

100-125

R6





R6. A thrilling tractor. From any angle.

Innovative technologies, quality components, highly reliable engines and painstaking design - these are the key elements of an offering aimed at medium-large farming businesses and contractors, with a wide variety of needs in mind: ploughing, seeding, land management, harvesting, speedy transport... needs to which Lamborghini now responds with a range of truly high performance machines. In reality, it could hardly be otherwise: superior Deutz engines (4 and 6 cylinders) are integrated with highly efficient devices and systems designed strictly on principles of productivity, manoeuvrability and operator comfort. Take the "Hi-Profile" version of the R6, for example: Automatic-Powershift (top speed 50 km/h), electronic power lift incorporating radar, and hydraulics with load-sensing variable displacement pump. And then there is the new cab, with self-adjusting pneumatic suspension and automatic climate control, the driver seat with its multifunction armrest, and the shock absorbing front axle suspension. All you have to do now is... sit behind the wheel, and turn the key. The pleasure of driving an R6 will be all yours.

*when the top speed is limited by law to 40 km/h this speed is available in normal and economy operating modes alike





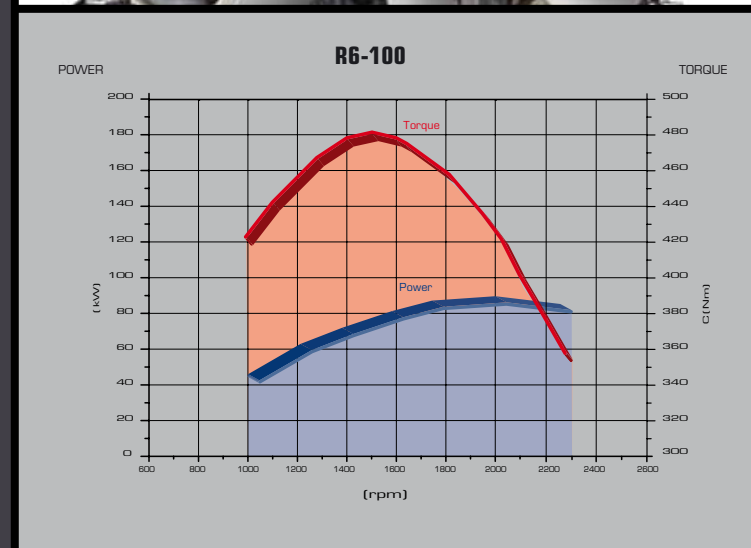
Lamborghini R6. A truly remarkable core of technology.

With new Deutz TIER III engines featuring on all the R6 range, Common Rail technology has taken another big step forward.

Thanks to the brand new high pressure common rail fuel injection system (R6 models 115 and 125) using two wet pumps embedded in the cylinder block,

and new combustion chambers in the piston crowns, the engine is able to deliver consistently high levels of efficiency even in the toughest of conditions. In practice, this means that the DCR system is able to generate a maximum injection pressure of 1,600 bar, at any crankshaft speed. A key factor and, in combination with a sophisticated electronic engine management system, one

A technological heart, in a rugged zinc-treated steel shell.





that gives every R6 tractor a truly impressive torque rise, even at low revolutions.

More power for less fuel. Always the way, for any R6.

New DCR TIER III - 2012 series engines selected for the R6 range boast an attractive set of specifications, but they offer much more.

All signals received from the engine, from sensors and from the operator are analyzed and processed in real time by an ECU, which will pilot the fuel system instantaneously to deliver just the right amount of power for the situation in hand. This way, not so much as a single horsepower is wasted needlessly.

Maximum power stays constant over a wide band of engine speeds, so that when revolutions drop under an increasing load, not only does torque increase, but power will remain steady, while specific fuel consumption is significantly reduced. In ploughing and heavy lugging work, these characteristics convert into higher tractive force and more flexible

response, benefiting productivity. And lastly, Exhaust Gas Recirculation, a system by which exhaust gases from

the engine are metered continuously and returned in part to the combustion chamber. A "winning" solution that both

maximizes the efficiency of the engine and appreciably reduces particulate emissions



