

NEW REX, THE TRUE SPECIALIST.

The NEW REX series brings to the market a new generation of specialists par excellence.

The whole range has been completely renovated to provide ultimate performance, improved ergonomics, maximum comfort and unequalled safety.

The renovation work consists in a redesigned cab roof, a tilting hood restyling with integrated nicely shaped headlights, and a complete re-vamping of the cockpit, where a new and more ergonomic control layout provides maximum roominess for the operator, thus responding to specialist needs in an increasingly more professional way.

An improved PTO engagement, a more precise adjustment of power lift sensitivity, the availability of front power lift and PTO as well as new hydraulic options underscore the evolution of this range... Thanks to its innovating features the Rex series, available in both cab and platform versions, is an outstanding all-round performer providing maximum reliability, utmost versatility and excellent manoeuvrability in any soil condition, in any specialized crop, with any sort of implements.

A reduced steering radius further enhances performance and productivity where space is at a premium.

The new REX series has been completely renovated to offer three different transmissions combined with a variety of transaxle, front and rear axles solutions and different wheelbase and track dimensions. The series comes in three models designed for specific applications:

- > F model (narrow orchard) ideal for work in small-sized orchards.
- > GE model (low orchard) ideal for work in low orchard plantations.
- > GT model (large orchard) for use in standard orchards and in open field.

The new Rex series, besides featuring new avant-garde technologies and additional options, are also equipped with new Tier3-compliant 3- and 4-cylinder turbo, after-cooler Perkins engines. A product range combining performance, reliability, comfort and design. This is the great strength of Rex tractors.

OPTIONS

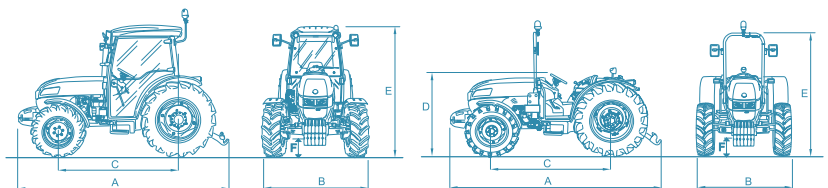
- | New hydraulic features.
- | Front lift and PTO.
- | Pneumatic cloth seat.



