
PAGLIARI
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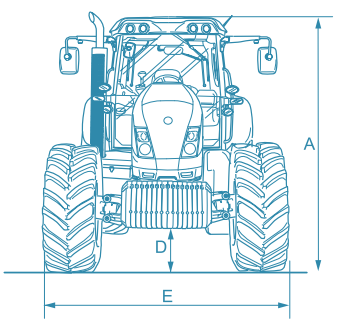
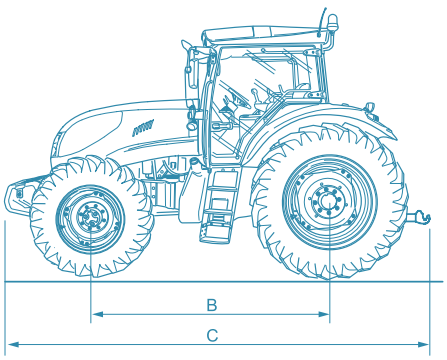
PAGLIARI
RIRONE

Landini®

		7-SERIES 145	7-SERIES 165	7-SERIES 185	7-SERIES 190	7-SERIES 210	7-SERIES 230
ENGINE							
F.P.T. (TIER 3)		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	NEF 6 CYL CR TAA
ELECTRONIC HIGH PRESSURE COMMON RAIL		●	●	●	●	●	●
MAX. ENGINE POWER (ISO)	HP/KW	145 / 106	162 / 119	171 / 126	180 / 132	199 / 146	213 / 157
ENGINE POWER WITH DUAL POWER (ISO)	HP/KW	156 / 115	171 / 126	183 / 135	199 / 146	213 / 157	225 / 165
MAX. TORQUE (WITH DUAL POWER)	NM	632 (705)	730 (747)	748 (763)	774 (800)	800 (850)	850 (950)
TORQUE BACKUP (WITH POWER MANAGEMENT)		40% (45%)	45% (40%)	40% (36%)	45% (38%)	38% (37%)	45% (42%)
DISPLACEMENT (CM^3) /CYLINDERS/VALVES		6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24
FUEL TANK CAPACITY	LITRES	300	300	300	350	350	350
CLUTCH							
MULTI-DISC WET CLUTCH		●	●	●	●	●	●
TRANSMISSION							
AUTOPOWERSHIFT + REV. SHUTTLE: 32FWD+24REV (8 POWERSHIFT SPEEDS) **(TECHNO)**		●	●	●	●	●	●
AUTOPOWERSHIFT + CREEPER + REV. SHUTTLE: 48FWD+40REV **(TECHNO)**		○	○	○	○	○	○
AUTOSHIFT + REV. SHUTTLE: 32V+24R (8 POWERSHIFT SPEEDS) **(FULL-TRONIC)**		●	●	●	●	●	●
ELECTRONIC RANGE SHIFT **(FULL-TRONIC)**		●	●	●	●	●	●
REVERSE POWER SHUTTLE: REVERSE SHUTTLE UNDER LOAD		●	●	●	●	●	●
ELECTROHYDRAULIC PARK LOCK **(TECHNO / FULL-TRONIC)**		○ / ●	○ / ●	○ / ●	○ / ●	○ / ●	○ / ●
REAR ELECTROHYDRAULIC DIFF-LOCK		●	●	●	●	●	●
HYDRA - P.T.O.							
OIL-IMMERSED MULTI-DISC PTO		●	●	●	●	●	●
ELECTROHYDRAULIC CONTROL		●	●	●	●	●	●
2 SPEEDS: 540/1000 RPM		●	●	●	●	●	●
4WD FRONT AXLE							
RIGID TYPE		●	●	●	●	●	●
WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS		○	○	○	○	○	○
MAX. STEERING ANGLE		55°	55°	55°	55°	55°	55°
TURNING RADIUS	MM	4.900	4.900	4.900	5.400	5.400	5.400
BRAKES							
ANNULAR PISTON WET REAR BRAKES - 6 DISCS		●	●	●	●	●	●
AUTOMATIC 4 WD ENGAGEMENT ON BRAKING		●	●	●	●	●	●
"BRAKING BOOSTER SYSTEM" SERVO BRAKE		●	●	●	●	●	●
HYDRAULICS							
CLOSED-CENTRE CIRCUIT		●	●	●	●	●	●
HYDRAULIC FLOW	LTR/MIN	110	110	110	130 ● / 163 ○	130 ● / 163 ○	130 ● / 163 ○
MECHANICALLY / ELECTROHYDRAULICALLY-OPERATED AUXILIARY VALVES **(TECHNO)**	STD/OPT	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1	3 / 1
ELECTROHYDRAULICALLY OPERATED AUXILIARY VALVES **(FULL-TRONIC)**	STD	4	4	4	4	4	4
POWER LIFT WITH "CAN BUS LIFT CONTROL"							
ELECTRONICALLY OPERATED		●	●	●	●	●	●
FUNCTIONS: POSITION CONTROL, INTERMIX, FLOAT POSITION, SHOCK ABSORBER		●	●	●	●	●	●
MAX. LIFT CAPACITY	KG	7200	7200	7200	10.950	10.950	10.950
CAB AND DRIVING SEAT							
CAB WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSION		○	○	○	○	○	○
AIR-CONDITIONING		●	●	●	●	●	●
PNEUMATIC SUSPENSION SEAT **(TECHNO - FULL-TRONIC)**		●	●	●	●	●	●
DIMENSIONS AND WEIGHTS							
STD FRONT TYRES		480/85R28	480/85R28	480/85R28	540/65R30	540/65R30	540/65R30
STD REAR TYRES		520/85R38	520/85R38	520/85R38	650/65R42	650/65R42	650/65R42
A - HEIGHT OVER CAB	MM	2900	2900	2900	3000	3000	3000
B - WHEELBASE	MM	2752	2752	2752	2873	2873	2873
C - MAX. LENGTH (WITH BALLAST WEIGHTS)	MM	5209	5209	5209	5307	5307	5307
D - GROUND CLEARANCE	MM	505	505	505	470	470	470
E - MIN. WIDTH	MM	2400	2400	2400	2415	2415	2415
TOTAL WEIGHT (WITHOUT BALLAST WEIGHTS)	KG	6500	6500	6500	7700	7700	7700

