



NEW HOLLAND T4F/N/V

T4.65 | T4.75 | T4.85 | T4.95 | T4.105



STYLISH NEW T4F/N/V. GREAT LOOKS, BRILLIANT PERFORMANCE



Offered in three widths to suit a range of specialist applications, the T4F/N/V tractor series match high power to weight ratios to best in class manoeuvrability. Key features include power outputs of 65, 78, 88, 97 and 106hp(CV), a wide transmission offering, cab or ROPS and a choice of front axles.

POWERFUL AND COMPACT

Powered by all-new four-cylinder engines and with the addition of the flagship T4.105 model producing 106hp(CV), the T4F/N/V tractor series offers unrivalled performance in a compact package.

SPECIALIST VERSATILITY

Few specialist tractors can match the all-round versatility of a T4F/N tractor. Available with tight turning SuperSteer, with automatic 4WD, these tractors can be used in a wide range of applications.

PRODUCTIVE COMFORT

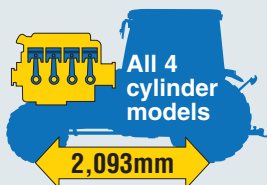
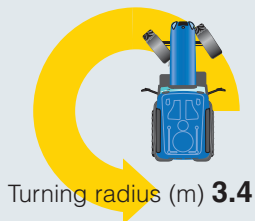
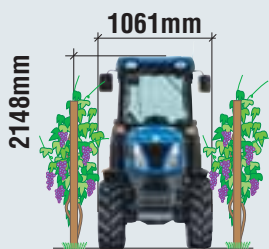
Available with an advanced category 2 Blue Cab for superior operator protection, T4F/N/V tractors match unrivalled comfort in the most unforgiving environments with brilliant all-round visibility.

ENGINEERED TO REDUCE COSTS

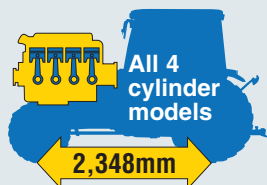
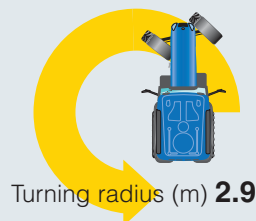
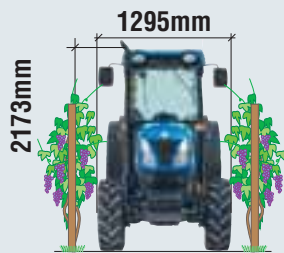
Long engine service intervals and low fuel consumption reduce the whole life operating costs of all T4F/N/V models.



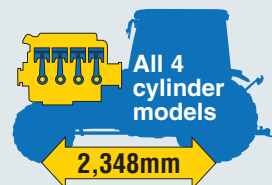
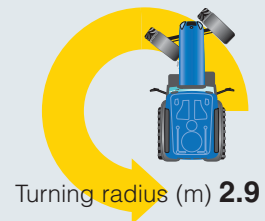
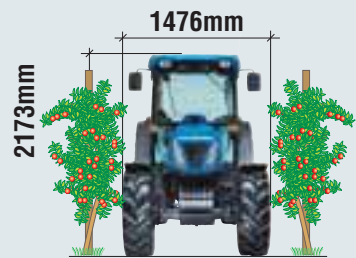
T4V*



T4N**



T4F***



Rear Tyres * 280/85R28 ** 320/85R24 *** 340/85R28

CLEAN, FOUR-CYLINDER INTERCOOLED EFFICIENCY



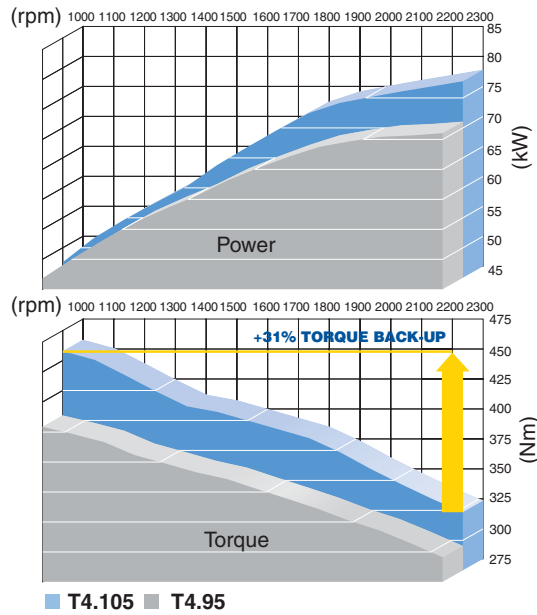
COMPACT FOUR-CYLINDER POWER

With torque as high as 425Nm and torque reserves of up to 46%, T4F/N/V tractors bring massive performance to a compact tractor package. Developed by FPT Industrial, the Tier 3 power units are smooth running, fuel efficient and quiet. Proven in existing T5000 and T6000 tractors, these engines have long service intervals to minimise operating costs.



