

The superior concept MB-trac 700
MB-trac 800
Mercedes-Benz MB-trac turbo 900
All-wheel drive MB-trac 1000
tractors



<https://truckmanualshub.com/>

Should you require any further information, please consult your MB-trac dealer.

This brochure has been produced for world wide circulation. Some models and features illustrated may not necessarily be available in all countries or show optional but not standard equipment. It is recommended therefore that you check with your local dealer. Specifications are correct at the time of printing but are subject to change without notice.



The MB-trac: Efficient and reliable in operation.

Mercedes-Benz MB-trac agricultural tractors are designed exclusively as all-wheel drive tractors.

Designed to a concept recognized throughout the world:

- Four equal sized wheels.
- Differential locks with 100% locking effect on both axles.
- 60% of the weight on the front axle.
- Positive drive to all four wheels, without slip clutches.
- Total synchronisation of both axles to ensure that all four wheels travel at the same speed.

In addition to the uncompromising all-wheel drive, which provides the best possible traction and minimum slip, the MB-trac offers further significant advantages. The attachment areas – front, rear and behind the cab – allow practical combinations of attachments and implements. This not only increases the efficiency of the tractor, it also reduces soil compaction. By providing optimum traction, ideal combinations of implements and the long term „Mercedes“ reliability the MB-trac offers the very best in tractors.



MB-trac: The superior tractor technology of Mercedes-Benz.

The MB-trac has a solid backbone you can build on. A resilient channel frame with welded tubular cross-members, together with two equally strong axles, is designed to carry heavier loads than normal tractors.

All components are mounted independently and are therefore easily accessible.

The significant advantages of this frame design are that it can cope with the heaviest stresses without the penalty of extra weight as with conventional designs. For example a front loader can be mounted directly onto the standard self-centering frame points. Power lifts at the front and rear also transmit the resulting forces directly to the frame. The axles have high load-capacities and permit the use of extremely heavy implements. In addition, the frame design allows the cab to be located in the middle of the tractor where vibration is lowest and the allround visibility is best. This contributes considerably to the comfort of the driver and hence increases productivity.

The frame – the strong backbone of the MB-trac



Engine and transmission: Mercedes-Benz high volume production ensures an unrivalled degree of efficiency and reliability.

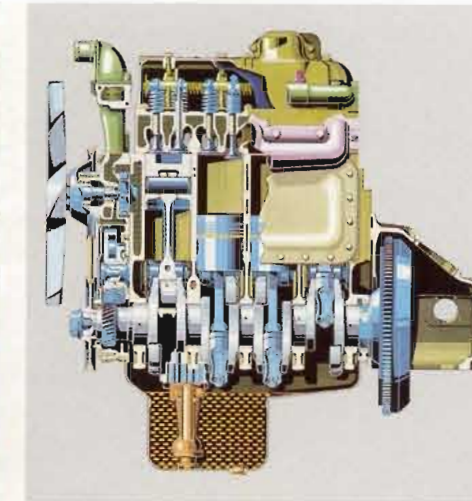
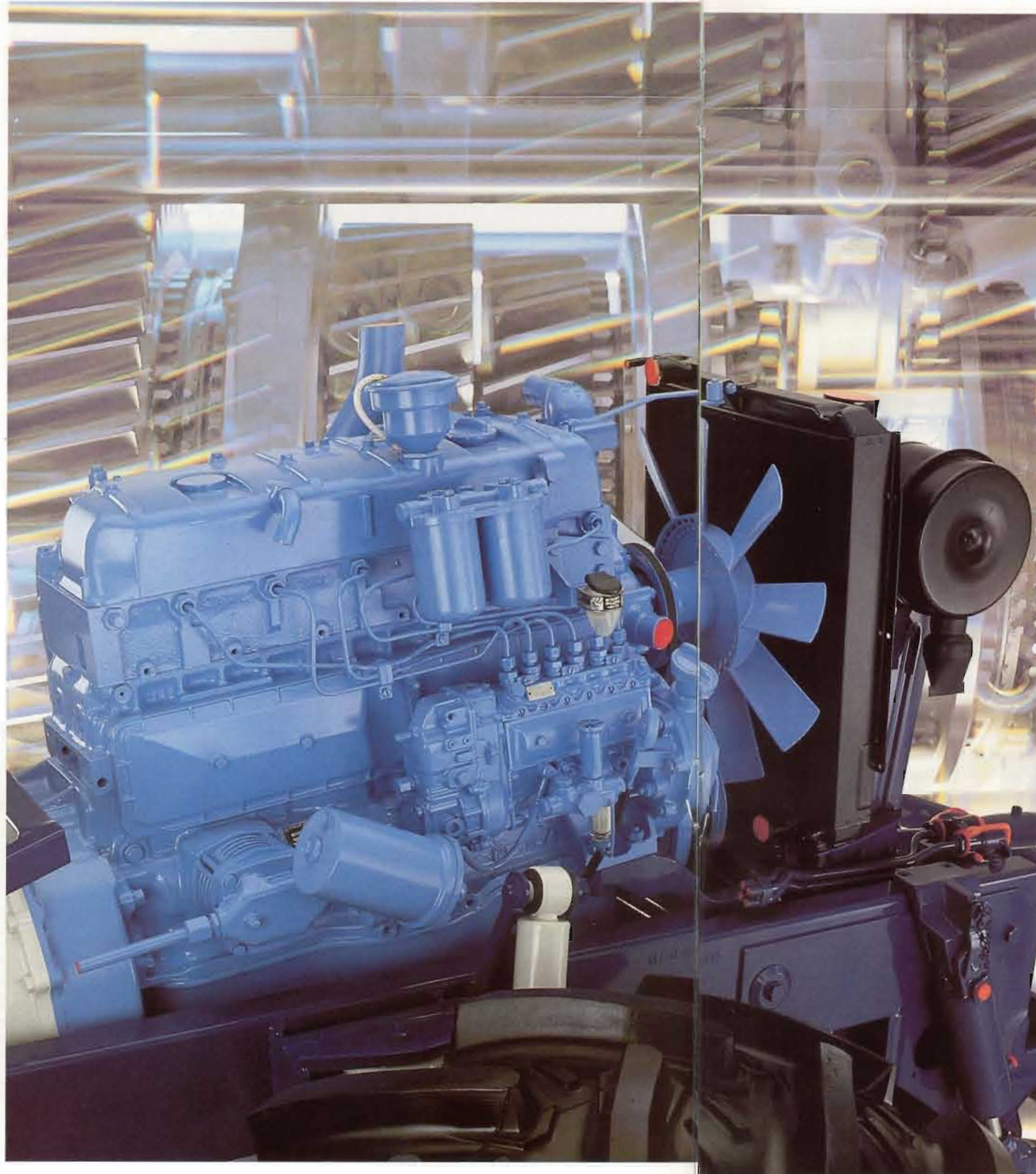
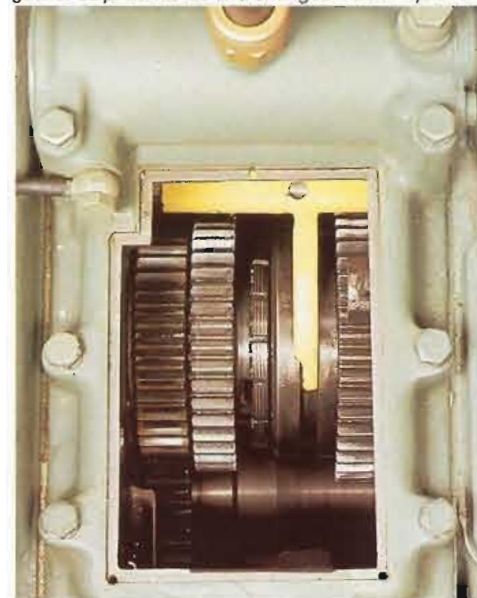
Every MB-trac is a Mercedes through and through.

