



LINTRAC

90

110



It all starts with a vision

When our grandfather, Hermann Lindner, began building tractors 70 years ago, his technical innovations helped to preserve the livelihoods of those who worked the land. Today, we are still living according to his pioneering spirit and have combined the experience of our 40,000 customers in the mountain, cultural and farming economy, and in municipal operations, in a single vehicle. As the first continuously variable tractor with steering rear axle, the Lintrac is a model of innovative strength and efficiency. In this way, we help our customers to maintain productivity and ensure satisfaction with a job well done.



v. l. Ing. Stefan Lindner,
Rudolf Lindner,
KR Mag. Hermann Lindner

Success Story

The family-owned company Lindner from Tyrol has been in existence since 1946. Today, highly skilled employees at the site in Kundl in Tyrol manufacture modern vehicles which offer practical solutions to facilitate everyday work for professional users. The primary corporate objective at Lindner is satisfied customers. As a specialist in the manufacture of all-wheel tractor vehicles, Lindner has been inspiring its customers with practical and innovative new developments for decades.



Mountains and grassland

The continuously variable Lintrac is impressive in alpine mountain farming and grassland cultivation - from mowing operation to hay harvest. It combines the features of a tractor, gradient mower and farmyard loader in one vehicle. The four-wheel steering ensures optimum manoeuvrability even on steep slopes.



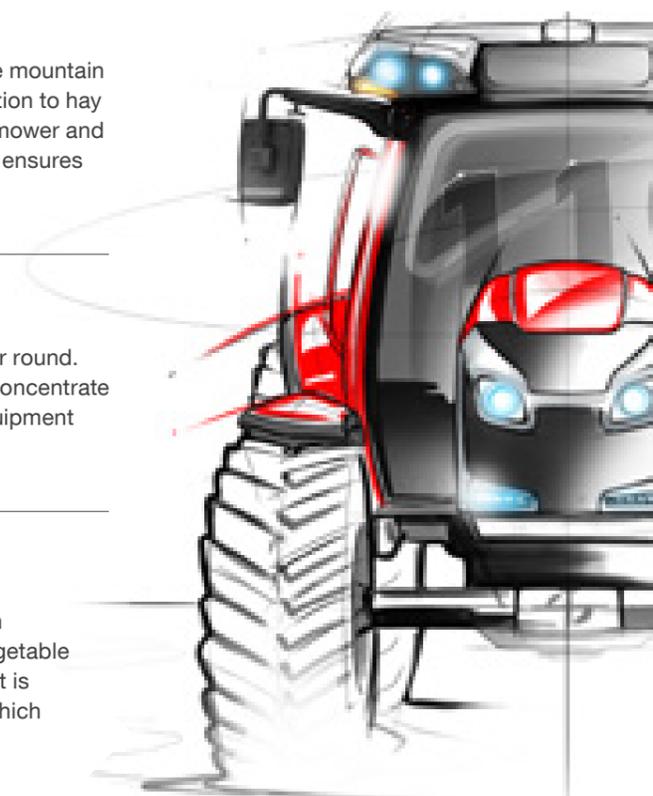
Urban applications

The Lintrac is tailor-made for urban applications all-year round. Thanks to its simple LDrive operation drivers can fully concentrate on their job. The Lintrac earns points as an efficient equipment carrier: from spreading salt to sweeping.



Cultivation agriculture

The Lintrac is available in special editions for cultivation agriculture - from viticulture and hops production to vegetable farming and forestry applications. On farm plantations it is especially the optimal manoeuvrability for the Lintrac which comes into full effect.



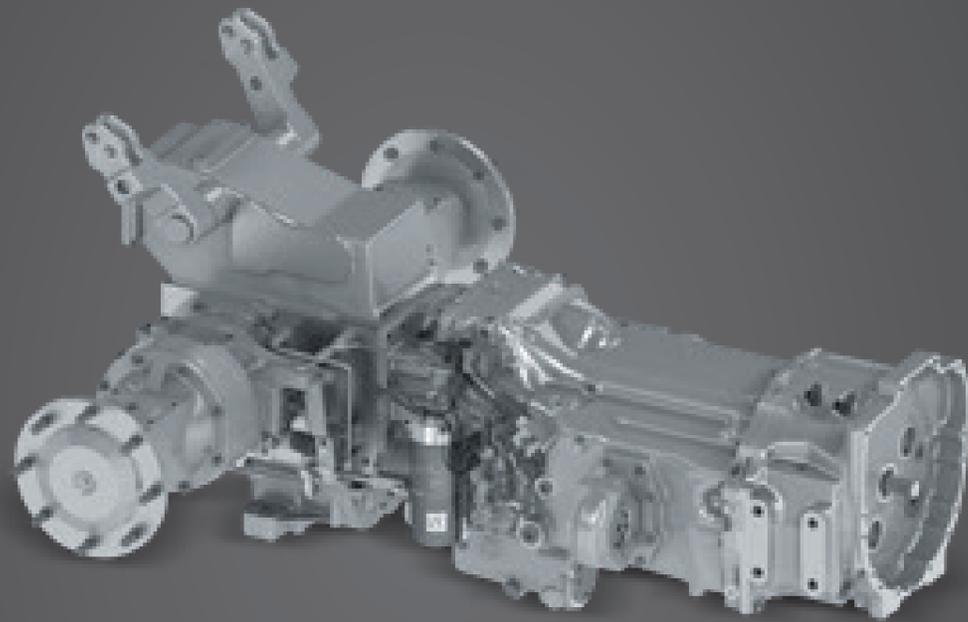


The Lintrac in the mountains and on the meadows

Here, the Lintrac displays all its strengths. Sure-footed work on a steep slope guaranteed.

