

Muli mid-range
The versatile pro

REFORM **R**



Muli mid-range

Powerful. Lightweight. Excellent slope capability.

Muli T6, Muli T7, Muli T7 S, Muli T8 S

REFORM. Teamwork Technology.



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 1968.

Benefits at a glance:

- Powerful, flexible engines from 74.8 to 109 hp
- Centre tube: Protected routing of drive and rear PTO drive
- Permanent four-wheel drive
- Portal axles with high ground clearance
- 4 full-featured attachment areas
- Ergonomic workplace
- Independent suspension for maximum driving comfort (T7 – T8 S)
- Quick-release mounting of changeable attachments
- Permanent ground contact by all 4 wheels (central joint)
- 3 mechanical power-shiftable PTOs available
- Fine speed increments with shuttle gearbox and preselectable splitting
- Creep speed (option)
- Low dead weight
- 4 wheel steering (option)
- Retarder wear-free auxiliary brake system for T7 S and T8 S (option)



The all season transporter!



REFORM Multi

4 full-featured 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-size attachment areas for a large range of tools and attachments for use all year round.

| 1 Main frame for top mounted attachments | 2 Front linkage /front mounting frame with/without front PTO | 3 Platform frame behind the cab | 4 Rear linkage, trailer hitch with rear PTO |
|---|--|---------------------------------|---|
| Built-on self-loading trailer, manure spreader, manure container, 3-side tipper | Rotary disc mower, twin blade, snow plough | Crane | Fertiliser spreader, trailer, log splitter |



For a wide range of everyday requirements.





❶ Lateral manure spreader



❶ Tipper
❸ Crane



❶ Loading wagon implement



❶ Manure spreader



❶ Tipper



❶ Loading wagon implement
❷ Rotary disc mower

REFORM Muli – The all-round vehicle for mountain agriculture.



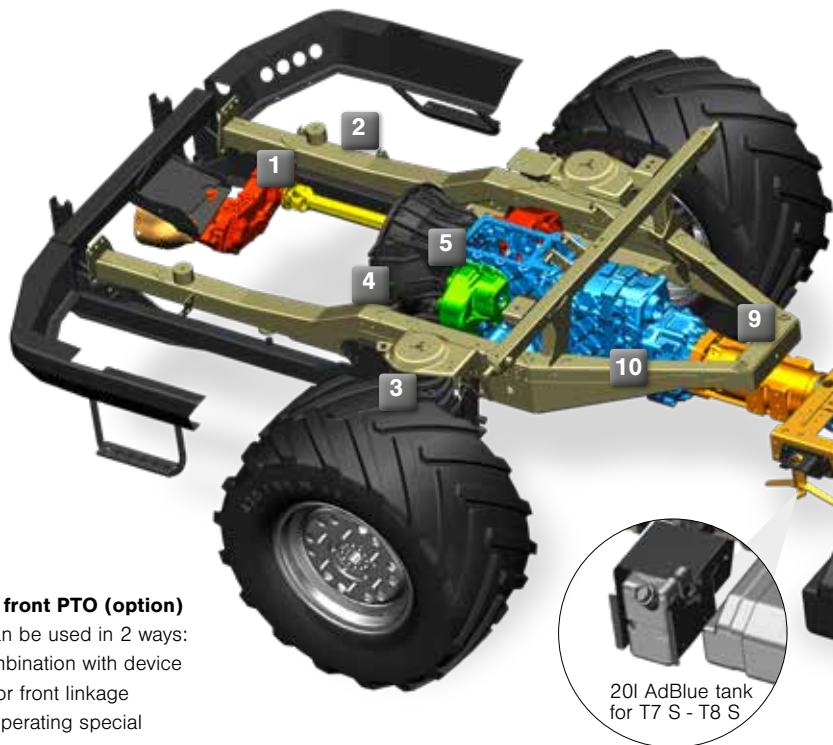
Cutting edge technology and safety.

The REFORM Muli chassis.

Transporters are designed as automotive 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.

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



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

3 Steering with hydraulic synchronising cylinder (T6 – T8 S)

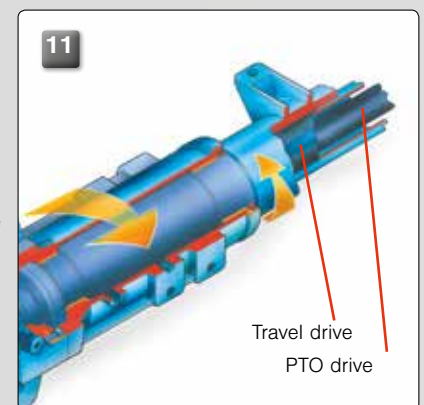
No change of kinematics on spring deflection and rebound. Equal steering ratio in steering to the right and left. Increased ground clearance.



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 axles.

The **centre tube (11)** with integrated drive and PTO drive connects the shifting gearbox and the front axle gearbox with the rear axle.

The axle drive and most of all 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.



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

Drive: hydraulic activation 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!

