

# Landini



*Serie 80 Evolution*

# The 80 Series: L

**A** range of 2WD and 4WD deluxe cab tractors equipped with naturally aspirated and turbocharged 4 cylinder engines delivering between 62 and 93 DIN HP.

High efficiency POWERFLOW transmission.

Logical gearshift for 24 forward and 12 reverse gears, with fully synchronised reverse shuttle as standard. Three different options—underdrive, overdrive, and creeper.

The base gearbox is also available with reverse shuttle, offering 12 forward and 12 reverse gears.

LANDTRONIC electronic linkage control with on board computer for maximum reliability offers the ideal combination of precision with practical, easy to use controls.

The most stringent ergonomic principles have been applied in the design of the cab and controls to make the tractors in the 80 series ideal for long working hours in maximum comfort.

## 6880 / V.M. 6880

A general purpose tractor with an engine developing 62 DIN HP at only 2200 rpm. Excellent maximum torque and torque back up combine to give a high tractive force, making the 6880 extremely versatile.

### (80 series standard version)

6880 2 & 4WD, 45.6 KW, 62 HP, 243 Nm  
7880 2 & 4WD, 52.2 KW, 71 HP, 269 Nm  
8880 2 & 4WD, 58.8 KW, 80 HP, 282 Nm  
9880 2 & 4WD, 68.4 KW, 93 HP, 347 Nm

### (80 series view-master version)

6880 2 & 4WD, 45.6 KW, 62 HP, 243 Nm  
7880 2 & 4WD, 52.2 KW, 71 HP, 269 Nm  
8880 2 & 4WD, 58.8 KW, 80 HP, 282 Nm



# Leading the Field

## 7880 / V.M. 7880

The 7880 can achieve exceptional productivity thanks to its highly efficient transmission and low running costs. It has a 71 DIN HP engine for excellent performance in both field and transport applications.

## 8880 / V.M. 8880

80 HP of pure reliability from a large capacity (4070 cm<sup>3</sup>) naturally aspirated engine. The 8880 is ideal for long working hours, and has proven its worth in the most rigorous tasks. The best of Landini quality will always stand the test of time.

## 9880

Excellent power to weight ratio from a 93 DIN HP engine ensures optimum performance in traction and PTO work. A wastegate valve on the turbocharger gives the engine excellent flexibility and high torque even at low revs.



**PRESENTATION**

# Perkins. World Leader in Ad

## Perkins-Landini. A Winning Team since 1959

It was in the late 1950's that Landini and Perkins signed their historic agreement to build the famous Perkins diesel engines in Italy to Landini specifications. As a result, Perkins engines were manufactured at the Landini plant for over 20 years. Now, with a unified Europe just around the corner, ready built engines reach Landini directly from Perkins in Peterborough, England.

The Peterborough plant is the home of a dedicated research and development team ensuring that the name of Perkins continues to stand for top performance and advanced engine design.

Landini uses the following Perkins engines in the 80 series:

- "4.236" naturally aspirated, or with wastegate turbocharger,
- "4.248" naturally aspirated with rated power between 62 HP and 93 DIN HP.

These engines are specifically designed for agricultural use and ensure that all models in the 80 series have the very best performance a tractor can have. In particular, Perkins engines guarantee:

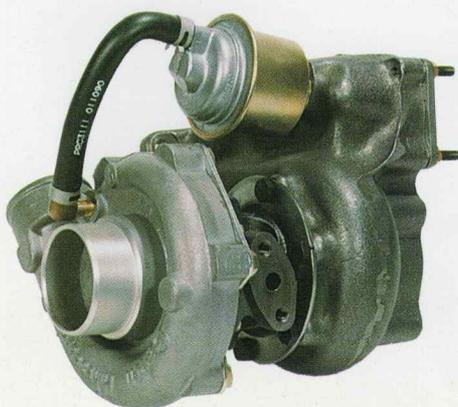
- Reliability
  - Durability
- and
- Versatility
- and provide:

- High torque at low engine speeds
- Generous torque back up
- Low fuel consumption

The Perkins-Landini team has a long-standing reputation for quality and innovation in the field of agricultural machinery. Today the Perkins-Landini team has the answer to satisfy the needs of the modern farmer:

- More productivity
- Lower operating costs
- More driver comfort

## LANDINI. EUROPEAN POWER



The 9880 is equipped with the Perkins T4.236 engine with wastegate turbocharger. The wastegate valve allows optimum boost pressure to be achieved even at low engine. As the engine speed increases the wastegate valve maintains this optimum boost of excessive pressure automatically to the exhaust. This ensures optimum combustion efficiency giving increased torque and reduced fuel consumption - in short, improved versatility and performance.



The use of ultra-modern research instruments has allowed Perkins to push forward the frontiers of applied thermodynamics. Doppler effect laser anemometers have been used to measure the flow of air inside the combustion chamber, helping Perkins to develop practical methods of reducing fuel consumption - one of major challenges for tomorrow's agriculture.



All engine components have been designed for maximum resistance to the internal stresses imparted by reciprocating and rotary movement and to the external torsional forces encountered in the daily use of the tractor. Landini uses Perkins engines with sufficient rigidity and strength

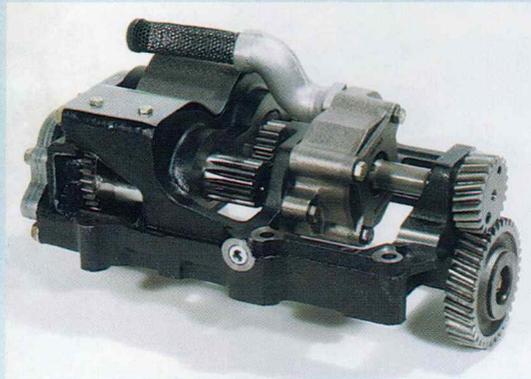


to be integrated as part of the load bearing structure of the tractor.

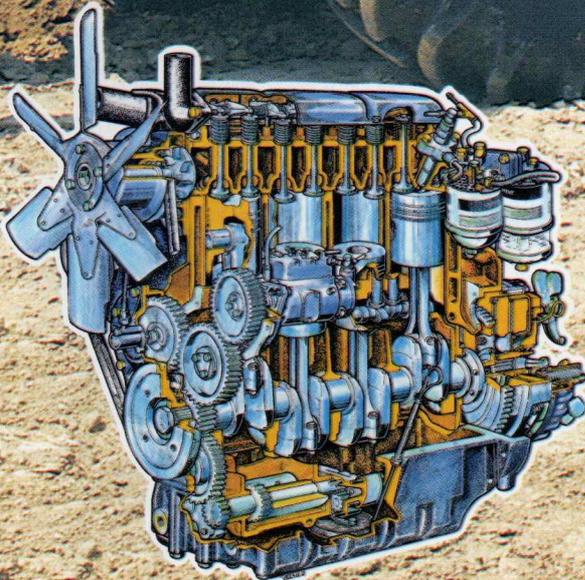
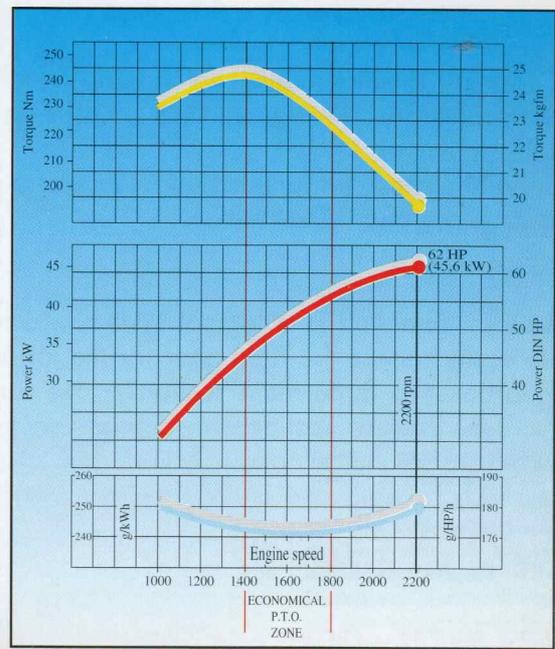
CAD (Computer Aided Design) techniques have been applied to simulate the mechanical and thermal stress an engine has to withstand during the most difficult operating conditions, and data obtained have been used to design structures with optimum resistance.

