



Relying on their long experience, McCormick engineers developed the new *XtraSpeed* transmission, which is available with a choice of mechanical (STD version) or electronic (E-PLUS version) range shifting.

The *XtraSpeed* transmission provides 32 speeds and four synchromesh ranges with hydraulic reverse power shuttle.

The electrohydraulically-engaged PTO provides two speeds of 540/1000 rpm, while the electronic power lift ensures a maximum lift capacity of 7200 Kg. Optionally, the tractor may be equipped with a front power lift providing a lift capacity of 3500 Kg.

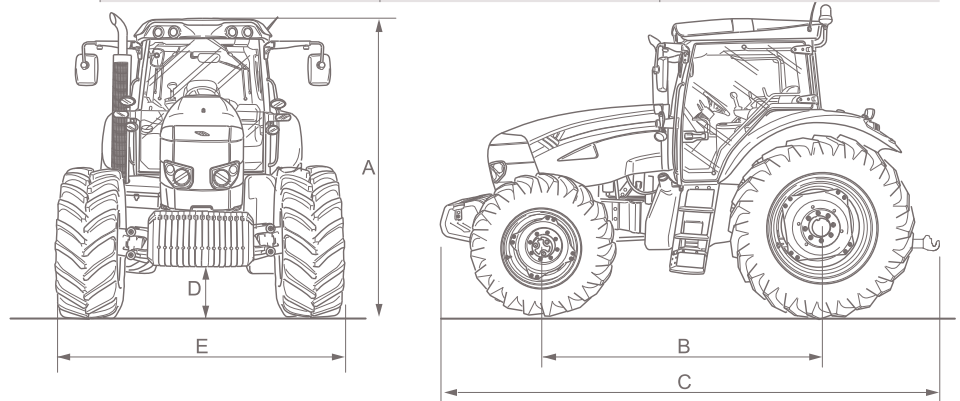
The front axle, either rigid or with electronically-controlled suspensions, offers a steering angle of 55° for improved manoeuvrability.

The closed-centre hydraulics feature a variable-displacement pump with a flow rate of 110 l/min and five hydraulic valves.

The cab - the same as fitted to the TTX series - is a four-post design with large, rear-hinged doors for all-round visibility. The air-conditioning, the pneumatic seat with multi-function armrest, the accurate automotive-style interiors and the optional hydraulic suspension system maximise the comfort of the cab.

	XTX 145 (T3) XTRASPEED	XTX 165 (T3) XTRASPEED	XTX 185 (T3) XTRASPEED
ENGINE			
TIER 3	BETAPOWER	BETAPOWER	BETAPOWER
ELECTRONIC HIGH PRESSURE COMMON RAIL	●	●	●
MAX. ENGINE POWER (ISO)	HP/KW 145 / 106	162 / 119	171 / 126
ENGINE POWER WITH POWER MANAGEMENT (ISO)	HP/KW 156 / 115	171 / 126	183 / 135
MAX. TORQUE (WITH POWER MANAGEMENT)	NM 632 (705)	730 (747)	748 (763)
TORQUE BACKUP (WITH POWER MANAGEMENT)	40% (45%)	45% (40%)	40% (36%)
DISPLACEMENT (CM ³) / CYLINDERS/VALVES	6.728 / 6 / 24	6.728 / 6 / 24	6.728 / 6 / 24
FUEL TANK CAPACITY	LITRES 300	300	300
CLUTCH			
MULTI-DISC WET CLUTCH	●	●	●
TRANSMISSION			
XTRASPEED+ REV. SHUTTLE: 32FWD+24REV (8 POWERSHIFT SPEEDS) (STD VERSION)	●	●	●
XTRASPEED + CREEPER + REV. SHUTTLE: 48FWD+40REV (STD VERSION)	○	○	○
AUTOROADING + REV. SHUTTLE: 32V + 24R (8 POWERSHIFT SPEEDS) (E-PLUS VERSION)	●	●	●
ELECTRONIC RANGE SHIFT (E-PLUS VERSION)	○	○	○
REVERSE POWER SHUTTLE: REVERSE SHUTTLE UNDER LOAD	●	●	●
ELECTROHYDRAULIC PARK LOCK (STD / E-PLUS)	○ / ●	○ / ●	○ / ●
POWER TAKE-OFF			
WET MULTI-DISC PTO	●	●	●
ELECTROHYDRAULIC CONTROL	●	●	●
2 SPEEDS: 540/1000 RPM	●	●	●
FRONT 4WD AXLE			
RIGID TYPE	●	●	●
WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS	○	○	○
MAX. STEERING ANGLE	55°	55°	55°
TURNING RADIUS	MM 4.900	4.900	4.900
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
MECHANICALLY / ELECTROHYDRAULICALLY-OPERATED AUXILIARY VALVES (STD VERSION)	STD/OPT 3 / 1	3 / 1	3 / 1
ELECTROHYDRAULICALLY OPERATED AUXILIARY VALVES (E-PLUS VERSION)	STD 4	4	4
POWER LIFT WITH "CAN BUS LIFT CONTROL"			
ELECTRONICALLY OPERATED	●	●	●
FUNCTIONS: POSITION CONTROL, INTERMIX, FLOAT POSITION, SHOCK ABSORBER	●	●	●
MAX. LIFT CAPACITY	KG 7.200	7.200	7.200
CAB AND DRIVING SEAT			
CAB WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSION	○	○	○
AIR-CONDITIONING	●	●	●
PNEUMATIC SUSPENSION SEAT	●	●	●
DIMENSIONS AND WEIGHTS			
STD REAR TYRES	520/85R38	520/85R38	520/85R38
A - HEIGHT OVER CAB	MM 2.900	2.900	2.900
B - WHEELBASE	MM 2.752	2.752	2.752
C - MAX. LENGTH (WITH BALLAST WEIGHTS)	MM 5.209	5.209	5.209
D - GROUND CLEARANCE	MM 505	505	505
E - MIN. WIDTH	MM 2.400	2.400	2.400
TOTAL WEIGHT (WITHOUT BALLAST WEIGHTS)	KG 6.500	6.500	6.500

