



Lamborghini Nitro T4i

100 - 110 - 120 - 130

100 - 110 - 120 - 130 VRT



Lamborghini
TRATTORI





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NITRO WAS BORN.

The future of the tractor according to
Lamborghini.

Lamborghini Nitro represents the next generation of mid-powered tractors, with state of the art technology embodying the essence of the strength and character of the raging bull brand.

The new white and black colour scheme creates the dual personality of this tractor, which combines elegance with simplicity, advanced technology with user-friendliness, and exclusivity with multipurpose capability. All of this comes with unique, inimitable styling penned by Giugiaro Design.

The sloped, aggressive line of the hood. A cab design integrated perfectly with the exclusive style of the rest of the machine.

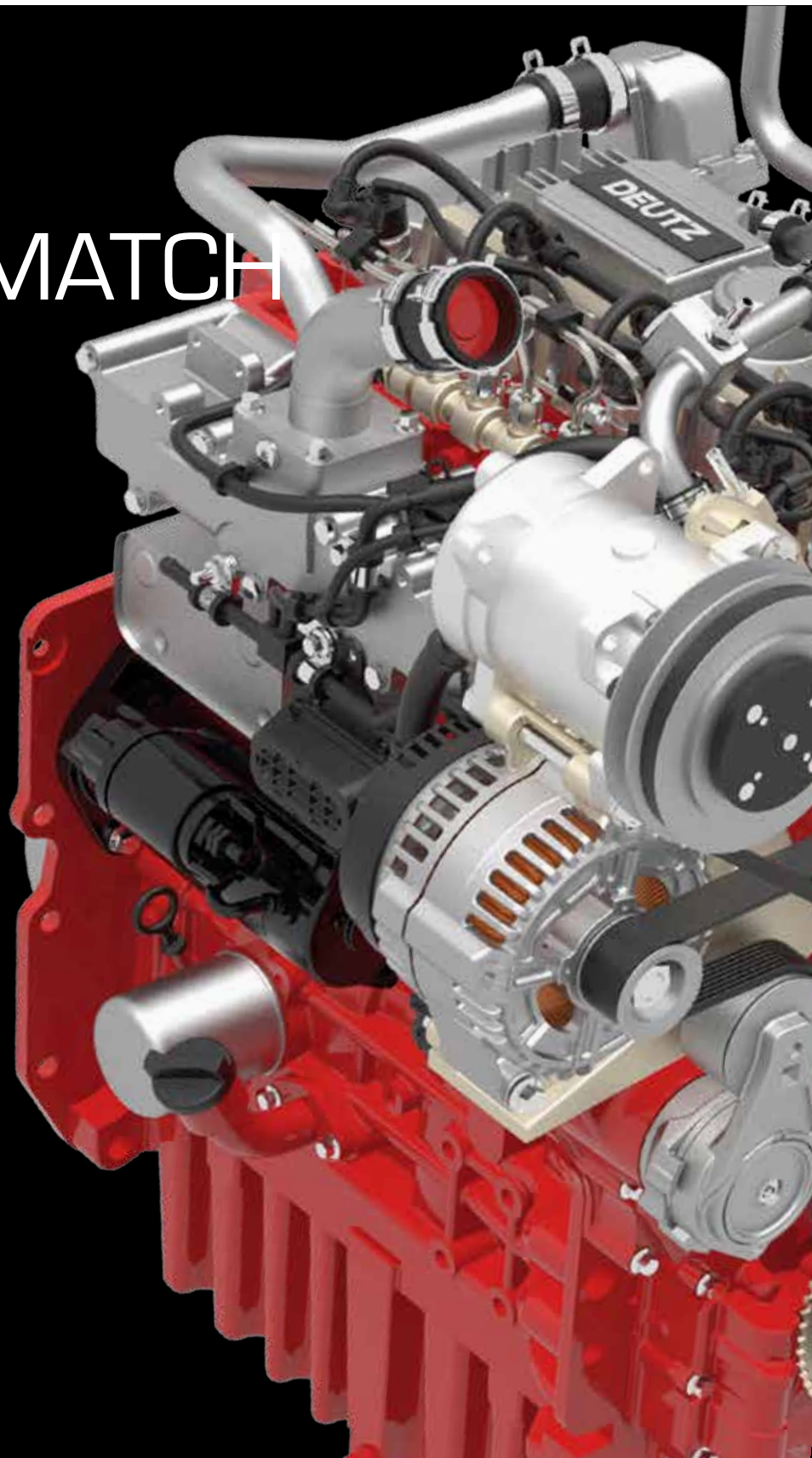
The interior is a perfect blend between ergonomics and beauty.

