEARBOX



POWERSHUTTLE REVERSE SHUTTLE ON LOAD

The tractor's driving direction is automatically reversed by pushing the orange lever at the left of the steering wheel forwards or backwards.

The reverse shuttle is automatically controlled through the following phases.

- DECELERATION
- STOP
- CHANGE OF DIRECTION
- ACCELERATION



POWERFOUR GEARBOX

4-speed gearbox with 3 ranges (Low - Medium - High) and PowerShuttle electrohydraulic reverse shuttle: 12FWD+12REV speeds.

4-speed gearbox with 4 ranges (Low - Medium - High and Creeper on request) and PowerShuttle electrohydraulic reverse shuttle: 16FWD+16REV speeds.

The lever has three positions:

- FWD Forward speeds
- N Neutral
- REV Reverse

The reverse shuttle allows you to start in for forward or reverse directions without depressing the clutch pedal.

Functions of the electrohydraulic reverse shuttle on load.

- Reverse shuttle under load: allows the driving direction to be reversed by simply moving the small lever on the left hand near the steering wheel. The electronic control unit guarantees smooth and gradual reversing. For safety reasons, the direction can only be reversed at speeds of less than 10 Kph.
- The Declutch system disengages the main hydraulic clutch by means of the orange button on the gearshift lever (1). This button allows the driver to shift mechanical gears without using the clutch pedal.

The clutch pedal is only used for very small movements of the tractor, e.g. for hitching or unhitching an implement, and for greater safety when sudden stops are made or obstacles are encountered.

- The range lever (2) is used to select the operating range: Creeper (on request) - Low - Medium - High

Gearbox with Powershuttle reverse shuttle and 30 kph top speed: 12FWD+12REV (without Creeper) - Speeds in kph.

Gearbox with Powershuttle reverse shuttle and 30 kph top speed: 16FWD+16REV (with Creeper) - Speeds in kph.

Direct drive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,34	0,36	0,37
2	0,54	0,56	0,58
3	0,68	0,71	0,73
4	1.01	1.04	1.08
Low			
1	1.64	1.70	1.76
2	2.58	2.68	2.77
3	3.26	3.38	3.50
4	4.81	4.99	5.16
Medium			
1	3.93	4.07	4.21
2	6.17	6.39	6.61
3	7.79	8.07	8.35
4	11.50	11.91	12.32
High			
1	9,69	10,03	10,38
2	15,22	15,77	16,31
3	19,23	19,91	20,60
4	28,37	28,38	30,39
Reverse shuttle	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,35	0,36	0,37
2	0,55	0,57	0,59
3	0,69	0,72	0,74
4	1.02	1.06	1.09
Low			
1	1.66	1.72	1.78
2	2.61	2.70	2.80
3	3.30	3.41	3.53
4	4.86	5.04	5.21
Medium			
1	3.97	4.11	4.25
2	6.23	6.46	6.68
3	7.87	8.15	8.44
4	11.62	12.03	12.45
High			
1	9,78	10,13	10,48
2	15,38	15,93	16,48
3	19,42	20,12	20,81
4	28,66	29,68	30,70

* Creeper on request

Gearbox with Powershuttle reverse shuttle and 36 kph top speed: 12FWD+12REV (without Creeper) - Speeds in kph.

Gearbox with Powershuttle reverse shuttle and 36 kph top speed: 16FWD+16REV (with Creeper) - Speeds in kph.

If available - Only 2WD on request

Direct drive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,34	0,36	0,37
2	0,54	0,56	0,58
3	0,77	0,80	0,82
4	1.20	1.24	1.28
Low			
1	1.64	1.70	1.76
2	2.58	2.68	2.77
3	3.66	3.80	3.93
4	5.72	5.93	6.13
Medium			
1	3.93	4.07	4.21
2	6.17	6.39	6.61
3	8.75	9.07	8.38
4	13.67	14.16	14.65
High			
1	9,69	10,03	10,38
2	15,22	15,77	16,31
3	21,59	22,36	23,13
4	33,72	34,92	36,13
Reverse shuttle	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,35	0,36	0,37
2	0,55	0,57	0,59
3	0,78	0,80	0,83
4	1.21	1.25	1.30
Low			
1	1.66	1.72	1.78
2	2.61	2.70	2.80
3	3.70	3.83	3.97
4	5.78	5.99	6.19
Medium			
1	3.97	4.11	4.25
2	6.23	6.46	6.68
3	8.84	9.16	9.47
4	13.81	14.30	14.80
High			
1	9,78	10,13	10,48
2	15,38	15,93	16,48
3	21,81	22,59	23,37
4	34,06	35,28	36,49

* Creeper on request

T-TRONIC GEARBOX

The T-Tronic gearbox with electro-hydraulic reverse shuttle is available in two versions:

- Gearbox with 4 synchronized speeds and 3 ranges (Low - Medium - High), 3 HLM ranges on load and Power-shuttle electro-hydraulic reverse shuttle: 36FWD+12REV speeds.
- Gearbox with 4 synchronized speeds and 4 ranges (Creeper
- Low - medium - High), 3 HLM ranges on load and Power-shuttle electro-hydraulic reverse shuttle: 48FWD+16REV speeds.



Functions of the T-Tronic electrohydraulic reverse shuttle and 3 HLM ranges on load.

Reverse shuttle under load: allows the driving direction to be reversed by simply moving the small lever on the left hand near the steering wheel. The electronic control unit guarantees smooth and gradual reversing. For safety reasons, the direction can only be reversed at speeds of less than 10 Kph.

The Declutch system disengages the main hydraulic clutch by means of the button on the actual gearshift lever. This button allows the driver to shift mechanical gears without using the clutch pedal.

The clutch pedal is only used for very small movements of the tractor, e.g. for hitching or unhitching an implement, and for greater safety when sudden stops are made or obstacles are encountered.

T-Tronic: use of the electrohydraulic gearbox in the 3 operating ranges: Underdrive - Direct drive - Overdrive. The operator can shift from a range to another without using the clutch pedal, under load and while the tractor is on the move, by simply depressing the button on the gearshift lever: press + to increase speed, press - to slow down.

- 1 - Gearshift lever
- 2 - Declutch disengagement button (orange)
- 3 - Electrohydraulic gearshift buttons (on request)
- 4 - Range selector lever: Creeper (on request), Low, Medium and High.



T-TRONIC REVERSE SHUTTLE ON LOAD

The tractor's driving direction is automatically reversed by pushing the orange lever at the left of the steering wheel forwards or backwards.

The reverse shuttle is automatically controlled through the following phases.

- DECELERATION
- STOP
- CHANGE OF DIRECTION
- ACCELERATION

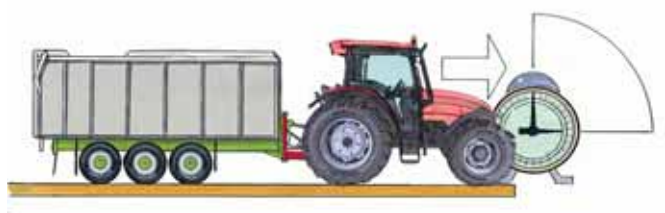
The lever has three positions:

FWD Forward speeds
N Neutral
REV Reverse

The reverse shuttle allows you to start in the forward or reverse directions without depressing the clutch pedal.

40 kph

The top speed in the High Range is 40 kph and allows the operator to drive speedily on the roads.



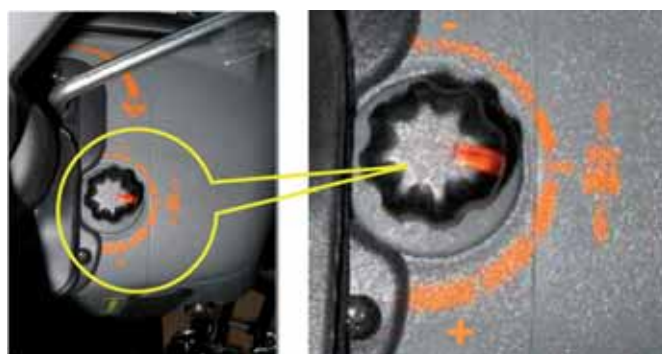
SHUTTLE MODULATION CONTROL (only TOP)

As part of the standard equipment, the T-Max Series is equipped with a potentiometer installed on the dashboard, to regulate the reactivity of the hydraulic reverse shuttle - see photo alongside -.

The system is called **Shuttle Modulation Control**. Turn the potentiometer clockwise and reversing will be more reactive. Turn it in the anti-clockwise direction to reverse the tractor more smoothly and progressively.

The potentiometer alters the time it takes for the Shuttle clutch to engage, thus allowing the operator to select the degree of reactivity to suit the work he is doing and the type of implement used.

Shuttle Modulation Control also acts on the "HML" clutch assemblies of the T-Tronic Powershift gearbox and Declutch.



The operator is also able to control the speed with which the "HML" gears are shifted on-load with more or less reactivity, as he can the Declutch.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Fast gearshifting on load: faster manoeuvres, improved efficiency.</p> <p>Speeds that always suit the job and soil conditions.</p> <p>Electrohydraulic reverse shuttle</p>	<p>Extremely reliable hydraulic clutch assemblies.</p> <p>Simple to use. Progressive engagement in all operating conditions.</p> <p>Easy manoeuvring while the machine is on the move; more efficient and less tiring for the operator.</p>

Gearbox with Powershuttle reverse shuttle and T-Tronic: 36FWD+12REV (without Creeper) - Speeds in kph.

Gearbox with Powershuttle reverse shuttle and T-Tronic: 48FWD+16REV (with Creeper) - Speeds in kph

Underdrive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,29	0,30	0,31
2	0,45	0,46	0,48
3	0,57	0,59	0,61
4	0,84	0,87	0,90
Low			
1	1,36	1,41	1,46
2	2,14	2,22	2,29
3	2,70	2,80	2,90
4	3,99	4,13	4,28
Medium			
1	3,25	3,37	3,49
2	5,12	5,30	5,48
3	6,46	6,69	6,92
4	9,53	9,87	10,21
High			
1	8,03	8,31	8,60
2	12,62	13,07	13,52
3	15,94	16,50	17,07
4	23,51	24,35	25,19
Direct drive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,34	0,36	0,37
2	0,54	0,56	0,58
3	0,68	0,71	0,73
4	1,01	1,04	1,08
Low			
1	1,64	1,70	1,76
2	2,58	2,68	2,77
3	3,26	3,38	3,50
4	4,81	4,99	5,16
Medium			
1	3,93	4,07	4,21
2	6,17	6,39	6,61
3	7,79	8,07	8,35
4	11,50	11,91	12,32
High			
1	9,69	10,03	10,38
2	15,22	15,77	16,31
3	19,23	19,91	20,60
4	28,37	28,38	30,39
Overdrive	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,44	0,46	0,48
2	0,70	0,72	0,75
3	0,88	0,91	0,94
4	1,30	1,35	1,39
Low			
1	2,12	2,19	2,27
2	3,33	3,45	3,57
3	4,20	4,35	4,50
4	6,20	6,42	6,65
Medium			
1	5,06	5,24	5,42
2	7,95	8,24	8,52
3	10,04	10,40	10,76
4	14,82	15,35	15,87
High			
1	12,48	12,92	13,37
2	19,61	20,31	21,01
3	24,77	25,65	26,54
4	36,55	37,85	39,16

* Creeper on request

Reverse shuttle	16.9 R30; 540/65 R30	18.4R30	480/70 R34; 540/65 R34; 16.9 R34
Creeper*			
1	0,35	0,36	0,37
2	0,55	0,57	0,59
3	0,69	0,72	0,74
4	1.02	1.06	1.09
Low			
1	1,66	1,72	1,78
2	2,61	2,70	2,80
3	3,30	3,41	3,53
4	4.86	5.04	5.21
Medium			
1	3,97	4,11	4,25
2	6,23	6,46	6,68
3	7,87	8,15	8,44
4	11.62	12.03	12.45
High			
1	9,78	10,13	10,48
2	15,38	15,93	16,48
3	19,42	20,12	20,81
4	28,66	29,68	30,70

* Creeper on request





Park Lock

Park Lock device controlled by the orange lever (1). To be engaged when the tractor is parked on sloping roads or ground. Ensures that the transmission remains completely blocked.

Electronic control.

The electronic controller manages the reversing commands selected on the basis of a **new management program** developed in conjunction with a highly qualified partner with many years of extensive experience in the sector.

The commands are only executed in the presence of certain conditions.

