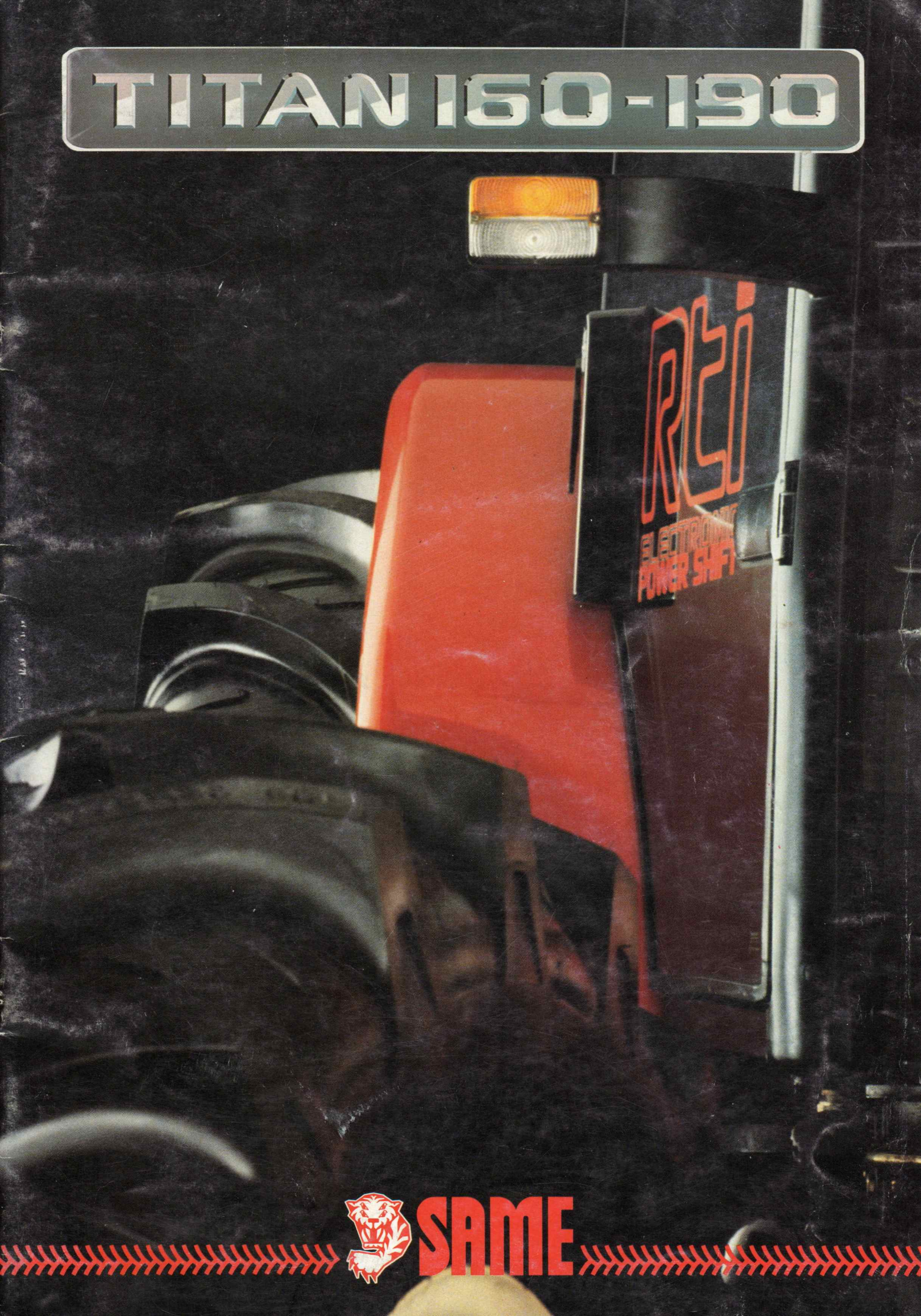
TITAN 160-190



SAME

TECHNOLOGY CREATES THE

CREATED TO WIN AND WIN IT DOES!

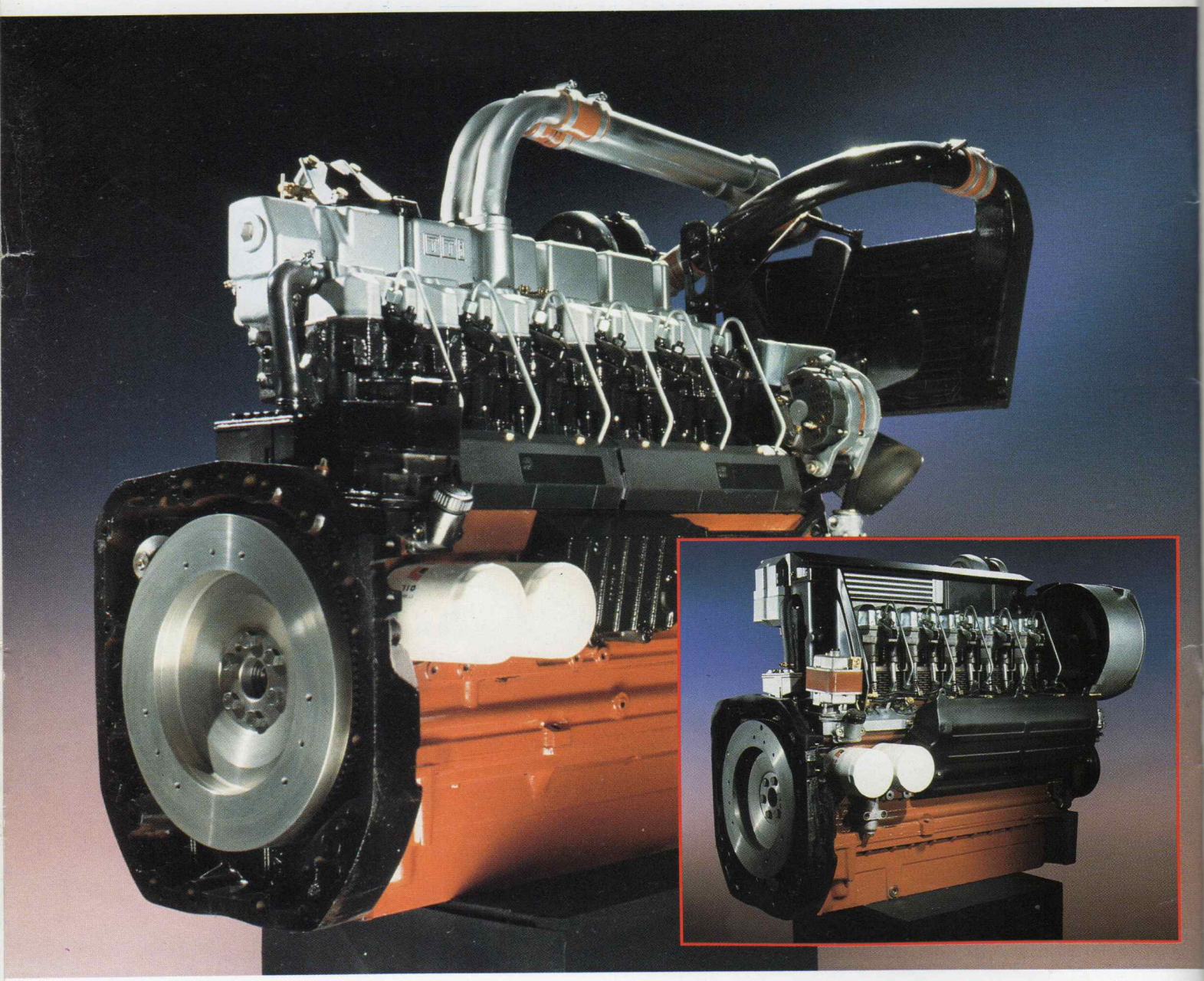
Just look at the advanced technology built into these tractors:
160 & 190 HP with **electronic injection control** for outstanding performance with ultra-low emission levels showing a respect for the environment.
Our own **ELECTRONIC POWER SHIFT**, computer controlled for peerless productivity.
Electronic sensing hydraulics; precise regulation matched to massive capacity and **slip control** for maximum efficiency.
Combined operations with our **integral front linkage & P.T.O.**
S.B.A. auto control of 4WD and diff-locks, optimum performance with minimum operator effort.
"COMFORT PROJECT" cab, easing you through long working days and **"Global Monitor"** for total rear view without twisting, reducing spinal disorders.
These are versatile tractors eminently suitable for contractors, large arable farms and anywhere demanding power and performance.
These are the tractors from the TITAN range, a worthy investment in a top value product.
The most awarded tractor in Europe.

SAME HIGH POWER RANGE

SAME ENGINES: THE HEART

ENGINES TURBO INTERCOOLED AND...