As a final touch: dual LED taillights on the rear mudguards embody the hallmark elegance and power of the Lamborghini brand.

In addition to its exclusive design, superb performance and outstanding ergonomics, the clever construction and efficient technology of the Nitro, together with the possibility to choose from a wide range of specifications, maximise its potential and makes it a versatile and manoeuvrable tractor suitable for any job.

GIUGIARO
D E S I G N

A TRACTOR WITH
THE
SUBSTANCE TO MATCH
ITS LOOKS.





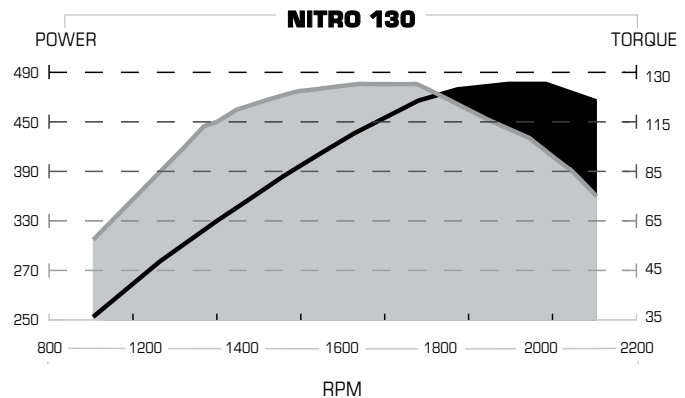
Deutz Tier 4i engines

Superlative performance, class-beating reliability and minimised fuel consumption. Put simply: **absolute efficiency**.

When it comes to performance, Nitro aims high, offering a choice of four engines from 100 to 130 HP. Boasting compact construction and efficient technical features, Deutz Tier 4i 4 cylinder engines are engineered specifically for agricultural applications, and combine impressive performance in all conditions with low specific fuel consumption values.

Using the latest engine technology to downsize displacement to 3,620 cc, with features such as high pressure common rail injection and turbocharged forced induction with intercooling, these engines deliver outstanding power and torque across a broad engine speed range. Rated power is reached at 2,200 rpm, while the maximum power output is available at 2,000 rpm.

With the high pressure common rail injection system and new combustion chambers in the piston crowns, these engines deliver continuous, dependable efficiency and performance even in the toughest applications. The common rail system maintains injection pressures of up to 1,600 bar independently of engine speed which, together with the electronic engine management system, ensures excellent power and torque over a broad engine speed range.



■ POWER ■ TORQUE





The 165 litre fuel tank gives these tractors the capacity needed for working long hours without stopping.

The combined exhaust treatment system with EGR exhaust gas recirculation and DOC catalytic converter system drastically reduces nitrogen oxide (NOx) and particulate emissions, which are the two most harmful products of combustion.

A butterfly valve controlled by the engine control unit recirculates a portion of the exhaust gases back into the intake manifold, where it is mixed with the air entering the cylinder. The recirculation system has its own dedicated liquid cooled radiator which cools the exhaust gas, so combustion efficiency is not compromised and fuel consumption is not increased.

