



Spark R

Powershift - RVshift - VRT

115 | 125 | 135

Stage V



Efficiency and elegance: the new Lamborghini Spark R.

Some people like certain tractors because they are effective in all the tasks they are called upon to perform. Others like them because they are able to work without hesitation when power is needed or for towing; for handling loads or working with the PTO engaged. Not many tractors are capable of all of this and appreciated also because they are simply beautiful and elegant. Lamborghini Spark R is appreciated for all of these reasons.

For farmers and contractors, the Lamborghini Trattori brand has always been synonymous with elegance and attention to design. However, it would be a mistake to consider the Spark R Stage V range purely in terms of aesthetic value. Since it was first introduced, the Lamborghini Spark R has proven that it can guarantee efficiency and productivity. The Spark R carries out a wide range of applications: from open field to municipal applications to fast transport. The Spark R is an all-rounder that increases its versatility thanks to the availability of three transmissions, Powershift, RVshift or VRT, three power settings, a new release of the hydraulic system and a new internal layout of the TopVision cabs, which are now made even better with numerous solutions aimed at greater functionality and comfort.

But Lamborghini Spark R Stage V is not just functional. It combines functionality and aesthetic appeal concentrated in a single tractor. Spark R is the true definition of the design concept: research into lines and geometries designed to make the field work better. More effective. Less stressful.

The hood respects the Lamborghini family feeling philosophy to promote maximum on-board visibility, especially when manoeuvring with a front loader. The integrated LED lights follow the flowing lines of the hood and add to the unique styling effect of the front grille. The shape of the cab roof and the two-tone colour scheme (white/black) are also completely new. This all-new roof design allows up to 12 LED work lights (6 front + 6 rear) to be fitted.



SDF FARMotion 45

Lamborghini Spark R Stage V, with FARMotion 45, a triple achievement: performance, low fuel consumption and minimal emissions.

To be a multi-purpose tractor, it must have an engine with high power/torque under the hood, together with low fuel demand and compliance with Stage V emission limits. It requires the FARMotion 45, the perfect four-cylinder engine for the Spark R Stage V.

At the heart of the Lamborghini Spark R is the four-cylinder engine, specifically designed to excel in terms of being compact without sacrificing performance and fuel economy. Its dimensions fit perfectly into a tractor that needs to provide front visibility, thermal insulation from the cab, low noise and

vibration, facilitating maximum visibility from the driver's seat and allowing wide steering angles. Every single element which makes up the FARMotion 45 has been designed to guarantee reliability and ease of access for routine maintenance of the engine.

FARMotion 45 has evolved in terms of the design of the combustion chamber, the thickness of the cylinder liners, to ensure less vibration and wear due to mechanical and thermal stresses.

The power and torque are the result of the efficient electronic management of each element of the FARMotion 45, from the 2,000 bar common rail injection and the e-visco electronic fan to the variable geometry turbocharger of the models 125/135.



The VRT transmission dominates in any operating condition and on any terrain, but above all it is designed to be efficient.

The continuously variable transmission, which for the Lamborghini Spark R VRT has been designed to have four operating points in which the mechanical component of the transmission is the only one working, thereby minimising the hydraulic component of the drive when not required. This combines the driving comfort typical of hydrostatic transmissions with the high efficiency of mechanical transmissions. The operating economy in the field, but especially that on the road, is at maximum levels: it is possible to travel at 40 km/h or 50 km/h with the engine at reduced speed. Comfort and safety while travelling at faster speeds on the road are further enhanced by the front axle suspension, while two further functions like the ASM (which automatically controls full differential locking and coupling of the front wheel drive) and Trailer-Stretch mean that SPARK VRTs are even more productive when working in the field.

The continuous transmission also means that the Spark R VRTs are comfortable to use, thanks to the 'PowerZero'

function, which allows the tractor to be temporarily stopped simply by releasing the throttle pedal without having to apply the brakes, PowerShuttle lever or clutch pedal (even on a slope and with a trailer).



