

 SAME DEUTZ-FAHR

R5 EVO

140-160



A different breed.

Productivity, of course. But maximum comfort too



With their optimum power-to-weight ratio and the modern technology applied in design, these tractors achieve the ideal combination of maximum productivity and unparalleled comfort.

R5 Evo tractors offer a number of winning features: turbo-intercooled Euro IIIA engines with electronic management, constant flow hydraulic system, two options of transmission giving a top speed of 40 km/h, disc brakes on all four drive wheels, and a spacious, ergonomically laid out cab with high visibility roof.

Above all, the R5 Evo aims at attractive design, as reflected in the streamlined contours of the hood and the exclusive styling of the cab.

Large self-cleaning steps and wide-opening doors make for easy access to the cab. Controls arranged on the driver's right are easy to use and simple to understand. The roomy cab, suspended on silent-block mounts, has been designed for maximum operating comfort. 6 work lights, including four at roof level - 2 at the front and 2 at the rear - and 2 mounted at mid-height for extended night vision.

The hood opens simply by pushing a button on the front panel, and the side panels are removable without any need for tools, simplifying routine maintenance operations.

An uninterrupted all-round view. The high visibility roof is equipped with a transparent hatch covering almost the entire area forward of the driver seat. Especially useful when using a front loader attachment.

4-speed ventilation system circulates an accurately measured flow of air through 18 adjustable vents, regulating the temperature inside the cab at a level guaranteed to provide maximum operator comfort, whatever the climatic conditions.



■ Visibility to the front is maximized by an unobtrusive exhaust pipe, tucked tight against the cab corner post.

Unlimited power

The immediate impression experienced when test-driving the **R5 Evo 140 HP (103 kW)** and **163 HP (120 kW)** is that of the outstanding performance delivered by the **6-cylinder turbo-intercooled 1000 series Euro IIIA engine**. SDF engines are designed with unit injection pumps, one to each cylinder, operating at high pressures (up to 1400 bar), to improve the distribution of fuel within the combustion chambers. The injection pipelines are notably short and all the same length, ensuring rapid injection in all cylinders.

Optimum combustion is guaranteed both by strong turbulence of the inducted air, and by the special configuration of the combustion chamber, which ensures fuel and air are mixed thoroughly together.

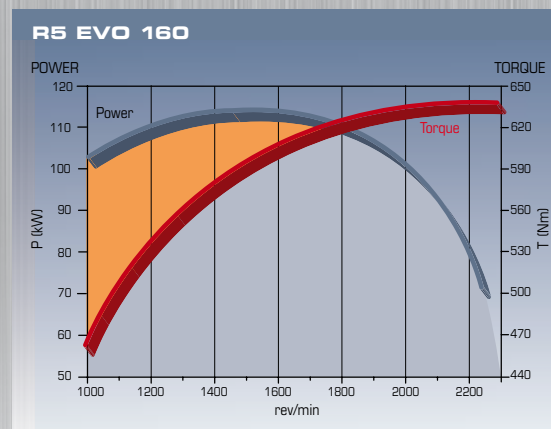
All engines are equipped with hydraulic tappets for precision control of the injection timing advance. When the oil is cold, the plunger is lifted marginally so that the injection can be suitably advanced: as well as optimizing efficiency, this also eliminates any white smoke, emitted usually when engines

are started cold.

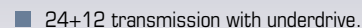
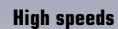
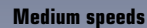
Performance is also improved appreciably by **electronic engine management**. An electromagnetic controller acts directly on the rack driving the injection pumps, to proportion the injection volume precisely to the load on the engine and the corresponding power output required, optimizing fuel consumption. With a re-designed tank holding 300 litres, there will be few refuelling stops.



■ Control lever on the cab door pillar, allowing variation of engine speed. Function for setting a preferred engine speed.



Low speeds



4-speed synchromesh gearbox, 3 ranges and underdrive (reducing each of the forward gear speeds by 20%) giving a total of **24 forward ratios and 12 reverse**; shuttle and underdrive operated by a single lever for swift and instantaneous shifts. Alternatively, a 4-speed synchromesh gearbox, 3 ranges and a creeper box, giving **16 forward and 12 reverse ratios**. Single lever operating shuttle and creeper.

The two speed power take-off (540/1000) with oil-immersed multi-disc clutch is engaged with a mechanical control located on the console to the driver's right. A direct coupling between P.T.O. and engine helps to minimize power losses and reduce noise.



Power transmission giving maximum operating efficiency



The front axle has a 50° steering angle. Increased traction is provided by mechanically operated front and rear differentials (pedal control) designed to engage in critical operating conditions.

For maximum safety during transport duties, braking action applied to all four drive wheels will bring the machine to a stop with minimal effort and trouble.

R5 Evo machines have no problem **operating with heavy implements mounted to the rear linkage**, as power from the engine is transmitted to the rear wheels by way of heavy duty epicyclic final drive units. The R5 Evo 160 model has a rear axle with adjustable track width, easily adapted to suit the type of crop and cultivation.

