

# THE LINDNER MODEL OVERVIEW



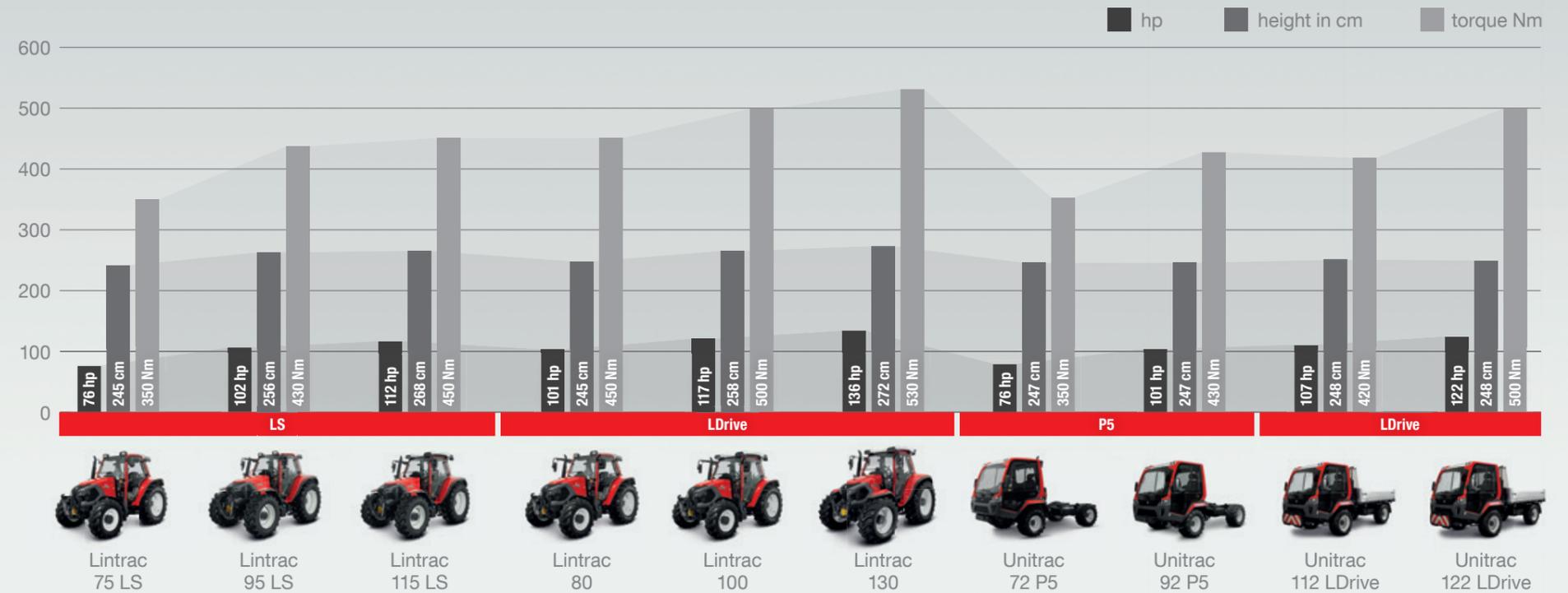
## LINTRAC & UNITRAC



# The agile duo made in Austria.

„When our founder, engineer Hermann Lindner, started building tractors over 70 years ago, he helped to secure the livelihoods of farmers through his technical innovations. We continue his pioneering spirit to this day, and have combined the experiences of our 40,000 customers in mountain, cultural and grassland management, as well as municipal use, in our vehicles.“

Hermann, Stefan und Rudolf Lindner  
Management of Traktorenwerk Lindner



## Lindner produces highly agile tractors of the Lintrac series and the versatile Unitrac transporters. The vehicles' operational areas include mountain and grassland farming, as well as agriculture, cable cars and municipal applications.

