

  
SAME DEUTZ-FAHR

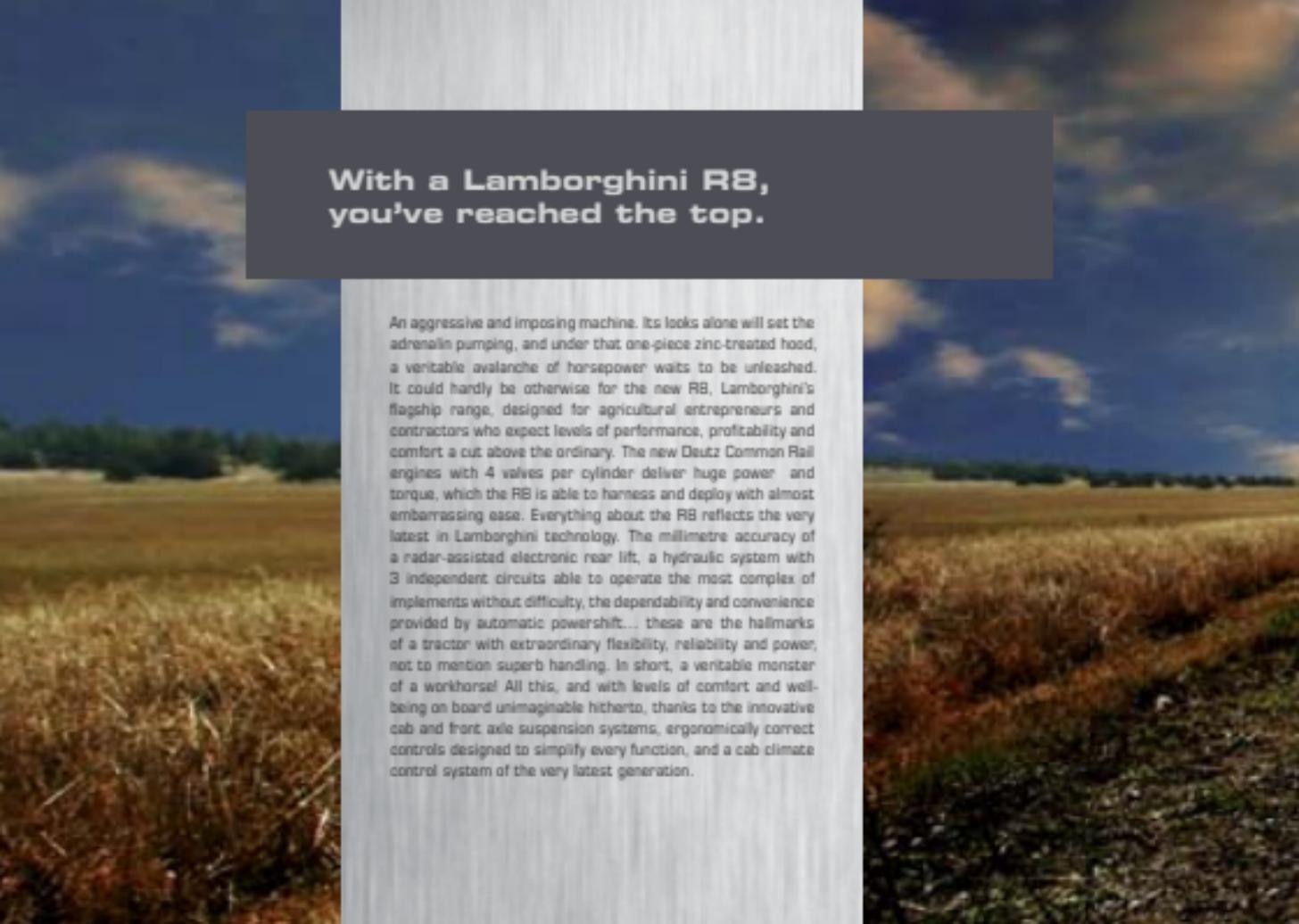
230-270

R8



Lamborghini

[www.lamborghini-tractors.com](http://www.lamborghini-tractors.com)



