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Fendt 900 Vario Gen7

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Fendt 900 Vario Gen7

Moto		930	933	936	939	942
Rated power ECE R 120	kW/PS	Vario 217/296	Vario 239/326	Vario 261/355	Vario 283/385	Vario 305/415
Max. Torque	Nm	1550	1650	1750	1850	1970

Fendt 900 Vario Gen7.



Presentation	06
Engine	15
Transmission	32
PTO	45

Front and rear linkage	50
Hydraulics	58
Vehicle build	67
Cabin	103

Smart Farming	167
Technical data	200

Quick reference.

1. at a glance	5	20. power take-off	45	37. cabin	103
		21. concept	46	38. concept	104
2. performance	6			39. equipment	110
3. concept	7	22. Front and rear linkage	50	40. lighting	122
4. innovations of the Gen7	9	23. rear power lift	51	41. operating philosophy FendtONE	125
5. spotlights	10	24. front linkage	54		
6. areas of application	11	25. external operation	57	42 Smart Farming	167
7. equipment lines	12			43. basics	168
		26 Hydraulics	58	44. fendtONE offboard	171
8. engine	15	27. concept	59	45. guidance	175
9. concept	16			46. agronomy	185
10. characteristics	19	28. Vehicle build	67	47. telemetry	189
11. exhaust gas aftertreatment	21	29. concept	68	48. machine control	194
12. air filter	25	30. front axle	69	49. equipment	201
13. tank	27	31. rear axle and brakes	75		
14. cooling	28	32. hitch options	81	49. technical data	202
		33. tool compartments	87		
15. transmission	32	34. tyre pressure control system VarioGrip	88		
16. concept	33	35. ballasting	93		
17. function	37	36. compressed air system	102		
18. customer benefits	38				
19. maintenance/diagnosis	44				

At a glance.

Fendt 900 Vario - One thing is simple: FendtONE

Conditions in agriculture are becoming increasingly challenging:
From extreme weather events to stricter legal guidelines.

With the Fendt 900 Vario with FendtONE, on the other hand, we offer you something, that makes your work easier - both on the machine and in the preparation and follow-up work in the field.

With its unique modularity, the Fendt 900 Vario can be perfectly adapted to a wide range of operating conditions.

- Power segment 296 - 415 hp
- FendtONE operating philosophy:
 - new driver workstation (onboard)
 - Planning and management functions with FendtONE offboard
- 9.0 l MAN engine
- Fendt VarioDrive variable all-wheel drive
- Fendt iD low-speed concept
- 2-circuit hydraulic system
- Integrated tyre pressure control system VarioGrip with Fendt Grip Assistant
- Front PTO
- Reverse drive
- Fendt Connect telemetry system
- Individually cut keys



Performance.

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Concept

Innovations of the Gen7

Spotlights

Areas of application

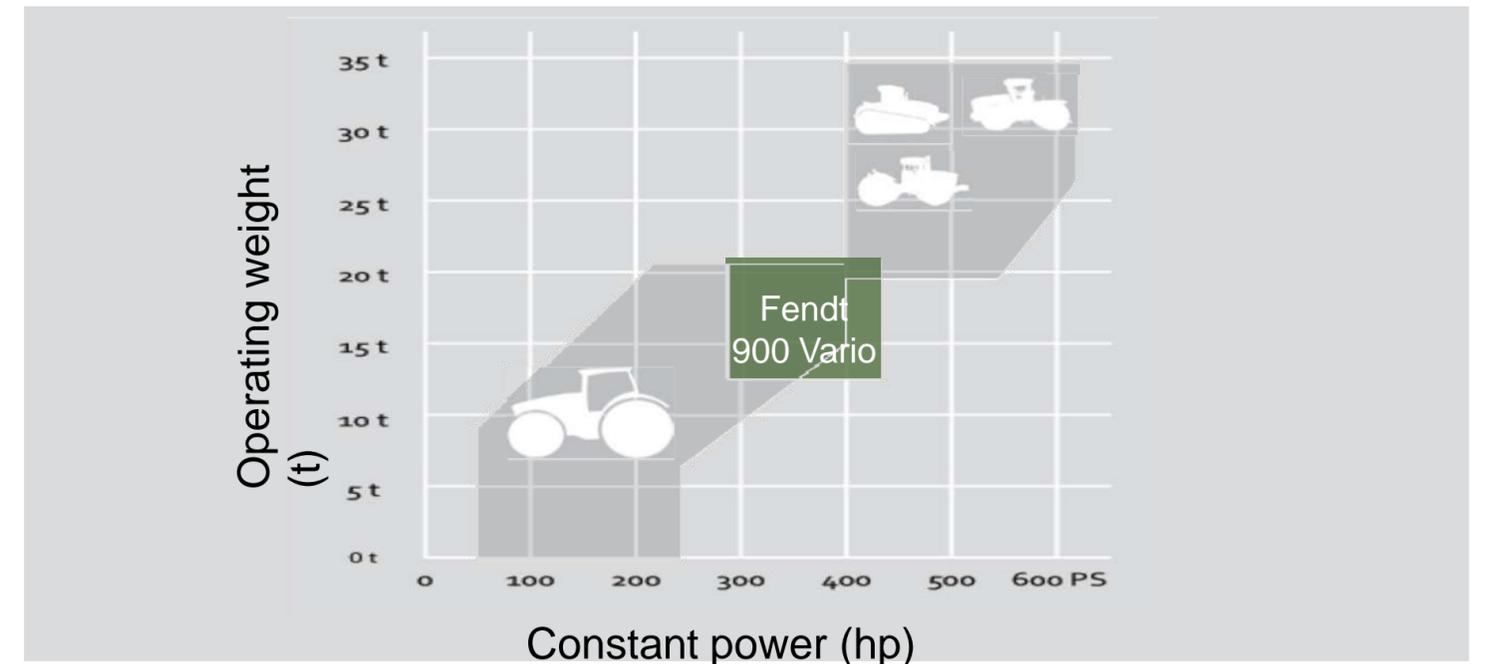
Equipment lines



Concept.

Unique modularity for world markets

- Standard tractor segment up to 415 hp
- Fulfilment of worldwide operational requirements
- Most efficient power transmission for heavy draft work
- Maintaining the all-round properties
- Superior versatility thanks to reverse drive and front PTO
- Modular structure
- Compact design with intelligent lightweight construction
- Professional use in transport
- Compliance with exhaust gas stage 5 (EU)
- 4 equipment variants from Power to Profi+
- 2 different model variants:
 - Standard variant
 - Row Crop variant with 60" track and wide stub axle at the rear (not approved for European markets)
- A wide range of tyre configurations and tyre diameters up to 2.20 m on the rear axle



Standard tractors - segment

- 296 - 415 HP
- 11,3 – 20 t*

Concept.

Convincing on all levels

- 9l - MAN engine: 296 - 415 hp (ECE R120)
- Low-speed concept Fendt iD
- VarioDrive driveline (TA 300) with intelligent all-wheel drive
- 60/50/40 km/h Top speed
- Fendt Life Cab with infotainment system
- Integrated tyre pressure control system VarioGrip incl. Fendt Grip Assistant (EU)
- ISOBUS socket in front and rear
- Fendt Implement Management (TIM)
- 360° lighting concept
- 2-circuit high-performance hydraulics with up to 430 l/min
- Wide choice of track widths and tyres (2.20 m diameter)
- Pull-out, multifunctional tool compartment
- Telescopic comfort rear view mirror
- Safety locking system with individually cut keys



Innovations of Gen7.

FendtONE operating philosophy

- New driver workstation (onboard) for more functionality, customisation and ergonomics
- planning and management functions with FendtONE offboard from anywhere.

Self-cleaning air filter (automatic dust extraction)

- Active cleaning of the air filter while driving

Hydraulic top link lifting aid (already available since PL 792)

- Support when hitching and unhitching with the lifting aid taking the majority of the top links weight

Additional rear PTO option: 900/1000 rpm flange PTO

- Optimisation of the PTO and engine speed so that the full engine torque can be used
- For attachments with consistently high torque requirements such as wood chippers

Further innovations

- 4 camera connections (2x digital, 2x analogue)
- Rigid tractor linkage - locking the rear linkage
- External operation for comfort ballast pick-up



Fendt 900 Vario Gen7 - Spotlights

Here you will find the special Fendt solutions, the so-called Fendt Spotlights, which make the difference and simply make your work better every day.

1. Fendt iD low-speed concept

- Perfect tuning of all vehicle components such as engine, transmission, fan and hydraulics and all auxiliary consumers to ideal speeds
- Reaching the highest torque at low speeds
- Permanently low fuel consumption
- Extended life

2. FendtONE driver's workstation

- new armrest with Fendt-known elements
- Flexible key assignment via the Individual Operation Manager (IOM)
- Up to three displays as an option: 10" dashboard, 12" terminal on armrest, 12" terminal retractable into cab liner
- Colour coding of the different function groups, also for function reassignment
- 3L joystick with reverse button

3. intelligent VarioDrive drive

- Independent drive of front and rear axle
- No manual all-wheel drive selection necessary
- Optimum engine/transmission matching in conjunction with Fendt iD low-speed concept
- Smallest possible turning circle due to pull-in turn effect
- Change transmission oil every 2,000 operating hours
- No special oil necessary

4. bonnet camera

- Direct view of the front linkage
- Easier mounting and dismounting of front weights

5. self-cleaning air filter

- Air filter is blown out while driving by means of short air blasts
- Reduced maintenance effort

6. Fendt Stability Control

- Automatically reduces lateral inclination at driving speeds above 20 km/h and actively suppresses rolling when cornering
- Increased safety and improved ride comfort



10. smart farming modules - individually selectable

- Four modules from which you can choose as required: Guidance - Agronomy - Telemetry - Machine control
- each module consists of a basic package with all necessary start-up applications
- Can be expanded as required with options: Fendt Contour Assistant, Fendt TI Headland, Fendt Section Control and Fendt Variable Rate Control, etc.

9. optional reversing device

- Expansion of the areas of application
- Quick 180° rotation of the entire operator's platform thanks to pneumatically assisted rotation device
- Optimum view of implements in the rear

8. two hydraulic pumps with a volume flow of 430 l/min

- Supply of two consumers with different pressure and oil flow rates possible

7. optional, integrated tyre pressure control system VarioGrip

- Fully integrated tyre pressure regulation system with on-board valve and air guidance technology
- No risk of air lines being torn off thanks to protected construction
- Simple operation via the terminal

Areas of application.

High versatility on the world market due to unique modularity

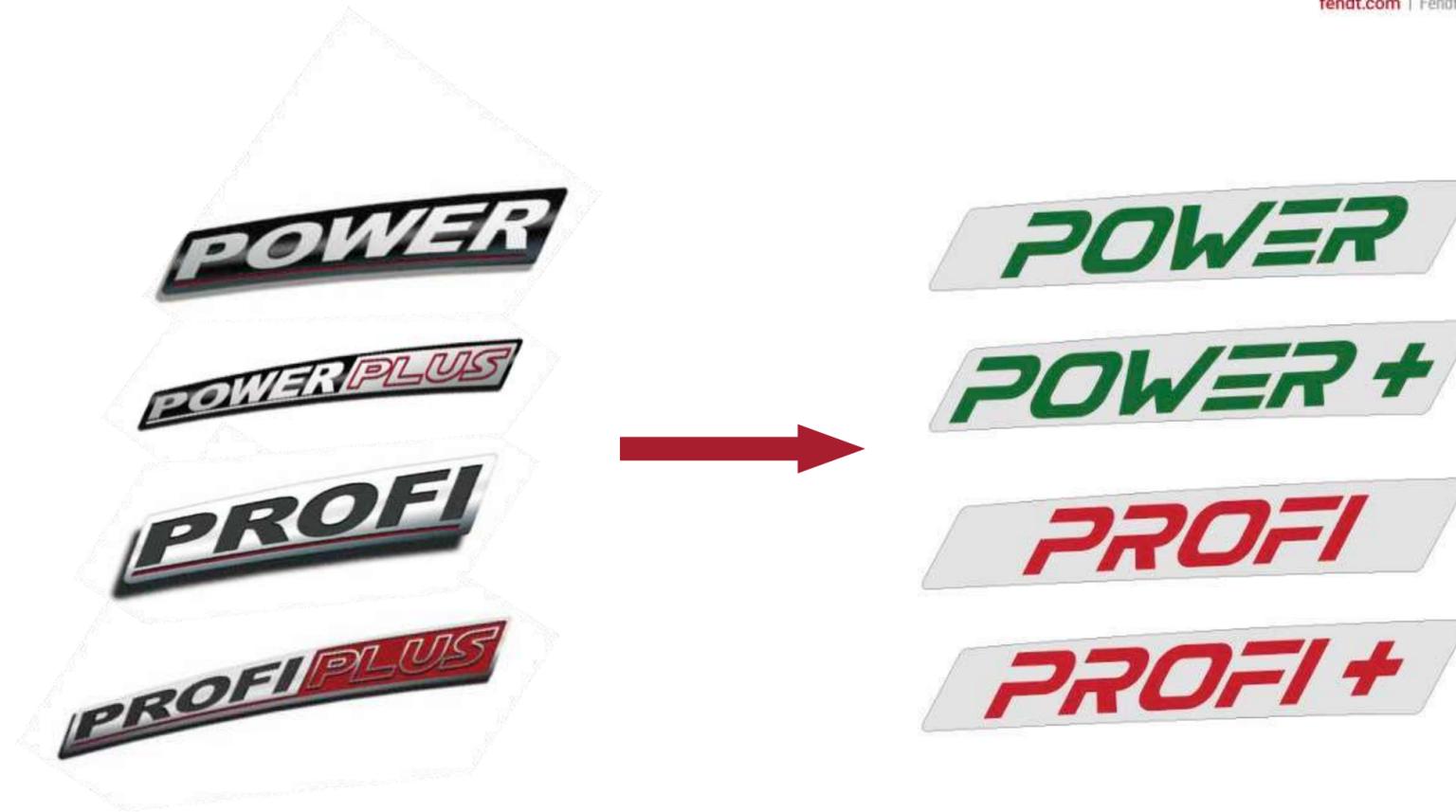
- Universally applicable in almost all areas
- Optimum ballasting, flexible tyres and tyre pressure control for heavy soil cultivation
- Up to 60 km/h: economical and fast in transport
- Reverse drive unit for special applications (forestry, municipal work,...)
- Available with or without rear linkage
- Available with or without front PTO/front linkage
- Wide range of trailer hitch options
- Row Crop variant with 60" track and wide stub axle at the rear (not approved for European markets)
- High payload of up to 8.3 t and high ballastability



Equipment lines.

4 different equipment lines

- Power
 - Power+
 - Professional
 - Pro+
- with "+" always guidance preparation (guidance basic package) included
 - Two different settings (Setting 1 and Setting 2) can be selected for each equipment line.
 - Selection of the desired equipment line right at the beginning of the vehicle configuration
 - new design as an identifying feature that the vehicle is equipped with the new FendtONE driver's workstation.



Konfiguration				Zusammenfassung	Technische Daten						
Linien				Motor	Getriebe	Kraftheber	Hydraulik	Kabine	Spurführung	Agronomie	Teleme
Bezeichnung	Details	Serie	Menge								
<input checked="" type="radio"/> Power Setting1	i	✓	1								
<input type="radio"/> Power Setting2	i										
<input type="radio"/> Power+ Setting1	i										
<input type="radio"/> Power+ Setting2	i										
<input type="radio"/> Profi Setting1	i										
<input type="radio"/> Profi Setting2	i										
<input type="radio"/> Profi+ Setting1	i										
<input type="radio"/> Profi+ Setting2	i										

Configurator



Lettering on the driver's door

Equipment lines.



Equipment Power

- Multi-function control lever with 13 freely assignable buttons
- 12" terminal on the armrest
- Digital 10" Dashboard
- Hydraulic pump 165 l/min max. 4 spool valves

Optional

- Hydraulic pump 220 l/min
- Front linkage cat. 2 single acting with position control
- Machine control Basic package for controlling ISOBUS implements



Additional equipment Power+

- Guidance basic package incl. Fendt Guide
- Machine control Basic package for controlling ISOBUS implements

Optional

- Fendt Contour Assistant
- Agronomy basic package incl. Fendt Task Doc



Additional equipment professional

- Hydraulic pump 220 l/min max. 6 spool valves

Optional

- 2 hydraulic pumps 220+210 l/min
- 12" terminal in the roof
- 60 km/h version
- Infotainment package + 4.1 sound system
- Bonnet camera



Additional equipment Profi+

- Guidance basic package incl. Fendt Guide
- Agronomy basic package incl. Fendt Task Doc
- Telemetry basic package incl. Fendt Connect

Optional

- Fendt TI Headland

Settings.

Equipment lines with different settings

Two different settings can be selected for each equipment variant. All illustrations show standard equipment and optionally available front linkage.

POWER	 <p>Power Setting 1</p> <ul style="list-style-type: none"> No cross-gate lever Two finger tip spools (linear module) for operating the hydraulic valves 	POWER+	 <p>Power+ Setting 1 (identical to Power Setting 2)</p> <ul style="list-style-type: none"> No cross-gate lever Four finger tip spools (linear modules) for operating the hydraulic valves 	PROFI	 <p>Profi Setting 1 / Profi+ Setting 1</p> <ul style="list-style-type: none"> Cross-gate lever Four finger tip spools (linear modules) for operating the hydraulic valves
	 <p>Power Setting 2 (identical with Power+ Setting 1)</p> <ul style="list-style-type: none"> No cross-gate lever Four finger tip spools (linear modules) for operating the hydraulic valves 		 <p>Power+ Setting 2</p> <ul style="list-style-type: none"> 3L joystick Two finger tip spools (linear module) for operating the hydraulic valves 		 <p>Profi Setting 2 / Profi+ Setting 2</p> <ul style="list-style-type: none"> 3L joystick Four finger tip spools (linear modules) for operating the hydraulic valves

Engine.

Concept

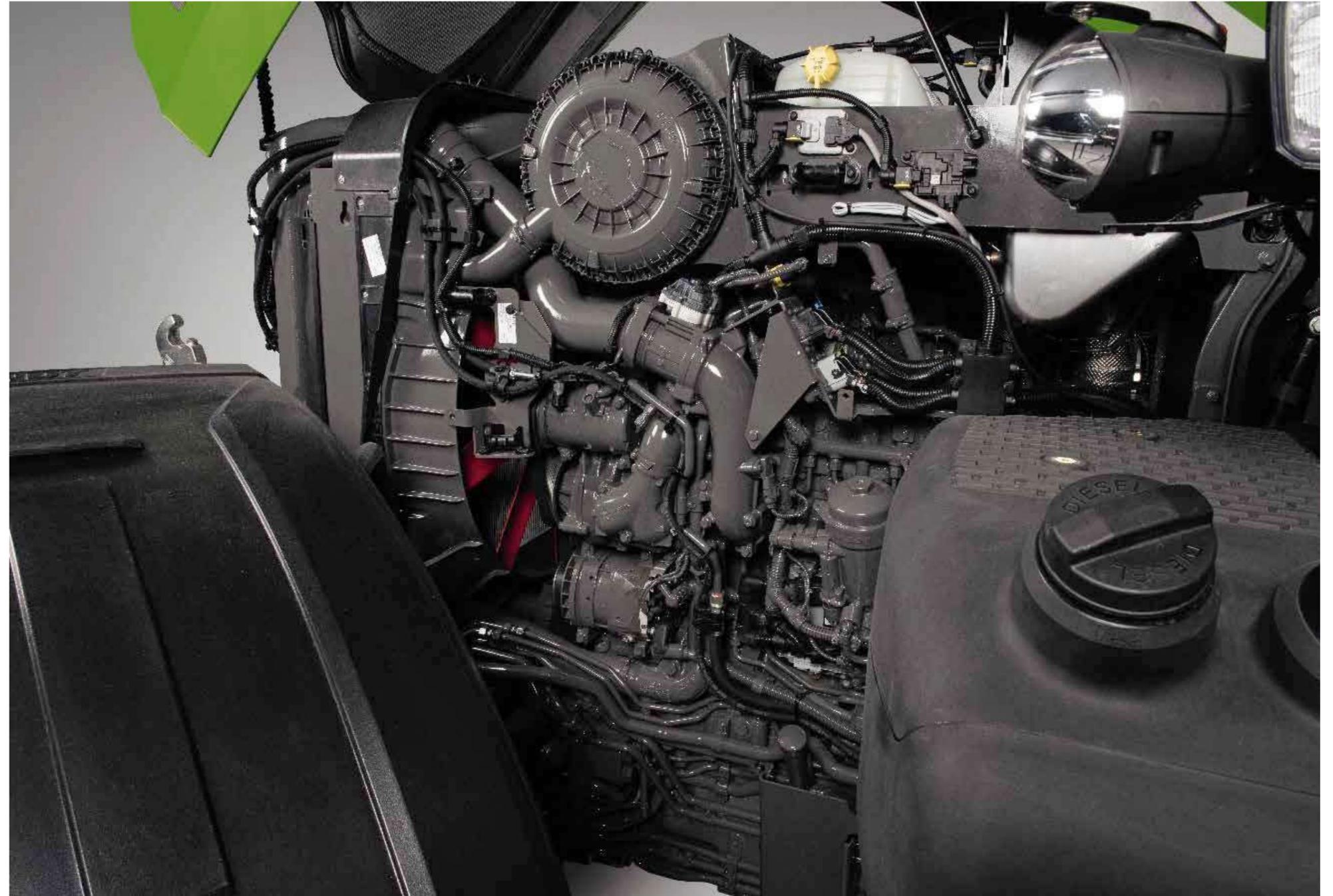
Characteristics

Exhaust gas after treatment

Air filter

Tank

Cooling



Concept.

Features

- MAN engine - 9.0 litre capacity 6 cylinders; 4 valve technology, hydraulics tappets
- Fendt iD technology (low speed concept) - speed range from 650 rpm (idling) to 1700 rpm (rated speed)
- VTG: Turbocharger with variable turbine geometry
- Engine brake: Braking power via VTG turbocharger
- Compliance with exhaust gas regulations Stage 5 (EU) and TIER 4 final
- Hydraulic tappet for automatic valve lash adjustment and smooth, low-vibration engine running

- + Very high power reserves
- + Maximum fuel efficiency through low-speed concept Fendt iD
- + Quiet and fuel-saving idling
- + Low noise level of the engine
- + Reduced maintenance thanks to hydraulic tappets

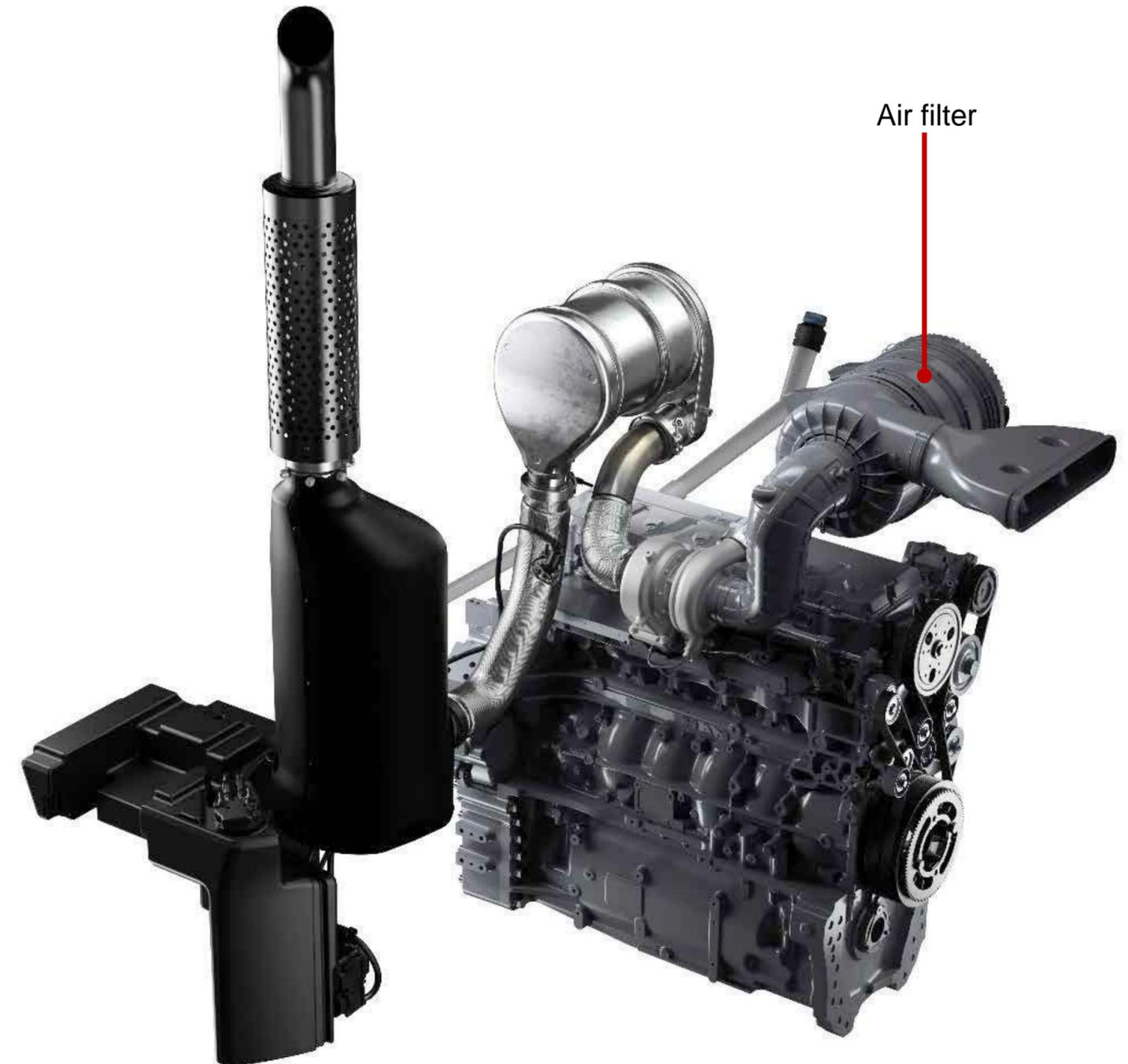


Concept.

Features

- MAN / Denso common rail system with 2500 bar injection pressure
- Exhaust gas cleaning via diesel oxidation catalyst, diesel particulate filter and SCR technology
- Elimination of exhaust gas recirculation incl. exhaust gas cooler
- Separation of hot and cold side on engine side
- All engine components designed for 1,000 hr service interval.
Country-specific restrictions due to different engine oil qualities available.

- + Internal engine efficiency increase through elimination of exhaust gas recirculation and separation of hot and cold side
- + Simple and robust technology
- + Optimised combustion through high injection pressure
- + Low AdBlue consumption thanks to electronic engine control and permanent optimisation of combustion parameters

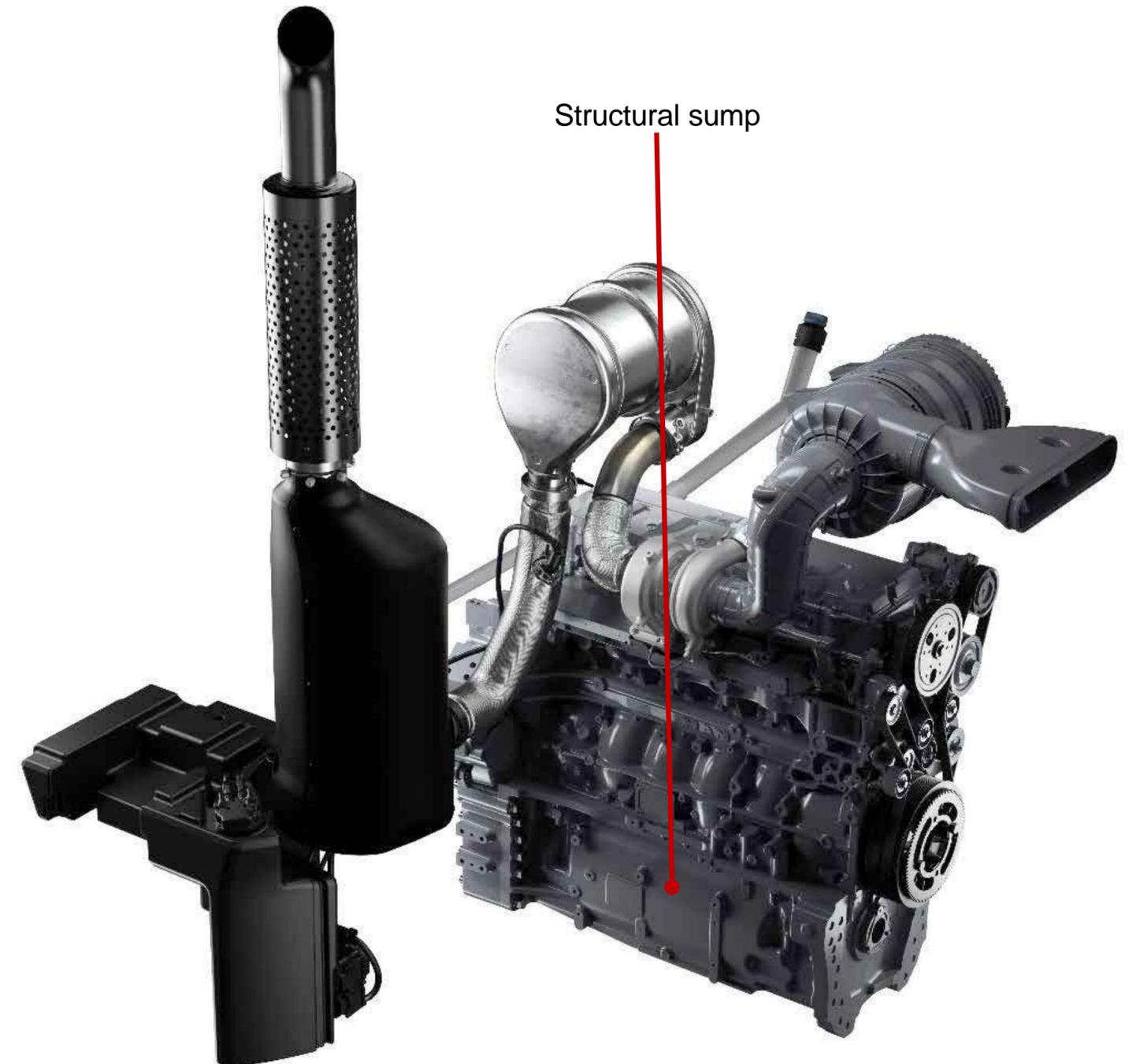


Concept.

Features

- The oil sump has a load-bearing function. The structural oil sump is part of the block design and was developed jointly by Fendt and MAN.
- Functions:
 - Connects front axle and transmission and absorbs the forces
- Engine design very narrow at the bottom, as exhaust gas recirculation and exhaust gas cooler are omitted and the turbo (VTG) could therefore be positioned at the top.

- + Entire front end optimised for high steering angle and excellent manoeuvrability. Engine body makes room for the narrowest of tracks
- + Stable design due to structural sump
- + Fendt's own design, thus optimally matched to the application
- + Very manoeuvrable even with large 38" front tyres
- + Very good overview



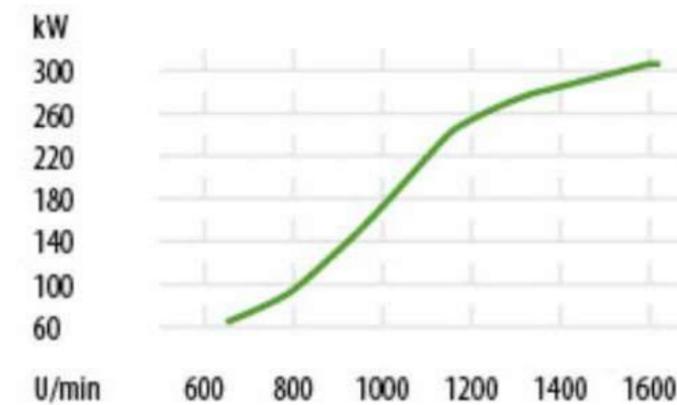
Characteristics.

Engine - Specially tuned for Fendt 900 Vario Gen7

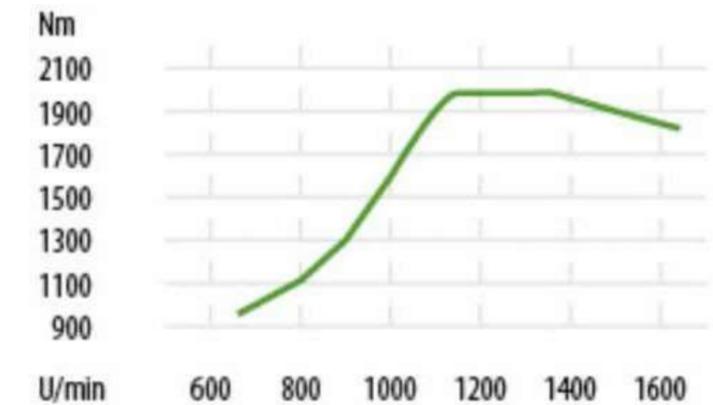
- Full torque curve and peak torque reached from as low as 1,150 rpm
- Fendt iD enables a speed range of only 650 to 1700 rpm
- Designed for extreme load applications (possible due to power reserves)
- Engine perfectly matched to VarioDrive driveline

Engine characteristics - Fendt 942 Vario

Power

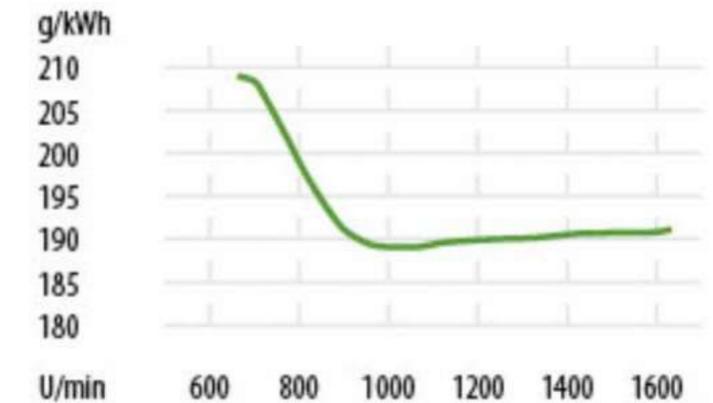


Torque



- + Fuel efficiency: engine can always be driven to optimise low fuel consumption
- + Fendt iD low-speed concept
- + High torque even at low speeds
- + High dynamics and speed stability due to VTG turbocharger

Specific fuel consumption



Characteristics.

- Very high torque at low revs compared to the predecessor:
 - 930 S4: 1,248 Nm / 1,450 rpm
 - vs. 930 Gen7: 1,550 Nm / 1,100 - 1,300 rpm
- Top speed at reduced engine revs
 - 40 km/h at 950 rpm
 - 50 km/h at 1200 rpm
 - 60 km/h at 1450 rpm
- Simple, compact engine design



- + Up to 24% more torque compared to the direct predecessor model
- + Low engine speeds for low fuel consumption, lower noise levels and less wear and tear

Exhaust gas after treatment.

Overview

Emission stage 5 (EU) / emission standard TIER 4 final

- Reduction of particulate emissions by a further 40 % compared to exhaust stage 4 (EU)
- In addition, exhaust gas stage 5 requires a measurement of the particle number (maximum 10¹² particles per kWh allowed).
- Exhaust gas aftertreatment takes place in this order:
 - Diesel Oxidation Catalyst (DOC)
 - Diesel Particulate Filter (DPF)
 - Selective catalytic reduction (SCR) with AdBlue
- Same components and exhaust after treatment system in all markets (North America, South America, EEA, etc.)

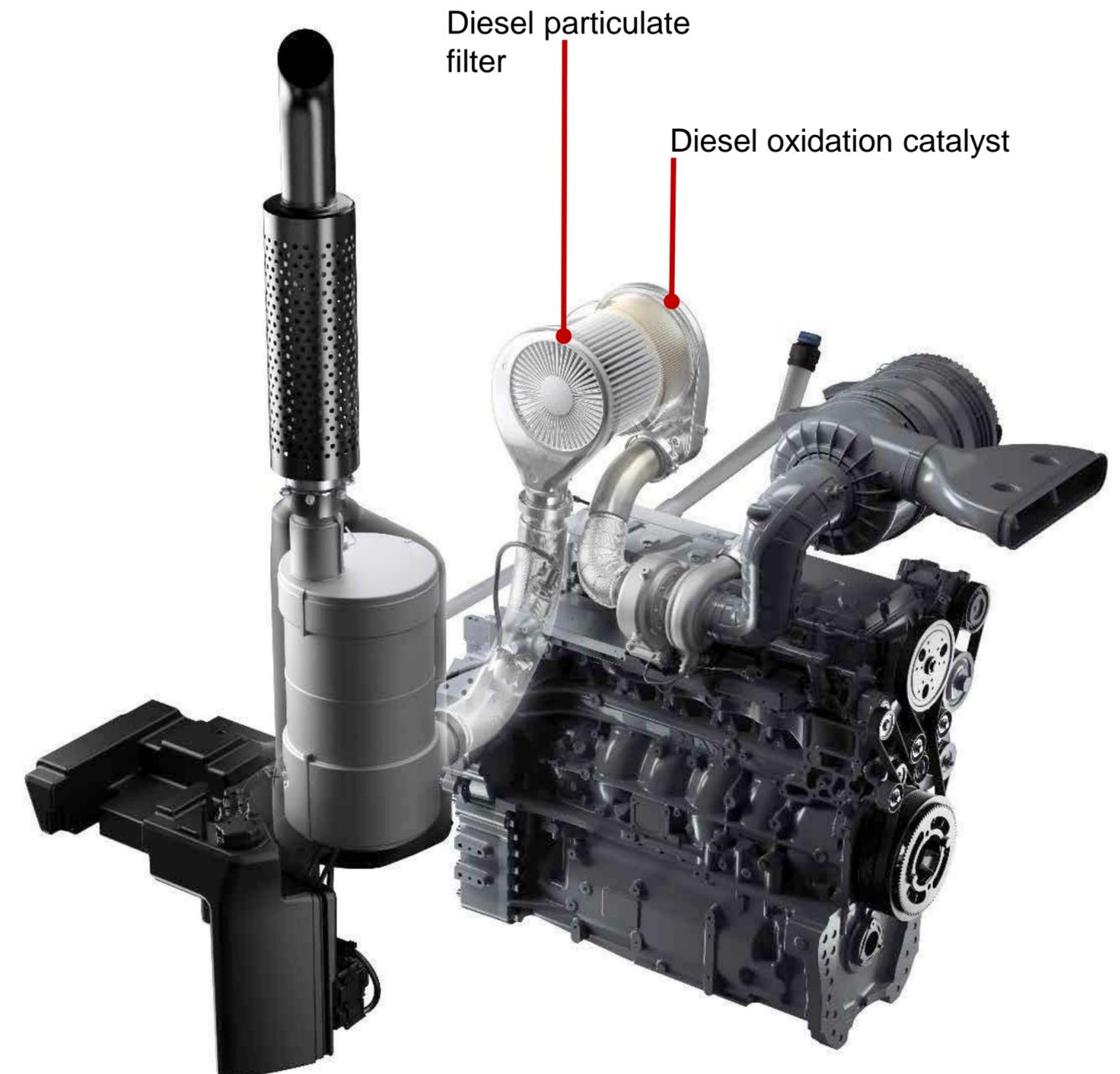


Comparison	Limits [Class 130 - 560kW]	
	Previous level 4 (EU)	New: Level 5 (EU)
NOX	0,4	0,4
CO	3,5	3,5
HC	0,19	0,19
Particulate matter	0,025	0,015
Particle count [# / kWh]	Not regulated	1 × 10 ¹²

Exhaust gas after treatment.

Overview

- Diesel oxidation catalyst (DOC) reduces carbon monoxide and hydrocarbons
- Diesel particulate filter ensures reduction of particles
- Thanks to common rail high-pressure injection and electronic engine control, combustion is optimised, reducing the number of soot particles to a minimum.
- Diesel particulate filter regenerates itself under normal operating conditions
- Standstill regeneration possible



Exhaust gas after treatment.

Overview

- SCR technology (Selective Catalytic Reduction) removes the main proportion of nitrogen oxides (NO_x)
- Ideal mixing of AdBlue and exhaust gases, thus achieving a high conversion rate
- SCR catalytic converter with optimised visibility positioned in front of the right-hand A-pillar



Exhaust gas after treatment.

Advantages of the exhaust after treatment system

- + Low operating costs
- + No exhaust gas recirculation necessary, thus no additional cooling effort for exhaust gas cooler and efficiency increases
- + Simple, narrow and space-saving design, also important for 60" variant
- + Fulfilment of exhaust emission standard stage 5 / TIER 4 final



Air filter.

High-performance filter and cooling water

- Long filter life due to highly efficient round air filter with high air flow rate
- Engine air intake draws in air from above ensures that even during reversible fan operation the blown-out dust is not directly sucked in again
- Pollution level is displayed in the terminal
- Degree of contamination is detected by vacuum between air filter and VTG turbocharger
- Permanent coarse dust extraction via the negative pressure generated by the fan
- Display of the water level in the coolant tank in the terminal



- + Maintenance-friendly due to display in the terminal
- + Reduction of dirt ingress due to air intake from above at an angle
- + Low susceptibility to dirt due to intensive pre-separation
- + Less downtime due to extended maintenance intervals

Air filter.

