

210

R7



Lamborghini
TRACTORS

www.lamborghini-tractors.com

New R7 210. A design which has only improved from its original.

The R7 series certainly produces remarkable traction, especially in heavy duty applications.

Now the new R7 210, equipped with an advanced, high power Deutz DCR TIER III 7 litre engine, reconfirms Lamborghini's commitment to pushing back the boundaries of this extraordinary series, providing an unbeatable mix of technologies in the 200/220 hp range for outstanding productivity. But the new Lamborghini R7 210 also sets a new standard for reliability, safety, comfort and reduced consumption. And our commitment to the environment is attested by the use of clean technology in the 100% biodiesel engine. This commitment is one of the hallmarks of the entire Lamborghini range.



New R7 210. 7 litres of advanced power.

A completely new engine for the R7 210.

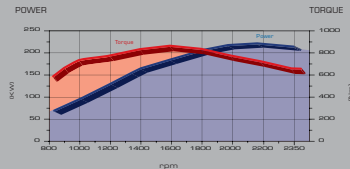
The new R7 210 is equipped with the powerful Deutz TDC 2013 DCR TIER III engine, 100% compatible with biodiesel fuels, with technical specifications that make it eminently suitable for even the most demanding traction applications.

6 cylinder turbointercooler with iEGR exhaust gas recirculation system, 7146 cc displacement, vertical exhaust with integral silencer, an impressive maximum torque delivery of 836 Nm, liquid/oil cooling, fuel cooling radiator and, above all, the exclusive DCR high pressure direct injection system (Deutz Common

Rail) with electronic control - a step beyond traditional Common Rail systems.

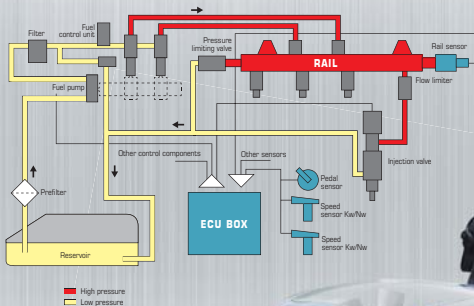


R7 210



**Deutz Common Rail.
Higher efficiency,
lower emissions.**

The Common Rail high pressure injection system for direct injection diesel engines is based on the principle of separating the pressure from the injection, independent from engine speed and load, by first storing fuel under high pressure in a central accumulator Rail. The fuel is injected into the cylinders at a pressure of 1600 bar in reaction to a variety of engine parameters under the control of an ECU, at which pressure the fuel is finely atomised for better mixing with the air. This provides a significant improvement in terms of engine output as well as considerably reduced emissions.



DCR



Deutz Common Rail Along with output, the system also improves reliability.

DCR

Deutz Common Rail - or how to improve the best.

The special characteristic of the DCR system consists in its use of a fuel cooling radiator, which ensures better combustion, along with the 2 injection pumps which feed the rail and are housed in the engine block: the pumps are therefore lubricated by the engine oil and not by the fuel, as in traditional common rail systems. This is not a small difference, inasmuch as it ensures greater engine safety and reliability, since the 2 pumps are

lubricated by oil of specified quality, rather than by fuel which may vary greatly from time to time.

In addition, these pumps have a flow control system designed to avoid the recirculation of fuel to the tank, thereby minimizing pressure losses and temperature rise in the fuel. This considerably reduces pressure drops while keeping the fuel temperature down.

New R7 210. Number One for low consumption.

Thanks to the advanced design of its powerful, electronically controlled engine, with realtime optimisation of power and torque curves in response to load, the new R7 210

stands out from the crowd for efficiency, robustness and reliability, as well as boasting some of the lowest consumption and emissions figures in its class.





New R7 210. 100% biodiesel.

Thanks to a number of unique design features and the use of first-rate materials in manufacture, the R7 210's engine is able to ensure absolute functional efficiency and total compatibility with biodiesel fuel, allowing blend ratios of up to 100% (biodiesel responding to the specifications of EN 14214:2003). Biodiesel typically has a higher viscosity than other engine fuels and is chemically more aggressive, but Deutz engines are equipped with a special fuel injection system utilizing 2 immersed pumps and a fuel feed circuit with components manufactured from special materials, which make them particularly suited to the use of such fuels.



