

# 5 SERIES



DEUTZ-FAHR

5100 - 5110 - 5120 - 5130

5100 - 5110 - 5120 - 5130 TTV





POWER,  
PERFORMANCE  
AND STYLE.

#### *SO MUCH POWER IN A COMPACT PACKAGE.*

In just over 4 metres, Deutz-Fahr has packed the new 5 Series tractors with the most innovative modular technology for maximum efficiency in all conditions. Four models are offered from 100 to 130 HP, as standard, "P" and "TTV" variants. These tractors offer the ideal answer for any requirements with a new generation of ecological engines, mechanical, Powershift or CVT transmissions, an intelligent hydraulic system and generous specification complete with PTO.

#### *SAFETY FIRST AND FOREMOST.*

The new 5 Series also has impressive safety credentials: all models are equipped with a powerful braking system with discs on all 4 wheels, which are all active even when front wheel drive is not engaged. The results are superior safety levels and truly car-like brake feel. The Park Brake is also offered as standard, as is the Power Brake on "P" and "TTV" versions. This also maximises towing capacity which, on the 5120 and 5130 versions, is 20,000 Kg - the maximum weight permissible for agricultural machinery.

#### *TOP CLASS EQUIPMENT.*

Even the base specification of the new 5 Series offers a selection of high level features not always found on medium power tractors today, with features such as a hydraulic reverse shuttle and Stop&Go function included as standard across the range. The 5 Series can also be equipped with optional functions and features normally found only on machines in much higher power classes, such as a sprung front axle, mechanical or air suspension for the cab, radar, the ASM system, which automatically engages and disengages 4-wheel drive and the differential locks, and much, much more.

#### *IMPECCABLE CONTROL AND COMFORT.*

Designed to offer a work environment with unparalleled levels of functionality and comfort, the new "E Class" cab of the 5 Series was developed jointly between Deutz-Fahr's engineers and Italdesign Giugiaro. Attractive design and innovative materials; contemporary colours and superb visibility; rationally laid out controls and instruments: these are the formidable strengths of the E Class cab, with which the new Deutz-Fahr 5 Series also sets the benchmark in its class for driving pleasure. Naturally, the cab is also offered with a huge selection of features and options, such as mechanical or air suspension for the seat or the whole cab, a padded passenger seat for extra comfort, the high visibility roof, Comfortip and the new automatic climate control system, while the Work Display monitor allows the driver keep all the operating parameters of the tractor under control at all times.

#### *ENVIRONMENTALLY AWARE DNA.*

The new 5 Series cares for the environment, as demonstrated by the general use of environmentally compatible materials throughout the entire production cycle and its compatibility with fuels from renewable sources such as biodiesel.

### *A NEW BENCHMARK FOR ITS CLASS.*

The new Deutz-Fahr 5 Series sets new standards for its class in terms of efficiency, productivity, style and comfort. These state of the art machines are engineered for maximum versatility at work combined with incredible flexibility in terms of configuration, to cater for every need of even the most exacting farmer. The new 5 Series embodies the same evolution of experience and expertise that allowed Deutz-Fahr's engineers to win so many prizes for the acclaimed 7 Series. The models of the new 5 Series combine impressive power and performance with superlative comfort. Each model in the new family shares the same unparalleled style defined in collaboration with Giugiaro Design, in which futuristic, attractive forms add a touch of elegance to match the power of these machines.



A CLASS-LEADING ENGINE.



## COMPACT AND POWERFUL.

The 5 Series is powered by the new Deutz TCD 3.6 L04, a 3,620 cc four cylinder unit which earned the prize as best engine in its class at BAUMA 2010. The impressive performance, reliability and durability distinguishing this engine have been made possible by adopting the most advanced technology, such as: electronically controlled Common Rail injection, a turbocharger with intercooler and wastegate valve, and a proportional speed viscstatic fan, to mention but a few. The result is a minimum specific fuel consumption of just 210 g/kWh - an outstanding figure for an engine of this size - which, through the use of an external gas recirculation system and the diesel oxidation catalyst (DOC) compliance with the Tier 4i emissions regulations and achieved. These engines are designed specifically for agricultural applications, as demonstrated by a torque curve which remains close to maximum torque from 1,200 to 1,900 rpm - the engine speed range used in the majority of agricultural applications - and a torque reserve of more than 30%!

