TTR

ANTONIO CARRARO

www.antoniocarraro.com

The System known as ACTIO™ consists of a powerful, steel section which forms an integral part of the axle, which houses both a front and rear transmission and has an articulated joint which allows for longitudinal oscillation of a good 15 degrees.

Essentially with ACTIO™ the TTR acts as a single unit made up of two completely independent tractors of the same mass and dimension which oscillate independently of each other following the contours and different gradients of the terrain, thereby maintaining constant stability and grip.

With its overhanging engine the total weight of the tractor can be redistributed - 60% of its weight on the front axle and 40% on the rear one. **Ideal balance** that becomes perfect when rear equipment is fitted: **50% on the front and 50% on the rear**. A feature which is maintained throughout the task at hand thanks to the KE hydraulic suspension.

The ACTIO™ system provides for the use of four large equal wheel drive; the TTR has, final drive reduction gears on both axles, fitted with wide, low pressure tyres that create minimum ground pressure at only 0.6 Kg/cmq, which is a great advantage for grassed areas, especially for those on slopes. The constant grip of the tyres with the ground due to the longitudinal oscillation allows the **engine** to **ground all its power** with consequent advantages in terms of productivity and safety.

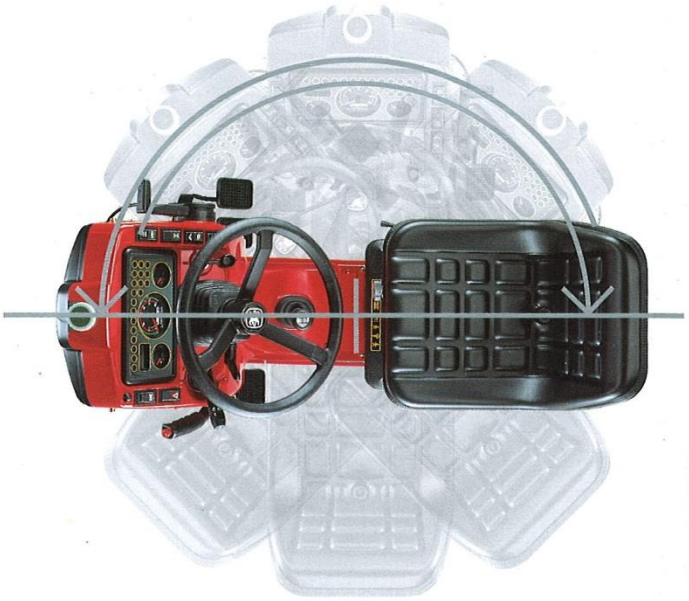
TTR TRACTOR

A TRADITIONAL TRACTOR

RGS™, RevGuide System:
5 seconds changes your life



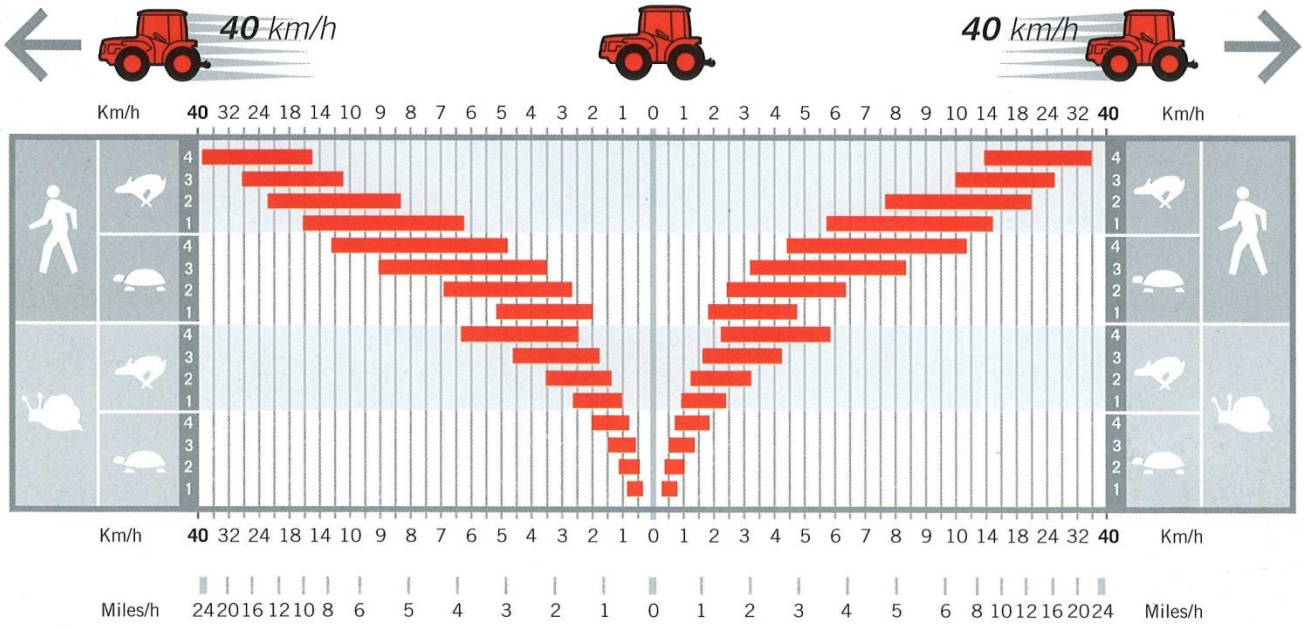
With the RGS™ system the Ergit TTR **inverts the drive direction in 5 seconds**. It is sufficient to release the block on the driver seat to make the **monogroup, which consists of the seat-joystick-steering wheel-dashboard-pedal board**, rotate through 180 degrees.
The result is amazing: not only does it offer a different field of vision but also the tractor's **operational advantages increase**, because with just one tractor, the TTR, you can do many things well in very little time.
The RGS™ system plays an integral part of the tractor's multifunctionality, it simplifies the task at hand, increases accuracy and quality and dramatically reduces any stress to the operator.