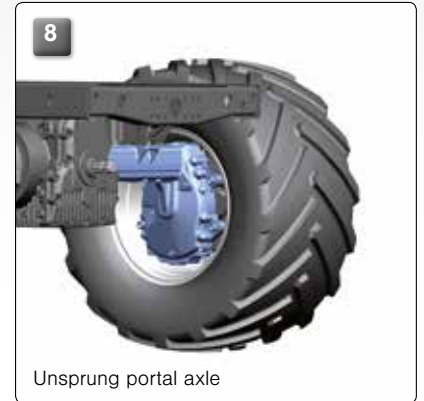
5 **Creep speed (option)** For attachments that require particularly low speeds (snow blower, mulcher, lateral manure spreader, etc.), a creep speed gearbox with 16 speed ranges from 370 m/h is available.

6 The solid **main frame** is the mounting base for various attachments such as built-on self-loading trailer, manure spreader, manure container, tipper, etc. The attachments are mounted with quick release locks such as anchor and eye bolts.

7 The large 120-litre **PE tank** holds enough fuel for a whole working day without refilling.



Sprung portal axle



Unsprung portal axle

The **portal axles (8)** 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 front and rear axles makes sure that all 4 wheels have permanent ground contact, ensuring safe driving behaviour in any situation. You get full power transfer and optimum soil protection, even in rough terrain.

The centre tube with the propeller shafts for the rear wheel drive and for the **power-shiftable 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 **auxiliary brake system (13)** makes downhill driving even safer and less stressful. This wear-free eddy current brake relieves the main brake system and thus protects brake discs and pads. Service and maintenance cost is minimised. Recommended for frequent or long road trips between jobs.

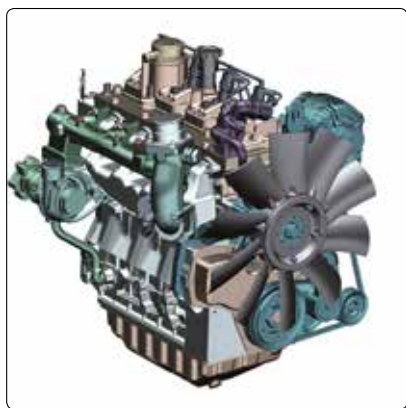


REFORM Muli T6

The powerful lightweight in the field.

The Muli T6, with its lightweight axles and the same robust design as its big brother Muli T7, satisfies all requirements for a high performing, reliable transporter. With the best power-to-weight ratio, this transporter is sophisticated and ecological for modern agricultural operation.

- 74.8 hp/55 kW common rail turbo diesel
- Dead weight from 2,470 kg
- Uncomplicated, robust technology



The modern 4-cylinder turbocharged diesel engine with direct injection outputs 74.8 hp. The turbocharger produces a high torque and full engine performance even at higher altitudes. The water-cooled engine runs particularly smoothly, has a high torque and long service life. (T6, T7)



Sit down and feel good!

Longitudinally and height-adjustable **comfort seats** with standard lap belt and tilt-adjustable backrest, available in 3 designs:

- 1** Easy care with leatherette cover, mechanically sprung
- 2** Comfortable with cloth cover, mechanically sprung
- 3** Comfortable with cloth cover, air-cushioned
- 4** Comfortable with air-cushion, cloth cover, high backrest and integrated 3-point seat belt

On request, models 1 and 2 are also available with high backrests, cloth seat covers.



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.



Controls are arranged ergonomically and clearly in functional groups.

Powerful operation hydraulics

Muli 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) (T6 – T8 S).

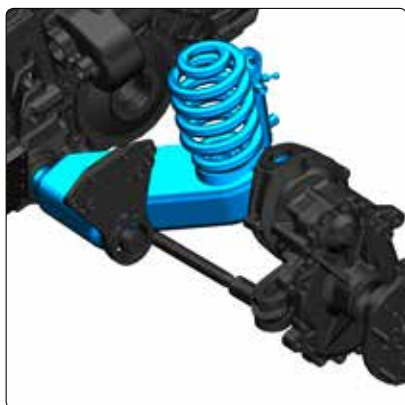


REFORM Muli T7

The comfortable machine with independent suspension.

The **Muli T7** stands out thanks to a **sophisticated chassis concept** with independent suspension on the front axle for utmost driving comfort. The hydraulic suspension lock ensures maximum safety, even on slopes and steep terrain. Smooth axle mounts improve the response of the locating rods on bumps.

- 74.8 hp/55 kW common rail turbo diesel
- Dead weight from 2,530 kg
- Front axle independent suspension



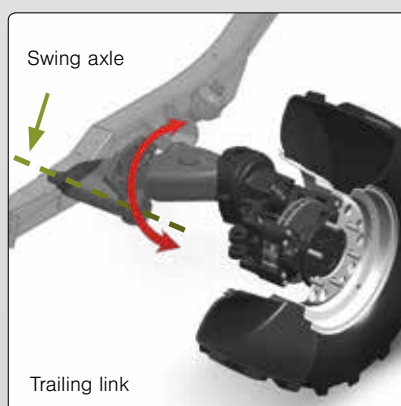
The suspension comfort via helical springs with elastic bump stops is based on a well-balanced chassis with **single wheel suspension** on **trailing links** in the front. Hydraulic cylinders and hydraulic accumulators act as shock absorbers and support the suspension comfort.