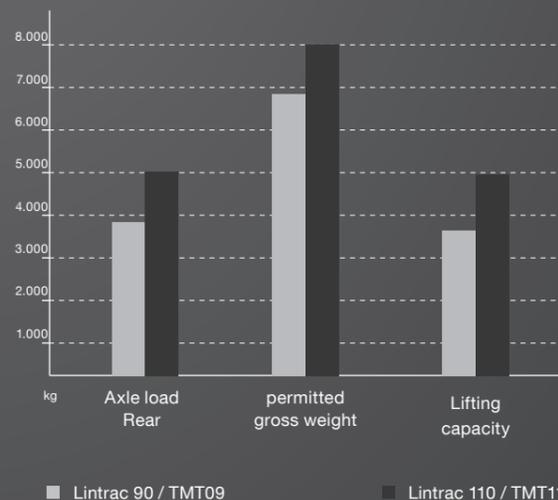
The Lintrac combines the features of a tractor, slope mower and farm loader in one vehicle. Great manoeuvrability with 4-wheel steering, outstanding performance on slopes up to a 60% grade because of a centre of gravity lower than 850 mm, frontloader capability, full traction for trailer transport and field work, an economical and powerful engine, and foolproof Ldrive operation. Combined with the TMT transmission, productive work is guaranteed.

Continuously variable ZF transmission



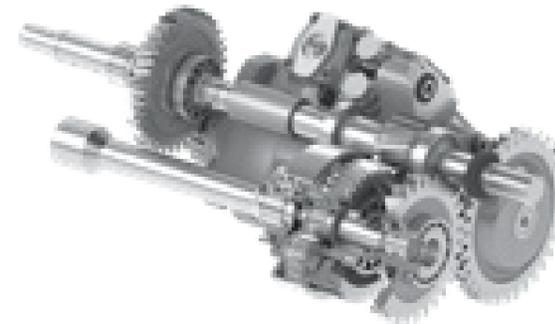
Light, dynamic and particularly efficient: continuously variable driving with the TMT09 and TMT11 from ZF.

The TMT09 is the first continuously variable transmission specially developed for a take-off power of about 90 HP. Compact lightweight design was particularly important here. The transmission is particularly efficient due to the power transmission that is mechanical for the most part with a small hydrostatic proportion. Driving is infinitely variable from -20 to +43 km/h at a reduced engine speed. The 4-point rear PTO is equipped with a start control. The TMT11 is designed to be equally efficient but with its larger rear axle, it features a higher payload and lifting capacity and is designed for PTO shaft outputs of more than 110 HP.



Hydrostat with power-split principle

The secret of the efficiency of the continuously variable TMT09/11 lies in the power transmission, which is mainly mechanical. The powershift transmission with multiple power splitting is supported by a compact, economical 45cm³ hydrostat.



PTO shaft mode in pastureland

In foot throttle mode, the speed of the PTO shaft can be linked directly to the engine speed, regardless of travel speed. The discharge radius can be set precisely for turning hay, for example - without changing the engine or travel speeds.



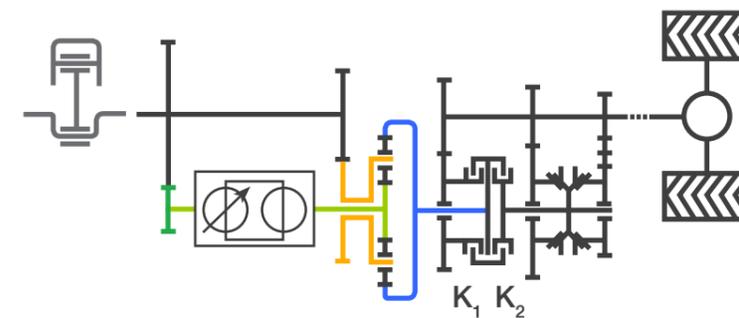
Foot throttle mode for front-mounted attachments

In Foot throttle mode, which is familiar from tractors with power transmission, engine speed is controlled directly with the accelerator pedal. But travel speed can still be kept constant - most importantly during roadsweeping or snowploughing operations.



Exact metering and metreprecise crawling

At the press of a button in Crawler mode, the foot throttle and Ldrive spread can be set to 15 km/h. This makes it possible to adjust the travel speed with extreme precision when loading or in plantations.



Work hard, transport economically

The TMT09/11 is designed for travel speeds between 20 km/h and +43km/h. It full tractive power is available in the working range -/+20 km/h. In the transporting range above this, the transmission is designed for particularly low-consumption travel at low engine speeds. The vehicle switches between these two ranges completely automatically depending on the Driving mode. For particularly rugged tasks requiring high tractive forces, switching to the Transport range can be disabled.

Space-saving cabin Lintrac 90



The spring-mounted cabin is a comfortable workspace with a clear 360° view.

The panorama comfort cabin provides the best view on all sides. Fatigue-free work comes about through a pleasant working climate, comfort seat with air suspension and logically placed controls. It is particularly important in dangerous situations to be able to find the switches and levers quickly so as to react correctly. The I.B.C. monitor is the central display. The comfortable I.B.C. remote control on the armrest puts the driver in the best seating position.

Opening windows - front-end loader with clear vision

The front, rear and side windows are openable. The clear vision window on the front-end loader allows complete visibility, from the ground up to the highest extension of the jib.



Rear windscreen with double hinges

The rear windscreen opens to an angle of 90° for total visibility to the rear. This is made possible with a double hinge arrangement.



Comfort for driver and co-driver

Besides the cab suspension, the driver's seat with low-frequency air suspension and the padded passenger's seat ensure comfort when driving.



Three clearly organised control areas

The operating elements have been reduced to the essentials and are fitted in the instrument panel, the armrest and the side control console.



Stowage room and perfect climate

The side storage compartment is cooled by the air conditioning system as well. With cup holders, a cradle for a mobile phone and the compartment on the seat, there is a place for everything.

Space-saving TracLink cabin Lintrac 110



The TracLink cab is designed for particularly long operating times - keeping the driver in good spirits.