The Lintrac series currently consists of 3 LS models with powershift transmission and 3 continuously variable LDrive models. The Lintrac LS series with powershift combines the advantages of the ZF manual transmission from Steyr with the strengths of the Lintrac series. These include maneuverability, a high level of driving comfort and the powerful hydraulics with variable displacement pump. With the LS models, Lindner offers all-round tractors for mixed farms

in Alpine agriculture. Thanks to their high degree of visibility, they are also ideally suited for front loader work. The Lintrac LDrive is the first stepless standard tractor with 4-wheel steering. Technical highlights include the high-performance active hydraulics from Bosch, the particularly clean Perkins Level 5 engine and the simple LDrive control system. For mountain and grassland areas, the Lintrac combines the features of a tractor, slope mower and farm loader in one vehicle—this significantly reduces the investment required from farmers. When mowing with the 3-metre mower, the Lintrac impressed with a test consumption of just 6.4 litres per hectare—as much as 50 percent less than comparable two-axle mowers. Further areas of application include viticulture, forestry and the municipal sector. The Lintrac 100 and Lintrac 130 are intended for larger mixed and grassland farms. Lindner has been producing Unitrac transporters in Kundl for the municipal sector, cable cars and farms for over 25 years. There are currently over 3,500 Unitracs with 10,000 attachments in work across Europe. More than 80 Unitracs are included in the City of Vienna's vehicle fleet alone. These are used for snow removal in the winter, and for transporting and road cleaning in the summer.

### Success story

The Tyrolean family company Lindner has been in existence since 1946.



### Agriculture

In the agricultural sector, Lindner has over the decades developed a specialisation in mountain and grassland management in the Alpine region and in European agro-cultivation, which includes forestry, field and special crops such as hops, vegetables and viticulture.

### Municipal

When used for municipal purposes, Lindner tractors and transporters complement one another perfectly as high-performance equipment carriers with payloads of up to 6 tons: in winter operations, for park and landscape maintenance, for cleaning or for mowing and transport work.



# LINTRAC<sup>LS</sup>

## The power of a new generation



The Lintrac LS range currently consists of three models, ranging from 76 to 112 hp. The technical highlights of the tractors are the panoramic comfort cab, cab suspension, vibration control, the front hydraulics or the powerful active hydraulics with separate oil management. The new Level 5 Perkins Syncro engines are used in these.

The Lintrac LS combines particularly high-quality components in a compact and manoeuvrable tractor for mixed-type farms. The powershift transmission from ZF-Steyr transmits the power of the 4-cylinder Perkins Syncro engine to the land perfectly. The 4-speed PTO facilitates work at low speeds. The separate oil supply of the Bosch hydraulics with a capacity from 55 to 80 litres protects the transmission from contaminated oil from the attachments.

The original Lindner front hydraulics are available in axle- or fuselage-fed variants and can be equipped with EFH equipment relief.

As an option, all Lintrac models can be fitted with the compact comfort clear view cab (standard with 75 LS & 95 LS) or the spacious TraLink clear view cab.

### Comfort cab

The slim cab pillars provide maximum all-round visibility. The slim cab pillars provide maximum all-round visibility.



### EHR with vibration control

The electronic hoist control (EHR) is equipped with automatic traction and position control (AHC), which facilitates highly even ploughing. Road driving with rear-mounted devices run particularly smoothly thanks to the vibration control.

### ZF transmission with high performance

The Lintrac LS is fitted with a ZF Steyr Power2 powershift transmission. 16 forward and 16 or 8 reverse gears are also installed. The standard 4-speed PTO can optionally be extended with an electro-hydraulic shaft clutch.



Lintrac 75 LS

### Axle and front hydraulics

The reinforced original Lindner front hydraulics with 2500 kp lifting power is equipped with a support on the gearbox housing as standard from 100 hp. This allows for winter services with snow ploughs to be undertaken without problem. The Lindner front axle has a particularly robust design and, with twin tyres, can handle the toughest jobs on steep slopes. Axle-guided front hydraulics with EFH device relief are available as an option.

### Cockpit - ergonomic comfort

Via the central info panel with I.B.C. display (intelligent on-board computer), which is part of the standard equipment of the Lintrac LS, a large number of functions can be displayed and operated.

### Cabin suspension

The mechanical cabin suspension, combined with the Grammer air seat with low-frequency suspension, ensures back-friendly working comfort.