The control unit software features 3 different operating modes. There is an Automatic mode recommended for field traction and transport applications.

When the throttle is pressed, the tractor accelerates to the preset speed, after which the electronic control unit maintains this speed by automatically controlling the engine in relation to the load.

The PTO mode, on the other hand, is automatically selected when the PTO is engaged, and maintains a stable PTO speed regardless of the tractor's speed, which the driver can continue to modify as required by acting on the throttle pedal. While using the Auto and PTO modes the Eco-Power modulator kicks in: in practice a dedicated dial allows the operator to select different engine management modes ranging from 'Eco', which minimises fuel consumption, to 'Power', which maximises tractor performance.

Lastly, there is manual mode: the throttle pedal is used to control the engine speed and the multifunction joystick

is used to adjust the ground speed. The tractor behaves essentially like a machine with a mechanical gearbox, but with the progression typical of a CVT transmission.

Pressing and holding the joystick forwards or backwards produces continuous acceleration or deceleration, while pulsing the joystick changes the speed in 100 m/h intervals between 0 and 15 km/h; at intervals of 1 km/h at higher speeds.



The new RVshift transmission on the Lamborghini Spark R Stage V is the perfect mix of efficient shifting and effective use in all conditions, but above all simple to use by everyone.

The RVshift transmission features a number of exclusive features including an intuitive joystick control, automatic range management, two convenient operating modes - work and transport and the fully integrated automatic Powershift function.

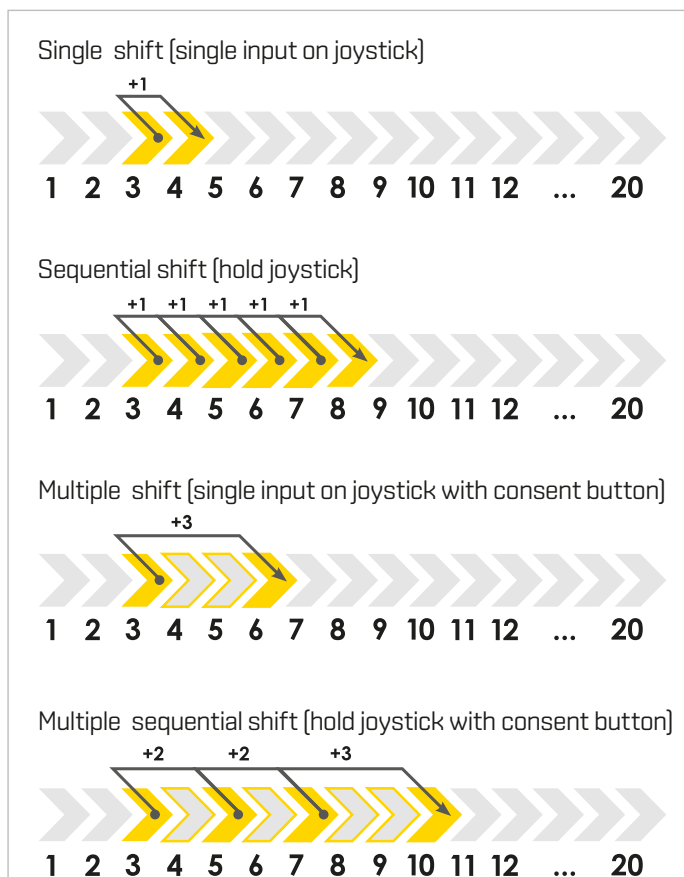
One of the most interesting transmissions of Lamborghini is undoubtedly the RVshift version, which is now available on the new Lamborghini Spark R Stage V: it is an automatic transmission, fully controlled by the new joystick to adjust the tractor speed up to 40-50 km/h. A total of 20 + 16 speeds are available (with or without supercrawler gear). Gear shifting offers unparalleled comfort thanks to intelligent gear management.

