



The *entry level* 12+12 speed transmission is available in 30 km/h and 40 km/h versions. An intermediate 24 +12 speed version, equipped with mechanical reverse shuttle and overdrive (*Synchro Shuttle* version), is supplied as an option.

A brand new feature is the hydraulic reverse power shuttle combined with a Powershift option (*H-M-L high-medium-low*) which triples the gears of the basic transmission to achieve 36 forward + 12 reverse speeds (*Power Shuttle* version).

A creep transmission is available as an option on *Synchro Shuttle* 2WD and *Power Shuttle* versions. The *Power Shuttle* version is equipped with a *De-clutch* system allowing the operator to change the mechanical gears by simply depressing the button placed on the gear shift lever without using the clutch pedal.

The *De-clutch* system is engaged by an electronic control unit, the same which controls the hydraulic reverse shuttle, the Powershift *H-M-L* gearbox and the PTO. The PTO comes with a choice of 3 speeds - 540, 750 (540 Eco) and 1000 rpm according to the version.

The mechanical power lift (electronic power lift only on *Power Shuttle* version) is equipped with draft control function on the lower links. The range of engines powering the T-MAX series has been enhanced with a new, more powerful model that delivers 110.2 hp. With this latest addition, the T-MAX tractor range is now composed of four models: the 90 model powered by a turbocharged engine and three turbo aftercooled models, the 100, 110 and 115, all meeting the Tier 3 emission standards.

The new *T-MAX (T3)* series, available in both cab and platform versions, offers the latest McCormick technology solutions and represent the new evolution of its predecessor, predecessors, the powerful and reliable *C-Max* and *X60* tractor series.

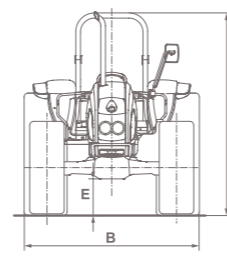
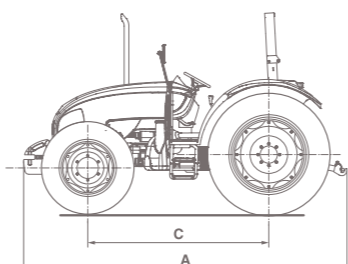
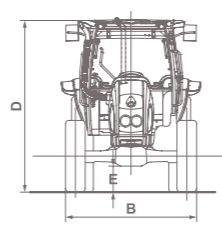
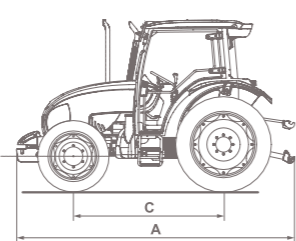
Designed by combining the features of two different tractor ranges, the new T-MAX (T3) inherits the cab and the wheelbase from the C-Max series and the 3-range Powershift transmission, the epicyclic final drives and the power lift from the new X60 series. The headlights and taillights, as well as the front grill, have been completely redesigned with a brand new look.

The versatile modular transmission is available, as standard, with four synchronized gears and three mechanical speed ranges (*SPEED FOUR*) and features a hydraulic wet multi-disc PTO.