Perkins engines are all designed with the aid of the latest techniques to ensure quality and constant high performance.

# Advanced Diesel Engine Design



All the Perkins four cylinder engines in the 80 series feature dynamic balancers to eliminate secondary vibrations which would otherwise be transmitted to the cab and driver.



The Perkins power chart clearly shows the following features:

- A smooth curve for good power throughout the speed range, with no flat points, combining maximum performance with minimum consumption;
- Maximum torque at only 1400 rpm, giving excellent tractive force at low engine speeds for improved productivity;
- Impressive torque and flexible engine response to overcome momentary obstacles without having to change gear, further improving performance and reducing driver fatigue;
- PTO drive at ideal engine speeds for maximum torque and minimum fuel consumption.

All the Perkins engines in the 80 series tractors maintain the same features of high torque reserve and low specific consumption, confirming Perkins engines as the best performers in their class.

# Powerflow. The Transmission that

## Choose a Winning Combination

The latest developments in tractor technology is concentrating on offering an even increasing number of speeds.

Landini offers either 24 forward and 12 reverse gears or 12 forwards gears and 12 reverse.

The Landini gearshift is a logical system which allows the user to easily choose the right gear for the job in hand.

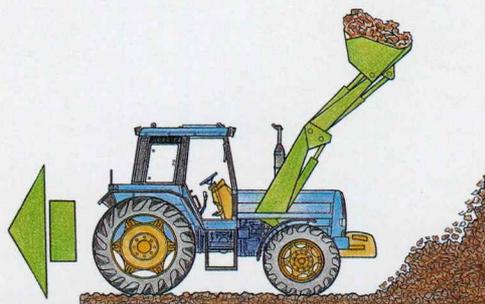
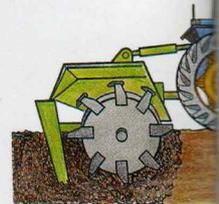
The gearbox has three main sections - one for each gear lever - a Range section, a Speed section and a forward/reverse shuttle option section. The latter is located in the clutch housing and is designed to give the following three options all with the standard Synchronmesh forward/reverse shuttle:

- REVERSE SHUTTLE + CREEPER = 24 FORWARD, 12 REVERSE
- REVERSE SHUTTLE + UNDERDRIVE = 24 FORWARD, 12 REVERSE
- REVERSE SHUTTLE + OVERDRIVE = 24 FORWARD, 12 REVERSE
- REVERSE SHUTTLE + BASE GEARBOX = 12 FORWARD, 12 REVERSE

The Landini research team has carefully studied the hydrodynamics of oil in transmission to improve transmission efficiency. As a result, the latest Landini drive trains deliver increased power at the wheel from the same engines.

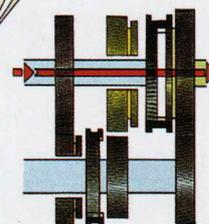
Landini research in drivetrain technology has led to the development of transmissions with significantly reduced power absorption, offering improved performance and significantly reduced fuel consumption.

## POWERFLOW. THE IDEAL TRANSMISSION



Landini's fully synchronmesh reverse shuttle ensures fast and easy gear change thanks to the use of the latest large diameter synchro rings. The bimetallic friction material of the synchro rings ensures an extended working life, even under the most adverse operating conditions, and makes a significant contribution to improved productivity by reducing the time taken for headland turns and by improving cycle times when working with front end loaders.

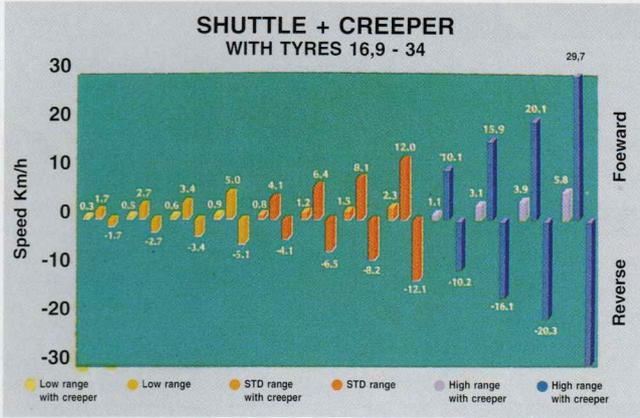
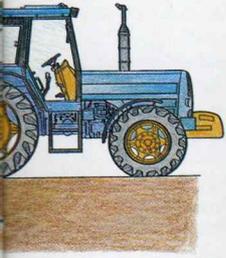
## A single lever for quick and easy shuttle



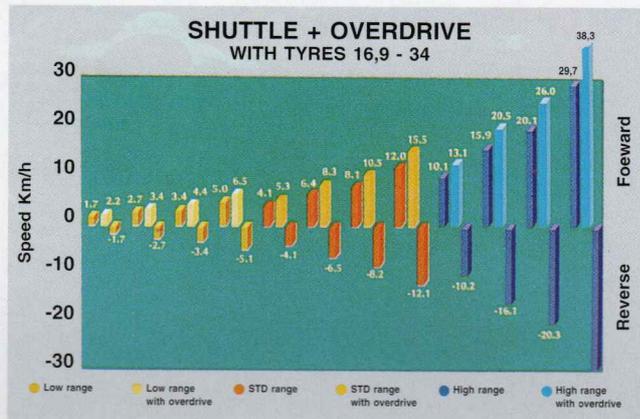
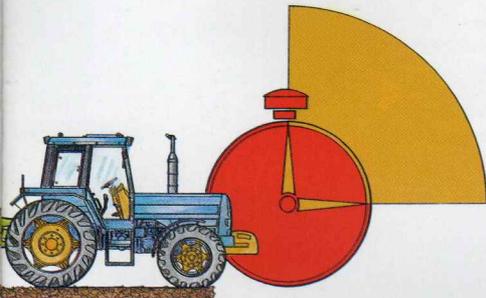
A single lever for quick and easy shuttle and option selection

A single lever controls the forward/reverse shuttle and the option gear selection whether it is underdrive, overdrive or creeper. One swarth forward movement allows all standard forward range gears to be selected.

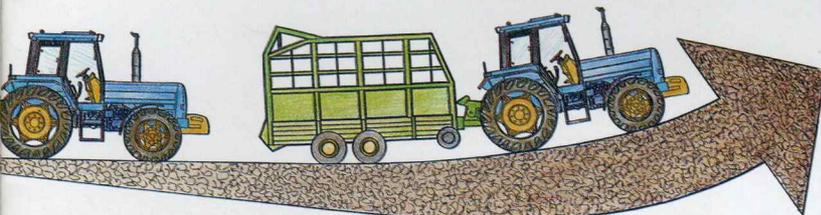
# guarantees Maximum Efficiency



The creeper range reduces standard forward speeds by 80%, giving speeds as low as 300 m/h at normal engine operating speeds. The creeper range is ideal for a variety of implements including trenchers, diggers, transplanter, etc.

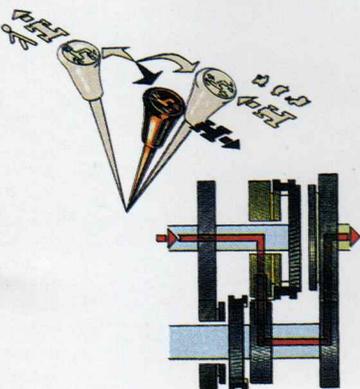


The overdrive range increases forward gear ratios by 29%, giving top speeds up to 40 km/h. Overdrive is clearly ideal for transport work where travel times can be significantly reduced and productivity increased. Models equipped with overdrive are also equipped with Landini's front axle braking system for maximum safety. Front and rear disc brakes are hydrostatically operated.

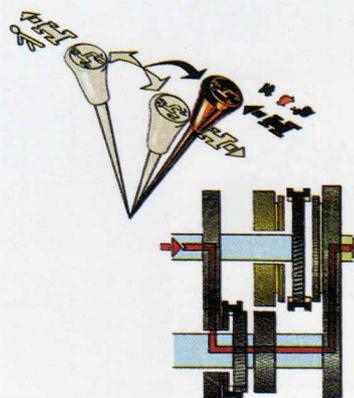


The underdrive range reduces standard forward gear ratios by 22% giving a average 28% increase in lugging power. The productivity advantages of this option are therefore clear. The underdrive range allows even tough obstacles to be overcome without changing the main gear ratio, making it ideal for cultivation work.