The Lintrac has a special appeal for professional grassland workers who need to be fully concentrated even during long operating hours. Cab suspension and air-seat, optimal visibility on all sides and upwards, as well as an innovative lighting concept allow for fatigue-free working in all situations.

Opening windows - front loader with uninterrupted view

Front, rear & side windows can be opened. The generously dimensioned front loader window with uninterrupted view offers optimal visibility from the ground up to the maximum working height.



TracLink roof shell

The roof shell allows for the camera and sensor technology of the TracLink Pilot to be perfectly integrated. From surround view to GPS antenna: the sensor technology becomes almost invisible and is always mounted in the optimal place.



Stowage space & perfect climate

The side stowage compartment is also cooled by the air conditioning system. Thanks to the drinks holder, mobile phone cradle and seat compartment, everything is always in the right place.



Three clearly organised control panels

The control elements are reduced down to the essentials and divided into an instrument panel, arm rest elements and a side control panel.



Comfort for driver and co-driver

The driver's seat with low frequency air suspension and the padded co-driver's seat, together with the cab suspension, ensure pleasant seating comfort. The level cab floor allows for practical and easy cleaning.



The Lintrac in municipal use

Simple operation, manoeuvrability and traction combine into the perfect equipment carrier.

Rear, front and power hydraulics with a variable displacement pump make the Lintrac an ideal equipment carrier. With the continuously variable traction drive system together with the rear and front power take-off, the Lintrac is perfectly equipped for summer and winter service: Spreading and sweeping tasks as well as snow removal with the fixed or rotary snow plough are easy even in narrow alleys using the steering rear axle. The front loader and good traction handle difficult transport tasks.



Ldrive operation



Get in and drive: Every driver is a professional with the simple Ldrive control dial.

It is easy to drive the Lintrac: Start the engine, pick the direction, step on the gas and steer. Using the Ldrive control dial on the armrest makes for very efficient work. If the Ldrive is activated, rotating the dial sets the speed of travel in a dynamic and infinitely variable manner. Rapid selection buttons are provided for all-wheel, differential, cruise-control memory, creep function, hand & foot accelerator mode and the various driving modes.

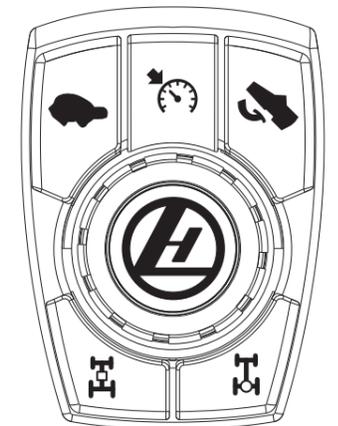
Overview on the Lindner I.B.C. monitor

The main view on the I.B.C. monitor shows all important vehicle information. The operator can choose from several different views: The hydraulics page, instructions, vehicle settings, service schedule, camera or operating data. The camera image is displayed automatically when reversing.



Remote control for fine tuning

Fine adjustments can be made to the undercarriage or hydraulics system with a rotary knob and confirmation button on the monitor or the armrest.



All driving functions within easy reach

The most important driving functions are grouped together on the Ldrive controller: Function keys for Crawler mode, cruise control and foot throttle mode are at the front. The keys behind them activate all-wheel drive and the differential.

Ldrive is started by pressing the rotary knob. With this, the travel speed of the Lintrac can be increased or reduced steplessly simply by turning the knob.

Always the right driving mode

Lintrac always starts in normal „Drive“ mode, with generally appropriate values for acceleration and engine power-drop. If the Ldrive controller is pulled forward or pushed back, it switches to the next driving mode.

Eco mode is the thriest driving mode. Power mode is optimised for particularly rugged conditions. All values in Pro mode can be adjusted individually to suit the driver's particular working requirements.

Perkins engine



Care-free particle filter

The filter automatically regenerates itself for a few seconds at regular intervals. Even then, the operator can continue working with no loss of power. The filter will function without maintenance for 3,000 hours.

Perfect for cleaning

Gas springs open the one-piece engine bonnet unaided when the catch is released. Ample space between the radiators makes them very easy to clean.

Intelligent engine cooling

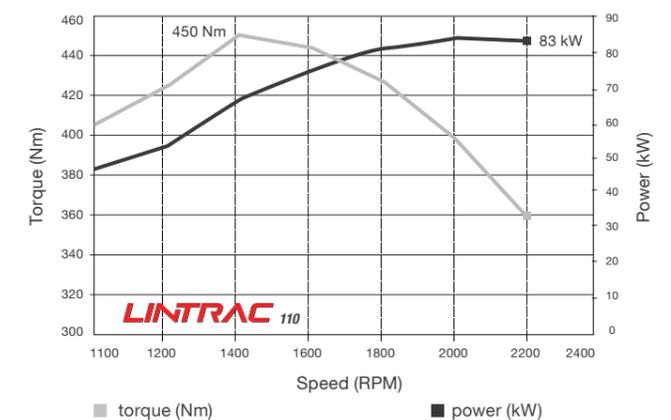
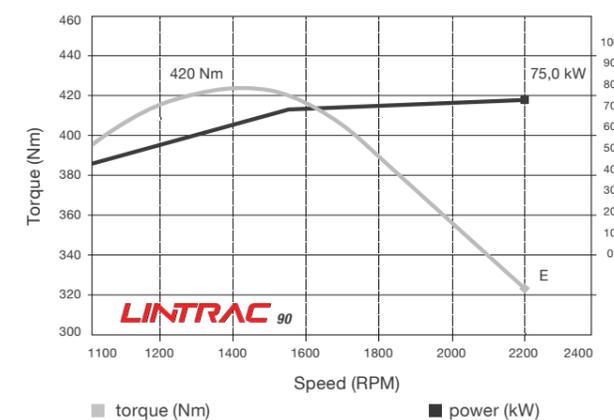
Engine cooling is effected as needed and assured by the viscostatic fan. Consequently, the engine reaches its consumption-optimised operating temperature sooner.