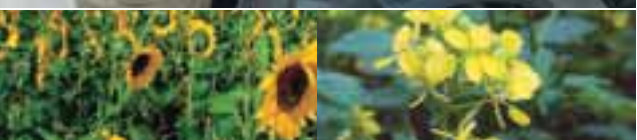
INTERCOOLED EFFICIENCY

By cooling the engine intake air, the intercooler fitted to the T4F/N/V power units boosts combustion efficiency. This is of particular benefit in high ambient temperatures, overall fuel use and power development remaining consistent, regardless of conditions.



MORE POWER AND TORQUE

All T4F/N/V models develop more power and greater torque at a lower engine speed when compared to the previous speciality series. The new range topping T4.105 tractor achieves an optimum fuel consumption figure of just 221g/kWh.



Sustainable Efficient Technology







ENGINEERED FOR 100% BIODIESEL

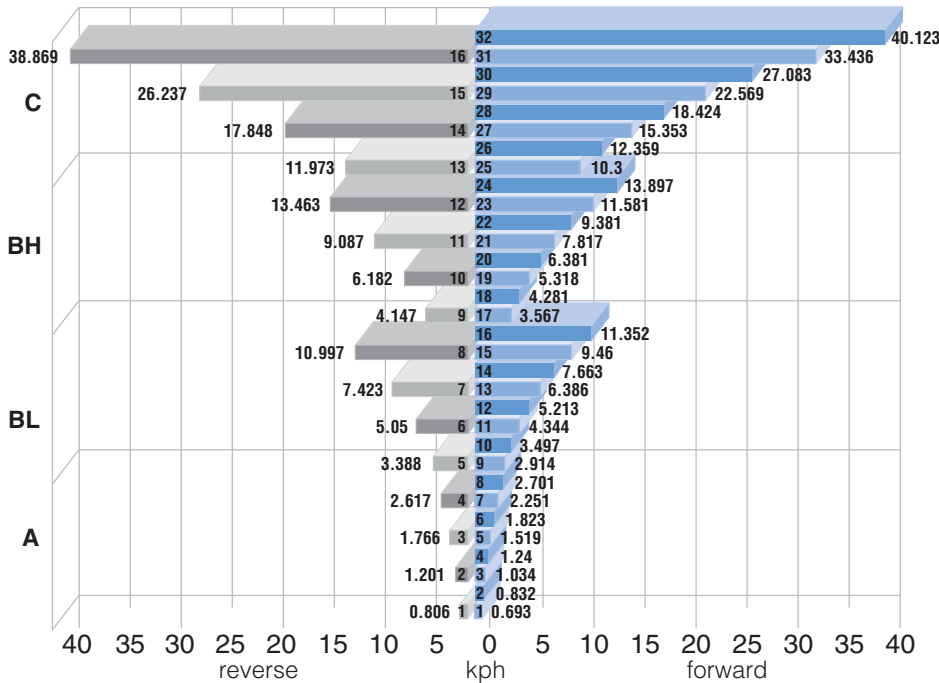
All T4F/N/V are designed to operate on biodiesel fuels without costly modifications. Talk to your New Holland dealer for full details.

A WIDE CHOICE OF EFFICIENT TRANSMISSIONS

Thanks to the modular build of T4F/N/V tractors, the transmissions can be easily matched to end user needs. Advanced features include powershuttle, power clutch, park lock and creep speed options. To cope with the extra power of the new T4.105, a heavier duty clutch and stronger rear PTO driveline components are used.

TRANSMISSION CHOICE

-  **16x16** Shuttle Command™ (30kph / 40kph)
-  **32x16** Split Command™ (30kph / 40kph)
-  **32x16** Dual Command™ (30kph / 40kph)
-  **28x16** Shuttle Command™ (optional Creeper / 30kph / 40kph)
-  **16x16** Powershuttle (30kph / 40kph)
-  **44x16** Dual Command™ (optional creeper / 30kph / 40kph)



1 → 2 → 3 → 4 → 5 → 6 → 7 → 8 →

Power Clutch button + Gear change

Low dual power

High dual power

DUAL COMMAND™ OFFERS SO MUCH MORE

The 32x16 Dual Command™ transmission with powershuttle offers the same number of ratios as Split Command, but allows a high low push button ratio 'split' to be made under full load and without using the clutch. A 44x16 Dual Command transmission is available to meet specialist requirements.

