

 SAME DEUTZ-FAHR

# R2

70-80-90-100

# R2 TARGET

60-70-80-90



A different breed.

## Ultimate versatility reaches new levels of performance and comfort

If you are looking for a tractor with versatility, optimum power-to-weight ratio and high levels of efficiency, especially at the power take-off, then take a good look at the Lamborghini R2: versatile, multi-capable, exceptionally comfortable, innovatively engineered (and with looks to match, like any self-respecting Lamborghini!), the R2 is offered with a wide range of models and specification options, from the compact 60 - optimized for yard and transport duties - to the more powerful 100, a machine more than equal to the heavy demands of primary tillage.

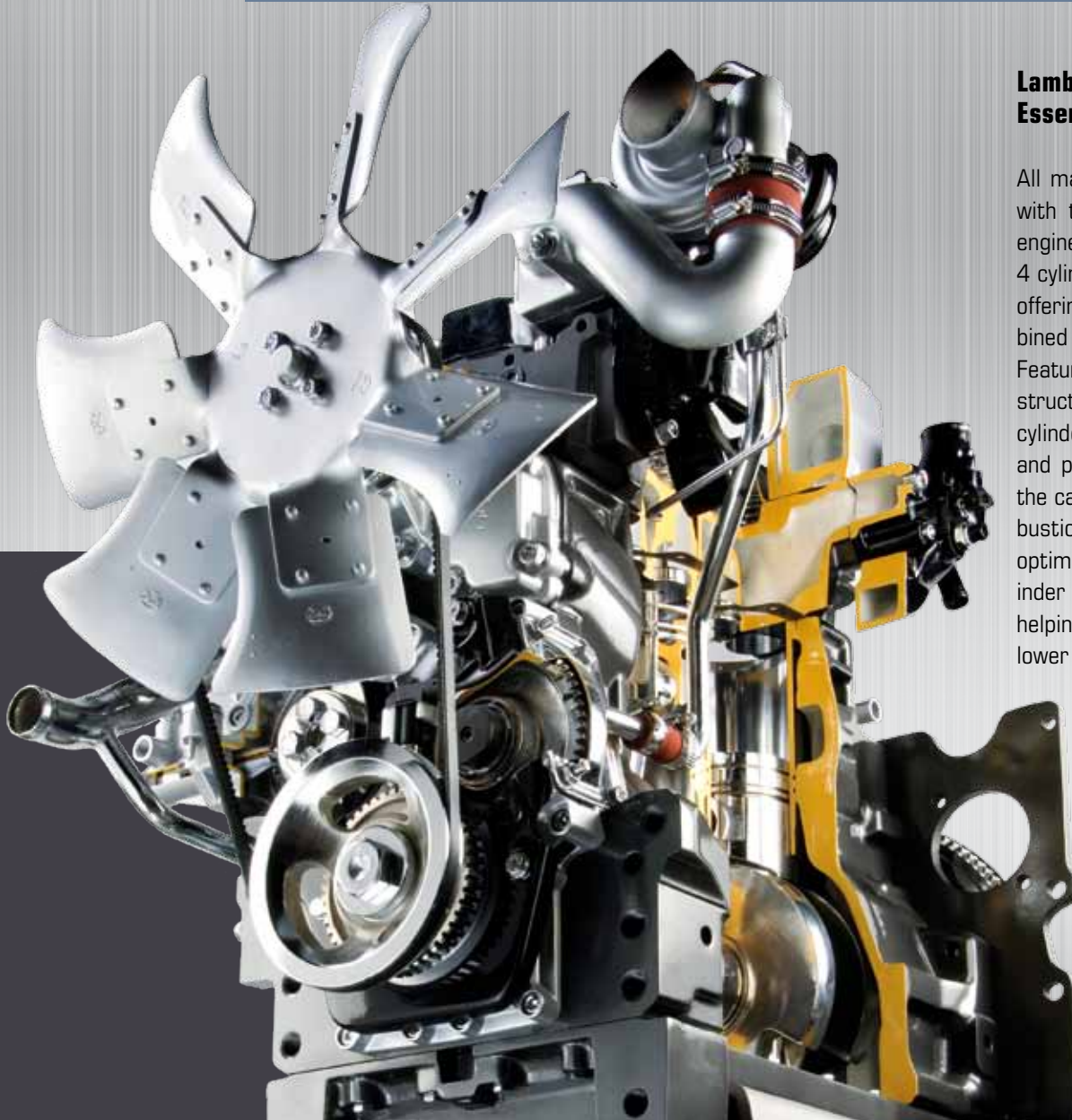
Two new features, not found elsewhere in this class of tractor: new engines (TIER III) and new hood and cab styling, not to mention Overspeed, Overboost and Stop&Go technology. Two or four wheel drive, platform or cab, the R2 is ideal for small-medium farming enterprises wanting an allround machine suitable for fast transport or haymaking duties, as well as soil preparation and interrow work.

Lamborghini has put together a range of models able to meet a broad spectrum of needs: Thanks to its compact dimensions, short wheelbase and 55° steering angle (70° on 2WD models), the R2 is ideal not only for interrow cultivation tasks in the field, but for getting around yards and buildings too. And in complete safety - thanks to evolved technologies, a low centre of gravity, and all-wheel braking.



