

5G SERIES



DEUTZ-FAHR
5105.4 G - 5115.4 G





EXTREME VERSATILITY.

With the 5G Series, DEUTZ-FAHR now offers a range of tractors with unrivalled efficiency. The 5G Series has been developed and extended compared to the previous series, to offer a tractor range that will suit any working conditions.

Modern, stylish machines, designed to give maximum working versatility, with flexible specification options to satisfy the requirements of the most demanding customers. In addition, its unique features enables the 5G Series to guarantee an unrivalled level of safety under any work conditions.

FARMotion Common Rail Tier4i engine,
4 cylinders, turbo intercooler,
with DOC exhaust gas
post-treatment system.

5-gear transmission,
with a wide range of possible configurations:
up to 60 speeds in each direction
and the possibility of travelling up to
40 km/h ECO.

SenseClutch hydraulic shuttle controlling 5 levels
of modulation and a Stop&Go function.

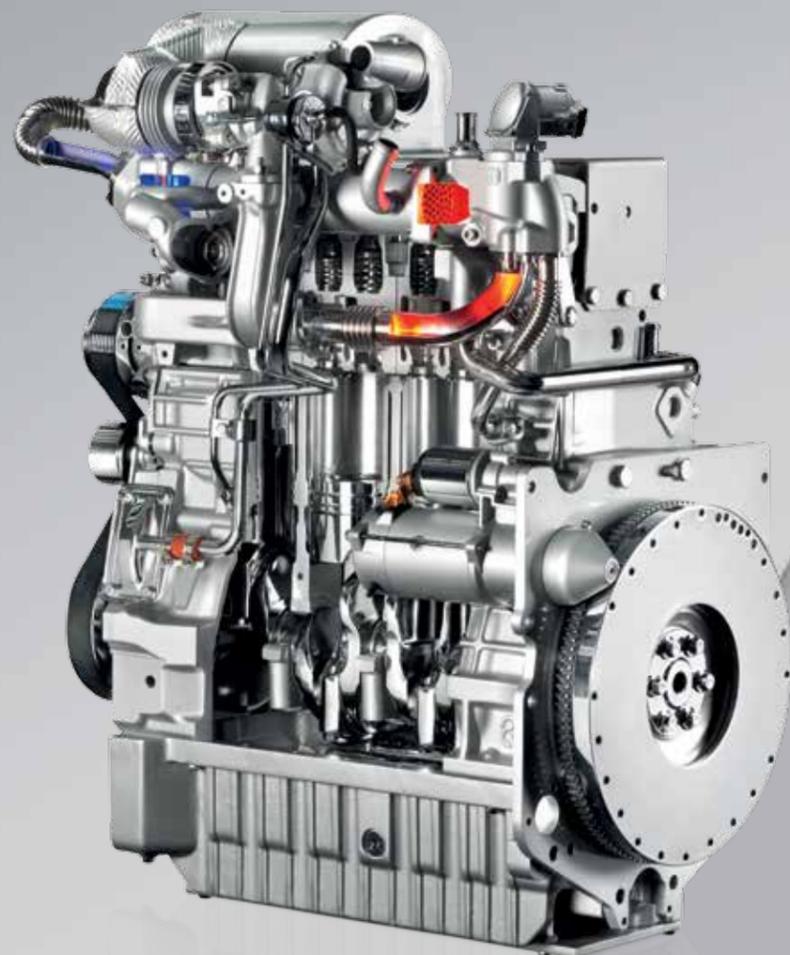
Full braking system
with discs on all 4 wheels

High flow hydraulic system.

PTO up to 4 speeds:
540/540ECO/1000/1000ECO.

Lift capacity of up to 5400 kg
depending on the model.

4-post cab:
incomparable comfort and visibility
ideal for working with a front loader.