Lamborghini Nitro tractors are equipped with an electronic engine governor. This modern system ensures that only the precise quantity of fuel effectively needed is delivered to the engine in relation to load and draft, for optimised fuel consumption and immediate engine response in all conditions.

A large diameter proportional speed viscostatic fan and oversized radiators allow the engine to deliver impressive power in all working conditions. The radiators themselves, with an all-new geometry and a removable debris screen, slide out on rails to allow regular maintenance.





TRANSMISSION

(FROM LEFT TO RIGHT)

Gear lever with Powershift,
ComfortClutch and Automatic Powershift buttons
Power shuttle lever with SenseClutch
Speed graph for 60+60 transmission
with supercreeper gear



A COMPREHENSIVE RANGE OF TRANSMISSIONS.

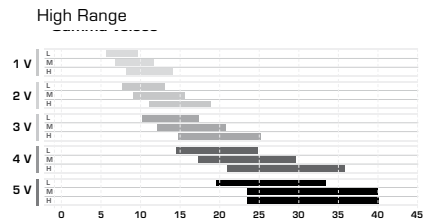
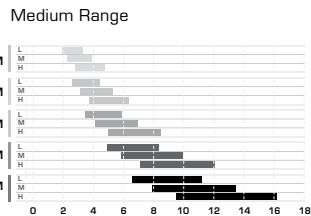
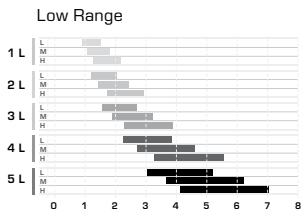
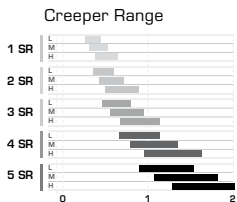
There really is such a thing as the ideal transmission. It is the solution that is best suited to the job it has to do. This is why Nitro offers a choice of a wide variety of top class solutions.

Nitro also excels by offering the best choice of transmissions available. The base configuration consists of a completely mechanical 5 gear transmission for a total of 10+10 or 20+20 speeds, combined with an electrohydraulic power shuttle with the adjustable modulation sensitivity Sense Clutch and the electrohydraulic Comfort Clutch controlled from a button on the gear lever.

Nitro 120 and 130 models feature a beefier transmission for handling higher loads and power outputs. With the 3-stage Powershift transmission, which offers 60 forward and 60 reverse speeds, the driver can match engine speed perfectly to the load in all conditions, maximising the productivity and flexibility of the Lamborghini Nitro in any application: from soil preparation to secondary tillage, and from transport to general utility work on the farm.

The highest specification option of the Powershift transmission can also be equipped with the APS automatic shift system, which automatically selects the ideal ratio in relation to changes in load or engine speed, and responds rapidly to sudden power demands.

Nitro lets you stop and start again effortlessly. With the Stop&Go function, the driver can stop the tractor and set off again by simply pressing and releasing the brake pedal, without using the clutch.







When the driver releases the brake pedal, the Stop&Go function re-engages drive, for progressive clutch engagement and smooth pull-away.

This improves manoeuvrability and makes the tractor easier and more comfortable to use, especially during applications with frequent, irregular stops.

Boasting a continuously variable transmission, Lamborghini Nitro VRT tractors are multifunctional, versatile and extremely easy to use. Offering three different modes (automatic, manual and PTO), the VRT transmission lets the driver tailor the functions of the tractor to the needs of the job in hand simply and effectively.

Two speed ranges, from 0-23 and from 0-50 Km/h, ensure progressive speed control and completely automatic ratio selection from the field to the road: with no clutch or gear lever to use, all you need to do is press the accelerator. Nitro is fast and fuel efficient: boasting a top speed of 50 or 40 Km/h (depending on national regulations), maintained with the engine at economy speed.

