

MULI
AGRICULTURE



**Powerful. Lightweight.
Excellent on slopes.**

REFORM 
SINCE 1910

TECHNOLOGY AT ITS BEST



REFORM Multi

Efficiency through Versatility.

The REFORM Multi is a transporter with permanent four-wheel drive that was specially developed for mountain agriculture.

It features formidable terrain capability, maximum safety, and high operational and driving comfort.

REFORM Multi have been produced in series since 1967.

The benefits at a glance:

- Powerful, flexible engines from 70 to 101 hp
- Centre tube: Protected routing of the travel drive and rear PTO drive
- 4 full attachment areas
- Ergonomic workplace
- Permanent four-wheel drive
- Portal axles with high ground clearance
- Hydrostatic steering
- Independent suspension for highest driving comfort (T7 – T9 S)
- Quick-release mounting of changeable attachments
- Permanent ground contact of all 4 wheels (central joint)
- 3 mechanical power-shift PTOs possible
- Fine speed increments with shuttle gearbox and preselectable splitting
- Low dead weight
- 4 wheel steering (T8 S, T9 S)
- Wear free auxiliary braking system (T7 S – T9 S)



Cutting edge technology and safety.

The Reform Muli Chassis.

Transporters are designed as automotive work machines

for reliable use in rough, sloped terrain. The tried and tested REFORM Muli chassis consists of the front and the rear carriage which are connected by a pivoting link. To this robust chassis, a wide range of attachments can be added such as a built-on self loading trailer, manure spreader, manure container, tipper and many more.



Lateral drive and front PTO (option)

The lateral drive can be used in 2 ways:

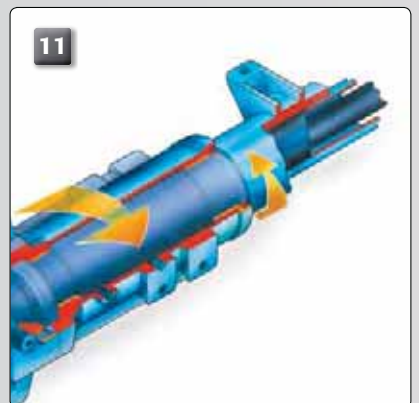
- Front PTO in combination with device mounting frame or front linkage
- Lateral PTO for operating special attachments.

With its two speeds options (540 and 1,000 rpm), this drive unit is suited for a wide range of attachments.



The lockable centre differential (10) is positioned between the front and rear axles and ensures together with the **permanent four-wheel drive**, maximum force translation to the ground. Tensions between front and rear axle that could occur in cornering or uneven surfaces are compensated. If the centre differential is locked, the driving force is evenly distributed (1/1) between front and rear axle.

The **centre tube (11)** with integrated propeller shaft and PTO drive connects the shifting gearbox and the front axle gearbox with the rear axle. The axle drive and in particular also the PTO drive are directly routed to the rear, optimally protected by the centre tube (nothing can wind around the free propeller shaft!) The PTO is tension-free twisted in the centre of the pivot joint, eliminating the need for pivot damping and pivot stop.



- 2** The front **platform frame** is joined together with the engine, gearbox and front axle to form a fixed unit. This way it provides a solid carrier frame for the cab and the front mounting frame for various front attachments.



- 3** **Steering with hydraulic synchronising cylinder (T6 – T9 S)**
No changed kinematics during spring deflection and rebound. Equal steering ratio in steering to the right and left. Increased ground clearance.

4 The large **dual disk dry clutch** with separate actuation endures full power translation and a long service life.

Drive: hydraulic actuation via clutch pedal; clutch disk with integrated torsion damping for marked vibration reduction. **PTO drive:** a mechanic hand lever permits finely incremented, soft clutch engagement. Power-shiftable!

5 **Creep speed (option)** For attachments that require particularly low speeds (snow blower, mulcher, lateral manure spreader, etc.), a creep speed gearbox with 8 additional speed ranges is available (T5 from 280 m/h, T6 – T9 S from 370 m/h).

7 The massive **main frame** is the mount for various attachments such as built-on self loading trailer, manure spreader, manure container, tipper, etc. The attachments are mounted with quick releases such as anchor and eye bolts.

8 The large 82-litre **PE tank** holds enough fuel for a whole working day without refilling.



Sprung portal axle



Unsprung portal axle

The **portal axles (6)** have lockable differentials. This design provides the largest possible ground clearance with the corresponding passage width between the wheels - for large swathes in self-loading trailer operation.



The **pivoting central joint (9)** between the front and rear axles takes care that all 4 wheels have permanent ground contact, ensuring safe driving behaviour in any situation. You get full power transfer and optimum soil protection also in rough terrain.



The centre tube with the propeller shafts for the rear wheel drive and for **the power-shift rear PTO ends in the robust rear axle gearbox (12)**. There is **NO OPEN CARDAN SHAFT** between the main gearbox and the rear axle gearbox!

The optionally available **wear free auxiliary braking system (13)** protects brake discs and brake linings especially in long downhill drives. Recommended for frequent or long road trips between jobs.



REFORM Multi

4 full attachment areas.

The chassis is designed for changeable attachments.

Quick-change attachments such as built on self loading trailer, manure spreader, manure container, tipper, winter service attachments and many more make the Multi a compact and versatile work horse.

REFORM transporters feature 4 full attachment areas for a large range of attachments.

- 1 Main frame**
for top-mounted
attachments

Self loading trailer, manure
spreader, manure container,
3-side tipper

- 2 Front linkage /front
mounting frame**
with/without front PTO

Rotary disc mower, twin blade
mower, flail mower, snow
blower, snow plough

- 3 Platform frame**
behind the cab

Crane

- 4 Rear linkage,
trailer hitch**
with rear PTO

Rotary tedder, fertiliser
spreader, trailer





① Lateral manure spreader



① Tipper
③ Crane



① Manure spreader



① Loading wagon implement



① Salt spreader
② Snow plough



① 3-side tipper
④ Rear linkage



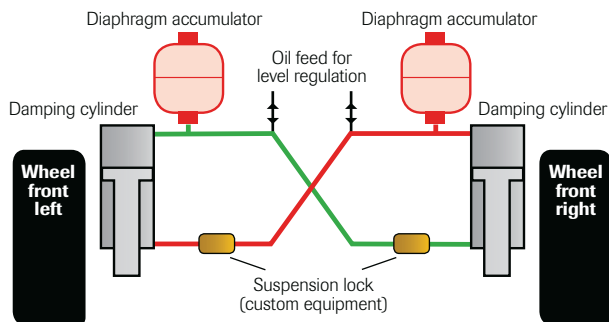
① Loading wagon implement
② Rotary disc mower



The suspension concept in the Muli T8 S and T9 S

HCS High Comfort Suspension.