The operator concentrates on the job he must do while the electronic management system performs and controls the commands it receives.

Hydraulic valve assembly

Group of T-Tronic hydraulic valves installed externally, easily accessed with a specific filter that ensures the oil is always kept clean.

The controlling solenoid valves are the proportional type and ensure that the hydraulic clutch assemblies engage in a gradual and progressive way.

Diagnostics

If the T-Tronic system functions in a faulty way, a buzzer sounds and the flashing message "AL" followed by a number appears in the ground speed and PTO rate digital displays on the instrument panel.

The number after the letters AL identifies the incorrect manoeuvre or the Powershuttle fault, thus allowing the specialized technicians to quickly identify, resolve the problem and restore the machine to a safe condition.



SPECIFICATIONS

The right speed selected for all types of work.

Ultra-slow speeds for specific implements.

Electronic management developed with a partner possessing many years of experience in the sector.

Park lock.

Automatic diagnostics.

External control valve unit and oil filter.

ADVANTAGES AND BENEFITS

Increased performance and profitability.

More versatile and productive.

Problem-free transmission management: safe and comfortable driving.

Safety.

Safety at work.

Speedier troubleshooting.

Sure-fire maintenance and repairs.

Easy access for routine maintenance, shorter down times.



ELECTRO-HYDRAULIC POWER TAKE-OFF

Use of large implements that absorb a great deal of power requires a Power take-off that's able to supply as much engine power as possible: this is why all the tractors have been equipped with an electrohydraulically engaged Power take-off. The system comprises a **multiple-plate oil-cooled engaging clutch** hydraulically controlled by means of a yellow switch (X) on the right-hand console in the **cab**. The switch controls the monitoring valve, which modulates hydraulic clutch engagement in a progressive way.

Modulated engagement of the hydraulic clutch ensures that the implements are started progressively and smoothly.

The lever (1) is used to select the independent PTO and PTO proportional to ground speed modes.

High-efficiency Power Take-off: with two speeds **540/1000** or **540/540ECO**, with three speeds **540/540ECO/1000** (on request).



The speed is selected (2) when sitting comfortably in the driver's seat.

REAR POWER TAKE-OFF SPECIFICATIONS

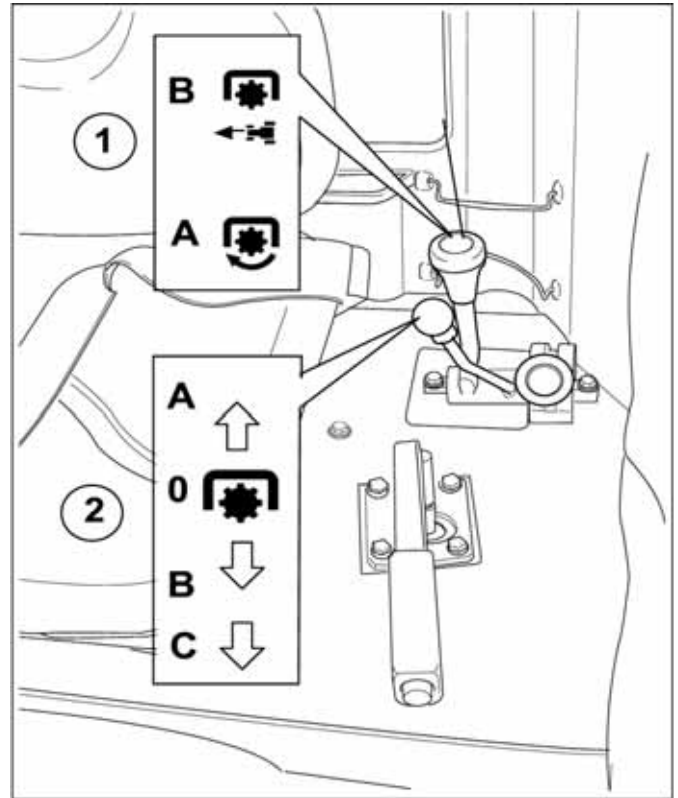
Clutch	Oil-cooled multiple-plate with modulated engagement
Operation	Hydraulic
Selection	From the driving seat and from the ground
Output shaft	6/21 splines - 1" 3/8
PTO SPEEDS	2 SPEEDS (3 SPEEDS on request)
540	1944
540ECO	1377
1000 (alternatively)	1917

The Power take-off selector levers are installed on the driver's left:

1. Lever for selecting the independent PTO or PTO proportional to the tractor's ground speed.
2. PTO speed selection lever (540/1000 pos. A and B, or 540/540ECO).

A 3-speed Power take-off is available on request (Pos. A-B-C) to facilitate the choice of the best speed and make the system more versatile.

- 1 - PTO operation selector lever
 - A - Independent power take-off
 - B - Synchronized power take-off
- 2 - 2-speed PTO speed selector lever
 - A - 540 RPM
 - 0 - Neutral
 - B - 540 economy or 1000 RPM PTO
- 2 - 3-speed PTO speed selector lever (on request)
 - A - 540 RPM
 - 0 - Neutral
 - B - 1000 RPM
 - C - 540 economy



REAR POWER TAKE-OFF ENGAGEMENT CONTROL.

An innovative electronic system allows 2 different types of control (manual and automatic) of the rear PTO, as described below:

MANUAL : PTO inching control

This system allows the rear PTO to be used in 2 different modes:

- a)** With the PTO de-activated. PTO switch (see A on page 29) in the off position.
The inching mode is activated by pressing the external engaging button (B) and is used for turning the output tang of the PTO "step by step" or in the continuous mode, but very slowly (up to 5" at 20 RPM).

This mode makes it easier to connect the drivelines to the PTO by hand.

- b)** With the PTO activated. PTO switch in the on position.
Inching allows the PTO to be stopped with the relative external disengaging button and to be re-activated by keeping the button depressed for about 5 seconds.

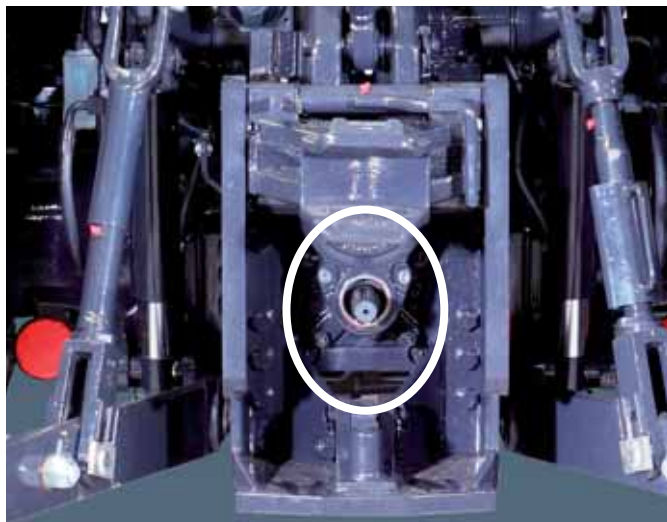
In this case, the PTO will be engaged gradually until the rated speed has been reached.

AUTOMATIC : Auto PTO modulation control

The system automatically modulates the engaging action of the PTO clutch to suit the load applied, thus achieving smooth, progressive engagement with both high-inertia loads (heavy implements) and light loads (light implements).

A specific brake inside the PTO's hydraulic clutch automatically engages when the PTO is disengaged so as to prevent the driveline connected to the implement from continuing to idle.

Use of free wheel joints provides complete protection when the electrohydraulic PTO is used with implements that produce a considerable amount of inertia.



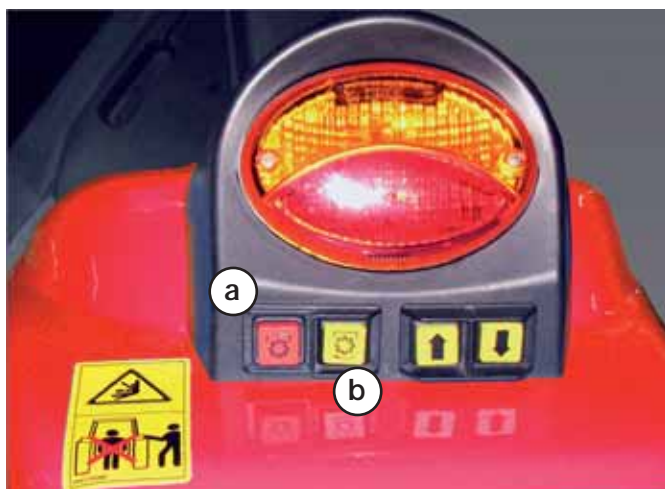
INTERCHANGEABLE PTO SHAFT Mod. 100-110-120

The rear output shaft of the PTO has a reversible terminal part that can connect to different drivelines.

- **1 3/8" shaft** (34.9 mm) with 21 splines for the 1000 RPM PTO.
- **1 3/8" shaft** (34.9mm) with 6 splines for the 540 RPM PTO. Do not use the 540 RPM PTO shaft if the power required by the implement exceeds 75 HP (56kW).

PTO proportional to ground speed

Basic PTO for use of agricultural implements such as trailers with driving wheels, which require synchronized connection with the tractor's ground speed.



PTO Shaft revolutions per rear wheel turn

540 PTO	540 E PTO	1000 PTO
9,777	13,8	18,36

(Top - On request) Two PTO engaging(A)/disengaging(B) buttons installed on the rear mudguards allow the PTO to be controlled so as to facilitate the driveline connections: the operation is performed by the operator as he stands well away from the wheels.

SPECIFICATIONS

Hydraulic engagement.

Multiple-plate hydraulic clutch.

Hydraulically engaged brake

PTO - 540 RPM - 540ECO RPM (750 RPM)

540 - 1000 RPM PTO

540 - 750 - 1000 RPM PTO (on request)

Interchangeable PTO shafts.

PTO synchronized with the gearbox.

ADVANTAGES AND BENEFITS

Easy and convenient to use. Guarantees improved comfort, greater safety and higher productivity. No periodical adjustments required.

Gradual, progressive engagement on load improves efficiency, safety and reliability.

Stops the PTO from turning with high-inertia implements, thus improving the safety and speeding up the job.

The 540 RPM ECO PTO provides a speed of 540 RPM at a low engine rate, thus reducing fuel consumption.

Versatile use. Allows the two PTO speeds to be selected to suit the type of implement and job required.

Versatile use at its top-most. Allows the two PTO speeds to be selected to suit the type of implement and job required.

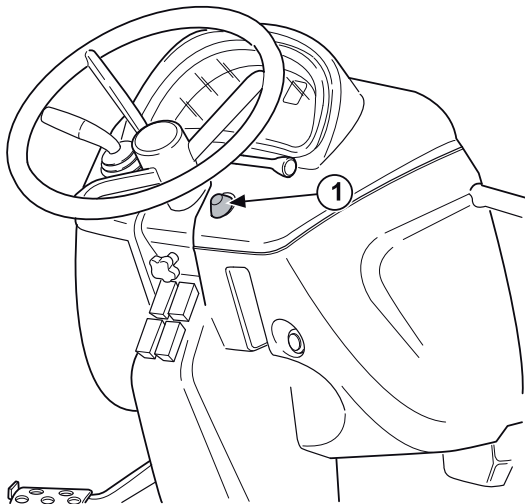
The type and size of the PTO shaft can be chosen to suit the type of implement and power required: guarantees improved safety and reliability.

Allows trailers with driving wheels to be hitched, thus increasing the lugging power on difficult terrain.

TWIN-LOCK DIFFERENTIAL LOCK

Electrohydraulic and contemporaneous engagement of the front and rear differentials.

The Twin-Lock differential locking system has been designed to integrate with the four-wheel drive so as to guarantee the utmost lugging power during open field work in extreme conditions.



Techno Version (Old Version Only)

Combined with the optimum weight distribution, this locking system gets the most out of the tractors lugging power, reducing the risk of wheel slippage and thereby ensuring higher productivity.

The system is engaged whilst the machine is on the move by means of a button on the dashboard and is disengaged by slightly depressing one or both of the brake pedals.



Top Version and actual Techno Version

SPECIFICATIONS

Electrohydraulic control.

Hydraulic engagement without stopping.

Contemporaneous engagement of the front and rear locks.

ADVANTAGES AND BENEFITS

Easy to use: Less stressing and tiring for the operator; increased performance.

Faster work.
Increased performance.

One single control engages both locks. Less tiring for the operator.
Increases the lugging power of the two axles at the same time, thus increasing the performance.
Reduces wheel slippage with consequently higher productivity.