On Nitro tractors, the ASM automatic dual traction and differential control system engages and disengages 4-wheel drive and the differential locks completely automatically, eliminating the need for manually controlled operations which could distract the driver from the job in hand.



**SUBSTANCE
DOESN'T** ALWAYS MEAN
SACRIFICING **GOOD** LOOKS.



SAFETY ISN'T JUST IMPORTANT. IT'S
CRUCIAL.





INTEGRAL HYDRAULIC BRAKING.

The safety of total control with effortless brake action.

Nitro is extremely safe in all situations: effective stopping power is ensured by an integral hydraulic brake system with independent wet discs on all 4 wheels. The wet disc brakes are operated with very little driver effort and ensure total safety.

The Power Brake system maintains constant pressure in the hydraulic braking circuit so that the driver can rely on immediately responsive, powerful and progressive stopping action at all times with minimum effort. An auxiliary emergency accumulator ensures power assistance for up to 10 brake applications in complete safety even after turning the machine off.

All models are available with the innovative Park Brake system, which holds the tractor in a stationary position safely and effectively. The park brake uses a mechanical/hydraulic system which locks the brakes with a very high pressure. The park brake holds the tractor completely stationary when parked or when operating on steep gradients.

The optional SDD (Steering Double Displacement) steering pump is available for all versions. This is a dual rotor pump system, enabled or disabled from a button on the instrument panel, which halves the number of steering wheel turns needed to perform certain manoeuvres (e.g. when working with the front loader or negotiating headland turns).



BRAKES AND STEERING

(FROM LEFT TO RIGHT)

Brake system with Power Brake

Park Brake

SDD enable button



A TRACTOR THAT NOT ONLY
CARES
FOR THE ENVIRONMENT
OUTSIDE, BUT ALSO THE
WORK ENVIRONMENT INSIDE THE
CAB.



THE IDEAL PLACE TO WORK.

All-round visibility, superb thermal insulation and soundproofing and automatic climate control. Welcome aboard.

Working is a pleasure with the Nitro: the cab is roomy, comfortable and relaxing. Designed around the needs of the driver, the cab is perfectly soundproofed and features an effective ventilation, heating and air conditioning system. Adding further to these creature comforts are a steering wheel with adjustable reach and tilt, an air sprung adjustable seat, lateral shift levers and sun visors. The result is a intelligent and ergonomic work environment to match the sense of strength and solidity of the tractor.

The generously curved windscreen and windows ensure total all-round visibility for absolute control, even in confined areas. Even operations with the front loader can be performed without ever losing sight of the ends of the loader forks.

The colour coded, rationally shaped controls are all easily identifiable and laid out logically and ergonomically. The controls are also grouped according to frequency of use, for more efficient operation.



CAB

(FROM TOP TO BOTTOM)

Lights panel

Automatic climate control panel

High visibility roof





Everything is under control with the Nitro: the instrument panel boasts numerous indicators and warning lamps and a bright display, providing the driver with Information on vehicle speed, operating hours and distance in real time.

A state of the art automatic climate control system integrated in the roof keeps the temperature in the cab constant, controlling the temperature in relation to external conditions to create the ideal working conditions in both summer and winter.

Up to 8 working lights may be fitted for total safety when working at night or driving on public roads. All the lights may be switched on and off from a simple and intuitive centralised control panel mounted on the cab A-pillar. The cab is available with a choice of mechanical or air-sprung suspension.

In the air-sprung version, compressed air is fed automatically to the pneumatic springs to keep the suspension perfectly level in relation to cab load. Two hydraulic shock absorbers on the front axle damp out heavy vibrations, the Panhard lateral bars cancel out roll and the front silent blocks subdue the noise produced by the structure of the tractor.

The combined effect of the sprung cab and axle optimises performance on rough terrain and drastically reduces the vibration experienced by the driver.

VERSATILITY IS ALSO A QUESTION OF HYDRAULICS.





FOUR SPEED PTO AND GROUND SPEED PTO WITH INDEPENDENT SHAFT.

