

R4

100 - 110

R4 *VRT*

100 - 110



A different breed.

Dominators by nature

Lamborghini R4 tractors are designed to respond to the widest possible range of agricultural needs, handling the heaviest arable workloads - even with multiple implements - and providing fast transport.

R4 tractors are **simple, practical and functional**, with an optimum power-to-weight ratio, and technical specifications geared toward dependability and versatility, yet with all the traditional hallmarks of the Lamborghini marque: **ergonomics, exclusive design and performance.**

And under the hood, a 4-cylinder Deutz 2012-series TIER III engine designed specifically for agricultural use, featuring structural compactness and engineering solutions of proven effectiveness. «Sense Clutch» shift-on-the-go hydraulic shuttle with Stop&Go; electronic power lift and a cab with high-visibility roof provide notable versatility and multi-capability.

With two transmission options - HML Powershift or VRT - medium-large farmers and contractors can cover a wide range of needs: secondary tillage, crop spraying, fertilizing, precision seeding, baling, livestock farming applications and transport.



Record breaking engines



Lamborghini R4 models are equipped with 4-cylinder Deutz 2012 series TIER III engines, developed especially for agricultural use and offering consistently high levels of performance combined with low specific fuel consumption.

Thanks to their generous 4038 cc displacement, innovative high pressure injection system and turbo-intercooled induction, these are engines guaranteed to deliver significantly higher power and torque

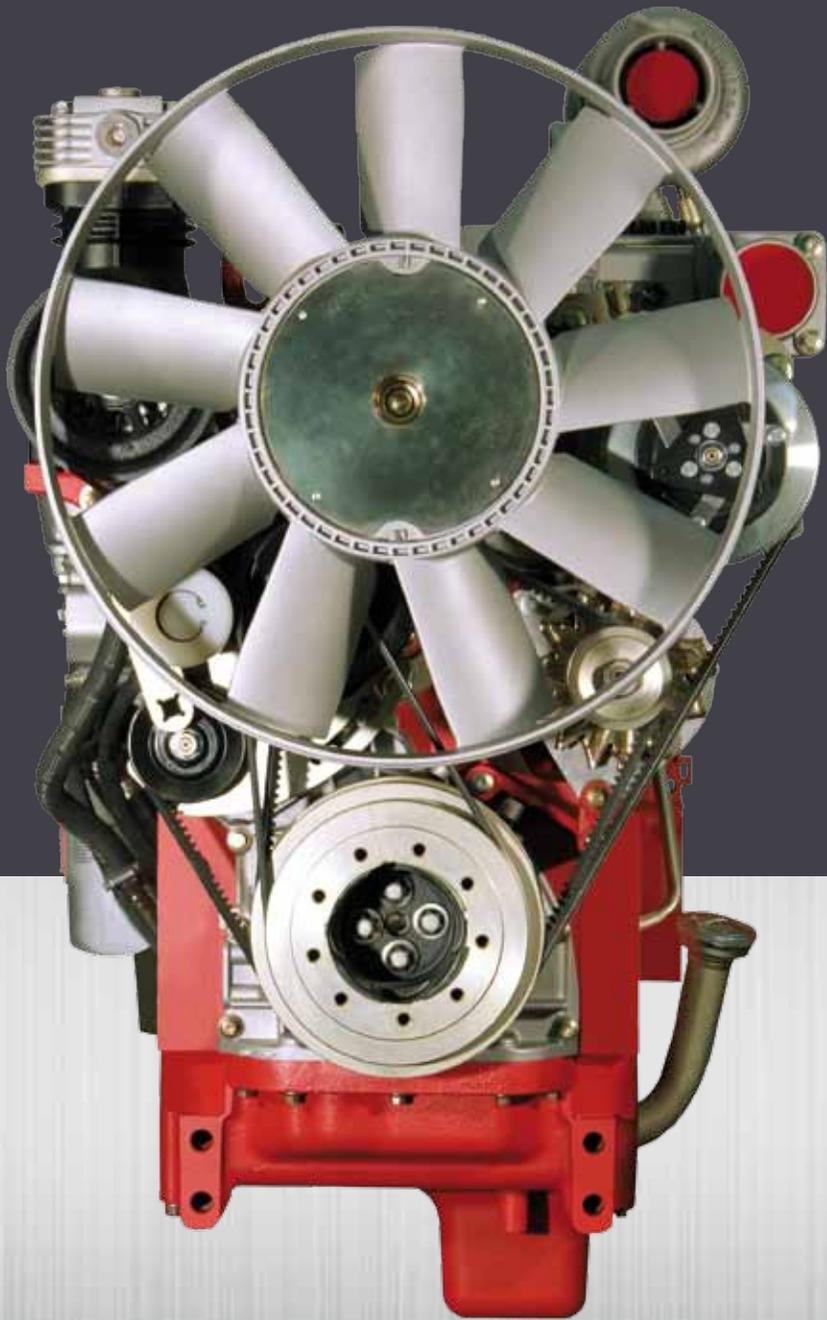
over a wide range of crankshaft speeds.

