



# *Explorer*



# Another step forward in the evolution of a legend

**W**ith the new Explorer range, SAME is writing a new chapter in the story of this all-Italian legend. It is a history that has been continuously evolving for more than 30 years, consolidating, generation after generation, that unique relationship between man and machine that has always represented the true strength of the Explorer. Today the Explorer is a different tractor to how it was in the past; for it is precisely this relationship which has made it possible, as per our tradition, to develop new engines, provide new levels of comfort and new technical solutions that are able to better meet the needs of farmers. Not only those of today, but also those of tomorrow.

Innovation, enterprise, high technology. Explorer has been pioneering a new approach to conceiving the tractor since 1983, back when design solutions were introduced in the medium-low power range that were absolutely innovative at the time. Starting from a blank sheet of paper, SAME came up with a different type of tractor, based on extremely modern technology that had never previously been used for that power range. They were completely new machines designed for satisfying specific needs, in terms of both performance and comfort. All of the main tractor components were redesigned based on the progress of agricultural mechanisation to support a new approach to farming.



# SAME Explorer. Another approach to agriculture since 1983.

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# Messenger of a change. A change in your work.

**New technical contents, superior comfort, reduced operating costs.**

**The new Explorer is not only the latest evolution of a legend, it is a machine designed to completely satisfy the needs of a world that is changing.**

**T**he new Explorer range is the sublime expression of versatility and adaptability. Dedicated to the modern farmer, each of its versions offers numerous configurations and options for the transmission, hydraulic system and axles, always with maximum comfort and with the highest safety standards for the operator. The accessories are also at the highest level of quality and make the Explorer even more efficient and productive. The SDD steering system, for example, reduces the number of steering wheels turns by

half when manoeuvring, the much-appreciated Stop&Go system facilitates manoeuvres even with the front loader, 60ECO technology optimises the performance of the hydraulic system and the hydraulic parking brake considerably increases the level of safety.

### **Explorer 80-90 LD (MY 19). Another type of agility.**

Thanks to a three-cylinder engine that guarantees a short wheelbase and optimum turning radius, the 80-90 LD Explorers provide excellent

manoeuvrability and an efficient weight/power ratio.

These features make them particularly suited for hay-making, trimming and sowing. Thanks to the hydraulic reverse shuttle and a respectable permissible maximum load, in the LD version, the three-cylinder Explorers are able to manoeuvre optimally in barns and in the narrowest of spaces. Its reduced weight provides a valuable contribution towards not only limiting the harmful compacting of the ground (an indispensable requirement for modern farming) but also for providing excellent "buoyancy" on



very soft ground.

**Explorer 90-90.4-100-110 MD (MY 19). Versatility to the nth power.**

The perfect distribution of the weight on the two axles is the feature that distinguishes these three models of the Explorer range the most.

It is precisely this feature that helps guarantee absolute superior traction control. Their robustness makes them ideal for modern work sites with minimum tillage or for sod-seeding as well. They have become true wild cards able to guarantee high levels of performance in almost any operational role.

**Explorer 110-120 HD. The strength of solidity.**

The Explorer HD tractors are imposing machines with a very robust structure that makes it possible to exert high levels of force in terms of traction and lifting. They are ideal for performing all work in open fields, from ploughing to trimming and from crop protection operations to harvesting.

Superior versatility makes this range ideal both for medium to large farms that require multifunctional equipment and for work provided by farming contractors –

from plant protection treatments and fertilisation through to combined jobs.



**Explorer range: Versatile by nature.**

- 8 models, 3 versions (LD-MD-HD)
- 3 or 4-cylinder Common Rail engines
- 2 engine memories
- 3 different wheelbase variants
- transmissions with clearly differentiated characteristics
- different maximum permissible loads
- different types of hydraulic systems and lifting capacities
- different axles
- cabs with different equipment
- different types of roofs: standard, high visibility and high visibility with FOPS

# Technology and reliability without compromise.

The FARMotion engines of the new SAME Explorers come in a three-cylinder, 2.887 cm<sup>3</sup> version to guarantee maximum savings and ensure excellent manoeuvrability, thanks to the short wheelbase, and a four-cylinder, 3.849 cm<sup>3</sup> version for those looking for maximum traction performance.

