



**TONY TR**







Our aim is the same as always:  
to make the most beautiful tractor in world!

## When I was a child...

i was so excited every time I saw a tractor. My grandfather owned an Antonio Carraro and watching it, I dreamed of having one, too. When I was only a child I daydreamed about the future of my life: the only certainty was that i would not have had a boring existence. I imagined an interesting job, my own family. A nice home, a car.

Maybe a motorcycle and a tractor. One day I opened my heart and bought an Antonio Carraro. I owed it to myself...and to my grandfather.







# TONY:

the future is now

The Tony concept is the fruit of the extremely advanced design projects that result in the most exclusive technical advancements currently available in the sector for mechanised agriculture. Antonio Carraro applies this philosophy to all of its tractors, from the biggest to the most specialised.

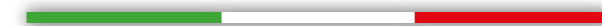
There is a great feat of engineering behind the miniaturising of all the tractor's parts so as to maintain compactness and agility, all of which is enhanced by its constant variable transmission run by software thanks to which many operative tasks can be personalised. Operative comfort is characterised by a drive position with easy access, a central tunnel free of levers and a cab designed without sharp corners and fitted with every comfort.



In over 100 years of activity, Antonio Carraro has developed vehicles for specialised agriculture that have radically changed the working methods used in orchards and on hillsides.

## IDENTIKIT

### compact reversibles with constant variable transmission



The TONY 8900 TR (74,2 HP – Kubota engine – Stage 5 – 4cyl. turbo) is an isodiametric tractor with an ACTIO™ steering chassis, reversible drive and is fitted with a constant variable, electronically controlled transmission with 4 speed ratios which have 3 acceleration modes for each range and 3 for each range in the Automotive version.

The unique transmission, combined with the Rev-Guide System™, increase the vehicle's versatility, offering it maximum operative efficiency with the possibility of being fitted with numerous pieces of specific equipment and therefore simplifying work procedures in tight spaces, on uneven ground and on steep slopes.







# EVERY CUSTOMER HAS HIS VERY OWN

Each customer can configure his Tony as he pleases by choosing from numerous diverse settings: cab, roll bar, joystick, front powerlift etc. The TMC running system allows the operator to set the most appropriate work mode for any given requirement, leaving the software the task of keeping engine revolutions constant, in order to optimise performance and minimise fuel consumption. Various hydraulic systems are available for managing any type of implement. Furthermore by opting for the narrow track configuration it is possible to obtain a turning circle of up to 45°, which provides unbeatable agility and work speed.

## CLEARANCE

The purchaser of a Tony can configure their tractor according to their individual needs, thus obtaining a tractor that is ideal for all types of rowed crops (grapes, fruit and citrus fruit) or specific agricultural tasks (haying, ploughing, woodland tasks etc). Each Tony can be perfectly adapted to individual clearance requirements. The model with the narrowest track is articulated. As far as height is concerned the Tony is at the top of the class, reaching a maximum height of 2.10 m with the Air cab.

## TONY: DNA ANTONIO CARRARO

Essentially, the Tony is a typical, if more sophisticated, AC tractor: isodiametric, reversible, compact, narrow, multipurpose, designed to offer maximum performance in specialised agriculture:

- » Maximum precision when carrying out tasks
- » Maximum comfort and protection for the operator
- » Maximum power during operation without wasting energy
- » Lower harmful emissions and less noise
- » Maximum savings in terms of time-work, fuel, consumption of chemical products







the exclusive chassis designed by Antonio Carraro

# ACTIO™ :

the exclusive chassis designed by Antonio Carraro

**ACTIO™**, This Full Chassis with Oscillation is comprised of a solid cast-iron chassis fixed to the axles and housing the tractor transmission. It features a central joint with a longitudinal oscillation of up to 15°. The two oscillating ends follow the contour of the terrain independently, thus assuring stability and traction at all times. The constant adherence of the tires to the ground allows engine power to be entirely transferred to the ground, thus increasing performance and safety.

The ACTIO™ chassis requires a “projecting” engine configuration in order to assure a low center of gravity and an equal division of the weight of the tractor: 60% on the front axle; 40% on the rear axle. This is an ideal balance with implements attached as it distributes 50% of the weight on each axle.



## TRADITIONAL TRACTOR



70% 30% 80% 20%

## AC TRACTOR



40% 60% 50% 50%

## PLUS

- + **Stability:** Low center of gravity and 4 wheels drive
- + **Safety:** peace of mind
- + **Comfort:** driving position centered over chassis oscillation
- + **Agility:** short wheelbase and reduced turning radius
- + **Adherence:** equal division of weight
- + **Traction:** 4 drive wheels always firmly in contact with the ground





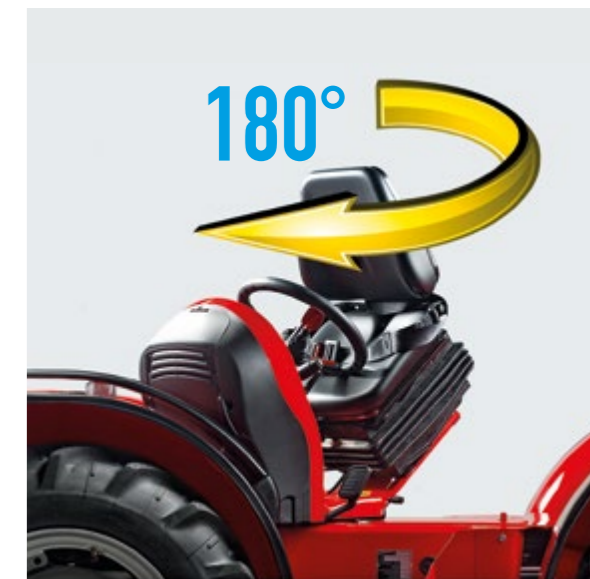


# RGS™ :

two sides of the same coin

**RGS™ Rev-Guide System**, is the AC reversible driving system on a rotating turret which inverts the driving direction in just a few seconds in order to work efficiently with towed or frontal equipment. Simply turn the seat/steering wheel/dash/pedal assembly 180° for an identical, but reverse, driving direction. If equipped with a Joystick\*, all the auxiliary controls remain in an ergonomic position.

The RGS™ system is an integral part of the tractor's multifunctional feature. It simplifies use and improves the precision and quality of performance.