## Shuttle and option selection



Pulling the lever straight back for the reverse shuttle range, in one simple, logical movement gives reverse speeds similar to the forward range. Maximum driver comfort and smooth engagement are ensured by the latest generation synchronizers with large diameter bimetallic rings.



Optional ranges are engaged by pushing the lever back and to the right, and back from neutral. Large diameter synchro rings again provide maximum comfort and smooth engagement. All options have been designed to increase productivity while performing precise agricultural tasks under various operating conditions.

# 4 Wheel Braking fo

## Dependable Stopping Power

**B**raking systems are assuming ever greater importance as tractors become more and more complex, powerful, and fast, and as safety standards become more stringent.

Tractor manufacturers have developed a wide variety of systems to improve braking force.

LANDINI AGAIN LEADS THE FIELD WITH A 4 WHEEL BRAKING SYSTEM BASED ON HYDROSTATIC FRONT AND REAR DISC BRAKES.

Large diameter front discs, double piston calipers, and asbestos free brake pads represent the most advanced technology currently available on agricultural tractors.

The large diameter front discs are also self-ventilated to ensure rapid dissipation of heat, maintaining maximum efficiency over prolonged periods of use. Thanks to Landini design and construction, brake fade is a thing of the past.

When steering with the assistance of the brakes, the front brakes are automatically isolated to ensure tight turning circles. The automatic isolation of the front brakes also avoids excessive tyre wear and prevents needless damage to delicate surfaces.

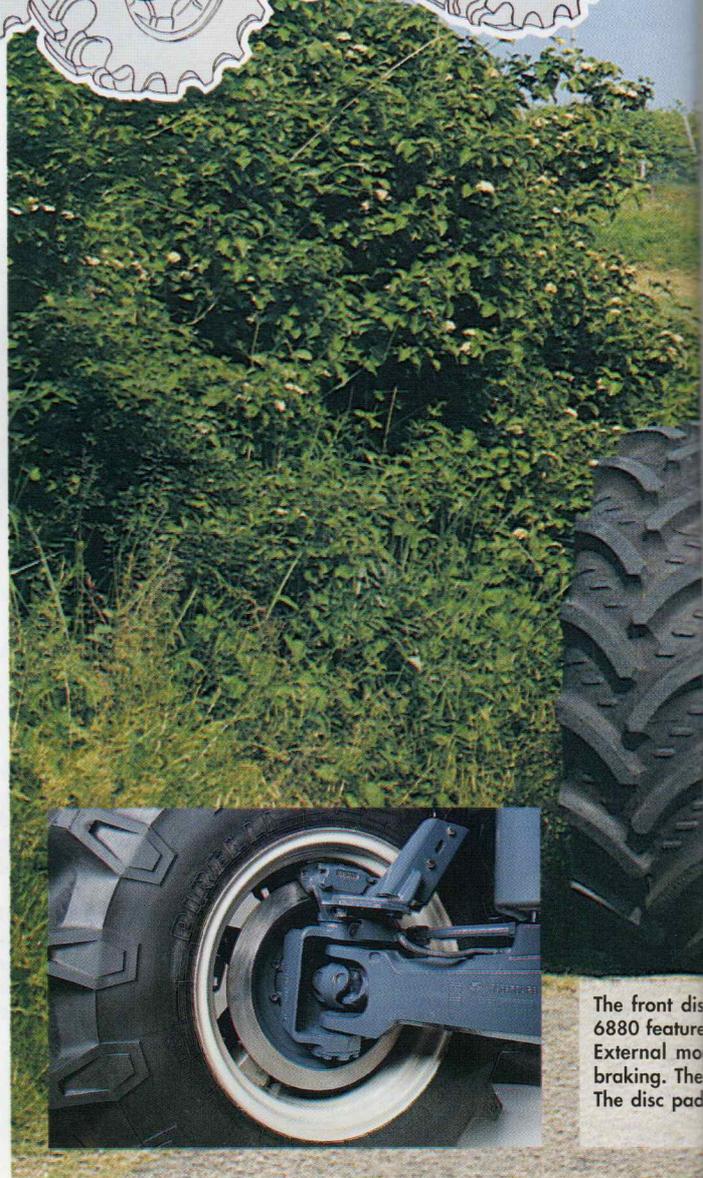
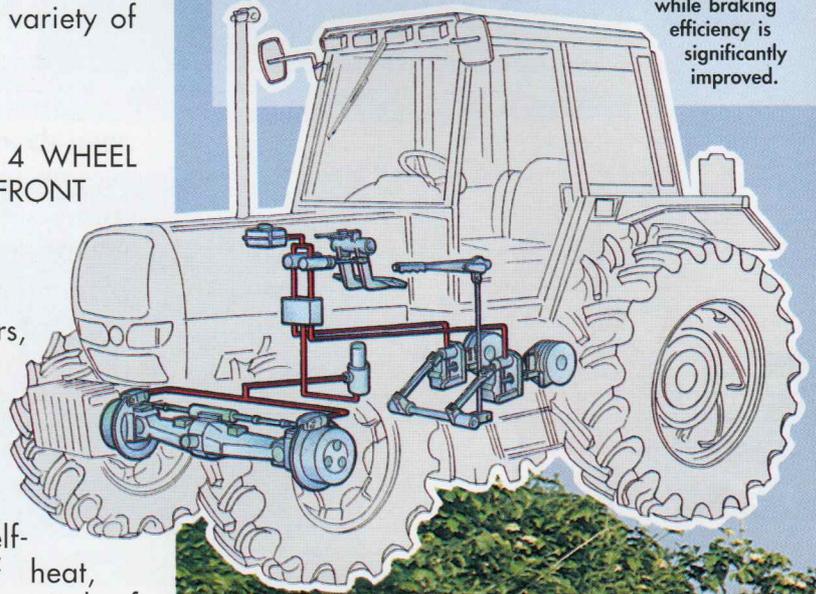
Tests on tractors have shown that braking distances on models with front wheel braking are up to 50% shorter than on tractors without.

Models with overdrive, capable of 40 km/h, are fitted with front brakes as standard. Front brakes are available as an option on all other models.

**LANDINI. SAFETY ABOVE ALL**

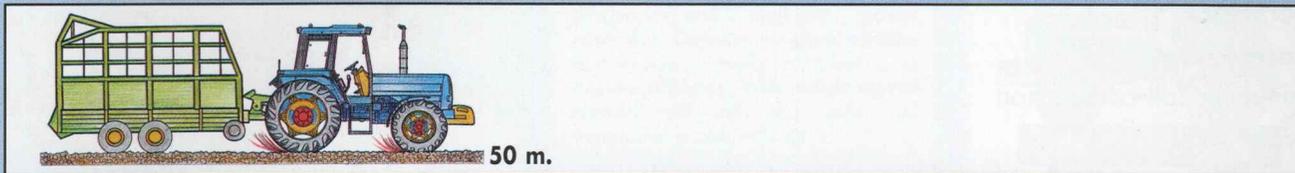
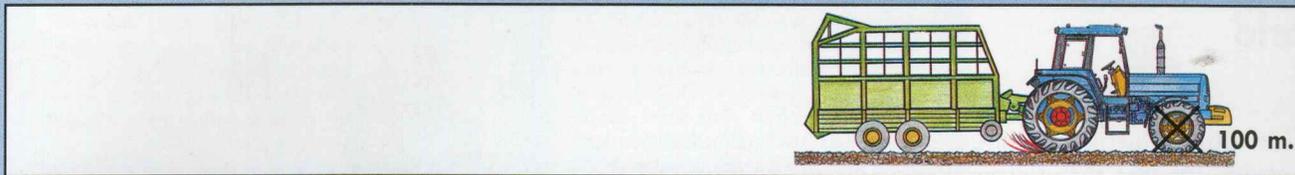
The layout of the Landini 4 wheel braking system shows just how much care has gone into its design. The booster located between the rear and the front brakes triples pressure to up to 100 kg/cm<sup>2</sup> at the front brakes, more than adequate to ensure safe and efficient braking at the front calipers. A balancing valve located between the brake master cylinders keeps pressure in the system equal, ensuring identical braking intensity on the right and left hand brakes, when the pedals are locked together.