Self-cleaning air filter

- Patented solution from Mann & Hummel
- Total cleaning takes approx. 30 sec.: two short blasts of air blow the air filter free
- Own compressed air tank with 12 bar; control of the compressed air flow via two pulse valves and a solenoid valve
- 10 to 15 times the service life until the air filter has to be tapped out
- Filter cleaning possible while driving
- Filter replacement every two years
- Manual mode and Auto mode
 - Manual: if the air filter is closed, a pop-up message appears in the terminal, which must be confirmed for cleaning
 - Auto: if the air filter is closed, it is blown out automatically
- Not retrofittable



+ Reduced maintenance effort

Tank

Optimised fuel tank

- Diesel tank (625 l) as a unit uses the entire installation space on the left side
- Separate AdBlue tank (70 l) integrated on the right-hand side of the vehicle, but filler neck on the left-hand side next to the fuel filler neck
- Main vehicle key (safety locking system) also locks the diesel tank lock; AdBlue tank has separate key
- Safe, wide entry with deep steps
- Entry lighting fully integrated
- Clearances on the tank for the use of twin wheels
- Bypass valve (standard): fuel prefilter draws in part of the preheated diesel return again via a thermostatic valve in icy temperatures
- Electrically heated fuel prefilter available

- + Safe cold start behaviour due to heated fuel pre-filter with a bypass to raise the temperature of the intake fuel



Cooling.

Powerful cooling technology

- Visctronic fan or reversible fan
- Both fans optimised in terms of gap dimension between fan blade and cowl
- Large fan cross-section and large radiator surfaces
- Water pump with 400 l/min delivery volume
- Each cooler can control the fan separately (cooling management)
- Oil cooler module on the engine
- Hydraulic oil is cooled by the transmission oil via heat exchanger
- Front wheel brakes are cooled via separate transmission oil heat exchanger



- + Maximum air throughput and fan efficiency thanks to minimal gap between fan and cowl
- + Even with a lot of crop residues in the field, low contamination due to low speeds
- + Optimised heat balance through separation of hot and cold sides on the engine
- + Good cleaning accessibility
- + Optimum cooling of the units by adjusting the air flow
- + Low fan speed with low cooling demand low fuel consumption →
- + Very good overview to the front

Cooling.

Intercooler (air - air) 1

Air-conditioning
condenser 2

Water cooler 3

Transmission oil
cooler 4

Fuel cooler
(country-specific) 5



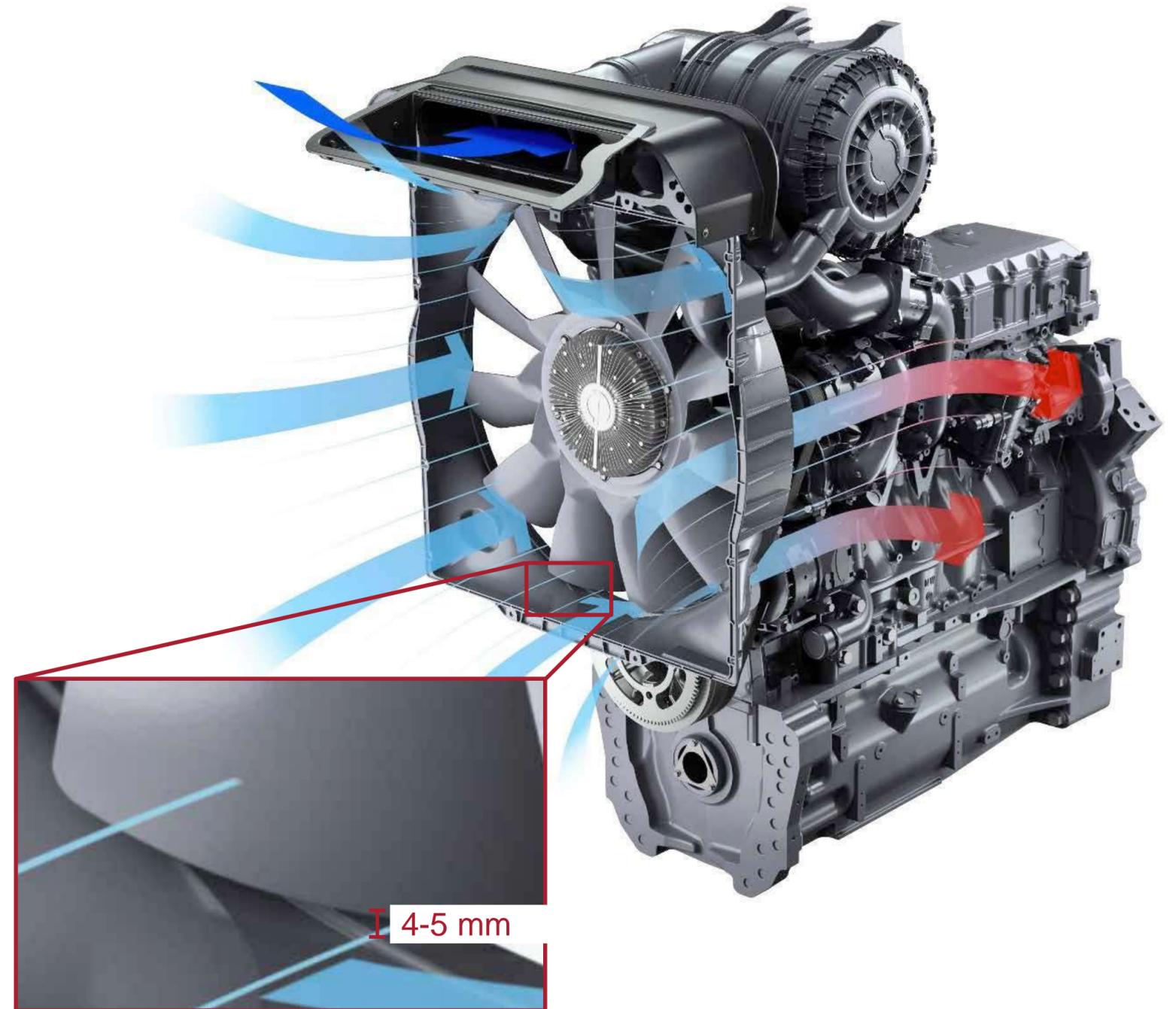
Cooling.

Visctronic fan

Electronic visco-fan clutch controls fan speed as needed

- Fan with large cross-section and 11 blades
- Minimum gap between fan blade and guard
- Cooling management: each cooler can control the fan speed separately
- No need to keep cooling reserves, thus lower base speed

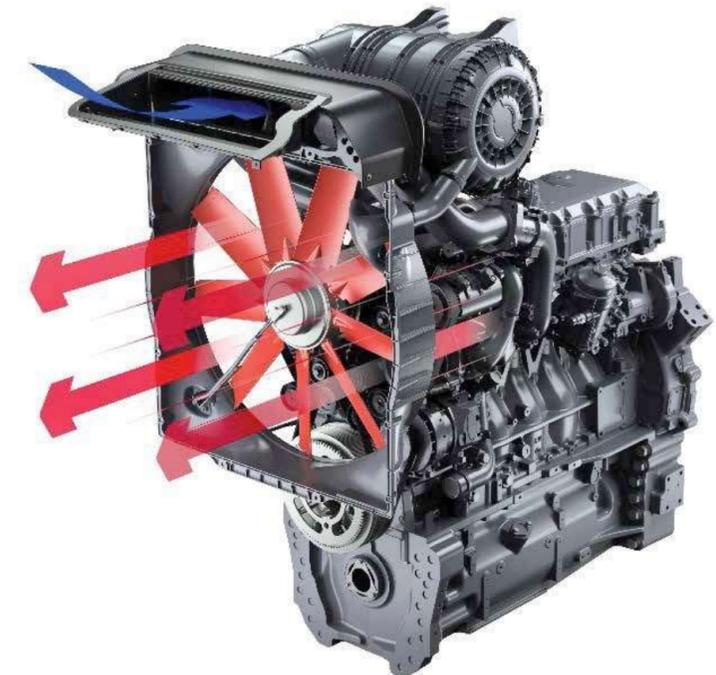
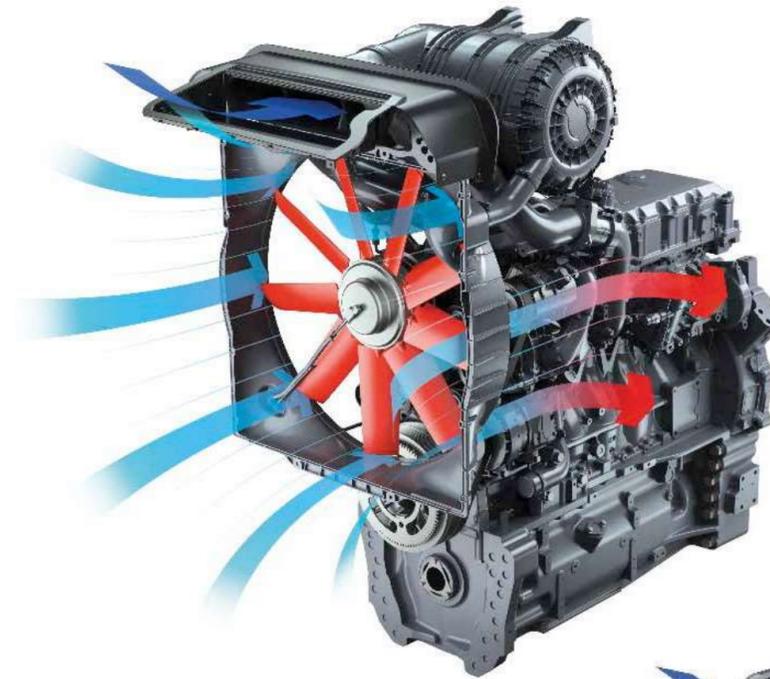
- + Highest efficiency due to minimal gap dimensions
- + Optimum cooling of the units by adapting the air flow to the cooling requirements of the individual coolers
- + Low fan speed with low cooling demand low fuel consumption
- + Low noise level
- + Low radiator contamination



Cooling.

Reversible fan - electronically controlled

- Fixed drive of the fan without slippage - speed dependent on engine speed
- Cooling intensity is adjusted by turning the fan blades
- Cooling on demand through continuous adjustment of the blades
- Complete reversal of the airflow direction by pivoting the fan blades over dead centre
- Engine air intake draws air in from above meaning clean air is drawn in even during reversible fan operation
- Control integrated in the terminal
- Minimum gap between fan blade and guard



- + Optimal for dusty conditions e.g. mowing, straw baling, non-agricultural applications
- + Automation: interval-controlled reversible fan function possible - time-dependent programmable in the terminal
- + Maximum comfort through integration in the Fendt TI headland management system
- + Highest fuel efficiency also with the reversible fan by adapting the cooling capacity to the demand of the individual units

Transmission.

Concept

Function

Customer benefits

Maintenance/Diagnosis



Fendt
VarioDrive



Concept.

VarioDrive driveline

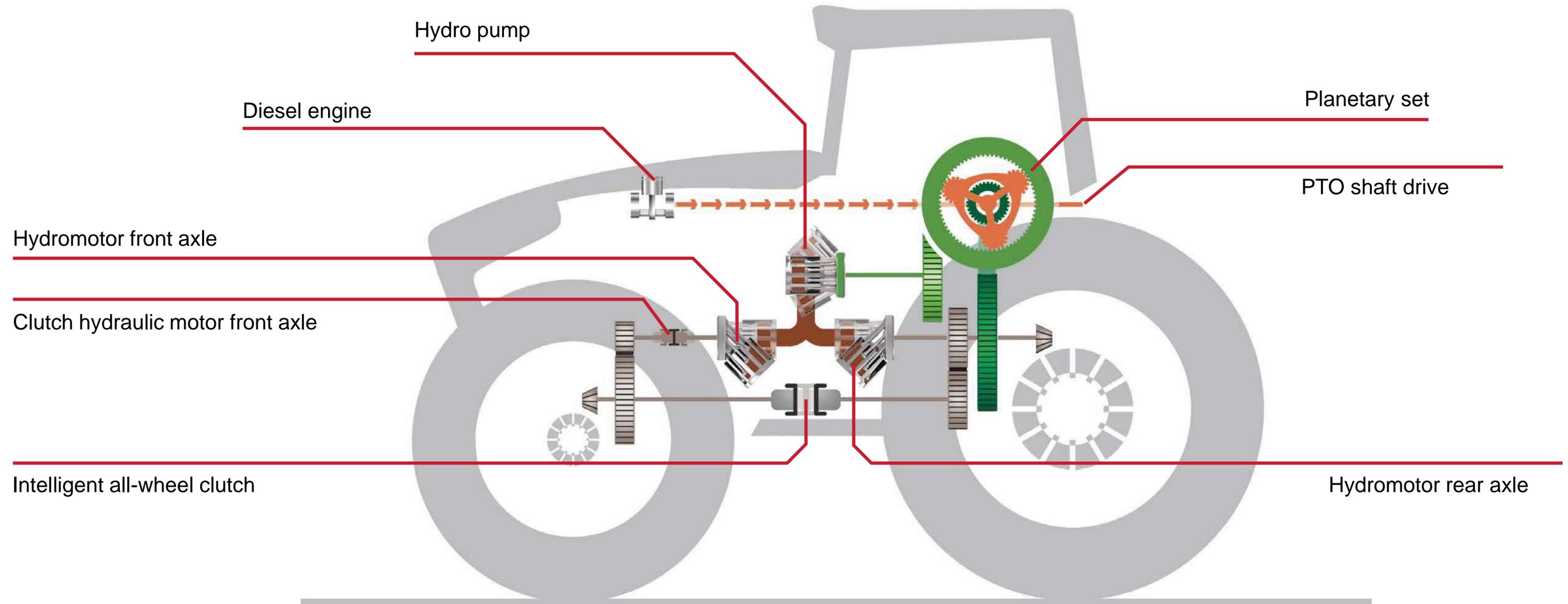
- Revolutionary further development of the proven Fendt Vario transmission
- Well-known and 100 % proven in the Fendt 1000 Vario
- Maximum traction in every situation
- No travel range switching
- Stepless travel drive from 20 m/h to 60 km/h (at reduced engine speed)
- Separate hydraulic motors for front and rear axle, which act on the respective axle
- Fully automatic power distribution between front and rear axle with intelligently controlled all-wheel drive
- Large high-performance hydrostats with very high efficiency (370 cm³; previously 233 cm³)
- Pull-in-turn effect when cornering, especially in difficult situations in the field

Concept.

Components



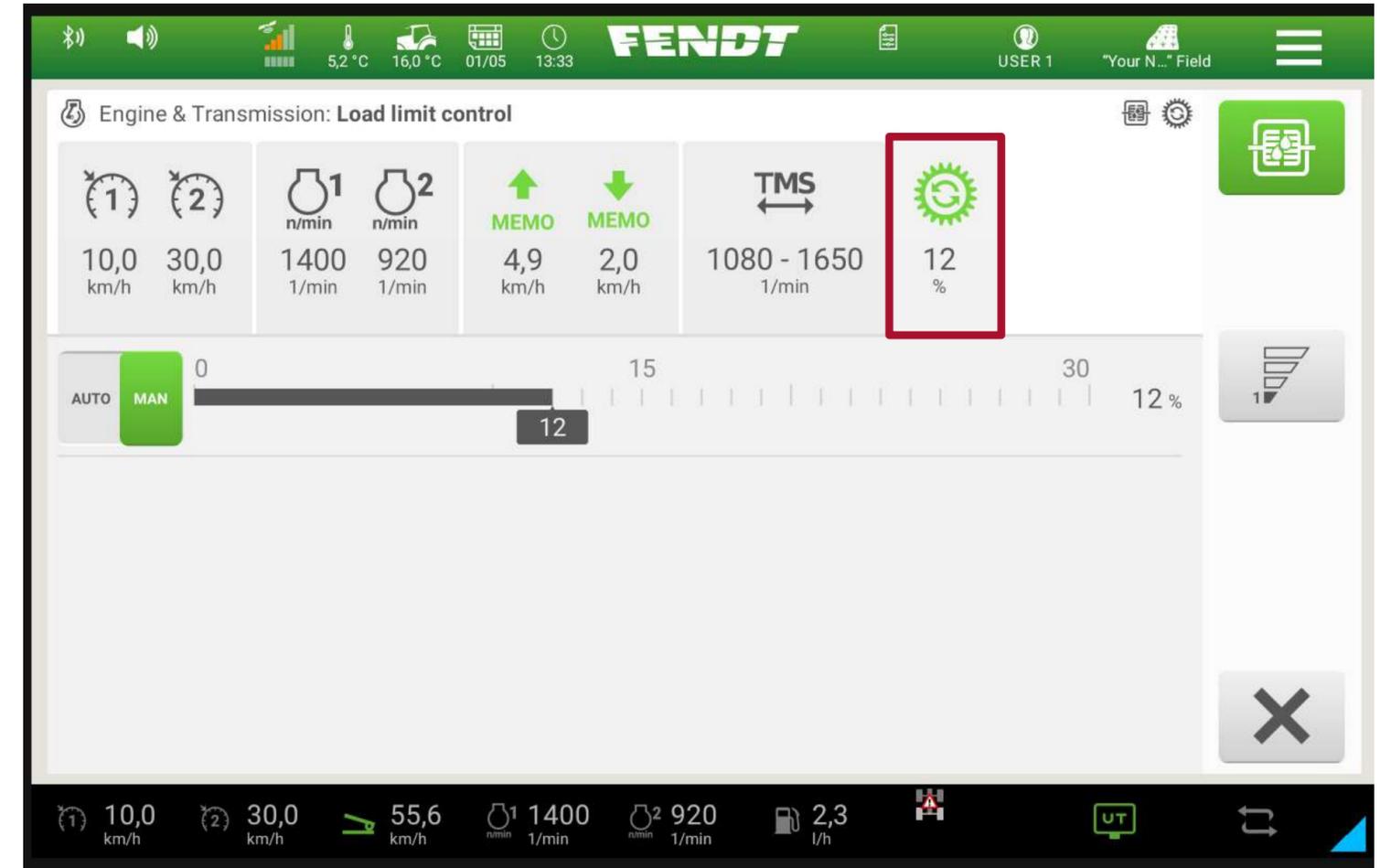
Concept.



Concept.

Automatic load limit 2.0

- Load limit control determines how far the engine speed may drop under load before the transmission readjusts.
- Fully automatic adjustment of the load limit and thus the engine load
- Control depending on set speed (with TMS or cruise control activation) or engine load (without TMS/ cruise control).
- Manual adjustment still possible



Example picture of the Fendt 700 Vario

- + Faster achievement of the set speed
- + better maintenance of the set speed
- + zippier driving under load
- + Higher average speed with optimum consumption

Function



Fendt

VarioDrive

Animation

Customer benefits.

Variable all-wheel drive through Fendt Torque Distribution - field use

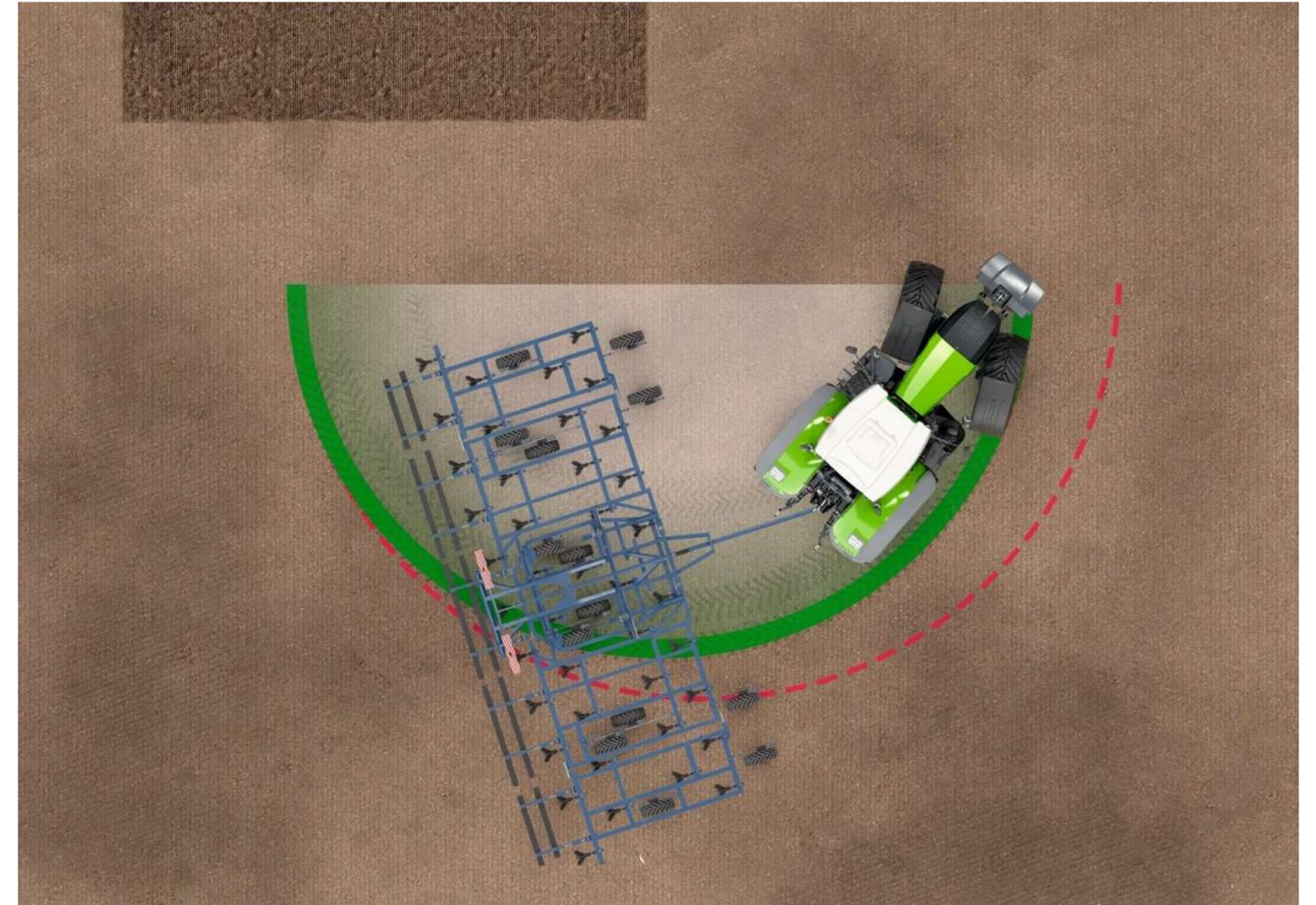
- Tractive power always where it is needed. Torque is dynamically distributed to the front and rear axles depending on ground conditions
- Stress-free all-wheel drive due to separate drive of the front axle
- During heavy towing work, the all-wheel clutch closes (detection via gearbox pressure).
- The driver's workload is reduced, as he no longer has to engage and disengage the all-wheel drive.
- When driving around an obstacle or cornering, always apply full tractive force to the front axle.



Customer benefits.

Variable all-wheel drive through Fendt Torque Distribution - Manoeuvrability pull-in turn

- The front axle "pulls" the tractor around the curve and achieves a "pull-in turn" effect
- Comparable vehicle has 10 % larger turning circle in the field without VarioDrive
- Always the smallest turning circle with full traction on the front axle
- Facilitates e.g. turning at the headland
- Less manoeuvring due to always optimal turning circle



Customer benefits.

Improved comfort

Concentration on the essentials

- No travel range switching; entire power range is travelled through in one travel range
- No manual all-wheel drive gearbox required
- Intelligently controlled all-wheel drive clutch automatically adjusts the tractive force distribution without the driver having to intervene.



Customer benefits.

Higher efficiency and effectiveness

- Rear-axle hydromotor and mechanical power split are directly connected to the rear-axle drive - Elimination of the driving range I /II selection button
- Front axle hydro motor is directly connected to front axle
- Front axle hydro motor is decoupled from approx. 25 km/h
 - Large efficiency gain of up to 25 kW
 - More usable power, especially in transport, and thus lower fuel consumption
 - Maximum tractive force and highest efficiency



Customer benefits.

Full road capability

- Lightweight basic vehicle for high payload
- 40 km/h at 950 rpm, 50 km/h at 1,200 rpm, 60 km/h at 1,450 rpm, thus fast and cost-saving moving with e.g. forestry mulcher or wood chipper
- Torsion-free all-wheel drive, even on the road and when cornering
- No power loss between front and rear axle, thus less tyre wear and fuel consumption



Customer benefits.

Advantages

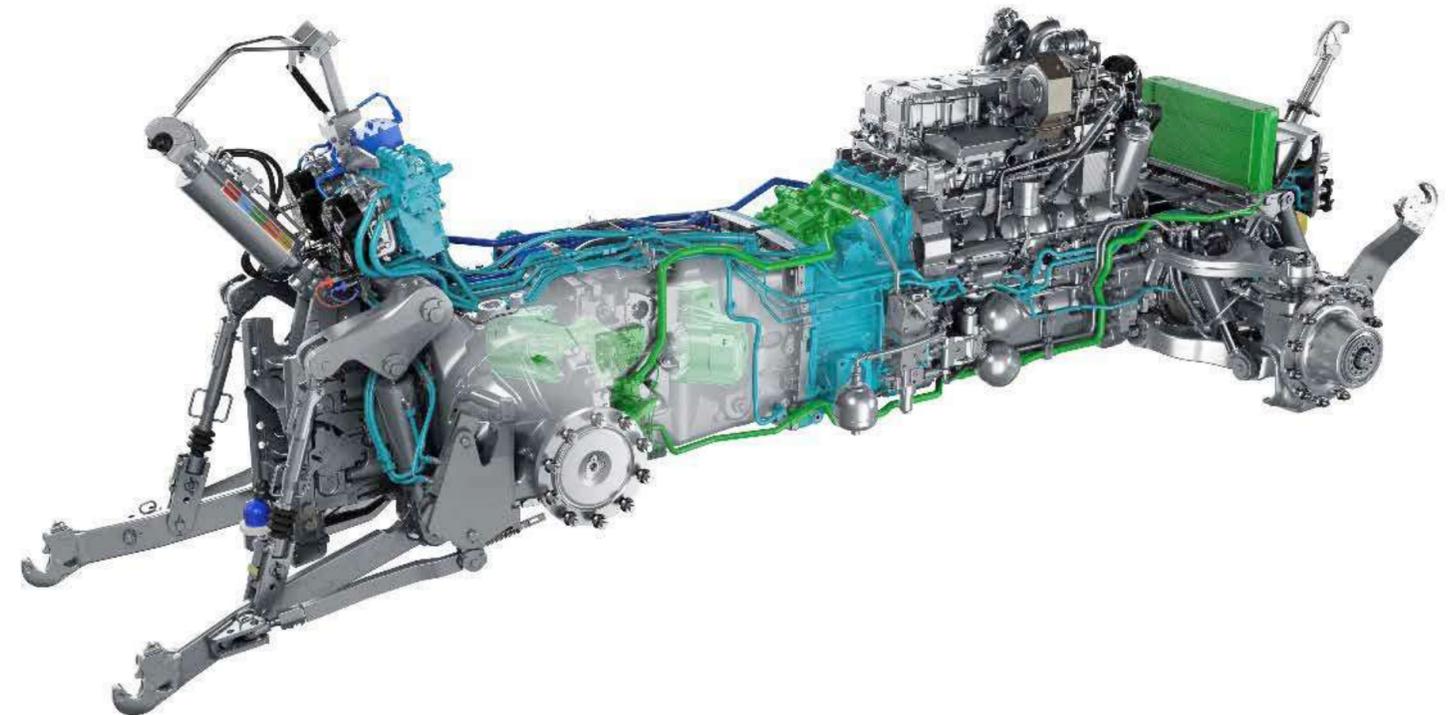
- + Front and rear axle are driven independently
- + No manual all-wheel drive, driver is relieved of workload
- + Hydromotor on the front axle is swung back at approx. 25 km/h and is decoupled
- + Optimum engine-transmission matching in conjunction with Fendt iD low-speed concept
- + Always the smallest possible turning circle due to pull-in turn effect
- + Change transmission oil every 2000 operating hours
- + No special oil necessary
- + No additional super creeper gearbox necessary
- + Universal application possibilities



Maintenance/Diagnosis.

Tuned for low costs

- Separate transmission and hydraulic oil reservoirs
- Change transmission oil every 2000 operating hours
- Remote measuring points on the transmission. Quick and easy troubleshooting without dismantling the wheel. Cost reduction for the customer



- + No dirt entry into the transmission due to contaminated hydraulic oil
- + Low maintenance costs, few downtimes due to long maintenance intervals
- + Simplified diagnostic option that reduces time and costs

PTO.

Concept



fendt.com | Fendt is a worldwide brand of AGCO.

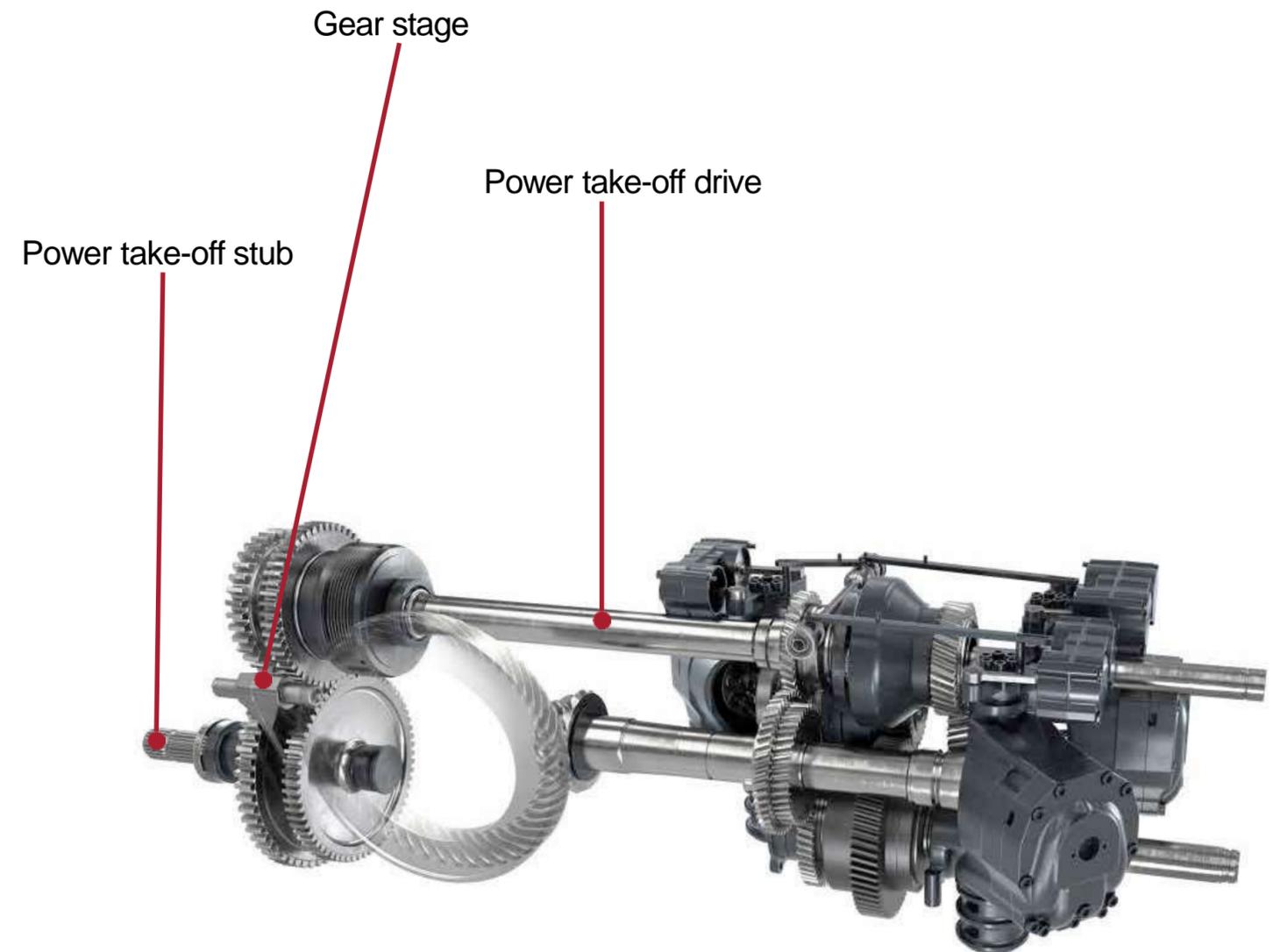


Concept

Two speed PTO

- 540E/1000, 900/1000 or 1000/1000E
- Connection crankshaft and PTO stub only via one gear stage
- High efficiency
- Electro-hydraulic speed preselection
- External operation on both sides of the mudguard
- PTO stub detection
- 1000E economy PTO:
 - 1000 PTO revolutions are available at an engine speed of 1286 rpm

- + PTO implements can be operated at constant speed and at the same time variable travel speed
- + Replacement of various PTO stubs



Concept.

New rear PTO option: 900/1000 rpm flange PTO

- For attachments with consistently high torque requirements - e.g. wood chippers
- Engine speed and PTO speed are matched to each other so that the full engine torque is always available
- Sufficient torque reserves are available in the event of a sudden drop in engine speed



- + PTO and engine speed are optimised so that the full engine torque can be used

Concept.

Automatic functions

- Switching the rear PTO on and off can be assigned to the “Go” “End” buttons on the multi function joystick
- The PTO is switched on and off automatically at preset positions of the rear linkage
- On / off points can be altered via the terminal
- Get up to a preset engine speed when you activate the PTO on the mudguard
- Fully integrated into the Fendt TI headland management system



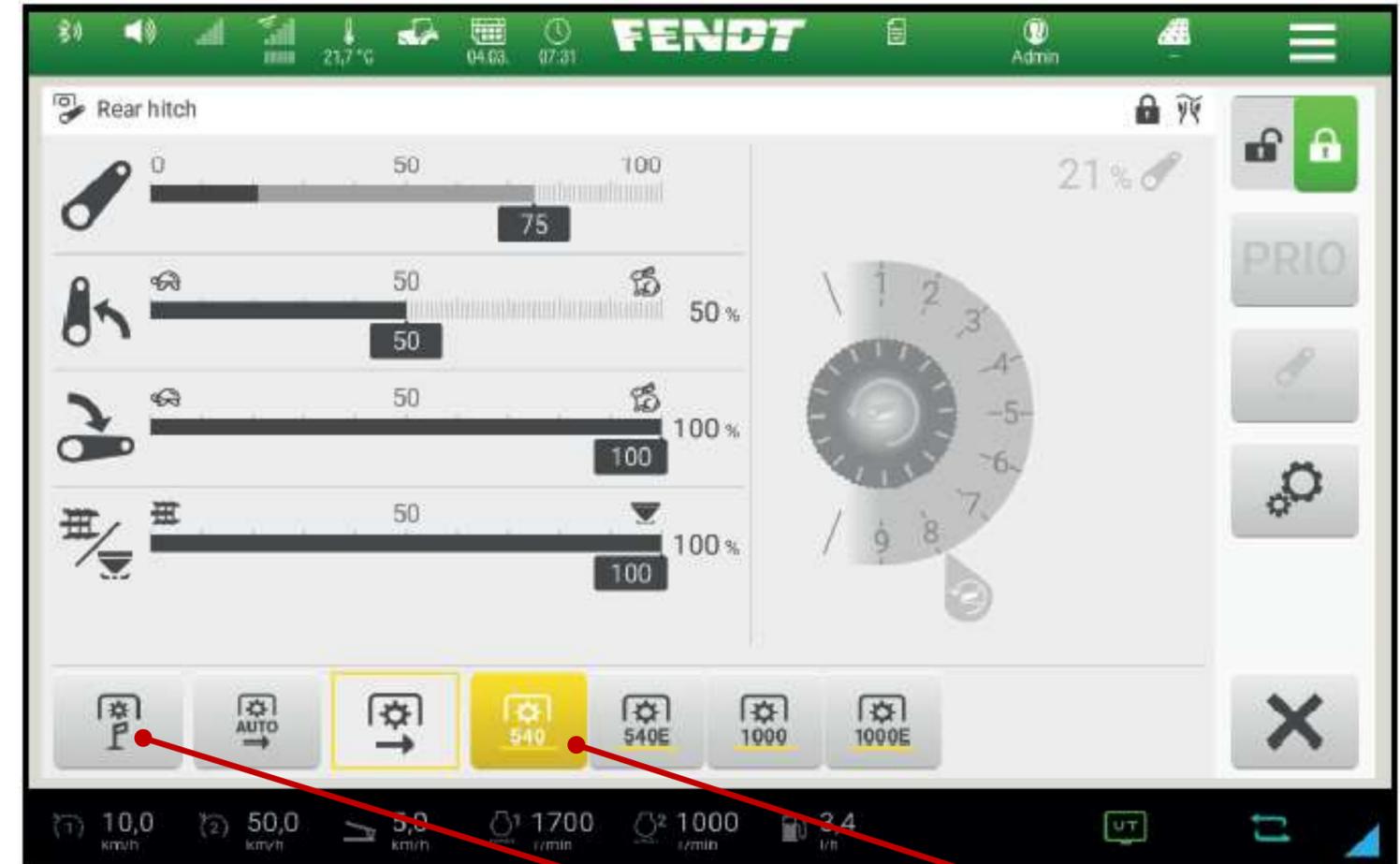
External rear PTO operation

- + Simplified operation by combining the use of the rear linkage and PTO shaft
- + Simplified operation on the multifunction joystick

Concept.

Stationary operation PTO

- For safety reasons, the PTO must switch off within 7 seconds when the driver leaves the seat
- In so-called stationary mode, the PTO is not switched off when the driver leaves the seat
- Activation of the stationary operation:
 - Preselect PTO speed in the terminal
 - Activate stationary operation by clicking on the "Stationary operation" symbol.
 - Press the control button twice to activate the rear PTO.
 - In stationary mode, the driver can leave the seat without the PTO stopping
 - Stationary mode can only be activated when PTO is off
 - Stationary operation is not possible when the PTO automatic function is active.
- Stationary mode does not have to be activated to switch the PTO on/off via the external actuation on the mudguard.



Example picture of the Fendt 700 Vario

Activation
Stationary operation

Preselection
PTO speed

Front and rear linkage.

Rear linkage

Front linkage

External operation



Rear linkage.

- EHR with comfort operation
- High lifting force: max. 12,410 daN and 9,560 daN continuously
- Possible up to cat. 4
- No draft measuring pins necessary: Draft control via transmission pressure sensor and tilt sensor in combination with a Fendt Guide system
- Rear operation on the left and right mudguards
- Active vibration damping for road travel with attachments (control via pressure sensors on the lift cylinders)
- Mechanical or hydraulic side stabilisation, both variants with mechanical centre centring
- Rear linkage can be omitted
- Cranked lower link stabilisers on 900 rear tyres (2.07 m track)



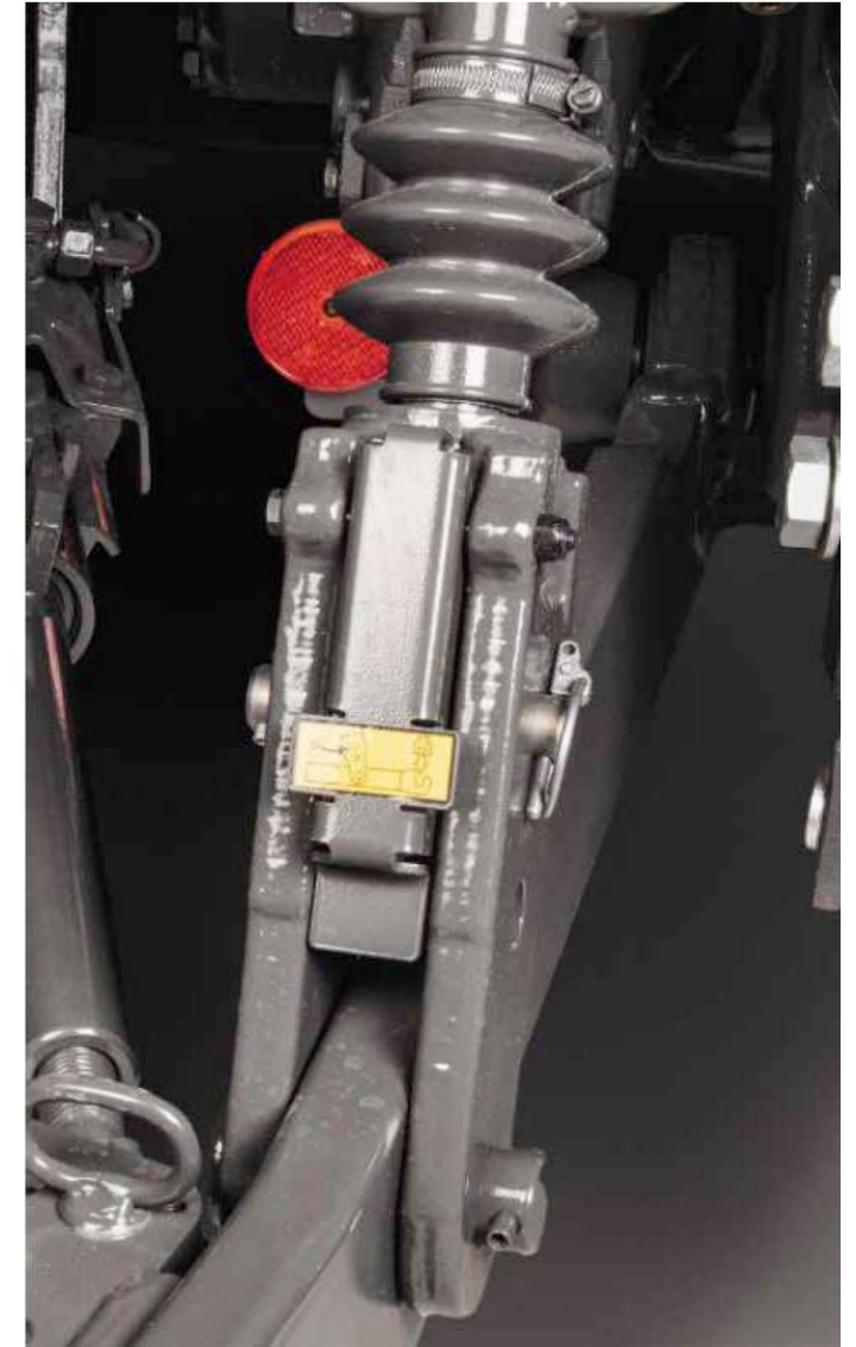
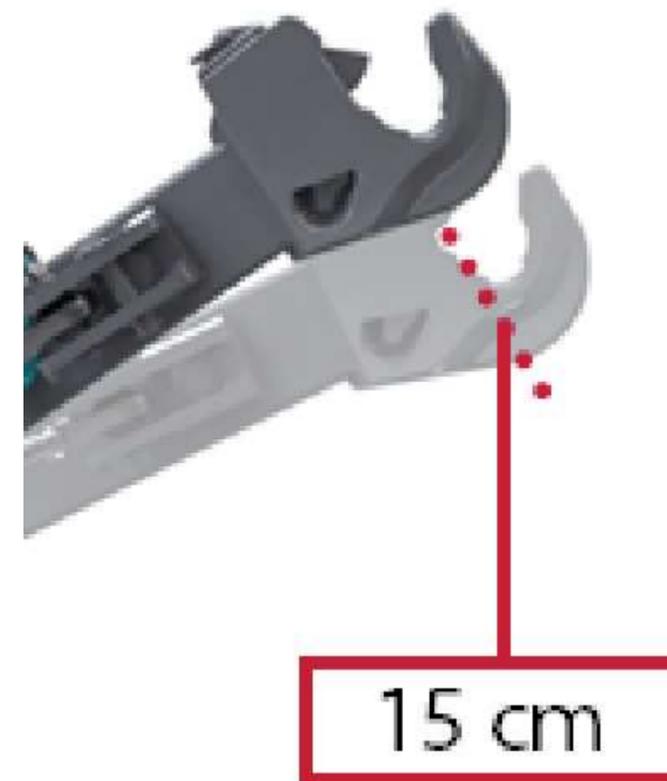
- + Country-specific structure possible
- + Vibration damping
- + External operation on both sides
- + Pressing rear hydraulics
- + Simple operation and adjustment via power lift operating module and terminal

Rear linkage.