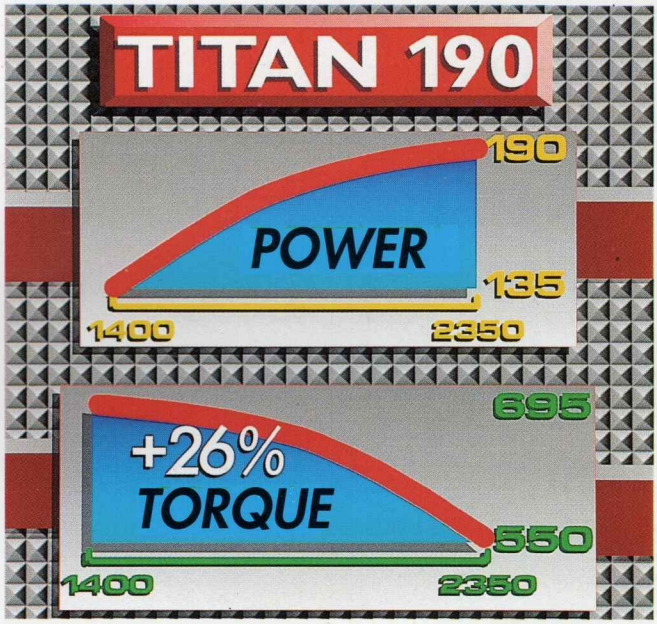
SAME engines are the concentration of advanced technologies.
The **Turbocharger** develops more power, improving combustion and consumption; the **Intercooler** condenses and oxygenates the air from the turbo improving efficiency still further. Operating temperatures are reduced extending engine life and reducing exhaust emissions for a cleaner environment. Exhaust emissions from SAME engines are well below the strict EEC standards.



OF GREAT PERFORMANCE

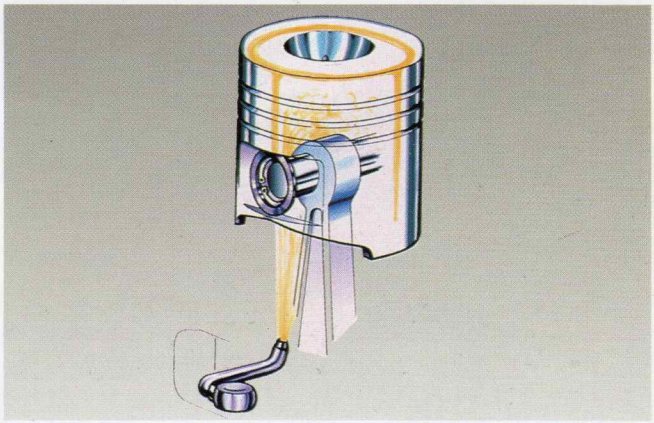
...RESONANCE

The **Resonance System** we have developed for our engines **increase the maximum torque** by over **3%.** This is achieved thanks to the introduction of two relatively small diameter inlet pipes which create resonance tuned to maximum torque RPM. High torque means engine "elasticity" which in turn improves traction by **reducing the number of gear changes necessary.**



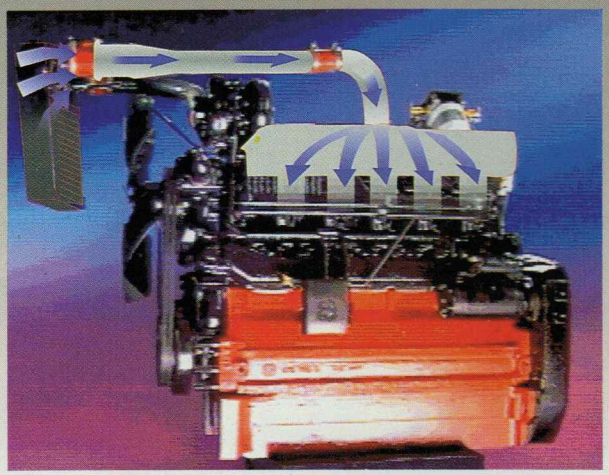
QUALITY FEATURES THAT MATTER

Oil spray cooling into the "very heart" of the engine. Engine oil is cooled via a radiator and then sprayed into the underside of the pistons guaranteeing efficient cooling under the most arduous working conditions.



AN ADVANCED SYSTEM

Our high pressure injection system uses individual camshaft driven injection pumps and short equal length pipes to multi-hole injector nozzles giving perfect fuel metering for greater efficiency.

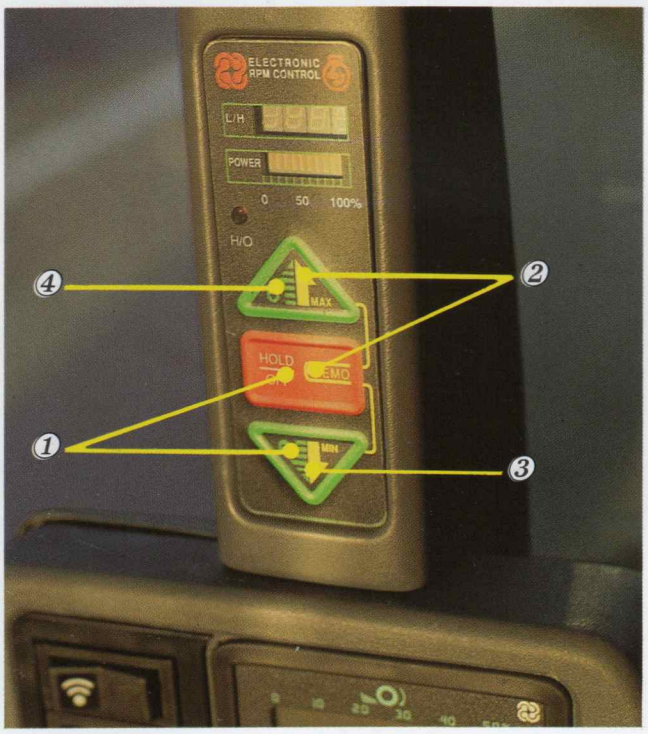


RESONANCE SYSTEM

Sound waves generated by the pulsing action of the inlet valves increase the airflow into the combustion chamber increasing maximum torque and reducing exhaust emissions and noise.

CONSTANT POWER

Constant rpm from the TITAN engine maintains a **constant power** output, in fact **over 95% power is available at 2000 rpm** this reduces the need for gear changing and also saves fuel.



ELECTRONIC ENGINE CONTROL

SAME electronic injection control is simple but superbly efficient: **there are no rods or linkages connected to the hand or foot accelerators just a cable along which electronic impulses pass to a microprocessor and thence to an electronic actuator which replaces the mechanical governor.**

This actuator responds to load variations so quickly – in microseconds – **that the engine speed remains constant, absorbing sudden surges instantly.**

Driving is now a whole new experience, more relaxing and yet more productive.

CAR-LIKE CONTROLS

With electronic engine control the accelerator pedal is much smoother and the hand accelerator touch pads never move, always falling easily to hand to allow you to set a "manoeuvring" engine speeds as well as the working speeds. **The engine revs** remain **constant** even under load, **operation is precise** without peaks and troughs producing more, smoother power.

A **computer** controls and adjusts injection pump settings for delivery and timing and advises you about: **consumption in litres/hour** and **percentage of power being used** giving you the opportunity to select the right gear and rpm for the most efficient and economical working mode.

1 = Pushing two buttons at the same time allows you to store a desired "manoeuvring" rpm, say 1300 rpm, giving a comfortable headland turning speed.

2 = Pushing these two buttons at the same time allows you to store your working rpm.

3/4 = Pushing the top button for half a second recalls your preset working speed and pushing the bottom button takes your rpm down to the preset manoeuvring speed. Nothing could be more simple and what's more nothing else is as accurate. Recalling P.T.O. speed for instance is spot on every time!