Key: ● standard ○ option — not available



145-165-185 (T3)

XTX

XtraSpeed




McCORMICK



New **XTX(T3)**, superior performance
in the **field** and on the **road**.

Developed from the TTX series, the XTX (T3) series is a new range of high-performance tractors that deliver less power than their bigger brothers and have a wheelbase of 2752 mm. The range includes three models - XTX 145, 165 and 185 -both equipped with 6.7L *BETA-POWER TIER 3* engines.



ENGINE

The new BETA-POWER 6-cylinder turbocharged engines mounted on the two XTX models feature 24 valves and a cylinder displacement of 6728 cm³. The three models are equipped with high-pressure electronic *COMMON-RAIL* fuel injection system and deliver respectively 145, 162 and 171 HP (ISO).

The engine electronics ensure optimum and clean combustion for improved fuel efficiency and reduced emissions in line with TIER 3 regulations and provide a torque backup of approximately 40%. Combined with the engine electronics, the *Power Management* system 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

The electronically-controlled suspended axle ensures high speeds on rough terrains and improves traction and manoeuvrability for enhanced comfort, safety and productivity, while keeping ground clearance unaltered (*fig. B*).



TRANSMISSION

The '*XTRASPEED*' electronic transmission provides 32 speeds in 4 ranges and 8 powershifts *under load in each range* with reverse power shuttle and offers a choice of mechanical (STD version) or electronic (E-PLUS version) range shifting.

The electronic version (E-PLUS) is controlled via joystick which allows all ranges and electronic powershift speeds to be engaged by simply pushing a button (*fig. C*).

The electronic system also features a "*SKIP SHIFT*" function allowing 'smart' shifting through all four ranges and a device named *AUTORODING* for automatic gear shifting during transport operations. The *AUTORODING* 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 fitted as an option to achieve 48 forward and 40 reverse speeds.







**McCormick XTX (T3):
emotions in the field.**

HYDRAULICS

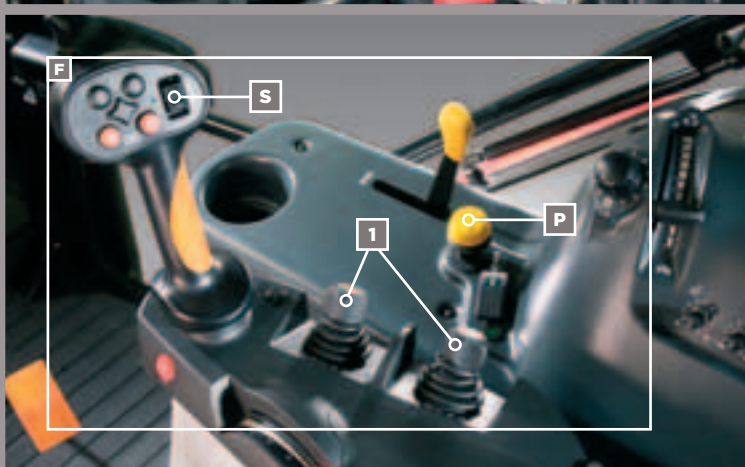
The closed-centre hydraulic system with variable displacement pump provides a flowrate of 110 l/min and ensures optimum operation of the four rear hydraulic valves available (fig. E). On the E-PLUS version, the four auxiliary valves are operated by the buttons (1) located on the multi-function armrest (fig. F). The multi-function armrest also houses the flow regulator and the timing control device, which can be regulated according to the task to be performed.



ELECTRONIC POWER LIFT

With the main control (S) conveniently located in ergonomic position on the multi-function armrest (fig. F) and all main functions and regulations integrated into the right console (fig. G), the electronic power lift fitted on the E-Plus version allows for easy operation and fingertip control of the implements.

The Cat. 3 three-point linkage provides a lift capacity of 7200 kg.



POWER TAKE-OFF

The wet disc clutch, hydraulically operated via a pushbutton (P) (fig. E), enables smooth and progressive engagement of the PTO.

The *POWER MANAGEMENT* system, which utilises the engine electronics, enables the power and torque available at the PTO to be automatically increased under load by approximately 10 HP, resulting in enhanced performance and productivity.



CAB

The four-post cab with large, rear-hinged doors provides total all-round visibility and allows the operator to enter and exit with ease. It comes as standard with an air-conditioning system fitted on the roof, an adjustable steering wheel and a pneumatic seat with multi-function armrest on the E-Plus version.

The accurate automotive-style interiors and excellent sound-proofing make driving a pleasure.

The cab can be supplied with electronically-controlled hydraulic suspension as an option, which, combined with the front suspended axle supplied as standard, provides maximum driving comfort (fig. H).

