



**NEW HOLLAND**

AGRICULTURE

# NEW HOLLAND TNF-A

TN75FA | TN85FA | TN95FA



# Specialist by design, versatile in application.

New Holland TNF-A tractors have a proven heritage. TNF models are the template for modern orchard tractor design and remain the first choice where outstanding performance, versatility and specification choice are priorities. TNF-A models build upon this and are now fitted with all new four-cylinder engines, specifically developed for agriculture. TNF-A now offers even greater performance but with all the established features that made TNF a worldwide success. TNF-A models are members of the Series TN family that includes the narrow orchard TNN-A specialist tractors. So whatever your specific needs, there is a modular built TN model available to exactly match your requirements. TNF-A tractors can be as narrow as 1406mm, depending upon tyre size and track setting. TNN-A models are designed for narrower working, with a minimum width of 1225mm. When it comes to orchard and specialist tractors, New Holland has a tractor match your needs.





### **Modular build for choice**

New Holland appreciates that each individual customer needs the flexibility to specify a tractor to meet their unique requirements. A range of factory fitted options and dealer installed accessories is available so every TNF-A model can be tailored to match its user's needs. This flexibility is possible thanks to the unique modular build of Series TN tractors.



### **Clean, powerful, smooth and reliable**

Powered by four-cylinder engines developing 74, 84 and 92hp(CV), TN75FA, TN85FA and TN95FA have exceptionally high power to weight ratios. When specified with a front linkage and PTO, a TNF-A tractor can tackle multiple tasks with more than enough power, even in extreme terrain. Low fuel consumption, long service intervals and rugged build all combine to reduce whole life operating costs too.



### **SuperSteer™ front axle for productivity**

New Holland's unique SuperSteer™ front axle is standard on all TNF-A four-wheel drive orchard models. The SuperSteer™ axle allows the tractor to turn in as little as 3.3m. No other wide orchard tractor can turn as tightly as a TNF-A, including two-wheel drive versions. A Traction Management System, which improves stability and provides added control, is standard on four-wheel drive models.



Turn radius 3.3m

# Comfort makes TNF-A the operator's choice.

When only the highest standards of operator comfort will do, Series TNF-A tractors will be the first choice. Cabbed models offer spacious clean and quiet operating environments. Less cab models (not available in UK/ROI) benefit from low noise levels and folding roll bar protection. All models feature ergonomically positioned controls, with both the steering wheel and seat adjusting to accommodate all sizes of operator. For added operator comfort, a high specification Blue Cab is available, with large recirculation filters and external carbon filters to give extra operator protection from pollen and chemical sprays.



## Compact, not cramped

Despite the compact dimensions of TNF-A tractors, the cab is generously proportioned, with a high comfort seat as standard. Fitted with fully glazed doors that open wide for easy access, the cab also has opening front and rear windows. Mounted on rubber isolation blocks to reduce noise and heat levels, both standard cab and Blue Cab models offer exceptional levels of comfort.



### **Breath filtered air**

Standard cab models are specified with pressurised cab sealing and a filtered climate control system that can include a high performance air conditioning system without increasing the overall height of the tractor. In addition, the Blue Cab specification also includes a cab filtration system that consists of large anti-pollen and air re-circulation filters in combination with the air conditioning system.

### **See more, do more**

New Holland sets high styling standards, for highly practical purposes. By locating the exhaust muffler and engine air filter under the profiled hood, the view to the front is unobstructed; a down swept exhaust system is also available. Curved fenders and an extensive area of glass, ensure an excellent field of vision to the sides and rear.



# Modern clean running and economy, traditional power and performance.



Specifically developed for agriculture, the 3.9 litre four-cylinder engines powering Series TNF-A tractors are of an all new design. Smooth, quiet and compliant with Tier II emission regulations, these engines offer excellent power and torque characteristics. Low fuel consumption and long service intervals help reduce whole life operating costs.