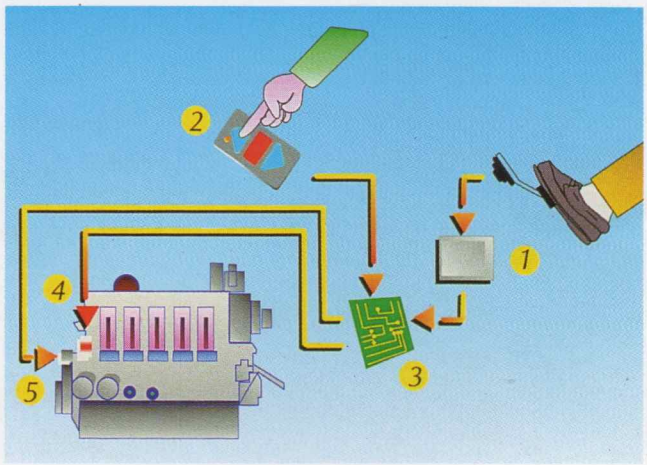
1 *ACCELERATOR PEDAL (POTENTIOMETER)*

2 *DIGITAL HAND ACCELERATOR*

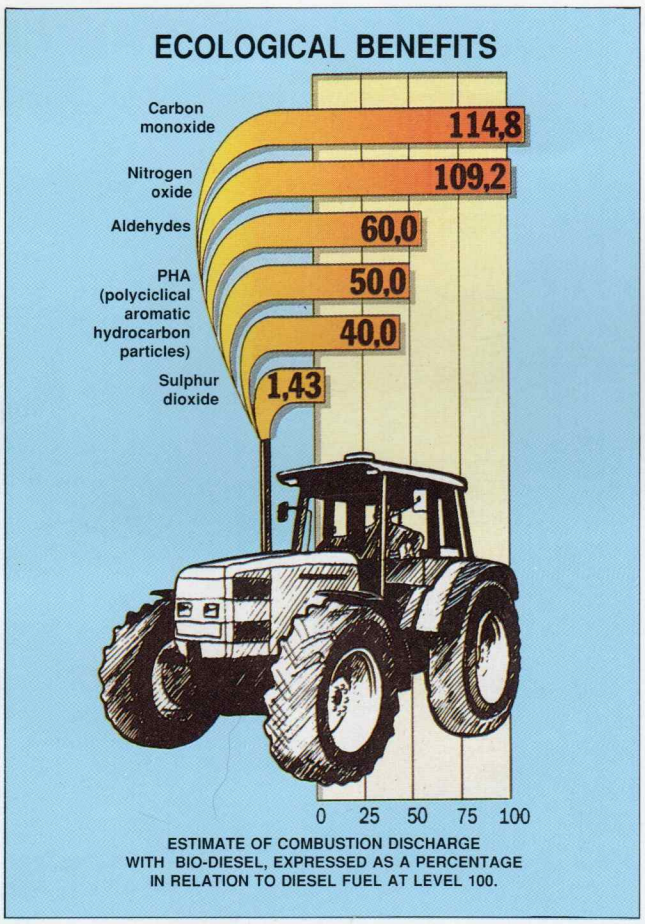
3 *MICROPROCESSOR*

4 *ELECTRONIC ACTUATOR*

5 *ENGINE RPM SPEED SENSOR*



VANCED SOLUTIONS



ESTIMATE OF COMBUSTION DISCHARGE WITH BIO-DIESEL, EXPRESSED AS A PERCENTAGE IN RELATION TO DIESEL FUEL AT LEVEL 100.

ECO-COMPATIBLE

SAME engine technology allows you to change from mineral fuel to less polluting vegetable fuel – **BIO-DIESEL** – without **any modification**, giving excellent results regarding performance. It's the single pump/cylinder high pressure injection technology which improves the performance of this 6 cylinder engine, thanks to perfect calibration **performance improves, consumption reduces and costs decrease.** We think these are benefits you are looking for.

THE SAME ELECTRONIC POWER SHIFT:

ELECTRONIC POWER SHIFT REDUCES DRIVER EFFORT INCREASES PRODUCTIVITY

Have you ever considered how much effort you put into operating even a light action clutch pedal during the course of a day's work? **It could be as much as pushing 10,000 kg.**
Think about the benefit of not losing speed and traction during gear shifting: **could give 15% increase in output.**

SAME ELECTRONIC POWER SHIFT

Forget about the clutch pedal, change within ranges and shuttle into reverse without it. At the same time forget about a gear lever just press buttons on a handy joystick attached to the seat, accelerate and away you go.

OUR COMPUTER WORKS FOR YOU

The **smoothness** of gear engagement, the easy shuttle action and the **precise** control of each and every vital component within the **SAME ELECTRONIC POWER SHIFT** these are the outstanding results of the technology applied here. It is all down to the computer, with its **sensors** positioned in the transmission, which decides the speed of gear selection with due regard to engine revs and load applied.
It is the computer which effectively improves your tractor's performance at the same time taking action to safeguard the transmission components for a longer operational life.

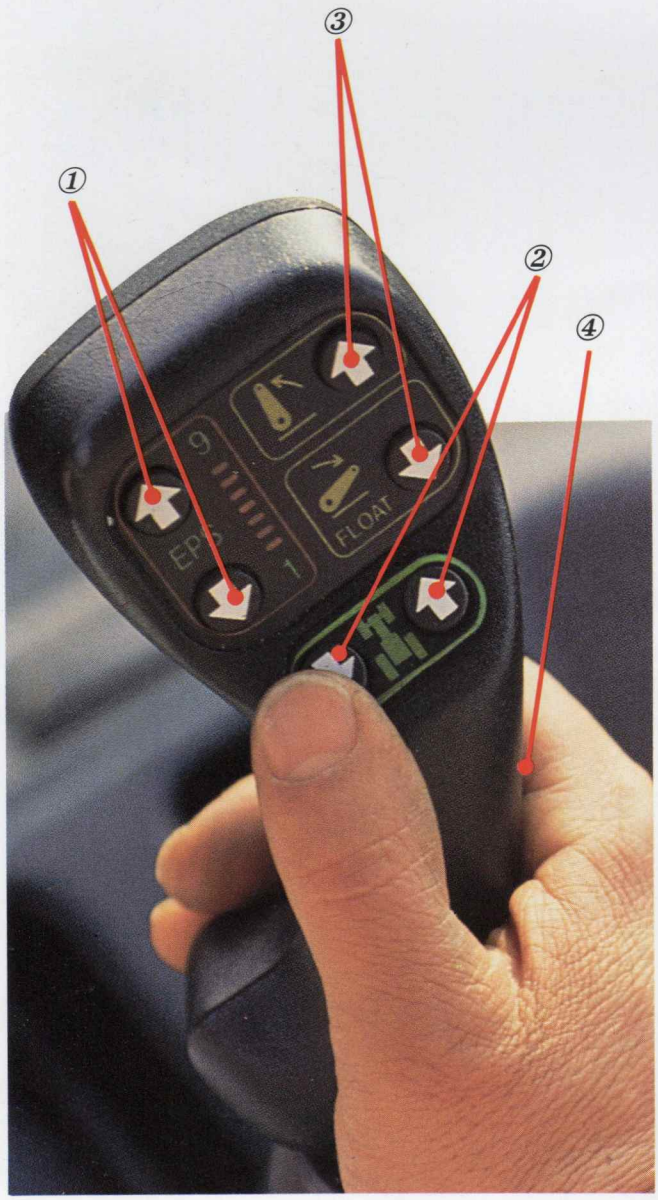
HIGH PRODUCTIVITY WITH LESS EFFORT

ELECTRONIC POWER S

PRODUCTIVITY IS...

Three excellent working ranges:

- *9 slow gear for special operations such as operating a P.T.O. driven spading machine with speeds from 0.30 to 1.25 mph.*
- *9 normal gears for general farming operations with speeds from 1.60 to 6.25 mph.*
- *9 high gears which will take you all the way up to 25 mph (where the law allows) reducing time between jobs and speeding up the lighter ones.*



MORE SOLUTIONS: BETTER PERFORMANCE

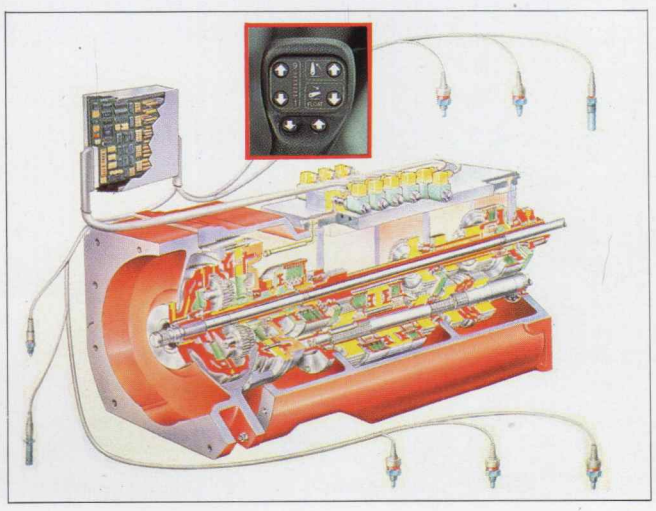
After having chosen the range you then select a speed most suitable for the work in hand. You'll find no less than **4 speed selections will give you 3 mph** using the engine torque range from 1400 to 2350 rpm. With the **SAME ELECTRONIC POWER SHIFT** it is not only possible to change gear without wasting time but also find an ideal ratio for any working condition.