		REX 80 F-GE-GT		REX 85 F-GE		REX 90 F-GE-GT		REX 100 F-GE-GT		REX 110 F-GE-GT		
		SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	
ENGINE												
PERKINS "TIER3"DIRECT-INJECTION ENGINE	HP/KW NM CM³ LT LT	1104D-44		1103D-33TA		1104D-44T		1104D-44TA		1104D-44TA		
MAX. POWER (ISO)		74/54,5		79/58		83/61		92,5/68		102/75		
MAX. TORQUE		261		310		352		393		416		
DISPLACEMENT		4400/4		3300/3		4400/4		4400/4		4400/4		
FUEL TANK CAPACITY STD F-GE		43 + (25 opt)		43 + (25 opt)		43 + (25 opt)		43 + 25		43 + 25		
FUEL TANK CAPACITY STD GT		65 + (25 opt)		65 + (25 opt)		65 + (25 opt)		65 + 25		65 + 25		
CLUTCH												
INDEPENDENT DRY DUAL CLUTCH	IN.	11		11		11		12		12		
MECHANICALLY OPERATED		●		●		●		●		●		
MULTI-DISC WET CLUTCH		●		●		●		●		●		
DECLUTCH CONTROL: BUTTON-OPERATED CLUTCH		●		●		●		●		●		
TRANSMISSION												
SPEED FOUR+MECH. REV. SHUTTLE: 12FWD+12REV		TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
SPEED FOUR+CREEPER+MECH.REV. SHUTTLE: 16FWD+16REV		TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
REAR ELECTROHYDRAULIC DIFF-LOCKS		TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
SPEED FIVE + MEC. INVESR.: 15AV+15RM		●		●		●		●		●		
SPEED FIVE + SUPERID. + MEC. INVERS.: 20AV+20RM		○		○		○		○		○		
POWER FIFE + SPEED FIVE 30AV+30RM		○		○		○		○		○		
POWER FIFE + SPEED FIVE + SUPERID. 40AV+40RM		○		○		○		○		○		
REVERSE POWER SHUTTLE: UNDER LOAD		●		●		●		●		●		
POWER TAKE-OFF												
MECHANICALLY OPERATED	HP/KW	TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
POWER ASSISTED MECHANICAL ENGAGEMENT		●		●		●		●		●		
OIL-IMMERSED MULTI-DISC HYDRA P.T.O		●		●		●		●		●		
ELECTROHYDRAULIC CONTROL		●		●		●		●		●		
2 SPEEDS 540/750 RPM		●		●		●		●		●		
2 SPEEDS 540/1000 RPM		○		○		○		○		○		
NET PTO POWER (ISO)		63/46,5		68/50		70/51,5		77,5/57		85,5/63		
4WD FRONT AXLE												
ELECTROHYDRAULIC 4WD ENGAGEMENT		●		●		●		●		●		
MAX. STEERING ANGLE		55°		55°		55°		55°		55°		
TWIN-LOCK ELECTROHYDRAULIC DIFF-LOCKS		●		●		●		●		●		
LIMITED SLIP DIFF-LOCKS		TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
BRAKES												
OIL-IMMERSED GRAPHITE-COATED REAR BRAKES, 8 DISCS		●		●		●		●		●		
OIL-IMMERSED GRAPHITE-COATED FRONT BRAKES, 4 DISCS		●		●		●		●		●		
IBS - INTEGRAL BRAKING SYSTEM		●		●		●		●		●		
4 WD AUTOMATIC ENGAGEMENT ON BRAKING		TECHNO EDITION		TECHNO EDITION		TECHNO EDITION		-		-		
HYDRAULIC POWER LIFT												
MECHANICALLY OPERATED	KG L/MIN N°	●		●		●		●		●		
ELECTRONICALLY OPERATED (ONLY CAB VERSION)		○		○		○		○		○		
MAX. LIFT CAPACITY		2600		2600		2600		2600		2600		
HYDRAULIC FLOW @ REMOTE		52,3+29,9		52,3+29,9		52,3+29,9		52,3+29,9		52,3+29,9		
CAT. 2 THREE-POINT LINKAGE		●		●		●		●		●		
AUXILIARY VALVES STD F/GE/GT		2 / 2 / 3		2 / 2		2 / 2 / 3		2 / 2 / 3		2 / 2 / 3		
FLOW DIVERTER		○		○		○		○		○		
POMPA TRIPLA + 3 DISTRIB. ANTER. + JOYSTICK		○		○		○		○		○		
CAB AND DRIVING SEAT												
REX CAB / AUTO-RADIO FITTING FACILITIES		●		●		●		●		●		
HEATING / VENTILATION		●		●		●		●		●		
AIR-CONDITIONING		○		○		○		○		○		
SUSPENTED PLATFORM		●		●		●		●		●		
DIMENSIONS AND WEIGHTS												
FRONT TYRES 4RM	MM MM MM MM MM MM MM MM MM MM KG KG	F	GE	GT	F	GE	F	GE	GT	F	GE	GT
REAR TYRES		280/70R16	260/70R16	7.50-18	280/70R16	260/70R16	280/70R16	260/70R16	7.50-18	280/70R16	260/70R16	7.50-18
A - MIN. LENGTH 2RM E 4RM		14.9R24	14.9LR20	14.9R24	14.9R24	14.9LR20	14.9R24	14.9LR20	14.9R24	14.9R24	14.9LR20	14.9R24
B - MIN. WIDTH		4009	4009	4009	3009	3009	4009	4009	4009	4009	4009	4009
C - WHEELBASE 2RM		2174	—	—	2065	—	2174	—	—	2174	—	—
C - WHEELBASE 4RM		2134	2134	2134	2017	2017	2134	2134	2134	2134	2134	2134
D - AHEIGHT TO STEERING WHEEL		1450	1300	1450	1450	1300	1450	1300	1450	1450	1300	1450
E - HEIGHT TO SAFETY FRAME		2186	2150	2286	2186	2150	2186	2150	2286	2186	2150	2286
E - HEIGHT OVER CAB		2250	—	2250	2250	—	2250	—	2250	2250	—	2250
F - GROUND CLEARANCE 4RM		265	230	265	265	230	265	230	265	265	230	265
PESO 2RM (SENZA ZAVORRE) + (130 KG CABINA)		2615	—	—	2500	—	2615	—	—	2615	—	—
PESO 4RM (SENZA ZAVORRE) + (130 KG CABINA)		2845	2540	2865	2675	2540	2845	2540	2865	2845	2540	2865