	TN75FA	TN85FA	TN95FA
<b>Engine</b>	Iveco	Iveco	Iveco
No. of cylinders	4	4	4
Aspiration	Natural	Turbo "light pressure"	Turbo
Displacement (cm <sup>3</sup> )	3908	3908	3908
Cooling system	Water / oil	Water / oil	Water / oil
Power ISO TR14396 2000/25/EC at 2300rpm [kW/hp(CV)]	54.5/74	61.5/84	67.5/92
Torque rise (%)	31	35	35
Optimum fuel consumption (gr/kW/h)	205	209	209
Emissions level	Tier II	Tier II	Tier II
Fuel tank capacity (l)	62	62	62

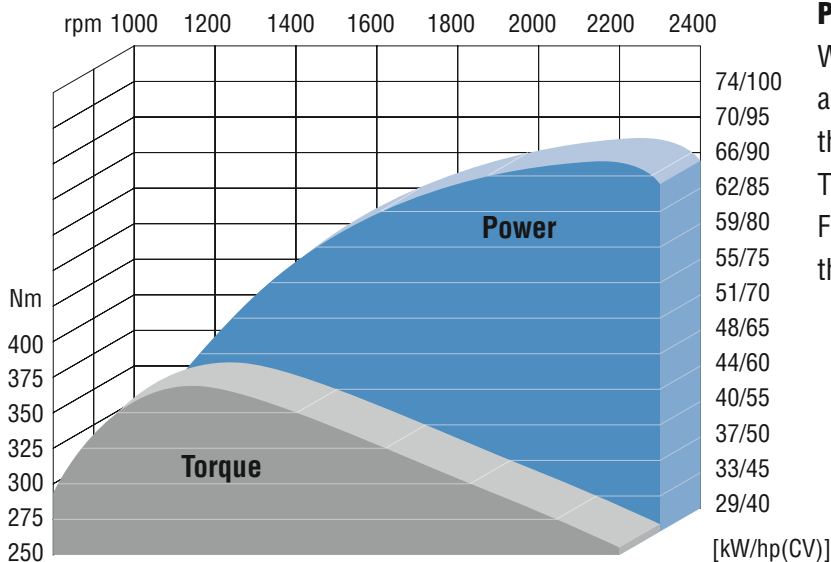


### Low noise and emissions

Modern off-road diesel engines have to comply with tough emission standards to meet Tier II regulations. Developed to meet these demands, the new engines powering TNF-A tractors pioneer new manufacturing techniques that include stressed sumps (for strength plus reduced resonance) and fracture formed conrods for a close tolerance fit. With New Holland, new technology delivers added performance.

### Easy servicing

Daily maintenance and routine servicing is simple on TNF-A tractors. The hood is released by a single catch and lifts to give full engine access. All service filters are easy to reach and change. Looking after a TNF-A tractor takes less time for lower whole life costs.



### Power and torque for versatile performance

With maximum power developed at 2300rpm and torque reserves as high as 35%, the compact, liquid cooled engines in TNF-A tractors pack a powerful punch. For demanding draft and PTO applications, there is always more in reserve.

# Modular transmission for choice and efficiency.



A choice of modular transmissions is available for TNF-A tractors. This includes an advanced electrohydraulic change under load Dual Command™ transmission with a forward / reverse Powershuttle. All transmission choices provide four full synchronesh gears in each working range with a speed overlap between the ranges. This transmission layout, combined with flexible engine performance, reduces the need to shift between ranges to find the right working speed. The main transmission is based upon a unique three-shaft modular design. Module packages are then added to provide the variation in transmission types offered. This modular system enables New Holland to offer a broad range of transmission types without the need for special builds or complex internal gear clusters.



### **Dual Command™ transmission**

Dual Command™ transmission enables the operator to decrease the forward speed in any gear by 20%. This also increases torque at the wheels by 22%. This single ratio change can be made under full load without using the clutch. An electrohydraulic Powershuttle is also fitted. This enables modulated changes in direction to be made, again without using the clutch. Smooth and fast, Powershuttle boosts productivity during turns or when using attachments such as a front loader. Series TNF-A tractors specified with Dual Command™ transmission can be programmed to specify how fast the gear splitter and Powershuttle functions operate.