Lintrac 115 LS

# LINTRAC LDRIVE

## Unbelievably agile



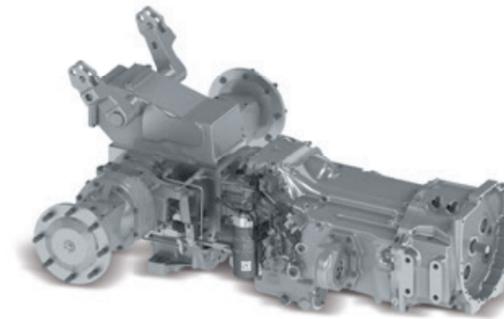
The Lintrac is the first continuous standard tractor with a steering rear axle to achieve incredible manoeuvrability. The best elements of the tractor, slope mower and farm loader are combined in one efficient vehicle concept. The ZF stepless technology, combined with the intuitive and practically oriented operating concept from Lindner, makes the task at hand as simple as possible.

The Lintrac combines the features of a tractor, slope mower and farm loader in one vehicle. Perfect manoeuvrability, thanks to 4-wheel steering, extreme slope capability for inclines of up to 60%, which results from the extremely low centre of gravity of less than 850 mm on the Lintrac 80, front loader capability, full traction for trailer transport and field work, an economical and powerful engine and the easy-to-use LDrive operation. The TMT09 is the first continuously variable transmission to have been specifically developed for PTO powers above 90 hp. Compact and light

construction was key to this. The transmission is particularly efficient due to the largely mechanical power transmission with low hydrostatic content. The driving speed is stepless, with reduced rpms. The 4-speed rear PTO shaft with start-up control works at either 430/540/750/1000 rpm (Lintrac 80 and 100) or 540/750/1000/1400 rpm (Lintrac 130). The TMT11 is just as efficient in design, but thanks to the larger rear axle it is capable of a greater payload and lifting power and is designed for PTO powers of over 110 hp.

### Power-split transmission with variator

The secret of the efficiency of the continuously variable TMT 09/11 lies in its power transmission, which is predominantly mechanical. The multi-branched powershift transmission is supplemented by a compact and economical 45cm<sup>3</sup> hydrostat.



### Incredibly manoeuvrable

The Lintrac is extremely manoeuvrable, even without a steering rear axle. Thanks to the compact wheelbase and 52° front steering angle, it is able to achieve a turning circle diameter of 9.5 m. With 4-wheel steering, an unbelievably small turning circle diameter of less than 7 m is possible. The rear wheels can be steered through up to 20°. „Crab steering“ is also possible.

### LDrive: Get in & drive away

Driving the Lintrac is simple: start the engine, choose the direction of travel, accelerate and steer. The LDrive rotary control on the armrest makes the job particularly efficient. If the „LDrive“ is activated, the speed of travel can be set by the rotation of a dial in a dynamic and stepless manner. There are speed selection buttons for all-wheel drive, differential, cruise control memory, creep function, manual throttle & foot throttle mode and all different driving modes.

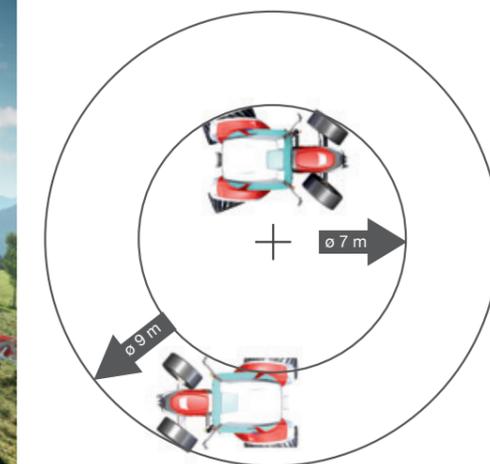
### TURNING CIRCLE DIAMETER

LINTRAC 80	7 m
LINTRAC 100	7,8 m
LINTRAC 130	8,5 m



### The joy of power & torque

The Perkins turbo-diesel with a displacement of 3.6 litres delivers 74.4 kW/101 hp in the Lintrac 80 and 85.9 kW/117 hp in the Lintrac 100. It offers an enormous torque of 450 Nm at 1500 rpm with a very steep torque increase of over 40%. The new 3.6-litre Level 5 Perkins turbo in the Lintrac 130 has an output of 100 kW/136 hp and 530 Nm. These characteristics ensure a high torque start-up on slopes and when pulling. In conjunction with the TMT transmission, the engine can operate at reduced speed, making it particularly fuel-efficient.



