Serie 5H-T4i
90 - 100 - 110 - 115

Landini
New **5H-T4i Series**: new look, new comfort, new performance
Three years after its launch in 2012, the 5H tractor range is now revamped with a newly redesigned cab. Featuring a four-post design with flat-deck platform and rear hinged doors, the new cab provides ease of access to the driver's seat and unequalled allround visibility.

The cab interior is designed with painstaking attention to every detail. All controls are ergonomically-arranged for maximum comfort and ease of operation and the telescopic tilt-adjustable steering column tilts with the instrument panel, allowing the driver to constantly monitor the tractor performance. The air-conditioning system has been improved by relocating the filters into the rear posts for easier cleaning. As a result, the cab roof could be redesigned with a slimmer profile, allowing the tractor overall height to be reduced.

On the technical side, the new 5H tractors offer increased hydraulic flow (63 l/min + 30 l/min) and a larger fuel tank with capacity of up to 120 litres.

The new tractor range also features transmission upgrades. The 12+12 power shuttle transmission with shuttle modulation control can been upgraded to a 36+12 speed gearbox with a T-Tronic 3-speed powershift that provides a top speed of 40 km/h at reduced engine rpm.

The 5H tractor range comprises four models – the 90, 100, 110 and 115 – all powered by the new Perkins 854E-E34TA engines. Equipped with two-valve technology, common rail injection system and exhaust gas recirculation system (EGR), these 3.4-liter, four-cylinder, turbo-aftercooled engines meet the Tier 4 Interim emission regulations and offer power ratings from 85 to 113 hp. The first three models in the range come standard with Dual Power system. The 5H tractors are also available with iso-mounted platform.
FRONT HITCH AND PTO FOR GREATER VERSATILITY (OPTIONAL)
The Cat. 2 three-point hitch features raise/lower and float position control functions and provides a lift capacity of 2100 kg. The 1000-rpm PTO is electro-hydraulically engaged via a pushbutton. The front hitch and PTO have been specially designed to enhance the versatility of the 5H tractor range, making it ideal for the use of front and rear implement combinations.

NEW PERKINS 854E-E34TA TIER 4 INTERIM ENGINES
The 5H tractors are powered by the new Perkins 854E-E34TA series four-cylinder turbo-aftercooled engines with power ratings from 85 to 113 hp. These 3.4L engines feature two-valve cylinder heads and electronic common rail injection system and utilize an innovative exhaust gas recirculation system (EGR) in conjunction with a diesel particulate filter (DPF) to meet the Tier 4 Interim emission regulations. The electronic engine management, combined with the Dual Power system, allows the engine to automatically deliver extra power and torque to handle demanding PTO and transport applications. Fully reshaped to reflect the new Landini family styling, the tilt-up hood opens wide to provide easy access to the engine compartment for service and maintenance and for easy cleaning of coolers in dusty conditions (fig. A).

FRONT AXLE WITH 55° STEERING ANGLE
The front 4WD axle with electrohydraulic engagement and 55-degree steering angle ensures high ground clearance and optimum manoeuvrability (fig. B). The combined action of the front and rear wet disc brakes provides efficient braking on all four wheels. Featuring a full differential lock with electrohydraulic engagement, the front axle provides maximum traction even in the toughest ground conditions.
ELECTROHYDRAULIC T-TRONIC TRANSMISSION WITH DE-CLUTCH CONTROL AND POWER SHUTTLE

The 5H features a Speed Four transmission with a hydraulic power shuttle providing three ranges with four speeds each. The basic gearbox can be combined with a T-Tronic transmission with three powershift ranges (high, medium, low) that can be shifted on-the-go using the green buttons integrated into the gear lever (fig. D). With the power shuttle (fig. C), this configuration provides 36 forward and 12 reverse speeds. A creeper unit is available as an option to increase the total number of speeds to 48 forward and 16 reverse.

The De-Clutch orange button on the gear lever (fig. D) and the power shuttle lever adjacent to the steering wheel (fig. C) allow the driver to change gear and shift from forward to reverse without using the clutch pedal. The power shuttle is equipped with shuttle modulation control. This feature, fitted on the control panel (fig. E), adjusts the power shuttle response to suit the operating conditions.