What is a trailing link suspension?

The spring deflection of the wheel - i.e., the relative movement on compression and rebound - is 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 drivetrain
- Low tilting moment in the contour line
- Unparalleled ground clearance especially for driving over objects
- Ease of service



Sprung axes with trailing links

Parallel wheel contact means, in practice:

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



Hydraulically activated rear protection panel

Convenient operation from the driver's seat, required for driving on public roads (option).



Manure spreader with vertical spreader rolls

Fine spreader unit attached to the scraper floor rear; four angled shredding rotors for a large sowing width of up to 8 m and a fine, even sowing 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

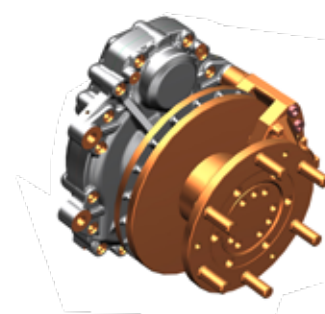
Ideal for using the manure spreader in extreme terrain, to ensure even manure transport and thus an exact spreading pattern also when going downhill (option).

Front axle



As standard, all Muli models 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 has low pedal force and high braking power. The brake booster is also standard. The brake adjustment finesse in the REFORM Muli is state of the art. For sprung rear axles (T8 S), an **axle-load dependent brake booster** is used, which prevents early blocking of the wheels.

Rear axle



REFORM Muli T7 S

The powerful slope tool.

Users appreciate its easy, solid operation and **enormous engine power**. Especially on steep slopes, a high starting torque is essential. The T7 S offers this just above the idling speed at 1,100 rpm. For special driving comfort, the Muli T7 S can be equipped with a **mechanical front axle suspension** and **4 wheel steering**.

Benefits at a glance:

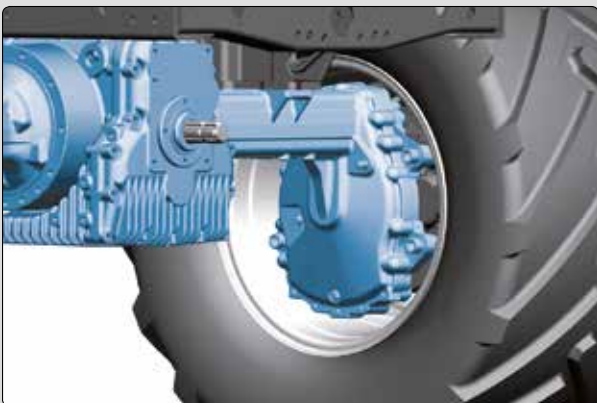
- 109 hp/80 kW common rail turbo diesel
- Dead weight from 2,530 kg (without suspension)
- Front axle independent suspension (option)
- 4 wheel steering (option)



Operating the **hydraulic system** by mechanical control units is highly appreciated on the Muli T7 S. These are located in easy reach, to the side of the seat, for ergonomic use.



Ground clearance and low strain.



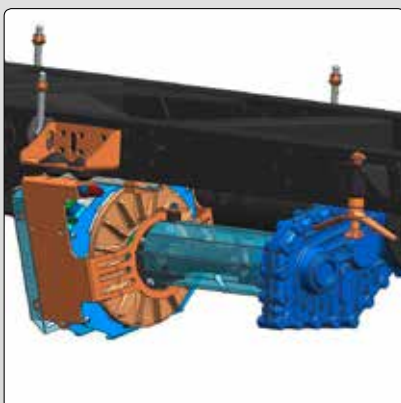
The drive train and the chassis have been further reinforced in the S series.

The **higher portals** also ensure higher ground clearance. The reduction gear in the portals results in a much lower load and therefore protection of the whole drivetrain. Additionally, the portals have a markedly higher oil volume.

Also the **rear PTO** gearbox has a higher oil volume and a controlled forced feed lubrication.



The **display unit** centrally incorporated into the dashboard gives the driver an unobstructed view to the front and allows for comfortable working. This instrument cluster shows the operator all essential information, such as speed, operating hours, steering mode, fluid levels, etc.



Wear-free and economical

The wear-free auxiliary brake system (T7 S, T8 S) supports the service brake and minimises the wear of the whole brake system. (option)

The activation of this **eddy current brake** is easy and convenient: the ergonomic hand lever is positioned directly next to the steering wheel and can be switched in steps.



REFORM Muli T8 S

Robust and environmentally friendly throughout the working day.

The Muli T8 S is a modern transporter strictly **designed for efficiency, performance and work comfort** and convinces with high axle loads and payloads. The **HCS High Comfort Suspension** – an independent suspension with level regulation and optional suspension lock – offers driving comfort at the highest level. In the Muli T8 S, REFORM has implemented what is expected of a modern transporter.