## With a Lamborghini RB, you've reached the top.

An aggressive and imposing machine. Its looks alone will set the adrenalin pumping, and under that one-piece zinc-treated hood, a veritable avalanche of horsepower waits to be unleashed. It could hardly be otherwise for the new RB, Lamborghini's flagship range, designed for agricultural entrepreneurs and contractors who expect levels of performance, profitability and comfort a cut above the ordinary. The new Deutz Common Rail engines with 4 valves per cylinder deliver huge power and torque, which the RB is able to harness and deploy with almost embarrassing ease. Everything about the RB reflects the very latest in Lamborghini technology. The millimetre accuracy of a radar-assisted electronic rear lift, a hydraulic system with 3 independent circuits able to operate the most complex of implements without difficulty, the dependability and convenience provided by automatic powershift... these are the hallmarks of a tractor with extraordinary flexibility, reliability and power, not to mention superb handling. In short, a veritable monster of a workhorse! All this, and with levels of comfort and well-being on board unimaginable hitherto, thanks to the innovative cab and front axle suspension systems, ergonomically correct controls designed to simplify every function, and a cab climate control system of the very latest generation.



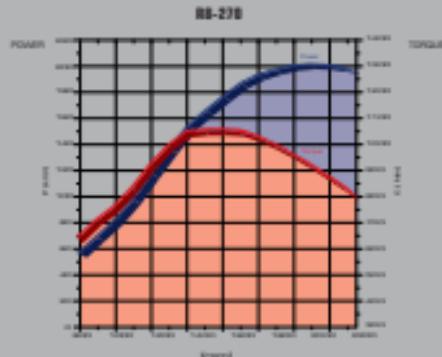
## RB. Powerful and efficient units.

Lamborghini RBs are equipped with the new Euro III compliant Deutz Common Rail (DCR) turbo intercooled engines with 24 valve cylinder head, Exhaust Gas Recirculation system (externally cooled), electronic fuel injection, dual circuit cooling (liquid/oil), and new fuel prefilter with water separator to ensure the injection system stays 100% efficient at all times. Everything in this engine is designed to enable "easy" and optimum management of the huge power resources available, guaranteeing maximum comfort in all operating conditions.

### DCR Another step forward in Common Rail technology

RB specifications include the brand new high pressure Deutz common rail fuel injection system using two wet pumps "immersed" in the cylinder block, and new combustion chambers in the piston

crowns, enabling the engine to deliver consistently high levels of efficiency even when tackling the toughest of duties. More exactly, the common rail system delivers maximum injection pressures up to 1600 bar, independent of engine revolutions, and the resulting flexibility combined with electronic regulation ensures excellent torque rise even at low crankshaft speeds. This means lower noise levels (both at idling and at nominal engine speed), minimal vibrations and improved fuel economy, and significantly higher cranking torque. The advantage of the Deutz solution



over conventional common rail systems is that the two immersed pumps are lubricated by engine oil and not by diesel fuel, which translates into better safety and reliability. In addition, these pumps have a flow control system designed to avoid the recirculation of fuel to the tank, thereby minimizing pressure losses and temperature rise in the fuel.

#### **88. Power in abundance, but thrifty too**

With 24-valve timing, the cylinder fills perfectly on the intake stroke, and blending of the fuel-air mixture is optimized. In addition, the design of the cylinder head is such that the injector can be positioned centrally and vertically, directing fuel onto the central area of the piston where ignition typically occurs, and consequently optimizing power and fuel consumption.

#### **With 88 horsepower, there's zero waste.**

On the 88 range, the latest generation electronic management system runs a continuous analysis on information received from the engine, sensors and cab controls, and responds by delivering the power effectively needed at any

given moment. Not so much as a single horsepower is wasted. Maximum power stays constant over a wide band of engine speeds, so that when the crankshaft revolutions drop under an increasing load, not only does torque increase, but power will also remain steady, while specific fuel consumption is significantly reduced. Where traction is of primary



importance, as when ploughing or transporting heavy loads, these characteristics convert into lugging power and flexibility, and decidedly superior work rates.