The RVshift gearbox is available in two versions with different functionalities:

in the BASIC configuration, the joystick controls the gear shifting and cruise control, while in the ADVANCED configuration, the joystick includes three additional fully programmable buttons (jolly buttons) and a selector for

precise adjustment of the cruise control, however, even in this case the selector can be reprogrammed by storing, for example, the commands for the rear electronically controlled lift.

The RVShift has two operating modes, which can be activated using the dedicated button on the multifunction armrest. These are the 'work' and 'transport' modes, two different transmission settings that customers can reprogram in order to customise the behaviour of the gearbox according to the type of operation to be carried out or according to their own needs.



The RVshift transmission on the Lamborghini Spark R Stage V also has two settings (Normal and Heavy Duty) to optimise the draft force according to the job being carried out. In all speeds from 1st to 15th, the transmission can switch between ranges in response to tractor load. The Heavy Duty range can also be selected manually from a dedicated control on the right hand console in the cab.

On the Spark R Stage V the RVshift transmission is equipped with the full Automatic Powershift (APS) function. The automatic transmission management function is enabled by pressing the APS button on the armrest. Switching between

the various speed ratios is managed by APS based on engine speed, vehicle speed and tractor load. The last driving mode in use can also be stored in memory when the tractor is switched off and recalled automatically the next time the tractor is started.

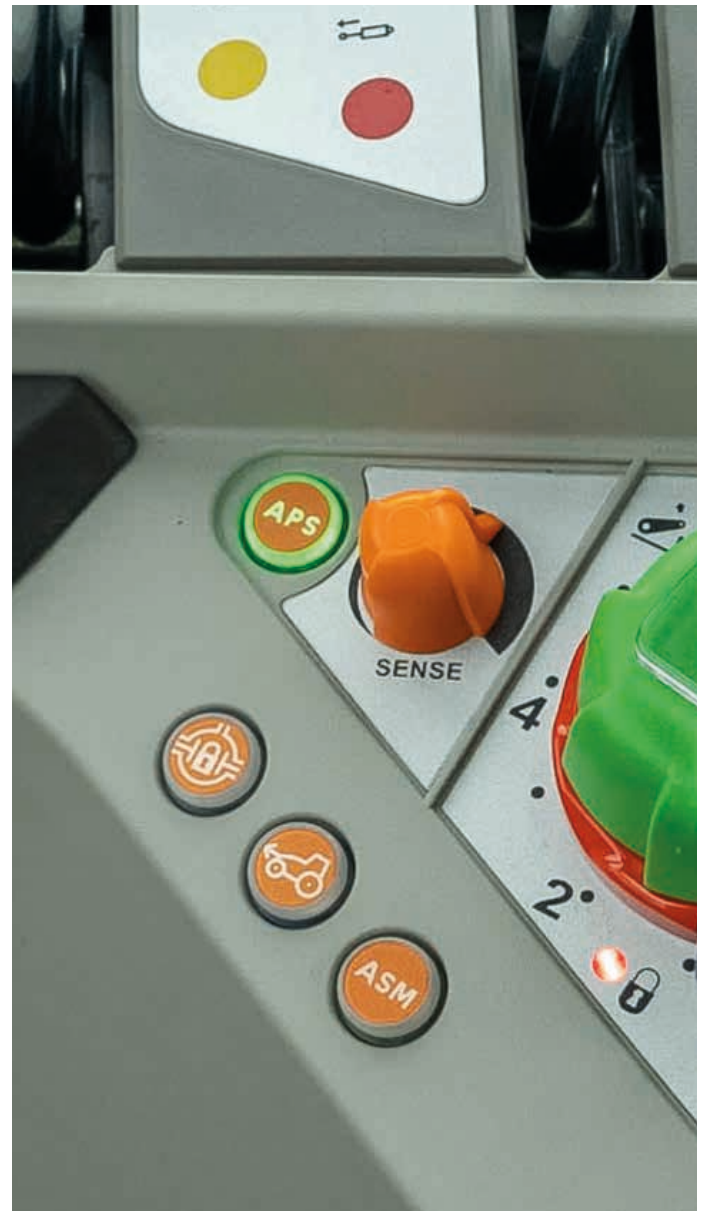


Simple and functional. The Spark R Powershift transmission features a manual gearbox and APS function.