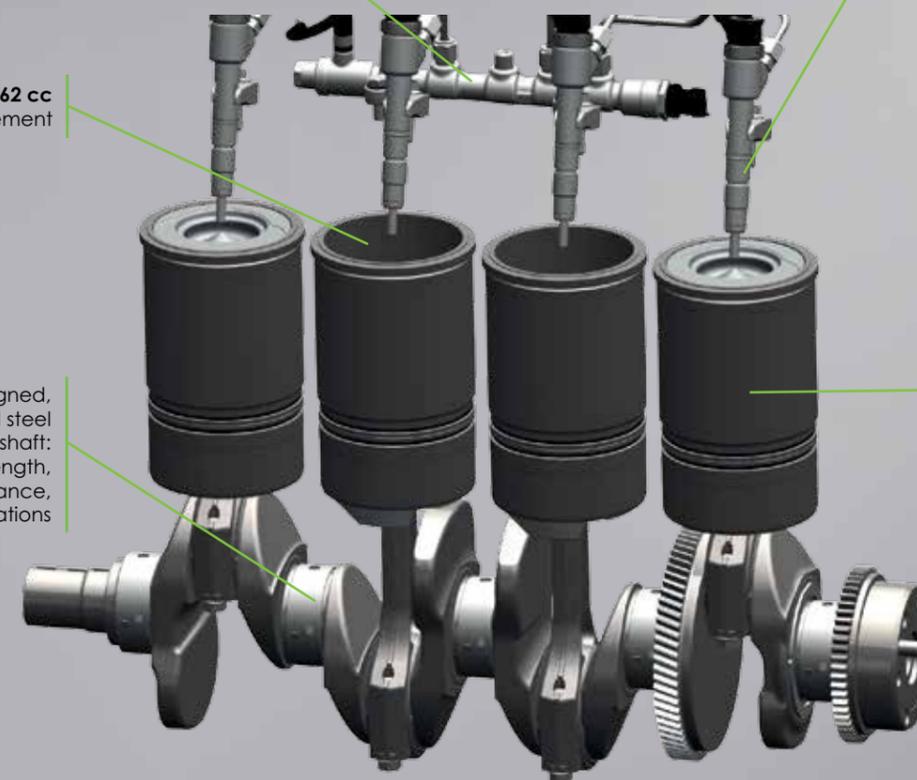
Common Rail Bosch
with operating pressure
of 2,000 bar

New 7-hole injectors:
improved diesel
spray,
reduced consumption,
reduced emissions,
reduced noise

962 cc
unit displacement

Newly designed,
forged steel
crankshaft:
greater strength,
improved balance,
fewer vibrations

Increased cylinder
wall thickness:
fewer vibrations,
less noise,
higher resistance
to cavitation,
less "fatigue"
due to lower mechanical
and thermal stress



MAXIMUM EFFICIENCY WITH THE DEUTZ-FAR FARMOTION ENGINE

The fuel supply system uses new, 7-hole injectors and Common Rail technology with maximum operative pressures of up to 2000 bar. This maximises the immediate response to sudden load variations and at the same time decreases polluting emissions.

Highly flexible and with torque reserve values of 30-35% depending on the version, the FARMotion engine is predominantly for agricultural use.

The new, sturdier FARMotion engines use cylinders with thicker, extractable liners (to simultaneously increase resistance to cavitation erosion and reduce noise and vibrations) and a new, forged steel crankshaft to make them more robust and give improved balance.

The new engine block has been strengthened for increased reliability and durability; this is appreciated most when the tractor is fitted with a front loader.

Regular maintenance of the FARMotion is now very easy, thanks to the single, multi-purpose belt with automatic tensioner (which requires no manual adjustment) and to the automatic, hydraulic valve lash adjuster, also maintenance-free.

The new powershifts are electronically controlled under working conditions: dedicated sensors constantly monitor and optimise all the operating parameters and diesel injection is adjusted to ensure a stable, constant performance. The response to speed and load variations is rapid, direct and precise. The hand accelerator lever and engine speed programming function enables you to set, maintain and recall the required speed for the job in hand.

The new engine has been meticulously designed with an electronically cooled and regulated, external EGR linked only to the DOC (Diesel Oxidation Catalyst), i.e. a simple Diesel engine catalyst, to comply with the emissions standards currently in force. This is not a diesel particulate filter, generating potentially high counter-pressures on the exhaust gases, which requires regular, time-consuming cleaning cycles, nor is it a selective catalyst reduction device, such as the SCR, which requires the use of an additional agent, such as AdBlue.

EMISSIONS UNDER CONTROL



DOC - (Diesel Oxidation Catalyst): The exhaust gas oxidation catalyst (DOC) helps reduce pollutants via a "catalytic sponge". It converts the unburned hydrocarbons (HC), the nitrogen oxides (NO) and the carbon monoxide (CO) into carbon dioxide, nitrogen and water in the form of water vapour. Unlike diesel particulate filters (DPF), the DOC remains effective throughout the service life of the engine without any need for regular maintenance or active regeneration.