**O**ptimum engine efficiency is guaranteed by the Common Rail, which reaches injection pressure levels of up to 2000 bar, and by the 7-hole injectors. The high injection pressure guarantees an extremely fine nebulisation of the diesel, for optimised combustion for the full benefit of an immediate response by the engine to changes in the load. The injection phases and times are controlled electronically, which further improves performance while also reducing consumption. The FARMotion engines guarantee a high level of torque even at low speeds, which is synonymous with excellent traction and a high degree of elasticity. In fact, the torque reserve varies between 32% and 42% depending on the model, with

a wide range of speeds at a virtually constant output. The thickness of the cylinder walls has been increased to lower vibration and noise, increase resistance to cavitation and reduce fatigue due to mechanical and thermal stresses. Modularity is guaranteed by the removable cylinder sleeves and the individual heads; this is a considerable advantage that makes it easy to replace single parts as well. The forged steel crankshaft guarantees greater resistance and balancing in order to obtain a higher degree of efficiency, performance, duration, reliability and resistance. The engine block has also been reinforced in order to support the greater pressure that develops in the combustion chamber.

### **Sustainable innovation. A great victory for consumers and the environment.**

Sustainability is one of the main objectives in the automotive industry today. This is why all the new Explorer tractors have been designed to take full advantage of the potential of the diesel while minimising the production of polluting substances. SAME has, in fact, formulated two different technical solutions to ensure that the FARMotion engines comply with the strict limits defined by the latest regulations concerning emission levels. The LD and MD (MY 19) models respect the restrictions thanks to the partial recirculation of exhaust gases (EGR), which are cooled by a specific radiator before being returned to the combustion chamber and are metered via constant combustion monitoring by a dedicated ECU. The EGR is combined with an oxidation catalytic converter that, unlike diesel particulate filters (DPF), ensures its efficiency for the entire useful life of the engine. Plus, it does not require any maintenance or active regeneration at regular intervals, which could be onerous in terms of diesel consumption. On the HD Explorer models, the FARMotion engines have a selective catalytic reduction (SCR) that uses AdBlue. Combined with the exhaust fumes, AdBlue drastically reduces the nitric oxide (NO<sub>x</sub>) content, converting it into water vapour (H<sub>2</sub>O) and nitrogen (N<sub>2</sub>) which are not harmful to the environment.



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**Everything under control.  
At every moment, in every  
situation.**

The control of FARMotion engines, and therefore their productivity, is always optimised thanks to an extremely modern ECU that manages them continuously.

Its action guarantees a ready response in any situation and operation that is always smooth and regular for the full

benefit of a constant rotation speed of the PTO.

Through its dedicated sensors, the engine ECU monitors all of the operating parameters, optimising the injection as a result. All of this with the maximum simplicity of use: By using the hand throttle lever and speed memory buttons, the driver can set and fix two engine speeds suitable for specific jobs and recall them at any

time whenever needed again.

This advantage is appreciated straight away, because the operator can manage the tractor better, dedicating greater attention to manoeuvres.



# The maximum expression of adaptability.

Conventional tillage and minimum tillage, sowing, plant protection treatment, stable work, even road maintenance: there's an extremely wide choice of transmissions for the new Explorer range, to suit every type of use.

**T**he basic gearbox is available with 4 or 5 gears for two ranges (i.e. 8 or 10 speeds for each direction), becoming 16+16 or 20+20 (all mechanical) with the addition of the underdrive and supercreeper gear. The superior level is represented by the addition of the Hi-Lo. In this case too, underdrive and supercreeper gear are available that double the available speeds. Both solutions can be equipped with a lever reverse shuttle below the steering wheel, which is either mechanical (LS version) or hydraulic (GS version). The maximum speeds are 30 or 40 km/h, which can also be reached at economic engine speeds for all five-gear gearboxes. During the transport phase, the economic engine speed considerably reduces diesel consumption and, at the same time, makes it possible to operate the engine at a speed close to that of maximum torque. In addition to a considerable reduction in consumption, all of this also translates into optimal power output and an increase in driving comfort, thanks to a lower level of noise and vibrations.