Maximum torque is developed by Lamborghini R4 and R4 VRT models at just 1250 rpm and maintained steady up to 1800 rpm, providing constant efficiency across a band of around 600 rpm.

The engine's high torque rise is designed to ensure extraordinary lugging power, enabling the tractor to keep working steadily even under the toughest conditions.

A new fuel tank of 160 litres capacity enables the R4 to keep going for longer between refuelling stops, which means a more productive working day with fewer interruptions.





Power and economy

The Lamborghini R4 and R4 VRT have electronic engine management: a state-of-the-art system that ensures the injectors are supplied with exactly the right amount of fuel to suit the prevailing load conditions, optimizing fuel consumption and enhancing engine responses.

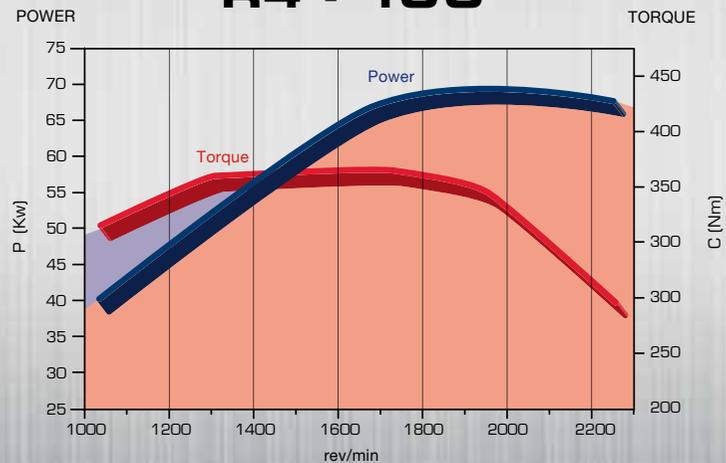
The key operating parameters of the engine are monitored by sensors and relayed to an electronic control unit, which then maintains each parameter at its optimum value by piloting the injection system accordingly.

You can be sure that the optimum amount of fuel will be metered at any given moment, helping to maximize performance. The electronic engine management system guarantees stable and steady perform-

ance, with swift, direct and exact response to the different running and load conditions encountered. The controls are simple and intuitive: the hand throttle lever of the Lamborghini R4 is mounted on the multifunction armrest, and there is a memory button that can be used at any given moment to select, store and retrieve preferred speed settings for different types of work.



R4 - 100



Designed to meet your every need

Lamborghini R4 and R4 VRT will respond swiftly and tirelessly under any workload, thanks to the availability of two transmissions: 5-speed gearbox with 3-stage Powershift and 4 ranges, or continuously variable transmission

R4

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Lamborghini R4 models equipped with 3-stage Powershift transmission guarantee maximum productivity and traction whatever the application: soil preparation and secondary tillage, transport and yard duties. An optimum power-to-weight ratio and a 40 km/h gearbox with Overspeed combine to minimize transit times, as well as delivering economy and comfort. The «Sense Clutch» hydraulic shuttle with response control and Stop&Go system will guarantee unparalleled manoeuvrability and versatility, even in the tightest corners of farm yards and buildings.





R4 **VRT**

100 - 110

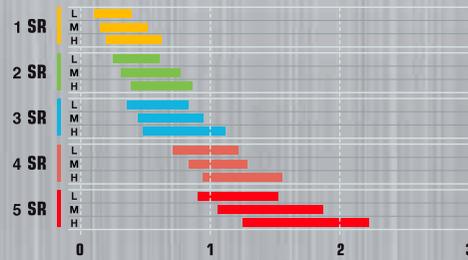
With its Continuously Variable Transmission, the Lamborghini R4 VRT is multi-capable, versatile, and extremely easy to use. The VRT system offers three driving modes (automatic, manual and PTO) allowing the operator to organize any kind of task simply and intuitively: PTO applications - where power take-off and ground speed remain independent - high speed transport using Overspeed, and jobs that call for the big lugging power of the 'heavy duty' mechanical range.