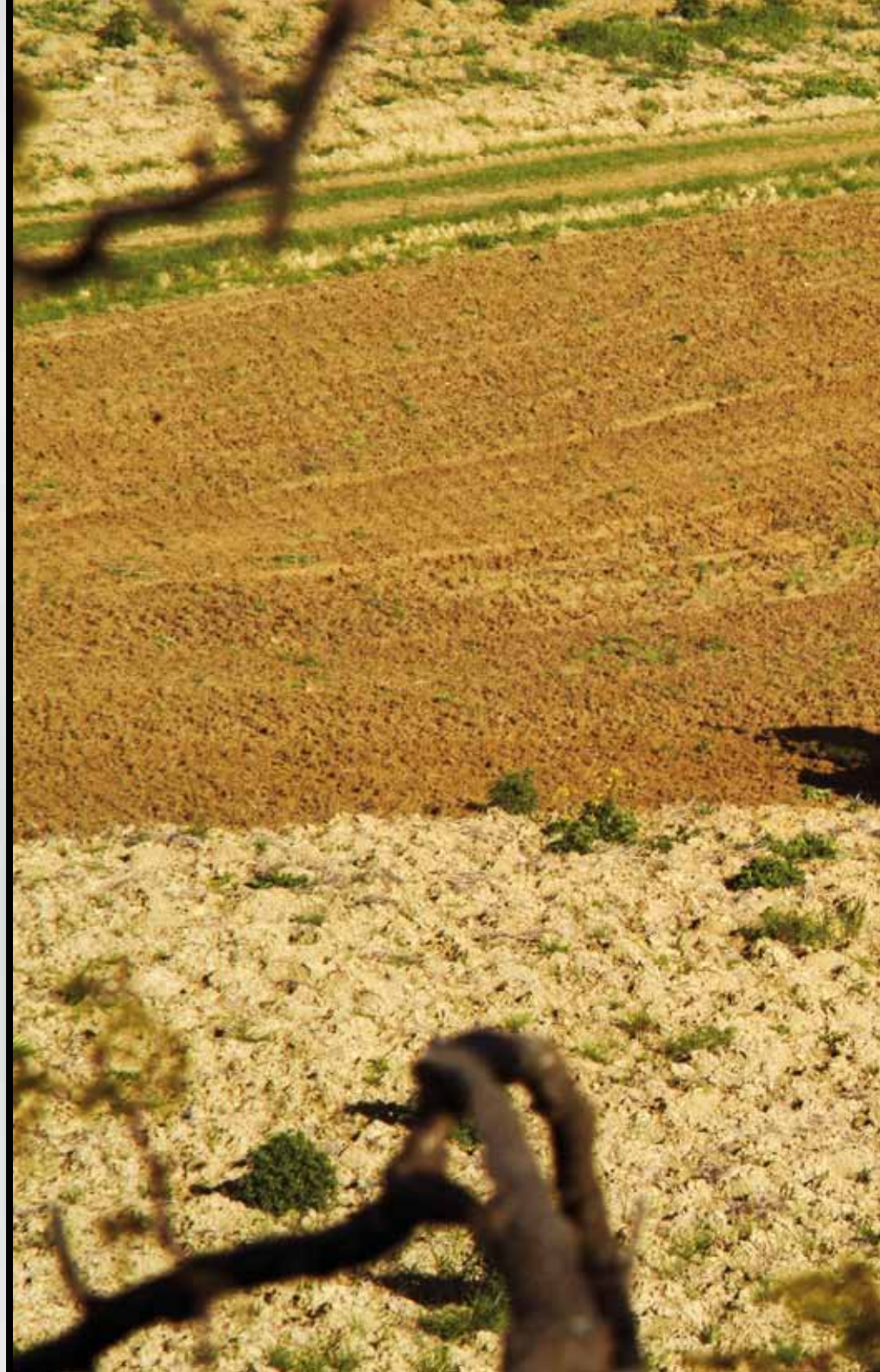
"Advanced technology at its most attractive. Lamborghini R6, a cocktail of power, reliability, comfort and design, meeting your every working need in supreme style".



An R6 stays “cool” even when things get really hot.

Similarly, the engine is equipped with a technologically innovative cooling

system: five radiator/cooler cores (engine coolant, transmission oil, diesel fuel, intercooler and air-conditioning condenser) are stacked in series, occupying minimal space while exposing maximum surface area to the incoming flow of air, which is cleaned by a filter of cross-flow design using nanofibre elements with a layered structure, guaranteed to retain contaminants down to particle sizes of 2 microns. In addition, an exclusive hinged mounting system allows each core to pivot outwards for easy cleaning and maintenance.



