



**The new complete  
all-wheel-drive tractor range  
MB-trac 700-1500**



## **The range is complete – the right MB-trac for every job.**

**W**ith the introduction of the MB-trac 1000, the MB-trac range is now complete. Before you is a row of all-wheel-drive tractors with a comprehensive range of power-units from 48 to 110 kW (65-150 DIN/hp), representing the matured result of a consistent model policy. From the beginning the plan was to build a tractor which could provide agriculture with a means of rationalisation, by the use of all-wheel-drive through four equal-sized wheels, differential locks front and rear, and three implement attachment areas.

The design has proved to be a success: the range is now so comprehensive that it can offer any farmer the all-wheel-drive tractor best-suited to the size of his farm and to his own conditions.

The continuously increasing pressure towards rationalisation makes heavy demands on any tractor, and will, in the future, demand more and more.

The result of this is that farmers have to base their decisions on their precise requirements, with an eye to future developments.

In this respect, it is right and necessary to offer agriculture all-wheel-drive tractors built to a design which will still be able to cope with all tasks in the future – such as the MB-trac.

Mature all-wheel-drive tractors which contribute to all-round economy. Not just today, but tomorrow as well.

# Get into more efficient f

## **MB-trac 700**

Output 48 kW (65 DIN/hp)  
Perm. GVW 6,000 kg  
Perm. axle load front/rear  
3750/3750 kg

## **MB-trac 800**

Output 55 kW (75 DIN/hp)  
Perm. GVW 6,000 kg  
Perm. axle load front/rear  
3750/3750 kg



# arming, by getting into an MB

## MB-trac turbo 900

Output 63 kW (85 DIN/hp)  
Perm. GVW 6,500 kg  
Perm. axle load front/rear  
3750/4000 kg

## MB-trac 1000

Output 70 kW (95 DIN/hp)  
Perm. GVW 7,000 kg  
Perm. axle load front/rear  
4000/4200 kg

## MB-trac 1100

Output 81 kW (110 DIN/hp)  
Perm. GVW 9,000 kg  
Perm. axle load front/rear  
6020/6020 kg



# -trac.

## **MB-trac 1300**

Output 92 kW (125 DIN/hp)  
Perm. GVW 10,000 kg  
Perm. axle load front/rear  
6020/6020 kg

## **MB-trac 1500**

Output 110 kW (150 DIN/hp)  
Perm. GVW 10,000 kg  
Perm. axle load front/rear  
6020/6400 kg



# The new MB-trac generation a new dimension in pro

Large front and rear windscreens,  
hinged as an optional extra.

For pleasant cab conditions the heating  
and ventilation system is standard.

Efficient screen wash/wipe system.

Re-designed engine hood  
with non-glare black finish.

Optional two speed p.t.o.,  
540/min and 1,000/min, capable  
of full power under load.

Front attachment area with variable  
front power lift, with laterally stable  
category II rocker arm.

Lifting power:  
18,000 or 20,000 N  
(1,800 or 2,000 kp)

Hydrostatic power-assisted steering.

Finely graduated gearbox  
with up to 20 forward speeds  
and 12 in reverse.

Pneumatic changing of inter-  
mediate gears, choice of 40 km/h  
fast gear or economy gear.



# n. The 700, 800, 900 and 1000 – ductivity and comfort.



Newly-designed, comfortable,  
extra-large cab, OECD-tested.

Fully adjustable driver's seat,  
comfortable co-driver's seat.

Lockable doors with winding  
windows.

Easy access through large  
wide-angle doors.

Attachment area with standardised  
implement attachment frame.

Hydraulic power lift with  
standardised category II  
three-point linkage.  
Lifting power:  
MB-trac 700-900:  
33,000 N (3,300 kp)  
MB-trac 1000:  
40,000 N (4,000 kp)

Rear and front  
(optional) p.t.o., speed  
changeable under load  
from 540/min to  
1,000/min.

Broad, non-slip entry steps.

Good through-cab access.

Comfortably positioned  
and fully synchronised  
gear shift.

# The new, extra-large efficient pl

Despite their compact size, the MB-trac 700, 800, 900 and 1000 have a large very comfortable cab. This provides maximum space for the driver and co-driver. Getting into the cab is easy and safe because of the wide, non-slip steps and wide opening door. Seated, it is equally comfortable, since the good through-cab access means there is plenty of leg-room. And this helps to make work more comfortable and less tiring. For good ergonomics, the gear levers and hydraulic controls are to the right of the driver, where they can be most conveniently reached. Pneumatic changing of the intermediate gears following pre-selection at the main gear lever also makes the job con-

