THE LINDNER MUNICIPAL PRODUCT LINE
UNITRAC, GEOTRAC & LINTRAC
EFFICIENT TECHNOLOGY FOR MODERN MUNICIPALITIES

MUNICIPALITIES HAVE HIGH DEMANDS FOR THEIR FLEET OF VEHICLES:
The tractors and transporters must be usable on a year-round basis and score points as versatile, efficient implement carriers. Lindner meets these demands with its Unitrac transporters, the Geotrac tractors and the new Lintrac, the first infinitely variable standard tractor with 4-wheel steering. Continuous striving for efficiency and innovation is the basis for technologically advanced vehicles that enable efficient operation – in cities and municipalities all over Europe.
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.
LINTRAC 90: FIRST INFINITELY VARIABLE TRACTOR WITH A STEERING REAR AXLE

INTELLIGENT HYDRAULICS
The Lintrac operates with an axial piston pump that regulates the hydraulic power from 4 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.

CONTINUOUSLY VARIABLE ZF TRANSMISSION
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 power take-off with start control operates at 430/540/750/1000 rpm as desired.

LDRIVE OPERATION
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.

INCREADILY AGILE
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.
THE GEOTRAC IN MUNICIPAL USE

THE SUPPORTED FRONT HYDRAULICS CAN BE CONVERTED TO A MOUNTING PLATE FOR WINTER SERVICE IN THE BLINK OF AN EYE.

A front PTO with start-up control and the 48/48 speed creeper gearbox make the equipment an ideal snow plough or snow thrower. IBC monitor and inside mirror with rearview camera, the heated windscreen, as well as the heated panorama rearview mirror ensure perfect all-round visibility. Innovative lighting technology based on the use of LEDs and halogen lamps guarantees easy work at night.
**CAB**
Frontloader clear vision and IBC rear view mirror

The Panorama Comfort Cab guarantees optimum all-round visibility in all directions and is equipped with a ROPS and FOPS safety structure. The frontloader clear vision windshield ensures safety when working up to the maximum working radius. The innovative IBC inside mirror displays the image from the backup camera or GPS data and is equipped with a mobile phone hands-free speaker unit.

**ENGINE**

144 HP and 560 Nm from a 4.4 litre Perkins Turbo

The high-torque 4-cylinder engine with a particulate filter is compliant with emissions stage 3b. The filter system is self-regulating, and is maintenance-free for 8,000 hours. The normal output of 133 HP is increased to 144 HP when the vehicle is used for transporting and the PTO shaft is in operation. The engine’s enormous torque of 560 Nm is available even at just 1400 rpm.

**FRONT AXLE**

Independent wheel suspension with integrated front hydraulics

The high-performance axle is optionally available with independent wheel suspension and in a 50 km/h version. An integrated front hydraulics system with 3,500 kg lifting force is available with EFH equipment relief. A mounting plate for road-clearing service can be fitted instead of the lifting arms with a very few manual operations. The front PTO shaft with start-up control starts at the press of a button.

**HYDRAULICS**

BOSCH axial piston pump reduces fuel consumption by 15%

The high-performance hydraulic system by BOSCH-Rexroth works particularly efficiently with an axial piston pump. The maximum displacement of 121 l/min is adapted continuously to the output requirement. This helps to prevent power losses and save as much as 15% of fuel. Up to 5 dual-action control units are also possible.

**TRANSMISSION**

ZF transmission with quad power shift and APS

The 32/32-gear ZF transmission is available with additional crawler gear upon request. The 4 power shift gear levels can be switched manually or automatically via APS. Comfort Shift enables clutch operation at the touch of a button. With the reduced engine speed, the vehicle can travel at 50 km/h with the engine at 2050 rpm, and at 43 km/h with the engine at 1750 rpm. A proportional quad PTO shaft is supplied as standard.
MORE THAN 2,400 UNITRAC MODELS HAVE BEEN DELIVERED TO DATE.
The Unitrac concept has succeeded and proved itself in a wide range of applications – from the highest mountain to large cities. The Unitrac is the off-road capable combination of transport vehicle and equipment carrier – its equipment variety is just as great as its area of application. From transport to agriculture and forest management, landscaping to municipal and winter service the Unitrac can be used universally.