Engines, transmissions and axles, all built to the famous Mercedes-Benz standards of quality. They benefit from the experience and research of a manufacturer renowned the world over. Powerful diesel engines and perfectly matched multi-stage transmissions with high top speeds are results of this development work. The heart of the MB-trac 700 and 800 is the OM 314 engine with four cylinders and a displacement of 3.8 litres. Equipped with a turbocharger, this engine is the power unit for the MB-trac turbo 900. The MB-trac 1000 is powered by the OM 352 diesel engine with six cylinders and a displacement of 5.7 litres.

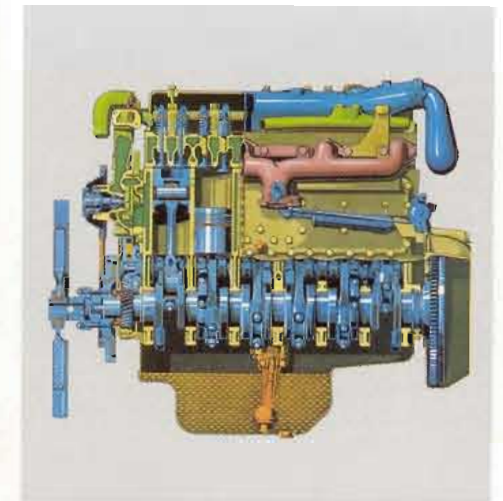
Mercedes-Benz is one of the largest manufacturers of diesel engines, with a world-wide reputation for quality and reliability.

In addition, they are distinguished by their flexibility, torque reserve, and, together with the MB-trac's efficient transmission of power to the ground, a low fuel consumption.

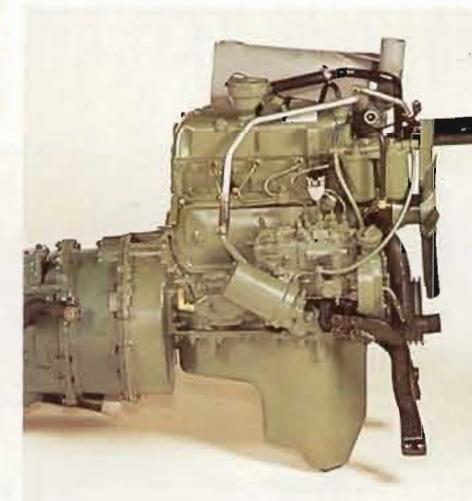
The pneumatic gear splitter allows an intermediate gear to be preselected and changed when required.



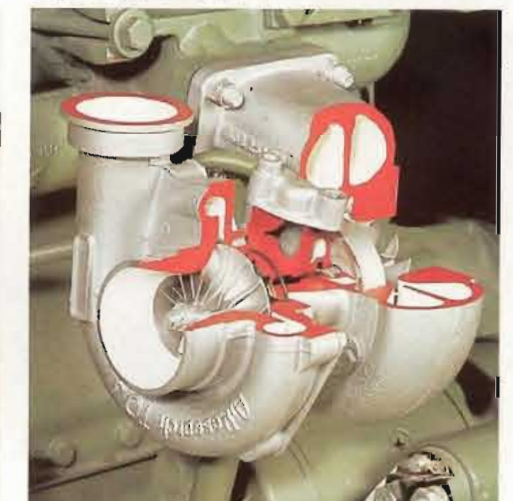
The MB-trac 700 and 800 are equipped with the robust OM 314 engine.



