



Lamborghini **Spark T4i**

120.4 - 130.4 - 140.4

150.4 - 160.4 - 140

150 - 160 - 180 - 190

210



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SPARK: UNMISTAKABLE, EXCLUSIVE. PERFECT FOR CATERING TO EVERY NEED.

Lamborghini Trattori now includes the Spark range, the new medium-high power series for the most diverse agricultural applications.

Tractors from 120 to 210 hp, four or six cylinders, with manual or semi-automatic shift system, from the wide selection of specifications to be suitable for any operation, from ploughing and seeding to crop treatment and harvesting and from road transport to farm work.

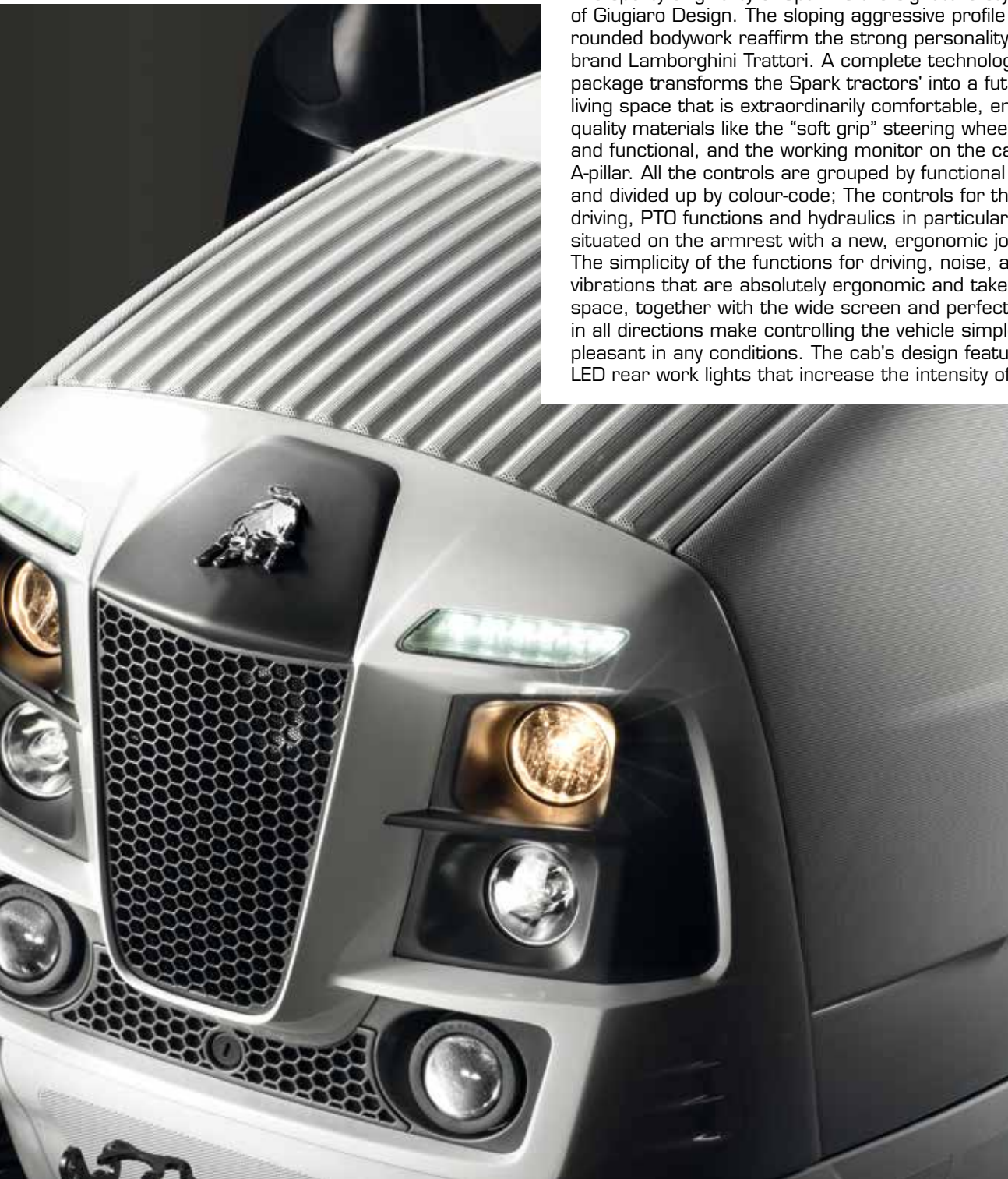
Five four-cylinder models up to 160 horsepower and short wheelbase, ideal for planting and top work. Six six-cylinder models up to 210 horsepower with higher traction force are ideal for open field and cultivation..

Electronically controlled Deutz TCD Tier 4i engine with SCR technology, 50 km/h (40 km/h with engine on ECO-mode) transmission with 48+48 or 40+40 speeds, hydraulic reverse shuttle, to always work at the right speed and electronic hitch with radar, to precisely monitor all the equipment movements.

In addition to these features which make the Spark tractor ideal for any type of job, it is also a pleasure to drive. Aboard the S2 cab, the choice of materials are innovative, creating an exceptionally comfortable environment. The headlamps with LED lights and high visibility contribute to complete control and driver ease whatever the operation.