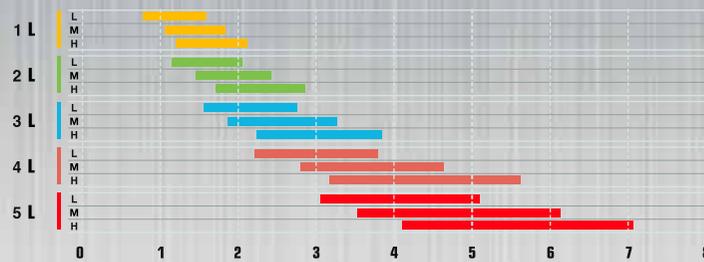
Lamborghini R4 POWERSHIFT



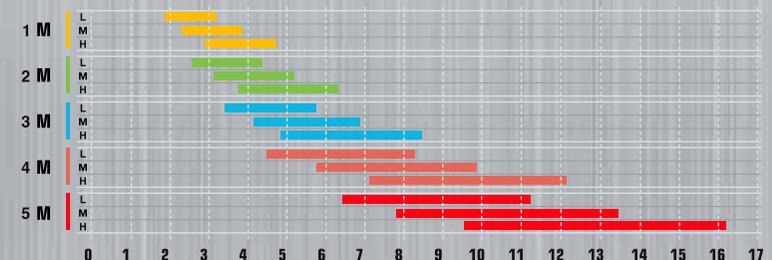
Creeper range



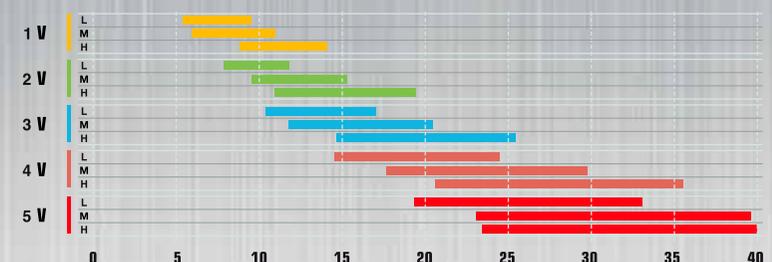
Low speed range



Medium speed range



High speed range



Ideal speed and maximum versatility

Equal to every kind of task: with 5 gearbox ratios, 4 ranges (including creeper), 4 ranges (including creeper) and 3-stage Powershift, the transmission will provide 60 forward + 60 reverse speeds and a top speed of 40 km/h, even with the engine running in low-rpm economy mode.

With three powershift speeds available for each of the 20 compound ratios, the performance and efficiency

of the machine are significantly enhanced. Having selected the nominal ratio best suited to the job in hand, the actual ground speed can still be adjusted to the changing load conditions simply by pressing a button (high-medium-low) on the shift lever, or using the fingertip control lever on the armrest, without using the clutch pedal.

Lamborghini R4 VRT

VRT

**Any need accommodated,
optimum outcome assured**

As an alternative to the Powershift, there is the option of VRT continuously variable transmission offering two speed ranges - 0-20 and 20-40 km/h - allowing the machine to operate in the field or on the road with speed adjusted by a fully automatic control system: no clutch, no gear shift lever... all done by pressure on the accelerator pedal.

With the R4 VRT, performance and functionality are evident not only in acceleration, but equally when slowing or braking. Using the fingertip control on the armrest, simply push forward to accelerate, and pull back to slow down - right down to 0 km/h if necessary.

Manual mode: Using the hand throttle or accelerator pedal (to control engine speed) and the multifunction joystick (to vary ground speed), the R4 VRT operates like a tractor equipped with automat-

ic powershift, moving through an infinitely variable scale of ratios. Pressing and holding the fingertip lever, speed is varied continuously, whereas jogging the lever, the speed is varied by increments of 0.1 km/h.

P.t.o. mode: This is the ideal setting for weed control and baling operations: with the P.t.o. engaged, the transmission defaults automatically to hand-throttle selection of P.t.o./engine speed.

On R4 VRT models, you can vary your ground speed continuously using the accelerator pedal, whilst the P.t.o. speed will remain constant throughout. You can use the fingertip lever to set the maximum ground speed.

Automatic mode: Automatic is the preferred mode for various types of cultivation, and for transport duties: pressing the accelerator pedal, the transmission adjusts swiftly to the ground speed last selected. At this point, the electronic system maintains the ground speed steady, varying the engine revolutions automatically in response to changing load conditions. When towing a heavy

load, for example, after moving off with the engine at high rpm, the revolutions will drop automatically: the ground speed is then held steady at the selected setting, consequently minimizing fuel consumption. Maximum performance and functionality are assured, even when braking or decelerating: using the fingertip control on the armrest, simply push forward to accelerate, and pull back to slow down - right down to 0 km/h if necessary. This makes the R4 extremely easy to manoeuvre, and you can focus all your attention on the job in hand.



**Set
& Drive**





Lower fuel consumption,
maximum efficiency

**Over
Speed**



Power-Zero

With the engine running and Automatic or P.t.o. mode selected, you can also activate the Power Zero (active stop) function: the transmission holds the tractor stationary without any need to apply the parking brake, even with the engine idling, and independently of gradient or load factors.

Overspeed

To gain maximum efficiency from both types of transmission, there is also the option of Overspeed: a gearbox configured so that the tractor can reach top speed with the engine operating in economy mode:

-40 km/h at 1900 rpm with Powershift

- 40 km/h at 1800 rpm with VRT

With low 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.