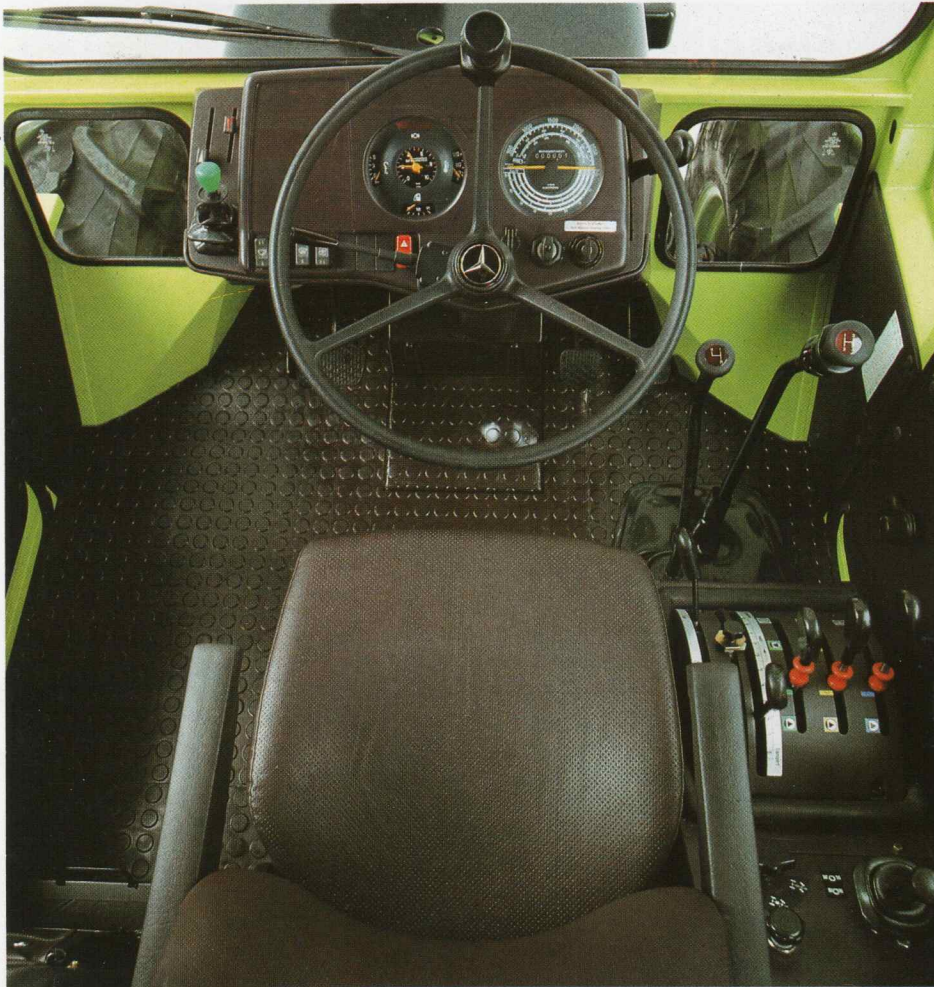


Cab-comfort begins as you climb in.



A cab floor without obstructions provides good through-cab access.

# e cab - a functional, ace to work.



siderably easier. To increase comfort even further, noise and vibration have been reduced to a minimum. In addition, there is a particularly quiet and efficient heating and ventilation system. A powerful blower ventilates the cab at a slight over-pressure, keeping away airborne dust and spray. Naturally, the driver's seat is fully adjustable. The passenger seat, too, is very comfortable.

The OECD-tested cab is located mid-way between front and rear axles - where vibration is least - thus giving good all-round visibility and an unimpeded view of the front and rear working implements. A screen wash/wipe system ensures good vision, even in bad weather.



Two contributions to active safety:  
centrally located, clearly laid-out instruments ...

