



Press release

New Combine Harvester Series 60 from Deutz-Fahr.

Hanover, November 8th, 2009. The 2010 season is already casting its shadow and DEUTZ-FAHR is punctually rolling out the new Combine Harvester Series 60. The essential and proven properties acquired from 100 years of experience in harvesting technology have been retained nonetheless: High productivity, the most economical consumption, reliable drive, excellent maintainability and an excellent price/performance ratio. The Series 60 is equipped with the most modern Deutz engines and offers many new details besides the new cabin - Commander Cab IV - which improve threshing performance, economic viability and driving comfort.

Improved Maintenance

The new, modern design is striking through vertically fitted maintenance gates on both sides of the combine harvester. Each of the two large gates can be opened without tools and facilitate daily maintenance and service and also provide access to the engine and hydraulic system. An integrated ladder on the inner side of one of the maintenance gates is now always on board and allows access to all areas, even when in the field. Access to the cooling system is likewise facilitated by the new design.

The working and maintenance lighting system were also completely revised. Therefore, besides the six main spotlights and six work spotlights, the new Series 60 is equipped with eleven additional work spotlights all around the machine. In addition, if desired, cameras are available for the rear end and the unloading tube.

The unloading tubes are suitable for conventional cutters, ranging from 4.80 m to 7.20 m and can be supplied in three lengths (4.00 m, 5.00 m and 5.60 m).

Generous Cabin

The modern Commander Cab IV is designed to be particularly user-friendly. With a clear operator panel on the right-hand side, easily readable displays and clearly grouped switches as well as the newly developed on-board computer, the driver's cabin not only has a new design, but is also ergonomically modern and functional.

In 2008 the company, which employs around 2,800 people, achieved a turnover of 1.220 billion euros and a net profit of 5 million euros.

SAME DEUTZ-FAHR owns 45.1% of DEUTZ AG, one of the leading independent international manufacturers of diesel and gas engines.

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The on-board computer called the "Combine Control Management (CCM)", unites all operating functions and displays in one device. The large-format central display shows the values for loss sensors, tilling, engine load, cutting height and various other functions. Moreover, the settings of the shaker, the cleaning fan, the cutting height programming and various other functions can be centrally controlled by means of the CCM.

A further feature of the cabin is the triple-adjustable steering wheel column, an enlarged grain tank window as well as comfortable driver's seat armrests.

Up to Four Different Versions

The six models of the Series 60 can be supplied in up to four different versions: Farmline, Topline, Balance and Climber. The first one serves as the basic version, which is in no way inferior in threshing performance as compared to the better equipped Topline version (Series for the 6065 and 6095). The Topline version is primarily meant for agricultural contractors, which due to ever-changing operational situations, can work much faster and more comfortably with the additional variety of automatic functions.

In addition, the third version is the Balance configuration that is now available to all models. It allows side-hill slope compensation of up to 20 % and a compensation of uphill and downhill slopes of up to 8 %. As the fourth and last version, the 6060 HTS is available as Climber. This model was designed for extreme slopes and is equipped with a hydraulically adjustable undercarriage as well as standard four-wheel drive.

Detail Work

In addition to an electrically adjustable threshing drum variator (rotation speeds from 420 to 1,205 1/min) and a synchronised rotating drum, the new models 6060 HTS, 6090 HTS, 6065 HTS and 6095 HTS also offer a continuously variable reel drive that automatically adjusts to the driving speed. A pneumatic compressor with a 30 litre tank and two new types of lines (900/60 R32 and 600/55 R22.5 as well as 710/78 R34 and 540/95 R24) round off the features. It is also remarkable that the Series 60 remains under 3.50 m external width even with size 800 tires.