EGR significantly reduces nitrogen oxides (NOx), which are among the most powerful pollutants produced by the combustion of fossil fuels. A butterfly valve governed by the engine control unit opens to allow some of the exhaust gases from the cylinder back into the inlet manifold, where they mix with the air entering the cylinder. The external EGR system has its own cooler that lowers the temperature of the recirculated exhaust gases so as to ensure combustion efficiency is not impaired, and avoid increasing fuel consumption. Aided by electronic control, this important feature ensures that RB machines will always deliver higher performance, especially in terms of acceleration and response.

## Externally Cooled Exhaust Gas Recirculation: more efficiency, less pollution.



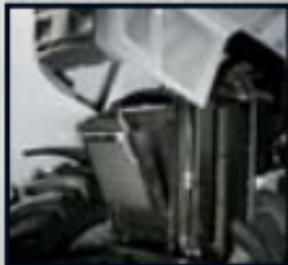


#### **The RB is biodiesel-ready.**

Thanks to a number of unique design features, the use of first-rate materials in construction and a special conversion kit, the RB engines are able to ensure absolute functional efficiency and total compatibility with biodiesel fuel, allowing blend ratios of up to 100% (biodiesel according to the specifications of EN 14214:2003). Biodiesel typically has a higher viscosity than other engine fuels and is chemically more aggressive, but Deutz engines are equipped with a special fuel injection system and a fuel feed circuit with components manufactured from special materials, enabling them to run on these new fuels without difficulty.

#### **Taking on Airst can bring big benefits. .**

Even in the most hostile working conditions, the RB will always maintain a steady operating temperature, thanks to the development of a cooling system that includes a new fan with blades and intake cone designed to improve the flow of air into the radiator-cooler stack. The system also includes new heat exchange cones with performance improved by 25%, a new intercooler delivering 20% improvement in performance to guarantee optimum fuel burn efficiency across the temperature range, and a new "combination" oil and fuel cooler.



A key contributory factor to the comfort of the RB is the automatic powershift, a genuine automatic transmission governed by an electronic control unit that selects and engages, without risk of error, precisely the right gear from the four powershift ratios, in response to the load and engine speed data processed at any given moment. All the operator has to do is select either "performance" or "economy" mode, which will set the parameters governing the automatic shift to give the preferred type of response: assertive or conservative. Either way, the response of the electronics is always ultra fast, which means the automatic powershift is invaluable for tasks requiring frequent changes of speed as the operator is left to focus entirely on the job in hand, while general engine performance and fuel economy are significantly improved. The supreme drivability of the RB also owes a great deal to its shift-on-the-go electrohydraulic reverse shuttle. The driveline can be switched between forward and reverse in a flash - a huge bonus when making headland turns or manoeuvring in restricted spaces. The shuttle will engage on slopes and at speeds of up to 12 km/h; it can be operated using

a handy lever under the steering wheel, without having to press the clutch pedal, or simply pressing the FWD or REV buttons on the multifunction joystick.

### The RB has smart traction.

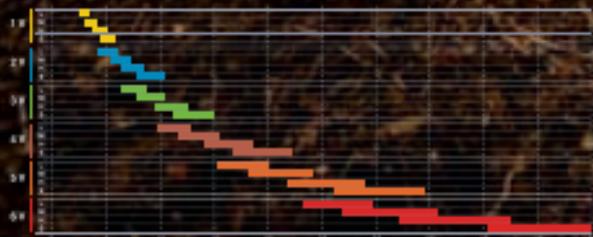
Unparalleled manoeuvrability and traction are also assured by Lamborghini's exclusive SBA/ASM feature: a tried and tested system providing automatic control over the four-wheel drive and differential lock functions. According to the ground speed and the steering angle of the front wheels, the SBA/ASM engages or disengages 4WD and locks or unlocks the differential, giving added grip and traction (when ploughing, typically) or better manoeuvrability and safety (on the road, when carrying or towing).



Speed in km/h



Creaper gears



Normal gears

→ Speed limited by law to 55 km/h, with a maximum engine speed.



## Electronics decide, the RB responds

The RB 27D gearbox is equipped with a hydraulic torque converter: an oil-hydraulic system designed to overcome the mechanical inertia of the crankshaft effortlessly and progressively. This means a gentle start and smooth acceleration with no jerking, whatever the soil and load conditions, and consequently minimal stress and strain on mechanical transmission components.

