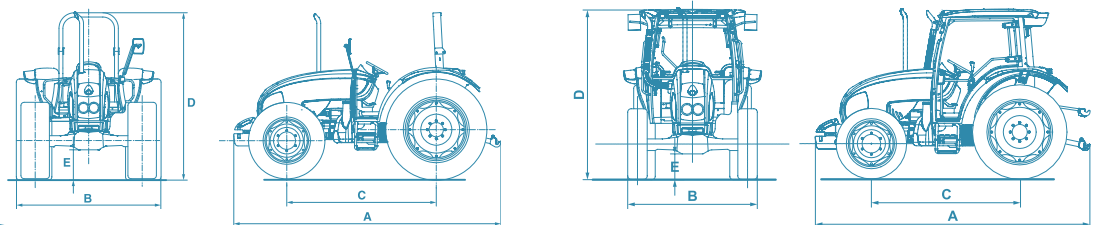




| | | 5-080H TECHNO TOP | 5-090H TECHNO TOP | 5-100H TECHNO TOP | 5-110H TECHNO TOP |
|---|---------------|----------------------|----------------------|----------------------|----------------------|
| ENGINE | | | | | |
| PERKINS "TIER3" DIRECT-INJECTION ENGINE | | 1104D-44 | 1104D-44T | 1104D-44TA | 1104D-44TA |
| MAX. POWER (ISO) | HP/KW | 74/54,5 | 83/61 | 92,5/68 | 102/75 |
| MAX. TORQUE | LB. (NM) | 192 (261) | 259 (352) | 289 (393) | 306 (416) |
| DISPLACEMENT | CU. IN. (CM³) | 268,5 (4400) | 268,5 (4400) | 268,5 (4400) | 268,5 (4400) |
| FUEL TANK CAPACITY | GAL. (LT) | 27.2 (102) | 27.2 (102) | 27.2 (102) | 27.2 (102) |
| CLUTCH | | | | | |
| INDEPENDENT DRY SINGLE-PLATE CLUTCH | IN. (MM) | 13"(330) | 13"(330) | 13"(330) | 13"(330) |
| MECHANICALLY OPERATED | | ● | ● | ● | ● |
| MULTI-DISC WET CLUTCH | | ● | ● | ● | ● |
| DECLUTCH CONTROL: BUTTON-OPERATED CLUTCH | | ● | ● | ● | ● |
| TRANSMISSION | | | | | |
| MECH. REV. SHUTTLE+SPEED FOUR: 12FWD + 12REV | | ● | ● | ● | ● |
| MECH. REV. SHUTTLE+SPEED FOUR+CREEPER: 16FWD+16REV | | ○ | ○ | ○ | ○ |
| MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE: 24FWD+12REV (40KM/H) | | ○ | ○ | ○ | ○ |
| MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE+CREEPER: 32FWD+16REV (40KM/H) | | ○ | ○ | ○ | ○ |
| HYDR.REV.SHUTTLE+SPEED FOUR 12FWD+12REV | | ● | ● | ● | ● |
| INV. HYDR.+SPEED FOUR+CREEPER 16FWD+16REV | | ○ | ○ | ○ | ○ |
| HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC 36FWD+12REV (40KM/H) | | ○ | ○ | ○ | ○ |
| HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC+ CREEPER 48FWD+16REV (40KM/H) | | ○ | ○ | ○ | ○ |
| PARK LOCK | | ○ | ○ | ○ | ○ |
| POWER TAKE-OFF | | | | | |
| OIL-IMMERSED MULTI-DISC HYDRA P.T.O | | ● | ● | ● | ● |
| ELECTROHYDRAULIC CONTROL | | ● | ● | ● | ● |
| 2 SPEEDS 540/750 RPM | | ● | ● | ● | ● |
| 2 SPEEDS 540/1000 RPM | | ○ | ○ | ○ | ○ |
| 3 SPEEDS 540/750/1000 TR/MIN | | ○ | ○ | ○ | ○ |
| GROUND SPEED PTO | | ○ | ○ | ○ | ○ |
| NET PTO POWER (ISO) | HP/KW | 63/46,5 | 70,5/52 | 79/58 | 86,5/63,5 |
| 4WD FRONT AXLE | | | | | |
| ELECTROHYDRAULIC 4WD ENGAGEMENT | | ● | ● | ● | ● |
| MAX. STEERING ANGLE | | 55° | 55° | 55° | 55° |
| TWIN-LOCK ELECTROHYDRAULIC DIFF-LOCKS | | ● | ● | ● | ● |
| BRAKES | | | | | |
| OIL-IMMERSED GRAPHITE-COATED REAR BRAKES, 10 DISCS | | ● | ● | ● | ● |
| OIL-IMMERSED GRAPHITE-COATED FRONT BRAKES, 4 DISCS | | ● | ● | ● | ● |