Cutters for Every Requirement

The Vario cutter with working widths of 5.50 m to 7.20 m are equipped with a platform length ranging from 575 mm to 1,075 mm, which can be adjusted continuously by pressing a button, and allows for quick adaptation to different operational conditions and fruit types. In addition, foldable cutters with working widths ranging from 4.80 m to 7.20 m are available, which –



depending on the model – can be folded together down to a minimum width of 3.00 m (3.80 m at working width 7.20 m) for road transportation purposes.

Model	Number of shakers	Configuration	Engine	HP
6060	5	Farmline	TCD 2012	250
		Topline		
		Balance		
6060HTS	5	Farmline	TCD 2013	310
		Topline		
		Balance		
6065HTS	5	Farmline	TCD 2013	310
		Topline		
		Balance		
6090	6	Farmline	TCD 2013	366
		Topline		
		Balance		
6090HTS	6	Farmline	TCD 2013	366
		Topline		
		Balance		
6095HTS	6	Farmline	TCD 2013	366
		Topline		
		Balance		



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In the final years of the 19th century, with an increasing rate of industrialisation of the economy, the demand for foodstuff increases rapidly. Conventional production methods are not sufficient; moreover, they are too time-intensive and require too many workers. It is then not astonishing that many blacksmiths and horse-shoe blacksmiths begin to develop and manufacture mechanised working tools. Since farmers were always very regionally oriented, it was then possible that similar machines were also invented and developed at several places at the same time. There were no trade fairs in those days; one was informed by hearsay. Precise production data for these machines are hardly or no longer researchable.

Thus, even Johann Georg Fahr started first in Gottmadingen with the construction of fodder cutting machines and presented his first mechanical lawnmower as early as 1899. Only after the takeover of the factory by his sons in 1903 did this machine develop quite strongly. After conversion into a public company in 1911, the company specialised in the production of harvesting machines and quickly became well known, even beyond Bavaria.

Only some 120 km further north, Michael Ködel had already started his repair workshop in 1870, and developed his first threshing machine in 1890. His company was also meant to experience rapid growth, and therefore, he was able to start an industrial series production of cereal crop threshers in Lauingen, with his partner Paul Böhm; together they founded the company Ködel & Böhm in 1909. The company's expansion was already necessary in 1913,



Press release

100 Years of Industrial Thresher Production in Lauingen

The Legacy of the Pioneers of Threshing Technology lives on in DEUTZ-FAHR Combine Harvesters.

Hanover, November 8th, 2009: When DEUTZ-FAHR presents a new generation of combine harvesters today with their Series 60, these are combine harvesters of the great-great-grandchildren of Germany's threshing technology pioneers. This is because the history of DEUTZ-FAHR combine harvesters cannot be told without the history of the two founding fathers of agricultural engineering: Johann Georg Fahr (1836-1916) and Michael Ködel (1843-1915).

Everybody is Striving for Mechanisation

In the final years of the 19th century, with an increasing rate of industrialisation of the economy, the demand for foodstuff increases rapidly. Conventional production methods are not sufficient; moreover, they are too time-intensive and require too many workers. It is then not astonishing that many blacksmiths and horse-shoe blacksmiths begin to develop and manufacture mechanised working tools. Since farmers were always very regionally oriented, it was then possible that similar machines were also invented and developed at several places at the same time. There were no trade fairs in those days; one was informed by hearsay. Precise production data for these machines are hardly or no longer researchable.

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and they relocated to a new factory compound on the outskirts of the city. The present site of Same Deutz-Fahr Deutschland GmbH.

The Development Continues

Whereas one threshed the harvested cereal crops with so-called threshing boxes in Germany and Europe at the beginning of the 20th century, in America, one was ahead and experimented with drawn combine harvesters and steam-driven threshing boxes. These machines were nonetheless unsuitable for the German and European agricultural structures. Therefore, in 1936, Fahr started the development of a drawn combine harvester based on a cereal crop mower. Since the combine harvester was drawn, a suitable tractor was developed as well.