The Lamborghini Spark R satisfies the most traditional operator as well as those who prefer effective mechanical gear management. This transmission features a 5-speed gearbox and 3 powershift ratios with supercreeper gear, giving a total of no fewer than 60 forward and 60 reverse speeds.

On the Lamborghini Spark R, even in the basic version, there are 30 gears for each direction of travel. If you choose the supercreeper gear version, the number of gears is doubled and the speed range, starting from just 100 metres per hour, with the engine at full throttle, is extended; but the Powershift transmission also makes it possible to reach 40 km/h [electronically limited] with the engine at the lowest possible

speed [1,780 rpm ECO]. This provides benefits in terms of fuel economy and comfort, especially when travelling on the road. The Powershift speeds incorporate the APS (Automatic Powershift) function, which automatically manages the most suitable gear according to engine load. To enable APS, simply press the relative button on the right hand console, then use the dial to set the sensitivity of the function itself. There is also SpeedMatching, which automatically selects the most suitable Powershift stage for each gear change by the operator in relation to the ground speed, while proportional solenoid valves ensure smooth gear changes for relaxed driving even on the hardest jobs.



The Powershift of the Lamborghini Spark R is a gearbox with numerous interesting features. Standard equipment includes, for example, the electro-hydraulic PowerShuttle with multiple discs in an oil bath and electronic control that allows the driver to change direction even while driving and under load without interrupting torque to the wheels. The shuttle also modulates the aggressiveness of the direction modulation, and can be adjusted in 5 different steps; this function is particularly suitable for front loader work where the 'soft' setting drastically reduces the risk of sudden jolts when direction is being inverted, putting the load being handled at risk for greater safety at work. The Spark R has a built-in Stop&Go function which is perfect when working in tight spaces, especially with a loader, or when the tractor needs

to be closer to the discharge point. Operation is brilliant: the hydraulic reverse shuttle clutches disengage and are kept open when the driver presses the brake pedals, to bring the tractor to a gentle stop. When the brakes are released, the clutches are progressively re-engaged and the tractor starts up again in the selected direction.



Sophisticated design for a tractor that is required to do demanding work. The Lamborghini Spark R is a multi-purpose tractor with a versatile PTO and high-performance power lift.

The Lamborghini Spark R is the optimal choice for those who need an agricultural vehicle that can meet the demands of several farm tasks. For this reason, the range of PTOs available for the various attachments can ensure maximum differentiation of use. On the new Spark R all available PTO speeds (540, 540 ECO, 1,000, 1,000 ECO) and the splined shaft of the PTO itself are easily interchangeable. The PTO is engaged progressively by an electro-hydraulically controlled independent multi-disc wet clutch, for smooth engagement and release. Depending on the task also a ground speed PTO is available.

The Lamborghini Spark R features a fully electronically controlled rear power lift that is perfectly matched to the AUTO PTO function for maximum performance in all conditions.

The AUTO function is available as standard and automatically engages and disengages the PTO depending on the position of the rear lift and therefore the attachment connected to the three-point linkage.

The lift is designed and built to ensure superior comfort and safety, with solutions such as the ride control function which reduces oscillation produced by mounted implements. The electronic lift can be easily set up for all different operations: position control where the system keeps the attachment at a constant working height, draft control where the lift maintains a constant force by acting on the depth of the attachment, mixed position and draft control and floating control where the attachment is free to follow the ground. Maximum lift capacity is 5000 kg in the standard configuration, which can be increased to 7000 kg by equipping the tractor with optional supplementary lift cylinders.



Lamborghini Spark R: the art of hydraulic flexibility.

