

# **MULI T10 X**

**HybridShift 109 hp**



The best of both worlds.

**The Muli T10 X HybridShift.**



TECHNOLOGY AT ITS BEST

## Muli T10 X HybridShift

# The flexible pro for municipal applications.

The tasks in the municipal sector are very diverse and require different drive concepts depending on the attachment, operating speed and load torque. Now the time is ripe for a vehicle that combines the advantages of a hydrostatic drive in working mode and a mechanical drive in road mode without losses. The new **REFORM Muli T10 X HybridShift** builds on the concept of the REFORM Muli T10 X – but with a totally new, innovative and patented hydro-mechanical drive.

### The best of both worlds:

- Mechanical drive on the road and eight-stage hydrostatic drive during work
- Economical due to high efficiency and comfortable due to hydrostatic drive
- Unlimited applications and easy, ergonomic operation
- Mechanical drive on the road and changing the driving direction by pushing a button during work
- High payloads and compact dimensions
- Large loading platform and excellent manoeuvrability
- Comfortable road use and high terrain mobility



A **joystick** with armrest, which combines the main hydraulic functions, change of direction, change of steering modes, PTO mode and cruise control, allows an ergonomic operation.

The driver is assisted by a novel **operator guidance system**. The correct vehicle settings are displayed by clear symbols. These, like all relevant vehicle functions, are visible on a highly readable and adjustable **display**.



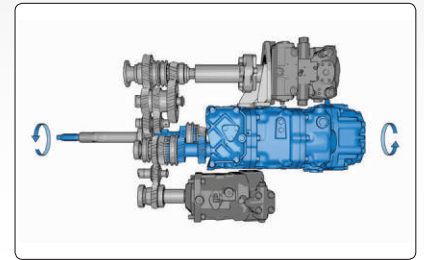




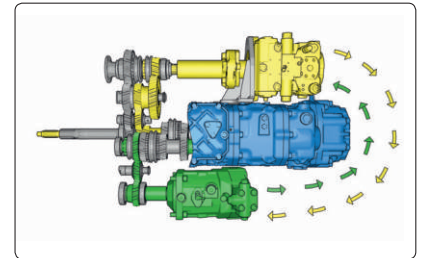
### Tilting cab for ease of maintenance

For maintenance, the entire cab may be tilted hydraulically to the side. **Tilting the cab** does not require any tools and provides perfect access to the engine and gearbox. Attachments remain on the vehicle.

### Patented hybrid drive



In **mechanical mode**, the hydraulic components are separated from the drive train. The drive is 100% mechanical (blue) without any loss of efficiency due to the hydraulic components.



After changing to **hydrostatic mode**, the hydrostat components hydro-pump (yellow) and hydro-motor (green) start to work. The hydrostat system can be controlled through 4 gears and two groups. The driving direction is changed via the rocker switch on the joystick.



## Flexible operations 365 days a year



# Technical data Muli T10 X HybridShift

**Engine:** 4-cylinder, four-stroke diesel engines with turbocharging and common rail direct injection, intercooler, exhaust gas recirculation incl. cooling, self-regenerating particulate filter, displacement 2,970 cc, water-cooled, electronic accelerator and PTO mode.

- VM-R 754 IE4, 80 kW (109 hp) at 2,600 rpm, (emission level 3 B)  
max. torque 360 Nm at 1,400 rpm or

- VM-R 754 EU6, 80 kW (109 hp) at 2,600 rpm, (emission level Euro 6), Ad Blue and SCR,  
max. torque 360 Nm at 1,100 rpm.

**Gearbox:** Hydro-mechanical manual gearbox.

**Clutch:** Dual disc dry clutch with separate actuation; drive clutch hydraulic via pedal, electro-hydraulic power-shift PTO.

**Axles/differential locks:** Portal axles with rear differential lock, switch status indicator lights in central information dashboard.

Option: Front differential lock (both presettable and electro-hydraulically selectable).

**Axle drive:** Permanent 4 wheel drive via preselectable, electro-hydraulically locking centre differential. Drive torque splitting 50/50. Activation indicator light in the central information dashboard.

**Suspension:** 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 bump stops.

Option: Suspension lock for the suspended axles.

**Steering:** Hydrostatic steering with Load Sensing; hydraulic synchronising cylinder.

Option: 4 wheel steering with electro-hydraulic steering mode switching during driving.