A large tractor is shown plowing a field, with a dark grey rectangular box overlaid on the upper left portion of the image containing the text "High environmental ambitions.".

High environmental ambitions.



Lamborghini R6. 100% Biodiesel.

Thanks to a number of unique design features, the use of first-rate materials in manufacture, and a special conversion kit, R6 engines are able to ensure absolute functional efficiency and total compatibility with biodiesel fuel, allowing blend ratios of up to 100% (biodiesel responding to the specifications of EN 14214:2003).

Biodiesel typically has a higher viscosity than other engine fuels and is chemically more aggressive, but Deutz engines are equipped with a special fuel injection system and a fuel feed circuit with components manufactured from special materials, enabling them to run on these new fuels without difficulty.



Taking your work far and wide.

4th Low and 1st High: press the range shift button, depress the clutch pedal, move the gearshift lever from 4th Low to 1st High, and finally release the clutch pedal. And the powershift will do the rest.

R6. Designed to stop at nothing.

Out in the field or around the yard, lugging on rough terrain or eating up the highway... the R6 stops at nothing. In particular, as such a large part of the work done by this kind of tractor revolves around transport and moving from field to field, the new transmission is designed to give a top speed of 50 km/h. This means that, even in countries where 50 km/h is not allowed, the R6 will cruise at 40 km/h with the engine either at full throttle, or running with a

lower crankshaft speed, which brings huge benefits in terms of fuel economy and component life.

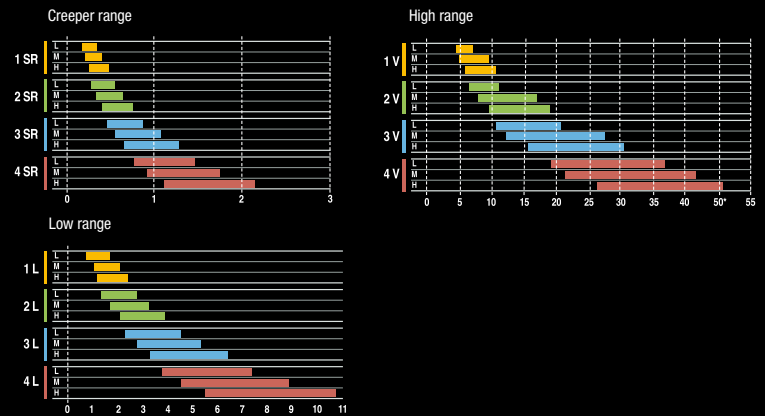
A quick look at the speed chart will give at least a general idea of the smooth and easy driveability that distinguishes the R6 range: but it simply has to be experienced to fully appreciate the handy shift lever — neat and stubby, with its short throw — allowing swift and precise selection of the 24 forward and 8 reverse speeds (36+12 with creeper range), compounded from a 4-speed synchromesh gearbox with 3 powershift

ratios and 2 electrohydraulically operated ranges.

Pressing and holding the button on the front of the lever, the 4 synchromesh gears can be shifted without using the clutch pedal, whilst the range is changed by pressing a second button on the side of the lever. In this case the Powershift system responds automatically, selecting the ideal ratio on the basis of ground speed, and in real time. This new system dispenses with the traditional range lever, while allowing the driver to shift simply and effortlessly between



Ground speed in km/h



Automatic Powershift Choose how you want to drive.

On "Hi-Profile" versions, the Automatic Powershift function (Powershift ratios piloted automatically in response to power output and prevailing load, whatever the gear speed selected) raises driving comfort to the highest levels, and operators can use the special potentiometer incorporated into the armrest to personalize their driving style: setting the Powershift to "performance" mode, the ratios are selected automatically to maximize power, punch and zip, whereas the "economy" setting is designed to minimize fuel consumption.

Using the hydraulic shuttle, the drive di-

rection can be reversed swiftly and under power: invaluable, especially when making headland turns and return passes. The system is equipped with 2 oil-immersed "long life" multi-disc clutches (for greater durability and reliability) and incorporates an electronic control unit that will enable shift-on-the-go operation up to 12 km/h, safeguarding the integrity of the mechanical components involved. The shuttle is operated by a lever located under the steering wheel, and "Hi-Profile" versions also have shuttle buttons on the joystick.





SBA system. All the advantages of four-wheel drive. Without the disadvantages.