In the same year, the 100,000th threshing machine had already been delivered by Ködel & Böhm. With the machines traded under the Köla trademark, the company was the largest European manufacturer of threshing machines of its time. However, Ködel & Böhm also headed the signs of the times and started the development of drawn combine harvesters in 1942.

Always Larger and More Powerful

Soon after the Second World War, even the performance of drawn combine harvesters was no longer sufficient. Although the machines were still satisfactory, as before, for the majority of agricultural businesses, the demand for larger machines was intensified by large estate businesses. It should also not be forgotten that cereal crops harvested in those days was still very work intensive. Up to four workers were occupied with steering the tractor, bagging up the sacks and loading the cereals and straw processing. It is therefore no surprise that the number one and three of the combine harvester market in 1951 presented almost simultaneously the first self-propelled combine harvesters from German production. In both companies, many other machines relating to the harvest of cereals and fodder were also developed and manufactured in addition to combine harvesters.

Consolidation Takes its Course

Whereas both firms are still leading manufacturers in the 60s, through the introduction of the first hydrostatic drive for combine harvesters (Köla Hydromat by Ködel & Böhm) as well as a strong market presence (Fahr), it is evident in both business families that suitable successors are missing or that present successors are developing other interests. It therefore comes to



pass that KHD, as one of the leading industrial group of companies and the largest manufacturer of tractors of its time, first participated in the partnership with Fahr (1965), and then united the tractor production of Deutz and Fahr in order to then fully take over the entire company in 1968. In 1970, Ködel & Böhm are also taken over by KHD and the combine harvester production is consolidated at the location in Lauingen. Thanks to the merged know-how of engineers from Fahr and Ködel & Böhm, the foundation for a now renowned manufacturer of combine harvesters was laid, which defined the combine harvester industry with innovative developments and with productive and reliable machines.

Future Program

Today, the combine harvester manufacture and development of Deutz-Fahr has its headquarters at its own production site in Zupanja (Croatia). The most modern combine harvesters of the 5th and 6th shaker class are fabricated here, with a performance spectrum ranging from 250 to 366 HP. In addition, since 2008 a rotor combine harvester from 450 HP has been added, as well as different versions and a side-hill combine harvester. The current offer includes a total 15 different models.

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Press release

Agrofarm series now available as ProfiLine with a three-stage powershift and continuously variable TTV transmission

Hanover, November 8th, 2009: Tractors in the Agrofarm series are ideal for use on grassland, and on maintenance and farmyard tasks - great flexibility, a low center of gravity, superb manoeuvrability and visibility together with maximum efficiency and productivity. And all at an attractive price.

But even in this class of tractor, farmers do not want to give up their comfort. And so starting from the AgriTechnical fair, Deutz-Fahr has given this tractor class a choice between two drive concepts - powershift transmission or continuously variable TTV transmission, together with two hydraulic systems.

Two gearbox options are available for the 420 and 430 Agrofarm ProfiLine models: a 3x power shift transmission and a continuously variable TTV transmission. Another standard feature on ProfiLine is the Electronic Hilt Control (EHC). These tractors meet the rising expectations of any agricultural business - whether for full time or part time farming.

Economical engines

The latest fuel efficient 4-cylinder Deutz turbo diesel engines are used, providing both reliability and smoother power delivery. The electronically controlled intercooled engines are rated at 99hp and 109hp and provide a comfortable driving and working environment together with low fuel consumption, thanks to ample torque and abundant reserves of power over a wide rpm band.

Equipped with modern high-pressure injection systems that achieve injection pressures of up to 1,400 bar, the motors provide efficient fuel utilization, high efficiency and first-rate emission numbers. And thanks to the fuel tank with a volume of 160 liters, they can work long hours without filling up. Of course, the engines are approved for bio-diesel (B100).