POWER CLUTCH

Dual command transmissions are available with a Power Clutch option. This allows the operator to use a push button on the main shift lever to operate the clutch. This makes changes on the move fast, smooth and comfortable.

Power Clutch button



NEW PARK LOCK SYSTEM

The new Park Lock system available on Dual-Command tractors, ensures additional safety when parking on slopes by mechanically locking the transmission from a lever inside the cab.



CREEP SPEED OPTION

Creep speeds as low as 160 metres/hour are available, enabling the tractor to carry out a wide range of precision operations. These transmissions are so flexible that this same low speed can be matched to a ratio offering a 40kph transport speed.



SHUTTLE COMMAND™ AND SPLIT COMMAND™ TRANSMISSIONS

Entry level 16x16 Shuttle Command can be specified with a 28x16 creep speed option to deliver working speeds as low as 0.2kph. The 32x16 Split Command is similar to Dual Command but uses the clutch pedal to affect a ratio 'split' for a 20% reduction in forward speed. A mechanical shuttle is fitted to both transmissions.

POWERSHUTTLE SPEED DIRECTION CHANGE

If a fast shuttle between forward and reverse is a priority, consider the 16x16 Powershuttle transmission. The operator can simply use the electro-hydraulic shuttle lever to change direction. From neutral, the shuttle lever can be used to smoothly feed power to the transmission without using the clutch.



SMALL IN SIZE, BIG IN COMFORT

DESIGNED AROUND THE OPERATOR

Operator comfort is a key New Holland priority. State of the art virtual simulation technology is employed to achieve the most ergonomic layout of the cab controls. This has resulted in an all new right hand console design, grouping all main hydraulic levers together for ease of operation. Noise and vibration levels are tightly controlled, with light steering and class leading visibility over the stylish engine hood all contributing to reduced operator fatigue.



BIGGER, BETTER FOOTWELLS

On the smaller V/N models the footwells have been redesigned to offer much more space for the operators feet. This attention to detail ensures a much more comfortable driving position for the operator.

BLUE CAB FOR HARSH ENVIRONMENTS

The Blue Cab option has thermostatically controlled air conditioning developed to suit harsh environments. Anti-pollen, recirculation and active carbon filters ensure a comfortable and clean working environment. The Blue Cab meets category 2 EN 15695-1 requirements, the air delivery and filtration system provides protection against dust and minimum differential pressure is ensured. The ventilation system draws in 20% more air than the standard cab, for a fast stabilization of the internal temperature.





ERGONOMIC EXCELLENCE

The optional multi function electronic joystick allows the operator to control eight outlets at one time, switches on the console dictate which mid-mounted valves are to be used. The hydraulic motor operates through two additional outlets and is activated by a switch on the console and features a Lock position for additional safety.

ALL THE INFORMATION YOU NEED

The new instrument display fitted to all T4F/N/V tractors is easy to read and understand. The new display lists valuable information including forward speed, PTO speed, low fuel and the next service interval.

HIGH COMFORT SEAT

Fitted with a deep cushion seat pan and wide backrest, the seat in T4F/V/N tractors adjusts to suit all sizes of operator. A choice of mechanical or deluxe air suspension seats are available.



LOW CAB ROOF AND FOLDING ROPS

Both standard and Blue Cab models have a newly developed low profile to reduce the overall height of the tractor. ROPS models have a forward folding frame to clear over-hanging crops or access low buildings. The new folding beacon design allows a quick and easy transition when necessary.



SPECIALIST TRACTORS FOR SPECIALIST NEEDS

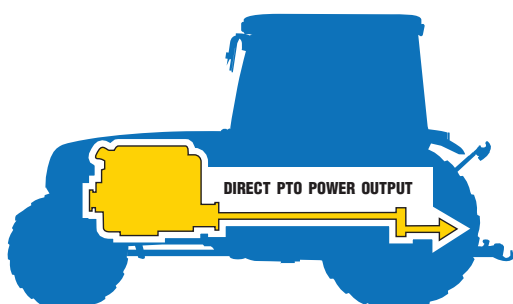


The modular build of T4F/N/V tractors enables New Holland to offer a broad range of specifications that exactly matches your specialised need. The standard hydraulic flow of all models is 48.6Lpm. Need more flow? Specify the Megaflo pump, and output can be increased to 63.8Lpm.

T4F/N/V. Factory built to your specification.

