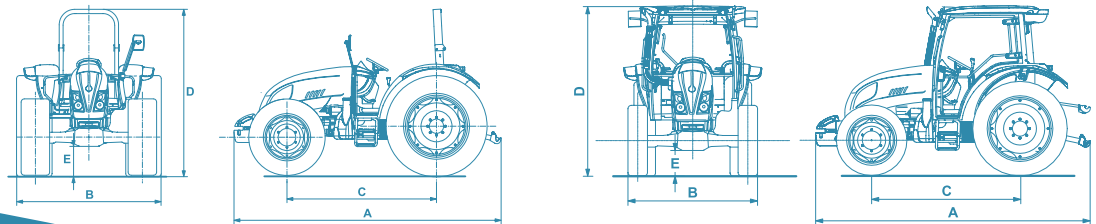




		5-080H		5-090H		5-100H		5-110H		5-115H	
		TECHNO	TOP	TECHNO	TOP	TECHNO	TOP	TECHNO	TOP	TECHNO	TOP
<b>ENGINE</b>											
PERKINS "TIER3" DIRECT-INJECTION ENGINE		1104D-44		1104D-44T		1104D-44TA		1104D-44TA		1104D-44TA	
MAX. POWER (ISO)	HP/KW	74/54,5		83/61		92,5/68		102/75		110,2/81	
MAX. TORQUE	LB. (NM)	192 (261)		259 (352)		289 (393)		306 (416)		410	
DISPLACEMENT	CU. IN. (CM <sup>3</sup> )	268,5 (4400)		268,5 (4400)		268,5 (4400)		268,5 (4400)		268,5 (4400)	
FUEL TANK CAPACITY	GAL. (LT)	27.2 (102)		27.2 (102)		27.2 (102)		27.2 (102)		27.2 (102)	
<b>CLUTCH</b>											
INDEPENDENT DRY SINGLE-PLATE CLUTCH	IN. (MM)	13"(330)		13"(330)		13"(330)		13"(330)		13"(330)	
MECHANICALLY OPERATED		●		●		●		●		●	
MULTI-DISC WET CLUTCH			●		●		●		●		●
DECLUTCH CONTROL: BUTTON-OPERATED CLUTCH			●		●		●		●		●
<b>TRANSMISSION</b>											
MECH. REV. SHUTTLE+SPEED FOUR: 12FWD + 12REV (2WD ONLY)		●		●		●		●		●	
MECH. REV. SHUTTLE+SPEED FOUR+CREEPER: 16FWD+16REV (2WD ONLY)		○		○		○		○		○	
MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE: 24FWD+12REV (40KM/H)		●		●		●		●		●	
HYDR.REV.SHUTTLE+SPEED FOUR 12FWD+12REV			●		●		●		●		●
INV. HYDR.+SPEED FOUR+CREEPER 16FWD+16REV			○		○		○		○		○
HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC 36FWD+12REV (40KM/H)			○		○		○		○		○
HYDR.REV.SHUTTLE+SPEED FOUR+T-TRONIC+ CREEPER 48FWD+16REV (40KM/H)			○		○		○		○		○
SHUTTLE MODULATION CONTROL: POTENTIOMETER FOR ADJUSTMENT OF POWER SHUTTLE AGGRESSIVENESS			●		●		●		●		●
PARK LOOK			○		○		○		○		○
<b>POWER TAKE-OFF</b>											
OIL-IMMERSED MULTI-DISC HYDRA P.T.O		●		●		●		●		●	
ELECTROHYDRAULIC CONTROL		●		●		●		●		●	
2 SPEEDS 540/750 RPM		●		●		●		●		●	
2 SPEEDS 540/1000 RPM		○		○		○		○		○	
3 SPEEDS 540/750/1000 TR/MIN		○		○		○		○		○	
GROUND SPEED PTO		○		○		○		○		○	
NET PTO POWER (ISO)	HP/KW	63/46,5		70,5/52		79/58		86,5/63,5		93,5/68,5	
<b>4WD FRONT AXLE</b>											
ELECTROHYDRAULIC 4WD ENGAGEMENT		●		●		●		●		●	
MAX. STEERING ANGLE		55°		55°		55°		55°		55°	
TWIN-LOCK ELECTROHYDRAULIC DIFF-LOCKS		●		●		●		●		●	