Comfortable and spacious cabin

The Agrofarm ProfiLine models also feature a spacious and comfortable cab for a tractor of this class, and the internal height has been increased so that even tall drivers can find plenty



of space behind the adjustable steering wheel. With ergonomic, easy-to-use and clearly arranged switches and levers, the driver can work comfortably and safely. The cabin has noise and vibration damping and, on request, can be fitted with a powerful air conditioning system. The high visibility window in the roof has a sun blind and can be positioned as required, making the Agrofarm the ideal front loader tractor. Four integrated work lights are standard.

Continuously variable transmission

Much is asked of a modern continuously variable transmission in a compact tractor - good pulling power combined with a low hydrostatic element, together with excellent efficiency and ease of use. These are the requirements Deutz-Fahr aimed to meet when the company developed its own transmission system, with the operation of the transmission being based on the same principle as the larger Agrotion TTV. In each of the two working ranges, almost 100% of the engine's power is transferred mechanically. The hydrostatic element is reduced to a minimum. This gives maximum efficiency without hydraulic losses at low speeds.

Another positive feature is that the maximum speed of 40 km/h is reached at an engine speed of only 1,800 rpm, leading to significantly reduced fuel consumption.

The transmission has three driving and working strategies for different applications. In addition to automatic mode, in which nearly 75% of all working and transport operations can be carried out, there is a special mode for PTO that is automatically switched on when the PTO is activated, plus a manual mode. In addition, the Agrofarm TTV has an active stop control. This allows the tractor to be halted and kept at a standstill without using the main brake, and then accelerated again using the accelerator pedal but without using the clutch. The hydraulic parking brake is also new, which, as on a car, makes the vehicle easier and safer to use.

Powerful lift

The tractors sport a powerful hydraulic system with a lifting capacity of up to 5,300 kilograms. Three or four remote valves make it easier to operate and extend the range of tasks that can be accomplished. Operation is very convenient, using a single lever. The optional integrated front linkage with a lifting capacity of up to 1,800 kg and the PTO with 1000 rpm are essential for a universal tractor.

Maximum manoeuvrability

The large 50° steering angle ensures a high degree of manoeuvrability. With a minimum turning radius of only 3.55m, the Agrofarm can be used confidently in the tightest of corners.



Pivoting front fenders are standard.

Practically equipped

The Agromat Profile line is fully kitted out and equipped for universal use, with an electronically controlled rear linkage, four-wheel brakes and an electro-hydraulically operated differential.

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Versatile Helper: Agrovector Telescopic Loader by Deutz-Fahr

Hanover, November 8th, 2009: In addition to the telescopic loaders – Agrovector 40.8 and 40.9 – introduced at the EIMA in Bologna, the Agrovector 35.7 is now available and replaces the previous model 30.7 and has been upgraded by way of increased lifting capacity and a new cabin with greater comfort. Therefore, the Agrovector telescopic loader series now provides three models with lifting heights of 5.90 m to 8.90 m and lifting capacities of up to 4.0 t.

With the new model, Deutz-Fahr now complements the series downwards and continues the revision of the telescopic loader introduced in 2005. The lifting capacity of the new Agrovector 35.7 was increased to 3.5 tons as compared to the old model, whereas the new load-sensing hydraulic system, which is available on demand, guarantees oil delivery volume of 102 l/min. As with its larger brothers, the cabin interior was also improved in this Agrovector model, which ensures a significant improvement in driving comfort. The air conditioning system was also fully revised, which, due to higher performance and better air flow, now ensures a pleasant and cool cabin climate, particularly at high temperatures. The newly designed cabin also provides excellent all-round visibility: The driver can therefore see the dimensions, the loader and its attachment equipment better and better control the load; the work will be more relaxed and hence more productive.

Thanks to its common rail fuel injection, the new Deutz TCD 2012 4-cyl. engine guarantees an optimal combustion process, economical consumption for reduced operating costs and compliance with the TIER III-exhaust gas standard.

All Agrovector models are combinable with a variety of accessory equipment, so that all imaginable applications in agriculture, forestry, industry and communal areas can be covered. Furthermore, the new Agrovector 35.7 offers a high loading capacity, but above all, it has an incomparably robust design and a high degree of cost effectiveness.