MULTI-FUNCTIONAL CONTROL LEVER

A "joystick" attached to the seat bracket falls readily to hand to give you:

1) Speed shifting simply be pressing buttons.
2) Separate buttons for forward and reverse.
3) Implement lifting at end of turn is simple.
4) Engine idle recall.

Our Electronic Power Shift transmission allows multiple speed changes without stopping the tractor.



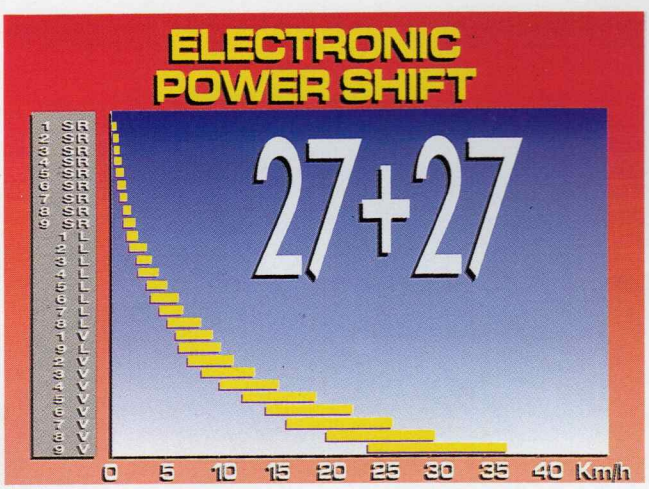
IFT: THE EXTRA GEAR

SIMPLE FAST SHUTTLING

With the SAME Electronic Power Shift, **selecting reverse requires only the use of your finger and thumb!** press the neutraliser button on the rear of the joystick with your finger and the forward or reverse button on the front with your thumb – that's all it takes to shuttle change – electronics take all the effort, leaving you free to concentrate on the equipment being used.

AND THAT'S NOT ALL

Using electronics to control the engine and hydraulics allows their functions to be connected to the joystick.
You can instantly recall engine idle speed by a press of a button and the hydraulics can be raised and lowered at the end of a run again by just pressing buttons. Ease of operation is assured.



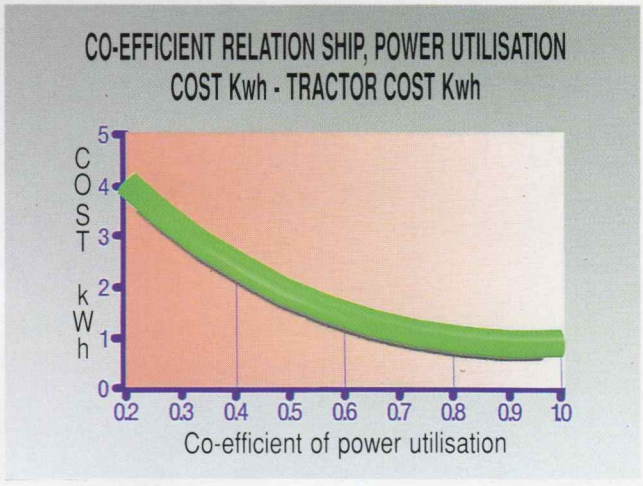
EXCEPTIONAL P.T.O.

REAR P.T.O.

The **smoothly modulated hydraulic clutch pack** is simply energised by pressing and turning the console mounted control knob, a quick flick to the left disengages the P.T.O. instantly. The TITAN 160 has 540 and 1000 rpm P.T.O. and the 190 has 1000 rpm. **Maximum** power, **safely** controlled.

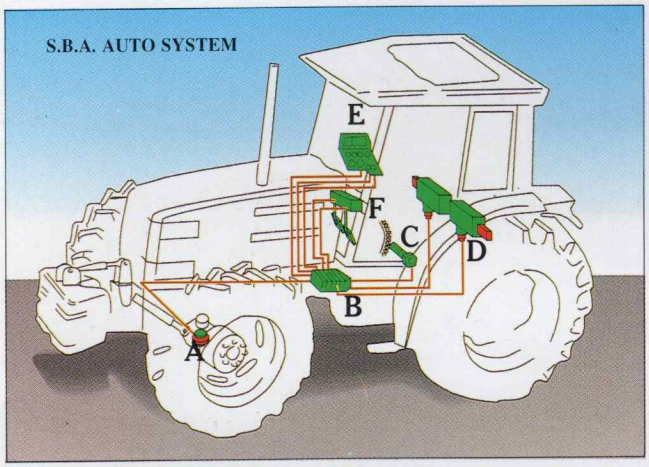
COMBINED OPERATIONS

Effective power utilization is essential if **costs of farm mechanisation** are to be contained therefore the use of front linkage and P.T.O. using the SAME integrated system becomes particularly interesting. Designed and built with the tractor the front P.T.O. unit fits snugly in front of the engine, completely integrated into the tractor structure, keeping drive lines short and totally avoiding torsional stresses. By combining front and rear implement use we offer additional flexibility, work output and power utilisation. Fuel consumption and ground compaction are both reduced in combined operations. Furthermore if **front ballast is required this can easily be fitted to the front three point linkage allowing quick effortless removal when not required.**

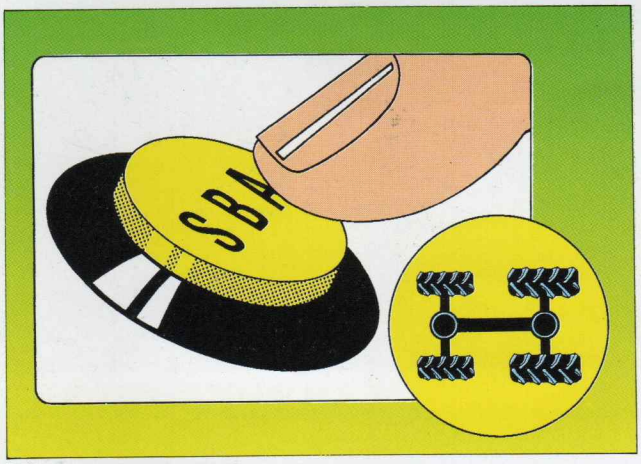


** Only 1000 rpm for 190 Hp.*

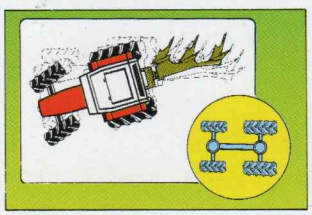
PERFORMANCE

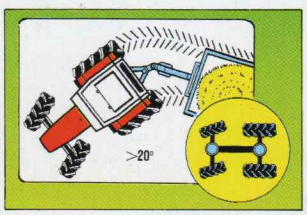


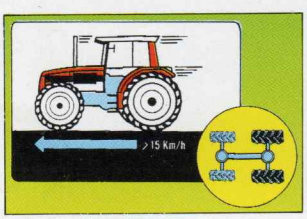
A. Steering angle sensor
B. Microprocessor
C. Wheel speed sensor
D. Solenoid valve for engagement and disengagement of 4WD and diff-locks
E. Control console
F. Brake pedal sensors for disconnecting diff-locks

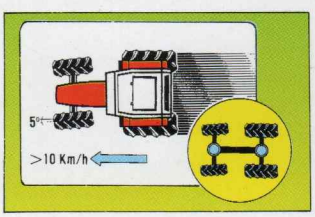


S.B.A. ENGAGEMENT
The control of 4WD and diff-locks is completely automatic.









S.B.A.: THE SOLUTION FOR TRUE FOUR WHEEL DRIVE

S.B.A. (SAME patent) is SAME's auto system for the control of 4 wheel drive and diff-locks.
With SBA activated the 4 wheel drive and diff-locks are automatically engaged at all times until the following conditions prevail:

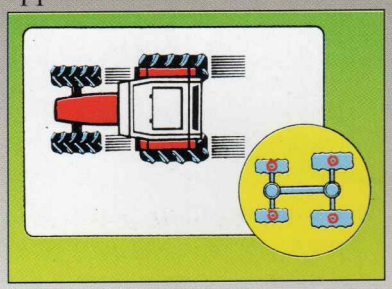
- ***4 wheel drive & diff-locks*** *will disengage at speeds exceeding 15 km/hr (9.4 mph) when you generally don't need them engaged.*
- *When turning at the headland the diff-locks will automatically disengage when the front wheels are turned to an angle of 20° or more with working speeds below 10 km/hr (6.25 mph).*
- *At working speeds above 10 km/hr and below 15 km/hr the diff-locks will disengage at 5° steering angle to allow rapid manoeuvres at the higher speed.*
- *Diff-locks will also automatically disengage when an independent brake is applied.*

With S.B.A. you are freed from operating the diff-locks and the system will guarantee maximum traction with reduced compaction and yet still allow full manoeuvrability resulting in greater output and reduced fuel bills.