Consumption-optimised peak power

The injection mixture can be controlled with complete precision by carefully monitoring the intake air and engine temperatures. This high-performance unit impresses by combining optimum power delivery with low consumption. Its 4-valve technology with maintenance-free hydraulic tappets and the closed crankcase ventilation make the engine exceptionally easy to service.

Lots of power & torque unbelievably economical and particle free

The Perkins 3.4 I Turbo-Diesel puts out 75 kW/102 HP in the Lintrac 90 and 83 kW/113 HP in the Lintrac 110. It develops enormous torque of up to 450 Nm at 1400 rpm with a very steep torque slope of greater than 40%. These characteristics provide powerful starting on a slope and for traction tasks. Together with the TMT09 transmission, the engine can run at a reduced speed providing very low consumption figures. Emission level 3b is achieved with the particle filter.

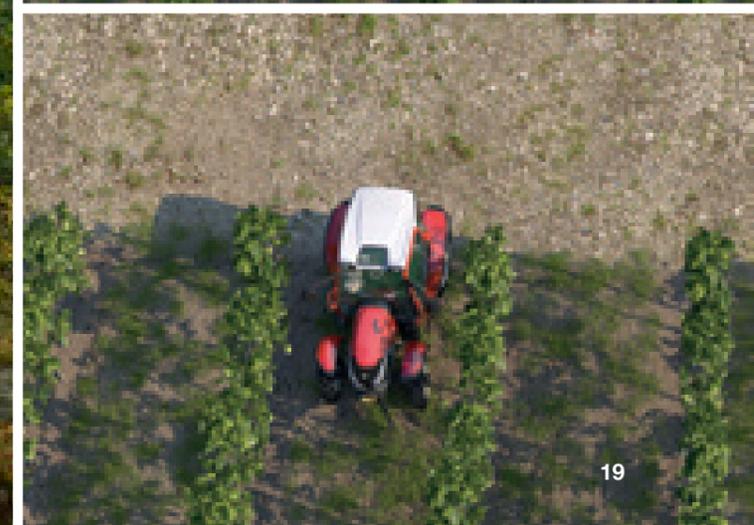
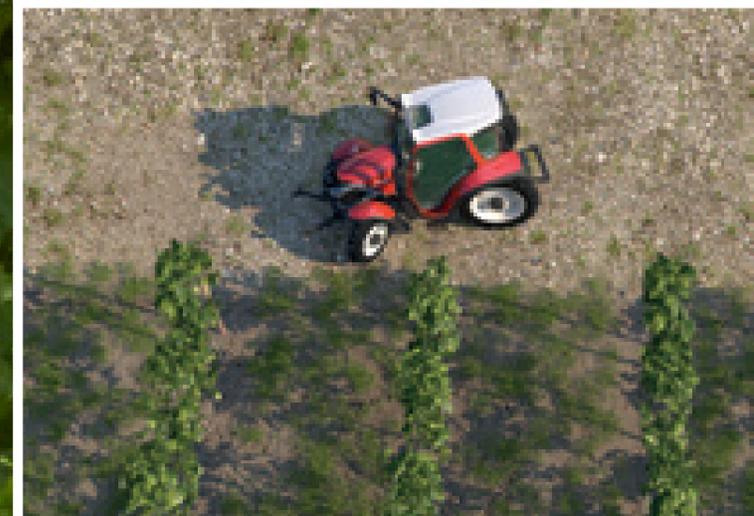


The Lintrac in cultivated farmland



Here the Lintrac impresses with its efficient hydraulics system and manoeuvrable, continuously variable driving.

With a minimum external width of 160 cm, the Lintrac is very well suited for plantations and cultivated farmland. Primarily with the 1.5 m gauge, it achieves incredible manoeuvrability with its steering rear axle. The simple Ldrive operation makes driving almost an afterthought and the user can fully concentrate on the attachments. The powerful hydraulics with the continuously variable displacement pump operate at high efficiency.



The Lintrac for vineyards!



Designed for Cultivation Agriculture. Well thought-out to the last detail.

With its minimum possible exterior width of 160 cm, Lintrac is especially suitable for plantations and vineyards. Especially in the 1.35 m or 1.5 m track, its manoeuvrability is incredible as a result of its steering rear axle. As a result of the easy to handle Ldrive, operation of the infinitely variable ZF transmission, driving is almost a secondary matter and the user can fully concentrate on add-on equipment. The high-performance working hydraulics with its 100 l displacement pump are especially efficient.

Side attachment plate

Generous clearance and a cover plate that can be easily unscrewed ensure easy assembly of any vine clearing unit. It can be combined with a Hauer front loader console.



4-wheel drive

With its 4-wheel drive, the turning radius is reduced by up to 2 metres. This allows the vehicle to be driven into one plantation row after the next without having to drive in reverse. This protects the turf.



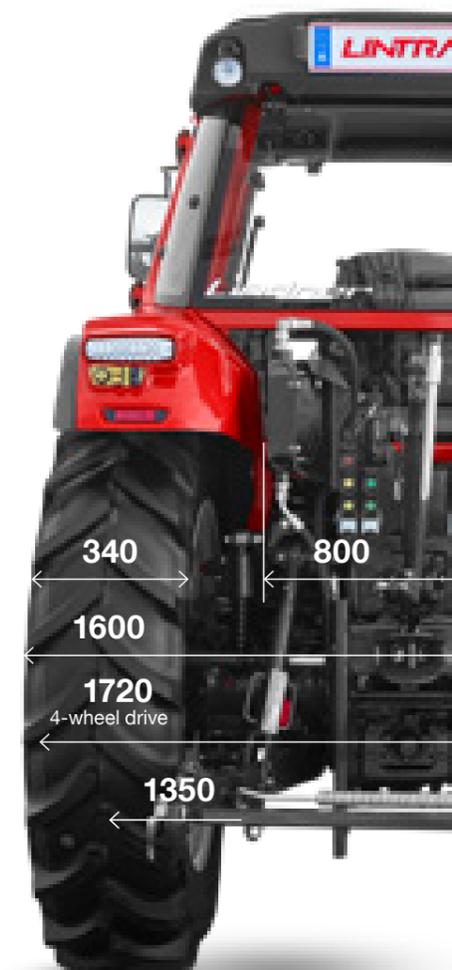
Exhaust pipe faces downward

For use in hops cultivation, an optional design is available with the exhaust pipe facing downward. This ideally protects sensitive plants from exhaust fumes and from being damaged.