EPICYCLIC FINAL DRIVES

The rear axle is equipped with epicyclic final drives that transfer a high degree of power to the wheels, thus providing an extremely sturdy and reliable system.

FOUR-WHEEL DRIVE

Four-wheel drive axles, specifically designed for up to 110 HP power ratings.

Sturdy axles with central transmission, **Twin-lock simultaneous differential locking with the rear lock**, oil-cooled front brakes

Electrohydraulic engagement/disengagement of the four-wheel drive with the button (1) on the right-hand console: precise-effortless engagement.

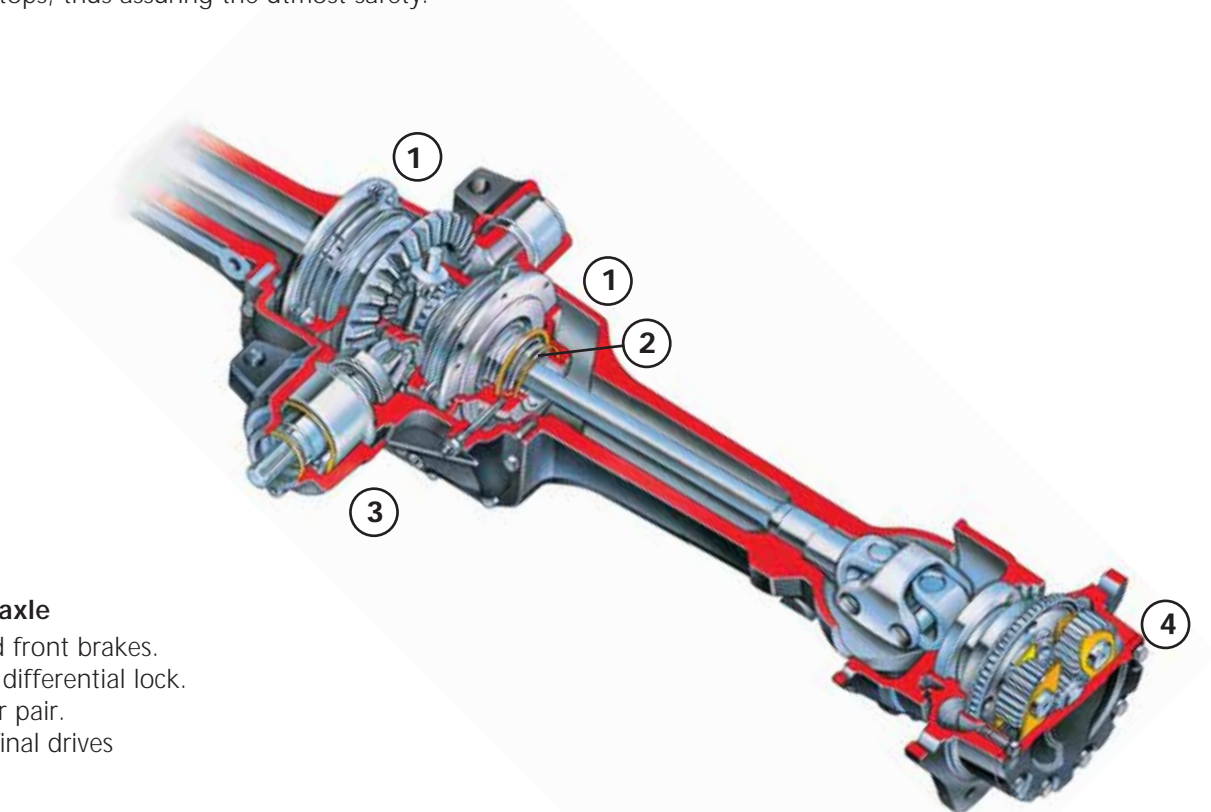
The "Spring On - Pressure off" hydraulic clutch guarantees fault-free engagement in any operating condition.



Spring-on - Pressure off 4WD engagement

Spring On = Mechanical engagement Pressure off = Hydraulic disengagement

The four-wheel drive is engaged in a very simple way and with the minimum pressure on the control button. The engaging control activates the four-wheel drive's mechanical clutch. Disengagement activates the hydraulic disengaging circuit. This "Spring On - Pressure off" system ensures that the 4WD remains engaged or engages automatically when the engine stops, thus assuring the utmost safety.



4WD front axle

- 1- Oil-cooled front brakes.
- 2- Hydraulic differential lock.
- 3- Bevel gear pair.
- 4- Epicyclic final drives

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Oversized design.</p> <p>Electrohydraulic engagement.</p> <p>Spring-on - Pressure off engagement.</p> <p>55° steering angle.</p>	<p>Reliable, safe, long-lasting</p> <p>Comfortable driving, less stressing, speedy engagement.</p> <p>100% sure-fire engagement. Guarantees greater lugging power, productivity and safety.</p> <p>Extremely manoeuvrable on all types of terrain. Tight steering angles: easy to handle.</p>

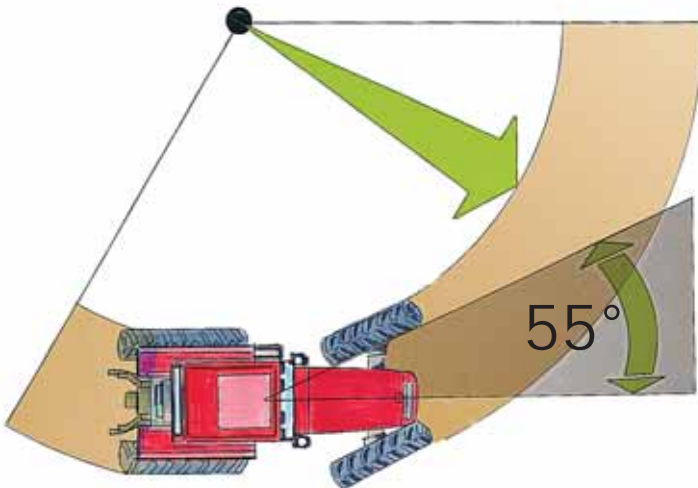
STEERING SYSTEM



The hydrostatic steering system has a specific hydraulic circuit with a 31 l/min pump and double-acting central steering cylinder that guarantees smooth steering even at low engine rates.

The oil that is not used by the steering system supplies the services (T-Tronic, engagement of the front drive and differentials, power take-off) and is cooled by a dedicated radiator before lubricating the gearbox (with forced lubrication).

A specific filter keeps the oil in the circuit clean and safeguards its quality: improved reliability and longer lasting components.



High ground clearance and 55° steering angle: guarantee the utmost manoeuvrability and safety.

SPECIFICATIONS

Fully hydrostatic steering system.

Steering is always assured, even if the engine stops.

"OSPC" type: the circuit is protected by anti-shock valves.

Assistance is guaranteed world-wide.

ADVANTAGES AND BENEFITS

Smooth, effortless steering. Much more comfortable for the operator.

The utmost safety in all conditions.

Prevents faults, down-times and helps to save money.

Easily available components and assistance service: peace-of-mind and safety, avoids down-times and helps to save money.

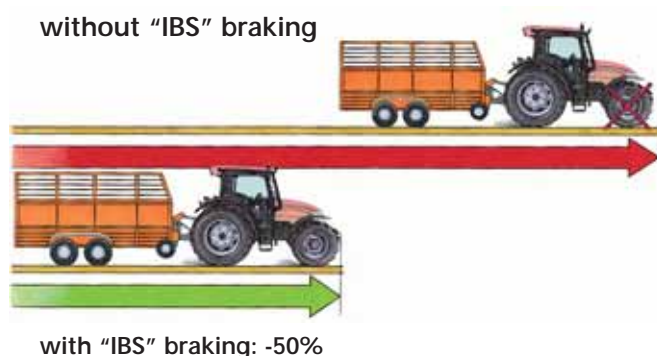
BRAKES

Rear **oil-cooled disc** brakes with **hydrostatic** control to guarantee a braking effect that's proportional to the pressure exercised on the pedals, thus allowing the braking action to be dosed with great precision.

Oil-cooled front brakes for 4WD tractors guarantee **IBS integral braking** on all four wheels.

Optional **hydraulic or air brakes for the trailer** to ensure a braking action that complies with the standards when heavy loads are towed.

parking brake is fully **independent** from the main brakes and acts on the tractor's rear brakes.



IBS INTEGRAL BRAKING

IBS integral braking on the four wheels with monitoring valve to ensure that only the rear wheel is braked if one single pedal is depressed and the brakes are not latched together during work in the fields or when manoeuvring in tight corners.

The monitoring valve guarantees **integral braking** on the four wheels when the pedals are **latched** together (for transport work or road circulation).

The "IBS" braking system halves the braking distance for the utmost safety when driving on the roads.

Compared braking tests performed on models with front/rear integral braking (IBS) and those with braking action on the rear wheels only, have shown how the braking distance is halved with integral braking.

The utmost safety down slopes

In conjunction with the hydraulic trailer braking system (available on request), the "IBS" braking system ensures tip-top braking efficiency on steeply sloping roads by guaranteeing a balanced and simultaneous braking action for both the tractor and trailer.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
Oil-cooled brakes.	Ensure a long-lasting and efficient performance. Perfectly sealed so as to prevent dirt and water from penetrating. Maintenance-free.
Hydraulic control with pressure compensation.	Guarantees an absolutely valid, but smooth and progressive braking action. High braking capacity with progressive pressure on the brake pedals. Guarantees a sure-fire braking effect on all the wheels, thus increasing both performance and safety.
Hydraulically controlled integral braking on the four wheels.	Halves the braking distance: active safety when driving on the roads. Safe braking with heavy loads on slopes.

THREE-POINT HITCH

The **Class II** three-point hitch allows large, heavy implements to be hitched.

With two supplementary 50 mm rams installed as part of the standard equipment, the lifting capacity at the ball ends with the links in the horizontal position becomes as much as **4350 kg**.

Quick-hitch couplings are available on request.

Total visibility from the driver's seat allows the operator to maintain an optimum **visual control** during work.

The hydraulic **rh vertical link** and the hydraulic **top link** can be installed on request so as to facilitate the adjustments without having to get out of the tractor: less tiring.

REAR TOW HOOKS

The following rear towing devices are available, depending on the type-approvals and standards in force in the country of use.

The availability must be assessed on the basis of the market in question.

Weight towable by the tractor

The tractor's maximum towable weight varies according to the laws in force in the countries of use.

Bear in mind the load bearing capacity of the tyres used. Consult your Dealer for details about the maximum towable weight.

Rear tow hooks with manual height adjustment and welded frame - Italian market

- CUNA C tow hook (Italian market)
- CUNA D2 tow hook (Hydraulic trailer braking) (Italian market)
- CUNA Class A drawbar (Italian market)
- CUNA Type C tow hook and CUNA Class A drawbar (Italian market)
- Non-automatic EEC tow hook - EEC market.

These towing devices can be used for towing single or twin axle agricultural implements and road trailers.

This device can be adjusted in height so as to make the towed implement easier to hitch.

FRONT PULL HOOK

The tractor can also be equipped with a front pull hook for emergency pulling operations from the front and for towing the tractor.



Standard sliding rear tow hooks, adjustable in height - Italian Market

- CUNA C tow hook (Italian market)
- CUNA D2 tow hook (Hydraulic trailer braking) (Italian market)
- CUNA Type C tow hook and CUNA Class A drawbar (Italian market)
- CUNA D2 tow hook (Hydraulic trailer braking) and CUNA Class A drawbar (Italian market)

Std sliding rear tow hook adjustable in height for the EEC market:

- Non-automatic EEC tow hook
- Automatic EEC tow hook
- Non-automatic EEC tow hook and EEC drawbar
- Automatic EEC tow hook and EEC drawbar
- EEC drawbar

Rear tow hook adjustable in height (type with supports) (Non-European markets) (Not valid for Italy or other EEC markets):

- C towhook
- D2 tow hook (Hydraulic trailer braking)
- CUNA Class A drawbar

Python Fixe sliding rear tow hook - Available versions:

- Non-automatic EEC tow hook
- Automatic EEC tow hook
- Non-automatic EEC tow hook and EEC drawbar
- Automatic EEC tow hook and EEC drawbar
- EEC drawbar

PICK UP HITCH (Optional)

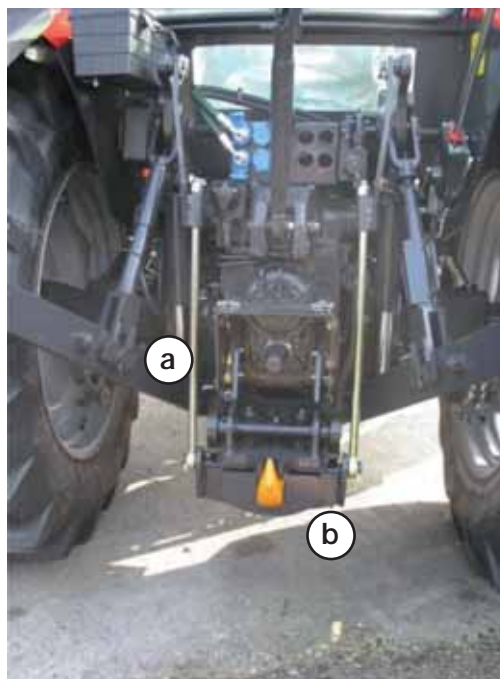
A **DROMONE** mod. RMF 6000 automatic hook is available as an optional (for markets where this device is type-approved) and can be used with both the "Towing Hook" and with the "Drawbar".