## Lintrac in municipal use

Rear, front and power hydraulics with a variable displacement pump make the Lintrac an ideal equipment carrier. The continuously variable traction drive as well as the rear and front PTO make the Lintrac perfectly equipped for summer and winter service: Spreading and sweeping work, as well as snow clearance with a plough or tiller, come naturally to the vehicle even in the narrowest of streets, thanks to the steered rear axle. The front loader and hardy traction handle difficult transport tasks.



## Front axle with suspension

The original Lindner front axle is optionally available in a variant with suspension. The hydraulic suspension cylinders are well-protected and integrated into the axle suspension, guaranteeing the best possible driving comfort, combined with the greatest possible ground clearance.

## I.B.C.-Monitor PRO

With the new Touch I.B.C. monitor PRO, Lindner brings the quality of a luxury sedan to the stepless tractor. Drivers can expect easy-to-understand menu guidance and a robust design for demanding tasks.

## LINTRAC<sup>100</sup> LINTRAC<sup>130</sup>



## Equipped: rear hoist with 4-speed PTO, front hydraulics with EFH and front PTO.

The Lintrac is available with either fuselage- or axle-fed front hydraulics. With EFH equipment relief, a uniform mowing result is achieved even in difficult terrain, at speeds up to 17 km/h. The reinforced frame block facilitates the use of a front loader or a side attachment plate. The rear hoist with a lifting force of up to 4900 kp is available with EHR and vibration control. The PTO shaft and hoist are operated at the fender.



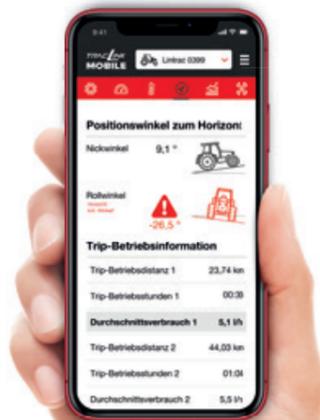
## TracLink Smart

The Lintrac 130 is the first tractor equipped with TracLink Smart as standard. Every attachment can be equipped with a TracLink Smart tag. The Lintrac recognises which device is being used via Bluetooth. The automatic device recognition records every job in detail, without the driver having to make any configurations themselves. The hydraulic flow rates, engine and PTO speeds as well as the manual throttle can be optimally adjusted automatically.



## TracLink for your pocket

TracLink mobile, which Lindner developed together with ZF, is a telematics solution for your pocket. The driver receives all important vehicle information on their mobile phone. A connection for mobile devices is attached to the diagnostics interface in the vehicle. This is connected to smartphones via Bluetooth.



## The high-performance work hydraulics from BOSCH with variable displacement pump deliver from 88 to 100 l/min.

The Lintrac operates with an axial piston pump, which steplessly regulates the hydraulic power to up to 88 l/min (or optionally 100 l/min). The exact amount of oil required is conveyed at all times. This eliminates power losses. Up to 5 EHS control units with quantity settings are possible. These work proportionally and with a high degree of sensitivity. As with all Lindner vehicles, the Lintrac has a separate oil supply for the power hydraulics/steering and the transmission.

## The joy of power & torque

Lindner equips the Lintrac with the particularly clean Level 5 Perkins Syncro engine. It offers an enormous torque with a very steep torque increase of over 40%. These characteristics ensure powerful starting behaviour on slopes and when pulling. In conjunction with the TMT transmission, the engine can operate at reduced speed, making it particularly fuel-efficient.