## DEUTZ COMMON RAIL.

In Deutz engines, injection pressures of 1,600 bar ensure that the fuel is atomised perfectly for maximised combustion efficiency, which not only reduces fuel consumption but also increased torque and power.

## THE DOC CATALYST.

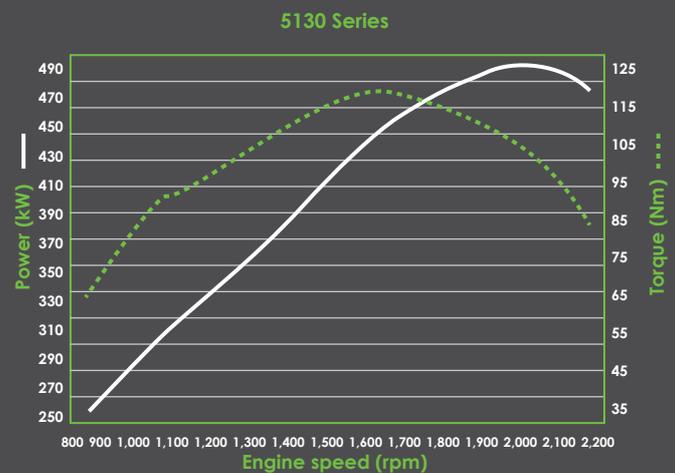
The DOC (Diesel Oxidation Catalyst) installed above the engine is a catalytic converter which transforms the most undesirable components of the exhaust gas into substances that are harmless for the environment. Unlike a conventional DPF (Diesel Particulate Filter), the DOC does not produce potentially damaging backpressure in the exhaust system, and does not require energy-costly active regeneration cycles. And as these catalyst work with no additive reagents, they are also maintenance-free.

## ENGINE MANAGEMENT.

To avoid unnecessary and unproductive fuel consumption, the engine is managed entirely electronically, to deliver only the power effectively needed for the job in hand. Even in the base version of these tractors, the electronic engine management system lets the driver simply and intuitively set and store two engine speed presets. This feature may be used, for example, for performing repetitive operations and headland manoeuvres more quickly.

## NEW RADIATORS: EFFECTIVE COOLING IN ALL CONDITIONS.

The compact radiator assembly with completely revised geometry, designed for easy, quick cleaning without special tools, is another extraordinarily intelligent feature unique to the new Deutz-Fahr 5 Series. The main radiator features a sliding frame and is easily removable, while the intercooler, air conditioner condenser and diesel and transmission oil radiators are also completely new. The viscstatic fan is installed practically against the radiators, for a more efficient air flow and reduced power demand.





RESPONSIVE, INTELLIGENT AND  
UNSTOPPABLE.



THE RIGHT SPEED FOR EVERY JOB.



### *MORE EFFICIENT TRANSMISSIONS.*

The concept of modular construction, applied to every detail of the new 5 Series right from the earliest stages in the project, is most clearly evident in the huge choice of transmission choices offered, with more configurations possible than ever before.

### *POWERSHIFT TRANSMISSIONS.*

The base configuration is an efficient synchromesh mechanical gearbox with a total of 10 forward and 10 reverse speeds achieved by combining 5 speeds with two ranges, coupled with (even in base version) a Power Shuttle. This may be combined with a 4 range gearbox for a total of 20+20 speeds and a speed range starting at just 162 metres/hour. Adding the powershift module to these transmissions makes it possible to select three different ratios for each gear, with shifting possible under power and performed with proportional solenoid valves. In this configuration,

the top speed of 40 Km/h is reached with the engine running at economy speed, while the lowest speed possible (with 4 ranges) is just 134 metres per hour. In all, with the powershift module, the driver can choose from 30+30 ratios (with two ratios) or 60+60 speeds (with 4 ranges), with far superior power transmission efficiency than any other transmission available today while powershift. "P" versions are equipped with the APS automatic powershift, which selects the most appropriate gear in relation to engine load and speed. The sensitivity of this system is adjustable from a convenient dial. When shifting gear, the "Speed Matching" function automatically selects and engages the most appropriate powershift ratio instantaneously. In both synchromesh and powershift transmissions, gear ratios are spaced intelligently and effectively, with no inefficient overlapping between adjacent ranges.



