



85-100-110

R3

Evo



R3 Evo, evolution according to Lamborghini.

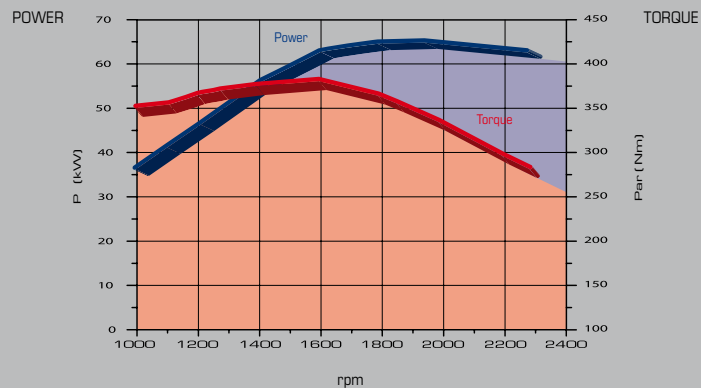
Three: the perfect number. Evo: in three simple letters, the concept of evolution and the prospect of new horizons. R3 Evo machines redefine the standards for mid-horsepower tractors, incorporating vanguard technological solutions into a solid design that embodies the highest expression of Lamborghini know-how. Performance, ergonomics and exclusive design: new Deutz engines with infinite potential, enhanced by compactness, embracing effective technology with tried and tested engineering solutions... R3 Evo, the newest frontier of technology applied to farm mechanization.

Around the yard, out in the fields, ploughing, secondary tillage, haymaking, multi-implement applications... the R3 Evo will not shirk any task. Simply select the configuration that suits: models, features, equipment levels and customisation - the R3 Evo offers a wide range of options. Also, with a choice of two or four wheel drive and platform or cab versions, there are machines to cover every kind of requirement. The sporty feel, manoeuvrability and handling are unmistakably Lamborghini; and with a top speed of 40 km/h, driving on the road will be a pleasure, especially considering the level of active safety, assured by a braking system with oil-immersed disc assemblies operating on all four wheels.





R3 EVO 100



Deutz engines, a real power.

Designed specifically for the agricultural sector, new 4-cylinder 2012 TIER III series Deutz engines are the ideal power units for the R3 Evo range. 4.038 cc displacement, turbocharged (standard on all models) and a leading-edge high pressure injection system are specifications combining perfectly to deliver generous power and torque that remain constant across a wide range of crankshaft speeds. Maximum rated torque output of Nm is developed at just 1.200 rpm, and stays steady up to 1.800 rpm. With efficiency remaining undiminished across a band of 600 rpm, there really is little need to select a lower gear ratio as long as the crankshaft speed stays above 1.200 rpm.

Even when driven long and hard, the engine will not complain, remaining remarkably flexible, compliant and decidedly generous (low fuel consumption, modest noise emissions, the bare minimum of vibration): a torque rise of 29% guar-

antees plenty of pulling power and total operating efficiency, even in tricky and hostile conditions.

And with a tank holding up to 160 litres of fuel, the R3 Evo is able to get through a great deal of work between refuelling stops.