STYLE THAT COMBINES AESTHETICS AND FUNCTIONALITY

The sporty originality of Spark is the signature style of Giugiaro Design. The sloping aggressive profile and rounded bodywork reaffirm the strong personality of the brand Lamborghini Trattori. A complete technological package transforms the Spark tractors' into a futuristic living space that is extraordinarily comfortable, employing quality materials like the "soft grip" steering wheel, elegant and functional, and the working monitor on the cab's A-pillar. All the controls are grouped by functional area and divided up by colour-code; The controls for the engine, driving, PTO functions and hydraulics in particular are situated on the armrest with a new, ergonomic joystick. The simplicity of the functions for driving, noise, and vibrations that are absolutely ergonomic and take up little space, together with the wide screen and perfect visibility in all directions make controlling the vehicle simple and pleasant in any conditions. The cab's design features new LED rear work lights that increase the intensity of the light.





Control levers in an optimal position

The console of the standard version has a new armrest on which all the main functions of the tractor are located.

The hitch is locked/unlocked with a designated button while the green lever raises the rear linkage to the maximum and minimum height. A new auxiliary valve control built into the armrest controller lets you use the front hitch.



Cab display

A clear informative display on the cab's A-pillar shows the machine's main functions with clear symbols and icons.



Handy storage compartments

The storage facilities are spacious and has compartments in the side console that can hold documents and 1 L bottles.

ALL NATURALLY UNDER CONTROL.

Illumination as if it were daytime

Visibility even at night is always guaranteed. You can have up to 15 work lights: 4 front ones on the cab roof, 2 in front between the wheels, 4 rear ones on the cab roof, 4 in back between the lower cab profile and the mudguards and 1 in the back on the mudguard. The twin lights on the cab roof give a broad beam of light. For further lighting power you can mount Xenon lights (optional).





Control and signals

The instrument panel provides all the information you need for the vehicle's control and productivity. A designated light, together with a horn, signal manoeuvres. Clear vision and safety even in difficult environmental conditions are guaranteed by the anti-glare glass.



Auxiliary valves controlled by a joystick

To activate the electrohydraulic auxiliary valves, all you have to do is use a joystick built into the multifunction armrest and the four buttons on the main joystick (except for the standard versions).



PTO control on mudguards

The external control of the hitch and the PTO located on the rear mudguards control hitching and unhitching operations.

Push-pull hydraulic connectors

All the hydraulic connectors are “push-pull” and have a specific container for collecting the oil.

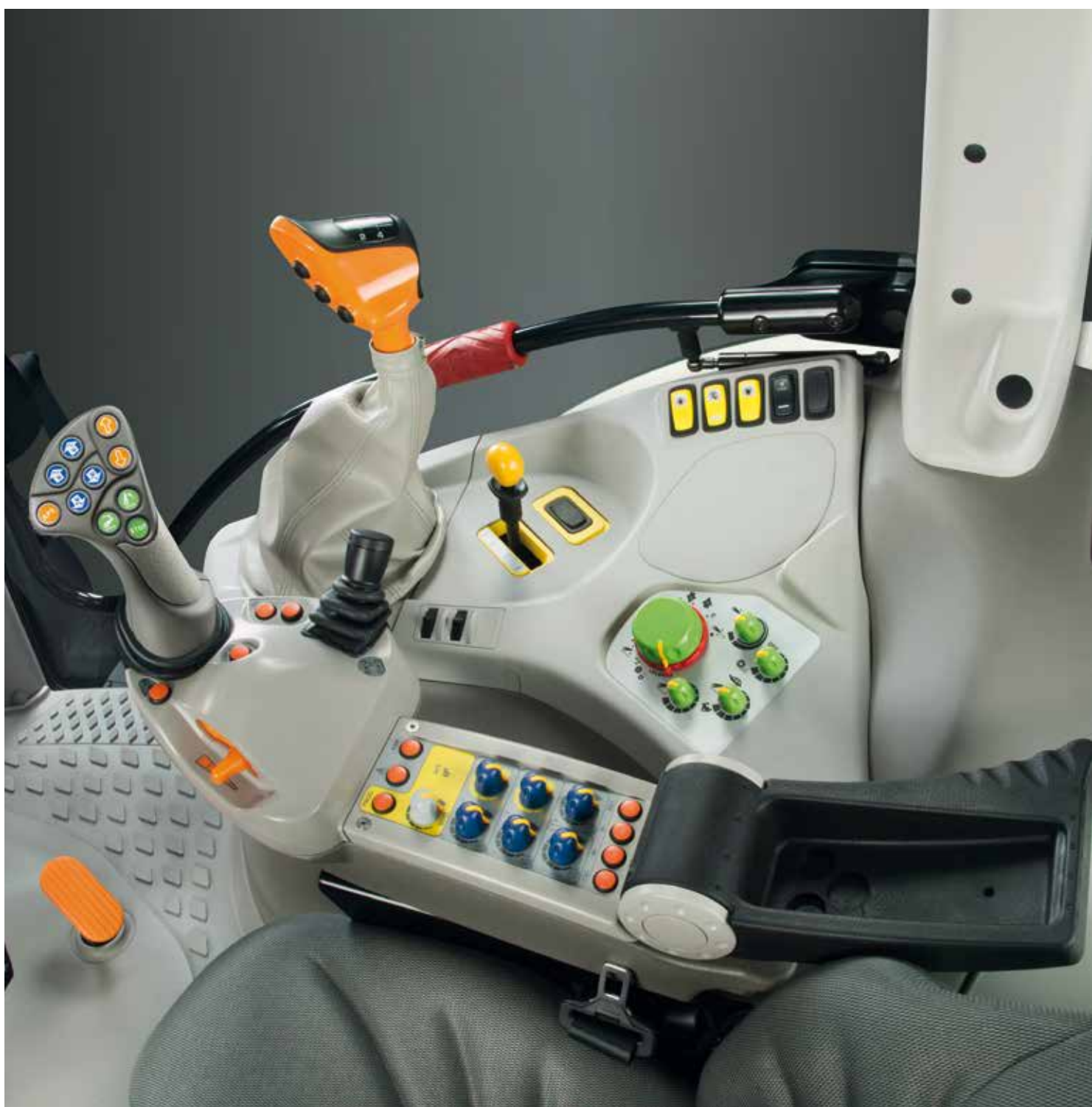


Console with grouped controls

The controls are grouped logically by colour so that they may be distinguished by function in all configurations.