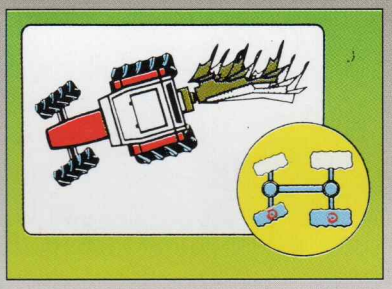
TIC CONTROL

SAME INTEGRAL 4 WHEEL BRAKING

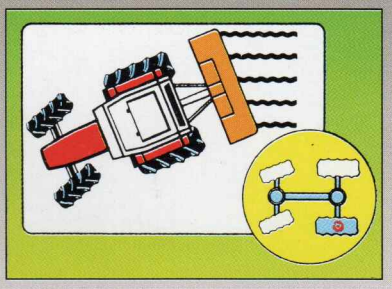
Tight independent brake turns because your working conditions vary we give you two braked-turn opportunities.



4 WHEEL OIL IMMERSED BRAKES
Safe, predictable braking is assured by SAME's proven TOTAL braking system. To really appreciate our world famous design you only have to travel at full speed on the road and make an emergency stop by slamming on the brakes. All four wheels will brake to pull you up in a straight line, safety and predictably.

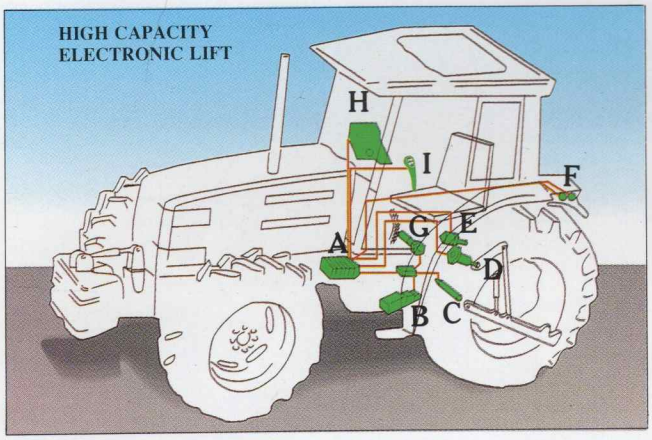


Both inside wheels braked to give an extremely tight slew turn when turning area is very limited.



Braking only the rear inside wheel for normal braked turning.
A simple 90° movement of a lever gives you either option ***but both positions give full predictable 4 wheel braking when both brake pedals are pressed together.***

INTELLIGENT

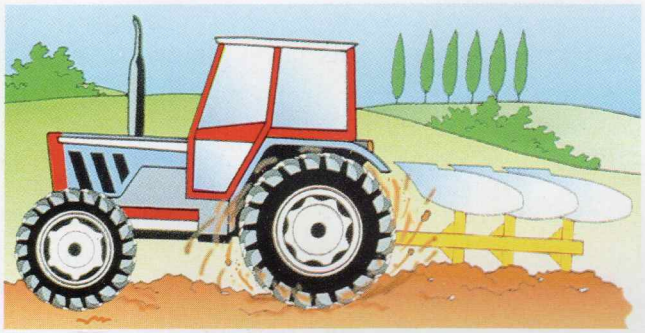


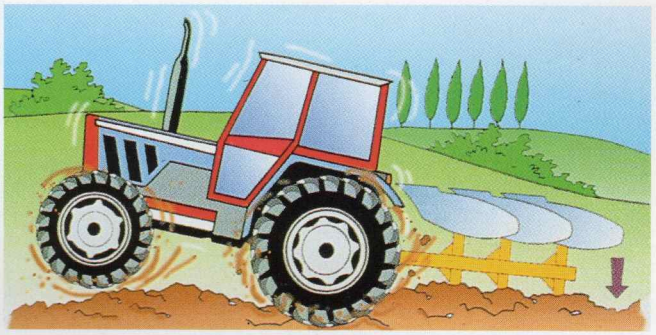
A. Micro-processor
B. Radar giving precise forward speed
C. Draft sensors
D. Position sensors
E. Height limit sensor
F. External lift/lower buttons
G. Wheel speed sensor
H. Control panel
I. Multifunction control

To set new standards in traction and performance SAME has developed its latest **electronic power lift** for the TITAN. With a massive 8.6 tonnes lift capacity at the hook ends it will control the heaviest implements with precision. Electronic sensors instantly react to changing ground conditions, they eliminate wear and free play in the system, maintaining the setting you require – accurately. Finger light adjustments on the control panel allow you to set height of lift, lowering position, speed of drop and response and a mixture of draft and position control all instantly, precisely monitored by the electronic sensors. In difficult traction conditions you can simply press a rock switch and link **RADAR SLIP CONTROL** to the electronic hydraulic functions maintaining quality work, reducing wheel slip and raising output. The two buttons on the multi-functional control attached to the seat allow you to effort lessly lift and lower the linkage without disrupting any of the settings.

TITAN tractors, ergonomic right hand controls.

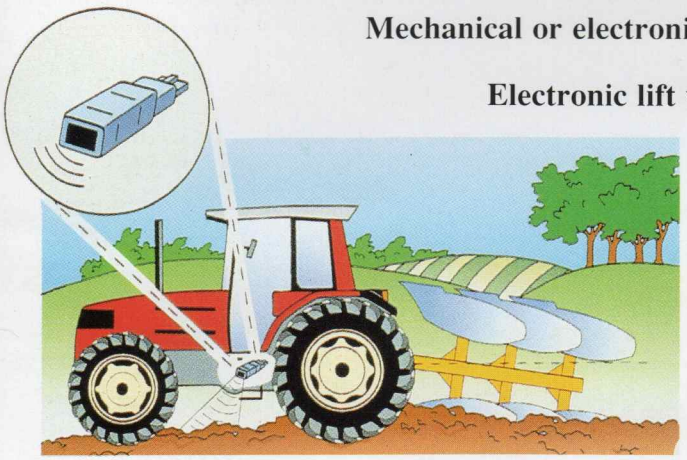
HYDRAULICS



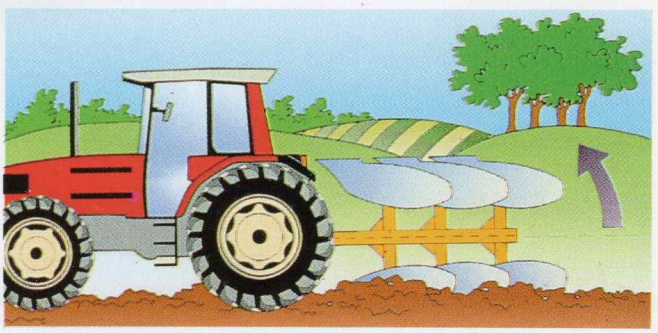


Mechanical or electronic lift without slip control.

Electronic lift with slip control.



With mechanical hydraulics as wheelslip occurs the draft forces reduce and hydraulic linkage reaction also reduces causing the implement to go deeper and wheelslip to increase further.



With RADAR SLIP CONTROL the reactions are completely different. When wheelslip occurs above pre set limits the linkage action overcomes the tendency for the implement to sink and transfers its weight to the tractor for added traction. The results, superb performance, reduced smear and ground compaction, reduced fuel consumption and improved work quality.

COMFORT IS NOT JUST AN

"COMFORT PROJECT" CAB

A comfortable working environment considerably influences work output reducing fatigue and health hazards. The SAME **COMFORT PROJECT CAB** has been designed to minimise operator stress by offering features which give pleasure rather than frustration.
Wide, easy to climb steps lead a wide door opening, the doors open gently under the control of three stage rams. Pneumatic seat suspension adjust to your weight as you settle into its comfortable contours. The fully adjustable steering column lets you adjust rake angle and wheel height for the most comfortable driving position. Controls that fall easily to hand and instruments that are easy to read reduce fatigue and the air conditioning and heating control the temperature whatever the outside climate. A low noise level (below 75 dBA) completes this restful interior.