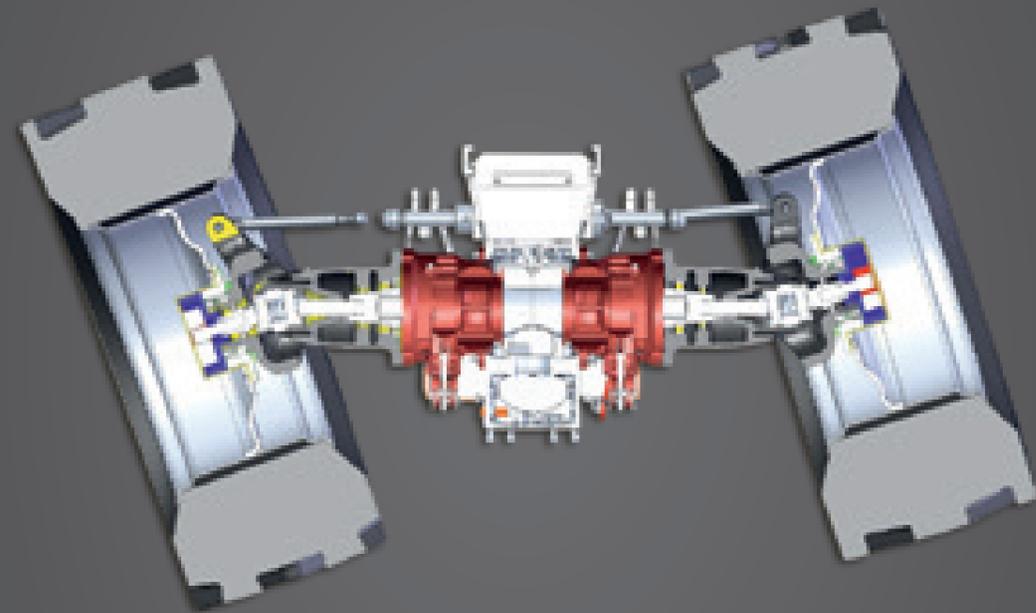


Vineyard cabin

For this cabin design, a special fuel tank is used. The battery wanders from the right to the left side of the vehicle and is integrated within the tank so that it saves space.



4-wheel steering



The first tractor with a steering rear axle provides previously unachieved manoeuvrability.

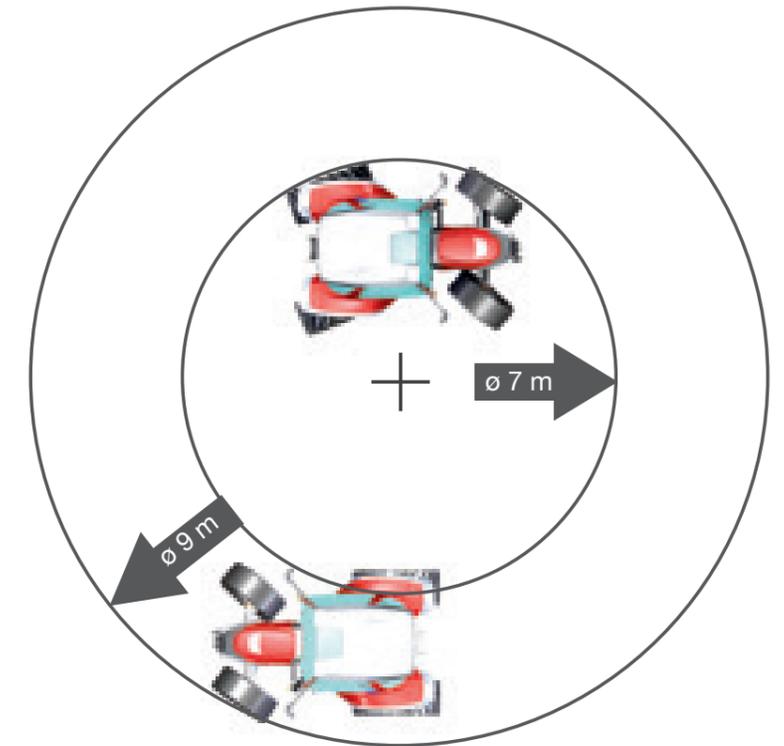
The Lintrac is the first standard tractor with a steering rear axle. During development, Lindner was able to build on decades of experience with 4-wheel steering systems in highland agriculture and municipal use with the Unitrac Transporter. Extremely stable steering heads made of a special alloy are used in this system. Upon request, the rear axle can rotate up to 20° and this provides the Lintrac with manoeuvrability previously unheard of for tractors.

Incredibly agile

The Lintrac is extremely agile even without the track-following rear axle. With its compact wheelbase and 52° front steering lock, it has a turning circle diameter of just 9,5 m.