### The RB has power to spare, at both ends...

With two speeds: 540 Eco and 1000, selected by operating a simple switch, the efficiency of the rear power take-off on Lamborghini RB machines is fully optimized, allowing a wide range of tasks to be undertaken. The 540 speed, generated with the engine at 1630 rpm, significantly reduces fuel consumption and noise levels, yet with supply response from the engine. Using the P.T.O. Auto function, moreover, disengagement and re-engagement of the power take-off can



be interlocked programmably to the "up" and "down" positions of the rear lift links. The multi-disc clutch is proportioned to absorb peak loads generated by the most power-hungry of implements, whilst the modulating clutch ensures maximum reliability even when using implements with a high torque demand. For maximum convenience, the P.T.O. can be operated both from the cab, and from the ground. Duplicate controls are provided on the rear fenders. The RB can also be equipped with a front P.T.O. (1000 rpm), driven directly from the engine and push-button operated by way of an electrohydraulic clutch. With

a front P.T.O., the tractor can be used to drive front-mounted implements, as well as multi-tasking with implements mounted front and rear.





Powerful and versatile, Lamberghini RB models are equipped to tackle even the heaviest of workloads with minimum fuss, using hydraulically operated implements of whatever kind. In effect, the new hydraulic system incorporates no less than three circuits powered by three separate pumps: one for the transmission lube circuit, powershift, hydraulic shuttle, P.T.O. clutch, four wheel drive and differential lock circuits, another for the hydrostatic power steering, and finally, a closed-centre load sensing pump rated 120 l/min serving the lift system and auxiliary spool valves. The load-sensing pump uses a supply of hydraulic oil separate from the transmission oil; this ensures increased safety in operation, since the transmission lube oil and the oil pumped to the implements are never allowed to mix, as well as greater

hydraulic efficiency, with the oil staying cooler and less liable to emulsify. And with all functions totally independent of one another, maximum power is always available to implements even when two or more services are activated at once.

#### **RB. Hydraulics of truly "crushing" superiority.**

The hydraulic system of the RB range includes 4 double-acting (B-way) spool valves with detent, kickout, float, flow regulator and timer functions. All hydraulic ports have push-pull type couplers and an individual oil recovery device (to catch any drops that may spill when connecting the implement hoses). All spool valves are electrohydraulic and can be controlled by the driver either

from a small joystick on the multifunction armrest console, or using 4 push-buttons on the main joystick.

#### **RB. Powerfully good to handle.**

The RB is a big horsepower machine, but nonetheless compact, and with numerous engineering features making it extremely easy to handle. A new tapered front end frame section and pivoting front fenders combine to give a steering angle of up to 52°, and consequently, the kind of minimum turning radius normally associated with much smaller

machines. And with independent power steering, the RB boasts an agility and ease of manoeuvre sure to be appreciated when doing general yard duties or negotiating headland turns.



**R8 versatility, achieved with  
a 3-way split!**



The RB range has an electronic lift — with radar wheel-slip control — that will ensure completely safe handling of loads up to 10,500 kg. An electronic control unit ensures precision management of lifting operations, proportioning the generous power of the hydraulic circuit to optimum advantage and monitoring all functions of the system continuously: draft and position, quick soil engagement, mix, transport lock, lift height limiter, rate-of-drop control, anti-oscillation and wheel-slip. Lift movements and settings are selected from a side console and indicated by a digital display on the main instrument panel, in which the driver can view the various operating parameters. The wheel-slip setting, in particular, is selected directly with a knob operated by the driver. With this highly efficient interactive electronic system, the driver can check and monitor all the operating and productivity parameters of the tractor, in real time. Also, for optimum management of control func-

tions, especially repetitive actions, the on-board computer is equipped with a special S.D.S. feature: this is a handy device utilizing a multifunction joystick, which allows the operator to save up to 16 commands in sequence and select them at a single touch. Operations saved and currently selected with the S.D.S. function can be viewed as easy-to-read icons in a dedicated display on the instrument panel.

#### **RB. No lift linkage was ever this nimble.**

Equipped with a powerful front lift of 5,000 kg rated capacity, RB models offer even greater versatility and productivity. The unit is compact and has no additional bracket structure, so there is no reduction of the steering angle and the handling of the tractor remains unimpaired. The RB front lift linkage also enables easy hitching of fast-attach

front ballast weights, to allow a swift changeover from one kind of job to another.