LS			
Technical data	Lintrac 75 LS	Lintrac 95 LS	Lintrac 115 LS
<b>Cab</b>	Panoramic comfort cab ROPS, green-tinted panoramic glazing, front loader clear view window, hinged front window (for 40 km/h version), comfort passenger seat (Lintrac 75 LS), interior trim, Grammer comfort seat with air suspension (Lintrac 95 & 115 LS) and document compartment or net, LED interior lighting and automatic door, heating and ventilation system with 3- or 4-step high-performance blowers, starter lock, constant power supply socket (3-pin), automatic turn signal reset, windscreen wiper interval, mobile phone charging socket, sun protection slider and cover, upward-turned exhaust, radio preparation, left storage compartment at bottom, adjustable air nozzles, one-piece bonnet with simple opening, easy-to-clean radiator		
			TracLink cab with enlarged front loader Clear-view window, automatic air conditioning
<b>Platform</b>	Level platform cab		
<b>Display</b>	I.B.C. monitor with remote control		
<b>Cab equipment</b>	Mechanical cab suspension		
<b>Engine</b>	Perkins Syncro - 904J-E36TA LEVEL 5		
<i>Performance in accordance with ISO 14396</i>	55 kW / 76 hp	75 kW / 102 hp	82 kW / 112 hp
<i>Cylinders / Capacity / Cooling</i>	4 / 3600 cm <sup>3</sup> / Water		
<i>Max. torque</i>	350 Nm at 1400 rpm	430 Nm at 1500 rpm	450 Nm at 1500 rpm
<b>Efficient Power Program</b>	Common rail, charge air cooling, viscosity fan, gear oil cooling on demand, electronic position control with remote control, separate oil supply		
<b>Transmission</b>	16/16-speed ZF Steyr powershift transmission with dual powershift, pressure lubrication, 40 km/h	16/8 speed ZF Steyr powershift transmission with dual powershift, automating function (speed matching), pressure lubrication, 40 km/h, wet multi-plate clutch (Power Shuttle), maintenance-free	
<b>Rear axle</b>			
<b>PTO shaft</b>	Load-switchable		
<i>Engine PTO shaft</i>	430 / 540 / 750 / 1000 rpm		
<i>on request: front PTO shaft</i>	1,000 rpm		
<b>Hydraulic system</b>	BOSCH Rexroth / load-sensing		
<i>Rear lifting unit</i>	EHL - electronic hoist position control	EHR with AHC	
<i>Working pressure</i>	200 bar		
<i>Max. delivery rate</i>	55 l/min	80 l/min - Axial piston pump	
<i>Control units / Tipper lines</i>	3 x dws / 4 + 1 return		
<i>Lifting power / with additional lifting cylinder</i>	2800 kp	4900 kp	
<i>on request: lifting force front hydraulics</i>	2500 kp		
<b>Lights</b>	2 x H7 bi-halogen headlights (high and low beam at bottom), 2 x side indicators with integrated delineation light, LED daytime running lights, 2 x rear and brake lights in LED technology with integrated indicator lights at rear		
	2 x front H4 headlights (high beam and low beam at top) 2 x H3 work lights at rear	4 x LED headlights (high and low beam at top), 2 x LED work lights (front and rear), LED taillight arch	
<b>Mass and tare weight</b>	3350 kg	3880 kg	3950 kg
<i>A maximum length / B maximum width</i>	3505 mm / 1978 mm	3808 mm / 2194 mm	3808 mm / 2194 mm
<i>C maximum height / D wheelbase</i>	2450 mm / 2304 mm	2560 mm / 2400 mm	2680 mm / 2400 mm
<b>Standard tyres</b>	420/85 R 30 & 375/70 R 20	480/70 R34 & 380/70 R 24	
			3 year warranty, incl. TracLink