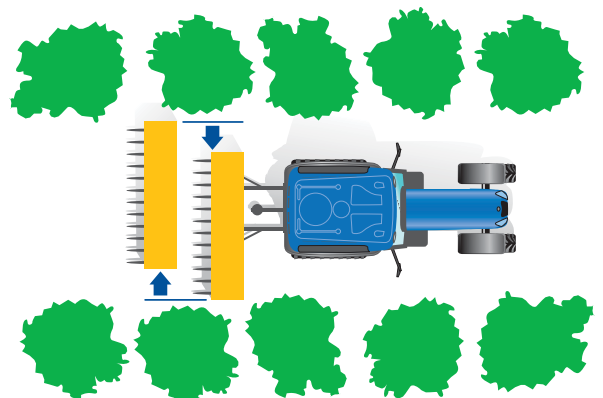
DIRECT OUTPUT, LOWER FUEL CONSUMPTION

Engaged via a servo assisted control, the rear PTO on T4F/N/V tractors has a direct driveline to minimise power loss. Maximum engine power is directed to the PTO for optimum efficiency and performance. Improvements to the driveline have resulted in reduced engine RPM at 540 and 1000rpm PTO speeds, thereby reducing fuel consumption and noise. Thanks to this innovative design, fuel savings of 5% can be achieved. A choice of Ground Speed/540/540E/1000 PTO speeds is available.



HYDRAULIC LINKAGE SETTINGS

Hydraulic stabilisers can be specified to allow the attachment to be offset to either side of the tractor. The stabilisers can be set in a fixed or float position by the push of a button. A levelling ram can also be specified for the right lower link arm. Both systems have a dedicated hydraulic supply.





ADVANCED ELECTRONIC DRAFT CONTROL FOR OPTIMUM PERFORMANCE

Simple to use, EDC allows the operator to precisely set up and control implement working depths, lift height and lowering speeds. Other features include a finger tip controlled fast raise and lower switch to reduce the number of operations needed during an end of row turn.

LIFT-O-MATIC™ PLUS SYSTEM: SPEED AND PRECISION

Exclusively available on cab models, the award winning mechanical hydraulic control system allows you to raise or lower the rear linkage when making a headland turn, while maintaining position and draft settings. When pushing/pulling the lever, if released, the implement immediately stops at the height corresponding to the actual implement position. A gentle push or pull of this convenient lever allows for minor adjustments.

VERSATILE LINKAGE WITH HIGH CAPACITY

For maximum versatility, the rear linkage is adjustable to match Cat I or Cat II implements. All T4F/V/N models offer high lift capacities of up to 2,600kg on the T4F models. Quick-attach couplings are standard with remote linkage controls to speed the fitting and removal of attachments.

REMOTES TO POWER SPECIALIST ATTACHMENTS

Modern attachments can require three or more remote valves. With T4F/N/V, this is not a problem. Up to three remotes, plus two push button controlled flow dividers, allow up to ten outlets to be specified. A redesigned mid mounted valve block has allowed eight hydraulic outlets operated by electro hydraulic valves, to be fitted*, in addition to four outlets at the rear of the tractor, and also a switch activated 33L/min hydraulic motor is incorporated into the design. Oil flow rate can be adjusted as required by using a simple electrical control valve.

*Cab only.

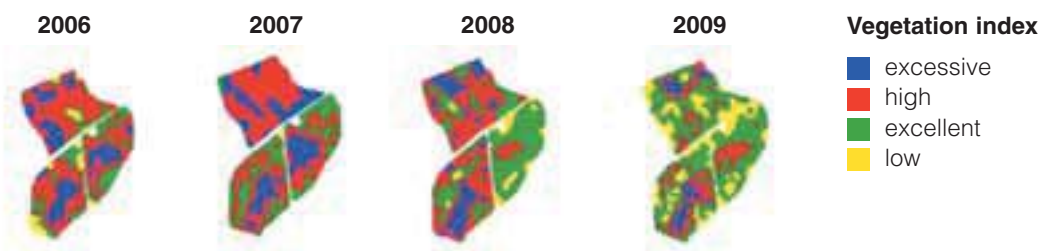


SPECIALTY SPREADER KIT

The kit, for hydraulically driven spreaders, can automatically vary fertilizer application rates according to GPS position and speed. This enables producers to better manage variables in their fields, such as changes in soil types and topography, improving yield quality and reducing waste. As the spreader moves across various zones in the field, the rate controller automatically adjusts application rates according to a pre-prepared prescription map, optimizing yield performance by applying the right amount of product in the right places.