Parking position

- Toolless raising of the lower links: By repositioning a pin and pushing the lower links up until they engage, the lifting struts are shortened and the lower links are brought into parking position
- 15 cm more clearance between lower link and PTO shaft / drawbar

- + Larger steering angle possible
- + Relieves driver
- + Tool-free conversion
- + Damage to safety-relevant components (PTO shafts/drawbars) is prevented
 - more safety
 - less downtime
 - less repair costs



Rear linkage

Hydraulic top link lift assist

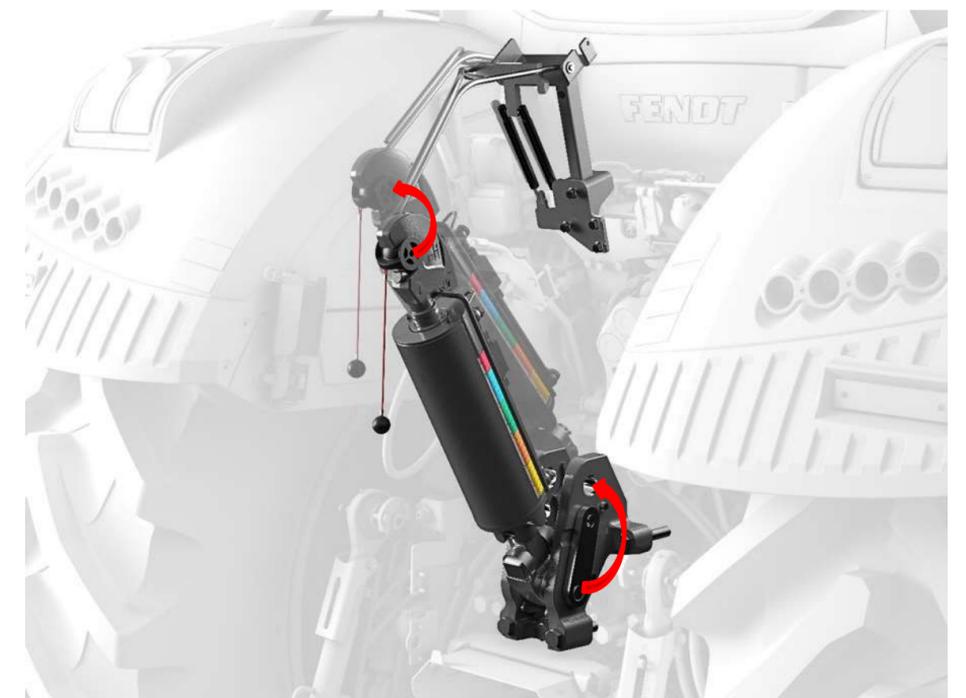
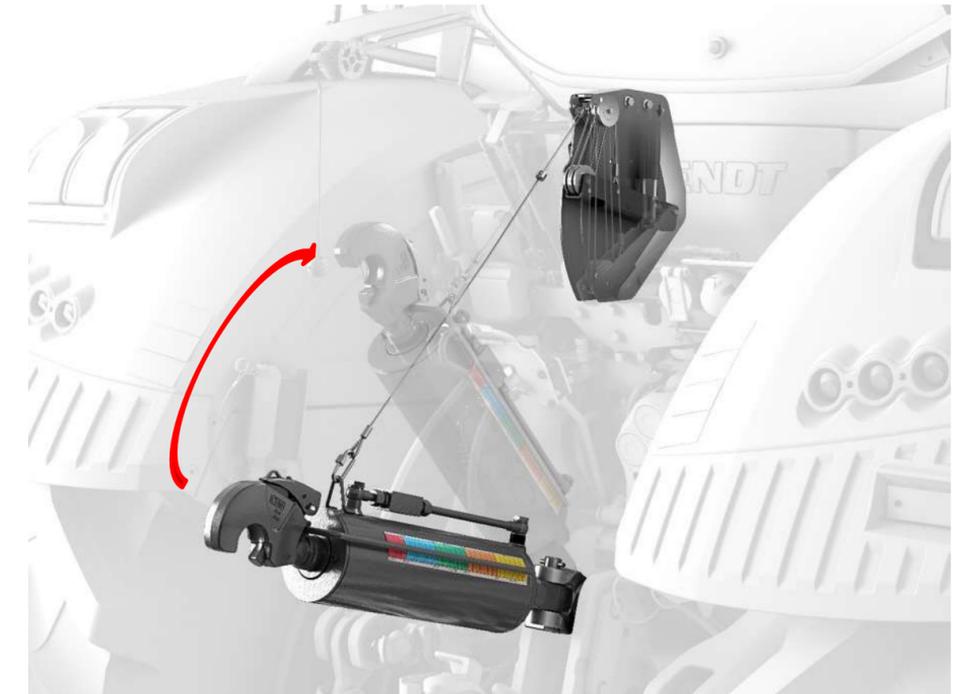
1. hydraulic top link lifting aid (option)

- Already available with PL 792; only in conjunction with hydraulic top link
- Gas pressure damper assists the driver via a cable pull mechanism when hitching and unhitching an implement
- Takes up part of the top link weight and enables a back-friendly change of the top link angle when attaching implements

2. relief when repositioning the top link in the hole pattern.

- Double function of the metal linkage:
 - Linkage with ball holds and fixes the top link in the parking position when no implement is mounted.
 - Gas pressure dampers on the metal linkage take over part of the weight force of the top link
 - Weight relief for the driver if the upper linkage point has to be changed and the top link is repositioned in the hole pattern

- + Enormous relief and increased safety when hitching and unhitching the top link



Front linkage.

Front linkage with cast lower links and lower link frame

- High lifting force: 5,584 daN; 4,070 daN continuous lifting force
- Leakage oil reservoir for front connections integrated in cross pipe support
- Separate hydraulic valve for front linkage (separate from working hydraulics)
- Easy unit attachment due to camera in the bonnet (optional)

Variants:

1. Comfort ballast pick-up (without lifting cylinder)
2. Comfort front linkage (Single acting) cat. 2 with position control
3. Comfort front linkage (Double acting) cat. 2 with position and relief control



Front linkage.

Comfort ballast support

- Easy weight attachment without front linkage
- Cost-effective solution for farms without front implements
- Use of front axle suspension to help attach or remove the weight
- Almost the same load distance as for ballasting with front linkage
- New external control for simplified attachment/detachment of the front weight

- + Quick change of the front weight
- + Possible with all weights
- + Flexible ballasting possible without front power lift



For external operation, there are buttons on the front panel.

Front linkage.

Advantages

- + Integrated design, foldable/removable
- + High lifting capacity for a wide range of applications
- + Front linkage has its own hydraulic valve meaning there are no restrictions to the working hydraulics
- + Vibration damping
- + External operation
- + Simple operation and adjustment via front linkage operating module and terminal
- + Relief control for front mower use without additional relief springs or optimum steerability with front packer use



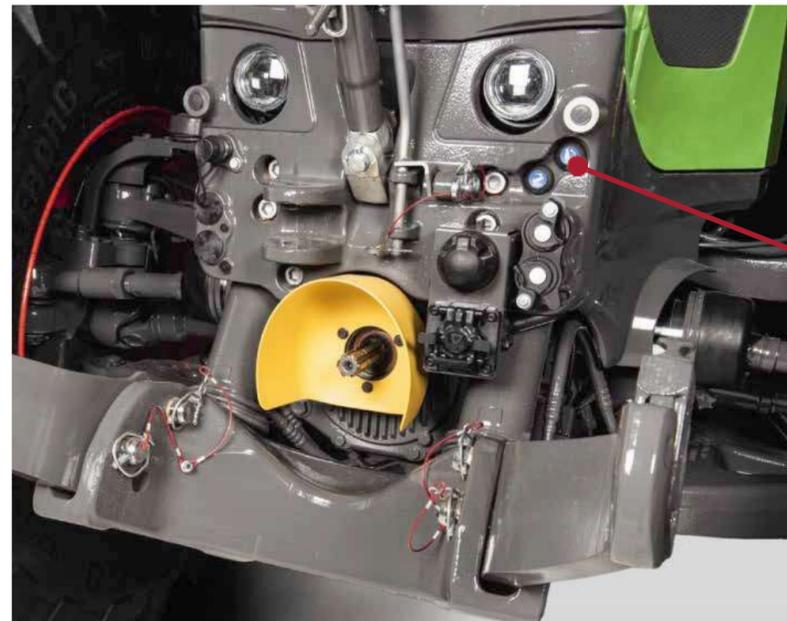
External operation.



Tractor rear

Double-sided:

- Rear linkage operation
- PTO activation
- Valve actuation

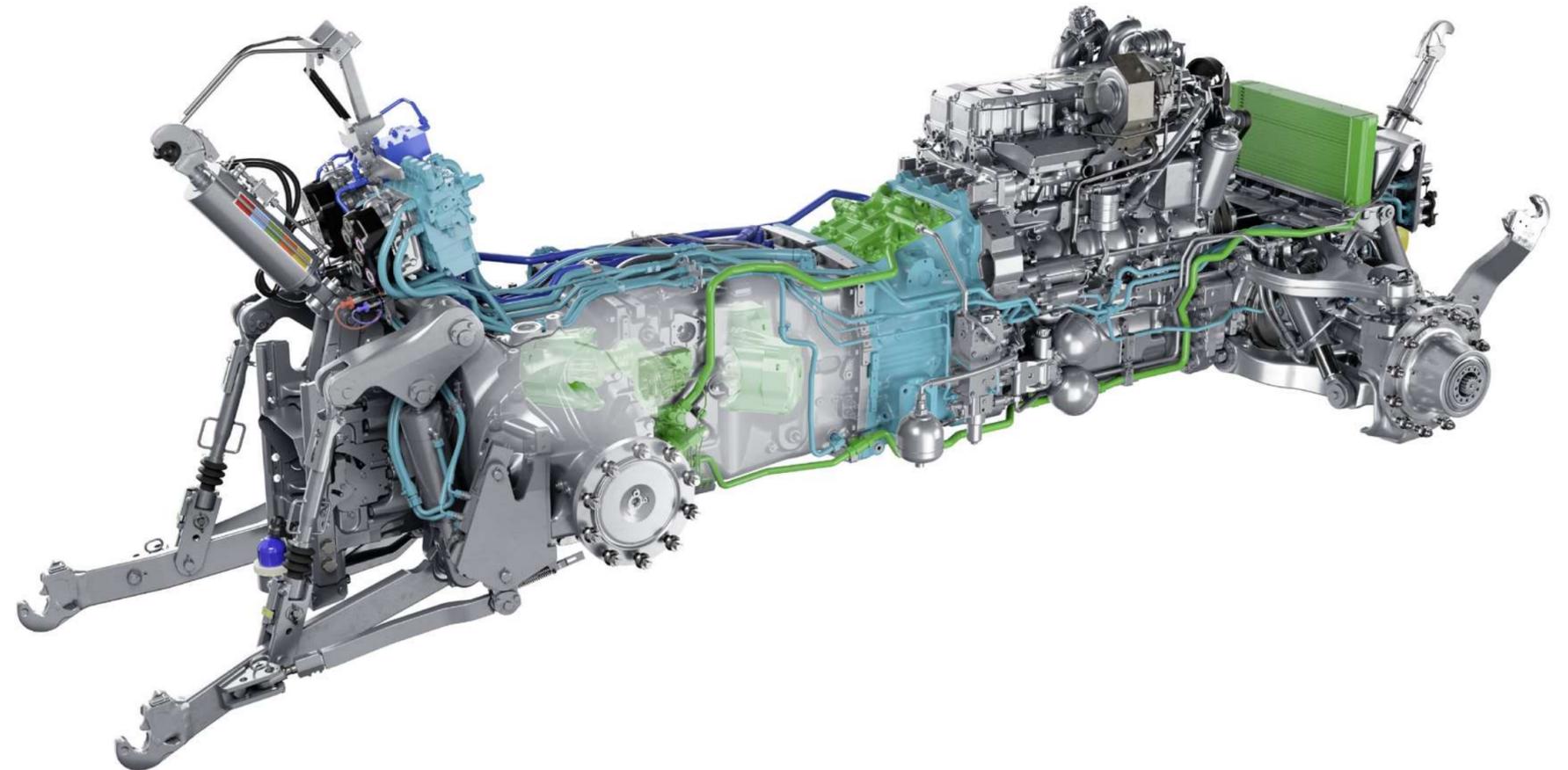


Tractor front

- Front linkage operation

Hydraulics.

Concept



Concept.

Features

- 3 different versions: 165 l/min, 220 l/min or 430 l/min flow rate
- At 430 l/min, two LS pumps with two separate hydraulic circuits are installed
 - 1. pump 220 l/min
 - 2nd pump 210 l/min
- Pilot pressure generation via LS pump instead of via power steering pump (gear pump)
- High removable oil quantity of 90 litres
- Separate transmission and hydraulic oil balance with heat exchanger concept
- Extended hydraulic oil change intervals of 2,000 operating hours or 2 years (biohydraulic oil 1,000 h or 1 year)

- + High pump capacity of up to 430 l/min for work with high oil volume at low engine speed
- + High operational reliability for units with large oil requirements and various consumers (e.g. air seeder)
- + Low maintenance costs due to long oil change intervals
- + Very good steering response, even with parallel consumption
- + High removable oil quantity ensures secure supply for large consumers
- + Full biohydraulic oil suitability due to separate oil reservoir
- + No oil mixing/dirt ingress
- + Energy saving of up to 2 kW due to new low energy concept for pilot pressure

Concept.

Working hydraulics

- New valve generation (Bosch Rexroth)
- UDK: SB24 valves with 120 l/min flow rate, seat tight on one side
- DUDK/FFC: SB34 valves in combination with modular hydraulic coupling system (1/2"; 3/4"; 5/8" FFC), seat tight on both sides
 - Flow rate of 140 l/min Series
 - High flow rate of up to 170 l/min (3rd and 4th control unit)
- Front valves up to 100 l/min flow rate
- With two LS pumps, the left and right valve blocks are supplied separately by one LS pump each 2-circuit high-performance hydraulics
- DUDK couplings with relief levers
- Flat Face Coupling (FFC) - flat sealing couplings available ex works

- + Simple, sensitive operation via finger tip spools, cross-gate lever and multifunction joystick
- + Compact design with good accessibility and high coupling comfort
- + High flow rate for various consumers

Concept.

2-circuit high-performance hydraulics

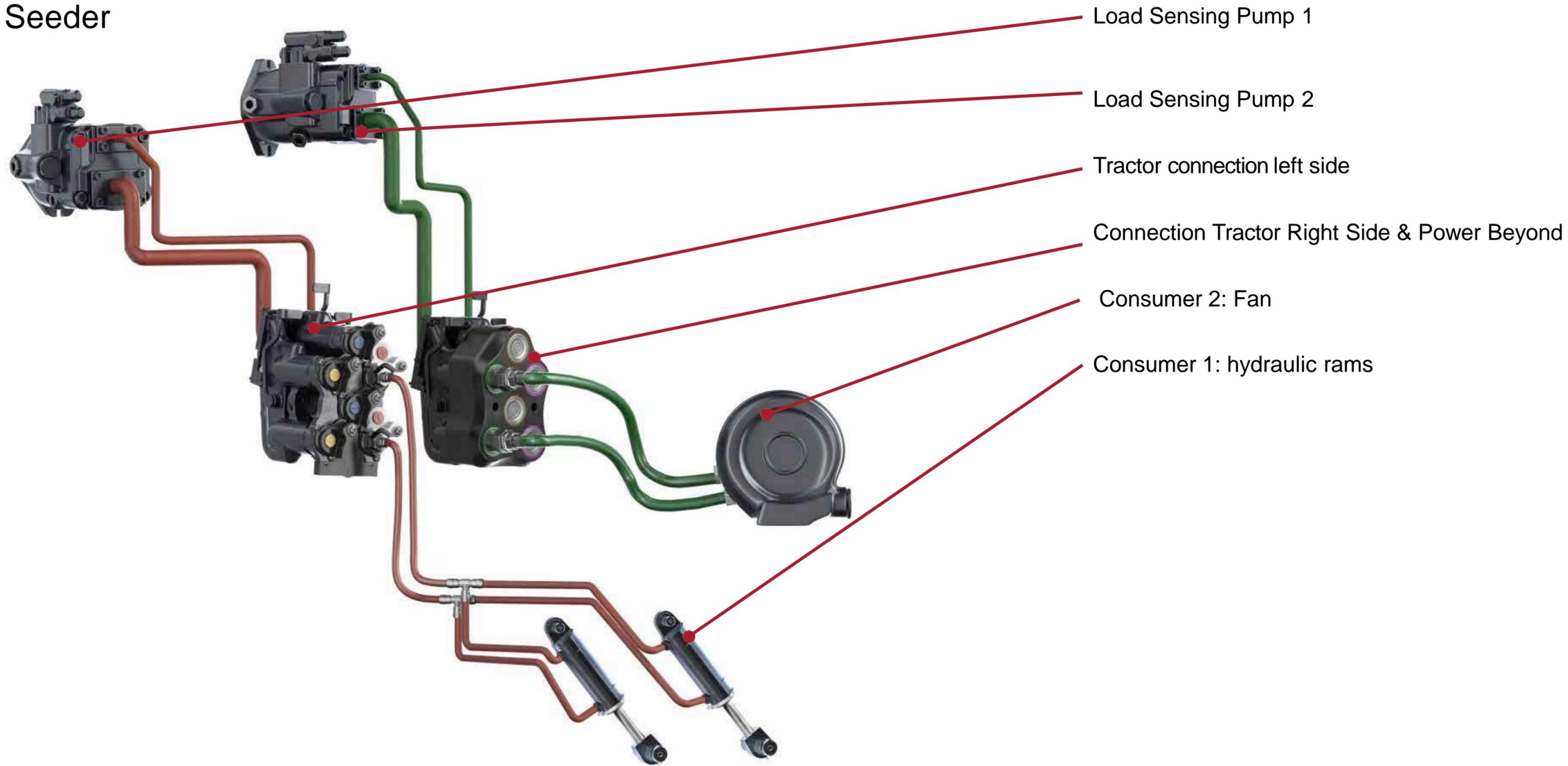
- 1. LS pump supplies the left hydraulic block, steering, front axle suspension and front/rear linkage.
- 2. LS pump (optional) supplies the right hydraulic block and the Power Beyond connection.
- Two independent priority functions possible with two pumps
- With two LS pumps, implement functions can be connected specifically according to their oil requirements. Example:
 - A control unit with a need for high pressure and low oil flow and (e.g. hydraulic cylinder)
 - A control unit with a need for low pressure and high oil flow (e.g. hydraulic motor). Connections are distributed to both pumps. Each pump supplies only the required oil, there are no throttling losses.

- Power Beyond connection:
 - Power Beyond connection is fed by the 2nd pump, which also supplies the right-hand control block.
 - **Further device functions** should be connected on the left hydraulic block. This way, the first pump supplies as needed for the **other consumers**
- Customers need to be informed in order to take advantage of the system

- + With correct connection, greatly reduced choke losses
- + Low energy consumption
- + Very efficient and fuel-saving system due to separate control of the two pumps

Concept.

Connection example Air Seeder



Concept.

Equipment options

- Max. Number of valves with Power/Power+:
 - With single pump: 4 (4/0 or 3/1) plus Power Beyond
- Max. Number of valves for Profi/Profi+:
 - With single pump: 8 (6/2) plus Power Beyond
 - With double pump: 7 (6/1 or 5/2) plus Power Beyond
- UDK or DUDK couplings
- Left and right manifold can be independently equipped with FFC (Flat Face Coupling), either standard or FFC couplings available on one manifold
- 170 l at 3rd and 4th valve with 3/4" and 5/8" FFC respectively
- With double pump 3rd and 4th valve always with 170 l capacity
- FFC always as 5/8" cartridge



Concept.

Flat-sealing hydraulic coupling system

- 5/8" Flat Face Coupling (FFC)
- Can be coupled on both sides under full pressure
- Combination of different cartridges technically possible
- Convenient lever operation
- Proven colour coding of the connections
- Easy to clean surface
- Tear-off function



- + No dirt entry into the system due to smooth, easy-to-clean surface
- + In combination with device memory in the terminal, always the same operation
- + Various cartridge inserts possible
- + Leakage-free
- + Breakaway function, system remains closed, no pressure loss or leaking oil
- + Quick coupling with coupling plate

Concept.

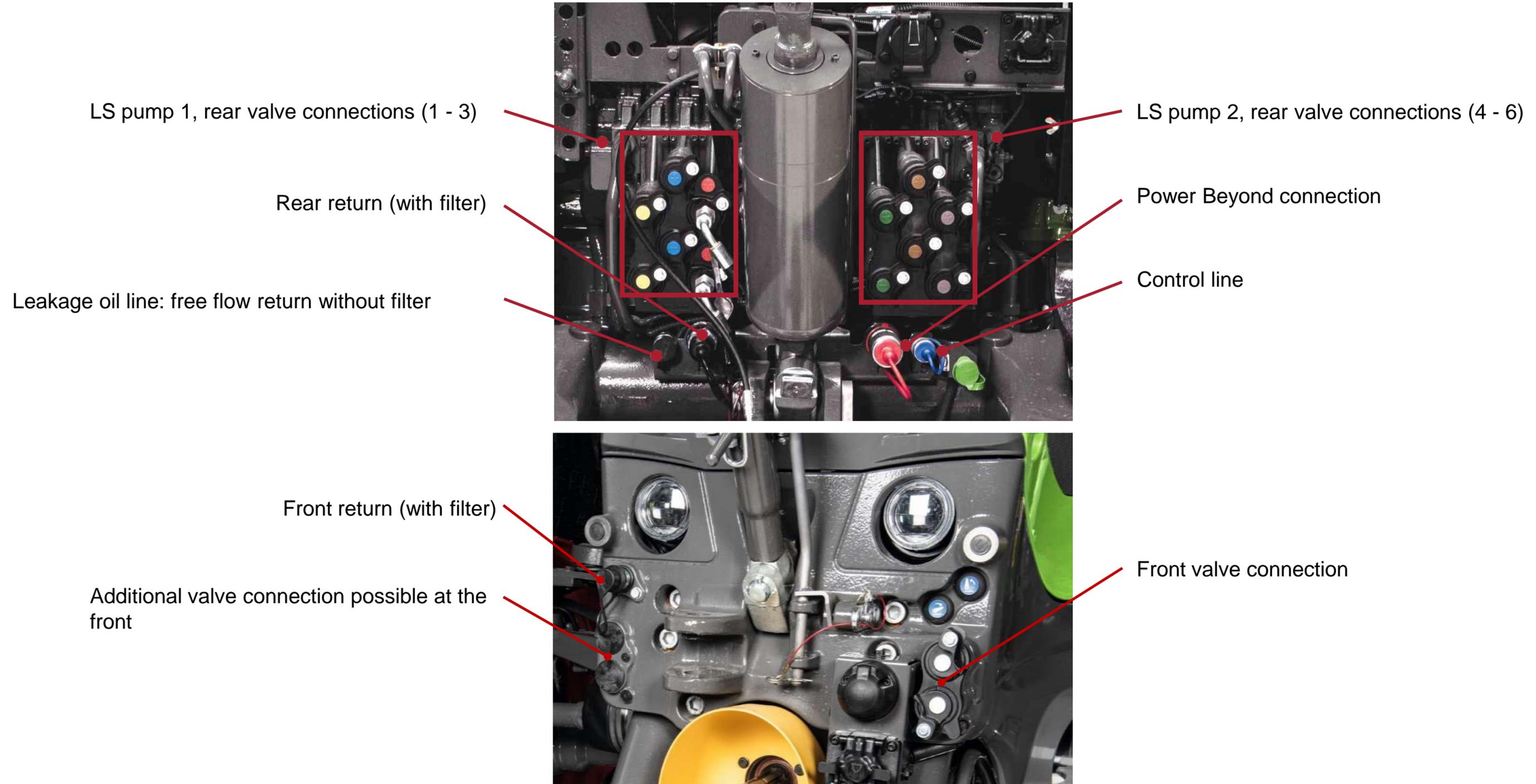
Plug & Work (P&W) coupling plate

- P&W coupling plate in combination with FFC
- Max. 4 hoses for 2 additional control units are combined on one coupling plate
- Coupling plugs are guided in the sliding sleeves of the coupling plate during coupling
- Coupling plate is always correctly aligned and centred via two small pins
- Confusion-proof design: plugs can only actually be coupled when correctly aligned
- Max. 2 coupling plates can be ordered and used on one tractor
- Possibility of colour coding the coupling plates labels with the valve colours
- Coupling plate patented Fendt unique selling proposition



- + Always correct assignment, even with changing drivers
- + Simple coupling by guiding the plug in the sliding sleeve
- + Cleaner and faster handling, as hoses are in the package

Concept.



Vehicle build.



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Concept

Front axle

Rear axle and brakes

Trailer hitch options

Tool compartments

VarioGrip tyre pressure control system

Ballasting

Compressed air system



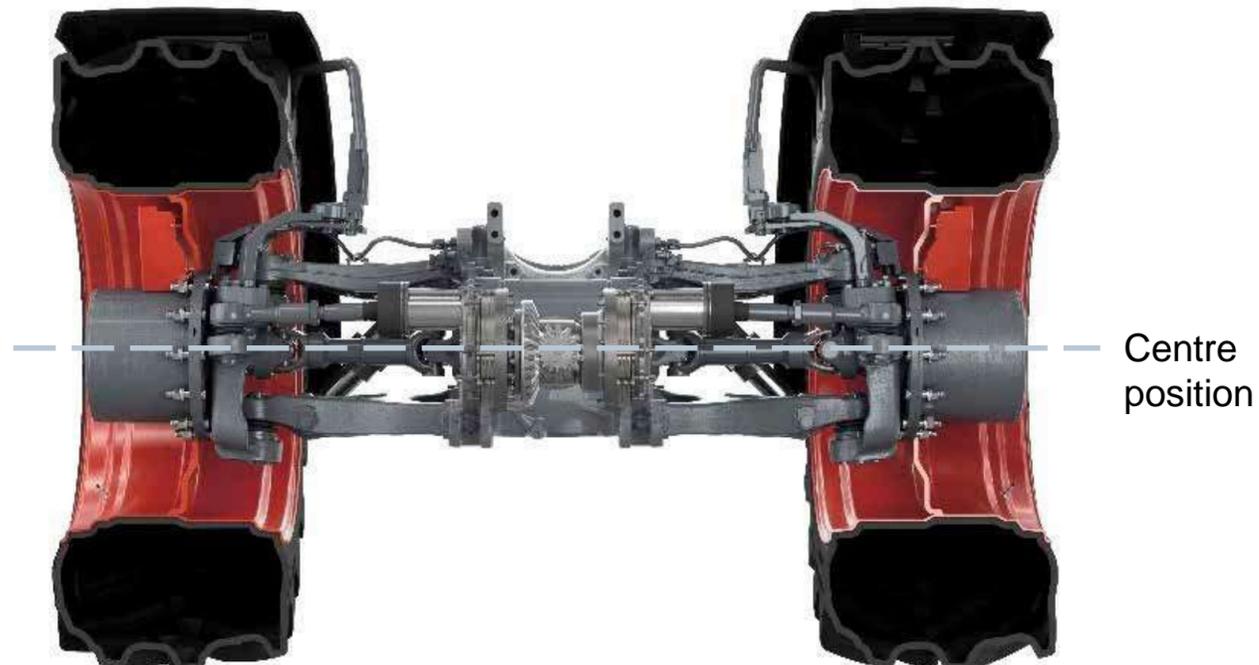
Concept.

- Two different front axle variants for row crop and non-row crop markets
- Hydropneumatic independent wheel suspension via maintenance-free double wishbones with level control on both sides
- Up to 6 % more tractive power in the field
- Separate brake circuits for front and rear axle (dual circuit system) With fully integrated individual wheel brakes on the front wheels
- Suspension completely lockable with existing sway bar
- FSC (Fendt Stability Control) roll support
- Permissible front axle load: field 9.5 t, road 8.5 t
- Supporting central housing with integrated front linkage
- Up to 40.9° steering angle
- Full suspension travel can be passed through manually: easy tyre change, twin wheel mounting or ballast pick-up without front power lift
- Design of the front axle per se for the full engine power of the tractor
- Full integration of a rotating union as well as holes for tyre pressure control system



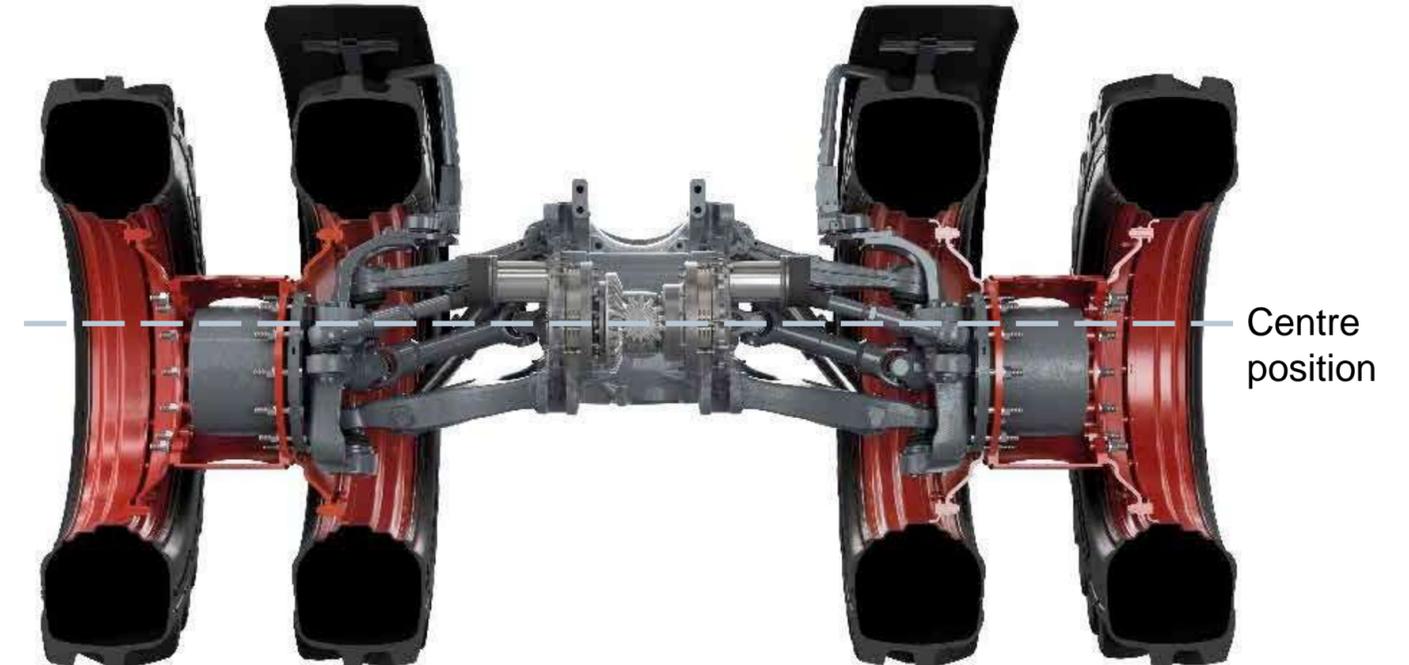
Front axle.

Front axle/transmission variants



Standard front axle

- Bevel drive with standard gear ratio Total gear ratio (front axle/rear axle) $i = 0.79$ All-wheel constant adjusted to Standard metric tyres
- Total spring travel 295 mm, camber 0° .
- Short wheel studs
- Swivelling mudguards



Row Crop Front Axle

- Bevel drive with shortened gear ratio Total gear ratio (front axle/rear axle) $i = 0.76$ All-wheel constant matched to Row Crop-Tyre combinations
- 65 mm higher axle housing centre position for 60" track and more distance of front wheels from bonnet for high steering angle
- Total spring travel 200 mm, camber 1° .
- Long wheel studs
- Swivelling mudguards also with Row Crop

Front axle.

Fendt Stability Control (FSC)

- Speed-dependent, self-activating system for lateral stabilisation
- The integrated FSC stabilises the tractor by damping the lateral tilt
- FSC ensures maximum steering precision, driving stability and braking safety in all applications
- From 20 km/h, Fendt Stability Control (FSC) locks the compensation between the right and left side of the front axle suspension, ensuring maximum steering precision, driving stability and braking safety in all applications.



Without FSC

Tractor gets off track

With FSC

Tractor keeps the track

- + FSC ensures maximum steering precision, driving stability and braking safety in all applications

Front axle.

Advantages front axle concept

- + Tuned for optimum tractive power transmission: Compared to an unsprung front axle, independent wheel suspension provides up to 6 % more tractive power in the field
- + Always optimal grip of the front wheels by avoiding power-hopping
- + Full tractive force via the front axle even with maximum steering angle. Optimum utilisation of the pull-in turn effect
- + Optimum driving stability at 60 km/h
- + High braking capacity - each wheel is braked individually
- + Compact design, thus very good steering angle and the possibility of a 60" track
- + Complete spring travel can be passed through when stationary, e.g. for wheel change or front ballast pick-up
- + Front axle is driven separately from the gearbox and is designed for very high power transmission
- + Maintenance-free bearings and joints on the front axle
- + High permissible axle loads, even with twin tyres
- + Increasing the overall ride comfort

2-circuit brake system options

Speed (km/h)	40	50	60
Max. perm. total weight (t)	20*	19*	17
Rear axle (flange/stub)	F / S	F / S	F
Fendt Stability Control	Option	Series	Series
Heat exchanger in front axle for front wheel brakes	Series	Series	Series

* Country-specific exemptions required

Front axle.

VarioActive superimposed steering

- Preselection in the terminal, activation on the multifunction armrest (VarioGuide button)
- VarioActive uses the VarioGuide steering valve
- Standard with ProfiPlus equipment
- Activation of VarioActive changes the transmission ratio of the steering system
- Maximum driving speed with active superimposed steering is 25 km/h
- Up to 8 km/h full superimposed steering, from 8 km/h to 18 km/h the superimposed effect reduces linearly

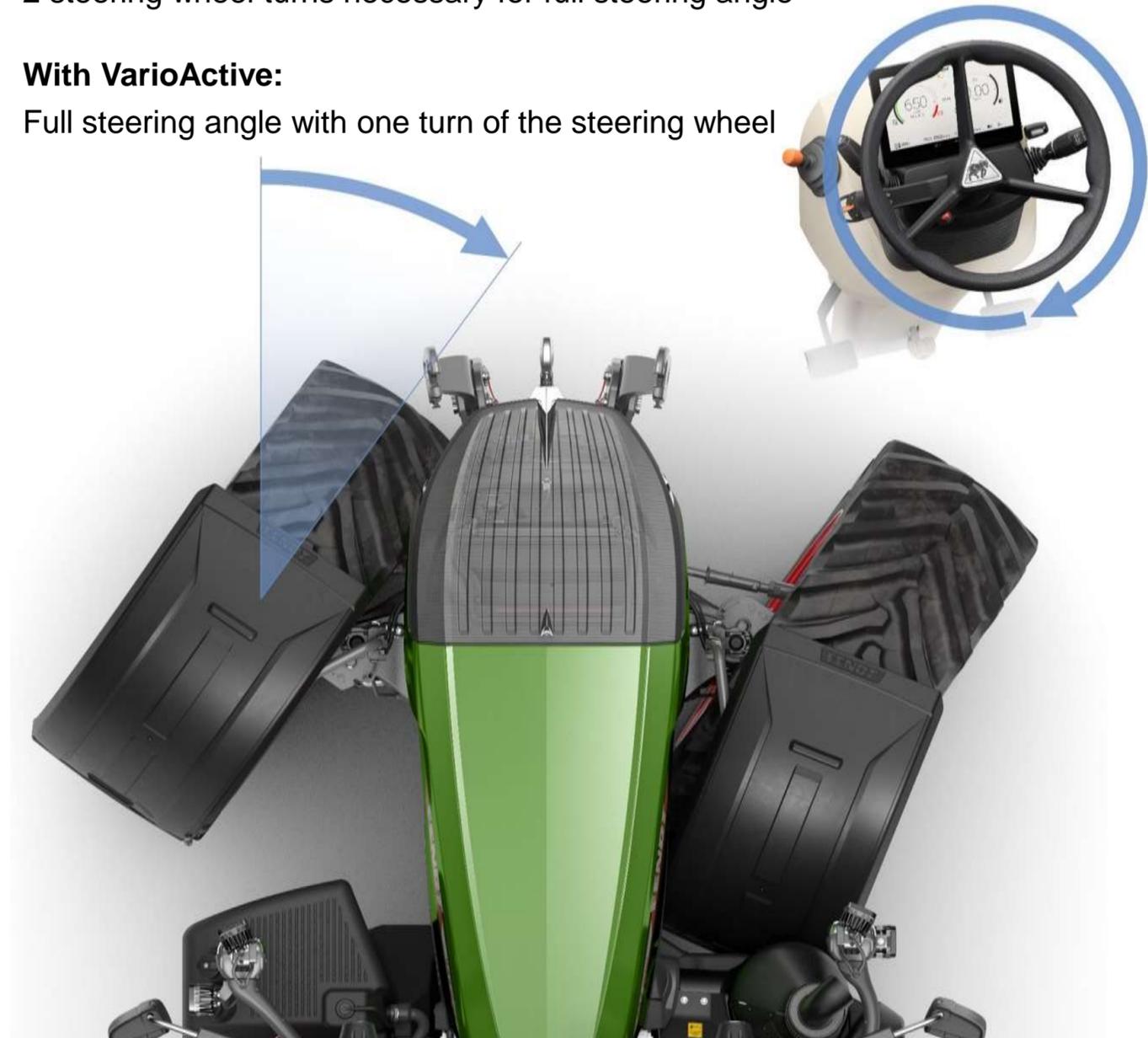
- + Quick and comfortable turning at the headland
- + Very good ground protection in conjunction with the driven front axle

Without VarioActive:

2 steering wheel turns necessary for full steering angle

With VarioActive:

Full steering angle with one turn of the steering wheel



Front axle.

Intelligently controlled all-wheel drive

- Tractor controls the all-wheel drive fully automatically
- Manual all-wheel drive gearstick completely omitted
- Fendt Torque Distribution: intelligent torque distribution between front and rear axle
- All-wheel drive clutch is closed when high tractive effort is required
- No conventional all-wheel disengagement and engagement (e.g. steering angle controlled when cornering).
- Always full tractive power on the front axle, especially in critical situations

- + High tractive force transmission in every situation
- + Driver is relieved, tractor controls all-wheel drive fully automatically
- + Fendt Torque Distribution ensures higher impact force through optimum tractive force transmission

Front axle.

Differential lock

- Automatic differential lock in combination with 100 % multi-disc differential lock
- Locking via hydraulic force, opening via spring assembly
- Automatic function:
Disconnection from a speed above 20 km/h (no reconnection); from a steering angle of 12° and when applying the brake with reconnection

- + 100 % power transmission to all four wheels
- + Automatic differential lock for maximum driving safety and vehicle protection

Differential lock 100 %

Differential lock
Automatic



Rear axle and brakes.

Concept

- Max. Rear axle loads
 - 13 t up to 25 km/h
 - 11.5 t over 25 km/h (according to StVZO)
- Large tyres with max. diameter of 2.20 m for more tractive force transmission
- Arrangement of the compressed air tank on the right side
- Wet brakes with compressed air control
- Pneumatic brake actuation via 2 Tristop cylinders
- Steering brake as an option



- + Brake system with truck comfort
- + Optimised braking forces for high performance and speeds
- + Comfort due to lower actuating forces
- + Components for tyre pressure control fully integrated and protected

Rear axle and brakes.