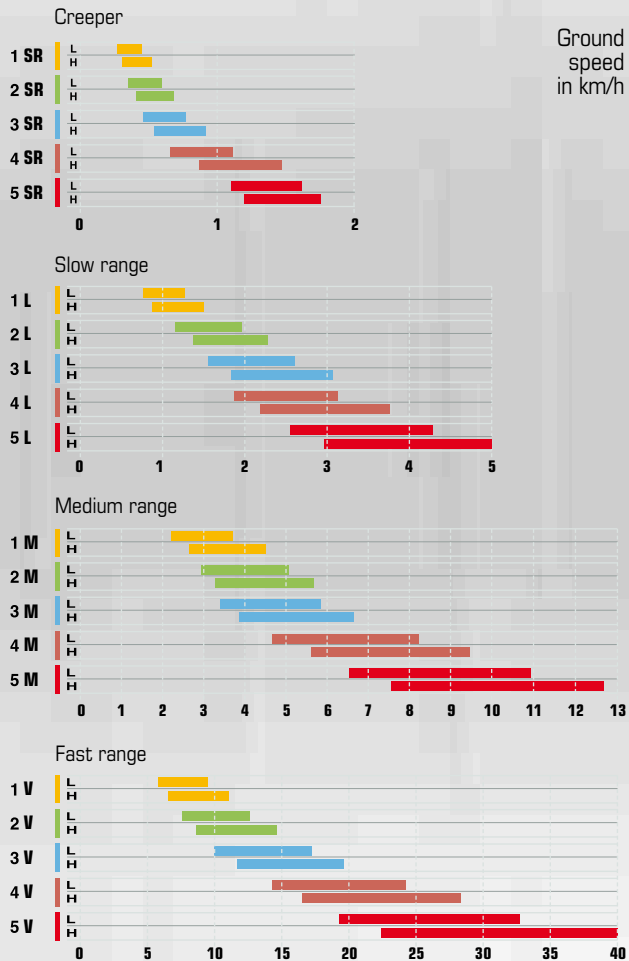
For maximum efficiency, the R3 Evo is equipped with a battery of radiator and cooler units (engine coolant, fuel and transmission oil) designed specifically to guarantee unfaltering performance, even when work has to carry on for long hours at a stretch. The main radiator incorporates a "dual flow" system, in other words the coolant circulates through two distinct passages, so that swift and sure dissipation of heat is guaranteed.

100% Biodiesel.



Thanks to a number of unique design features, the use of first-rate materials in construction, and a special conversion kit, the engines of R3 EVO machines are able to ensure unqualified functional efficiency and total compatibility with biodiesel fuel, allowing blend ratios of up to 100%. In practice, biodiesel typically has a higher viscosity than other engine fuels and is chemically more aggressive, but when equipped with a special fuel injection system utilizing wet pumps - one to each single injector - and a fuel feed circuit with components manufactured from special materials, Deutz engines are able to run on these new fuels without difficulty.





Two transmission options.

The mechanical version is an optimum choice: 5-speed box with four ranges and creeper, giving 20 forward ratios and 20 reverse. Soil preparation and harvesting, transplanting and haymaking, yard and transport duties are all well within the compass of the R3 Evo, and when equipped with a HI-LO shift, the machine

acquires even greater flexibility. With this feature, two handy buttons on the knob of the shift lever are used to flip the drive-line - smoothly and instantaneously - from the standard ratio to a lower ratio, under power and without depressing the clutch pedal. HI-LO doubles the total ratios to 40 (both forward and in reverse).

For maximum comfort, the gears can also be changed swiftly and conveniently by pressing a third button on the shift lever: an intelligent system that makes the R3 EVO simple and effortless to drive, again with no need to use the clutch pedal.

The transmission on all versions of the R3

EVO has forced lubrication, with a dedicated oil cooler.



Hydraulic power shuttle: about face, smoothly and safety.

The electrohydraulic shuttle lever incorporates a thumbwheel control (potentiometer) with which the operator can select a sharper or softer response from the shuttle, according to the needs of the moment.





A hydraulic shuttle allows the drive direction to be reversed swiftly, under power, at speeds up to 12 km/h: invaluable, especially when making headland turns and return passes.

Ergonomically designed and located beneath the steering wheel, the shuttle lever has a "neutral" position and guarantees total safety in operation, functioning only when enabled by a sensor in the driver's seat activated by body weight.



Overspeed.

With OVERSPEED, the tractor can be driven on the road at 40 km/h either in economy mode (staying in top gear), or exploiting the full performance capabilities of the engine, using lower ratios.

With low crankshaft speed, fuel consumption can be reduced significantly, whilst the power of the engine can be exploited at a speed near to that of the maximum rated torque. All these factors combine to produce an optimum power curve, better fuel economy and superior driver comfort, thanks to lower levels of noise and vibration.

Finally, R3 Evo 110 with OVERSPEED is able to reach 40 km/h top

speed whatever the size of tyres fitted - a feature that greatly enhances both its effectiveness on transport duties, and the comfort experienced when driving on the road.



P.T.O.: full power ahead.