We really can say: 5 seconds changes your life



ADVANTAGES

- **Rotating monogroup, which consists of the seat-joystick-steering wheel-dashboard-pedal board** = inversion of the drive direction without disrupting any connection.
- **Centre of rotation of the monogroup coincides with the centre of the driver seat** = constant visibility of equipment in both drive directions.
- **Clutch and brake pedals are suspended from the monogroup and can be turned over and folded away** = no need for two sets of controls; more space available for the operator in both drive positions; rotation effected without interference from the gear stick.


Transmission and Gear Box:
many speeds in logical sequence



The TTR has a large, sensitive **clutch** which doesn't require any adjustment due to the fact that the hydraulic activation makes up the slack which comes about through usage.

The TTR's **gear box** with its helical shaped gears has **32 speeds, 16 forward and 16 reverse**. In addition it has a synchronised inverter which allows the drive direction to be inverted even when the tractor is in motion.

ADVANTAGES

- **Synchronised gear box with helical shaped gears** = longer life span of the transmission even with frequent speed changes; no locking during gear changes; low noise levels, wide speed range in logical sequence.

The electohydraulically controlled **HI-LO system** which can be engaged while the vehicle is loaded and at almost any revolution, allows for a 20% reduction of set speeds and to therefore have **32+32 speeds**.
It is made up of two multiple clutches each with nine synthesised oil bath disks. The electrohydraulic engagement of one clutch automatically disengages the other one that is carried out by a series of mechanical springs.

ADVANTAGES

- **Many speeds available** = better use of power; reduction in the speed intervals of one gear and another; constant operation in all situations; lower fuel consumption; reduction in running costs.
- **Two multiple clutches** = a clutch is always engaged which ensures that the transmission is always connected to the engine, even when turned off; no need for adjustment at any point of the clutch's life span.