Standard tractor



Tractor/implement
centre of gravity

Lamborghini R7 210



Tractor/implement
centre of gravity



New R7 210 with DRP. Truly remarkable traction!

New R7 210 with DRP.

**The greater the draft force, the more
the front end sticks to the ground.**

The new Lamborghini R7 210 comes to the market with a reputation as the absolute benchmark where productivity is concerned, especially for those demanding tasks that require levels of power and traction totally out of the ordinary - like intensive ploughing on large acreages. Due to its particular design, the new R7 210 not only boasts an extremely powerful and advanced engine, but also optimised weight distribution and exclusive three-point linkage design. All these attributes combine to ensure that when the implement strikes a particularly heavy patch



of soil, the tractor's "Instantaneous Centre of Rotation" (referred to by the acronym DRP) - the focal point of downforce on the machine, to all intents and purposes - moves forward along the axis of the vehicle and produces what is effectively a downward thrust on the front drive axle, causing the front end to cling to the ground like a limpet. Exhaustive testing in the field have demonstrated that, compared with other tractors of a similar power rating, the more demanding the

application (for instance, very deep ploughing), the more the R7 210 guarantees traction, with exceptional grip reducing the need for supplementary ballast. This translates directly into unbeatable productivity.



A new gearbox.

Its new concept transmission is one of the standout features of the R7 210: thanks to the complete re-engineering of the Powertrain, we have been able to reduce its power absorption by a good 23 hp, which means consumption savings of 12%. This is the outcome of: a new method of transferring oil between the gearcases, a new parking brake and new rear brakes with automatic take-up. From the point of view of hydraulics as well, the transmission has been completely re-designed and optimised for faster gear engagement (20%), as well as reducing leaks during lubrication and hydraulic cycles to zero. Technically, the Powershift gearbox offers 18 speeds in two ranges and enables you to change gears within a given range even under full load. A third range of 9 creeper gears allows the transmission to work efficiently under conditions demanding ultra-low speeds, so that the total gear range is now 27 FWD + 27 REV. Lamborghini's fully automatic APS gearbox relieves you of the task of choosing the right gear

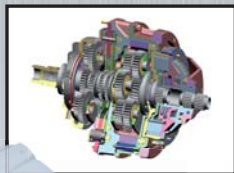


Easy as pie with the "Sense Clutch" shuttle.

The new R7 210 is equipped with an electrohydraulic power shuttle with oil-immersed 2 disk clutches and the "Sense Clutch" system which enables the operator to reverse the direction of travel in a fluid way at up to 13 km/h, even on slopes, by simply actuating the handy lever located beneath the steering wheel, without having to operate the clutch. This is a considerable benefit in terms of comfort and safety, especially when working in restricted spaces and headlands.



The R7 210 transmits greater efficiency, reliability and comfort.



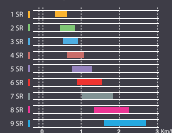
for the job. The APS system automatically selects the right gear and changes up and down as operating conditions change.

The electronically controlled APS gearbox ensures that the perfect gear is always engaged, and changes speed if variation is detected in load or engine speed.

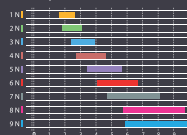
The flexible and intelligent APS gearbox also has two functioning modes to adapt to different working conditions: simply select "Performance" mode for maximum productivity, or "Economy" mode to keep consumption to a minimum.



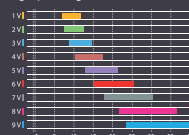
Creepen range



Normal speeds



High speed range



Ground speed in km/h



Aiming at total precision.

Implement depth is of the greatest importance in modern farming. That is why the Lamborghini R7 is fitted with a powerful and extremely precise electronically controlled rear lift.

The R7's lift boasts an impressive lifting capacity of 10,000 kg and an efficient electronic control unit complete with radar. The system guarantees unrivalled efficiency by simultaneously analysing area, depth and lift.