The power take-off is engaged by an electrohydraulically operated oil-immersed multi-disc clutch, and able to exploit the full power of the engine. Using buttons located both in the cab and on each of the rear fenders, the operator can select from a wide range of speeds (540/540ECO/1000/1000ECO) designed to cover all kinds of P.T.O. applications, however demanding: tillage, hay-making, irrigation, spraying...

The economy P.T.O. speed has a precise function: to limit fuel consumption and reduce exhaust emissions by using only as much power as is actually needed, with the engine running much slower.

Finally, R3 Evo machines are specified with a separate independent live P.T.O. shaft that extends their transport capa-



bility, typically when towing driven axle trailers; no more problems with harvesting and spreading operations.



The hydraulic lift and spool valves of the R3 Evo are a great strength - literally: the main hydraulic system, served by an independent pump rated at 54 l/min, guarantees rational and efficient operation and matchless performance of all implements actuated by fluid power. 3-double-acting (6-way) auxiliary spool valves optimise the management of implements and their operational efficiency in the field; draft,

position and mix controls allow the operator to extract the best possible service from mounted equipment, even the heaviest: with assistor cylinders installed, the nominal capacity of the lift is increased from 4.300 kg to 5.300 kg. The efficiency of the main hydraulic system is further enhanced by the fact that there is a separate pump supplying oil for the power steering, which is equipped with double

cylinders giving a light and smooth feel to the system, guaranteeing absolute functional efficiency even at low engine speeds.

Rounding off the available options are a front lift with double acting hydraulic circuit, and a front P.T.O. turning at 1.000 rpm: ideal for users needing to operate front mounted implements - when working in multi-implement mode, for exam-

ple. The front linkage can also be used to hang a quick hitch/unhitch ballast weight ensuring correct balance and weight transference.

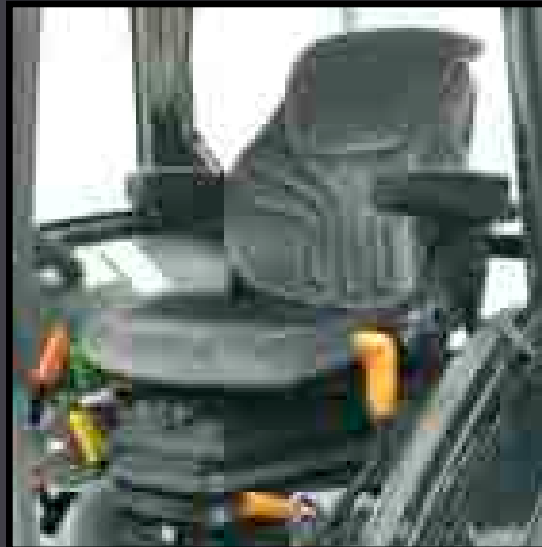
Hydraulics and lift system, efficiency and precision.





Welcome aboard: be it a platform or a cab version, every R3 Evo machine welcomes the operator with a pleasing sense of driving comfort, comparable almost with that of a car. With excellent weight distribution, an optimum balance between low centre of gravity and high ground clearance, and high visibility in all directions, there is a sensation of total control. A quick look at the exclusive design of the body and interior - time enough to appreciate the bold and elegant lines, soft yet precise - then straight to work, operating levers and controls laid out conveniently on the right of the driving seat and identifiable by colour-coding for: function and frequency of use.

Exclusive comfort, by Lamborghini.



All monitoring and control devices are easily located. Similarly intuitive, the digital instrumental panel presents a set of function indicators and warning lights that will help to ensure precision control. Whatever the ambient light conditions, the backlit panel display gives a clear picture of the main operating data: ground and P.T.O. speed, lapsed time, distance covered... Values are indicated in real time to favour accurate monitoring of the work in progress.





The upholstered seat with air suspension adapts perfectly to your weight and height. In platform versions, the entire platform structure is suspended on silent-blocks, and with pendant type

pedals, adjustable steering wheel and hydrostatic clutch and brake circuits, the driving position is both functional and ergonomically correct. A canopy that clips onto the ROPS affords protection from direct sunlight.