LDrive			
Lintrac 80	Lintrac 100	Lintrac 130	
Panoramic comfort cab ROPS, green-tinted panoramic glazing, front loader clear view window, hinged front window (for 40 km/h version), comfort passenger seat, interior trim, Grammer comfort seat with air suspension and document compartment or net, LED interior lighting and automatic door, heating and ventilation system with 3- or 4-step high-performance blowers, starter lock, constant power supply socket (3-pin), automatic turn signal reset, windscreen wiper interval, mobile phone charging socket, sun protection slider and cover, upward-turned exhaust, radio preparation, left storage compartment at bottom, adjustable air nozzles, one-piece bonnet with simple opening, easy-to-clean radiator			
		TracLink cab with enlarged front loader Clear-view window, automatic air conditioning	
2-level platform	Level platform cab		
	I.B.C. monitor Pro with remote control	I.B.C. monitor Pro with remote control, TracLink Smart device recognition	
	Mechanical cab suspension		Optional: Pneumatic cab suspension
	Perkins Syncro - 904J-E36TA LEVEL 5		
74.4 kW / 101 hp	85.9 kW / 117 hp	100 kW / 136 hp	
	4 / 3600 cm <sup>3</sup> / Water		
450 Nm at 1500 rpm	500 Nm at 1500 rpm	530 Nm at 1500 rpm	
	Common rail, charge air cooling, viscosity fan, gear oil cooling on demand, electronic position control with remote control, separate oil supply, operation via multi-functional joystick on the LDrive armrest, volume-adjustable load-sensing control units		
	TMT09-ZF stepless transmission, Lindner LDrive operation, 40 km/h, pressure lubrication, Power Shuttle, powershift all-wheel drive - activation at the push of a button, differential lock at rear - activation at the push of a button	TMT11.2-ZF stepless transmission, Lindner LDrive operation, 40 or 50 km/h, pressure lubrication, Power Shuttle, high traction for increased pulling force, powershift all-wheel drive - activation at the push of a button, differential lock at rear - activation at the push of a button, electro-hydraulic safety lock	
	Optional: LINDNER rear axle steering (up to 20° steering angle - depending on tires) with 4 steering modes (counter-steering, crab steering, mower steering, manual)		
	Load-switchable		
	430 / 540 / 750 / 1000 rpm	540 / 750 / 1000 / 1400 rpm	
	1,000 rpm		
	BOSCH Rexroth / load-sensing		
	EHR with AHC		
	200 bar		
		88 -100 l/min - Axial piston pump	
	3 x dws / 4 + 1 return		
	3500 kp	4900 kp (5500 kp optional)	
	2500 kp		
	2 x H7 bi-halogen headlights (high and low beam at bottom), 2 x side indicators with integrated delineation light, LED daytime running lights, 2 x rear and brake lights in LED technology with integrated indicator lights at rear		
	2 x front H4 headlights (high and low beam at top), 2 x H3 work lights at rear	4 x LED headlights (high and low beam at top), 2 x LED work lights (front and rear), LED taillight arch, optional: Bi-LED headlights	
	3920 kg	3980 kg	4520 kg
	3610 mm / 1978 mm	3681 mm / 1978 mm	3808 mm / 2226 mm
	2453 mm / 2304 mm	2583 mm / 2375 mm	2718 mm / 2420 mm
	420/85 R 30 & 375/70 R 20		540/65 R34 & 440/65 R24
			3 year warranty, incl. TracLink

# UNITRAC

## More than just a transporter...



Lindner has been producing Unitrac transporters in Kundl for the municipal sector, cable cars and farms for over 25 years. There are currently over 3,500 Unitracs with 10,000 attachments in work across Europe. More than 80 Unitracs are included in the City of Vienna's vehicle fleet alone.

Whether for clearing snow, as a sweeper, mower, for disposal or transport—the Lindner Unitrac is a versatile complete equipment carrier: economical and manoeuvrable on the road, gentle on the soil in grassland management and safe off-road. The pioneering technology is equipped

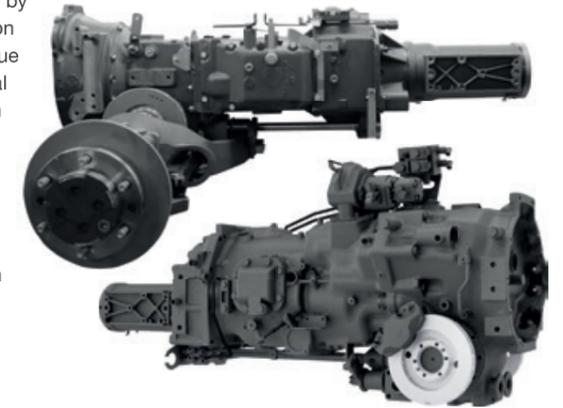
with a unique chassis concept and is therefore ready for every conceivable requirement: independent suspension, disc brakes, hydraulic suspension with level control, permanent all-wheel drive, load-switchable differential locks and much more.