## TTV TRANSMISSION.

The new 5 Series is also available with the TTV continuously variable transmission, which splits the power produced by the engine into two units; the majority of the power is transmitted mechanically via a planetary reduction gear unit and wet plate clutches, while the remaining smaller unit transmits power hydraulically by a load sensing pump which feeds a hydraulic motor. By varying the delivery of the hydraulic pump, the speed of the tractor can be increased or decreased smoothly, without the perceptible jerking typical of gear shifts with a conventional transmission. The mechanical and hydraulic power components are recombined at the output of the transmission by a planetary combination gear, while the transmission system is completed by an electrohydraulic power shuttle. The TTV transmission has two ranges ("Transport" and "Heavy Duty"), which are both managed with a choice of three different strategies: Auto, PTO and Manual. To further maximise economy, this transmission is also available with Cruise Control and Power Zero functions. The Power Zero function uses the hydraulic power unit to hold the tractor stationary when working on steep gradients, which also greatly

improves safety. Produced exclusively by SDF, the TTV continuously variable transmission of the 5 Series combines the efficiency of a mechanical system with comfort and smoothness of a hydraulic system. The result is an efficient, reliable function which allows continuous speed variation to put the power produced by the engine to the most effective use possible, and does so effortlessly and without wastage, making your job even easier and more productive. These attributes mean that the TTV transmission delivers the torque you need immediately and effectively, changing ratios smoothly to significantly improve comfort and safety in all conditions, and especially when driving on the road. For the 5 Series machines with TTV, the top road speed of 40 Km/h (or 50 Km/h, where permitted) is also reached at low engine speeds, while the ASM system, offered as standard with these transmissions, automatically engages and disengages 4-wheel drive and the differential locks to maximise productivity in the field. Extremely simplified driving controls also contribute to the superior comfort of TTV transmissions. Instead of the clutch, gearbox, accelerator and brakes, in almost all conditions, using the joystick alone is all it takes to control smooth and progressive manoeuvres. The TTV transmission of the new 5 Series is the only unit of its kind in this power class to offer the option of a ground speed PTO with independent shaft.



## A CHOICE OF NOT ONE BUT THREE ALTERNATIVES.

To let you choose the most efficient way to tackle each application, the electronic control unit of the new 5 Series offers three different operating modes.



MANUAL

### MANUAL.

Pressing the accelerator pedal increases engine speed, while the multifunctional joystick controls vehicle speed. In this mode, the control method is similar to a tractor with a full Powershift transmission, but - due to the infinitely variable ratios of this transmission - with the extraordinary added benefit of the superb smoothness typical of a CVT transmission. Holding the joystick forward or backwards (when driving in reverse or decelerating) produces continuous acceleration or deceleration, whereas pushing the joystick briefly alters the speed in intervals of 0.1 Km/h between 0 and 15 Km/h, and in intervals of 1 Km/h at higher speeds.



AUTOMATIC

### AUTOMATIC.

This is the recommended mode for traction applications in the field and transporting. The tractor accelerates to the preset speed when the accelerator is pressed, after which the electronic control unit maintains this speed by automatically controlling the engine in relation to load.