Benefits at a glance:

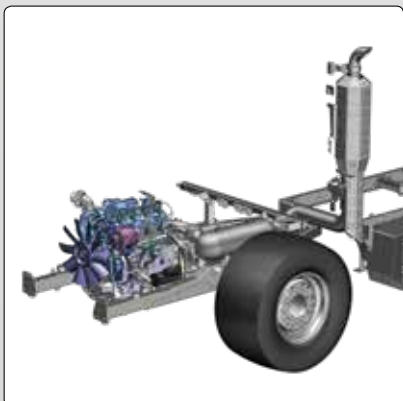
- 109 hp/80 kW common rail turbo diesel
- Dead weight from 2,720 kg
- HCS independent suspension
- Hydraulics operation by joystick



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



Common-rail turbo-diesel engines.



The **powerful engines** in the Muli T7 S and T8 S excel with high torque, low fuel consumption and smooth running. The brawny 3-litre common-rail turbo engine produces 80 kW (109 hp) at 2,600 rpm and has a torque of 360 Nm even at a low engine speed of 1,100 rpm. This ensures optimum performance in all speed ranges and economic use of the vehicle. The engine meets **emission level 4**.

Both Muli models are equipped with self-regenerating **particle filters**. The particle filter system absorbs and eliminates 99.9% of the particulate matter.

Emission level 4:

With intercooling, cooled exhaust gas recirculation, a particle filter and additional SCR (selective catalytic reduction) equipment with AdBlue addition, the engines in the Muli T7S and T8S meet the stringent emission standards of level 4.



Sit down and feel good in the deluxe cab

- Exemplary operating comfort
- Pleasant climate conditions
- Effective vibration damping
- Noise absorbing interior trim (option)
- Large selection of comfort seats
- Large, tinted windows
- Generous stowage space
- Wide-opening full glass doors (option)
- Air conditioning/cab heating (option)
- Height- and tilt-adjustable steering column

Powerful operation hydraulics with convenient joystick operation (T8 S)

The hydraulics block (sandwich design) with electromagnetic operation is the basis for fulfilling the various requirements for attachment operation both in the front and the rear. 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 (optionally 3 control valves via additional push buttons) provides specially convenient working, e.g. in snow plough operation.

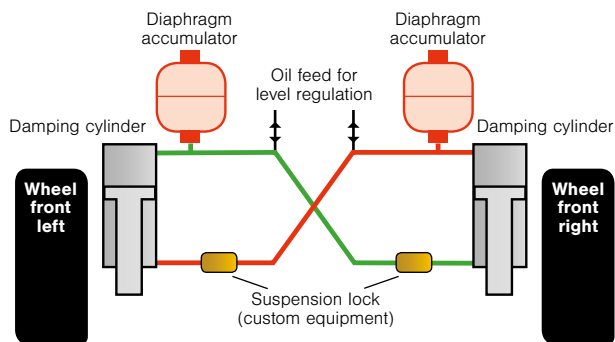


The suspension concept in the Muli T8 S

HCS High Comfort Suspension.

Independent suspension with level regulation.

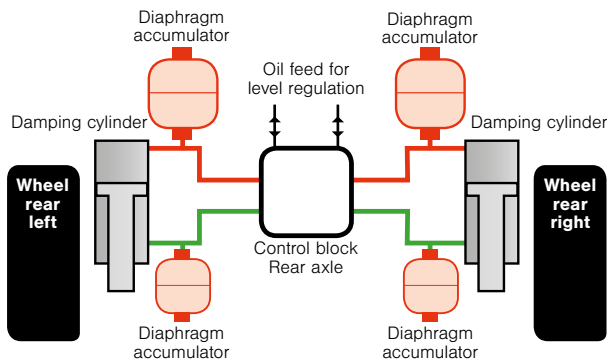
Front axle suspension concept: CROSS SWITCH



HCS High Comfort Suspension is a new suspension concept designed for demand-oriented driving comfort, which delivers maximum comfort, stability and safety in any driving situation. The electronically controlled **hydro-pneumatic suspension system** with level regulation keeps the chassis 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, which makes mounting or removal of attachments such as tippers much easier. Optionally, a **suspension lock** can be activated for locking and lowering the selected axle. This lowers the vehicle's centre of gravity, making driving on rough terrain even safer.

Rear axle suspension concept with counter pressure at the piston ring



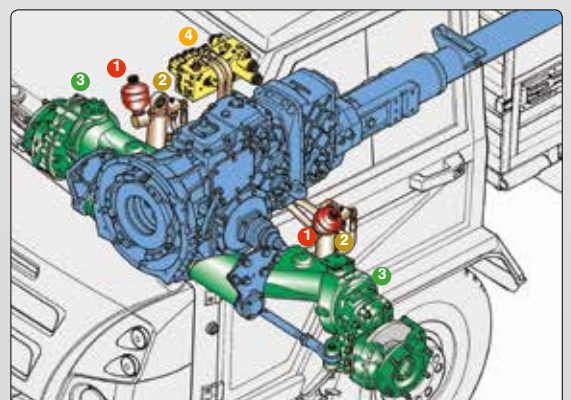
Driving comfort with HCS.



Suspension principle of portal axes

Independent 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 control
- 4 Hydraulic block



4 wheel steering

The intelligent REFORM steering system.

The unique **Reform 4 wheel steering** ensures highest manoeuvrability and can be switched to front or crab steering, thus providing 3 steering modes.