Sense Clutch



Hydraulic shuttle as standard

Completing the package, your Lamborghini R4 is equipped as standard with a shift-on-the-go hydraulic reverse shuttle, using 2 oil-immersed “long life” multi-disc clutches (for greater durability and reliability) and incorporating an electronic control unit that enables selection of forward and reverse under power, safeguarding the integrity of the mechanical components involved.

The **“Sense Clutch”** can be used to change the drive direction on all gear ratios, which saves you a considerable amount of time when negotiating headland turns and making return passes.

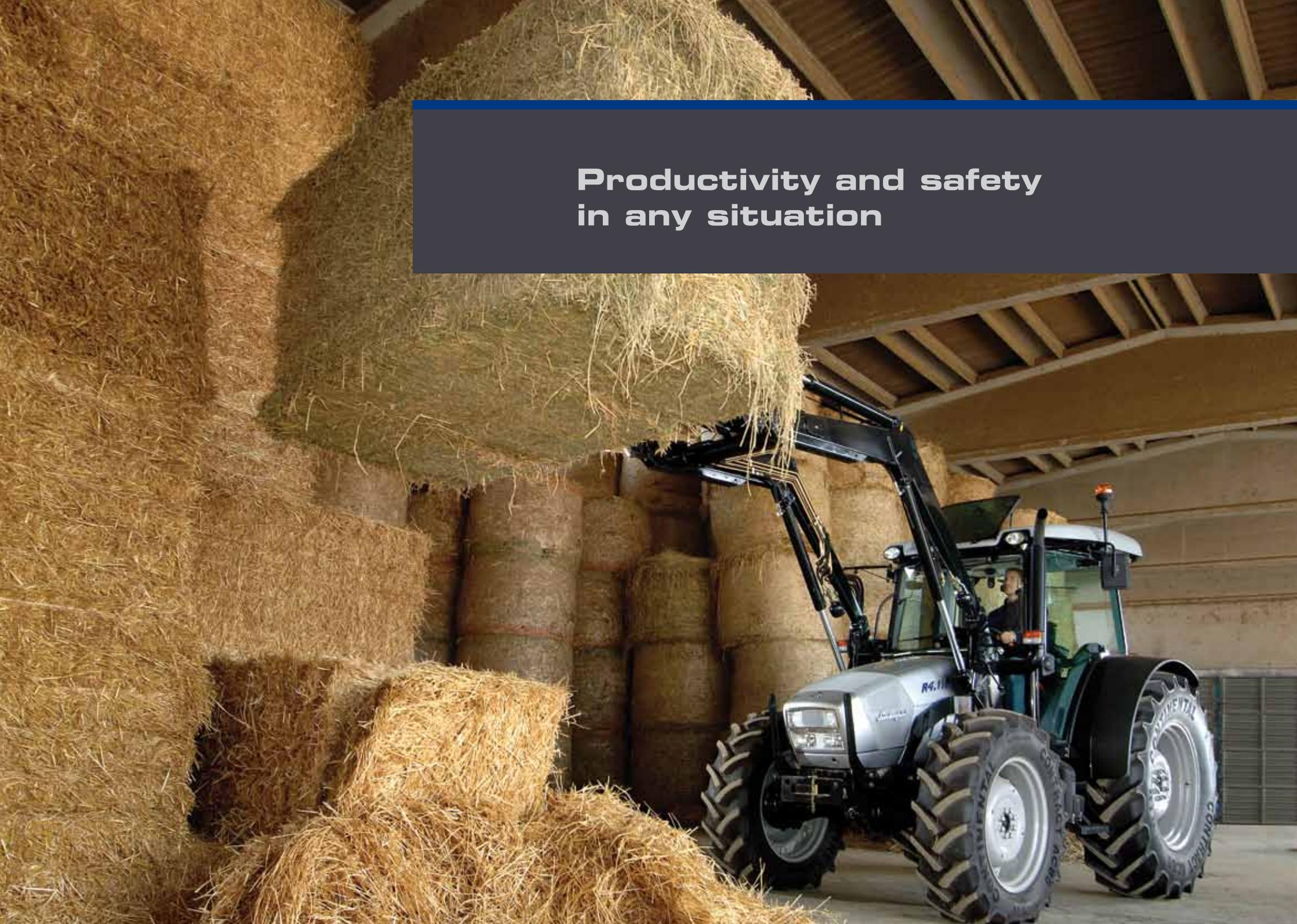
Ergonomically designed and easy to operate, the shuttle lever is located beneath the steering wheel and has a “neutral” position guaranteeing total safety in use, as it will function only when a sensor in the seat is activated by the body weight of the driver.

The lever of the hydraulic shuttle incorporates a thumbwheel control (potentiometer) that you can use to select a sharper or softer response from the shuttle, according to the needs of the moment. For ultimate



comfort and convenience, gear changes can also be made smoothly and effortlessly using the **“Comfort Clutch”** button on the knob of the shift lever, without having to depress the clutch pedal.