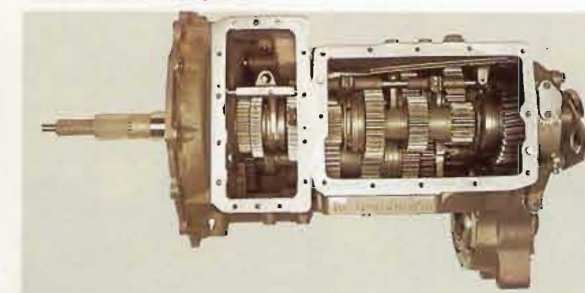
The OM 352 engine in the MB-trac 1000 is distinguished by its low fuel consumption and smooth 6-cylinder performance.



OM 314 A – The high-performance turbo engine in the MB-trac 900 provides good torque back up with very low fuel consumption.



The OM 314 A's turbocharger provides more air, more oxygen and excellent fuel economy.



The full synchromesh MB-trac transmission provides the right speed for every type of work.

	km/h
1	2.4
2	4.0
3	6.5
4	10.8
5	17.2
6	12.1
7	19.6
8	32.3

The top speeds of 25, 30 or 40 km/h, depending upon legal limitations and customer requirements.



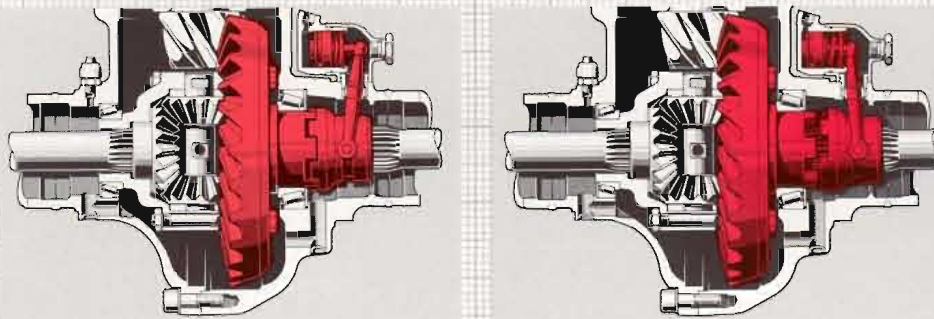
Ideally spaced gear ratios and synchromesh, even when changing from forward to reverse.

Uncompromising all-wheel drive – from the ground up.

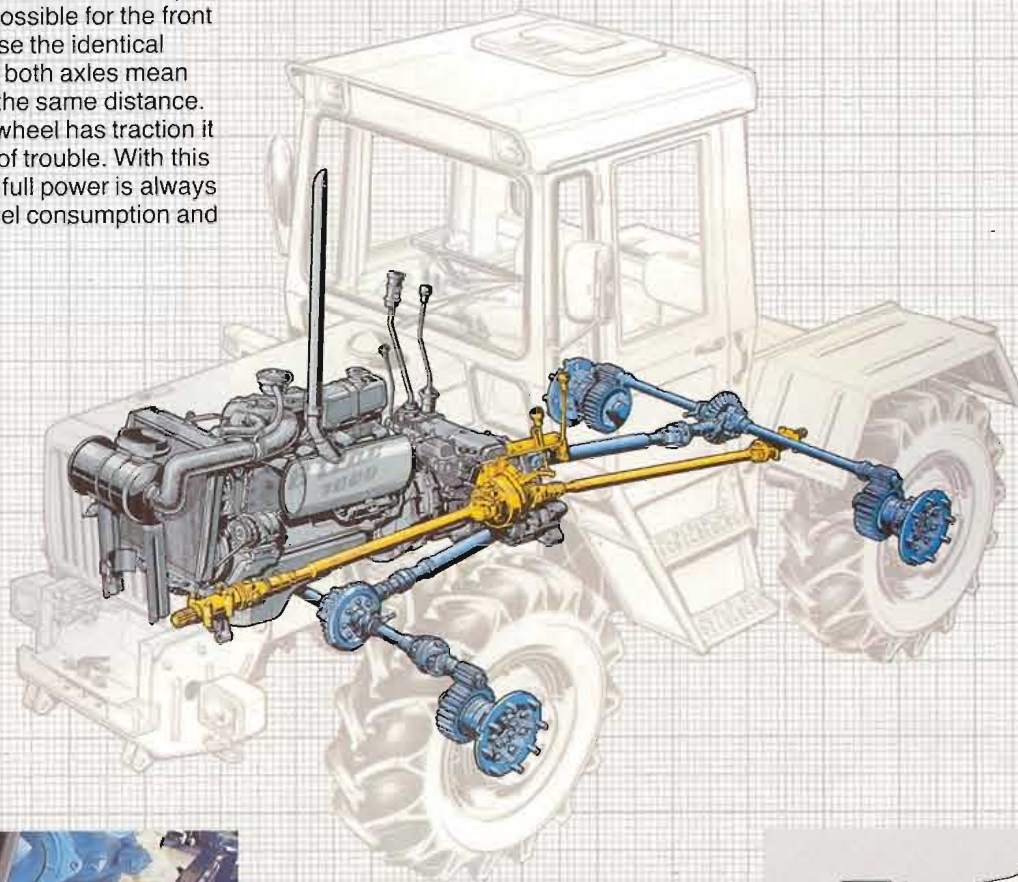
Reliable performance on difficult terrain and in adverse weather is essential for agricultural applications. Here the MB-trac's all-wheel drive and engine power give maximum traction.