THE UNITRAC IN MUNICIPAL USE

Vehicle load capacity up to 5,500 kg
2,000 kp

Unitrac 102 ep Maximum permissible gross weight: 8,500 kg

10,000 kg towing capacity
2,000 kp
HIGH PERFORMANCE CHASSIS
The patented Unitrac chassis concept has already proved its worth in more than 2,400 vehicles. Independent suspension and hydraulic spring cylinders with diaphragm storage units guarantee optimum suspension comfort with maximum possible off-road capability in conjunction with the rotating part between front and rear frames. The rotating vehicle frame ensures that all four wheels are continually in contact with the ground and provide maximum possible traction. The mechanical level control provided as standard ensures maximum anti-tipping stability in difficult terrain. As a result of the relatively low spring travel of the system the load surface upper edge is particularly low despite large tyres. Because of the 4-star planetary axles the Unitrac can permanently withstand even high axle loads. Steering linkage, brakes and drive shafts are integrated in the steering knuckles. The closed axle base protects the moveable components from damage in rough terrain.

TILTING-TYPE COMFORT CAB
You have everything in your field of vision. The rear view mirror with integrated additional indicators can be electrically adjusted and heated. The steering wheel can be individually adapted to the driver through height and inclination adjustment. Important vehicle information such as travelling speed, engine speed, tank content, cooling water temperature and all indicator lamps is clearly displayed on the central information board. In addition to the total and daily operating hours the time is also displayed. 3-point belts are part of the series equipment. Radio and tachograph can be positioned in the roof console within easy reach. Storage compartments are located behind the sun visors. For a maximum of maintenance friendliness the entire cab can be tilted sideways by 50° – without tools.

ENGINE
The UNITRAC is available in four motorisation variants. The 3.4-litre Perkins turbo diesels in the UNITRAC 82 ep and 92 ep produces 70 kW/95 hp and 395 Nm torque. With common-rail injection and particulate filter, the UNITRAC reaches emission level 3B. The UNITRAC 102 ep with its 4-cylinder turbo diesels engine and common-rail injection produces 75 kW/102 HP and 420 Nm at 1400 rpm. The 3 litre turbo diesel in the UNITRAC 102s produces 72 kW/98 hp and 340 Nm torque at 1400 rpm. The unit meets the exhaust criteria EUROS and is therefore particularly suited to inner city usage, where less torque is required. Thanks to the soot particle filter, the Unitrac ep series meets exhaust level 3B requirements. Due to the particularly high throughput power of the engine, the vehicle meets the hardest requirements of professional use.

4-WHEEL STEERING
The Unitrac is optionally available with 4-wheel steering. Operation is simple and comfortable through comfort resetting and safety acoustics. The 4-wheel steering can be switched off in any wheel position. The system automatically locks the rear axle steering as soon as the wheels have returned to zero point.

2-CIRCUIT HYDRAULIC SYSTEM
The Unitrac is equipped with a powerful 2-circuit hydraulic system. The simultaneous loading of front and rear implements such as snow plough and grit spreading device is possible without power interruption as a result. 50 litre of hydraulic oil reserve and a hydraulic output of 78 l/min allow the simultaneous drive of a large number of hydraulic functions. A single acting control unit and a proportional double-acting control unit are available as standard for the rear hydraulic circuit. Operation is by push button. As an option, the rear circuit can be expanded with one to four single-acting or two double-acting control units. UNITRAC 92ep and 102ep are also equipped with the LINDNER-POWERLINK system as standard. This load sensing connection allows the driving of external units with a maximum hydraulic output.