**Productivity and safety
in any situation**





Stop & Go

Innovation at your disposal

The **Stop&Go** feature is an exceptional technological advance provided with the SDF "Sense Clutch" hydraulic reverse shuttle.

This is a device that expands the features and potential of the shuttle, giving you a higher level of manoeuvrability especially when the tractor driveline has to be disengaged for intervals of varying duration, such as when using a front loader, or when hitching implements, or moving off on gradients.

With **Stop&Go**, you can control the movement of the tractor utilizing only the brake pedals, with no need to operate the clutch pedal.

Releasing the brake pedals subsequently, the shuttle is re-enabled by the **Stop&Go** control unit, which guarantees a gradual and balanced engagement of the relative hydraulic clutch (forward drive or reverse

drive), and the machine will move off again positively, but without jerking. These are features that enhance the performance of R4 machines, underscoring the attributes of the Lamborghini marque: **practicality, operating comfort, safety, reliability.**

Simplicity and functionality



P.T.O.

When demand on the power take-off is heavy (stone-crushing, spading...), or when lighter implements are in use and a reduction in power can bring the benefit of greater fuel economy, the Lamborghini R4 and R4 VRT display all their effectiveness: a P.t.o. with four speeds (540, 540 ECO, 1000, 1000 ECO) and hydraulically operated oil-immersed multi-disc clutch will deliver just the right amount of power, so that different implements can be utilized to best advantage.

The P.t.o. is extremely easy to manage too: the controls are electrohydraulic, and the selected speed is indicated on the instrument panel by dedicated LCD displays. Duplicate P.t.o. control buttons are provided on the rear fenders. Also available on R4 models is an automatic P.t.o. option, which engages and disengages unassisted when the implement is raised or lowered.

Electronic lift: power plenty

Where millimetre accuracy is required, the electronic rear lift specified on Lamborghini R4 models will ensure you can control a hitched implement with absolute precision.

All parameters are monitored and optimized with ease: draft control, position control, mix and float, quick soil engagement, transport lock, lift height limiter and rate-of-drop control.

On the roads too, you'll experience a smooth and jolt-free ride, thanks to an exclusive anti-pitching system that prevents mounted implements from bouncing on the linkage.

Your R4 tractor is equipped with a rugged rear lift of 5300 kg capacity, which can be increased to 6200 kg if assistor rams are fitted. Implements are hitched to the lift links with unprecedented ease, using a proportional up/down control operated by a fingertip lever on the armrest. This same control is duplicated by two buttons on the rear fenders. And if you need to use front mounted implements, there is the option of a front lift (capacity 1800 kg) and a front power take-off operating at 1000 rpm, which will expand the capability of the R4 still further, not least by facilitating the attachment of front ballast weights.

SBA: automatic control of 4WD and differential lock functions

On R4 VRT models, an intelligent drive axle and differential management system renders the engagement and disengagement of four-wheel drive and differential locks entirely automatic, eliminating repetitive manual operations that can divert your

attention away from the work in hand. The system engages or disengages the front axle drive and differentials, under power, according to the steering angle and ground speed. No risk of error. The effect is to maximize traction, whatever the operating conditions, while ensuring that you experience a comfortable and safe ride.



Safety and efficiency, always

R4 tractors are extremely safe, whatever the situation: effective braking is assured by a hydrostatic system with independent oil-immersed disc assemblies on all 4 wheels, and a device allowing deselection of the front brakes. Adopting a wet disc design, the brakes are applied with minimal effort and ensure total safety. The R4 braking system includes an automatic adjuster designed to take up the clearance between calipers and discs. The advantages are self-evident: reduced drain on horsepower when releasing the brake pedals, discs less prone to overheating, longer service life and efficiency of the braking system.

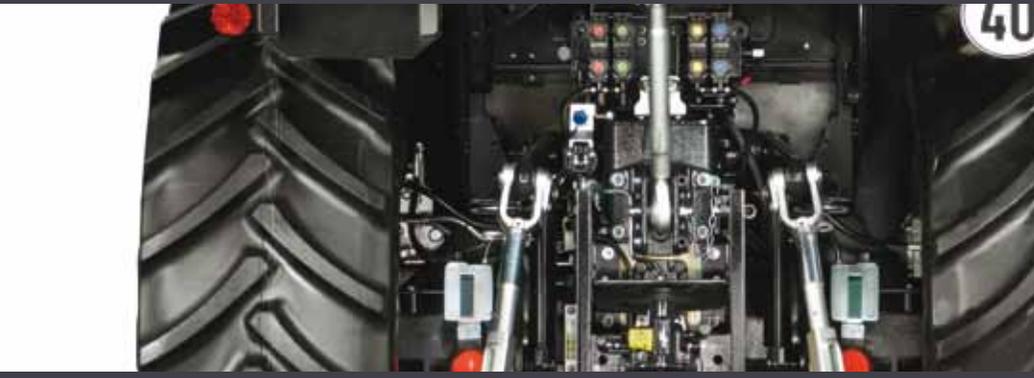
Safe parking, anywhere and everywhere



Park-Brake

All R4 models are equipped with an innovative Park Brake system that will ensure the tractor is always securely and efficiently immobilized. It incorporates a device designed to lock the brakes under a high mechanical load, and a hydraulic system that releases them automatically when starting the tractor. When parking the machine, even on a steep gradient, the Park-Brake will come into operation and disallow any movement of the R4, for total safety.