This automatic hook, which can be used with both the mechanical and electronic power lift, is suitable for towing trailers whose weight is mainly supported by the tractor and which must be regularly hitched or unhitched. This hook has been easily aligned with the drawbar since it is perfectly visible from the driver's seat. The hook consists of a bearing plate with a hook at the rear end, which is adjustable in length and which moves back when lowered to the ground.

The plate is lifted and lowered by means of the links of the three-point hitch operated by the normal controls of the hydraulic power lift. The static vertical load must not exceed 1800 kg.

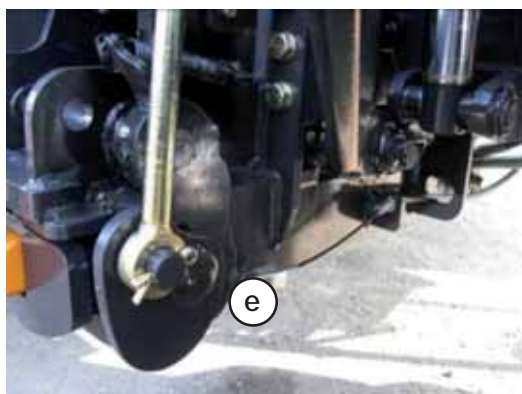
The hook in this type of tow hook can be replaced with a type "A" drawbar.

The maximum towing capacity is 24000 kg for both versions.



Lifting rod (a)

Hook (b)



Locks (e)



Lock releasing lever (f)



Hydraulic lifting cylinder (d)

SPECIFICATIONS

- Sturdy coupling with a high lifting capacity.
- Quick-hitch couplings
- Adjustable vertical links and side stays.
- Rear visibility.
- Tow hook type-approved in accordance with the standards in force.

ADVANTAGES AND BENEFITS

- High performance and efficiency allow all implements to be used.
- Easy and precise hitching.
- Easy to regulate, thus less stress for the operator.
- Versatile use: higher productivity.
- Easy control over the implements during work: higher productivity.
- Versatile use.

MECHANICAL HYDRAULIC POWER LIFT - LOAD SENSING

Hydraulic power lift with **draft, position control and intermix** : the yellow/orange knob (2) is used to select the functions.

Easily interpreted and operated controls positioned on the driver's right for precise control of the three-point linkage: black lever to lift (1) and lower the implement.



The Load Sensing device is built into the control valve unit and provides further control over the sensitivity of the power lift during work. The Load Sensing device finely tunes the lift movements, avoiding the collisions and quick returns during work that can always occur when a great quantities of oil are supplied by the pump, especially at high engine rates.

The Load Sensing lift is suitable for open-field work where precision and sensitivity are required, above all when working with heavy implements.

The Load Sensing device is installed in conjunction with the lowering speed regulator (3), located under the driver's seat.

It allows the lowering speed to be regulated to suit the weight of the implement, thus controlling the lift with greater precision and improving the sensitivity during work.



SPECIFICATIONS	ADVANTAGES AND BENEFITS
Controls on the right-hand side of the driver's seat.	Simple and immediate controls: convenient, safe.
Easy adjustments.	Sensitivity and precision at work: higher productivity.
Draft control, position control, Intermix and float modes	Variety of functions: improved performance.
Load Sensing.	Improved precision at work: more profitable.
Lowering speed control.	Improved sensibility and precision.



The draft is measured on the lower links of the three-point linkage, where the sensitivity is at its greatest in direct contact with the implement. The signal is transmitted to the power lift by means of a curved lever, so as to regulate the position of the lift links and maintain the correct work position.



EXTERNAL LEVER FOR MECHANICAL POWER LIFT CONTROL (on request)

The external control lever simplifies the way the implements are hitched/unhitched to and from the three-point linkage.

The lever, which is only used in the position control mode, controls a toothed sector that allows the three-point linkage to make calibrated movements.

The lever is simple and completely safe to use: just turn the handgrip and move the lever to suit the required adjustment and movement.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Strong attack with elevated ability of lifting.</p> <p>Rapid hooks of attack.</p> <p>Vertical connecting rods and adjustable side struts.</p> <p>Back visibility.</p> <p>Hooks of towing homologated according to the laws in use.</p>	<p>Easy control of the implements in job: great profitability.</p> <p>Easy and precise connections.</p> <p>Easy to regulate, smaller work for the operator.</p> <p>Easy control of the implements in job: great profitability</p> <p>Versatility of use.</p>

ELECTRONICALLY CONTROLLED HYDRAULIC POWER LIFT



The control panels are divided into two groups so as to simplify their use.

Front panel with specific controls to use during work

- 1 - Up/Down switch.
- 2 - Quick soil engagement button.
- 3 - Check control.
- 4 - Tilling depth/height control.
- 5 - Lowering movement indicator light.
- 6 - Lifting movement indicator light.

Rear panel with controls for the adjustments and settings.

- 7 - Function selector.
- 8 - Lowering speed selector.
- 9 - Maximum height limiter.
- 10 - Shock absorber engaging button.

The precision of electronics

The Landtronic electronic power lift with ELC Electronic Lift Control offers a more accurate control of the implement by means of the draft, position control and Intermix functions and allows your work to be accomplished in a faster way thanks to improved weight transfer, better draft and a regular ground speed.

The practical control panel situated on the console on the driver's right is integrated with the other controls for a rational and logical use that makes the operations extremely convenient and easy.

The rocker button (1) controls the lifting and lowering actions on headlands without the need for further interventions or adjustments: the implement lowers to the same

operating position at which it worked during the previous run.

The quick soil engagement button (2) helps the implement to dig into the soil when tilling starts.

Diagnostics

The check-control system monitors all the functions and sensors.

An indicator light (3) comes on when the controller detects a fault, thus allowing the problem to be easily identified.

Two buttons on both mudguards allow the power lift to be controlled from the ground. Implements can be quickly hitched in full safety.

SPECIFICATIONS	ADVANTAGES AND BENEFITS
<p>Modern and functional design.</p> <p>On the right-hand console along with the other controls, in a convenient, instinctive position.</p> <p>UP/DOWN switch. One single switch for lifting and lowering the implement.</p> <p>Button for engaging the Shock Absorber, only when required during road transport.</p> <p>The check-control function immediately DISPLAYS any faults.</p> <p>Rotating knob for controlling the tilling depth.</p> <p>Sensitive controls.</p>	<p>The controls are easy and quick to understand. Less tiring for the operator.</p> <p>Facilitates the operations and control of the power lift.</p> <p>Fewer headland manoeuvres required. Speeds up the job.</p> <p>The utmost safety during transport work thanks to the safety valves.</p> <p>Easy repairs, reduces down times.</p> <p>Provides a convenient, safe grip. Easy, safe manoeuvres.</p> <p>Quick action. Higher performance and faster, more accurate response to the commands.</p>

Tilling depth selector adjustment (7)

When the electronic power lift is installed, the tilling depths are controlled with the utmost precision. Thanks to millimetric draft and Intermix regulation, the operator is able to select a **"tilling range"**, thereby limiting the minimum and maximum depth within which the implement works in the draft control mode.

The two draft sensors are installed on the lower links of the three-point linkage, where the sensitivity is at its greatest in direct contact with the implement.

The **position sensor** is installed in contact with a cam on the shaft of the power lift.

These sensors transmit signals to a controller where they are processed on the basis of the settings made on the operator's console.

Since there are no kinematic systems, the signals are precise and virtually transmitted in real time. Thus the system provides a more accurate and faster control, guaranteeing improved draft, allowing the tractor to proceed at a regular ground speed and thereby ensuring higher productivity and efficiency.

This allows the operator to obtain the best possible performance from the tractor/implement combination.

ELS - Ergonomic Lift System.

Use of the buttons (a) and (b) that automatically lift and lower the power lift links facilitates headland manoeuvres. (Fig. 10).

This system allows you to select the height of the lift links before you begin to work and to maintain a constant setting throughout the job.

The links can be lifted and lowered by means of the buttons and, thus maintaining the previously selected height.

Note: When button (a) is pressed, the entire power lift system functions in exactly the same way as the standard (STD) one.

In addition, the system has a knob (c) that allows you to regulate the maximum height to which the links lift.

This prevents the drivelines from slanting too much when work is carried out with implements hitched to the PTO (Fig. 11).



SHOCK ABSORBER

This is a swing compensator that functions in the same way as an electronic damper.

It achieves total stability, preventing the tractor/implement from pitching and ensuring comfortable, steady driving during road transport operations.

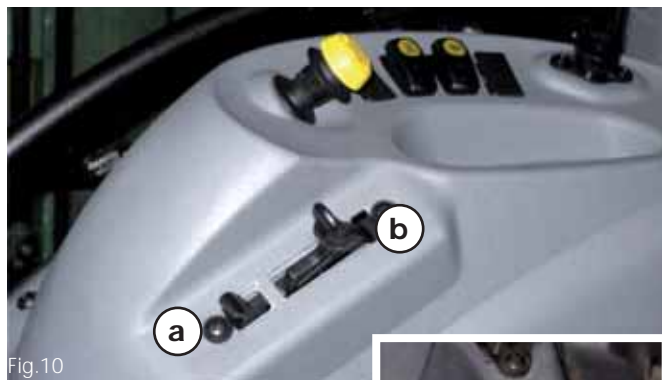
When engaged, the system provides dynamic control of the implement's swinging action with no pitching during transport.



1 - Pitching occurs without the Shock Absorber.



2 - Total stability with the Shock Absorber: comfortable, safe driving.



New Up/Down buttons



Height adjuster knob

The console of the electronic power lift also contains the switches that control the rear PTO (1), differential lock (2) and four-wheel drive (3).

The positions of all controls allow the operator maintain a perfect control of the tractor and to work in the best conditions.

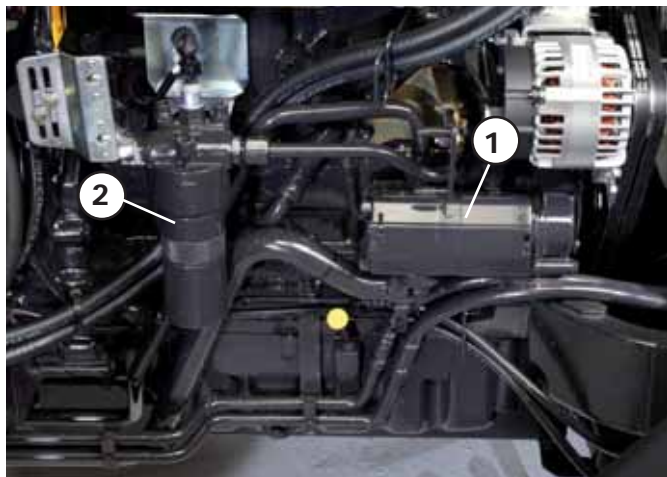
This means that your work is precise and safe in all conditions.

HYDRAULIC CIRCUITS

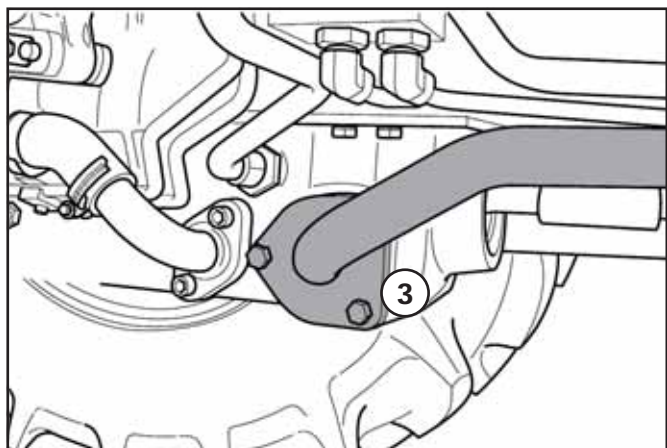
The quality and versatility of tractors greatly depend on their hydraulic circuit. This range of tractors features two hydraulic circuits.