Finally, the SBA system: a tried and tested device providing automatic control over the four-wheel drive and differential lock functions. Depending on the ground speed and the steering angle of the front wheels, the SBA engages or disengages 4WD and locks or unlocks the differential, giving added grip and traction (when ploughing, typically) or better manoeuvrability and safety (on the road, when carrying or towing).



Power and torque. With an R6, there's as much as you want.

The 4-speed rear power take-off (540/540 Eco and 1000/1000 Eco) is equipped with an oil-immersed multi-disc clutch operated by a modulating electrohydraulic control circuit for ultra-smooth and efficient service. The multi-disc clutch is specially scaled to absorb peak loads on heavier implements, and the modulating action guarantees maxi-

R6. Equipped with the best to give you the most.



mum reliability even when using implements with a high torque demand. With ECO mode selected (lower crankshaft speeds), the engine will burn less fuel and generate less noise. Operating predominantly at intermediate engine speeds, the R6 will always respond handsomely, delivering high efficiency and torque.

The P.T.O. can be operated both from the driving seat and from a switch on the rear fenders. There is also an Auto P.T.O. function, interlocked to the up/





down position of the rear lift, which can be used to programme stop and restart of the power take-off.

And for jobs requiring implements front and rear, there is the option of a front P.T.O. (1000 rpm), driven directly from the engine through an oil-immersed multi-disc clutch with modulating electrohydraulic control circuit.

Think of a huge hydraulic power pack...?

The specifications speak for themselves: The R6 is at the top of its class in terms of equipment, performance and constructional features. The R6 hydraulic system includes 3 spool valves with 6-way ports (4 valve, 8-way for "Hi-Profile" versions), with detent, kickout, float, flow control and timer functions. All hydraulic ports have push-pull type couplers and an individual oil recovery device (to catch any drops that spill when connecting the implement hoses). Control levers are positioned ergonomically on the side instrument console.

R6: a "hard nut", but sensitive too.

The R6 can be equipped with an open-centre hydraulic system (pump rated 61 or 75 l/min), or a closed-centre system with load-sensing variable displacement pump rated 83 l/min. With the closed centre system, which senses the load acting on the circuit, the flow rate can be adapted automatically to the demand from the implement.

Accordingly, the pump supplies only the amount of oil required at any given instant, giving the operator

a more immediate response to the controls and improved lifting capacity (even at low engine speeds). The result: optimization of hydraulic power, lower oil temperature in the circuit, and longer life of hydraulic components.

On "Hi-Profile" machines, all spool valves are electrohydraulic in operation: the services are operated from the small joystick (incorporated into the multifunction armrest), or the 4 buttons on the main joystick.





The R6 will relieve you of all safety problems too.

A standard feature on all models of the range, the electronic lift — including radar wheelslip control — is able to ensure completely safe management of loads up to 6200 kg. The available functions are supervised by an electronic control unit, and can be managed and monitored by the operator in real time: draft, position, wheelslip (with radar), quick soil engagement, mix, transport lock, lift height limiter, rate-of-drop control, and anti-oscillation.

The lift controls are located on a console to one side, with working pa-

rameters indicated by a digital display on the main instrument panel. Operation of the wheelslip control, on the other hand, is interlocked to a potentiometer that can be set directly by the driver.



The R6 remembers everything you do. So, at a touch, you can repeat it whenever you need to.

On R6 "Hi-Profile" machines, the lift control button is incorporated into the multifunction joystick, and for optimum management of control functions, especially repetitive actions, the on-board computer can also be equipped with a special A.S.D. feature: this is a handy device - also operated from the multifunction joystick - which allows the operator to save up to 16 commands in sequence and select them simply by operating a single lever.

Secondary lift and PTO controls mounted on the rear fenders facilitate the operation of hitching and unhitching implements.

Also available, on request, is a front lift (rated capacity 3200 kg., double acting rams and retractable lift links) and a front PTO designed to deliver full power from the engine.





R6. Strong good looks.

Even at first glance, an R6 more than catches the eye. The tight, curved lines of the hood sweep down to merge harmoniously with the forwardly canted hardnose, giving a sense of great energy and dynamism.