Hydraulics: efficiency and control

R4 models offer top performance in the hydraulics department too: the system is served by a pump rated 58 l/min, which guarantees superior performance and rational, efficient use of all implements operated by fluid power, even those with a typically high flow demand. The hydrostatic power steering, on the other hand, is equipped with an independent pump that keeps the action 'light', even with other hydraulic services in operation. For example, you'll find that headland turns can be negotiated with the minimum of effort, even when the implement is being raised or lowered on the linkage at the same time.

Energy-Saving hydraulic system

The hydraulic system of the R4 is available in two configurations:

- 3 double acting electrically operated proportional spool valves with flow regulator and timer on the 3rd valve
- 4 double acting electrically operated proportional spool valves with flow regulator and timer on the 3rd and 4th valve

With these features, the system delivers no more oil than is needed to complete the operation. Control of the hydraulics is simple and in-



tuitive, using a practical cross-gate joystick (1st and 2nd spools) combined with fingertip levers (3rd and 4th spools).

When the lift system and spool valves are not in use, for example during transport duties, the oil supplied to the services is shut off automatically by a dedicated flow-sensing valve on the hydraulic circuit and returned directly to the transmission. This helps to keep the oil at a lower temperature, avoiding degradation and prolonging its useful life. More generally, there is less dissipation of heat, which means the overall efficiency of the transmission is improved and less power wasted. With the hydraulic system in energy-saving mode, R4 tractors are able to recover 2.7 horsepower.

Rationality, ergonomics and design



Unique and exclusive comfort

When you climb on board a Lamborghini R4, there is a feeling not only of strength and solidity, but of rational and ergonomic ease as well. The de luxe cab is roomy, well-lit, and tailor-made to suit the driver. Indeed the R4 cab is fully sound insulated and equipped with ventilation, heating and air-conditioning. The panoramic convexly moulded windows (athermal glass) afford maximum visibility, with an optimum view of the surroundings - critical areas included - on all four sides. All round vision is further enhanced by the high visibility roof with its generously proportioned glass hatch; when using a front loader, for example, you can negotiate every kind of manoeuvre without ever losing sight of the attachment, even in poor or fading light. The hatch opens with a push button handle and is airtight when closed, to ensure faultless pressurization of the cab.

Working with an R4, absolutely everything is under control - including the temperature inside the cab, which is selected to your preference and maintained steady by the state-of-the-art climate control system built into the roof. Temperatures in the cab are adjusted according to the conditions outside, so as to create the ideal work environment in summer and winter alike.



Total control and maximum reliability

Top-level ergonomics

Settling behind the wheel, the perception is one of absolute mastery over the machine, not least as the cab interior affords every possible comfort: steering wheel adjustable for height and rake, air suspension seat, side-mounted shift levers, sunshade, and a prewired radio slot. All monitoring and control devices of the R4 are easily locatable by virtue of distinctive shapes and colours, and positioned logically

and ergonomically on a console to the right of the driving seat. In addition, the more frequently used controls are grouped together in such way that they can be identified at a glance and operated more swiftly.

The P.t.o., four wheel drive and differential lock clutches are all electrohydraulic in operation.

The instrument panel has an array of indicators and warning lights giving you total visual control over the operation of the tractor, with illuminated displays that remain clearly visible in any ambient light.

Values indicating ground speed, P.t.o. revolutions, lapsed time and distance covered are displayed in real time, providing you with an immediate picture of work rate and progress.

With the multifunction armrest - derived from big horsepower machines - you can control all the main functions of the R4 ergonomically and intuitively.



Customer satisfaction is our biggest asset.

Customer satisfaction is central to the corporate strategy of SAME DEUTZ-FAHR, and begins the moment a prospective client crosses the threshold at one of our 3000 Dealerships and Authorized Service Centres worldwide.

We may dazzle you with the quality and technology of our products, but it will be of little use unless we can meet your long-term expectations, such as operating a

Sales and Service Network, stimulated by the enthusiasm and professionalism of everyone in the organisation, capable of turning Customer Satisfaction into a practical reality underpinned by excellence in standards of service.

SDF Service. The name says it all.

The primary task of the SAME DEUTZ-FAHR service network is to respond to the

needs of the customer swiftly, professionally and effectively: from negotiation of the purchase, through pre-delivery inspection to scheduled maintenance, repairs, an efficient parts service, and the ability to offer a wide range of accessories.





SDF original parts: quality that pays.