One supplies the steering system and the various different electrohydraulic controls (diff locks, four-wheel drive, PTO clutch, T-Tronic transmission if installed and forced gearbox lubrication) with a pump featuring a 31 l/min flow rate.

The other supplies the power lift, the auxiliary control valves and the hydraulic trailer brake with a pump that has a 54 l/min flow rate. This solution allows this series to become extremely versatile and productive, with pioneering features in the field of medium-power tractors.



Hydraulic (Double) pumps (1) and filter (2) of the steering circuit and hydraulic utilities of the transmission system: 4WD, differential locks, T-Tronic and PTO. Simple and fast maintenance.



Common intake filter (3) for both hydraulic pumps under the transmission housing and easily accessible.

HYDRAULIC CIRCUIT OF THE POWER LIFT

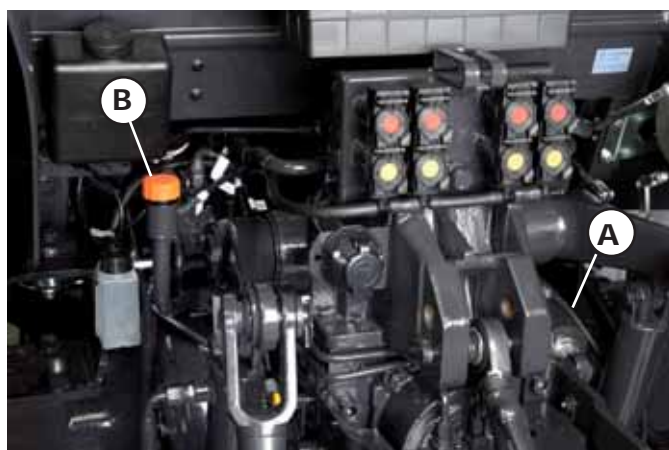
The hydraulic circuit of the power lift and auxiliary control valves features a gear pump with **54 l/min** flow rate and a maximum operating pressure of **180 bar**.

This circuit also supplies the auxiliary control valves, which can also be installed in conjunction with a **flow divider (available on request)**.

Hydraulic circuit for trailer braking installed on request.

Excellent filtering degree thanks to a gauze filter (3) on the pump intake and a second specific filter (2) for the steering circuit, four-wheel drive, electrohydraulic power take-off and T-Tronic transmission.

cooling: efficient lubrication.



The **transmission oil level (A)** is easy to check and **top up (B)** since easy access facilitates and speeds up the maintenance operations.

SPECIFICATIONS

Rear power lift and auxiliary control valves can be used at the same time.

External filters and components.

The utmost safety during transport work thanks to the safety valves.

Oil cooling and forced lubrication of the gearbox.

High degree of filtering in each circuit.

ADVANTAGES AND BENEFITS

No limitations to use of hydraulic implements and the PTO.

Easy and speedier maintenance.

Convenient, safe.

Less wear and longer lasting hydraulic and mechanical components.

Ensures clean oil, less wear and fewer leaks.



AUXILIARY CONTROL VALVES

Complete and versatile auxiliary control valve unit with open-center control valves connected to Push-pull quick couplings. The control levers are installed on the right-hand side.

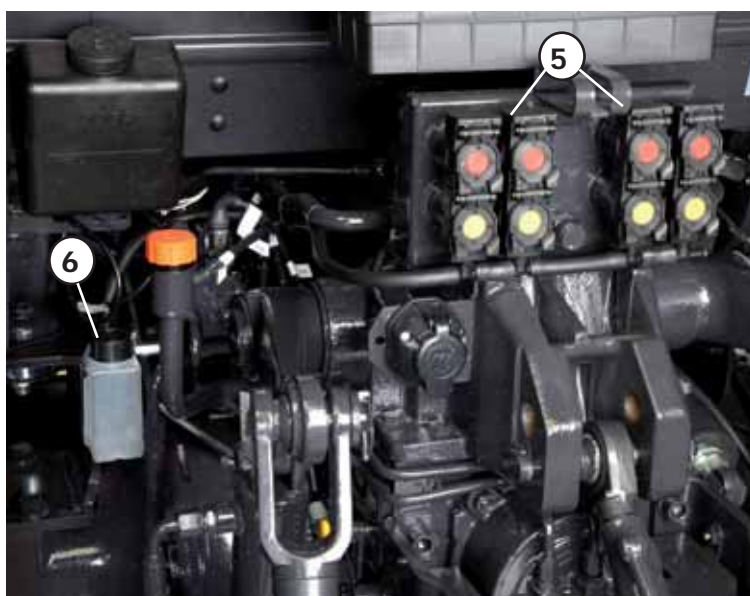
The joystick (1) controls **two** control valves and is very useful and handy when operating front loaders.

Two levers (2,3) control two standard auxiliary control valves. The control valves are each equipped with knobs (4) to lock the lever in the neutral position. These knobs also allow valve operation to be converted to the single or double-acting mode straight from the cab. Each control valve is installed in conjunction with two rear Push-Pull couplings (5).

The auxiliary control valves are part of the power lift's hydraulic circuit, thus they use the same oil at a **54 l/min** flow rate and 180 bar maximum pressure.

A **flow divider**, allowing the oil flow supplied to the first control valve to be dosed, is available on request. The flow divider preserves a sufficient quantity of oil to allow the power lift to be used at the same time.

A reservoir (6) collects any leaking oil from the quick couplings, thus preventing the tractor from becoming dirtied and the surrounding environment from being polluted.



SPECIFICATIONS	ADVANTAGES AND BENEFITS
Control valve levers in ergonomic positions.	Easy to use.
Joystick	The system becomes more versatile thanks to use of front loaders.
Dedicated hydraulic control valves for each specific function.	Makes the tractor more versatile, thus more productive and efficient.
Quick and precise connections under pressure.	Easy and immediate adjustments.



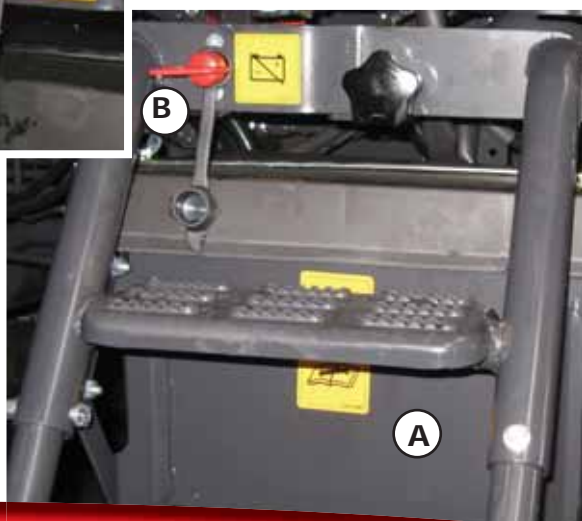
MAINTENANCE

The components requiring maintenance are grouped on the outside, in an easily accessed position. The bonnet has a safety closing system and can be fully opened for easy access to all the components that require maintenance: engine, air filter, radiator and battery.

To facilitate the servicing operations, the maintenance points of the engine, for checking the oil level and filling are all on the same side, as is the oil filter. Easily serviced engine air intake filter and radiators (1).

Convenient fuel filling (2), as the tank and fill plug are on the outside, in front of the cab.

Simple and easy maintenance cuts down on costs and down-times.



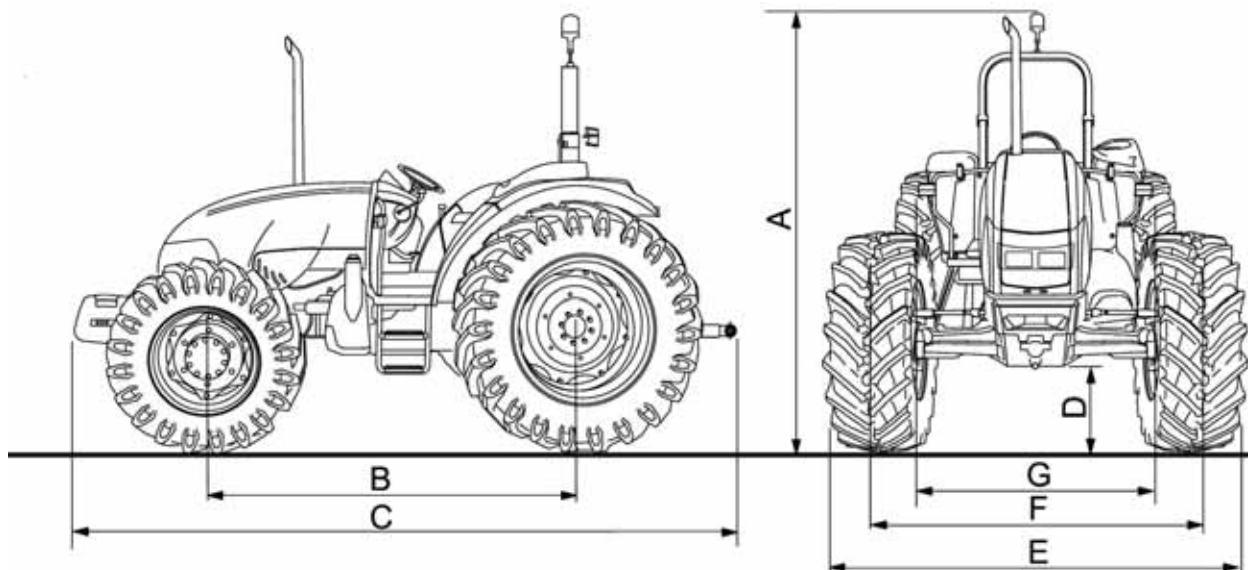
The engine coolant radiator (1), transmission oil radiator and the air conditioner's radiator are easy to clean and service in tractors featuring engine air filters with turbulators as the intake air filter merely needs to be pushed outwards.

The battery

The **Maintenance Free (A)** battery requires very little maintenance and is easily reached since it is installed on the outside, but in a protected position. Standard assembly in the front part, accessed by opening the bonnet. Assembly with front PTO in the compartment under the cab's right-hand steps.

In accordance with the Machine Directive, the tractors are fitted with a battery disconnecter switch (B), which allows the battery to be completely isolated from the rest of the system: makes the electrical circuit safer and more reliable.