VARIABLE FERTILIZATION: BENEFITS

1. Increase of area where the best crop (wine) is produced
2. Fertilizer input reduction (less cost)
3. Environmental impact reduction





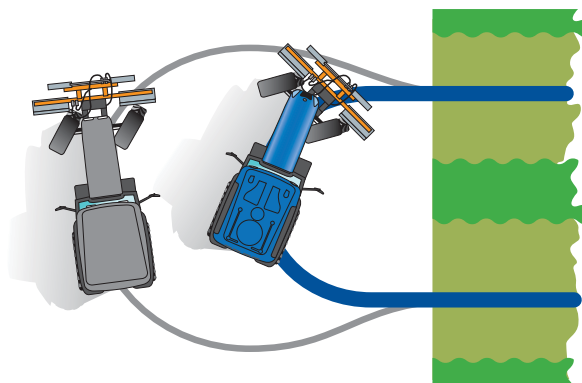
UNIQUE NEW HOLLAND FEATURES FOR PRODUCTIVITY AND SAFETY

SuperSteer™ front axles with Auto 4WD management and dedicated front hitch are unique to New Holland. Offering an effective steering angle of 76°, tractor with a SuperSteer™ front axle can offer a turn radius as low as 2.9m for truly outstanding agility. The way in which the axle moves as the steering lock is increased helps to reduce front wheel scrub.

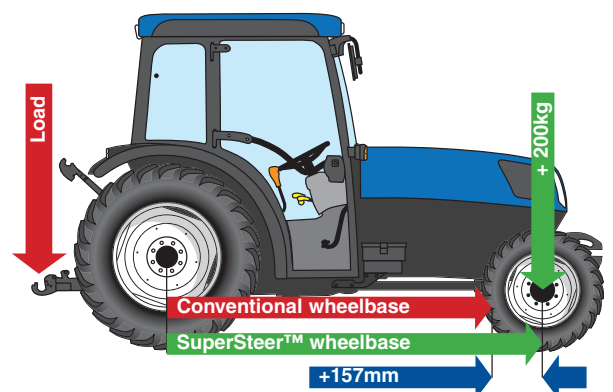
SUPERSTEER OFFERS SO MUCH MORE

With SuperSteer you get so much more than just a tight, clean turn. Front mounted equipment turns into work sooner and the increased wheelbase transfers more weight to the front of the tractor. This decreases the need for front ballast when working with heavy rear mounted implements.

SAVE TIME AND MONEY



IMPROVED STABILITY





THE RIGHT FRONT AXLE FOR YOUR NEEDS

All T4V/N/F tractors can be specified with a choice of 2WD or 4WD front axles. T4N/F are also available with a tight turning 4WD SuperSteer™ front axle. The turn radius of the 2WD drive T4F/N/V tractors can be as low as 2.8m. The 2WD specification is available on both ROPS and cab models.



VERSATILE SUPERSTEER™ FRONT LINKAGE AND PTO

T4V/F models can be specified with an axle mounted Cat I/II front linkage with quick attach couplings and 1000rpm PTO in conjunction with SuperSteer™ front axle option*. Fully integrated into the main hydraulic controls, the front linkage can be easily and precisely controlled. Remote exterior switches make coupling attachments safe, fast and simple.