Turning circle: 3,5 m
The Unitrac 82s with 98 HP and 340 Nm of torque is especially well-suited for city-centre use. In Vienna, already 70 of them are in use year-round in the municipal landscaping office. In Winter, the Unitrac is used to remove snow and apply salt, while in summer the ideal utility vehicles come into use, for example, with road sweepers and for asphalting work.
<table>
<thead>
<tr>
<th>MODEL</th>
<th>GEOTRAC 134 ep</th>
<th>LINTRAC 90</th>
<th>UNITRAC 102 ep</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENGINE</td>
<td>133 hp (98 kW)</td>
<td>PERKINS 1204-E44TA, Max. Power: 144 hp (108 kW), Common rail, charge air cooling; Cylinder capacity: 4.400 ccm³, Max. Torque: 560Nm at 1400 rpm, particulate filter with oxidation catalyst – closed system; LEVEL 3B (oxidation catalyst &amp; particulate filter); battery master switch electrical, hand gas plus with 2 programmable buttons and speed control, ep speed engine limit, Tank capacity: 140 l</td>
<td>102 hp (75 kW)</td>
</tr>
<tr>
<td>COMFORT CAB</td>
<td>Panorama comfort cab, comfort platform with side shift, panoramic glazing tinted screen, frontloader clear view screen, safety cell with ROPS and FOPS test, windscreen of composite safety glass (CPS), push-out side windows and rear window, side mirrors electrically adjusted and heated with Panorama wide angle, co-driver’s seat, door locks, interior trim, Grammer comfort seat (airsprung), radio kit, LED interior lighting with door automatic, heating and ventilation system with 3 speed high-performance blowers, starting lock, continuous current socket (3-prog), comfort steering wheel adjustable in height and tilt, automatic turn signal reset, exhaust, intermittent windscreen wiper, utility tray, rear, beverage holder, adjustable air jets, one-piece engine bonnet with comfort opening, electr. front windscreen heating, Lindner L.B.C.-monitor, Cab suspension mechanical, Air conditioning, signal socket, IBC-inside rear view mirror with rear view camera, GPS-data and Bluetooth mobile phone hands-free speaker</td>
<td>Panorama-comfort cab with level platform, safety cell with ROPS and FOPS test, green panoramic glazing, front-end loader clear view 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, continuous current socket (3-prog), intermittent windscreen wiper, automatic reset indicator, 12 volt plug cellphone, utility tray rear, adjustable air jets, sun protection screen and rear, one-piece engine bonnet with comfort opening; Optional: Cabine suspension (+2cm height)</td>
<td>Tipping comfort cab: Hydraulic rubber mounted clear vision comfort cab with doors (OEC-tested), lateral fitting facility, deep-drawn heatable panoramic windshield, 2 side mirrors electrically adjusted and heated, additional indicator and side marker lamps on side mirror, 2 windscreen wipers with intermittent operation, comfort seats, sun visor, radio console with radio preparation, 12 volt mobile phone connector, indicator resetting, heating, 2-stage wiper, door locks, ergonomically shaped operating panel, VDO central information board, interior lighting; additional up high and low beam, comfortable access;</td>
</tr>
<tr>
<td>TRANSMISSION</td>
<td>32/32 speed ZF-transmission with quad power shift, automatic function (APS), automatic group change-over (FRS), brake lubricating oil shut-off, pressurization lubricated, 40 km/h; Wet multi-disc clutch, maintenance-free, power reverse (Powerclutch) with adjustable characteristic, comfort clutch via pedal or gear lever, Power all-wheel drive – Switched on by pressing a button, differential lock rear – switched on by pressing a button, self-locking differential front; Management functions for 4x2-drive, rear PTO shaft and differential lock, Power rear PTO shaft, 540 / 750 / 1000 / 1400 rpm, integrated PTO shaft starting control, PTO shaft operated by pressing a button with remote control at the rear left and right</td>
<td>TMT09-ZF-Continuous variable Transmission, Lindner Lörive, 40 km/h, pressure-circulation lubricated, all-wheel Power-shift - sharing the touch of a button, Lindner high performance front axle with integrated steering (52°), rear differential lock - sharing the touch of a button, Power rear PTO 430 / 540 / 750 / 1000 U / min with PTO-management, Lindner steering rear axle (up to 20°)</td>