ComforTip Function

Thanks to the innovative ComforTip command you can memorise, call up and automate repetitive operations. An on-board computer lets you programme and call up repetitive headland manoeuvres. To activate the system, simply press the enable button and slightly tilt the lever. While working, to automatically go through the steps of the programmed sequence and go on to the next one, all you have to do is move the joystick to the left.



PERFORMANCE AS A STRENGTH.

All Spark models can rely on great performance and reduced consumption from the 4 or 6 litre Deutz Tier 4i engine able to ensure significant levels of power and torque for a large range of rpm.





Deutz Common Rail Engine

The 16 or 24-valve injection system, wastegate turbocharger and wastegate, electronic governor system built into the DCR (Deutz Common Rail) injection system together with SCR technology are a formidable combination that enables the engine to provide optimal performance under all conditions. Thanks to the high pressure common rail injection system, with two lubricated injection pumps integrated in the engine block, and the unique combustion chamber configuration, the Deutz engine reaches superlative, constant performance even in the toughest jobs. The common rail injection system delivers injection pressures up to 1,600 Bar irrespective of engine speed which, together with the electronic engine governor, ensures outstanding torque reserve even at very low engine speeds.



SCR System

The Deutz engine's SCR (selective catalytic reduction of nitrogen oxides) technology is the most efficient solution available today to attain compliance with Euro 4 emissions regulations. The Deutz engine's SCR system offers less fuel consumption and more power, thanks to the optimal combustion action and the fact that the air enters clean rather than being contaminated by exhaust gas through the recirculation which is adopted by some other systems.



4 valves per cylinder

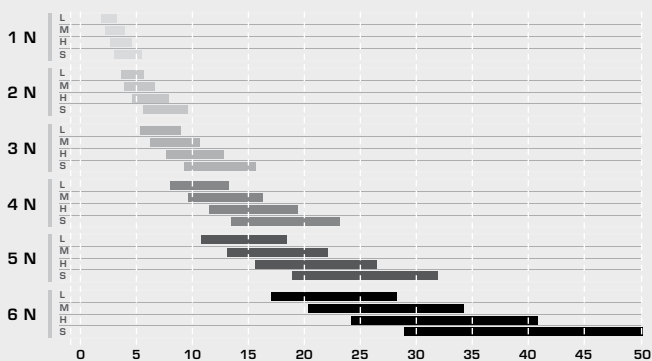
The four valves ensure efficient combustion chamber filling and optimised fuel-air mixture.



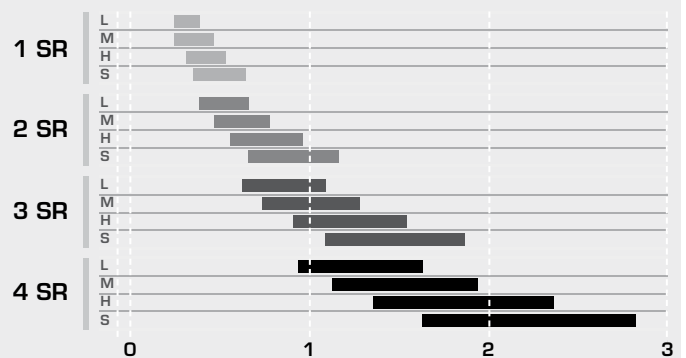
PTO

The Spark range is equipped with four PTO speeds as standard, among which are 540 ECO and 1,000 ECO. Electrohydraulic engage/dis-engage is accompanied by gradual and progressive start up of attached equipment. The Spark models 120.4 - 130.4 - 140.4 - 140, also have a ground speed PTO with independent shaft. ECO mode uses lower engine speeds to reduce fuel consumption and noise. At mid-range engine rpm, it delivers generous power for maximum productivity and high torque. The Auto PTO function lets the driver programme PTO engagement and disengagement in conjunction with the raised or lowered position of the rear hitch. For applications using both front and rear implements, the tractor is also available with an electrohydraulically controlled 1.000 rpm front PTO driven directly by the engine via a multiplate wet clutch for electrohydraulic engagement.

Marce normali



Marce super-ridotta



The right gear, always

In the range of most used speeds (from 3 to 10 km/h) a choice of 10 speeds provide the driver with the right gear for each job. Furthermore, with multiplate wet clutches, the engagement of the different ratios are reliable even with constant operation over long-term use.



Hydraulic reverse shuttle

The hydraulic power shuttle allows you to easily change direction at the headland or when manoeuvring in tight spaces. The shuttle may also be activated on a slope at up to 12 km/h, simply by using the lever located below the steering wheel and without pressing the clutch. On higher specification models, the command may also be found on the multi-function joystick, on which the forward/reverse shuttling may be operated by pressing two buttons.

Adjustable modulation response

An adjustable dial integrated on the control lever of the hydraulic reverse shuttle lets the driver set a faster or slower shuttle response speed based on operation or personal requirements.