Key: ● standard ○ option – not available





progetto grafico: **gruppo saldatori** bzzbzz@grupposaldatori.com - The information and pictures in this brochure are purely indicative and may be changed without prior notice (GB) (USA) cod. 6501025M3 - 05/2012

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ARGO
Gruppo Industriale ARGO

AgroLube
Landini original lubricants

Serie 7

145 - 165 - 185 - 190 - 210 - 230

Landini®

"7" SERIES, SIMPLY CUTTING EDGE

The "7" series has been designed and tailored to real customers' needs to let them meet the requirements of an increasingly competitive agriculture. By combining low running costs with maximum comfort, reliability and excellent performance the "7" series decidedly meets the requirements of large-sized farms and contractors. The range consists of 6 models equipped with the latest F.P.T. - Nef (Tier 3) 6 cylinder turbo engine. The engine family features 24 valves and a *Common-rail* electronic injection system providing excellent torque features for great flexibility of use. In addition to this the *Dual Power* system allows the power available at the PTO to be automatically increased. A powerful engine combined with an excellent mechanical, hydraulic and electronic performance make the "7" series tractors ideal for the most demanding applications, from soil cultivation to traction and PTO work through to roading and transport operations

The innovative electronic *"Autopowershift"* is available with a choice of mechanical *(Techno)* or electronic range shifting *(Full-Tronic)*. The *"Autopowershift"* transmission provides 32 speeds and four synchromesh ranges with hydraulic reverse power shuttle. The rugged cast steel chassis and suspended engine fitted on the new "7" series provide less vibrations and a lower noise level, thus ensuring the utmost driving comfort. The "7" series tractors can be optionally equipped with independent wheel front suspension providing
a higher degree of stability and an excellent road-holding.

A front hitch and PTO are also available as an option making this range truly versatile for applications using front-mounted implements or rear and front implement combinations.

The *Master Class* cab, conceived to meet the requirements of the most demanding customers, offers and unequalled all-round visibility thus providing the utmost in comfort and safety. With the "7" series there is no way of getting tired even when working on long work shifts or all day long.

NEW FPT-NEF (TIER 3) ENGINES AND REAR TILTING HOOD.

THE NEW F.P.T. - NEF (TIER 3), 6-CYLINDER TURBOCHARGED ENGINES FITTED ON THE 6 MODELS MAKING UP THE NEW "7" SERIES FEATURE 24 VALVES AND A CYLINDER DISPLACEMENT OF 6728 CM^3 ALL ENGINES ARE EQUIPPED WITH A HIGH-PRESSURE ELECTRONIC COMMON-RAIL FUEL INJECTION SYSTEM DELIVERING 145 TO 225 HP AND ENSURING ULTIMATE PERFORMANCE IN ANY WORK CONDITION. PURPOSELY DESIGNED FOR FARMING APPLICATIONS, THESE ENGINES OF MODERN DESIGN OFFER A NUMBER OF CUTTING-EDGE TECHNICAL SOLUTIONS. THE ADVANCED ELECTRONIC CONTROL SYSTEMS ENSURE AN OPTIMUM AND ENVIRONMENT-FRIENDLY COMBUSTION AND COMPLIANCE WITH THE TIER 3 EMISSION STANDARDS, WHILST MAINTAINING EXCELLENT FUEL ECONOMY. NOISE AND VIBRATIONS ARE REDUCED TO A MINIMUM THANKS TO THE CAST CHASSIS ENSURING LONGER ENGINE DURABILITY.