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Agroplus with new engines and a new cab

Hanover, November 8th, 2009: Small compact tractors are still needed, as demonstrated by the popular Agroplus models from Deutz-Fahr: In the 62 to 95 HP segment, they have been consistently increasing their market share in Germany. To make sure it stays that way, Deutz-Fahr has not only revised the Agroplus series, but also equipped it with several new features. To better serve the the upper part of the segment, Deutz-Fahr has expanded the range by adding a second model, the Agroplus 420. The new models can be recognized by the new one-piece Deutz-Fahr hood with rectangular headlights.

New Engines

New water-cooled 3 and 4 cylinder turbo diesel engines (TIERIII) are employed in the new models. These engines, with power ratings from 46 to 70 kW (62 to 95 HP according to 2000/25 EC) have an electronic motor control, an optimized fuel injection system and a revised cylinder head. Unique in this class of tractor is the way the electronic motor control analyses and processes engine parameters such as speed and load, optimizing the injection process independently and contributing significantly to reducing fuel consumption.

A special feature is the overboost, which gives the Agroplus 410 and 420 an additional performance boost when under load, in order to better manage peak loads or critical load situations. The electronic motor control responds by directing feeding more fuel to the engine through the fuel injection system. Power and torque are temporarily increased by up to 15%.



New cab improves comfort and visibility

Another feature of the new Agroplus series is the new cabin, which still has only four pillars. Although it is as robust as before, all-round visibility has been improved considerably and access is even easier, thanks to the large door. In addition, new insulation materials are used that keep the noise down to a pleasingly low level.

ECO-speed gearbox reduces fuel consumption

A special feature in this performance class is the ECO-Speed gearbox. The maximum speed of 40 km / h is reached at a very low 1850 rpm. This is also something made possible by the electronic engine control, which reduces engine speed by up to 400 rpm in top gear and significantly reduces fuel consumption and noise. Together with a 3-way power shift that is also unique for a tractor in this class, the ride is extraordinarily comfortable. In any situation, the driver always has the right vehicle speed at hand.

Changing gears is easy and precise, thanks to the hydraulically assisted clutch. Every gear change is smooth, with a single hand movement without any interruptions.

PowerShuttle enhances driving comfort

The Power Shuttle is an electro-hydraulically operated, forward / reverse power shift with neutral in the center position. This allows the tractor to move off or change direction (forward / reverse), without operating the clutch pedal. The PowerShuttle lever is located on the left under the steering wheel.

Stop & Go makes work easier

An additional feature is the Stop & Go function. It enables the tractor to maneuver with the brake pedal, without operating the clutch. In conjunction with the new PowerShuttle, the Stop & Go function allows the tractor to be handled easily and quickly, especially in tight surroundings.

The system is based on an electronic control unit that processes data from the PowerShuttle lever, the braking system and the vehicle speed sensor. The result: maneuvering (particularly on a slope) is simple, safe, reliable and above all,



comfortable. Practical applications of this system are, for example, the use of front loaders and coupling of attachments to the front or rear powerlift. This kind of work is particularly difficult on uphill and downhill gradients and requires intense concentration on the part of the driver. With Stop & Go, the driver can operate the tractor with just the brake pedal, making it easier to use and, above all, safer.

Powerful hydraulics

The powerful hydraulic system (on request with EHR) provides a substantial lifting force of up to 3,600 kg and features a robust three-point linkage design. A rear actuation and quick coupler guarantee that equipment is attached quickly and easily. Up to three additional controllers, a front power lift, three power take-off speeds at the rear - 540, 540E and 1000 rpm - and a 1,000 rpm front power take-off makes the Agroplus as versatile as it could be.

All in all, the 2009 Agroplus Series has been completely revised and offers new attractive features. Not only does it offer an interesting solution to small and medium sized farms, but also for gardening and landscaping businesses.

