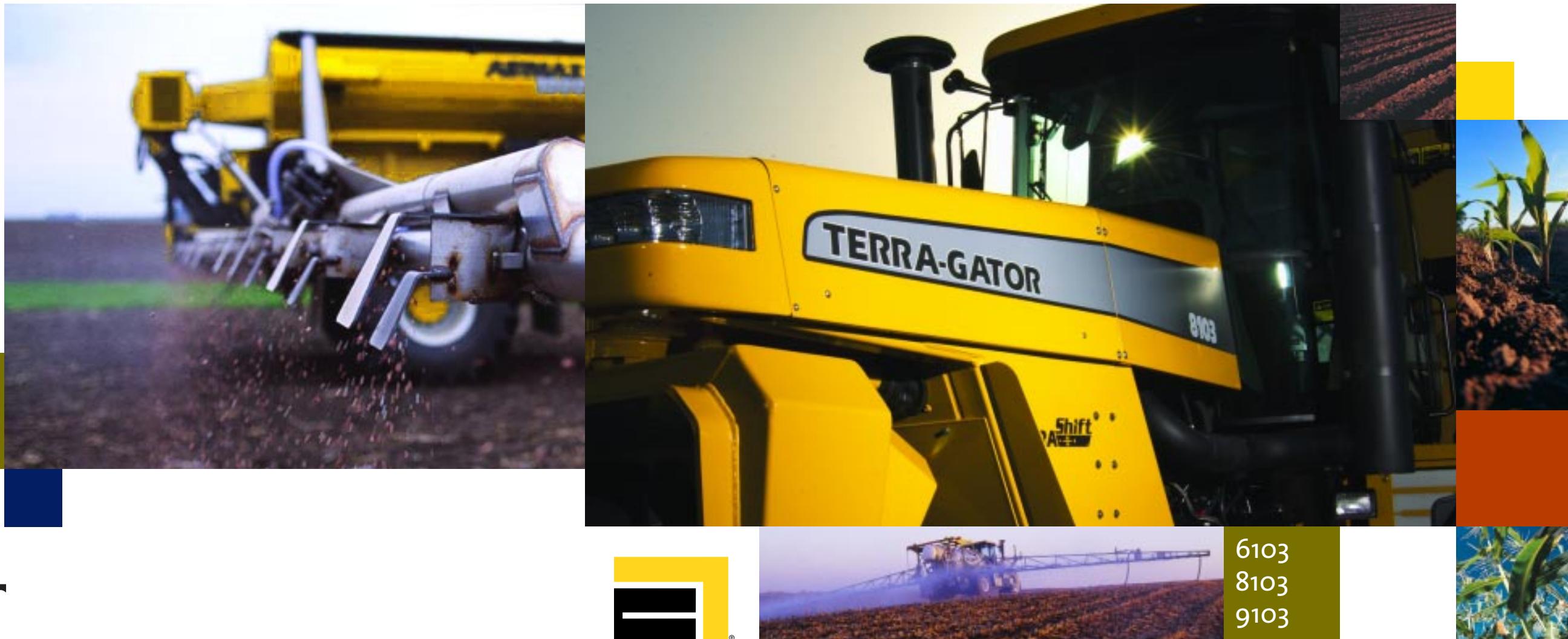


Terra-Gator 3-Wheel Applicator Chassis

A New Generation of Performance and Productivity.



TerraGator

AGCO

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agchem.com



6103
8103
9103

TerraGator =

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Some features listed or shown may be optional. Specifications subject to change without notice.

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Three Wheels Never Felt So Good.

When's the last time you actually looked forward to a ride on a three-wheeler?

Try a Terra-Gator 6103, 8103 or 9103. They aren't your father's three-wheelers. These rugged off-road applicators are specifically engineered for the job they do ... and specifically designed for operator comfort.

Solid construction

Every Terra-Gator is built on a rugged frame, yet features simple construction. There are no king pins, ball joints or tie rods to cause problems.

Stability on (and off) the field

Unlike the competition, instead of being modified for field work, Terra-Gators are engineered specifically to withstand the tough conditions of everyday field application. Yet with no leaf springs to bend or cave on shoulders, they maintain their stability on narrow rural roads as well.

