

ENGLISH
FRANÇAIS
ESPAÑOL

NEW • NOUVEAUTÉ
NOVEDAD

6C V-Shift

6-120C / 6-130C / 6-140C



| | | 6-120C V-SHIFT | 6-130C V-SHIFT | 6-140C V-SHIFT |
|--|-----------------|-------------------|-------------------|-------------------|
| ENGINE | | | | |
| TIER 4 INTERIM / STAGE 3B | | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA |
| ELECTRONIC HIGH PRESSURE COMMON RAIL | | ● | ● | ● |
| TURBO/AIR-TO-AIR INTERCOOLER | | ● | ● | ● |
| MAX. ENGINE POWER (ISO RATING) | HP/KW | 114/84 | 121/89 | 130/95.5 |
| MAX. ENGINE POWER WITH POWER PLUS (ISO RATING) | HP/KW | 121/89 | 133/98 | 140/103 |
| RATED ENGINE SPEED | RPM | 2200 | 2200 | 2200 |
| MAX. TORQUE WITH POWER PLUS | NM | 495 | 545 | 577 |
| ENGINE RPM @ MAX. TORQUE WITH POWER PLUS | RPM | 1400 | 1400 | 1500 |
| BORE / STROKE | MM | 104 / 132 | 104 / 132 | 104 / 132 |
| DISPLACEMENT / NO. OF CYLINDERS / NO. OF VALVES | CM ³ | 4500 / 4 / 16 | 4500 / 4 / 16 | 4500 / 4 / 16 |
| S.C.R. EXHAUST SYSTEM | | ● | ● | ● |
| ADBLUE TANK CAPACITY | L | 25 | 25 | 25 |
| FUEL TANK CAPACITY | L | 180 | 180 | 180 |
| CLUTCH | | | | |
| MULTI-DISC WET CLUTCH | | ● | ● | ● |
| TRANSMISSION | | | | |
| V-SHIFT CONTINUOUS VARIABLE TRANSMISSION | | ● | ● | ● |
| ECO FORTY (40 KM/H) AT REDUCED ENGINE SPEED | | ● | ● | ● |
| TOP FIFTY (50 KM/H) | | ○ | ○ | ○ |
| REVERSE POWER SHUTTLE | | ● | ● | ● |
| SHUTTLE MODULATION CONTROL: POTENTIOMETER FOR ADJUSTMENT OF POWER SHUTTLE RESPONSIVENESS | | ● | ● | ● |
| POWER TAKE-OFF | | | | |
| WET MULTI-DISC PTO CLUTCH | | ● | ● | ● |
| ELECTROHYDRAULIC ENGAGEMENT | | ● | ● | ● |
| 2 SPEEDS: 540/540E RPM | | ● | ● | ● |
| 2 SPEEDS: 540/1000 RPM | | ○ | ○ | ○ |
| 4 SPEEDS: 540/540E/1000/1000E RPM | | ○ | ○ | ○ |
| 1" 3/8 (34.9MM) PTO SHAFT WITH 6 SPLINES | | ● | ● | ● |
| 1" 3/8 (34.9MM) PTO SHAFT WITH 21 SPLINES | | ○ | ○ | ○ |
| GROUND SPEED PTO | | ○ | ○ | ○ |
| FRONT 4WD AXLE | | | | |
| ELECTROHYDRAULIC 4WD ENGAGEMENT | | ● | ● | ● |
| ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS | | ○ | ○ | ○ |
| MAX. STEERING ANGLE | DEGREES | 55° | 55° | 55° |
| ELECTROHYDRAULIC TWIN-LOCK DIFFERENTIAL LOCK | | ● | ● | ● |
| BRAKING SYSTEM | | | | |
| ANNULAR PISTON REAR BRAKES | | ● | ● | ● |
| AUTOMATIC 4WD ENGAGEMENT ON BRAKING | | ● | ● | ● |
| WET MULTI-DISC FRONT BRAKES | | ○ | ○ | ○ |
| IBS - INTEGRAL BRAKING SYSTEM | | ● | ● | ● |
| HYDRAULIC HITCH | | | | |
| CONTROL FUNCTIONS: DRAFT, POSITION, INTERMIX, FLOAT POSITION | | ● | ● | ● |
| ELECTRONICALLY-CONTROLLED HITCH | | ● | ● | ● |
| LIFT CAPACITY WITH 2 ASSISTOR RAMS | KG | 5400 | 5400 | 5400 |
| MAX. OPERATING PRESSURE | BAR | 200 | 200 | 200 |
| CLOSED CENTRE SYSTEM PUMP FLOW (HITCH + STEERING) | L/MIN | 110+38 | 110+38 | 110+38 |
| CAT. 2 THREE-POINT LINKAGE | | ● | ● | ● |
| HYDRAULIC ADJUSTMENT OF TOP LINK AND RIGHT LIFTING ROD | | ○ | ○ | ○ |
| REMOTE VALVES (LOAD SENSING) | STD / OPT | 3 / 5 | 3 / 5 | 3 / 5 |
| FRONT HITCH AND FRONT PTO (MAX. LIFT CAPACITY) | KG | 2500 | 2500 | 2500 |
| CAB AND DRIVING POSITION | | | | |
| "MASTER CLASS" CAB / RADIO ADAPTOR | | ● | ● | ● |
| MECHANICAL CAB SUSPENSION | | ○ | ○ | ○ |
| HEATING / VENTILATION | | ● | ● | ● |
| AIR-CONDITIONING | | ○ | ○ | ○ |
| CLIMATE CONTROL | | ○ | ○ | ○ |
| AIR SUSPENSION SEAT | | ○ | ○ | ○ |
| DIMENSIONS AND WEIGHTS | | | | |
| FRONT TYRES | | 440/65R28 | 440/65R28 | 440/65R28 |
| REAR TYRES | | 540/65R38 | 540/65R38 | 540/65R38 |
| LENGTH 4WD | MM | 4400 | 4400 | 4400 |
| WHEELBASE 4WD | MM | 2540 | 2540 | 2540 |
| MIN. WIDTH | MM | 2056 | 2056 | 2056 |
| HEIGHT OVER CAB | MM | 2805 | 2805 | 2805 |
| GROUND CLEARANCE | MM | 420 | 420 | 420 |
| WEIGHT IN RUNNING ORDER (WITHOUT BALLAST) | KG | 4700 | 4700 | 4700 |
| OPTIONAL EQUIPMENT | | | | |
| 10 FRONT BALLAST WEIGHTS 42 KG EACH | | ○ | ○ | ○ |
| 300 KG FRONT WEIGHT FOR HITCH | | ○ | ○ | ○ |