<b>BRAKES</b>											
OIL-IMMERSED GRAPHITE-COATED REAR BRAKES, 10 DISCS		●		●		●		●		●	
OIL-IMMERSED GRAPHITE-COATED FRONT BRAKES, 4 DISCS		●		●		●		●		●	
IBS - INTEGRAL BRAKING SYSTEM		●		●		●		●		●	
<b>HYDRAULIC POWER LIFT</b>											
MECHANICALLY OPERATED WITH E.L.S. (ERGONOMIC LIFT SYSTEM)		●		●		●		●		●	
REAR CONTROL LEVER		○		○		○		○		○	
ELECTRONICALLY-OPERATED "LANDTRONIC"			○		○		○		○		○
LIFTING CAPACITY WITH 2 AUXILIARY CYLINDERS IN 2 (MM 50)	LB. (KG)	9570 (4350)		9570 (4350)		9570 (4350)		9570 (4350)		9570 (4350)	
HYDRAULIC FLOW @ REMOTE	GPM (LT/MIN)	13,8 (52,3)		13,8 (52,3)		13,8 (52,3)		13,8 (52,3)		13,8 (52,3)	
TOTAL HYDRAULIC FLOW	GPM (LT/MIN)	21.6 (82.2)		21.6 (82.2)		21.6 (82.2)		21.6 (82.2)		21.6 (82.2)	
STD AUXILIARY VALVES NR° STD/OPT		2 / 4		2 / 4		2 / 4		2 / 4		2 / 4	
FRONT HITCH AND FRONT PTO (LIFT CAPACITY KG)	LB. (KG)	3960 (1800) ○		3960 (1800) ○		3960 (1800) ○		3960 (1800) ○		3960 (1800) ○	
<b>CAB AND DRIVING SEAT</b>											
"TOTAL VIEW" CAB / AUTO-RADIO FITTING FACILITIES		●		●		●		●		●	
AIR-CONDITIONING		○		○		○		○		○	
PNEUMATICALLY SUSPENDED SEAT		○		○		○		○		○	
SUSPENDED PLATFORM		●		●		●		●		●	
<b>DIMENSIONS AND WEIGHTS</b>											
FRONT TYRES		280/85 R24		280/85 R24		340/85 R24		340/85 R24		340/85 R24	
REAR TYRES		420/70 R30		420/70 R30		420/85 R34		420/85 R34		420/85 R34	
A - TOTAL LENGTH WITH BALLAST	IN. (MM)	163.8 (4160)		163.8 (4160)		163.8 (4160)		163.8 (4160)		163.8 (4160)	
B - MIN. WIDTH	IN. (MM)	80,5 (2046)		80,5 (2046)		82 (2095)		82 (2095)		82 (2095)	
C - WHEELBASE 2RM/4RM	IN. (MM)	93/92 (2365/2340)		93/92 (2365/2340)		93/92 (2365/2340)		93/92 (2365/2340)		93/92 (2365/2340)	
D - HEIGHT OVER CAB	IN. (MM)	99 (2510)		99 (2510)		101 (2563)		101 (2563)		101 (2563)	
E - HEIGHT TO SAFETY FRAME	IN. (MM)	98,5 (2507)		98,5 (2507)		100,5 (2560)		100,5 (2560)		100,5 (2560)	
F - GROUND CLEARANCE	IN. (MM)	16,5 (420)		16,5 (420)		18,5 (475)		18,5 (475)		18,5 (475)	
TOTAL WEIGHT WITHOUT BALLAST (+CAB LB. 440 (200 KG) 4WD)	LB. (KG)	8030 (3650)		8030 (3650)		8030 (3650)		8030 (3650)		8030 (3650)	