## PLUS

- + **Comfort:** simple and intuitive RGS™ system without double controls
- + **Visibility of equipment:** driving position in the center of the vehicle, in both directions
- + **Versatility:** greater profitability of tractor



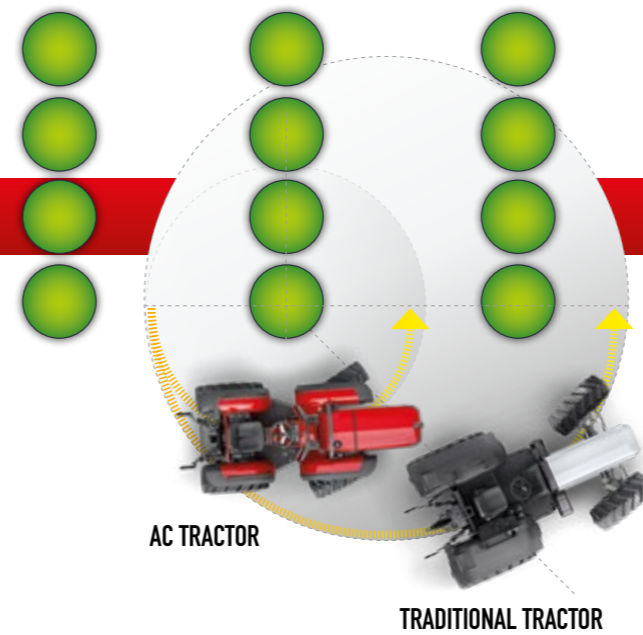


# STEERING:

precise and tight

The short wheelbase and tight steering radius make the tractor extremely agile in crop rows. To further reduce the turning radius, the steering brakes can be utilized, while accentuating the effect of the steering thanks to the double-acting constant velocity joints. The front wheel on the inside of the curve naturally increases the steering angle without the vehicle being allowed to stick. The smooth and sensitive hydroguide steering wheel assures precise maneuvering on steep slopes, in crossways movements, in narrow paths, among crop rows and in car parks. The hydraulic system of the hydroguide uses the Load Sensing system to obtain a constant flow of manoeuvrability independent of steering speed.

AGILITY PRECISION SPEED







# SAFETY:

active and passive

Low centre of gravity, constant grip, stability, drive position protection: these are some of the Tony's active safety features, in addition to its passive ones: quality components, design and use of environmentally friendly engines. The oil bath braking system with hydraulic control guarantees modularity even with sharp braking and is reliable when the front traction is disengaged. The rear draft and position control lift enhances the tractor's grip and keeps it "anchored" to the ground.

The differential blocks with electrohydraulic control on the rear or simultaneously on both axels, prevent skidding by maintaining the vehicle's traction. The drive position, roll-bar, AIR cab – Cat. 4 certified, ROPS and FOPS homologated for violent impact – guarantee the operator maximum protection.



AC TRACTOR

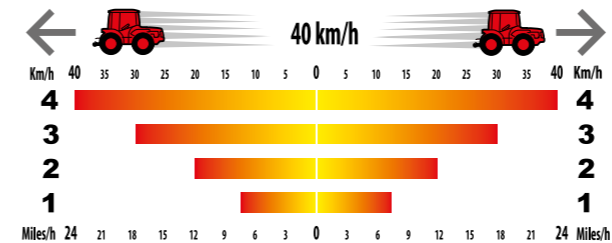
TRADITIONAL TRACTOR



40  
Km/h



# THE TONY CONSTANT TRANSMISSION



The transmission provides exceptional sensitivity both during operational activities and road transport, thus allowing optimal speeds to be maintained for all uses. From 10 m/h to 40 Km/h, in all situations, there is an ideal working speed for the plain, on hillsides or on steep slopes. All the engine's resources are fully exploited without interruption (not even in critical points: changes of slope or speed) because the transmission is constantly engaged.

The Tony transmission is an ultra-compact hybrid-hydrostatic-mechanical transmission, which optimises the tractor's performance by lifting it to maximum operational efficiency. It offers the operator maximum yield and precision during operational tasks as well as extraordinary facility of use; the electronic inverter, for example, (positioned on the lever on the steering wheel or on the joystick) can be activated at any moment and at any speed, in both drive directions.

The Tony transmission is run by an operating system. The response of the transmission to the work programme set is immediate, the tractor's forward movement is always fluid, without discontinuity or jerking, even on a restart. There is no clutch pedal to press during working activities. The operator only has to choose the speed parameters or the engine revolutions, combining them according to the job to be carried out.

## ON BOARD DIAGNOSTICS

### SERVICE

» The product engineering of all of the Tony devices has been designed to allow easy access for quick and practical maintenance interventions on the tractor. The SERVICE function is managed by the software and is programmed to indicate the timing of services and all that concerns maintenance and the tractor's care on the dashboard's display panel.

### ERROR

» Every time an "error" of any kind comes up a code appears on the display corresponding to a malfunction. The operator can therefore ascertain the malfunction in real time and carry out the necessary correction, whether it be of a functional or diagnostic nature.







## E-DRIVE

It is an exclusive electrohydraulic inverter, which is highly requested by the most demanding agriculturalists. It consists of a lever on the steering wheel that allows the drive direction to be inverted without taking the hands off the steering wheel. As well as comfort guaranteed by the intuitive use, the elimination of levers on the central tunnel and the reduction in handling time, it provides safety and operative control at all times. This technical solution is possible thanks to the electronic control unit that manages all changes in drive direction.

»