Key: • standard ○ option — not available

N.B.: all other data not included in this table are the same for both the **TECHNO** and **SYNCHRO SHUTTLE** versions of the 80, 85 and 90 F, GE and GT models. The **TECHNO** versions of the 100 and 110 F, GE and GT models are not included in the price list.



NEW

Rex

80 - 85 - 90 - 100 - 110 F / GE / GT



Landini®

+ COMFORT

New control levers, new pedals, new control joystick, new steering wheel.

Improved cab pressurization for lower noise level.

Enhanced rear visibility for safer implement operation.

+ DESIGN

New cab roof.

New control console.

New design of hood, front grille and headlights.

+ PERFORMANCE

New Turbo Aftercooler Perkins engines.

+ PRODUCTIVITY

Steering radius reduced by 20%.



NEW 1103D AND 1104D TIER3-COMPLIANT PERKINS ENGINES: HIGH PERFORMANCE AND LOW FUEL CONSUMPTION.



THE 1103D AND 1104D 3- AND 4-CYLINDER PERKINS ENGINES FITTED ON THE NEW REX SERIES HAVE BEEN PURPOSELY DESIGNED FOR AGRICULTURAL APPLICATIONS. THEY FEATURE MODERN CONCEPTION AND AVANT-GARDE TECHNICAL SOLUTIONS RESPONDING TO THE MOST DEMANDING MARKET NEEDS. QUIET, ENVIRONMENT-FRIENDLY AND FUEL EFFICIENT THE NEW ENGINES COMPLY WITH TIER 3 STANDARDS GOVERNING THE EMISSIONS INTO THE ENVIRONMENT. THE REX SERIES COMES WITH 5 ENGINE MODELS DELIVERING 74 (NATURALLY ASPIRATED), 83 (TURBO), 79, 92,5 AND 102 HP/ISO (TURBO AFTER-COOLER). THANKS TO PARTICULAR TECHNOLOGICAL INNOVATIONS THESE ENGINES ENSURE OPTIMUM FUEL-TO-AIR-MIX RATIOS RESULTING IN BETTER COMBUSTION, ENHANCED EFFICIENCY THUS PROVIDING OUTSTANDING PERFORMANCE AND TORQUE BACKUP AT LOWER RUNNING COSTS. THE FULLY-TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE FOR ROUTINE SERVICE AND DAILY MAINTENANCE. > FIG. A

A



B

FRONT AXLE WITH 55° STEERING ANGLE.

THE REX SERIES OFFERS A CHOICE OF TWO 4WD AXLES: NARROW FOR THE REX F AND GE MODELS AND LARGE FOR THE REX GT MODEL. THE 4WD FRONT AXLE FEATURES AVANT-GARDE TECHNICAL SOLUTIONS WITH CENTRAL TRANSMISSION, "HYDRA-LOCK" TYPE DIFFERENTIAL LOCK AND HYDRAULIC ENGAGEMENT OF FOUR-WHEEL-DRIVE. THE IMPROVED OVERALL DIMENSIONS AT THE ENGINE AREA AND THE 18", 16" TYRE SIZE ADOPTED ON THESE MODELS HAVE MADE IT POSSIBLE TO REDUCE THE STEERING RADIUS BY 20% THUS ENSURING EXCELLENT MANOEUVRABILITY ON HEADLANDS .. THE OIL-BATH DISC BRAKES, COMBINED WITH THE ACTION OF THE REAR BRAKES, ENSURE EFFECTIVE INTEGRAL BRAKING ON ALL FOUR WHEELS [> FIG. B]. A 2WD FRONT AXLE IS ALSO AVAILABLE FOR THE "F" MODEL.