Front axle suspension concept: CROSS SWITCH

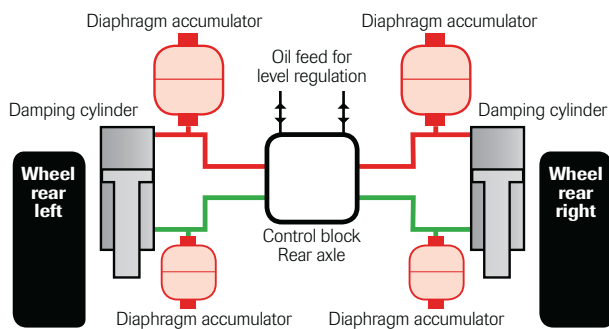


Independent suspension with level regulation

HCS High Comfort Suspension is a new suspension concept designed for demand-oriented driving comfort, which delivers highest comfort, stability and safety in any driving situation. The electronically controlled **hydro-pneumatic suspension system** with level regulation keeps the wheel position always at the desired level, compensating for any payload. This produces exemplary suspension comfort, which protects the physical health of the driver and passenger and also takes a lot of stress off the vehicle.

At the push of a button, the Muli can be raised or lowered. Optionally, a **suspension lock** can be activated for locking and lowering the selected axle. This lowers the vehicle's centre of gravity, making driving in rough terrain even safer.

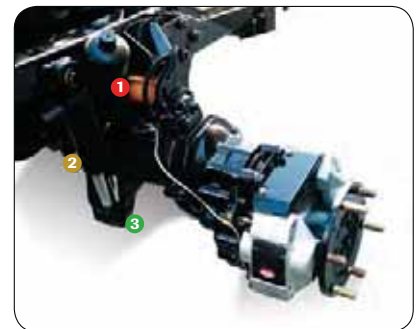
Rear axle suspension concept with counter pressure at the piston ring



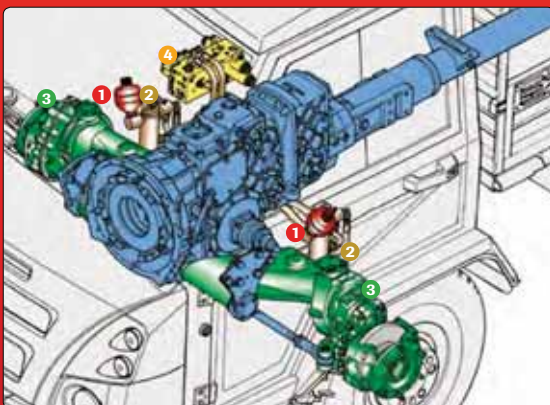
Suspension principle of the portal axles

Single-wheel suspension on trailing links via damping cylinders with hydraulic accumulators and elastic bump stops

- 1 Diaphragm accumulators as elastic element
- 2 Damping cylinder
- 3 Axle and wheel location
- 4 Hydraulic block



Driving comfort with HCS.



The efficient Muli

The Right Speed for Every Task.

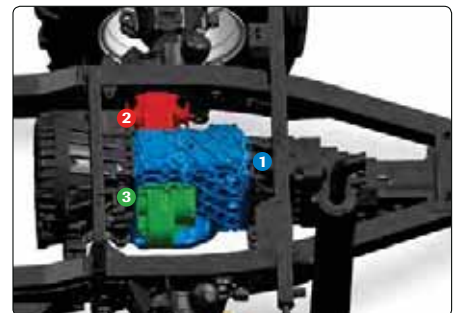
REFORM Muli vehicles have a synchronised 40 kph splitting gearbox as standard equipment, in which the splitting group subdivides the 8 forward gears into 16 gears, creating an even finer speed stepping. For use in slow working mode, an optional finely stepped creep speed gearbox (24 gears) is available, which makes extremely slow driving possible.

Your benefits from the REFORM speed change gearbox:

- Narrow, even, field-oriented gear stepping – mature and sound
- Low driving-off speeds – essential for rough terrain
- 8 gears in the main working range between 4 and 12 kph
- Creep speed group with 8 creep speed gears from 360 to 1,780 m/h (e.g. for lateral dung spreader, snow blower)
- Large overlaps between the gears
- Smooth, quick and easy gear shifting with synchronised speed change and shuttle gearbox (provides also more safety on slopes)
- Short, exact shifting travels for precise gear selection and quick manoeuvring
- NOW BOWDEN CABLES (gear shift lever goes directly to the gearbox)
- Ergonomically placed and clearly arranged gear shift levers
- Preselectable splitting group for anticipatory shifting
- Simultaneous shifting (1–4) and splitting (I–II)
- Optimum working and PTO speed for maximum productivity of attachments (such as front rotary disc mower combined with built on self loading trailer)
- Precision helical gearing, perfect match of engine, gearbox and drive ensure safety and long service life



The 8 forward gears are subdivided into 16 gears by the splitting ("half gear") group, creating an even finer speed stepping.



- 1 Main gearbox
- 2 Lateral drive (option)
- 3 Creep speed gearbox (option)

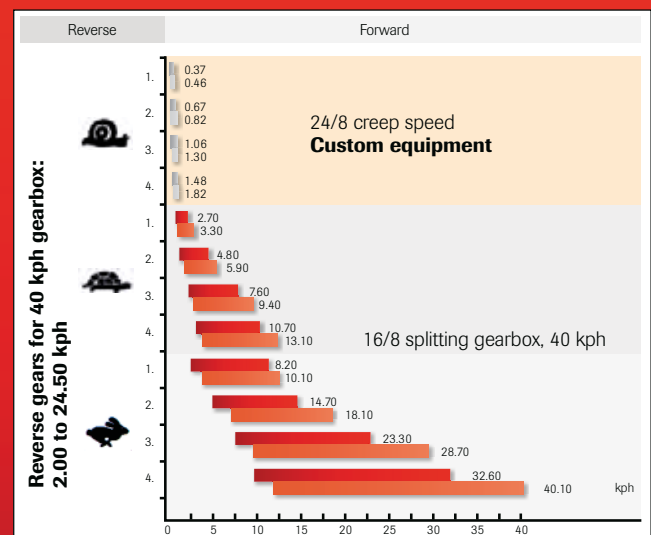
Gear shifting made easy.



