

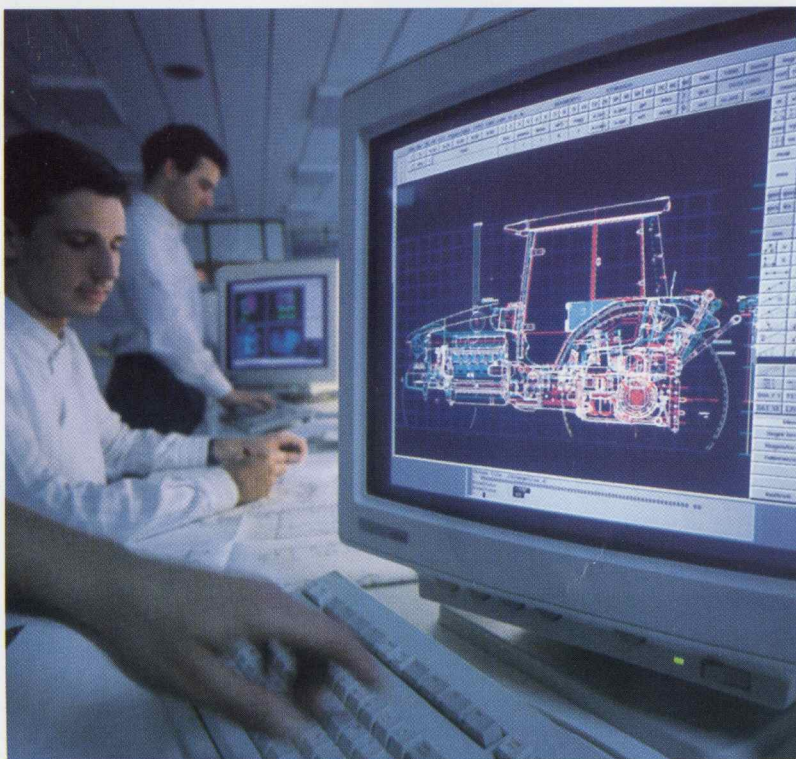
ANTARES II 110-130

THE DECISIVE MOVE



SAME

ANTARES II. FURTHER FORWARD.



DESIGNED FOR YOUR SATISFACTION.

If your bottom line requirements appear to indicate a tractor with three-figure horsepower, then the new Antares II 110 and 130 will more than satisfy them. So many new technological solutions, an effective use of electronics, a transmission of the latest

generation, more comfort, solid ecological credentials... in short, genuine value, real productivity, a return on your investment and a pleasure to use. A wealth of new features, bringing new levels of performance, reliability, safety and versatility. Discover the new Antares II, and you'll discover all the stimulation of making a decisive move.

NEW FROM A - FOR AGROSHIFT - TO Z - FOR ZINC.

From the new Agrosift transmission to the new electronic rear lift, from the push button armrest controls to the P.t.o. clutch with its auto release mechanism, every feature of the Antares II reflects the character of a complete and highly evolved tractor.





ELECTRONICS AT YOUR ELBOW.

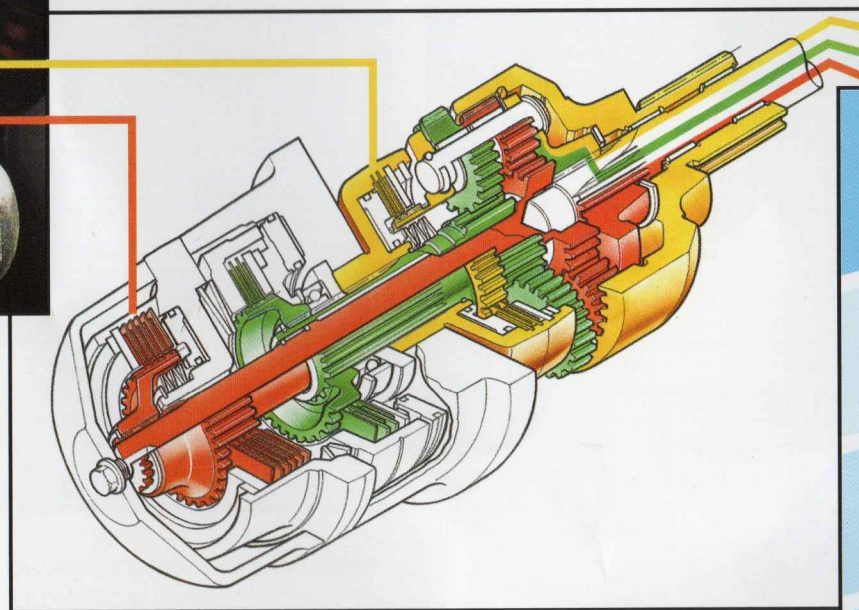
The new multifunction handset incorporated into the seat armrest gives you effortless control over the entire tractor using just a few simple buttons. Without even lifting your elbow, you can operate the Agrosift transmission, you can raise



and lower implements, and you can select and memorize preferred engine speeds. Truly, a concept of applied electronics at its most innovative that lets you work efficiently and in greater comfort, and allows you to exploit the resources of your Antares II to their maximum potential. All the time.