Specifications

	310	320	410	420
Cyl. / Displacement cm ³	3 / 3,000	3 / 3,000	4 / 4,000	4 / 4,000
Forced induction	Turbo	Turbo	Turbo	Turbo
		Intercooled	Intercooled	Intercooled
Maximum power according to 2000/25/CE	46 kW (62 HP)	60 kW (82 HP)	63 kW (85 HP)	70 kW (95 HP)
Rated speed (rpm)	2,200	2,200	2,200	2,200
Torque rise	22	15	31	33



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Agrotron X: Lower fuel consumption, thanks to reduced engine speed

Hanover, November 8th, 2009: Full power and high torque with reduced fuel consumption. Depending on the model, the rated engine speed has been reduced by up to 250 rpm for the Agrotron X series with the modern DEUTZ common rail turbo diesel engines that use electronic engine control (EMC) and the exclusive DEUTZ-FAHR Power Control (DPC). The maximum DPC performance of both TCD 2013 6-cylinder engines with four valves per cylinder remains unchanged at 250 PS/184 kW (Agrotron X 710) and 275 PS/202 kW (Agrotron X 720) (acc. 2000 / 25 EC).

The driver is not only saving fuel. The tractor's noise level is considerably reduced, both inside and outside the cabin. The Agrotron X maintains its leading position in keeping operating costs down, with superb value for money.

Another first in this class of tractor is factory approval for B100 (100% biodiesel) including a 24 month warranty, eliminating the need for expensive retrofits or additional insurance for operating with bio-diesel.

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New DEUTZ-FAHR AGROTRON L 720

Hanover, November 8th, 2009: Powerful, reliable and cost-effective are the keywords standing for the new Agrotron L 720 in the power range of 200 HP and over. The Agrotron L 720 tractor was specifically designed to meet the requirements of heavy-duty applications on arable lands and very extreme working conditions in general. Recommended for medium to large size farmers and agricultural service suppliers.

Agrotron L models are equipped with the DEUTZ 6-cylinder turbo diesel common rail engine (DCR) capable of handling pure (B100) Bio-Diesel and featuring an innovative pressure injection system with 7 injectors per stroke and an electronic engine regulator in compliance with TIER III emission standards. With a maximum power output of 220 HP/162 KW, a displacement of 7,146 cm³ and consistent high-torque at low fuel consumption, this engine is the latest ambassador of DEUTZ innovative engine production.

The power-shift gearbox with 3 operating ranges and 9 HI-LO shifts was optimized for heavy-duty applications on arable fields. Sequential gear change is performed by a Kaystro, while an Automatic Powershift Function provides for fully automatic selection of the best multiplication rate depending on load and speed conditions. A total number of 27 forward and reverse speeds are available in the crawl gear (low gear) range out of which 18 gears can be comfortably selected by a simple push of a button.

The new innovative features include standard hydraulic powershuttle and the SDS system (Sequential Drive System) that enables storing of the functions and the control sequences of repetitive work procedures. Moreover, the new Agrotron L is equipped with a dedicated DRP-geometry designed for agricultural tractors to ensure maximum traction in the toughest conditions and effectively control tractor pitching effects.

The new DEUTZ-FAHR model Agrotron L 720 offers further safety and comfort provisions as well as a revised automotive-like brake assembly including hydraulic servo brakes for optimum braking performance at very light pedal pressure and electronic parking brakes for maximum stopping performance on sloping grounds. The new model features cabin perfection and maximum comfort under all points of view: pneumatic cabin suspensions, optimized sound insulation for low noise levels and a modern one-piece hood.