PTO

### PTO.

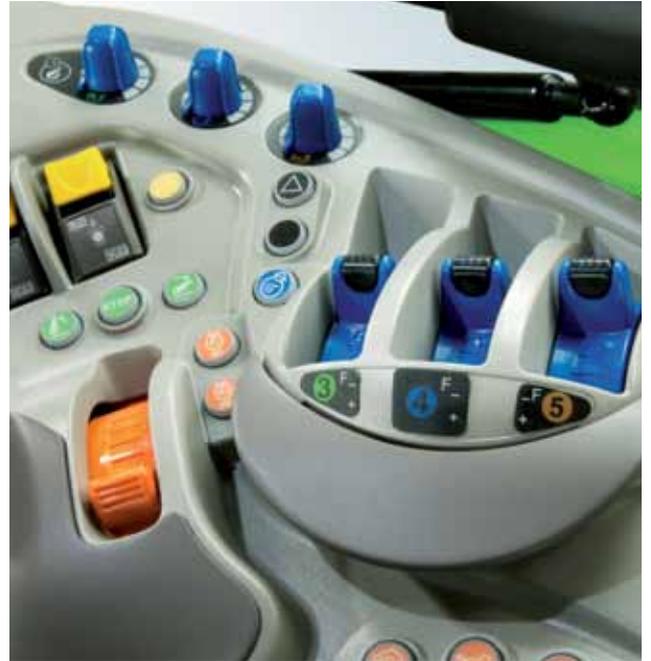
This mode is selected automatically when the PTO is engaged, and maintains a stable PTO speed independently of tractor speed, which the driver can continue to vary as required using the accelerator pedal. This functionality allows TTV transmissions to overcome the major limitation of conventional mechanical transmissions, which cannot maintain uniform PTO torque at different engine speeds without changing gear. This mode is therefore ideal for implements which work best with constant PTO speeds, such as balers.





TECHNOLOGY,  
EFFICIENCY,  
SPECIFICATION CHOICE AND  
COMFORT.

WHEN YOU HAVE  
EVERYTHING UNDER CONTROL,  
PRODUCTIVITY INCREASES TOO.



### THE MOST MODULAR AND INNOVATIVE HYDRAULICS SYSTEM IN THIS CLASS.

In modern farming, even applications for tractors in the 100 to 130 HP power increasingly call for high capacity hydraulic systems capable of powering multiple distributors without difficulty. Deutz-Fahr provides the ideal solution to these needs by equipping the new 5 Series with a hydraulic system of outstanding modularity and efficiency. Even the base configuration, with mechanical control and a single 60 l/min pump, comes with 6 rear distributors as standard, which can be increased up to 8 and complemented with an oil flow regulator. The ECO variant has dual tandem pumps and a flow regulator. This mechanical system is capable of delivering maximum oil flow at an engine speed of just 1,600 rpm, further enhancing the efficiency of the system in applications demanding high hydraulic delivery rates but conducted at partial engine load (such as using a front loader, for example).

In these operating conditions in particular, the ECO function increases the hydraulic oil delivery available at low engine speeds by up to 55%, meaning that these operations are performed much more smoothly and eliminating the need for wasteful throttle adjustment. This significantly increases comfort while reducing fuel consumption. The

ECO function is selectable by the driver from a button in the cab, and activates a secondary 14 cc pump which supplements the delivery of the main 25 cc pump at low engine speeds, and disengages gradually when the engine speed exceeds 1,600 rpm. Another option available is an electrohydraulically controlled 90 l/min tandem dual pump with Energy Saving function, flow regulator and timer. When configured with this option, the system can also be requested with the power beyond system and up to 10 hydraulic connections, to cater for even the most challenging applications. With the energy saving function, a specific solenoid valve only allows hydraulic oil to reach the distributors when effectively needed, bypassing the distributors when they are not used and sending the oil directly to the gearbox. This simple solution saves approximately 3 HP when the hydraulic functions of the machine are not in use. The entire new 5 Series range is equipped with push-pull hydraulic connectors, for trouble-free connection of hydraulic lines even when the system is pressurised; a specific container collects the small amounts of oil which may escape when making connections, preventing spillage onto the ground. Yet another solution proving that for Deutz-Fahr, building green machines goes further than the colour of the paint!



5 Series.  
*Versatility that knows no limits.*





A WHOLE HOST OF  
ADVANCED ERGONOMIC  
SOLUTIONS.



THE NEW LIFT BUTTONS,  
FOR CONTROL  
WITH TOTAL  
PRECISION.