Flexibility is a must for a PTO system. This is why the Nitro offers personalised functions to cater for any need.

The versatility of the Nitro also extends to the choice of PTO options offered: with multiplate wet clutch transmission, speeds of 540/540E/1,000/1,000E rpm and even the possibility of a ground speed PTO.

All of this means that the tractor can work with any possible implement with unrivalled economy and productivity, making the Lamborghini Nitro the ideal choice for PTO applications.

Three configurations are offered for the hydraulic system: with a single 60 l/min pump; with dual 90 l/min pump and Energy Saving system; or with the innovative 60 ECO dual pump system, with a delivery of 60 l/min available at an engine speed of 1,600 rpm.

This choice of configurations ensures consistent performance and efficiency with all hydraulic implements, including equipment with very high hydraulic oil demands.

Two auxiliary distributor configurations are offered: a base configuration with 6/8 way mechanical distributors, or a higher specification version with 6/8/10 way distributors with proportional electric control, flow regulator/timer system and Power Beyond.

The hydraulic system with dual 90 l/min pump is also equipped with the Energy Saving system. With this system, when the hydraulic utilities are not in use, a dedicated load sensing valve in the hydraulic system automatically shuts off the oil feed to the utilities and sends it directly to the transmission.

This keeps the oil at a cooler temperature, preserving the quality of the oil, extending its lifespan, and reducing thermal losses.

HYDRAULIC SYSTEM AND PTO

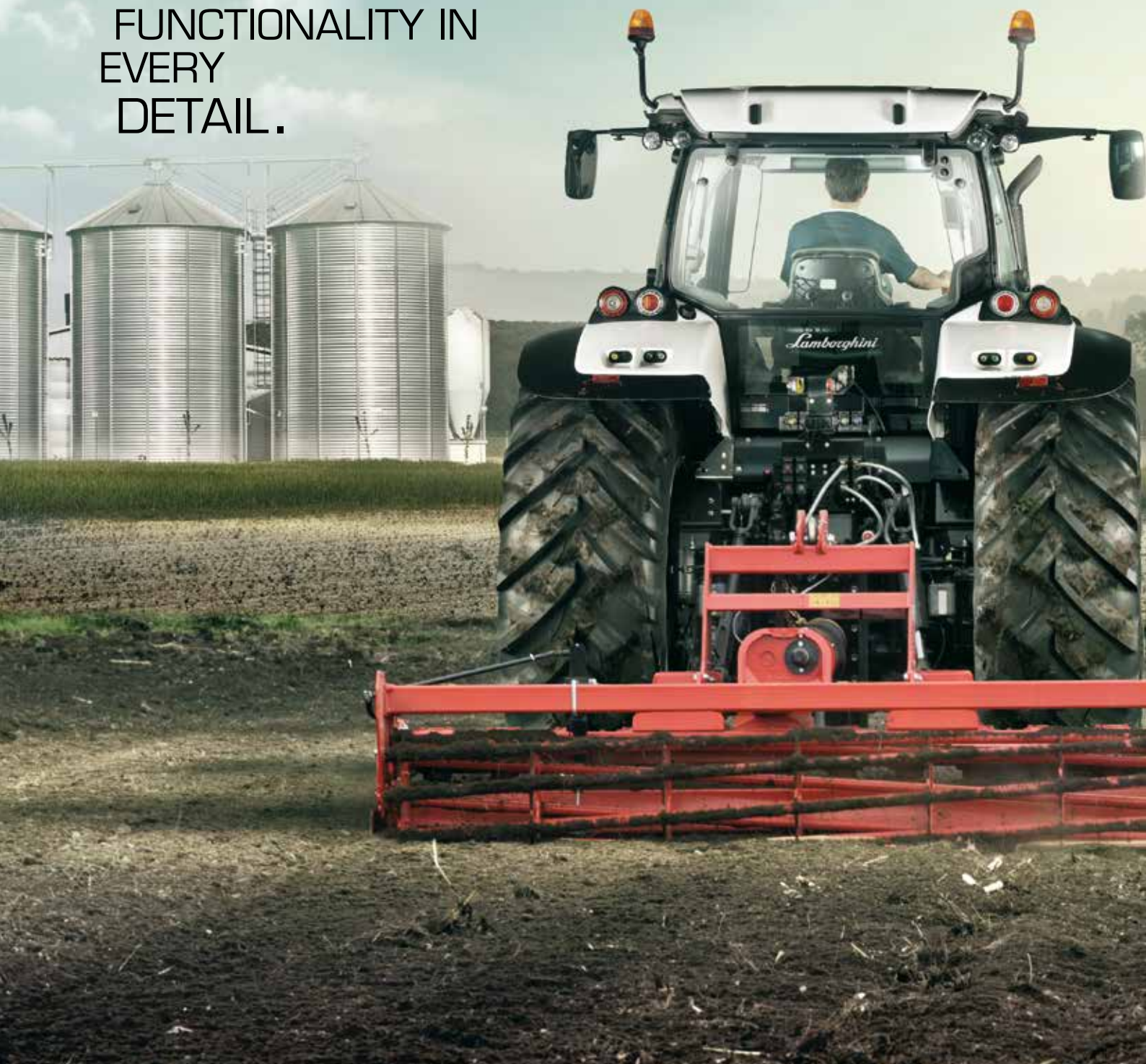
(FROM LEFT TO RIGHT)