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Stepless, comfortable and powerful: the new Agrottron TV 630

Hanover, November 8th, 2009: More power, more comfort and less consumption are the key features of the new Agrottron TV 630. DEUTZ-FAHR's response to the increasing demand for more power. The main trait of the new DEUTZ tractor is the 6-cylinder DCR turbo-diesel engine with DPC (DEUTZ-FAHR power control) for 224 HP (164 kW) power output and a max torque of 85 Nm. The new innovative four-valve technology includes DEUTZ common rail injection system and DEUTZ-patented external exhaust gas recirculation system (EGR) translating into a dramatic reduction of fuel consumption and emissions thanks to the return of the cooled exhaust gases into the combustion chamber of the cylinder. The new Agrottron TV 630 is equally suitable for Bio-Diesel (B100) fuels.

Less engine revolutions at the maximum speed of 50 km/h is another new feature of the Agrottron model TV 630. Thanks to the all-electronic engine control and innovative DPC system (DEUTZ power control), the number of engine revolutions is decreased to 1850 1/min so that significant fuel savings are obtained, even during transport.

The sound insulation of the cabin on new Agrottron models TV 630 has been improved to obtain extremely low noise levels inside the cabin making Agrottron TV 630 one of the quietest tractors in its power class.

Nearly anyone can drive or use the new Agrottron TV 630 even without specific training, because of its facilitated, user-friendly operation. Any operator simply familiar with the main basics of running a tractor can afford safe, successful and efficient operation of this model. The new ergonomic and multifunctional "PowerComV" lever allows control of the most important functions of the tractor including: acceleration, deceleration, operation of the tail lift and of the hydraulic control valves as well as operation of the reverse gear unit. The controlling of all control functions and inspection operations take place with one hand and a single control lever (PowerComV) allows the operator to quickly familiarize himself with the control system and its functions. This allows quickly achieving some great benefits such as: outstanding timesavings, enhanced safety and faster reaction time during work. Even the Comforto control system is programmed and activated via the PowerComV control lever. User-friendly operation is an outstanding feature of this new model offering up to 16



different operating sequences that can be programmed during transport and work and then recall the settings by just tipping on the lever again.

Like on smaller models TTV 610 and TTV 620, the TVT gearbox features a high mechanical efficiency and four shift ranges each with up to 100% mechanical power transmission so that use of hydrostatic transmission is minimized. So it's possible to avoid hydraulic losses even while travelling at low speeds, as for instance, when working on the field and thus yielding notable reduction of fuel (diesel) consumption.

Information on SDF:

SAME DEUTZ-FAHR, based in Treviglio, Bergamo (Italy), is one of the world's leading manufacturers of tractors, combine harvesters, engines, and agricultural machinery. Globally, products are made and sold under the SAME, DEUTZ-FAHR, Lamborghini, and Hürimann names. Tractors range from 30 to 270 HP, while combines range from 130 to 450 HP, including conventional and rotary combines.

In 2008 the company, which employs around 2,800 people, achieved a turnover of 1.220 billion euros and a net profit of 5 million euros.

SAME DEUTZ-FAHR owns 45.1% of DEUTZ AG, one of the leading independent international manufacturers of diesel and gas engines.

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Press release

Two 4-cylinder models added to Agrottron M series

Hanover, November 8th, 2009: DEUTZ-FAHR has expanded its Agrottron M series by adding two more models: the Agrottron M 410 and M 420. Once again, the manufacturer shows its ability of staying abreast of the increasingly larger market demand for compact, yet very powerful tractors ranging from 130 to 160 HP.

The new models are equipped with the leading-edge DEUTZ common rail engines (DCR) with 4-cylinders, DPC and four-valve technology as well as the external exhaust gas recirculation system for a maximum power output of 143 or 158 HP (105 and 116 kW). The complete new tractors are perfect for farmers and agricultural service suppliers in need of powerful, low-cost and still high-torque vehicles, suitable for the most varying applications on arable and grass lands. Thanks to reduced engine speed (up to maximum 40 or 50 km/h), the new models are exceptionally cost-effective.

Due to the shorter space requirement of 4-cylinder engines, the wheel base could be reduced to 228 mm with a remarkable benefit in terms of smaller turning radius. The overall length of the tractor is 4.05 m.