# Lamborghini 1000 series

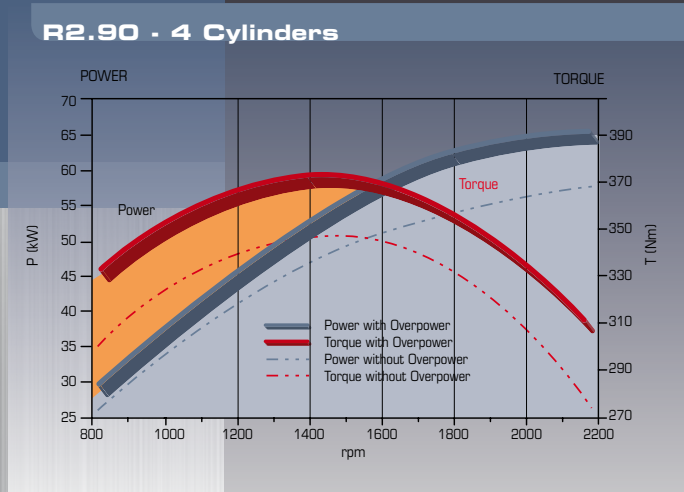
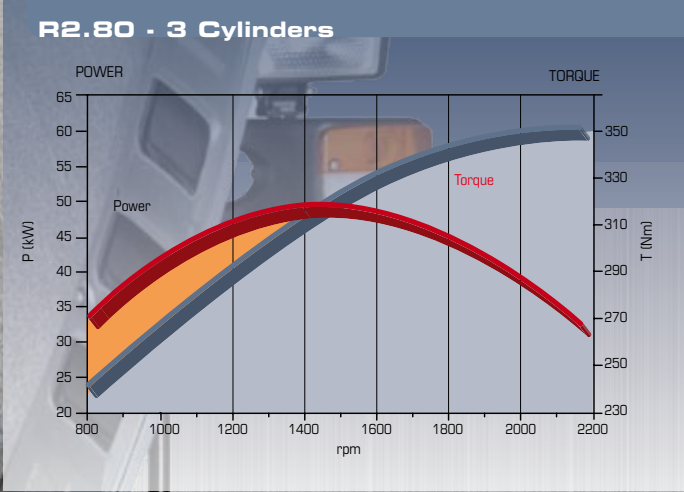
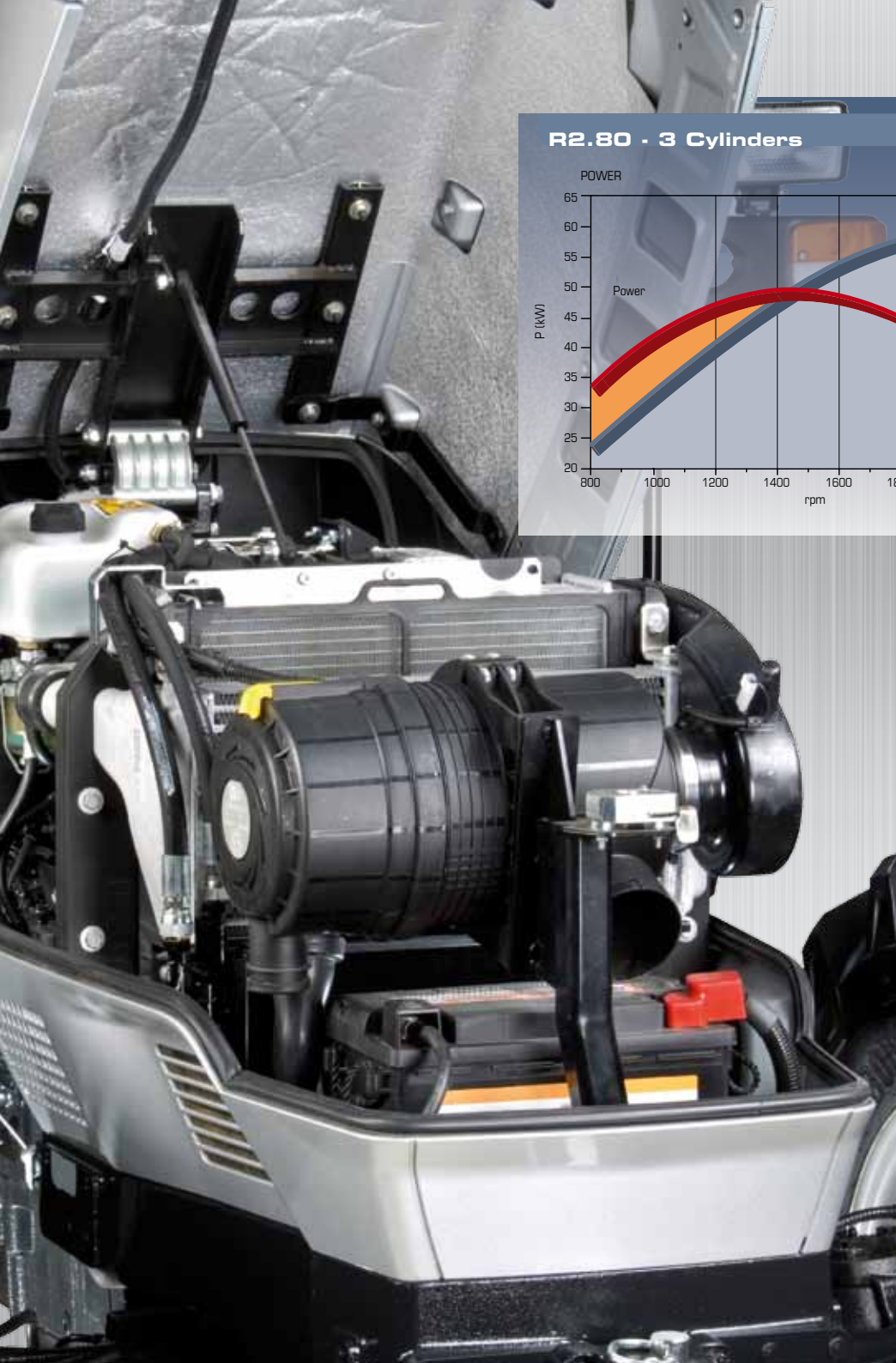
## A strong and powerful heart, beating quietly