A tractor designed for multifunctional use must always be ready to adapt its hydraulic response quickly and efficiently to the various attachments it is required to operate. Lamborghini Spark R also means hydraulic power when you need it.

Lamborghini Spark R machines can be chosen with different hydraulic system configurations, because never before has it been so necessary to customise operations through intelligent management of the hydraulic flow rate, especially for those who have decided to farm according to Smart Farming principles.

In the simplest configuration, that of the Spark R 115 Powershift, a hydraulic system with flow rates up to 90 litres per minute and 6 rear outlets with classic mechanical control are offered. Thanks to the addition of a two-way, low-flow [25 l/min] ON/OFF valve electrically controlled from the cab, useful for example as a third hydraulic point, up to 8 rear ways can be available.

On the Spark R 125 and 135 Powershift, and all RVshift or VRT models, there is a choice of single-pump or Load Sensing hydraulic systems with 90 or 120 litres per minute flow rates, with 6 to 8 rear outlets. For RVshift and VRT versions the hydraulic controls can be mechanical and electronic [4-way mechanical + 4-way electronic]. Also in these models, the addition of a low-flow [25 l/min] electro-hydraulically controlled 2-way ON/OFF valve offers the ability to feed up to 10 outlets at the rear of the tractor, with flow control for each distributor and timing for the electronic ones. All configurations are also available with the 'Power Beyond' function, which allows the entire pressurised oil flow from the pump of the tractor to be used to feed the hydraulic motors of the implement.



Aesthetic research. Ergonomics. Comfort. Lamborghini Spark R with the new TopVision cabs at the centre.

The TopVision mounted on the Spark R is a comfortable and efficient working environment. Each control is designed to be intuitive to operate and ergonomic. It is the control centre that lets the operator manage all the activities of the Spark R, stress-free thanks to the maximum 360° visibility around the tractor.

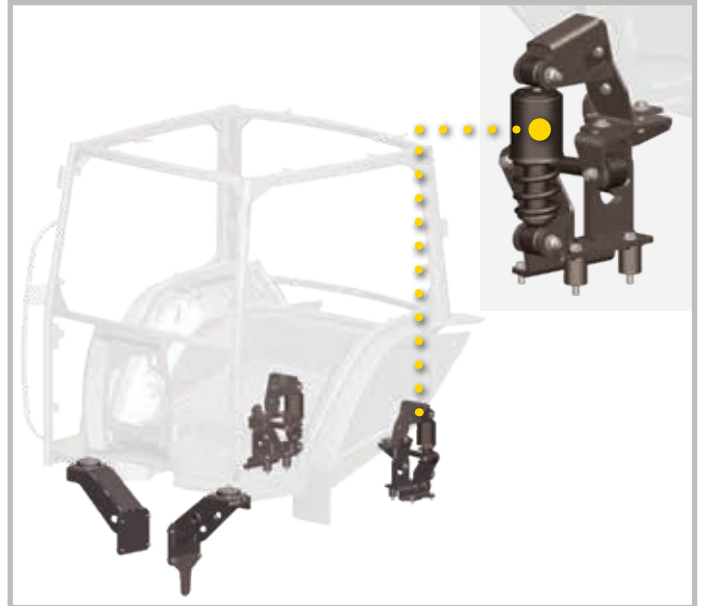
The new Lamborghini Spark R cab is available in three different equipment versions depending on the model: TopVision, TopVision+ and TopVision^{Pro}.

For the Lamborghini Spark R 115 with Powershift transmission there is the TopVision cab option in the standard version, mounted on the innovative Hydro Silent-Block suspension. Even in this version, once on board, you're immediately welcomed by a sense of spaciousness and comfort, thanks to the tilting and telescoping steering wheel and the fully adjustable pneumatic suspension seat that allows you to find the perfect driving position. The cab can also be equipped with a mount for an additional monitor, a passenger seat, a radio DAB+ unit and USB ports. The electronic battery master switch in the cab is located on the left hand side of the instrument cluster, for easy access even from outside the tractor.