Smoother ride

High flotation tires provide a smoother ride over rough terrain, and require less horsepower to keep going through muddy conditions.

Power to spare

In the custom application business, power yields productivity. Terra-Gators' 6-cylinder, turbocharged diesel engines give you

flexible horsepower options. All get you in the field sooner, let you stay longer and allow you to carry bigger payloads.

Fuel Efficiency

Tanks not only carry more fuel, but use it more efficiently. You save time and money with fewer refueling stops during long days in the field.

Technological Advancements

Dual-cluster Electronic Instrument Panels give you up to 15 programmable options. Speed, RPMs, fluid levels, temperature and more are always within view while you keep your eyes on the field.

Comfort for the long haul

Terra-Gators feature the most ergonomically designed cab in the field. 360° view windows, a wide full-view door, large air shock seat with fore/aft isolators, reclining/lumbar back and thigh adjustment, eight multi-level heating and cooling vents, and more.



6103

Economical Power and Productivity.



Keep your costs down and your productivity up. The Terra-Gator 6103 is a rugged machine designed exclusively for use with an 1,800-gallon liquid or spinner spreader. The 130-gallon fuel capacity lets you run a long day without refueling.

6-cylinder turbocharged diesel engine offers a fuel efficient, responsive source of power, delivering 275 horsepower.

The rugged and reliable Teammate® II drive axle is the first one specifically designed for a floatation applicator.

The 11-speed Terra-Shift™ transmission operates like an automatic while retaining the control of a manual transmission, and its Select-Shift™ functionality ensures smooth starts and proper gear selection for all field conditions.



8103

The Standard for Durability and Performance.



Extensive product development and testing has made the Terra-Gator 8103 the workhorse of the fleet. The rugged chassis delivers unmatched performance and durability. And the 8.1-liter diesel engine makes it highly responsive and fuel-efficient.

The industry-leading Terra-Shift™ transmission is specifically designed for flotation applicators, providing more usable field speed choices and operator convenience.

Electronically controlled 6-cylinder, turbo-charged engine delivers 300 horsepower.

The rugged, field-duty Teammate® II drive axle is fitted with outboard dry brakes for ease of service.

Large, on-board fuel capacity reduces the frequency of refueling in the field.



9103

More Horsepower, More Capacity,
More Performance Than The Competition.

Let's talk numbers. Like a 400 horsepower engine, a 24-ton load rating, and a 2,400-gallon liquid system. The Terra-Gator 9103 offers the most horsepower, capacity and true field performance of any applicator.

6-cylinder, turbo-charged CAT® diesel engine delivers 400 HP.

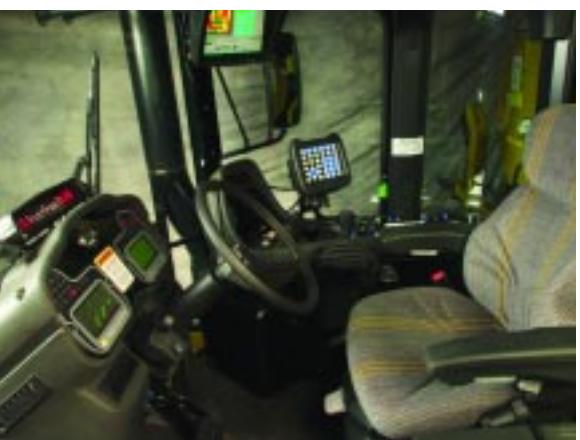
Meritor™ rear-drive axle features dual final reduction, producing the torque needed to move heavy payloads (not to mention excellent stopping capabilities).

Exclusive Torq-Boost® transmission allows selection of the correct speed for the job for increased productivity. A torque converter ahead of an 18-speed transmission allows you to get more engine torque to the rear wheels and maintain the gear selectivity of a manual transmission.

Large, high-flotation tires support more load capacity.