TTR

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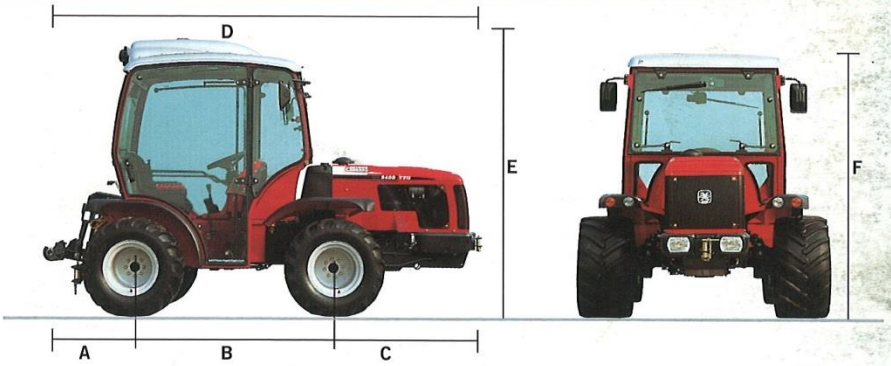
		TTR 6400	TTR 7400	TTR 9400
A	(mm/in)	660/26	660/26	660/26
B	(mm/in)	1530/60.2	1530/60.2	1530/60.2
C	(mm/in)	1035/40.7	1220/48	1220/48
D	(mm/in)	3225/127	3410/135	3410/135
E	(mm/in)	2100/82.6	2100/82.6	2100/82.6
F	(mm/in)	2230/87.8	2230/87.8	2230/87.8



GREEN ENGINE

	TTR 6400	TTR 7400	TTR 9400
Chassis	"ACTIO" – Full chassis with oscillation • Steering wheels • 4 equal wheel drive • "RGS" Reversibility		
Engine Type	Diesel Direct Injection		
No Cylinders	3 Turbo	4	4 Turbo
Displacement (CC)	2082	2970	2776
Power kW/HP DIN	41/56	50/68	64/87
Maximum engine revs	2600	2600	2600
Torque max (Nm/revs)	196/1400	214/1400	300/1400
Cooling	Water	Water	Water
Tank Capacity (litres/gal)	50/11	60/13	60/13
Transmission	Synchronised 64 speed gear box: 32 forward and 32 reverse with synchronised inverter and HI-LO		
PTO	Rear, independent and synchronised at 540/540E rpm with progressive electrohydraulic engagement		
Shaft	Profile 1" 3/8 with 6 splines with facilitated engagement		
Hydraulic Lift	Hydropneumatic suspension with 3 point hitch		
Operating Pressure (bar)	160		
Capacity (N/Kg-N/lbs)	18620/1900 - 18620/4190		
Steering	Hydrostatic with 2 cylinders		
Brakes	Standard: hydraulic front and rear disk brakes in oil bath.		
	Independent rear steering brakes		
	Emergency and parking brakes band type on transmission		
Type of Tyres:	31x15.50-15	opt. 340/65R18	400/55-17.5	35x19.00-16.1
Minimum External Width (mm/in)	1835/72	1740/68	1830/72	1880/74
Ground Clearance (mm/in)	310/12	355/14	345/14	345/14
Weight with frame (Kg/lbs)	2050/4518		2120/4672	2170/4782
with cab (Kg/lbs)	2120/4672		2190/4826	2240/4937
Standard Features	Reversible control tower • HI-LO system which can be electrohydraulically engaged when loaded thus reducing set speeds by 20% (64 speeds, 32 forward and 32 reverse) • Front or front/rear differential locks with electrohydraulic control • Electrohydraulically controlled disengagement of front differential • Hydraulic system with 2 separate hydraulic pumps • Hydraulically controlled transmission clutch • Adjustable steering wheel • Lifting bar with quick release catches • Adjustable, suspension seat with arm rests • Platform suspended on "Silent Block" bearings with safety frame • Rear, electohydraulically controlled ancillary hydraulic system with Joystick • Rear adjustable height trailer hook • Front trailer hook • Multifunctional instruments with digital ground speed and PTO rpm indication • Battery • Electrical trailer connection • Safety features on the gear box and PTO.		
Optional Extras	"Extra Comfort" cab with heating, soundproofing and air conditioning system (on request) • Front PTO 1000 rpm with electrohydraulic engagement • Front ancillary hydraulic system with electrical control • Front lift • Lift with tension rod and top link • Slider trailer hook • Front ballast with hitch.		

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