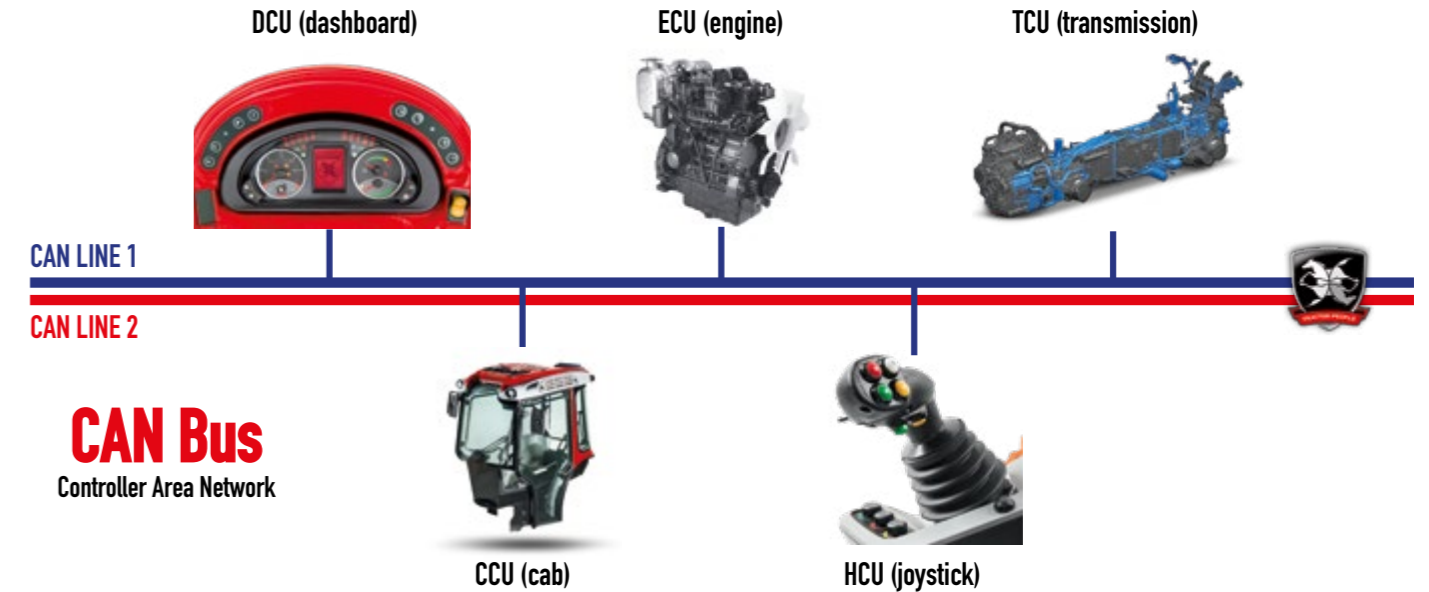
# THE OPERATING SYSTEM: ITAC SOFTWARE (Intelligent-Tractor-Antonio Carraro)

Each customer can personalise the functions of his tractor. The electronic control unit, equipped with the ITAC operating system, manages, monitors and intervenes on the vehicle's setting anomalies and work parameters, allowing, thanks to the TMC system, for the personalisation of the tractor's operative **mode according to the type of terrain, working conditions, equipment being used and personal drive style.**

The operator can select the working speed and the rpm of the PTO and can simultaneously select, for each of the 4 speed ranges available, one of the 3 drive modes, in order to maximise efficiency and operative comfort whilst reducing both stress, fuel consumption and energy.

The operating system on board is also fitted with Safety Control (a safety system that constantly checks the correct functioning of the software itself, allowing the operator to work in total tranquillity). The software also provides the **tractor's diagnostics**, signalling maintenance interventions, the correct functioning of all the tractor's sensors and the consistency of all signals to the operator.

The illustration shows the CAN Bus communication network: a "streamlined" system that simplifies and speeds up data transferral. By using a few electrical cables and by putting the different units of electronic control in communication with each other it is possible to obtain the immediate visualisation on the display of all the network's messages.







# MACHINE AND EQUIPMENT.

an integrated technological system

The integrated system, made up of powerlift – hydraulic system- PTO, is perfect for a large number of front and rear fitting equipment. The powerlift is a vertical cylinder monogroup with a 3 point hitch for category 1 and 2, and has a pump and autonomous hydraulic system. The rear lift control, either electronic, with draft and position control, governs the equipment with precision and thus contributes to the tractor's stability and maximum traction that allow to follow the contours of the land by reducing loss of grip, skidding and transversal sliding.



## PERSONALITY ENDURANCE POWER

**LTHE HYDRAULIC SYSTEM** > it uses extremely high quality components designed to avoid the dispersion of energy and overheating, thus reducing fuel consumption to a minimum. In order to maximise productivity it is necessary to guarantee the operator rapid and precise movement of the equipment and elevated hydraulic capacities. It is for this reason that the Tony is fitted with a hydraulic system with powerful pumps that provide hydraulic capacity only in the exact moment it is required, with a consequent saving in fuel.

The hydraulic flow at the spool valve of up to 51 l/min (opt) allows management of even the most demanding implements without additional hydraulic units activated by the PTO or joystick controlled by third parties.

There can be up to 4 double effect distributors and the tractor can have a total of 12 rear hydraulic outlets and 6 front (n.b. in the top version with a proportional joystick).

The clutch of the electro-hydraulically controlled PTO with progressive engagement is fitted with

an engagement button governed by the control software: it is not possible to involuntarily activate or start the engine while the PTO is inserted or to insert the PTO itself if the safety parameters are not set.

**The front powerlift\*** optimises combination tasks such as the front shearing machine with the rear tipping machine or the front shearing machine with rear vine shoot chopper or the front snow blade with rear gritter etc.

\*optional





#### POWER TAKE-OFF

The two speed PTO: 540/540E rpm and synchronised with the gearbox speed. The ASAE 1 3/8 PTO shaft is the same for all speeds.



#### CONTROL TO KEEP PTO RUNNING

This control keeps the PTO engaged and running even when the operator leaves the seat.



#### DIFFERENTIAL LOCKS CONTROL

The rear differential lock prevents slipping and optimizes traction. The front traction disengagement is useful when travelling along roads and prevents damage from being done to delicate grounds.

### PLUS

- + **Practicality:** engagement facilitated by the cardan shaft
- + **2 Speeds:** fuel saving
- + **Comfort:** the PTO can be engaged while the tractor is moving
- + **Efficiency:** less heat build-up
- + **Functionality:** engagement without stalling the engine
- + **Lifetime:** safeguard of PTO shaft
- + **Comfort:** less operator stress



#### ELECTRONIC LIFTING

Electronic lifting at controlled position and effort (Adjustment: depth, effort / position mix, descent speed) with damping for road transfer.



#### HYDRAULIC SYSTEM

Auxiliary rear hydraulic remotes with 2 double-acting (1 floating) and 1 single-acting distributors, plus 1 oil reflow with 6 rear hydraulic outlets + 2 double-acting with 4 electriccontrolled mini-outlets.

Electro-proportional\* hydraulic system controlled by joystick with double driver safety system and integrated control unit with user-adjustable settings - 12 rear quick couplings. External lifting control.