A Cab-full of Comfort and Control



It's an operator's station that combines efficiency with comfort and convenience with control. No matter which Terra-Gator model suits your needs best, you'll find a cab ergonomically designed to maximize productivity for whoever has their hands on the wheel.

- 360° view windows
- Wide, full-view door for easy step-in/out access
- Large, air-suspended seat built with fore/aft isolators and reclining/lumbar back features.
- More than 35 warning indicator lights, instrumentation and controls are within sight without removing your eyes from the field.
- Dual cluster Electronic Instrument Panels (EIP) allow 15 programmable options for displaying critical functions like speed (radar or transmission), engine RPM and fluids, in English or metric readouts.
- Equipment and application functions are electronically controlled, eliminating high-pressure and hydraulic fluids from entering the cab, reducing noise and the risk of exposure.
- Customized ventilation with eight multi-level heating and cooling vents and a continuous supply of 20-30% fresh air.
- Overhead controls for climate and lighting.
- Lighted entry
- Three-way dome lighting
- Triple auxiliary power outlets
- Auxiliary radio mount
- Cup holders
- In-cab storage
- Personal rinse tank provides clean water rinse.
- Right hand console puts all system functions within easy reach. Shift lever, cruise control switches and armrest move with the seat to maintain a comfortable arm position.



High Volume Systems Provide Maximum Field Productivity

It's your choice. Ag-Chem System options offer high capacity application systems designed specifically to fully utilize the power and performance of every Terra-Gator.

AIRMAX V®

Provides pneumatic operation with fewer moving parts. Moves product in a straight free fall from conveyor chain to boom for reduced particle damage. Exclusive Quad-Lap™ coverage maintains a smooth and consistent application blanket.

AIRMAX 1000™

The single bin pneumatic system. Unique "dual fin" nozzle design splits product for high rate effectiveness.

AIRMAX 2000™

The top of the line dual bin pneumatic SOILECTION® system. Two main product bins feature increased capacity and output. 50 to 1,200 lbs./acre rate provides the highest application rates available.

Air Spreader™

Large 26-inch distribution head provides the product flow required for high application rates. Dual fans generate air pressure individually to the left and right boom. Simple operation and easy clean-up provide an operator-friendly system.

Spinner Spreader

Maximum 14-foot box allows application of up to four tons of lime per acre to complete large fields quickly.

VRT® Options

Add an optional patented FALCON® II Controller and any of the dry fertilizer systems become a full VRT applicator. Add wet boom and/or granular options and you can apply up to six products in one field pass.

SOILECTION® TWIN BIN™

The perfect system to enter into site-specific agriculture and utilize Ag-Chem's complete site-selection solution. Two compartment main box and optional granular bins provide the application options growers request.

Liquid Systems

The 1,800-gallon tank (2,400 gals. on the 9103), independent left/right boom operation, pressure throttling and choice of boom widths make this liquid system a performance leader.

TerraGator Chassis Specifications

6103

Engine

John Deere® 6081H 8.1L (494 cu. in.) turbo charged, electronic controlled. 275 (294 peak) SAE HP (205 kW). Peak torque of 885 lb-ft (1200 n-m) at 1,400 RPM. EPA/CARB/EEC off-road certified. Tier II emissions certified. Engine cold weather block heater. Cruise control.

Transmission

Terra-Shift™ transmission, tap up or down shift-on-the-go (under full power). Gear steps as low as 12.7%, initial gear engagement with or without use of "inching pedal", 11 speeds forward (start in any gear up to F3), 3 reverse speeds. Select between manual or Select-Shift™ mode where transmission will automatically upshift and downshift at certain engine RPM. Transmission has single pump drive.

Frame

4x12 inch (100x310 mm) rectangular tubular steel .31 inch (7.8 mm) wall, ASTM grade 70 steel. Cold-formed bends (cut free). Frame is designed to minimize stress concentration and allow flex during field operation. Front & rear tow hooks.

Cab

Three point rubber cab mount, air-ride seat, seat belt and full-view door. Three-level environmental filtration, multi-duct heat and air conditioning. No high-pressure fluids (product, hydraulic) in operator compartment. Radio: AM/FM/stereo/cassette. Heavy duty rectangular windshield glass. Tempered side and rear glass. Air suspension system.