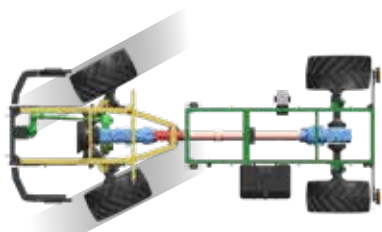
The key features of the original REFORM 4 wheel steering are:

- The Muli is the only transporter with synchronous 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 mode 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.

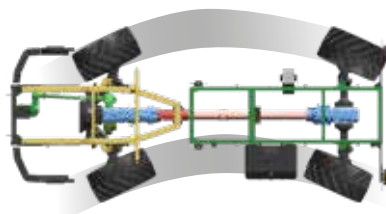
Crab steering feature:

Front steering is used when the rear wheels are turned at an angle, which means that the Muli drives with a lateral offset. As a result, the turf is treated more gently or the Muli has wider ground contact while driving on gradients.

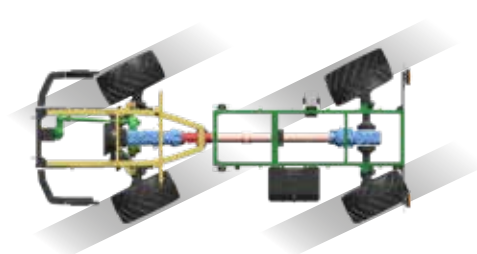
The 3 steering modes



1 Front steering



2 4 wheel steering



3 Crab steering

REFORM 4 wheel steering



REFORM 4 wheel steering (option)
possible on T6 - T8 S with fixed rear axle and T8 S with sprung rear axle.

The switch status of the steering is indicated by the central instrument cluster in the dashboard.

The efficient Muli

The right speed for every task.

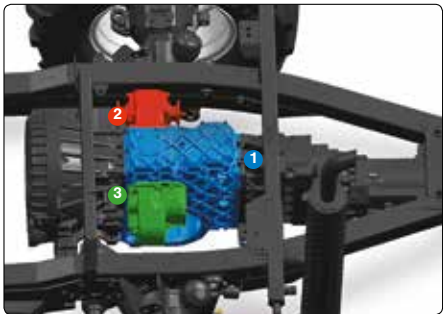
REFORM Muli vehicles have a synchronised 40 kph splitting gearbox as standard equipment, in which the splitting group subdivides the 8 forward gears into 16 gears, creating an even finer speed stepping. For applications in the slow working range, a finely graded **creep speed gearbox** with 16 forward gears is available as an option, which can be further subdivided into 32 gears by means of a splitting gearbox. This allows particularly low driving speeds.

Your benefits from the REFORM speed change gearbox:

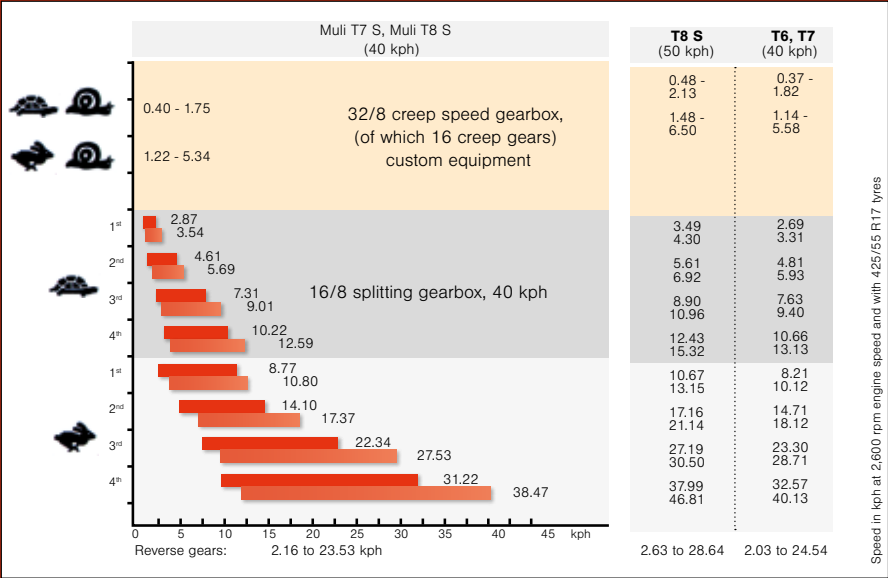
- Narrow, even, field-oriented gear stepping – well engineered and reliable
- Low moving-off speeds – essential for rough terrain
- 8 gears in the main working range between 4 and 12 kph
- Creep speed gear group with 16 creep speeds (e.g. lateral manure spreader)
- Large overlaps between the gears
- 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
- No 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 speed and PTO speed for maximum productivity of attachments (e.g. rotary disc mower in front combined with top-mounted built-on self-loading trailer in rear)
- Precision helical gearing, perfect match of engine, gearbox and drive ensure safety and long service life
- Pressure-lubricated gearbox on the Muli T7 S and T8 S
- Optional creep speeds 32/8 gear



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)



The gear shift levers are ergonomically positioned next to the driver's seat. Thanks to the synchronisation of the speed change and shuttle gearbox, all gear changing operations can be performed quickly and easily.