| IBS - INTEGRAL BRAKING SYSTEM | | ● | ● | ● | ● |
| HYDRAULIC POWER LIFT | | | | | |
| MECHANICALLY OPERATED | | ● | ● | ● | ● |
| REAR CONTROL LEVER | | ○ | ○ | ○ | ○ |
| ELECTRONICALLY-OPERATED "LANDTRONIC" | | ○ | ○ | ○ | ○ |
| LIFTING CAPACITY WITH 2 AUXILIARY CYLINDERS IN 2 (MM 50) | LB. (KG) | 9570 (4350) | 9570 (4350) | 9570 (4350) | 9570 (4350) |
| HYDRAULIC FLOW @ REMOTE | GPM (LT/MIN) | 13,8 (52,3) | 13,8 (52,3) | 13,8 (52,3) | 13,8 (52,3) |
| TOTAL HYDRAULIC FLOW | GPM (LT/MIN) | 21.6 (82.2) | 21.6 (82.2) | 21.6 (82.2) | 21.6 (82.2) |
| STD AUXILIARY VALVES NR° STD/OPT | | 2 / 4 | 2 / 4 | 2 / 4 | 2 / 4 |
| FRONT HITCH AND FRONT PTO (LIFT CAPACITY KG) | LB. (KG) | 3960 (1800) ○ | 3960 (1800) ○ | 3960 (1800) ○ | 3960 (1800) ○ |
| CAB AND DRIVING SEAT | | | | | |
| POWERFARM CAB / AUTO-RADIO FITTING FACILITIES | | ● | ● | ● | ● |
| AIR-CONDITIONING | | ○ | ○ | ○ | ○ |
| PNEUMATICALLY SUSPENDED SEAT | | ○ | ○ | ○ | ○ |
| SUSPENDED PLATFORM | | ● | ● | ● | ● |
| DIMENSIONS AND WEIGHTS | | | | | |
| FRONT TYRES | | 380/70 R24 | 380/70 R24 | 380/70 R24 | 380/70 R24 |
| REAR TYRES | | 480/70 R34 | 480/70 R34 | 480/70 R34 | 480/70 R34 |
| A - TOTAL LENGTH WITH BALLAST | IN. (MM) | 163.8 (4160) | 163.8 (4160) | 163.8 (4160) | 163.8 (4160) |
| B - MIN. WIDTH | IN. (MM) | 83 (2110) | 83 (2110) | 83 (2110) | 83 (2110) |
| C - WHEELBASE 2RM/4RM | IN. (MM) | 93/92 (2365/2340) | 93/92 (2365/2340) | 93/92 (2365/2340) | 93/92 (2365/2340) |
| D - HEIGHT OVER CAB | IN. (MM) | 101 (2563) | 101 (2563) | 101 (2563) | 101 (2563) |
| D - HEIGHT TO SAFETY FRAME | IN. (MM) | 100,5 (2560) | 100,5 (2560) | 100,5 (2560) | 100,5 (2560) |
| E - GROUND CLEARANCE | IN. (MM) | 18,5 (475) | 18,5 (475) | 18,5 (475) | 18,5 (475) |
| TOTAL WEIGHT WITHOUT BALLAST (+CAB LB.330 (150KG) 4WD) | LB. (KG) | 8030 (3650) | 8030 (3650) | 8030 (3650) | 8030 (3650) |

Key: ● standard ○ option — not available



NEW

Serie 5H

80 - 90 - 100 - 110 TECHNO / TOP



Landini®

NEW 5H SERIES, TECHNOLOGICAL EVOLUTION

The *5H Series* is midway between the *Powerfarm* of which it inherits the cab and the wheel base, and the more structured *Powermondial Series* featuring a 3 ranges *Powershift*, i transmission, epicyclic final drives and power lift. The front and rear field lights as well as the front grille have been newly conceived and feature a superb new *look*.