### ENORMOUS STRENGTH CONTROLLED WITH ABSOLUTE PRECISION.

Absolute precision and performance without par in its class are the distinguishing traits of the rear lift of the new 5 Series. Up to 4,650 Kg can be lifted at the quick hitches, and this already impressive capacity can be further increased to 6,600 Kg with the addition of two optional external hydraulic rams. To measure draft, the EHR electronic control system uses a pair of load cells situated near the lower link arms and fitted as standard across the range. The optional radar system also lets the driver set a predetermined slippage value. This function is invaluable in maximising overall efficiency in the heaviest duty traction applications! A number of other functions are also incorporated in the EHR system, including: quick soil engagement, oscillation damping for implements mounted on the 3-point linkage, position selectable transport lock, lift height limiter and rate of drop control. The lift is easily controllable from the driver seat using rationally laid-out new buttons, while an additional specific control set back on the right hand side of the driver seat lets the driver fine-adjust the position of the lower link arms of the 3-point linkage when hitching implements. The maximum load capacity of the (optional) front lift is 1,850 Kg at the quick hitches.

### SUPERLATIVE PTO PERFORMANCE.

All four of the standardised PTO speed modes (540, 540ECO, 1,000 and 1,000ECO) are available with the 5 Series, while tractors with TTV transmissions offer three speed modes (540/540e/1,000). Naturally, the PTO system comes complete with a hydraulically operated multiplate wet clutch to take full advantage of the extraordinary performance of the Deutz engine in all situations and with any implement. The PTO controls are simple and rational: with electrohydraulic controls and an LCD screen displaying the effective PTO speed, allowing the driver to use any implement in the ideal operating conditions. The PTO engage button is duplicated on the rear mudguards, while an automatic PTO activation function is also available, to engage or disengage the PTO in relation to the position of the implement hitched to the rear 3-point linkage. Naturally, tractors with front lifts may also be equipped with an optional front PTO, with a standard operating speed of 1,000 rpm. Completing the PTO solutions on offer is a synchronised, ground speed variant with independent output shaft, which is also compatible with versions with TTV transmissions.



PERFORMANCE  
AND ERGONOMIC  
SUPERIORITY.



*E CLASS CAB: EXCELLENT VISIBILITY AND UNRIVALLED COMFORT.*



### *EXTRAORDINARY COMFORT IN UNPARALLELED STYLE.*

The new "EClass" cab of the 5 Series was also a joint development between Deutz-Fahr's engineers and Giugiaro design. The cab offers a functional, comfortable working environment, with outstanding ergonomics. An attractive design, innovative materials and intelligently colour-coded controls for unparalleled simplicity of use combine to create a cab that is a pleasure to work in, and where you feel at ease from the moment you climb in. The new E-class cab is the longest and tallest in this segment; and as well as outstanding space and comfort, the cab also offers excellent all-round visibility, even when using the front loader. Every aspect of the design of the new E Class cab is the result of attention to

detail, as can be seen in many features such as the high visibility glass roof, the instrument panel which adjusts together with the steering wheel, the padded passenger seat (which folds to facilitate access to and from the driver seat), the wide doors for accessing and exiting the cab, and the new air conditioner system with a generous 10 air vents. And for even greater performance, the cab can also be equipped with an optional automatic climate control system. For even greater comfort and vibration insulation, the cab may be equipped with optional suspension, with either mechanical and hydraulic dampers, or an air suspension system for the "P" version.





## MODULAR CHOICES FOR STEERING.

Three different options are offered for the steering system. The standard version has a single 160 cc capacity pump, while models with 3 powershift ratios are equipped with dual tandem pumps (specifically, two interconnected 80 cc pumps). Both of these pumps operate when the engine is running, while one remains operational even when the engine is off, to facilitate emergency manoeuvres. As a third option, the SDD (Steering Double Displacement) configuration may be chosen, with two 125 cc pumps in tandem. When the SDD function is disabled, only one of the two pumps is operative, while with the function enabled, to maximise productivity when manoeuvring in restricted spaces, when performing headland turns or when working with the front loader, both pumps are active, making it possible to steer the wheels to full lock with less than half the number of steering wheel turns normally needed (2.2 turns instead of 4.5). For total safety, the SDD is automatically disabled at speeds above 20 Km/h.