For those who want the maximum, a three-stage Powershift is also available, structured with 30 forward gears and 30 reverse gears (60+60 with underdrive and supercreeper gear). The three-stage Powershift increases driving performance and efficiency because there are three possibilities for varying the speed under load for each gear.

### PTO - First-class performance and results, always

The best result for working in the field with implements moved by the PTO is guaranteed by the availability of a maximum of four different standardised speeds (540/540ECO/1000/1000ECO), in addition to the ground speed PTO.

For a gradual and progressive start, the

gear is engaged using an electronically modulated multiplate wet clutch.

Thanks to the Auto PTO function (only available when the electronic hitch is installed),

it is also possible to program its stop and subsequent reactivation based on the up or down position of the rear three-point linkage.

In addition to from within the cab, the





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PTO can also be activated remotely using a dedicated button located on the rear mudguard. For combined jobs, the front PTO 1000 is also available, which is actuated directly by the engine by means a modulated start multiplate wet clutch with electrohydraulic engagement.



## Superiority becomes sensitive.

In the GS version, the Explorers are equipped as standard with the Powershuttle hydraulic reverse shuttle with adjustable sensitivity.

To ensure notable time saving during manoeuvres and off-load returns, the hydraulic power shuttle is managed by an ECU that allows a change of direction even with a load. The change is always smooth and safeguards the mechanical components involved. To guarantee the complete safety of operations, the reverse shuttle's control lever has a "neu-

tral" position and a drive consent mechanism. Lastly, a modulation wheel has been integrated into the lever of the hydraulic reverse shuttle in order to modulate the response of the reverse shuttle, making it more or less reactive depending on the application.

### Stop&Go. Zero hesitation, infinite potentiality.

The Stop&Go system amplifies the capabilities of the reverse shuttle to offer a superior level of manoeuvrability to the operator, especially when the tractor needs to be stopped at an irregular rhythm. For example, when working in the barn with the loader shovel, when coupling the implements



or when starting up on a slope. In these situations, the Stop&Go system allows the operator to perform manoeuvres simply by using the brake, without having to press down on the clutch. The driver merely has to press the brake pedal to stop the tractor at any time, and the system automatically puts the inversion manoeuvre on hold.

When the brake pedals are released,

however, the Stop&Go system re-enables the reverse shuttle, guaranteeing a progressive and modulated engagement of the hydraulic clutch, resulting in a gradual and progressive movement of the tractor. All of this results in efficient manoeuvres, as well as greater safety, reliability and high operational comfort.

### **Hydraulic system and hitch. Each performance is the epitome of perfection.**

In order to work as best as possible on any terrain while guaranteeing maximum precision and speed of intervention with the highest level of control, a rear hitch supported by a high oil flow rate hydraulic circuit is needed. The hydraulic system on all Explorer models maximises the results thanks to a single 55 l/min pump. For LD models (MY 19), there is also the option of the innovative 60ECO solution with twin pump (60 l/min capacity at just 1,600 rpm) and mechanical hydraulic distributors with a flow regulator plus one with electronic control (for a total of 6+2 rear couplers). For the HD and MD (MY 19), maximum hydraulic power is ensured by the new hydraulic system with twin pump (max. capacity 90 l/min "on demand" - optional) combined with high-capacity rear distributors. The powerful rear lift

(controlled mechanically, or with the option of electronic control) has a maximum lifting capacity that varies from 4,525kg to 5,410kg according to the version.

### **Front axle and steering wheel.**

#### **All-around efficiency.**

When developing the new Explorers, no compromises were made in terms of components.

In both the 2WD and 4WD versions, the front axle guarantees superior ground clearance as well as the possibility of regulating the track within a wide range in order to work without problems even with root crops.