The modular and versatile transmission is available with four synchronized gears and three mechanical speed ranges (*SPEED FOUR*) with hydraulically controlled oil-bath multi-plate PTO as a basic version.

The *entry level* 12 +12 is available on both 18.7 MPH (30 kPH) and 25 MPH (40 kPH) versions and is combined with an intermediate 24 +12 version equipped with mechanical reverse shuttle and overdrive (*TECHNO VERSION*).

A substantial novelty is represented by the combination of the hydraulic reverse shuttle with the *T Tronic three-shift* option (H-M-L high-medium-low) which triples the gears of the basic transmission to achieve 36 forward + 12 reverse speeds. (*TOP VERSION*).

A creep transmission is available as an option on both *TECHNO* and *TOP* versions. The *Top* version is equipped with a *De-clutch* system allowing the operator to change mechanical gears by simply depressing the button placed on the gear shift lever without using the clutch pedal.

The *De-clutch* system is engaged by an electronic control unit, the same one controlling the hydraulic reverse shuttle, the *T Tronic* H-M-L gearbox and the PTO.

The PTO comes with a choice of 3 speeds – 540, 750 (540 Eco) and 1000 rpm according to the requested version.

The mechanical power lift (electronic power lift only on *Top* version) is equipped with draft control function on the lower links.

The four models feature also new engines: the “80” model is fitted with an aspirated engine, the “90” with a turbocharged engine, and both the “100” and “110” versions are equipped with a turbo after-cooled engine, all of them complying with the Tier 3 emission standards.

The new *5H Series* is available both in cab and plat versions and represents the Landini technological innovation as well as a winning combination of two ergonomic, reliable and high performing ranges such as the *Powerfarm* and the *Powermondial* featuring the essence of modernity.





NEW PERKINS TIER 3 1104D SERIES ENGINES: HIGH POWER WITH LOW CONSUMPTION

Perkins
Diesel Power

TURBO NEW
AFTERCOOLER
TIER 3 - 4 cylinders

THE NEW PERKINS 1104D ENGINES FITTED ON THE 5H SERIES HAVE BEEN PURPOSELY DESIGNED FOR AGRICULTURAL USE. THEY FEATURE A MODERN CONCEPTION AND AVANT-GARDE TECHNICAL SOLUTIONS. A NEW RANGE OF ENVIRONMENT-FRIENDLY ENGINES COMPLYING WITH THE NEW SPECIFICATIONS GOVERNING LOW FUMES EMISSIONS AS DICTATED BY THE CURRENT TIER III STANDARDS. THE NEW PERKINS ENGINES FITTED ON THE 5H SERIES ARE AVAILABLE IN THE FOLLOWING POWER RATINGS: 74 HP (ASPIRATED), 83 HP (TURBOCHARGED), 92,5 AND 102 HP/ISO (TURBO-AFTER-COOLED). THANKS TO PARTICULAR TECHNOLOGICAL INNOVATIONS THE AIR AND THE FUEL ARE MIXED TO THE GREATEST POSSIBLE EXTENT THUS ENSURING BETTER COMBUSTION AND EFFICIENCY, HIGHER POWER AND HIGH TORQUE BACKUP WITH LOW RUNNING COSTS AND RESPECT FOR THE ENVIRONMENT. THE FORWARD TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE COMPARTMENT FOR ROUTINE SERVICE AND MAINTENANCE. > FIG. A

FRONT AXLE OF LAST GENERATION

THE FOUR-WHEEL DRIVE WITH ELECTRO-HYDRAULIC ENGAGEMENT AND 55° STEERING ANGLE ENSURES OPTIMUM GROUND CLEARANCE AND EXCELLENT MANOEUVRABILITY. > FIG. B

THE COMBINED ACTION OF THE FRONT AND REAR OIL-BATH DISC BRAKES ENSURES A SAFE AND EFFECTIVE INTEGRAL BRAKING ON THE FOUR WHEELS.