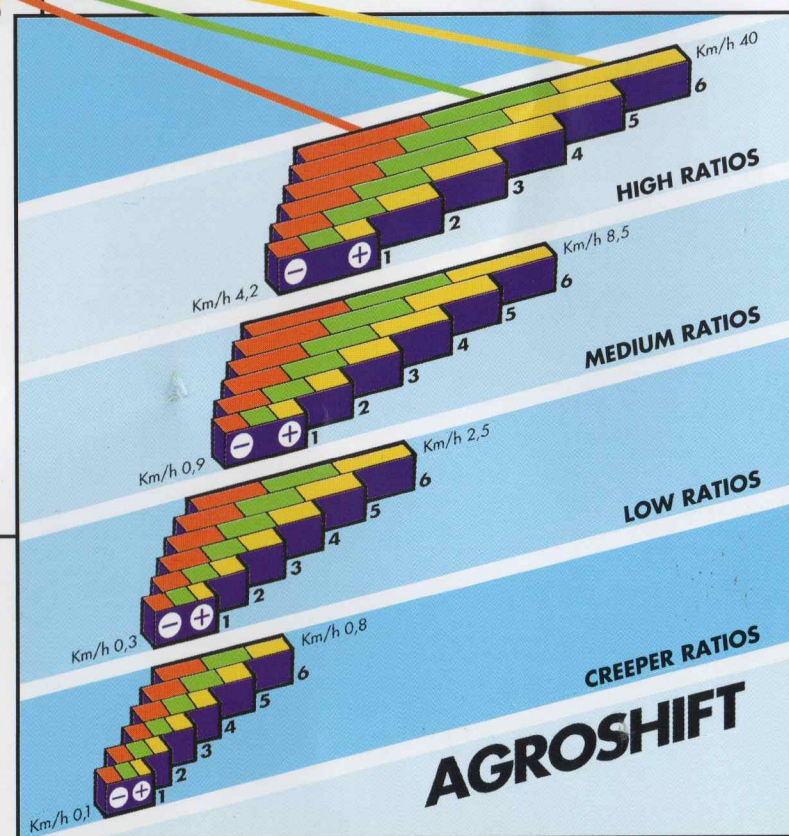
NEW AGROSHIFT TRANSMISSION.



**THE IDEAL GROUND
SPEED ALWAYS
AVAILABLE.
AND YOU CAN
SIDELINE THE CLUTCH.**

With the new Agrosift transmission, the gearbox becomes an easy and extremely flexible tool to use. Whatever the work and whatever the conditions, you'll always be able to select exactly the right speed, which means that

unproductive time can be cut almost to nothing, and whether cultivating or transporting, you can compensate for every slight variation in resistance of the soil or change in gradient at the touch of a button.



The way Agrosift operates is simplicity itself: having selected the range and ratio best suited to the work in hand, the system provides two further adjustments (+ and - 20%), in effect creating a band of three intelligently spaced speeds within which you can shift to accommodate the draft force required at any given time: and all without declutching, without stopping the tractor and without even a momentary loss of torque at the wheels.

The number of options available is prodigious, especially among those speeds which are utilized the most, typically 4...12 km/h, just as the benefits in performance and productivity are numberless; the life of the operator is more comfortable too.

A clutchless shift can be made, under power, either pushing a button at the armrest to operate the electrohydraulic control (ideal when cultivating), or using a switch mounted on the shift lever (more convenient on the road).

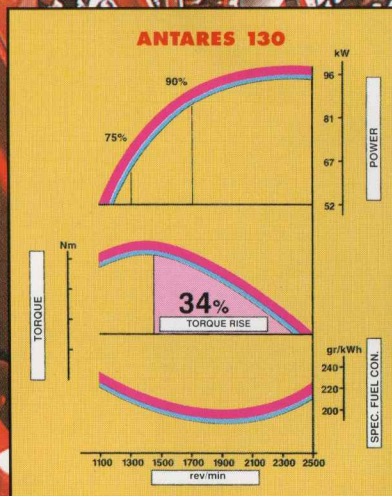
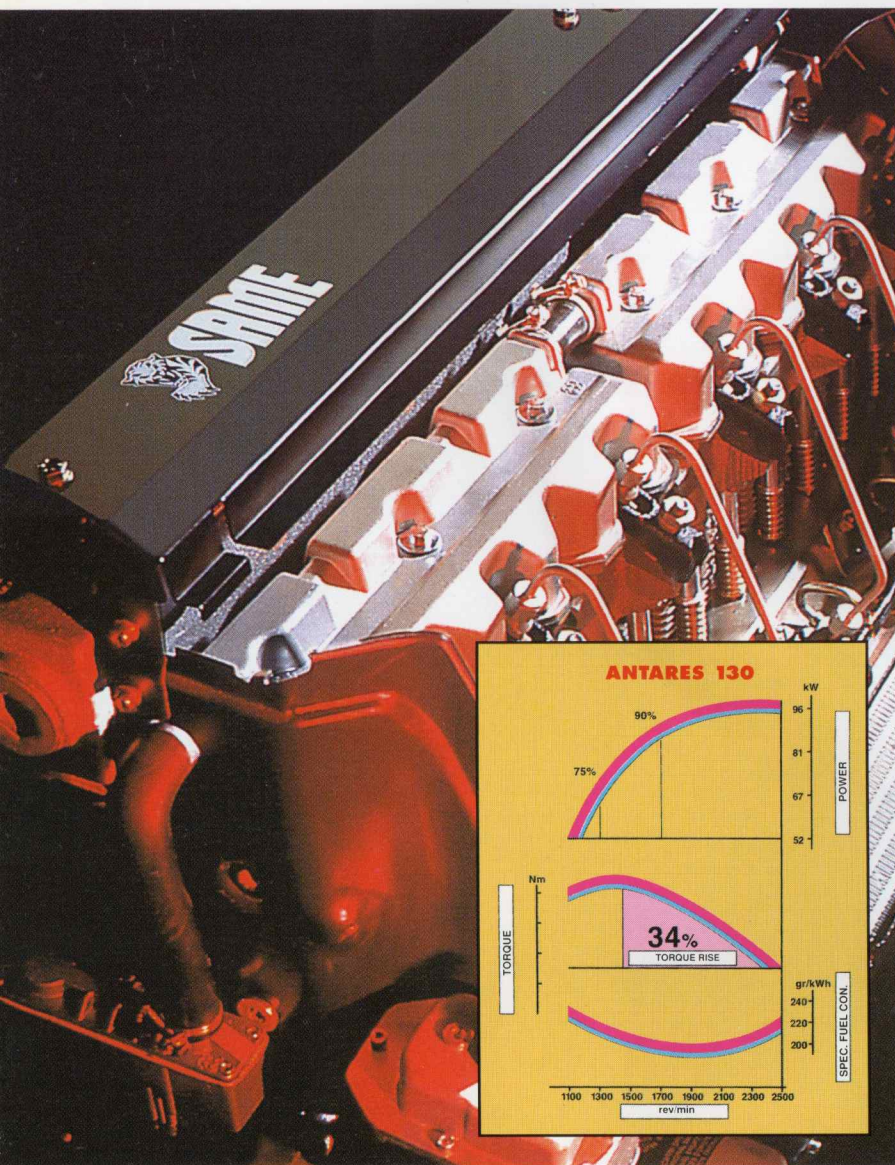
The selected speed is always displayed on the check panel. And with a synchromesh shuttle included in the Antares specification, all forward speeds are available in reverse as well.