The hydraulic system of R5 Evo tractors is more than compatible with any type of implement. The system incorporates an 'open centre' circuit with a **pump rated 68 l/min**, which will generate the high flow and speed of response needed to operate even with implements typified by a high

power demand. The mechanically controlled rear lift is rated at generous 7000 kg. The equipment package includes 4 or 6 auxiliary spool valves.



■ Two levers are used to control the rear lift links: the yellow lever raises or lowers the implement; the green lever is used to select the type of control (position, draft, mix and float). The blue levers operate the various auxiliary spools - single acting, double acting, kickout or detent.



Technical data and illustrations are guidelines only. As our aim at LAMBORGHINI is to deliver a product that increasingly satisfies customer requirements, we reserve the right to update this information at any time, without notice.

TECHNICAL SPECIFICATION

Version		R5. Evo 140	R5. Evo 160
		4WD	4WD
ENGINE		1000.6 WTI TIER III A	1000.6 WTI TIER III A
Cylinders/Displacement	n°/cm³	6/6000	6/6000
Aspiration		Turbo Intercooler	Turbo Intercooler
Max. homologated power (2000/25/CE)	HP/kW	140/103	163/120
Rated speed	rpm	2350	2350
Max. torque	Nm	510	624
Max. torque engine speed	rpm	1600	1600
Torque backup	%	22	27
Cooling		liquid-oil electronic dry, with double cartridge with vertical exhaust	
Engine control			
Air cleaner			
Silencer			
Fuel tank capacity std/opt	litres	160+140	160+140
DIMENSIONS AND WEIGHTS: (with rear tyres)		16.9 R38	18.4 R38
Max. length without link arms	mm	4264	4324
Width min. - max.	mm	2170-2670	2216-2424
Max. height at cab	mm	2977	2810
Ground clearance	mm	500	530
Wheelbase	mm	2750	2750
Front track min.- max.	mm	1826-1944	1826-1944
Rear track min.- max.	mm	1794-1802	1794-1802
Weight with cab	kg	5450-5250	5700-5500
TRANSMISSION			
Gearbox clutch		single disc, self adjusting, hydrostatically operated	
Mechanical gearbox 16 FWD + 12 REV		4 synchronised gears, 3 gear ranges with creeper	
Mechanical gearbox 24 FWD + 12 REV		4 synchronised gears with splitter, 3 gear ranges	
Max. speed	km/h	40	
Shuttle		mechanical	
Rear differential lock		mechanical - epicyclic final drives	
Lubrication		forced	

16 FWD + 12 RE GEARBOX WITH CREEPER - SPEED IN KM/H AT ENGINE SPEED OF 2350 RPM WITH 18.4 R 38 REAR TYRES															
1 LCR	2 LCR	3 LCR	1 L	4 LCR	2 L	3 L	4 L	1 M	2 M	3 M	4 M	1 H	2 H	3 H	4 H
0.43	0.65	0.97	1.19	1.36	1.77	2.64	3.70	3.78	5.65	8.40	11.77	12.01	17.94	26.70	37.41

24 FWD + 12 REV GEARBOX WITH SPLITTER - SPEED IN KM/H AT ENGINE SPEED OF 2350 RPM WITH 18.4 R 38 REAR TYRES																							
1 LSP	1 L	2 LSP	2 L	3 LSP	3 L	4 LSP	1 MSP	4 L	1 M	2 MSP	2 M	3 MSP	3 M	4 MSP	1 HSP	4 M	1 H	2 HSP	2 H	3 HSP	3 H	4 HSP	4 H
0.97	1.19	1.45	1.77	2.17	2.64	3.04	3.10	3.70	3.78	4.63	5.64	6.89	8.40	9.66	9.85	11.77	12.01	14.71	17.94	21.90	26.69	30.69	37.41

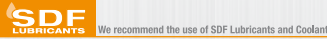
REAR P.T.O.	
Clutch	multiple discs in oil bath with independent engagement
Speed	rpm 540 - 1000
BRAKES AND STEERING	
Brakes	single disc in oil bath
Parking brake	multidisc oil-immersed - mechanically actuated
Hydrostatic steering	reactive type with dedicated pump
Steering angle	4WD 50°
FRONT AXLE	
Drive engagement	mechanical
Front differential lock	mechanical
Front ballast	max. up to 12 x 40 kg
HYDRAULIC LIFT	
Rear hitch control	mechanical
Maximum lifting capacity	kg 5400 or 7000
Pump delivery	l/min. 68
Auxiliary hydraulic control valves	(ways) 4 / 6
3 point linkage (link arms and top link)	fixed hitching balls - automatic hitching
RH link arm and top link	mechanically regulated
DRIVING POSITION	
Cab	suspended on 4 silent-block, ventilation, 2 doors, front, rear wiper and high visibility roof
Instruments	analog
Cab conditioning	heating and air conditioning
Driver's seat	with longitudinal, height and driver's weight adjustment

DEALER CONTACT



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



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.