FRONT LIFT AND FRONT PTO FOR VERSATILITY ENHANCEMENT (OPTIONAL)

THE CAT. 2 FRONT LIFT PROVIDES A LIFTING CAPACITY OF 3960 LB. (1800 KG) AND IS EQUIPPED WITH ALL MAIN FUNCTIONS: HIGH/ LOW AND FLOATING MODE. THE 1000 RPM PTO IS ELECTRO-HYDRAULICALLY CONTROLLED BY MEANS OF A PUSHBUTTON. THE FRONT LIFT AND PTO HAVE BEEN PURPOSELY DESIGNED TO BE INTEGRATED IN THIS NEW RANGE TO ALLOW THE TRACTOR TO BE USED WITH COMBINED FARMING IMPLEMENTS TO FURTHER ENHANCE PERFORMANCE AND VERSATILITY.

T-TRONIC HYDRAULIC TRANSMISSION (48 FWD+16REV SPEEDS) WITH DE-CLUTCH CONTROL AND REVERSE POWER SHUTTLE

THE TOP VERSION FEATURES A BASIC GEARBOX (SPEED FOUR) WITH 4 SPEEDS AND 3 RANGES, (CONTROLLED BY THE GREEN PUSHBUTTONS INTEGRATED IN THE GEARSHIFT LEVER) (FIG. D), WHICH, IN CONJUNCTION WITH THE T-TRONIC MODULE (3 POWERSHIFT H-M-L RANGES UNDER LOAD) AND THE REVERSE SHUTTLE (FIG. C) PROVIDES 36 FORWARD AND 12 REVERSE SPEEDS. A CREEPER IS AVAILABLE AS AN OPTION EXTENDING THE FLEXIBILITY TO 48 FWD AND 16REV SPEEDS.

THE DE-CLUTCH CONTROL (ORANGE PUSHBUTTON INTEGRATED IN THE GEARSHIFT LEVER) (FIG. D) AND THE REVERSE POWER SHUTTLE (HYDRAULIC REVERSE SHUTTLE WITH LEVER INTEGRATED IN THE STEERING COLUMN) (FIG. C) ALLOW THE OPERATOR TO CHANGE GEAR AND SHIFT FROM FORWARD TO REVERSE WITHOUT USING THE CLUTCH PEDAL.





THE NEW 5H SERIES:



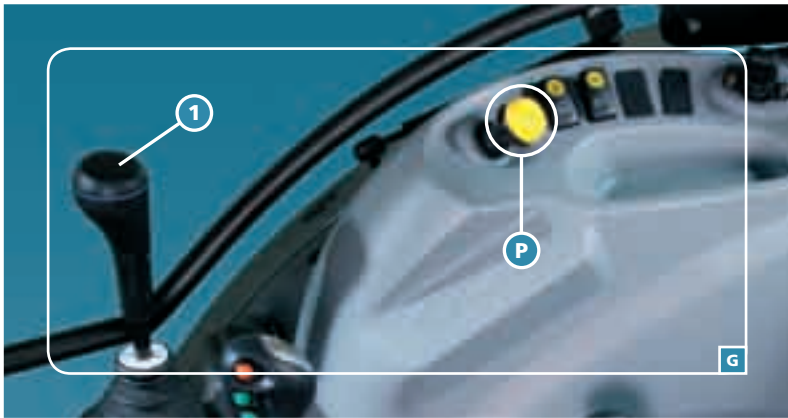
A WINNING COMBINATION

NEW MECHANICAL POWER LIFT

WITH THE INTUITIVE AND ERGONOMICALLY ARRANGED CONTROLS ON THE STYLISH RIGHT-HAND. CONSOLE LOCATED TO THE DRIVER'S RIGHT (FIG F) THE MECHANICAL POWER LIFT FEATURES A DRAFT CONTROL ON THE LOWER LINKS AND INCORPORATES ALL FUNDAMENTAL FUNCTIONS AND REGULATIONS OFFERING MAXIMUM COMFORT AND FINGERTIP CONTROL OF IMPLEMENTS.