Your choice:

- **16/8 splitting gearbox**
- **24/8 creep speed gearbox** (option).
- **Lateral drive** (option) as an extension to the main gearbox, required for driving the front PTO.

The gear shift levers are ergonomically placed next to the driver's seat (picture on left). Driving speeds of Muli T5 – Muli T9 S (diagram on right).



REFORM Muli T5

The Efficient Entry-Level Model.

Benefit from the Muli T5 by its high quality, smart technology, functional superiority and efficiency in mountain agriculture, landscaping and many other applications. With its compact dimensions, low dead weight and the new 70 hp turbocharged direct-injection engine, the Muli T5 is unbeatable in extreme terrain.

- 70 hp / 51.5 kW turbocharged diesel engine
- Dead weight from 2,190 kg
- Lightweight and agile



Reliable, thrifty, durable

– these are the characteristics of the brawny 70 hp 4 cylinder diesel engine with turbocharger and direct injection in the Muli T5.



The **central joint** ensures best adaptation to the terrain and constant ground contact of all 4 wheels. This provides optimal power transfer, and maximum soil protection in combination with the **centre differential**.

The drive trains run optimally protected inside the **central tube** from the main gearbox to the rear axle gearbox.

The time tested, robust **portal axles** of the Muli with differential locks, ensure neat and gentle pick-up of high swaths.

The **controls** are clearly arranged and ergonomically placed. Indicator and warning lights inform about the current operating status at all times.



Wide-opening full-glass doors (optional) with glass down to the sill provide superior visibility on both sides. The doors can be easily and quickly installed and removed as needed.



Your comfortable workplace. The rubber-mounted, vibration-damped cab, anatomically contoured comfort seats and optimal all-round view allow you to go for hours without getting tired.



Front PTO with transfer gear (option)

A clear plus in the Muli is the short front attachment facility with the optimally placed mechanic front PTO, which is power-shiftable independently from the travel drive.

- Lateral drive rotating clockwise (looking at the shaft end)
- Front PTO rotating counter-clockwise (looking at the shaft end)
- Choice of 2 PTO speeds: 540 / 1,000 rpm.
- Use of front attachments across product families (e.g., rotary disc mower from Metrac)

Device mounting frame or hydraulic front linkage are mounted to the solid front attachment frame (option)

- 1 Lateral drive
- 2 Front PTO with transfer gear



Front PTO

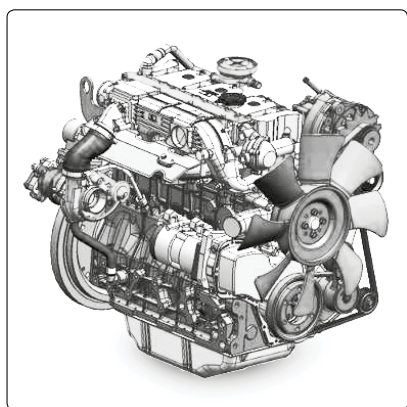


REFORM Muli T6

Your Powerful Partner in the Field.

The new **Muli T6** with its sturdy axles and the same robust design as its big brother Muli T7 satisfies all requirements for a high performing, reliable transporter. Practice-oriented, innovative and ecologically sensible transporter technology for the modern farm.

- 81 hp / 59.8 kW turbocharged diesel engine
- Dead weight from 2,390 kg
- Uncomplicated, robust technology



The modern 4-cylinder turbocharged diesel engine

with direct injection puts out 81 hp. The turbocharger produces a high torque and full engine performance also at higher altitudes. The water-cooled engine runs particularly smoothly, has a high torque and long service life.

(T6, T7)



Controls are arranged ergonomically and clearly in functional groups.



Sit down and feel good!

Longitudinally and height adjustable **comfort seats** with tilt adjustable backrest in 3 designs are available:

- 1 Easy care with leatherette cover
- 2 Pleasant with cloth cover
- 3 Comfortable with air damping, cloth cover and high backrest

Optionally, high backrests (standard for air-damped seat), cloth seat covers and safety belts available.

The well-organised deluxe cab, with clearly structured indicator and warning lights, keeps you permanently supplied with essential information, so you can focus on your work at hand.



Powerful operation hydraulics

Muli T5, T6, T7 and T7 S feature the tried-and-tested sandwich hydraulic block. The mechanical operation of the control valves has been purposefully designed to be stable and uncomplicated and ensures a long and trouble-free service life.

Hydraulic trailer couplings including leak oil collector are easily accessible at the side behind the cab and on the right of the front bumper. Unequivocal symbols and colour-coding of the couplings make the mounting and removal of attachments easy (e.g., REFORM built on self loading trailer) (T5 – T9 S).

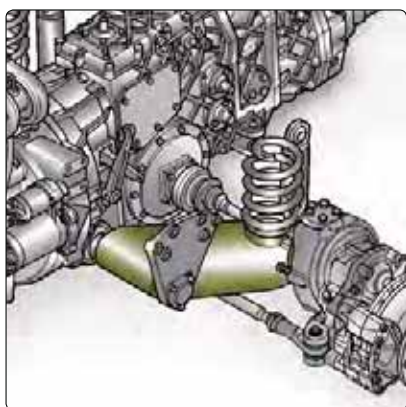


REFORM Muli T7

The Comfort Machine with Single-Wheel Suspension.

The sophisticated chassis concept with independent suspension of the front axle, the distinguishing features of the **Muli T7**, is comfortable on the road and easy on your body. The hydraulic suspension lock provides highest safety on slopes and mountainous terrain. Smooth axle mounts for improved locating rod reaction on bumps.

- 81 hp / 59.8 kW turbocharged diesel engine
- Dead weight from 2,450 kg
- Front axle single-wheel suspension



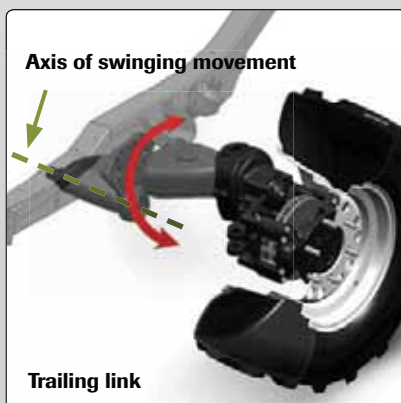
The suspension comfort via helical springs with elastic bump stops is based on a well-balanced chassis with **single-wheel suspension** on **trailing links** in the front. Hydraulic cylinders and hydraulic accumulators act as shock absorbers and support the suspension comfort.