All the speeds you need

The Spark tractors travel without any problems from 380 m/h to 50 km/h [speed restricted to 40 km/h in ECO-mode for legal purposes].

ASM and APS

To offer the best possible control of the tractor when working in the field and optimal manoeuvrability during road transport, the ASM function of the electronic control unit automatically engages or dis-engages four-wheel drive and locks or unlocks the differentials according to speed and steering angle. Using the control of the automatic Powershift (SENS-APS) you can adjust the responsiveness of changing Powershift speed to make it faster or slower. Furthermore, you can set different programmes to use two, three or four stages based on your needs.



Transmissions that cater to every need

The Spark tractors have different transmissions based on the model. The T7140 transmission is with four synchromesh gears, each with four Powershift ratios, which allows for a total of 32+32 ratios or 48+48 with super-creeper gear. The T7200 transmission, also available in a semi-automatic version, has 6 gears each with four Powershift ratios, which allows for a total of 24+24 ratios or 40+40 with super-creeper gear.

Speed Matching System

The Speed Matching system automatically selects and engages the most appropriate Powershift stage (L,M,H,S) at each gear change. The control unit identifies the Powershift stage that ensures the tractor's best response according to the job being done.



Power Brake

The Power Brake system maintains constant pressure in the hydraulic braking circuit so that the driver can depend on immediately responsive, powerful and progressive stopping action at all times with minimum effort.



Powerful front hitch

The front hitch mounts dual action cylinders based on the model, the lifting capacity varies from 3,800 to 4,000 kg.





Auxiliary valves

The standard hydraulic system includes a 70 or 84 l/min fixed displacement pump, plus an independent power steering pump. There are four valves, equipped with detent, kick-out and float functions, flow regulator and delivery time controller. The higher specification versions have up to seven electronically controlled valves. The rear hitch has a lifting capacity of 6,200 kg or 9,200 kg, 3,800 kg or 4,000 kg for the optional front lift.

Load Sensing Pump

You can choose to have Spark equipped with a closed centre hydraulic system with 120 L/min variable displacement pump with Load Sensing. Sensitive to the requirements of the work, it only supplies the amount of oil needed, instantly, with a rapid response time to commands and high lifting capacity even at low engine speeds. The result: optimisation of effort, less heating of the oil in the circuit and longer life of the hydraulic components.



WORKING WITH SPARK: THE RESULT OF PLEASANT EXPERIENCES.

In Spark outstanding driving comfort is ensured by the combined system of suspensions and front axle that optimises performance on uneven terrain at high speeds and drastically reduces the vibrations the driver feels.





Electronically controlled front suspensions

The electronically controlled suspension system of the front axle always keeps the suspensions at an optimal level, regardless of the load applied in front.

Comfortable passenger seat

And new padded and foldable passenger seat for better access in the cab guarantees great comfort.

Seat with air suspension

The driver's seat is equipped with a complete series of controls, including air suspension that automatically adjusts to the driver's weight.



Cab suspensions broad visibility

A specific sensor detects even the smallest changes in load within the cab, and the system varies damping rate in real time, filling special pneumatic dampers with the amount of compressed air needed. This maintains constant suspension travel in all conditions, so that the full extension of the springs and dampers is always available.



Efficient air-conditioning

The air conditioning and ventilation system with a high airflow creates the ideal work conditions: 14 adjustable vents distributed ergonomically inside the cab stabilise the inside temperature, eliminating glass misting or frost.

Remote hitch control.

On the rear section of the right-hand console you have a rocker switch that lets you control the movement of the arms of the hitch step by step. This way, you can carry out operations to hitch implements precisely and safely.



The conditions in the field and on the road change constantly, but the front axle with its robust structure and different size for the different models is perfectly set up to operate in tough applications with large sized implements. The narrow contours of the hood offer a tight turning radius of just 52°. The hydrostatic power steering assisted by a separate hydraulic circuit uses a 42 l/min pump and 2 dual action rams for progressive, smooth steering action even at low engine speeds.



Electronic hitch

The Sparks' electronic hitch allows you to control the implements precisely and efficiently. The adjustment of depth together with control of position/mix/effort and slippage make it possible to achieve maximum performance, especially when traction is a priority.