Rear Axle

TeamMate II®, 1400 Series, inboard planetary with outboard air actuated drum brakes. No outboard greasing—fully oil lubricated. 16.2/1 total reduction. 78.26 inches outside drum to outside drum.

Service Brakes

Full air—"S" cam actuated drum type, 18-inch brake shoe diameter, 7-inch brake shoe width, automatic slack adjusters, double diaphragm spring brakes.

Parking Brakes

Spring brake applied with manual release bolt, permitting release of actuator to move vehicle with absence of air.

Steering

Dynamic load sense steering unit with 15.9 cu. in. (260 cc). A 2,100 PSI (145 BAR) relief valve and a 3,000 PSI (207 BAR) shock valve protect the system. Engine mounted, direct drive 1.94 CIR (31.8 cc/R) gear pump with load sense type priority valve. 2.5" bore x 14" (64 mm x 356 mm) stroke steering cylinders with long life piston seals, honed bore, Nitrotech treated rod and self aligning special ball bushing ends.

Fuel System

130 U.S. gallon (492L) total fuel capacity with an equalization tube between two 65 gallon (246L) tanks which can be filled from either side.

Electrical System

12 volt, negative ground with 140 amp alternator and two maintenance free batteries (700 CCA) and six halogen work lights, combination turn indicators/four-way flashers, tail/brake lights, instrument panel lights, cab entry lighting, triple utility outlets for cell phones, radios, etc. Fuse panel for lighting, electronics, engine and other electrical, plus extra power for added electrical use.

Air Cleaner

Donaldson® dry type with centrifugal pre-cleaner, replaceable primary element, safety element, automatic dust evacuator with restriction indicator.

Exhaust

Upright frame mounted with cab isolation.

Tires

High flotation 66x43.00-25, 10-ply on front, 16-ply on rear. Anti-slip locking rings on rear axle drive rims.

Paint & Finish

Chassis is shotblasted, degreased and phosphatized prior to painting for maximum paint adhesion and corrosion resistance. Primer is rust inhibiting epoxy. Final coating is yellow high gloss, acrylic urethane, highly resistant to chemical, humidity, sun and weather conditions. Low sheen black, glare-resistant engine hood top. Primer and finish coatings are applied with an airless, electrostatic spray process for maximum penetration and coverage.

Chassis Dimensions

- Back of cab to centerline of rear axle: 90.12 inches (2.29M)
- Centerline of rear axle to end of rear frame: 60.0 inches (1.53M)
- Wheel base: 248.89 inches (6.33M)
- Rear frame width: 34.0 inches (.86M)
- Tire track, rear: 90.0 inches (2.28M)
- Rear tires, outside to outside: 133.0 inches (3.37M)

Chassis Weight

- Front: 9,000 lbs. (4,080 Kg)
- Rear: 10,500 lbs. (4,760 Kg)
- Total: 19,500 lbs. (8,840 Kg)

Chassis Rated Capacity

- Front: 12,000 lbs. (5,443 Kg)
- Rear: 32,000 lbs. (14,970 Kg)

8103

Engine

John Deere® 6081H 8.1L (494 cu. in.) 6 cylinder turbo charged diesel engine, 300 (322 peak) HP (240kW) @ 2,200 RPM. Peak torque of 968 lb.-ft. (1313 n-m) at 1,400 RPM. EPA/CARB/EEC off-road certified. Tier II emissions certified. Engine cold weather block heater. Cruise control.

Transmission

Terra-Shift™ transmission, tap up or down shift-on-the-go (under full power). Gear steps as low as 12.7%, initial gear engagement with or without use of "inching pedal", 11 speeds forward (start in any gear up to F3), 3 reverse speeds. Select between manual or Select-Shift™ mode where transmission will automatically upshift and downshift at certain engine RPM. Transmission has two pump drives.

Frame

4x12 inch (100x310 mm) rectangular tubular steel .31 inch (7.8 mm) wall, ASTM grade 70 steel. Cold-formed bends (cut free). Frame is designed to minimize stress concentration and allow flex during field operation. Front & rear tow hooks.