**Only a true thoroughbred gets the best from its implements.**



**With the RB, "hard" work is just history.**

The quality of life on board an RB is something special. The use of space, the ergonomics of the controls, the use of the latest technologies, everything about the RB has been designed to make life easier for the operator, in any working condition and any climate. The ability of the RB to deliver higher work rates is directly related to the superior level of comfort assured. Everything is easy and intuitive on a Lamborghini RB. With big doors, wide non-slip steps and a continuous handrail provided, the operator can climb into and out of the cab quickly and safely. Courtesy lights are switched on automatically when the door is opened, for safety and convenience when stepping up and down

in the dark, while total all-round visibility from the driving position is assured by a generous 7 square metres of window glass, particularly slender cab pillars, and the location of the exhaust pipe, which is routed up to the roof alongside the front pillar. The RB cab affords complete visual control over field and implement at all times. Finally, a high visibility, opening glass roof hatch ensures optimum natural ventilation of the cab interior. The RB also features a powerful air-conditioning and ventilation system with 15 adjustable vents arranged intelligently around the cab, which will ensure that a selected temperature can be maintained steady, as well as keeping the windows demisted and defrosted. Good air quality is assured by special filters installed in the side pillars of the cab, easily accessible for maintenance and quick cleaning (with compressed air).





## RB - the tractor that feels familiar.

Functional and simple controls are a particularly important feature of Lamborghini tractors. On RB models, all the controls are logically arranged and readily identifiable by shape and colour, making them easy and intuitive to operate. This means that the use of the machine can be mastered quickly and in total safety, with no need to attend a special training course. In addition to a telescopic and height adjustable steering column, and a universally adjustable and transversely sprung driver's seat with reclining backrest and seat belt, there are other accessories designed to enhance operator comfort during long hours at work, like

a drinks chiller/warmer (capacity 2 litres), and a console to the right of the driver incorporating all the main control devices, which has an anti-glare surface for optimum visibility.

### **The only vibration you feel will be your heartbeat.**

On a Lamborghini RB, any engine vibrations and judder from wheels and mounted implements are absorbed by a fully integrated, state-of-the-art



suspension system. The driving seat is fully adjustable for position, and fitted with an air suspension system that adapts automatically to the weight of the occupant. The monolithic cab structure is kept at a constant height thanks to the automatic levelling action of the pneumatic suspension units. Any weight variations inside the cab - however slight - are detected by a dedicated sensor and compensated by special

damper struts filled with compressed air. This ensures that the travel of the suspension remains constant, and the cushioning effect is exploited to maximum advantage. The front axle suspension utilizes damper struts consisting of 2 hydraulic cylinders coupled to 3 nitrogen tanks. These components are governed by an electronic control unit, ensuring the suspension can be made harder or softer in response to the nature of

the road surface. Also, depending on the application (transport duties, for example, or tillage involving appreciable draft forces), the axle suspension can be engaged and disengaged by the driver. Finally, to control the pitching motion of a mounted implement when on the road, the electronic linkage incorporates an anti-oscillation device that guarantees maximum safety, even when carrying

heavy implements. The system comes into operation automatically when accelerating past 8 km/h, activating special force sensors that pick up any vibration or swaying motion of the implement, which is then neutralized swiftly and precisely by a counteracting movement of the lift.