### **Creep speed**

Creep speeds as low as 160 metres/hour are available, enabling a TNF-A 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**

Shuttle Command™ transmissions offer matched forward and reverse speeds with a dedicated, left hand operated synchromesh shuttle. Split Command™ transmission (not available in UK/ROI) provides a synchronised mechanical reduction in each forward gear. This provides a 20% decrease in forward speed and increases flexibility in changing working conditions.



# Advanced features for maximum productivity.

Series TNF-A with 4WD combine a SuperSteer™ front axle with the Traction Management System. For exceptional manoeuvrability, traction and stability on difficult terrain, TNF-A are world leaders. No other orchard class tractor can offer this combination of advanced and award winning features. Growers working in difficult terrain can benefit from improved productivity by specifying TNF-A.





### **Fully locking differentials**

Both the front and rear axle differentials on 4WD models can be fully locked to prevent traction being lost to wheel spin in adverse conditions. This ensures maximum traction is available to increase both productivity and safety on steeply sloping land. Front and rear differential locks are electro-hydraulically engaged simultaneously using a switch on the right hand control console.



### **The ultimate traction control for any operating condition**

The automatic Traction Management System on 4WD TNF-A improves traction and increases overall stability in difficult terrain. If rear wheel traction is lost, 4WD drive is automatically engaged to provide improved operator control and stability. When rear wheel slip exceeds 5% in relation to the speed of the front wheels, 4WD is also engaged for full traction. The system cuts drive to the front axle when not required - reducing tyre wear and fuel consumption.



### **Unrivalled agility with SuperSteer™ front axle**

New Holland's unique SuperSteer™ driven front axle is standard on all TNF-A 4WD orchard models. Offering a huge 76° turn angle and 11° of axle oscillation in each direction, the SuperSteer™ axle allows the tractor to turn in as little as 3.3m. This means restricted end-of-row turning space and older orchards with poor machinery access become more practicable with a TNF-A.

# The versatility and specification to match every demand.

For true versatility, a modern orchard tractor needs to be able to operate a wide range of attachments. With Series TNF-A, there is a choice of hydraulic and PTO specification that includes advanced mechanical or electronic rear linkage draft control and a specially designed front linkage and PTO.

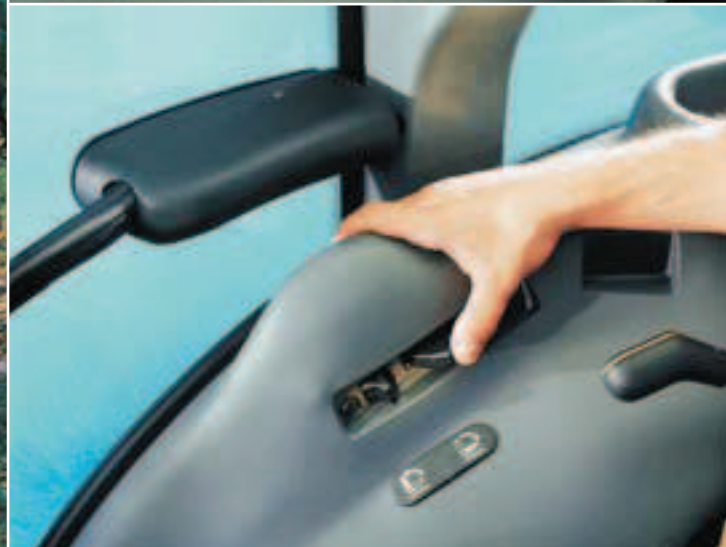


## Easy engage multi-speed PTO

Series TNF-A tractors can be specified with a choice of groundspeed, 540, 540E and 1000 PTO speeds. In common with all Series TN-A tractors, the PTO drive is transmitted to the implement via a straight shaft and a single set of helical cut reduction gears in the rear axle. The standard servo assisted PTO engagement system enables the operator to gradually feed power to the PTO, without the heavy lever action associated with a mechanical clutch.

### **Versatile rear linkage**

Electronic Draft Control or Flexion Bar™ mechanical lower link draft sensing can be specified. The rear linkage is fully adjustable with two positions to enable lift out height to be altered. It is also adjustable to match Cat I, Cat I N or Cat II implements. The Lift-O-Matic™ system control enables an implement to be raised and lowered to its previous setting using a single control.