All four wheels are the same size and the same width, with differential locks to ensure that each wheel turns at the same speed.

There is no torque limitation in the front axle drive train on the MB-trac. Both axles have an effective dog clutch type of locking differential. (There is no limited slip differential). It is not possible for the front wheels to lead because the identical transmission ratios in both axles mean that all wheels travel the same distance. Even when only one wheel has traction it can still pull itself out of trouble. With this positive drive system full power is always available, reducing fuel consumption and tyre wear.



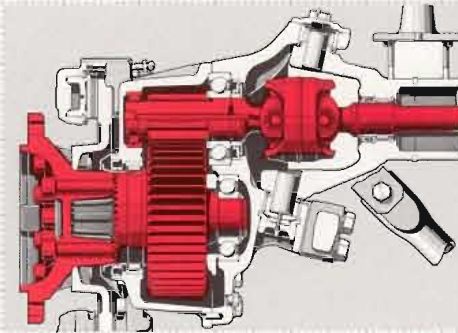
The dog clutch differential locks can be engaged and disengaged on the move by the flick of a switch.



Full engine power can be taken at the front as well as at rear or at both P.T.O.'s simultaneously with a choice of 540 or 1000 rpm.



The front axle drive shaft.



Power is transmitted directly to the wheel via the spur gear hub reduction for extra ground clearance.

Two equally strong axles for high axle-loads.

The MB-trac 700 – 1000 models are equipped with hub-reduction axles.

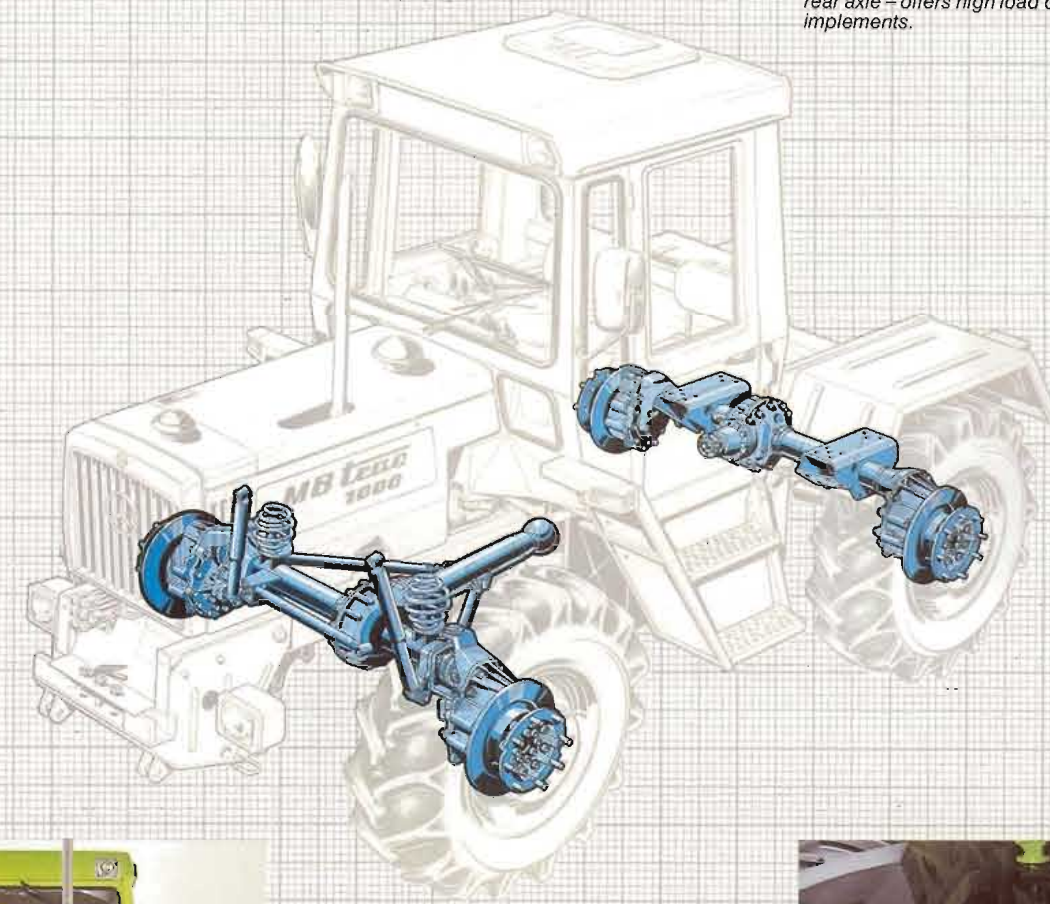
The welded steel construction assures high load capacity. Front and rear axles are equally strong. When working, the weight of the tractor is distributed uniformly over both axles. This means that all four wheels are uniformly loaded. This is the prerequisite for optimum traction with the least damage to the soil. Another significant advantage of hub-reduction axles is the high ground clearance which allows the tractor to be used in tall crops.

The front axle of the MB-trac has spring suspension.

Maintenance free, heavy-duty coil springs, panhard rod and torque tube ensure that all four wheels are always in contact with the ground. Is it not only safer but it increases traction too. Hydraulic telescopic shock absorbers reduce vibration and bounce. Optimum driving comfort is clearly the result, whether on ploughed fields, ruts or bad country roads.



The strong front axle – being the same design as the rear axle – offers high load capacity for heavy front implements.



The hub-reduction axles provide high ground clearance, essential for row crop work.