### **Lamborghini R2. Essence of technology.**

All machines in the range are equipped with the latest generation SDF Tier III engines, in various configurations: 3 and 4 cylinders, turbo and turbo/intercooled, offering consistently high efficiency combined with low specific fuel consumption. Features common to all models include structural strength (in the form of the cylinder block, assured by stiffening ribs and push rod sleeves incorporated into the casting), enhanced retention of combustion gases (fluid-dynamic swirl design optimized by the new geometry of the cylinder heads and combustion chambers, helping in turn to optimize fuel burn), lower engine oil consumption, and ultimately lower noise levels. The fuel injection system is unique in its range: SDF engines are equipped with individual injection pumps, one to each cylinder. This guarantees instant injection and a notably high operating pressure (1400 bar), resulting in optimized performance and fuel economy. All

the new engines are equipped with hydraulic tappets for precision control of the injection timing advance. When the oil is cold, the plunger lifts marginally so that the injection can be suitably advanced: as well as optimizing combustion efficiency, this also eliminates the annoyance of white smoke, emitted typically by engines when starting up in particularly cold climates. The low rated crankshaft speed setting ensures lower levels of stress and wear on moving parts, providing reliability and durability while at the same time keeping noise levels to a minimum.



**R2 - a beacon of efficiency. Even at night.**

If operations have to carry on through the night, there will be no problem using the work lights - all of them at once, if necessary - as the heavy-duty alternator is designed to charge the battery more efficiently, even at medium-low engine speeds.

The layout of wiring harnesses and other components under the hood is rationalized to ensure a better level of protection, and provide easier access for maintenance purposes.



## When you need it, an R2 will give 110%

### Electronic engine management.

Electronic engine management is standard on all models: fuel flow is metered automatically - in real time - according to the load conditions exerted on the engine and optimizes fuel economy.

The operating parameters of the engine are monitored continuously and the fuel metering values constantly updated by the electronic regulator control unit, in combination with dedicated sensors. With the electronic regulator, a nominal engine speed of 2200 rpm can be specified, with power remaining constant down to 2000 rpm. This means that available power is fully exploited and fuel consumption, kept to a minimum. And there's more: the operator can set, save and retrieve a minimum and maximum engine speed combination that will simplify the task of during headland turns. For operations requiring uniform P.T.O. and ground speeds, the electronic regulator can also set an engine speed programming mode whereby the engine rpm is held constant even under varying load conditions.

### OVERBOOST. Extra power on demand.

When additional power and torque are needed instantaneously to overcome particular operating conditions an innovative electronic control system will cut in and enable the engine to raise its level of performance for as long as necessary. Overboost is particularly useful when overtaking, pulling away from traffic lights, negotiating hilly roads with steep gradients, or towing heavy trailers on soft soils. For example, when transporting a load uphill, as traction forces increase, there is a drop in engine speed: once a certain limit is reached, the control unit acts on the injection system to raise the engine speed for about 30 seconds, increasing power and torque to 110%. If the heavy loading continues, Overboost will cut in again automatically for a further 30 seconds. This is a feature (available on the R2 90) that brings significant benefits for the user - especially in terms of operating safety - given the assurance of a faster and more effective response from the engine in tough situations.





**Power is little use without agility to match.**

Limited height and compact dimensions are automatic requirements but - when all said and done - what marks out a machine of this class is its agility when operating in restricted areas: the R2 has a short wheelbase and a large steering angle ( $55^\circ$  for four-wheel drive machines;  $70^\circ$  for two-wheel drive) that are ideal for manoeuvring in tricky situations such as headland turns, stalls or other inbuilding work. When seeding, or cultivating between rows - with adjustable trackwidth for extra adaptability - the R2 has yet another trump card: its optimum power-to-weight ratio. Simple, reliable and economically competitive, with nothing having been sacrificed in terms of comfort, and a specification level that is second to none.



## The R2 has a transmission that ticks all the boxes



### **45 + 45 speeds should do the trick...?**

Target versions of the R2 have a fully mechanical gearshift, whereas models with higher equipment levels are specified with a transmission having up to 3 ranges (with creeper) and a 5 speed box with three shift-on-the-go speeds (Hi-Mid-Lo), giving a grand total of 45 forward and 45 in reverse. With POWERSHIFT, the driver can change gear under load instantly without using the clutch pedal, simply by pressing a button on the shift lever. Varying ground speed to adapt to the demands of the work undertaken has a dual effect: variations in load are absorbed through the transmission, and optimum crankshaft speed is maintained.

### **OVERSPEED. 40 km/h on a trickle of gas.**

The Overspeed gearbox is designed with a gear spread to give a potential top speed of 50 km/h (limited electronically to 40 km/h).

This means that with Overspeed, the tractor can be driven on the road at 40 km/h

either in economy mode (staying in top gear), or exploiting the full performance capabilities of the engine, using a lower gear.

With lower crankshaft speed, fuel consumption can be reduced significantly, whilst the power of the engine can be exploited at a speed near to that of the maximum rated torque. All these factors combine to produce an optimum power curve, better fuel economy and superior driving comfort, thanks to lower levels of noise and vibration.

Selecting 5th gear OVERSPEED in combination with HIGH range, the crankshaft speed at 40 km/h will be 400 rpm less, on average, than the speed at which maximum power is delivered: translated into fuel consumption, a saving of 11-12%.