### **High capacity hydraulics**

Series TNF-A tractors are fitted with a powerful 47.4l/min hydraulic pump dedicated to the lift and auxiliary hydraulic circuits. For more demanding applications, a high capacity 63.8l/min MegaFlow™ pump is available. This features an additional oil cooler designed to cope with the increased operating temperatures associated with modern high output hydraulic attachments. To further reduce heat build up within the hydraulics, a dedicated low-pressure return port is fitted. Up to four rear and two mid-mount couplers can be specified.

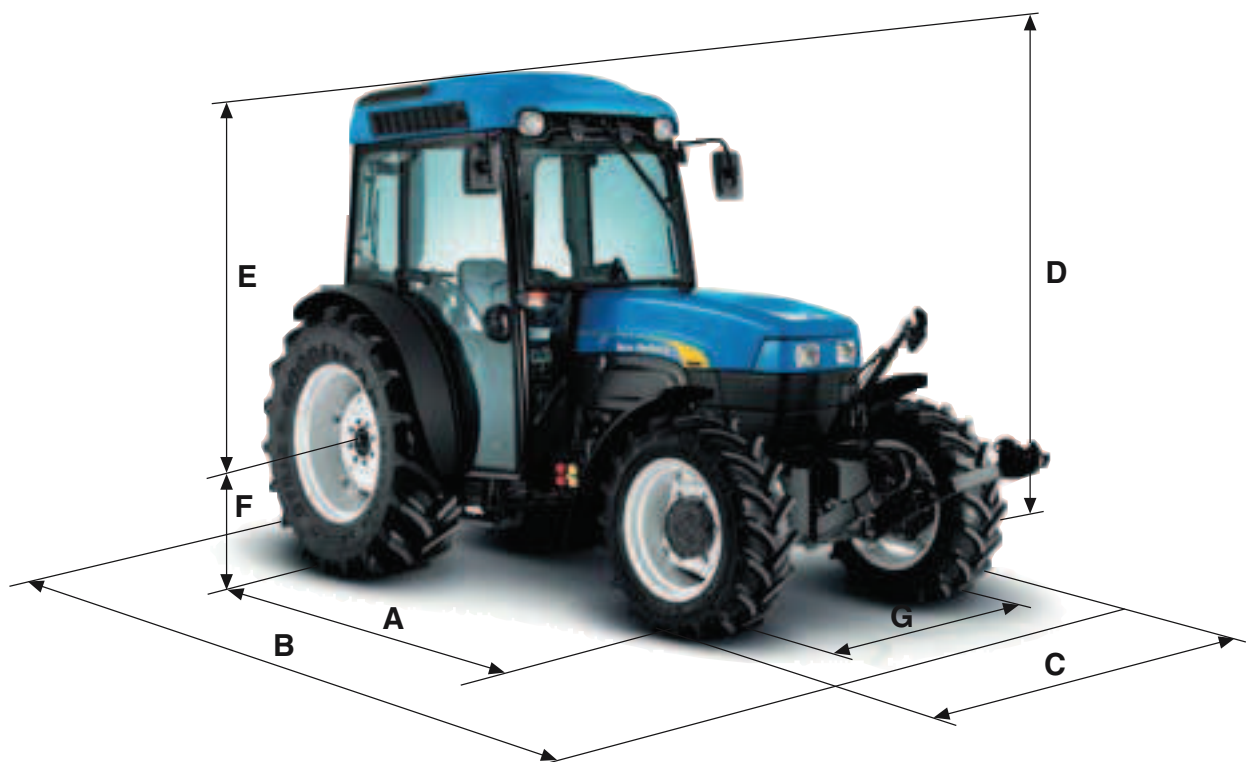


## Specifications.

	TN75FA	TN85FA	TN95FA
<b>Engine</b>	Iveco	Iveco	Iveco
No. of cylinders	4	4	4
Aspiration	Natural	Turbo "light pressure"	Turbo
Displacement (cm <sup>3</sup> )	3908	3908	3908
Power ISO TR14396 2000/25/EC at rated speed [kW/hp(CV)]	54.5/74	61.5/84	67.5/92
Rated speed (rpm)	2300	2300	2300
Torque rise (%)	31	35	35
Cooling system	Water / oil	Water / oil	Water / oil
Optimum Fuel consumption (gr/kW/h)	205	209	209
Injection system	Bosch	Bosch	Bosch
Emissions level	Tier II	Tier II	Tier II
Fuel tank capacity (l)	62	62	62
Exhaust - under hood muffler	●	●	●
Exhaust cab - vertical stack	●	●	●
Exhaust platform - downswept	●	●	●
Exhaust cab - horizontal stack	○	○	○
<b>Transmission</b>			
Minimum speed Standard / Creeper (kph)	0.8 / 0.3	0.8 / 0.3	0.8 / 0.3
Max. speed (kph)	40	40	40
Synchro reverse	●	●	●
Powershuttle	○	○	○
Basic transmission	16+16	16+16	16+16
Splitter transmission (optional, not available in UK/ROI) 32+16	32+16	32+16	
Hi-Lo transmission (optional)	32+16	32+16	32+16
Creeper (optional)	44+16	44+16	44+16
Electronic calibration (Hi-Lo)	●	●	●
Electro-hydraulic diff. lock	●	●	●
Epicycloidal reduction	●	●	●
<b>4WD with SuperSteer™ axle</b>			
Double braking system	○	○	○
Steering angle (°)	76	76	76
Auto 4WD engagement	●	●	●
Turn radius (mm)	3300	3300	3300
<b>Hydraulic system</b>			
Independent pump	●	●	●
Hydraulic flow - standard (lt/min)	47.4	47.4	47.4