The sprung front axle absorbs severe bumps and the shock absorbers prevent bounce. With such suspension there is also more lateral support, making it safer when crossing hillsides than with a conventional centre pivot axle.

Full engine power to the ground – with minimum soil damage.

The production of a successful crop begins with cultivation work. This requires maximum power, while avoiding the formation of ruts and soil compaction. Moreover, the tractor must operate economically. The MB-trac concept fulfils these requirements to perfection. The all-wheel drive through equal sized wheels, with differential locks in both axles as well as optimum weight distribution ensure uniformly low ground pressure. **Slip and smearing of the soil structure is eliminated.**

This means that large acreages can be worked in the shortest possible time, in the most economical way. But output is not the whole story, reliability is an important consideration and Mercedes-Benz have paid great attention to this in both development and production of these high performance tractors.



Optimum traction on all four wheels.



High performance engines provide high tractive effort in the field and high speeds on the road.



The ground pressure can be reduced even further with dual wheels or floatation tyres.



The MB-trac is easy on the land with minimum soil damage.

Combined operations in a single pass. The front and rear wheels are the same size and width which together with the ideal weight distribution and differential locks ensure that the rear wheels follow exactly in the tracks left by the front wheels. This reduces wheel slip and tyre wear and saves time and fuel.



The minimum of soil compaction even with heavy loads.



Powerful hydraulics, for heavy implements and rapid response.

A totally independent hydraulic circuit with a separate high capacity reservoir supplies oil to an externally mounted high capacity pump. It provides a fast response with heavy equipment and makes servicing easy.



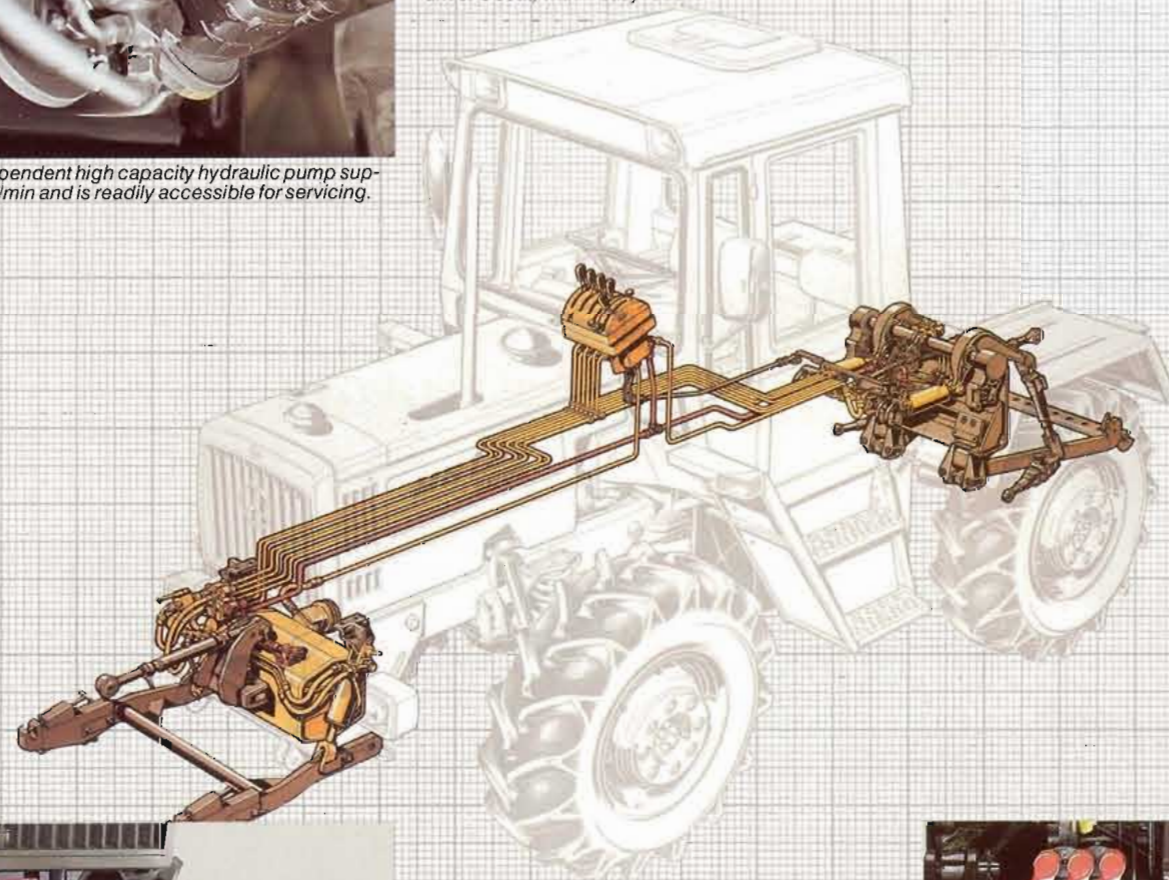
The independent high capacity hydraulic pump supplies 40 l/min and is readily accessible for servicing.



All control levers are located to the right of the driver's seat, within easy reach.

Auxiliary control valves.

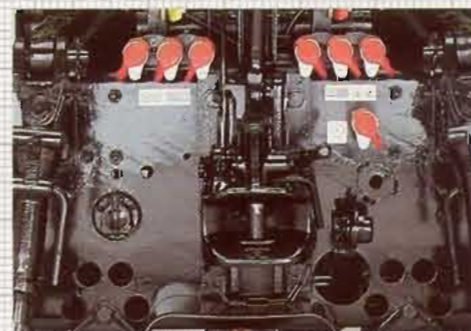
Up to three double acting auxiliary control valves with float position and up to 6 front and rear quick release couplings are available. This allows equipment to be operated in all three attachment areas. e.g. front loader, reversible plough, trailers or bulk hoppers for fertilizer, seed, etc. Free flow return lines are also available for returning oil from hydraulic motors etc.