On the Spark R 125 and 135 models, also with Powershift transmission, there is a TopVision+ cab with a totally new layout for both the right and left-hand consoles (with either a flat storage compartment or a 12V powered cool box). It can also be fitted with heated and electrically operated telescopic exterior mirrors and a rear window with defrosting function. For even greater comfort, this cab can be equipped with mechanical suspension instead of the standard Hydro Silent-Block mounts.

On the Lamborghini Spark R in RVshift and VRT transmissions, the TopVision^{Pro} cab offers not only the TopVision+ features but also a new instrument cluster design that includes the InfoCentre^{Pro} with 5" colour display, on which all tractor functions can be easily adjusted and which also includes the 'Performance Monitor' tool, i.e. a real on-board computer for recording the area worked, working hours and fuel consumption. The TopVision^{Pro} cab can also be pre-installed for the Auto Guidance system, which integrates the convenient EasySteer quick steering function.

Additionally, the latest SDF Smart Farming Solutions are available, such as the CTM which allows to connect the tractor to the SDF Fleet Management or the ISOBUS, which, in combination with the iMonitor, ensures best tractor implement communication.



TECHNICAL DATA	POWERSHIFT			RVSHIFT			VRT			
	115	125	135	115	125	135	115	125	135	
ENGINE										
Model		FARMotion 45			FARMotion 45			FARMotion 45		
Emission level		Stage V			Stage V			Stage V		
Cylinders/Displacement	n°/cc	4 / 3849			4 / 3849			4 / 3849		
Turbocharger with charge air cooling		■	-		■	-		-		
VTG Turbocharger with charge air cooling		-	■		-	■		■		
VISCO cooling fan		■			■			■		
e-VISCO cooling fan		-	□		□			□		
Injection @ pressure	Type/ bar	Common Rail @ 2000								
Max. power [ECE R120]	kW/Hp	85.6 / 116	93 / 126	99.8 / 136	89.3 / 121	95 / 129	100.8 / 137	88.4 / 120	95 / 129	100.8 / 137
Max. power with Boost [ECE R120]	kW/Hp	93 / 126	100 / 136	105 / 143	93 / 126	100 / 136	105 / 143	93 / 126	100 / 136	105 / 143
Power at rated speed [ECE R120]	kW/Hp	81.2 / 110	88.2 / 120	94.6 / 129	84.7 / 115	90.1 / 123	95.6 / 130	83.8 / 114	90.1 / 123	95.6 / 130
Speed at maximum power	rpm	2000			2000			2000		
Max. engine speed [rated]	rpm	2200			2200			2200		
Max. torque with Boost	Nm	482	524	550	517	549	576	510	549	576
Max. torque	Nm	463	505	536	496	535	564	497	535	564
Speed at maximum torque	rpm	1600			1600			1600		
Air filter with dust ejector		■			■			■		
Fuel tank capacity	l	160			160			160		
AdBlue capacity	l	12			12			12		
Oil change interval	Hours	600			600			600		
TRANSMISSION										
Model		PS transmission T5350	PS transmission T5441		RVS transmission T5441			VRT transmission T5441		
Transmission ratio		1,3133	1,3461		1,3417			1,3417		
PowerShuttle with 5 different settings		■			■			■		
POWERSHIFT										
Gearbox	n°	5 gears x 2 or 3 Powershift steps			-			-		
N° of speed with 2 Powershift steps	n°	20 + 20	-		-			-		
N° of speed with 2 Powershift steps and Creeper		40 + 40	-		-			-		
N° of speed with 3 Powershift steps	n°	30 + 30			-			-		
N° of speed with 3 Powershift steps and Creeper		60 + 60			-			-		
Stop&Go		■			-			-		
Automatic Powershift (APS)		□	■		-			-		
Top speed 40 km/h ECO	rpm	1780			-			-		
RVSHIFT										
Gearbox		-			RVSHIFT			-		
N° of Powershift steps (FW + RW)	n°	-			20 + 16			-		
Creeper		-			□			-		
Cruise control	qty.	-			■			-		
Stop&Go with advanced functionality		-			■			-		
Automatic Powershift (APS)		-			■			-		
Top speed 40 km/h SuperECO	rpm	-			1605			-		
Top speed 50 km/h ECO	rpm	-			1910			-		
VRT										
Gearbox		-			-			VRT - Stepless transmission		
Cruise control	qty.	-			-			2 each direction		
Driving strategies		-			-			Auto / Advanced Auto / PTO / Manual		
Active standstill (PowerZero)		-			-			■		
Top speed 40 km/h SuperECO	rpm	-			-			1605		
Top speed 50 km/h ECO	rpm	-			-			1910		