\*optional



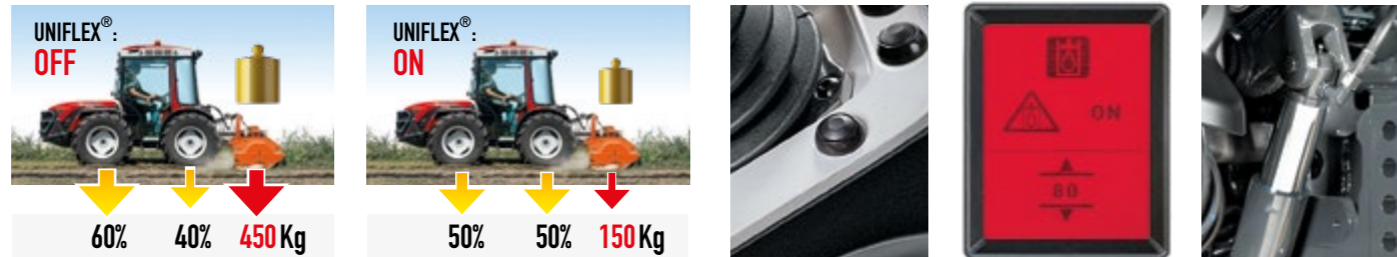


# UNIFLEX® SUSPENSION

The UNIFLEX\* suspension with electronic control allows for part of the weight of the equipment to be transferred to the tractor's wheels. The reduction of specific ground pressure leads to numerous positive effects:

- » Lower compaction
- » Less resistance to pushing and pulling
- » Greater productivity
- » Lower fuel consumption
- » Greater grip
- » Greater stability
- » Damping

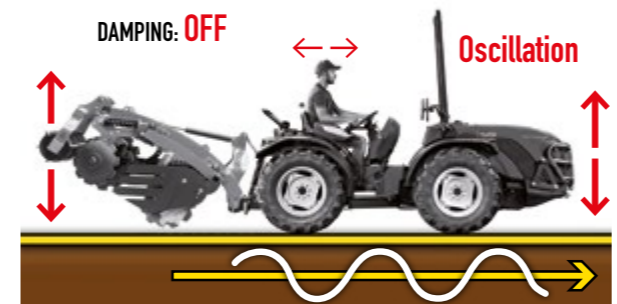
The UNIFLEX suspension with coaxial cylinders maximises its efficiency thanks to a reduced number of friction points. Its innovative concept allows the equipment to follow and adapt itself to the contours of the ground, keeping the ground pressure constant thus benefitting speed and work precision.



\*optional

## DAMPING: stability at all times

The Damping system, which is fitted as standard equipment and, when activated, compensates for stresses transmitted from the mounted implements, thereby increasing comfort while protecting both driver and machine from possible harm.







# ITAC INTELLIGENT TRACTOR AC

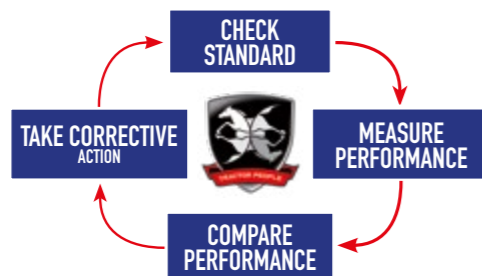
Many functions on the display  
with one objective in mind:  
a top level tractor for perfect  
performance.

The ITAC operating system is made up of four main functions:

FUNCTION SETTING



FUNCTION CONTROL



SAFETY CONTROL



TMC SYSTEM



## FUNCTION CONTROL

» Monitors temperature, pressure, sensors, engine revolution uniformity according to the task being carried out (Torque Control).

## FUNCTION SETTING

» Allows certain parameters to be set such as the tyres and direction via the WHEELS SETTING, DRIVE DIRECTION, FAST REVERSE functions.

## SAFETY CONTROL

» Which constantly verifies the working order of the software itself.

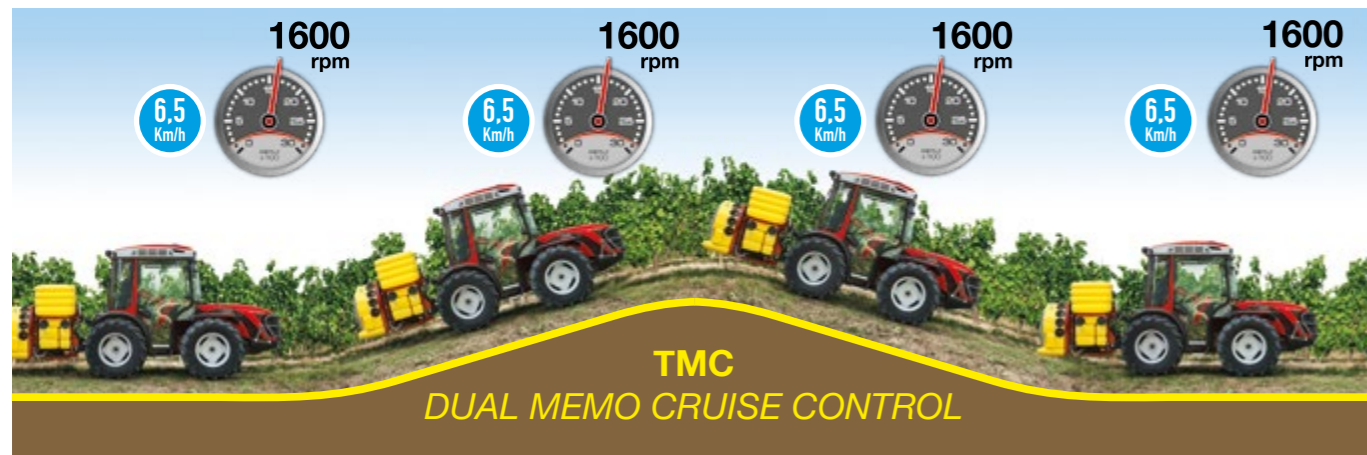
## TMC – SYSTEM TRACTOR MANAGEMENT CONTROL

» Represents the man-machine interface system. The TMC provided the operator with all the possible automatic tasks available.