## Hydraulic shuttle with Stop&Go. A back-tracking system that's very forward-looking...



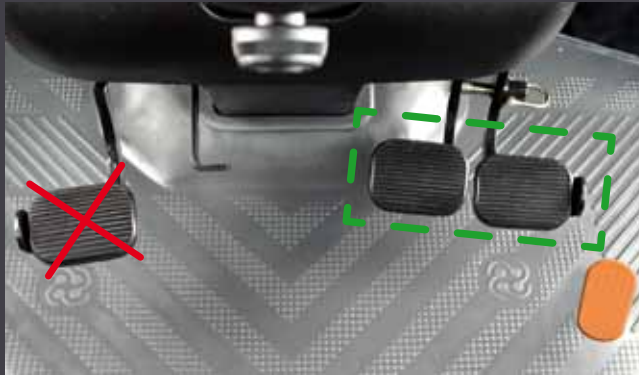
### Hydraulic reverse shuttle. Efficient in every sense.

The drive direction can be changed in all gears (45+45 and 30+15) using the hydraulic shuttle: a real benefit when manoeuvring and making repetitive return passes. The shuttle lever, located beneath the steering wheel, has a neutral position and will operate only when enabled, to ensure total safety in operation. The direction is reversed under power by one of two long-life oil-immersed multidisc clutches interlocked to an electronic control unit. This will allow a smooth direction change at any speed up to 10 km/h, safeguarding the driveline and efficiency of the mechanical components.



## **STOP&GO.** To clutch, or not to clutch...

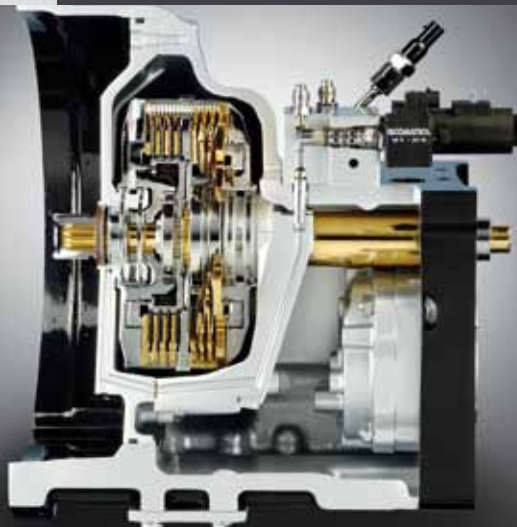
When operating with a front loader, hitching implements, or moving off on gradients, or indeed when the tractor driveline has to be disengaged for intervals of varying duration for whatever reason, the Stop&Go feature extends the practical advantages of the shuttle by enhancing manoeuvrability. Utilizing only the brake pedals, with no need to operate the clutch, the driver can stop the tractor while the operation of the shuttle is put "on hold". Releasing the brake pedals subsequently, the shuttle is re-enabled by the Stop&Go control unit, ensuring a



gradual and modulated engagement of the clutch: the machine moves off again positively, but without jerking.

## **Minimal stopping distances, or in other words, maximum safety.**

The R2 has a hydrostatic braking system operating on all four wheels - with oil-immersed disc brakes on both 4WD and 2WD models - ensuring the machine comes to a halt swiftly and safely every time: the gentlest pressure on the pedal, even when travelling at speed with heavy loads, will produce an immediate response from the hydrostatic control.



## An R2 “lifts” every weight from your shoulders



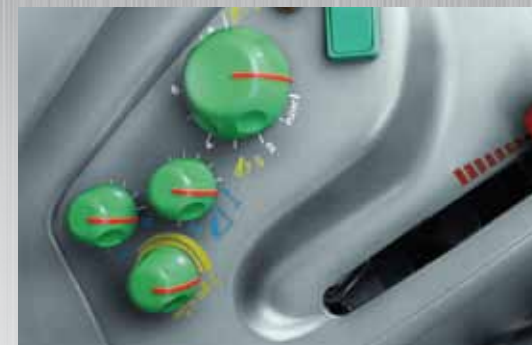
### **Power take-offs and lift. An R2 is all energy, all round.**

R2: tireless as a P.T.O power source. The power take-off, equipped with an oil-immersed multidisc clutch, offers a selection of speeds - 540/540 economy/1000 rpm and ground speed P.T.O. - that can be used to drive any kind of implement. The controls are electrohydraulic, and a digital readout on the instrument panel displays the speed currently selected. The hydraulic system is equipped with a dedicated pump rated 54 l/min for the powerful rear lift and three auxiliary spool valves, which incorporate a flow control. The power steering is equipped with an independent pump: even at low engine speeds, the handling of the R2 never fails to impress. Where precision is crucial, control of the implement is everything. This being the case, the electronic rear lift of the R2 (lifting capacity 3000 kg, which can be boosted to 3600 kg by fitting assistor rams) is a source of safety and confidence.

Implements are hitched to the lift links with absolute ease, using a pushbutton-

operated, proportional hitch control. Also available is an automatic P.T.O., which engages and disengages unassisted when the lift links are raised or lowered.