What is a trailing link suspension?

In spring deflection and rebound, the wheel makes relative movements in, or parallel to, the direction of travel. This results in a permanent **parallel ground contact** of the sprung driving wheel. Compact size and uncomplicated, robust design of the suspension make the use of portals (reduction gears) possible. The benefits of portals are obvious:

- Protection of the drive train
- Low tilting moment in the contour line
- Unparalleled ground clearance especially for driving over objects
- Ease of service



Sprung axles with trailing links

Parallel wheel contact means in practice:

- Optimum grip in any situation
- Best possible tyre protection by even ground contact
- Protects the turf in frequent passages
- This results in less bare spots and gaps (less reseeding, lower crop soiling by detached soil)
- Lower risk of slipping
- Lower ground pressure
- Higher safety on slopes



Take your seat and look forward to your work. The wide door opening and the generous space make the Muli a comfortable workplace – also for demanding customers. Tinted window glasses reduce heat radiation and provide best all round view. The powerful cab heating and fresh air supply from outside provide a comfortable climatic conditions both in summer and winter use. Air conditioning system optional.



The **gear shift levers** are ergonomically placed next to the driver's seat.

As a standard, the types T6 – T9 S come with **internally ventilated disk brakes** (front and rear). Optimum heat dissipation is ensured by holes in the wheel rims. The dual-circuit, 4 wheel power brake is characterised by low pedal force and high braking power. The brake booster is also standard. The finely adjustable brakes in the REFORM Muli is state of the art. For sprung rear axles, an axle-load dependent brake booster is used, which prevents early blocking of the wheels.



REFORM Muli T7 S

The strong slope tool.

Users appreciate its **easy, solid operation and enormous engine output**. Especially on steep slopes, a high starting torque is essential. The T7 S puts this out just above the idling speed. Optionally, the TS 7 comes with mechanical front axle suspension.

- 101 hp / 74 kW common rail turbocharged diesel engine
- Dead weight from 2,460 kg
- Option: Front axle single-wheel suspension



The modern **common rail turbocharged diesel engine** has an electronic accelerator, which enables the **PTO mode feature**. This PTO mode allows pre-setting the engine speed for PTO operation. This means, now you can select a precise engine speed just by flipping a switch in both the Muli T7 S and T8 S. Moreover, this engine speed can be incremented up and down as you need it.



Front axle



Rear axle



More power

Drive train and the chassis have been further reinforced in the S series. The higher portals provide a larger ground clearance. Additionally, the portals have a markedly higher oil volume.

Also the rear PTO gearbox has a larger filling volume and a controlled **forced feed lubrication**.



Comfortable entry

With a few moves, you bring the optionally **height and tilt adjustable** steering column (in Muli T7 S – T9 S) in its optimal position for easy and comfortable entry. Putting the steering wheel in its desired work position is as easy.



The familiar robust design of the **controls** in the T7 has been adopted in the T7 S.



Safe braking

As a standard, the types T7 S – T9 S come with **internally ventilated disk brakes** (front and rear). Braking efficiency is clearly increased by larger brake discs.

Wear-free and economical

The wear-free auxiliary braking system supports the service brakes and minimises the wear in the entire brake system.



REFORM Muli T8 S

Super strong and comfortable with HCS suspension system.

The new Muli T8 S, as a modern transporter, is strictly designed for efficiency, performance and work comfort. It benefits from high axle and pay loads and with driving comfort of the highest level through the HCS High Comfort Suspension – single-wheel suspension with level regulation and optional suspension lock. In the Muli T8 S, REFORM has implemented what you would expect of a modern transporter.

- 101 hp / 74 kW turbocharged diesel engine
- Dead weight from 2,650 kg
- HCS independent suspension
- Hydraulics operation by joystick



REFORM 4 wheel steering

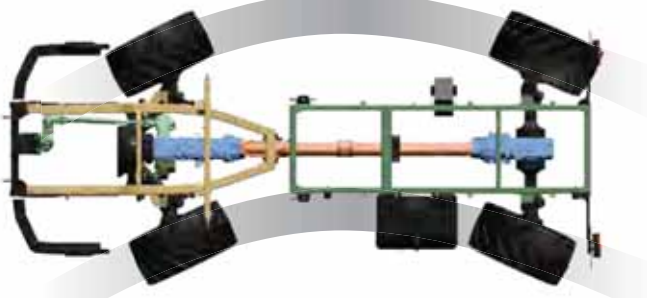


The optional REFORM 4 wheel steering for T8 S and T9 S with rear axle suspension: The unique REFORM 4 wheel steering ensures highest manoeuvrability and can be switched to front or crab steering, thus providing 3 steering modes!



**Sit down and feel good
in the comfort cab:**

- Exemplary operating comfort
- Pleasant climate conditions
- Effective vibration damping
- Noise absorbing interior trim
- Anatomically contoured seats
- Much elbow-room
- Large, tinted window glasses
- Generous stowage space
- Wide opening full-glass doors (option)
- Air conditioning / cab heating (option)
- Height and tilt adjustable steering column (Option)



These are the special features of the original REFORM 4 wheel steering:

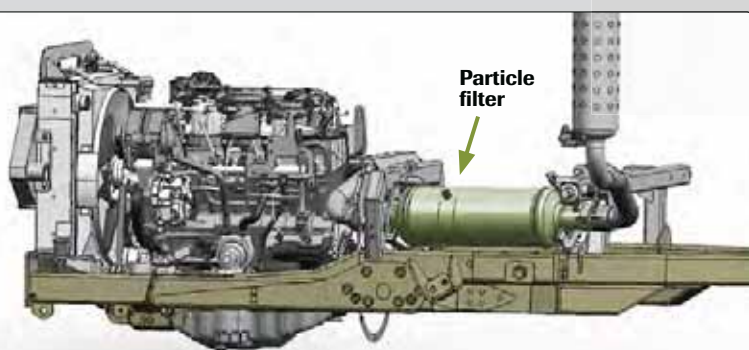
- Front and rear wheels are steered at the same angle and run exactly in the same track.
- Maximum soil protection by even, absolutely tension-free traction of all 4 wheels.
- Steering modus can be changed at the push of a button.
- The "smart" steering: Sensors report straight wheel alignment to the automatic steering system; fully automated switch from front to 4 wheel steering and back.
- For safety reasons, 4 wheel steering only active up to 20 kph.