General specifications

With tyres

- front
- rear

Weights

- In running order, without front and rear ballast

With steel rims kg

Dimensions

A - Height at safety frame mm

B - Wheelbase mm

C - Max. length with front ballast and rods with fixed ball-ends mm

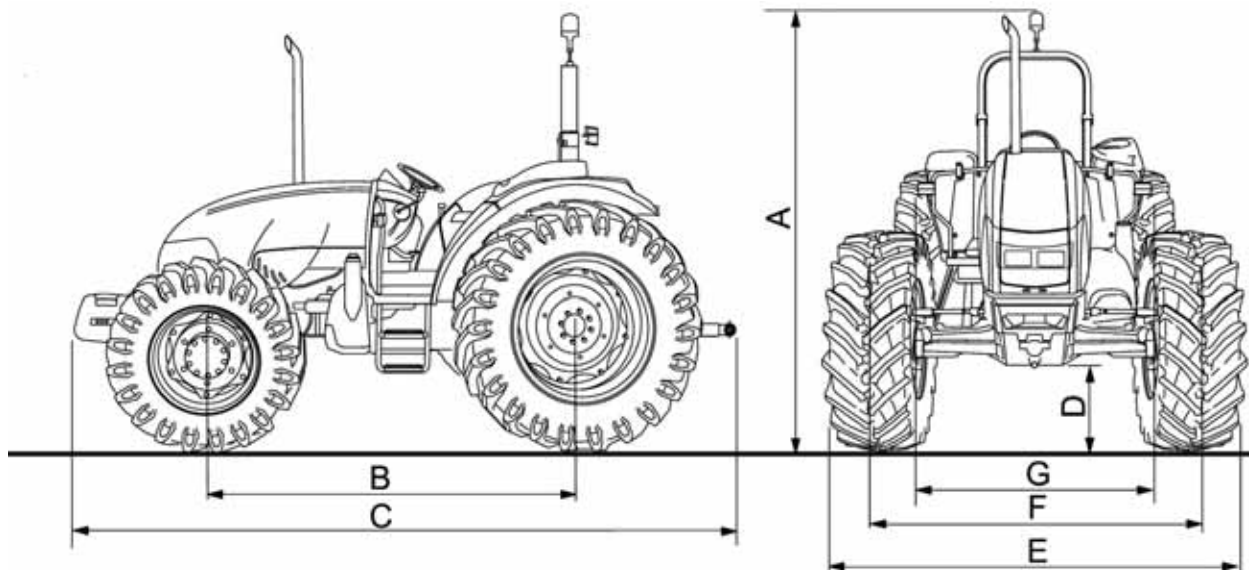
D - Ground clearance (under the front axle) mm

E - Min. - max. width mm

F - Front track mm

G - Rear track mm

T80Max		T90Max	
2 RM	4 RM	2RM	4 RM
7.50-18 16.9 R30	12.4-24 16.9 R30	9.00-16 18.4 R30	380/70R24 480/70R34
2930	3160	3090	3330
2430	2520	2560	2560
2341	2316	2341	2316
4105	4105	4136	4136
475	385	515	425
1670 - 2200		1670 - 2200	
See track tabless		See tracks tables	



General specifications

With tyres

- front
- rear

Weights

- In running order, without front and rear ballast

With steel rims kg

Dimensions

A - Height at safety frame mm

B - Wheelbase mm

C - ...Max. length with front ballast and rods with fixed ball ends.....mm

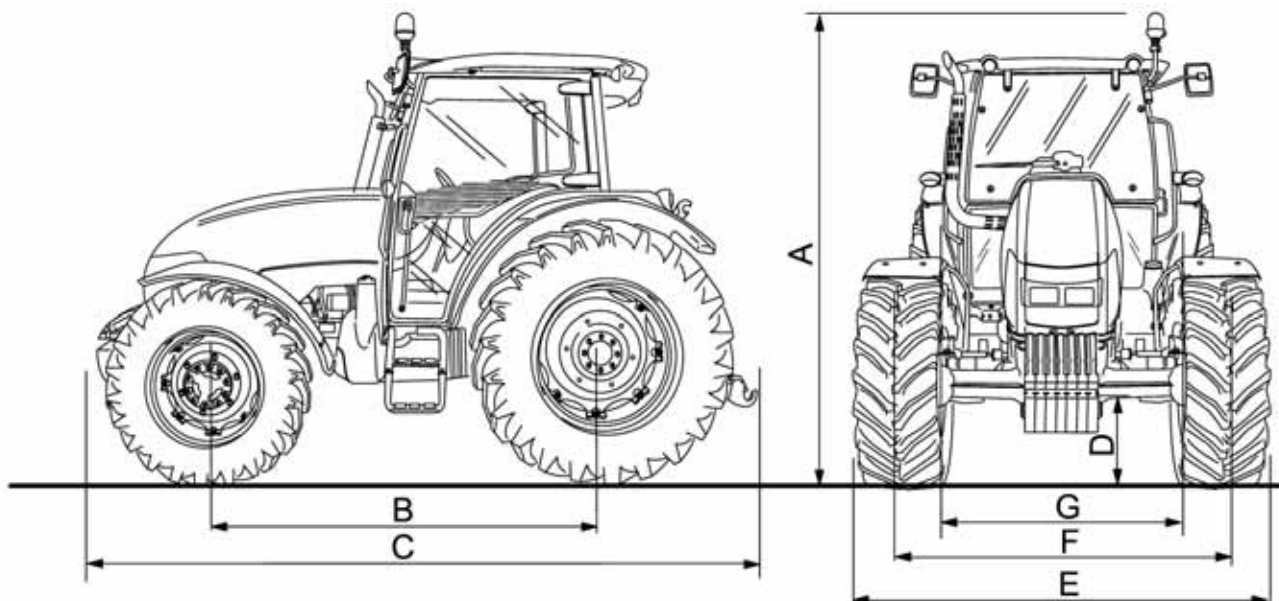
D - Ground clearance (under the front axle)mm

E -Min. - max. widthmm

F - Front trackmm

G - Rear track.....mm

T100Max		T110Max		T115Max	
2 RM	4 RM	2RM	4 RM	2 RM	4 RM
9.00-16 480/70R34	440/65R24 540/65R34	9.00-16 480/70R34	380/70R24 480/70R34	9.00-16 480/70R34	380/70R24 480/70R34
3090	3330	3090	3330	3130	3380
2560	2560	2560	2560	2610	2610
2341	2316	2341	2316	2341	2316
4136	4136	4136	4136	4160	4160
515	425	515	425	495	450
1670 - 2200		1670 - 2200		1670 - 2200	
See tracks tables		See tracks tables		See Tracks tables	



General specifications

With tyres

- front
- rear

Weights

- In running order, without front and rear ballast

With steel rims kg

Dimensions

A - Height at safety frame mm

B - Wheelbase mm

C - Max. length with front ballast and rods
with fixed ball-ends mm

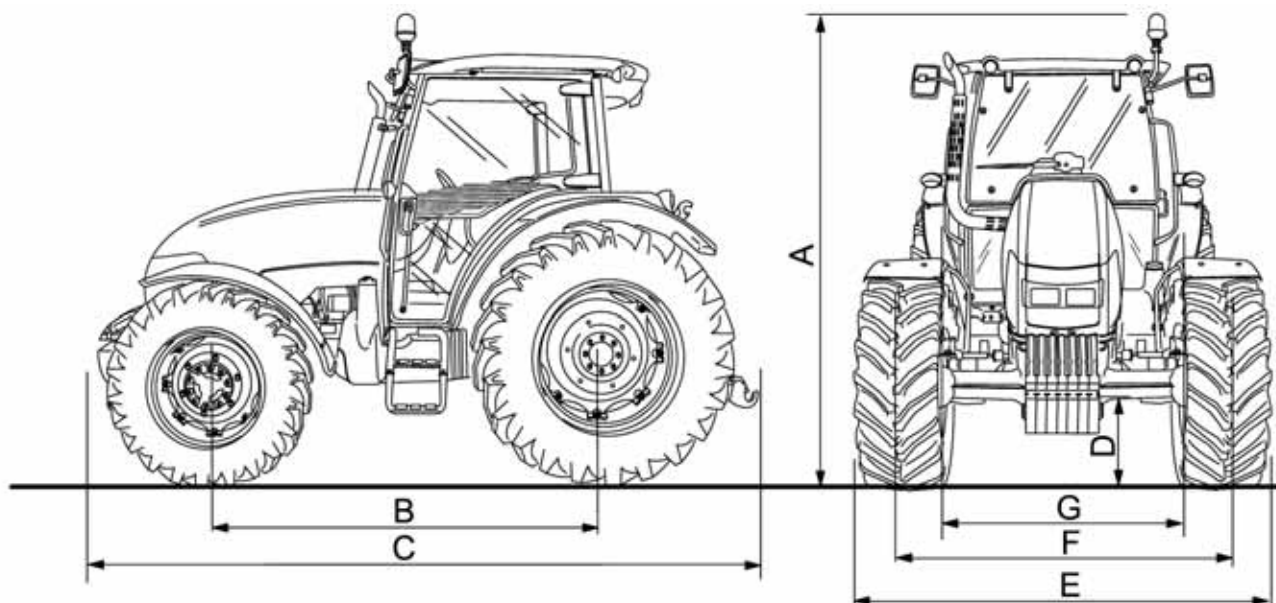
D - Ground clearance
(under the front axle) mm

E - Min. - max. width mm

F - Front track mm

G - Rear track mm

T80Max		T90Max	
2 RM	4 RM	2RM	4 RM
7.50-18 16.9 R30	12.4-24 16.9 R30	9.00-16 18.4 R30	380/70R24 480/70R34
2930	3160	3090	3330
2430	2520	2560	2560
2341	2316	2341	2316
4105	4105	4136	4136
475	385	515	425
1670 - 2200		1670 - 2200	
See tracks tables		See tracks tables	



General specifications

With tyres

- front
- rear

Weights

- In running order, without front and rear ballast

With steel rims kg

Dimensions

A - Height at safety frame mm

B - Wheelbase mm

C - ...Max. length with front ballast and rods with fixed ball ends.....mm

D - Ground clearance (under the front axle)mm

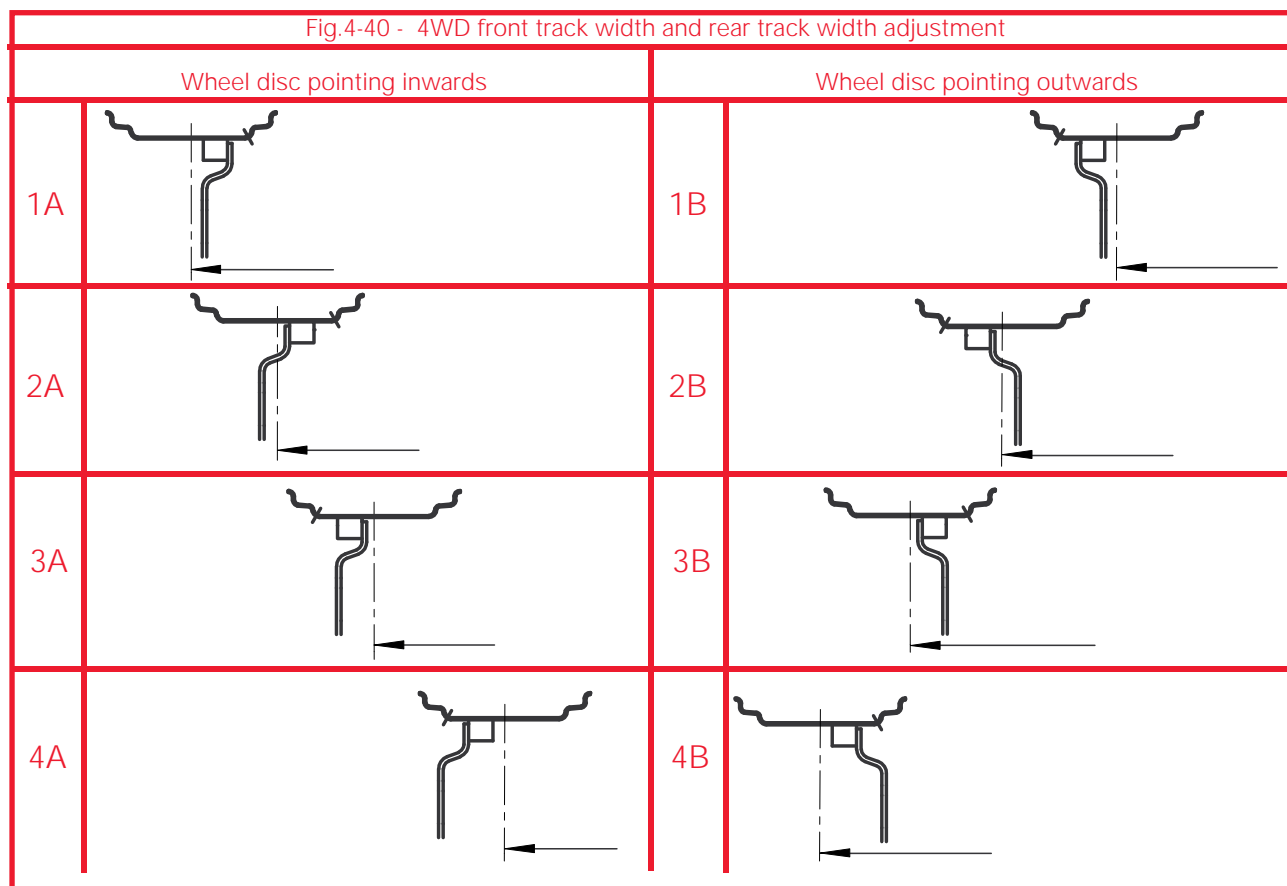
E -Min. - max. widthmm

F - Front trackmm

G - Rear track.....mm

T100Max		T110Max		T115Max	
2 RM	4 RM	2RM	4 RM	2 RM	4 RM
9.00-16 480/70R34	440/65R24 540/65R34	9.00-16 480/70R34	380/70R24 480/70R34	9.00-16 480/70R34	380/70R24 480/70R34
3090	3330	3090	3330	3130	3380
2560	2560	2560	2560	2610	2610
2341	2316	2341	2316	2341	2316
4136	4136	4136	4136	4160	4160
515	425	515	425	495	450
1670 - 2200		1670 - 2200		1670 - 2200	
See tracks tables		See tracks tables		See tracks tables	

Fig.4-40 - 4WD front track width and rear track width adjustment



Key to the front and rear track width tables:

P 1A, 2A, 3A, 4A, 1B, 2B, 3B, 4B= Available assembly positions

Front interflange: 1687 mm.; Rear interflange: 1640 mm

C.A: Front track; L.F.T.A.: All-out front width; L.I.A.: Internal front width

C.P: Rear track; L.F.T.P: All-out rear width; L.I.P: Internal rear width

Rear track widths

Reference track widths indicated with an asterisk*.