Concept

- Also with 900 rear axle tyres under 3 m external width with 2.07 m track
- 60" variant for Row Crop markets*
- Twin tyres up to 750/70 R44
- Triple tyres possible with Row Crop (with limited axle load)
- For 60" track max. tyre width 480 mm
- 3 rear axle variants:
 - Flanged rear axle
 - Stub rear axle 2500 mm
 - Stub rear axle 3000 mm*
- Radial rotary unions as well as lines and bores for tyre pressure control system for flange and stub axle

*country specific

- + No components in the rim, therefore less susceptible to soiling
- + Many tyre options for different uses
- + Tyre pressure control for single and twin tyres (only with Row Crop)

Rear axle and brakes.

Tyres



Rear axle and brakes.

Parking brake

2 different variants from the driver's point of view:

- Mechanical (opened or closed purely pneumatically via lever)
- Fully automatic (3 lever positions and an intelligent automatic function controlled electro-pneumatically).
 - Three positions of the operating lever:
 1. Open
 2. Automatic
 3. Closed

Automatic function:

- Automatic application of the parking brake when leaving the driver's seat
- Automatic release of the parking brake when moving off (forwards and backwards)

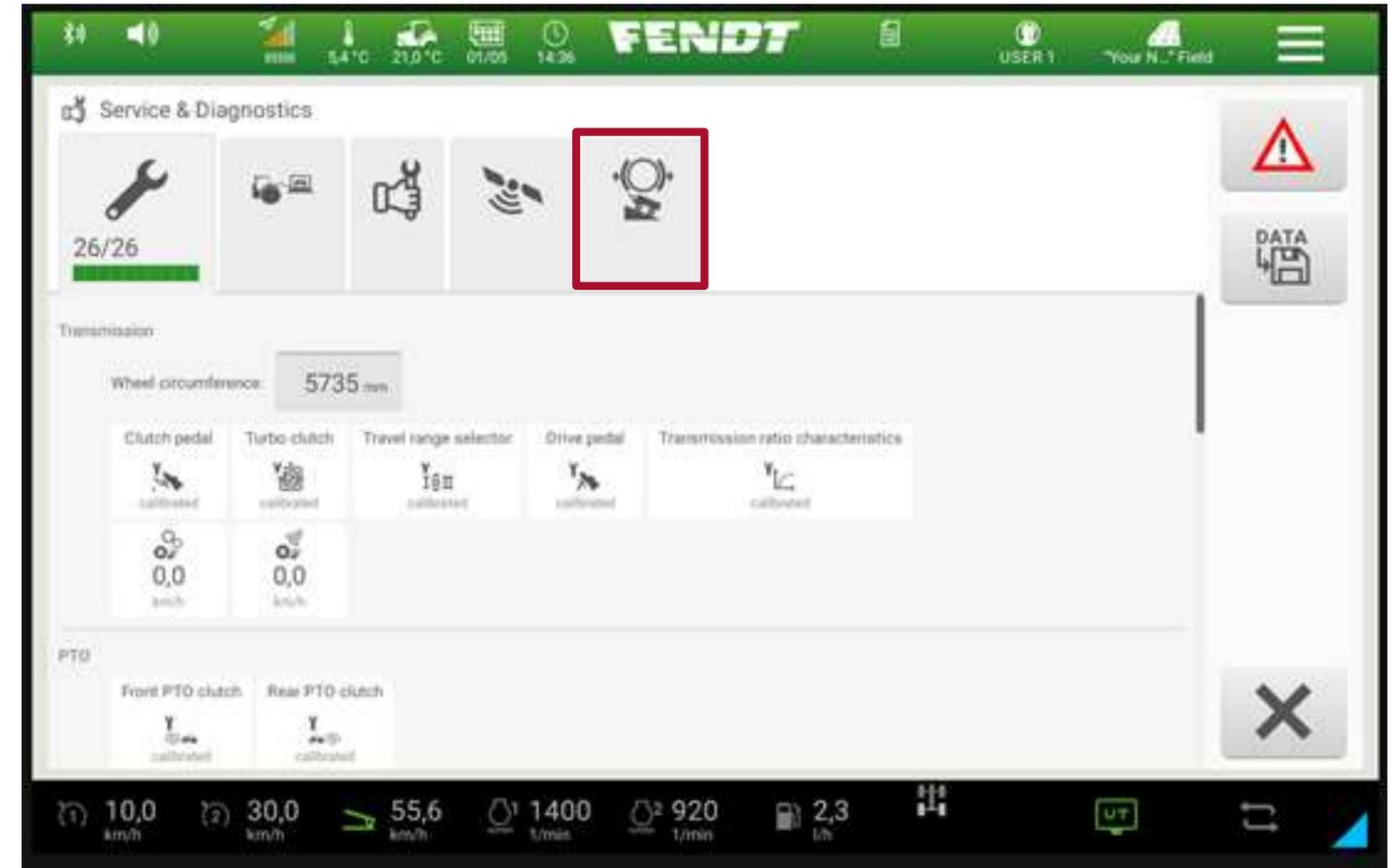


- + Automatic parking brake for more comfort and safety
- + Driver-relieving automatic brake system
- + Ergonomic arrangement

Rear axle and brakes.

Function for checking the braking force of the parking brake (EC control position)

- Function ensures that the tractor parking brake can hold the traction on the slope if the air pressure in the brake circuit escapes or the trailer spring accumulator is too weak
- Trailer brake can be released separately from tractor parking brake



Hitch options.

Concept



Rear linkage with quick-catch hook and side support (EU)



Rear linkage with quick-release hooks and rub blocks (AU)

Hitch options.

Concept



Rear linkage with ball ends and rub blocks



Quick Hitch frame

Hitch options.

Concept

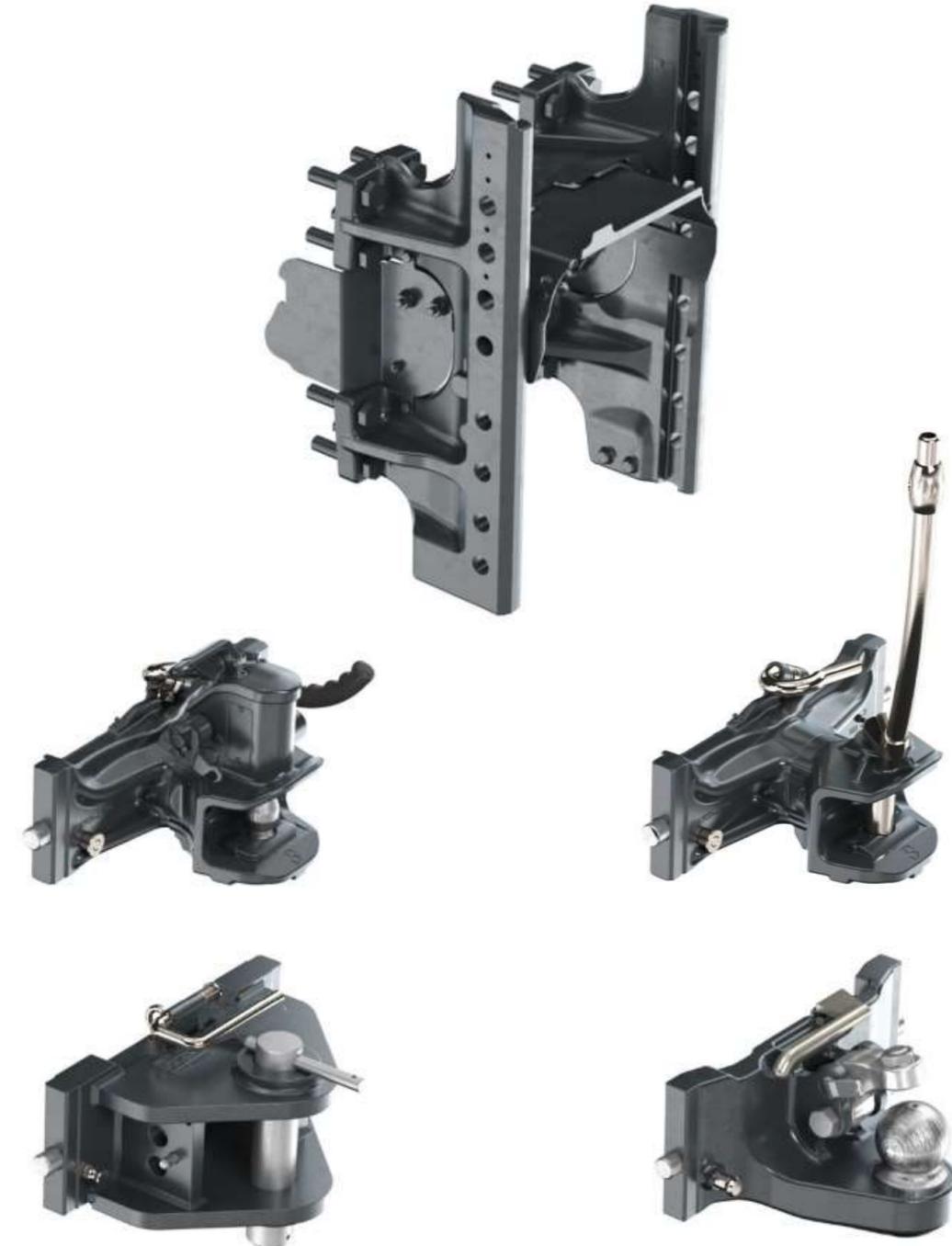


Without rear linkage, with rear PTO shaft

Hitch options.

Towing devices (country-specific)

- Common, height-adjustable trailer couplings in the sledge with 2 t drawbar load
- Modular system for lower towing (homologated to 4 t or 3 t according to StVZO and 50 t towing capacity with K80 short)
- Rear power lift parking position for sufficient clearance with lower hitching
- Fall-through protection for height-adjustable trailer couplings
- Mudguard serves as PTO cover



- + Highest flexibility through modularity
- + Towing parts can be used with different tractors
- + Different coupling variants can be used modularly on one tractor
- + High towing capacity with ball coupling

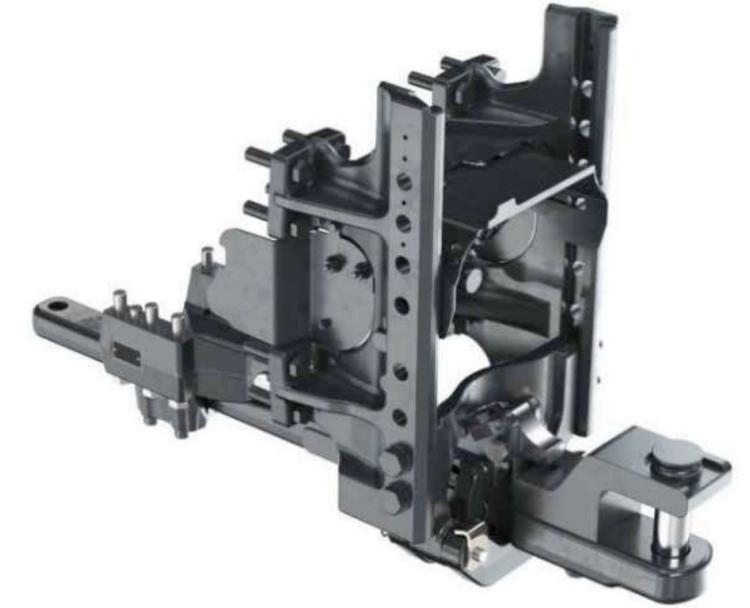
Hitch options.



Piton Fix drawbar



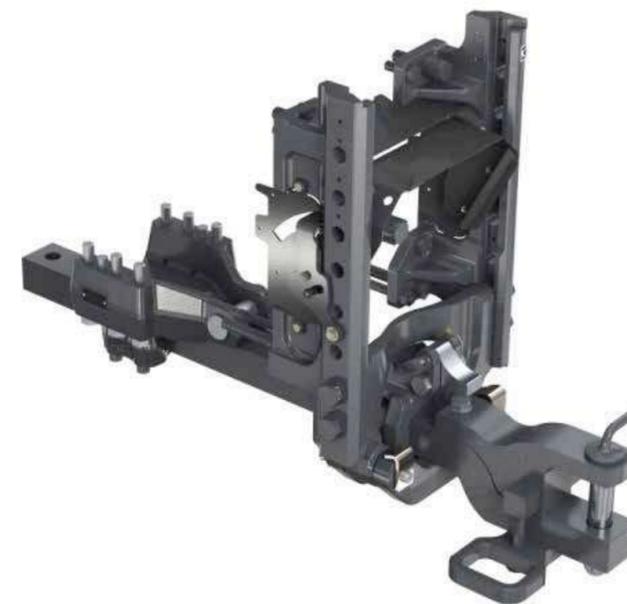
Pull rod extendable cat 3
bolts 38 mm



Pull rod extendable cat 4
bolts 50 mm



Piton Fix Heavy duty



Drawbar cranked cat 3
bolt 38 mm



Drawbar swivelling cat 4 bolts 38 or 50
mm (reversible)

Hitch options.



Ball head coupling short (with/without connection points forced steering)



Ball head coupling long (with/without connection points forced steering)



Ball head coupling and sway blocks



Hitch

Tool compartments.

- Large, sealed storage compartment on the right side
- Spacious, pull-out drawer that angles slightly when pulled out
- Design of the drawer bottom variable through foam inserts
- 3 inserts for the drawer available ex works:
 - Plastic tool box extendable
 - Metal tool box extendable
 - Extendable wash box (approx. 12 l capacity)
- In addition to the inserts, other parts can be safely deposited (e.g. PTO stubs).
- Additional space above for Fendt standard tool box



- + Unique storage solution on the market for accessories, water and tools
- + Back-friendly due to easy angling of the pulled-out drawer - toolbox can be opened and tools can be removed without having to lift the toolbox out of the drawer
- + Always clean hands thanks to water supply

VarioGrip tyre pressure control system.

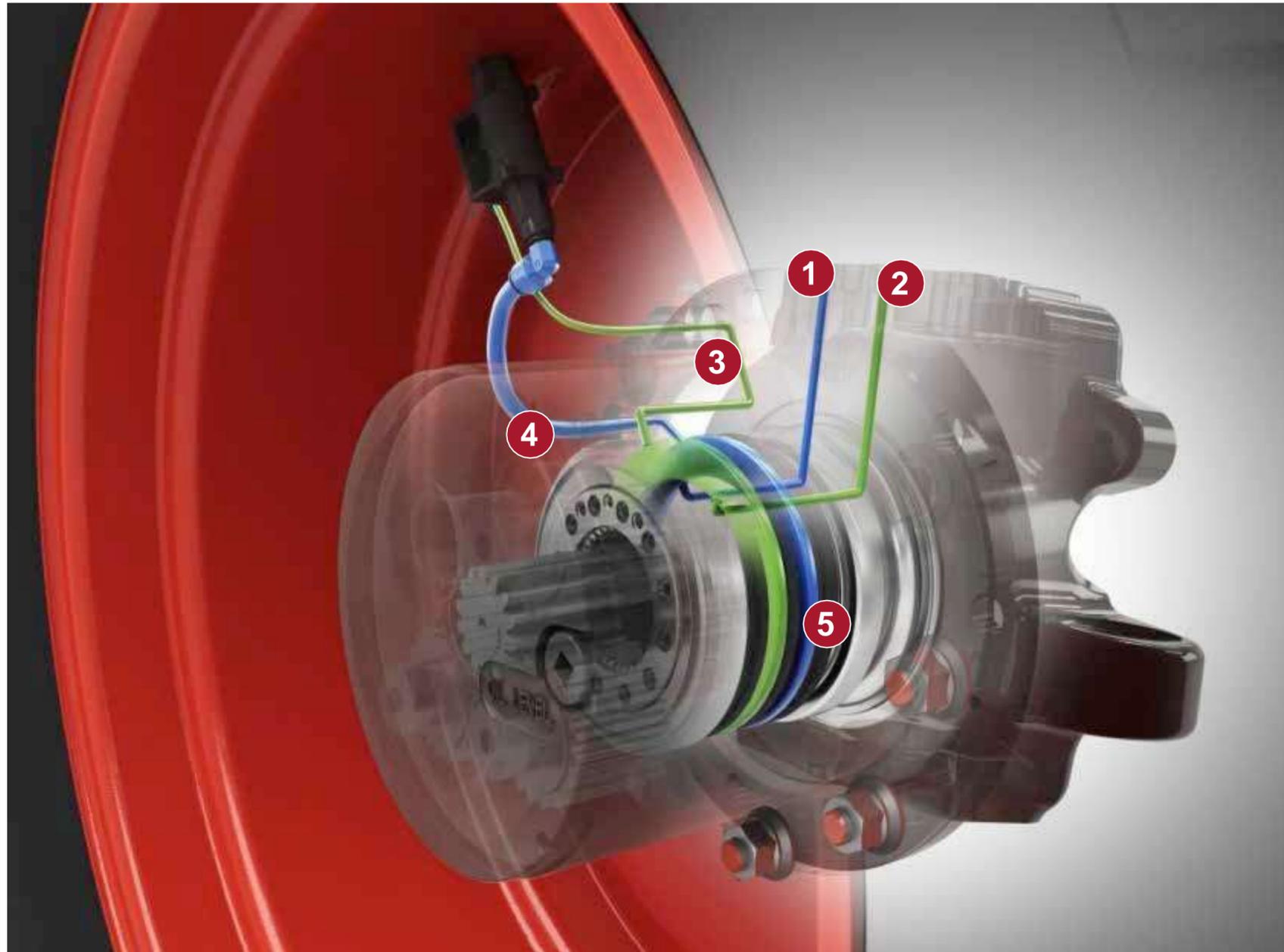
VarioGrip for flange and stub axle

- VarioGrip available for flange and stub axle. With the row crop variant, pressure adjustment can also be realised with twin tyres.
- Complete integration with on-board valve and air guidance technology
- Complete solution with water-cooled high-performance compressor (double compressor) with 720 cm³ air flow rate
- Fendt's own development with radial rotary unions on front and rear axle
- Two-wire technology with control and filling line
- Control line opens tyre valve; inflation line is used for inflation and deflation
- Operation via terminal with integrated Fendt Grip Assistant
- Two pressures for front and rear axle can be stored and recalled
- System air pressure is only present during air pressure control/measurement
- Air pressure control also possible at full speed



VarioGrip tyre pressure control system.

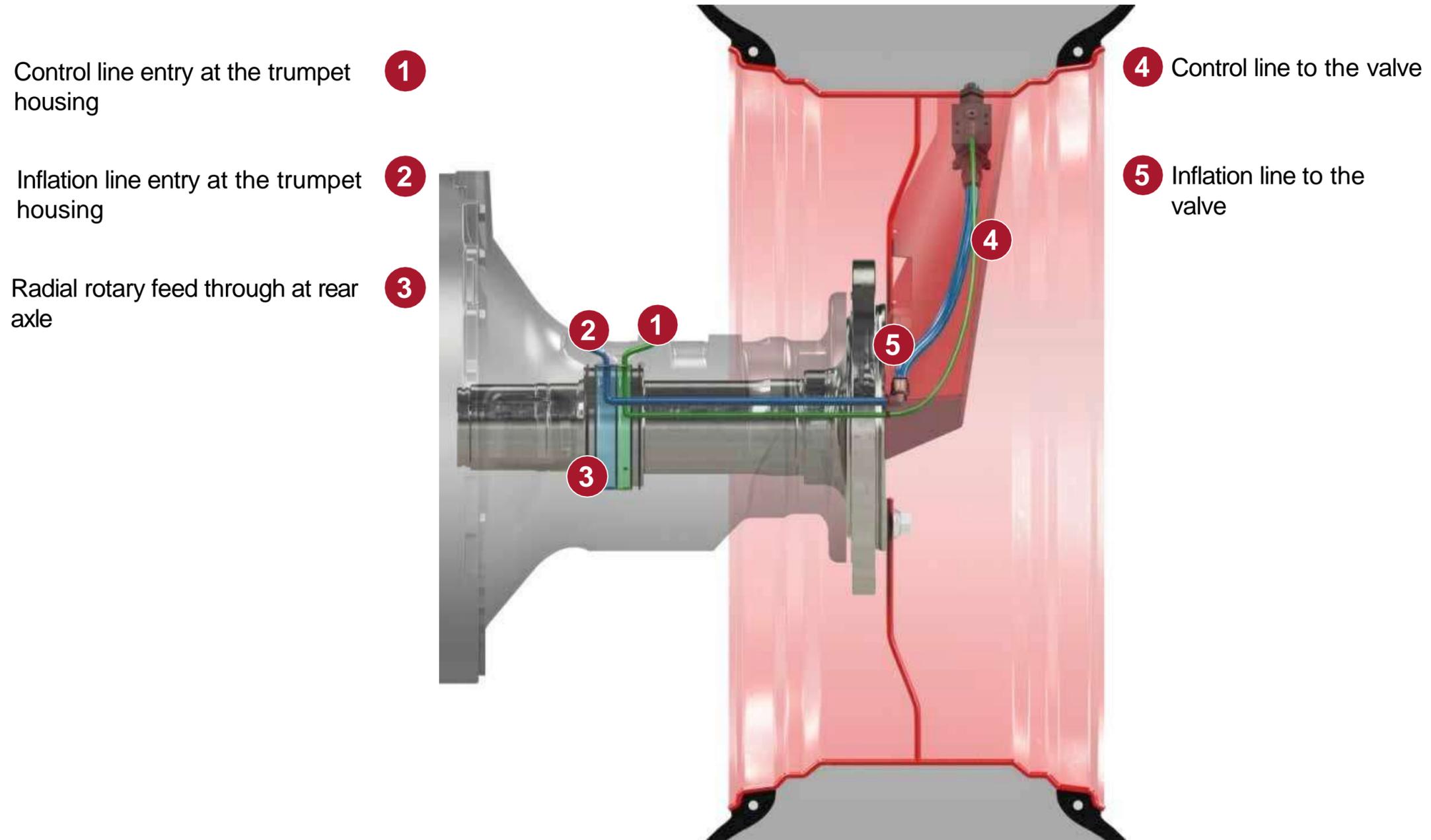
Technical implementation on the front axle



- 1 Inflation line – entry at stub axle
- 2 Control line – entry as stub axle
- 3 Control line to the valve
- 4 Inflation line to the valve
- 5 Radial rotary feed through for front axle

VarioGrip tyre pressure control system.

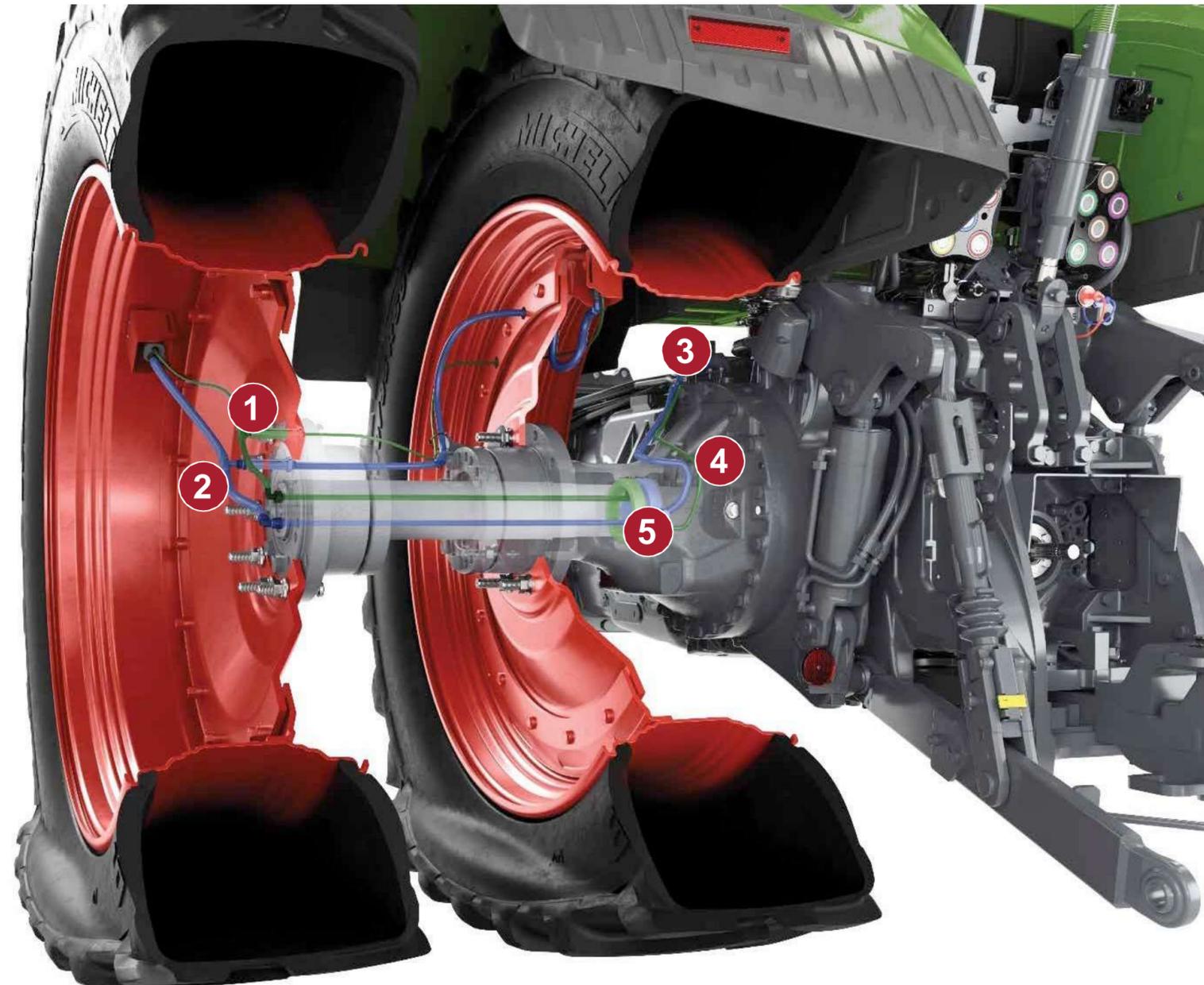
Technical implementation on the rear axle (flange)



VarioGrip tyre pressure control system.

Technical implementation for Row Crop on the rear axle (stub)

- Control line to valve ●
- Filling line to the valve ●



- 3 Filling pipe (blue)
- 4 Control line (green)
- 5 Radial rotary transmission rear axle

VarioGrip tyre pressure control system.

- + Full integration into the vehicle concept with modified vehicle compressor and own valve technology
- + Up to 10 % more tractive power and reduction of fuel consumption by up to 8 % with 8 % more area output*.
- + Optimum tuning of the entire vehicle in conjunction with Fendt Grip Assistant
- + No blanket air pressure, but individually adapted tyre pressure for use and ground conditions
- + Increased driving stability and safety during transport work
- + Reduction of rolling resistance to reduce fuel consumption
- + Tyre protection for low operating costs
- + Maximum convenience through simple operation in the terminal
- + Significant reduction of surface pressure for soil conservation
- + Flexibility of use due to fast filling and draining times

University of Applied Sciences South Westphalia; Agricultural Economics Soest



Ballasting.

Possibilities for ballasting the rear axle:

2x 300 kg



2x 600 kg



2x 650 kg



2x 1.000 kg



Row Crop 2x 1,250 kg



Increased tractive force due to large tyre dimensions

- Rear: 750/70 R44 - Ø 2200 mm
- Front: 650/60 R38 - Ø 1735 mm or
- 900 tyres in the rear: 900/60 R42 (2.07 m track)

Row Crop

- Rear: 480/95 R50 - Ø 2180 mm
- Front: 380/95 R38 - Ø 1690 mm

Ballasting.

Possibilities for ballasting the front axle:

870 kg



1250 kg



1800 kg



2500 kg



Ballasting.

Fendt Grip Assistant

- Almost half of the max. permissible gross weight of 20 t* is variable (unladen weight from 11.3 t)
- Ballasting of up to 8.7 t possible* (incl. drawbar load)
- Tractor should be optimally ballasted for each application
- Correct distribution of the additional weights necessary
- Working speed plays an essential role - rule of thumb: The higher the speed, the less ballasting is required.
- Fendt Grip Assistant in conjunction with VarioGrip gives driver the optimum recommendation
- Two different modes: "Speed selection" and "Ballast selection".
- Integrated system

*Country-specific exemptions required



- + Expert knowledge stored in the system (data from field testing)
- + Flexibility through two different modes
- + All important parameters are already stored, thus easy operation
- + Targeted support for the driver with learning effect

Ballasting.

Fendt Grip Assistant - Correct ballasting

- Weights must be properly distributed on the vehicle
- Ballasting must be adapted to the respective application
- The max. ballasting is not useful or necessary for every application.
- Distinction between heavy tillage, such as ploughing, at speeds below 10 km/h and work at higher speeds
- No universal solution, but individual system solutions for optimal performance

- + Lightweight basic vehicle
- + Unladen weight from 11.3 t and permissible gross weight of 20 t* allow 8.5 t ballast with full roadworthiness
- + Fendt Grip Assistant assists with correct ballasting

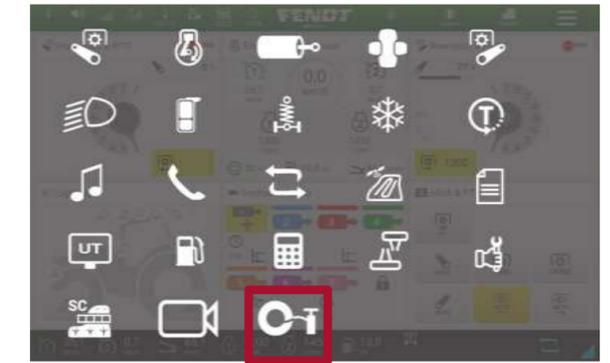
*Country-specific exemptions required



Ballasting.

Fendt Grip Assistant - Mode: Speed selection

- At a given speed, the optimum ballasting and tyre pressure is determined.
- and the optimum tyre pressure are determined
- The required tyre pressure is determined and can be transferred directly to the VarioGrip menu.



+ Tractor can be optimally ballasted with weights



Grip Assistant: Speed

Working speed: 9,0 km/h

Recommended: 1250,0 kg (weights), 0,0 kg (ballast)

Tyre pressure: 0,8 bar (front), 0,8 bar (rear)

Implement type: Plow

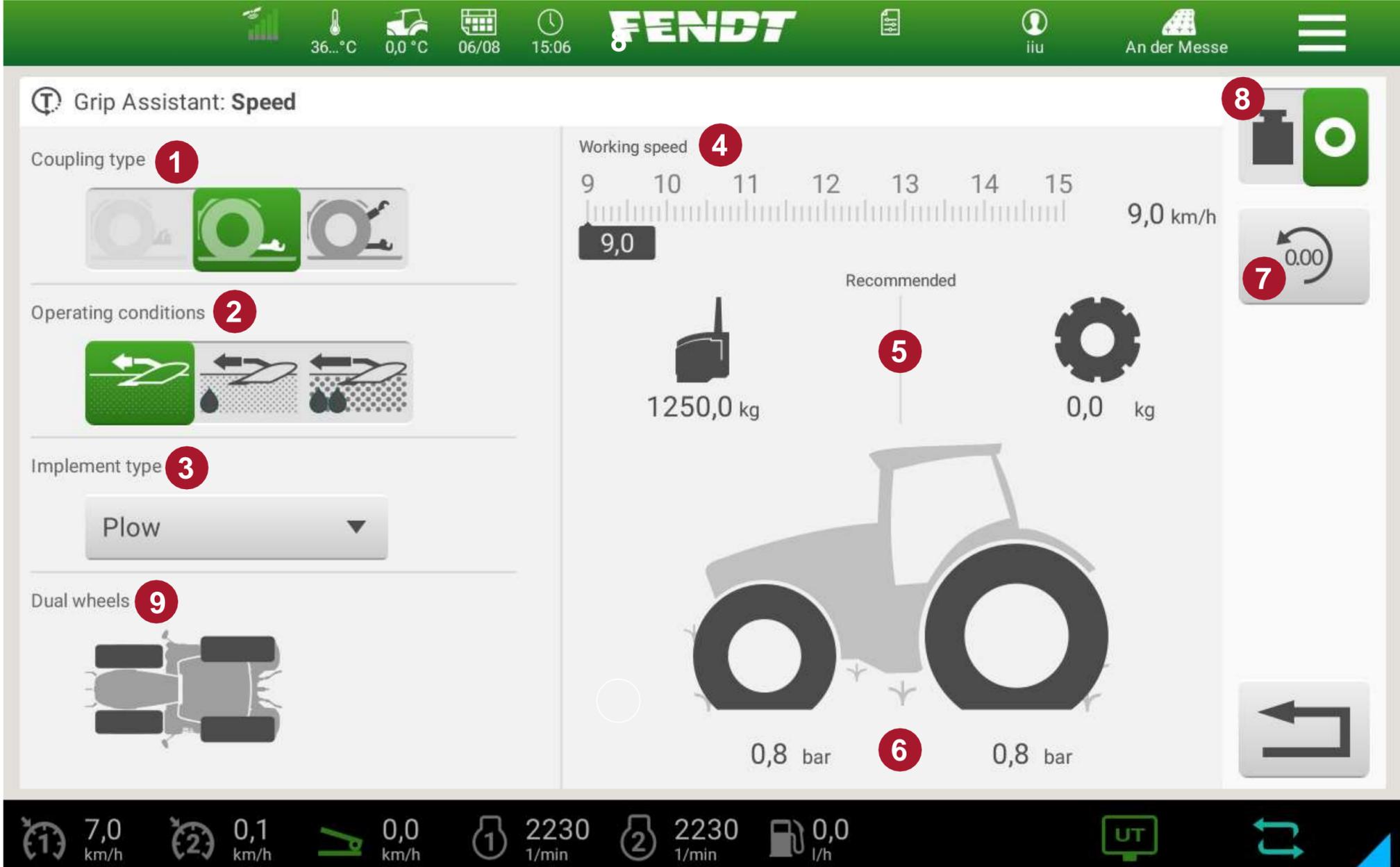
Dual wheels: [Tractor icon]

Bottom status bar: 7,0 km/h, 0,1 km/h, 0,0 km/h, 2230 1/min, 2230 1/min, 0,0 l/h

Ballasting.

Fendt Grip Assistant - Mode: Speed selection

- 1 Selection of hitch type: ball/drawbar, lower link, three-point
- 2 Selection of operating conditions: light, medium, heavy
- 3 Choice of implement type: plough, subsoiler, cultivator, disc harrow, compactor, power harrow, sowing combination
- 4 Selection of the working speed
- 5 Ballasting recommendation for selected speed
- 6 Air pressure recommendation for selected vehicle configuration
- 7 Restore initial state
- 8 Switch between speed selection or ballast selection
- 9 Activation of twin tyres (vo/hi)



The screenshot displays the Fendt Grip Assistant interface in Speed selection mode. The top navigation bar includes the FENDT logo, temperature (36...°C), engine temperature (0,0 °C), date (06/08), time (15:06), user profile (iiu), and location (An der Messe). The main interface is divided into several sections:

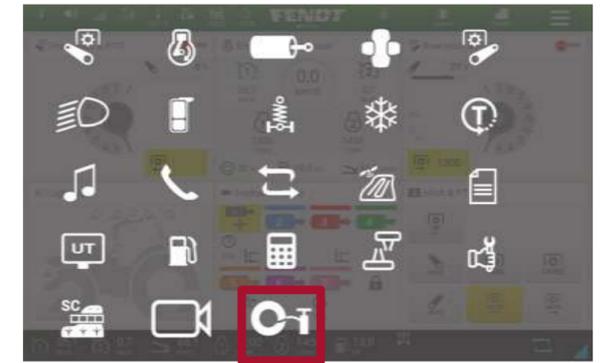
- Coupling type (1):** Three icons representing different hitch types, with the middle one selected.
- Operating conditions (2):** Three icons representing light, medium, and heavy conditions, with the first one selected.
- Implement type (3):** A dropdown menu currently set to "Plow".
- Dual wheels (9):** An icon representing the activation of twin tires.
- Working speed (4):** A scale from 9 to 15 km/h, with a current selection of 9,0 km/h.
- Recommended (5):** A section showing a ballast recommendation of 1250,0 kg and a gear recommendation of 0,0 kg.
- Air pressure (6):** A tractor icon showing two tires with a recommended air pressure of 0,8 bar.
- Buttons (7, 8):** A button with a circular arrow and "0.00" (7) and a button with a tractor icon and a circular arrow (8).

The bottom status bar displays various vehicle metrics: 7,0 km/h, 0,1 km/h, 0,0 km/h, 2230 1/min, 2230 1/min, 0,0 l/h, and a "UT" icon.

Ballasting.

Fendt Grip Assistant - Mode: Ballast selection

- If the tractor is ballasted, the optimum working speed and tyre pressure can be determined.
- No need to change the weights
- The required tyre pressure is determined and can be transferred directly to the RDRA menu.



- + Tractor does not have to be completely re-ballasted for every use
- + Flexible use with quick change of the attachment



Ballasting.

Fendt Grip Assistant - Mode: Ballast selection

- 1 Input of the currently attached ballasting
- 2 Recommendation of the most efficient speed range
- 3 Air pressure recommendation for selected vehicle configuration



The screenshot shows the Fendt Grip Assistant interface. At the top, a green header bar contains the FENDT logo, a battery icon, and a menu icon. Below the header, the main interface is divided into several sections:

- Grip Assistant: Weight**: This section contains two dropdown menus for ballast weight. The first is set to 1250 kg and the second to 1000 kg. A red circle with the number 1 is placed over the gear icon between these two menus.
- Recommended speed range**: Below the weight dropdowns, the recommended speed range is displayed as 10 km/h. A red circle with the number 2 is placed over this value.
- Operating conditions**: This section shows three icons representing different operating conditions: a green icon with a left-pointing arrow, a grey icon with a right-pointing arrow, and a grey icon with a right-pointing arrow and a water droplet.
- Implement type**: A dropdown menu is set to "Plow".
- Dual wheels**: A top-down view of a tractor chassis with four wheels.
- Tractor Diagram**: A side view of a tractor with two large rear wheels. Below each wheel, the air pressure is shown as 0,8 bar. A red circle with the number 3 is placed over the right-hand 0,8 bar value.

At the bottom of the screen, a black bar displays various vehicle metrics: a speedometer showing 7,0 km/h, a tachometer showing 0,1 km/h, a fuel gauge showing 0,0 km/h, a pressure gauge showing 2230 1/min, another pressure gauge showing 2230 1/min, and a fuel flow gauge showing 0,0 l/h. There are also icons for a menu, a refresh button, and a home button.

Ballasting.

Road registration over 18 t in Germany

- In Germany, the permissible gross weight of a two-axle motor vehicle is max. 18 t in the standard case. The driven single axle (usually the rear axle) may have a maximum axle load of 11.5 t.
- 900 Vario: special permit required for 19 t at 50 km/h or 20 t at 40 km/h [max. 8.5 t VA; max. 11.5 t HA].
- Special permit possible in combination with 1,800 kg, 2,500 kg FENDT ballast weight, if this is registered as "attachment".

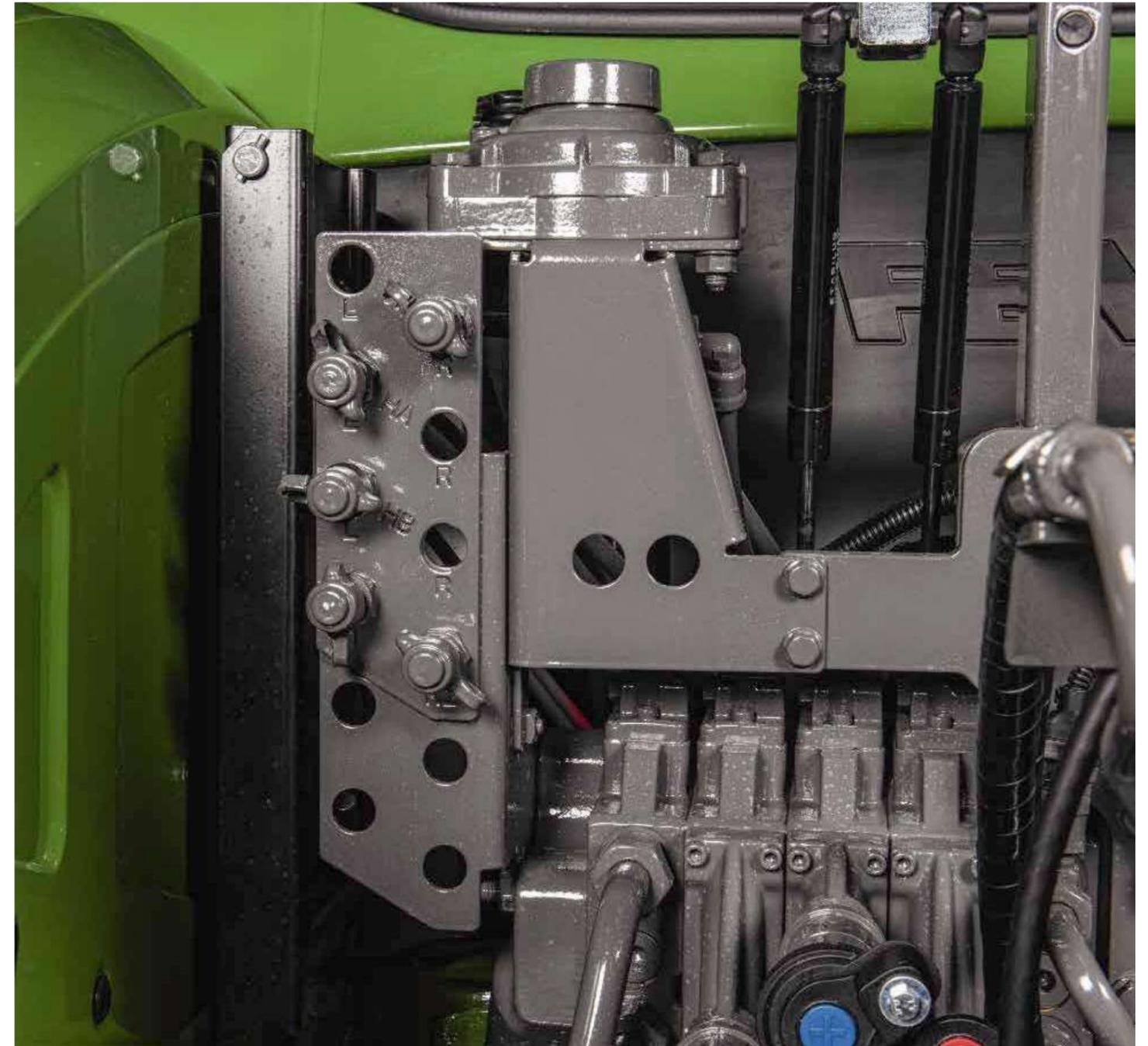
Procedure for obtaining the special permit:

- 1. expert opinion of an officially recognised expert**
z. E.g. TÜV/DEKRA: The FENDT weight must be described as an "attachment" in the certificate. (Attachment) devices that are not registered are not permitted.
 - 2. Exemption according to StVZO § 70:** With the expert report, the end customer can apply for an exemption according to StVZO § 70 at the state authority. It is recommended to refer to the FKT Special Committee "Agricultural Vehicles (FKT-SA-LoF)" of the Federal Ministry of Transport (BMVI).
to appoint
 - 3. Permit according to StVO § 29 Para. 3:** After presentation of the exemption according to § 70, the lower road traffic authority may issue a permit according to StVO § 29 for excessive road use. This permit may contain conditions.
- It is at the discretion of the authorities involved to grant these permits

Compressed air system.