The rear power lift with lower link sensing gives excellent hydraulic performance – powerful but sensitive. Draught control, position control and mixed control well as a float position are all standard features. The integral front linkage can be varied in length and is fitted with a free floating mechanism.



The MB-trac has a laterally stable front linkage with slope compensation and variable attachment length.

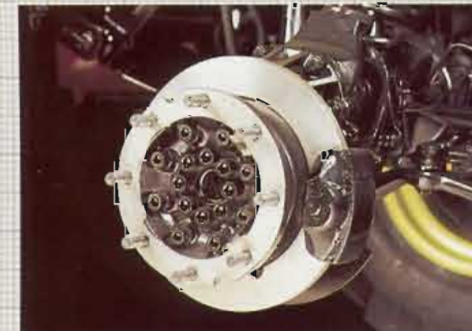


Up to 6 front and rear quick release couplings with a separate, free flow return line are available.

Brakes and steering: Safety in all situations.

Hydraulic four wheel brakes.

With Mercedes-Benz safety is a priority. This is why the MB-trac is equipped with compressed air assisted hydraulic brakes on all four wheels. These brakes provide effective braking even at low pedal pressure.

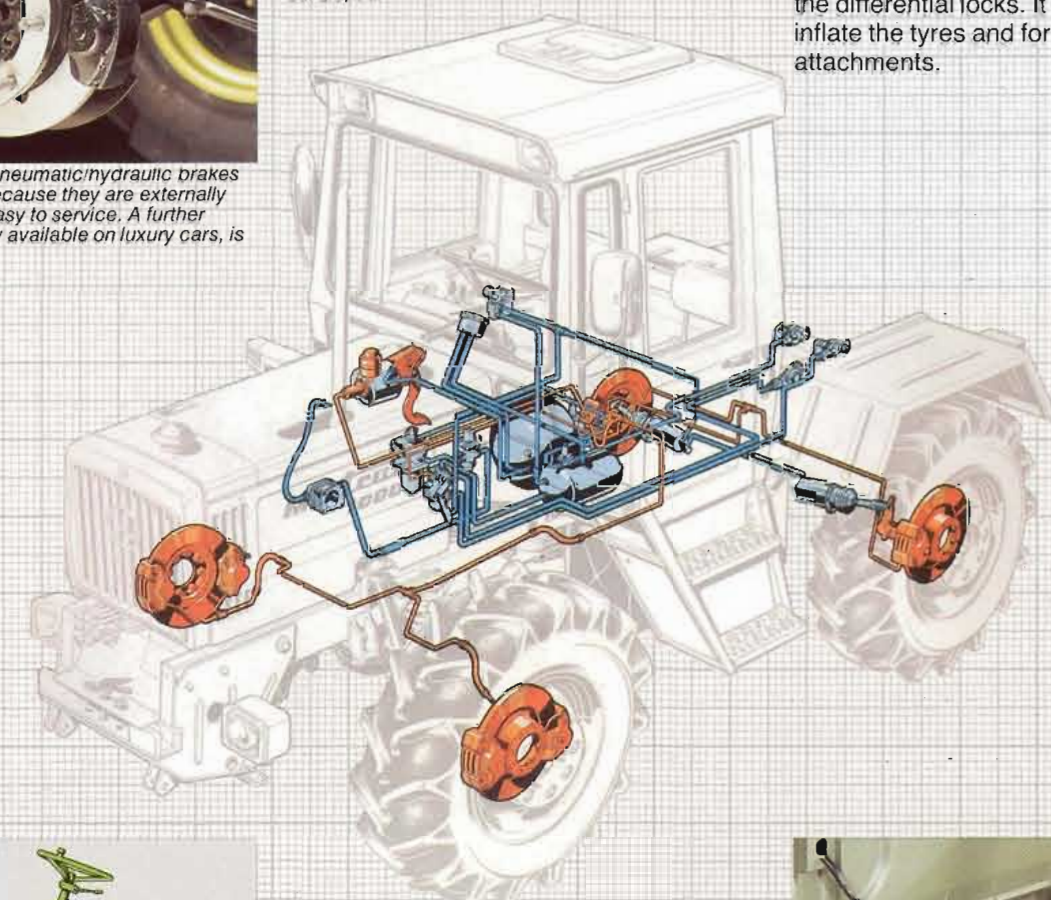


The MB-trac has servo pneumatic/hydraulic brakes on all four wheels and because they are externally mounted they are very easy to service. A further refinement, normally only available on luxury cars, is a brake wear indicator.



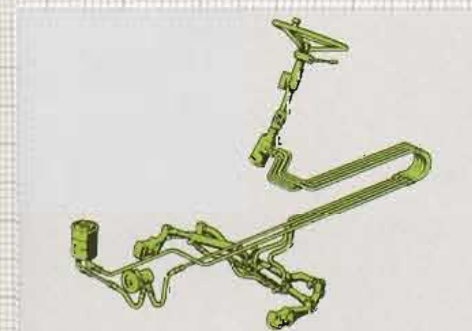
The spring-loaded parking brake holds on the steepest slopes.