STD ■ OPT □ Not available -


TECHNICAL DATA		POWERSHIFT			RVSHIFT			VRT		
		115	125	135	115	125	135	115	125	135
HYDRAULICS AND LINKAGE										
Pump flow (STD)	l/min	55	90		90			90		
Pump flow (OPT)	l/min	90	120 LS		120 LS			120 LS		
Separate steering pump		■			■			■		
Spool valves controls	Type	Mechanical			Mechanical + Electronic			Mechanical + Electronic		
Hydraulic auxiliary control valves (STD)	n°	3	3		3			3		
Hydraulic auxiliary control valves (OPT)	n°	4	up to 4 + 1 diverter rear / 1 diverter front		up to 5 rear / 1 diverter front / 1 for front lift			up to 5 rear / 1 diverter front / 1 for front lift		
Aux valves settable in time and flow - proportional engagement		-			□			□		
Power Beyond (standard couplers)		-	□		□			□		
Automatic lower link stabilisers (mechanical)		□			□			□		
Rear linkage lifting capacity (STD)	Kg	5410	5000		5000			5000		
Rear linkage lifting capacity (OPT)	Kg	-	7000		7000			7000		
Rear linkage lift category	Cat.	II	II / IIIN		II / IIIN			II / IIIN		
External operation on rear fenders		■			■			■		
Front linkage		□			□			□		
Front linkage lifting capacity	Kg	3000			3000			3000		
Hydraulic upper link rear		□			□			□		
Oil change interval	Hours	1200			1200			1200		
PTO										
Rear PTO 540/1000		■	-		-			-		
Rear PTO 540/540ECO/1000/1000ECO		□	■		-			-		
Rear PTO 540/540ECO/1000		-			■			■		
Rear auto PTO		■			■			■		
Groundspeed PTO with independent shaft		□			□			□		
Front PTO 1000		■			□			□		
AXLES AND BRAKES										
Model		SDF			SDF			SDF		
Suspended front axle		□			□			□		
Electro-hydraulic differential lock 100%		■			■			■		
ASM system		-	□		□			□		
Steering Double Displacement SDD		□			□			□		
Performance steering ready with EasySteer function		-			□			□		
Steering angle	degrees	55			55			55		
Brake booster (PowerBrake)		-			■			■		
Mechanical parking brake		■			-			-		
Hydraulic Parking Brake (HPB)		-			■			■		
Pneumatic trailer brake		□			□			□		
Hydraulic trailer brake with DualMode function		□			□			□		
ABS socket		□			□			□		
Hydraulic Engine Brake (HEB)		-	□		□			□		
ELECTRICAL SYSTEM										
Voltage	V	12			12			12		
Standard battery	V / Ah	12 / 100			12 / 100			12 / 100		
Alternator	V / A	14 / 170			14 / 170			14 / 170		
Starter motor	V / kW	12 / 3			12 / 3			12 / 3		
External socket		■			■			■		
Interface for attachments 11786 (7-pole)		□			□			□		