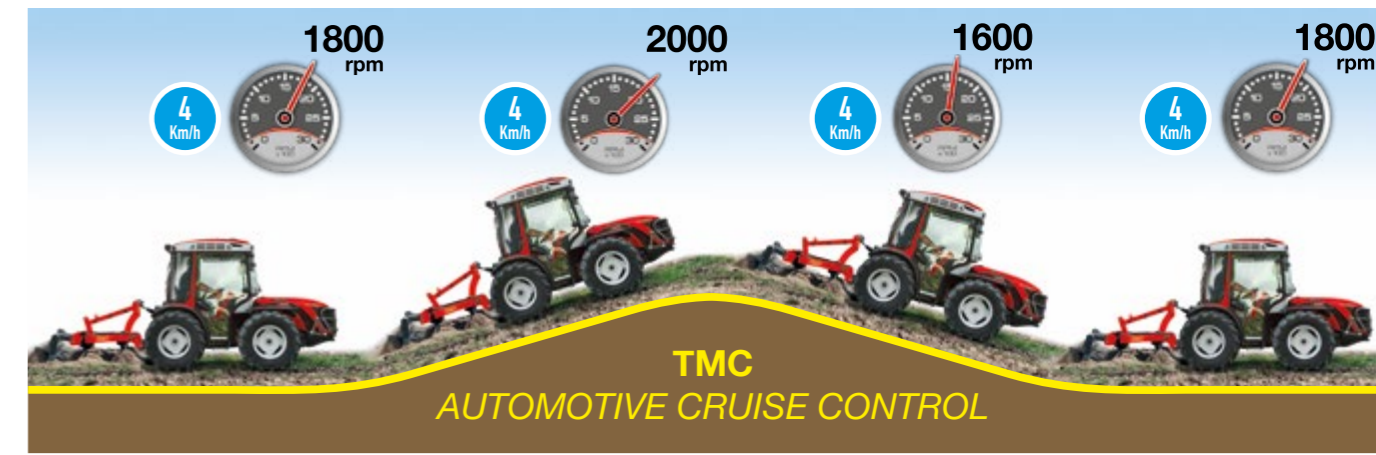


# TMC – DUAL MEMO CRUISE CONTROL



The TMC system, in Cruise Control modality, was designed to maintain speeds and engine revolutions **constant** during work phases. During activities in environments with varying steepness of slopes or on uneven ground, the system monitors and adjusts the vehicle's movement, both uphill and downhill, in order to guarantee maximum precision in terms of PTO revolutions and wheel speed. Pesticides are an example of treatments that require elevated accuracy for their correct, homogeneous distribution without waste.

# TMC – AUTOMOTIVE CRUISE CONTROL

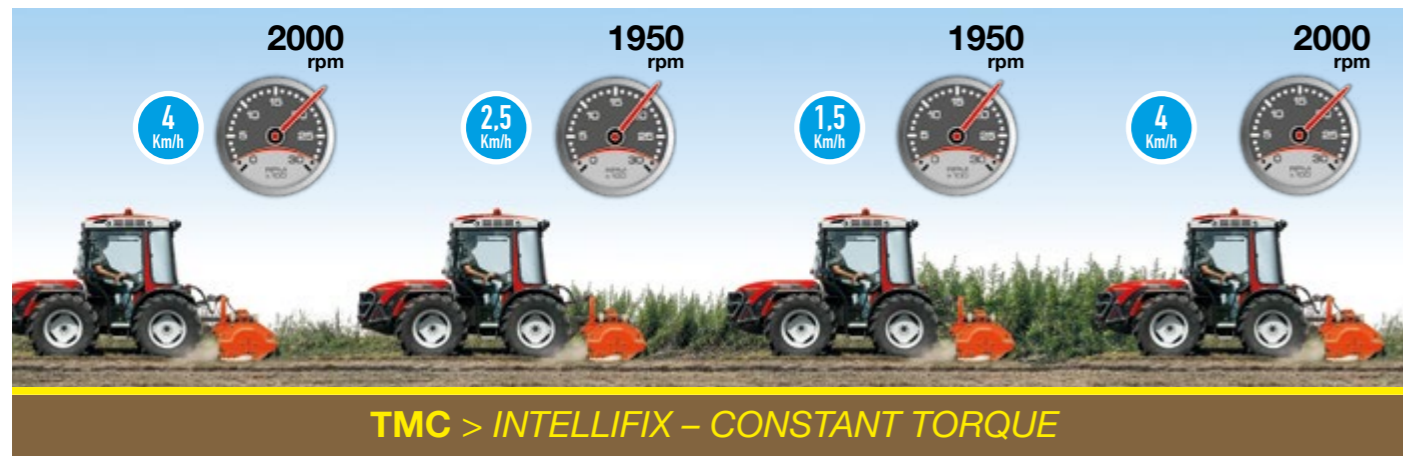


The TMC system, in Automotive Cruise Control, was designed to maintain the tractor's speed constant at optimal engine revolutions. On plains or with low loads, the tractor can work with reduced **engine revolutions**. When facing a climb or an increase in load, the system automatically increases engine revolutions and modifies the group's displacement. As soon as the load to the transmission diminishes, the system reduces the engine revolutions again thus adapting the group's displacement so as to maintain the desired speed.





# TMC – INTELLIFIX – CONSTANT TORQUE



**INTELLIFIX** > has the objective of obtaining maximum torque for the engine revolutions set when there is an absorption of power via the PTO. It gradually reduces speed in order to keep the power supply constant.

The innovative Intellifix system was designed for the control and automatic management of forward speeds and engine revolutions. It automatically effectuates a **reduction in speed** in relation to the torque from the wheels and the charge absorbed by the PTO, should the absorption go above a specific percentage level imposed by the operator. Essentially, it maximises working activities with lower fuel consumption.



## SIM SHIFT IN MOTION

- » Is the technology that guarantees the tractor changes in movement without causing jerking or jolting to the operator (it has 4 mechanical ratios).

## DRIVE MODE

- » Allows three different drive styles for each mechanical range both manually and automatically for a total of 24 drive modes.

## STAND STILL SYSTEM

- » Monitors and guarantees the vehicle's stability on slopes.

## AUTOMOTIVE

- » Simulates the traditional use of the accelerator rendering the speed control pedal proportional to the engine revolutions.

## ECO MODE SPEED

- » Controls the vehicle's maximum engine revolutions once its maximum speed of 40 km/h has been reached, lowering fuel consumption (and noise levels) thanks to an automatic reduction in engine revolutions.





# ENGINE:

## maximum power, minimum emissions

The new EC Directives on Stage 5 (US EPA Tier 4) emission standards for diesel engines have spurred the manufacturer to make major economic investments in the engineering and positioning of the new engines equipped with DPF filters, in order to minimize any alterations to the overall dimensions of the new tractors, so that they remain just as compact and low as previous models.

The four-cylinder, 74.2 hp power units (3769 cc) installed in the TONY TR combine reliability and top-class performance in terms of productivity and fuel efficiency, providing plenty of torque even at low engine speeds (the max torque of 305 Nm is produced at 1500 RPM).

Communication between engine and transmission is instantaneous, thanks to the Can-Bus system, which ensures a constant exchange of information between the various control units of the tractor, optimizing engine speed to suit the work load and thereby avoiding all unnecessary strain on the engine.

Liquid cooling; Common Rail injection; Turbocharged aspiration.