<td>16/16 splitter box, 30, 40 or 50 km/h, PTO shaft coupling, electrohydraulically via push button, PTO shaft rear/middle: 540/1000 rpm, Optional: front and rear PTO shaft 1000 rpm; two-disc dry clutch, drive clutch: hydraulically activated with pedal, hydrostatic steering; heavy duty chassis: Independent wheel suspension, hydraulic suspension with levelling control, longitudinal differential lock and differential lock rear electric-hydraulic by pushbutton, (option: 4-wheel steering with comfort control)</td>
</tr>
<tr>
<td>BRAKES</td>
<td>Hydraulically actuated wet multiple disc brakes at the rear with automatic all-wheel activation with every braking operation (Opti-Stop), steering brake, brake booster</td>
<td>Transmission-braking function; Hydraulically actuated wet multi-disc rear brake with automatic four-wheel-sharing at every braking process (Opti-Stop), steering brake</td>
<td>2-circuit brake system, 4 disc brakes front (2 interior ventilated), 2 disc brakes rear, Optional: eddy current brake</td>
</tr>
<tr>
<td>HYDRAULIC SYSTEM</td>
<td>BOSCH-Rewoth high-performance hydraulic system with 3 pump circuits, axial piston pump, load sensing, Working pressure: 200 bar; max. rate of delivery: 121 litre/min, 45 litres oil household, Control units: 2 x double-acting EHS d-a control unit with joystick control and multi-function armrest, 1 x mechanical L-S control unit with flow control / 6 Litre lines + 1 return flow, Hydraulic couplings: non-chip plug couplings with separate leakage oil vessels, Electronic position control (EHR) with AHC and vibration damping, Rear lifting power: 6.600 kp</td>
<td>BOSCH-Rewoth-Hydraulic System with variable volume pump 4-88l/min, separate oil-household, 2 x proportional EHS steering valves with priority and volume adjustment; Multifunctional joystick on Lörive-armrest; 4 tilt lines + 1 return flow, 3.500 kp lifting capacity (2.800 with steering rear axle), Optional: EHR with AHC and oscillation-reduction</td>
<td>2-circuit hydraulics with comfort operation, load-sensing system, oil tank capacity; 50L rear circle: 2 control units as standard: 1 x SA, 1 x proportional (oil motor), hydraulic output 79 (front circuit: 33; rear circuit: 45); load-sensing connection (POWERLINK), Arbeitsdruck: 190 bar</td>
</tr>
<tr>
<td>LIGHT</td>
<td>2 x bi-halogen (H7), 2 x LED-daytime running light, 4 x H7-Flipper headlights front (high and low beam), 2 x H3-working lights rear; 2 x rear- and braking lights in LED-technology with integrated turn signal rear; 2 x turn signal with integrated position light</td>
<td>2 x H7 bi-halogen headlamps (lower high and low beam), 2 x H3 ellipsoid headlights front (up high and low beam), 2 x H3-working lights rear, 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; automatic light with daylight detection, „Coming-Home-Funktion“</td>
<td>Main headlights H4 with high and low beam, roof headlights H7 with high and low beam (optional)</td>
</tr>
<tr>
<td>ADDITIONAL STANDARD EQUIPEMENT</td>
<td>Standard additional equipment: Control units: 2 x double-acting EHS d-a control unit with joystick control and multi-function armrest, 1 x mechanical L-S control unit with flow control / 6 Litre lines + 1 return flow, Management functions for 4-wheel-drive, PTO and differential lock, battery master switch electrical</td>
<td>Front weight carrier attachments sled, quick couplers below and above, additional lift cylinders, internal wipers, digital display, valve protection, adjustable trailer coupling, rear sliding window, fresh air blower with rear-mounted filter on cab roof, b-pillar trim and comfort interior, tip link - snap coupling, additional lift cylinders, fuel consumption display, electronic manual accelerator with 2 programmable buttons; Battery master switch electrical</td>
<td>Independent suspension, hydraulic suspension with level control, inter-axis differential lock and rear differential lock by way of push button operated electrohydraulic, wheelbase 2,600 mm (optional: 3,110 mm); Steering radius 6 m (with 4-wheel steering 3.5 m), battery master switch electrical</td>
</tr>
<tr>
<td>STANDARD TYRES</td>
<td>480/65-R24 Conti AO55 front &amp; 540/65-R38 Conti AO55 rear</td>
<td>375/70 R 20 front and 420/85 R 30 rear</td>
<td>15,0/55-17 Conti Traction Farmer</td>
</tr>
</tbody>
</table>

*TRAKTORENWERK LINDNER GMBH, Ing.-Hermann-Lindner-Str. 4, 6250 Kundl/Tirol, Tel. +43 (0) 5338 74 20-0, Fax-DW 333, www.lindner-traktoren.at*