Key: ● standard ○ option – not available





# 5H Series

80 - 90 - 100 - 110 - 115 TECHNO / TOP



Landini®

# NEW 5H SERIES, TECHNOLOGICAL EVOLUTION

The *5H Series* is midway between the *Powerfarm* of which it inherits the cab and the wheel base, and the more structured *Powermondial Series* featuring a 3 ranges *Powershift*, i transmission, epicyclic final drives and power lift. The engine hood has been restyled to reflect the Landini family feeling and the taillights are a new design.

The modular and versatile transmission is available with four synchronized gears and three mechanical speed ranges (*SPEED FOUR*) with hydraulically controlled oil-bath multi-plate PTO as a basic version.

The *entry level* 12 +12 is available on both 18.7 MPH (30 kPH) and 25 MPH (40 kPH) versions and is combined with an intermediate 24 +12 version equipped with mechanical reverse shuttle and overdrive (*TECHNO VERSION*). A substantial novelty is represented by the combination of the hydraulic reverse shuttle with the *T Tronic three-shift* option ( H-M-L high-medium-low) which triples the gears of the basic transmission to achieve 36 forward + 12 reverse speeds. (*TOP VERSION*).

A creep transmission is available as an option on *TECHNO 2WD* and *TOP* versions. The *Top* version is equipped with a *De-clutch* system allowing the operator to change mechanical gears by simply depressing the button placed on the gear shift lever without using the clutch pedal.

The *De-clutch* system is engaged by an electronic control unit, the same one controlling the hydraulic reverse shuttle, the *T Tronic* H-M-L gearbox and the PTO. The PTO comes with a choice of 3 speeds – 540, 750 (540 Eco) and 1000 rpm according to the requested version.

The mechanical power lift (electronic power lift only on *TOP* version) is equipped with draft control function on the lower links. With the adoption of the new hood, the range of engines powering the *5H series* has been enhanced with a new, more powerful model that delivers 110.2 hp. With this latest addition, the *5H* tractor range is now composed of five models: the 80 model powered by a naturally-aspirated engine, the 90 model powered by a turbocharged engine and three turbo aftercooled models, the 100, 110 and 115, all meeting the Tier 3 emission standards.

The new *5H Series* is available both in cab and plat versions and represents the Landini technological innovation as well as a winning combination of two ergonomic, reliable and high performing ranges such as the *Powerfarm* and the *Powermondial* featuring the essence of modernity.







## NEW PERKINS TIER 3 1104D SERIES ENGINES: HIGH POWER WITH LOW CONSUMPTION

THE NEW PERKINS 1104D ENGINES FITTED ON THE 5H SERIES HAVE BEEN PURPOSELY DESIGNED FOR AGRICULTURAL USE. THEY FEATURE A MODERN CONCEPTION AND AVANT-GARDE TECHNICAL SOLUTIONS. A NEW RANGE OF ENVIRONMENT-FRIENDLY ENGINES COMPLYING WITH THE NEW SPECIFICATIONS GOVERNING LOW FUMES EMISSIONS AS DICTATED BY THE CURRENT TIER III STANDARDS. THE NEW PERKINS ENGINES FITTED ON THE 5H SERIES ARE AVAILABLE IN THE FOLLOWING POWER RATINGS: 74 HP (ASPIRATED), 83 HP (TURBOCHARGED), 92,5, 102 AND 110 HP/ISO (TURBO-AFTER-COOLED). THANKS TO PARTICULAR TECHNOLOGICAL INNOVATIONS THE AIR AND THE FUEL ARE MIXED TO THE GREATEST POSSIBLE EXTENT THUS ENSURING BETTER COMBUSTION AND EFFICIENCY, HIGHER POWER AND HIGH TORQUE BACKUP WITH LOW RUNNING COSTS AND RESPECT FOR THE ENVIRONMENT. THE FORWARD TILTING HOOD PROVIDES EASY ACCESS TO THE ENGINE COMPARTMENT FOR ROUTINE SERVICE AND MAINTENANCE. > FIG. A

## FRONT AXLE OF LAST GENERATION

THE FOUR-WHEEL DRIVE WITH ELECTRO-HYDRAULIC ENGAGEMENT AND 55° STEERING ANGLE ENSURES OPTIMUM GROUND CLEARANCE AND EXCELLENT MANOEUVRABILITY. > FIG. B

THE COMBINED ACTION OF THE FRONT AND REAR OIL-BATH DISC BRAKES ENSURES A SAFE AND EFFECTIVE INTEGRAL BRAKING ON THE FOUR WHEELS.

## FRONT LIFT AND FRONT PTO FOR VERSATILITY ENHANCEMENT (OPTIONAL)

THE CAT. 2 FRONT LIFT PROVIDES A LIFTING CAPACITY OF 3960 LB. (1800 KG) AND IS EQUIPPED WITH ALL MAIN FUNCTIONS: HIGH/LOW AND FLOATING MODE. THE 1000 RPM PTO IS ELECTRO-HYDRAULICALLY CONTROLLED BY MEANS OF A PUSHBUTTON. THE FRONT LIFT AND PTO HAVE BEEN PURPOSELY DESIGNED TO BE INTEGRATED IN THIS NEW RANGE TO ALLOW THE TRACTOR TO BE USED WITH COMBINED FARMING IMPLEMENTS TO FURTHER ENHANCE PERFORMANCE AND VERSATILITY.

