

Dorado³

60 | 70 | 80 | 90 | 100



www.same-tractors.com

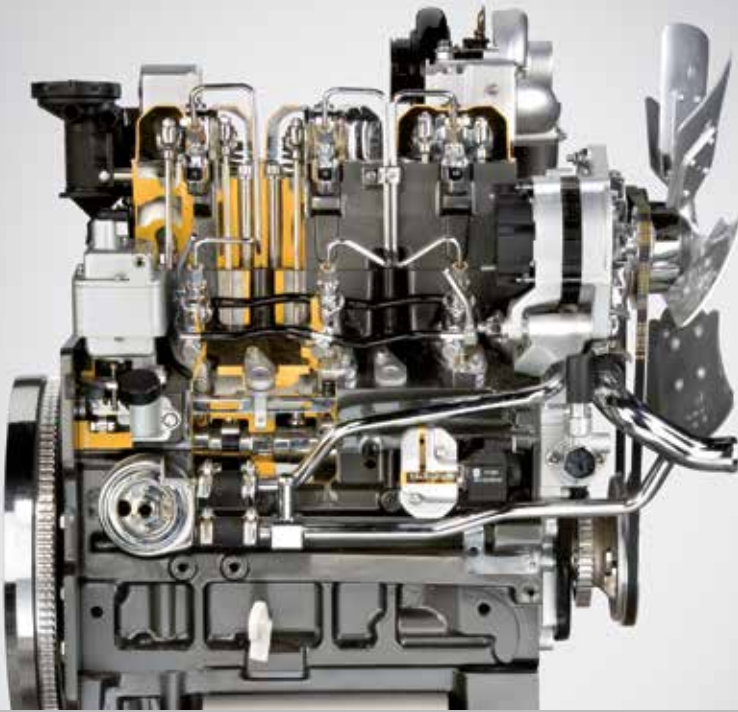
SAME
Rely on us.

Dorado³. A great little tractor



A range of versatile and compact tractors, designed to meet the demands of tillage and general yard duties with equal efficiency SAME Dorado³ machines offer a wide variety of specification levels, superior comfort, and hi-tech features for tackling a variety of tasks: on the one hand the versatile Dorado³ 60 Classic, ideal for fetching and carrying — even in the tightest of spaces — and on the other the muscular Dorado³ 100, intended for heavier duties where power and efficiency at the P.T.O. are all-important. Available in 2 and 4 wheel drive versions, with platform or cab, Dorado models are ideal for small and medium sized farming enterprises, even in hillside and mountain locations where the Dorado³ is capable of taking on any kind of work in complete safety, thanks to a low centre of gravity and a braking system that operates on all 4 wheels.





New 1000 Series 3- and 4-cylinder engines

The heartbeat of the Dorado³ range is provided by SAME DEUTZ-FAHR engines of the latest generation (Tier 3), manufactured in 3 and 4 cylinder versions, turbo and turbo/intercooled, and designed to deliver consistently high levels of efficiency in combination with low specific fuel consumption. These are features originating from innovative technological designs: the fuel injection system of these SDF engines is unique in its sphere, featuring individual injection pumps, one to each cylinder. This guarantees instant injection and a notably high operating pressure (1400 bar), resulting in optimized performance and fuel economy. All the new engines are equipped with hydraulic roller tappets for precision control of the injection timing. When the oil is cold, the plunger is lifted marginally so that the injection

can be suitably advanced: besides optimizing combustion efficiency, this also eliminates the annoying white smoke emitted typically by engines when starting up in particularly cold climates.

The intercooler cools the charge air delivered by the turbo. With increased air inlet flow, combustion is improved and made more efficient, bringing several advantages: more power, reduced emissions, and a lower running temperature of the engine.

The low speed setting of the crankshaft ensures less stress and wear on moving parts while at the same time keeping noise levels low, and consequently helping in general to maximize operator comfort. Wiring harnesses and all other parts under the hood are positioned and