Hydraulic flow - optional (lt/min)	63.8	63.8	63.8
Lift-O-Matic™ system	●	●	●
Electronic Draft Control (EDC)	○	○	○
Lift capacity at 610mm (kg)	2310	2310	2310
Rear linkage category	I, I N & II	I, I N & II	I, I N & II
Width adjustable link ends	○	○	○
Hydraulically adjustable right hand lift rod adjustment and sway restrict	○	○	○
Maximum rear remote valves	3 ●	3 ●	3 ●
Flow Control	○	○	○
Solenoid electro-hydraulic diverter valves (2)	○	○	○
Two mid-mount remotes and flow control	○	○	○
<b>PTO</b>			
Type	Independent	Independent	Independent
Clutch type	Cerametallic	Cerametallic	Cerametallic
Clutch diameter (mm)	280	280	280
Servo-assisted engagement	●	●	●
540 / 750rpm	●	●	●
540 / 750 / 1000rpm	○	○	○

		TN75FA	TN85FA	TN95FA
<b>Front PTO</b>				
Type		Independent	Independent	Independent
Actuation		Electronic switch	Electronic switch	Electronic switch
1000rpm		●	●	●
Lift capacity full range @ 610mm behind ball ends	(kg)	1360	1360	1360
<b>Operator environment</b>				
Suspended platform		●	●	●
Lateral levers		●	●	●
Electronic instrumentation		●	●	●
Cab with A.C.		●	●	●
Blue Cab		○	○	○
<b>Dimensions &amp; weight</b>				
A - Wheelbase 2WD**	(mm)	2230	2230	2230
A - Wheelbase 4WD	(mm)	2430	2430	2430
B - Overall length 4WD	(mm)	4002	4002	4002
C - Minimum overall width	(mm)	1406	1406	1406
D - Height top of cab (20" tyres)	(mm)	2250	2250	2250
E - Axle to top of cab	(mm)	1840	1840	1840
F - Axle to lowest point (20" tyres)	(mm)	410	410	410
G - Front wheel 2WD** track setting	(mm)	1222-1622	1222-1622	1222-1622
G - Front wheel 4WD track setting	(mm)	1142-1472	1142-1472	1142-1472
Max. permissible weight on the front axle	(kg)	1000	1000	1020
Max. permissible weight on the rear axle	(kg)	1800	1830	1830
Weight (with cab, 4WD)	(kg)	2800	2830	2850

\* With 75kg driver and full fuel tank    \*\* 2WD versions not available in UK/ROI    ● Standard    ○ Optional at extra cost    – Not available



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New Holland prefers **AMBERA** lubricants

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