EGR - (External Gas Recirculation): the partial, external exhaust gas recirculation enables the contents of Nitrogen Oxides (NOx), which represent one of the major pollutants in Diesel engine combustion, to be drastically reduced. A wastegate regulated by the engine control panel allows only the element of exhaust gas required to decrease NOx emissions under any engine working conditions to be sent back into the combustion chamber. The recirculated exhaust gases are cooled via a specific intercooler in order to prevent a decrease in combustion efficiency and an increase in consumption.



THE RIGHT SPEED FOR EVERY APPLICATION.

Transmission configurations in the 5G Series are flexible and efficient.

5-gear versions, up to 4 work ranges (slow, fast, underdrive and super-creep), 2- or 3-gear Powershift, hydraulic shuttle: the wide variety of options allows almost unlimited variations, capable of fulfilling all your work speed requirements. In practice: from 40 to 60 speed gears for each direction of travel and the possibility of travelling at 40 km/h with the engine in economy drive.

A press of the button on the gear lever and without using the clutch pedal, the Hi-Lo can reduce (or increase) the gear speed when loaded by approximately 16%. This option is particularly useful when working on very uneven terrain. A 3-speed Powershift uses the same method to further decrease the transmission ratio which helps when transporting heavy loads and encountering road inclines. To facilitate quick, repetitive operations, the shuttle lever is located in an ergonomic position to the left of the steering wheel.

In the GS versions, shuttle control is hydraulically adjusted with a 5-position modulation control; this option is useful in terms of productivity and safety, especially if the machine frequently operates in a restricted area with a front loader. In addition, the hydraulic shuttle is equipped with two sets of multi-disc, oil-immersed "Long life" clutches to reverse up to 13 km/h, even when loaded. The GS versions also have the Stop&Go, which allows you to stop and restart the tractor without having to use the clutch pedal.

To couple equipment efficiently, the PTO on the 5G Series has 4 standard speeds (540/540ECO/1000/1000ECO), with electro-hydraulic engagement. An optional front PTO which operates at the standard 1000 rpm can be fitted with the front hitch.



The hydraulic shuttle lever has a useful modulation control function to change reaction time to a change of direction. The roller wheel can set 5 different levels of speed sensitivity.



The gear lever with Powershift speed change buttons and the ComfortClutch electro-hydraulic clutch button.



Stop and Go activation via push button.

The PTO is simple and logical to handle, thanks to the electro-hydraulic controls on the right-hand console and on the rear fenders. The engine revs are shown on the instrument panel which moves with the steering wheel adjustment to ensure clear unobstructed view of the operating speeds.

In the versions with an electronically controlled hitch, the Auto PTO function allows you to automatically stop and start the rear PTO in conjunction with raising or lowering the rear linkage.



Easy mechanical PTO speed engagement.



Electro-hydraulic switches to engage PTO.



PRECISION-CONTROLLED HYDRAULICS.

The 5G Series offers efficient, modular hydraulic systems. The standard open centre system has a 55 l/min pump, with a maximum of 4 (one of which is electronically controlled) rear auxiliary valves.

The SDD, a dual tandem pump is the latest innovative hydraulic feature which you can switch on and off with a button on the steering column. It allows you to turn the wheels completely at slow speed lock to lock with only 2.2 turns of the steering wheel. This increases productivity for manoeuvres on tight headlands or when working with a front loader in a restricted area.

The linkage position and lift of the standard rear hitch is the Electronic Hitch response control (EHR). The hitch not only offers a draft/position mix function, it can also perform rapid soil engagement (float position), dampening of oscillations (ride control) during the transport of the implements carried by the 3-point hitch, lift height limiter and adjustable lowering speed control. It has a maximum rear lift capacity of up to 4800 kg (5400 kg for the 5115.4 G model), with a front lift capacity of 1850 kg.



Console with electronic hitch control



Easy to use headland up and down controls.



Heavy duty category 2 three point linkage.



5G SERIES AND FRONT LOADER: A WINNING DUO.

Indispensable for all applications, front loaders make the farmer's daily tasks easier and more productive. They optimise farm activities where a tractor with a loader is used on a daily basis.

The factory-fitted Loader Ready Kit allows you to exploit the tractor-front loader configuration to the full. The Loader Ready Kit, together with all the unique features of the 5G Series, makes these tractors perfect to use with DEUTZ-FAHR front loaders.

