

NEW

7 Series

180 - 195 - 205 - 220 - 235 (TIER 4 INTERIM)



Landini®



NEW 7 SERIES: SUPERIOR POWER, LOWER RUNNING COSTS, ENVIRONMENTALLY FRIENDLY

To meet the ever increasing exhaust emission regulations, Argo Tractors have developed the 7 Series tractors that not only comply to these regulations but offer additional customer benefits from increased performance and lower running costs long term. 5 models from 150 to 232hp are powered by the latest generation of engines using SCR technology.

7 Series tractors comply with the latest engine exhaust emissions regulations using SCR technology. The *AdBlue* additive is injected into the exhaust gases which then pass through the catalytic convertor which naturalizes many of the harmful gases and reduces carbon particulates by up to 90%.

The 7 Series retains the proven chassis construction which has been proven for many years on previous tractor ranges. This rugged frame design allows the engine to sit on four rubber iso mounts and this reduces noise and vibration throughout the tractor.

The transmission offers excellent speed ratios providing the right speed for every operation. The 8 *powershifts* are smooth shifting in each of the four ranges. There is a choice of Mechanical or Electronic range shifting. Each speed is 15% increase in speed and allows the operator to achieve the optimum working speed within each range. A creeper option 48 x 40 provides additional speeds for those specialist tasks below 1.5kph. A powershuttle provides smooth directional changes and speeds up headland turns.

The front axle provides a 55 degree turning angle which allows for a tight turning circle. The tractor may be equipped with Independent Front Axle Suspension which is Electro-Hydraulically controlled and gives outstanding comfort on the road as well as in the field over rough terrain. This coupled with the optional cab suspension offers greater comfort and safety for the operator.

The electro-hydraulically controlled P.T.O. offers two speeds of 540 and 1000 rpm. The PTO output system features a reversible shaft to give either 6 or 21 spines, making implement connection simple.

The closed centre hydraulic system uses a high flow pump to deliver the right amount of oil when required thereby saving fuel and horsepower. The electronic power lift provides a lifting capacity of 10950 kg thus making work easier when heavy implements are used.

A 3.5ton front hitch with optional PTO is available to maximise productivity.

The *Master Class* cab has been built not only to meet but to exceed customers' expectations in the intent of offering the utmost in terms of safety and comfort.

An all-round visibility, a high-efficient conditioning system, a pneumatic seat with multi-function arm rest, the ergonomically-arranged controls, and a hydraulic suspension system (available as an option) make the 7 Series an easy-to-drive, true and tireless work companion.





NEW 7 SERIES (TIER4 INTERIM), SUPERIO



CLOSE WITH I CONTR

THE CLOS
VARIABLE
OF 110 OF
OF 163 L/
UPPER MO
THE 4 REA
IN THE FU
ELECTRO-
AND (2) IN
[> FIG E] V
POSITIONE
ACCORDIN

MASTE VISIBI

THE FOUR
PROVIDES
OPERATOR
STANDARD
INTEGRAT
TION SIMI
ABOVE. TH
ADJUSTAB
FUNCTION
STYLISH IN
DRIVING A
THE TRAC
LY-CONTR
WHICH, C
SUSPENSIO
COMPREH
WORK CA

OR POWER, LOWER RUNNING COSTS

D CENTER HYDRAULIC SYSTEM HIGHLY VERSATILE AUXILIARY ROL VALVES

SED CENTER HYDRAULIC SYSTEM FEATURES A
DISPLACEMENT PUMP PROVIDING A FLOW RATE
R 130 L/MIN (A PUMP WITH A HIGHER FLOW RATE
MIN IS AVAILABLE AS AN OPTION ON THE TWO
ODELS) AND ENSURES OPTIMUM OPERATION OF
AR HYDRAULIC VALVES AVAILABLE. > FIG. F

LL-TRONIC VERSION THE 4 CONTROL VALVES ARE
HYDRAULICALLY CONTROLLED BY THE KNOBS (1)
TEGRAED INTO THE MULTI-FUNCTION ARMREST
WHERE TIMERS AND FLOW REGULATORS ARE ALSO
ED FOR EASY AND COMFORTABLE ADJUSTMENTS
NG TO THE JOB TO BE CARRIED OUT.