### Tiltable comfort cab

Optimal all-round visibility: You can see everything: the front working area through the heatable panoramic windscreen and a clear view on the sides through the large glass doors with wide-opening sliding windows. The rear-view mirrors with integrated additional indicators are electrically adjustable and heated. Comfortable equipment: The wide-opening doors provide easy access to the spacious comfort cab. The automatic door opens the rear window upon entry, making it easier to close the door gently with optimal cabin ventilation. The non-slip storage compartments and nets as well as the large cup holder are practical additions.

### Split or stepless transmission

The CVT stepless transmission used in the Unitrac 112/122 LDrive was developed together with ZF and is produced by Lindner. The transmission is particularly efficient due to the largely mechanical power transmission with low hydrostatic content in the working/driving range. The Unitrac P5 comes with a fully synchronised 16/16 speed split transmission as standard.



### LDrive operation

Driving the Unitrac 112/122 LDrive is simple: Start the engine, choose the direction of travel, accelerate and steer. The LDrive rotary control on the armrest makes the job particularly efficient. If the „LDrive“ is activated, the speed of travel can be set by the rotation of a dial in a dynamic and stepless manner. Quick selection buttons are available for important chassis functions and driving modes.

### Working hydraulics with variable displacement pump

The Unitrac LDrive operates with an axial piston pump, which regulates the hydraulic power steplessly up to 88 l/min. The amount of oil required for all working groups in every scenario is always pumped, thereby eliminating power losses. Up to 5 EHS control units and one EWS control unit with volume control can be used. These work proportionally and with a high degree of sensitivity. Hydraulic fine adjustment is performed via the IBC monitor. As with all Lindner vehicles, the Unitrac has a separate oil supply for the power hydraulics/steering and the transmission, with a separate cooling system. The hydraulic output of 50 l/min becomes fully available from an engine speed of 1,300 rpm.



#### 4-wheel steering

The Unitrac is optionally available with 4-wheel steering. The turning radius is just 3.5 m (6 m without 4-wheel steering). Crab steering mode is available upon request. The convenient reset setting makes operation simple and straightforward.

#### High-performance chassis

The Unitrac chassis concept has already proven itself in over 3,500 vehicles, in grassland management, with cable car and industrial customers and as municipal equipment. Independent wheel suspension and hydraulic suspension cylinders with diaphragm accumulators in conjunction with the rotating part between the front and rear frame guarantee optimum suspension comfort with maximum off-road mobility. Due to the rotating vehicle frame, all four wheels have constant contact with the ground and the highest possible traction. The standard mechanical level control ensures maximum tipping stability in difficult terrain. Due to the relatively small spring travel of the system, the upper edge of the loading area is particularly low, despite the large tyres that are fitted.



**TracLink in the Unitrac LDrive** device recognition, connection and operating help, service display and operating data from the TracLink system can be displayed and operated directly in the IBC monitor. All information important for driving is available directly in the cockpit.



#### Brakes

The vehicle is equipped with a dual-circuit brake system, 2 internally ventilated front disc brakes and 2 rear disc brakes as standard. Less pedal pressure and reduced heat build-up increase comfort and safety. The Unitrac can optionally be equipped with an eddy current brake or a compressed air brake system. The optionally available, patented safety lock acts directly on the service brake and ensures stability on steep terrain.