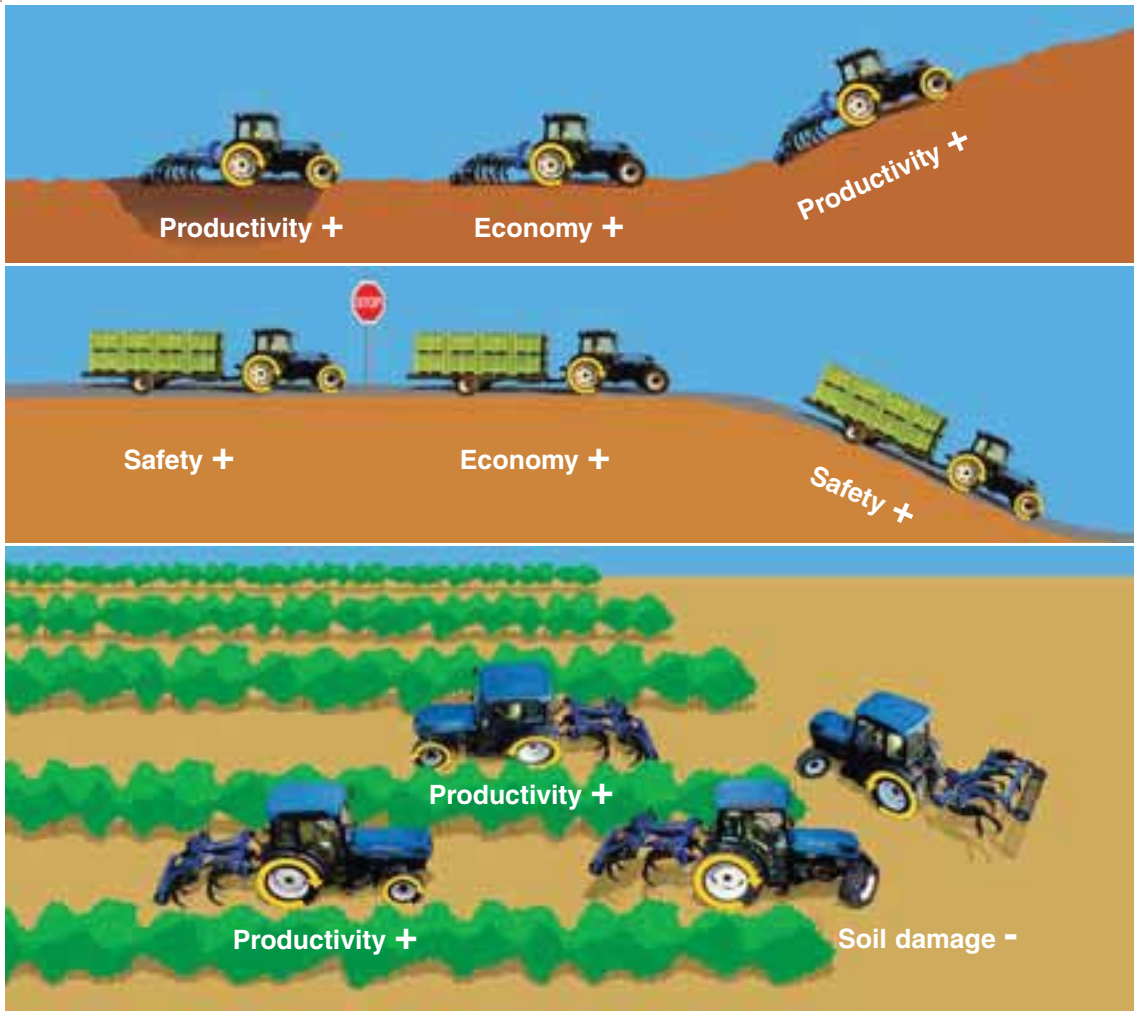


* Front linkage not available on T4.105F

ADVANCED TRACTION MANAGEMENT

The acclaimed and proven New Holland automatic 4WD system is now available on all T4F/N/V models. The system engages drive to the front wheels if rear wheel slip exceeds 5%* and on slopes of 10 deg plus*. For stability and safety, 4WD is also engaged when both brake pedal are pressed. The front and rear differentials are engaged and released by a dash mounted switch.