NEW ELECTRONIC POWER LIFT WITH "CAN BUS LIFT CONTROL"

IN THE *FULL-TRONIC* VERSION THE MAIN CONTROL (S) IS LOCATED IN AN EXTREMELY ERGONOMIC AND INTUITIVE POSITION ON THE *JOYSTICK* [> FIG. E], AND ALL MAIN FUNCTIONS AND REGULATIONS [> FIG. G] ARE INTEGRATED INTO THE RIGHT-HAND CONSOLE FOR EASY OPERATION AND FINGERTIP CONTROL OF IMPLEMENTS FOR UTMOST COMFORT THE CAT. 3 THREE POINT HITCH PROVIDES A LIFT CAPACITY OF 10950 KG.

HYDRA-P.T.O.: TWO SPEED P.T.O. WITH HYDRAULIC ENGAGEMENT OF DUAL POWER SYSTEM FOR EXTRA POWER

THE OIL BATH DISC CLUTCH, HYDRAULICALLY OPERATED VIA A PUSHBUTTON (P) [> FIG. E], ENABLES SMOOTH AND PROGRESSIVE ENGAGEMENT OF THE PTO. FOR UTMOST COMFORT. BY TAKING ADVANTAGE OF THE ENGINE ELECTRONICS THE *DUAL POWER* SYSTEM MAKES IT POSSIBLE TO AUTOMATICALLY INCREASE BOTH POWER AND TORQUE BY 25 HP IN DIFFICULT CONDITIONS WITH THE PTO ENGAGED. THE AUTO P.T.O. FUNCTION CAN BE SET TO ENGAGE/DISENGAGE THE P.T.O. RELATIVE TO LINKAGE HEIGHT.

THIS SAVES THE OPERATOR HAVING TO PERFORM THE TASK AT EACH HEADLAND TURN- THE AUTO P.T.O. SYSTEM ENABLES THE ENGAGEMENT/DISENGAGEMENT OF THE P.T.O. ACCORDING TO THE POWER LIFT POSITION AND IS VERY USEFUL DURING HEADLAND OPERATIONS.



ER CLASS CAB - ALL-ROUND ILITY AND ULTIMATE COMFORT

R-POST CAB WITH LARGE, REAR-HINGED DOORS
TOTAL ALL-ROUND VISIBILITY AND ALLOWS THE
R TO ENTER AND EXIT WITH EASE. IT COMES AS
D WITH A POWERFUL AIRCONDITIONING SYSTEM
ED IN TO THE ROOF, OR FOR NATURAL VENTILA-
PLY PUSH OPEN THE TRANSPARENT ROOF PANEL
HIS PANEL ALSO OFFERS ADDITIONAL VIABILITY.
BLE STEERING WHEEL AND AIR SEAT WITH MULTI-
N ARMREST ON THE *FULL-TRONIC* VERSION. THE
TERIOR AND EXCELLENT SOUNDPROOFING MAKE
A PLEASURE.

TOR MAY BE SUPPLIED WITH AN ELECTRONICAL-
OLLED HYDRAULIC CAB SUSPENSION SYSTEM,
OMBINED WITH THE INDEPENDENT FRONT AXLE
ON, PROVIDES MAXIMUM DRIVING COMFORT. A
ENSIVE LIGHTING PACKAGE MEANS NIGHT TIME
N CONTINUE SAFELY. > FIG. H