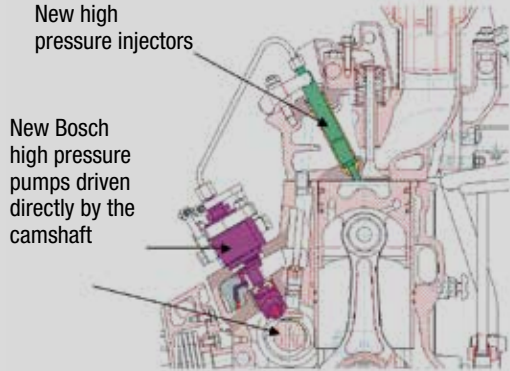
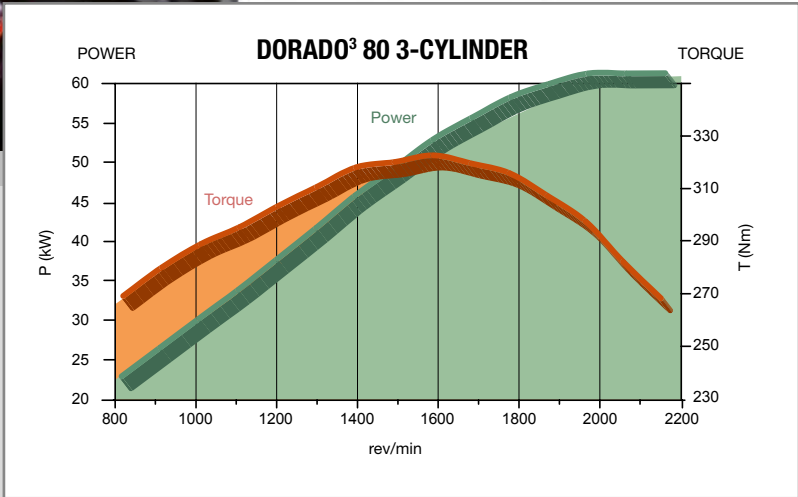
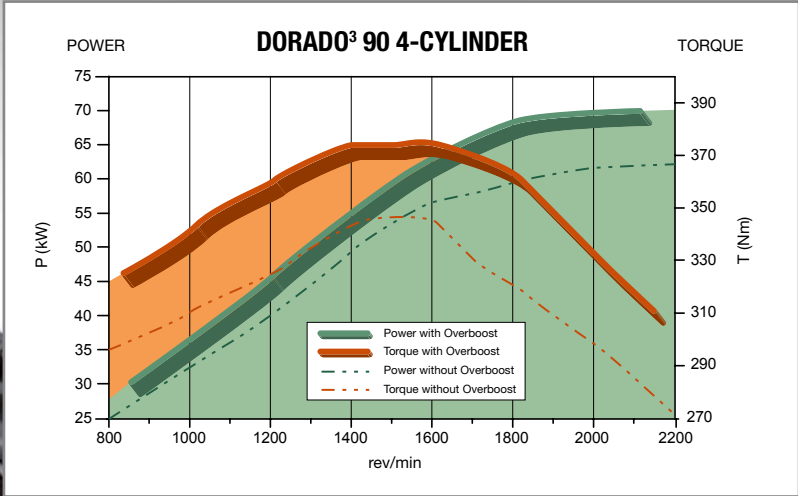
located in such a way that components will be better protected and last longer, and servicing points can be accessed more easily.

And these practical advantages are enhanced by the design of the new one-piece hood, which reflects the family-feeling of the SAME marque.

In addition, fluid-dynamic design is optimized by the new geometry of the cylinder heads and combustion chambers and helps in turn to optimize fuel burn, allowing the user of any Dorado³ machine to exploit the full potential of the engine and benefit from significant fuel economies.



Electronic engine management. Total control



All models are equipped with electronic engine management, an advanced system that will always deliver exactly the right amount of fuel, depending on engine response and load conditions, and consequently optimize energy consumption. The key operating parameters of the engine are monitored by sensors and relayed to an electronic control unit, which then maintains each parameter at its optimum value by piloting the injection system accordingly. Fuel is metered so that the optimum amount will be supplied at any given moment, helping to maximize performance. Thanks to the electronic management system, a rated engine speed of 2200 rpm can be specified,

with power remaining constant down to 2,000 rpm. This means optimum exploitation of available power, and notably low fuel consumption. The ECU also allows the operator to set, save and recall a minimum and maximum speed combination that will simplify the task of negotiating headland turns. Another function of the electronic system is that it incorporates an "Engine rpm control" mode where the engine speed is maintained constant even under varying load conditions — ideal for applications requiring uniform P.T.O. and ground speeds. The result: optimum efficiency every time, with additional power saving and much lower fuel consumption.



OVERBOOST. All the power that's needed, and only when needed



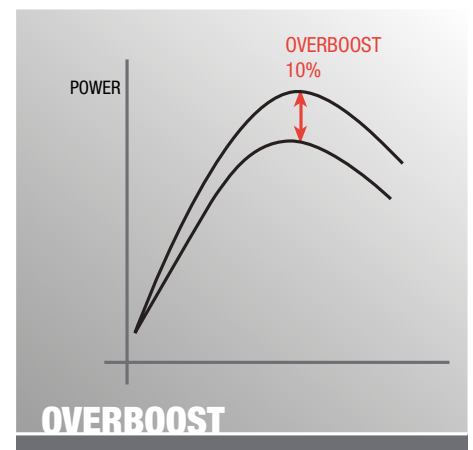
In addition to electronic engine management, the Dorado³ 90 also has OVERBOOST, an innovative electronic control system that cuts in on demand, allowing the engine to raise its level of performance temporarily when additional power and torque are needed to overcome particular operating conditions.

OVERBOOST is useful, for example, when accelerating above 20 km/h during transport duties, overtaking stationary vehicles, negotiating hill roads with steep gradients, pulling away from traffic lights, or when towing heavy trailers on wet or light soils.

In these situations, when draft forces increase, there will inevitably be a drop in engine speed. When a pre-determined limit is reached, the control unit causes

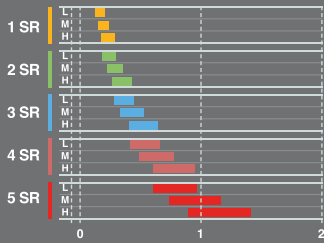
the injection system to increase the engine revolutions, generating approximately 10% more power and additional torque for an interval of around 30 seconds. If this is not long enough to overcome the loading, Overboost will cut in again automatically for a further 30 seconds.