## SO MUCH TECHNOLOGY HAS NEVER BEEN SO SIMPLE TO USE.

The exclusive joystick in TTV versions lets the driver easily control the main functions of the transmission with a single hand, while the multifunction armrest integrated in the driver seat carries all the main controls for managing the machine and the implements mounted. All levers and buttons are rationally laid out and grouped according to frequency of use. All the controls are also colour-coded, for simplified, intuitive use. For owners who want it all, the "Comfortip" option lets the driver save and then automatically execute repetitive operation sequences, such as the operations performed during headland turns. This is yet another intelligent solution which improves the productivity of the machine while reducing the physical and mental strain on the driver. All the lights on the machine, including those installed on the trailer or on hitched or mounted implements, are easily controllable from the modern light control panel on the B-pillar of the cab. The main switch at the centre of the panel turns off all the lights and recalls the last configuration set when turned on again. The Work Display mounted on

the right hand A-pillar of the cab lets the driver monitor the state all the different functions of the machine.





CLASS-BEATING SAFETY AND  
SIMPLICITY.



*UNRIVALLED SAFETY AND EFFORTLESS STOPPING ACTION WITH THE INNOVATIVE POWER BRAKE.*



### *ALL-WHEEL SAFETY.*

A choice of options is also offered for the axles and brakes. All versions are equipped with disc brakes on all four wheels, for integral braking even without engaging front wheel drive. This solution prevents the typical oversteer encountered when braking while steering with front wheel drive engaged. The front axles of 4WD versions are built with an extremely sturdy conventional layout, for a high maximum permissible front axle load of 3,000 Kg (or 3,800 Kg for the 5130). A sprung front axle option is also available, for improved vibration damping and increased safety at higher speeds. The suspension may be locked to maximise precision when ploughing or working with the front loader.

All 5 Series tractors are equipped with a parking brake, which operates the rear disc brakes only and leaves the front wheel drive shaft free for more effective power control.

"P" and "TTV" versions are equipped with the "Power Brake" system as standard, for powerful, progressive braking action with minimal brake pedal pressure. This system includes a dedicated accumulator which continues to ensure power assistance for up to 10 brake pedal applications even after turning the engine off.

The rear brakes are self-adjusting, for even greater braking safety; maintaining the correct distances between the different components of the system is vital to ensure immediate responsiveness at all times and reduce excessive wear and braking power losses.

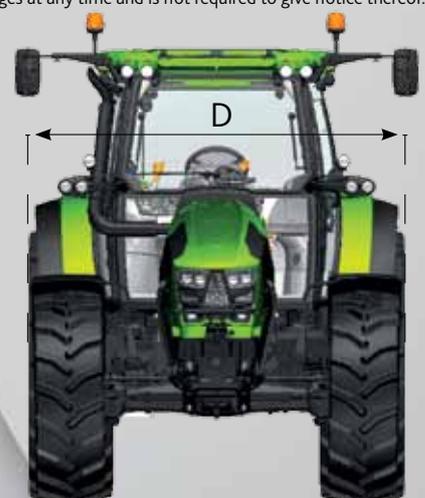
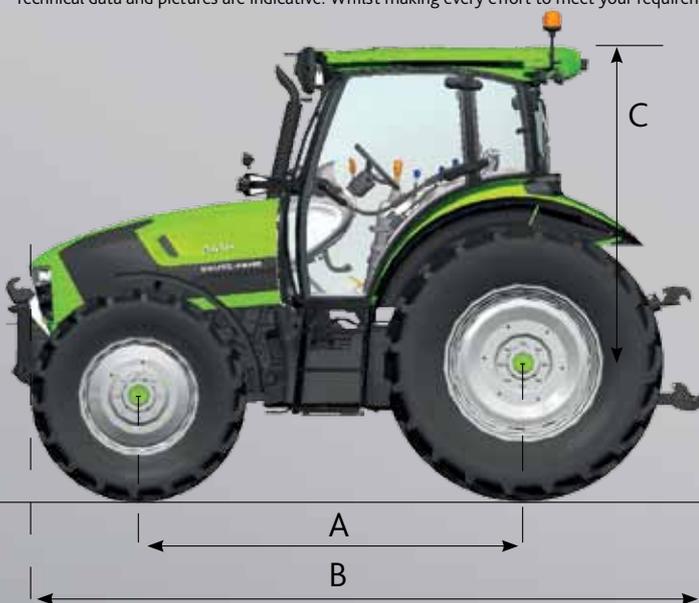
### *SIMPLIFIED MAINTENANCE.*