Technical data	Unitrac 72 P5	Unitrac 92 P5	Unitrac 112 LDrive	Unitrac 122 LDrive
<b>Cab</b>	Comfort cab with doors (OECD-tested), tiltable to the side, heated panoramic windscreen, 2 electronically adjustable and heated side mirrors, additional indicators on the side mirror, 2 windscreen wipers with interval switching, comfort seats, sun visor, radio console with radio preparation, 12-volt mobile phone charging plug, indicator reset, heating, door locks, ergonomically shaped control panel, interior lighting, ergonomic entry			
<i>Cab design</i>	4-step fan		LDrive armrest on LDrive comfort airsprung seat, 4-step fan	
<b>Display</b>	VDO central info panel		VDO central info panel & I.B.C. monitor with remote control	
<b>Engine</b>	Perkins Synchro – 904J-E36TA – Level 5		VM Turbo diesel (Euro6)	Perkins Synchro – 904J-E36TA – Level 5
<i>Power in accordance with ISO14396 / Speed</i>	55 kW (76 hp) / 2200	74.4 kW (101 hp) / 2200	79 kW (107 hp) / 2300	90 kW (122 hp) / 2200
<i>Cylinders / Capacity / Cooling</i>	4 / 3600 cm <sup>3</sup> / Water		4 / 2970 cm <sup>3</sup> / Water	4 / 3600 cm <sup>3</sup> / Water
<i>Max. torque</i>	350 Nm at 1400 rpm	430 Nm at 1500 rpm	420 Nm at 1100-1400 rpm	500 Nm at 1500 rpm
<b>Efficient Power Program</b>	Common rail, viscosity fan, digital display, consumption calculator, electronic manual throttle with programmable buttons, sep. oil supply, ep speed limiter		Common rail, viscosity fan, digital display, consumption calculator, electronic manual throttle, separate oil supply, <b>axial piston pump</b>	
<b>High-performance chassis</b>	Independent suspension, hydraulic suspension with level regulator, longitudinal differential lock and electro-hydraulic differential lock at rear activated at the push of a button, Optional: front differential lock, 4-wheel steering with convenient reset setting			
			Comfort suspension, axle load display for front and rear axles	
<b>Transmission</b>	Lindner-ZF-16/16-speed split transmission, 40 or 50 km/h, electro-hydraulic PTO clutch activated at the push of a button		Lindner-ZF stepless transmission, 0 - 40 or 0 - 50 km/h, LDrive operation, electro-hydraulic PTO clutch activated at the push of a button with start-up control	
<b>PTO shaft</b>	Load-switchable			
<i>Engine PTO shaft</i>	540 / 1000 rpm			
<i>on request: front PTO shaft</i>	1000 rpm			
<b>Brake</b>	Dual-circuit brake system, front (internally ventilated) and rear disc brakes		Dual-circuit brake system, electro-hydraulic spring-loaded brake, brake booster, ALB Optional: eddy current brake	
<b>Hydraulic system</b>	Dual-circuit hydraulics with comfort operation / Load-sensing system		BOSCH-Rexroth multi-circuit hydraulics / Load-sensing - axial piston pump	
<i>Working pressure</i>	185 bar		200 bar	
<i>Max. delivery rate</i>	85 l/min		88 l/min	
<i>Control units / Tipper lines</i>	1x dws and 1x ews with lever switch		2 x dws / 1 x ews, Joystick / fingertip operation	
	Oil motor proportional		Proportional EHS control units with floating position and adjustable flow rate and time control (oil motor)	
<b>Lights</b>	High and low beam at bottom, H3 work light at top		Full LED main headlights with integrated LED daytime running lights, additional H7 high and low beam at top, LED taillights	
<b>Mass and tare weight</b>	3350 kg	3450 kg	3850 kg	3975 kg
<i>A maximum length / B maximum width</i>	4872-5372 mm / 1972-2072 mm		5067-5567 mm / 1972-2078 mm	
<i>C maximum height / D wheelbase</i>	2470-2484 mm / 2600-3100 mm		2480-2493 mm / 2750-3250 mm	
<b>Standard tyres</b>	15,0/55-17	425/55-R17	425/55-R17	425/55-R17
	3 year warranty, incl. TracLink			



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**Lindner**



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