KEY FEATURES & BENEFITS

- ENGINES MEETING TIER 4 INTERIM EMISSION REGULATIONS
- ENGINES WITH ELECTRONIC INJECTION, TURBOCHARGING AND AIR-TO-AIR AFTERCOOLING
- ENGINE POWER MANAGEMENT WITH DUAL POWER SYSTEM
- HIGH ENGINE FLEXIBILITY, LOW FUEL CONSUMPTION
- TILT-UP HOOD FOR SIMPLIFIED COOLER CLEANING

NEW INSTRUMENT PANEL AND STEERING WHEEL

Stylish and well lighted, the instrument panel tilts with the steering wheel, allowing the driver to constantly monitor the tractor operation (fig. C).

ENGINE POWER MANAGEMENT WITH DUAL POWER SYSTEM

NEW INSTRUMENT PANEL AND STEERING WHEEL

Stylish and well lighted, the instrument panel tilts with the steering wheel, allowing the driver to constantly monitor the tractor operation (fig. C).

ELECTROHYDRAULIC T-TRONIC TRANSMISSION WITH 3 POWERSHIFT RANGES (H-M-L)

DE-CLUTCH BUTTON ON GEAR LEVER FOR MANUAL GEAR CHANGES

POWER SHUTTLE LEVER ADJACENT TO THE STEERING WHEEL

CHOICE OF 46 FORWARD AND 16 REVERSE SPEEDS WITH CREEPER
NEW LANDTRONIC POWER LIFT: THE PRECISION OF ELECTRONICS

With the 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 implement. The Cat 2 three-point linkage (fig. F) features lower-link draft control for easy operation and provides a maximum lift capacity of 4750 kg.

KEY FEATURES & BENEFITS

› CAB WITH ALL-ROUND VISIBILITY AND ROOF HATCH FOR LOADER WORK
› FULLY ADJUSTABLE DRIVING POSITION (STEERING WHEEL/CONTROL PANEL, AIR SUSPENSION SEAT)
› ERGONOMICALLY-ARRANGED, INTUITIVE CONTROLS
› SLIM-LINE CAB ROOF, AIR-CONDITIONING FILTERS INTEGRATED INTO REAR POSTS
› PTO WITH ELECTROHYDRAULIC CONTROL FOR MODULATED, SMOOTH ENGAGEMENT

HYDRA-PTO: 2- AND 3-SPEED PTO WITH HYDRAULIC ENGAGEMENT FOR MAXIMUM FLEXIBILITY

The 1”3/8 PTO offers a choice of two speeds: 540/750 rpm or, optionally, 540/1000 rpm. An additional 3-speed PTO providing 540/750/1000 rpm is available as an option for greater versatility. Hydraulically operated by push-button (P) (fig. G), the multi-disc wet clutch allows for a modulated PTO engagement, thus ensuring a smooth start-up of the implement.
NEW TOTAL VIEW SLIM CAB FOR IMPROVED VISIBILITY AND SUPERIOR COMFORT

The new Total View Slim cab features a four-post design with flat-deck platform and rear hinged doors for ease of access and unequalled allround visibility. The cab interior is designed with painstaking attention to every detail. The fully-adjustable driving position features ergonomically-arranged controls and a telescopic tilt-adjustable steering column which tilts with the instrument panel, allowing the driver to constantly monitor the tractor operation. Optionally, the operator station can be fitted with an air suspension seat for extra comfort. The air-conditioning system has been improved by relocating the filters into the rear posts for easier cleaning. As a result, the cab roof could be redesigned with a slimmer profile allowing the tractor overall height to be reduced. The cab is totally isolated from the outside environment through tinted glass windows and an efficient pressurisation system. Both the front and rear windscreens can be opened to provide natural ventilation. A clear roof hatch provides extra visibility for loader work and four powerful halogen lights ensure excellent illumination for night work (fig. L).

The version with iso-mounted platform is equally comfortable and ergonomically designed as the cab version.

HIGH PERFORMANCE HYDRAULICS AND HIGHLY VERSATILE REMOTE VALVES

The new hydraulic system provides a maximum total flow of 93 l/min (power lift + steering). The system features four remote valves with lever controls conveniently placed to the driver’s right, ensuring versatile and efficient use of implements.