The optimal weight distribution guarantees ideal buoyancy for sowing, while the structure of the Explorers makes it possible to work effectively on sites typical of minimum tillage or when using sod sowing implements as well. The different permissible maximum loads offered with the various models make the Explorers ideal for all kinds of farming work.

The front axle reaches steering angles of 55° on the 4WD and 60° on the 2WD.

For optimum traction efficiency, and also to save the operator from having to decide the best adjustment, the front and rear differentials and the activation of front wheel drive are always electrohydraulically enabled on all Explorer models.



# The decision to work in a safe environment

The SDD system, hydraulic parking brake and four-wheel braking make it possible to work according to the highest safety standards.

**T**he innovative SDD (Steering Double Displacement) steering system guarantees optimum driving comfort and helps speed up the manoeuvres. A dedicated button is used to increase the steering pump flow rate, which reduces the number of steering wheel turns necessary for turning by half.

On HD models, the new hydraulic parking brake locks the tractor in a safe and efficient manner on all gradients. For total safety, this system can be used in the event of an emergency to stop the vehicle progressively.

Four-wheel braking is guaranteed by multiplate rear brakes, which act on each side of the rear differential output shaft, as well as by hydraulically controlled internal front brakes. The latter are particularly handy when transporting materials on sloping ground, where their additional braking capacity offers a significant advantage.





# The pleasure of working on a human scale.

Long days out in the field will no longer be a problem, even in the worst of weather. Thanks to the newly designed interiors, conceived in compliance with the most advanced ergonomic standards, the Explorer cabin offers operators comfort without compromise.

Everything is designed to ensure a pleasant and practical work context. User-friendly controls, with functional groups organised by colour, and superior comfort mean that the operator can immediately feel at home in the cab and work in harmony with the machine right from the very first hours in the seat. To guarantee superior visibility, the cab is mounted on four tapered, compact pillars. The

flat platform has become an integral part of the cab module to make the entire assembly more robust and practically vibration-free – a factor that is also improved by the new rear hydro silent-blocks, which produce less noise. The powerful heating system and efficient climate control system, which are designed to guarantee a comfortable climate even on hot, humid days, have been enhanced by an

appropriate air distribution system, whereby air is delivered through ten adjustable and directional vents to adjust the flow, and two front slots for fast windscreen de-icing. The reclining and height adjustable steering wheel, suspended clutch and brake pedals and the pneumatically adjusted driver's seat complete this first class ergonomic package. Even the passenger seat is sized and positioned to ensure a high level of overall comfort. In addition to favouring natural ventilation, the openable roof hatch guarantees sufficient visibility over the end of the front loader, making work more comfortable and safer. Lastly, the electronic battery cut-off switch positioned in the cab provides a comfortable solution for users.





Explorer range.

# Technical data



Explorer LD (MY 2019)



Explorer MD (MY 2019)