RELIABILITY AND SAVINGS.

Quiet, tough and reliable, the Agrosift gearbox also incorporates a new oil ejector which combined with forced lubrication reduces oil drag and temperature, enhancing performance.

DEPENDABLE POWER.



A STRONG AND WILLING HEART.

Flexible and reliable, the engines of the Antares 110 (normally aspirated) and the Antares 130 (turbo) generate constant maximum power across a wide range of speeds, giving an excellent return in terms of performance, with fewer gear changes, lower energy consumption and less driver fatigue.

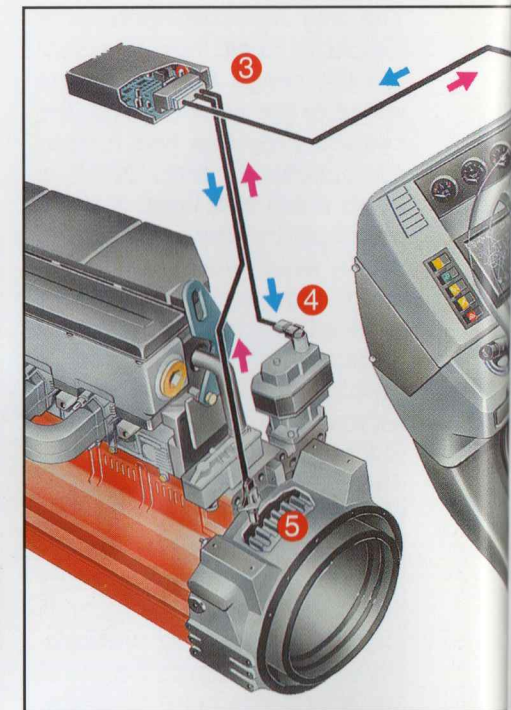
With 90% of full power available even at 1850 rpm, these are tractors capable of delivering generous output at modest crankshaft speeds, which means better fuel economy, less wear and tear on the engine, and lower noise levels.

An exceptionally high torque rise and a wide stable operating range combine to guarantee maximum flexibility, even under the heaviest of loads.

NEW ELECTRONIC RPM CONTROL.

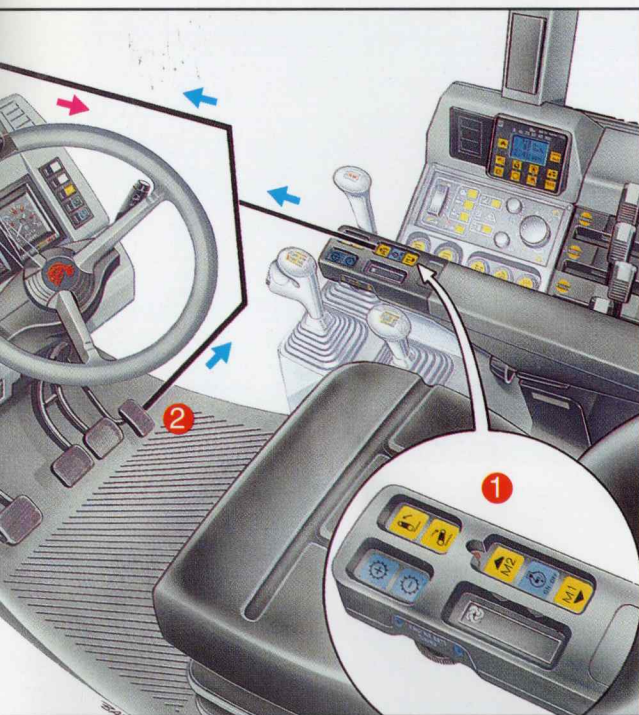
New, even more evolved, and operated by buttons incorporated into the armrest, the electronic rpm control can be used to preset, save and retrieve preferred working and manoeuvring engine speeds. The same control can also be used to maintain the engine revolutions steady even when working under variable loads, assisting concentration and ensuring safe, efficient operation.

And the functional benefits too are numerous: with electronic engine rpm control, the machine can always react effectively to changes in load by optimizing injection, regulating the flow of fuel automatically and ultimately reducing both energy consumption and emissions.



OPTIMUM TEMPERATURE. ALWAYS.

Summer or winter, whatever the workload, the engine's operating temperature will always be exactly right thanks to a triple cooling system that uses forced air, oil recirculation and pressurized oil jets. The oil



perature by no less than 7 °C, even in high ambient temperatures, so as to prolong the working life of the engine.

Also included in the new Antares II package is a new automatic preheat system, similar to that utilized in diesel automobiles, which guarantees troublefree starting in any conditions.