The standard compressed air system, with its engine-mounted compressor, allows the MB-trac to be equipped with a trailer brake system at low cost, using the combined single and dual line system. Or with the hydraulic trailer brake system – depending on local legislation. The brake components are easily accessible and are therefore simple and inexpensive to service. Compressed air is also used for easy selection of all-wheel drive and auxiliary range transmission, the PTO clutch and the differential locks. It also serves to inflate the tyres and for remote control of attachments.



Steering is made easy with the MB-trac as it is equipped with hydrostatic power steering with two steering rams.

The power steering system has a separate hydraulic circuit with its own pump, preventing mixing and contamination with other circuits. The steering reacts readily and precisely. Accurate manoeuvring is no problem even under difficult conditions such as when using a front loader on difficult terrain.



The MB-trac's steering system has its own separate hydraulic circuit.



The maintenance-free and reliable engine-mounted compressor provides auxiliary power for the braking system.

Safety with heavy loads: in the field and on the road.

Where heavy loads could be dangerous, safety must be ensured.

Safety on the road and safety in the field. Here the MB-trac is shown at its best. Its optimum weight distribution, equal on both axles when pulling, maintains ground contact on all four wheels, even with heavy, fully mounted, reversible ploughs. The MB-trac remains stable in all situations. The hydrostatic steering is a great help – the tractor can be steered precisely with the minimum of effort.



To make fitting of a loader easy, the self-centering attachment points are a standard feature on every model.



The heavy-duty front linkage handles heavy equipment easily – the stresses are transferred directly to the frame.



With 4 wheel brakes, front sprung axle and plenty of front end weight, the MB-trac can be driven on public roads with heavy fully mounted ploughs with complete safety.

The compressed-air assisted four-wheel brake system provides the safety necessary for road work. This together with the power steering makes work with heavy trailers on steep slopes much safer.

The front power lift can be fitted quickly and easily at any time, even in the field, and at reasonable costs.

Quickly, because the attachment points are a standard feature; easily, because the MB-trac does not require any additional auxiliary frame. The heavy-duty hydraulic system is indispensable for loader work and equipment combinations. With its high pumping capacity and large oil reservoir, the MB-trac can easily and, above all, quickly lift the heaviest loads.



Because of its four-wheel braking system the MB-trac can be stopped quickly and with low pedal pressures, even in critical situations.



The four-wheel braking system is the only answer on steep slopes and wet grass.



The MB-trac: 100% tractor ... plus a whole lot more.

Three separate equipment-attachment areas.

Today more than ever, cost and time pressures require full utilization of all opportunities. Virtually no other tractor offers the MB-trac's capacity for economic equipment combinations. In addition to the rear attachment area, the MB-trac also offers front linkage and P.T.O., and an attachment area behind the cab.



With a front mower and self-loading trailer, the MB-trac becomes a „fodder express“ – a classic combination for zero grazing or one man silage harvesting.



With front mounted swathers, the windrow is not driven over, thus giving a cleaner pickup; windrowing does not get ahead of the baler and two jobs are done in one pass.

The sturdy frame and equally strong axles, with high permissible axle loads as well as the high permissible gross weight, allow much heavier equipment to be fitted. The weight of the MB-trac is ideally distributed: in the static state 60% of the weight is on the front axle and 40% on the rear axle. For combination operations the light equipment is usually attached at the front and the heavy equipment at the rear. In many cases containers of fertilizer, or seed, or spray tanks are attached behind the cab. In operation, the weight is distributed equally on both axles. Power lifts and P.T.O.'s with either 540 rpm or 1000 rpm at front or rear are available for driving the equipment simultaneously. Each P.T.O. can take full engine power.



Mineral and liquid fertilizer application combined with inter-row cultivation.

Regardless of the equipment combinations that are used, the MB-trac always operates quickly and efficiently with the minimum of soil damage.

Practical combinations not only reduce the working time, they also eliminate unnecessary wheelings and the associated



Many farmers equip the MB-trac with combinations designed specifically for their requirements.

soil compaction. All in all, advantages which increase the performance, lower the costs and preserve the soil structure.



The cab: Spacious, clean functional layout, very comfortable.

Anyone who works up to 2000 hours per year with a tractor in all weather conditions requires a functional, comfortable workplace.

This is why the MB-trac is equipped with a spacious comfortable cab, in which you can feel at ease even on long working days. This is assured by the adjustable, hydraulically cushioned seat and the high-performance heating and ventilation systems which provide pleasant conditions in any type of weather. Easy-to-reach controls located on the right next to the driver's seat make a day's work easier.



The MB-trac: Functional and comfortable in every detail.

The spacious OECD-tested cab of the MB-trac is ergonomically designed. It is easily accessible with wide opening doors and non-slip steps. The fully sprung seat is infinitely adjustable for every size of driver and the instruments and controls are conveniently positioned.



Wide steps give safe and easy access to the cab.

The levers for the differential locks, all-wheel drive, gear shift and hydraulic system are located next to the driver's seat, on the right, where they are easy to reach. The controls for selecting and engaging the P.T.O.'s, front and rear, are located on the left side to eliminate the possibility of confusion. The central position of the cab provides the best all round visibility and the best ride on rough ground.



The comfortable seat which is equipped with spring suspension and hydraulic damping is adjustable to suit each driver, tilting of arm rests, back rest and seat cushions, as well as seat height and fore and aft adjustment.



The compressed-air assisted four-wheel braking system is also a standard feature requiring little pedal effort. When necessary it stops the MB-trac quickly and safely – even with heavy implements or a trailer. The pneumatic gear shift in the MB-trac is particularly useful for road work where frequent changing is often required. The desired gear is preset on the shift lever and the transmission



The control levers for the transmission, hydraulic system, all-wheel drive and differential locks are on the right next to the driver's seat.

shifts automatically by compressed air when the clutch is depressed, giving a smooth change. A passenger seat is also a standard feature.