There are significant benefits for the user — especially in terms of operating safety — given the assurance of a faster and more effective response from the engine in tough situations. Other advantages of OVERBOOST are reflected in higher work rates and increased comfort, with fewer gearshifts needed and less to worry about when driving the tractor.

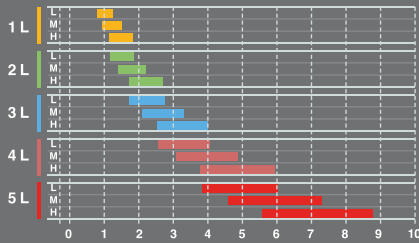


Ground speed in km/h

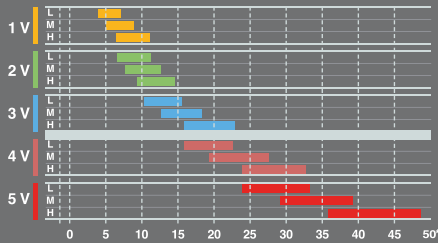
Creep range



Low speed range



High speed range



* Limited to 40 km/h in some countries

With "OVERSPEED", for example, selecting 5th gear in combination with HIGH range, the engine speed at 40 km/h will be 400 rpm less, on average, than the speed at which maximum power is delivered: translated into fuel consumption, a saving of 11-12%.

Maximum efficiency with POWERSHIFT and OVERSPEED

POWERSHIFT

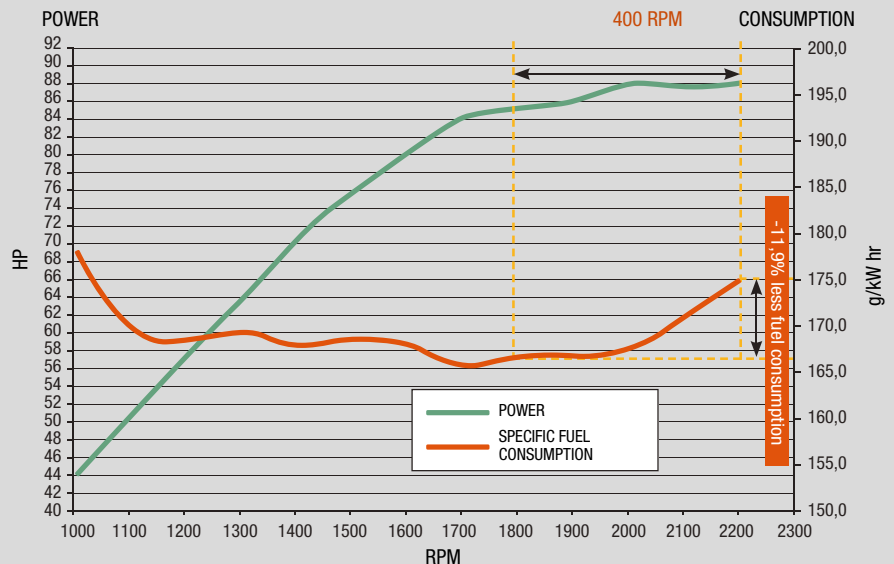
Versatility and effectiveness are the two main features of SAME Dorado³ tractors, which have a transmission providing up to 3 ranges (with creeper) and 5 gearbox speeds with 3 powershift ratios, giving a total of 45 forward and 45 reverse speeds. For a more traditional driving style, there is the option of a mechanical transmission — easy to use and just as functional. On models with POWERSHIFT, the operator can select a slightly higher or lower gear almost instantaneously, without using the clutch pedal, adjusting the ground speed to suit the prevailing conditions: this has the effect of counteracting variations in load while maintaining an optimum engine speed throughout. In addition, and for ultimate comfort, the gears can be shifted smoothly and effortlessly by pushing a button on the shift lever, without having to use the clutch pedal.

OVERSPEED

And there's more. For maximum efficiency, the Dorado³ can be equipped with OVERSPEED, a gearbox in which the ratios are spread to give a potential top speed of 50 km/h, limited electronically to 40 km/h. This means that with OVERSPEED, the tractor can be driven on the road at 40 km/h either in economy mode (staying in top gear), or exploiting the full performance capabilities of the engine, using a lower ratio. The low crankshaft speed greatly reduces fuel consumption while simultaneously providing access to engine power at a speed close to that of the maximum rated torque. The effect is ultimately to produce an optimum power curve, better fuel economy and superior driving comfort, thanks to lower levels of noise and vibration. Finally, the ability of the OVERSPEED transmission to reach 40 km/h top speed is unaffected by tyre size, a factor significantly increasing the efficiency and comfort of the tractor when driving on the road, with or without a load.



OVERSPEED



Power shuttle with Stop&Go. Bye-bye clutch!