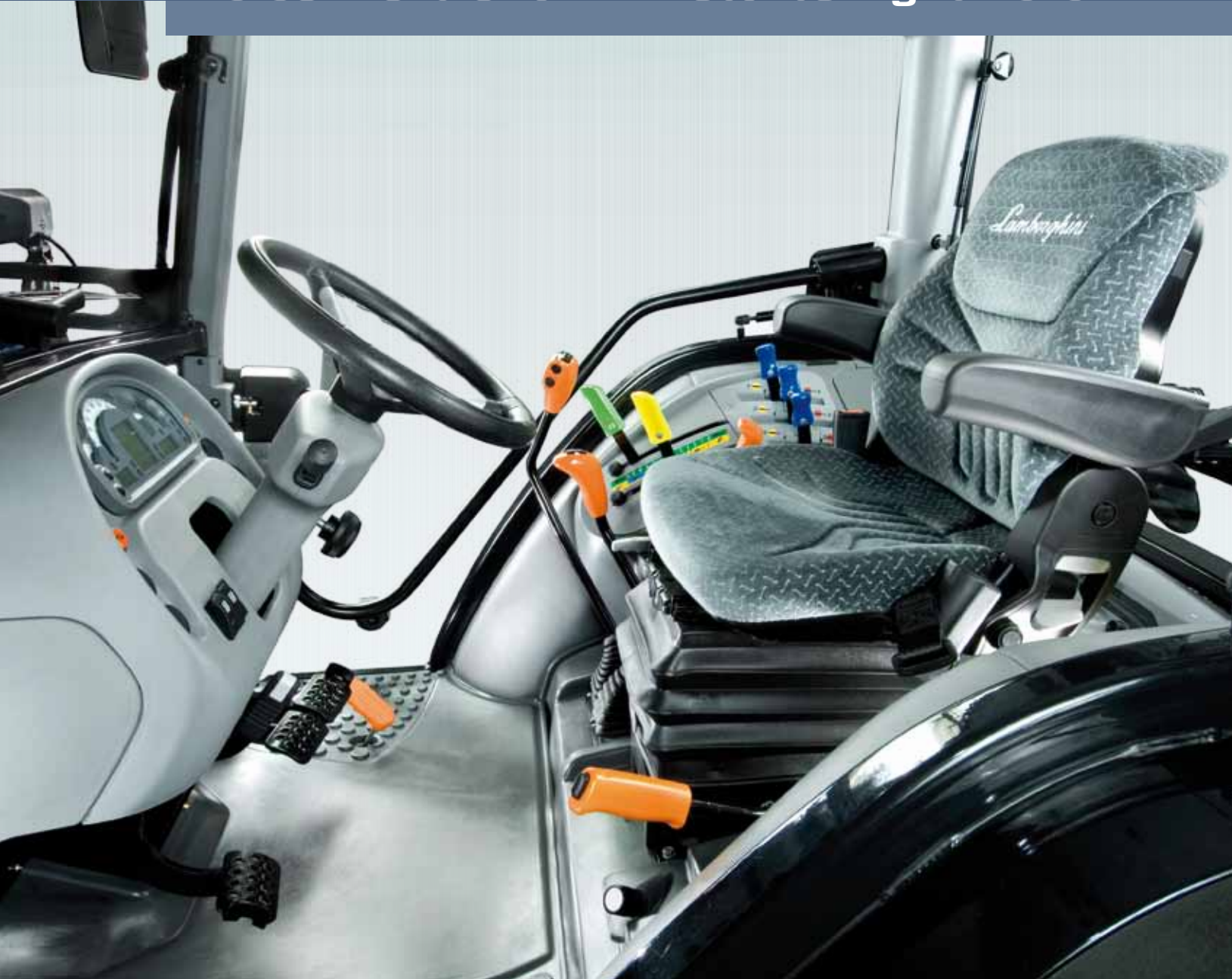
For front-mounted implements, a front



lift of 1750 kg rated capacity and a 1000 rpm front Power take-off provide the ideal solution: superb operational flexibility, enhanced by a simplified procedure for hitching the front ballast weight.



## Everything permanently under control. The comfort of an R2 starts right here



### **Comfort is a driving force too.**

A comfortable and ergonomic driving position "pays dividends" - not least in terms of productivity: accordingly, both platform and cab versions of the R2 reflect a meticulous and demanding design process. The upholstered seat with air suspension adapts perfectly to the weight and height of the driver, who has plenty of room for movement, even with the safety belt strapped on. The controls are all within easy reach, grouped together logically and rationally on the right hand side. The P.T.O, four wheel drive and differential lock clutches are all electrohydraulic in operation, and actuated by the relative console switch. Similarly, the electrohydraulic POWERSHIFT and comfort clutch functions are operated by buttons positioned on the shift lever. Clearly visible in any light, a selection of indicators and warning lights on the instrument panel give the driver accurate control over the various functions: ground speed, P.T.O speed, lapsed time, distance covered... Flat platform mounted on silent-blocks, hydrostatic brake and clutch circuits with pendant type pedals, side-mounted shift

levers: genuine comfort all round. The cab, with 4 narrow uprights, is a prominent feature of R2 machines: plenty of room inside, and optimum visibility in all directions. Reduced fatigue, ensuring precise and safe control over the work in

hand; the field of vision is uninterrupted in all directions, thanks not least to the demising system of the air-conditioning.



### **On board an R2, it's a whole new experience.**

The original design of the sound-insulated and pressurized cab is itself a key feature of the R2 range: the air-conditioning unit is housed in the rear part of the roof itself, and ducts extending down to four further outlets with 4 adjustable louvres,

delivering air at floor level. Machines set up to operate with front loaders can also be equipped with a "high visibility" roof, which gives a completely clear upward view of the loader as well as improving the circulation of air inside the cab.