NEW F.P.T. - NEF (TIER 4 INTERIM) ENGINES WITH NEW S.C.R. TECHNOLOGY

THE 5 MODELS OF THE NEW 7 SERIES ARE POWERED BY THE NEW F.P.T. (NEF 6 CYL CR TAA) ENGINES FEATURING AN S.C.R. (*SELECTIVE CATALYST REDUCTION*) SYSTEM MAKING THESE TRACTORS COMPLY WITH THE TIER 4 INTERIM STANDARDS WITHOUT ALTERING THE ENGINE PERFORMANCES. THE S.C.R. TECHNOLOGY USES AN *ADBLUE* FUEL ADDITIVE FROM A DEDICATED TANK WHICH IS ADJACENT TO THE MAIN FUEL TANK. *ADBLUE* IS INJECTED INTO THE EXHAUST SYSTEM PRIOR TO THE CATALYTIC CONVERTER WHICH THEN DESTROYS OR REDUCES MANY OF THE HARMFUL GASES AND PARTICULATES. THE AMOUNT OF *ADBLUE* INJECTED VARIES ACCORDING TO THE LOAD DEMAND ON THE ENGINE AND HAS VARIOUS SAFETY FUNCTIONS INCORPORATED TO PREVENT INADVERTENT OPERATION. THE 6.7 LITRE F.P.T. (NEF 6 CYL CR TAA) 6 CYLINDER ENGINES FEATURE A 24 VALVE CYLINDER HEAD TO MAXIMISE AIR FLOW AND COMBUSTION IN CONJUNCTION WITH A HIGH PRESSURE *COMMON RAIL* FUEL SYSTEM. THE ELECTRONIC MANAGEMENT ENSURES OPTIMUM PERFORMANCE AND ECONOMY DEPENDING ON LOAD. THE POWERBOOST FUNCTION (DUAL POWER) INCREASES POWER OUTPUT UP TO 25HP WHEN USING THE P.T.O. AS WELL AS IN TRANSPORT RANGE ON CERTAIN MODELS. THE FULLY TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE FOR ROUTINE SERVICE AND DAILY MAINTENANCE. > FIG. A



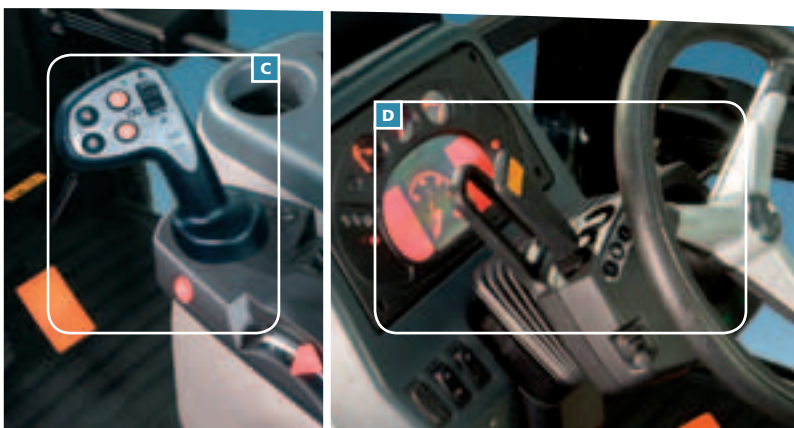
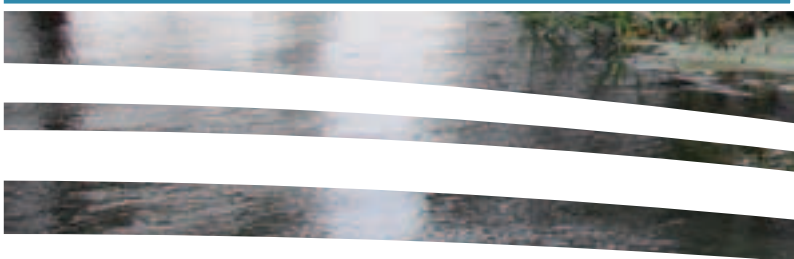
FRONT AXLE WITH INDEPENDENT HYDRAULIC SUSPENSIONS