Along with the power shuttle, SAME offers an important technical innovation in the form of STOP&GO. This expands the features and operating potential of the shuttle, providing the driver with a higher level of manoeuvrability especially when the tractor driveline has to be disengaged for intervals of varying duration, such as when operating with a front loader, or when hitching

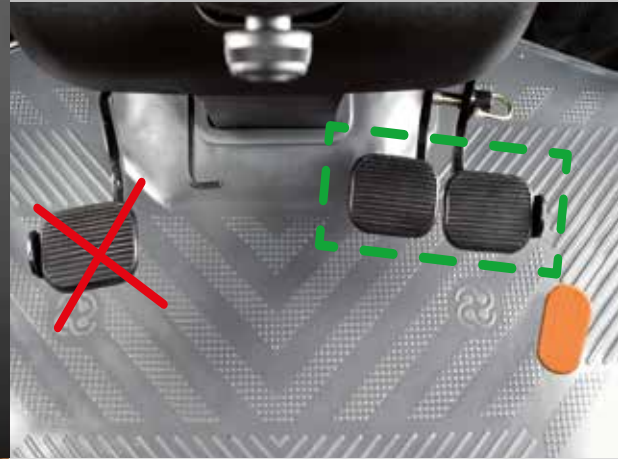
implements, or moving off on gradients. With STOP&GO installed, the movement of the tractor can be controlled utilizing only the brake pedals, with no need to operate the clutch pedal. The system is managed by an electronic control unit that processes the data received from the shuttle lever on the steering column, from the braking system, and from a sensor located at the back of

the gearbox that monitors the ground speed of the tractor. Piloting the operation of solenoid valves on the basis of the signals received, the control unit will cause the machine to move off, or suspend the shuttle manoeuvre temporarily, without any need for the clutch pedal to be used. In practice, when the brake pedals are depressed, the tractor stops and the system will





Section on power shuttle with STOP&GO system



simultaneously put the operation of the shuttle "on hold". Releasing the brake pedals subsequently, the shuttle is re-enabled by the STOP&GO control unit, which guarantees a gradual and balanced engagement of the relative hydraulic clutch (forward or reverse

drive), and the machine will move off again positively, and without jerking. All this makes the tractor incomparably practical when manoeuvring, as well as safe, reliable and comfortable to operate.

Power shuttle

Also available on more recent machines is a shift-on-the-go hydraulic shuttle, equipped with 2 oil-immersed "long life" multi-disc clutches (for longer life and reliability); the system incorporates an electronic control unit allowing the shuttle to operate under power as soon as the speed drops to 10 km/h, safeguarding the integrity of the mechanical components involved. The shuttle can be used to change the drive direction on all gear ratios, which saves a considerable amount of time when manoeuvring and making return passes. The shuttle lever is located beneath the steering wheel. Ergonomically designed and easy to use, it has a "neutral" position and will function only when enabled, to ensure total safety in operation.



Power take-off: unparalleled versatility

The Dorado³ range also boasts an extremely versatile power take-off, with oil-immersed multi-disc clutch, 540, 540 economy and 1000 rpm speeds, and ground speed P.T.O. With this type of package, any implement

can be coupled to the tractor with maximum economy of use and maximum efficiency — features that make the Dorado³ range ideal for applications requiring a power take-off, not least by virtue of their optimum

power-to-weight ratio. The P.T.O. is extremely easy to manage too: the controls are electrohydraulic, and the selected speed is indicated on the instrument panel by dedicated LCD displays.

Rational and efficient management of all implements

Dorado3 models offer a comprehensive specification package, ensuring they can take on any type of task, any time. Which means that the hydraulic system has been designed to provide hydraulic power for an infinite variety of implements, with rational and efficient management assured. The hydraulic system is equipped with a dedicated pump rated 54 l/min for the powerful rear lift and 6-way auxiliary spool valves, to ensure that any hydraulically operated and controlled implements can be used to their maximum potential. The auxiliary spool valves are equipped with a flow regulator, allowing other valves to be used, and providing dependable oil flow management. The power steering has a dedicated pump that guarantees optimum handling even with the engine operating at low rev's — often the case with agricultural applications.



Electronic lift. Power and precision

With unerring quality of work a key requirement, the electronic rear lift ensures that a hitched implement can be controlled with absolute precision. Also available with the electronic rear lift is an automatic P.T.O. option, which engages and disengages unassisted when the implement is raised or lowered. Designed with strength in mind, the rear lift of Dorado³ machines has a rated capacity of 3,000 kg, which can be increased to 3,600 kg by fitting assistor rams. Implements are hitched to the lift links with unprecedented ease, using a pushbutton-operated, proportional up/down control. For users

needing to operate front-mounted implements, there is also the option of a front lift (rated capacity 1,500 kg) and front P.T.O. operating at 1,000 rpm: a feature that adds further value to the versatility of the Dorado³, by providing a quick-hitch coupling for the front ballast weight.