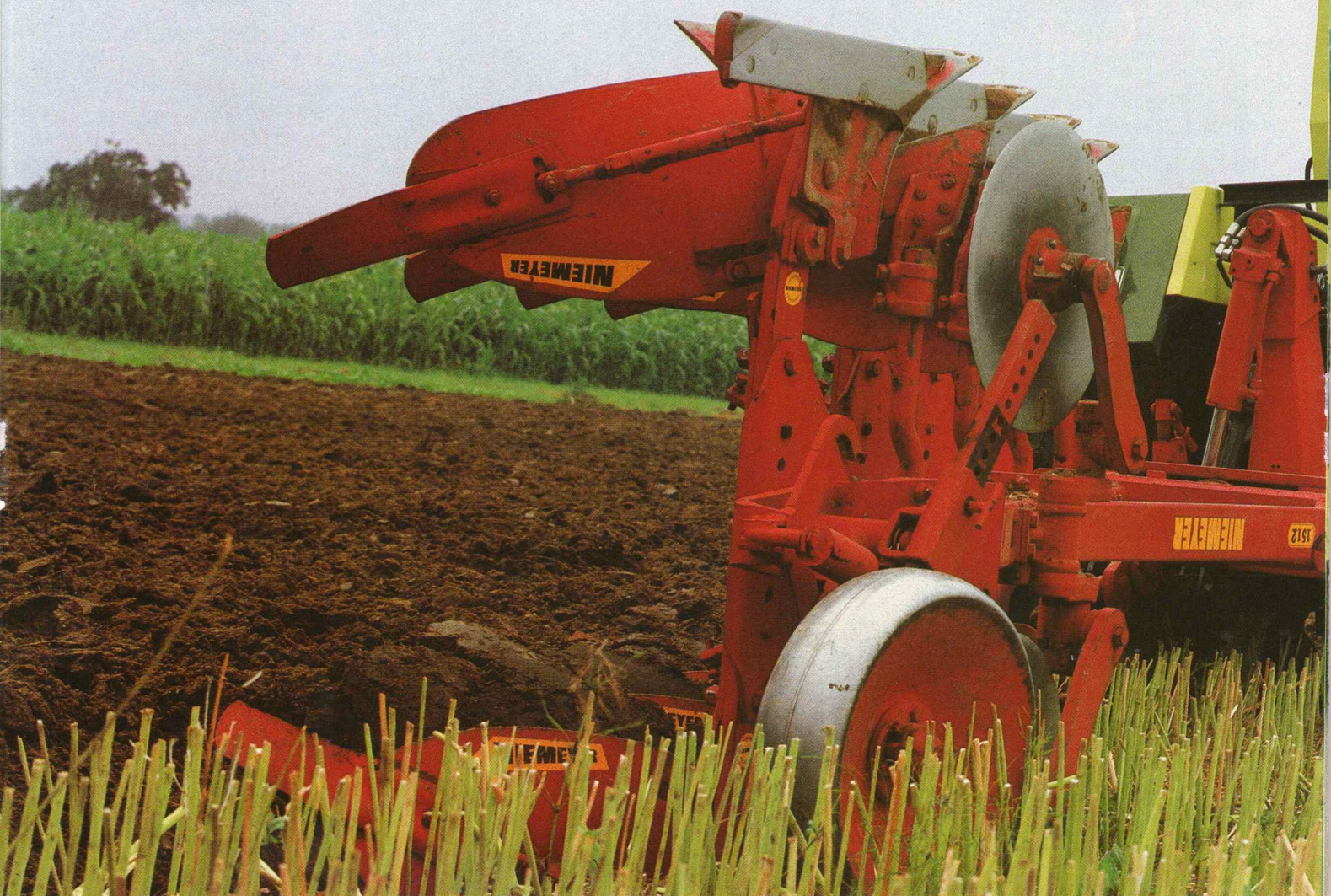


... and control levers arranged where they can be most conveniently operated.

# Optimum transmissi all-wheel-drive through and positive different

The most important aspect of the Mercedes all-wheel-drive design is the way tractive power is transmitted to the ground through the four equal-sized wheels. This means that virtually no engine power is wasted, and that soil compaction is minimised. In this way, considerable slippage is avoided and fuel saved. But there are also other reasons why the MB-trac transforms engine power most

efficiently into drawbar pull to the best advantage. Because, by the flick of a switch, pneumatically operated dog-type differential locks (one on the front axle, one on the rear) can be engaged or disengaged on the move to ensure that full power is transmitted to all four wheels. Because, when the MB-trac is towing even the heaviest implements, an ideal weight distribution of 50% on each axle is maintained. The result is that, even when heavy implements are in the raised position, the MB-trac is always easy to steer and safe.



# on of tractive power: four equal-sized wheels ial lock on both axles.

And finally, because equal-sized, equal-width tyres on both axles guarantee that the rear wheels fit into the track of the front wheels, soil damage and wheel slippage is kept to a minimum.

These positive aspects of the MB-trac are the result of a simple but well-balanced tractor concept which provides an excellent basis for high productivity.



# Three attachment areas

When it is a matter of working large areas on a tight time-schedule, the use of efficient, time-saving combinations of implements becomes a must.

The three attachment areas of the MB-trac are ideal for combining different implements and jobs. In this way, working hours and time spent with the tractor are saved; the unnecessary formation of wheels ruts and tracks of hard packed earth is avoided. And also, driving less means using less fuel.



# - simply more efficient!

The frame of the MB-trac can absorb very powerful forces and, together with the equal-strength axles, permits a high payload. So it is safe and easy to use heavy implements at the front, middle and rear at the same time and for many years to come.

And that is guaranteed by meticulous engineering and the mature all-wheel-drive tractor technology of Mercedes-Benz.