Front track widths

Reference track widths indicated with an asterisk*.

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front 11.2R24	1A	1786	1608*	2063	2048*	1509	1168
Rear 16.9R30	2A	1673		1950		1396	
Rims	3A						
Front W10x24CV	4A						
Rear DW14Lx30	1B	1608*	1692	1885*	2132	1331	1252
Tyre widths	2B	1721	1805	1998	2245	1444	1365
227	3B	1841	1895	2118	2335	1564	1455
440	4B	1954	2008	2231	2448	1677	1568

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front 12.4R24	1A	1786	1608*	2101	2074*	1471	1142
Rear 18.4R30	2A	1673		1988		1396	
Rims	3A						
Front W10x24CV	4A						
Rear DW15Lx30	1B	1608*	1692	1923*	2158	1293	1226
Tyre widths	2B	1721	1805	2036	2271	1406	1339
315	3B	1841	1895	2156	2361	1526	1429
466	4B	1954	2008	2269	2474	1639	1542

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front 13.6R24	1A	1799		2139		1459	
Rear 16.9R34	2A	1686*		2026*		1346	
Rims	3A						
Front W12-24	4A						
Rear DW/DWW15Lx34	1B		1700*		2140*		1260
Tyre widths	2B	1708	1900	2048	2340	1368	1460
340	3B	1854	1800	2194	2240	1514	1360
440	4B	1967	2000	2307	2440	1627	1560

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front 320/70R24	1A	1786	1608*	2102	2048*	1470	1168
Rear 16.9R30	2A	1673		1989		1357	
Rims	3A						
Front W10x24CV	4A						
Rear DW14Lx30	1B	1608*	1692	1924*	2132	1292	1252
Tyre widths	2B	1721	1805	2037	2245	1405	1365
316	3B	1841	1895	2157	2335	1525	1455
440	4B	1954	2008	2270	2448	1638	1568

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front 380/70R24	1A	1799		2169		1429	
Rear 480/70R34	2A	1686*		2056*		1316	
Rims	3A						
Front W12-24	4A						
Rear DW/DWW15Lx34	1B		1700*		2168*	1225	1232
Tyre widths	2B	1708	1900	2078	2368	1338	1432
370	3B	1854	1800	2224	2268	1484	1332
468	4B	1967	2000	2337	2468	1597	1532

NOTE: Consult the "Key to the front and rear track width tables" on the previous page in order to interpret the table correctly and find out which track widths are available.

Tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front Rear 440/654R24 540/65R34	1A 2A	1799 1686*		2234 2121*		1364 1251	
Rims	3A 4A						
Front Rear W13-24 DW/DWW15Lx34	1B		1700*		2216*		1184
Tyre widths	2B	1708	1900	2143	2416	1273	1384
435 516	3B	1854	1800	2289	2316	1419	1284
	4B	1967	2000	2402	2516	1532	1484

Michelin tyres	P	C.A.	C.P.	L.F.T.A.	L.F.T.P.	L.I.A.	L.I.P.
Front Rear 405/70R20 540/65R30 XM47	1A 2A	1853 1759	1608*	2258 2164	2124*	1448 1354	1092
Rims	3A 4A	1636*		2040*		1230	
Front Rear W11x20 DWW15Lx30	1B		1692		2208		1176
Tyre widths	2B		1805		2321		1289
405 516	3B	1759	1895	2164	2411	1354	1379
	4B	1853	2008	2258	2524	1448	1492

Weights

Maximum weight declared by manufacturer for road circulation

IMPORTANT: DO NOT exceed the maximum load bearing capacity of the tyres used. Consult the payloads and inflation pressures suggested by the tyre manufacturers for further details.

IMPORTANT: DO NOT exceed the load on the axles and the maximum weight of the tractor established by the pertinent laws when driving the tractor on the roads.

Maximum weight permitted for the tractor

MAXIMUM WEIGHT permitted for the tractor, including the tractor itself, the implements and ballast.

The MAXIMUM WEIGHT allowed for each axle includes the tractor, the implements, the ballast and any implements coupled to the three-point hitch.

Model	Front kg	Rear kg	Total kg
2WD T80Max-T90Max-T100Max-T110Max-T115Max	2300	3700	6000
4WD T80Max-T90Max-T100Max-T110Max-T115Max	3000	3700	6700

DO NOT use the tractor with a load on the front axle that is less than 25% or more than 55% of the total weight.

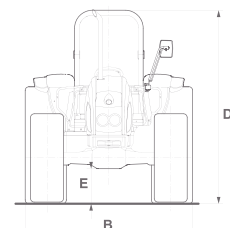
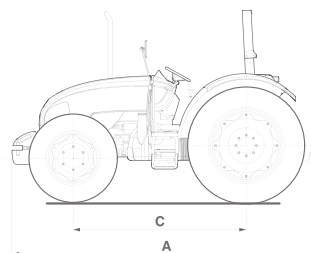
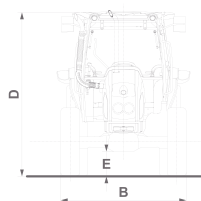
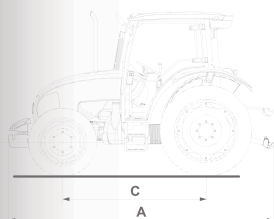
NOTE: data measured by the manufacturer while awaiting the type-approval values.

McCORMICK







T-Max Series

		T 80 MAX (T3)		T 90 MAX (T3)		T 100 MAX (T3)		T 110 MAX (T3)	
		SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE
ENGINE									
PERKINS "TIER3" DIRECT-INJECTION ENGINE		1104D-44		1104D-44T		1104D-44TA		1104D-44TA	
MAX. POWER (ISO)	HP/KW	74/54,5		83/61		92,5/68		102/75	
MAX. TORQUE	NM	261		352		393		416	
DISPLACEMENT	CM ³	4400/4		4400/4		4400/4		4400/4	
FUEL TANK CAPACITY	LT	102		102		102		102	
CLUTCH									
INDEPENDENT DRY SINGLE-PLATE CLUTCH	IN./MM	13"(330)		13"(330)		13"(330)		13"(330)	
MECHANICALLY OPERATED		●		●		●		●	
MULTI-DISC WET CLUTCH		●		●		●		●	
DECLUTCH CONTROL: BUTTON-OPERATED CLUTCH		●		●		●		●	
TRANSMISSION									
MECH. REV. SHUTTLE+SPEED FOUR: 12FWD + 12REV		●		●		●		●	
MECH. REV. SHUTTLE+SPEED FOUR+CREEPER: 16FWD+16REV		○		○		○		○	
MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE: 24FWD +12REV (40KM/H)		○		○		○		○	
MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE+CREEPER: 32FWD+16REV (40KM/H)		○		○		○		○	
HYDR.REV.SHUTTLE+SPEED FOUR 12FWD+12REV		●		●		●		●	
INV. HYDR.+SPEED FOUR+CREEPER 16FWD+16REV		○		○		○		○	
HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC 36FWD+12REV (40KM/H)		○		○		○		○	
HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC+ CREEPER 48FWD+16REV (40KM/H)		○		○		○		○	
PARK LOCK		○		○		○		○	
POWER TAKE-OFF									
OIL-IMMERSED MULTI-DISC HYDRA P.T.O		●		●		●		●	
electrohydraulic control		●		●		●		●	
2 SPEEDS 540/750 RPM		●		●		●		●	
2 SPEEDS 540/1000 RPM		○		○		○		○	
3 SPEEDS 540/750/1000 TR/MIN		○		○		○		○	
GROUND SPEED PTO		○		○		○		○	
NET PTO POWER (ISO)	HP/KW	63/46,5		70,5/52		79/58		86,5/63,5	
4WD FRONT AXLE									
ELECTROHYDRAULIC 4WD ENGAGEMENT		●		●		●		●	
MAX. STEERING ANGLE		55°		55°		55°		55°	
TWIN-LOCK ELECTROHYDRAULIC DIFF-LOCKS		●		●		●		●	
BRAKES									
OIL-IMMERSED GRAPHITE-COA TED REAR BRAKES,10 DISCS		●		●		●		●	
OIL-IMMERSED GRAPHITE-COA TED FRONT BRAKES, 4 DISCS		●		●		●		●	
IBS - INTEGRAL BRAKING SYSTEM		●		●		●		●	
HYDRAULIC POWER LIFT									
MECHANICALLY OPERATED		●		●		●		●	
REAR CONTROL LEVER		○		○		○		○	
ELECTRONICALLY-OPERATED		○		○		○		○	
LIFTING CAPACITY WITH 2 AUXILIARY CYLINDERS IN 2 (MM 50)	KG	4350		4350		4350		4350	
HYDRAULIC FLOW@REMOTE	LT/MIN	52,3+29,9		52,3+29,9		52,3+29,9		52,3+29,9	
STD AUXILIARY VALVES NR° STD/OPT		2 / 4		2 / 4		2 / 4		2 / 4	
FRONT HITCH AND FRONT PTO (LIFT CAPACI TY KG)	KG	1800 °		1800 °		1800 °		1800 °	
CAB AND DRIVING SEAT									
POWERFARM CAB / AUTO-RADIO FITTING FACILITIES		●		●		●		●	
AIR-CONDITIONING		○		○		○		○	
PNEUMATICALLY SUSPENDED SEAT		○		○		○		○	
SUSPENDED PLATFORM		●		●		●		●	
DIMENSIONS AND WEIGHTS									
FRONT TYRES		380/70 R24		380/70 R24		380/70 R24		380/70 R24	
REAR TYRES		480/70 R34		480/70 R34		480/70 R34		480/70 R34	
A - TOTAL LENGTH WITH BALLAST	MM	4160		4160		4160		4160	
B - MIN. WIDTH	MM	2110		2110		2110		2110	
C - WHEELBASE 2RM/4RM	MM	2365/2340		2365/2340		2365/2340		2365/2340	
D - HEIGHT OVER CAB	MM	2563		2563		2563		2563	
D - HEIGHT TO SAFETY FRAME	MM	2560		2560		2560		2560	
E - GROUND CLEARANCE	MM	475		475		475		475	
TOTAL WEIGHT WITHOUT BALLAS T (+CAB 150KG) 4WD	KG	3650		3650		3650		3650	