Any component of a SAME DEUTZ-FAHR product - however simple - represents the outcome of a complex design and manufacturing process that demands high and unwavering standards of quality, in terms both of the selected materials and of the way that single elements are assembled.

Only using SDF original parts can you be confident that the performance and the functions of every SAME, LAMBORGHINI, DEUTZ-FAHR and HÜRLIMANN machine will remain unaltered over time.

TECHNICAL DATA

Version		R4.100	R4.110
		4WD	4WD
ENGINE		DEUTZ 2012 TIER III	
Cylinders/Displacement	n°/cm³	4/4038	4/4038
Air intake		Turbo/Intercooled	Turbo/Intercooled
Rated power at nominal engine speed (2000/25/CE)	Hp/kW	99/73	109/80
Nominal speed	rpm	2300	2100
Maximum speed	rpm	2300	2300
Maximum torque	Nm	380	400
Speed at maximum torque	rpm	1400-1700	1400-1800
Torque rise	%	35	35
Cooling		liquid-oil	
Engine control		electronic management	
Air cleaner		dry type with dual filter elements	
Silencer under hood		exhaust pipe on cab upright	
Fuel tank capacity	litres	160	
DIMENSIONS AND WEIGHTS (rear tyre size)		480/70 R34 (16.9 R34)	
Max length without lift links	mm	3990	
Width min-max	mm	2050-2458	
Maximum height at cab	mm	2660	
Ground clearance	mm	500	
Wheelbase	mm	2340	
Front track width min-max	mm	1600-2100	
Rear track width min-max	mm	1600-2100	
Minimum turning radius without braking	mm	3500**	
Weight with cab	kg	4200	

* = "HIGH VISIBILITY" ROOF WITHOUT AIRCON UNIT
 ** = WITH WHEELS AT FULL LOCK

TRANSMISSION

Gearshift clutch	hydraulic, multi-disc														
5-speed box 60 FWD +60 REV	with mechanical shift, full synchromesh plus 4 ranges (with creeper) H-M-L POWERSHIFT min speed: 0.44 km/h)														
Top speed	km/h	40 with OVERSPEED at 1900 rpm													
Reverse shuttle	hydraulic, SENSE CLUTCH shift-on-the-go + STOP&GO).														
Front/rear differential locks	electrohydraulically operated														
Lubrication	forced														
60 FWD + 60 REV TRANSMISSION WITH H-M-L- POWERSHIFT - SPEEDS IN KM/H AT 2300 ENGINE RPM, WITH 480/70 R34 (16.9 R34) REAR TYRES															
	1 L	1 M	1 H	2 L	2 M	2 H	3 L	3 M	3 H	4 L	4 M	4 H	5 L	5 M	5 H
SR RANGE	0,44	0,53	0,64	0,59	0,71	0,86	0,79	0,95	1,14	1,13	1,35	1,63	1,52	1,82	2,2
L RANGE	1,51	1,8	2,18	2,03	2,43	2,93	2,7	3,23	3,9	3,85	4,6	5,56	5,19	6,21	7,05
N RANG	3,26	3,9	4,71	4,39	5,25	6,34	5,84	6,98	8,44	8,32	9,94	12,02	11,22	13,41	16,2
V RANGE	9,72	11,62	14,04	13,07	15,63	18,88	17,39	20,79	25,13	24,77	29,61	35,78	33,4	39,9	40***

BRAKES AND STEERING

Braking action	all-wheel, with oil-immersed discs on each hub, hydrostatically operated
Parking brake	PARK BRAKE
Trailer braking	hydraulic braking valve air-braking system
Hydrostatic power steering	independent pump
Steering angle	55°

FRONT AXLE

Four wheel drive	engaged electrohydraulically
Front differential lock	engaged electrohydraulically
Front weights	8 x 40 kg suitcase 400 kg quick-hitch (machines with front lift)

FRONT P.T.O.

Clutch	oil-immersed multi-disc
Speed	rpm 1000
Operation	pushbutton electrohydraulic

REAR PTO

Clutch	oil-immersed multi-disc
Speed	rpm 540-540 ECO-1000-1000 ECO independent ground speed PTO
Operation	electrohydraulic

HYDRAULIC LIFT

Rear powerlift	electronic
Maximum lifting capacity	kg 5300 or 6200
Pump displacement	l/min 58
Electrohydraulic auxiliary spool valves	n° ports 6/8

3-point linkage (link arms and top link)
 fixed link ends
 auto-hitch

Front lift
 with double acting cylinders
 original built-in structure
 maximum lifting capacity 1800 kg

DRIVING POSITION

Cab	one-piece structure with 4 uprights, "high visibility" roof, opening windscreen, rear screen wiper, air filter, 4 work lights
Cab climate control	air conditioning, ventilation, heater and forced recirculation
Instruments	digital
Driver seat	mechanically adjustable, with safety belt with air suspension and safety belt