Two of the valves are controlled by a joystick (1) (fig. H) and operate either a front loader or a front power lift, while the other two are controlled by levers (2) (fig. I).
### Dimensions and Weights (in Running Order)

<table>
<thead>
<tr>
<th>Component</th>
<th>5-090H</th>
<th>5-100H</th>
<th>5-110H</th>
<th>5-115H</th>
</tr>
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<tbody>
<tr>
<td><strong>Engine</strong></td>
<td><strong>Perkins T4</strong></td>
<td><strong>Perkins T4</strong></td>
<td><strong>Perkins T4</strong></td>
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<td><strong>Max Power ISM (Top Version)</strong></td>
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<td>2200 RPM</td>
<td>2200 RPM</td>
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<tr>
<td><strong>Max Torque ISM (Top Version)</strong></td>
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<td>290 (395)</td>
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<td><strong>Max Torque with Dual Power ISM (T-Tronic Transmission)</strong></td>
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<td>290 (395)</td>
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<tr>
<td><strong>Displacement / Oil Capacity</strong></td>
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<td>3.4 / 4 T</td>
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<tr>
<td><strong>Fuel Tank Capacity / CAB</strong></td>
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<td>27 (102) / 120 (32)</td>
</tr>
</tbody>
</table>

### Clutch

- Independent dry single plate clutch
- Mechanically operated
- Multi-disc wet clutch
- Declutch control: button-operated clutch

### Transmission

- Mech. Rev. Shuttle + Speed Four: 12FWD + 12REV (2WD ONLY)
- Mech. Rev. Shuttle + Speed Four: Creep-16FWD + 16REV (2WD ONLY)
- Mech. Rev. Shuttle + Speed Four: 12FWD + 12REV (FOURWD ONLY)
- Mech. Rev. Shuttle + Speed Four: Creep-16FWD + 16REV (FOURWD ONLY)
- Hydr. Rev. Shuttle + Speed Four: 12FWD + 12REV
- Hydr. Rev. Shuttle + Speed Four: Creep-16FWD + 16REV
- Hydr. Rev. Shuttle + Speed Four: 1-Tonic, 36FWD + 12REV 25 MPH (40KMH) (CAB ONLY)
- Hydr. Rev. Shuttle + Speed Four: 1-Tonic, 36FWD + 12REV 25 MPH (40KMH) (FOURWD ONLY)
- ECO Forty (40 KM/H) at Reduced Engine Speed (T-TRONIC Transmission)
- Shuttle Modulation Control: Potentiometer for Adjustment of Power Shuttle Response
- Park Lock

### Power Take-off

- Oil-immersed multi-disc hydra P.T.O
- Electrohydraulic Control
- 2 Speeds 540/750 RPM
- 2 Speeds 540/1000 RPM
- 2 Speeds 540/750/1000 RPM
- Ground Speed PTO
- Net PTO Power (ISO) Techno Version (Top Version)
- Net PTO Power with Dual Power (ISO) T-Tronic Transmission

### Brakes

- Oil-immersed graphite-coated rear brakes, 10 discs
- Oil-immersed graphite-coated front brakes, 4 discs
- IBS - integral braking system

### Hydraulic Power Unit

- Draft Point, Internal Mix and Float Control
- Mechanically operated
- Ergonomic Lift system + Rear Control Lever
- Electronically-Operated Landtronic (only Cab)
- Lifting Capacity with 2 Assistor Rams
- Hydraulic Flow @ Remotes
- Auxiliary Valves Std/Opt
- Total Hydraulic Flow (Hitch + Steering)
- Front Hitch and Front PTO
- Fuel Tank Capacity Platform / CAB

### Dimensions and Weights

- **Key:** standard option = not available
- **Dimensions and Weights:** 5-090H Techno, 5-100H Techno, 5-110H Techno, 5-115H Techno
- **Engine:** Perkins T4
- **Max Power ISM (Top Version):** 85.44E-343A
- **Max Power ISM (Top Version):** 85/69.2
- **Max Power with Dual Power ISM (T-Tronic Transmission):** 85.44E-343A
- **Rated Speed:** 2200 RPM
- **Max Torque ISM (Top Version):** 270 (368)
- **Max Torque with Dual Power ISM (T-Tronic Transmission):** 270 (368)
- **Displacement / Oil Capacity:** 3.4 / 4 T
- **Fuel Tank Capacity / CAB:** 27 (102) / 120 (32)
- **Clutch:** Independent dry single plate clutch
- **Transmission:** Mech. Rev. Shuttle + Speed Four: 12FWD + 12REV (2WD ONLY)
- **Power Take-off:** Oil-immersed multi-disc hydra P.T.O
- **Brakes:** Oil-immersed graphite-coated rear brakes, 10 discs
- **Hydraulic Power Unit:** Draft Point, Internal Mix and Float Control
- **Dimensions and Weights:** 5-090H Techno, 5-100H Techno, 5-110H Techno, 5-115H Techno

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[Image of the tractor with labeled parts]