- ① Multifunction control built into armrest
- ② Accelerator pedal
- ③ Electronic control unit
- ④ Actuator
- ⑤ Rpm sensor

jet system, in particular, utilizes nozzles interlocked to the thermostat piloting cooled oil directly to the underside of the piston crowns. And in extreme cold, the oil will also be warmed by the system to bring it to the ideal operating temperature. In addition, the 130 HP version has a new auxiliary radiator that lowers the oil tem-



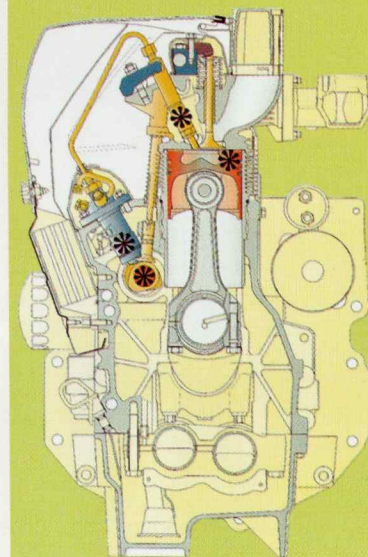
ORIGINAL ENGINES: MORE RELIABLE MORE ECONOMICAL.

SAME engines are designed and built with the needs of the agricultural industry specifically in mind. Which means that the features of any SAME engine reflect the state of the art: a product of original technology, and stringent quality controls implemented at every stage of manufacture.

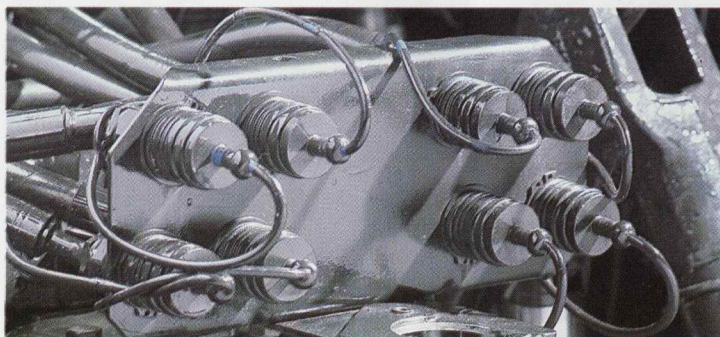
The result is plain to see, in high performance, top reliability and low energy consumption. For example, single cylinder injection pumps embedded in the cylinder block ensure a more efficient and uniform injection, brighter performance and better fuel economy, whilst the modular construction of the engine makes servicing simple in the extreme.

MORE ECO-FRIENDLY.

All SAME engines respond to EEC directive 77/537 and to ECE standard R24 on smoke emissions. The entire range of engines can be supplied with emission levels to EURO 1. These new propulsion units differ only in the specifications of the injection and combustion system, with no modification either to the construction features of the engines or to the way they are installed.



IT GIVES YOU A LIFT, KNOWING IT'S SAME.



REAR LIFT: EVERYTHING MADE EASIER.

The multifunction handset incorporated into the armrest also gives you effortless control over the new 6200 kg electronic rear lift. When turning at the end of the field, for example, you need only press a button and the implement will be repositioned swiftly and accurately. Without moving a single lever.

A new uncomplicated console allows the settings for the electronic lift control system to be selected and entered in mo-

ments. Twin levels of control can be set for position, draft and wheel slip, with priority given to the function considered more important. The system includes "mix" type controls and meets every kind of operating requirement, even in soils of markedly variable consistency. And when carrying a raised implement in transit, the system will lock automatically over-riding the possibility of inadvertent operation which could lower the implement.



THE NEW POWER TAKE-OFF.

FRONT LIFT AND P.T.O. UNIT: A WINNING COMBINATION.

A front lift and P.t.o. incorporated together as a single unit is the most intelligent and productive front end solution possible: it allows combined operations with implements at front and rear, which not only save considerable time but also reduce fuel consumption and soil compaction, and it provides a hanger for quick fit ballast weights.

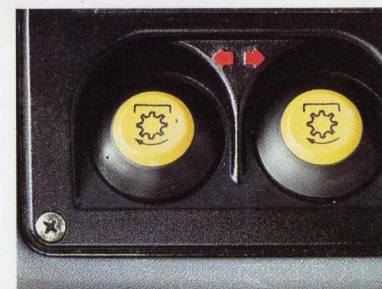
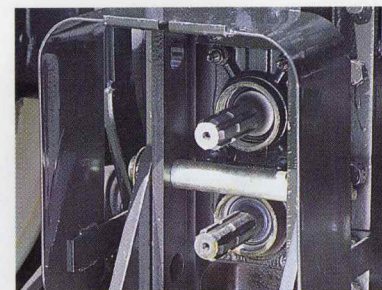
The lift arms are adjustable to accommodate different sizes of implement A-frames, and there is also the option of a two way hydraulic circuit.

SAFER... WITH AUTO RELEASE.

SAME's prime consideration is always to guarantee safety, for you and your equipment: which explains why the P.t.o. clutch is designed to release automatically. Whenever the engine is switched off, the P.t.o. disengages itself, so that when you recommence work there will be no unpleasant surprises.

SOFTER... WITH MODULATED CONTROL.

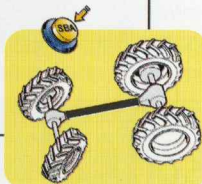
A new modulated engagement system ensures that the torque delivered by the P.t.o. will always follow a gradual curve. The clutch engages sweetly, safely and securely, with no hint of a jerk.



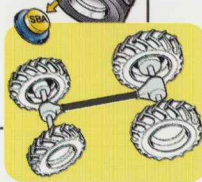
S.B.A. - AND NO MISTAKE.



S.B.A. releases the differential locks when the steering angle widens beyond 20° at speeds below 10 km/h.