Electrohydraulic distributors

Electrohydraulic PTO engagement buttons

Distributor joystick

ENGINEERED FOR
TOTAL
FUNCTIONALITY IN
EVERY
DETAIL.





ELECTRONIC HITCH

Total precision for performing any operation with unparalleled efficiency.

Lamborghini Nitro tractors are equipped with an electronic rear lift, for controlling implements and working with absolute precision.

The driver can easily access and control every parameter and function: draft and position control, mixed mode control, float, quick drop and implement lock for transport.

The sturdy rear lift of the Nitro can lift up to 4,650 Kg, and this capacity can be further increased to 6,600 Kg with the addition of supplementary rams. The lift controls are duplicated by two buttons on the rear mudguards.

For using front-mounted implements, these tractors may also be equipped with a front lift (with a load capacity of 1,850 Kg and dual action rams) and a 1,000 rpm front PTO. This option extends the capabilities of the Nitro, and makes attaching ballast to the tractor simpler.



ELECTRONIC LIFT CONTROLS

(FROM LEFT TO RIGHT)

Rear left settings panel

Lift movement and lock controls

Lamborghini

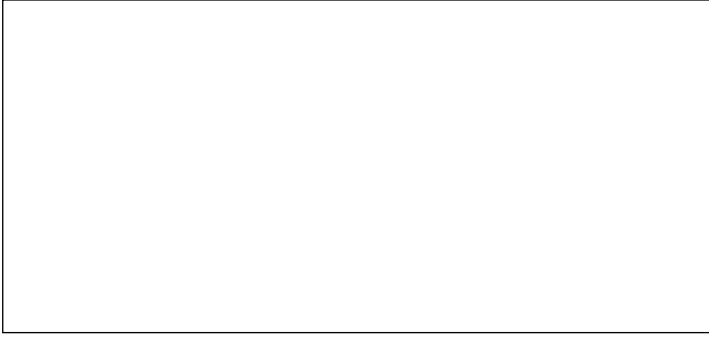
Nitro 120 T4i
Hi-Profile

Nitro		100	110	120	130	100VRT	110VRT	120VRT	130VRT
Engine		DEUTZ TCD 3.6 L 04 TIER 4i				DEUTZ TCD 3.6 L 04 TIER 4i			
Cylinders/Capacity/Injection system	No./cc	4 T1 / 3,620 / Common Rail				4 T1 / 3,620 / Common Rail			
Power at rated speed (@ 2,200 rpm)	kW/HP	69.5/95	77/105	83/113	88/120	69.5 / 95	77/105	83/113	88/120
Maximum power (@ 2,000 rpm)	kW/HP	72.5/99	81/110	87/118	93/127	72.5 / 99	81/110	87/118	93/127
Maximum torque (@ 1,600 rpm)	Nm	397	440	460	480	397	440	460	480
Torque rise	%	32	32	30	28	32	32	30	28
Shuttle		Powershuttle				Powershuttle			
eVisco		-				opt			
Transmission		Mechanical or 3 stage Powershift HML				VRT continuously variable			
5 speeds x 2 (or 4) ranges	FWD + REV	10 + 10 (20 + 20 with Underdrive and Supercreeper Gear)				Heavy Duty range (work): 0 - 23 Km/h			
		30 + 30 HML (60 + 60 HML with Underdrive and Supercreeper Gear)				Transport range: 0 - 50 Km/h (40 ECO)*			