Thanks to a high level of sound insulation and effective climate control, cab versions offer the kind of comfort levels that discerning users expect from a Lamborghini. The powerful air-conditioning system ensures

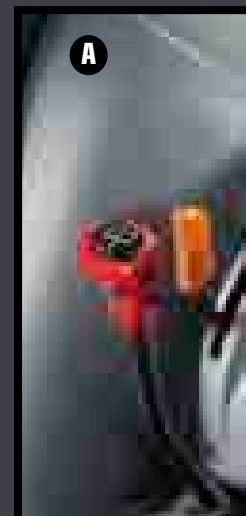
that a constant temperature will be maintained inside the cab, which is provided with a generous number of interior air vents adjustable for direction and flow.

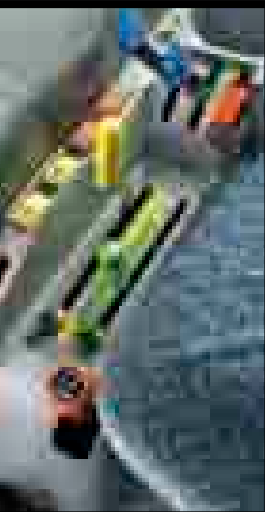
The cab specification is completed by athermal window glass and wind-screen sunblind. From the driving position you can benefit from a "high visibility" roof for front loader work: the ideal solution for easy, safe and visible control of raised buckets and forks.

R3 Evo - the tractor evolving in automotive mode.



R3 Evo 85-100-110.





- A** Shift lever with HI-LO buttons and electrohydraulic clutch control
- B** Right hand console with controls for hand throttle, implement lift, spool valves and electrohydraulically operated P.t.o. clutch
- C** Left hand console with mechanical shuttle control and P.t.o. speed selector

- D** Digital instrument panel
- E** Hydraulic power shuttle lever
- F** Multifunction prefilter/water separator and manual purge pump, for easier maintenance and increased engine efficiency

- G** Engine oil filler neck and dipstick located for maximum ease of access
- H** Powerful air-conditioning system ensures that a constant temperature can be maintained inside the cab, which is also equipped with a generous number of interior air vents adjustable for direction and flow

TECHNICAL DATA

Version	R3 Evo 85		R3 Evo 100		R3 Evo 110	
	2WD	4WD	2WD	4WD	4WD	
ENGINE	Deutz 2012 TIER III		Deutz 2012 TIER III		Deutz 2012 TIER III	
Cylinders/Displacement	no./cm ³ 4/4038		4/4038		4/4038	
Aspiration	Turbo		Turbo Intercooler		Turbo Intercooler	
Homologated power at nominal engine speed (2000/25/CE) HP/kW	85/62,5		99/73		109/80	
Nominal engine speed	rpm 2300		2300		2100	
Max engine speed	rpm 2300		2300		2300	
Max. torque	Nm 320		380		400	
Max. torque engine speed	rpm 1400/1600		1400/1700		1400/1800	
Torque backup	% 32		35		35	
Cooling			liquid-oil			
Engine control			electronic			
Air cleaner			dry with safety cartridge and dust ejector			
Silencer underhood			with exhaust on cab upright			
Fuel tank capacity	litres		160			
DIMENSIONS AND WEIGHTS: (with rear tyres)	16.9 R 30		16.9 R 34		18.4 R 34	
Max. length without link arms	mm 3850		3950		3990	
Width min.- max.	mm 2050-2458		2050-2458		2050-2458	
Max. height at safety frame	mm 2710		2790		2790	
Max height at cab	mm 2545*		2580*		2580*	
Ground clearance	mm 450		500		500	
Wheelbase	mm 2290	mm 2310	mm 2320	mm 2340	mm 2340	
Front track min.- max.	mm 1600-2100		1600-2100		1600-2100	
Rear track min.- max	mm 1600-2100		1600-2100		1600-2100	
Minimum steering radius without braking	mm 3050**	mm 3500**	mm 3050**	mm 3500**	mm 3500**	
Weight with cab	kg 3240		3400		4050	
Weight with safety frame	kg 3200		3440		-	