REFORM Muli T9 S

Robust and eco friendly through the work day.

Forward-looking technology based on mature high-tech manufacturing processes for maximum reliability in daily use are the hallmarks of the **Muli T9 S**. REFORM is embracing its responsibility towards the environment, installing a self-regenerating particle filter as standard equipment in this model. With the HCS independent suspension and comfortable operation (such as hydraulics operation by joystick), the Muli T9 S is taking the pole position with regard to driving comfort and environmental protection.

- 98 hp / 72 kW common rail turbocharged diesel engine
- Dead weight from 2,700 kg
- Particle filter for the environment
- HCS independent suspension
- Hydraulics operation by joystick



Common rail turbo diesel engine with EURO 5

Self-regenerating diesel particle filter

The closed loop diesel particle filter system reduces soot emission by over 98%. The system also absorbs and eliminates 99.9% of the particulate matter. For the sake of the environment, an oxidation catalytic converter is additionally installed.

New engine with 98 hp and EURO 5

The brawny 3-litre common rail turbocharged diesel engine is torquy, with much power from low revs. Intercooling, cooled exhaust gas recirculation and a particle filter deliver compliance of the strict EURO 5 exhaust emission level regulations.

Noise and vibration damping elements such as rubber mounting of the cab, insulating mats and trims reduce the strain on the driver to a minimum. All controls are ergonomically positioned and clearly arranged within the driver's reaching area – so you have everything under control at all times. The comfort seat is longitudinally and height adjustable, for continued relaxed work. Optionally the cab can be upgraded to a deluxe cab with heating and air conditioning.



Generous **storage facilities** on top of the engine cover, large glove box, centre console with ashtray and bottle holder are further neat details.



Powerful operation hydraulics with comfortable joystick operation (T8 S, T9 S)

The control valves are conveniently operated from the control panel to the right of the steering wheel. Actuation of one or two double acting control valves via joystick provides especially convenient working, e.g. in snow plough operation.

Ergonomic seats (T7 S – T9 S)

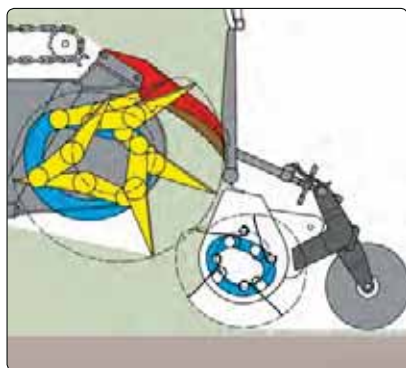
As an option, the revolutionary air cushioned cloth covered seat with integrated 3 point seat belt provides optimal support and comfort in all situations.



REFORM built-on self-loading trailer

Standard and Multi-Cut Unit.

The built-on self-loading trailers feature the known **REFORM** advantages such as hydraulic scraper floor motion and hydraulic pick-up lift with transport protection; they are available in 18 m³ and 21 m³ versions (multi cut loading unit). Optionally, they come with hydraulic door opener and a rear extension for the scraper floor switching lever for feeding a trailing attachment (chaff cutter). The two-part self-loading trailer door can be easily opened in five preselectable positions, ensuring complete emptying also in low stable ceiling clearances and folded hay top. Further advantages are stable, zinc and plastic coated side panels and individually detachable self-loading trailer cables. In the event of a breakdown during the season, the loading unit can be quickly exchanged (fast readiness!).



Silo operation with 12 blades: Three centred staggered conveyor arms produce a **12-phase cutting sequence** for smooth, balanced operation with low power demand and long equipment life.



The self-loading trailer is installed quickly, toolless, and **WITHOUT CARDAN SHAFT** thanks to the tried-and-tested **quick release system**.



For a wide range of everyday requirements.

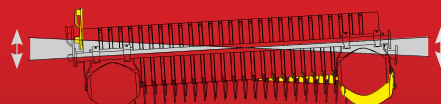


Standard cut unit
with up to 6 blades, 2-component conveyor arm



Multi cut loading unit
with up to 12 blades: 6-component conveyor arm, speed control

- Patented quick release system without cardan shaft
- Oscillating pick-up with parallel steering
- High pressing force for larger loading volume
- Smooth loading process with high throughput
- Low required drive power
- Low pick-up position, optimum ground adjustment
- Low dead weight for maximum payload
- Scraper floor suitable for self-loading trailer and manure spreader
- Toolless blade replacement (multi cut loading unit)
- Quick readiness after breakdown (replacement unit)





Optionally with **hydraulic door opener**, for convenient opening of the door from the driver's seat.

Manure spreader with spreader rolls



Manure spreader with vertical spreader rolls

Fine spreader unit attached to the scraper floor rear; four angled shredding rotors for a large spreading width of up to 8 m and a fine, even spreading pattern with optimum cross distribution; the hydraulic scraper floor provides stepless spreading quantity adjustment; bolted shredding blades made of high-strength steel can be used on both sides; balanced spreader rolls ensure smooth running; robust drive via cardan shaft with safety shear pin.



Pushing board for scraper floor
Ideal for using the manure spreader in extreme terrain, to ensure even manure transport and thus an exact spreading pattern also when going downhill (option).



Hydraulically operated rear protection panel
Convenient operation from the driver's seat, required for driving on public roads (option).

Muli accessories

Top Equipment for Any Job.



The **device mounting frame** allows front attachments to be directly mounted, e.g. snow plough or blower.



The **hydr. 3-point front linkage** (mounted at the front attachment frame) is available with hydraulic weight compensation.



The **3-point rear linkage** is available in various designs with fixed or moving lower links.



Automatic rear **trailer hitches** are available in pivoting or fixed design.



Make your working day a happier affair with music from a **stereo radio** with CD or MC.



Muli T8 S and T9 S can be optionally equipped with a **digital tachygraph**.



An **opening roof** that can be opened at all sides provides fresh air supply.



The **air conditioning** provides comfortable climatic conditions in hot weather.



One or two **working lights** behind the cab provide sufficient visibility at night.



The detachable **rotating warning light** provides visibility to others e.g. in winter service.