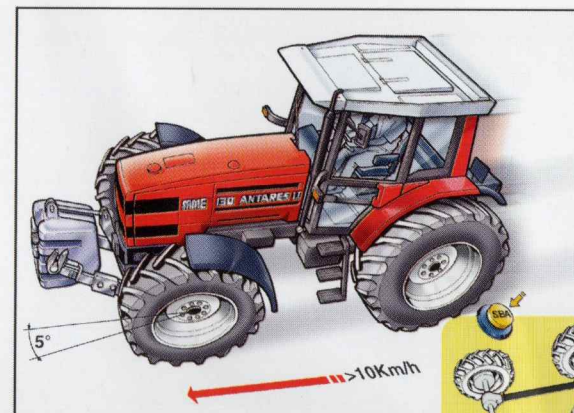
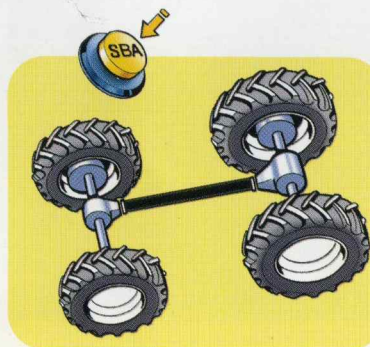


S.B.A. releases the differential locks when braking action is applied to left or right hand wheels only.

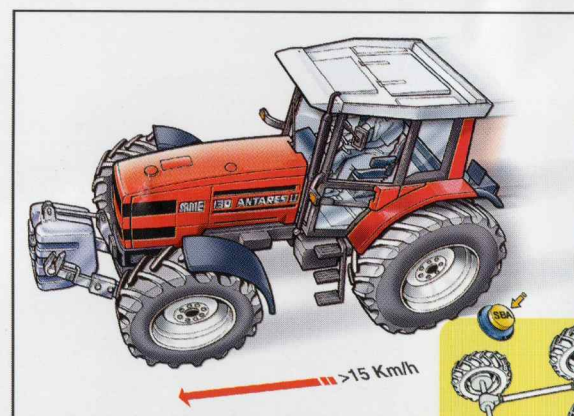
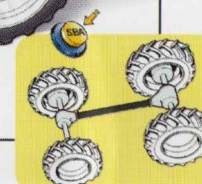


S.B.A. AUTOMATIC FOUR WHEEL DRIVE AND DIFFERENTIAL LOCK CONTROL SYSTEM.

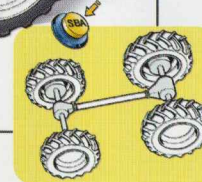
With S.B.A. you'll never make a mistake. Simply by pressing a button, you can set the system to engage and release the differential locks and select and deselect four wheel drive automatically, ensuring safety, grip, efficiency and convenience as a matter of course. The system utilizes sensors to monitor wheel speed and steering angle, in such a way as to optimize the traction force generated by the machine on any ground in all conditions, minimizing wheelslip and soil compaction. Simplicity is the key, just press the button and achieve greater output – automatically.



S.B.A. releases the differential locks when the steering angle widens beyond 5° at speeds above 10 km/h.



S.B.A. deselects four wheel drive and differential locks whenever the speed exceeds 15 km/h.



With S.B.A. activated, differentials stay locked and 4WD remains engaged except in the four situations illustrated.

ALWAYS PERFECT TRACTION.

With S.B.A. activated, 4WD remains engaged until the sensors identify conditions demanding its disengagement, such as at speeds above 15 km/h. The locked differentials will

release when the steering angle widens beyond 20° (or 5° at speeds above 10 km/h), or when the brakes are applied separately. The result: faultless traction, reduced tyre wear, easier operation.

EASY STEER.

Antares II machines are designed structurally to steer an extra tight turning circle, thanks not least to the width of an especially slim-line engine. Manoeuvrability is enhanced by the particular features of the

steering system, which include an independent hydraulic circuit, and a feedback controlled type power steering unit guaranteeing precision and a remarkably comfortable drive.



CUTTING EDGE SOLUTIONS.

REVERSIBLE DRIVING POSITION: FULL FORWARD VISION.

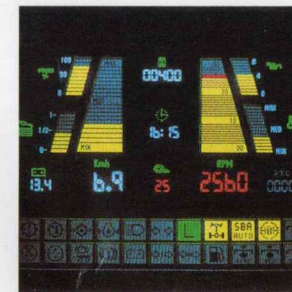
There are many general duties, farming-related and otherwise (such as working with snow-plough and fork-lift attachments, etc.), and indeed forage harvesting and topping, where the reversible driving position of the Antares II is invaluable: taking just mo-

ments to set up, this is a facility that gives maximum ergonomic advantage, letting you operate fully in compliance with safety standards — and with a completely unobstructed view of the situation. A reversible driving position makes the job easier, spares the driver unnecessary effort, allows better control of the equipment, and opens up a wider range of applications to the tractor.



GLOBAL MONITOR: THE NEW VIEW OF WORK.

A CCTV camera mounted to the cab roof and trained on the implement to the rear: the image relayed to a large video screen, which at the touch of a button becomes a Check Panel, a Performance Monitor, and even a television broadcast receiver! No, not science fiction. This is the SAME Global Monitor, a feature available as an option on the Antares II. Only a very forward-looking manufacturer could have created a tractor capable of seeing behind, giving you tremendous ergonomic and productivity benefits.