Choose from:

- **16/8 splitting gearbox**
- **32/8 creep speed gearbox** (option)
- **Lateral drive** (option) as an extension to the main gearbox, required for driving the front PTO.



Muli T8 S

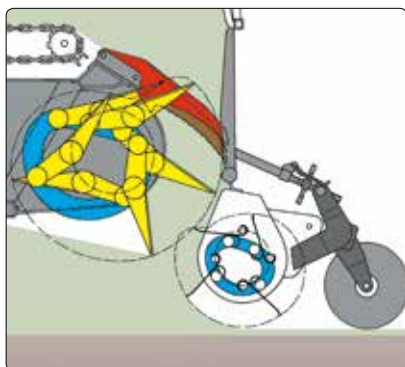


Muli T8 S

REFORM built-on self-loading trailer

Multi-cut built-on self-loading trailer.

The built-on self-loading trailer features well-known REFORM advantages, such as hydraulic scraper floor motion and hydraulic pick-up lift with transport protection and is available in 18 m³ and 21 m³ versions. 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, galvanised, 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 and easily exchanged (fast operational 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 service life.



The self-loading trailer is installed and removed quickly, with no tooling required, and **without cardan shaft** thanks to the tried-and-tested REFORM **quick-release system**. The actuating forces remain very low for the operator.

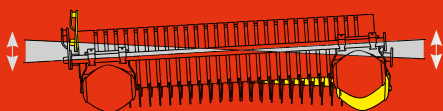


For a wide range of everyday requirements.



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

- Patented REFORM 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 built-on self-loading trailer and manure spreader
- Toolless blade replacement (MCLU)
- Quick operational readiness after breakdown (replacement unit)



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

New in the range for the Muli:

REFORM PrimAlpin built-on self-loading trailer

The PrimAlpin impresses with its enormous load volume (24 m³) and smooth operation. The conveyor unit with 19 blades achieves an unparalleled cutting length of 82.5 mm. In addition, the wide pick-up of 1,900 mm ensures particularly clean forage gathering. (Details in the PrimAlpin brochure)



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

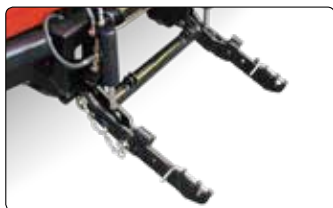


Muli accessories

Optimally equipped for any job.



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



The **hydraulic 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 **trailer hitch** is available in rotatable version at the rear.



Make your working day a happier affair with music from a **stereo radio** with Bluetooth.



The Muli T8 S can be equipped with a **digital tachygraph** if requested.



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 sufficiently good visibility at night.



The detachable **LED 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 ordered in your specified **custom paint**.



REFORM Muli

Uphill – 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



Road tyres



With auxiliary tyres, the Muli becomes a mountain goat.

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



A wide range of wheel options for front and/or rear is available. Quick and easy mounting of auxiliary tyres with quick release lock.

If you want to switch the auxiliary tyres 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.

Innovative engineering since 1910

Customer satisfaction through quality.



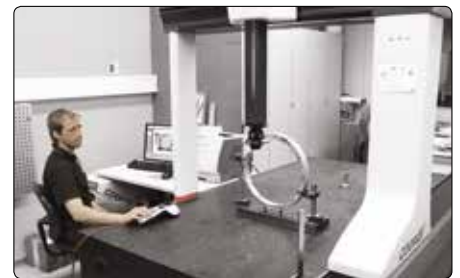
REFORM-Werke Wels is one of the few manufacturers who assume undivided responsibility for the entire value added chain. Have a brief tour on the creation of Reform products, from development of a new machine to standard production. The entire production process is subject to the requirements of the **ISO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



Latest equipment, such as 3D 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 chassis dynamometer (pictured).



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.

The majority of machines is transported with **REFORM's own lorries** – they reach their destination quickly and safely.

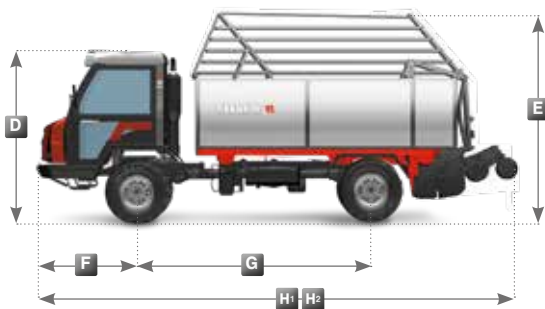
Our new transport vehicles – in eye-catching, contemporary designs – have special accessories for the optimal loading of REFORM machines. Additionally, we also use outside forwarding agencies and railway transport.