An **optical warning system**, instead of the rotating warning light, is also available with lettering option.



All Muli models can be finished in your specified **custom paint**.



REFORM Multi

Up the Hill – with Grip!

The tried-and-tested special tread patterns **ensure maximum traction, low ground pressure and reliable turf protection.** They provide grip on difficult soils and on steep slopes.

Basic tyres



31x15.50-15



265/70 R16



285/80 R16



15.0/55-17



425/55 R17

Road tyres



295/75 R16

Auxiliary tyres



with 6.50-16
front or rear



7.00-18 (front T6 – T7)
7.50-18 (rear)



with 7.50-18
rear



with 7.50-18
rear



265/70 R19.5



with 265/70 R16
rear



with 285/80 R16
rear



with 285/80 R16
(only for fixed RA
T6 – T9 S)



15.5/55 R18

With auxiliary tyres the Multi becomes a mountain goat.

Twin or auxiliary tyres considerably increase slope suitability and soil protection – especially in moist soil conditions.

A wide range of tyre variants and combinations for front and/or rear is available. Quick and easy mounting of auxiliary tyres with quick release.

If you want to switch the auxiliary wheels between front and rear axle, you can install mounting parts on both axles for a quick change between front and rear. There are different versions of mounting systems (depending on the country).



Innovative engineering since 1910

Customer Satisfaction through Quality.



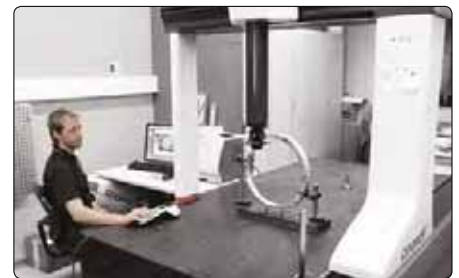
The REFORM-Werke Wels is one of the few manufacturers which assume undivided responsibility for the entire value added chain. Have a brief tour on the creation of Reform products, from development of a new machine to standard production. The entire production process is subject to the requirements of the **ISO 9001 quality management system**.



Latest equipment, such as 3-D CAD, in **design and development** of new special purpose vehicles.



In **parts production** precision parts are manufactured on leading edge CNC tools in different batch sizes.



Permanent **quality control** ensures compliance with standards according to the ISO 9001 quality management system.



In **line assembly**, excellently trained and continuously schooled expert personnel produce a wide range of vehicle types and variants.



Before delivery, all vehicles undergo intensive **functional testing** such as here on the roller test bed.



In the **end of line check** and the **finishing department**, all machines are thoroughly checked once more and prepared for shipment to their future owners.

REFORM – on the way to the customer.

A large part of the machines are transported with **REFORM's own lorries** – they reach their destination fast and safely.

Our new transport vehicles

– in eye-catching, contemporary design – have special accessories for the optimal loading of REFORM machines. Additionally, we also use outside forwarding agencies and railway transport.





Muli T8 S and T9 S



Technical data



Mulih T5

Mulih T6

Engine	4-cylinder 4-stroke diesel engine, VM-D 754 SE3 with turbocharger and direct injection, 51.5 kW (70 hp) at 2,600 rpm, displacement 2,970 cm³, water-cooled	4-cylinder 4-stroke diesel engine, VM-D 754 TE3 with turbocharger and direct injection, 59.8 kW (81 hp) at 2,600 rpm, displacement 2,970 cm³, water-cooled
Gearbox	Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears. Option: Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears. Gearbox variant for T5 and T6: 30 kph	
Clutch	Dual disk dry clutch with separate actuation: hydraulic drive clutch – pedal, power-shift PTO – hand lever	
Axles /differential locks	Portal axles with differential lock rear (preselectable, manually operated). Option: Differential lock front (preselectable, manually operated) – required for agricultural version!	
Axle drive	Permanent four wheel drive via preselectable, mechanically locking centre differential	
Suspension	-	
Steering system	Hydrostatic steering with differential cylinder and dedicated hydraulic circuit	Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit
Service brake	Hydr. dual circuit 4 wheel drum brake with hydraulic brake booster	Hydr. dual circuit 4 wheel brake with hydraulic brake booster, internally ventilated disk brakes front and rear.
Parking brake	Mechanical parking brake as sliding saddle disk brake acting on propeller shaft	
Engine hydraulics	Tandem hydraulic pump 32 l/min (T5), 42 l/min (T6) , 180 bar, oil tank 13 l (T5), 26 l (T6), equipped with engine hydraulics var. H2: 2 control valves d.a.f., 1 control valve d.a. (n) and flow regulator, extension up to max. 4 control valves	
PTO	Power-shift PTO at rear axle gearbox, 540 rpm, clockwise; Option: Power-shift PTO at side or front, 540 or 1,000 rpm switchable, counter-clockwise	
Cab	Rubber mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all round view, spherical tinted windscreen, cab illumination with reading light, interior mirror, sun visors, wipers with intermittent mode, electrical windscreen washer. Option: Rear panel with hinged rear window or closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows.	Rubber mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all round view, spherical tinted windscreen, rear panel with hinged tinted rear window, cab illumination with reading light, interior mirror, radio preparation in roof incl. areal, sun visors, wipers with intermittent mode, electrical windscreen washer. Municipal version option: Integrated roof illumination, roof reinforcement (required for air conditioning), special coating in the wheel housing. Option: Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows
Gauges	Tachometer with integrated operating hours meter (T5: no tachometer), fuel gauge, remote thermometer, indicators with symbols, self canceling turn signals	
Electric system	Battery 12 V, 100 Ah, alternator 70 A, full road lighting, with clear glass H4 headlights and reversing light; Option: Roof illumination	Battery 12 V, 100 Ah, alternator 110 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder; Option: Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)
Fuel tank	Polyethylene tank, capacity 82 l	Polyethylene tank, capacity 82 l; Option: Heated fuel filter
Seat designs	Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest; Option: High backrest for comfort seat, cloth seat cover, seat belts	
Accessories Further options on request	Radio preparation incl. speakers and aerial, stereo radio with MC or CD, cab roof with opening or roof ventilation, upright exhaust pipe, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains	Noise absorbing interior trim, heated windscreen/rearview mirror, 2 speakers (without radio), stereo radio with MC or CD, cab roof with opening roof or roof ventilation, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage with hydr. weight compensation, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains
Attachments Further tools on request.	Scraper floor, built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader, front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum	
Miscellaneous	Quick release for tools and attachments, front hitch with locking pin	
Weights	Dead weight (chassis) depending on type and equipment: from 2,190 kg Permissible axle load, front: 2,700 kg Permissible axle load, rear: 3,800 kg Permissible gross weight: 6,000 kg	Dead weight (chassis) depending on type and equipment: from 2,390 kg Permissible axle load, front: 3,100 kg Permissible axle load, rear: 4,600 kg Permissible gross weight: 7,000 kg