1 CHECK PANEL



2 PERFORMANCE MONITOR



3 REAR VIEW



4 TV RECEIVER

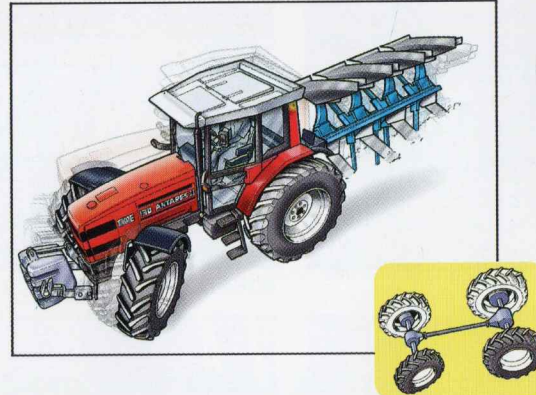


SAFER BRAKING.



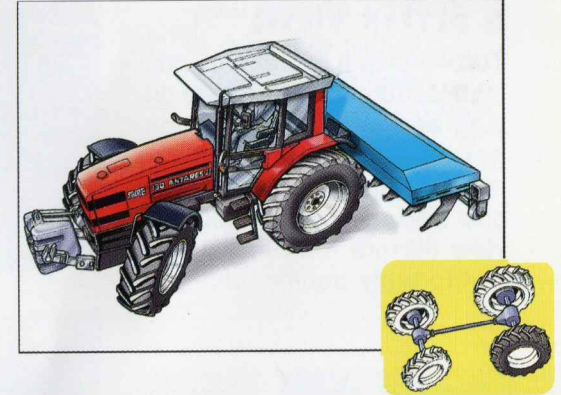
BRAKES APPLIED TO ALL 4 WHEELS

For transportation, transit, working on gradients.



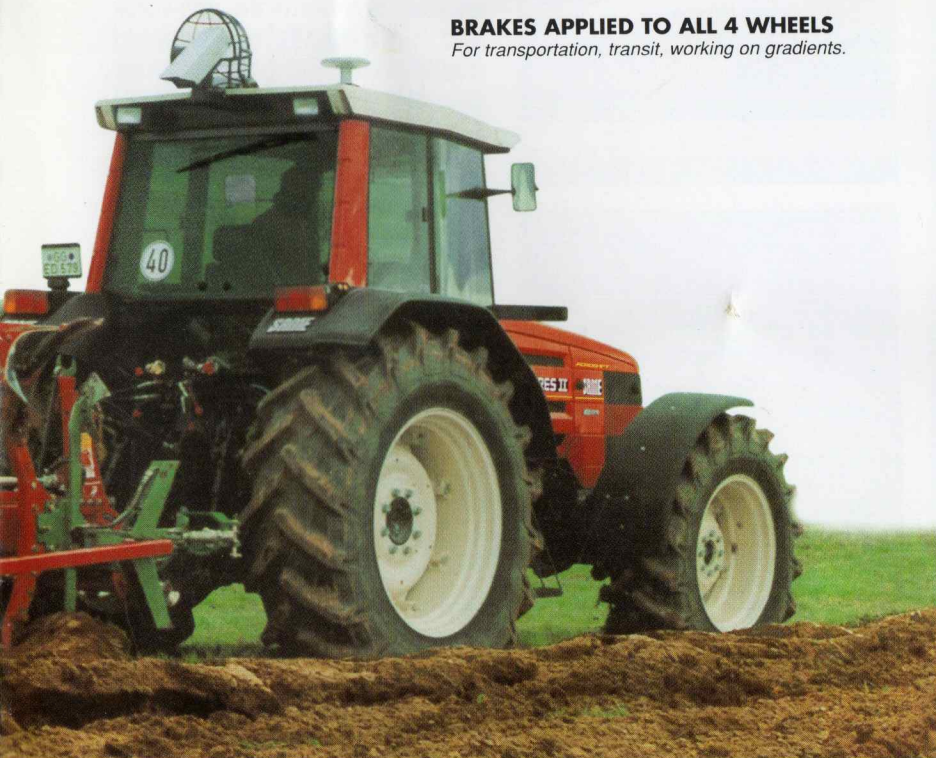
BRAKES APPLIED TO INSIDE WHEELS ONLY

Steering a tighter turning circle,
- where space is limited
- to minimize unproductive manoeuvre times between furrows



BRAKE APPLIED TO REAR INSIDE WHEEL ONLY

To obtain the tightest possible circle when turning on deep cultivated soil



SAME FULL FOUR WHEEL BRAKING.

Anyone working with a high performance tractor needs to be confident of operating in maximum safety. Antares II machines will transport heavy loads at 40 km/h with absolute reliability, thanks to an unfailingly efficient braking system. The braking action is controlled hydrostatically, and applied to all four wheels by four totally independent oil-immersed disc assemblies.

EVERY SITUATION COVERED.

You can select a braking action to suit every situation: all-wheel for transportation, transit and working on gradients; left hand and right hand wheels separately, for example to save time when turning at the end of the field or to steer tighter in restricted space; or rear inside wheel only, to achieve the tightest possible circle on deep cultivated soil. The Antares II makes all the options available. Exploiting them will mean better handling for your machine, and kinder treatment of your soil.

WE MAKE COMFORT A PRIORITY.

A BETTER VIEW.

The Antares II cab affords optimum all-round vision in any driving and operating situation: hardly surprising, with the exhaust pipe tucked away to one side, new telescopic rear view mirrors that let you see comfortably behind whatever

you have in tow, and those big, big windows. And when you have to keep going after dark, there are two new additional work lights mounted lower down, nearer the hood line, which ensure increased visibility even in the most difficult conditions. Seeing is believing.

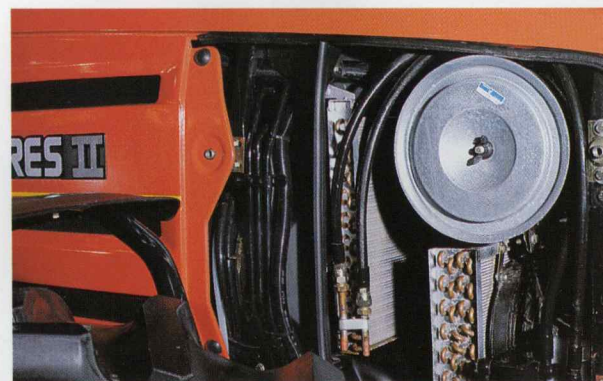
BETTER CONTROL.