IN ADDITION TO THIS, THE DUAL POWER SYSTEM, COMBINED WITH THE ENGINE ELECTRONICS, ALLOWS AN AUTOMATIC INCREASE OF BOTH THE POWER AND TORQUE AVAILABLE AT THE PTO. THE FULLY-TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE FOR ROUTINE SERVICE AND MAINTENANCE. > FIG. A

FRONT AXLE WITH HYDRAULIC INDEPENDENT SUSPENSIONS.

TRACTORS CAN BE OPTIONALLY EQUIPPED WITH A FRONT AXLE WITH INDEPENDENT, ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS ENSURING HIGH SPEEDS ON ROUGH GROUNDS AND IMPROVING TRACTION AND MANOEUVRABILITY FOR ENHANCED COMFORT, SAFETY AND PRODUCTIVITY. > FIG. B

AUTOPOWERSHIFT TRANSMISSION, COMFORT, SPEED', PRODUTTIVITY, ECONOMY.

THE "AUTOPOWERSHIFT" TRANSMISSION PROVIDES 32 SPEEDS (4 RANGES AND 8 POWERSHIFTS UNDER LOAD PER RANGE) WITH HYDRAULIC REVERSE POWER SHUTTLE AND IS WITH THE MECHANICAL (TECHNO) OR ELECTRONICALLY CONTROLLED (FULL-TRONIC) RANGE SHIFTING.

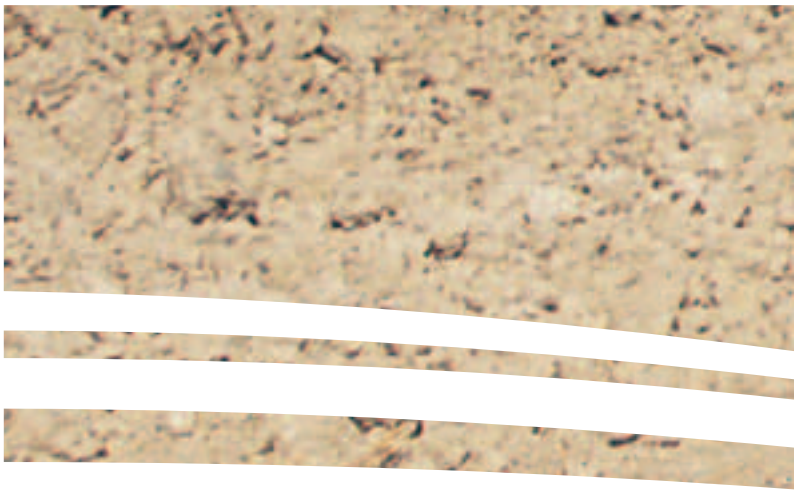
THE ELECTRONIC "FULL-TRONIC" GEARBOX IS CONTROLLED VIA A JOYSTICK INTEGRATED INTO A MULTI-FUNCTION "ELECTRONIC ARMREST" WHICH ALLOWS ALL RANGES AND ELECTRONIC POWERSHIFT SPEEDS TO BE ENGAGED BY SIMPLY PUSHING A BUTTON. > FIG. C

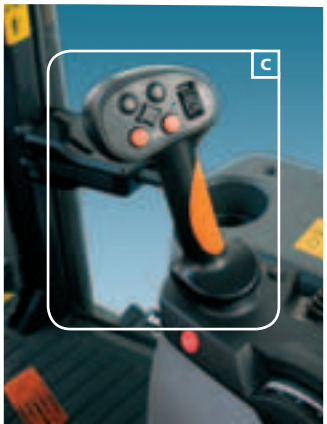
THE ELECTRONIC SYSTEM ALSO FEATURES A "RANGE SEQUENCER" SYSTEM ALLOWING "SMART" SHIFTING THROUGH ALL FOUR RANGES AND A DEVICE NAMED "AUTOSHIFT" FOR AUTOMATIC GEAR SHIFTING DURING TRANSPORT OPERATIONS.