## T-TRONIC HYDRAULIC TRANSMISSION (48 FWD+16REV SPEEDS) WITH DE-CLUTCH CONTROL AND REVERSE POWER SHUTTLE

THE TOP VERSION FEATURES A BASIC GEARBOX (SPEED FOUR) WITH 4 SPEEDS AND 3 RANGES, (CONTROLLED BY THE GREEN PUSHBUTTONS INTEGRATED IN THE GEARSHIFT LEVER) (FIG. D), WHICH, IN CONJUNCTION WITH THE T-TRONIC MODULE (3 POWERSHIFT H-M-L RANGES UNDER LOAD) AND THE REVERSE SHUTTLE (FIG. C) PROVIDES 36 FORWARD AND 12 REVERSE SPEEDS. A CREEPER IS AVAILABLE AS AN OPTION EXTENDING THE FLEXIBILITY TO 48 FWD AND 16REV SPEEDS. THE DE-CLUTCH CONTROL (ORANGE PUSHBUTTON INTEGRATED IN THE GEARSHIFT LEVER) (FIG. D) AND THE REVERSE POWER SHUTTLE (HYDRAULIC REVERSE SHUTTLE WITH LEVER INTEGRATED IN THE STEERING COLUMN) (FIG. C) ALLOW THE OPERATOR TO CHANGE GEAR AND SHIFT FROM FORWARD TO REVERSE WITHOUT USING THE CLUTCH PEDAL. IN ADDITION, THE ELECTRONICALLY-CONTROLLED POWER SHUTTLE HAS BEEN INTEGRATED WITH A NEW FEATURE CALLED SHUTTLE MODULATION CONTROL. THIS CONSISTS OF A POTENTIOMETER FITTED ON THE CONTROL PANEL FIG. E WHICH ALLOWS THE RESPONSIVENESS OF THE POWER SHUTTLE TO BE ADJUSTED TO SUIT DIFFERENT IMPLEMENT AND OPERATING CONDITIONS.







**THE NEW 5H SERIES**



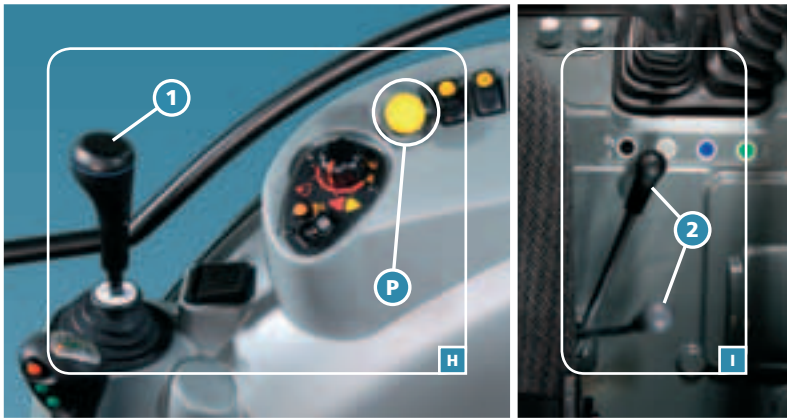
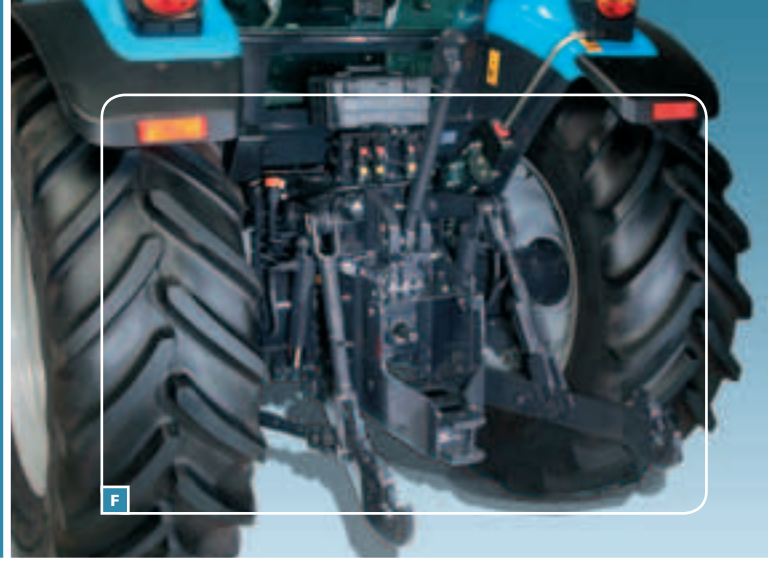