No additional effort is needed to operate the brake pedal of 4 wheel systems. The same high level of driver comfort is therefore maintained while braking efficiency is significantly improved.



The front disc 6880 features external modulated braking. The disc pad

# r Maximum Safety



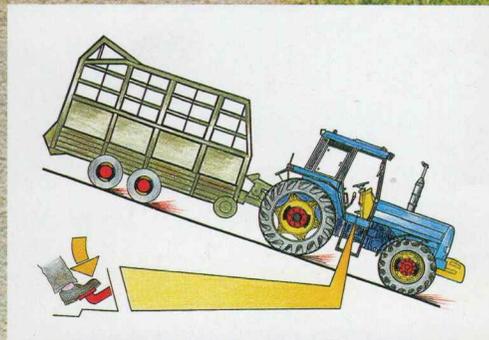
Comparative braking tests between 80 series tractors with 4 wheel and standard braking systems have shown that braking distances are halved with the adoption of the 4 wheel system. Safety is one of Landini's prime objectives.



The Landini hydraulic trailer braking circuit combines 4 wheel tractor braking, but also ensures trailer braking, with integrated trailer braking.

The Landini braking system incorporates a range of safety devices in accordance with rigorous European safety standards. Trailer braking power increases progressively as greater pressure is applied to the tractor brake pedals.

are fixed to the epicyclic final drives with the wheels providing complete protection against impact. The 34 mm discs while the more powerful models in the range have 492 mm discs for greater breaking force. ang of the discs ensures sufficient cooling for rapid heat dissipation giving highly efficient, fade-free external calipers are accessible for quick and simple servicing. e also easily removable for rapid replacement.



# Increased Traction for

## An Italian idea which has conquered the world

Italian agricultural machinery has a proud reputation to maintain. Tractor technicians have always recognised the importance of:

- tractive force
- minimum soil compaction
- driver safety

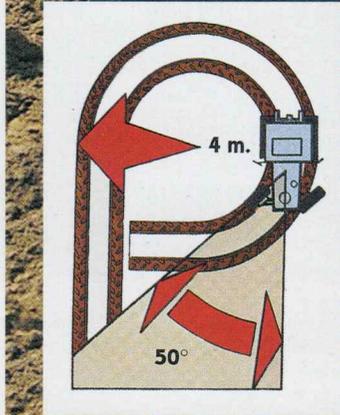
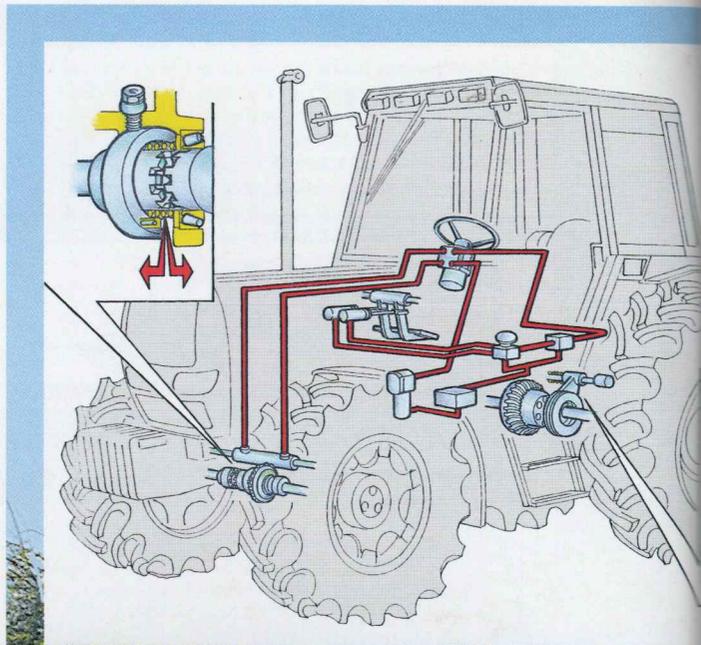
These clear cut, simple ideas have been developed and applied to design, production and marketing by various tractor manufacturers. Proof of the Italian lead has come with the imitation of many Italian "firsts" by tractor manufacturers in other countries.

4WD is now a must for the European market, with 4WD models representing 70% of total tractor sales. As usual, Landini leads the field in four wheel drive with over thirty years of experience and the application of 4WD technology to hundreds of models, designed to satisfy the need for versatility and safety over many types of terrain.

The 80 series features the following features and benefits:

- Optimum distribution of weight over the front and rear axles;
- Minimum front axle power absorption, with increased efficiency of power transmission to the front wheels;
- Reduced turning circle and maximum ground clearance for improved versatility;
- 4 wheel braking for maximum driver safety;
- Hydrostatic control of front-rear diff locks for maximum traction and driver comfort;
- Wide low profile tyres for reduced soil compaction and increased grip.

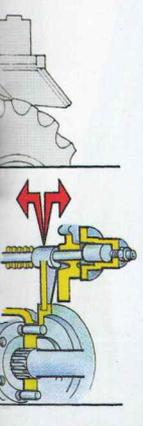
### LANDINI. THE INNOVATORS IN TRACTION TECHNOLOGY



The front axle gives a steering angle of 50°, enabling the 80 series to follow an exceptionally small turning circle with obvious advantages in versatility and productivity. With the diff lock disengaged, the front and rear wheels are completely free to turn independently without the unwanted friction which can cause slippage and soil damage as in the case of certain other automatic diff lock systems.

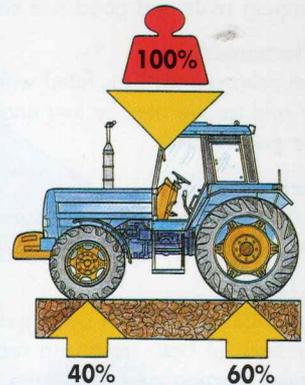


# Improved Productivity



The HYDRALOCK system allows you to engage both front and rear diff locks simultaneously. When you need the diffs locked, simply press the diff lock pedal to engage both at once. The diff locks are automatically disengaged, again simultaneously, as soon as either one or both of the brake pedals are applied.

All models in the 80 series have been designed as 4WD tractors from the very start, based on the concept of an integrated 4WD system, and not a driven front axle added on as an afterthought to a 2WD tractor. A long list of technical innovations have been built into 80 series to ensure optimum efficiency and minimum power absorption. Optimum weight distribution also makes a major contribution to tractive efficiency. With weight moved forward off the rear axle soil compaction is also reduced.



**4 WHEEL DRIVE**

## 1 Engine

Perkins Engine, with its world famous power reserve, tractive force, low running costs and good fuel consumption.

## 2 Turbocharger

The turbocharger 9880 is fitted with a wastegate turbo to deliver high power and torque even at low engine speeds, ensuring excellent and flexible performance.

## 3 Steering

A 50 degree steering angle ensures tight turning circles for improved productivity.

## 4 Diff Locks

HYDRALOCK is Landini's own hydraulic system for the simultaneous engagement of both front and rear diff locks. HYDRALOCK means maximum traction and maximum productivity with minimum effort. Simple foot pedal engagement and automatic disengagement of both front and rear diff locks as soon as one or both brake pedals are touched.

## 5 Front Disc Brakes

A single balanced hydrostatic circuit connects the front disc brakes with the rear oil cooled multi-discs brakes. The front discs are fixed to the wheel hubs so that heat is rapidly dissipated for constant, fade-free braking.

## 6 Gearbox

The 80 range can be fitted with either 12 or 24 forward, 12 reverse speed box. The reverse shuttle is fully synchronised. The customer can choose from four option combinations:

REVERSE SHUTTLE + CREEPER	24 FWD + 12 REV
REVERSE SHUTTLE + UNDERDRIVE	24 FWD + 12 REV
REVERSE SHUTTLE + OVERDRIVE	24 FWD + 12 REV
REVERSE SHUTTLE + BASE GEAR BOX	12 FWD + 12 REV

Tractors fitted with overdrive, capable of 40 km/h, are also fitted with front brakes as standard to ensure maximum driver safety.