- System pressure raised from 8 bar to 12.5 bar compared to the S4
- Proven technology from the truck segment, where 12 bar operating pressure is standard
- Number of compressed air tanks could be reduced from four to three
- New arrangement of the compressed air tanks, no tanks in the rims
- Reduction valves for trailers with 8.5 bar system pressure, thus no restrictions or compatibility problems
- Remote measuring points in the rear area

- + Thanks to 12 bar system pressure, safe and smooth braking process, as the pressure drop during braking no longer affects the braking behaviour
- + More space on the vehicle due to the reduction of the compressed air tanks
- + No tanks in the rear axle, less soil build up
- + Very good accessibility for technical inspection of the brake system by remote measuring points
- + No restrictions due to 12 bar system pressure



Cabin.

Concept

Equipment

Lighting

FendtONE operating philosophy



Concept.

Fendt Life Cab - Concept

- Large-capacity cabin
- Infotainment packages and sound system available
- Rear and lateral visible edges lowered
- Comfort passenger seat moved to the rear
- Entrance in the lower area 465 mm wide (+ 85 mm compared to the x5 cabin)
- Exterior dimensions based on x5 cabin
- Glass area increased by 8
- Mechanical or pneumatic suspension



- + More comfort for the driver
- + Wider tyres possible with smaller outer width
- + Better view to the sides and to the rear mounting space due to lowered visible edges

Concept.

Fendt Life Cab - Exterior

- Wiper on the right side window with 220° wiping field
- Cab roof design with cross-illuminated work lights
- 3rd brake light above licence plate in roof optionally available
- Mudguards for large tyres and Quick Hitch frame (NA)
- Cab roll-over protection load (ROPS) increased to 14.5 t
- Integrated bonnet camera available in the Dieselross emblem

- + Optimum visibility to the right thanks to side window wipers
- + No shadowing by e.g. exhaust due to worklights shining crosswise
- + Better recognisable for other road users due to 3rd brake light
- + Good view of the front attachment thanks to camera in the bonnet
- + High ROPS roll-over protection value enables construction site approval up to 2 t operating weight without additional frame

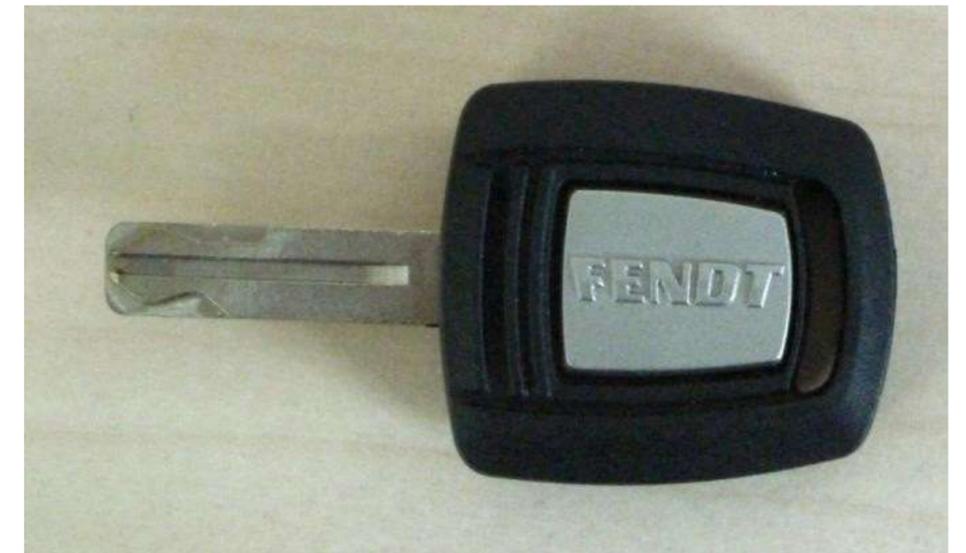


Concept.

Key variants, immobiliser & locking system

- Without immobiliser & without security locking system
 - Simple, green key without immobiliser
 - Uniform key
 - This key locks the cab door, ignition lock, bonnet and fuel tank on all machines without immobiliser.
- With immobiliser and safety locking system
 - Silver key with FENDT embossing and transponder for immobiliser
 - Individual key
 - Key closes car door, ignition lock, bonnet and fuel tank individually for each vehicle
- AdBlue tank retains separate key due to increased risk of corrosion

- + All-round security package: security locking system and immobiliser combined
- + Highest security against machine theft and unauthorised fuel removal



Concept.

Fendt Life Cab - Interior

- Soft-touch surfaces
- Numerous storage options; storage box with active cooling
- Dashboard swivels with steering column
- Comfort driver seats with adaptive backrest (Dualmotion) and leather upholstery
- Comfort passenger seat with table function and document holder
- Large cool box on the right side
- Sun blinds front, right and rear
- Auxiliary device holder as rail
- Tablet holder and smartphone holder available
- Several 12 V connections e.g. for mobile phone, radio, cool box



- + Cabin designed for long periods of use
- + Easy handling when reversing (e.g. cool box does not have to be removed; comfort passenger seat also with reverse drive version)
- + Comfortable shading from the sun with roller blinds
- + Air conditioning concept especially for very hot regions for excellent cooling

Concept.

More overview thanks to larger glass surfaces

- Lowered visible edges on the mudguards
- Better visibility of the rear mounting area
- All panes are glued
- Heated windscreen made of laminated safety glass available ex works

270° segment windscreen wiper on the windscreen and 220° side window wiper

- Larger wiping angle
- More breakaway torque
- Washing nozzle integrated in the wiper arm



- + Torsion-resistant
- + Repair of small stone chips possible with laminated safety glass
- + Exclusive 270° clear view on front window and 220° on side window
- + Clear view also of the wheel inlets

Concept.

Cabin suspension

3 different variants* to choose from:

1. Mechanical: Front conical suspension, rear mechanical cab suspension.
 2. Pneumatic: Cone suspension at the front, pneumatic cab suspension at the rear.
 3. comfort pneumatic: 3-fold pneumatic cabin suspension
- Even greater ride comfort thanks to optimised cab mounts and even more distance between the pivots
 - Suspension is supported behind the rear axle, thus better spring deflection behaviour during braking and acceleration
 - Integrated level control
 - Interaction of cab, seat and front axle suspension as well as vibration damping at front and rear linkage

*country specific

- + Maximum driving comfort for long working days, even under extreme conditions
- + Choice of different suspensions to suit every application
- + Sophisticated overall suspension concept

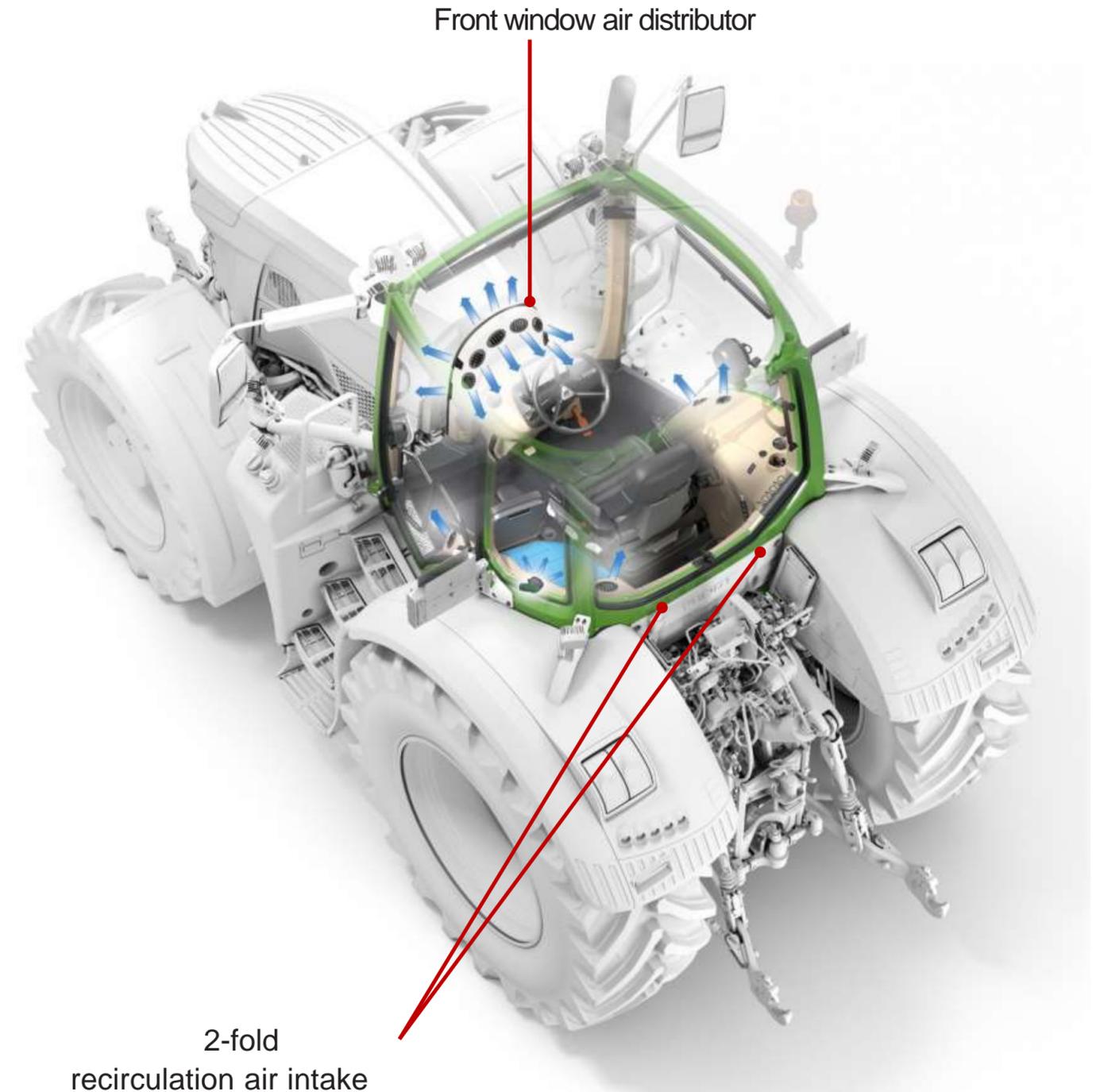


Equipment.

Efficient air conditioning

- Air conditioning was designed for extremely hot regions (up to 45 °C outside temperature)
- Two fans for even air distribution, additional separate fresh air fan
- Larger evaporator
- 2-fold recirculating air intake
- Front wall air diffuser with more outlets and better air distribution at the windscreen
- Ventilation outlets also at the rear of the cabin especially for reverse drive applications

- + Relaxed work even under extreme conditions
- + Better distribution of the ventilation outlets in the cabin



Equipment.

Pivoting steering column with digital dashboard

- Steering column with integrated instrument cluster (digital dashboard)
- Digital dashboard swivels when the steering wheel is adjusted
- Individual adjustment of height and inclination
- Handbrake directly next to steering column on left side
- Lighting (dimmer) for digital dashboard is controlled via daylight and is independent of the driving light

- + Perfect ergonomic adjustment
- + Optimal view and avoidance of reflections on dashboard through height and tilt adjustment



Equipment.

Comfort driver's seats

4 different driver seats are available:

1. Super comfort seat with air suspension: Seat heating, pneumatic lumbar support
2. Super comfort seat Evolution dynamic / DL: seat climate control, seat heating, pneumatic lumbar support, side horizontal suspension, compressed air supply via vehicle compressor, dynamic damping
3. Super comfort seat Evolution dynamic Dualmotion: with adaptive backrest
4. Super comfort seat Evolution dynamic Dualmotion leather: genuine leather incl. leather steering wheel

- + High seating comfort for driver and passenger
- + Leather version possible
- + Dualmotion backrest actively adapts to a turning movement of the driver and supports the driver's back



Equipment.



Super comfort seat with air suspension



Super comfort seat
Evolution dynamic



Super comfort seat Evolution dynamic
DuMo with fabric



Super comfort seat Evolution dynamic DuMo
with leather, incl. leather steering wheel and
armrest in leather

Equipment.

Comfort passenger seat

- Comfort passenger seat is standard
- Backrest with table function and clipboard function (with reverse drive: narrower backrest without additional functions)
- Due to the wider entry, the passenger seat was moved backwards

- + More space in the entry area due to the passenger seat being moved backwards
- + Passenger seat also available in leather version
- + More legroom for passengers
- + Easy turning at RüFa
- + Practical additional function integrated in backrest



Equipment.

Reverse drive

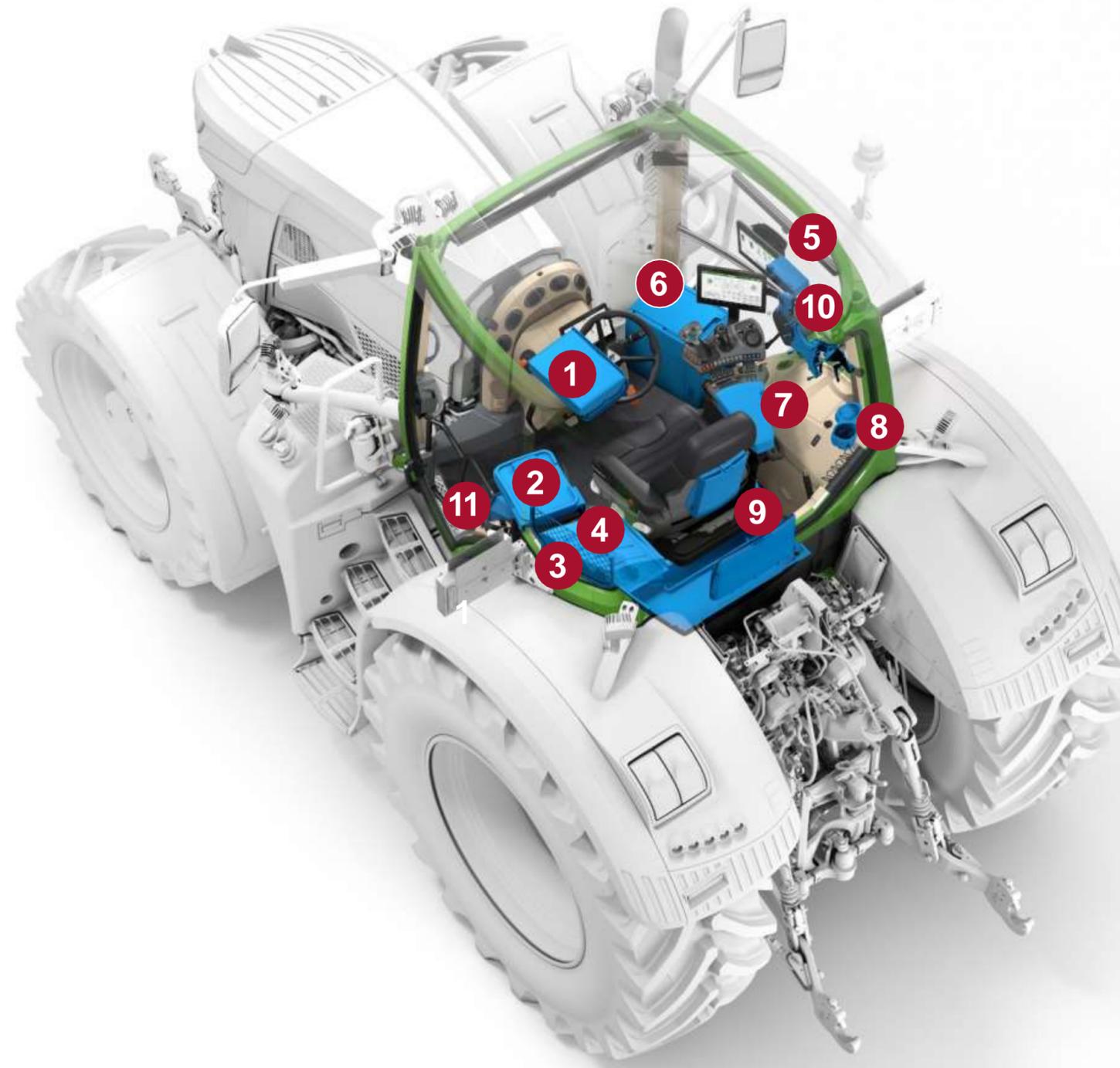
- Pneumatically assisted, the entire driver's platform can be rotated 180
- Use for special tasks (forestry work, municipal work, ...)
- Cooler box on the right-hand side has been placed at a slight angle and no longer needs to be removed when turned
- Comfort passenger seat also possible with reverse drive

- + Absolute versatility
- + All operating elements are swivelled along
- + Same comfort forwards and backwards
- + Faster turning, as the cool box and passenger seat are not in the swivelling range

Equipment.

Storage options

- 1** Storage box, cab liner, left
- 2** Document holder Table function Passenger seat backrest
- 3** Cooled storage compartment
- 4** Cup holder



- 5** Cab lining storage compartments
- 6** Cooler box
- 7** Armrest storage
- 8** Ashtray and drink holder
- 9** Document holder
- 10** Mobile phone holder and tablet holder
- 11** Storage compartment with net in the entrance (under passenger seat)

Equipment.

Holder for terminals and tablets



Auxiliary device holder

- Stable holder for terminals on the right side of the cabin; visibility-optimised arrangement
- Variably adjustable due to guide in rail



Example picture of the Fendt 500 Vario

Tablet holder

- Secure and precisely fitting attachment for tablets of different sizes on the right-hand side of the cabin; attachment of the holder to the terminal bracket
- Very variably adjustable due to guidance in a rail as well as bearing in a ball joint

Equipment.

Infotainment - Overview

Electronic platform for entertainment and communication Infotainment package includes four integrative components:

- High-end hands-free kit
- Highest quality radio reception worldwide
- Connection of a wide range of external audio sources
- Fully integrated operation via terminal or rotary knob on the armrest

Sound system in various expansion stages:

Infotainment Package includes four integrative components:

- Infotainment package: 4 premium speakers
- Infotainment package + 4.1 sound system (from Profi): 4 premium speakers plus subwoofer integrated in sound bar

- + Future-oriented infotainment system with many expansion options
- + Perfectly balanced sound in the cabin
- + maximum operating comfort
- + Complete integration into the vehicle



Equipment.

Infotainment - High-end hands-free kit

- 8 microphones fully integrated and optimally distributed in the headliner
- Microphones communicate with each other for best voice recording and maximum noise reduction
- Elimination of background noise
- Operation of the hands-free system via central rotary knob (volume/mute) on the armrest and terminal



- + Best reception and transmission quality for hands-free talking due to optimal distribution of the microphones in the headliner

Equipment.

Infotainment - Entertainment & Radio Reception

- Multi-antenna system with vertical and horizontal antennas in roof and side window
 - Best radio reception regardless of driving direction
 - Maximum availability of radio stations
 - Automatic(r) station search and tuning
- Reception of a wide range of frequency bands worldwide
 - FM/AM/DAB+/HD
 - FMHD
 - Satellite radio preparation
- Connection of a wide range of audio sources via Bluetooth or cable-based via USB or AUX-IN connection on the infotainment module
- Operation via rotary knob on the armrest and terminal

- + Best radio reception quality
- + Music streaming via smartphone or other audio sources
- + Maximum ease of use

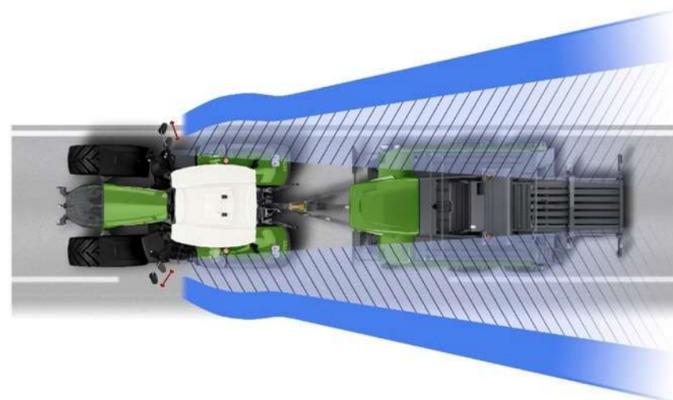


Connection of external audio sources via Bluetooth or cable-based via USB or AUX-IN connection

Equipment.

Electrically adjustable comfort rear view mirror

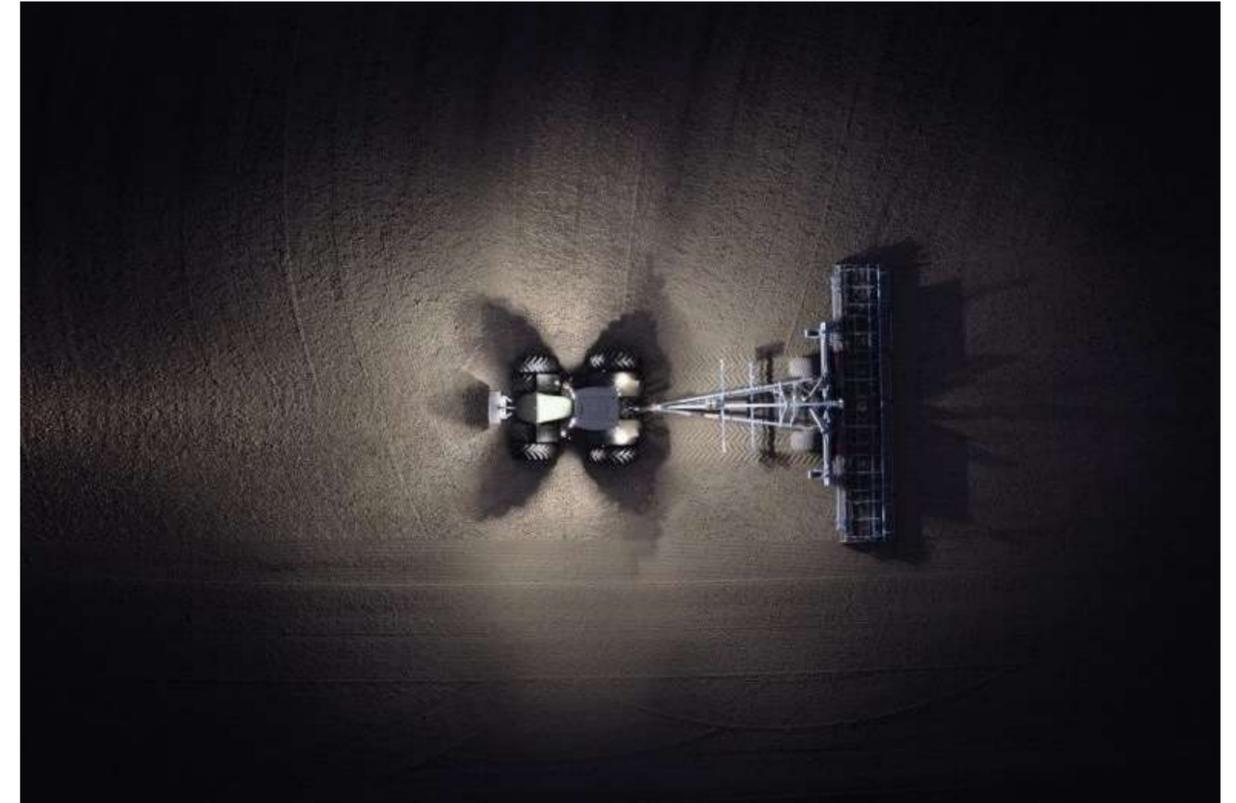
- 3 different variants to choose from:
 - Electric rear-view mirror adjustment & mechanical wide-angle mirror
 - Comfort mirror: rear-view and wide-angle mirrors electrically adjustable
 - Comfort mirror telescopic: rear-view and wide-angle mirrors electrically adjustable & mirror holder extendable and retractable
- As LIN mirror complete integration in vehicle electronics
- Operation in the terminal
- Time function for simultaneous retraction of both mirrors
- Position lights in mirror housing in conjunction with comfort mirrors (EU)
- Best overview of dangerous zones when turning
- Mirror heating



- + No more blind spot
- + Highest safety, as the driver can adjust mirrors comfortably and easily
- + Best overview even with large attachments in tight spaces
- + Vehicle dimension easily recognisable by other road users due to position lights

Lighting.

- Working lights can be selected as required
- Daytime running lights and work lights in bonnet (optional)
- In conjunction with the bonnet lighting front camera in the Dieselross emblem
- Lighting optional in LED version
- LED flashers as rotating beacons
- Coming Home Light
- Illuminated ascent
- Memo function of the working lights when switching between road and field



- + Best illumination for high safety and comfortable working even at night
- + Extended service life and energy saving through LED technology
- + Safe ascent and descent even in the dark



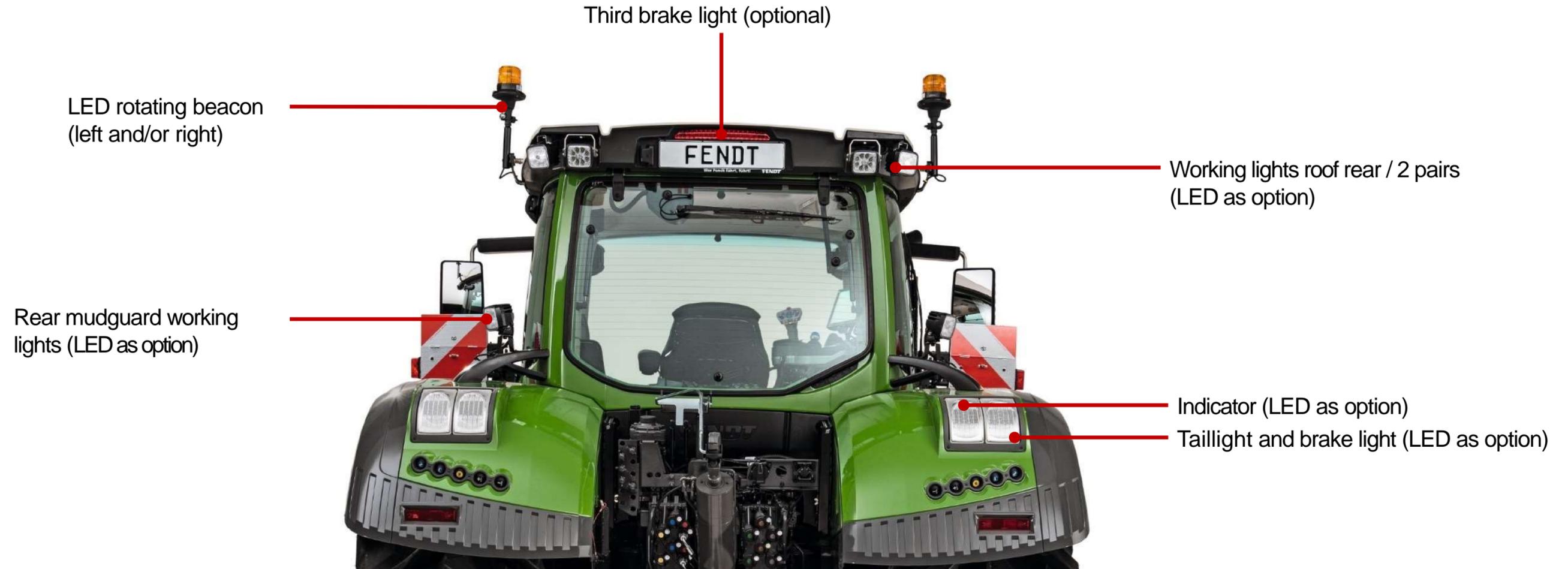
Lighting.



Total lumens LED with low beam: 66,230
Total lumens LED with main beam: 66,860



Lighting.



FendtONE operating philosophy.



Previous driver's workplace

- Multiple operating locations
- One display surface



FendtONE driver's workplace

- + Centralisation of all operating locations
- + Up to three display surfaces
- + Reorganisation of functional areas
- + Simple menu structure due to two operating levels in the terminal
- + Individualisability of the entire workplace

■ Operating elements

■ Display area

FendtONE operating philosophy.

Greater individualisation of operation

Individualisation of the workplace with FendtONE

For the first time, operating locations with:

- Tractor functions
- ISOBUS functions
- Teach In functions
can be assigned



FendtONE operating philosophy.

Expansion of the display areas to show relevant functions



Previous driver's workplace

- Central terminal for operation
- Decentralised computing unit in the terminal
- No interaction between terminals possible
- Dashboard not integrated into the operating concept



FendtONE driver's workplace

- Network of up to 3 display options
 - digital dashboard
 - 12" terminal on the armrest
 - Additional retractable terminal in the cab liner
- Central Display Control Unit (DCU): Functions can be displayed simultaneously on 3 terminals and operated alternately. 3 terminals and can be operated alternately
- Roof terminal can be retracted halfway into the cab lining
- Enhanced display through digital dashboard
- Switching the displayed functions between terminals

FendtONE operating philosophy.

Unique selling points

Freely programmable armrest - The first on the market

+ free assignment of the keys

+ Individualisation via Individual Operation Manager (IOM)

Unique colour concept for a better overview

+ logical and dynamic colour concept

+ Optimum overview thanks to colours assigned to the function groups

Extension of the display area - terminal network

First operating concept on the market with terminal network and central computer unit ex works

+ Real-time synchronisation of content on all terminals

The only consistent operating philosophy on the market

+ First holistic operating approach on the market

+ No change in operation between driver's workstation and offboard system in the office

FendtONE operating philosophy.



FendtONE operating philosophy.



1. more display areas

- Digital 10" dashboard: flexible display of important data such as on-board computer, key assignment, etc.
- 12" terminal on armrest and cab liner: individual display of tractor operation, track guidance, ISOBUS devices, infotainment etc.

2. more operating options

- Multi-function control lever: more freely assignable buttons (also for ISOBUS functions)
- 3L joystick*: up to 27 functions distributed over up to three operating levels (also for ISOBUS functions and operating the front loader with a 3rd valve)
- Freely assignable buttons on the armrest
- No additional operating elements (terminals, joysticks) necessary

3. customisable

- Creation of user profiles to save settings for changing drivers
- Assignment of admin rights
- Free design of the display surfaces
- Free assignment of keys and visual feedback to avoid operating errors

4. simple operation

- All controls centrally in one place
- Intuitive operation (similar to smartphones and tablets)
- Flat menu structure for easy finding of individual functions
- Colour coding of the different function groups
- Proportional operation of the power lifts
- Proportional operation of the hydraulic valves on the multifunction travel lever
- Display of messages in plain text

5. future-proof

- Large storage capacity
- More interfaces
- High connectivity

FendtONE operating philosophy.

Colour and lighting concept

- Colour concept: Control buttons have different colours depending on their function
- each function group is assigned to a specific colour:
 - **orange:** driveline or transmission functions
 - **yellow:** power take-off functions
 - **blue:** hydraulic and power lift functions
 - **white:** general functions
 - **teal:** teach-in, ISOBUS functions, multiple functions
 - **White and teal-coloured keys are freely assignable**

- + Quick orientation and easy operation due to colour coding of the different function groups
- + High degree of customisability thanks to large number of freely assignable keys



FendtONE operating philosophy.

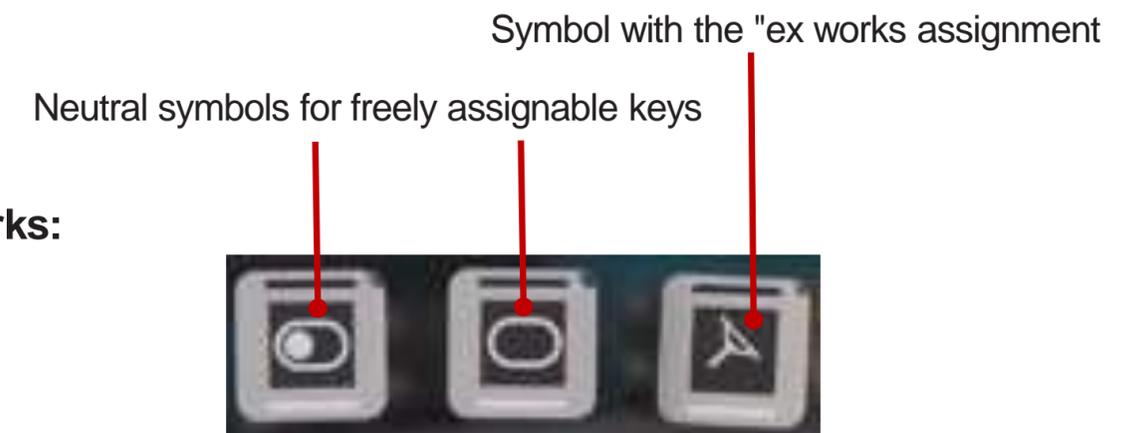
Colour and lighting concept

- White and petrol-coloured keys can be freely assigned
- In the case of function reassignment, newly assigned functions are displayed in the colour of the respective function group
- LEDs on buttons give corresponding feedback:
 - lower LED: shows the colour of the respective function group
 - upper LED: shows the status of the function (on/off)

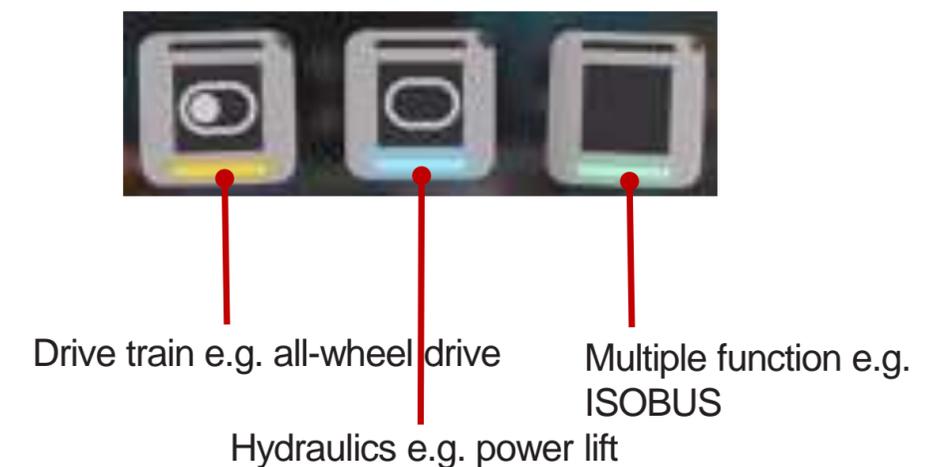
+ Optical feedback in case of function reassignment and thus avoidance of operating errors

Optical feedback

Assignment ex works:



Example of a possible reassignment:



FendtONE operating philosophy.

Digital dashboard

- 10.1" large display (no touch)
- Fixed to the steering column, can be swivelled along with the steering column
- different display modes:
 - Road and field mode
 - Day and night mode
- Display of messages (3 levels):
 - 1) Message
 - 2) Warning message
 - 3) Alarm
- Choice between different views, e.g. hydraulic valves, key assignment, fuel consumption etc.

- + Flexible display of important data such as on-board computer, key assignment, etc.
- + even when changing the standard view, the data relevant to the road traffic regulations continue to be displayed



FendtONE operating philosophy.

Reverser on the steering column

Stop-and-go function in conjunction with TMS:

- Press and hold the rocker IN the direction of travel:
 - Tractor decelerates to a standstill
 - After releasing the rocker switch, it accelerates in the same direction of travel.
- Press and hold the rocker switch AGAINST the direction of travel:
 - Tractor decelerates to a standstill
 - After releasing the rocker switch, the tractor accelerates in the opposite direction of travel.



FendtONE operating philosophy.

Multifunction control lever

- Redesigned multifunction control lever for improved ergonomics
- Basic functions (reversing, activation of cruise control and acceleration/deceleration) have not changed
- 4 additional keys with the possibility of function reassignment
- Rotary wheel on the driving lever for adjusting the cruise control speed while driving
- Further transmission functions such as driving range change, TMS, etc. arranged in the lateral lower area

- + New shape and arrangement for improved ergonomics
- + Basic functions have not changed - quick orientation for Fendt drivers
- + Possibility of individualisation thanks to freely assignable keys
- + Less reaching around necessary thanks to central arrangement of the functions on the drive lever



FendtONE operating philosophy.

Multifunction control lever

Proportional operation of hydraulic valves (4 positions)

Activation of headland management and automatic power lift

Rotary wheel for changing the Cruise control speed

Accelerator pedal shift

Neutral button

Activation TMS

Engine speed memory 1 and 2

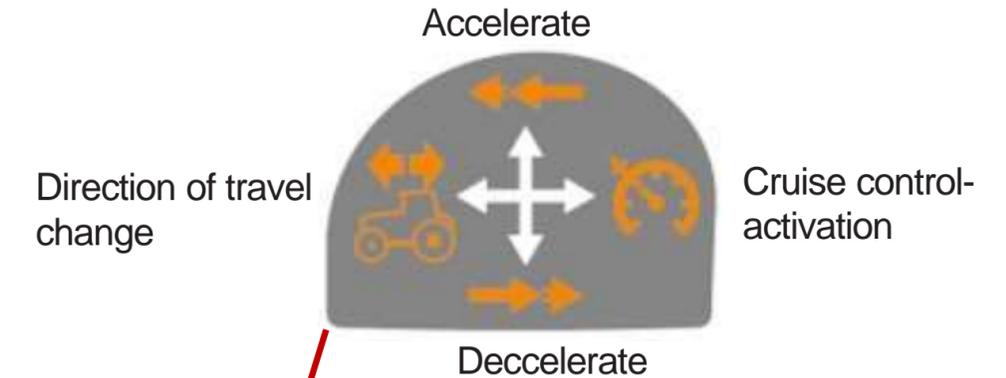
White keys: freely assignable

Factory-set with track guidance activation, possibility of reassignment

Cruise control preselection 1 and 2

Acceleration ramps (I - IV):

- Ramp I: 0.02 km/h - 0.5 km/h (adjustable)
- Ramp II: 0.5 km/h
- Ramp III: 1.0 km/h
- Ramp IV: 2.0 km/h



FendtONE operating philosophy.

3L joystick

- Optional 3L joystick (for Power+, Profi and Profi+ each Setting 2)
- for operating the 3rd and 4th hydraulic control unit
- Fully ISOBUS-capable
- Up to 27 functions distributed over up to three operating levels (3L - 3 levels)
- additional reverse key
- Functions can be reassigned via the IOM; colour feedback
- Entire 3L joystick can be locked for safety reasons



- + No need to reach around thanks to reversing button
- + Freely customisable through function reassignment
- + Locking of the 3L joystick possible: prevention of unintentional operation



FendtONE operating philosophy.