FOR INCREASED OPERATOR COMFORT THE TRACTOR CAB BE EQUIPPED WITH THE ELECTRONICALLY CONTROLLED HYDRAULIC FRONT AXLE SUSPENSION. THIS WILL ALSO IMPROVE TRACTION AND SAFETY ON THE ROAD AND IN THE FIELD. > FIG. B

AUTOPOWERSHIFT TRANSMISSION: COMFORT, SPEED, PRODUCTIVITY, ECONOMY

THE "AUTOPOWERSHIFT" TRANSMISSION WITH 32 SPEEDS OVER FOUR RANGES PROVIDES 8 SPEEDS POWERSHIFT UNDER LOAD IN EACH OF THE FOUR RANGES. THE MULTI DISC HYDRAULIC POWERSHUTTLE PROVIDES SMOOTH DIRECTIONAL CHANGES AND IS EASILY OPERATED BY THE LEFT HAND (FIG.D). A CHOICE OF MANUAL RANGE SHIFTING (*TECHNO*) OR ELECTRONIC PUSH BUTTON CONTROL (*FULL-TRONIC*) IS AVAILABLE BOTH OFFERING 32 FORWARD X 24 REVERSE SPEEDS. FULL-TRONIC VERSION USE PUSH BUTTON CONTROL FOR ALL TRANSMISSION SPEED SELECTIONS. > FIG. C

AN AUTOSHIFT FUNCTION PROVIDES AUTOMATIC GEAR SHIFTING DURING TRANSPORT OPERATIONS SELECTING THE RIGHT GEAR TO SUIT THE ENGINE LOAD AND R.P.M., THIS FEATURE ENSURES SIMPLE OPERATION AND MAXIMISES FUEL ECONOMY. ON FULL-TRONIC VERSIONS THE SHUTTLE GEARS ARE PROGRAMMABLE TO FURTHER ENHANCE SHUTTLE OPERATIONS. A CREEPER UNIT CAN ALSO BE FACTORY FITTED AS AN OPTION TO ACHIEVE 48 FORWARD AND 40 REVERSE SPEEDS. > FIG. D