Explorer HD



# Explorer LD (MY 2019)

		80	90
<b>ENGINE</b>			
Emissions		Stage III B	Stage III B
Manufacturer		SDF	SDF
Engine		FARMotion	FARMotion
Cylinders/Capacity/Valves	no./cm <sup>3</sup> / no.	3/2887/2	3/2887/2
Common Rail	bar	2000	2000
Turbo intercooler		●	●
Maximum power (ECE R 120) @ 2,000 rpm	kW/HP	55,4/75	65/88
Power at rated speed (ECE R 120) @ 2,200 rpm	kW/HP	55,4/75	61,7/84
Max. torque @ 1,600 rpm	Nm	342	353
Torque rise	%	42	32
Electronic engine management		●	●
Exhaust gas treatment system		DOC / exEGR	DOC / exEGR
Fuel tank capacity	litres	130	130
<b>SHUTTLE</b>			
Mechanical reverse shuttle (LS)		●	●
Hydraulic power shuttle (GS)		●	●
Stop&Go System (GS)		●	●
<b>MECHANICAL GEARBOX</b>			
4-speed gearbox		●	●
Number of speeds	no.	8+8	8+8
Number of speeds with underdrive and supercrawler	no.	16+16	16+16
5-speed gearbox		○	○
Number of speeds	no.	10+10	10+10
Number of speeds with underdrive and supercrawler	no.	20+20	20+20
<b>MECHANICAL HI-LO TRANSMISSION</b>			
4-speed gearbox		○	○
Number of speeds	no.	16+16	16+16
Number of speeds with underdrive and supercrawler	no.	32+32	32+32
5-speed gearbox		○	○
Number of speeds	no.	20+20	20+20
Number of speeds with underdrive and supercrawler	no.	40+40	40+40
Number of Powershift gears	no.	2	2
<b>POWERSHIFT SPEEDS</b>			
5-speed gearbox		○	○
Number of speeds	no.	30+30	30+30
Number of speeds with underdrive and supercrawler	no.	60+60	60+60
Number of Powershift gears	no.	3	3
<b>REAR PTO</b>			
Electrohydraulic engagement		●	●
PTO 540		●	●
PTO 540/540ECO		○	○
PTO 540/540ECO/1000/1000ECO		○	○
Ground speed PTO		○	○
<b>FRONT PTO</b>			
PTO 1000		○	○
<b>FRONT AND REAR AXLE</b>			
4wd engagement with electrohydraulic command		●	●
Differential lock with electrohydraulic command		●	●
<b>BRAKES AND STEERING</b>			
4-wheel braking		○	○
Mechanical parking brake		●	●
Hydrostatic steering with independent pump		●	●
SDD system		○	○
<b>LIFT</b>			
Mechanical rear lift		●	●
Electronic rear lift		○	○
Rear hitch lift capacity (std)	kg	3600	3600
Rear hitch lift capacity (opt)	kg	4525	4525
Front lift		○	○
Front hitch lift capacity	kg	2100	2100
<b>HYDRAULIC SYSTEM</b>			
Pump output (std)	l/min	55	55
Pump output (opt)	l/min	60ECO	60ECO
Open-centre hydraulic system		●	●
Rear auxiliary hydraulic distributors	no. of couplers	2/4/6/6+2	2/4/6/6+2
<b>CAB</b>			
Air conditioned		○	○
High-visibility cab roof		○	○
Driver seat with mechanical suspension		●	●
Driver seat with air suspension		○	○
Passenger seat		○	○
<b>DIMENSIONS AND WEIGHTS</b>			
Standard rear tyres		420/70 R30	420/70 R30
Max. length with coupling bars	mm	4100	4100
Width (min.-max.)* (A)	mm	2037/2341	2037/2341
Wheelbase (4WD/2WD)	mm	2300/-	2300/2255
Front track (min.-max.)* (C)	mm	1629/1807	1629/1807
Rear track (min.-max.)*	mm	1598/1902	1598/1902
Max. height at cab* (B)	mm	2600	2600
Weight with cab	kg	3600	3620
Maximum permissible load	kg	5800	5800