## 7 PTO

The 9880 features an external interchangeable PTO shaft to overcome shaft compatibility problems with implements requiring shafts other than the 6 spline 1 3/8" standard for the power class.

The following shafts are available:

- 1 3/4" 6 spline
- 1 3/8" 21 spline

This gives a choice of three internationally standard shafts to maximise versatility and performance.

## 8 PTO Engagement

The driver can select and engage the PTO directly from the driving seat, in total comfort and with minimum effort. The following independent PTO speeds can be selected:

- 540/750 rpm
- 540/1000 rpm

Ground speed PTO drive is standard, adding to the optimum PTO combinations for convenience, versatility and economy.

## 9 Linkage Control Buttons

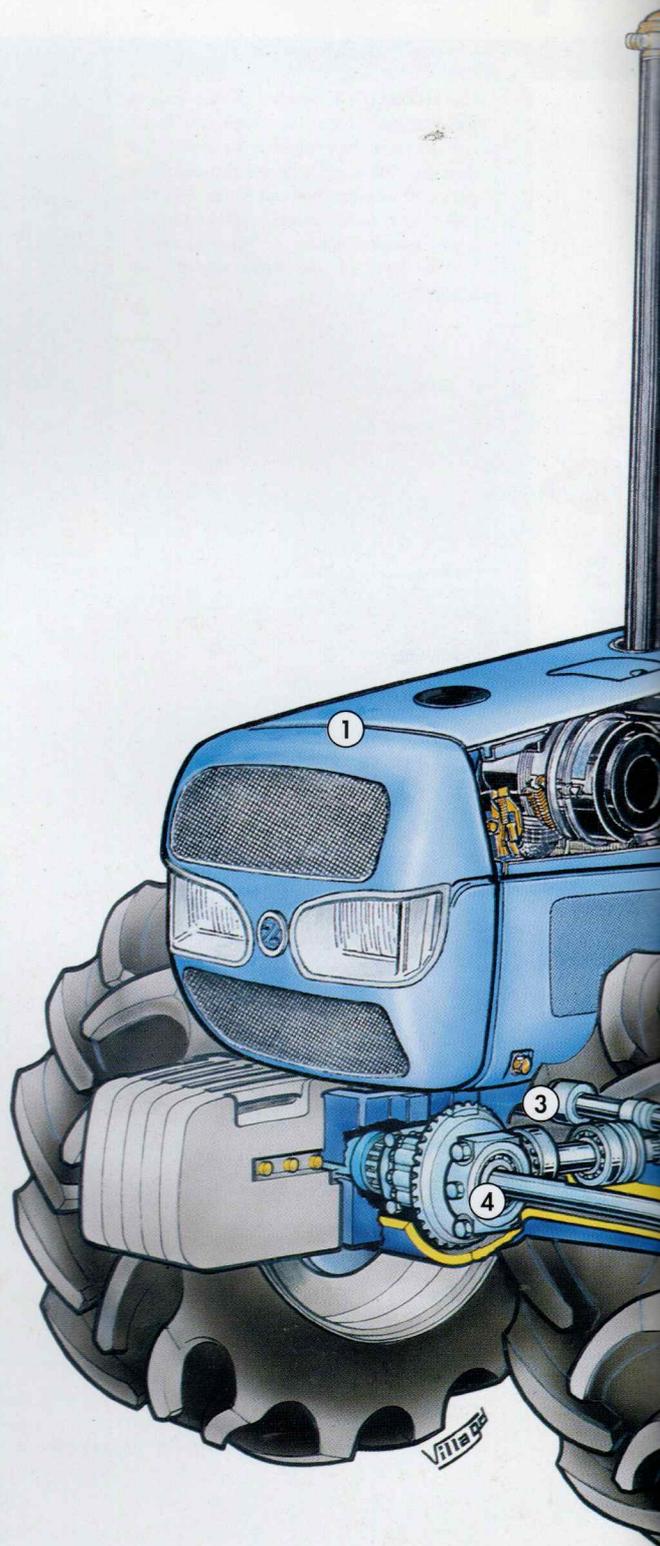
Models equipped with LANDTRONIC electronic lift control have two buttons on each mudguard for linkage raising and lowering. The driver can therefore control linkage position from the ground to ensure quick, precise and totally safe implement hitching.

## 10 Cab

The 80 series cab is a modern and highly functional monocoque cab. All controls are located and designed according to the latest ergonomic standards, and noise in the cab interior is well within the standards currently applied on the European market.

An air conditioning system is also available as an option.

Ideal temperature is reached quickly even under the severest climatic extremes, and is maintained effortlessly even over extended operating



periods.

The cab is also equipped with a radio as standard supply.

## 11 LANDTRONIC Lift Control

All 80 series tractors can be fitted as an option with LANDTRONIC electronic lift control to get maximum performance and efficiency from any tractor-implement combination.

As well as the classic depth control, draft control and intermix, other system functions provide rapid soil engagement and controlled linkage lowering speed. The controls of the simple to operate LANDTRONIC system are all arranged within easy reach of the driver for maximum convenience.



### 12 On Board Computer

The on board computer provides all the information a tractor driver could possibly require to optimise a wide variety of field work. Working parameters can be programmed into the system for processing by the computer to give tractor speed, PTO speed, or surface areas worked at the end of a day, etc...

### 13 Top Link Sensor

The LANDTRONIC system features a special sensor at the top link to optimise draft control with all types of implement working near or far below ground level. The top link bracket also allows the top link to be secured at two heights to optimise implement/tractor

geometry thereby improving versatility and tractor performance.

### 14 Instrument Panel

The 80 series instrument panel holds a group of digital instruments for clear, precise readouts. 17 indicator lights keep the driver constantly informed about the status of all major tractor components, and provide instant warning of any malfunction.

### 15 Control Levers

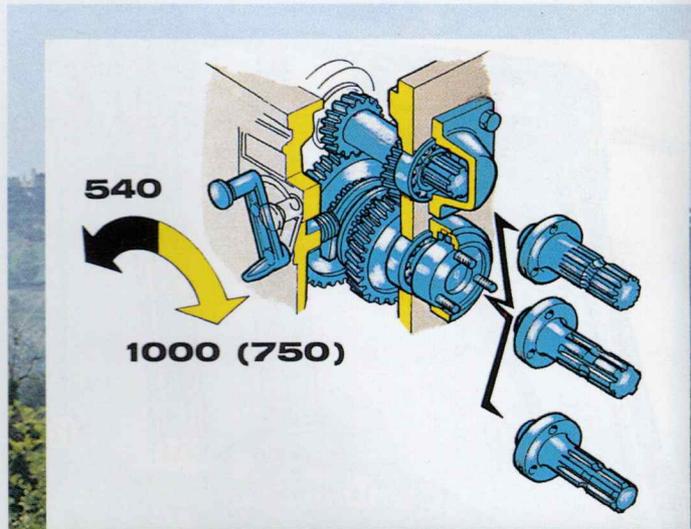
Gear levers are located to the driver's right hand side which is the state of the art in tractor design and to ensure full ergonomic and effortless gear selection.

# A Combination of P

## Taking the Effort out of PTOs

The PTO plays a fundamental role in tractor design and operation. In fact, the PTO is one of the prime factors in determining a tractor's true potential. The 80 series features a full range of instruments to enable the driver to use the PTO correctly and efficiently from the comfort of the driving seat. A double improvement therefore, in tractor productivity and versatility and in driver comfort and ergonomics. The driver can select the 540/1000 or 540/750 speeds (i.e. the standard 540 or the ECONOMY 540) without leaving his seat. A clear indicator on the control panel shows which PTO speeds is currently engaged, so implements can always be operated as specified. A digital display informs the driver of PTO speed. The engine speed can therefore be adjusted to give the exact PTO speed required, combining optimum implement performance with minimum fuel consumption. Driven axle trailers can be towed effortlessly by engaging ground speed proportional PTO drive, also selectable from the driving seat. Last but not least, all PTO features are available on the standard tractor, proving that Landini means maximum versatility. The 9880's PTO shaft can be easily changed for optional shafts of different diameter and spline type for faster coupling to a wider range of P.T.O. implements. A second, 1 3/8" shaft with a shorter splined end is mounted above the standard PTO shaft. This second shaft, accessible under an easy to remove cover, can be used along with the standard PTO shaft to operate pumps and pulleys, etc...The 80 series, in fact, comes with two PTO's.