A COMPLETE PACKAGE

- + strong, high maximum loading front axle.
- + high visibility cab roof window with FOPS protective structure.
- + SDD rapid steering system which halves the number of steering wheel turns and reduces manoeuvre times.
- + Stop&Go to stop the tractor using the brake pedals only.



Pushbuttons to activate the Stop&Go and SDD functions.



The loader control joystick integrates perfectly in the right-hand console.



Perfect visibility of the front loader at any angle.



THE NEW STANDARD IN COMFORT AND FUNCTIONAL DESIGN

The 4-post cab provides excellent visibility under all working conditions and guarantees a functional work environment with superior comfort and well laid-out controls.

The carefully designed space, eye-catching contours, innovative materials, passenger seat and ergonomic layout of the controls, divided into a logical "colour-coded" sequence, all put the 5G Series cab at the top of its class.

Up to 8 work lights (6 on the cab roof and 2 mid mounted on the cab corner posts) allow you to illuminate your entire work area at night.

The standard rear LED warning lights ensure maximum on-road visibility. Lastly, the back-lit instrument panel and side console allow the operator to clearly identify each individual control.



New position and shape for the passenger seat with hinged lower pad.



Ergonomic, quiet and comfortable cab.

TECHNICAL DATA	5G SERIES		
		5105.4	5115.4
ENGINE			
Emissions		Tier4i	Tier4i
Manufacturer		FARMotion	FARMotion
Cylinders/Displacement/Valves	n°/cm³/n°	4/3849/2	4/3849/2
Common rail	bar	2000	2000
Turbo intercooler		•	•
Maximum power (ECE R 120) at 2000 rpm	kW/HP	75/102	80/109
Maximum torque at 1600 rpm	Nm	408	436
Torque rise	%	32	30
Electronic engine management		•	•
Exhaust gas emissions treatment system		DOC / exEGR	DOC / exEGR
Fuel tank capacity	litres	135	152
SHUTTLE			
Hydraulic power shuttle (GS)		•	•
Stop&Go system (GS)		•	•
2 SPEED POWERSHIFT GEAR-BOX			
5-speed gearbox		•	-
Speeds with underdrive and creeper	n°	40 + 40	-
Powershift gear number	n°	2	-
POWERSHIFT GEAR-BOX			
5-speed gearbox		-	•
Speeds with underdrive and creeper	n°	-	60 + 60
Powershift gear number	n°	-	3
REAR PTO			
Electrohydraulically operated		•	•
540/540ECO/1000/1000ECO PTO		•	•
Ground speed PTO		o	o
FRONT PTO			
1000 PTO		o	o
FRONT AND REAR AXLE			
Electrohydraulically operated 4WD		•	•
Electrohydraulically operated differential lock		•	•
BRAKES AND STEERING			
4-wheel braking		•	•
Mechanical parking brake		•	•
Hydrostatic steering with independent pump		•	•
SDD system		-	•
HITCH			
Electronic rear hitch		•	•
Rear lift capacity (std)	kg	3600	4855
Front hitch		o	o
Front lift capacity	kg	1850	1850
HYDRAULIC SYSTEM			
Hydraulic pump flow rate	l/min	55	55
Steering pump flow rate	l/min	40	40
Open centre hydraulic system		•	•
Rear auxiliary spool valves		4 STD / 6 OPT / 6 + 2 OPT	4 STD / 6 OPT / 6 + 2 OPT
CAB			
Air conditioning		•	•
High-visibility roof		•	•
Driver seat with air suspension		•	•
Passenger seat		o	o
DIMENSIONS AND WEIGHTS			
Standard rear tyres		480/70R34	480/70R38
Max length with lift linkage	mm	4270	4314
Width - min/max	mm	2129 / 2273	2209 / 2609
Wheelbase (4WD / 2WD)	mm	2400 / 2360	2400 / 2360
Front track width - min/max	mm	1665 / 1858	1728 / 2128
Rear track width - min/max	mm	1626 / 1770	1706 / 2106
Max height over cab	mm	2700	2730
Weight with cab	kg	3900	4200
Maximum permissible load	kg	6200	7500

STD • OPT o Not available -

ALL THE DEUTZ-FAHR POWER,
UNDER ANY CONDITIONS.



DEUTZ-FAHR lubricants have been designed with the same quality as our machines to always guarantee the best performance.

Dealer