POWERFIVE GEARBOX WITH DE-CLUTCH CONTROL AND REVERSE POWER SHUTTLE.

THE NEW REX SERIES COMES WITH THREE DIFFERENT TRANSMISSION VERSIONS: TWO MECHANICAL VERSIONS: TECHNO (4 SPEED GEARS 12FWD+12RV) AND SPED FIVE SPEED FIVE (5 SPEED GEARS 15FWD+15RV) WITH MECHANICAL REVERSE POWER SHUTTLE. THE THIRD VERSION IS HYDRAULICALLY CONTROLLED: POWERFIVE (WITH 5 BASIC SPEEDS + SPLITTER GEAR WITH HI-LO ELECTRO-HYDRAULIC ENGAGEMENT FOR 20% SPEED REDUCTION TO ACHIEVE 30FWD+30RV) AND HYDRAULIC REVERSE POWER SHUTTLE. THE POWERFIVE TRANSMISSION ENABLES THE NUMBER OF GEARS OF THE BASIC TRANSMISSION TO BE DOUBLED BY USING THE GREEN PUSHBUTTON INTEGRATED IN THE GEARSHIFT LEVER [> FIG. C]. THE DE-CLUTCH CONTROL (ORANGE PUSHBUTTON INTEGRATED ON THE GEARSHIFT LEVER) [> FIG. C]. AND THE REVERSE POWER SHUTTLE (LEVER LOCATED UNDER THE STEERING WHEEL) [> FIG. D]. ENABLE CLUTCH-LESS ENGAGEMENT AND REVERSAL OF ALL GEARS. ON ALL VERSIONS THE TRANSMISSION CAN BE OPTIONALLY INTEGRATED WITH A CREEPER.

DASHBOARD WITH DIGITAL INSTRUMENTS AND ON-BOARD COMPUTER.

THE STYLISH DASHBOARD FEATURES DIGITAL INSTRUMENTS ALLOWING SIMPLE AND FAST READING OF ALL INFORMATION NECESSARY FOR A PROPER TRACTOR DRIVING AND CORRECT IMPLEMENT UTILIZATION. THE DASHBOARD IS FURTHER EQUIPPED WITH AN ON-BOARD COMPUTER FOR CALCULATION OF THE WORKED SURFACE AREA. > FIG. E

C

D

E



NEW REX SERIES: THE F



FRUIT OF INNOVATION

HYDRA-PTO: 2 SPEED PTO WITH HYDRAULIC ENGAGEMENT FOR MAXIMUM VERSATILITY.

THE 1"3/8 PTO OFFERS TWO BASIC SPEEDS: 540/750 RPM OR 540/1000 RPM. (OPTIONAL) THE OIL BATH DISC CLUTCH, OPERATED BY A HYDRAULIC PUSHBUTTON (P) ENABLES SMOOTH AND PROGRESSIVE ENGAGEMENT OF THE PTO, PREVENTING ABRUPT STARTING OF THE SHAFT FOR MAXIMUM COMFORT. > FIG. F

TWIN LOCK AND ELECTRO-HYDRAULIC 4WD ENGAGEMENT

TWIN LOCK AND ELECTRO-HYDRAULIC 4WD ENGAGEMENT. > FIG. F



NEW ELECTRONIC POWER LIFT FOR F, GT MODELS WITH CAB.