* = WITH STANDARD ROOF (WITHOUT AIR CONDITIONING) ** = WITH MAXIMUM STEERING ANGLE

TRANSMISSION

Gearbox clutch	hydrostatically operated	
Mechanical gearbox 15 FWD + 15 REV	5 synchronised gears, x 3 gear ranges (min. speed: 1.73 km/h)	
Mechanical gearbox 20 FWD + 20 REV	5 synchronised gears, x 4 gear ranges + creeper (min. speed: 0.51 km/h)	
HI-LO gearbox 40 FWD + 40 REV	also with Overspeed (110 GS) (2 rchange underdrive) 5 synchronised gears x 4 ranges (with creeper) (min. speed: 0.44 km/h)	
Max. speed	km/h	40
Shuttle	mechanical, synchronised	
	hydraulic power shuttle	
Rear differential lock	electro-hydraulically operated	
Lubrication	forced	
BRAKES AND STEERING		
Braking system	all wheel braking, with oil-immersed discs on all 4 wheels, hydrostatically operated	
Parking brake	independent or electro-hydraulically (110 GS)	
Trailer braking	hydraulic braking valve	
	pneumatic braking system	
Hydrostatic steering	independent pump	
Steering angle	2WD/4WD	65°/55°

GEARBOX 40 FWD + 40 REV WITH HI-LO - SPEED IN KM/H AT ENGINE SPEED OF 2300 RPM WITH 16.9 R 34 REAR TYRES

1 SR L	1 SR	2 SR L	2 SR 3	SR L	3 SR	4 SR L	1 LL	4 SR	5 SR L	1 L	5 SR	2 LL	2 L	3 LL	3 L	4 LL	4 L	1 NL	5 LL	1 N	5 L	2 NL	2 N	3 NL	3 N	4 NL	1 VL	4 N	5 NL	1 V	5 N	2 VL	2 V	3 VL	3 V	4 VL	4 V	5 VL	5 V	
0,44	0,51	0,59	0,68	0,78	0,91	1,11	1,29	1,48	1,50	1,73	1,75	1,99	2,32	2,65	3,09	3,20	3,73	3,77	4,30	4,40	5,02	5,09	5,72	5,93	6,67	8,15	9,50	9,52	10,99	11,10	12,80	12,82	14,94	17,03	19,87	24,26	28,30	32,71	38,16	40,00**

DEALER CONTACT



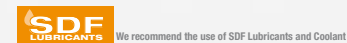
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Company with
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*** = MAX. SPEED EVEN AT ECONOMY ENGINE SPEED (GS 110)
PLEASE NOTE: REVERSE SPEEDS ARE SLIGHTLY HIGHER THAN THE CORRESPONDING FORWARD SPEEDS.

The above specifications refer to tractors with all available equipment. For standard equipment and options, refer to the current price list and ask your local dealer for details.

FRONT AXLE	
Drive engagement	mechanically operated
	electro-hydraulically operated
Front differential lock	electro-hydraulically operated
Front ballast	eight 40 kg case type weights quick-fit 400 kg ballast
FRONT P.T.O.	
Clutch	multiple discs in oil-immersed
Speed	rpm 1000
Operation	electro-hydraulically operated, push-button control
REAR P.T.O.	
Clutch	multiple discs in oil-immersed
	540-1000
Speed	rpm 540-540 ECO-1000-1000 ECO synchronised P.T.O. with independent output shaft
Operation	electro-hydraulically operated, push-button control
HYDRAULIC LIFT	
Rear power lift	mechanical
	4300 (R3 Evo 85)
Maximum lifting capacity	kg 5100 (R3 Evo 100) 5300 (R3 Evo 110)
Pump delivery	l/min. 56
Auxiliary hydraulic control valves	N° ways 4/6
3 point linkage with (link arms and top link)	fixed hitching balls automatic hitching
RH link arm and top link	mechanical adjustment
	double acting cylinders
Front lift	original built in maximum lifting capacity 1800 kg
DRIVING POSITION	
Platform	suspended on silent-block safety frame with two uprights with roof hatch sunblind original, 4 pillars, sound-proofed and pressurised, Cab opening windscreen, rear windscreen wiper, air filter, 4 work lights
Cab	as above with "high visibility" roof
Cab conditioning	air conditioning, ventilation, dust filter heating, forced recirculation
Instruments	analog - digital display
Driver's seat	mechanical adjustment, safety belt pneumatic suspension, safety belt