A driving position made to measure

Dorado machines offer a driving position completely adaptable to suit the build and stature of the occupant, guaranteeing the same comfort levels as a car. The upholstered seat with air suspension and safety belt adapts perfectly to the

A superior class of comfort

Whatever the rated horsepower of a machine, the concept of comfort is always a priority for SAME. Accordingly, both platform and cab versions of Dorado³ models have been designed to ensure that work will be a comfortable and pleasant experience for the operator, allowing the operating controls and conditions to be utilized to their maximum potential. The cab, with 4 slimline posts, is a prominent feature of Dorado³ machines: plenty of room inside, and optimum visibility in all directions. Less stress, aiding precise and safe control over the work in hand. Getting familiar with a Dorado³ is very simple. The layout of the controls is logical and rational — all grouped together on the right of the driver's seat, conveniently located and

within arm's reach.

The P.T.O., four wheel drive and differential lock clutches are all electrohydraulic in operation, actuated by a fingertip touch of the relative console switch. The POWERSHIFT transmission and clutch are operated by pushbuttons mounted to the upper part of the shift lever. The instrument panel has an array of indicators and warning lights giving the driver total visual control over the operation of the tractor, with illuminated displays that remain clearly visible in any ambient light. Values indicating ground speed, P.T.O. revolutions, lapsed time and distance covered are displayed in real time, providing the operator with an immediate picture of work rate and progress.



weight and height of the driver, who has plenty of space allowing totally unrestricted movement. Other fatigue-reducing features include the flat platform mounted on silent-blocks, hydraulic brake and clutch circuits with pendant style pedals, side-mounted shift levers, and controls all laid out on a single console

placed conveniently to the right of the driving seat. In the case of cab versions, the special convexly profiled windows and the neat, tapering line of the hood combine to enhance the sensation of spaciousness and maximize all-round visibility.



The right atmosphere for a good day's work

Dorado³ models with cab offer an extra level of comfort, thanks to the original design of the sound-insulated and pressurized SAME cab, which is also air-conditioned. The air-conditioning unit is housed in the rear part of the roof space, with four air outlets in the roof

itself, and ducts extending down to four further outlets with adjustable louvers, delivering air at floor level. The entire expanse of window glass is kept clear in cold weather by particularly effective demist and defrost vents. Machines set up to operate with front loader type

implements can also be fitted with a "high visibility" roof, which gives a completely clear view of the bucket as well as improving the circulation of air inside the cab.





Driving a Dorado³, comfort means safety first and foremost

At the wheel of the Dorado³, top comfort also means absolute safety. The Dorado³ specification includes a hydraulic braking system operating on all four wheels, which are equipped with oil-immersed disc brakes on both 4WD and 2WD models. Even when travelling at high speed and with heavy loads, the tractor will always be brought to a halt safely and efficiently. The hydraulic action is soft and light, requiring only minimal pressure on the pedal.

Finally, to ensure total safety even at a standstill on sloping ground,

Dorado³ machines are equipped with a completely independent oil-immersed disc parking brake operating on the transmission. The SAME Dorado³ is a revolutionary concept in tractors, versatile and totally adaptable to the needs of the user. The ideal solution for anyone seeking a dependable and multi-functional workmate.



Dorado³ Classic. Amazingly versatile

The Dorado³ range has been expanded further in the low-medium horsepower range, with the addition of simple, dependable and price-conscious tractors like the **Dorado³ Classic**. These models still have an important role to play, not only as all-purpose tractors for small enterprises, but also as auxiliaries alongside the bigger machines of fleets operated by larger organizations. Professional tractor-drivers will often find themselves operating these “multi-capable” machines, precisely because of the versatility they provide. The range comprises 4 models powered by 3 or 4 cylinder engines with HRT system, high pressure fuel injection and EGR, and

featuring a cab of upgraded design: **Dorado³ 60 Classic** (62 HP/45.6 kW); **Dorado³ 70 Classic** (72 HP/53 kW); **Dorado³ 80 Classic** (82 HP//60 kW); **Dorado³ 90 Classic** (85 HP//62.5 kW). With **Dorado³ Classic** models, hay-baling operations become just another routine task, thanks to their advantageous power to weight ratio, to the availability of a 2WD version — **Dorado³ 90 Classic** only — and to the fully mechanical transmission, which guarantees high efficiency from the P.T.O. All models are specified with **electronic engine management**.

Simple, high efficiency transmissions

In these mechanical transmissions, superior efficiency is accompanied by a wide ratio spread, courtesy of the 5-speed gearbox, which extends the available number of speeds within each range. The Dorado³ Classic is equipped with a 5-speed synchromesh mechanical gearbox and 2 ranges, giving a total of **10 forward and 10 reverse speeds**, and a synchronized shuttle. There is also the option of a 5-speed synchromesh gearbox and 3 ranges — with Hi-Lo and creeper — giving **30 forward and 15 reverse speeds**.





cylinders.

Traction and safety on all surfaces

SAME Dorado³ Classic tractors operate with unfailing traction and maximum safety, even on hillside and rough terrain. With high ground clearance, excellent weight distribution, efficient four wheel drive — engaged with a lever to the left of the driving seat — and oil-immersed disc brakes, productivity and short stopping distances are guaranteed, even when carrying heavy mounted implements. In addition to brakes operating on all 4 drive wheels, the equipment package also includes **100% locking differentials front and rear** so that maximum traction is always obtainable, even in the most hostile conditions. The hydrostatic steering with fully independent pump (41 l/min) keeps the steering light and easy to handle, even at low engine speeds.