Maximum speed	Km/h	40 / 40 at ECO engine speed / 50				40 at ECO engine speed / 50			
Electrohydraulic 4-wheel drive and differential lock engagement		STD / ASM optional				std with ASM			
Front axle suspension		opt				opt			
Braking action on all 4 wheels		std / Power Brake on Hi Profile versions				Power Brake std			
HEB (Hydraulic Engine Brake)*		-				opt			
Parking brake		Park Brake std				Park Brake std			
Trailer brake		Pneumatic / Hydraulic (or both)				Pneumatic / Hydraulic (or both)			
Rear electronic hitch control		std - (4,650 or 6,600 Kg)				std - (4,650 or 6,600 Kg)			
Pump output	l/min	60 (std) / 60 ECO (opt) / 90 (opt)				60 (std) / 60 ECO (opt) / 90 (opt)			
Hydraulic distributors	ways	6 / 8 / 10 / Power Beyond				6/8/10/ Power Beyond			
Distributor control		Mechanical (Std) / Electrohydraulic (Opt)				Mechanical (Std) / Electrohydraulic (Opt)			
Speed	rpm	540/540E/1,000/1,000E				540/540E/1,000			
Ground speed PTO		opt				opt			
Front hitch and PTO (lift capacity-speed)		opt (1,850 Kg - 1,000 rpm)				opt (1,850 Kg - 1,000 rpm)			
PTO engage		Electrohydraulic				Electrohydraulic			
E Class cab with new interior		std				std			
Mechanical or pneumatic suspension		opt				opt			
Wheelbase	mm	2,430	2,430/2,390 2WD	2,440	2,440	2,430	2,430/2,390 2WD	2,440	2,440
Track (min-max)	mm	1,706 - 2,106	1,706 - 2,106	1,746 - 2,058	1,850	1,706 - 2,106	1,706 - 2,106	1,746 - 2,058	1,850
Weight (may vary depending on configuration)	Kg	5,050	5,050	5,600	5,600	5,200	5,200	5,800	5,800
Cab height	mm	2,661	2,655	2,719	2,705	2,661	2,655	2,719	2,705
Standard rear tyres		480/70 R34*	540/65 R34*	520/70 R38*	540/65 R38*	480/70 R34*	540/65 R34*	520/70 R38*	540/65 R38*


*Mandatory options required are 90 L/min hydraulic system, electronic spool valves, "eVisco" (electronic viscostatic) engine fan, suspended axle and Power beyond

The technical specifications and images herein are purely indicative. Lamborghini TRATTORI in its efforts to supply the product that you require, reserves the right to update this information at any time without notice.

DEALER



Lamborghini trattori recommends the use of original SDF lubricants and coolants

LAMBORGHINI TRATTORI is a brand of  SDF
nitro.lamborghini-tractors.com