WORKING WITHOUT DISTRACTION

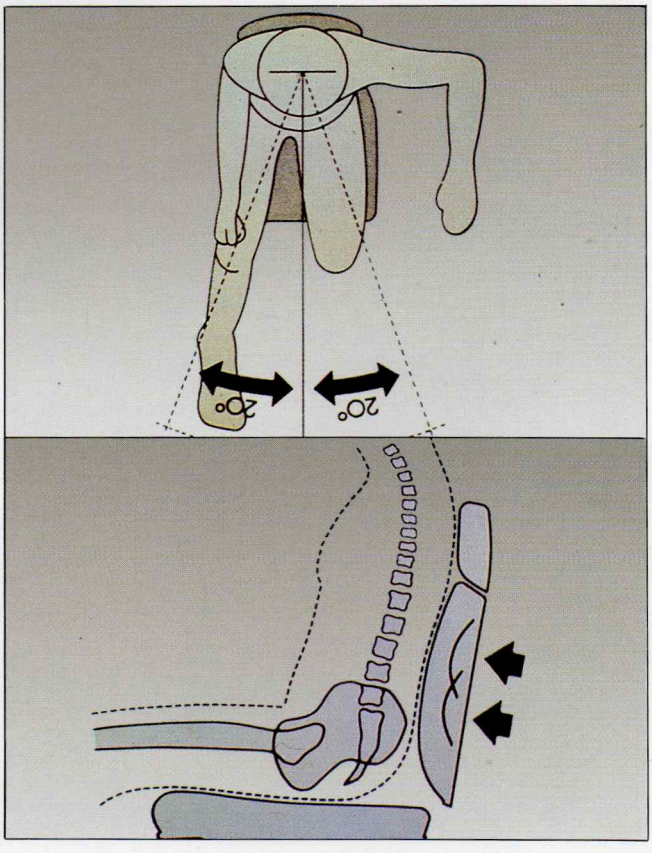
We have designed an operators environment which is not only aesthetically pleasing but one in which ergonomics have been studied very carefully. **Sit in the seat and you will see that the main controls are activated by simple buttons.** A whole list of controls are electro-hydraulically or electronically controlled, these include: front and rear P.T.O.; control of 4WD and diff-locks with the S.B.A. auto system; electronic lift; speed selection and reversing and engine speed control.
All these controls are on your right, grouped within easy reach, no distraction just easy action.

WITH SAME's PERFORMANCE MONITOR YOU'RE CONSTANTLY UPDATED

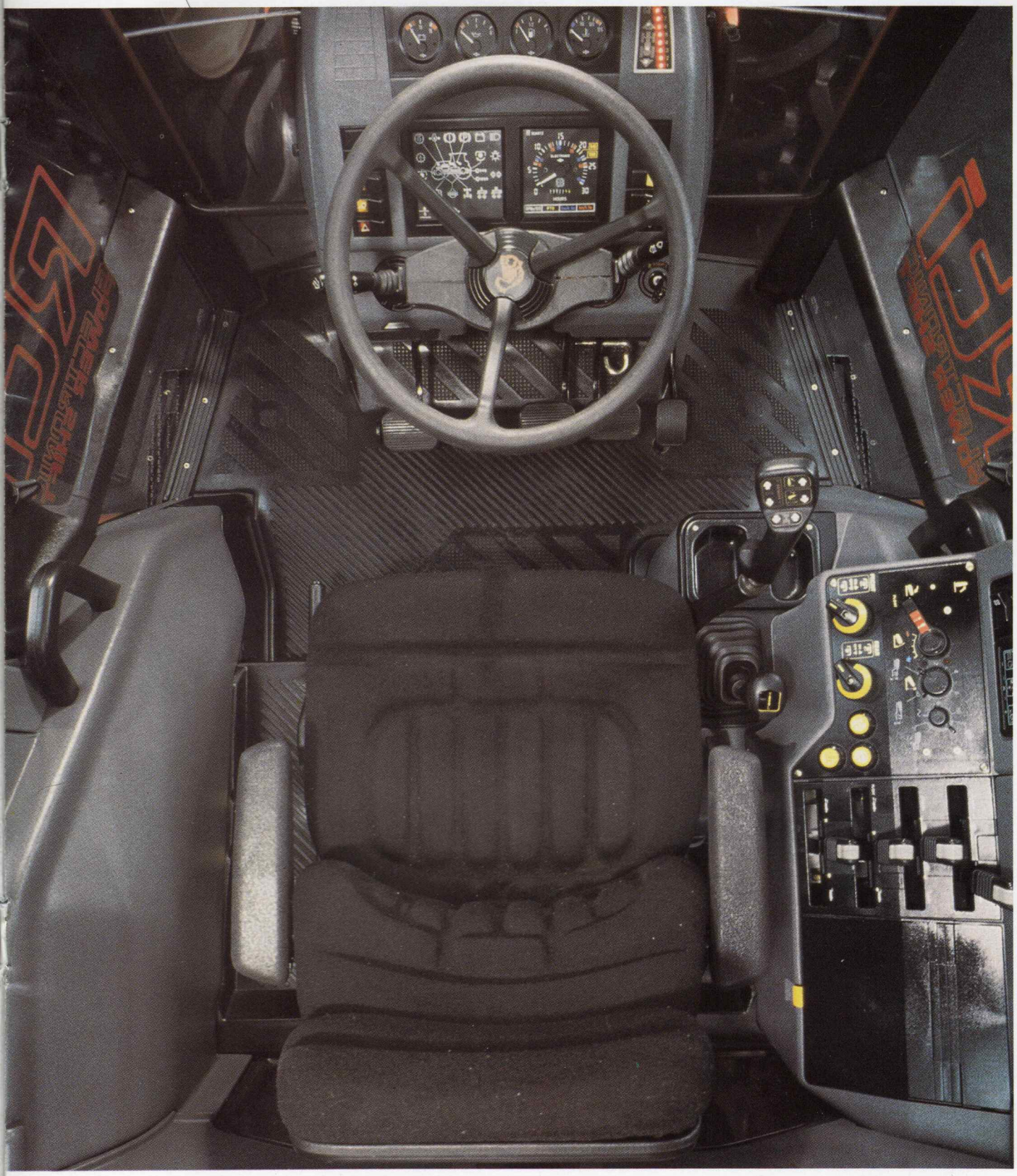
The PERFORMANCE MONITOR panel is situated on your right above the main control switches. All functional and operational data can be called up at a touch of a button and the on board computer continually updates this information.
Engine and P.T.O. RPM, real forward speed, area worked, area/hour and total hours worked are just some of the information supplied by the performance monitor, with it you can monitor and control the productivity of your tractor.

CONTROL IS A PLEASURE

The SAME ELECTRONIC POWER SHIFT revolutionises operational comfort. The transmission, **developed to increase productivity**, also improves ergonomics by having the operational buttons controlling the **forward/reverse speeds attached to the seat.** An LED display on the dashboard indicates clearly the **speed selected** either in forward or reverse giving you complete confidence at all times. The multi-functional joystick gives you full control of not only the forward/ reverse speeds but also power lift. Just a simple thumb press on either the "UP" or "DOWN" button instantly actuates the linkage to the predetermined settings.
For implement hitching you can use the clutch pedal as an "inching" pedal, this pedal is also used when you wish to change into any of the three principal gear ranges.



PINION IT'S THE OBJECTIVE



AT YOUR SERVICE

During tractor driving you are subjecting your back to repetitive twisting movements which are the usual causes of problems such as slipped discs.
We think you would be surprised at the number of twists per hour and so to avoid this and improve productivity of the TITAN we have introduced **Global Monitor**.
What is **Global Monitor?** It combines the benefits of a large dashboard check panel, a performance monitor AND a cab-roof mounted TELECAMERA which relays a full color view of the equipment behind onto the dashboard video screen.

FOUR VERY IMPORTANT FUNCTIONS

1. CHECK PANEL

When starting the tractor this CHECK PANEL automatically displays the operative state of the vehicle. This large screen illustrates very clearly in full colour, alla data concerning the tractor: from **engine speed** to **P.T.O. functioning.** Being large and in full colour it is easy to read at a glance.

2. PERFORMANCE MONITOR

The **Performance Monitor** quantifies operational activity. In fact the onboard computer allows you to check the operating parameters such as **wheel slip, area worked, time in work, area per hour**.
The **Performance Monitor** enables you to increase productivity and effectiveness: thanks to the data sent by **radar** concerning wheel slip, it is instantly possible for you know if you are working effectively, both in hourly production terms and consumption, by keeping wheel slip to a minimum.
All this information is beautifully displayed in full colour on the large screen in front of you, with individual information displayed at a touch of a button.

3. REAR SURVEILLANCE

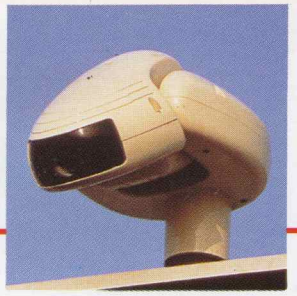
It is often said that tractor drivers need "eyes in the back of their heads". Modern technology has brought that benefit much closer. We have mounted a **telecamera** on the rear cab roof with all its functions controlled by push buttons. You can view from side to side, up and down and zoom in for a close up of a particular item such as a spray nozzle. Operational accuracy can be maintained without having to continually turn round in your seat. Back pain will be eased and therefore time and money can be saved.