Muli T7



Muli T7 S



4-cylinder 4-stroke diesel engine, VM-D 754 TE3 with turbocharger and direct injection, 59.8 kW (81 hp) at 2,600 rpm, displacement 2,970 cm³, water-cooled	4-cylinder 4-stroke diesel engine, VM-R 754 IE3 with turbocharger and common rail direct injection, 74 kW (101 hp) at 2,600 rpm, displacement 2,970 cm³, water cooled
Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.	Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.
Option: Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears. Gearbox variant: 30 kph or 50 kph (not for Switzerland), for wheelbase 3,100 mm only	Option: Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears, and gear-box variant 50 kph (not for Switzerland), only with front axle suspension and wheelbase 3,128 mm.
Dual disk dry clutch with separate actuation: hydraulic drive clutch – pedal, power-shift PTO – hand lever	
Portal axles with differential lock rear (preselectable, manually operated). Option: Differential lock front (preselectable, manually operated) – required for agricultural version!	
Permanent four wheel drive via preselectable, mechanically locking centre differential	
Single-wheel suspension on trailing links via helical springs with elastic spring buffers at front axle; shock absorbers as hydraulic cylinders with hydraulic accumulator; suspension lock	Option: Single-wheel suspension on trailing links via helical springs with elastic spring buffers at front axle; shock absorbers as hydraulic cylinders with hydraulic accumulator; suspension lock
Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit	
Hydr. dual circuit 4 wheel brake with hydraulic brake booster, internally ventilated disk brakes front and rear.	
Mechanical parking brake as sliding saddle disk brake acting on propeller shaft	
Tandem hydraulic pump 42 l/min, 180 bar, oil tank 26 l , equipped with engine hydraulics var. H2: 2 control valves d.a.f., 1 control valve d.a. (n) and flow regulator, extension up to max. 4 control valves	
Power shiftable PTO at rear axle gearbox, 540 rpm, clockwise; Option: Power-shift PTO at side or front, 540 or 1,000 rpm switchable, counter-clockwise	
Rubber-mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all-round view, spherical tinted windscreen, rear panel with hinged tinted rear window, cab illumination with reading light, interior mirror, radio preparation in roof incl. aerial, sun visors, wipers with intermittent mode, electrical windscreen washer. Noise absorbing interior trim and noise absorption package with upright exhaust in MULI S series. Municipal version option: Integrated roof illumination, roof reinforcement (required for air conditioning), special coating in the wheel housing. Option: Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows	
Tachometer with integrated operating hours meter, fuel gauge, remote thermometer, indicator light, air filter, indicator lights with symbols, self-canceling turn signals	
Battery 12 V, 100 Ah, alternator 110 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder; Option: Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)	
Polyethylene tank, capacity 82 l; Option: Heated fuel filter	PE tank, capacity 82 l, with heated fuel filter.
Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest; Option: High backrest for comfort seat, cloth seat cover, seat belts	Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest; Option: High backrest for comfort seat, cloth seat cover, seat belts, air cushioned seat with cloth cover and integrated 3 point seat belt
Noise absorbing interior trim, heated windscreen/rearview mirror, 2 speakers (without radio), stereo radio with MC or CD, cab roof with opening roof or roof ventilation, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage with hydr. weight compensation, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains	Noise absorbing interior trim, heated windscreen/mirror, 2 speakers (without radio), stereo radio with MC or CD, cab roof with opening or roof ventilation, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage. Optional hydr. weight compensation and vibration damping. Rear 3-point linkage, various trailer hitches, custom paint, snow chains
Scraper floor, built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader, front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum. Further tools on request.	
Quick release for tools and attachments, front hitch with locking pin	
Dead weight (chassis) depending on type and equipment: from 2,450 kg Permissible axle load, front: 3,100 kg Permissible axle load, rear: 4,600 kg Permissible gross weight: 7,000 kg	Dead weight (chassis) depending on type and equipment: from 2,460 kg Permissible axle load, front: 3,100 kg Permissible axle load, rear: 4,600 kg Permissible gross weight: 7,000 kg



Muli T8 S

4-cylinder 4-stroke diesel engine, VM-R 754 IE3 with turbocharger and common rail direct injection, 74 kW (101 hp) at 2,600 rpm, displacement 2,970 cm³, water cooled



Muli T9 S

4-cylinder 4-stroke diesel engine, VM-R 754 EU5 with turbocharger and common rail direct injection, intercooling, exhaust gas recirculation incl. cooling, self regenerating particulate filter (Euro 5), 72 kW (98 hp) at 2,600 rpm, displacement 2,970 cm³, water cooled.

Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.
Option: Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears, and gearbox variant 50 kph (not for Switzerland), not for rigid rear axle with short wheelbase

Dual disk dry clutch with separate actuation:
drive clutch hydraulic – pedal, power-shift PTO – hand lever

Portal axles with differential lock rear (preselectable, manually operated)
Option: Differential lock front (preselectable, manually operated) – required for agricultural version

Permanent four wheel drive via preselectable, mechanically locking centre differential

HCS – High Comfort Suspension: Independent suspension with level regulation standard on front axle or optionally on both axles. Single-wheel suspension on trailing links via damping cylinders with hydraulic accumulators and elastic end stops.
Option: Suspension lock (automatic in lowered position) for the sprung axles – required for agricultural version

Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit

Hydr. dual circuit 4 wheel brake with hydr. brake booster; internally ventilated disk brakes front and rear.
For rear axle suspension with axle load dependent tandem brake regulator

Mechanical parking brake as sliding saddle disk brake acting on propeller shaft

Tandem hydraulic pump **42 l/min**, max. pressure 210 bar, oil tank 26 l, equipped with engine hydraulics var. 2H: Base block with flow regulator, 1x s.a., 1x d.a.f., 1x d.a. (n), convenient operation via rocker switch or joystick (4/4 valves), extension to max. 5 control valves possible