THANKS TO EASY-TO-READ AND ERGONOMICALLY ARRANGED CONTROLS AND TO A DASHBOARD [> FIG. G] INCORPORATING ALL MAIN FUNCTIONS AND REGULATIONS [> FIG. F], THE NEW ELECTRONIC POWER LIFT MAKES IT POSSIBLE TO USE IMPLEMENTS WITH THE UTMOST EASE AND COMFORT. A BETTER AND MORE PRECISE ADJUSTMENT OF POWER LIFT SENSITIVITY FURTHER ENHANCES OPERATION CONTROL AND ACCURACY. TWO BUTTONS ON BOTH MUDGUARDS ALLOW THE POWER LIFT TO BE CONTROLLED FROM THE GROUND, ALLOWING IMPLEMENTS TO BE HITCHED IN A FAST AND FULLY SAFE WAY. EQUIPPED WITH A CAT. 2 THREE-POINT LINKAGE, THE POWER LIFT ENSURES A MAXIMUM LIFTING CAPACITY OF 2600 KG. > FIG. H

HIGH PERFORMANCE HYDRAULICS AND GREAT AUXILIARY CONTROL VALVE VERSATILITY

THE HYDRAULIC SYSTEM IS POWERED BY A DOUBLE PUMP PROVIDING A MAXIMUM TOTAL FLOW OF 82 L/MIN. THE SYSTEM COMES AS STANDARD WITH 2 SINGLE- AND DOUBLE-ACTING AUXILIARY CONTROL VALVES (INCLUDING A FLOATING ONE) ON THE F AND GE MODEL, AND WITH 3 ON THE GT VERSION. THE SYSTEM CAN BE OPTIONALLY EQUIPPED WITH AN ELECTRO-HYDRAULICALLY CONTROLLED THREE-WAYS FLOW DIVIDER OPERATED BY A LEVER (L) FITTED ON THE R.H. CONSOLE INCORPORATING THREE PUSHBUTTONS [> FIG. G]. ACCORDING TO THE BUTTON BEING SELECTED, IT CAN ALTERNATIVELY OPERATE THE HYDRAULIC LEVELLING RAM, THE HYDRAULIC TOP LINK OR ONE CONTROL VALVE. AS AN ALTERNATIVE, A TRIPLE PUMP WITH 3 FRONT AUXILIARY VALVES CONTROLLED BY A JOYSTICK CAN BE FITTED ON REQUEST TO OPERATE THE FRONT IMPLEMENTS. EASILY ACCESSIBLE HIGH-QUALITY QUICK-RELEASE REAR COUPLINGS ENSURE OPTIMUM COMFORT OF OPERATION AND IMPROVED TRACTOR PRODUCTIVITY. > FIG. I

NEW "TOTAL VIEW" CAB FOR AN ULTIMATE ALL-ROUND VISIBILITY.

THE FIRST THING AN OPERATOR CAN APPRECIATE WHEN GETTING INTO A REX COCKPIT IS THE ALL-ROUND VISIBILITY OF THE "TOTAL VIEW" CAB PROVIDED BY THE ALL-GLASS SIDE DOORS HINGED ONTO THE REAR POST. THE INTERIORS, COMPLETELY REDESIGNED, STYLISH AND ACCURATELY FINISHED, ARE MAINLY MADE OF MODERN COMPOSITE MATERIALS FEATURING AN AUTOMOTIVE DESIGN. CONTROL LAYOUT HAS BEEN FURTHER IMPROVED TO PROVIDE MORE LIVING-SPACE FOR THE OPERATOR. THE PNEUMATIC SEAT, THE NEW HEIGHT ADJUSTABLE STEERING WHEEL FURTHER ENHANCE TRACTOR MANOEUVRABILITY THUS MAKING DRIVING A PLEASURE. THE PRESSURISED CAB, FEATURING AN IMPROVED VENTILATION/HEATING AND AIR-CONDITIONING SYSTEM INSTALLED ON THE CAB ROOF AND INTEGRATED BY A FILTER DESIGNED TO PURIFY THE AIR INSIDE THE CAB, ENSURES MAXIMUM COMFORT FOR THE DRIVER IN TERMS OF SAFETY AND HEALTH. NATURAL VENTILATION IS ENSURED BY OPENABLE FRONT AND REAR WINDSCREENS.

THE DRIVING AREA OF THE PLATFORM VERSION HAS ALSO BEEN REVAMPED ACCORDING TO THE SAME STANDARDS ADOPTED ON THE CAB MODELS. > FIG. L