Key: ● standard ○ option – not available

All data and illustrations provided in this brochure are for information purposes only and can be changed without notice.

| | | 6-120C V-SHIFT | 6-130C V-SHIFT | 6-140C V-SHIFT |
|---|-----------------|-------------------|-------------------|-------------------|
| MOTEUR | | | | |
| TIER 4 INTERIM / STAGE 3B | | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA |
| ELECTRONIC HIGH PRESSEUR COMMON RAIL | | ● | ● | ● |
| TURBO/INTERCOOLER AIR-AIR | | ● | ● | ● |
| PUISSANCE MAX. ISO | CH/KW | 114/84 | 121/89 | 130/95.5 |
| PUISSANCE MOTEUR AVEC POWER PLUS | CH/KW | 121/89 | 133/98 | 140/103 |
| REGIME NOMINAL | TR/MIN | 2200 | 2200 | 2200 |
| COUPLE MAXIMUM AVEC POWER PLUS | NM | 495 | 545 | 577 |
| REGIME DE COUPLE MAXIMUM AVEC POWER PLUS | TR/MIN | 1400 | 1400 | 1500 |
| ALESAGE/COURSE | MM | 104 / 132 | 104 / 132 | 104 / 132 |
| CYLINDREE / NOMBRE DE CYLINDRES / SOUPAPES | CM ³ | 4500 / 4 / 16 | 4500 / 4 / 16 | 4500 / 4 / 16 |
| SYSTEME D'ECHAPPEMENT S.C.R | | ● | ● | ● |
| CAPACITE RESERVOIR A CARBURANT ADBLUE | LITRES | 25 | 25 | 25 |
| CONTENANCE RESERVOIR A COMBUSTIBLE STD | LITRES | 180 | 180 | 180 |
| EMBRAYAGE | | | | |
| MULTIDISQUE A BAIN D'HUILE | | ● | ● | ● |
| TRANSMISSION | | | | |
| V-SHIFT TRANSMISSION A VARIATION CONTINUE | | ● | ● | ● |
| ECO FORTY (40 KM/H) AT VITESSE MOTEUR LIMITEE | | ● | ● | ● |
| TOP FIFTY (50 KM/H) | | ○ | ○ | ○ |
| REVERSE POWER SHUTTLE: INVERSEUR SOUS CHARGE | | ● | ● | ● |
| INVERS. HYDRAUL. AVEC SHUTTLE MODULATION CONTROL: POTENTIOMETRE DE REGLAGE DE L'AGRESSIVITE DE L'INVERSEUR ELECTROHYDRAULIQUE | | ● | ● | ● |
| PRISE DE FORCE | | | | |
| HYDRA-PTO, MULTIDISQUE A BAIN D'HUILE | | ● | ● | ● |
| COMMANDE ELECTROHYDRAULIQUE | | ● | ● | ● |
| 2 VITESSES: 540/750 TR/MIN | | ● | ● | ● |
| 2 VITESSES: 540/1000 TR/MIN | | ○ | ○ | ○ |
| 3 VITESSES : 540/750/1000 TR/MIN | | ○ | ○ | ○ |
| ARBRE P.D.F. 1" 3/8 (34,9MM) A 6 CANNELURES | | ● | ● | ● |
| ARBRE P.D.F. 1" 3/8 (34,9MM) A 21 CANNELURES | | ○ | ○ | ○ |
| PROPORTIONNELLE A L'AVANCEMENT | | ○ | ○ | ○ |