You can even program in minimum and maximum depth limits to establish the ideal working band. So you can be sure of uniform ploughing results even in difficult soils of varying consistency. The extremely compact front lift is fully integrated in the tractor body. The R7 therefore boasts an excellent steering angle of 55°. The front end lifting capacity with double acting cylinders is 4000 kg. The intelligent way in which tractor resources are used on the R7 is typified by its hydraulics. The load sensing pump delivers up to 113 litres/min and adapts flow to match the needs of the implement at any moment in time.

Versatility and productivity are

also the hallmarks of the PTO's: the rear PTO gives you speeds of 540 Eco and 1000 rpm while the front PTO gives you 1000 rpm. Both PTO's have their own multi-disc, oil immersed clutches and are electro-hydraulically operated at the touch of a button.

**Intelligence
that resolves
all your
problems.**





"Power Brake" and "Electric Park Brake". We had to go even further to stand as still as this.

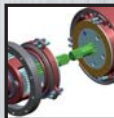
While the new R7 210 stands out primarily for its performance on the move, it is just as unbeatable when standing still, with the "Power Brake" system, which acts just like a car's servobrake. A light

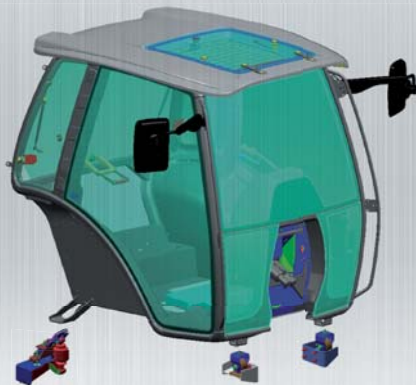
touch on the brake pedal is enough to produce a prompt, powerful and flexible response from the entire braking system. This is because the hydraulic circuit is permanently pressurized, and does not rely on mechanical force generated through the pedal.

To guarantee maximum safety in the event of system failure, an emergency accumulator ensures

up to 10 brake applications in complete comfort and safety, even without the engine running.

And this is not all. The R7 210 also has a new Electric Park Brake system (EPB). The traditional parking brake lever which acted on the diff. axle shafts has been replaced by a handy and much more practical electronic control on the multi-function armrest, which operates both when the engine is off and when it is idling. The system uses an electric motor to lock the rear brake disks, with an applied force of 4,000 N, and also features a small backup battery to ensure operation even when the main battery fails.





New R7 210. Treated like a king.

The hood that says it all.

The design of the new R7 210 reflects its strong personality, and transmits the values of power, elegance and contained aggression, in line with the overall "family feeling" of the Lamborghini brand.

The new one-piece hood is manufactured employing LFI (Long Fibre Injection) technology in composite materials to ensure that it combines light weight and exceptional strength at its high running temperatures and in case of accidental collisions.

The hood opens very wide with a simple, quick movement, for easy access to all interior components.

The R7 210's attractive, fascinating styling is completed by the large cab with panoramic view, with Lamborghini's trademark roominess: a good 3 m³ of interior space and a width of 1640 mm, with convex win-



dows that further improve the on board comfort and ergonomics. The view is excellent, both during field work and when driving on the road.

Protected from noise and vibration.

The new laminated windshield, combined with double-glazed front windows at the base and new sound-absorbing inserts in the interior reduce the noise level in the cab by 3 db - which means a reduction in the noise perceived by the operator of 50%!





The cab is also suspended with silent blocks at the front and mechanical/pneumatic shocks at the rear which, in combination with the front axle suspension system (which can be deactivated manually when it is not required), reduce vibrations at the operator position by 40%. Everything about the cab of the Lamborghini R7 is designed to meet the operator's needs and facilitate familiarity in operating the tractor's controls. All controls are positioned logically and rationally, with controls of the same type grouped together and different types colour coded for instant recognition. The most frequently used controls are all incorporated in a multifunctional joystick and in the armrest console.

The dashboard is divided into three zones: one for gauges, one for warning lights and one for the digital display and "Performance Monitor". This genuine on-board computer can display four different productivity or tractor functioning parameters at the same time.