**TECHNICAL DATA**

Version	RB.230 600	RB.270 600								
<b>TRUCK</b>	D971 COMMON RAIL 2013 EURO 3									
Cylinders/Displacement	no. Cyl/1	6/7100								
Valves	no.	24								
Application	Turbo Intercooler									
Rated engine power at nominal engine speed (2000/2500)	HP/kW	266/170								
Max. power (2000/2500)	HP/kW	269/193								
Rated engine speed	rpm	2200								
Min. cruise	rpm	960								
Max. cruise engine speed	rpm	1100-1400								
Single linkage	%	30								
Clutch	liquid oil									
Engine control	electronic									
Air cleaner	dry with safety cartridge and dust extender									
Generator underhood	with exhaust on cab upright									
Fuel tank capacity	litres	625 (520)								
<b>DIMENSIONS AND WEIGHTS (with rear axle)</b>	11400 x 40									
Min. length without link arms	mm	5066								
Width min. - max.	mm	2750								
Min. height at cab	mm	2670								
Ground clearance	mm	600								
Wheelbase	mm	2600								
Front track min. - max.	mm	1600-2000								
Rear track min. - max.	mm	1600-2000								
Minimum operating radius without brakes	mm	6750								
Weight with cab	kg	9200-13000								
<b>PERFORMANCE</b>	all-increased hydraulically operated									
Gearbox clutch	5 gears for 6 power levels - crawler limit speed 0.8 km/h									
<b>DOWNHILL SERVICE 40 TON - 40.90 T</b>	50 km/h limited by electronic regulator to 40 km/h at nominal engine speed and economy engine speed (1860 rpm)									
Max. speed	km/h	with all-increased, double multibit clutch electronically operated with control lever under steering wheel								
Hydraulic power shuttle	electronically operated with control lever under steering wheel									
Rear differential lock	electronically operated									
Lubrication	forced with 3 transmission oil cooler									
<b>PERFORMANCE GRAPH 40 TON - 40.90 T - SPEEDS RANGE AT ENGINE SPEED OF 1200 RPM OVER 10% SLIP 40.90 T (km/h)</b>										
	1 CR	2 CR	3 CR	4 CR	1	2	3	4	5	6
L	3.98	0.80	1.20	2.25	3.45	5.36	8.09	12.00	20.00	30.00
M	0.50	1.00	1.45	2.15	4.14	7.15	10.40	15.40	24.00	35.00
H	0.00	1.10	1.70	2.57	4.66	8.57	12.50	18.50	28.00	40.50
S	0.00	1.40	2.00	3.00	5.05	10.30	15.00	20.00	28.00	38.00

**DRIVE AND STEERING**

Braking system	Hydraulically operated, integral braking by means of disc in all axles, ABS, and EBS engagement.
Trailer braking	hydraulic braking with pneumatic braking system
Hydraulic steering	Independent pump, adjustable steering wheel
Steering angle	10°

**FRONT AXLE**

Type	with hydraulic suspension and automatic adjustment
Drive engagement	electro hydraulically operated
Front differential lock	electro hydraulically operated
Front mudguards	removable

**FRONT P.T.O.**

Clutch	all-increased multiple discs
Speed	rpm 1300
Operation	electro hydraulically operated, push-button control

**REAR P.T.O.**

Clutch	all-increased multiple discs
Speed	rpm 540/1000/1000
Operation	electro hydraulically operated, push-button control

**HYDRAULIC LIFT**

Rear lift	electronically controlled with Radar
Maximum lifting capacity	kg 11000
Pump delivery	litres 120 l/min, variable displacement pump with Load Sensing
Auxiliary hydraulic control valves	no. ways 0

3 joint linkage  
link arms and top link  
automatic hitching with link arm swing lock during lifting

Front lift	double acting cylinders maximum lifting capacity 3000 kg hook to ballast, 1000/1600 kg
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**DRIVE SYSTEM**

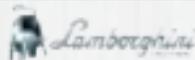
Controls	multifunctional armrest with joystick storage and automation of repetitive actions original sound-proofed (72 dB(A)), with structure insulated on silent block, "high visibility" roof
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Cab	rear wipers, 8 work lights, telescopic rear-view mirrors as above with automatic compensation
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pneumatic suspension

Cab conditioning  
air conditioning with three cooler ventilation, heating, forced recirculation

Instrumentation  
warning with digital display  
Driver's seat with safety belt  
pneumatic suspension, revolving

**DEALER CONTACT**

**SAME D971-CRAN GROUP S.p.A.**

Viale Cassani, 14 - 24047 - Treviso (TV) - Italy - Ph: +39 0362 4211 - www.sameauto-fahr.com

**SAME D971-CRAN U.K. LTD.**

Barty Lane, Barty, Nr Rugby - CV23 8TD - WARRINGHARE - UK - www.lombardini-tractors.com

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The above specifications refer to machines with all available equipment. For complete equipment and options, refer to the current price list and our product brochure for details.