With 4-wheel steering, its turning circle diameter is less than 7 m. The rear wheels can be steered through up to 20°. „Crab steering“ is also possible.*

*Measured with 480/70-R28 rear tyres and 420/65-R20 front tyres on Lintrac 90

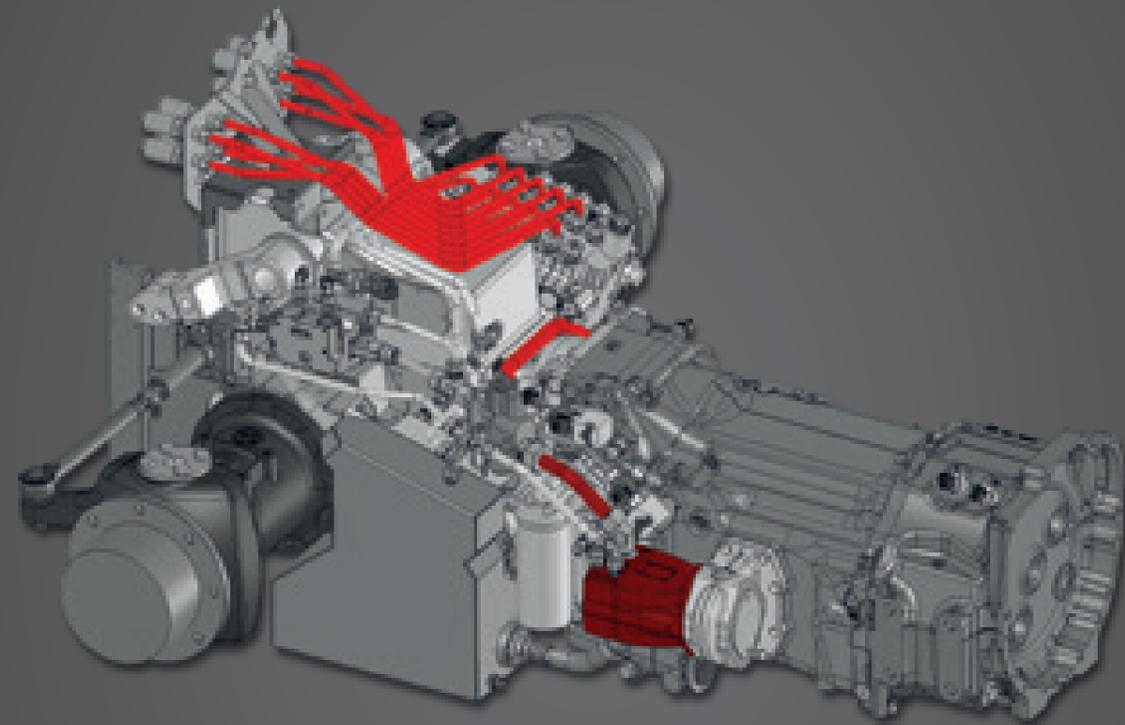


Steep meadows, narrow lanes and plantation rows

Turning manoeuvres on hillsides, front-end loader work in the farmyard, moving from row to row in the fields, in villages or on cycle paths - the steered rear axle ensures directional stability, prevents ground damage and simply makes work enjoyable.



Intelligent hydraulics



The high-performance power hydraulics from BOSCH supplies 88 l/min with the variable displacement pump.

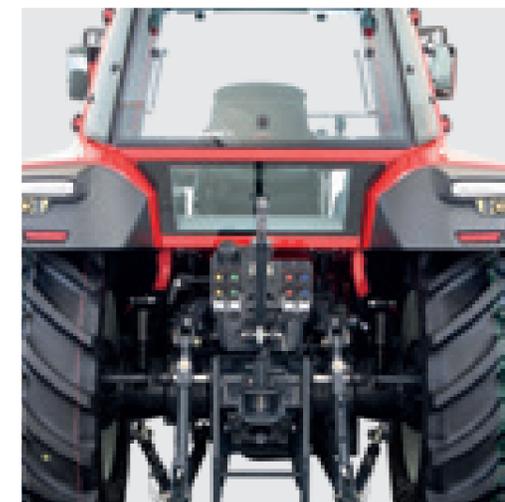
The Lintrac operates with an axial piston pump that regulates the hydraulic power up to 88 l/min on an infinitely variable basis. The exact oil volume needed is just what is provided. This eliminates power losses. Up to 5 EHS control units with volume setting are possible. These operate on a proportional basis and are particularly sensitive. As with all Lindner vehicles, the Lintrac has a separate oil supply for the power hydraulics/steering and the transmission.

Proportional rocker switches with multiple functions

Two more double-acting EHS control devices are operated using convenient rocker switches. In this way, the floating position and oil engine function can also be activated by pressing the switches to the second limit stop.

Ergonomic joystick

The joystick on the armrest is specially optimised for operating a mower, a snowplough and a frontend loader. Not only can two EHS controllers be operated from here, the floating position can be activated and travel direction can be changed without releasing the controls.



		L640B		L640C		L640D		
		3x EHS	3x EHS	4x EHS	4x EHS	4x EHS	5x EHS	5x EHS
FRONT	L500C / D L8XX	front hydraulics (H/S)	X	X	X	X	X	X
	L550B / D L8XX	2 hydraulic lines to FH front loader (E/A)	X		X			
	L550L / H L8XX	4 hydraulic lines to FH front loader (E/A)		X		X	X	X
	L692B	EHS button outside, front				X	X	
REAR	L720A	4 tilt lines	X	X		X		
	L720B	6 tilt lines			X	X		X
	L720C	8 tilt lines						X
	L700B	EHS button outside, rear	X		X	X	X	X

		L490B		L540B		L550B / D L8XX		L550L / H L8XX		L692B	
		front hydraulics EFH	front hydraulics EFH	2 hydraulic lines to FH front loader (H/S)	4 hydraulic lines to FH front loader (E/A)	EHS button outside, front	4 tilt lines	6 tilt lines	8 tilt lines	EHS button outside, rear	
FRONT	L490B	front hydraulics EFH	X	X	X	X			X	X	
	L550B / D L8XX	2 hydraulic lines to FH front loader (H/S)	X		X						
	L550L / H L8XX	4 hydraulic lines to FH front loader (E/A)		X		X		X	X		
	L692B	EHS button outside, front							X		
REAR	L720A	4 tilt lines	X	X							
	L720B	6 tilt lines			X	X					
	L720C	8 tilt lines						X	X		
	L700B	EHS button outside, rear	X	X	X	X		X	X		

Dripless coupling and remote control

The easy-to-access hydraulic couplings in the rear are equipped with separate oil sumps. Upon request, up to two controllers can be operated on the mudguard - for fine adjustment of the top bar, for example.

hydraulic options

TracLink Pilot



What it could do if it had the chance? The Lintrac is ready for the future.