TECHNICAL DATA

Version		R7.210 4WD	
ENGINE		DEUTZ COMMON RAIL 2013 TIER III	
Cylinders/Displacement	no./cm³	6/7146	
Aspiration		Turbo Intercooler	
Homologated power at nominal engine speed (2000/25/CE)	HP/kW	213/157	
Max. power (2000/25/CE)	HP/kW	220/162	
Nominal engine speed	rpm	2350	
Max. torque	Nm	836	
Max. torque engine speed	rpm	1500-1700	
Torque backup	%	37	
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	380	
DIMENSIONS AND WEIGHTS (with rear tyres)		650C3 R 42	
Max. length without link arms	mm	4900	
Width min. - max.	mm	2550-2710	
Max. height at cab	mm	3020	
Ground clearance	mm	620	
Wheelbase	mm	2985	
Front track min. - max.	mm	1850-2175	
Rear track min. - max.	mm	1900-2060	
Minimum steering radius without braking	mm	5650	
Weight with cab	kg	7520	

TRANSMISSION

Gearbox clutch		oil-immersed multidisc clutch, electro-hydraulically operated	
		Powershift: 3 ranges, 9 power gears, with creeper (min. speed: 0.62 km/h)	
		gears with push-button operated sequential shift	
Gearbox 27 FWD + 27 REV		Automatic Powershift: automatic selection of the best gear for the load and engine speed	
Max. speed	km/h	40	
Hydraulic power shuttle		with double oil-immersed multidisc clutch, electronically operated with control lever under steering wheel	
SDS		system to save repetitive operations	
Rear differential lock		electro-hydraulically operated	
Lubrication		forced with transmission oil cooler	
Rear half axles		fixed with extendable wheels/extendable with fixed wheels	

POWERSHIFT GEARBOX 27 FWD + 27 REV WITH CREEPER - SPEED IN KM/H AT ENGINE SPEED OF 2350 RPM WITH 580/70 R 42 REAR TYRES																			
1 SR	2 SR	3 SR	4 SR	5 SR	6 SR	7 SR	8 SR	9 SR	1 N	2 N	3 N	4 N	5 N	6 N	7 N	8 N	1 V	9 V	2 V
0.62	0.75	0.90	1.06	1.26	1.55	1.85	2.23	2.68	2.70	3.26	3.92	4.64	5.60	6.74	8.04	9.70	10.21	11.67	12.32
																	14.82	17.56	21.19
																	25.49	30.39	36.38
																	40.00		

REAR P.T.O.	
Clutch	multiple oil-immersed discs
Speed	rpm 540 ECON-1000
Operation	electro-hydraulically operated, push-button control
FRONT P.T.O.	
Clutch	multiple oil-immersed discs
Speed	rpm 1000
Operation	electro-hydraulically operated, push-button control
BRAKES AND STEERING	
Braking system	all wheel braking, oil-immersed discs on all 4 wheels, hydrostatically operated
Trailer braking	hydraulic braking valve
Hydrostatic steering	pneumatic braking system
Steering angle	independent pump, adjustable steering wheel 55°
FRONT AXLE	
Type	conventional
Drive engagement	with hydraulic suspension and automatic adjustment, electro-hydraulically operated
Front differential lock	electro-hydraulically operated
Front ballast	SBA/ASM system: automatic front wheel drive
Front mudguards	disengagement and automatic diff. lock release eight 40 kg case type weights
	swivelling
HYDRAULIC LIFT	
Rear power lift	electronically controlled with Radar
Maximum lifting capacity	kg 10000
Pump delivery	l/min. 113 (l/min. Load Sensing variable displacement pump)
Auxiliary hydraulic control valves	no. ways 6/8 with flow regulator and joystick, electro-hydraulically operated, proportional flow on one control valve
3 point linkage (link arms and top link)	automatic hitching with linkarm swing lock during lifting
Front lift	double acting cylinders maximum lifting capacity 4000 kg quick fit ballast, 1000 kg
DRIVING POSITION	
Cab	original sound-proofed (72 dBA), with platform suspended on silent-block, "high visibility" roof, rear windscreen wiper, 5/6 work lights, telescopic rear-view mirrors as above with automatically adjusted
Cab conditioning	pneumatic suspension air conditioning with drinks cooler, ventilation, heating, forced recirculation
Instruments	analog with digital display
Driver's seat	pneumatic suspension and safety belt

DEALER CONTACT



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Company with
Quality System Certified
in compliance with
ISO 9001:2000



We recommend the use of SDF Lubricants and Coolant

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.