### PLUS

- + **Reliability:** quality components
- + **Performance:** no tractor downtime for regeneration
- + **Comfort:** Reduced vibration thanks to balancer unit
- + **Cost savings:** rapid amortization - low fuel consumption



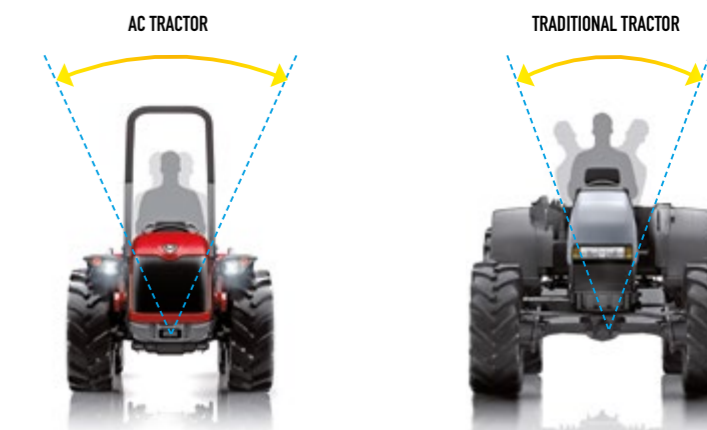
# ERGONOMIA & COMFORT



The tapered and racy design helps the tractor to maneuver in fields and increases operator visibility of the equipment and the surrounding terrain. The spacious driving position is easy to access and protects the operator. The operating station is suspended on **silent-block**, which absorb vibrations and dampen noise.

Thanks to the ACTIO™ Chassis, the driving position coincides with the center of oscillation of the tractor. Sideways jerking and stress are very limited and operator fatigue is reduced, even after many hours.

The instrumentation is elegant, functional and intuitive: backlit antireflection screen for night time; excellent visualisation of all indications on the multipurpose display of the instrument board; engine revolution counter, fuel level and engine temperature of the electronics with analogue visualisation for quick and intuitive consultation.







#### **DIMENSIONS UNCHANGED**

A meticulous engineering study has enabled us to install the larger Stage 5 engines in the same space as the previous engine. The dimensions of the bonnet are unchanged, making the vehicle easy to operate in confined areas while maintaining good forward visibility.

The engine compartment is easy to inspect thanks to the wide front opening of the bonnet and bullbar. The cooling pack hinges outwards to facilitate maintenance. For applications where the front grille frequently gets blocked with debris (such as flail mowing or defoliation), the ACS\* (Automatic Cleaning System) reversible flow fan is available.



\*optional







#### **OPERATOR WELLBEING**

The lighting equipment, integrated into the mudguards, is comprised of reflecting parabolic optical assemblies, which offer a wide range of illumination covering the roadway, the equipment, and the surrounding field.

The ACTIO™ chassis, the driving seat, the Air cab, joystick, PTO and other integrative systems of the Tony all move in the same direction: supplying the final customer with maximum operative wellbeing in order to be able to work in a healthy environment with maximum safety and minimum fatigue while maximising productivity. The drive set up of the Tony has been designed and tested to offer the operator maximum living space and the best available ergonomics.

The monolith drive platform is fixed with anti-vibration blocks with high absorption levels that reduce oscillation and operator jerking to a minimum. Even when under great strain the Silent-block guarantee maximum comfort on the road and on agricultural terrain.

#### **THE DRIVE POSITION**

The drive position has everything close to hand. The comfortable seat guarantees ideal operative posture with lower limbs comfortably resting on moulded mats under the pedal board. The central tunnel, clear of obstacles and levers, allows for easy access. The steering wheel is adjustable and can be inclined, just like the comfortable seat, which has pneumatic suspension on request.

\*optional







# AIR CAB

**ROPS and FOPS homologated,  
pressurised and Category 4  
certified**

The AIR\* cab offers maximum level operative comfort and safety. The tractor and cab's volumetric profile is harmonious and streamlined in order to grant agility and ease of movement in tight spaces and dense vegetation. To guarantee a perfect working climate there is the efficient heating and ventilation system with an integrated air-conditioning system. It has excellent all round visibility thanks to the cab's many windows on all sides along with a porthole at the same height as the pedal board providing visibility over the ground. The internal illumination allows for the tractor to be used comfortably even at night with constant control over all the functions. The finely tuned soundproofing and the uncoupling



of the cab from the tractor's main body guarantees minimum noise levels when being driven. The operator's living space provides great freedom of movement for the legs. The powerful external lights positioned on the roof, together with the headlights on the tractor's mudguards provide a great strip of light that illuminates the ground in the day and which also allows the operator to work in conditions of pitch black. The Air cab was designed to always be "pressurised" and on request it is possible to have it Cat. 4 certified which guarantees the perfect isolation of the operator from dust, gas and aerosols in full accordance with the European legislation "**UNI-EN 15695- CAT 4**".

\*optional





# ///AIR



» **DESIGN**  
Integrated with the driving seat, soundproofed and thermally isolated.

» **VISIBILITY**  
On all fronts thanks to the essential structure of the uprights, with curved windows.

» **ERGONOMICS**  
The driving seat is ergonomic and comfortable with easy access; all the controls, positioned on the control tower of the reversible drive system, keep their drive setting even in reverse; the controls of the transmission are replicated on the armrest of the multipurpose proportional joystick JPM+(inverter; Cruise Control; speed ranges; Eco Mode Speed; suspension control, etc.).

» **COMFORT CERTIFICATE**  
The heating and pressurisation system (Certification Cat.4: operator protection from dust, gas and aerosol) is controlled electronically with a display positioned on the cab's roof; FOPS and ROPS homologation.

» **PRESSURISATION**  
Each purchaser can choose their optimal level of protection up to Category 4 (maximum level of operator isolation from harmful dust, gas and aerosols).

» **RUNNING COSTS**  
The internal and external illumination system with led guarantees minimum energy consumption; up to 8 external work headlights\*.



\*optional



# JMC

## JOYSTICK MULTI CONTROLLER



The JMC Joystick has been developed according to the most innovative design criteria in order to increase ergonomics and flexibility of the electro-hydraulic accessories.

### ERGONOMICS

The most evident feature of the Joystick Multi Controller is its new ergonomics derived from observing the operators' ways of working and their gestures whilst driving the tractor. The chosen form is aimed at reducing stress to the hand and arm during many hours of work.

- » The console under the forearm has an essential, streamlined design that increases the space available to the operator who can adjust its position according to his needs. All of the buttons are positioned in a logical sequence: the access to the controls is quick and intuitive for a perfect symbiosis between man and machine.

### FLEXIBILITY

The flexibility of the Multi Controller is enhanced by the adoption of a programmable running system: the operator can set different work programmes by attributing the usage sequence to the coloured buttons on the joystick, pre-chosen for every piece of equipment.

