

# SOFTRAK 120



Based on the original Softrak, which has proved invaluable in managing Fens, uplands and other delicate habitats over the last 10 years, the Softrak 120 with extended chassis and undercarriage and high-powered engine is designed to satisfy the needs of the contractor or reserve manager who needs to manage larger areas but still maintain the extremely low ground pressure and minimal damage to sensitive terrains of the original. Many of the options offered on the standard Softrak can also be fitted to the 120 variant. The use of high strength steels means that although the Softrak 120 is very light it is immensely strong as proven by the many thousands of hours accumulated by end users without material failures. The chassis, cab, undercarriage etc. are prepared by shot blasting, sprayed with molten zinc and then powder coated with a tough polyester paint to give an extremely durable finish.

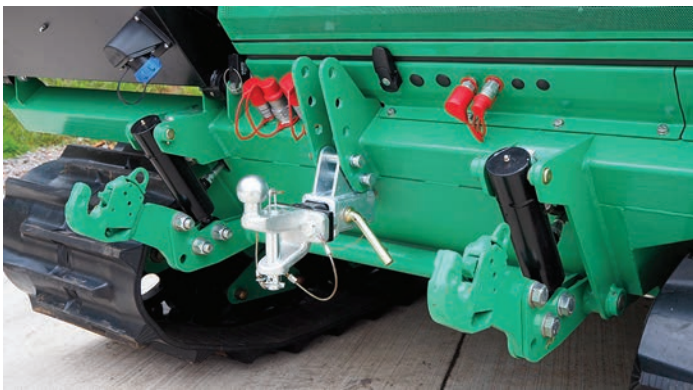
The Softrak 120 is fitted with the 3.6 litre 120hp Deutz TCD engine. This engine complies with the latest emission standards and is well known for its outstanding reliability and low fuel consumption. The cooling system is fitted with a large capacity aluminium radiator rated for temperatures up to 45c. The radiator and oil cooler is sited so as to minimise the intake of dust and debris generated when harvesting or mowing, but crucially does not take up any of the payload area. The extra large intake grills are designed so as to catch any particle over 2.5mm and the radiator fins are sized to allow particles up to 3mm to pass through without causing blockages. The reversible fan can be activated to instantly clean off any debris collecting on the intake grills.



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The comfortable cab comes with rubber suspension, tinted glass, full height door, opening side window and soundproofing as standard. With a full heating and ventilation system (optional air conditioning) and dust filtration stress free operation is ensured in all conditions. "Margard" polycarbonate front and rear safety screens with a silicone scratch resistant coating are fitted as standard. The cab is fitted as standard with a heavy-duty suspension seat and lap belt.



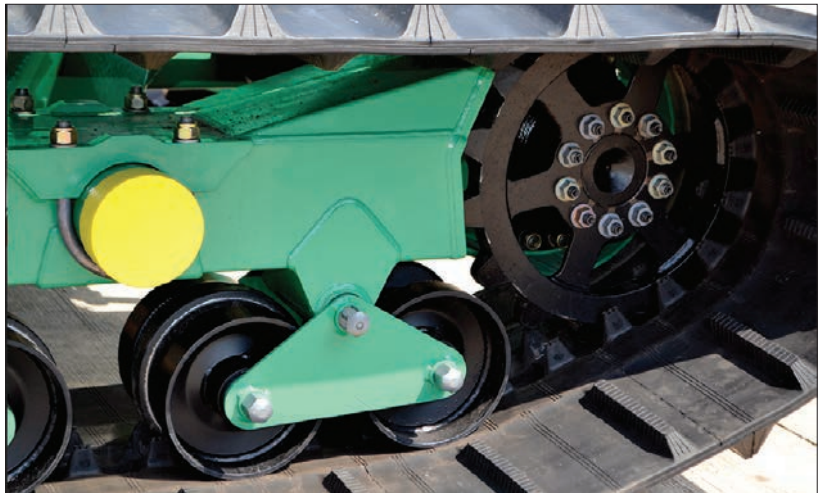
The optional front linkage and hydraulic PTO enables many operations to be carried out where it is essential not to drive over the vegetation before cutting, such as reed or willow harvesting, weed cutting and mowing and mulching. The 500kg lift capacity means even heavy duty mulchers can be fitted for tackling up to 40mm scrub. The removable lower lift arms can be set for independent articulation to allow float of front mounted equipment and optional double acting rams allow attachments such as bulldozer blades and snow ploughs to be fitted. The hydraulic PTO can supply up to 80kw with flows up to 120 l/min and pressure up to 420bar. Connections are high-pressure, easy clean, flat faced couplings for quick attachment of hoses. The Softrak 120 front linkage allows the attachment of the same large range of tools and attachments as the standard machine.

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The hydraulically tipped, rear body gives an exceptionally large payload area allowing the Softrak 120 to carry large volumes of cut material in the chip bin (11-12m<sup>3</sup>) whilst still keeping the centre of gravity near the middle of the tracks. This means that the weight is evenly distributed allow the track unlike other machines where, when fully laden, the rear is very heavy. This means lower ground pressure, less damage to sensitive habitats and minimises damage when turning regardless of direction of travel.

The Softrak 120 track system combines a large contact area with the fully floating bogies to give a smooth ride over rough terrain or when encountering stumps rocks etc. The Bridgestone rubber track used on the Softrak 120 is unique in that the flexibility of the rubber track across its width combined with the floating bogies means that the track follows the ground contours far better than those machines with tracks comprising rigid cross bars fitted to flexible belts. This type of track tends to be far more aggressive, especially when turning. The flexible edges of the Softrak tracks means that they



tend to ride over undulations in the ground, rather than shearing off the vegetation when turning. The cleat height can be reduced on request where high traction is not an issue.



## Softrak 120 technical Specifications:

Engine: Deutz 4 cylinder intercooled turbo diesel.

Power (ISO 14396) .....	90kw Max
Torque.....	480Nm
Capacity.....	3,600cc

### Transmission:

Fully hydrostatic with servo operated pumps and single speed track System pressure.....	350bar
Motor capacity.....	2 x 750cc/rev
Pump capacity.....	2 x 65cc/rev
High flow Auxiliary hydraulic systems:	
Pumps .....	8cc/rev to 20cc/rev
Max pressure .....	240bar
Flow (2,300rpm) .....	18-45 l/min

### Track Gear:

Bridgestone rubber track system with fully floating bogies hydraulic tensioning.

Maximum Speed.....	16 kph
Ground Pressure (un-laden) .....	0.09bar (1.35psi)
Max tractive effort .....	3,600kgs
Track width.....	600mm

### Capacities:

Fuel.....	170 litres
Hydraulic oil .....	100 litres
Weight (Base machine) .....	3,200kg.
Payload.....	2,400kg

### Rear 3-Point linkage: (optional)

Category one 3-point linkage with stabilisers and adjustable lift arms.

Maximum lift capacity at the end of the arms .....	1200kg
Rated capacity .....	700kg.

### Front linkage:

(standard) Category one front linkage with articulating lower lift arms.

Maximum lift capacity at the end of the arms.....	1050kg
Rated capacity .....	800kg

### PTOs:

Hydrostatic drive to a 540rpm motor at the rear and quick connect flat-faced couplings at the front or rear.

Rear PTO motor power (540rpm).....	55kw
Front/rear hydraulic PTO power .....	80 kw
Front/rear hydraulic PTO oil flow (2,000rpm).....	115 l/min
Maximum pressure .....	420 bar