*Only T4F/N models



MODELS	T4.65V	T4.75V N F			T4.85V N F			T4.95V N F			T4.105V N F		
New Holland Engine*	F5C	F5C			F5C			NEF			NEF		
No. of cylinders / Capacity / Valves / Emissions Level	4 / 3200 / 2 / Tier 3	4 / 3200 / 2 / Tier 3			4 / 3200 / 2 / Tier 3			4 / 4500 / 2 / Tier 3			4 / 4500 / 2 / Tier 3		
Aspiration	Turbocharged	Turbocharged			Turbocharged			Turbocharged			Turbocharged		
Intercooler	●	●			●			●			●		
Approved biodiesel Blend	B100**	B100**			B100**			B100**			B100**		
Rated Engine Power ISO TR14396 - ECE R120 [kW/hp(CV)]	48/65	57/78			65/88			71/97			78/106		
Rated Engine Speed (rpm)	2300	2300			2300			2300			2300		
Max. Torque ISO TR14396 (Nm)	290@1250rpm	330@1250rpm			352@1250rpm			398@1300rpm			425@1300rpm		
Torque reserve (%)	46	39			30			35			31		
Horizontal Exhaust	●	●			●			●			●		
Vertical exhaust (Cab only)	○	○			○			○			○		
Internal EGR	●	●			●			●			●		
Cooling method	Liquid	Liquid			Liquid			Liquid			Liquid		
Optimum fuel Consumption (g/kWh)	219	218			219			216			221		
Fuel tank capacity standard front axle (L)	67/77	67/77	67/77	–	67/77	67/77	–	67/77	67/77	–	67/77	67/77	–
Fuel Tank capacity SuperSteer™ front axle (L)	–	–	47/57	47/78	–	47/57	47/78	–	47/57	47/78	–	47/57	47/78
Service Interval (hrs)	500	500			500			600			600		
Transmission													
Electro hydraulic diff. lock	●	●			●			●			●		
Mechanical diff. lock	–	–	–	○	–	–	○	–	–	○	–	–	○
Suspended pedals	●	●			●			●			●		
Oil immersed braking system	●	●			●			●			●		
16 x 16 Shuttle Command™ (30kph / 40kph)	●	●			●			●			●		
Minimum speed (Without Creeper) (kph)	0.7	0.7			0.7			0.7			0.7		
28 x 16 Shuttle Command™ [Optional Creeper (30kph / 40kph)]	○	○			○			○			○		
Minimum speed (With Creeper) (kph)	0.17	0.17			0.17			0.17			0.17		
32 x 16 Split Command™ (30kph / 40kph)	○	○			○			○			○		
Minimum speed (Without Creeper) (kph)	0.7	0.7			0.7			0.7			0.7		
16 x 16 Powershuttle (30kph / 40kph)	○	○			○			○			○		
Minimum speed (Without Creeper) (kph)	0.7	0.7			0.7			0.7			0.7		
32 x 16 Dual Command™ (30kph / 40kph) and parking lock***	○	○			○			○			○		
Minimum speed (Without Creeper) (kph)	0.7	0.7			0.7			0.7			0.7		
44 x 16 Dual Command™ [Opt. Creeper (30kph / 40kph)] and parking lock	○	○			○			○			○		
Minimum speed (With Creeper) (kph)	0.17	0.17			0.17			0.17			0.17		
Power Clutch (Dual Command™ transmission only)	○	○			○			○			○		
Front axle													
2WD front axles	○	○			○			○			–		
4WD front axles	●	●	○	–	●	○	–	●	○	–	●	○	–
SuperSteer™ 4WD front axle	–	–	●	●	–	●	●	–	●	●	–	●	●
Auto 4WD Standard / SuperSteer	○ / –	○ / –	○ / ●	○ / ●	○ / –	○ / ●	○ / ●	○ / –	○ / ●	○ / ●	○ / –	○ / ●	○ / ●
Steering angle 2WD front axle (°)	57	57	65	55	57	65	55	57	65	55	57	65	55
Steering angle 4WD front axle (°)	55	55	55	–	55	55	–	55	55	–	55	55	–
Steering angle SuperSteer front axle (°)	–	–	71	76	–	71	76	–	71	76	–	71	76
Turn radius 2WD front axle (mm)	3000	3000	2800	3100	3000	2800	3100	3000	2800	3100	3000	2800	3100
Turn radius 4WD front axle (mm)	3400	3400	3400	–	3400	3400	–	3400	3440	–	3400	3440	–
Turn radius SuperSteer front axle (mm)	–	–	2960	2900	–	2960	2900	–	3050	2980	–	3050	2980
Dynamic fenders	–	–	○	○	–	○	○	–	○	○	–	○	○
Electro hydraulic diff. lock	●	●			●			●			●		
Independent steering pump (28Lpm or 35.6Lpm Megaflow pump)	●	●			●			●			●		
Front braking system	○	○			○			○			○		
Axle oscillation (°)	8	8			8			8			8		
Hydraulic system													
Standard pump flow (Lpm)	48.6	48.6			48.6			48.6			48.6		
Optional MegaFlow™ pump flow (Lpm)	63.8	63.8			63.8			63.8			63.8		
Mechanical draft control (MDC)	●	●			●			●			●		
Lower link draft sensing	●	●			●			●			●		
Lift-O-Matic™ system	●	●			●			●			●		
Electronic draft control (EDC)	○	○			○			○			○		
Cont. lift capacity through the range (610mm behind the ball bar ends) (kg)	1835	1835			1835			1835			1835		
Max. lift capacity at ball ends with arms horizontal (kg)	2600	2600			2600			2600			2600		
Rear Linkage category	I & II	I & II			I & II			I & II			I & II		
Rear fender mounted Linkage controls (EDC only)	○	○			○			○			○		
Width adjustable link ends	○	○			○			○			○		
Hydraulically adjustable right hand lift rod adjustment and sway restriction	○	○			○			○			○		
Max. no. remote outlets (Rear/Mid)	10/8+2motor	10/8+2motor			10/8+2motor			10/8+2motor			10/8+2motor		
Flow control	○	○			○			○			○		
Electrohydraulic mid mount valve with proportional joystick (only cab)	○	○			○			○			○		
Five mid-mount outlets (only rops)	○	○			○			○			○		
SuperSteer™ front lift & PTO (mechanically or electronically engaged)	–	–	○	○	–	○	○	–	○	○	–	○	○
Max. front linkage lift capacity at ball ends (kg)	–	–	1275	1275	–	1275	1275	–	1275	1275	–	1275	1275