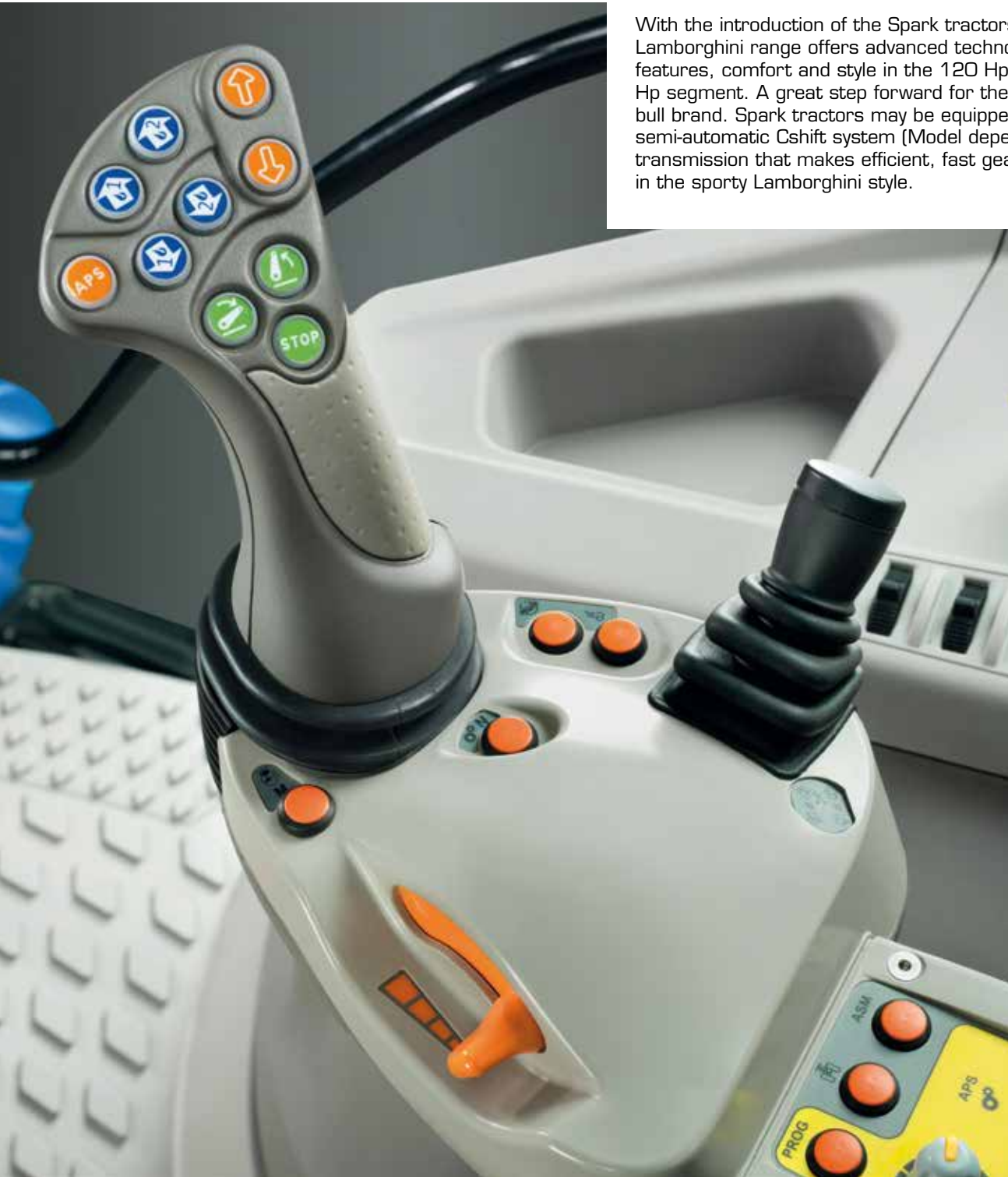
Adjustment of the maximum height and the rate of drop allows you to move the implements safely and easily.

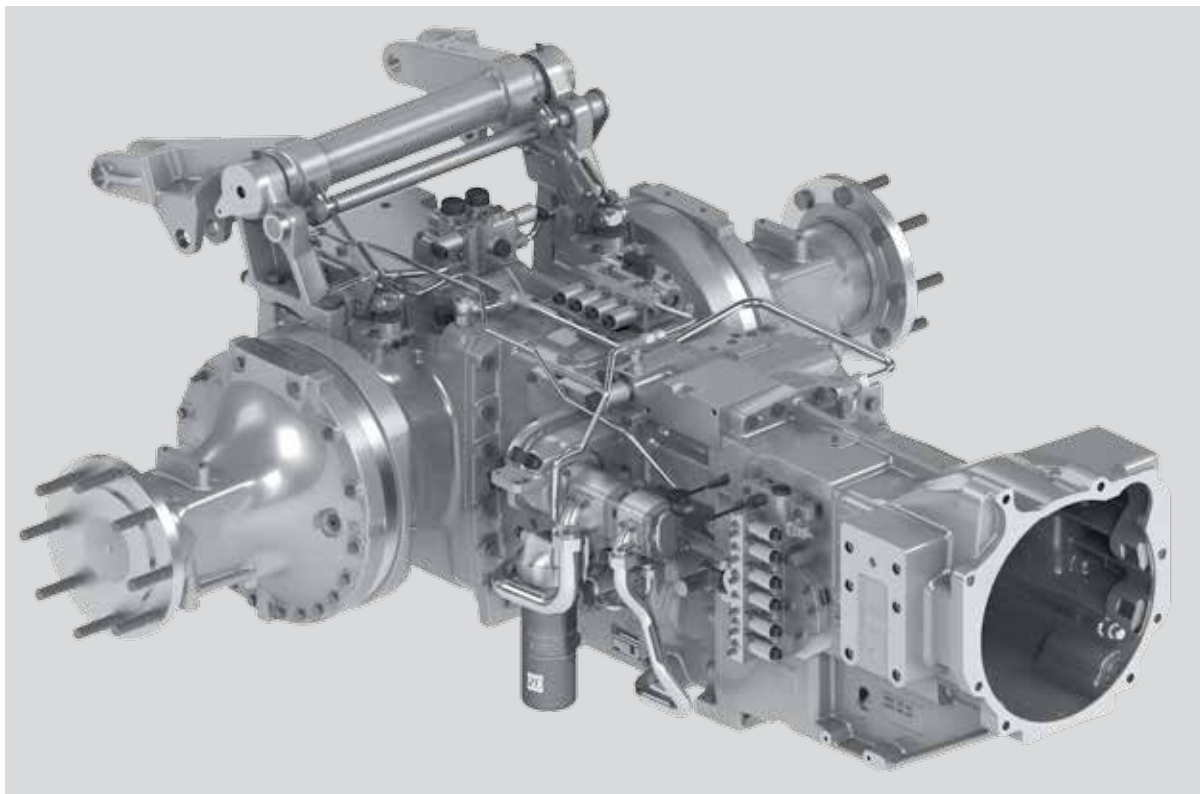


SPARK TRANSLATES

EXCLUSIVITY INTO INNOVATION,
RIGHT
BEFORE YOUR EYES.