On the new 5 Series, all the major components and systems are easily accessible. This means that the most frequent maintenance jobs can all be performed without using tools. For example, the engine oil level can be inspected without even opening the engine hood, while the transmission and hydraulic oil level is checked from a sight glass on the gearbox housing. Maintenance of the cooling system is accessed by radiator elements that slide out on a frame, while the air filter also pulls out easily. The fuses and relays are contained in an easily accessible and well-protected housing situated in the cab near the right hand mudguard. The cab ventilation air filters are also accessible without tools. A battery master switch disconnects the battery and allows the tractor to be safely put in storage for extended periods. And for maximum reliability, the air compressor (if installed) is mounted directly onto the engine, and driven directly without an additional belt. Engine oil changes are only necessary every 500 operating hours.

TECHNICAL DATA		5 SERIES							
		5100	5110	5120	5130	5100TTV	5110TTV	5120TTV	5130TTV
<b>ENGINE</b>									
Type		Deutz-TCD 3.6 L04 Tier 4i							
Injection system type/Pressure		Common Rail/1,600 bar							
Cylinders/Capacity	No./cc	4 T I/3,620							
Bore/Stroke:	mm	98/120							
Exhaust gas after-treatment system		DOC (Diesel Oxidation Catalyst)							
Maximum power (@ 2,000 rpm)	kW/HP	72.5/99	81/110	87/118	93/127	72.5/99	81/110	87/118	93/127
Rated power (@ 2,200 rpm)	kW/HP	69.5/95	77/105	83/113	88/120	69.5/95	77/105	83/113	88/120
Rated engine speed	rpm	2,200							
Intake		Under hood							
Maximum torque (@ 1,600 rpm)	Nm	397	440	460	480	397	440	460	480
Torque rise	%	32	32	30	28	32	32	30	28
Approved fuel type (s)		Diesel							
Oil quantity/Tank capacity	l	10/165							
Oil change intervals		500							
<b>TRANSMISSION</b>									
Type		Mechanical/3 stage Powershift				TTV continuously variable transmission.			
Shuttle		Hydraulic with response setting control							
No. of speeds (5 gears x 2 ranges)	No.	10 + 10 30 + 30 with 3 stage Powershift (HML)				Infinite with 2 working ranges: "Heavy Duty" (0-23 Km/h) "Transport" (0-50 Km/h)			
No. of speeds (5 gears x 4 ranges with underdrive and supercreeper gear)	No.	20 + 20 60 + 60 with 3 stage Powershift (HML)							
Transmission management		Automatic Powershift and Speed Matching on "P" versions				3 driving modes: AUTO, MANUAL and PTO			
Maximum speed	Km/h	40/40 ECO with HML				40 ECO			
Special functions		Stop&Go				PowerZero			
ASM (automatic differential lock and 4wd management)		opt				std			
Front axle suspension		opt							
<b>PTO</b>									
Rear speed	rpm	540/540E/1,000/1,000E				540/540E/1,000			
Engine speed	rpm	1,973/1,654/1,960/1,643				1,958/1,593/1,960			
Synchronised ground speed PTO		opt with independent shaft							
PTO controls on mudguards	rpm	std							
Front PTO speed (opt)		1,000							
PTO engagement		Electrohydraulic proportional control							
<b>HYDRAULIC LIFT</b>									
Type		Electronic							
3-point linkage class		II, with quick hitch							
Maximum lifting capacity, rear lift	Kg	4,650 (6,600 opt)							
Maximum lifting capacity, front lift	Kg	1,850 (opt)							
Lift control on mudguards		std							
Radar		opt							
<b>HYDRAULIC SYSTEM</b>									
Hydraulic circuit	l/min	60/60 ECO/90							
Operating pressure	bar	185							
Hydraulic distributors	No. of ways	6/8/10							
Hydraulic distributor control		Mechanical/Electrohydraulic (opt)							
Power Beyond		opt							
<b>BRAKES AND STEERING</b>									
Braking action		Integral braking on all 4 wheels							
PowerBrake		On "P" versions only				std			
Parking brake		Park Brake							
Trailer brake		Hydraulic/Pneumatic							
Steering pump delivery	l/min	40							
SDD (EasySteer) steering pump		opt							
Steering angle	degrees	55°							