Bigger display, more comprehensible functions, the new Performance Monitor of the Antares II is designed to give you all the information you need in real time, and with maximum clarity. Engine speed, P.t.o. speed, effective

ground speed, area cultivated, lapsed work time, hourly work rate, wheelslip, efficiency of the electronics system: everything permanently under control.

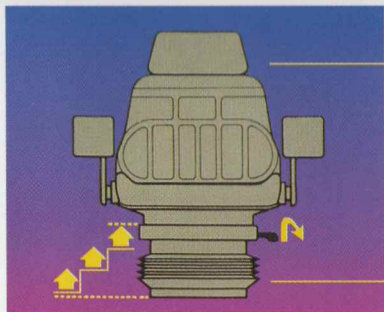
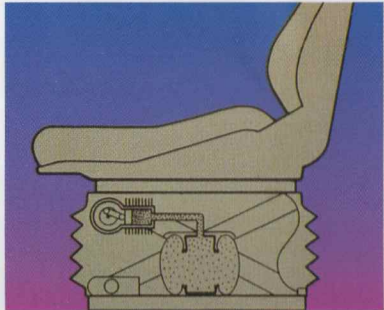
EXTENDED VITALITY.

Antares II machines stay young effortlessly, and not only by reason of their quality components. Maintenance is made especially easy, with heat exchangers easily accessible for cleaning purposes, P.t.o. and transmission oil circuits served by a tilting radiator located under the hood, and a self-unloading air cleaner. The alternators likewise are new and more easily accessible. And as ever, the paint finish is also of the highest quality, with a lustre nine coats deep, and metal body parts protected by special antirust treatments.

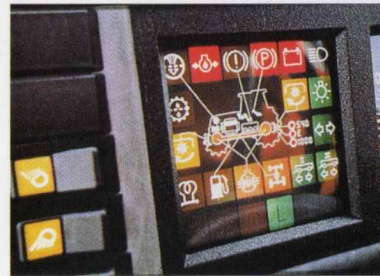
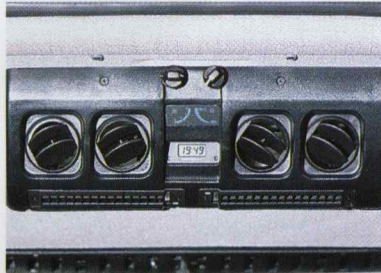


THE FEELGOOD FACTOR.

Work is an enjoyable experience with the new Antares II, as you sit in a cab that combines comfort and functional advantages like no other. Non-slip platform treads, full glass doors with three-stage fluid struts, adjustable air-suspension armchair seat upholstered in stain resistant fabric, steering wheel adjustable for height and rake, new seals for a totally soundproof enclosure, and a new system improving pressurization.



And with enjoyment there's also peace of mind on the environmental front, thanks to the possibility of utilizing biodegradable oils and an air-conditioning system that uses eco-friendly R134a refrigerant, in compliance with current EU standards.



The new Antares II – a decisive move. Now you've seen them on paper, why not come along to your SAME Dealer and try them.

ANTARES II 110-130

TECHNICAL SPECIFICATION	ANTARES II 110	ANTARES II 130
ENGINE		
SAME	1000.6 A	1000.6 AT
Cylinders/Capacity	n°/cm³ 6/6000	6 turbo/6000
Maximum rated power	kW/HP/rpm 81/110/2500	93.5/127/2500
Maximum torque	Nm/rpm 377/1400	469/1304
Torque rise	% 24	34
Specific consumption	g/kWh 233	226
Cooling	mixed: air-oil	mixed: air-oil
Oil radiator	●	●
Immersed single cylinder injection pumps	●	●
Electronic regulator	○ (**)	○ (**)
Air cleaner with dust unloader	○ (**)	○ (**)
Bonnet and side panels in zinc coated steel	●	●
Under bonnet silencer with vertical exhaust pipe	●	●
Vertical exhaust on the left hand side of the cab	○	○
Fuel tank capacity	liters (Imp gals) 240 (52.8)	240 (52.8)
TRANSMISSION		
Dry ceramic pad. clutch hydraulic actuation	●	●
Gearbox 18 FWD + 18 REV (30 and 40 km/h) (#)	●	●
Gearbox: AGROSHIFT 54 FWD + 54 REV with electro-hydraulic shift under power across 3 speed bush-button selection band (30 and 40 km/h) (#)	○ (**)	○ (**)
Gearbox 24 FWD + 24 REV with creeper (30 and 40 km/h) (#)	○	○
Gearbox: AGROSHIFT 72 FWD + 72 REV with creeper and electro-hydraulic shift under power across 3 speed bush-button selection band (30 and 40 km/h) (#)	○	○
MULTIFUNCTIONAL ARMREST CONTROL	○ (**)	○ (**)
Forced lubrication with transmission oil radiator	●	●
PTO clutch: oil cooled multiple wet discs + electro-hydraulic actuation	●	●
Rear PTO: 540/1000 rpm, normal and economy mode + ground speed synchronised PTO on independent output shaft	●	●
Max. PTO power	kW/HP 77/104	89/121
Front PTO with electrohydraulic control (available with front linkage only)	1000 rpm ○	○