- » The JMC joystick activates the oil flow proportionately from the tractor's hydraulic outlets, in order to manage the right degree of sensitivity for each piece of equipment. Each piece of equipment has numerous possibilities for adjustment. Thanks to the 3 practical potentiometers, positioned on the console, it is possible to regulate the maximum quantity of oil being sent to the double effect outlets and with precision the continual oil flow to the hydraulic engines.

\*optional



Furthermore the JMC controls:

- 1 Front and rear powerlift (opt.);
- 2 Activation and disactivation of the PTO;
- 3 Inversion of the tractor's drive direction;
- 4 Memory recall of the speed and engine revolutions set for the tractor;
- 5 Activation and disactivation of the UNIFLEX™ suspension and recall;
- 6 Vehicle movement while at work with speed memories activated;
- 7 Speed range of the robotic transmission;
- 8 Control of the engine revolutions via a practical hand operated accelerator;
- 9 All of this, with just one hand, while the other is firmly on the steering wheel.

All of this, with just one hand, while the other is firmly on the steering wheel.





# OPTIONAL



#### FRONT LIFT

Used together with the bullbar and 1 double-acting distributor, it allows all the frontal equipment to be used.



#### FABRIC GRAMMER SEAT

Air suspension with load display - reclining backrest - lumbar support.



#### PNEUMATIC SEAT

Latest generation with air springs.



#### HEADLIGHT GRILLES

Protecting the light assemblies, they also make the bodywork look more appealing.



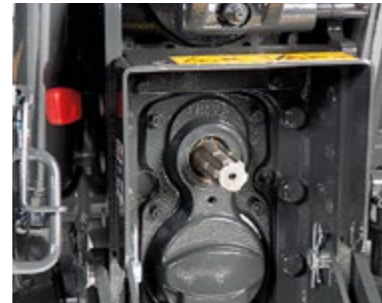
#### BULLBAR

Tubular steel guard protecting the bodywork; integrates the third-point for the front lift.



#### FRONT BALLAST

Perfectly integrated into the bodywork of the tractor; it does not alter the wheelbase or dimensions of the tractor.



#### PTO

- Gearbox with PTO 540-1000 rpm
- Gearbox with PTO 540-540S rpm



#### ADJUSTABLE BARS

Rear 3-points linkage with adjustable bars and quick couplings.



#### SLIDER HOOK

Integrated into the rear lift, it gives the operator various options for the practical setting up of the tractor and the rapid alignment of the towed equipment.



#### VERTICAL TIE-ROD AND HYDRAULIC THIRD-POINT

Optimizes the positioning and inclination of the equipment.



#### HYDRAULIC SUSPENSION

Hydraulic suspension on the UNIFLEX rear powerlift.



#### ACS (Automatic Clean System)

Engine cooling fan with air flow reversal. Reduces the need for cleaning the front grille, ensuring more constant engine cooling.



#### WEIGHTS

Ballast wheels front.



#### REAR CAST IRON WHEEL FLANGES

Flanges that increase the weight of the tractor at the rear.



#### QUICK RELEASE FLAT FACED COUPLINGS

Easy engagement; no oil spillage and better cleaning.



#### FRONT QUICK RELEASE COUPLINGS

Front powerlift > 6 couplings replicated on the rear, of which 2 with double effect + 1 electronically adjustable continual delivery and 1 simple effect.



#### HYDRAULIC SYSTEM

Electro-proportional hydraulic system controlled by joystick with double driver safety system and integrated control unit with user-adjustable settings - 12 rear quick couplings. External lifting control.



# TECHNICAL DATA: TONY 8900 TR

<b>Chassis</b>	"ACTIO™" – Full chassis with oscillation • Reversibility RGS™ • Steering wheels • 4 equal wheel drive • Front and rear final drive
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<b>Engine Type</b>	Diesel direct injection Common Rail with counter rotating weight system Emissions Regulations: Stage 5 Displacement (CC): 3769 Maximum engine revs: 2400 Cooling: Water	N° Cylinders: 4 - 16 Valves • Turbo Power kW/HP (97/68/CE): 54,6/74,2 Torque max (Nm/revs): 305/1500 Tank Capacity (litres): 50
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<b>Transmission</b>	Hydrostatic continuous-variable transmission with electrohydraulic reverser • Electro-hydraulically activated 4-range selector with "SIM" (Shift In Motion) technology • Continuous speed variation from 0 to 40 kmh in both directions • "Automotive" device • Electronic Speed and RPM Control (RPM recall, Cruise Control, combined, IntelliFix, Diagnosis)
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<b>PTO</b>	Rear, independent and synchronized at 540/540E rpm with progressive electrohydraulic engagement
Shaft	Profile 1" 3/8 with 6 splines with facilitated engagement

<b>Drive disengagement</b>	Electrohydraulic control on the front
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<b>Hydraulic system</b>	Hydraulic system with 2 independent pumps • Hydraulic flow at the spool valve of up to 45 l/min • Auxiliary rear hydraulic remotes with 2 double-acting (1 floating) and 1 single-acting distributors, plus 1 oil reflow with 6 rear hydraulic outlets + 2 double-acting with 4 electriccontrolled mini-outlets
Rear hydraulic lift	Hydraulic power lift with draft and position control with damping • Lift arms with cat. 2 quick couplings Lifting capacity (Kg): 2400 Operating Pressure (bar): 160

<b>Steering</b>	Hydraulic steering wheel with through-rod cylinder
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<b>Brakes</b>	Hydraulic front/rear oil bath disc brakes; independent hydraulic rear steering brakes Automatic emergency and parking oil bath brakes on transmission
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<b>Platform</b>	Suspended on Silent Block
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<b>Weight</b> in order of speed Kg)	With roll bar: 2290÷2400	With AIR cab: 2470÷2580
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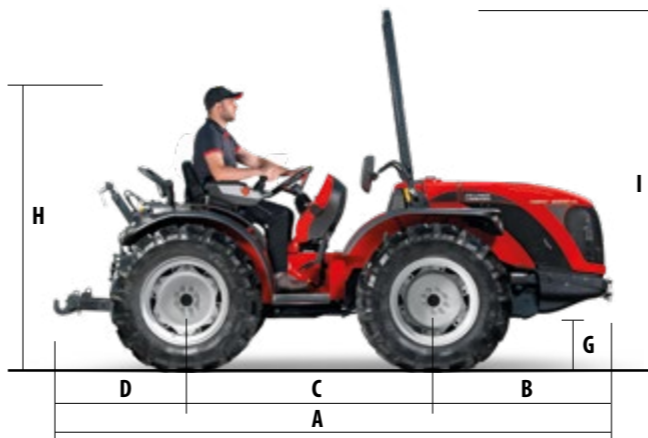
## STANDARD FEATURES