STD ■ OPT □ Not available -

TECHNICAL DATA	POWERSHIFT			RVSHIFT			VRT		
	115	125	135	115	125	135	115	125	135
TOPVISION CAB									
4-pillar cab		TopVision	TopVision*		TopVision ^{Pro}		TopVision ^{Pro}		TopVision ^{Pro}
Mechanical cab suspension			□		□		□		□
Adjustable and telescopic rear view mirrors			■		■		■		■
Heated and electronic adjustable rear view mirrors		-	□		□		□		□
Air conditioning			□		□		□		□
High visibility roof			□		□		□		□
High visibility roof FOPS			□		□		□		□
Multifunction satellite armrest			-		■		-		-
Multifunction satellite armrest with Advanced function			-		□		-		-
Multifunction satellite armrest with MaxCom joystick			-		-		■		■
iMonitor 3 with 8"			-		□		□		□
AutoTurn			-		□		□		□
XTEND			-		□		□		□
ISOBUS (with rear and in-cab connectors)		-	□		□		□		□
VRC (Variable Rate Control)		-	□		□		□		□
SC (Section Control) 200 sections		-	□		□		□		□
SR20 RTK receiver		-	□		□		□		□
CTM connectivity module			□		□		□		□
Attachment bracket			□		□		□		□
Comfortip Professional			-		-		□		□
Seat Max with mechanical suspension			■		■		■		■
Seat Max-Professional Plus with pneumatic suspension and swivel			□		□		□		□
Passenger seat			□		□		□		□
Pre-arrangement for radio with antenna and loud speakers			■		■		■		■
High-level DAB+ Radio with Bluetooth			□		□		□		□
8x Halogen work lights on cab roof		□	■		■		■		■
Up to 16x LED work lights			□		□		□		□
Up to 2x Beacon light LED			□		□		□		□
LED driving light			□		□		□		□
FRONT LOADER									
Pre-arrangement light kit			□		□		□		□
Pre-arrangement ready kit with mechanical joystick (including HydroFix)			□		□		□		□
Pre-arrangement ready kit with electronic joystick (including HydroFix)			□		□		□		□
Possible Front loader models		FZ 41-29	FZ 41-33 FZ 43-27		FZ 41-33 FZ 43-27		FZ 41-33 FZ 43-27		FZ 41-33 FZ 43-27
Overloading height	mm	3890	3890 4110		3890 4110		3890 4110		3890 4110
Breakout force 800 mm before the pivot point	daN	3540	3850 3540		3850 3540		3850 3540		3850 3540
DIMENSIONS AND WEIGHTS									
Front tyres (min.)		420/70 R24"	380/70 R24"		380/70 R24"		380/70 R24"		380/70 R24"
Rear tyres (min.)		480/70 R34"	480/70R34"		480/70R34"		480/70R34"		480/70R34"
Front tyres (max.)		440/65 R28"	540/65 R24"		540/65 R24"		540/65 R24"		540/65 R24"
Rear tyres (max.)		540/65 R38"	600/65 R38"		600/65 R38"		600/65 R38"		600/65 R38"
Wheelbase	mm	2480	2480		2510		2510		2510
Length	mm	4425	4500		4530		4530		4530
Height (max.)	mm	2785	2860		2860		2860		2860
Width (max.)	mm	2374	2431		2431		2431		2431
Ground clearance	mm	480	480		480		480		480
Front axle width (flange to flange)	mm	1770	1770		1770		1770		1770
Rear axle width (flange to flange)	mm	1740	1740		1740		1740		1740
Unladen weight, front	kg	2000	2100		2200		2200		2200
Unladen weight, rear	kg	2600	2900		3300		3300		3300
Total unladen weight	kg	4600	5000		5500		5500		5500
Wheel weights			□		□		□		□
Maximum permissible axle load, front	kg	3000	3200		3200		3200		3200
Maximum permissible axle load, rear	kg	5000	5000		5500		5500		5500
Maximum permissible weight	kg	7500	8000		8500		8500		8500

www.lamborghini-tractors.com



Lamborghini Trattori is a brand of  SDF