MODELS

T4.65V

T4.75V | N | F

T4.85V | N | F

T4.95V | N | F

T4.105V | N | F

		T4.65V			T4.75V N F			T4.85V N F			T4.95V N F			T4.105V N F		
PTO																
Servo-assisted engagement		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Ground speed		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
540		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
540 / 540E		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
540 / 540E / 1000		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
Operator environment																
Rubber isolation blocks		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Lateral levers		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Suspended platform (with mid mounted foldable ROPS)		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Electronic instrumentation		●	●	●	●	●	●	●	●	●	●	●	●	●	●	
Cab with FOPS		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
Cab category level - EN 15695		1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Air conditioning		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
Blue Cab with FOPS		○	○	○	○	○	○	○	○	○	○	○	○	○	○	
Blue Cab category level - EN 15695		2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Dimensions & Weights****																
A Wheelbase 2WD	(mm)	2078	2078	2082	2082	2078	2082	2082	2165	2169	2169	2165	2169	2169	2169	
A Wheelbase 4WD	(mm)	2093	2093	–	–	2093	–	–	2180	–	–	2180	–	–	–	
A Wheelbase SuperSteer™ 4WD front axle	(mm)	–	–	2348	2348	–	2348	2348	–	2435	2435	–	2435	2435	2435	
B Overall length 4WD	(mm)	3925	3925	3914	3914	3925	3914	3914	4012	4001	4001	4012	4001	4001	4001	
C Minimum overall width	(mm)	1061	1061	1295	1476	1061	1295	1476	1061	1295	1476	1061	1295	1476	1476	
D Height to top of ROPS	(mm)	2249	2249	2274	2274	2249	2274	2274	2335	2360	2274	2335	2360	2274	2274	
D Height to top of cab	(mm)	2148	2148	2173	2173	2148	2173	2173	2148	2173	2173	2148	2173	2173	2173	
E Height at centre rear axle to top of cab	(mm)	1648	1648	–	–	1648	–	–	1648	–	–	1648	–	–	–	
F Ground clearance min	(mm)	270	270	290	323	270	290	323	270	290	323	270	290	323	323	
G T4V front wheel track setting 2WD	(mm)	878 - 978	878 - 978	–	–	878 - 978	–	–	878 - 978	–	–	878 - 978	–	–	–	
G T4N front wheel track setting 2WD	(mm)	–	–	1016 - 1116	–	–	1016 - 1116	–	–	1016 - 1116	–	–	1016 - 1116	–	–	
G T4F front wheel track setting 2WD	(mm)	–	–	1146 - 1546	–	–	1146 - 1546	–	–	1190 - 1492	–	–	1190 - 1492	–	–	
G T4V front wheel track setting 4WD	(mm)	879 - 985	879 - 985	–	–	879 - 985	–	–	879 - 985	–	–	879 - 985	–	–	–	
G T4N front wheel track setting 4WD	(mm)	–	–	1075 - 1251	–	–	1075 - 1251	–	–	1075 - 1251	–	–	1075 - 1251	–	–	
G T4F front wheel track setting 4WD	(mm)	–	–	1062 - 1492	–	–	1062 - 1492	–	–	1190 - 1492	–	–	1190 - 1492	–	–	
G T4V rear wheel track setting 4WD	(mm)	861 - 1261	861 - 1261	–	–	861 - 1261	–	–	861 - 1261	–	–	861 - 1261	–	–	–	
G T4N rear wheel track setting 4WD	(mm)	–	–	1003 - 1273	–	–	1003 - 1273	–	–	1003 - 1273	–	–	1003 - 1273	–	–	
G T4F rear wheel track setting 4WD	(mm)	–	–	1130 - 1530	–	–	1130 - 1530	–	–	1130 - 1530	–	–	1130 - 1530	–	–	
T4V Weights***** 2WD/4WD	(kg)	2459/2710	2459/2710	–	–	2459/2710	–	–	2531/2790	–	–	2531/2790	–	–	–	
T4N Weights***** 2WD/4WD	(kg)	–	–	2546/2762	–	–	2546/2762	–	–	2618/2852	–	–	2618/2852	–	–	
T4F Weights***** 2WD/4WD	(kg)	–	–	2840/2910	–	–	2840/2910	–	–	2930/3000	–	–	2930/3000	–	–	
Max. permissible weight	(kg)	3800	3800	4000	4300	3800	4000	4300	3800	4000	4300	3800	4000	4300	4300	

*Developed by FPT Industrial **Conditions apply ***4WD models only ****Rear Tyres T4F = 340/85R28, T4N = 320/85R24, T4V 280/85R28 *****With driver (85kg) and full fuel tank

● Standard ○ Optional – Not available



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