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	T 90 MAX (T3)		T 100 MAX (T3)		T 110 MAX (T3)		T 115 MAX (T3)	
	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE	SYNCHRO SHUTTLE	POWER SHUTTLE
ENGINE								
PERKINS "TIERS" DIRECT-INJECTION ENGINE	1104D-44T		1104D-44TA		1104D-44TA		1104D-44TA	
MAX. POWER (ISO)	HP/KW	83/61	92.5/68	102/75	110.2/81			
MAX. TORQUE	NM	352	393	416	410			
DISPLACEMENT	CM ³	4400/4	4400/4	4400/4	4400/4			
FUEL TANK CAPACITY	LT	102	102	102	102			
CLUTCH								
INDEPENDENT DRY SINGLE-PLATE CLUTCH	IN./MM	13"(330)	13"(330)	13"(330)	13"(330)			
MECHANICALLY OPERATED		•	•	•	•			
MULTI-DISC WET CLUTCH		•	•	•	•			
DECLUTCH CONTROL: BUTTON-OPERATED CLUTCH		•	•	•	•			
TRANSMISSION								
MECH. REV. SHUTTLE+SPEED FOUR: 12FWD + 12REV (2WD ONLY)		•	•	•	•			
MECH. REV. SHUTTLE+SPEED FOUR+CREEPER: 16FWD+16REV (2WD ONLY)		•	•	•	•			
MECH. REV. SHUTTLE+SPEED FOUR+OVERDRIVE: 24FWD + 12REV (40KM/H)		•	•	•	•			
HYDR. REV. SHUTTLE+SPEED FOUR: 12FWD+12REV		•	•	•	•			
INV. HYDR. +SPEED FOUR+CREEPER 16FWD+16REV		•	•	•	•			
HYDR. REV. SHUTTLE+SPEED FOUR+POWERSHIFT 36FWD+12REV (40KM/H)		•	•	•	•			
HYDR. REV. SHUTTLE+SPEED FOUR+POWERSHIFT+CREEPER 48FWD+16REV (40KM/H)		•	•	•	•			
HYDR. REV. SHUTTLE WITH SHUTTLE MODULATION CONTROL- POTENTIOMETER FOR ADJUSTMENT OF POWER SHUTTLE		•	•	•	•			
AGGRESSIVENESS		•	•	•	•			
PARK LOCK		•	•	•	•			
POWER TAKE-OFF								
OIL-IMMERSED MULTI-DISC HYDRA. PTO.		•	•	•	•			
ELECTROHYDRAULIC CONTROL		•	•	•	•			
2 SPEEDS 540/750 RPM		•	•	•	•			
2 SPEEDS 540/1000 RPM		•	•	•	•			
3 SPEEDS 540/750/1000 TR/MIN		•	•	•	•			
GROUND SPEED PTO		•	•	•	•			
NET PTO POWER (ISO)	HP/KW	70.5/52	79/58	86.5/63.5	93.5/68.5			
4WD FRONT AXLE								
ELECTROHYDRAULIC 4WD ENGAGEMENT		•	•	•	•			
MAX. STEERING ANGLE		55°	55°	55°	55°			
TWIN-LOCK ELECTROHYDRAULIC DIFF-LOCKS		•	•	•	•			
BRAKES								
OIL-IMMERSED GRAPHITE REAR BRAKES, 30 DISCS		•	•	•	•			
OIL-IMMERSED GRAPHITE FRONT BRAKES, 4 DISCS		•	•	•	•			
IBS - INTEGRAL BRAKING SYSTEM		•	•	•	•			
HYDRAULIC POWER LIFT								
MECHANICALLY OPERATED WITH E.L.S. (ERGONOMIC LIFT SYSTEM)		•	•	•	•			
REAR CONTROL LEVER		•	•	•	•			
ELECTRONICALLY OPERATED		•	•	•	•			
LIFTING CAPACITY WITH 2 AUXILIARY CYLINDERS IN 2 (MM 50)	KG	4350	4350	4350	4350			
HYDRAULIC FLOW @ REMOTE	LT/MIN	52.3+29.9	52.3+29.9	52.3+29.9	52.3+29.9			
STD AUXILIARY VALVES STD/PT		2 / 4	2 / 4	2 / 4	2 / 4			
FRONT HITCH AND FRONT PTO LIFT CAPACITY (KG)	KG	1800	1800	1800	1800			
CAB AND DRIVING SEAT								
"RELIXE" CAB / AUTO-RADIO FITTING FACILITIES		•	•	•	•			
AIR-CONDITIONING		•	•	•	•			
PNEUMATICALLY SUSPENDED SEAT		•	•	•	•			
SUSPENDED PLATFORM		•	•	•	•			
DIMENSIONS AND WEIGHTS								
FRONT TYRES		380/70 R24	380/70 R24	380/70 R24	380/70 R24			
REAR TYRES		480/70 R34	480/70 R34	480/70 R34	480/70 R34			
A - TOTAL LENGTH WITH BALLAST	MM	4160	4160	4160	4160			
B - MIN. WIDTH	MM	2110	2110	2110	2110			
C - WHEELBASE 2RM/4RM	MM	2365/2340	2365/2340	2365/2340	2365/2340			
D - HEIGHT OVER CAB	MM	2563	2563	2563	2563			
E - HEIGHT TO SAFETY FRAME	MM	2560	2560	2560	2560			
F - GROUND CLEARANCE	MM	475	475	475	475			
TOTAL WEIGHT WITHOUT BALLAST (+CAB 150KG) 4WD	KG	3650	3650	3650	3650			

Key: • standard ○ option — not available



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90-100-110-115 (T3)

T-MAX



McCormick T-MAX (T3),
the evolution of technology

McCORMICK

McCormick is a trademark of Argo Tractors S.p.A.
Via G. Matteotti, 7 | 42042 Fabbrico (RE) Italia
t. +39.0522.656.111 | f. +39.0522.656.476
webmaster@argotracors.com
www.argotracors.com