THE AUTOSHIFT SELECTS THE RIGHT GEAR ACCORDING TO THE ENGINE LOAD AND RPM ALLOWING SIMPLE AND SMOOTH DRIVING FOR MAXIMISED COMFORT AND PRODUCTIVITY AND MINIMISED CONSUMPTION.

THE TRANSMISSION IS ALSO EQUIPPED WITH A HYDRAULIC "REVERSE POWER SHUTTLE" [> FIG D] WHICH PROVIDES A TOTAL OF 32 FORWARD AND 24 REVERSE SPEEDS.

A CREEPER UNIT (AVAILABLE IN THE TECHNO VERSION) CAN ALSO BE FITED AS AN OPTION TO ACHIEVE 48 FORWARD AND 40 REVERSE SPEEDS.





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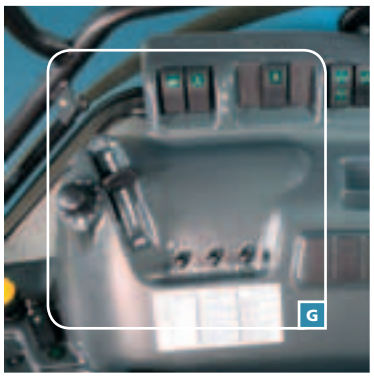
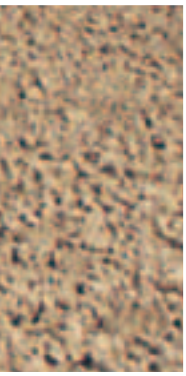
D-CENTRE HYDRAULICS ERSATILE AUXILIARY VALVES.

ED-CENTRE HYDRAULIC SYSTEM WITH VARIABLE MENT PUMP PROVIDES A FLOW RATE OF 130 PUMP WITH A HIGHER FLOW RATE OF 163 L/MIN IS E AS AN OPTION) AND ENSURES OPTIMUM OPER- THE FOUR REAR HYDRAULIC VALVES AVAILABLE ULL TRONIC VERSION ALL VALVES ARE ELECTRO- ICALLY CONTROLLED). > FIG. F

R VALVES ARE OPERATED BY THE BUTTONS INTE- NTO THE MULTI-FUNCTION ARMREST (1 AND 2) [> HERE 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 BAS LIFT CONTROL".

IN THE FULL-TRONIC VERSION THE MAIN CONTROL (S) IS CONVENIENTLY LOCATED IN ERGONOMIC AND EASY TO READ POSITION ON THE JOYSTICK [> FIG. H], AND ALL MAIN FUNCTION AND REGULATIONS INTEGRATED INTO THE RIGHT CONSOLE [> FIG G] ALLOW FOR EASY OPERATION AND FINGERTIP CONTROL OF THE IMPLEMENTS. THE CAT 3 THREE-POINT LINKAGE PROVIDES A LIFT CAPACITY OF 10950 KG.

HYDRA PTO: 2 SPEED PTO 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. THE DUAL POWER SYSTEM, WHICH UTILISES THE ENGINE ELECTRONICS, ENABLES THE POWER AND TORQUE AVAILABLE AT THE PTO TO BE AUTOMATICALLY INCREASED UNDER LOAD AND IN DIFFICULT WORK CONDITIONS BY APPROXIMATELY 15 HP, RESULTING IN ENHANCED PERFORMANCE AND PRODUCTIVITY, THE AUTO PTO FUNCTION ENABLES THE ENGAGEMENT AND DISENGAGEMENT OF THE PTO ACCORDING TO POWER LIFT POSITION AND IS VERY USEFUL DURING HEADLAND OPERATIONS.

ER CLASS" CAB – ULTIMATE ORT AND ALL-ROUND VISIBILITY.

STER CLASS" FOUR-POST CAB WITH LARGE, REAR- OORS OFFERS UNEQUALLED ALL-ROUND VISIBIL- ALLOWS THE OPERATOR TO ENTER AND EXIT WITH SAFELY.

PPED WITH AIR CONDITIONING SYSTEM LOCATED OF AREA, AN ADJUSTABLE STEERING WHEEL AND ATIC SEAT WITH MULTI-FUNCTION "ELECTRONIC " IN THE FULL-TRONIC VERSION.

CURATE AUTOMOTIVE-STYLE INTERIORS AND T SOUND-PROOFING MAKE DRIVING A PLEAS- ONALLY THE CAB CAN BE EQUIPPED WITH ELEC- LY-CONTROLLED HYDRAULIC SUSPENSION L.S.H.C SUSPENDED HYDRO CAB), WHICH, COMBINED INDEPENDENT FRONT SUSPENDED AXLE (OPTION- DES MAXIMUM DRIVING COMFORT. > FIG. I

Landini®