The same lines are mirrored in the panoramic glass panels of the cab and roof. The splendid streamlined automobile-style tail light clusters form a satisfying whole with the design of the slim fenders. Nothing is left to chance in the R6. Inside and out, everything down to the very smallest component part is organized so as to ensure maximum functional efficiency, and with an almost obsessive attention to the personality of the design and care over detail. In short: the "Lamborghini imprint". Confirming the exclusive identity of your R6. Rendering it unique and inimitable.



An R6 can get you pretty excited. Even standing still.





A hi-tech lounge with a panoramic view.

User-friendly driving functions, total visibility, low levels of noise and vibration, ergonomic design: the comfort of the R6 will grow on anyone. Look at the dimensions. Volumetric data and ratios are not only appearance-related: The R6 features a compact and rational cab module (overall height 260 cm, with

R6. Welcome aboard a different planet.

34" tyres) and an interior designed for complete freedom of movement, with a driving setup worthy of any automobile specification: width at waistline 1540 mm, length 1630 mm, height 1515 mm, giving an internal volume of close to 3 m³.

The non-slip treads of the practical galvanized metal access steps light up automatically when the cab door is opened, whilst inside there is the spacious and welcoming interior, surrounded by panoramic windows affording 320° visibility (not to mention the toughened glass roof hatch with sunshade), there is a fully adjustable driving seat with air suspension that will adapt automatically to the weight of the occupant; handy document and organizer compartments are provided; the controls for the various functions are grouped together rationally, colour-coded for immediate identification ("Hi-Profile" versions are equipped with multifunction armrest incorporating a joystick control).





Heat, noise and dust stay outside.

The climate control and ventilation system (automatic on "Hi-Profile" versions) creates the best possible working conditions: with a generous number of adjustable vents arranged intelligently around the cab, the occupant can both adjust the temperature quickly and efficiently, and ensure the windows are kept demisted and defrosted. Special filters installed in the cab roof — easily accessible for cleaning and servicing purposes — ensure that good air quality is maintained inside the cab, and with efficient sound-absorbent materials, plus an auxiliary bulkhead located between the engine and the cab, the driving position stays free of noise and vibration. When working long hours at a stretch, effective sound insulation in the cab is an absolutely invaluable resource.

The cab of an R6 will always maintain its level, unlike some.

The one-piece cab structure is kept at a constant height thanks to the automatic levelling action of the pneumatic suspension units: whenever there is any variation in weight of the cab, however slight, a sensor picks up the change, and compressed air is directed into special pneumatic damper struts. This way, the suspension travel remains consistent, and the cushioning action is exploited to the full.



The front axle suspension system utilizes two hydraulic cylinders connected to three nitrogen reservoirs. Piloted in operation by an electronic control unit, these components are designed to adapt the rigidity of the suspension to the nature of the road surface. Also, depending on the application (transport duties, for example, or tillage involving appreciable draft forces), the axle can be engaged and disengaged by the driver.



Technical data and illustrations are purely indicative. LAMBORGHINI continuously strives to satisfy customer requirements, and therefore reserves the right to modify its products at any time and without prior notice.