Key: ● standard ○ option — not available *SR= Creeper at 410 m/h




















						
	T80Max - (74 HP) - (4 Cil)		5070M - (71 HP) - (4 Cyl)		310 - (75 HP) - (4 Cyl)	
	T90Max - (83 HP) - (4 Cil)	CX90 - (83 HP) - (4 Cyl)	5080M - (81,5 HP) - (4 Cyl)	T5040 - (86 HP) - (4 Cyl)	320 - (86 HP) - (4 Cyl)	MF5
	T100Max - (92,5 HP) - (4 Cil)	CX100 - (92,5 HP) - (4 Cyl)	5090M - (91,5 HP) - (4 Cyl)	T5050 - (97 HP) - (4 Cyl)	330 - (92 HP) - (4 Cyl)	MF5
	T-110Max - (102HP) - (4 Cil)	CX110 - (102 HP) - (4 Cyl)	5100M - (102 HP) - (4 Cyl)		340 - (102 HP) - (4 Cyl)	MF5
	T-115Max - (110,2HP) - (4 Cil)			T5060 - (106 HP) - (4 Cyl) T5070 - (113 HP) - (4 Cyl)		MF5
MANUFACTURER	McCormick	McCormick	John Deere	New Holland	CLAAS	
MODEL	T-Max	CX	JD 5M	T5000	AXOS	
VERSION	T110Max Top	CX 110 XtraShift	JD 5100M	T5070	AXOS 340 CX	
ENGINE - ASPIRATION - EXHAUST						
ENGINE MANUFACTURER	Perkins	Perkins	DPS	Iveco FPT	Perkins	Perkins
ENGINE TYPE	Perkins Tier III A	Perkins Tier III A	Power Tech M Tier III	NEF Tier III	Perkins Tier III	Perkins
ASPIRATION	Turbo Aftercooler	Turbo Aftercooler	Turbo	Turbo	Turbo	
POWER ISO (HP)	102	102	102	113	105	
DUAL POWER	Nd	Na	Na	Na	Na	
ENGINE RPM	2200	2200	2200	2300	2200	
ECM	Nd	Na	Na	No	No	
CYLINDERS	4	4	4	4	4	
DISPLACEMENT	4400	4400	4525	4500	4400	
MAXIMUM TORQUE (Nm)	412	412	390	445	410	
DUST EJECTOR	Opt. (Cab A/C)	Na	?	Yes	Na	
FUEL CONSUMPTION (g/kwh)	?	?	?	227	?	
FUEL SAVE	Nd	Na	Na	Na	Na	
TANK CAPACITY (L)	102	155	130	167	145	
TRANSMISSION						
TRANSMISSION MANUFACTURER	McCormick	McCormick	John Deere	New Holland	Claas	
N° SPEEDS	36+12 (3 Powershift)	24+24 (4V +3PS +2G)	16+16 (4 PS)	24+24 (4V + 2PS + 3G)	20+20 (5V + 2G + 2PS)	
CREEPER	Opt.	Opt	Opt	Na	Opt	
CREEPER ENGAGEMENT	Mechanical	Mechanical	Mecchanical	Na	Hydraulic	
N° SPEEDS WITH CREEPER	48+16	36+36	32+16 (4V + 4PS + Hi-Lo)	Na	30+30 (5V + 3G + 2PS)	
MINIMUM SPEED (km/h)	1,46 (no Creeper)	2,12 (no Creeper)	1,9 (no Creeper)	1,9 (no Creeper)	1,96 (no Creeper)	
MAXIMUM SPEED (km/h)	40	40	40	40	40	
PARK LOCK	Yes	Na	Na	Na	Na	
SHUTTLE MODULATION CONTROL	Na	Na	Na	Na	Na	
SPEEDS IN THE RANGE WORK (4-12 km/h) (w/o creeper)	15	11	6	11	7	
CHASSIS	Nd	Na	Yes	Na	Na	
REAR P.T.O.						
P.T.O. ENGAGEMENT	Electro-Hydraulic	Electro-Hydraulic	Electro-Hydraulic	Electro-Hydraulic (Std T5070)	Electro-Hydraulic	
GROUND SPEED PTO	Opt.	Na	Opt	Opt	Na	
REMOTE P.T.O CONTROLS	Yes	Yes	Yes	Yes	Yes	
P.T.O. RPM	540/540E/1000	540/540E o 540/1000	540/540E/1000	540/540E/1000 (Std T5070)	540/540E/1000	540/540E/1000
HYDRAULIC CIRCUIT						
OPEN/CLOSE CIRCUIT	Open	Open	Open (compensato)	Open	Open	
PUMP FLOW (L/min)	52	60	50	61	60	
COMBINED FLOW (L/min)	Nd	Na	Na	80	Na	
REAR SPOOL VALVES	4 (2 + 2 Opz)	3	3	5 (3 + 2 Opz)	3	
REAR HYDRAULIC LIFT						
ELECTRONIC REAR LIFT	Opz.	Yes	Opt	Opt	Opt	
DRAFT CONTROL	Tiranti articolati inferiori	III point	Lower links	Lower links	Lower links	
MAX. LIFTING CAPACITY. (kg)	4350	4450	3600	5740	5100	
REMOTE LIFT CONTROL	Yes	Yes	Opt	Yes	Yes	
FRONT HYDRAULIC LIFT & P.T.O						
FRONT LIFT & P.T.O	Opt	Opt	Opt	Opt	Opt	

		
		
		85 - (85 HP) - (4 Cyl)
435 - (96 HP) - (4 Cyl)		
445 - (100 HP) - (4 Cyl)		100 - (99 HP) - (4 Cyl)
455 - (112 HP) - (4 Cyl)	M108S - (109 HP) - (4 Cyl)	110 - (109 HP) - (4 Cyl)



MF	KUBOTA	SAME	COMPARISON	Val
MF 5400	M108	EXPLORER 3	T-Max	
MF 5455	M108S	100	T110Max Top	
Perkins	Kubota	Deutz		
Tier III A (common Rail)	Kubota Tier III (common rail)	Deutz Tier III Elettronico		
Turbo Aftercooler	Turbo	Turbo		
105	109	99		
Yes	Na	Na		
2200	2600	2300		
Yes	Yes	Yes		
4	4	4		
4400	3769	4038		
463	366	380		
Na	Na	Yes		
209	?	?		
Na	Na	Na		
130 (200 Opz)	175	160	Fuel tank capacity could be improved compare to competitors	-
Mf	Kubota	Same		
16+16 (4V + 4PS)	32+32 (4V + 2GE-H + 2GM + 2 Hi-Lo)	20 + 20 (5V + 4G with Creeper)	Number of speeds suitable for all kinds of work (36Av + 12Rev). Number of available speeds higher than the competition.	+
Opt	Opt	Opt		
Mechanical		Mechanical		
32+32	48 + 48	40 + 40 (5V + 4G with Creeper) + Hi-Lo	Number of creep-speed exhaustive (48Av + 16Rev). Number of available speeds higher than the competition.	+
1,96 (no Creeper)	2,06 (no Creeper)	0,44 (with creeper)	Minimum speed without creeper (1.46 km / h). Best compare to competitors.	+
40	40	40		
Na	Na	No (Only 110)	Double safety device (Park lock and handbrake). The only one with both.	+
Yes	Na	Na	Powershuttle reactivity control at time of forward and reverse (Expected Option)Only available on the MF 5400. Improve ergonomics and productivity.	+
6	7	13	(No. 15) speeds in the work range between (4 and 12 km / h). Speeds availability higher than the competitors. Possibility to select the right speed of work with consequent saving of fuel. Increase productivity	+
Na	Na	Na		
Electro-Hydraulic	Electro-Hydraulic	Electro-hydraulic		
Opt	Na	Opt		
?	Na	?"		
40/540E 1000/1000E	540/540E - 540/1000	540/540E 1000/1000E	3 Speed PTO (540 - 540E - 1000) State of art. Same within competitors.	=
Open	Open	Open		
57	65	56		
100	Na	Na		
4 (2 + 2 Opz)	3 (2 + 1 Opz.)	3 (2 + 1 opt)	Number of hydraulic spool valves 4 (2 + 2). Higher than direct competitor JD 5M Series (No. 3).	+
Opt	Na	Na (Only mecc).		
III Point	III point			
5000	4000	5100	Good lifting capacity with 4350 kg. Higher than direct competitor JD 5M Series (3600 kg)	+
Yes	Na	Na		
Opt	Na	Opt	Front lift expected option.	-

						
						
	T80Max - (74 HP) - (4 Cil)		5070M - (71 HP) - (4 Cyl)		310 - (75 HP) - (4 Cyl)	
	T90Max - (83 HP) - 4 Cil	CX90 - (83 HP) - (4 Cyl)	5080M - (81,5 HP) - (4 Cyl)	T5040 - (86 HP) - (4 Cyl)	320 - (86 HP) - (4 Cyl)	MF5
	T100Max - (92,5 HP) - (4 Cil)	CX100 - (92,5 HP) - (4 Cyl)	5090M - (91,5 HP) - (4 Cyl)	T5050 - (97 HP) - (4 Cyl)	330 - (92 HP) - (4 Cyl)	MF5
	T-110Max - (102HP) - (4 Cil)	CX110 - (102 HP) - (4 Cyl)	5100M - (102 HP) - (4 Cyl)		340 - (102 HP) - (4 Cyl)	MF5
	T-115Max - (110,2HP) - (4 Cil)			T5060 - (106 HP) - (4 Cyl)		MF5
				T5070 - (113 HP) - (4 Cyl)		
MANUFACTURER	Mccormick	Mccormick	John Deere	New Holland	CLAAS	
MAX. LIFTING CAPACITY. (kg)	2500	2500	?	3070	2800	
FRONT AXLE						
MANUFACTURER	Argotracors	Carraro	JD	Cnh	?	
FRONT AXLE BRAKES	Yes	Na	Na	Opt	Na	
FRONT 4WD ENGAGEMENT	Yes	Yes	Yes	Yes	Yes	
STEERING ANGLE	55	55	52	60	55	
SUSPENDED FRONT AXLE	Na	Na	Na	Na	Na	
DIFFERENTIAL LOCK	Electro-Hydraulic	Limited Slip	Limited Slip	Electro-Hydraulic	Limited slip	
TRAILER BRAKE						
HIDRAULIC	Opz.	Opt	Opt	Opt	Opt	
PNEUMATIC	Opz.	Opt	Opt	Opt	Opt	
OPERATOR'S AREA						
OPERATOR'S AREA	Cab (4 vertical Supports)	Cab (4 vertical Supports)	Cab (6 vertical supports)	Cab (6 vertical supports)	Cab (6 vertical supports)	Ca
AIR CONDITIONING - CLIMA	A/C Opt.	A/C	Opt	A/C	Opt	
EXHAUST MUFFLER RIGHT CAB SIDE	Yes	Yes	Yes	Yes	Opt	
AIR SUSPENSION SEAT	Opt.	Opt	Opt	Opt	Opt	
PASSENGER SEAT	Opt. (Cab)	Opt	Opt	Na	Opt	
PANORAMIC HATCH	Yes	Yes	Opt	Yes	Yes	
CABINE LEVEL NOISE (dB)	79	79	78	75	73	
SUSPENDED CAB	Nd	Na	Na	Na	Na	
ACCESSORIES						
SWIVEL FRONT FENDERS	Opt.	Opt	Opt	Opt	Opt	
REAR BALLAST (kg)	Opt. 240 (4 x 60)	Opt. 240 (4 x 60)	?	Opt. 300 (6 x 50)	?	
FRONT BALLAST (kg)	Opt. 420 (10 x 42)	Opt. 404 (9 x 45)	Opt. 500 (10 x 50)	Opt. 400 (10 x 40)	Opt 600 (12 x 50)	
DIMENSIONS / WEIGHTS						
BASE MACHINE	13.6R24-16.9R34	360/70R24-480/7034	13.6R24-16.9R34	440/65R24-480/70R34	13.6R28 - 16.9R38	
MAXIMUM REAR TYRE	13.6R24-16.9R34	14.9R24-16.9R38	16.9R34	13.6R24-14.9R38	16.9R38	
WHEELBASE mm	2340	2356	2250	2350	2489	
CAB HEIGHT mm	2533	2735	2595	2707	2674	
TOTAL WEIGHT Kg	3510	3840	3700	4250	4200	

		
		
		85 - (85 HP) - (4 Cyl)
5435 - (96 HP) - (4 Cyl)		100 - (99 HP) - (4 Cyl)
445 - (100 HP) - (4 Cyl)		
455 - (112 HP) - (4 Cyl)	M108S - (109 HP) - (4 Cyl)	110 - (109 HP) - (4 Cyl)



MF	KUBOTA	SAME	COMPARISON	Val
2500	Na	2000		
Dana	?	?		
Na	Na	Yes	IBS System (Integral Breaking System). 4 wheel braking system as Same Explorer 3. Rest competitors propose the 4WD engagement. Un-ergonomic solution during transportation or operation in hilly conditions.	+
Yes	Yes	Electro-hydraulic		
55	55	55		
Na	Na	Na		
Electro-Hydraulic	Mechanical	Electro-hydraulic		
Opt	Yes	Opt		
?	Na	Opt		
b (6 verticals supports)	Cab. (6 verticals supports)	Cab (4 vertical Supports)	4 pillars cabin as Same Explorer 3. The direct competitors offers a 6 pillars cabins. Popular option due to the optimal visibility of the operator.	+
A/C Opt	Clima	A/C-CLIMA		
Opt	Yes	Yes		
Opt	Opt	Yes		
Opt	Na	Na		
Yes	Na	Yes		
75	79	Na		
Na	Na	Na		
Opt	Opt	Yes		
?	Opt. 200 (4 x 50)			
Opt 660 (12 x 55)	Opt. 564 (12 x 47)	Opt 320 (8 x 40)		
13.6R24-16.9R34	340/85R24-460/85R34	16.9R34		
600/65R38	270/95R48 Needs to change rim	440/65R28-540/65R38		
2460	2435	2340		
2750	2700	2580		
3900	4060	4050		