The Lintrac 110 is the first vehicle which is ready for the highly automated driving functions of the TracLink Pilot. Cameras, GPS receiver and other sensors can be retrofitted module by module in the future. No matter when the legal framework for autonomous driving and working will be established - the Lintrac can be upgraded any time. This means that even today Lintrac drivers are already prepared for the solutions of tomorrow.

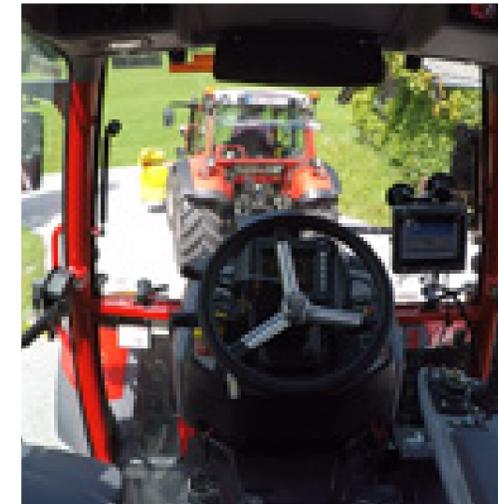


Lindner and ZF are working together on highly automated driving and operating solutions for grassland cultivation.



Follow-up function

A second vehicle can follow a vehicle in front in a defined distance, it can stop and drive off again, without any driver, by means of GPS and radar data.



Safety functions

cameras offer the driver a 360° degree surround view, and information on persons within the danger zone by means of automatic pedestrian detection.



More innovations? Let's work on it together!

More information and a place to share your ideas regarding the TracLink Pilot are available online.

TracLink-App

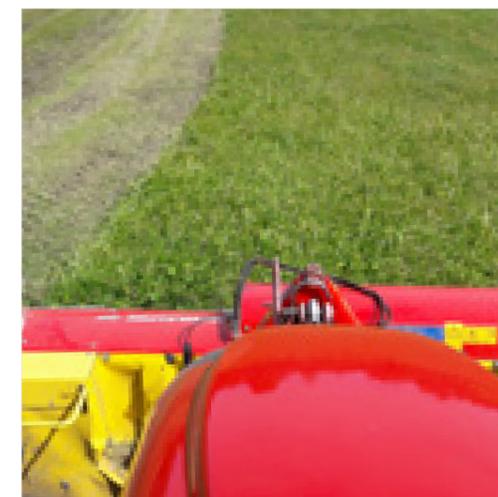
With the TracLink app the driver has a direct connection to his vehicle: From accessing the digital driver's log and making vehicle configurations from the living room to the innovative functions of the TracLink Pilot.

Copy function

The working process, which is carried out once with the vehicle, is recorded and can exactly be repeated automatically (without driver) in individual time intervals.

Cut edges/windrower guidance

The integrated sensors are capable of identifying a windrower or a cut edge and guides the vehicle along this line.



Mounting points & Light



Equipped with: Rear lifting unit with 4-point power take-off, front hydraulics with EFH and front PTO.

The Lintrac is available with body-guided or axle-driven 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 allows the use of a front loader or a side attachment plate. The rear lifting unit with a lifting force of up to 4900 kp is available with EHR and vibration damping. The PTO and the lifting unit are operated on the mud guard.

Front axle suspension

The original Lindner front axle optionally available in suspended version. The hydraulic suspension cylinders are safely integrated into the axle suspension - for guaranteed optimal driving comfort with maximum ground clearance.



Winterfit in a few minutes

A winter attachment plate can be attached to the reinforced, chassis-mounted front-end hydraulic system instead of lifting arms in no time.



Intelligent light

The Lintrac is equipped with LED reversing and daytime running lights. The LEDs are very economical, and with a service life of more than 20,000 hours will last as long as the tractor.

Additionally, the Lintrac is equipped with powerful bi-halogen headlights for high beam and low beam lights.

The LED reverse light arch ensures that the Lintrac 110 offers optimum visibility at night.



Upon request, powerful H7 halogen or LED working lights are also available. For urban applications, highly visible LED warning beacons and flashing light strips are used. In order to call attention to special operations, LED flashing light strips are employed which can be integrated perfectly into the TracLink roof shell - without negatively affecting the overall height.

Dimensions



LINTRAC 90

Max. permissible gross weight:	6400 kg
Max. axle weight rear:	3800 kg
Max. axle weight front:	3000 kg
Wheelbase:	2264 mm
Segment height (E):	1702 mm
Max. length with serial tyres:	3469 mm
Max. height with serial tyres 420/85 R30:	2410 mm

tyres rear	tyres front	track (D)	track (D) with 4 wheel steering	max. width (B)	max. width (B) with 4 wheel steering	height (C)
400/80-R28 Nokian	340/80-R18	1556	1590	1960	1994	2363
440/80-R28	340/80-R18	1556	1710	1997	2150	2391
420/85-R28	375/70-R20	1556	1650	2015	2109	2390
480/70-R28	420/65-R20	1556	1710	2036	2208	2384
540/65-R28	420/65-R20	1556	1710	2083	2237	2384
420/85-R30	375/70-R20	1516	1710	1978	2182	2453
460/85-R30*	425/75-R20	1576*	-	2092*	-	2447
480/70-R30	420/65-R20	1576	1710	2074	2209	2409
540/65-R30	420/65-R20	1576	-	2102	-	2415
600/65-R30*	425/75-R20	1696*	-	2266*	-	2443