## R2 Target: brilliant in every sense

To meet the increasingly wide-ranging needs of the market, Lamborghini presents the R2 Target range, consisting of 4 models: R2 Target 60 (62 HP/45.6 kW); R2 Target 70 (72 HP/53 kW); R2 Target 80 (82HP/60kW); R2 Target 90 (85 HP/62.5 kW). The models in the R2 Target range are equipped with 3-cylin-

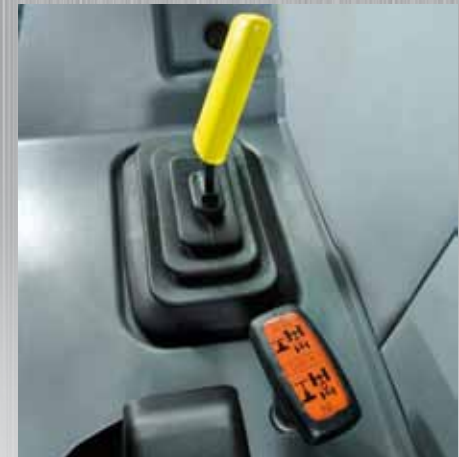
der turbo and turbo-intercooled engines, or 4-cylinder turbo-intercooled engines, all of which are liquid-cooled and include HRT (hydraulic roller tappet) and EGR (exhaust gas recirculation) systems, to ensure compliance with Euro IIIA emissions standards. These models make ideal support units for high-powered machines, or efficient, multi-purpose tractors in their own right. The R2 Target represents an excellent mix of robustness and functional simplicity. Electronic engine

management is standard on all models: fuel flow is metered automatically - in real time - according to the varying load conditions the engine encounters. This optimises fuel economy.

### Transmission with outstandingly progressive gearing

The R2 Target is equipped with two different transmissions designed to match the speeds to the type of job to be done: 10FWD+10REV gearbox with 5 synchronised gears and 2 ranges with mechanical synchro shuttle.

30FWD+15REV mechanical gearbox with 5 synchronised gears and 3 ranges - with Hi-Lo (reduces speed by 15%-20% between one gear and the next) and creeper. For maximum ease and speed of transport and transit on the road, the maximum speed is 40 km/h for both transmissions in the 4WD and 2WD versions (with front brakes). The availability of 3 PTO speeds (540/540 ECO/1000) allows full power output with maximum reliability. The results are plain to see during work with ploughs on clay-rich soil, for example, and when productivity is optimised



and fuel consumption reduced during operations with haymaking implements. The rear PTO is engaged mechanically by means of a lever on the left-hand side of the seat. A ground-speed PTO with independent output shaft is also available.

### All-wheel drive and braking

The perfect weight-to-power ratio, combined with all-wheel braking, ensures impeccable stability and braking at all times. An efficient front-wheel drive





system (engaged by means of a lever on the left-hand side of the seat) combined with a 100% front and rear differential lock (engaged with a floor-mounted pedal) ensures maximum traction at all times, even in the most adverse conditions. The hydrostatic steering with fully independent pump (41 l/min) keeps the steering light even at low engine speeds. Steering angle of 55°.

The rear hydraulic lift manages implements effectively thanks to the precise control of position, draft and mix. The hydraulic flow rate (55 l/min) is perfectly matched for this class of machine, and the 4/6-way auxiliary valves control and modulate the hydraulic implements. For easy hitching of implements, the three-point linkage is also available with quick-hitch lift links. Lifting capacity of 3,600 kg with assistor rams.

### **Cab: a welcoming environment**

R2 Target tractors offer a comfortable, spacious cab.

The gear levers are located to the right of the driver to ensure easy entry and exit. The suspended pedals and adjustable steering wheel ensure an uncluttered operator position and optimum driving posture. The wide-opening doors, tinted glass and driver's seat with arm-rests, plus air suspension for the most demanding users, ensure ease of access and high levels of comfort on board.

The cab's large windows and narrow pillars provide excellent all-round visibility. Heating, air conditioning, digital clock, radio ready locating slot, sun blind, front and rear work lights and rear screen wiper complete the equipment. The proven design ensures more refinement, drastically reduced vibration and low noise.



## TECHNICAL DATA

	Version	<b>R2.TARGET 60</b>		<b>R2.TARGET 70</b>		<b>R2.TARGET 80</b>		<b>R2.TARGET 90</b>	
		4WD		4WD		4WD		2WD	4WD
<b>ENGINE</b>		<b>1000.3 WT TIER III</b>		<b>1000.3 WTI TIER III</b>		<b>1000.3 WTI TIER III</b>		<b>1000.4 WTI TIER III</b>	
Cylinders / Displacement	No./cc	3/3000		3/3000		3/3000		4/4000	
Air intake		Turbo		Turbo/Intercooled		Turbo/Intercooled		Turbo/Intercooled	
Maximum power (2000/25/EC)	HP/kW	62/46		72/53		82/60		85/62.5	
Rated speed	rpm	2200		2200		2200		2000	
Maximum torque	Nm	240		265		310		345	
Speed at maximum torque	rpm	1600		1600		1600		1600	
Cooling		Liquid-oil							
Engine control (governor)		Electronic							
Engine air filter		Dry type with safety element							
Silencer under hood		Standard horizontal							
		Optional vertical exhaust pipe on cab pillar							
Fuel tank capacity	Litres	75							

<b>DIMENSIONS and WEIGHTS (with rear tyres)</b>		<b>380/85 R 30</b>		<b>420/70 R 30</b>		<b>480/70 R 30</b>		<b>540/65 R 30</b>	
Max. length without link arms	mm	3430		3430		3560		3560	3560
Width min-max	mm	1940-2240		1940-2240		2005-2405		2005-2405	2005-2405
Height at cab	mm	2435		2435		2460		2460	2460
Ground clearance	mm	360		360		390		390	390
Wheelbase	mm	2100		2100		2230		2185	2230
Front track width min-max	mm	1460-1760		1460-1760		1450-1850		1350-1440	1450-1850
Rear track width min-max	mm	1500-1800		1500-1800		1500-1900		1500-1900	1500-1900
Minimum turning radius without braking	mm	3730		3900		3900		3570	3900
Weight with cab	kg	3200		3220		3410		3350	3350