**LANDINI. TOTAL VERSATILITY**



The 80 series PTO drive line has been specially designed for maximum efficiency.

PTO speed selection gear couples are connected directly to the PTO clutch and via this to the engine. A sliding selector engages independent or proportional PTO drive from an easy to use lever in the cab.

The 540/1000 or 540/750 speeds are likewise selected from the comfort of the cab with great ease. Remove the cover above the standard PTO shaft and you gain instant access to a second 1 3/8" 6 splined shaft for pumps, pulleys, etc... Yet another confirmation that Landini means maximum versatility and efficiency.

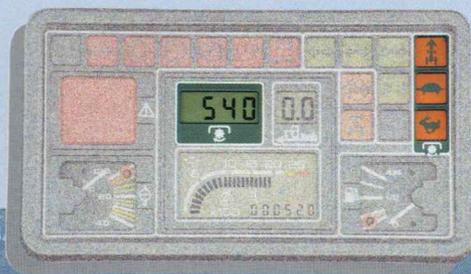
# Power and Economy

The 9880's standard 1 3/8" PTO shaft can be interchanged for the following optional shafts:

- 1 3/4" 6 spline
- 1 3/8" 21 spline

Shaft removal and replacement is extremely quick, with all shaft types fixed to the PTO hub outside the drive cover by 4 easily accessible nuts.

The availability of interchangeable shafts means that you can adopt the shaft your implements require, solving the compatibility headaches caused by the abundance of implements available for this class of tractor.



The instrument panel houses everything needed for efficient PTO operation. The number and precision of the readouts ensure the most effective and accurate use of the PTO. Indicators show which PTO drive is engaged at time - 540-750 or 1000 rpm. A separate indicator confirms the engagement of ground speed. A digital display shows the exact speed of the PTO in rpm. Gone are the days of approximate speed settings. The Landini PTO control system opens the door to maximum efficiency and minimum fuel consumption.



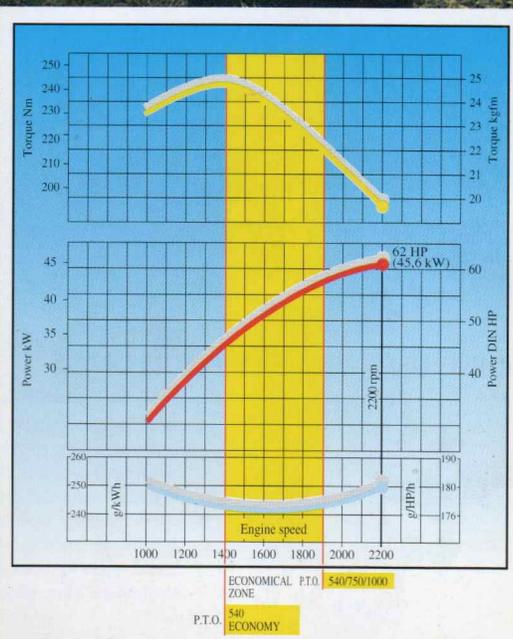
The most efficient PTO speed is obtained at between 80% and 90% of maximum engine speed.

Landini have carefully calculated the ratios of the 80 series PTO so that the 540 rpm PTO operates optimally at 1944 engine rpm and the 1000 rpm PTO at 1916 engine rpm - right in the ideal power band.

At these engine speeds the PTO can rely on an impressive torque reserve. The power curve of the Landini-Perkins engine provides progressive power. If extra torque is needed, this increases smoothly as engine speed drops from 1900 rpm to maximum torque speed at 1400 rpm. Any PTO driven implement can therefore operate efficiently and productively, effortlessly overcoming momentary peaks in power demand.

PTO driven implements with lower power requirements can make use of the special ECONOMY drive which operates near maximum torque engine speed. ECONOMY PTO drive gives you both maximum fuel economy and reduced wear thanks to lower engine speed.

Landini's ECONOMY PTO drive is also known as the 750 rpm PTO, since with the engine at 1934 rpm (more or less the same engine speeds used for the 540 and 1000 rpm PTO drives) the PTO turns at 750 rpm. The 540 economy speed is obtained by decelerating the engine to maximum torque speed, 1400 rpm.



# Landtronic. Landini Electroniclinko

## Landtronic. The figures speak for themselves

The LANDTRONIC electronic lift control and the on board computer are typical examples of Landini innovation. LANDTRONIC is practical and simple to use, and makes a genuine improvement to tractor efficiency and performance. Landini lift control has always been recognised as one of the best on the market. But Landini is never content to rest on its laurels. Improvements have been obtained in three areas:

- A) WHEEL SLIP
- B) FUEL CONSUMPTION
- C) PRODUCTIVITY IN Ha/h

LANDTRONIC is capable of truly extraordinary result:

- A) An 11% increase in global efficiency (derived from higher ground speeds, reduced tyre wear, and drastically reduced wheel slip).
- B) A 7% reduction in fuel consumption, equivalent to 1.2 litres/hour, giving a saving of 960 litres of diesel in a typical year's use of 800 working hours).
- C) A productivity increase of 13.5% in terms of area worked in any period of time.

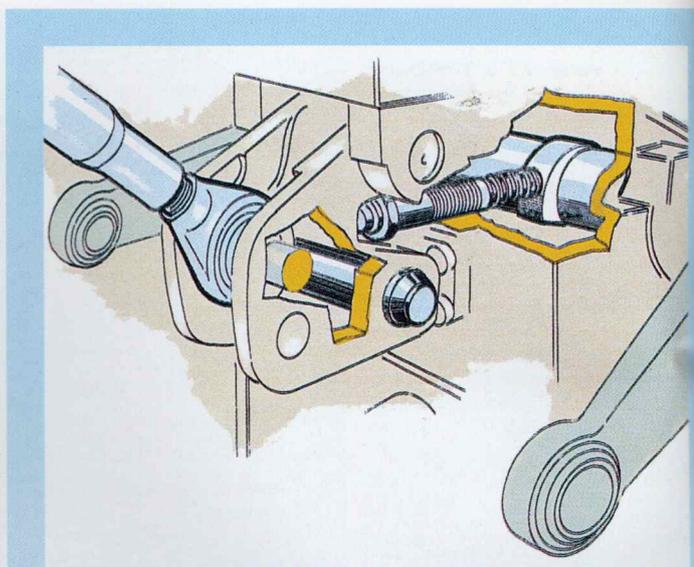
LANDTRONIC achieves these impressive results by:

1. Eliminating unnecessary lift movements, with obvious savings in energy and reduced component wear;
2. Improving uniformity of working depth, with settings as precise as 2 cm between the maximum and minimum values, resulting in a very high standard of work;
3. Reducing dead time, with savings of 7 seconds at each headland turn, resulting in improved productivity and reduced driver fatigue;
4. Reducing wheel slip and improving overall efficiency thanks to improved response;
5. Reducing fuel consumption;
6. Increasing overall productivity.

LANDTRONIC electronic lift control allows 80 series tractors to do more work in less time, and do it better.

Landini is constantly investing in technological development to improve the quality and quantity of work possible with their tractors.

## LANDINI. USER FRIENDLY ELECTRONICS



The class 2 three point linkage is robust designed to withstand the heaviest work. Lift action easily controlled from the driver seat. Quick hitch lower links available on request.

# ge control and on board computer

Landini has developed a draft control system based on a simple load cell located at the top link. This sensor detects and measures draft and sends data to the electronic control unit with a precision infinitely greater than any mechanical system.

The sensor is located centrally with respect to the tractor so that force applied by implements at or under soil level can be measured with the same precision, significantly improving tractor versatility.