- Reversible driving position with servo-assisted reversibility • Rear or front/rear differential lock with electrohydraulic control • Suspended controls • Adjustable steering wheel with reverser embedded • Adjustable, suspension seat with safety belt • Forward foldable front safety roll bar with facilitator • Adjustable wheel rims • Rear adjustable height tow hitch • Front tow hitch • Digital multifunctional dashboard with display • Battery • Battery isolation switch • 3-pin electrical socket • Start inhibit switch on shuttle reverser, PTO selector and seat • Adjustable rear work spotlight

## OPTIONAL

- "AIR" cab FOPS and ROPS- certified cab • Soundproof platform with thermal insulation • Roof with rear skylight • 2 rear and 2 front work LED spotlights • Air conditioning system with cooler and heat exchanger and inner air re-circulation • Additional front/rear working LED lights • Suitable for category 4

- Support with six front ballast weights • Hydraulic third hitch and vertical tie-rod • Front power lift • Gearbox with PTO 540-1000 rpm • Gearbox with PTO 540-540S rpm • Hydraulic system with hydraulic pump up to 51 liters/min • Electro-proportional hydraulic system controlled by joystick with double driver safety system and integrated control unit with user-adjustable settings - 11 rear quick couplings - UNIFLEX hydraulic suspension on the rear power lift with control and settings on display • Adjustable lifting arms with quick release couplings • Pneumatic seat • Slider tow hitch • Pair of front/rear ballasts • Cast iron wheel flanges for 20" rear wheels • Front bullbar • Front lamp guards • ACS fan with reversible air flow to clean the radiator



## DIMENSIONS



<b>E</b>	<b>250/80 R18</b>	<b>280/70 R18</b>	<b>300/70 R20</b>	<b>320/70 R20</b>	<b>300/80-15.3</b>	<b>320/65 R18</b>	<b>340/65 R18</b>
<b>E</b>	250	280	300	320	300	320	340

<b>E</b>	<b>360/70 R20</b>	<b>400/55-17.5 Terra Twin</b>	<b>31x15.50-15 Terra</b>	<b>380/70-15</b>	<b>440/50 R17 All Ground</b>	<b>425/55 R17 AC 70 G</b>
<b>E</b>	360	400	395	380	440	425

## Wheels

## Dimensions (mm)

Front/Rear	A	B	C	D	F	G	H**	I	L*	M	N*	O
<b>250/80-18</b>	3540÷3690	1225	1595	720÷870	2185	283	1802	2345	1380	1130	1350	1100
<b>280/70 R18</b>	3540÷3690	1225	1595	720÷870	2185	272	1802	2345	1420	1140	1410	1130
<b>300/70 R20</b>	3540÷3690	1225	1595	720÷870	2220	317	1837	2380	1410	1115	1410	1115
<b>320/70 R20</b>	3540÷3690	1225	1595	720÷870	2245	331	1857	2405	1460	1140	1435	1115
<b>300/80-15.3</b>	3540÷3690	1225	1595	720÷870	2185	287	1802	2345	1470	1170	1440	1140
<b>320/65 R18</b>	3540÷3690	1225	1595	720÷870	2185	283	1802	2345	1460	1140	1450	1130
<b>340/65 R18</b>	3540÷3690	1225	1595	720÷870	2195	297	1802	2365	1485	1140	1475	1130
<b>360/70 R20</b>	3540÷3690	1225	1595	720÷870	2280	358	1877	2440	1610	1255	1545	1190
<b>400/55-17.5 Terra Twin</b>	3540÷3690	1225	1595	720÷870	2170	279	1792	2330	1690	1290	1690	1290
<b>31x15.50-15 Terra</b>	3540÷3690	1225	1595	720÷870	2150	242	1757	2310	1690	1295	1690	1295
<b>380/70-15</b>	3540÷3690	1225	1595	720÷870	2175	300	1792	2335	1645	1265	1645	1265
<b>440/50 R17 All Ground</b>	3540÷3690	1225	1595	720÷870	2185	282	1802	2345	1820	1390	1820	1390
<b>425/55 R17 AC 70 G</b>	3540÷3690	1225	1595	720÷870	2195	288	1802	2355	1815	1390	1815	1390

\*\*Min. external width

\*\*Height calculated with the operator of average height sitting (cm/in 175/68.9)



# SAT:

## Customer Service Team



### ANTONIO CARRARO® ORIGINAL SPARE PARTS AND ASSISTANCE

The AC dealer network utilizes modern equipment and instruments that have been especially designed and built for maintenance work on AC tractors. The technicians at every authorised dealership periodically attend technical training courses at the Parent Company's facilities. Each authorised workshop employs highly qualified staff and provides an extensive range of services in order to offer its Customers maximum peace of mind and total protection. AC dealers can give their Customers information on all the services related to the care of AC tractors.

### AFTER-SALES SERVICE

Thanks to the capillary network of dealers and the competence of the Service Managers, the Parent Company can assure all-around skills. With the right maintenance work, every AC tractor will continue to provide excellent performance throughout its operating lifetime.

### ORIGINAL ANTONIO CARRARO SPARE PARTS

Original Antonio Carraro Spare Parts is a registered trademark. The elevated standards of design and the stringent tests carried out during the entire production process assure maximum quality levels. With Original AC Spare Parts, Customers can be certain of maintaining tractor performance unaltered over time, thus preserving the safety and the value of the tractor.



### XG MAXIMUM PROTECTION: 4 years without worries!

As a proof of its reliability, Antonio Carraro offers, in addition to its two-year standard warranty, an extension of warranty coverage up to three or four years, called **EXG Maximum Protection**. At the time of purchase or within the first 24 months of the tractor's life (during which all scheduled maintenance services must be performed as recommended in the AC Use and Maintenance Manual), Customers may apply for either a three- or four-year extended warranty, according to their needs. Whatever coverage they choose, Customers are recommended to have all

service performed at any of the **authorised locations of our global dealer network**, where repairs will be carried out by highly qualified personnel using only **AC Original Spare Parts**. In case of sale of the tractor, the warranty coverage may be transferred to the new owner.







N° 1 SPECIAL TRACTORS

**ANTONIO CARRARO SPA**  
**Via Caltana, 24**  
**35011 Campodarsego Padova ITALY**  
**info@antoniocarraro.it**

**DEALER:**