For maximum ease and speed of transport and transit on the road, the transmissions fitted to 4WD and 2WD versions with front brakes are specified with a top speed of 40 km/h. **The availability of 3 P.T.O. speeds** (540 - 540Eco - 1000) ensures that full power can be delivered with maximum reliability.

And for hillside transport duties there is also ground speed P.T.O., with an independent output shaft in the case of the Dorado³ Classic.

The rear P.T.O. is engaged mechanically, by means of a lever on the left-hand side of the driving seat.

Hydraulic lift: simplicity and precision

The hydraulic lift ensures effective management of soil-engaging implements through precise position, draft and mix control. The flow rate (54 l/min) of the hydraulic system is appropriate to this class of machine, equipped with 4/6-way spool valves for the operation and control of hydraulic implements. For added convenience when attaching implements, the three-point linkage is also available with auto-attach lift links. **Lifting capacity 3600 kg with external assistor**

The cab: a sheltered and safe environment

Machines of the **Dorado³ Classic** range are equipped with a flat platform suspended on silentblock mounts, and a safety cab. The driving position is spacious and comfortable, with shift levers located to the right of the seat so that the operator can mount and dismount unhindered and safely. The pendant style pedals and adjustable steering wheel ensure an uncluttered work space and an ergonomically correct driving position. The cab of the SAME **Dorado³ Classic** offers a work environment particularly well protected against noise — efficiently attenuated by highly sound-absorbent insulation materials — and against dust, thanks to a high capacity

air filter and tight-fitting door seals. Ease of access and superior comfort are guaranteed by wide-opening doors, toughened glass and a driving seat that comes with armrests as standard, and air suspension as an optional extra. Large windows and slim corner posts guarantee excellent all-round visibility. Heating, air conditioning, digital clock, ready-wired radio slot, sun blind, front and rear work lights and a rear screen wiper complete the generous specification package.



TECHNICAL DATA

	Version	DORADO ³ Classic 60	DORADO ³ Classic 70	DORADO ³ Classic 80	DORADO ³ Classic 90	
		4WD	4WD	4WD	2WD	4WD
ENGINE		1000.3 WT TIER III	1000.3 WTI TIER III	1000.3 WTI TIER III	1000.4 WTI TIER III	
Cylinders / Displacement	n°/cm ³	3/3,000	3/3,000	3/3,000	4/4,000	
Air intake		Turbo	Turbo/Intercooled	Turbo/Intercooled	Turbo/Intercooled	
Max homologated horsepower (2000/25/CE)	HP/kW	62/46	72/53	82/60	85/62.5	
Rated engine speed	rpm	2,200	2,200	2,200	2,000	
Maximum torque	Nm	240	265	310	345	
Revolutions at maximum torque	rpm	1,600	1,600	1,600	1,600	
Cooling		liquid-oil				
Engine control (governor)		electronic				
Air cleaner		dry type with safety element				
Silencer under hood		standard - horizontal				
		optional - vertical with exhaust adjacent to cab upright				
Fuel tank capacity	litres	75				
DIMENSIONS and WEIGHTS (with rear tyres)		380/85 R 30	420/70 R 30	480/70 R 30	540/65 R 30	
Max. length without lift links	mm	3,430	3,430	3,560	3,560	3,560
Width min-max	mm	1,940-2,240	1,940-2,240	2,005-2,405	2,005-2,405	2,005-2,405
Height at cab	mm	2,435	2,435	2,460	2,460	2,460
Ground clearance	mm	360	360	390	300	390
Wheelbase	mm	2,100	2,100	2,230	2,185	2,230
Front track width min-max	mm	1,460-1,760	1,460-1,760	1,450-1,850	1,350-1,440	1,450-1,850
Rear track width min-max	mm	1,500-1,800	1,500-1,800	1,500-1,900	1,500-1,900	1,500-1,900
Minimum turning radius without braking	mm	3,730	3,900	3,900	3,570	3,900
Weight with cab	kg	3,200	3,220	3,410	3,350	3,350

TRANSMISSION	
Gearshift clutch	hydrostatically operated
5-speed box, mechanical shift full synchromesh, x 2 ranges	10 FWD + 10 REV
5-speed box, mechanical shift full synchromesh x 3 ranges and Hi-Lo	30 FWD + 15 REV
Maximum speed:	km/h 40 km/h
Shuttle	mechanical, synchronized
Rear differential lock	mechanically operated
Lubrication	pressure + transmission oil cooler
Rear P.T.O.	
Clutch	oil-immersed multi-disc
	540
Speeds	rpm 540-540 ECO 540-540 ECO-1000 540-540 ECO-Ground speed with independent output shaft
Control	mechanically operated
BRAKES AND STEERING	
Brakes	all-wheel, with oil-immersed discs on each hub, hydrostatically operated
Parking brake	independent
Trailer brake	hydraulic braking valve
Hydrostatic power steering	independent pump with adjustable steering wheel
Steering angle	2WD 70° 4WD 55°