# Explorer MD (MY 2019)

		90	90.4	100	110
<b>ENGINE</b>					
Emissions		Stage III B	Stage III B	Stage III B	Stage III B
Manufacturer		SDF	SDF	SDF	SDF
Engine		FARMotion	FARMotion	FARMotion	FARMotion
Cylinders/Capacity/Valves	no./cm <sup>3</sup> /no.	3/2887/2	4/3849/2	4/3849/2	4/3849/2
Common Rail	bar	2000	2000	2000	2000
Turbo intercooler		●	●	●	●
Maximum power (ECE R 120) @ 2,000 rpm	kW/HP	65/88	71/97	71/97	78/106
Power at rated speed (ECE R 120) @ 2,200 rpm	kW/HP	61,7/84	67,3/92	67,3/92	74/101
Max. torque @ 1,600 rpm	Nm	353	386	386	424
Torque rise	%	32	32	32	32
Electronic engine management		●	●	●	●
Exhaust gas treatment system		DOC / exEGR	DOC / exEGR	DOC / exEGR	DOC / exEGR
Fuel tank capacity	litres	130	130	130	130
<b>SHUTTLE</b>					
Mechanical reverse shuttle (LS)		●	●	●	●
Hydraulic power shuttle (GS)		●	●	●	●
Stop&Go System (GS)		●	●	●	●
<b>MECHANICAL GEARBOX</b>					
4-speed gearbox		●	●	●	●
Number of speeds	no.	8+8	8+8	8+8	8+8
Number of speeds with underdrive and supercreeper	no.	16+16	16+16	16+16	16+16
5-speed gearbox		○	○	○	○
Number of speeds	no.	10+10	10+10	10+10	10+10
Number of speeds with underdrive and supercreeper	no.	20+20	20+20	20+20	20+20
<b>MECHANICAL HI-LO TRANSMISSION</b>					
4-speed gearbox		○	○	○	○
Number of speeds	no.	16+16	16+16	16+16	16+16
Number of speeds with underdrive and supercreeper	no.	32+32	32+32	32+32	32+32
5-speed gearbox		○	○	○	○
Number of speeds	no.	20+20	20+20	20+20	20+20
Number of speeds with underdrive and supercreeper	no.	40+40	40+40	40+40	40+40
Number of Powershift gears	no.	2	2	2	2
<b>POWERSHIFT SPEEDS</b>					
5-speed gearbox		○	○	○	○
Number of speeds	no.	30+30	30+30	30+30	30+30
Number of speeds with underdrive and supercreeper	no.	60+60	60+60	60+60	60+60
Number of Powershift gears	no.	3	3	3	3
<b>REAR PTO</b>					
Electrohydraulic engagement		●	●	●	●
PTO 540		●	●	●	●
PTO 540/540ECO		○	○	○	○
PTO 540/540ECO/1000/1000ECO		○	○	○	○
Ground speed PTO		○	○	○	○
<b>FRONT PTO</b>					
PTO 1000		○	○	○	○
<b>FRONT AND REAR AXLE</b>					
4wd engagement with electrohydraulic command		●	●	●	●
Differential lock with electrohydraulic command		●	●	●	●
<b>BRAKES AND STEERING</b>					
4-wheel braking		●	●	●	●
Mechanical parking brake		●	●	●	●
Hydrostatic steering with independent pump		●	●	●	●
SDD system		○	○	○	○
<b>LIFT</b>					
Mechanical rear lift		●	●	●	●
Electronic rear lift		○	○	○	○
Rear hitch lift capacity (std)	kg	3600	3600	3600	3600
Rear hitch lift capacity (opt)	kg	4525	4525	4525	4525
Front lift		○	○	○	○
Front hitch lift capacity	kg	2100	2100	2100	2100
<b>HYDRAULIC SYSTEM</b>					
Pump output (std)	l/min	55	55	55	55
Pump output (opt)	l/min	90	90	90	90
Open-centre hydraulic system		●	●	●	●
Rear auxiliary hydraulic distributors	no. of couplers	2/4/6/6+2	2/4/6/6+2	2/4/6/6+2	2/4/6/6+2
<b>CAB</b>					
Air conditioned		○	○	○	○
High-visibility cab roof		○	○	○	○
Driver seat with mechanical suspension		●	●	●	●
Driver seat with air suspension		○	○	○	○
Passenger seat		○	○	○	○
<b>DIMENSIONS AND WEIGHTS</b>					
Standard rear tyres		16.9 R34	480/70 R34	480/70 R34	480/70 R34
Max. length with coupling bars	mm	4130	4260	4260	4260
Width (min.-max.)* (A)	mm	2065/2365	2129/2273	2129 / 2273	2129/2273
Wheelbase (4WD/2WD)	mm	2350/-	2400/-	2400/2360	2400/-
Front track (min.-max.)* (C)	mm	1661/1862	1665/1858	1665/1858	1665/1858
Rear track (min.-max.)*	mm	1602/1902	1626/1770	1626/1770	1626/1770
Max. height at cab* (B)	mm	2702	2702	2702	2702
Weight with cab	kg	3800	3920	3920	3920
Maximum permissible load	kg	6200	6200	6200	6200