(*) Standard with reverse drive (**) Standard in UK

TECHNICAL SPECIFICATION	ANTARES II 110	ANTARES II 130
BRAKES AND STEERING		
4 wheel oil-immersed disc brakes hydraulic actuation	●	●
Hydraulic trailer braking	○ (**)	○ (**)
Hydrostatic reactive steering with tiltable and telescopic column	●	●
Steering angle 50°	●	●
FRONT AXLE		
Electro-hydraulic 4WD + differential lock engagement	●	●
SBA: 4WD and differential locks automatic engagement/disengagement system	○	○ (**)
HYDRAULIC SYSTEM		
Electronic rear lift control with RADAR and active hydraulic suspension	○	○ (**)
Primary and secondary controls on all lift function	○	○ (**)
Lift capacity without/with assistor rams	Kg (lbs) 4800/6200 (10582/13669)	-/6200 (-/13669)
Pump capacity	l/min 57.5	57.5
Auxiliary hydraulic valves - std/opt	n° way 6/- (4/8 UK market)	6/8 (*) (4/8 UK market)
Front linkage with ballast. Max. lift capacity 2000 kg (4409 lbs) + two auxiliary front hydraulic valves	○	○
CAB		
Platform mounted on silent-block	●	●
Dashboard with check panel	●	●
Sound insulated, pressurized and heated cab. Implement hydraulic cables access hatch, telescopic rear view mirrors, air-sprung driver seat	●	●
Noise level in the cab	dB(A) 76	75
ECO-FRIENDLY AIR CONDITIONER	○ (**)	○ (**)
4 front work lights + 2 rear + rear screen wiper	●	●
Reverse drive	-	○
NEW PERFORMANCE MONITOR	○	○
GLOBAL MONITOR with electronic colour check panel screen - remote control rear view telecamera	○	○
TYRES		
16.9 R 24 front	18.4 R 34 rear	-
14.9 R 28 front	16.9 R 38 rear	○ (**)
14.9 R 30 front	18.4 R 38 rear	○
480/70R28 front	520/70R38 rear	-
16.9 R 30 front	20.8 R 38 rear	○

(#) in some countries speed is limited to 30 km/h

TECHNICAL SPECIFICATION			ANTARES II 110	ANTARES II 130		
DIMENSIONS AND WEIGHTS (with rear tyres)			18.4 R 34	18.4 R 38		
Max. length: without linkage	mm (ins)	4240 (166.92)	4320 (170.07)			
with linkage	mm (ins)	4560 (179.52)	4590 (180.70)			
Width: min.	mm (ins)	2215 (87.21)	2220 (87.40)			
max.	mm (ins)	2715 (106.89)	2720 (107.09)			
Overall height at bonnet	mm (ins)	1830 (72.04)	1875 (73.81)			
at cab	mm (ins)	2755 (108.46)	2805 (110.43)			
Ground clearance	mm (ins)	400 (15.75)	450 (17.72)			
Wheelbase	mm (ins)	2750 (108.26)	2750 (108.26)			
Front track width: min.	mm (ins)	1800 (70.87)	1800 (70.87)			
max.	mm (ins)	2000 (78.74)	2060 (81.16)			
Rear track width: min.	mm (ins)	1750 (68.95)	1750 (68.95)			
max.	mm (ins)	2250 (88.65)	2250 (88.65)			
Minimum turning radius: with brakes	mm (ins)	3650 (143.70)	3650 (143.70)			
without brakes	mm (ins)	5500 (216.53)	5500 (216.53)			
Weight with cab	Kg (lbs)	4650 (10251)	4850 (10692)			
SPEED RANGE			AGROSHIFT GEARBOX 72 FWD + 72 REV			
At 2500 rpm with 18.4 R 38 rear tyres	SLOW		MEAN		FAST	
	km/h	mph	km/h	mph	km/h	mph
1 C	0.16	(0.10)	0.19	(0.12)	0.23	(0.14)
2 C	0.20	(0.12)	0.24	(0.15)	0.30	(0.19)
3 C	0.26	(0.16)	0.31	(0.19)	0.38	(0.24)
4 C	0.34	(0.21)	0.40	(0.25)	0.50	(0.31)
5 C	0.44	(0.27)	0.53	(0.33)	0.64	(0.40)
6 C	0.57	(0.35)	0.68	(0.42)	0.82	(0.51)
1 L	0.47	(0.29)	0.56	(0.35)	0.68	(0.42)
2 L	0.61	(0.38)	0.73	(0.45)	0.88	(0.55)
3 L	0.74	(0.46)	0.95	(0.59)	1.14	(0.71)
4 L	1.00	(0.62)	1.21	(0.75)	1.47	(0.91)
5 L	1.33	(0.83)	1.60	(0.99)	2.00	(1.24)
6 L	1.71	(1.06)	2.05	(1.27)	2.47	(1.53)
1 M	1.63	(1.01)	2.00	(1.24)	2.36	(1.47)
2 M	2.11	(1.31)	2.52	(1.57)	3.05	(1.90)
3 M	2.74	(1.70)	3.28	(2.04)	4.00	(2.49)
4 M	3.51	(2.18)	4.20	(2.61)	5.08	(3.16)
5 M	4.62	(2.87)	5.53	(3.44)	6.68	(4.15)
6 M	6.00	(3.73)	7.10	(4.41)	8.58	(5.33)
1 H	7.51	(4.67)	9.70	(6.03)	10.86	(6.75)*
2 H	9.70	(6.03)	11.60	(7.21)	14.00	(8.70)
3 H	12.60	(7.83)	15.00	(9.32)	18.20	(11.31)
4 H	16.16	(10.04)	19.31	(12.00)	23.34	(14.44)
5 H	21.26	(13.21)	25.42	(15.08)	30.71 (#)	(19.08)
6 H	27.29	(16.96)	32.62 (#)	(20.27)	39.42 (#)	(24.49)

C = Creeper L = Low range M = Medium range V = High range

SPECIALISED LUBRICATION **Akros** Turbo MOTOR OIL



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