With the introduction of the Spark tractors, the new Lamborghini range offers advanced technological features, comfort and style in the 120 Hp to 210 Hp segment. A great step forward for the raging bull brand. Spark tractors may be equipped with the semi-automatic Cshift system (Model dependent). A transmission that makes efficient, fast gear switching in the sporty Lamborghini style.





Cshift Technology

The semi-automatic shift system replaces manual gear shift with electrohydraulic shifting. The electronic control unit TCU (Transmission Control Unit) makes movements and selects/engages gears. With the IRS (Intelligent Range Shifter) technology changing from one gear ratio to the next happens fast, smoothly and safely preventing overspeed when repeatedly changing down. Furthermore, a selector locking system prevents switching out of gears or engaging two at a time.

Cshift Transmission

The Cshift's transmission is equipped with the "automatic Powershift" function, which selects the working speed automatically from within the range of four ratios in Powershift.

By turning the "SENS" dial you can set a more or less aggressive response in the automatic management of changing gears.



SUPERIOR QUALITY IS SEEN IN DETAILS.

The Sparks are the epitome of Lamborghini Trattori's values: advanced technology, sportiness, exclusivity and meticulous details.

A package that is truly at the top of its category, designed for the most demanding farming professionals and for companies that aim to be as efficient as possible without trading off the best in style and comfort.



Steering wheel

The three-spoke steering wheel with aluminium-effect accents made from soft touch material allows a comfortable grip on the wheel as well as adding a touch of class and prestige to the interior decoration.



Interiors

The interior trim material was designed for easy cleaning and durability. It does not require any particular care, is resistant and underlines the elegance of the complete interior layout.

Lighting

The LED lights and head and rear lights embellish the Spark line, making it unique and exclusive. A Lamborghini tractor will never go unobserved.