LINTRAC 90 for Vineyards

Max. permissible gross weight:	6400 kg
Max. axle weight rear:	3800 kg
Max. axle weight front:	2500 / 3000 kg
Wheelbase:	2264 mm
Segment height (E):	1702 mm
Max. length with serial tyres:	3469 mm
Max. height with vineyard tyres 12,4-R36:	2444 mm

tyres rear	tyres front	track (D)	track (D) with 4 wheel steering	max. width (B)	max. width (B) with 4 wheel steering	height (C)
12,4-R36	280/85-R20	1376	1370	1700	1688	2406
13,6-R36**	275/80-R20	1376	1370	1736	1716	2427
13,6-R36**	300/70-R20	1376	1370	1736	1716	2427



LINTRAC 110

Max. permissible gross weight:	8000 kg
Max. axle weight rear:	5000 kg
Max. axle weight front:	3000 kg
Wheelbase:	2325 mm
Segment height (E):	1890 mm
Max. length with serial tyres:	3530 mm
Max. height with serial tyres 540/65-R34:	2640 mm

tyres rear	tyres front	track (D)	track (D) with 4 wheel steering	max. width (B)	max. width (B) with 4 wheel steering	height (C)
600/65-R30	425/75-R20	1700	1720	2270	2290	2620
420/85-R34	380/70-R24	1640	1670	2112	2142	2647
480/70-R34	380/70-R24	1640	1720	2126	2206	2639
540/65-R34	440/65-R24	1640	1720	2166	2246	2639
600/65-R34	480/65-R24	1700	1720	2272	2292	2670
420/85-R38*	380/85-R24	1640	-	2105	-	2699
540/65-R38*	480/65-R24	1640	-	2121	-	2689

Technical data	Lintrac 90	Lintrac 90 Weinbau	Lintrac 110
Cab	Panoramic-comfort cab with level platform, safety cell with ROPS and FOPS test, green panoramic glazing, front-end loader clear vision screen, exhibition front, side, and rear window, central information board with IBC-Monitor, passenger seat, door locks, interior, Grammer comfort seat (airsprung), radio kit interior lighting with door automatic, heating and ventilation system with 2-band high-performance blower, signal socket, tank lock-off, starting lock, continuous current socket 3-prong, intermittent windscreen wiper, automatic reset indicator, 12 volt plug cellphone, utility tray rear, adjustable air jets, sun protection screen and visor, one-piece engine bonnet with comfort opening		
			automatic climate control, TraLink roof shell with larger front loader window and unobstructed view
Platform	2-level-platform	2-level-platform, cabin in plantation configuration	level platform cab
Display	I.B.C.-Monitor with remote control on LDrive-armrest		
Cab equipment	Optional: Cabine suspension (+ 2 cm height)		
Engine	854E-E34 TA - stage 3B		
Performance to ISO14396	75 kW / 102 PS		83 kW / 113 PS
Cylinder/capacity/cooling	4 / 3400 cm ³ / Wasser		
Max. torque	420 Nm to 1400 U/min		450 Nm to 1400 U/min
Efficient Power Program	Common-Rail engine with intercooler, Visco-ventilator, Transmission oil cooling on demand, Electronic Rear Hydraulic Command, variable displacement hydraulic pump, separate oil circuits for transmission & work hydraulic, Joystic-control on LDrive-armrest, adjustable electronic steering valves		
Gearbox	TMT09-ZF-Continuous variable Transmission, Lindner Ldrive, 40 km/h, pressure-circulation lubricated, all-wheel Power-shift -sharing the touch of a button, rear differential lock - sharing the touch of a button, Power-shift rear PTO 430 / 540 / 750 / 1000 U / min with PTO-management, Optional: Lindner steering rear axle (up to 20°) with 4 steering modes		TMT11-ZF continuously variable transmission, Lindner LDrive operation, 40 km/h, pressure-circulation lubricated high traction for increased traction force, power selectable all-wheel drive – engaged at the press of a button, rear differential lock - engaged at the press of a button; optional: LINDNER Rear Axle Steering (up to 20° steering angle - depending on tyres) with crab steering, 4 steering modes
PTO shaft	power-shift		
Engine PTO	430 / 540 / 750 / 1000 U/min		540/750/1000/1400 U/min
on request: front PTO shaft	1000 U/min		
Hydraulic system	BOSCH-Rexroth / Load-Sensing		
	EHL – electronic rear hydraulic command		EHR with AHC
Working pressure	200 bar		200 bar
Max. delivery rate	88 l/min	100 l/min	88 l/min
Control units/tipper lines	3 x EHS steering valves / 1 return	5 x EHS steering valves / 1 return	3 x EHS steering valves / 1 return
Lifting power/with additional lifting cylinder	3500 kp		4900 kp
on request: lifting power front hydraulics	2500 kp		
Light	2 H7 bi-halogen headlamps (lower high and low beam), 2 x rear and brake lights in LED technology with integrated indicator rear, 2 x lateral indicators with integrated side-marker light, 2 x LED-daylights		
	2 x H3 ellipsoid headlights front (up high and low beam), 2 x H3-working lights rear		4 x LED headlight (high and low beam light at top), 2 x LED working lights (front and rear), LED reverse light arch
Mass and tare weight	3750 kg	3850 kg	4370 kg
A greatest length/B greatest width	3469 mm / 2181 mm	3469 mm / 1700 mm	3530 mm / 2166 mm
C greatest height/D wheelbase	2410 mm / 2264 mm	2444 mm / 2264 mm	2640 mm / 2325 mm
Standard tyres	420/85 R 30 & 375/70 R 20	12,4 R 36 & 280/85 R 24	540/65 R34 & 440/65 R24

Lintrac-10-17EV photos are symbolic illustrations. Subject to technical modification in the form of further development as well as sentence and printing errors.