		7-SERIES 180	7-SERIES 195	7-SERIES 205	7-SERIES 220	7-SERIES 235
ENGINE		NEF 6 CYL CR TAA	NEF 6 CYL CR TAA	NEF 6 CYL CR TAA	NEF 6 CYL CR TAA	NEF 6 CYL CR TAA
TIER 4 INTERIM / STAGE 3B						
MAX. ENGINE POWER (ISO RATING)	HP/KW	150 / 110	165 / 121	175 / 129	188 / 138	214 / 157
MAX. ENGINE POWER WITH DUAL POWER (ISO RATING)	HP/KW	175 / 129	188 / 138	203 / 149	218 / 160	232 / 171
RATED ENGINE SPEED	RPM	2200	2200	2200	2200	2200
MAX. TORQUE (WITH DUAL POWER)	MM	632 (726)	680 (810)	726 (866)	810 (950)	912 (950)
TORQUE RISE (WITH DUAL POWER)		41% (37%)	41% (45%)	37% (43%)	45% (47%)	43% (35%)
DISPLACEMENT (CM³) / NO. OF CYLINDERS/NO. OF VALVES	CM³	6728 / 6 / 24	6728 / 6 / 24	6728 / 6 / 24	6728 / 6 / 24	6728 / 6 / 24
CAPACITY ADBLUE		38	38	38	38	38
FUEL TANK CAPACITY	LITRES	300	300	300	350	350
CLUTCH						
MULTI-DISC WET CLUTCH		•	•	•	•	•
TRANSMISSION						
AUTOPOWERSHIFT + POWER SHUTTLE: 32FWD+24REV (8 POWERSHIFT SPEEDS)		•	•	•	•	•
AUTOPOWERSHIFT + CREEPER + POWER SHUTTLE: 48FWD+40REV (TECHNO)		○	○	○	○	○
ELECTRONIC RANGE SHIFT (FULL TRONIC)		○	○	○	○	○
REVERSE POWER SHUTTLE: REVERSE SHUTTLE UNDER LOAD		•	•	•	•	•
ELECTROHYDRAULIC PARK LOCK (TECHNO / FULL-TRONIC)		○ / •	○ / •	○ / •	○ / •	○ / •
ELECTROHYDRAULIC DIFFERENTIAL LOCK ON REAR AXLE		•	•	•	•	•
POWER TAKE-OFF						
WET MULTI-DISC PTO CLUTCH		•	•	•	•	•
ELECTROHYDRAULIC ENGAGEMENT		•	•	•	•	•
2 SPEEDS: 540/1000 RPM		•	•	•	•	•
FRONT 4WD AXLE						
RIGID TYPE		•	•	•	•	•
WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS		○	○	○	○	○
MAX. STEERING ANGLE		55°	55°	55°	55°	55°
LIMITED-SLIP DIFFERENTIAL LOCK		•	•	•	•	•
TURNING RADIUS	MM	4900	4900	4900	5400	5400
BRAKING SYSTEM						
WET ANNULAR PISTON REAR BRAKES - 6 DISCS		•	•	•	•	•
AUTOMATIC 4 WD ENGAGEMENT ON BRAKING		•	•	•	•	•
"BRAKING BOOSTER SYSTEM" SERVO BRAKE		•	•	•	•	•
HYDRAULIC SYSTEM						
PUMP FLOW STD/OPT	LTR/MIN	110	110	110	130 • / 163 ○	130 • / 163 ○
ELECTROHYDRAULIC / MECHANICAL REMOTE VALVES (TECHNO)		3 • + 1 ○	3 • + 1 ○	3 • + 1 ○	3 • + 1 ○	3 • + 1 ○
ELECTROHYDRAULICALLY-CONTROLLED REMOTE VALVES WITH "CAN BUS SPOOL VALVE MANAGEMENT" (FULL TRONIC)		4 •	4 •	4 •	4 •	4 •
"CAN BUS LIFT CONTROL" HITCH						
ELECTRONICALLY-CONTROLLED HITCH		•	•	•	•	•
MAX. LIFT CAPACITY	KG	7200	7200	7200	10950	10950
FRONT HITCH AND PTO		○	○	○	○	○
CAB AND DRIVING POSITION						
"MASTER CLASS" CAB / RADIO ADAPTOR		•	•	•	•	•
ELECTR.-CONTR. HYDRAULIC CAB SUSPENSION - "LANDINI SUSPENDED HYDRO CAB		○	○	○	○	○
AIR CONDITIONED		•	•	•	•	•
DELUXE AIR SUSPENSION SEAT (TECHNO)		•	•	•	•	•
SUPER DELUXE AIR SUSPENSION SEAT WITH ARMREST (FULL TRONIC)		•	•	•	•	•
DIMENSIONS						
FRONT TYRES		420/85R28	420/85R28	420/85R28	540/65R30	420/85R28
REAR TYRES		520/85R38	520/85R38	520/85R38	650/65R42	520/85R38
A - HEIGHT OVER CAB	MM	2900	2900	2900	3000	2900
B - WHEELBASE	MM	2752	2752	2752	2873	2752
C - MAX. LENGTH (WITH BALLAST WEIGHTS)	MM	5209	5209	5209	5307	5209
D - GROUND CLEARANCE 4WD	MM	505	505	505	470	505
E - MIN. WIDTH	MM	2400	2400	2400	2415	2415
TOTAL WEIGHT WITHOUT BALLAST WEIGHTS	KG	6500	6500	6500	7700	7700

Key: • standard ○ option — not available