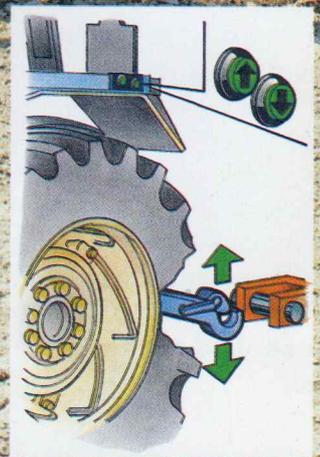
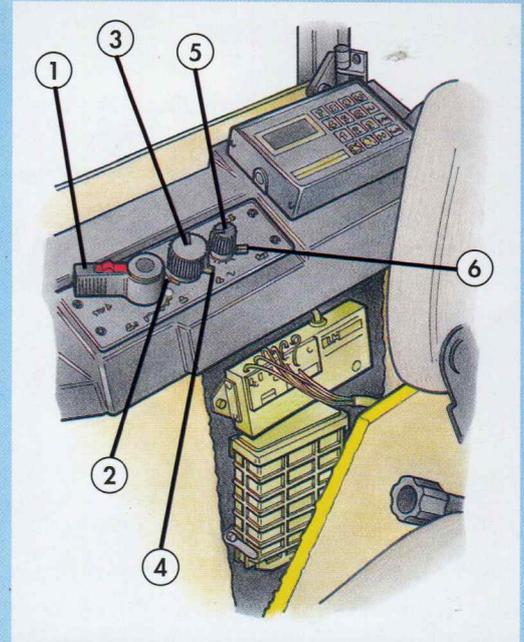
The top link can be connected to its bracket at one of two positions to make the best possible use of system response. Electronic cables are channeled to the cab at a safe height above the ground and are protected against accidental damage.

The top link draft control sensor allows you to carry on working with complete confidence in tractor efficiency.

The lift control panel and on board computer are located conveniently inside the cab to the right of the driver. All the following functions are directly controlled from the driver seat:

1. linkage raising/lowering
2. linkage drop speed
3. working depth setting
4. maximum lift height setting
5. response control
6. DEPTH/DRAFT/INTERMIX function selection

The system also allows the driver to hitch implements rapidly for faster turnaround and improved productivity. Needless to say, LANDTRONIC also allows the linkage to be locked in the raised position for complete safety whilst transporting implements.



Two buttons are fitted to each mudguard for raising and lowering the linkage. The driver can therefore control linkage action from the ground to ensure quick, precise and totally safe implement hitching.

## The Importance of Driver Comfort in the Modern Tractor

The tractor in modern agriculture is more than just a tool for a job. It is a long term investment, and as such must be seen in terms of continuing service today, and for many years to come.

The tractors most important to the success of a tractor are:

- IMAGE
- DESIGN
- COMFORT
- DURABILITY
- APPROPRIATE TECHNOLOGY
- AFTER SALES SERVICE

Comfort is one of the most important of all these points, but is also one of most difficult to define, with rapidly changing parameters of evaluation. There are, however, a number of basic, no-nonsense factors on which any practical definition of driver comfort must be based. Noise levels and the ergonomics of driver movements provide scientific ways of evaluating overall comfort. Of course, these basics are linked to innumerable other factors such as design and technological innovation which place a tractor in a certain market range determine its overall image.

Landini has taken both the basics and the extras into account in the design of the 80 series.

The 80 series is a range of tractors for today, built around the concepts which modern agriculture is embracing for the future.

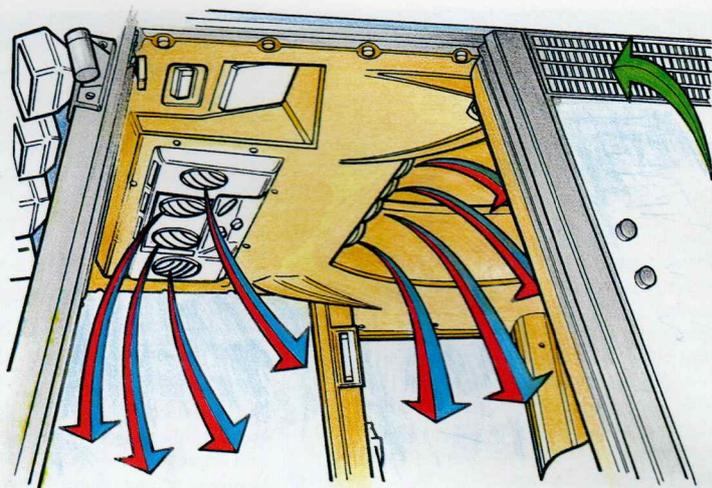
80 series tractors feature extremely modern design, of typical Landini character and prestige. Both the platform and the cab have been tested to EEC and OECD standards and are fully in line with the latest international recommendations on noise levels.

With driver comfort of prime importance, all controls have been designed for totally ergonomic movements. Even the heating and ventilation system are designed to ensure driver well-being and health above all else.

A large filter ensures that the atmosphere inside the delux cab provides the healthiest and most comfortable working environment. Active carbon filters are also available for maximum protection in crop spraying and pest control work.

The optional air conditioning system effortlessly maintains a cab temperature of around 20°C even when temperatures outside reach tropical levels!

With or without the air conditioning system installed, the cab sunroof, side windows and swinging doors can be used to provide all the natural ventilation you need.

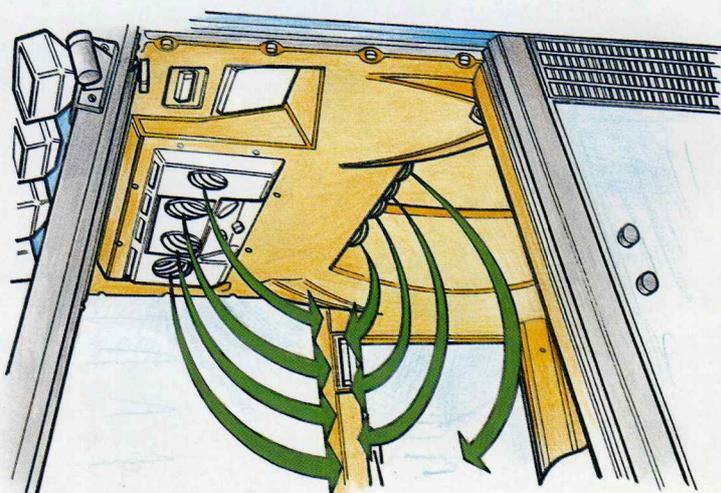


The powerful heating system uses engine heated water and in-cab heat exchangers to provide warm air where it is most needed. A three speed fan allows you to boost the flow of warm or cool air to the levels needed. An air filter removes dust to keep the atmosphere inside the cab healthy and pleasant. Active carbon filters are also available for work in crop spraying and pest control.

Easy to operate levers allow the driver to select through-flow air ventilation or air re-circulation.

The air vents are arranged in two groups. Four vents channel air to the windscreen for defrosting and demisting while another four adjustable vents direct air into the cab. The optional air conditioning system keeps the in-cab temperature constantly around 20°C even when the temperature outside reaches unbearable limits. The Landini air conditioning system has power to spare and stands comparison with the most advanced systems on the market.

The cab also equipped with a radio as standard supply.