*** =TOP SPEED LIMITED BY LAW

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

Version	R4.100 VRT 4WD	DEUTZ 2012 TIER III	R4.110 VRT 4WD
ENGINE			
Cylinders/Displacement	n°/cm³	4/4038	4/4038
Air intake		Turbo Intercooler	Turbo Intercooler
Rated power at nominal engine speed (2000/25/CE)	Hp/kW	99/73	109/80
Nominal speed	rpm	1800	1800
Maximum speed	rpm	2100	2100
Maximum torque	Nm	380	400
Speed at maximum torque	rpm	1400-1700	1400-1800
Torque rise	%	30	28
Cooling		liquid-oil	
Engine control		electronic management	
Air cleaner		dry type with dual filter elements	
Silencer under hood		exhaust pipe on cab upright	
Fuel tank capacity	litres	160	
DIMENSIONS AND WEIGHTS (rear tyre size)			
480/70 R34 (16.9 R34)			
Max length without lift links	mm	4150	
Width min-max	mm	2050-2458	
Maximum height at cab	mm	2660	
Ground clearance	mm	500	
Wheelbase	mm	2340	
Front track width min-max	mm	1600-2100	
Rear track width min-max	mm	1600-2100	
Minimum turning radius without braking	mm	3500**	
Weight with cab	kg	4400	

* = "HIGH VISIBILITY" ROOF WITHOUT AIRCON UNIT
** = WITH WHEELS AT FULL LOCK

TRANSMISSION

Gearshift clutch		hydraulic, multi-disc
Continuously variable transmission		2 ranges, "Transport" and "Heavy Duty", with Auto/P.T.O./Manual, Cruise control and PowerZero functions
Top speed	km/h	40 km/h obtainable both at nominal engine rpm and in economy mode (1800 rpm), with electronic engine management
Reverse shuttle		hydraulic, SENSE CLUTCH shift-on-the-go + STOP&GO).
Front/rear differential locks		electrohydraulically operated
Lubrication		forced

BRAKES AND STEERING

Braking action	all-wheel, with oil-immersed discs on each hub, hydrostatically operated
Parking brake	PARK BRAKE
Trailer braking	hydraulic braking valve air-braking system
Hydrostatic power steering	independent pump
Steering angle	55°

FRONT AXLE

Four wheel drive	engaged electrohydraulically
Front differential lock	engaged electrohydraulically
Front weights	8 x 40 kg suitcase 400 kg quick-hitch (machines with front lift)

FRONT P.T.O.

Clutch	oil-immersed multi-disc
Speed	rpm 1000
Operation	pushbutton electrohydraulic

REAR PTO

Clutch	oil-immersed multi-disc
Speed	rpm 540-540 ECO-1000 Independent ground speed PTO and Auto PTO
Operation	electrohydraulic

HYDRAULIC LIFT

Rear powerlift	electronic
Maximum lifting capacity	kg 5300 or 6200
Pump displacement	l/min 58
Electrohydraulic auxiliary spool valves	n° ports 6/8

3-point linkage (link arms and top link)	fixed link ends auto-hitch
Front lift	with double acting cylinders original built-in structure maximum lifting capacity 1800 kg

DRIVING POSITION

Cab	one-piece structure with 4 uprights, "high visibility" roof, opening windscreen, rear screen wiper, air filter, 4 work lights
Cab climate control	air conditioning, ventilation, heater and forced recirculation
Instruments	digital
Driver seat	mechanically adjustable, with safety belt with air suspension and safety belt

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.





Making savings - a top priority

R4 - R4 VRT tractors feature a number of technological solutions designed to save energy resources, improve the efficiency and durability of all components, and reduce harmful emissions.



These innovative developments have produced immediate and tangible benefits for the operator and for the environment:

- Deutz TIER III engines, 100% compatible with Biodiesel = zero sulphur dioxide emissions
- Engine oil change every 500 hours = lower maintenance costs, lower environmental impact caused by the disposal of spent oils
- Overspeed transmission (40 km/h at low engine speed) = lower fuel consumption, lower emissions

- Optimized HML transmission (new low friction materials, increased clearance between fixed and moving discs and HML housings, and reduced lubricant level) = lower drain on horsepower, lower oil temperatures

- Optimized hydraulic system (energy saving circuit) = lower drain on horsepower, lower oil temperatures

- Optimized brake system (take-up of disc-caliper clearances) = lower drain on horsepower, lower oil temperatures, lower fuel consumption, lower emissions

- Park Brake (elimination of disc brake assembly from 4WD shaft) = lower drain on horsepower, lower fuel consumption, lower emissions

Total power recovered = up to 10.2 HP

Total fuel saving = up to 3 litres/hour



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Barby Lane, Barby, Nr Rugby _ CV23 8TD _ WARWICKSHIRE _ UK _ www.lamborghini-tractors.com

We recommend the use of SDF Lubricants and Coolant



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

DEALER CONTACT