Cab

Three point rubber cab mount, air-ride seat, seat belt and full-view door. Three-level environmental filtration, multi-duct heat and air conditioning. No high pressure fluids (product, hydraulic) in operator compartment. Radio: AM/FM/stereo/cassette. Heavy duty rectangular windshield glass. Tempered side and rear glass. Air suspension system.

Rear Axle

TeamMate II®, 1400 Series, inboard planetary with outboard air actuated drum brakes. No outboard greasing—fully oil lubricated. 16.2/1 total reduction. 78.26 inches outside drum to outside drum.

Service Brakes

Full air—"S" cam actuated drum type, 18-inch brake shoe diameter, 7-inch brake shoe width, automatic slack adjusters, double diaphragm spring brakes.

Parking Brakes

Spring brake applied with manual release bolt, permitting release of actuator to move vehicle with absence of air.

Steering

Dynamic load sense steering unit with dual displacement. 15.9 cu. in. (260 cc) for power steering mode and 3.7 cu. in. (60 cc) for manual (emergency) steering without an emergency steering pump. A 2,100 PSI (145 BAR) relief valve and a 3,000 PSI (207 BAR) shock valve protect the system. Engine mounted, direct driven 1.94 CIR (31.8 cc/R) gear pump with load sense type priority valve. 2.5" bore x 14" (64 mm x 356 mm) stroke steering cylinders with long life piston seals, honed bore, Nitrotech treated rod and self aligning special ball bushing ends.

Fuel System

130 U.S. gallon (492L) total fuel capacity with an equalization tube between two 65 gallon (246L) tanks which can be filled from either side.

Electrical System

12 volt, negative ground with 200 amp alternator and two maintenance free batteries (700 CCA), and eight halogen work lights, two sealed beam halogen road lights with high/low beams, combination turn indicators/four-way flashers, tail/brake lights, instrument panel lights, cab entry lighting, triple utility outlets for cell phones, radios, etc. Fuse panel for lighting, electronics, engine and other electrical, plus extra power for added electrical use. Automatic back up alarm: 112 DBA. Master battery disconnect switch.

Air Cleaner

Donaldson® dry type with centrifugal pre-cleaner, replaceable primary element, safety element, automatic dust evacuator with restriction indicator.

Exhaust

Upright frame mounted with cab isolation.

Tires

High flotation 66x43.00-25, 10-ply on front, 16-ply on rear. Anti-slip locking rings on rear axle drive rims.

Paint & Finish

Chassis is shotblasted, degreased and phosphatized prior to painting for maximum paint adhesion and corrosion resistance. Primer is rust inhibiting epoxy. Final coating is yellow high gloss, acrylic urethane, highly resistant to chemical, humidity, sun and weather conditions. Low sheen black, glare-resistant engine hood top. Primer and finish coatings are applied with an airless, electrostatic spray process for maximum penetration and coverage.

Chassis Dimensions

- Back of cab to centerline of rear axle: 90.12 inches (2.29M)
- Centerline of rear axle to end of rear frame: 60.0 inches (1.53M)
- Wheel base: 248.89 inches (6.33M)
- Rear frame width: 34.0 inches (.86M)
- Tire track, rear: 90.0 inches (2.28M)
- Rear tires, outside to outside: 133.0 inches (3.37M)

Chassis Weight

- Front: 9,100 lbs. (4,130 Kg)
- Rear: 10,620 lbs. (4,820 Kg)
- Total: 19,720 lbs. (8,950 Kg)

Chassis Rated Capacity

- Front: 12,000 lbs. (5,443 Kg)
- Rear: 32,000 lbs. (14,970 Kg)

9103

Engine

CAT C-10 electronic controlled turbo-charged, charge air-cooled, water-cooled, inline six cylinder diesel, 629 cu. inch (10.3L), 400 H.P. (298 kW) at 2,100 RPM. Peak torque of 1,282 lb-ft (1871 N.M.) at 1,500 RPM. Tier II Certified EPA off-road. Engine cold weather block heater. Rear engine Power Take-Off, 130 HP (97 kW) continuous.