Dimensions Muli T6 – T8 S



- A** Max. width exterior mirrors
- B** Max. width multi-cut built-on self-loading trailer/PrimAlpin
- C** Wheel outer width depending on tyres
- D** Top roof edge height
- E** Height of multi-cut built-on self-loading trailer/PrimAlpin
- F** Length axle/bumper
- G** Wheelbase
- H₁** Length of multi-cut built-on self-loading trailer
- H₂** Length of PrimAlpin (long wheelbase)



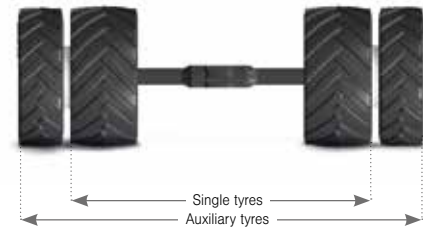
Dimensions in mm

| | Muli T6 15.0/55-17 | Muli T7 15.0/55-17 | Muli T7 S** 15.0/55-17 | Muli T8 S 15.0/55-17 |
|----------------------|-----------------------|-----------------------|---------------------------|-------------------------|
| A | 2,380 | 2,380 | 2,380 | 2,380 |
| B | 2,190/2,470 | 2,190/2,470 | 2,190/2,470 | 2,190/2,470 |
| C | 2,115 | 2,115 | 2,115 | 2,076 |
| D | 2,270 | 2,310 | 2,310 | 2,265* |
| E | 2,885/2,925 | 2,885/2,925 | 2,885/2,925 | 2,860/2,900* |
| F | 1,440 | 1,440 | 1,440 | 1,440 |
| G | 2,725/3,100 | 2,725/3,100 | 2,805/3,180 | 2,805/3,180 |
| H₁ | 6,075/6,450 | 6,075/6,450 | 6,155/6,530 | 6,155/6,530 |
| H₂ | 6,505 | 6,505 | 6,585 | 6,585 |

* lowered suspension

**with suspension

Outer wheel widths Muli T6 – T8 S



Outer wheel widths in mm

| | T6-T7 | T7 S-T8 S |
|---|-------|--------------|
| AG tyres front | | |
| 285/80 R16 | 2,000 | — |
| 285/80 R16 with auxiliary wheel 7.00-18 | 2,440 | — |
| 15.0/55-17 | 2,075 | 2,075 |
| 425/55 R17 | 2,140 | 2,140 |

Road tyres front

| | | |
|--------------|-------|-------|
| 295/75 R16 | 2,010 | — |
| 265/70 R19.5 | 1,980 | 1,980 |
| 15.5/55 R18 | 2,120 | 2,120 |

AG tyres rear

| | | |
|--|--------------|----------------------|
| 285/80 R16 | 1,770 | — |
| 285/80 R16 w. auxiliary wheel 7.50-18 | 2,265 | — |
| 285/80 R16 w. twin tyres 285/80 R16 | 2,435 | — |
| 15.0/55-17 | 1,850 | 1,850/2,040** |
| 15.0/55-17 w. auxiliary wheel 7.50-18 | 2,355 | 2,355/2,545** |
| 425/55 R17 | 1,905 | 1,905/2,100** |
| 425/55-R17 w. auxiliary wheel 7.50-18 | 2,360 | 2,360/2,550** |
| 425/55-R17 w. auxiliary wheel 285/80 R16 | 2,550 | 2,550/— |

Road tyres rear

| | | |
|--------------|-------|---------------|
| 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)

REFORM Muli – the original!



| Technical data | Muli T6 | Muli T7 | Muli T7 S | Muli T8 S |
|--|--------------|--------------|-------------|-------------|
| Engine | | | | |
| Type | VM R754 ISE4 | VM R754 ISE4 | VM R754 EU6 | VM R754 EU6 |
| Power hp | 74.8 | 74.8 | 109 | 109 |
| Power kW | 55 | 55 | 80 | 80 |
| Displacement/cyl. | 2,970 | 2,970 | 2,970 | 2,970 |
| Cyl. | 4 | 4 | 4 | 4 |
| Torque | 280 | 280 | 360 | 360 |
| at engine speed | 1,100 | 1,100 | 1,100 | 1,100 |
| Nominal speed rpm | 2,600 | 2,600 | 2,600 | 2,600 |
| Emission level | 3B | 3B | 4 | 4 |
| Exhaust gas recirculation | ✓ | ✓ | ✓ | ✓ |
| DPF | ✓ | ✓ | ✓ | ✓ |
| SCR catalytic converter | - | - | ✓ | ✓ |
| Fuel tank, litres | 120 | 120 | 120 | 120 |
| AdBlue tank, litres | - | - | 14 | 14 |
| Electrical system | 12 V/100 Ah | 12 V/100 Ah | 12 V/105 Ah | 12 V/105 Ah |
| Alternator | 140 A | 140 A | 140 A | 140 A |
| Drive/chassis | | | | |
| Dual disc dry clutch with separate actuation | ✓ | ✓ | ✓ | ✓ |
| Shuttle gearbox 16/8 | ✓ | ✓ | ✓ | ✓ |
| Creep speed gearbox 32/8 | o | o | o | o |
| Speeds at 40 or 50 kph with 425/55 R17 tyres | 40 | 40 | 38 | 38 or 47 |
| Driving/steering axles at front and drive axle at rear via portal axles | ✓ | ✓ | ✓ | ✓ |
| Driving/steering axle via front and rear portal axles | o | o | o | o |
| Permanent four-wheel drive with mechanically switchable centre differential | ✓ | ✓ | ✓ | ✓ |
| Mechanical actuation | ✓ | ✓ | ✓ | ✓ |
| 100% mechanical rear differential lock | ✓ | ✓ | ✓ | ✓ |
| 100% mechanical front differential lock | o | o | o | o |
| Mechanical single-wheel spiral suspension on the front axle via trailing link | - | ✓ | o | - |
| Hydro-pneumatic single-wheel suspension on the front axle via trailing link | - | - | - | ✓ |
| Hydro-pneumatic single-wheel suspension on the rear axle via trailing link | - | - | - | o |
| Front steering | ✓ | ✓ | ✓ | ✓ |
| Crab steering | o | o | o | o |
| 4 wheel steering | o | o | o | o |
| Service brake: hydraulic dual-circuit four-wheel disc brakes via internally ventilated disc brakes on front and rear axles | ✓ | ✓ | ✓ | ✓ |
| Parking brake: Sliding saddle disc brake with mechanical actuation | ✓ | ✓ | ✓ | ✓ |
| Wear-free brake retarder | - | - | o | o |
| Tyre variants | | | | |
| 285/80 R16 AG | ✓ | ✓ | - | - |
| 15.0/55-17 AG | - | - | ✓ | ✓ |