The folding, upholstered passenger seat.



The cab itself is located in the area with the least vibration and is mounted at three points.

In combination with the spring suspension on the front axle and the excellent insulation, the driver's back and ears are well protected. The separate high performance heater demists the windows and warms up the cab quickly, even at extremely low temperatures. The roof-mounted high

capacity fan draws in fresh air through filters to assure good dust-free ventilation. The windows in both doors can be wound down and swing-out front and rear windows are available as options as well as an air conditioner.



Optional swing-out front and rear windows.



Wind-down side windows are standard on the MB-trac.



Large filters ensure that the three-stage fan delivers dust-free air. Air conditioner is optional.



Good visibility of the three-point linkage and implements.



The three resilient cab mounts, on special vibration dampers, contribute considerably to the driving comfort.

For every farm the right MB-trac model

The Mercedes-Benz all-wheel drive tractors, MB-trac 700, 800, 900 and 1000, shown in this brochure range from 48 to 70 kW (65 – 95 DIN HP)

Should you require more horsepower, there are a further three models to choose from:

MB-trac 1100: 81 kW (110 HP)

MB-trac 1300: 92 kW (125 HP)

MB-trac 1500: 110 kW (150 HP)

Thus, we offer a complete all-wheel drive tractor range for any need. For further details, see specifications opposite.



After sales service to match our engineering excellence.

Quality engineering is not enough. For this reason Mercedes-Benz offers extensive advice and service – before and after purchase.

The contents of this brochure demonstrate the maturity and versatility of the Mercedes-Benz all-wheel drive tractors, but economical operation of your tractor requires more than excellent engineering. Equally important are factors such as low fuel consumption, high performance, big payload, ease of

maintenance, and everyday reliability. Mercedes-Benz recognised long ago how important reliability is to the customer. For this reason we provide advice on all aspects of your tractor and its operation.



Close co-operation with agricultural implement manufacturers ensures compatibility between equipment and MB-trac.



Mobile Service. The dealer network has Mercedes-Benz trained engineers able to quickly effect a repair should a problem arise.



Demonstrations. To allow you to judge for yourself what an MB-trac can do on your farm, you can arrange a demonstration with your local dealer at any time. The conditions on your own farm are your criteria for judging the MB-trac.



Workshop Quality. Workshops with modern equipment save time, reduce down time, and keep your tractor in the field, where it belongs.



Qualified Counselling. MB-trac dealers are well trained, competent counsellors who can help you in the selection of the right MB-trac and equipment for your requirements.



Trained Service Personnel. Continuous training assures that the workshop employees and customer service engineers are always familiar with the latest technology. They ensure rapid and effective service.



Parts Express. If a part is not immediately available, our delivery network will get it to any location quickly.



Large Parts Depots. All dealers have extensive stock of Genuine Mercedes parts.

Technical data	MB-trac 700	MB-trac 800	MB-trac turbo 900	MB-trac 1000
Engine				
Type (Turbocharger = A)	OM 314	OM 314	OM 314 A	OM 352
Cylinders (water-cooled = W)	4 W	4 W	4 W	6 W
Displacement cc	3780	3780	3780	5675
Max. Power (DIN) kw/hp	48/65	55/75	63/85	70/95
At nominal speed rpm	2400	2600	2400	2400
Max. torque Nm (kpm)	226 (23)	245 (25)	294 (30)	324 (33)
At engine speed 1/min.	1400	1600	1600	1600
Torque increase %	18.3	21.3	17.3	16.3
Fuel Tank Capacity	120	120	120	135
Transmission				
No. gears F/R	16/8	16/8	16/8	16/8
Min.-max. forward speeds km/h	4.4–40	2.4–40	2.8–40	2.7–40
Crawler gears	4	4	4	4
Min.-max. forward speeds km/h	0.59–40	0.33–40	0.38–40	0.39–40
Front/rear pto speed rpm	540/1000	540/1000	540/1000	540/1000
Max. pto power kW/hp	46/62	51/69	58/79	64/87
Portal axles	x	x	x	x
Differential locks	x	x	x	x
on front and rear axle	x	x	x	x
Hydrostatic power steering	x	x	x	x
Hydraulic 4-wheel brakes	Drum	Disc	Disc	Disc
Hydraulics				
Pump delivery 1/min	40	40	40	40
Operating pressure bar	1800	1800	1800	1800
Lifting power max. at link ends (rear/front power lift) daN	3300/1800	3300/1800	3300/1800	4000/2000
Dimensions (with standard tyres)				
Length mm	4150	4150	4150	4450
Width mm	2000	2140	2140	2160
Height mm	2780	2810	2830	2870
Wheelbase mm	2400	2400	2400	2600
Ground clearance mm	520	550	570	550
Turning circle m	10.6	10.6	10.6	11.2
Weights (at 25 km/h)				
Kerb weight approx. kg	3595	3950	4080	4320
Perm. gross vehicle weight kg	6000	6000	6500	7000
Perm. axle load front kg	3750	3750	3750	4000
Perm. axle load rear kg	3750	3750	4000	4300
Standard tyres mm	14.9R24	14.9R24	16.9R24	16.9R26
Track setting mm	1610	1600	1600	1650
	1730	1770	1610	1660
		1790	1770	1720
		1800	1800	1800
		1990	1990	2002

NOTE: Some models and features may not necessarily be available in all countries. It is recommended therefore that you first check with your local dealer. Specifications are correct at time of printing but are subject to change without notice.