Rotary-push dial

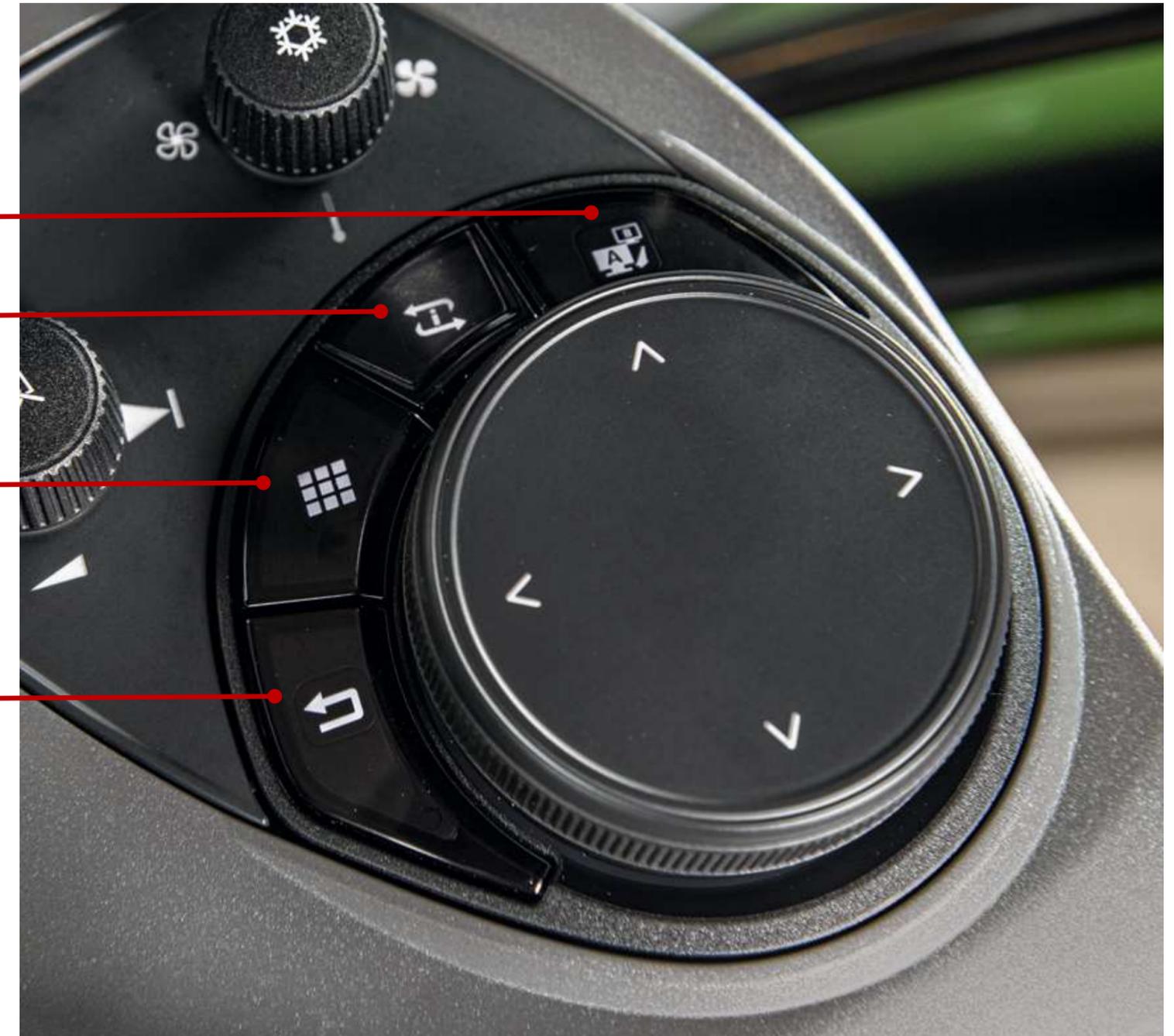
- for operating the terminals/dashboard (terminals can also be operated by touch)
- 4 Access keys for quick navigation

Switching between terminals/dashboard

Individual Operation Manager (IOM)

Launchpad

Back button



- + Fast navigation thanks to access keys
- + In addition to touch operation of the terminals, complete operation via rotary push plates is also possible

FendtONE operating philosophy.

Operating buttons

- 14 function keys, colour-coded according to function groups
- Some of the white keys are factory-set with general functions such as e.g. mirror adjustment, but can be reassigned.
- Visual feedback when functions are reassigned thanks to well thought-out lighting concept



- + White keys can be customised through function reassignment
- + Quick orientation and avoidance of operating errors thanks to well thought-out colour and lighting concept

FendtONE operating philosophy.

12" terminal on the armrest

- Standard across all equipment variants
- Can be operated by touch and rotary-push button
- Up to six freely configurable tiles per page
- Creation of user profiles to save page views and settings for changing drivers
- Operable by touch and/or rotary-push dial
- Integrated day and night design



- + larger display area (12" instead of 10.7")
- + intuitive operation (similar to smartphones and tablets)
- + Flat menu structure for easy finding of individual functions
- + Possibility of individualisation through freely configurable pages or tiles

FendtONE operating philosophy.

12" terminal in the roof

- Additional 12" terminal in the roof for even more display space
- Functions correspond to the terminal on the armrest
- Can be half retracted into the cab lining: lower half is still visible even in retracted position

- + More display area: no additional external terminals necessary
- + When not in use, possibility to retract terminal up to halfway into the headliner



FendtONE operating philosophy.

12" terminal

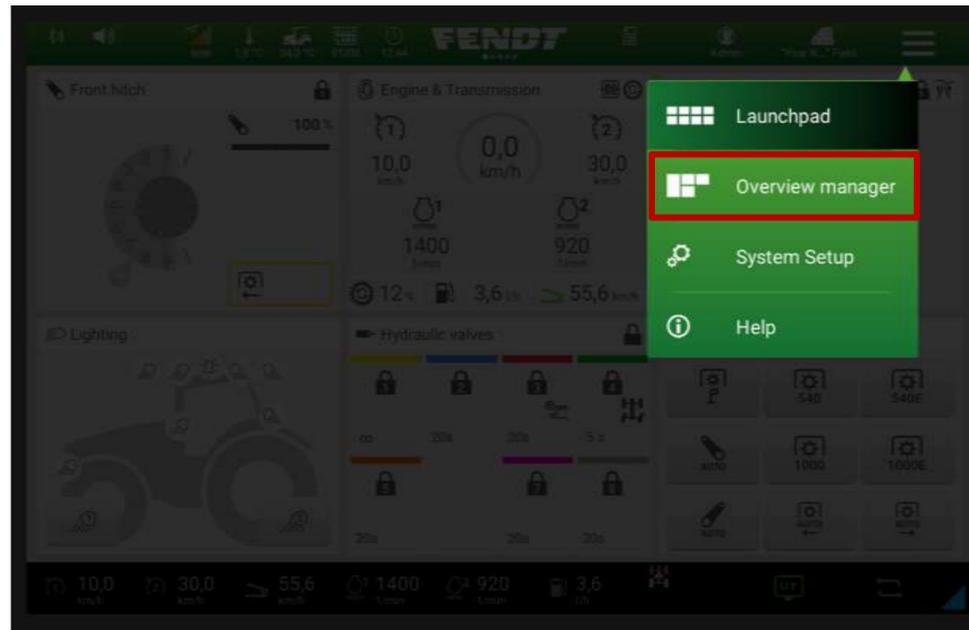
- Consistent header and footer even with changing page views
- Header with general status information such as reception, time, date, general settings, etc.
- Footer with important information such as cruise control speeds, engine speeds, fuel consumption, etc.
- Click on the respective symbol in the header or footer to open the corresponding menu (fullscreen).
- Factory default: Terminal pages with 6 tiles



- + Important information is always displayed regardless of the terminal view
- + Access by clicking on header or footer

FendtONE operating philosophy.

Overview manager



Overview manager for customising the terminal pages

- + more display area with up to 6 tiles per page (instead of 4 tiles so far)
- + Individual creation of up to 15 overview pages per user
- + intuitive customisation of the terminal pages through Drag & Drop

Factory default setting with 6 tiles can be changed as desired

- The various tiles and pages can be changed via drag & drop

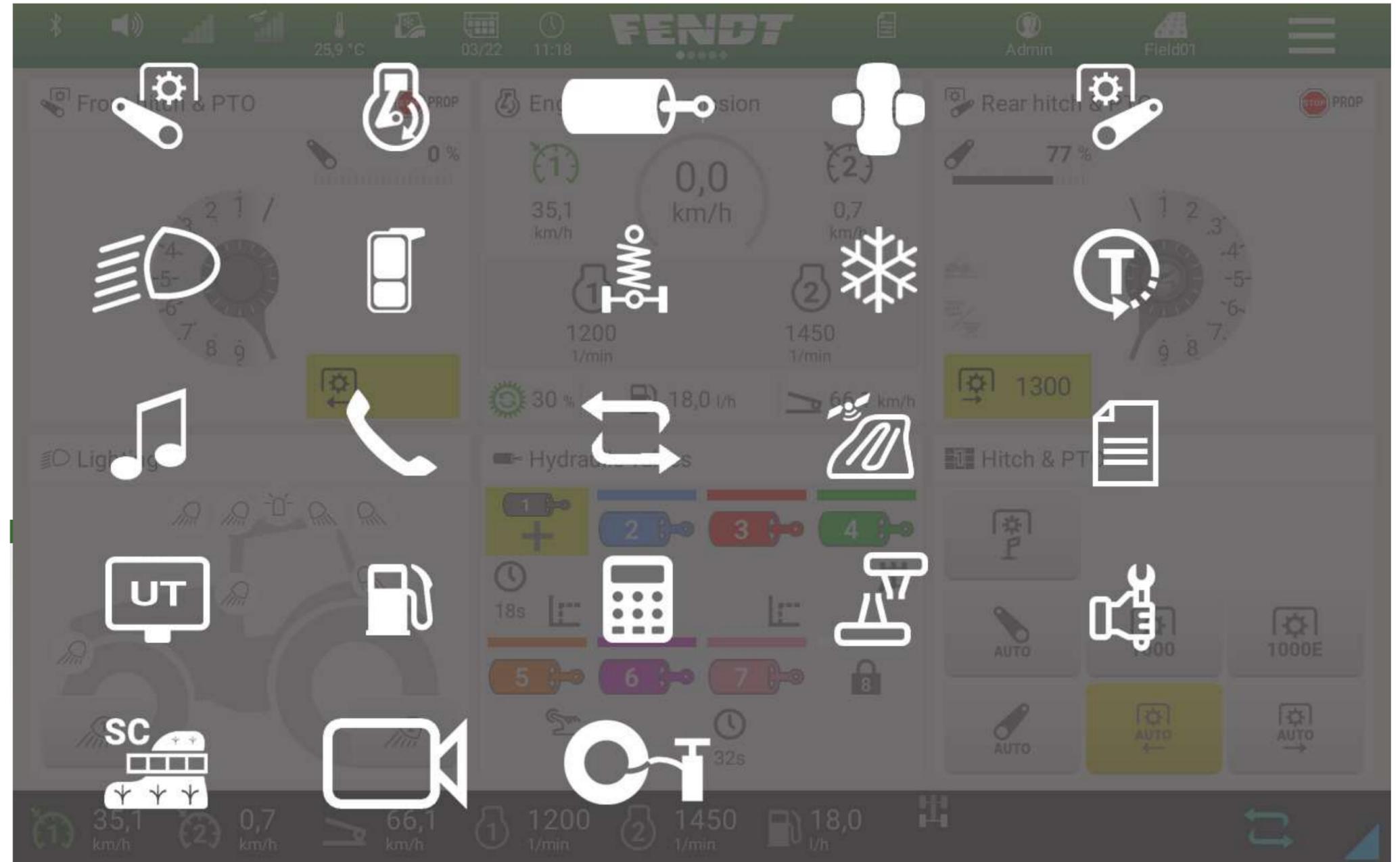
For a better overview

- Functions can, for example, also be displayed on 4 tiles, as here track guidance
- Click on the respective tile to open the corresponding menu in fullscreen mode.

FendtONE operating philosophy.

Launchpad

- Overview page in the terminal for quick access to all functions
- Comparable to a home button on a smartphone
- Access button on the rotary-push dial



FendtONE operating philosophy.

Power lift operation

Front linkage:

Float position mode front linkage

Control mode front linkage: storage of the currently set depth as a new MEMO setpoint value

Front PTO (on/off)

Front linkage (lift/lower/quick draw)

Scroll wheel (infinite): Working depth front linkage

Lock/unlock front linkage

Rear linkage:

Float position mode rear linkage

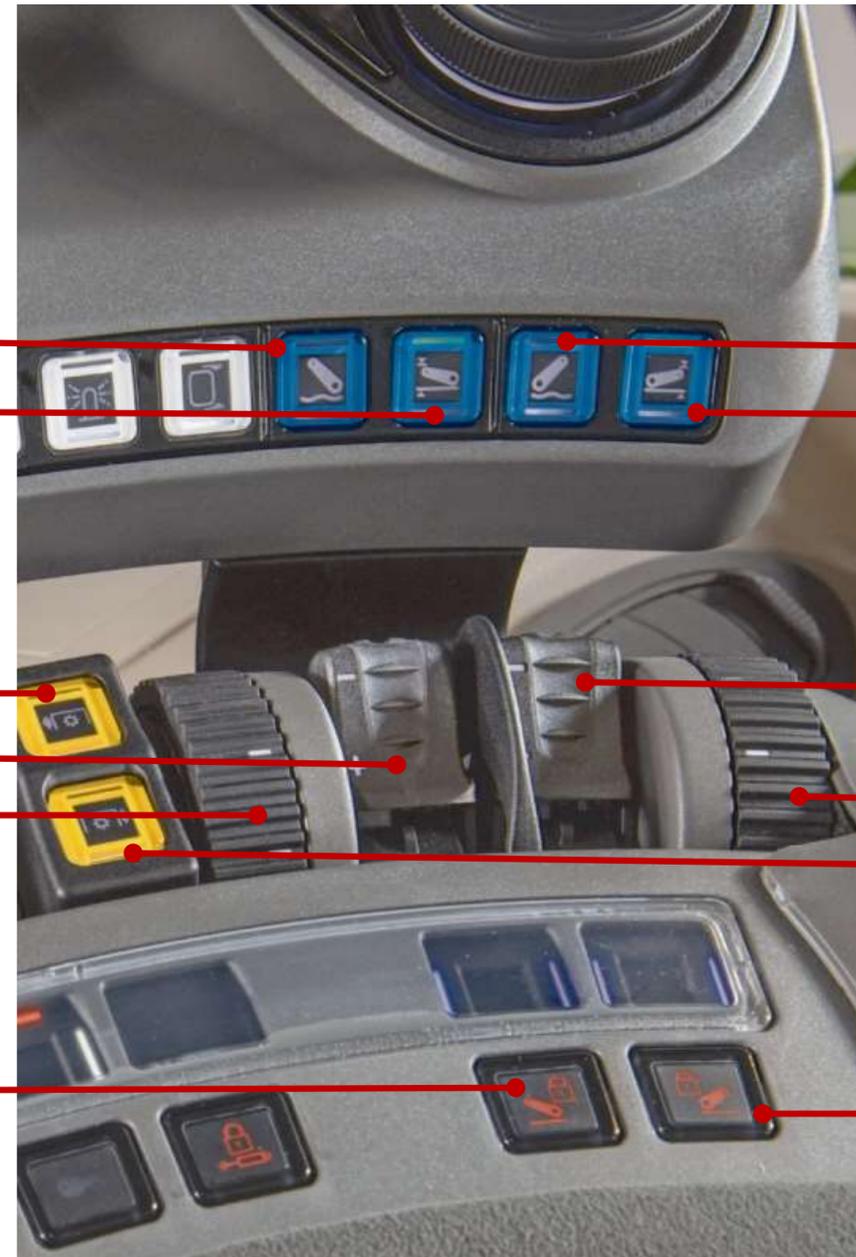
Control mode rear linkage: Storage of the currently set depth as a new MEMO setpoint value

Rear linkage (lifting/lowering/rapid retraction)

Scroll wheel (infinite): Working depth rear linkage

Rear PTO (on/off)

Lock/unlock rear linkage



FendtONE operating philosophy.

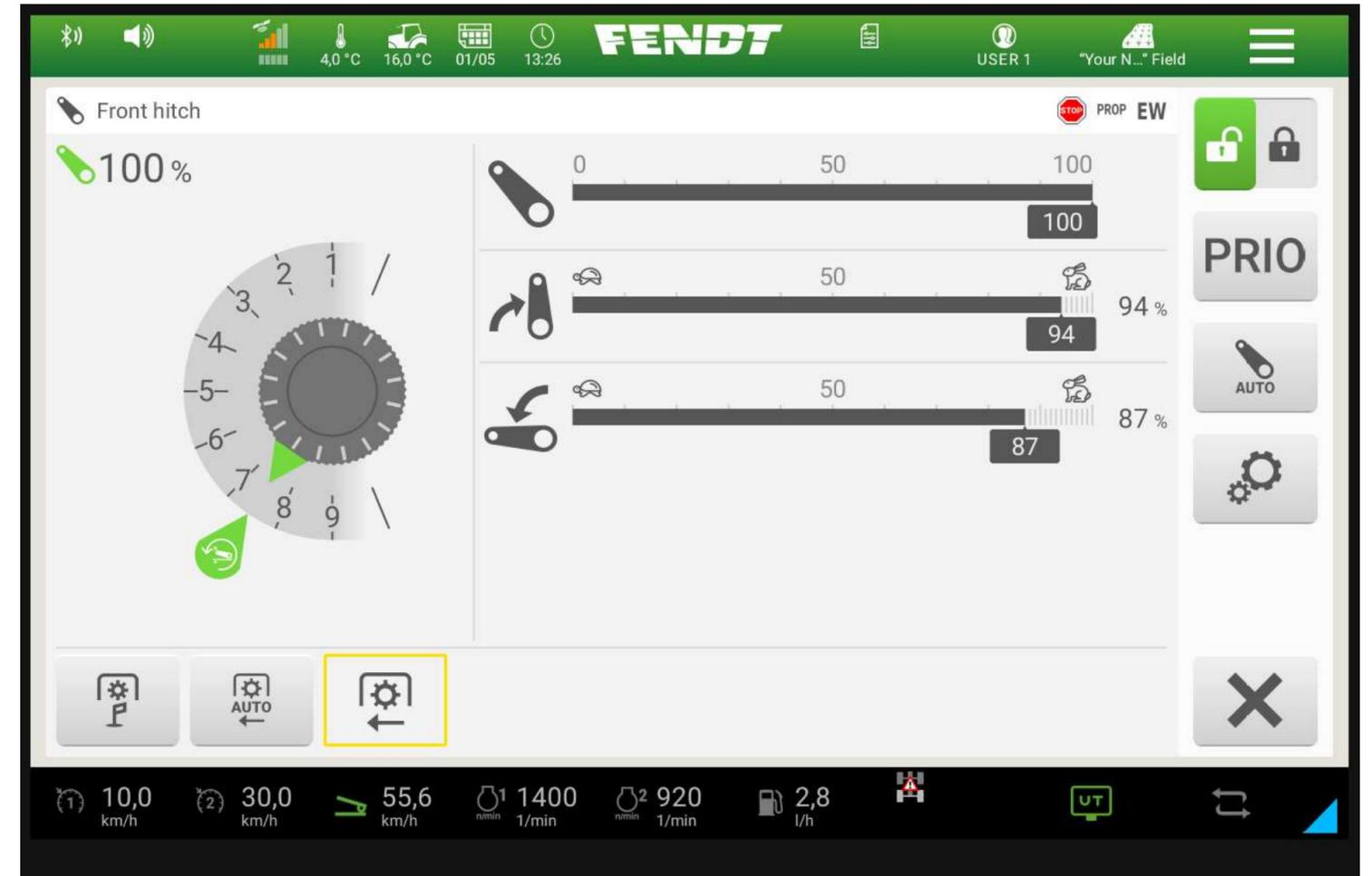
Terminal - Front linkage

Setting/activation of:

- Lifting height
- Lifting speed
- Lowering speed
- Front PTO speed
- Front PTO automatic
- Stationary operation Front PTO
- Relief control



Example picture of the Fendt 700 Vario



FendtONE operating philosophy.

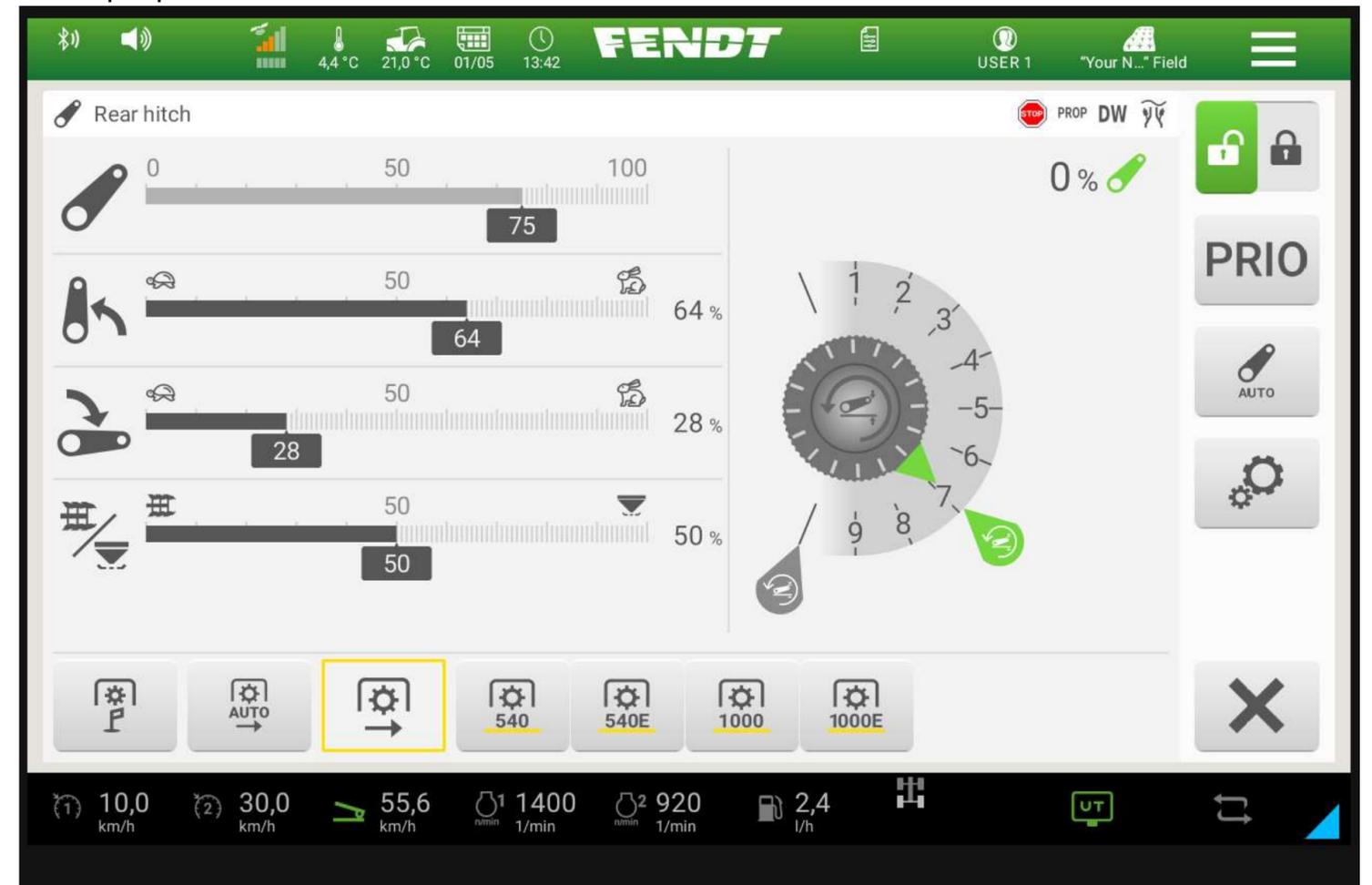
Terminal - rear power lift

Setting/activation of:

- Lifting height
- Lifting speed
- Lowering speed
- Rear PTO speed
- Rear PTO automatic
- Stationary operation rear PTO
- Side stabilisers
- Draft and position control



Example picture of the Fendt 700 Vario



FendtONE operating philosophy.

Terminal - Engine & Gearbox

- 2 cruise control speeds can be stored - optimum speed adjustment independent of engine speed
- 2 motor speeds can be stored
- Setting for changing the direction of travel (memo function)
- TMS - consumption-optimised automatic control of engine speed and transmission ratio (operation via multifunction control lever and accelerator pedal)
- automatic load limit control 2.0



Example picture of the Fendt 700 Vario



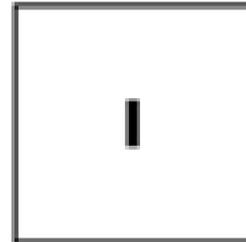
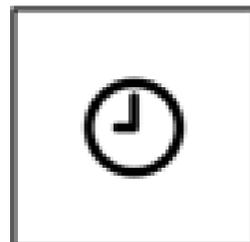
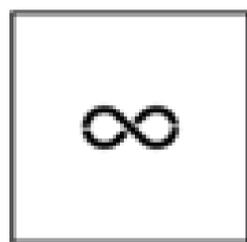
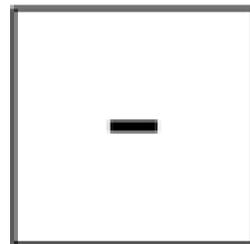
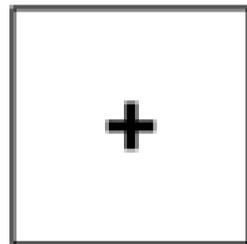
- + Simple and safe adjustment by touch and/or rotary-push dial
- + Quick activation of functions (memo function, turbo coupling function...)

FendtONE operating philosophy.

Finger tips (linear modules) for operating the hydraulic valves

Each finger tip has four positions:

- 1) Plus
- 2) Minus
- 3) Floating position
- 4) Without function (as of 02/2020)
 - Permanent flow (can be activated via terminal)
 - Time function (can be activated via terminal)



Lock/unlock all finger tips together

Lock/unlock respective finger tips separately



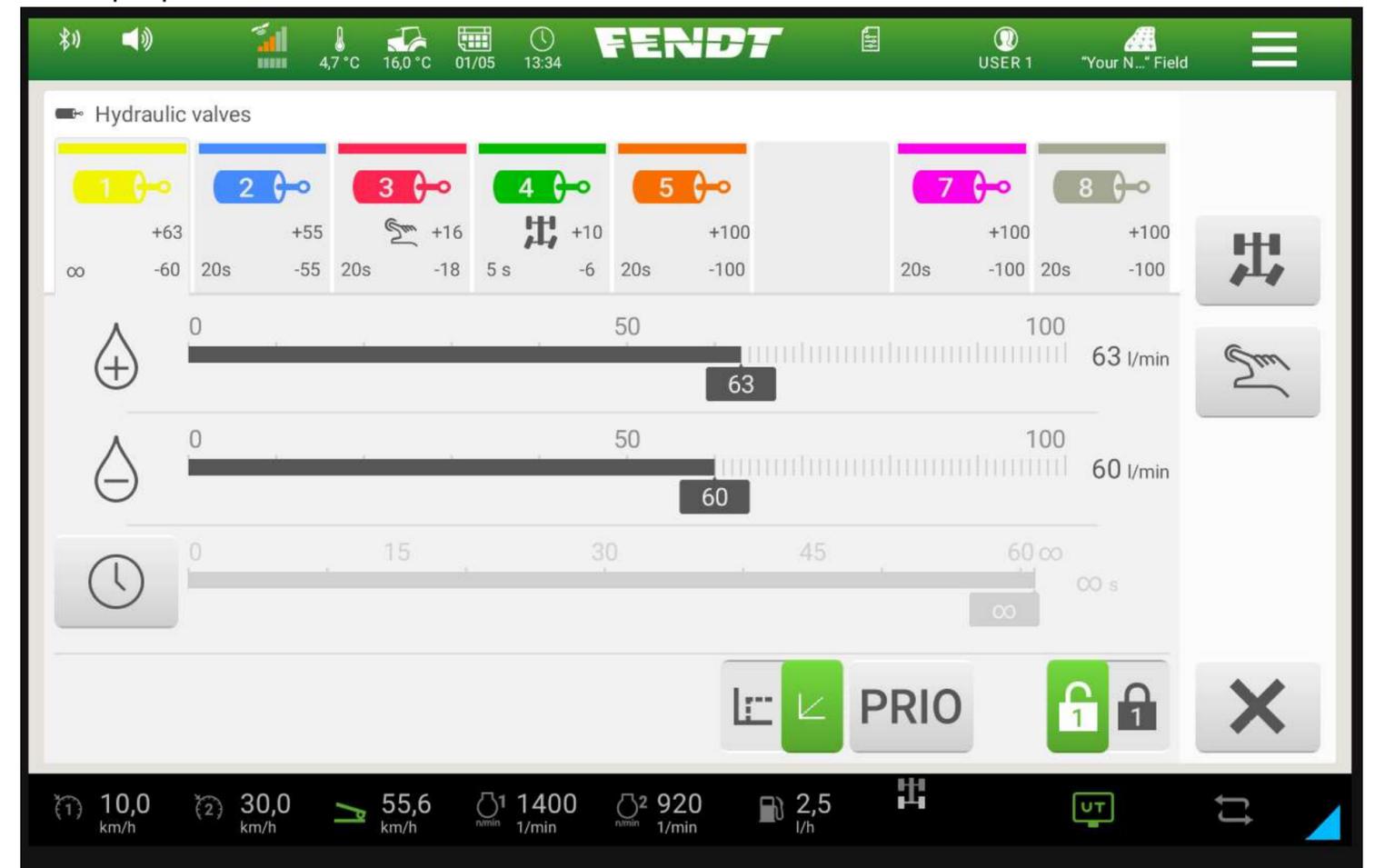
FendtONE operating philosophy.

Terminal - Hydraulic valves

- Clear status display of all hydraulic valves
- With two LS pumps, the valves in the terminal are assigned to the respective pump
- Setting/activation of:
 - Oil quantity
 - Time function
 - Start-up control
 - Valve selection for external operation
 - Priority function
 - Automatic steering axle lock



Example picture of the Fendt 700 Vario



FendtONE operating philosophy.

Headland management Fendt TI



1) Selection of the respective sequence by clicking in the field



2) Open EDIT offline menu



3) Selection of the trigger or the function



4) Adding the desired function by drag & drop

FendtONE operating philosophy.

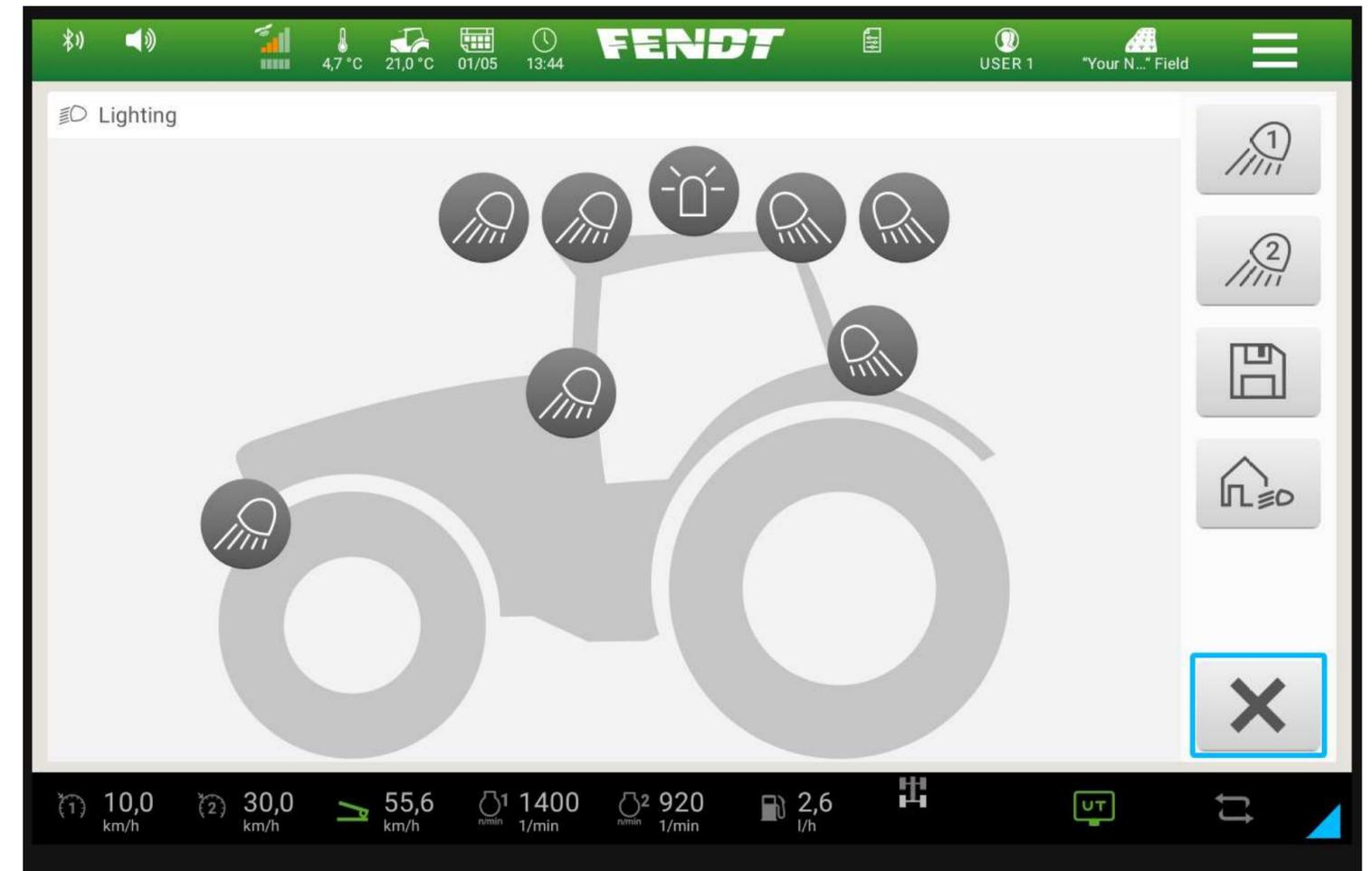
Terminal - Lighting

Setting of:

- 2 storable lighting modes, e.g. street and field mode
- Coming home function



Switch on the reversing lever for activating/ switching between the two stored lighting modes

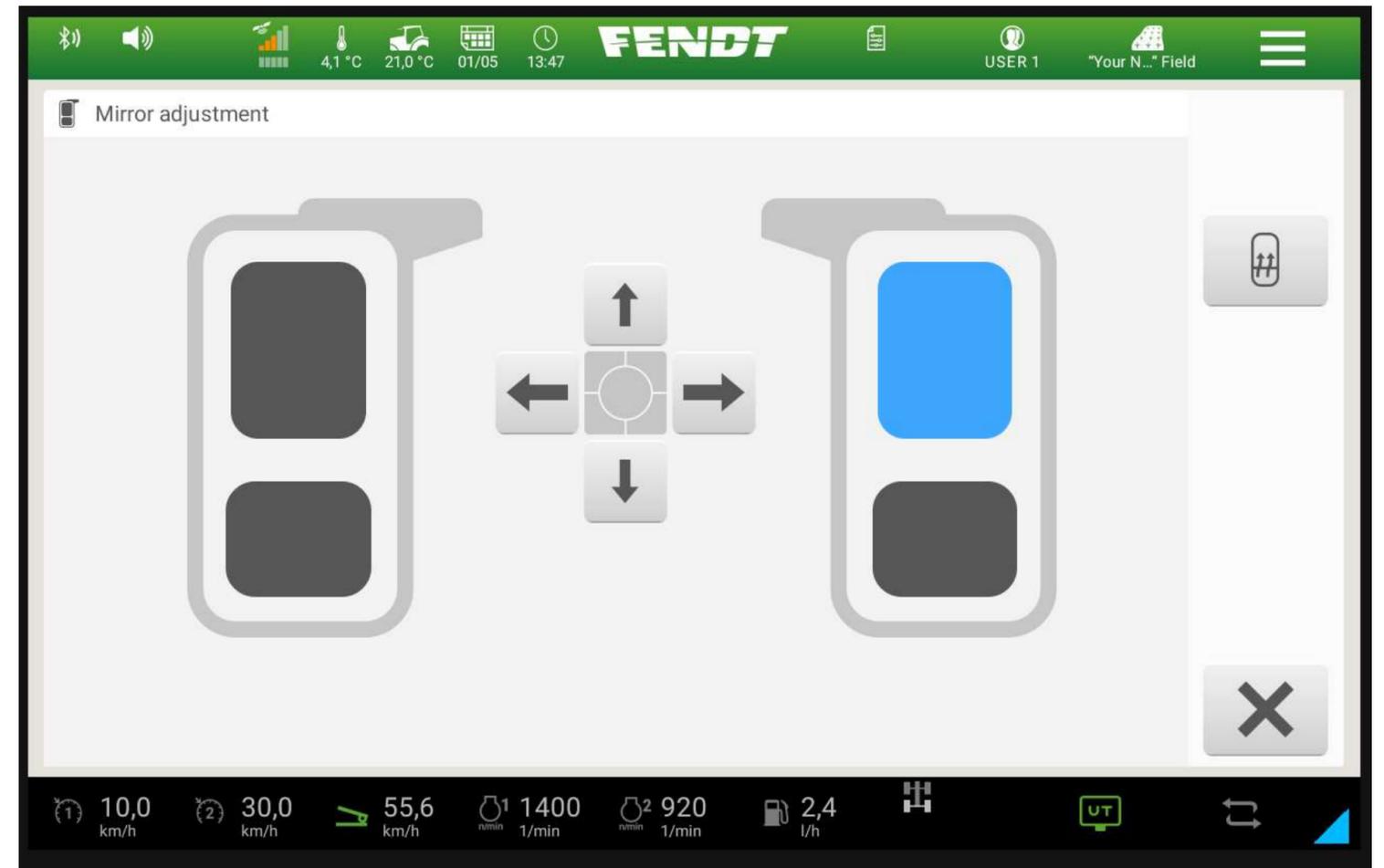


+ Quickly switch between two stored lighting modes

FendtONE operating philosophy.

Terminal - Mirror settings

- Adjustment of the electrically adjustable rear-view mirrors by touch (arrow keys) or via rotary-push dial
- Activating the mirror heating

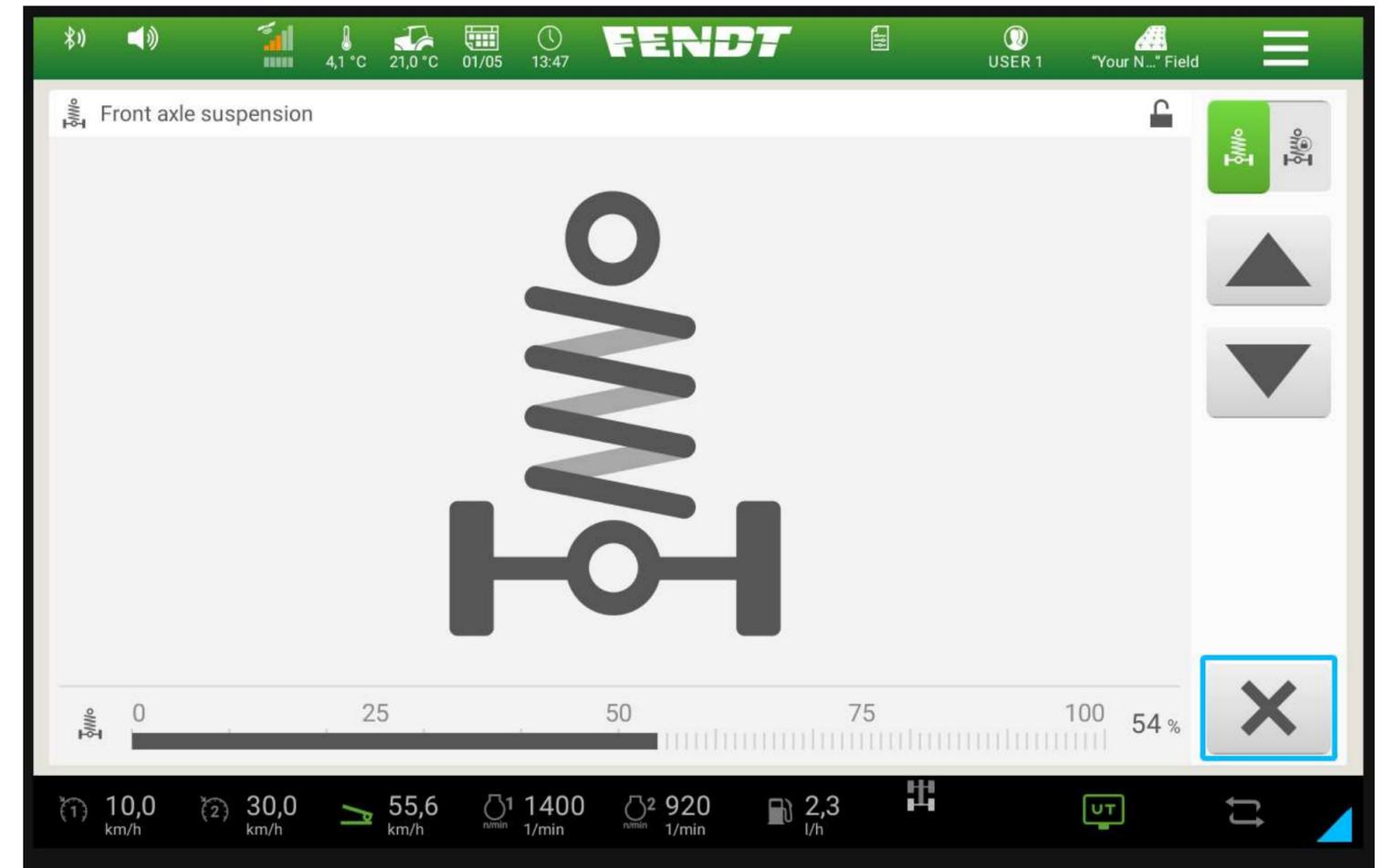


+ comfortable adjustment of the mirrors via the terminal (no additional button below the armrest flap necessary)

FendtONE operating philosophy.