**Service brake:** Hydr. dual circuit 4 wheel brake with hydr. brake booster, internally ventilated disc brakes front and rear.

For sprung rear axle with axle load dependent tandem brake regulator.

Option: Retarder auxiliary brake system.

**Parking brake:** Spring brake as sliding saddle disc brake on the drive shaft, electro-hydraulic release.

**Work and steering hydraulic system:** Hydraulic pump 42 l/min, max. pressure 195 bar, 60-litre oil tank, equipped with hydraulic version B rear. Option: Hydraulic pump 73 l/min, proportional control up to three 4/4-control valves, extension to max. 6 control valves.

**PTOs:** Power-shift PTO on the rear axle gearbox, 540 rpm turning clockwise; optional: power-shift PTO at front, 1,000 rpm, turning anti-clockwise.

**Cab:** Hydro-rubber mounted clear vision tipping cab (ROPS) with doors, heating and air conditioning, central display with on-board computer, hydraulic locking and tilting, tilt- and height-adjustable steering column, tinted all-round windows, bonnet service opening, 2 side mirrors, 2 front working lights integrated in the roof, daytime running lights, windscreen wiper/washer system with intermittent operation, radio preparation, driver seat with integrated 3-point seat belt, seat heater and armrest with integrated joystick and actuation of PTO mode and cruise control, passenger comfort seat with lap belt, sun visors, fixed-mounted shift gate of the main operations, interior lighting system, cup holders, storage compartments in the centre console, rear panel and the footwell, mounting bracket in the roof liner, fastening options for attachments displays, cigarette lighter, wheel arch lining and floor protection plate at front.

Option: heatable and coolable glove box, cable entry at the rear, heated or electrical power mirrors, heated windscreen, heated seats in seat design with integrated three-point belt and much more.

**Gauges:** Central display: Drive mode display, speedometer, remote thermometer, fuel gauge, tachometer, on-board computer (splitting stage, operating hours counter, odometer, daily hours counter, clock, various warning indications, current and average fuel consumption, average speed, driving range, acreage counter with preselectable working width, service indicator).

Option: Steering mode indicator, brake pad wear indicator, retarder activation, electr. weight compensation, ground, road and outside temperature indicators.

**Electrical system:** Decentralised electronic system with protection class IP 67, networked via high-speed CAN BUS system, battery 12V, 135 AH, 1000 AEN (cold start properties), generator 180 A, lighting fully. according to traffic regulations, battery cut-out switch.

Option: Changeable lighting (high and low beam, turn signal in the roof) or additional 2 pairs of working lights (LED) in the roof, 2-, 3- or 4-pin socket in the rear panel, rear working lights, 2-piece lamp holder, rear underride protection, optical warning system (OWS), rotating warning light, rear fog light, service tool (diagnostic system via PC).

**Fuel tank:** PE tank, capacity 120 l, with heated fuel filter.

**Miscellaneous:** Quick releases for tools and attachments, front hitch.

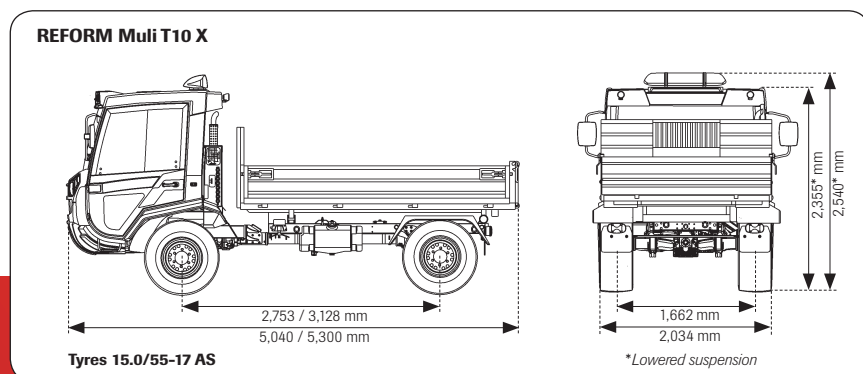
## Weights:

Dead weight (with doors and heater): from 3,600 kg

Permissible axle load, front: 4,600 kg

Permissible axle load, rear: 4,600 kg

Permissible gross weight: 8,500 kg



Your Reform partner

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