Both tractor configurations include the new comfort armrest and standard Power S-control system on the professional LINE. Both new models feature all well-known Agrottron benefits: panoramic visibility concept cabin, four PTO speeds and fourfold power-shift gearbox with 24/24 or 40/40 gears. The rear axle is equipped with 580/70R38 tires.



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Press release

New iMonitor Operation Terminal from Deutz-Fahr

Hanover, November 8th, 2009: With the iMonitor, Deutz-Fahr presents a new control terminal for the Agrottron TTV 630. Clear, easy to operate and understand and equipped with additional useful functions, the TTV 630, as optional equipment for the top model of the Agrottron TV series comes into operation. The new iMonitor not only allows the driver to set and control the tractor, but is also convincing through the new useful functions. The iMonitor is operated by a multi-controller, through which the driver sets and operates the tractor to the positions by pushing and turning the individual menus. This control corresponds to the operating principle now universally used by the premium automobile manufacturer for the control of navigation devices and similar menu-driven components.

The appealing graphic in the black display is convincing with the tidy and clear presentation and uses learnt and known symbols, so that the driver quickly acclimatizes. Operation is especially convenient, in that the driver can rest his arm on the armrest. Thus, no incorrect operations are caused through shaking during the journey.

With an integrated Bluetooth handsfree set, MP3 player, integrated radio and an automatic reversing camera, it brings already known and proven operating systems from the car into a tractor. The iMonitor can also be used for ISOBUS controlled devices, so that the driver only needs to view one terminal.

The iMonitor is available immediately as optional equipment for the Agrottron TTV 630.

For further information and a video, go to www.imonitor-tractors.com.



Screen captions:

Right console with iMonitor:

The driver has all important control elements within arms reach, also the new multi-controller is easy to reach.

Multi-controller:

During operation, the arm rests on the armrest – incorrect operation is eliminated. The function keys can be allocated as required.

Comfortip Screen:

Easily select the control sequence and, as necessary, add and delete functions.

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Press release

A further upgrade for the Agrottron TVT Series.

Hanover, November 8th, 2009: Following the launch of the new top model, the Agrottron TTV 630, at Agritechnica, two smaller models, the Agrottron TTV 610 and TTV 620, have been updated and equipped with a new cab and other features.

The operating console has been revised in both design and the positioning of the switches, as have the new PowerCom V-control levers with buttons instead of rocker switches. The new iMonitor operator terminal is available on request. The sound insulation of the cab has also been improved, and is now much quieter under full load.

These modern tractors are able to reach their maximum speed of 50 km/h at a reduced engine speed. Due to the completely electronic engine control and innovative DPC system (DEUTZ Power Control), the engine speed is reduced to 1,850 rpm. This means that the driver can save a considerable amount of fuel when moving between tasks. The motors provide the same output at 165 and 184 hp (121 or 135 kW according to 2000/25 CE).

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Press release

Zippy and economical: four new Agrottron M models

Hanover, November 8th, 2009: Having recently launched two new Agrottron M 4-cylinder models (Agrottron M 410 and M 420), two new Agrottron M 6-cylinder models are now being shown at Agritechnica. The new models Agrottron M 615 and M 625 offer much faster acceleration and a zipper ride, meeting customers' demand for fuel-efficient models that have greater pulling power. The Deutz Common-Rail turbo diesel engines work with a 4-valve technology with high-pressure electronic fuel injection, DCR, and Deutz-Fahr Power Control (DPC), with 143 and 166 PS (105 and 122kW).

Both tractors are fitted with a new comfortable armrest, while the familiar S-Power Management Control is offered in the Profile version. The new models include all the Agrottron advantages as standard: the all round, open-plan spacious cabin, four PTO speeds and a 4-speed powershift transmission with 24/24 or 40/40 gears. The maximum tire size on the rear is 650/65 R38.

Information on SDF:

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