FRONT AXLE	
Four wheel drive engagement	mechanically operated
Front differential lock	mechanically operated
Front ballast weights	8 x 40 kg suitcase
Front fenders	steering
HYDRAULIC LIFT	
Rear lift	mechanical
Maximum lifting capacity	kg 2,650
Pump flow rate	l/min. 54
Auxiliary spool valves, mechanical control	n° ports 4/6
	fixed link ends
3-point linkage (lift links + top link)	auto-hitch ends
OPERATOR POSITION	
Cab	original, 4 posts, pressurized and sound-insulated, opening windscreen, rear wiper, 4 work lights, active carbon air filter and telescopic external rear view mirrors, silentblock mounts
Cab climate control	air conditioning, ventilation, heater and forced recirculation
Instrumentation	digital display
Driving seat	mechanically adjustable, with seat belt with air suspension and seat belt

10 FWD + 10 REV TRANSMISSION - SPEEDS IN KM/H AT 2,200 RPM WITH 480/70 R 30 REAR TYRES

1 M	2 M	3 M	4 M	5 M	1 H	2 H	3 H	4 H	5 H
1.88	2.68	3.85	5.38	7.48	10.35	14.78	21.18	29.6	41.18*

30 FWD + 15 REV TRANSMISSION - SPEEDS IN KM/H AT 2,200 RPM WITH 480/70 R 30 REAR TYRES

1 CRP min	2 CRP min	3 CRP min	4 CRP min	5 CRP min	1 M min	2 M min	3 M min	4 M min	5 M min	1 H min	2 H min	3 H min	4 H min	5 H min
0.245	0.351	0.502	0.702	0.976	1.55	2.214	3.172	4.433	6.167	8.529	12.183	17.456	24.394	33.932
1 CRP	2 CRP	3 CRP	4 CRP	5 CRP	1 M	2 M	3 M	4 M	5 M	1 H	2 H	3 H	4 H	5 H
0.298	0.426	0.61	0.852	1.185	1.881	2.687	3.851	5.381	7.485	10.352	14.787	21.188	29.609	41.187*

* = MAXIMUM SPEED RESTRICTED TO 40 KM/H IN ECONOMY MODE
NOTE: REVERSE SPEEDS ARE SLIGHTLY LOWER THAN THE CORRESPONDING FORWARD SPEEDS
FOR THE 30+15 GEARBOX, THE SPEEDS IN REVERSE ARE SLIGHTLY SLOWER THAN THE SPEEDS WITHOUT HI-LO.
THE DORADO³ 60 CLASSIC CANNOT BE FITTED WITH AIR CONDITIONING
PNEUMATIC TRAILER BRAKING IS NOT COMPATIBLE WITH THE INSTALLATION OF AIR CONDITIONING.

The above specifications refer to the highest available specification package. For standard equipment and options, refer to the current price list and ask your local dealer for details.

TECHNICAL DATA

DORADO³ 70

DORADO³ 80

DORADO³ 90

DORADO³ 100*

	Version	4WD	4WD	2WD	4WD	4WD
ENGINE		1000.3 WTI TIER III	1000.3 WTI TIER III	1000.4 WTI TIER III	1000.4 WTI TIER III	1000.4 WTI TIER III
Cylinders/Displacement	n°/cm³	3/3,000	3/3,000	4/4,000	4/4,000	4/4,000
Air intake		Turbo Intercooler				
Max DoT approved horsepower (2000/25/CE)	HP/kW	72/53	82/60	85/63***		95/70
Rated engine speed	rpm	2,200	2,200	2,200		2,200
Max. torque	Nm	265	310	345		373
Revolutions at maximum torque	rpm	1,600	1,600	1,600		1,600
Cooling		liquid-oil				
Engine control		electronic				
Air cleaner		dry type with safety element				
		With side exhaust				
		vertical exhaust pipe				
		exhaust pipe adjacent to cab upright				
Fuel tank capacity	litres	100				
WEIGHTS AND DIMENSIONS (with rear tyres)		420/70 R 30	420/70 R 30	480/70 R 30	480/70 R 30	480/70 R 30
Max length without lift links	mm	3,430	3,430	3,560	3,560	3,560
Width min/max	mm	1,940-2,240	1,940-2,240	2,005-2,405	2,005-2,405	2,005-2,405
Max height at ROPS	mm	2,400	2,400	2,440	2,440	2,440
Max height at cab	mm	2,460	2,460	2,460	2,460	2,460
Ground clearance	mm	360	360	300	390	390
Wheelbase	mm	2,100	2,100	2,185	2,230	2,230
Front track width min/max	mm	1,460-1,760	1,460-1,760	1,350-1,440	1,450-1,850	1,450-1,850
Rear track width min/max	mm	1,500-1,800	1,500-1,800	1,500-1,900	1,500-1,900	1,500-1,900
Minimum turning radius without brakes	mm	3,900	3,900	3,570	3,900	3,900
Weight with ROPS	kg	3,000	3,000	3,150	3,200	3,200
Weight with cab	kg	3,230	3,230	3,350	3,410	3,410