| ESSIEU AVANT 4RM | | | | |
| ENCLENCHEMENT ELECTROHYDRAULIQUE 4RM | | ● | ● | ● |
| TYPE AVEC SUSPENSIONS HYDRAULIQUES A CONTROLE ELECTRONIQUE | | ○ | ○ | ○ |
| ANGLE DE BRAQUAGE MAXIMUM | | 55° | 55° | 55° |
| BLOCAGE DIFFERENTIEL ELECTROHYDRAULIQUE TWIN-LOCK | | ● | ● | ● |
| FREINS | | | | |
| ARRIERE AVEC HYDRAULIQUE PISTON RING | | ● | ● | ● |
| ENCLENCHEMENT AUTOMATIQUE 4RM EN FREINAGE | | ● | ● | ● |
| AVANT A BAIN D'HUILE A DISQUES | | ○ | ○ | ○ |
| FREINAGE INTEGRAL IBS INTEGRAL BRAKING SYSTEM | | ● | ● | ● |
| RELEVAGE HYDRAULIQUE | | | | |
| CONTROLE EFFORT, POSITION, INTERMIX, POSITION FLOTTANTE | | ● | ● | ● |
| ELECTRONIQUE "LANDTRONIC" | | ● | ● | ● |
| CAPACITE DE LEVAGE AVEC 2 VERINS AUXILIAIRES | KG | 5400 | 5400 | 5400 |
| PRESSION MAXI. DE TRAVAIL | BAR | 200 | 200 | 200 |
| DEBIT POMPES HYDRAULIQUES A CENTRE FERME (RELEVAGE+DIRECTION) | L/MIN | 110+38 | 110+38 | 110+38 |
| ATTELAGE A TROIS POINTS CAT. II | | ● | ● | ● |
| REGLAGE HYDRAULIQUE DU TIRANT DROIT | | ○ | ○ | ○ |
| DISTRIBUTEURS AUXILIAIRES (LOAD SENSING) | STD / OPT | 3 / 5 | 3 / 5 | 3 / 5 |
| RELEVAGE ET PRISE DE FORCE AVANT (CAPACITE DE LEVAGE MAXI) | KG | 2500 | 2500 | 2500 |
| CABINE ET POSTE DE CONDUITE | | | | |
| CABINE "MASTER CLASS" / PREDISPOSITION AUTORADIO | | ● | ● | ● |
| AVEC SUSPENSION MECHANIQUE | | ○ | ○ | ○ |
| CHAUFFAGE / VENTILATION | | ● | ● | ● |
| AIR CONDITIONNE | | ○ | ○ | ○ |
| CLIMATISEUR | | ○ | ○ | ○ |
| SIEGE PNEUMATIQUE | | ○ | ○ | ○ |
| DIMENSIONS ET POIDS | | | | |
| PNEUS AVANT | | 440/65R28 | 440/65R28 | 440/65R28 |
| PNEUS ARRIERE | | 540/65R38 | 540/65R38 | 540/65R38 |
| LONGUEUR 4RM | MM | 4400 | 4400 | 4400 |
| EMPATTEMENT 4RM | MM | 2540 | 2540 | 2540 |
| LARGEUR MINI. | MM | 2056 | 2056 | 2056 |
| HAUTEUR A LA CABINE | MM | 2805 | 2805 | 2805 |
| GARDE AU SOL | MM | 420 | 420 | 420 |
| POIDS EN ORDRE DE MARCA (SANS LESTAGE) | KG | 4700 | 4700 | 4700 |
| EQUIPEMENTS EN OPTION | | | | |
| 10 MASSES DE LESTAGE AVANT DE 42 KG | | ○ | ○ | ○ |
| MASSE DE LESTAGE AVANT DE 300 KG POUR RELEVAGE | | ○ | ○ | ○ |