TECHNICAL DATA		SPARK T4i										
		120.4	130.4	140.4	140	150.4	160.4	150	160	180	190	210
ENGINE												
Manufacturer		Deutz	Deutz	Deutz	Deutz	Deutz	Deutz	Deutz	Deutz	Deutz	Deutz	Deutz
Model		TCD 4.1 L4	TCD 4.1 L4	TCD 4.1 L4	TCD 6.1 L6	TCD 4.1 L4	TCD 4.1 L4	TCD 6.1 L6	TCD 6.1 L6	TCD 6.1 L6	TCD 6.1 L6	TCD 6.1 L6
Emissions		Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i	Tier 4i
Cylinders/Capacity	n°/cc	4/4,038	4/4,038	4/4,038	6/6,057	4/4,038	4/4,038	6/6,057	6/6,057	6/6,057	6/6,057	6/6,057
Intake Turbo Intercooler		●	●	●	●	●	●	●	●	●	●	●
Viscostatic fan		●	●	●	●	●	●	●	●	●	●	●
Deutz Common Rail (DCR)	bar	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Max. power (ECE R120)	kW/hp	87/118	94.3/128	99.2/135	99.2/135	112.8/153	122/166	112.8/153	122/166	129.5/176	142/194	154.1/210
Max. power with boost (ECE R120)	kW/hp	-	-	106.1/144	106.1/144	-	-	-	-	-	-	-
Power at rated engine speed, with boost (ECE R 120)	kW/hp	-	-	103.7/141	103.7/141	-	-	-	-	-	-	-
Power at rated engine speed (ECE R 120)	kW/hp	83.9/114	91/124	95.4/130	95.4/130	104/141	115/156	104/141	115/156	123/167	135/184	154/209
Max. homologated rated power (2000/25/EC)	kW/hp	83.9/114	91/124	103.7/141	103.7/141	102.5/139	112.7/153	104/141	120/163	128/174	142/193	154.1/210
Engine speed at maximum power	rpm	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	2,000	2,000
Max. engine speed (rated)	rpm	2,200	2,200	2,200	2,200	2,100	2,100	2,100	2,100	2,100	2,100	2,100
Max. torque	Nm	481	546	628	628	605	672	605	672	740	820	890
Engine speed at maximum torque	rpm	1,600	1,400	1,400	1,400	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Torque rise	%	31	38	40	40	33	32	33	32	31	34	27
Electronic engine governor		●	●	●	●	●	●	●	●	●	●	●
Air filter with dust ejector		●	●	●	●	●	●	●	●	●	●	●
Exhaust on cab A-pillar		●	●	●	●	●	●	●	●	●	●	●
Fuel tank capacity	litres	220	220	220	220	220	220	311	311	311	311	311
AdBlue® tank capacity	litres	28	28	28	28	28	28	35	35	35	35	35
Biodiesel fuel (EN 14214)	%	B100	B100	B100	B100	B100	B100	B100	B100	B100	B100	B100
TRANSMISSION												
Manufacturer		ZF	ZF	ZF	ZF	ZF	ZF	ZF	ZF	ZF	ZF	ZF
Model		T7140	T7140	T7140	T7140	T7224	T7226	T7224	T7226	T7229	T7230	T7232
Number of speeds	n°	32+32	32+32	32+32	32+32	24+24	24+24	24+24	24+24	24+24	24+24	24+24
Number of speeds with supercreeper gear	n°	48+48	48+48	48+48	48+48	40+40	40+40	40+40	40+40	40+40	40+40	40+40
Powershift number of speeds	n°	4	4	4	4	4	4	4	4	4	4	4
Min. speed with supercreeper gear	km/h	0.30	0.30	0.30	0.30	0.40	0.41	0.40	0.41	0.39	0.39	0.39
Max. speed	km/h	50	50	50	50	50	50	50	50	50	50	50
Overspeed (40 Km/h Eco)		●	●	●	●	●	●	●	●	●	●	●
Semi-automatic range shift system (just CShift)		-	-	-	-	●	●	●	●	●	●	●
Automatic Powershift*		●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○
SpeedMatching*		●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○
SenseShift		●	●	●	●	●	●	●	●	●	●	●
Hydraulic reverse power shuttle		●	●	●	●	●	●	●	●	●	●	●
ComfortClutch		●	●	●	●	●	●	●	●	●	●	●
SenseClutch with 5 levels of responsiveness		●	●	●	●	●	●	●	●	●	●	●
Electrohydraulically operated multiplate clutch		●	●	●	●	●	●	●	●	●	●	●
PTO												
540/540ECO/1,000/1,000ECO PTO		●	●	●	●	●	●	●	●	●	●	●
Ground Speed PTO		●	●	●	●	-	-	-	-	-	-	-
AUTO PTO		●	●	●	●	●	●	●	●	●	●	●
Front PTO		○	○	○	○	○	○	○	○	○	○	○
AXLES AND BRAKES												
Electrohydraulically engaged front and rear differential lock		●	●	●	●	●	●	●	●	●	●	●
Suspended front axle		○	○	○	○	○	○	○	○	○	○	○
Front wheel drive electrohydraulically engaged		●	●	●	●	●	●	●	●	●	●	●
Electrohydraulically operated differential lock		●	●	●	●	●	●	●	●	●	●	●
ASM system		●	●	●	●	●	●	●	●	●	●	●
Rear braking action with 4WD engagement		●	●	●	●	●	●	●	●	●	●	●
4-wheel braking		○	○	○	○	○	○	○	○	○	○	○
Power assist Brakes		●	●	●	●	●	●	●	●	●	●	●
Mechanical parking brake		●	●	●	●	●	●	●	●	●	●	●
Trailer hydraulic braking valve		○	○	○	○	○	○	○	○	○	○	○
Trailer pneumatic braking valve		○	○	○	○	○	○	○	○	○	○	○
Pneumatic braking valve + hydraulic trailer		○	○	○	○	○	○	○	○	○	○	○
Hydrostatic steering with independent pump		●	●	●	●	●	●	●	●	●	●	●
Pump output	l/min	42	42	42	42	42	42	42	42	42	42	42
Steering angle	degrees	52°	52°	52°	52°	52°	52°	52°	52°	52°	52°	52°
Front mudguards		○	○	○	○	○	○	○	○	○	○	○
ELECTRICAL SYSTEM												
Voltage	V	12	12	12	12	12	12	12	12	12	12	12
Standard battery	V/Ah	12/143	12/143	12/143	12/143	12/143	12/143	12/143	12/143	12/143	12/143	12/143
Battery for cold climates	V/Ah	12/180	12/180	12/180	12/180	12/180	12/180	12/180	12/180	12/180	12/180	12/180
Alternator	V/Ah	14/150	14/150	14/150	14/150	14/150	14/150	14/150	14/150	14/200	14/200	14/200
Starter motor	V/kW	12/4	12/4	12/4	12/4	12/4	12/4	12/4	12/4	12/4	12/4	12/4
External power socket		●	●	●	●	●	●	●	●	●	●	●
Power socket for higher current applications		●	●	●	●	●	●	●	●	●	●	●