AgChem Model "Torq-Boost 13118" exclusive AgChem/Eaton converter enhances close ratio 18-speed manual transmission with 16 inch Eaton torque converter, spline driven in oil lubricated (wet) flywheel housing, maintenance free disconnect clutch oil lubricated and hydraulically actuated from electrical control on standard clutch pedal. Electronically controlled hydraulic converter lock-up clutch and air actuated, oil lubricated trans. Shaft brake for easy initial gear engagement.

4x12 inch (100x310 mm) rectangular tubular steel .31 inch (7.8 mm) wall, ASTM grade 70 steel. Cold-formed bends (cut free). Frame is designed to minimize stress concentration and allow flex during field operation. Front & rear tow hooks.

Three point rubber cab mount, air-ride seat, seat belt and full-view door. Three-level environmental filtration, multi-duct heat and air conditioning. No high pressure fluids (product, hydraulic) in operator compartment. Radio: AM/FM/stereo/ cassette. Heavy duty rectangular windshield glass. Tempered side and rear glass. Air suspension system.

Meritor® rigid planetary final reduction with 13.32:1 ratio. 36,000 pounds (16,344 KG) capacity. 96.19 inch (244.32 cm) flange to flange.

Air actuated 20.25 inch (514.4-mm) x 7-inch (177.8-mm) drum. "S" cam, 36 cubic inch (590 cubic cm) air chamber with auto slack adjusters.

Spring on, air off chambers, rear axle.

Dynamic load sense steering unit with dual displacement. 15.9 cu. in. (260 cc) for power steering mode and 3.7 cu. in. (60 cc) for manual (emergency) steering without an emergency steering pump. A 2,100 PSI (145 BAR) relief valve and a 3,000 PSI (207 BAR) shock valve protect the system. Engine mounted, direct driven 1.94 CIR (31.8 cc/R) gear pump with load sense type priority valve. 2.5" bore x 14" (64 mm x 356 mm) stroke steering cylinders with long life piston seals, honed bore, Nitrotech treated rod and self aligning special ball bushing ends.

130 U.S. gallon (492L) total fuel capacity with an equalization tube between two 65 gallon (246L) tanks which can be filled from either side.

12 volt, negative ground with 200 amp alternator and two maintenance free batteries (700 CCA), and eight halogen work lights, two sealed beam halogen road lights with high/low beams, combination turn indicators/four-way flashers, tail/brake lights, instrument panel lights, cab entry lighting, triple utility outlets for cell phones, radios, etc. Fuse panel for lighting, electronics, engine and other electrical, plus extra power for added electrical use. Automatic back up alarm: 112 DBA. Master battery disconnect switch.

Dry type with centrifugal pre-cleaner, replaceable primary element, safety element, automatic dust evacuator with restriction indicator.

Upright frame mounted with cab isolation.

High flotation 73x44.00-32, 12-ply front, 16-ply rear. Anti-slip locking rings on rear axle drive rims.

Chassis is shotblasted, degreased and phosphatized prior to painting for maximum paint adhesion and corrosion resistance. Primer is rust inhibiting epoxy. Final coating is yellow high gloss, acrylic urethane, highly resistant to chemical, humidity, sun and weather conditions. Low sheen black, glare-resistant engine hood top. Primer and finish coatings are applied with an airless, electrostatic spray process for maximum penetration and coverage.

- Back of cab to centerline of rear axle: 102 inches (2.59M)
- Centerline of rear axle to end of rear frame: 60.0 inches (1.52M)
- Wheel base: 261 inches (6.63M)
- Rear frame width: 34 inches (.86M)
- Tire track, rear: 94 inches (2.38M)
- Rear tires, outside to outside: 138 inches (3.50M)

- Front: 9,900 lbs. (4,490 Kg)
- Rear: 14,040 lbs. (6,370 Kg)
- Total: 23,940 lbs. (10,860 Kg)

- Front: 12,000 lbs. (5,443 Kg)
- Rear: 36,000 lbs. (16,330 Kg)