TECHNICAL DATA

TECHNICAL DATA		R6.100		R6.110		R6.115		R6.125				
Version		4WD		4WD		4WD		4WD				
ENGINE		DEUTZ TIER III		DEUTZ TIER III		DEUTZ COMMON RAIL 2012 TIER III		DEUTZ COMMON RAIL 2012 TIER III				
Cylinders/Displacement		no./cc		4/4038		4/4038		6/6057				
Aspiration				Turbo Intercooler								
Max. power		HP/kW		100/73		112/82		130/95				
Homolog. power at nominal engine speed (2000/25/CE)		HP/kW		100/73		112/82		127/93				
Rated speed		rpm				2300						
Max. torque		Nm		378		398		475				
Max. torque speed		rpm		1100-1700		1200-1800		1200-1800				
Torque reserve		%		38		30		28				
Cooling				liquid-oil								
Engine control				electronic								
Air cleaner				dry with safety cartridge								
Under-hood silencer				with exhaust at cab upright								
Fuel tank capacity		litres		180								
DIMENSIONS AND WEIGHTS		480/70 R 34		480/70 R 34		480/70 R 38		480/70 R 38				
Max. length without link arms		mm		4140		4140		4370				
Width min. - max.		mm		1880-2480		1880-2480		1880-2480				
Max. height at cab		mm		2685		2685		2765				
Ground clearance		mm		500		500		500				
Wheelbase		mm		2419		2419		2647				
Front track min. - max.		mm		1300-1800		1300-1800		1300-1800				
Rear track min. - max.		mm		1400-2000		1400-2000		1400-2000				
Minimum turning circle without brakes		mm		5455		5455		5850				
Weight with cab		Kg		4440		4440		4850				
TRANSMISSION												
Gearbox clutch		oil bath, hydrostatically operated										
Gearbox		24 FWD + 8 REV		with 4 synchronised gears, 3 Powershift ratios, 2 electrohydraulically engaged ranges (min. speed: 1.67 km/h)								
Gearbox		36 FWD + 12 REV		with 4 synchronised gears, 3 Powershift ratios, 2 electrohydraulically engaged ranges + creeper (min. speed: 0.33 km/h)								
Max. speed		km/h		50 km/h restricted to 40 at rated or economy engine speed (1840 rpm) by electronic regulator								
Hydraulic power shuttle		with electronically controlled double multi-disc oil bath clutch with control lever below steering wheel										
Rear differential lock		electrohydraulically engaged										
Lubrication		forced + transmission oil cooler										
36 FWD + 12 REV POWERSHIFT GEARBOX - SPEEDS IN KM/H AT 2300 RPM WITH 18.4 R 38 TYRES												
	1SR	2SR	3SR	4SR	1L	2L	3L	4L	1V	2V	3V	4V
LOW	0,33	0,54	0,89	1,48	1,67	2,70	4,48	7,44	7,93	12,80	21,20	35,24
MEAN	0,40	0,64	1,07	1,78	2,01	3,25	5,38	8,94	9,52	15,37	25,46	42,32
HIGH	0,48	0,77	1,28	2,13	2,41	3,89	6,44	10,70	11,40	18,40	30,49	50,67*

REAR PTO	
Clutch	multi-disc, oil bath
Speed	rpm 540 540ECO 1000 1000ECO
	Synchronised PTO with independent drive shaft
Operation	electrohydraulic with push-button control
FRONT PTO	
Clutch	multi-disc, oil bath
Speed	rpm 1000
	electrohydraulic, push-button control
BRAKES AND STEERING	
Brakes	hydrostatic with rear discs in oil bath and DT coupling
Trailer braking	hydraulic braking valve
	hydraulic and pneumatic braking system
Hydrostatic steering	independent pump, adjustable steering wheel
Steering angle	52°
FRONT AXLE	
Type	conventional
Front wheel drive	with automatically activated hydraulic suspension
	electrohydraulically engaged
Front differential locking	multi-disc, oil bath
	SBA/ASM: automatic control of front wheel drive and differentials
Front ballast	ballast frame (330 kg) and 10 case type weights (40 kg)
Front mudguards	steering
HYDRAULIC LIFT	
Rear lift	electronically controlled with radar
Max. lifting capacity	kg 6200
Pump delivery	l/min 75
Electrohydraulic auxiliary control valves	no. ways 6
3 point linkage (link arms and top link)	automatic coupling with raised arm swing damping
Front lift	double acting cylinders
	maximum lifting capacity 3200 kg
DRIVING POSITION	
Controls	multifunctional armrest with joystick ergonomic gear lever with push-buttons for powershift, original soundproofed (72 dbA) with platform suspension, high visibility roof, rear wiper, 8 work lights, telescopic rear-view mirrors
Cab	as above with self-adjusting pneumatic suspension
Cab air conditioning	automatic air conditioner, drinks cooler, ventilation, heating and forced recirculation
Instrumentation	analogue with digital display
Driving seat	with pneumatic suspension and seat belt

HI-PROFILE VERSION
Automatic Powershift (APS)
Closed centre hydraulic system with 83 l/min variable displacement pump and load sensing function
4 electrohydraulic auxiliary control valves with flow control and delivery timing
Multi-functional armrest with integrated joystick
S.D.S.: programming and memorisation of repetitive actions
Performance monitor for productivity control
Automatic air conditioning system

DEALER CONTACT



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



*=SPEED ELECTRONICALLY RESTRICTED TO 40 KM/H FOR LEGAL PURPOSES
N.B.: SPEEDS IN REVERSE ARE SLIGHTLY HIGHER THAN THE CORRESPONDING FORWARD SPEEDS.

The above specifications refer to the most complete level of equipment available. See the current price list and ask your local dealer for further information on standard and optional equipment.