Power shiftable PTO at rear axle gearbox, 540 rpm, clockwise;
Option: Power-shift PTO at side or front, 540 or 1,000 rpm switchable, counter-clockwise

Rubber-mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all-round view, spherical tinted windscreen, rear panel with hinged tinted rear window, cab illumination with reading light, interior mirror, radio preparation in roof incl. aerial, sun visors, wipers with intermittent mode, electrical windscreen washer. Noise absorbing interior trim and noise absorption package with upright exhaust in MULI T9 S series.
Municipal version option: Integrated roof illumination, roof reinforcement (required for air conditioning), special coating in the wheel housing.
Option: Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows

Tachometer with integrated operating hours meter, fuel gauge, remote thermometer, indicator light, air filter, indicator lights with symbols, self-canceling turn signals

Electronic system: CAN bus, Battery 12 V, 100 Ah, alternator 110 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder.
Option: Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)

Electronic system: CAN bus, Battery 12 V, 100 Ah, alternator 105 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder.
Option: Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)

PE tank, capacity 82 l, with heated fuel filter.

Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest;
Option: High backrest for comfort seat, cloth seat cover, seat belts, air cushioned seat with cloth cover and integrated **3 point seat belt**

Noise absorbing interior trim optional in T8 S, heated windscreen/mirror, 2 speakers (without radio), stereo radio with MC or CD, cab roof with opening or roof ventilation, adjustable steering wheel, air conditioning (only for municipal cab), upright exhaust, noise absorption package optional in T8 S, speedometer, tachygraph, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage, optional hydr. weight compensation and vibration damping. Rear 3-point linkage, various trailer hitches, 4 wheel steering, custom paint, snow chains

Scraper floor; built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader, front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum; extension arm boom flail mower, loading crane mounted behind cab

Quick release for tools and attachments, front hitch with locking pin

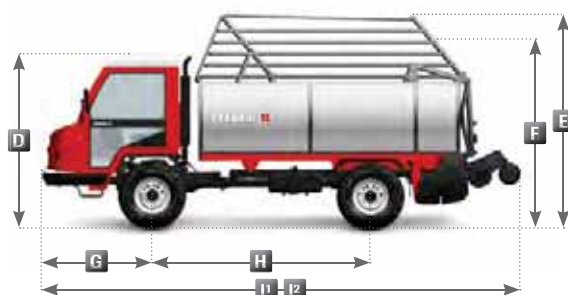
Dead weight (chassis) depending on type and equipment: from 2,650 kg
Permissible axle load, front: 4,000 kg
Permissible axle load, rear: 4,600 kg
Permissible gross weight: 7,500 kg

Dead weight (chassis) depending on type and equipment: from 2,700 kg
Permissible axle load, front: 4,000 kg
Permissible axle load, rear: 4,600 kg
Permissible gross weight: 7,500 kg

Wheel outer widths Muli T5 – T9 S



- A** Max. width exterior mirrors
- B** Max. width self-loading trailer
- C** Wheels outer width dep. on tyres (from-to)
- D** Height roof top edge
- E** Height built-on self-loading trailer
- F** Height built-on self-loading trailer - folded
- G** Distance axle - bumper
- H** Wheelbase
- I1** Length standard cut loading wagon
- I2** Length multi cut loading wagon



Dimensions in mm

	Muli T5	Muli T6	Muli T7	Muli T7 S	Muli T8 S	Muli T9 S
	265/70 R16	285/80 R16	285/80 R16	15.0/55-17	15.0/55-17	15.0/55-17
A	2,300	2,380	2,380	2,380	2,380	2,380
B	2,195	2,195	2,195	2,195	2,195	2,195
C	1,770 - 2,217	1,998 - 2,431	1,998 - 2,431	2,075 - 2,140	2,075 - 2,140	2,075 - 2,140
D	2,090	2,245	2,275	2,295	2,220*	2,220*
E	2,785	2,825	2,865	2,885	2,860*	2,860*
F	2,160	2,200	2,240	2,260	2,235	2,235
G	1,390	1,440	1,440	1,440	1,440	1,440
H	2,725 / 3,100	2,725 / 3,100	2,725 / 3,100	2,753 / 3,128	2,753 / 3,128	2,753 / 3,128
I1	6,000 / 6,375	6,025 / 6,400	6,025 / 6,400	6,053 / 6,428	6,053 / 6,428	6,053 / 6,428
I2	6,070 / 6,445	6,095 / 6,470	6,095 / 6,470	6,123 / 6,498	6,123 / 6,498	6,123 / 6,498

* Lowered suspension

Wheel outer widths Muli T5 – T9 S



Wheel outer width in mm

	T5	T6 - T7	T7 S - T9 S
AG tyres front			
265/70 R16	1,780	-----	-----
265/70 R16 w. aux. wheel 6.50-16	2,250	-----	-----
31x15.50-15	2,030	-----	-----
285/80 R16	1,815	2,000	-----
285/80 R16 w. aux. wheel 700-18	-----	2,440	-----
15.0 / 55-17	2,010	2,075	2,075
425/55 R17	2,025	2,140	2,140
Road tyres front			
33x12.5 R15	1,865	-----	-----
295/75 R16	-----	2,010	-----
265/70 R19.5	-----	1,980	1,980
15.5/55 R18	-----	2,120	2,120
AG tyres rear			
265/70 R16	1,625	-----	-----
265/70 R16 w. aux. wheel 6.50-16	2,100	-----	-----
265/70 R16 w. twin wheel 265/70 R16	2,300	-----	-----
31x15.50-15	1,870	-----	-----
285/80 R16	1,655	1,770	-----
285/80 R16 w. aux. wheel 750-18	2,170	2,265	-----
285/80 R16 w. twin wheel 285/80 R16	2,330	2,435	-----
15.0/55-17	1,920	1,850	1,850/2,040**
15.0/55-17 w. aux. wheel 750-18	2,440	2,355	2,355/2,545**
425/55 R17	1,940	1,905	1,905/2,100**
425/55-R17 w. aux. wheel 750-18	2,440	2,360	2,360/2,550**
425/55-R17 w. aux. wheel 285 / 80 R16	-----	2,550	2,550/-----
Road tyres rear			
33x12.5 R15	1,705	-----	-----
295/75 R16	-----	1,780	-----
265/70 R19.5	-----	1,750	1,750/1,940**
15.5/55 R18	-----	1,890	1,890/2,080**

** suspended rear axle (not available for T7 S)

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