# Explorer HD


Explorer HD		110	120
<b>ENGINE</b>			
Emissions		Stage IV	Stage IV
Manufacturer		SDF	SDF
Engine		FARMotion	FARMotion
Cylinders/Capacity/Valves	no./cm <sup>3</sup> / no.	4/3849/2	4/3849/2
Common Rail	bar	2000	2000
Turbo intercooler		●	●
Maximum power (ECE R 120) @ 2,000 rpm	kW/HP	78/106	85/116
Power at rated speed (ECE R 120) @ 2,200 rpm	kW/HP	74/101	80,6/110
Max. torque @ 1,600 rpm	Nm	424	462
Torque rise	%	32	32
Electronic engine management		●	●
Exhaust gas treatment system		SCR / exEGR	SCR / exEGR
Fuel tank capacity	litres	145	145
AdBlue tank capacity	litres	10	10
<b>SHUTTLE</b>			
Mechanical reverse shuttle (LS)		●	●
Hydraulic power shuttle (GS)		●	●
Stop&Go System (GS)		●	●
<b>MECHANICAL GEARBOX</b>			
5-speed gearbox		○	●
Number of speeds	no.	10+10	10+10
Number of speeds with underdrive and supercreeper	no.	20+20	20+20
<b>MECHANICAL HI-LO TRANSMISSION</b>			
5-speed gearbox		○	○
Number of speeds	no.	20+20	20+20
Number of speeds with underdrive and supercreeper	no.	40+40	40+40
Number of Powershift gears	no.	2	2
<b>POWERSHIFT SPEEDS</b>			
5-speed gearbox		○	○
Number of speeds	no.	30+30	30+30
Number of speeds with underdrive and supercreeper	no.	60+60	60+60
Number of Powershift gears	no.	3	3
<b>REAR PTO</b>			
Electrohydraulic engagement		●	●
PTO 540		●	●
PTO 540/540ECO		○	○
PTO 540/540ECO/1000/1000ECO		○	○
Ground speed PTO		○	○
<b>FRONT PTO</b>			
PTO 1000		○	○
<b>FRONT AND REAR AXLE</b>			
4wd engagement with electrohydraulic command		●	●
Differential lock with electrohydraulic command		●	●
<b>BRAKES AND STEERING</b>			
4-wheel braking		●	●
Mechanical parking brake		●	●
Hydraulic parking brake (HPB)		○	○
Hydrostatic steering with independent pump		●	●
SDD system		○	○
<b>LIFT</b>			
Mechanical rear lift		●	●
Electronic rear lift		○	○
Rear hitch lift capacity (std)	kg	3600	3600
Rear hitch lift capacity (opt)	kg	4855	4855/5410
Front lift		○	○
Front hitch lift capacity	kg	2100	2100
<b>HYDRAULIC SYSTEM</b>			
Pump output (std)	l/min	55	55
Pump output (opt)	l/min	90	90
Open-centre hydraulic system		●	●
Rear auxiliary hydraulic distributors	no. of couplers	2/4/6/6+2	2/4/6/6+2
<b>CAB</b>			
Air conditioned		○	○
High-visibility cab roof		○	○
Driver seat with mechanical suspension		●	●
Driver seat with air suspension		○	○
Passenger seat		○	○
<b>DIMENSIONS AND WEIGHTS</b>			
Standard rear tyres		480/70R34	480/70R34
Max. length with coupling bars	mm	4265	4265
Width (min.-max.)* (A)	mm	2209/2609	2209/2609
Wheelbase (4WD)	mm	2400	2400
Front track (min.-max.)* (C)	mm	1728/2128	1728/2128
Rear track (min.-max.)*	mm	1706/2106	1706/2106
Max. height at cab* (B)	mm	2732	2732
Weight with cab	kg	4220	4320
Maximum permissible load	kg	7000	7500

● STD ○ OPT – Not available \* dimensions calculated according to ETRTO tyres specifications

The technical data and images contained herein are indicative only. SAME reserves the right to modify its products at any time without prior notice. Code 308.8337.3.1.6 - 05/19

Area dealer

To find out more, visit [same-tractors.com](http://same-tractors.com)  
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