TECHNICAL DATA		SPARK T4i										
		120.4	130.4	140.4	140	150.4	160.4	150	160	180	190	210
HYDRAULIC SYSTEM AND HITCH												
Manufacturer		Bosch	Bosch	Bosch	Bosch	Bosch	Bosch	Bosch	Bosch	Bosch	Bosch	Bosch
Max. pump output (std)	l/min	70	70	70	70	84	84	84	84	84	84	84
Max. pump output (opt)	l/min	90	90	90	90	-	-	-	-	-	-	-
Pump flow rate with variable displacement (opt)	l/min	120	120	120	120	120	120	120	120	120	120	120
Open-centre hydraulic system		●	●	●	●	●	●	●	●	●	●	●
Closed centre hydraulic system (Load Sensing)		○	○	○	○	○	○	○	○	○	○	○
Rear mechanical auxiliary valves	n°	2/4	2/4	2/4	2/4	2/4	2/4	2/4	2/4	2/4	2/4	2/4
Rear auxiliary electrohydraulic valves*	n°	4	4	4	4	4	4	4	4	4	4	4
Auxiliary rear hydraulic valves (opt)	n°	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7	5,6,7
Front auxiliary hydraulic valve (opt)	n°	1	1	1	1	1	1	1	1	1	1	1
Electrohydraulic control with flow regulator and timer*		●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○
Power-Beyond		○	○	○	○	○	○	○	○	○	○	○
Max. usable oil volume	litres	40	40	40	40	40	40	40	40	40	40	40
Separate ancillary oil tank		●	●	●	●	-	-	-	-	-	-	-
Electronically controlled rear hitch		●	●	●	●	●	●	●	●	●	●	●
Radar		○	○	○	○	○	○	○	○	○	○	○
Rear hitch lift capacity (std)	kg	6,200	6,200	6,200	6,200	6,200	6,200	6,200	6,200	9,200	9,200	9,200
Rear hitch lift capacity (opt)	kg	9,200	9,200	9,200	9,200	9,200	9,200	9,200	9,200	-	-	-
RH tie-rod and mechanical top link		●	●	●	●	●	●	●	●	●	●	●
RH tie-rod and hydraulic top link		○	○	○	○	○	○	○	○	○	○	○
auto-hitch rear linkage		●	●	●	●	●	●	●	●	●	●	●
Controls on mudguard		●	●	●	●	●	●	●	●	●	●	●
Mechanical front hitch with retractable linkage		○	○	○	○	○	○	○	○	○	○	○
Maximum lifting capacity	kg	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800	3,800
Quick hitches		●	●	●	●	●	●	●	●	●	●	●
CAB												
S-Class2 cab		●	●	●	●	●	●	●	●	●	●	●
Joystick PowerComS*		●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○
Performance Monitor		○	○	○	○	○	○	○	○	○	○	○
Agrosky guidance system		○	○	○	○	○	○	○	○	○	○	○
Max Comfort Professional XL Seat, low frequency suspension, air suspension, electronic lumbar support		●	●	●	●	●	●	●	●	●	●	●
Max Comfort Dynamic XL Seat, dynamic air suspension, electronic lumbar support		○	○	○	○	○	○	○	○	○	○	○
Padded passenger seat		●	●	●	●	●	●	●	●	●	●	●
Work Display		●	●	●	●	●	●	●	●	●	●	●
Comfortip (Headland Management)*		●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○	●/○
Mechanical cab suspension		●	●	●	●	●	●	●	●	●	●	●
Air cab suspension		○	○	○	○	○	○	○	○	○	○	○
Air conditioning		●	●	●	●	●	●	●	●	●	●	●
Mechanically adjustable rear view mirror		●	●	●	●	●	●	●	●	●	●	●
Rear screen wiper		●	●	●	●	●	●	●	●	●	●	●
Ambient lighting		●	●	●	●	●	●	●	●	●	●	●
Halogen work lights		●	●	●	●	●	●	●	●	●	●	●
TRAILER HITCHES												
Automatic tow hook		○	○	○	○	○	○	○	○	○	○	○
Height adjustable ball head hitch		○	○	○	○	○	○	○	○	○	○	○
Fixed ball head hitch		○	○	○	○	○	○	○	○	○	○	○
Oscillating arm		○	○	○	○	○	○	○	○	○	○	○
Pickup hitch		○	○	○	○	○	○	○	○	○	○	○
Piton Fix		○	○	○	○	○	○	○	○	○	○	○
DIMENSIONS AND WEIGHTS												
With front tyres		540/ 65R24"	540/ 65R24"	540/ 65R24"	540/ 65R24"	540/ 65R28"	540/ 65R28"	540/ 65R24"	540/ 65R28"	600/ 65R28"	600/ 65R28"	600/ 65R28"
With rear tyres		600/ 65R38"	600/ 65R38"	600/ 65R38"	600/ 65R38"	650/ 65R38"	650/ 65R38"	600/ 65R38"	650/ 65R38"	710/ 60R38"	710/ 60R38"	710/ 60R38"
Wheelbase	mm	2,419	2,419	2,419	2,647	2,419	2,419	2,647	2,647	2,767	2,767	2,767
Length	mm	4,280- 4,544	4,280- 4,544	4,280- 4,544	4,523- 4,772	4,545- 4,772	4,545- 4,772	4,289- 5,119	4,289- 5,119	4,705- 4,892	4,705- 4,892	4,705- 4,892
Height	mm	2,904- 3,004	2,899- 3,054	2,899- 3,054	2,899- 3,054	2,916- 3,024	2,916- 3,024	2,930- 2,980	2,930- 2,980	2,927- 3,007	2,927- 3,007	2,927- 3,007
Width	mm	2,068- 2,521	2,068- 2,550	2,068- 2,550	2,068- 2,550	2,068- 2,527	2,068- 2,527	2,218- 2,543	2,218- 2,543	2,068- 2,531	2,068- 2,531	2,068- 2,531
Ground clearance	mm	430-485	430-485	430-485	430-485	460-555	460-555	360-410	360-410	535-555	535-555	535-555
Front unladen weight (min-max)	kg	2000-2715	2000-2715	2000-2715	2120-2835	2150-2865	2150-2865	2150-2865	2170-2885	2300-3015	2380-3095	2380-3095
Rear unladen weight (min-max)	kg	3500-3665	3500-3665	3500-3665	3500-3665	3900-4065	3900-4065	3590-3695	3700-3865	4060-4225	4230-4395	4230-4395
Total unladen weight (min-max)	kg	5500-6380	5500-6380	5500-6380	5620-6500	6050-6930	6050-6930	5740-6560	5870-6750	6360-7240	6610-7490	6610-7490
Max. permissible front weight	kg	4000	4000	4000	4000	4200	4700	4200	4700	4900	5200	5200
Max. permissible rear weight	kg	6600	6600	6600	6600	7300	8400	7300	8400	9000	9200	9200
Max. permissible total weight	kg	10000	10000	10000	10000	10500	10500	10500	10500	11000	13000	13000

STD ● OPT ○ - Not available

* Optional our standard based on the versions

DEALER