### TRANSMISSION

Main drive clutch		With hydrostatic control							
Mechanical gearbox 10 FWD + 10 REV		5 synchro gears for 2 ranges							
Mechanical gearbox 30 FWD + 15 REV		5 synchro gears for 3 ranges and Hi-Lo							
Top speed:		40 km/h							
Shuttle		Mechanical synchronized							
Rear differential lock		Mechanically operated							
Lubrication		Pressure, with transmission oil cooler							

### GEARBOX 10 FWD + 10 REV - SPEED IN KM/H AT 2200 ENGINE RPM WITH 480/70 R 30 REAR TYRES

1 M	2 M	3 M	4 M	5 M	1 H	2 H	3 H	4 H	5 H
1.88	2.68	3.85	5.38	7.48	10.35	14.78	21.18	29.6	41.18*

### GEARBOX 30 FWD + 15 REV - SPEED IN KM/H AT 2200 ENGINE RPM WITH 480/70 R 30 REAR TYRES

1 CRP min	2 CRP min	3 CRP min	4 CRP min	5 CRP min	1 M min	2 M min	3 M min	4 M min	5 M min	1 H min	2 H min	3 H min	4 H min	5 H min
0.245	0.351	0.502	0.702	0.976	1.55	2.214	3.172	4.433	6.167	8.529	12.183	17.456	24.394	33.932
CRP 1	CRP 2	CRP 3	CRP 4	CRP 5	1 M	2 M	3 M	4 M	5 M	1 H	2 H	3 H	4 H	5 H
0.298	0.426	0.61	0.852	1.185	1.881	2.687	3.851	5.381	7.485	10.352	14.787	21.188	29.609	41.187*

\* = TOP SPEED LIMITED TO 40 KM/H IN ECONOMY MODE

NOTE: THE REVERSING SPEEDS ARE SLIGHTLY SLOWER THAN THE CORRESPONDING FORWARD SPEEDS  
FOR THE 30+15 GEARBOX, THE SPEEDS IN REVERSE ARE SLIGHTLY SLOWER THAN THE SPEEDS WITHOUT HI-LO.  
THE R2.TARGET 60 CANNOT BE FITTED WITH AIR CONDITIONING  
TRAILER AIR BRAKES ARE NOT COMPATIBLE WITH THE INSTALLATION OF AIR CONDITIONING.

The above specifications refer to tractors with all available equipment. For standard equipment and options, refer to the current price list and ask your local dealer for details.

Technical data and pictures are guideline only. In view of its commitment to keeping abreast of customer needs, LAMBORGHINI reserves the right to update the specifications of its machines at any time without notice.

<b>REAR PTO</b>	
Clutch	Oil-immersed multi-disc clutch
	540
Speeds	rpm
	540-540 ECO
	540-540 ECO-1000
	540-540 ECO and ground speed with independent shaft
Control	Mechanically operated clutch

### BRAKES AND STEERING

Brakes	All-wheel, with oil-immersed discs on each hub, hydrostatically operated
Parking brake	Independent
Trailer brake	Hydraulic braking valve
Hydrostatic power steering	Independent pump with adjustable steering wheel
Steering angle	2WD
	4WD
	70°
	55°

### FRONT AXLE

Four wheel drive engagement	Mechanically operated
Front differential lock	Mechanically operated
Front ballast weights	8 x 40 kg suitcase
Front fenders	Steering

### HYDRAULIC LIFT

Rear lift	Mechanical
Max lifting capacity	kg
	2650
Pump flow rate	l/min.
	55
Auxiliary mechanical control valves	No. ports
	4/6
Three-point linkage (lift links + top link)	Fixed link ends
	Quick-hitch

### DRIVING POSITION

Cab	Original, 4-post, pressurised and soundproofed cab, openable windscreen, rear wiper, 4 work lights, active carbon air filter and telescopic external rearview mirrors, mounted on silentblocks
Cab climate control	Air conditioning, ventilation, heater and forced recirculation
Instrumentation	Digital display
Driver seat	Mechanically adjustable, with safety belt
	With air suspension and safety belt

## TECHNICAL DATA

Version	<b>R2.70</b>		<b>R2.80</b>		<b>R2.90</b>		<b>R2.100*</b>	
	4WD		4WD		2WD	4WD	4WD	
<b>ENGINE</b>	<b>1000.3 WTI TIER III</b>		<b>1000.3 WTI TIER III</b>		<b>1000.4 WTI TIER III</b>		<b>1000.4 WTI TIER III</b>	
Cylinders / Displacement	No./cc	3/3000	3/3000	3/3000	4/4000	4/4000	4/4000	4/4000
Air intake		Turbo/Intercooled						
Maximum power (2000/25/EC)	HP/kW	72/53	82/60	85/63***	95/70	95/70	95/70	95/70
Rated speed	rpm	2200	2200	2200	2200	2200	2200	2200
Maximum torque	Nm	265	310	345	373	373	373	373
Speed at maximum torque	rpm	1600	1600	1600	1600	1600	1600	1600
Cooling		Liquid-oil						
Engine control (governor)		Electronic						
Engine air filter		Dry type with safety element and dust unloader						
		With side exhaust						
		With vertical exhaust						
		Exhaust pipe on cab pillar						
		100						
Silencer under hood								
Fuel tank capacity	Litres							