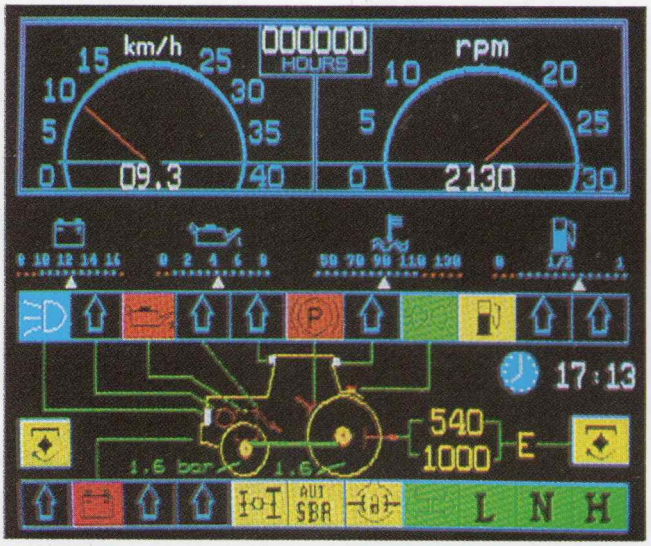
4. TELEVISION

(not available in all countries)

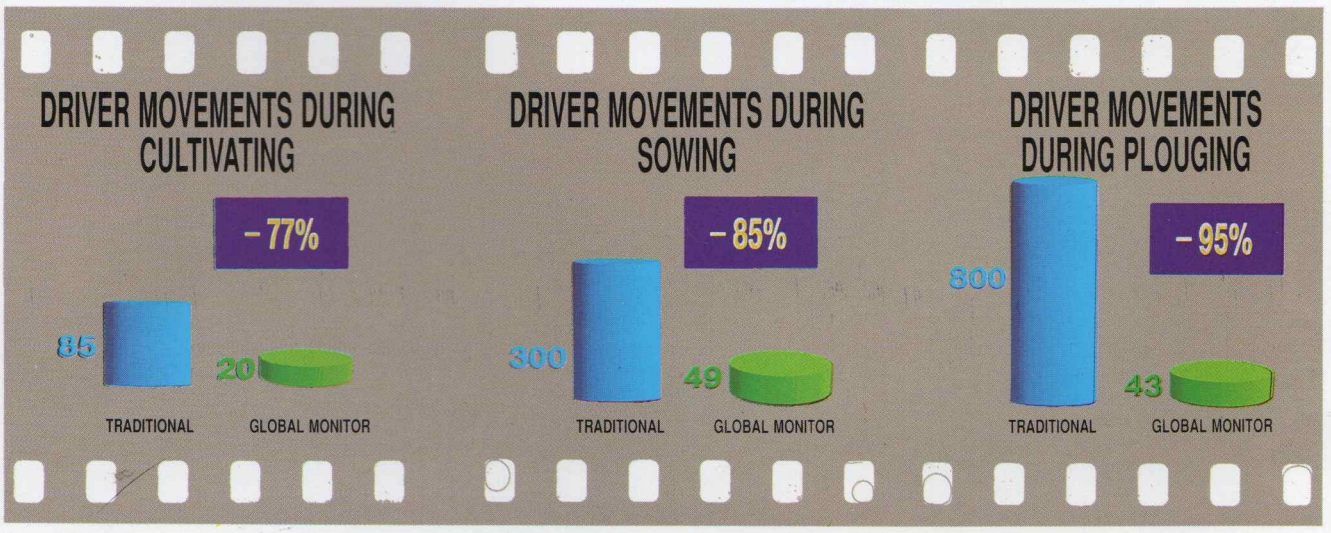
All you do is tune to the required channel, adjust the volume and relax.

MONITOR




km/h
HOURS
rpm
09.3
2130
17:13
540
1000
E
L N H

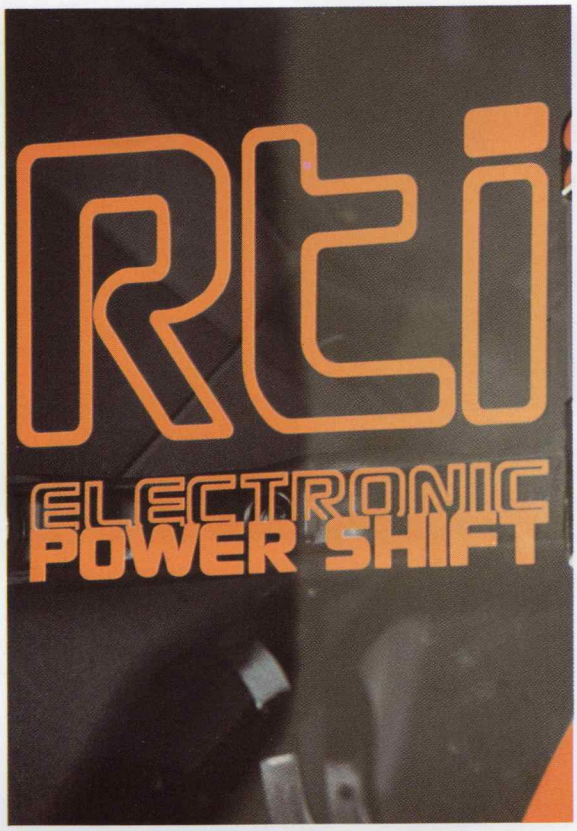

SLITTAMENTO 00.0 %
AREA LAVORATA 00.2 ha
RESA ORARIA 00.0 ha/h
ORE DI LAVORO 09.00 h
LARG. ATTREZZO 00.0 m


DRIVER MOVEMENTS DURING CULTIVATING
-77%
85
20
TRADITIONAL
GLOBAL MONITOR
DRIVER MOVEMENTS DURING SOWING
-85%
300
49
TRADITIONAL
GLOBAL MONITOR
DRIVER MOVEMENTS DURING PLOUGING
-95%
800
43
TRADITIONAL
GLOBAL MONITOR

AN UNMISTAKABLE STYLE

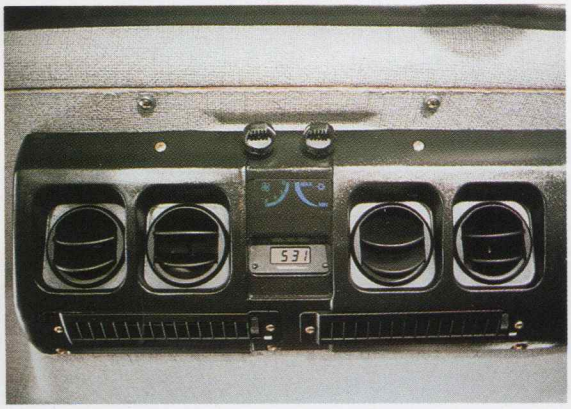
Harmony, refinement and purity of line are the trump cards of the TITAN style. These are the fruits of a styling expert GIORGIO GIUGIARO. His ideas have not only bestowed a matchless style on the TITAN but they have given it functionality. Particular attention has been paid to both aesthetics and ergonomics. The sloping bonnet and the large tinted and curved glass area give you superb vision, even the glass is bonded in to eliminate extra frames. You will appreciate the thought that has gone into the positioning of control levers, in particular the multifunctional "joystick" attached to the seat, to give you operational comfort hour after hour.

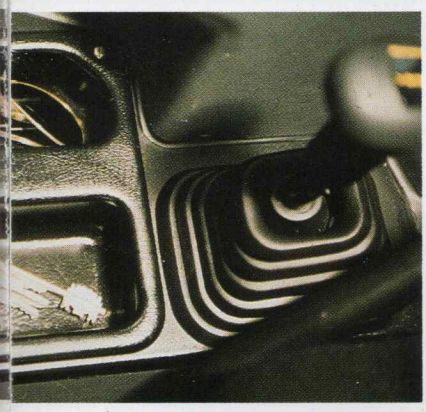
Entrance into the cab couldn't be aesier, press the push button and the door opens automatically and progressively. The steps are wide and slip resistant and the cab entrance wide and high allowing you to walk straight in and settle into the fully adjustable pneumatic suspension seat. Handles on the doors and windows allow them to be opened and closed from the driving seat, a touch that you'll appreciate during the working day.

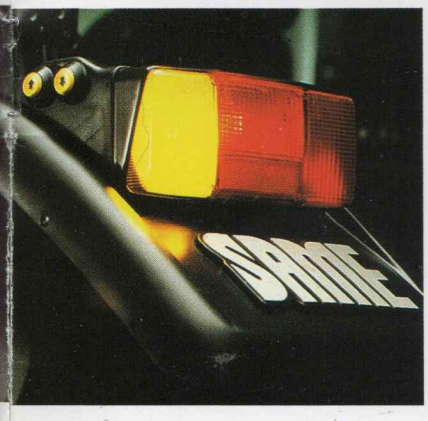


Tractors by GIUGIARO: the glamour of Italian styling.