Légende: ● de série ○ en option – non disponible

Les données techniques et les illustrations contenues dans cette publication sont fournies à titre d'information seulement et donc peuvent être modifiées sans préavis.

| | | 6-120C V-SHIFT | 6-130C V-SHIFT | 6-140C V-SHIFT |
|--|--------|-------------------|-------------------|-------------------|
| MOTOR | | | | |
| TIER 4 INTERIM / STAGE 3B | | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA | NEF 4 CYL CR TAA |
| ELECTRONIC HIGH PRESSURE COMMON RAIL | | ● | ● | ● |
| TURBO/INTERCOOLER AIRE-AIRE | | ● | ● | ● |
| POTENCIA MÁX ISO | CV/KW | 114/84 | 121/89 | 130/95.5 |
| POTENCIA MAX CON POWER PLUS ISO | CV/KW | 121/89 | 133/98 | 140/103 |
| RÉGIMEN NOMINAL | RPM | 2200 | 2200 | 2200 |
| PAR MÁXIMO CON POWER PLUS | NM | 495 | 545 | 577 |
| RÉGIMEN DE PAR MÁXIMO CON POWER PLUS | RPM | 1400 | 1400 | 1500 |
| DIÁMETRO INT. CILINDRO/CARRERA | MM | 104 / 132 | 104 / 132 | 104 / 132 |
| CILINDRADA / N° CILINDROS / N° VÁLVULAS | CM³ | 4500 / 4 / 16 | 4500 / 4 / 16 | 4500 / 4 / 16 |
| SISTEMA DE ESCAPE S.C.R. | | ● | ● | ● |
| CAPACIDAD DEPÓSITO CARBURANTE ADBLUE | LITROS | 25 | 25 | 25 |
| CAPACIDAD DEPÓSITO CARBURANTE STD | LITROS | 180 | 180 | 180 |
| EMBRAGUE | | | | |
| MULTIDISCO EN BAÑO DE ACEITE | | ● | ● | ● |
| TRANSMISIÓN | | | | |
| V-SHIFT TRANSMISIÓN VARIABLE CONTINUA | | ● | ● | ● |
| ECO FORTY (40 KM/H CON RÉGIMEN MOTOR REDUCIDO) | | ● | ● | ● |
| TOP FIFTY (50 KM/H) | | ○ | ○ | ○ |
| REVERSE POWER SHUTTLE: INVERSOR BAJO CARGA | | ● | ● | ● |
| SHUTTLE MODULATION CONTROL: POTENCIÓMETRO DE REGULACIÓN DE LA AGRESIVIDAD DEL INVERSOR | | ● | ● | ● |
| TOMA DE FUERZA | | | | |
| HYDRA-PTO, MULTIDISCO EN BAÑO DE ACEITE | | ● | ● | ● |
| MANDO ELECTROHIDRÁULICO | | ● | ● | ● |
| 2 VELOCIDADES: 540/750 RPM | | ● | ● | ● |
| 2 VELOCIDADES: 540/1000 RPM | | ○ | ○ | ○ |
| 3 VELOCIDADES: 540/750/1000 RPM | | ○ | ○ | ○ |
| EJE T.D.F. 1" 3/8 (34,9MM) DE 6 ESTRÍAS | | ● | ● | ● |
| EJE T.D.F. 1" 3/8 (34,9MM) DE 21 ESTRÍAS | | ○ | ○ | ○ |
| PROPORCIONAL AL AVANCE | | ○ | ○ | ○ |
| PUENTE DELANTERO 4RM | | | | |