**S: A WINNING COMBINATION**



## ELECTRONICALLY-CONTROLLED "LANDTRONIC" POWER LIFT (OPTIONAL)

WITH ITS LOGICALLY-ARRANGED CONTROLS CONVENIENTLY LOCATED ON THE RIGHT-HAND CONSOLE (FIG G), THE NEW ELECTRONICALLY-CONTROLLED LANDTRONIC POWER LIFT PROVIDES ALL MAIN FUNCTIONS AND REGULATIONS ALLOWING FINGERTIP CONTROL OF THE IMPLEMENTS. IN ADDITION, ALL MODELS FEATURE A DRAFT CONTROL ON THE LOWER LINKS FOR EASY OPERATION. THE CAT 2 THREE-POINT LINKAGE (FIG F) PROVIDES A LIFT CAPACITY OF 4350 KG.



## HYDRA PTO: 2 OR 3 SPEED PTO WITH HYDRAULIC CONTROL FOR UTMOST VERSATILITY

THE 1/3"-INC PTO WITH HYDRAULIC ENGAGEMENT OFFERS TWO BASIC SPEEDS OF 540/750 OR 540/1000 RPM. AN ADDITIONAL 3-SPEED PTO PROVIDING 540/750/1000 RPM IS AVAILABLE AS AN OPTION FOR INCREASED VERSATILITY.

THE WET DISC CLUTCH, OPERATED BY A PUSHBUTTON (P), ENABLES SMOOTH AND PROGRESSIVE ENGAGEMENT OF THE PTO, PREVENTING ABRUPT STARTING OF THE SHAFT FOR ADDED OPERATOR COMFORT. > FIG. H

## HIGH-PERFORMANCE HYDRAULIC CIRCUIT AND VERSATILITY OF AUXILIARY SPOOL VALVES

THE NEW HYDRAULIC CIRCUIT PROVIDES A MAXIMUM TOTAL FLOW OF 21.6 GPM (82 L/MIN). THE SYSTEM FEATURES UP TO 4 AUXILIARY SPOOL VALVES WITH LEVER CONTROLS INTEGRATED AT THE DRIVER'S RIGHT-HAND SIDE TWO OF THEM ARE CONTROLLED BY JOYSTICK (1) [< FIG. H] FOR FRONT LOADER OPERATIONS, WHILE THE OTHER TWO ARE OPERATED BY A STANDARD LEVER (2) [< FIG. I] ENSURING THIS RANGE AN EXTRA VERSATILITY AND PRODUCTIVITY WHEN WORKING WITH FARM IMPLEMENTS.

## "TOTAL VIEW" CAB FOR ALL-ROUND VISIBILITY AND COMFORT

THE MOST OUTSTANDING FEATURE OF THE 5H SERIES TRACTORS CAB IS THE ALL-ROUND VISIBILITY OF THE "TOTAL VIEW" CAB PROVIDED BY THE ALL-GLASS SIDE DOORS HINGED ONTO THE REAR POST.

THE INTERIORS, STYLISH AND ACCURATE, HAVE BEEN EXECUTED BY MAKING LARGE USE OF THE COMPOSITE MATERIALS OF MODERN AUTOMOTIVE DESIGN. ALL CONTROLS ARE ARRANGED IN A COMFORTABLE AND INTUITIVE POSITION, ACCORDING TO CURRENT ERGONOMIC STANDARDS.

THE HEATING/VENTILATION AND AIR-CONDITIONING SYSTEM IS INSTALLED ON THE CAB ROOF WITH CONSIDERABLE BENEFITS FOR THE DRIVER IN TERMS OF COMFORT, SAFETY AND HEALTH. THE VENTILATION SYSTEM IS INTEGRATED BY TWO FILTERS DESIGNED TO PURIFY THE AIR INSIDE THE CAB. THE ROOF FEATURES A FIXED GLAZED HATCH WITH SUNSHADE, PARTICULARLY USEFUL WHEN WORKING WITH FRONT LOADERS, AND FOUR LIGHTS PROVIDING GREAT VISIBILITY DURING NIGHT WORK.

NATURAL VENTILATION IS ENSURED BY THE OPENABLE FRONT AND REAR WINDSCREENS. > FIG. L