VALUE







TIMELESS VALUE

PAINTING: 8 BRILLIANT COATS

It is pleasing to purchase a technologically advanced tractor and even more pleasing to realise it will keep a high secondhand value when finally sold on. The reason for this is that **the bodywork of the TITAN is treated with preparations highly resistant to external elements.**

A protection 100 microns thick separates the zinc-plated sheet steel from atmospheric hazards, this protection is made up of 8 corrosion resisting layers. The last 4 coats are made up of 2 undercoats and 2 coats of acrylic paint which maintains the paint's brilliance by resisting fading caused by exposure.

ALL ITEMS ARE PROTECTED

Studs, nuts and bolts are all treated with **dacromet** as an anti-rust agent and the wheel rims are powder painted to give resistance to soil and stone abrasion.

The vulnerable under-fender area is protected with a PVC coating which whilst protecting the fender from damage through abrasion it also helps to sound insulate the cab. Furthermore all joints are sealed with polyurethane which eliminates water traps. each item extending the lifetime of the tractor giving it timeless value.

TIME IS MONEY

THE ERGONOMICS OF MAINTENANCE

It is a fact that if maintenance is simple it will be carried out, so we have developed **TITAN** with this fact in mind. We have made ordinary maintenance operations easy by placing all essential elements in groups on the side of the tractor, items such as injection equipment, oil filters and filling points are on the right side of the engine.
Furthermore, if serious service work becomes necessary in the future then the **tip-up cab** facility speeds up and facilitates transmission access and reduces tractor down time.

TECHNICAL CARD

TECHNICAL SPECIFICATIONS	TITAN 190	TITAN 160
ENGINE:		
Type	SAME 1000.6 WTIR	SAME 1000.6 ATI
Cylinders (no.)	6	
Bore x stroke (mm)	105x105	
Displacement (cm^3)	6000	
Overdrive	●	●
Intercooler	●	●
Resonance	●	●
Power kW/HP	189/139	159/117
Max. power r.p.m.	2350	2350
Cooling	Water/oil	Air/oil
Single cylinder injection pump	●	●
Electronic motor régulation	●	●
Fuel tank (l)	230	
Motor oil radiator	●	●
TRANSMISSION:	●	●
Electronic Power Shift Total No. gears	27 + 27	
Total gears in Electronic Power Shift (per range)	9 + 9	
Creeper	●	●
Maximum speed (km/h)	40	
Power Shift Total no. gears	27 + 27	
No. gears in Power Shift	3	
No. gears	3	
Creeper	●	●
Maximum speed (km/h)	40	
Synchronized reverse gear	●	●
Forced lubrication	●	●
Transmission oil radiator	●	●
Rear P.T.O. (r.p.m.)	1000	540/1000
Front P.T.O. (r.p.m.) (upon request)	1000	
P.T.O. electrohydraulic engagements	●	●
BRAKES:		
Independent	●	●
4WD oil-immersed disc brakes	●	●
Brake division valve	●	●
Hydraulic brakes	●	●
STEERING:		
Hydrostatic reactive	●	●
Steering angle	50°	
FRONT AXLE:		
Electrohydraulic differential locking	●	●
4WD electrohydraulic engagement	●	●
Computerised control of the integral traction (S.B.A.)	●	●
HYDRAULIC SYSTEM:		
Electronic rear lift	●	●
Lift slip control	●	●
Lift capacity with auxiliary jacks (kg)	8600	
Pump capacity (l/min)	60	
Distributors	8 Way	
Front lift (upon request)	Option	Option
Lift capacity (kg)	2300	
Fast ballasting	Option	Option

Specialised lubrication Akros Turbo

● Standard

TECHNICAL CARD

TECHNICAL SPECIFICATIONS				TITAN 190	TITAN 160
CAB FITTINGS:					
Adjustable steering wheel				●	●
Check-Panel				●	●
Pneumatic seat				●	●
Digital clock				●	●
Radio arrangement				●	●
Sun curtain				●	●
Rear window wiper				●	●
Performance Monitor ■				(upon request)	
TYRES:					
Standard	(front/rear)	16.9/14-30	20.8-38	●	●
Upon request	(front/rear)	480/70-30	580/70-38	●	●
		480/70-30	650/75-34		●

● Standard ■ Standard in UK

WEIGHTS AND SIZES (with rear tyres 20.8-38)		TITAN 190	TITAN 160
Max. length			
– without linkage	(mm)	4510	
– with linkage	(mm)	4750	
Width:			
– min.	(mm)	2225	
– max.	(mm)	2725	
Max. height of cab	(mm)	2900	
Bonnet height	(mm)	1920	
Ground clearance	(mm)	515	
Wheel base	(mm)	2850	
Front track:			
– min.	(mm)	1800	
– max.	(mm)	2000	
Rear track:			
– min.	(mm)	1700	
– max.	(mm)	1200	
Min. slew turn:			
– with brakes	(mm)	3630	
– without brakes	(mm)	5700	
Weight with cab	(kg)	5800	

PERFORMANCES

Running speed in mph (km/h) with 2.350 rpm and rear tyres 20.8-38.

ELECTRONIC POWER SHIFT Transmission	POWER SHIFT Transmission	Speed FWD. mph	(km/h)	Speed REV. mph	(km/h)
1 SR	1 SR-Low	0.32	(0,51)	0.30	(0,48)
2 SR	1 SR-Normal	0.38	(0,61)	0.35	(0,57)
3 SR	1 SR-High	0.45	(0,73)	0.43	(0,69)
4 SR	2 SR-Low	0.53	(0,85)	0.49	(0,79)
5 SR	2 SR-Normal	0.63	(1,02)	0.60	(0,96)
6 SR	2 SR-High	0.76	(1,23)	0.71	(1,15)
7 SR	3 SR-Low	0.87	(1,40)	0.81	(1,31)
8 SR	3 SR-Normal	1.05	(1,69)	0.98	(1,58)
9 SR	3 SR-High	1.26	(2,03)	1.19	(1,91)
1 L	1 L -Low	1.55	(2,50)	1.46	(2,35)
2 L	1 L -Normal	1.87	(3,01)	1.76	(2,83)
3 L	1 L -High	2.25	(3,62)	2.12	(3,41)
4 L	2 L -Low	2.60	(4,18)	2.44	(3,92)
5 L	2 L -Normal	3.13	(5,04)	2.95	(4,74)

ELECTRONIC POWER SHIFT Transmission	POWER SHIFT Transmission	Speed FWD. mph	(km/h)	Speed REV. mph	(km/h)
6 L	2 L -High	3.77	(6,06)	3.54	(5,70)
7 L	3 L -Low	4.29	(6,90)	4.03	(6,49)
8 L	3 L -Normal	5.18	(8,33)	4.87	(7,83)
1 V	1 V -Low	5.87	(9,44)	5.51	(8,87)
9 L	3 L -High	6.23	(10,02)	5.85	(9,42)
2 V	1 V -Normal	7.08	(11,39)	6.65	(10,70)
3 V	1 V -High	8.51	(13,70)	8.00	(12,88)
4 V	2 V -Low	9.81	(15,78)	9.22	(14,83)
5 V	2 V -Normal	11.84	(19,05)	11.12	(17,90)
6 V	2 V -High	14.24	(22,91)	13.38	(21,53)
7 V	3 V -Low	16.21	(26,09)	15.24	(24,52)
8 V	3 V -Normal	19.56	(31,48)	18.39	(29,59)
9 V	3 V -High	23.52	(37,87)	22.11	(35,59)
			(40,00)*		

SR = Creeper L = Slow V = Fast * Real speed with max. foreseen tyres

Technical specification and illustrations are only indicative.
SAME reserves the right to introduce amendments at any time without prior notice

SAME.
A STORY OF AWARDS THAT CONTINUES.

ALL-ROUND VISIBILITY CAB
ELECTRONIC TRACTION CONTROL (SBA)
EIMA (I) 1989

ELECTRONIC POWER SHIFT
Goldc Medal SIMA 1991

ELECTRONIC ENGINE REGULATION
Gold Medal SIMA (F) 1990
EIMA (I) 1989

ATOMO D'ORO 1991
Institute of Nuclear Studies for Agriculture

ELECTRONIC ACCELERATOR
Agritecnica (D) 1989

SAFETY TILT CAB
Verona (I) 1991

ANTARES 110-130
Royal Show (UK) 1990

ELECTRONIC POSITION CONTROL OF FRONT LIFT
Verona (I) 1991

GLOBAL MONITOR
EIMA (I) 1990

ELECTRONIC REGULATION OF ENGINE
FIMA (E) 1991 Saragozza

The SAME Group adopts for its tractors innovative technology which has obtained awards at all the major European exhibitions.

SAME

FURTHER AHEAD