| Technical data | Muli T6 | Muli T7 | Muli T7 S | Muli T8 S |
|--|---------------------------------------|---------------------------------------|---------------------------------------|--|
| 425/55 R17 AG profile | o | o | o | o |
| 440/50 R17 All-Ground | - | - | - | o |
| 265/70 R19.5 road tyres | - | - | - | o |
| 15.5/55 R18 road tyres | - | - | - | o |
| Cab | | | | |
| Open cab with tinted windscreen and rear window | ✓ | ✓ | ✓ | ✓ |
| Closed cab with tinted all-round windows, doors with sliding windows and heating | o | o | o | o |
| Roof fan | o | o | o | o |
| Air conditioning | o | o | o | o |
| Radio | o | o | o | o |
| Comfort seat leatherette, mechanically sprung with lap belt (driver/passenger) | ✓ | ✓ | ✓ | ✓ |
| Comfort seat cloth cover, mechanically sprung with lap belt and high backrest (driver/passenger) | o | o | o | o |
| Comfort seat cloth cover, air-cushioned with lap belt and high backrest (driver/passenger) | o | o | o | o |
| Comfort seat cloth cover, mechanically sprung with 3-point seat belt, high backrest and seat heater (driver/passenger) | o | o | o | o |
| Comfort seat cloth cover, air-cushioned with 3-point seat belt, high backrest and seat heater (driver/passenger) | o | o | o | o |
| Changeable lighting | o | o | o | o |
| Rear working light | o | o | o | o |
| Rear LED working lights | o | o | o | o |
| LED rotating warning light | o | o | o | o |
| OWS | o | o | o | o |
| Interfaces | | | | |
| Front attachment area optionally with mounting plate size 3 or front linkage cat. 1. | o | o | o | o |
| Lifting force front linkage kg | 900 | 900 | 900 | 900 |
| Lifting force kg | 1,800 | 1,800 | 1,800 | 1,800 |
| Hydraulic system: basic equipment l/min | 42 | 42 | 42 | 42 |
| bar | 180 | 180 | 180 | 210 |
| Control units: basic equipment | 2 d.a.f./ f.r./1 d.a.r. | 2 d.a.f./ f.r./1 d.a.r. | 2 d.a.f./ f.r./1 d.a.r. | 1 d.a.f./ f.r./1 d.a.r./ 1 s.a.f. |
| Control units: optional (maximum equipment) | 3 d.a.f./ f.r./1 d.a.r./ 1 t.r. | 3 d.a.f./ f.r./1 d.a.r./ 1 t.r. | 3 d.a.f./ f.r./1 d.a.r./ 1 t.r. | 3 d.a.f./ f.r./1 d.a.r./ 1 s.a.f./1 t.r. |
| Hydraulic control | | | | |
| mechanical | ✓ | ✓ | ✓ | - |
| electrical | - | - | - | ✓ |
| Parallel lines, front/rear | o | o | o | o |
| PTOs | | | | |
| Rear 540 rpm | ✓ | ✓ | ✓ | ✓ |
| Front 540 & 1,000 rpm | o | o | o | o |
| Weights | | | | |
| Dead weight with standard equipment | 2,460 | 2,520 | 2,850 | 2,980 |
| Axle load front | 3,100 | 3,100 | 3,100 | 4,200 |
| Axle load rear | 4,600 | 4,600 | 4,600 | 4,600 |
| Perm. gross weight | 7,000 | 7,000 | 7,500 | 8,000 |

| | |
|---------------|---|
| Standard | ✓ |
| Optional | o |
| Not available | - |

REFORM. Teamwork Technology.

Boki



Muli



Metrac



Boki excavator

Mounty



Motech



Metron

Illustrations may show special equipment. Typographical errors and technological changes excepted.

PRO1110/1118

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