<b>DIMENSIONS and WEIGHTS (with rear tyres)</b>		<b>420/70 R 30</b>		<b>420/70 R 30</b>		<b>480/70 R 30</b>		<b>480/70 R 30</b>	
Max. length without link arms	mm	3430	3430	3560	3560	3560	3560	3560	3560
Width min-max	mm	1940-2240	1940-2240	2005-2405	2005-2405	2005-2405	2005-2405	2005-2405	2005-2405
Max. height at ROPS	mm	2400	2400	2440	2440	2440	2440	2440	2440
Max. height at cab	mm	2460	2460	2460	2460	2460	2460	2460	2460
Ground clearance	mm	360	360	300	390	390	390	390	390
Wheelbase	mm	2100	2100	2185	2230	2230	2230	2230	2230
Front track width min-max	mm	1460-1760	1460-1760	1350-1440	1450-1850	1450-1850	1450-1850	1450-1850	1450-1850
Rear track width min-max	mm	1500-1800	1500-1800	1500-1900	1500-1900	1500-1900	1500-1900	1500-1900	1500-1900
Minimum turning radius without braking	mm	3900	3900	3570	3900	3900	3900	3900	3900
Weight with ROPS	kg	3000	3000	3150	3200	3200	3200	3200	3200
Weight with cab	kg	3230	3230	3350	3410	3410	3410	3410	3410

<b>TRANSMISSION</b>	
Main drive clutch	With hydrostatic control
Mechanical gearbox 30 FWD + 15 REV	With Overspeed - 5 synchro gears - 3 ranges with creeper + Hi-Lo (min. speed: 0.24 km/h)
Powershift transmission 45 FWD + 45 REV	With Overspeed (3 gears under load), 5 synchro gears for 3 ranges (with creeper) (min. speed: 0.20 km/h)
Top speed:	With Overspeed, up to 50 km/h (limited by statutory regulations to 40 km/h) in both normal and economy engine modes
Shuttle	Mechanical synchronized
	Hydraulic with Stop&Go system
Rear differential lock	Electrohydraulically operated
Lubrication	Pressure, with transmission oil cooler

<b>POWERSHIFT WITH OVERSPEED 45 FWD + 45 REV – SPEEDS IN KM/H AT 2200 ENGINE RPM, WITH 420/70 R24 REAR TYRES</b>															
	1 CRP	2 CRP	3 CRP	4 CRP	5 CRP	1 L	2 L	3 L	4 L	5 L	1 H	2 H	3 H	4 H	5 H
LOW	0.20	0.30	0.44	0.65	0.95	1.28	1.87	2.78	4.09	6.05	7.06	10.30	15.31	22.55	33.29
MEDIUM	0.24	0.35	0.52	0.77	1.15	1.54	2.24	3.33	4.91	7.26	8.48	12.36	18.37	27.06	39.95
HIGH	0.29	0.43	0.64	0.94	1.39	1.86	2.72	4.04	5.96	8.80	10.27	14.98	22.26	32.80	48.42**

\*=R2 100 AVAILABLE IN HI-PROFILE VERSION ONLY

\*\*= TOP SPEED LIMITED TO 40 KM/H INCLUDING IN ECONOMY MODE

\*\*\* OVERBOOST TO 95 HP

NOTE: THE REVERSING SPEEDS ARE SLIGHTLY SLOWER THAN THE CORRESPONDING FORWARD SPEEDS

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<b>REAR PTO</b>	
Clutch	Oil-immersed multi-disc clutch
Speeds	rpm
	rpm
	rpm
Control	540-540 ECO 540-540 ECO-1000 GROUND-SPEED PTO Pushbutton electrohydraulic
<b>FRONT P.T.O.</b>	
Clutch	Oil-immersed multi-disc clutch
Speed	rpm
Control	1000 Pushbutton electrohydraulic
<b>BRAKES AND STEERING</b>	
Brakes	All-wheel braking with oil-immersed discs With hydrostatic control
Parking brake	Independent
Trailer brake	Hydraulic braking valve
Hydrostatic power steering	Independent pump with adjustable steering wheel
Steering angle	2WD
	4WD
	70° 55°
<b>HYDRAULIC LIFT</b>	
Rear lift	Mechanical
	Electronic
Max. lifting capacity	kg
	kg
Pump flow rate	l/min.
Auxiliary hydraulic control valves	No. ports
Three-point linkage (lift links + top link)	Fixed link ends
	Quick-hitch
	Original built-in structure
Front lift	Original built-in structure
	Maximum lifting capacity 1750 kg
	Quick fit ballast weight - 250 kg
<b>DRIVING POSITION</b>	
Platform	Mounted on silent-blocks
ROPS (roll bar)	With two rear uprights
Cab	Original, 4-post, pressurised and soundproofed cab, openable windscreen, rear wiper, 4 work lights, active carbon air filter and telescopic external rearview mirrors
	As above with high-visibility roof
Cab climate control	Air conditioning, ventilation, heater and forced recirculation
Instrumentation	Digital display
Driver seat	Mechanically adjustable, with safety belt
	With air suspension and safety belt



**We work every day  
to guarantee your  
satisfaction.**

For SAME DEUTZ-FAHR customers, satisfaction begins as soon as they cross the threshold of one of over 3000 Authorized Dealerships and Garages located all over the world.

This extensive Sales and Assistance Network devotes unwavering attention to Customer Satisfaction, built on excellent standards of service and, even more importantly, on the passion and professionalism of the entire workforce.

## **SDF Service**

### **The name says it all**

From pre-sale negotiations and pre-delivery inspections to programmed maintenance and prompt availability of original parts and accessories, the SDF assistance network has one sole objective: to provide precise, prompt and professional solutions to every customer requirement.



## **SDF Parts**

### **SDF original parts: quality that pays.**

SDF parts are the only spare parts that preserve the original quality of your tractor, allowing you to enjoy its full potential. By choosing original parts, you can rest assured that your tractor's performance and functions will be enhanced and kept in tip-top condition at all times.

#### DEALER CONTACT



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Company with  
Quality System Certified  
in compliance with  
ISO 9001:2000



We recommend the use of SDF Lubricants and Coolant