AN ELECTRONIC POWER LIFT IS AVAILABLE FOR THE TOP VERSION AS AN OPTION

THE CAT 2 THREE-POINT LINKAGE (FIG. E) PROVIDES A LIFTING CAPACITY OF 9570 LB. (4350 KG).



HYDRA PTO: 2 OR 3 SPEED PTO WITH HYDRAULIC CONTROL FOR UTMOST VERSATILITY

THE 1/3"-INC PTO WITH HYDRAULIC ENGAGEMENT OFFERS TWO BASIC SPEEDS OF 540/750 OR 540/1000 RPM. AN ADDITIONAL 3-SPEED PTO PROVIDING 540/750/1000 RPM IS AVAILABLE AS AN OPTION FOR INCREASED VERSATILITY.

THE WET DISC CLUTCH, OPERATED BY A PUSHBUTTON (P), ENABLES SMOOTH AND PROGRESSIVE ENGAGEMENT OF THE PTO, PREVENTING ABRUPT STARTING OF THE SHAFT FOR ADDED OPERATOR COMFORT. > FIG. G

HIGH-PERFORMANCE HYDRAULIC CIRCUIT AND VERSATILITY OF AUXILIARY SPOOL VALVES

THE NEW HYDRAULIC CIRCUIT PROVIDES A MAXIMUM TOTAL FLOW OF 21.6 GPM (82 L/MIN). THE SYSTEM FEATURES UP TO 4 AUXILIARY SPOOL VALVES WITH LEVER CONTROLS INTEGRATED IN THE CONSOLE AT THE DRIVER'S RIGHT-HAND SIDE. (FIG. G) TWO OF THEM ARE CONTROLLED BY JOYSTICK (1) FOR FRONT LOADER OPERATIONS, WHILE THE OTHER TWO ARE OPERATED BY A STANDARD LEVER (2) ENSURING THIS RANGE AN EXTRA VERSATILITY AND PRODUCTIVITY WHEN WORKING WITH FARM IMPLEMENTS. > FIG. F

"TOTAL VIEW" CAB FOR ALL-ROUND VISIBILITY AND COMFORT

THE MOST OUTSTANDING FEATURE OF THE 5H SERIES TRACTORS CAB IS THE ALL-ROUND VISIBILITY OF THE "TOTAL VIEW" CAB PROVIDED BY THE ALL-GLASS SIDE DOORS HINGED ONTO THE REAR POST.

THE INTERIORS, STYLISH AND ACCURATE, HAVE BEEN EXECUTED BY MAKING LARGE USE OF THE COMPOSITE MATERIALS OF MODERN AUTOMOTIVE DESIGN. ALL CONTROLS ARE ARRANGED IN A COMFORTABLE AND INTUITIVE POSITION, ACCORDING TO CURRENT ERGONOMIC STANDARDS.

THE HEATING/VENTILATION AND AIR-CONDITIONING SYSTEM IS INSTALLED ON THE CAB ROOF WITH CONSIDERABLE BENEFITS FOR THE DRIVER IN TERMS OF COMFORT, SAFETY AND HEALTH.

THE VENTILATION SYSTEM IS INTEGRATED BY TWO FILTERS DESIGNED TO PURIFY THE AIR INSIDE THE CAB. THE ROOF FEATURES A FIXED GLAZED HATCH WITH SUNSHADE, PARTICULARLY USEFUL WHEN WORKING WITH FRONT LOADERS, AND FOUR LIGHTS PROVIDING GREAT VISIBILITY DURING NIGHT WORK.

NATURAL VENTILATION IS ENSURED BY THE OPENABLE FRONT AND REAR WINDSCREENS. > FIG. H