**LANDINI, NOTHING LEFT TO CHANCE**

# Comfort is not an optional



**CAB**

# Landini 80 Series Technical Specifications

		6880/V.M.6880	7880/V.M.7880	8880/V.M.8880	9880
<b>PERFORMANCE</b>					
Rated engine power at 2200 rpm		49 KW/67 DIN HP	54 KW/74 DIN HP	61 KW/83 DIN HP	69 Kw/94 DIN HP
Maximum torque, at 1400 rpm		254 Nm	280 Nm	309 Nm	348 Nm
<b>ENGINE</b>					
Make/model		Perkins 4.236 (d)	Perkins/4.236	Perkins/A4.248	Perkins AT.4-236
Injection		Direct	Direct	Direct	Direct
Bore/stroke		98,5/127 mm	98,5/127 mm	101/127 mm	98,5/127 mm
Capacity in cm <sup>3</sup> /No. cylinders		c.c. 3870/4	c.c. 3870/4	c.c. 4070/4	c.c. 3860/4 Turbo
Compression ratio		16:1	16:1	16:1	15.1:1
Cooling		Liquid cooled	Liquid cooled	Liquid cooled	Liquid cooled
Air filter		Oil bath, cyclone pre-cleaner	Oil bath, cyclone pre-cleaner	Oil bath, cyclone pre-cleaner	Dry cyclone pre-cleaner
<b>CLUTCH</b>					
Type	Independent, dual disc, dry clutch	●	●	●	●
Diameter		11"	12"	12"	12"
Lining		Organic/Organic	Organic/Cerametal.	Organic/Cerametal.	Organic/Cerametal.
Action	Mechanical	○	○	○	○
	— foot pedal engine clutch	○	○	○	○
	— hand lever PTO clutch	○	○	○	○
<b>ELECTRICAL SYSTEM</b>					
Battery	1 x 95 AH battery	●	●	●	●
Alternator	LUCAS/A115/45 AMP	●	●	●	●
<b>TRANSMISSION: POWER FLOW</b>					
Low power absorption transmission, base gearbix and reverse shuttle (12 fd. + 12 rev.)		●	●	●	●
Reverse shuttle + Creeper	24 fd. + 12 rev.	○	○	○	○
Reverse shuttle + Underdrive	24 fd. + 12 rev.	○	○	○	○
Reverse shuttle + Overdrive (40 Km/h)	24 fd. + 12 rev.	○	○	○	○
4WD front axle disc brakes (standard with overdrive)		●	●	●	●
<b>POWER TAKE OFF</b>					
Type	Independed and ground PTO	●	●	●	●
Action	Mechanical, hand lever	●	●	●	●
Speeds:					
— 540 PTO rpm	at 1944 engine rpm	●	●	●	●
— 1000 PTO rpm	at 1917 engine rpm	●	●	●	●
— 750 PTO rpm	at 1934 engine rpm	△	△	△	△
PTO speed selector	in cab control	●	●	●	●
Cambio di velocità regolabile	Mediante levetta comandata dal posto di guida	●	●	●	●
No. splines	6 x 35 mm, 1 3/8" diameter	●	●	●	● { 6 spline 1 3/4" △ 21 spline 1 3/8"
<b>HYDRAULIC SYSTEM</b>					
Functions	Draft control, depth control, intermix, float	●	●	●	●
Max. oil flow	42.3 l/min		●	●	● 42,3
Max. lifting capacity	2600 Kg		●	●	● —
— with 2 assistor rams	3700 Kg		—	○	○ 4350
Spool valves	2 single/double acting -	●	●	●	●

	6880/V.M.6880	7880/V.M.7880	8880/V.M.8880	9880			
<b>FRONT AXALE</b>							
Steering	Balanced hydrostatic	●	●	●			
<b>4 WHEEL DRIVE</b>							
Axale type	New generation	NG 100 CD	NG 200 CD	NG 200 CD			
Engagement	Mechanical	●	●	●			
Max. steering angle	50°	●	●	●			
<b>BRAKES</b>							
Type	Multi-disc, oil-cooled graphite linings	8	10	10			
Action	Hydraulic	●	●	●			
Parking brake	Acting on rear brakes	●	●	●			
<b>TRACK ADJUSTMENT</b>							
Front wheels	from 1420 to 1920	from 1420 to 1920	from 1420 to 1920	from 1420 to 1920			
— 4RM (8 positions)	from 1413 to 1793	from 1500 to 2048	from 1500 to 2048	from 1500 to 2048			
Rear wheels (12 positions) [6880 - 8 positions]	from 1400 to 2000	from 1324 to 2006	from 1324 to 2006	from 1324 to 2006			
<b>WEIGHTS AND DIMENSIONS</b>							
With fuel, oil, water, cab, without ballast.							
Front tyres	320/70 R24	12.4-24	380/70 R24	380/70 R24			
Rear tyres	16.9-30	18.4-30	480/70 R34	480/70 R34			
	2RM 4RM	2RM 4RM	2RM 4RM	2RM 4RM			
Weight: — front	1120 kg 1370 kg	1200 kg 1400 kg	1240 kg 1460 kg	1440 kg 1460 kg			
— rear	2020 kg 2070 kg	2250 kg 2250 kg	2210 kg 2360 kg	2360 kg 2360 kg			
— Total	3140 kg 3440 kg	3450 kg 3650 kg	3450 kg 3820 kg	3800 kg 4000 kg			
Total length	3783 mm	3850 mm	3870 mm	3870 mm			
Minimum width	1830 mm	1811 mm	1753 mm	1791 mm			
Height at top of cab	2573 mm	2602 mm	2624 mm	2645 mm			
Minimum steering circle, 4WD							
— with brackes	3,9 m	3,9 m	3,9 m	4,0 m			
— without brakes	4,4 m	4,4 m	4,4 m	4,5 m			
Maximum ground clearance at 4WD front axle	413 mm	413 mm	437 mm	458 mm			
Wheelbase	2409 mm 2385 mm	2440 mm 2416 mm	2440 mm 2416 mm	2463 mm 2439 mm			
<b>CAPACITIES</b>							
Fuel tank	102 litres	●	●	152			
Hydraulic transmission	33 kg (transmission)	●	●	●			
<b>CAB</b>							
Cab platform on silent block dampers. Adjustable steering wheel, gearshift levers to driver's right, adjustable seat, ventilation and heating system, rear wiper, radio antenna, tinted glass, 4 working lights, flashing light. Provision for air conditioning and radio. Digital control panel.							
●							
<b>WHEELS AND TYRES - BASIC EQUIPMENT</b>							
Two wheel drive		Two wheel drive		Two wheel drive		Two wheel drive	
Front	Rear	Front	Rear	Front	Rear	Front	Rear
7.50-16	14.9-30	7.50-18	16.9-30	7.50-20	13.6-38	9.00-16	480/70R34
7.50-18	16.9-30	9.00-16	18.4-30	9.00-16	480/70 R34	9.00-16	18.4-34
7.50-18	12.4-36	7.50-20	13.6-36	9.00-16	18.4-30	9.00-16	16.9-34
9.00-16	480/70R30	9.00-16	16.9-34	9.00-16	16.9-34		
Four wheel drive		Four wheel drive		Four wheel drive		Four wheel drive	
Front	Rear	Front	Rear	Front	Rear	Front	Rear
320/70R24	16.9-30	11.2-24	16.9-30	12.4-24	13.6-38	380/70R24	480/70R34
		12.4-24	18.4-30	380/70R24	480-70R34	14.9-24	18.4-34
		440/65R24	540/65R34	12.4-24	18.4-30		
		13.6-24	16.9-34	440/65R24	540/65R34	420/70R24	520/70R34
		380/70R24	480/70R34			480/65R24	600/65R34
<b>OPTIONS</b>							
4WD front brakes (standard with overdrive)							
Hydraulic or Pneumatic trailer braking system							
10 front weights	36 kg each	○	○	○			
4 rear weights	60 kg each	○	○	○			
<b>Landtronic:</b> electronic linkage control - on board computer							
○							

SPEDCHART: The following table shows the standard forward and optional speeds (in Km/h with 16.9/14-34 tyres, at max engine speed 2200 rpm).

Version	Gear	1	2	3	4	5	6	7	8	9	10	11	12
Standard box		1,72	2,71	3,42	5,05	4,12	6,48	8,18	12,07	10,17	15,98	20,19	29,76
Reverse shuttle		1,74	2,74	3,46	5,10	4,16	6,54	8,26	12,19	10,27	16,14	20,39	30,06
Creep		0,34	0,53	0,67	0,99	0,80	1,26	1,60	2,36	1,96	3,12	3,94	5,81
Underdrive		1,43	2,20	2,84	4,19	3,42	5,57	8,72	10,01	8,43	13,25	16,74	24,67
Overdrive		2,22	3,49	4,41	6,51	5,31	8,35	10,54	15,55	13,10	20,59	26,01	38,40

Key: ● STANDARD; △ AD ALTERNATIVE; ○ OPTIONAL; — NON AVAILABLE



## GENUINE LANDINI PARTS, THE ONLY CHOICE

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**LANDINI S.p.A.**  
 Via Matteotti, 7 - 42042 FABBRICO (RE)  
 Tel. (0522) 656111 (10 linee)  
 Fax (0522) 656476  
 Landini Fabbrico - Telex 530024 LANDINI I

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