Terminal - Front axle suspension

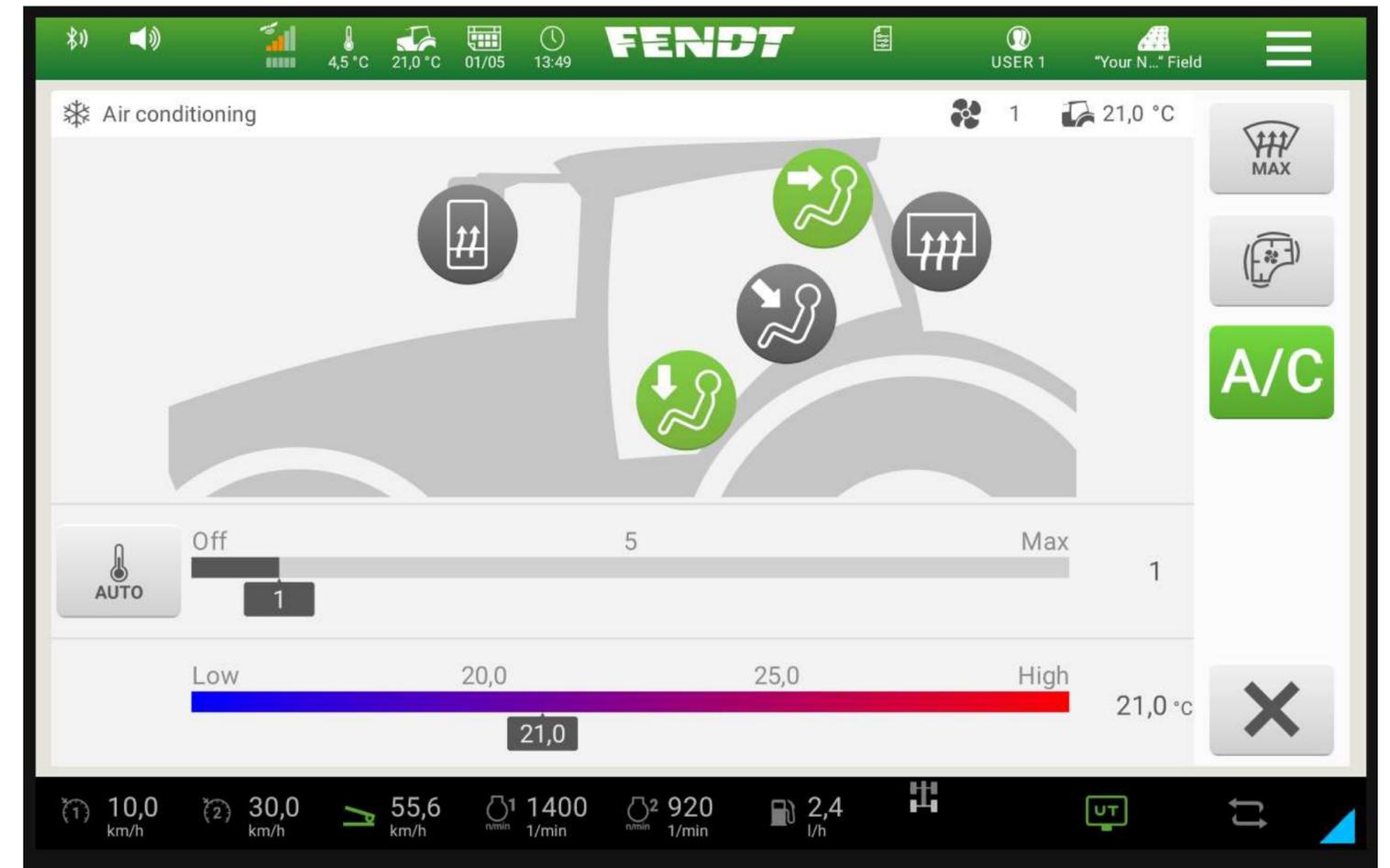
- Locking function for precise device guidance
- Raising and lowering the suspension



FendtONE operating philosophy.

Ventilation/air conditioning

- Operation via rotary knob on the armrest or via touch in the terminal
- Quick setting via rotary knob:
 - Switch to the left or right: Fan up/down
 - Turn: Temperature up/down
 - Press: Activate automatic mode
 - Press longer: Defroster mode (highest temperature & highest fan speed)

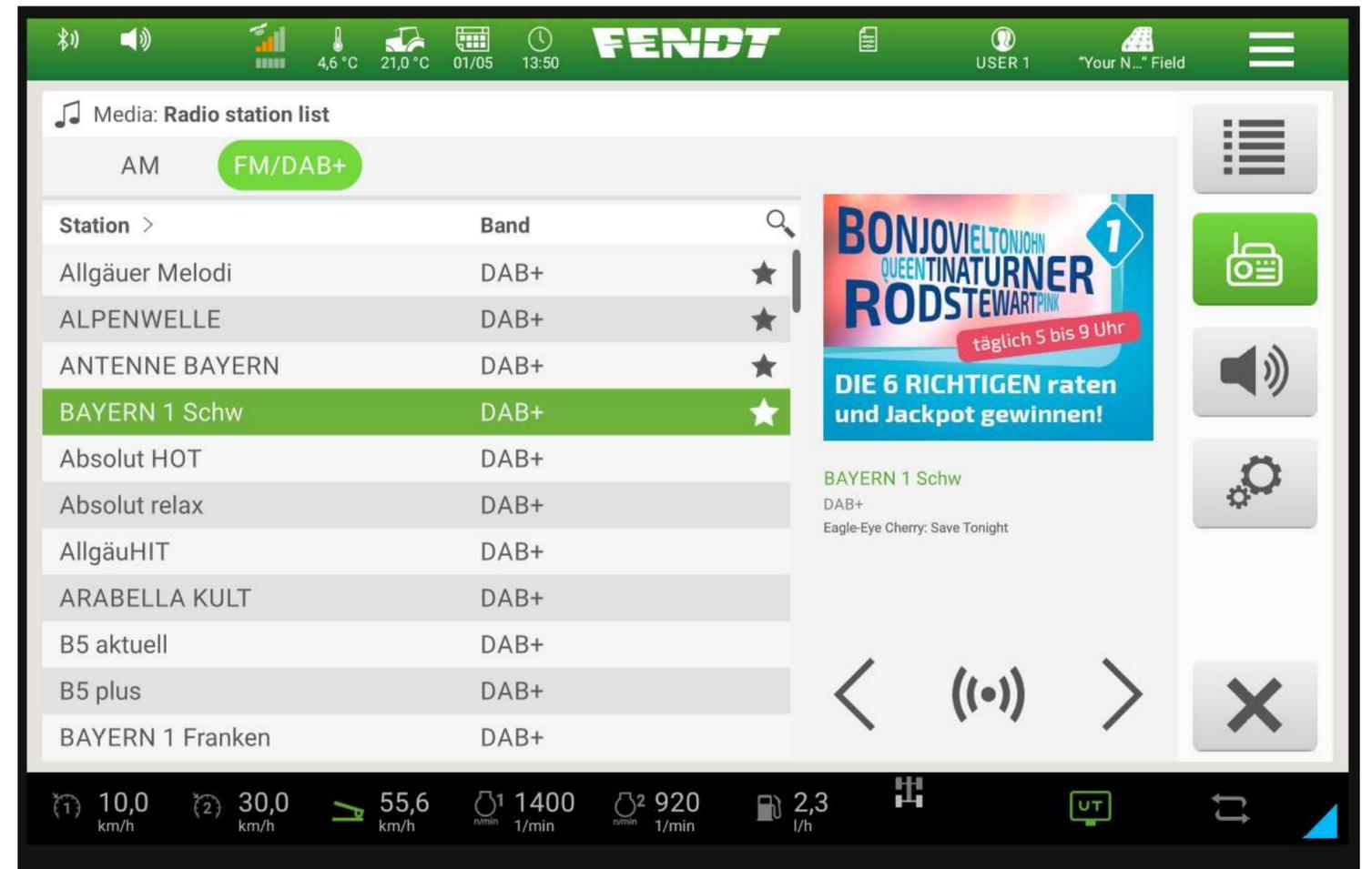


+ No need to reach up to the headliner thanks to central control on the armrest

FendtONE operating philosophy.

Terminal - Media

- Rotary knob on the armrest for quick adjustment:
 - To the left or to advance or rewind the radio station/song title.
 - Turn: Volume up/down
 - Press: mute
- Audio source selection:
 - AUX
 - Bluetooth
 - USB
 - Radio (AM or FM/DAB+)



+ No need to reach up to the headliner thanks to central control on the armrest

FendtONE operating philosophy.

Flexible key assignment via IOM (Individual Operation Manager)

- The key assignment can be conveniently managed via the IOM
- Functions can be placed in the best possible operating location for the driver
- The functions can be placed at the respective operating location by dragging and dropping in the IOM menu.
- Individual key assignment is stored in the respective user profile
 - > each driver can quickly recall their settings
- 2 ways to access the IOM in the terminal:
 - Access button on the rotary-push dial
 - via the icon on the launchpad



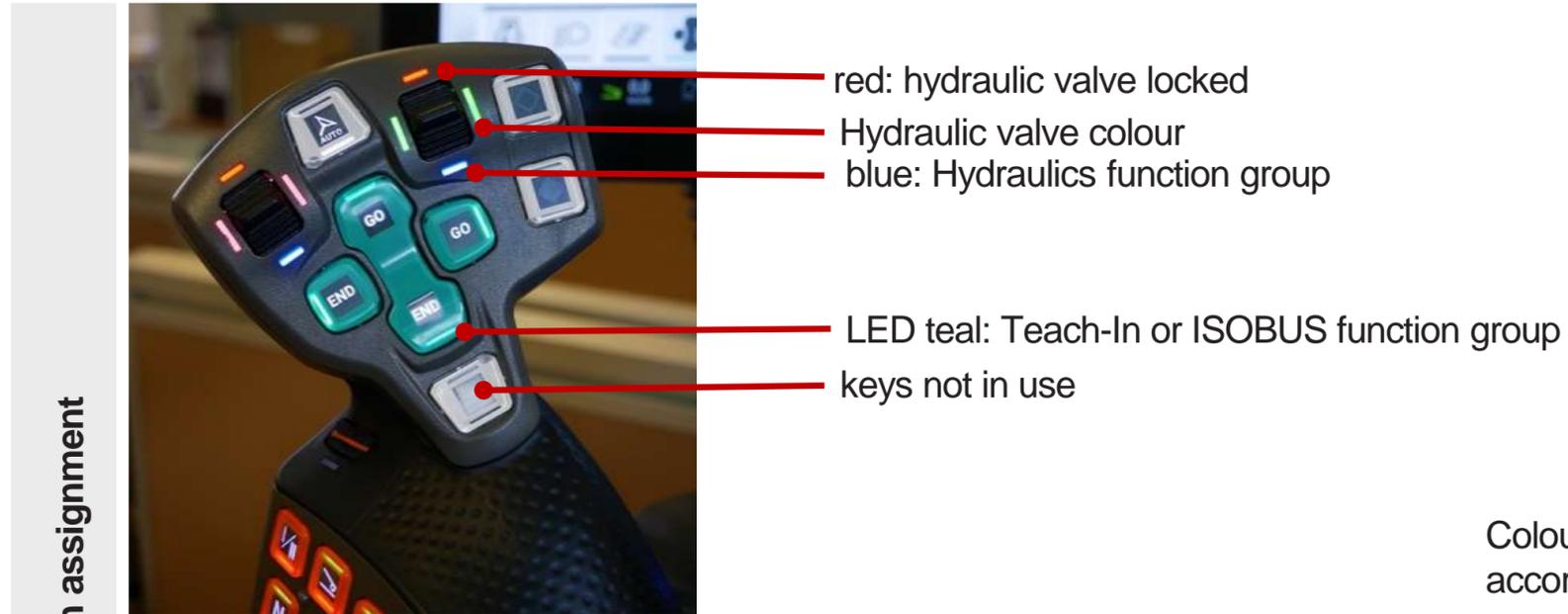
- + best possible driver-specific individualisation of the workplace
- + Simple and intuitive function reassignment through Drag & Drop



Example picture of the Fendt 700 Vario

FendtONE operating philosophy.

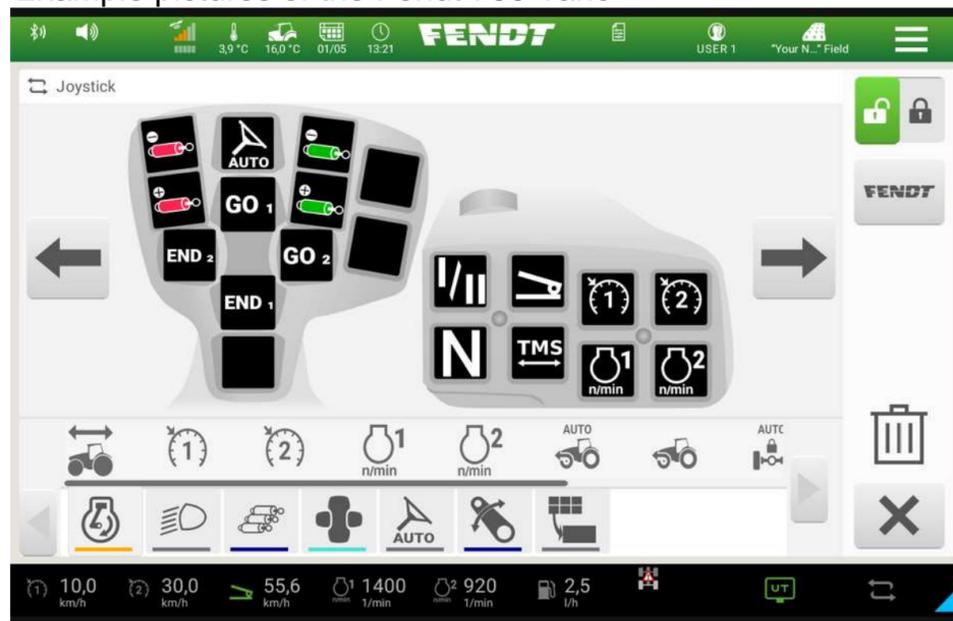
Multifunction control lever - IOM



Colour of the LEDs changes according to the reassignment

Go/end symbol disappears on reassignment

Example pictures of the Fendt 700 Vario



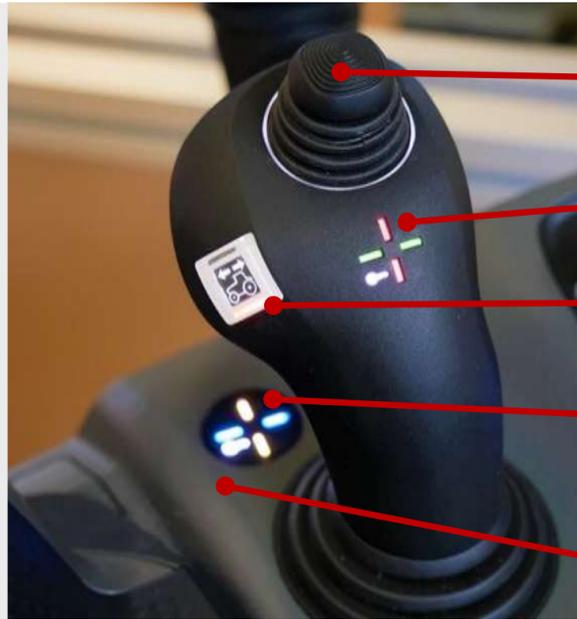
Factory function assignment

For function reassignment

FendtONE operating philosophy.

3L joystick - IOM

Factory function assignment



- Thumb joystick
- Display function assignment thumb joystick:
Valve colours or petrol for ISOBUS and Teach-IN
- Freely assignable button; factory setting: Reverse button
(orange: function group motor/gearbox)
- Display function assignment 3L joystick:
Valve colours or teal for ISOBUS and Teach-IN
- White key: Joystick unlocked

Red key: Joystick locked



Reversing symbol disappears when reassigned

Colour of the LEDs changes according to the reassignment



For function reassignment

FendtONE operating philosophy.

Operating keys - IOM



unoccupied

LED white: general functions

factory symbols disappear;
the lower LEDs take on the colour of the respective function group

Factory function assignment

Example pictures of the Fendt 700 Vario



LED green: status on

Factory unassigned keys that are assigned a function: Appearance of a symbol



For function reassignment

FendtONE operating philosophy.

Rocker (linear modules) - IOM



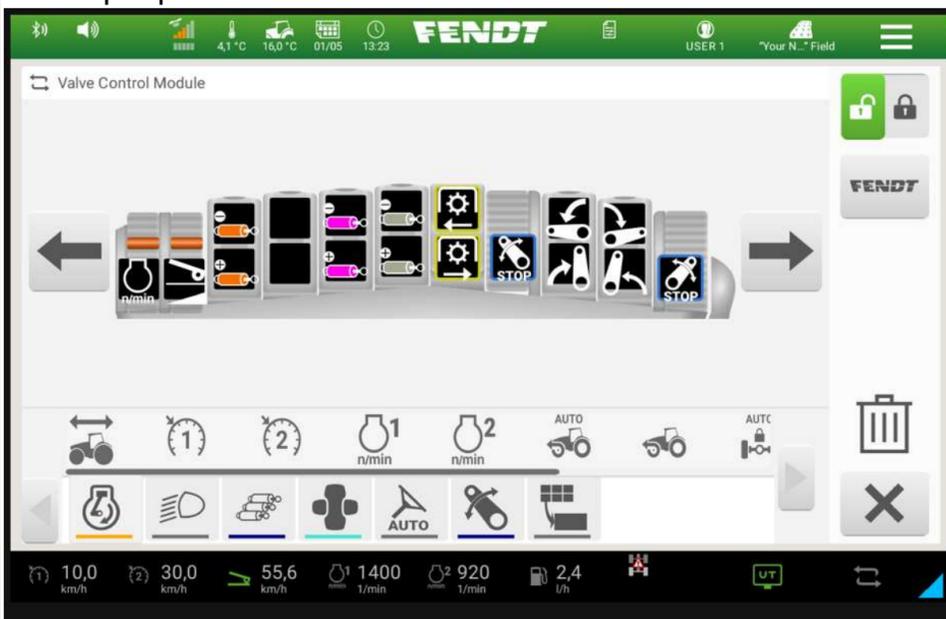
Finger tip spool (linear module) locked

Hydraulic valve colour

The colour of the LEDs changes according to the reassignment

Factory function assignment

Example pictures of the Fendt 700 Vario



For function reassignment

FendtONE operating philosophy.

Terminal - Fuel consumption

- Consumption display in l/h, l/ha and l/100 km
- Display of 4 consumption types:
 - current
 - average
 - Diesel total counter 1
 - Diesel total counter 2



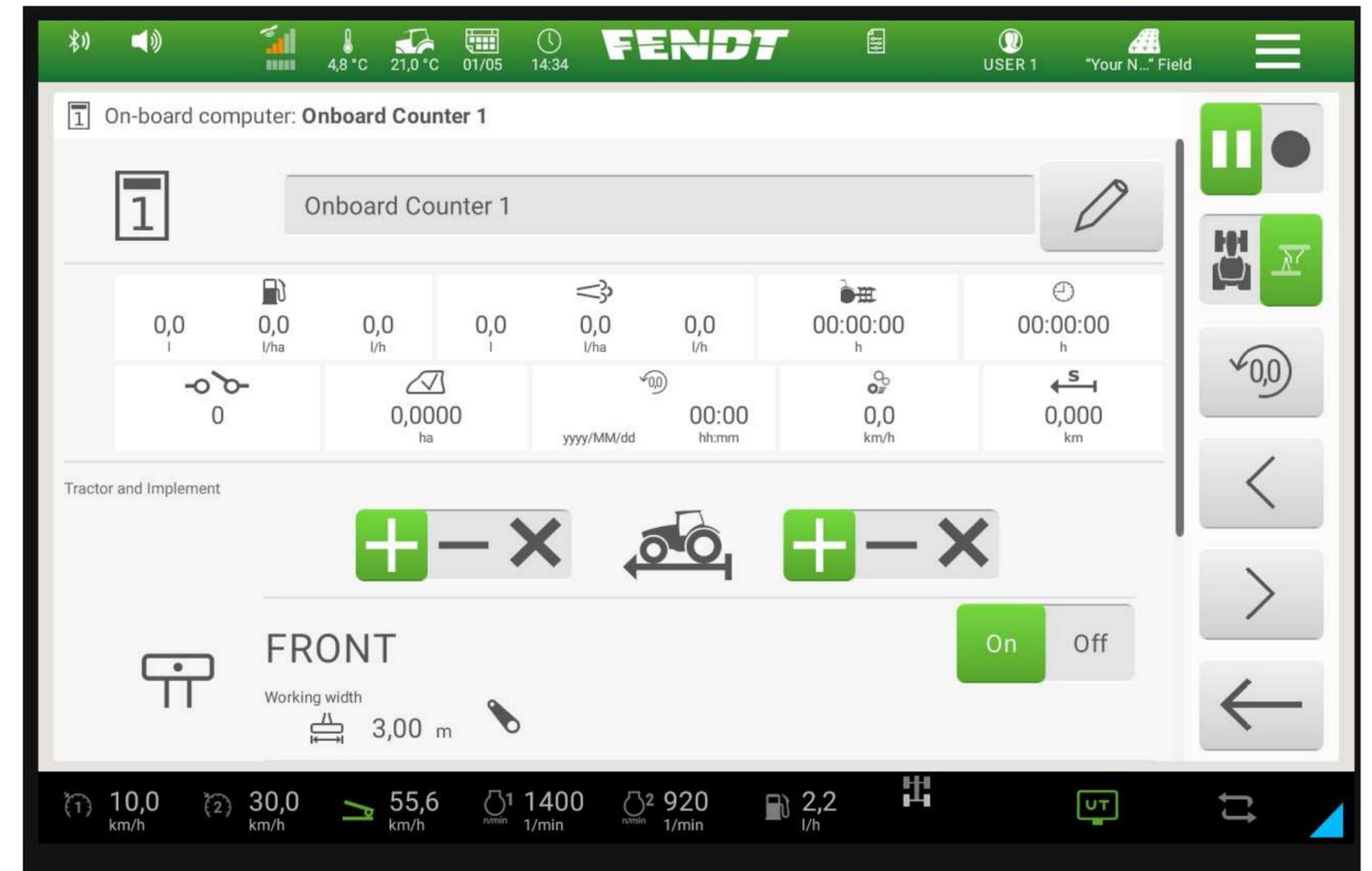
FendtONE operating philosophy.

On-board computer

- Up to 10 on-board computers for easy determination of fuel consumption during various operations



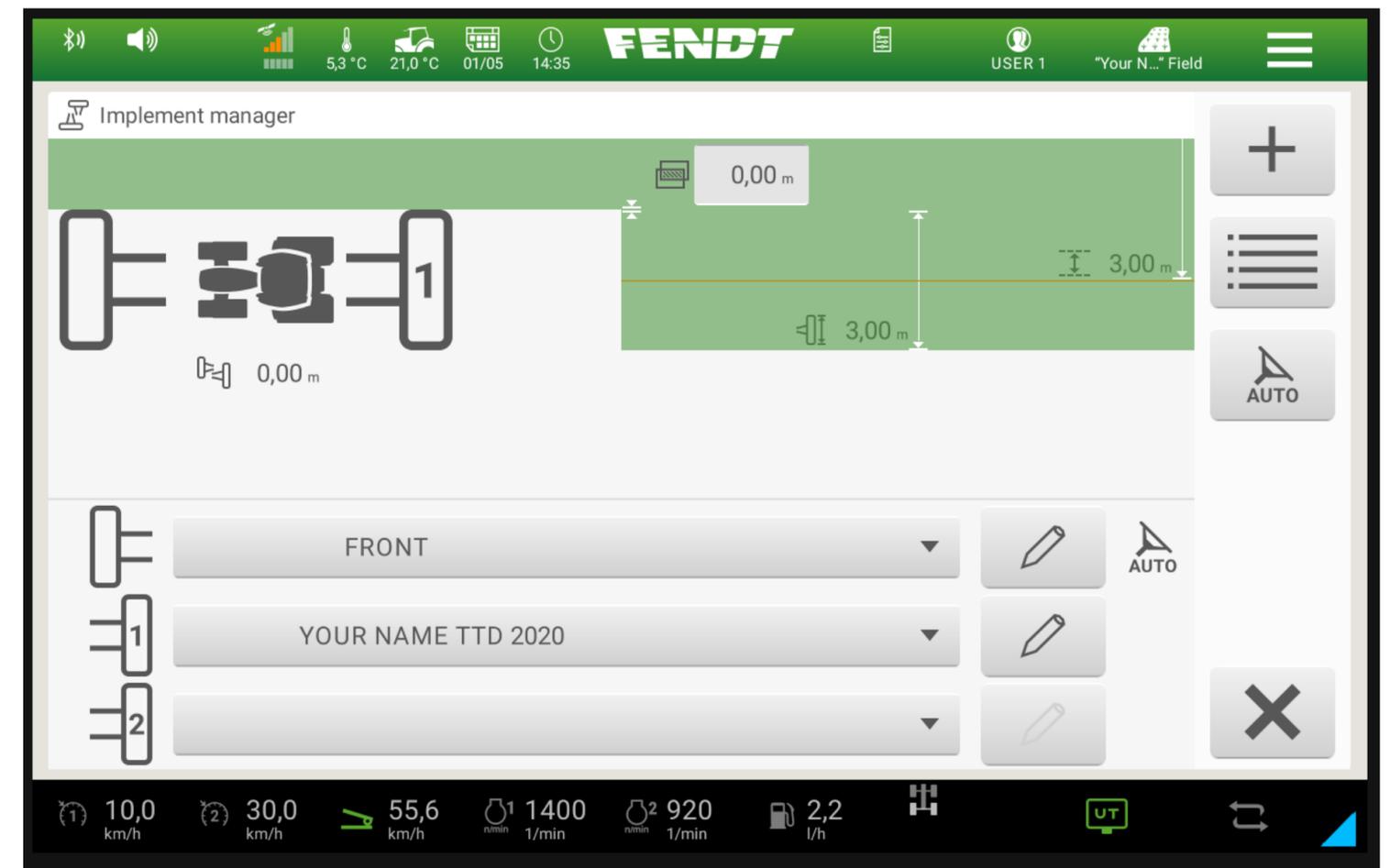
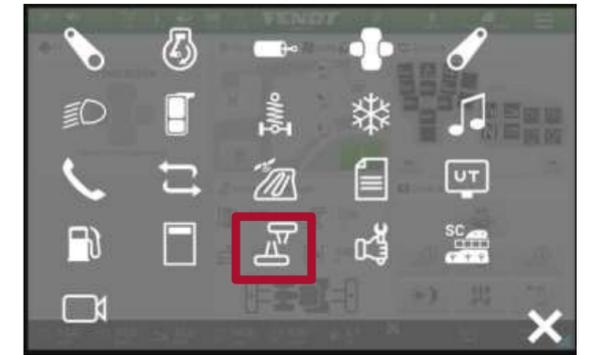
+ Simple logging of fuel consumption



FendtONE operating philosophy.

Device manager

- Central storage of attachments in the implement manager:
 - Working width
 - Steering axle or rigid axle
 - Type of attachment:
 - Front attachment
 - Three-point linkage semi-mounted
 - Three-point linkage
 - Drawbar
 - towing hitch
 - Ball head coupling



FendtONE operating philosophy.

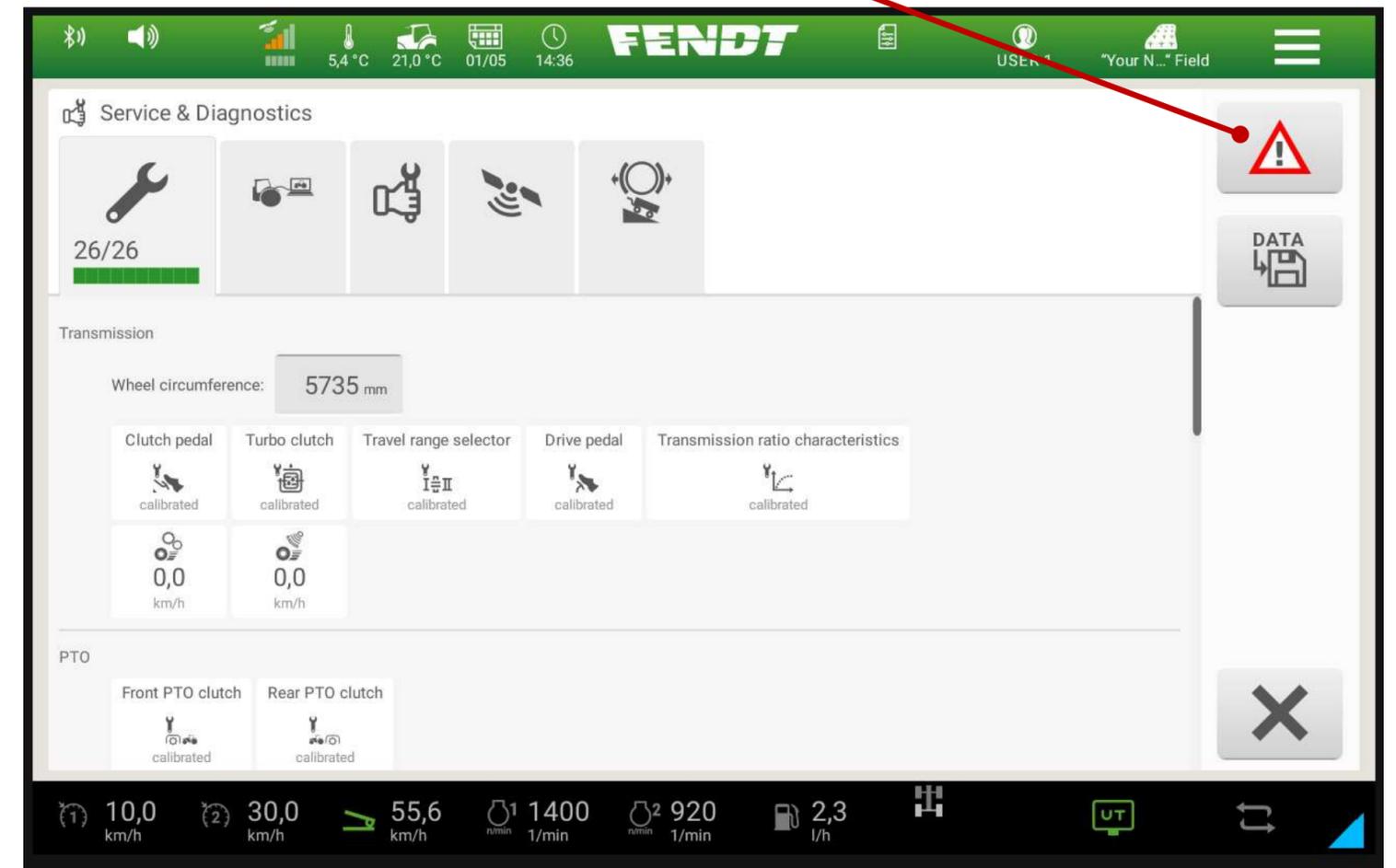
Service & Diagnosis

- Logbook with all error messages including description, e.g. display of:
 - Air filter contamination
 - hydraulic oil level
 - DPF loading condition
- Customer service info
- Review of the EC control position
- Switching the hydraulic trailer brake to depressurised



Call logbook

+ Display of error messages in plain text



FendtONE operating philosophy.

Camera

- optional: 4 camera connections (2x digital, 2x analogue) in the roof
- Extremely high-resolution display of the transmission image in the terminal



- + Flexible camera selection through analogue and digital camera connections

Smart Farming.

Basics

FendtONE offboard

Guidance

Agronomy

Telemetry

Machine control



Basics - module logic and naming.

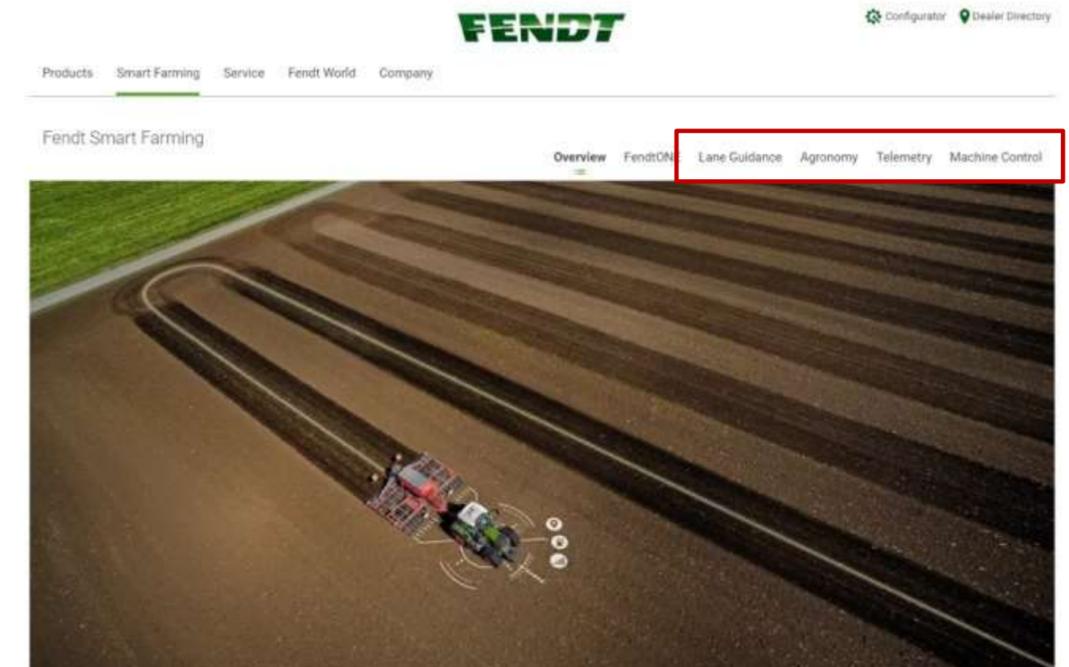
- Increasing number of smart farming solutions
- Structuring since PL 789:

4 modules:

- Guidance
- Agronomy
- Telemetry
- Machine control

- respective basic function included in the basic package (e.g. Fendt Guide in the guidance module)
- Additional functions are optionally available (e.g. Fendt Contour Assistant in the guidance module).
- New naming for electronic features at the new driver's workplace

+ Easier orientation through clear and uniform structure across all channels
+ Possibility to distinguish current vs. new driver workstation and still the same module logic and similar logic in naming



Website



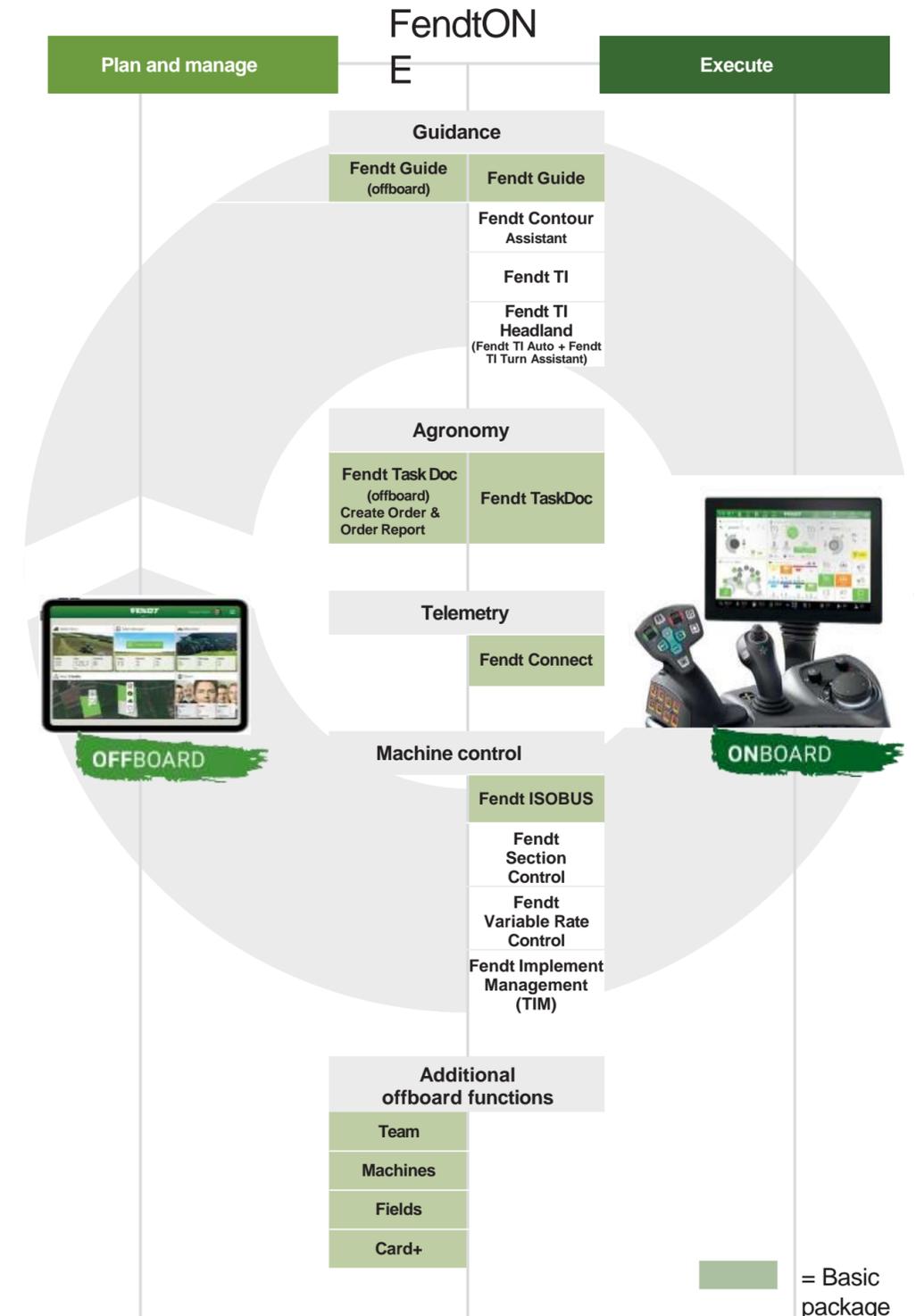
Configurator

Basics.

How do FendtONE and Fendt Smart Farming fit together?

- FendtONE expands the previously known technology products that run onboard on the tractor to include planning and managing components offboard
- Example order management:
offboard: Order planning onboard: Order is executed, actual values are recorded offboard: Order report

- + Easy entry into system-supported documentation
- + Full complement to Fendt: complementary functions
- + Reduction of complexity



FendtONE offboard - scope of functions at launch

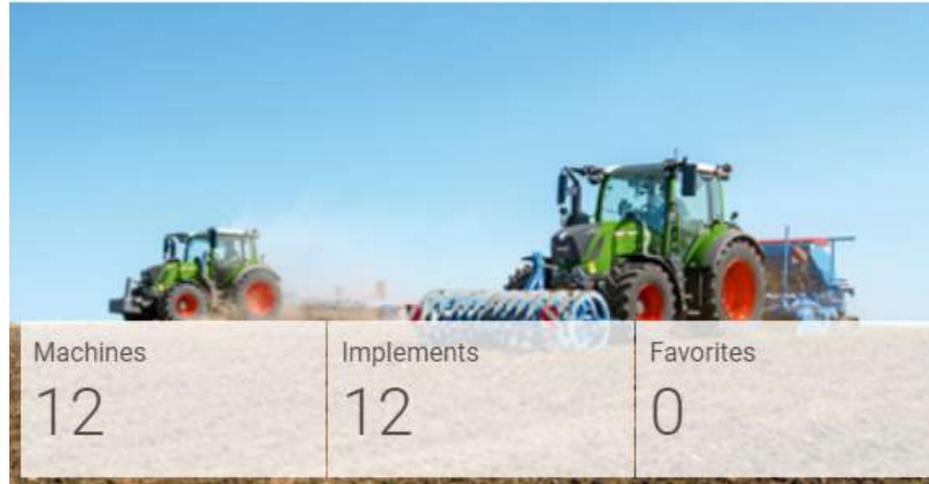
Team



Team Management

- Invite people to FendtONE offboard
- Granting roles and permissions

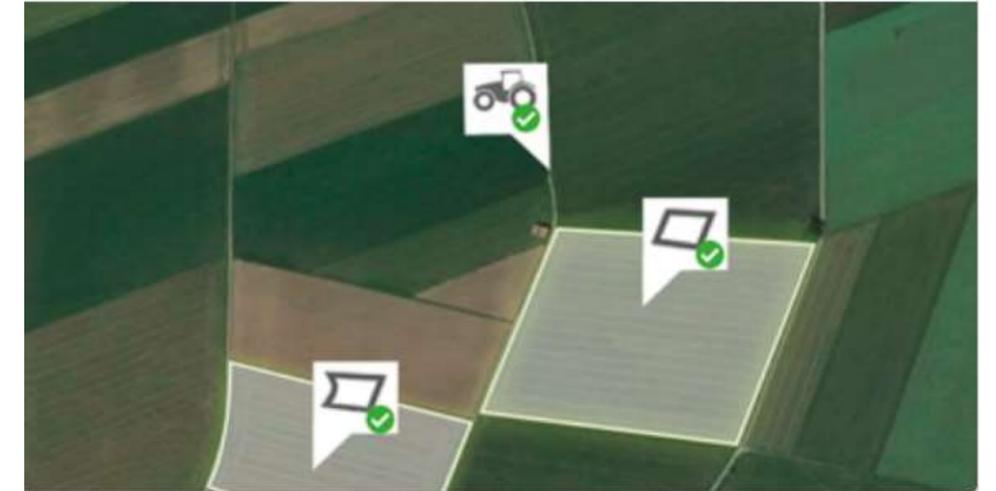
Machines



Machine management

- Add machines
- Machine information
- Interface to Fendt Connect

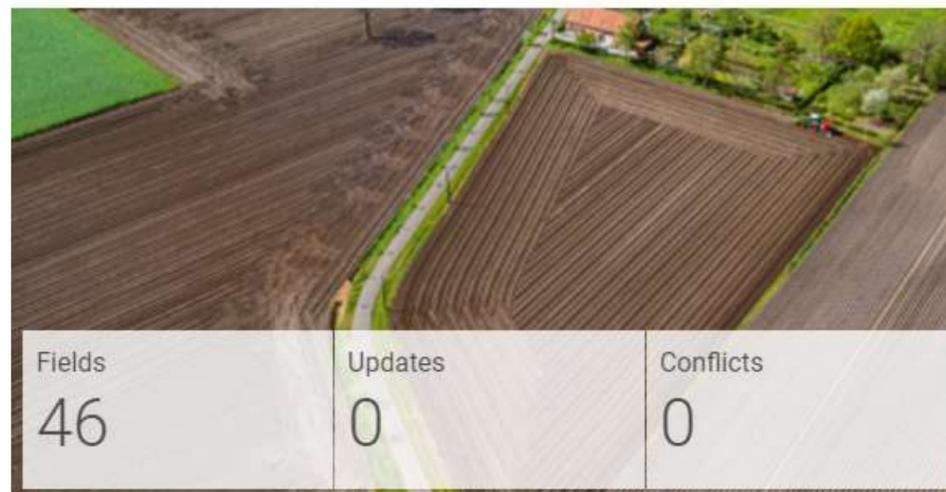
Map+



Card+

- Locate fields and tractors
- Points of interest
- Weather

Fields



Fields Management

- Manage fields and track lines
- Import fields
- Field master data

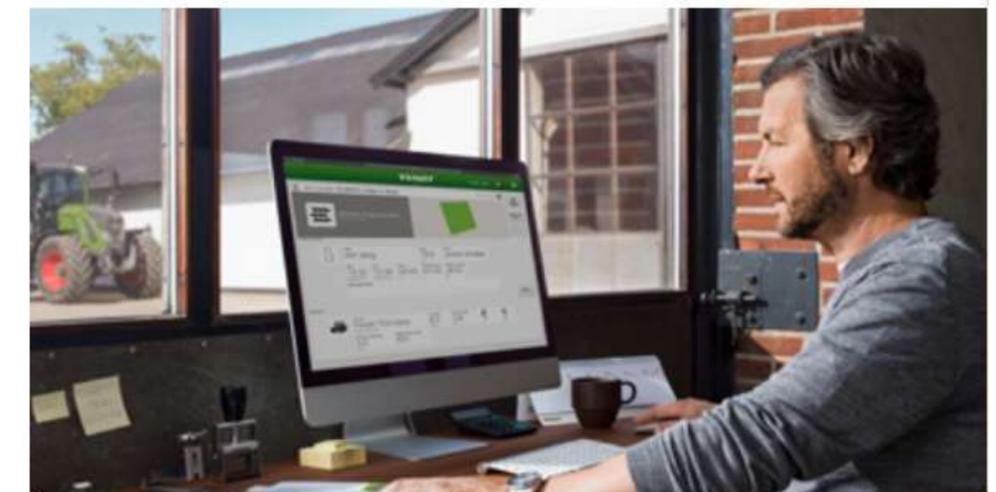
Task Doc: Create task



Job planning

- Create and send orders

Task Doc: Reports



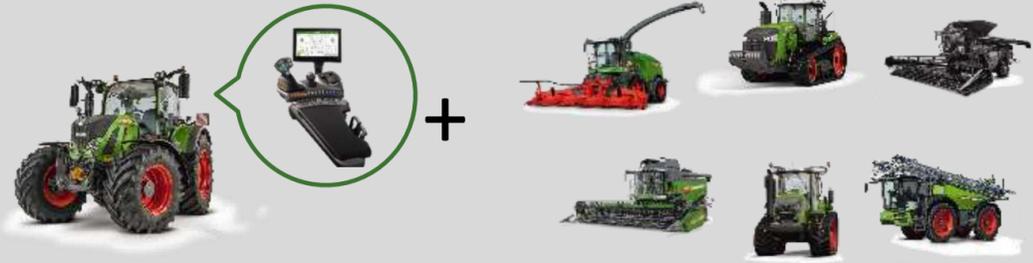
Order management

- Import orders
- Evaluate and visualise orders
- Quick report

FendtONE offboard - Availability.