TECHNICAL DATA		5 SERIES							
		5100	5110	5120	5130	5100 TTV	5110 TTV	5120 TTV	5130 TTV
<b>CAB</b>									
"E Class" cab									std
Opening front screen									opt
Air conditioning									opt
High visibility roof									opt
Passenger seat									opt
Colour Work Display		On "P" versions only							std
Cab suspension		Mechanical or Air sprung							
WOLP lights panel									opt
ISOBUS									opt
<b>ELECTRICAL SYSTEM</b>									
Voltage	V	12							
Battery	V/Ah/A	12/120/650							
<b>DIMENSIONS and WEIGHTS (with specified tyres)</b>									
Rear tyres		480/70 R34"	540/65 R34"	520/70 R38"	540/65R38"	480/70 R34"	540/65 R34"	520/70 R38"	540/65 R38"
Front tyres		420/70 R24"	480/65 R24"	420/70 R28"	440/65R28"	420/70 R24"	480/65 R24"	420/70 R28"	440/65 R28"
Wheelbase A	mm	2,430	2,430-2,390 2WD	2,440	2,440	2,430	2,430-2,390 2WD	2,440	2,440
Length B	mm	4,270							
Height (centre of rear axle-cab) C	mm	1,945 (2,025 with cab suspension)							
Width (standard)	mm	2,209	2,380	2,288	2,428	2,209	2,380	2,288	2,428
Front track (min./max.)	mm	1,728-2,128	1,728-2,128	1,642-2,158	1,870-1,930	1,728-2,128	1,728-2,128	1,642-2,158	1,870-1,930
Rear track (min./max.)	mm	1,706-2,106	1,706-2,106	1,746-2,058	1,850	1,706-2,106	1,706-2,106	1,746-2,058	1,850
<b>UNLADEN WEIGHT</b>									
Total unladen weight*	Kg	4,450	4,450	4,970	4,970	4,550	4,550	5,120	5,120
<b>MAXIMUM PERMISSIBLE WEIGHT AT 10 Km/h</b>									
Maximum permissible front weight	Kg	4,500	4,500	4,800	4,800	4,500	4,500	4,800	4,800
Maximum permissible rear weight	Kg	4,800	4,800	5,600	5,600	4,800	4,800	5,600	5,600
Maximum permissible total weight	Kg	7,500	7,500	8,500	8,500	7,500	7,500	8,500	8,500
<b>MAXIMUM PERMISSIBLE WEIGHT AT 40 Km/h</b>									
Maximum permissible front weight	Kg	3,000	3,000-1,800 2WD	3,800	3,800	3,000	3,000-1,800 2WD	3,800	3,800
Maximum permissible rear weight	Kg	4,800	4,800	5,600	5,600	4,800	4,800	5,600	5,600
Maximum permissible total weight	Kg	7,500	7,500-5,300 2WD	8,500	8,500	7,500	7,500-5,300 2WD	8,500	8,500

Technical data and pictures are indicative. Whilst making every effort to meet your requirements, DEUTZ-FAHR may make changes at any time and is not required to give notice thereof.



Dealer

Produced by Marketing/Communication Department - Code 308.8351.3.4.3 - 07/13

Deutz-Fahr recommends the use of original lubricants and coolants.



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 SAME DEUTZ-FAHR