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ENGINES

The T-MAX tractors are powered by a new range of advanced, environmentally-friendly engines that provide low emission levels in accordance with the Tier 3 standards. Specially designed for farming applications, the new Perkins 1104D engines incorporate state-of-the-art technologies and solutions. The new engine models are available in the following power ratings: 83 HP (Turbocharged), 92.5, 102 and 110.2 HP/ISO (turbo aftercooled). They feature an advanced fuel injection system that optimises air-fuel mixture, thereby improving combustion and engine efficiency. Higher horsepower and torque and lower operating costs are thus achieved. The forward tilting hood provides easy access to the engine compartment for routine service and maintenance (Fig. A).

AXLE

The four-wheel drive with electro-hydraulic engagement and 55° steering angle ensures optimum ground clearance and excellent manoeuvrability (Fig. B). The combined action of the front and rear oil-bath disc brakes ensures safe and effective braking on all four wheels.

FRONT LIFT AND FRONT PTO

The Cat. 2 front lift provides a lifting capacity of 1800 kg and is equipped with all main functions: high/low and floating mode. The 1000 rpm PTO is electro-hydraulically controlled by means of a pushbutton. The front lift and PTO have been purposely designed to be integrated in this new range to allow the use of combined implement for enhanced performance and versatility.

TRANSMISSION

The Power Shuttle version features a basic gearbox (Speed Four) with 4 speeds and 3 ranges, (controlled by the green pushbuttons integrated in the gearshift lever) (Fig. C) which, in conjunction with the T-Tronic module (3 Powershift H-M-L, ranges under load) and the reverse shuttle (Fig. D) provides 36 forward and 12 reverse speeds. A creeper is available as an option extending the flexibility to 48 FWD and 16REV speeds. The De-Clutch Control (orange pushbutton integrated in the gearshift lever) (Fig. C) and the Reverse Power Shuttle (hydraulic reverse shuttle with lever integrated in the steering column) allow the operator to change gear and shift from forward to reverse without using the clutch pedal. In addition, the electronically-controlled power shuttle has been integrated with a new feature called Shuttle Modulation Control. This consists of a potentiometer fitted on the control panel which allows the responsiveness of the power shuttle to be adjusted to suit different implement and operating conditions.



McCormick T-MAX (T3): a winning combination

MECHANICAL POWER LIFT

With the intuitive and ergonomically arranged controls on the stylish right-hand console located to the driver's right (Fig. F), the mechanical power lift features a draft control on the lower links and incorporates all essential functions and regulations offering maximum comfort and fingertip control of implements. In addition, the power lift is equipped with Ergonomic Lift System (E.L.S.) - an option which enables the driver to adjust the height of the lower links before starting work and keep it constant until the task in hand is completed (Fig. G). An electronic power lift is available for the Power Shuttle version as an option. The Cat 2 three-point linkage (Fig. E) provides a lifting capacity of 9570 lb. (4350 kg).

POWER TAKE-OFF

The 1/3"-inch PTO with hydraulic engagement offers two basic speeds of 540/750 or 540/1000 rpm. An additional 3-speed PTO providing 540/750/1000 rpm is available as an option for increased versatility. The wet disc clutch, operated by a pushbutton (P), enables smooth and progressive engagement of the PTO, thus ensuring a soft starting of the implements (Fig. G).

HYDRAULIC CIRCUIT

The new hydraulic circuit provides a maximum total flow of 82 l/min. The system features up to 4 auxiliary valves with lever controls integrated in the console at the driver's right-hand side. Two of them are controlled by joystick (1) (Fig. G) for front loader operations, while the other two are operated by a standard lever (2) (Fig. F), thereby providing extra versatility and productivity when working with farm implements.

CAB

The first thing one notices when climbing into the T-MAX tractor is the all-round visibility provided by the "Deluxe" cab with its fully-glazed side doors hinged onto the rear post. Built using modern composite materials from the automotive industry, the cab interior is stylish and accurate and features logically-arranged controls according to the latest ergonomic standards. The heating, ventilation and air-conditioning system installed on the cab roof offers the driver significant benefits in terms of comfort, health and safety. The ventilation system is integrated by two filters which purify the air inside the cab. The cab roof features a fixed clear sunroof panel, ideal for front loader operation, and four lights providing great visibility during night work. Natural ventilation is ensured by the openable front and rear windscreens (Fig. H).