Model / Type	Comment	Status
	<p>All Fendt tractors with FendtONE driver's workstation</p>	
	<p>Combination of FendtONE model and tractor with 10.4" terminal</p>	
	<p>Fendt tractors with 10.4" terminal</p>	

FendtONE offboard - Availability.

Model / Type	Comment	Status
	<p>Rogator600 MT1100 with VarioGuide MT900 IDEAL Fendt combine harvester In combination with FendtONE tractor</p>	
	<p>..... as a single machine</p>	

FendtONE onboard is the ticket for FendtONE offboard



FendtONE offboard - Requirements.



Requirements		
Series/Model	All tractors with FendtONE workstation Ticket to FendtONE offboard 	+ Self-propelled and tractors with existing workplace: Only in combination with FendtONE tractor
GNSS receiver	<ul style="list-style-type: none"> • Novatel Smart6L/Smart7L • Trimble AG-382/AG-482 	<ul style="list-style-type: none"> • Novatel Smart6L/Smart7L • Trimble AG382/AG482 • Topcon AGI4 with VDO2/VD03
Software equipment	<ul style="list-style-type: none"> • E082: Agronomy basic package (Task Doc activation incl. 3-year server licence) 	<ul style="list-style-type: none"> • 10.4" terminal with VarioDocPro activation • Task Doc / VarioDoc Pro server licence • Machine created on Task Doc Server
Hardware equipment	<ul style="list-style-type: none"> • Sim card with data tariff for wireless data transmission and RTK reception via Ntrip, if applicable. 	
Optional hardware equipment	E101: Telemetry Basic Package Required for machine localisation in Map+ and display of machine info such as alarms and status information.	
Required settings in the terminal	<ul style="list-style-type: none"> • The data transmission type must be set to "Mobile radio" in the connection settings. • ISOBUS and Task Controller must be activated. 	

Guidance. 1/10



Current driver's workplace

Guidance

VarioGuide
VarioGuide Standard NovAtel
VarioGuide RTK NovAtel
VarioGuide Standard Trimble
VarioGuide RTK Trimble
VarioGuide Contour Assistant
VariotronicTI
Fendt TI Headland
VariotronicTI automatic
VariotronicTI Turn Assistant



New driver's workplace

Guidance

Fendt Guide
Fendt Standard NovAtel
Fendt RTK NovAtel
Fendt Standard Trimble
Fendt RTK Trimble
Fendt Contour Assistant
Fendt TI
Fendt TI Headland
Fendt TI Car
Fendt TI Turn Assistant



= Basic package

Guidance. 2/10

Guidance basic package

includes the tractor preparation for guidance and the Fendt Guide application.

Option

- Choice of receivers (NovAtel or Trimble)
- Fendt Contour Assistant
- Fendt TI Headland (Fendt TI Auto + Fendt TI Turn Assistant)

+ Relief for the driver: Full concentration on the implement, easy control of the area already worked on.
+ Savings potential: Higher area output through full utilisation of the working width, at the same time minimisation of undesired overlaps and thus reduction of the operating resources required.
+ Sustainable land management: minimisation of soil compaction by reducing the number of passes and optimising turning operations.

Guidance. 3/10

Receiver selection with Fendt Guide

2 different GNSS receivers are possible:

- NovAtel Receiver
- Trimble receiver

Each business can individually select the receiver that best suits its requirements

- + Choice between two powerful receivers
- + Variety of correction data signals of different accuracy levels
- + Upgrades and conversions possible at any time, even with older machines
- + Installation of the receiver under the roof hatch: Perfect protection against theft, weather and damage.
- + Bypass mechanisms in case of signal failures (NovAtel RTK ASSIST & Trimble xFill (Premium))



NovAtel SMART7



Trimble AG-482

Guidance. 4/10



The powerful all-rounder: NovAtel	The efficient specialist: Trimble
Standard	Standard
SBAS (EGNOS / WAAS)	SBAS (EGNOS / WAAS)
TerraStar-L (free of charge in the first year)	RangePoint RTX (free of charge in the first year)
Option	Option
TerraStar-L (from the second year)	RangePoint RTX (from the second year)
TerraStar-C Pro	CenterPoint RTX
	CenterPoint RTX Fast
RTK (radio)	RTK (radio)
RTK (Ntrip Mobile Radio)	RTK (Ntrip Mobile Radio)
Advantages	Advantages
Inexpensive to purchase	Trimble xFill technology: bridging RTK outages up to 20 minutes
High accuracy in SBAS mode through GLIDE algorithm	Optional use of xFill Premium: unlimited bridging of RTK failures
Steadyline mechanism (fallback solution for RTK failures)	
Optional use of RTK ASSIST: bridging of RTK failures up to 20 minutes	

Guidance. 5/10

Fendt Contour Assistant

- The Fendt Contour Assistant supplements the known contour line types with the contour lines
 - Contour segments and
 - Single track
- Available as a software option for the Profi+ equipment variant

Fendt Contour Assistant

Contour segments

=Combining track lines of the same type (e.g. all track lines of the main machining direction) into contour segments.

Single track

=Possibility of recording a track with free contour

- + Even more efficient and convenient field cultivation
- + Consistent use of lane guidance also at the headland

Guidance. 6/10

Fendt Contour Assistant - Contour segments

- Three ways to create contour segment track lines:
 - Recording the contour segments: When circling the field, individual segments / track line types can be recorded
 - Automatic calculation based on existing field boundaries
 - Creation of the contour segments from existing track lines
- During subsequent cultivation, the tractor automatically selects the appropriate track line depending on the current driving direction and position
No more manual changing of the track lines in the terminal necessary
- In addition, the field boundary can also be created on the basis of the contour segments if this does not yet exist



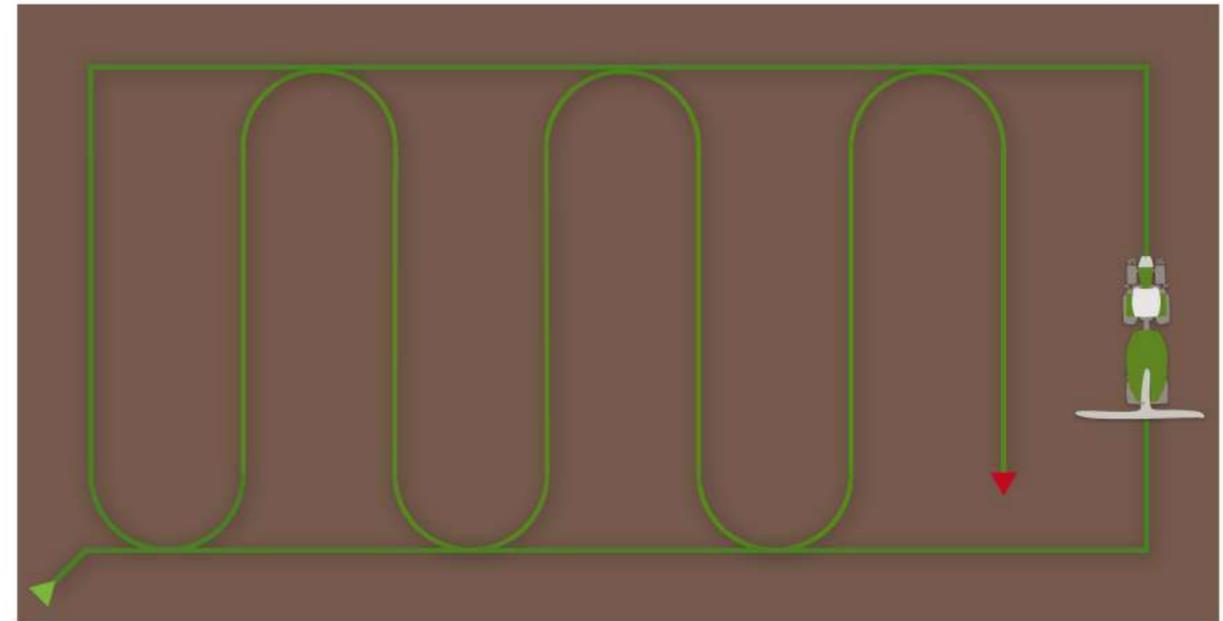
+ Time saving and convenience: Quick and easy recording of track lines, automatic creation of contour segments based on the field boundary, consistent use of the steering system also at the headland

+ Data preservation and enhancement: possibility to convert track lines already recorded (for many years) into contour segments

Guidance. 7/10

Fendt Contour Assistant - single track

- Enables the recording of a track with a free contour
- During maintenance work (fertilisation/plant protection), the entire tramlines can be saved as a contour line.
- Tractor can drive complete field according to a single recorded track
- Perfect for use in harvesting and tending special crops planted without track guidance

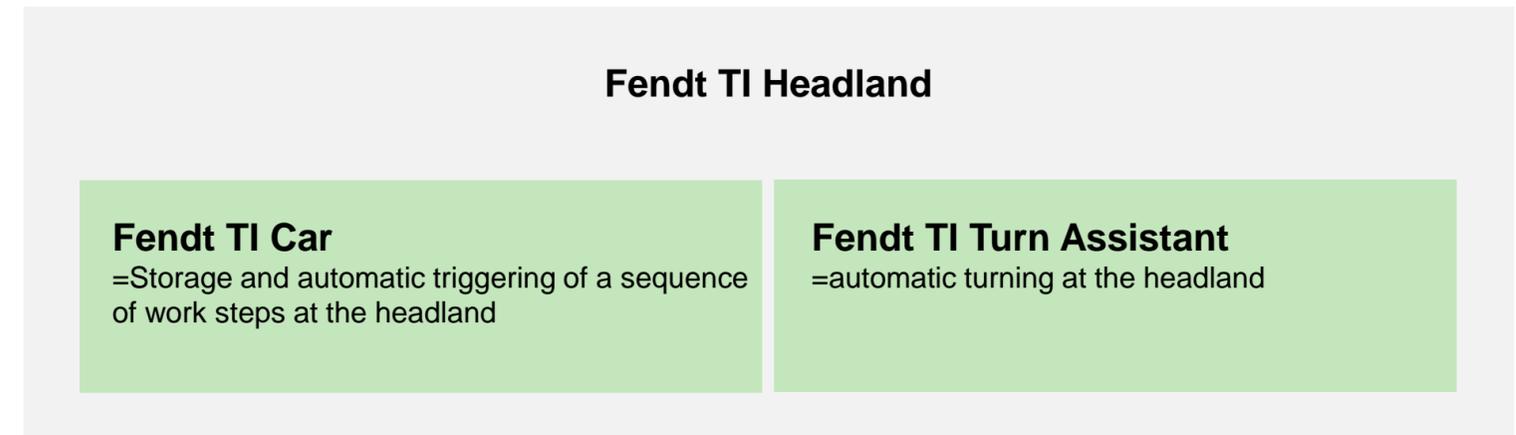


- + Predestined for crop protection, as the complete application can be picked up and the tractor then automatically drives off the track
- + Use of the guidance system also for crops that have not been sown with it
- + Work facilitation and optimisation through automatic turning processes
- + Full concentration on the plant stand
- + Consideration of obstacles

Guidance. 8/10

Fendt TI Headland

- Complete package for professional work on the headland
- Consists of the two functions
 - Fendt TI Car
 - Fendt TI Turn Assistant
- Fendt TI Headland is available for all FendtONE machines from PL795 onwards



+ Full utilisation of the track guidance system also at the headland

Guidance. 9/10

Fendt TI Headland - Fendt TI Auto

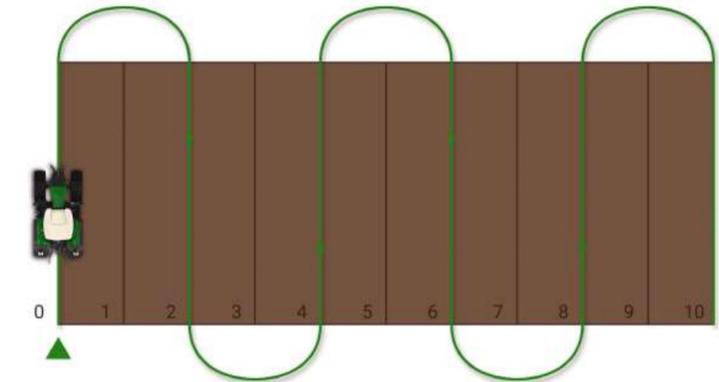
- In combination with Fendt Guide, individual sequences (e.g. lowering the rear hydraulics) are (e.g. lowering the rear hydraulics) are automatically activated via the position on the headland determined by the guidance system - manual activation is no longer necessary.

- + Driver relief through automatic triggering of the sequence of work steps
- + Precision even at the headland: Distance to field boundary always remains the same

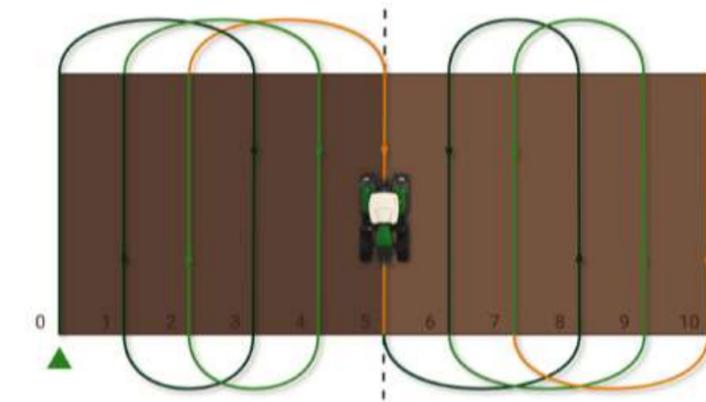
Guidance. 10/10

Fendt TI Headland - Fendt TI Turn Assistant

- Adds the automatic turning function to Fendt TI Auto
- Two different release modes:
 - Manual mode:
Manual initiation of the turning process
Field boundary not mandatory
 - Automatic mode:
Based on a given boundary line with headland settings, all turning operations are calculated
- The automatic mode contains two different turning types:
 - U-Turn
 - Part field mode



U-Turn



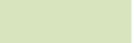
Part field mode

- + Maximum driver relief
- + Maximum precision and efficiency
- + Savings in turning times and operating resources
- + Soil protection due to optimal turning processes

Agronomy. 1/4



Current driver's workplace	New driver's workplace
Agronomy	Agronomy
VarioDoc Pro	Fendt Task Doc
Fendt Task Doc (offboard)	Fendt Task Doc (offboard)
agrirouter	agrirouter

 Basic package



Agronomy. 2/4

Agronomy Basic Package

- The Agronomy basic package includes the order-related documentation system Fendt TaskDoc and the associated offboard component
- It includes a three-year TaskDoc server licence, which is required for mobile data transfer between FendtONE offboard (or a farm management system) and the tractor

Option

- agrirouter

- + Overview of tasks and assignments
- + Simplified documentation of orders and fieldwork
- + complete documentation of the field work
- + also prepared for future documentation efforts

Agronomy. 3/4

Fendt Task Doc (onboard)

- Fast and easy data transfer to the Farm Management Information System (FMIS) via mobile radio or USB
- Simple and prompt documentation without intermediate steps
- Transfer of all data relevant for documentation into the FMIS:
 - Field data (Fendt Guide track lines, boundaries and obstacles)
 - Field name + current fruit, address of the enterprise or customer
 - Application name
 - Plant protection product used + application rate
 - Attachment used
- Existing field data from third-party providers can also be used via an FMIS
- Fendt Task Doc is available as standard for Profi+

- + Simple intuitive operation through complete integration into the overall concept
- + High data security due to large storage space and data backup until data transfer



Adding a new job



Adding the individual elements

Agronomy. 4/4

agrirouter

- Web-based data exchange platform that enables cross-manufacturer data transfer between machines and agricultural software
- Via an agrirouter account, for example, agronomy data can be sent wirelessly from an FMIS to the Fendt terminal and vice versa.
- Data transmission in standardised format
- Can be used in conjunction with FendtONE:
 - Through the agrirouter, other farm management systems can also be connected to FendtONE - > wireless data exchange between Fendt terminal and other FMIS*.

Prerequisite

- Agronomy Basic Package



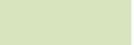
- + barrier-free data transfer even with mixed machine parks*.
- + Transparency and data control: definition of data transmission routes
- + Data security: no data storage

if the respective agricultural technology or agricultural equipment manufacturer is a member of the agrirouter consortium more information at www.my-agrirouter.com

Telemetry. 1/5



Current driver's workplace	New driver's workplace
Telemetry	Telemetry
Fendt Connect	Fendt Connect
Fendt Smart Connect	Fendt Smart Connect

 Basic package



Telemetry. 2/5

Telemetry Basic Package

The telemetry basic package includes all components for the use of the telemetry solution Fendt Connect

- ACM Box
- Licence for a five-year use of Fendt Connect
- Fendt Connect web application and app

The Fendt Smart Connect product can be ordered as an option (free of charge).



AGCO Connectivity Module ("ACM Box")

Prerequisite for the

- + Data transmission via mobile radio to Fendt Connect
- + Data transmission via WLAN to Fendt Smart Connect (optional, free of charge)

Telemetry. 3/5

Fendt Connect

- Fendt Connect is the central telemetry solution for Fendt machines
- With Fendt Connect, machine data is recorded and evaluated so that farms and contractors can monitor, analyse and optimise the condition and use of their machines.
- Thanks to mobile data transmission, current machine data can be called up from any location - via farm PC, tablet or smartphone.

- + Increased efficiency through better logistics decisions
- + Reduction of input: Monitoring consumption to improve performance
- + Maximise uptime through intelligent service appointment scheduling
- + Minimising downtime: Use of diagnostic support for decision-making
- + Flexibility: Retrieval of current machine data from anywhere



Telemetry. 4/5

Fendt Connect

What information does Fendt Connect provide?

- Position and travel paths of the machine
- Fuel and AdBlue consumption
- Speed and working time
- Machine utilisation
- Error messages
- upcoming service intervals
- etc.



Telemetry. 5/5

Fendt Smart Connect

- Fendt Smart Connect can be booked as an option to the basic telemetry package (free of charge).
- With Fendt Smart Connect, machine parameters can be visualised on the iPad, e.g. engine speed, slip, fuel and AdBlue consumption, engine load, etc.
- In addition to mobile radio, the ACM Box is equipped with its own WLAN, which enables data transmission to the free Fendt Smart Connect App.
- With Fendt Smart Connect, the driver is provided with an additional display surface that can be individually adapted
- There is no permanent data storage

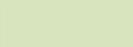


- + Free additional display space in the cabin
- + Intuitive operation through familiar hardware and operating logic
- + Full data control - no permanent data storage

Machine control. 1/7



Current driver's workplace	New driver's workplace
Machine control	Machine control
Variotronic unit control	Fendt ISOBUS
SectionControl	Fendt Section Control
VariableRateControl	Fendt Variable Rate Control
Variotronic Implement Management (TIM)	Fendt Implement Management (TIM)

 Basic package



Machine control. 2/7

Machine control basic package

- Prerequisite for further ISOBUS functions
- Simple and intuitive control of ISOBUS implements via standardised, cross-manufacturer interface Standard ISO 11783
- Tractor terminal and implement are connected by means of a socket at the rear

Option

- Fendt Section Control (SC)
- Fendt Variable Rate Control (VRC)
- Fendt Implement Management (TIM)
- Front unit control

- + Increasing the efficiency of the team
- + Increasing the quality of work
- + Maximum range of functions for controlling ISOBUS devices
- + Simple operation of complex attachments
- + Basis for site-specific processing

Machine control. 3/7

Fendt Section Control

- Section Control is the automatic part-width section control for ISOBUS implements.
- This function is made possible by the Task Controller Section Control (TC-SC).
- The task controller documents where the area has already been processed and passes on the necessary switching commands to the machine's job computer, which switches the sections accordingly
- Headland mode: possibility to work the inside of the field first and then the headland
- Prerequisites: Fendt Guide, activation of TC-SC on tractor AND implement

- + Savings of up to 15 % on fertilisers, sprays, seeds, etc. by avoiding unwanted overlaps.
- + Reduction of disease, pest and weed pressure by avoiding overly dense stands and missing areas.
- + Relief for the driver, full concentration on monitoring the implement
- + Increased quality of work due to clean connections at the headland



Machine control. 4/7

New: Fendt Section Control with Multi Device Control ("Multi Boom") and 144 boom sections

- Function extension for Fendt Section Control
- Up to now, the automatic boom section control could only be used on one implement/one application unit ("boom") at a time
- With Multi Device Control, part width sections for up to five application units can be switched independently of each other (useful e.g. for maize sowing with fertiliser tank).
- In addition, Section Control now supports up to 144 sections



+ Control of several units simultaneously

Machine control. 5/7

Fendt Variable Rate Control (VRC)

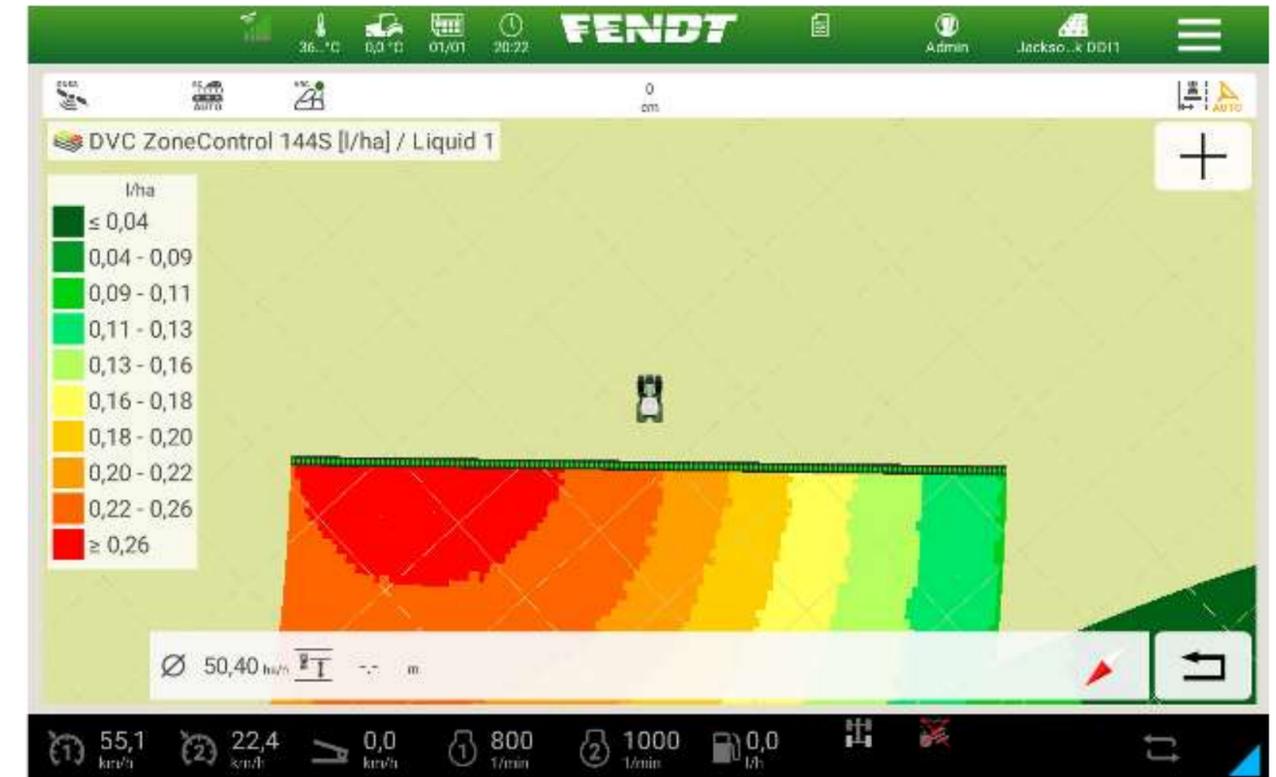
- Variable Rate Control (VRC) is the site-specific control of the application rate of inputs (seed, crop protection products or fertiliser).
- Basis: application map created in advance with the help of an FMIS
- Application map is transferred to the machine as part of an order as an ISO-XML file via mobile radio or USB (Shape format also compatible, transferable only via USB)
- The TC-GEO task controller automatically adjusts the specified target application rates depending on the position.
- After completion of the order, send back an order report with the actually applied quantities to the FMIS.
- Prerequisites: Fendt Guide, Agronomy basic package, Fendt Section Control and activation for the ISOBUS standard TC-GEO for tractor AND implement.

- + Increasing efficiency: maximising yields per unit area while saving on inputs
- + Time saving: Use of the order report as documentation basis#
- + Flexibility: Support of ISO-XML as well as Shape files

Machine control. 6/7

New: Fendt Variable Rate Control (VRC) with Zone Control

- Function extension for Fendt Variable Rate Control
- Until now, the application rate could only be controlled over the entire working width
- With Zone Control, the application rate can now be regulated per part-width section (zone) (provided the implement is equipped accordingly)
- Support for up to 144 zones



- + Even more needs-based application of operating resources
- + Especially useful for larger working widths

Machine control. 7/7



Fendt Implement Management (TIM)

- With Tractor Implement Management (TIM), an implement can automatically control certain functions of the tractor, e.g. its forward speed or spool valves.
- This is possible as soon as both the tractor and the implement are equipped with the ISOBUS function TIM.
- With the help of TIM, the implement optimises its own workload, the driver is relieved and the team works more productively.
- TIM is available from PL 795 for all FendtONE machines

+ Increasing the efficiency of the team

+ Maximum driver relief

Technical specifications. 1/4

		930 Vario	933 Vario	936 Vario	939 Vario	942 Vario
Engine						
Rated power ECE R 120	kW/hp	217/296	239/326	261/355	283/385	305/415
Maximum power ECE R 120	kW/hp	217/296	239/326	261/355	283/385	305/415
Constant power ECE R 120	kW/hp	217/296	239/326	261/355	283/385	305/415
No. of cylinders	number	6	6	6	6	6
Cylinder bore/stroke	mm	115/145	115/145	115/145	115/145	115/145
Cubic capacity	cm ³	9037	9037	9037	9037	9037
Rated speed	rpm	1700	1700	1700	1700	1700
Max. torque	Nm	1550	1650	1750	1850	1970
Torque rise	%	26.9	22.7	19.4	16.4	15.0
Fuel level	litres	625.0	625.0	625.0	625.0	625.0
AdBlue tank	litres	70.0	70.0	70.0	70.0	70.0
Oil change interval	working hours	1000	1000	1000	1000	1000
Constant power range	rpm	1350-1700	1450-1700	1450-1700	1550-1700	1600-1700
Exhaust gas after-treatment		DOC / DPF / SCR				
Transmission and PTO						
Transmission type		TA 300				
Speed range forward	km/h	0.02-60	0.02-60	0.02-60	0.02-60	0.02-60
Speed range reverse	km/h	0.02-33	0.02-33	0.02-33	0.02-33	0.02-33

Technical specifications. 2/4

		930 Vario	933 Vario	936 Vario	939 Vario	942 Vario
Top speed	km/h	60	60	60	60	60
Rear PTO		540E/1000	540E/1000	540E/1000	540E/1000	540E/1000
Rear PTO option		1000/1000E	1000/1000E	1000/1000E	1000/1000E	1000/1000E
Front PTO option		1000	1000	1000	1000	1000
Engine rpm at rated speed of rear PTO (540E PTO)	rpm	720	720	720	720	720
Engine rpm at rated speed of rear PTO (1000 PTO)	rpm	1060	1060	1060	1060	1060
Engine rpm at rated speed of rear PTO (1000E PTO)	rpm	1322	1322	1322	1322	1322

Power lift and hydraulics

Variable flow pump	l/min	165	165	165	165	165
Variable flow pump option 1	l/min	220	220	220	220	220
Variable flow pump option 2	l/min	220+210	220+210	220+210	220+210	220+210
Working pressure / control pressure	bar	200	200	200	200	200
Max. valves (front/centre/rear) Power / Power+	number	0/0/4	0/0/4	0/0/4	0/0/4	0/0/4
Max. valves (front/centre/rear) Profi / Profi+	Number	2/0/6	2/0/6	2/0/6	2/0/6	2/0/6
Max. hydraulic oil filling	approx. litres	122	122	122	122	122
Max. available hydraulic oil volume	litres	90	90	90	90	90
Flow rate of control valves (all valves)	litres	140	140	140	140	140
Flow rate of control valves (valve 3)	l/min	140/170	140/170	140/170	140/170	140/170
Flow rate of control valves (valve 4)	l/min	140/170	140/170	140/170	140/170	140/170
Max. lift capacity of rear power lift	daN	12410	12410	12410	12410	12410

Technical specifications. 3/4

		930 Vario	933 Vario	936 Vario	939 Vario	942 Vario
Max. lift capacity of front power lift	daN	5584	5584	5584	5584	5584
Electrical features						
Batteries	number	2	2	2	2	2
Battery power	Ah/V	180/12	180/12	180/12	180/12	180/12
Alternator	V/A	14/275	14/275	14/275	14/275	14/275
Max. transferable current ISOBUS socket	A	60+25	60+25	60+25	60+25	60+25
Tyres						
Front tyres (standard)		650/65R34	600/65R34	600/70R34	600/70R34	650/60R38
Standard tyres rear		710/70R42	710/70R42	710/75R42	710/75R42	750/70R44
Dimensions						
Front track width (standard tyres)	mm	2100	2100	2100	2100	2100
Rear track width (standard tyres)	mm	2000	2000	2000	2000	2000
Overall width with standard tyres	mm	2710	2710	2710	2710	2750
Total height of driver's cab with standard tyres without Fendt Guide	mm	3335	3335	3377	3377	3385
Total height of driver's cab with standard tyres with Fendt Guide	mm	3375	3375	3417	3417	3425
Max. ground clearance	mm	553	553	578	578	603
Wheelbase	mm	3150	3150	3150	3150	3150
Weights						
Unladen weight (base tractor with cab - full tanks, without driver)	kg	11300.0	11300.0	11400.0	11400.0	11780.0

Technical specifications. 4/4

		930 Vario	933 Vario	936 Vario	939 Vario	942 Vario
Max. permissible overall weight up to 40 km/h country-specific exception approval required	kg	20000.0	20000.0	20000.0	20000.0	20000.0
Max. permissible overall weight up to 50 km/h country-specific exception approval required	kg	19000.0	19000.0	19000.0	19000.0	19000.0
Max. permissible overall weight up to 60km/h	kg	17000.0	17000.0	17000.0	17000.0	17000.0
Max. trailer hitch load	kg	2000.0	2000.0	2000.0	2000.0	2000.0
Max. permissible front axle load	kg	8500.0	8500.0	8500.0	8500.0	8500.0
Max. permissible front axle load up to 8 km/h	kg	9500.0	9500.0	9500.0	9500.0	9500.0
Max. permissible rear axle load (country-specific)	kg	11500.0	11500.0	11500.0	11500.0	11500.0

Equipment variants. 1/9

	Power	Power+	Profi	Profi+
Engine				
Reversible fan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel pre-filter (heated)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fuel cooler	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Preheater unit (engine, transmission, hydraulic oil)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exhaust brake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transmission				
VarioDrive with variable torque distribution between the front and rear axle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vario TMS - Tractor Management System	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shuttle function, stop-and-go function	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cruise control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Acoustic signal when reversing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guidance system				
Guidance system basic package		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Standard Trimble / NovAtel		<input type="checkbox"/>		<input type="checkbox"/>
RTK Trimble / NovAtel		<input type="checkbox"/>		<input type="checkbox"/>
TI Headland (TI Auto & TI Turn)				<input type="checkbox"/>
Contour Assistant		<input type="checkbox"/>		<input type="checkbox"/>

Equipment variants. 2/9

	Power	Power+	Profi	Profi+
Telemetry				
Agronomy basic package		<input type="checkbox"/>		<input checked="" type="checkbox"/>
Telemetry basic package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Machine control				
Machine control basic package (ISOBUS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Front implement control (ISOBUS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Section Control (SC)		<input type="checkbox"/>		<input type="checkbox"/>
Variable Rate Control (VRC)		<input type="checkbox"/>		<input type="checkbox"/>
Vario operation				
Multi-function joystick with cruise control, engine speed memory, automatic modes, controls for hydraulics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3L joystick		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Individual Operation Manager – flexible key assignment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Digital Dashboard	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
12" terminal with touchscreen and key control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Second 12" terminal in roof			<input type="checkbox"/>	<input type="checkbox"/>
Ready for automatic steering system		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Electronic immobiliser	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Without immobiliser	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Equipment variants. 3/9

	Power	Power+	Profi	Profi+
Cab				
Mechanical cab suspension	■	■	■	■
Pneumatic Comfort cab suspension	□	□	□	□
Super Comfort Seat, air sprung	■	■	■	■
Super comfort seat Evolution dynamic / CA	□	□	□	□
Super Comfort Seat Evolution active DuMo leather/CA	□	□	□	□
Super Comfort Seat Evolution dynamic DuMo/CA	□	□	□	□
Height and tilt-adjustable steering column	■	■	■	■
Heating with stepless fans	■	■	■	■
Integrated automatic climate control	■	■	■	■
Climate-controlled storage compartment	■	■	■	■
Front windscreen laminated safety glass, heated	■	■	■	■
Rear window heated	□	□	□	□
Roller shade rear	□	□	□	□
Roller shade right	□	□	□	□
300°-front windscreen wipers (with continuous windscreen)	■	■	■	■
Rear window wash/wipe	■	■	■	■
Side window wash/wipe system right	■	■	■	■
Electrically adjustable rear view mirror + wide-angle mirror	■	■	■	■

Equipment variants. 4/9

	Power	Power+	Profi	Profi+
Comfort mirror + clearance light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retractable comfort mirror + clearance light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wide-angle mirror	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Auxiliary device holder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Radio mounting kit with two stereo speakers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Infotainment package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Infotainment bundle + 4.1 sound system			<input type="checkbox"/>	<input type="checkbox"/>
4 USB ports			<input type="checkbox"/>	<input type="checkbox"/>
EC tachograph standard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fendt Reaction steering system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Radar sensor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reverse drive control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Self-cancelling indicators	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Electric battery disconnect switch	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cool box	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floor mat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lighting				
Halogen headlights	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Auxiliary lights front	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Equipment variants. 5/9

	Power	Power+	Profi	Profi+
Auxiliary LED lights at front	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work lights A-pillar, rear mudguard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work lights LED A-pillar, rear mudguard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Roof rear work lights / 2 pairs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Roof rear LED work lights / 2 pairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LED headlamps with headlamp levelling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LED rear lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3rd brake light	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LED rotating beacons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ambient lighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Chassis				
FSC Fendt Stability Control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Single wheel suspension front axle	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pneumatic high-speed dual-circuit braking system 1 pedal	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pneumatic high-speed dual-circuit braking system 2 pedal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electro-pneumatic handbrake	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Electro-pneumatic handbrake (handbrake assist)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Automatic trailer steering axle lock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Compressed air system 2-circuit system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Equipment variants. 6/9

	Power	Power+	Profi	Profi+
Compressed air Duomatic coupling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VarioGrip tyre pressure regulation system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4WD / differential locks				
Smart 4-wheel drive	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Rear / front differential with 100% disc locking and steering angle sensors	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Power lift				
Tractive power and stepless mixed control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clearance, position control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Single-action Comfort front power lift with position adjustment and external controls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comfort front power lift da, with position control and relief control, external controls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No rear power lift	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrohydraulic power lift da (EHR), with external controls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrohydraulic power lift sa (EHR), with external controls	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Externally controlled rear power lift	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Shock load stabilising, electro-hydraulic power lift control	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hydraulic lower link lateral stabiliser	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lower link tail arrester cat. 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PTO				
Front: 1000 rpm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Equipment variants. 7/9

	Power	Power+	Profi	Profi+
Rear: Flanged PTO 540E/1000 rpm	■	■	■	■
Rear: Flanged PTO 1000/1000E rpm	□	□	□	□
External controls for rear PTO	■	■	■	■
PTO comfort control, electrohydr. preselection	■	■	■	■
Hydraulics				
EHS valve actuation crossgate lever, multi-function joystick		□	■	■
EHS valve actuation linear module	■	■	■	■
External control for hydraulic control unit at rear	■	■	■	■
Load sensing system with axial piston pump (165 l/min)	■	■	■	■
Load sensing system with axial piston pump (220 l/min)	□	□	□	□
Load sensing system with 2 axial piston pumps (220+210 l/min)			□	□
1st and 2nd EHS valve at rear	■	■	■	■
3rd EHS valve at rear	■	■	■	■
4th EHS valve at rear	□	□	□	□
5th EHS valve at rear			□	□
6th EHS valve at rear			□	□
1st front EHS valve			□	□
2nd front EHS valve			□	□
Hydraulic power beyond connection	□	□	□	□

Equipment variants. 8/9

	Power	Power+	Profi	Profi+
Return rear	■	■	■	■
Unpressurised rear return flow	□	□	□	□
FFC flat-gasket rear hydraulic couplings	□	□	□	□
Double connect-under-pressure lever couplings rear	□	□	□	□
CUP coupling rear	■	■	■	■
Bio hydraulic oil	□	□	□	□
Additional equipment				
Manual hitch	□	□	□	□
Automatic trailer hitch with remote control, rear	■	■	■	■
Ball coupling, height adjustable	□	□	□	□
Ball coupling, short, in the bottom hitch	□	□	□	□
Ball coupling, long, in the bottom hitch	□	□	□	□
Hitch	□	□	□	□
Drawbar	□	□	□	□
Piton-fix	□	□	□	□
Comfort ballast for front-end weight (not available with front power lift)	■	■	■	■
Front weights, various sizes	□	□	□	□
Wheel weights, rear wheels	□	□	□	□
Forced steering (one or two-sided)	□	□	□	□

Equipment variants. 9/9

	Power	Power+	Profi	Profi+
Wide vehicle marker	■	■	■	■
Pivoting front wheel mudguard	■	■	■	■
ABS trailer sockets	□	□	□	□
Removable tool box	■	■	■	■
Retractable metal toolbox	□	□	□	□
Retractable washing bowl	□	□	□	□
Removable toolbox	□	□	□	□
Security lock system	■	■	■	■