| CONEXIÓN ELECTROHIDRÁULICA 4RM | | ● | ● | ● |
| TIPO CON SUSPENSIÓN INDEPENDIENTE | | ○ | ○ | ○ |
| ÁNGULO MÁXIMO DE GIRO | | 55° | 55° | 55° |
| BLOQUEO DIFERENCIAL ELECTROHIDRÁULICO TWIN-LOCK | | ● | ● | ● |
| FRENOS | | | | |
| DE PISTÓN ANULAR CON MANDO HIDROSTÁTICO | | ● | ● | ● |
| CONEXIÓN AUTOMÁTICA 4RM EN FRENADO | | ● | ● | ● |
| DELANTEROS EN BAÑO DE ACEITE, A DISCOS | | ○ | ○ | ○ |
| SISTEMA DE FRENADO INTEGRAL IBS INTEGRAL BRAKING SYSTEM | | ● | ● | ● |
| ELEVADOR HIDRÁULICO | | | | |
| CONTROL ESFUERZO, POSICIÓN, INTERMIX, POSICIÓN FLOTANTE ELECTRÓNICO | | ● | ● | ● |
| CAPACIDAD DE ELEVACIÓN CON CILINDROS AUX. | | KG | 5400 | 5400 |
| PRESIÓN MÁXIMA DE TRABAJO | | BAR | 200 | 200 |
| CAUDAL BOMBAS HIDRÁULICAS A CENTRO CERRADO | | L/MIN | 110+38 | 110+38 |
| ENGANCHE POR TRES PUNTOS CAT. II. | | ● | ● | ● |
| REGULACIÓN HIDRÁULICA TIRANTE DERECHO | | ○ | ○ | ○ |
| DISTRIBUIDORES AUXILIARES (LOAD SENSING) | | STD / OPT | 3 / 5 | 3 / 5 |
| ELEVADOR Y TOMA DE FUERZA DELANTEROS (CAPACIDAD DE ELEVACIÓN MÁXIMA) | | KG | 2500 | 2500 |
| CABINA Y PUESTO DE CONDUCCIÓN | | | | |
| CABINA "MASTER CLASS" / ADAPTACIÓN AUTORRADIO | | ● | ● | ● |
| CABINA CON SUSPENSIÓN MECÁNICA | | ○ | ○ | ○ |
| CALEFACCIÓN/ VENTILACIÓN | | ● | ● | ● |
| AIRE ACONDICIONADO | | ○ | ○ | ○ |
| CLIMATIZADOR | | ○ | ○ | ○ |
| ASIENTO NEUMÁTICO | | ○ | ○ | ○ |
| DIMENSIONES Y PESOS | | | | |
| NEUMÁTICOS DELANTEROS | | | 440/65R28 | 440/65R28 |
| NEUMÁTICOS TRASEROS | | | 540/65R38 | 540/65R38 |
| LONGITUD 4RM | | MM | 4400 | 4400 |
| DISTANCIA ENTRE EJES 4RM | | MM | 2540 | 2540 |
| ANCHO MÍNIMO | | MM | 2056 | 2056 |
| ALTURA A LA CABINA | | MM | 2805 | 2805 |
| DISTANCIA LIBRE HASTA EL SUELO | | MM | 420 | 420 |
| PESO EN ORDEN DE MARCHA (SIN CONTAPESOS) | | KG | 4700 | 4700 |
| EQUIPAMIENTO OPCIONAL | | | | |
| 10 CONTRAPESOS FRONTALES DE KG 42 | | | ○ | ○ |
| CONTRAPESO DELANTERO DE 300 KG PARA ELEVADOR | | | ○ | ○ |

Leyenda: ● de serie ○ opcional — no disponible

Los datos y las ilustraciones contenidos en esta publicación tienen carácter puramente informativo y por tanto podrán modificarse sin aviso previo.