TRANSMISSION	
Gearshift clutch	hydrostatically operated
5-speed box with mechanical shift, full synchromesh x 3 ranges with creeper and Hi-Lo (min speed: 0.24 km/h)	30 FWD + 15 REV with OVERSPEED
Powershift TRANSMISSION (3 shift-on-the-go ratios) 5 synchromesh gears x 3 ranges (with creeper) (min. speed: 0.20 km/h)	45 FWD + 45 REV with OVERSPEED
Maximum speed	with Overspeed, up to 50 km/h (limited by statutory regulations to 40 km/h in both normal and economy engine modes)
Shuttle	mechanical, synchronized
Rear differential lock	power shuttle with Stop&Go system
Lubrication	electrohydraulically operated
	pressure, with transmission oil cooler
REAR P.T.O.	
Clutch	oil-immersed multi-disc, electrohydraulically operated
Speed	rpm 540-540 ECO
	rpm 540-540 ECO-1000
	ground speed P.T.O.
Control	electrohydraulic, pushbutton operated
FRONT P.T.O.	
Clutch	oil-immersed multi-disc, electrohydraulically operated
Speed	rpm 1000
Control	electrohydraulic, pushbutton operated
BRAKES AND STEERING	
Braking	all-wheel braking with oil-immersed discs and hydrostatic control
Parking brake	independent
Trailer braking	hydraulic brake valve
Hydrostatic steering	independent pump with adjustable steering wheel
Steering angle	2WD 70°
	4WD 55°

FRONT AXLE	
Four wheel drive engagement	electrohydraulically operated
Front differential lock	electrohydraulically operated
Front ballast weights	8 x 40 kg suitcase
Front fenders	Steering
HYDRAULIC LIFT	
Rear lift	mechanical
	electronic
Max. lifting capacity	kg 3,000
	3,600 with assistor rams
Pump flow rate	l/min. 54
Auxiliary spool valves	n° ports 4/6 with flow regulator
3-point linkage	fixed link ends
(lift links and top link)	auto-hitch ends
Front lift	original built-in structure
	maximum lifting capacity 1,750 kg
	quick fit ballast weight - 250 kg
DRIVING POSITION	
Flat platform	silentblock mounts
ROPS	with two rear uprights
	original, sound-insulated and pressurized, 4 posts, opening windscreen, rear wiper, 4 work lights, active carbon filter, telescopic external rear view mirrors as above, with high visibility roof
Cab	
Cab climate control	air conditioning, ventilation, heating and forced recirculation
Instrumentation	digital display
Driving seat	mechanical adjustment with seat belt
	with air suspension and seat belt

POWERSHIFT TRANSMISSION WITH OVERSPEED 45 FWD + 45 REV – SPEEDS IN KM/H AT 2,200 RPM WITH 480/70 R 30 REAR TYRES															
	1 CRP	2 CRP	3 CRP	4 CRP	5 CRP	1 L	2 L	3 L	4 L	5 L	1 H	2 H	3 H	4 H	5 H
LOW	0.20	0.30	0.44	0.65	0.95	1.28	1.87	2.78	4.09	6.05	7.06	10.30	15.31	22.55	33.29
MEDIUM	0.24	0.35	0.52	0.77	1.15	1.54	2.24	3.33	4.91	7.26	8.48	12.36	18.37	27.06	39.95
HIGH	0.29	0.43	0.64	0.94	1.39	1.86	2.72	4.04	5.96	8.80	10.27	14.98	22.26	32.80	48.42**

The above specifications refer to the highest available specification package. For standard equipment and options, refer to the current price list and ask your local dealer for details.

*=DORADO³ 100 AVAILABLE IN HI-LINE VERSION ONLY
 **= MAXIMUM SPEED LIMITED TO 40 KM/H IN BOTH NORMAL AND ECONOMY ENGINE MODE
 *** OVERBOOST TO 95 HP
 NOTE : REVERSE SPEEDS ARE SLIGHTLY LOWER THAN THE CORRESPONDING FORWARD SPEEDS

Technical data and pictures are guideline only. Committed to delivering a product more and more in line with your needs, SAME reserves the right to update the specifications of its machines at any time without notice.



Working every day for your satisfaction.

The task of satisfying a SAME DEUTZ-FAHR customer begins the moment the threshold is crossed at any one of over 3,000 Dealerships and Authorized Service Centres worldwide.

An extensive Sales and Support network guarantees that maximum attention is given to Customer Satisfaction, a mission founded on excellence in standards of service and, first and foremost, on the enthusiasm and professionalism of everyone involved.

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The aim of the SAME DEUTZ-FAHR support network at every step — pre-sale negotiation, pre-delivery inspection, scheduled maintenance, repairs, prompt supply of original parts and accessories — is to respond to the customer's every need, swiftly, professionally and effectively.



SDF Parts

SDF original parts: quality that pays.

Only genuine SDF Parts can ensure that all the qualities and attributes of your SAME DEUTZ-FAHR tractor will stay intact, guaranteeing that the potential of the machine is always exploited to the full. With SDF Parts, you can be confident that the performance and functions of your tractor will be enhanced and stay totally dependable.

DEALER CONTACT

SAME
Rely on us.

We recommend the use of SDF Lubricants and Coolant 

Company with Quality System Certified in compliance with ISO 9001:2000

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