

## Technical Data

### Engine

Engine type	6-cylinder, diesel, turbocharged, with intercooler, with cruise control feature
Engine model	Cummins QSM11
Engine horsepower, hp (kW)	375 (280)
PTO (option), 1,000 RPM	PTO shaft 44.5mm (1.75 in) $\phi$ 20 splines; multiple-disc wet clutch, with brake

### Fuel system

Engine displacement	10.8L
Two fuel tanks (operating capacity)	925L
Fuel system/inlet system	electronic throttle control/duplex air filter, intercooler

### Transmission

Transmission type	Quadshift®III mechanical transmission with 12 forward and 4 reverse speed; 3 ranges per speed, with 4 synchronized gears
Oil system (with filter), capacity	36.7L
Cooling system, capacity	59L
Transmission without PTO, capacity	37.9L
Heavy-duty planetary axle gear, capacity	51L
Air conditioning system 2.3 $\pm$ 0.1 kg/amount of refrigerant in the system	307.5mL
Windshield washer, reservoir capacity	3.3L

### Hydraulics

Hydraulic system	Closed Center Load Sensing: with fluid bleeding at peak load of 200 bar (2,900 psi), with 4 pairs of hydraulic valves controlled from the cab
Hydraulic system performance at rated engine speed	170 L/min

### Axles

Heavy-duty axles	with external planetary gears and robust differentials
Hitch pin diameter	51mm (2 in)
Drawbar clevis	with lock pin
3-point hitch (option)	IVN category, convertible to category III
Standard load-carrying capacity	5,900kg

### Electric system

Batteries	3 maintenance-free batteries, 625CCA
Alternator	12V, 130A
Lighting	2 high beams, 2 work lights on the grille, 2 work lights on front fenders
Mirrors	rear view mirrors inside the cab on the side post

### Overall dimensions, mm\*

Muffler top height	3,720
Cab roof height	3,450
Wheel base	3,540
Total length	6,750
Road clearance	430
Turning radius (with standard wheels)	4,860
Turning circle diameter (with standard wheels)	9,730
Total weight of a standard tractor**	11,690 kg

\* All dimensions are based on 520/85 R42 dual wheels

\*\* The tractor weight in standard configuration is made up of: 12x4 Quadshift® III mechanical transmission, 520/85 R42 dual wheels, standard drawbar, empty tank, no operator, no accessories, no ballast (liquid or weights)

● standard ○ option

ROSTSELMASH reserves the right to improve individual characteristics without notice

# RSM 2375 4WD Tractor



**1. POWERFUL ENGINE**



RSM 2375 tractors are equipped with 10.8L QSM 11 engines. Powerful, efficient, adapted to operate in the non-friendly environment, these engines are the result of decades of research and cutting-edge innovations. They will always start in any weather, generating virtually no smoke, unparalleled life, minimum noise at high speeds, and easy drive control

**2. FUEL TANK CAPACITY AND WEIGHT DISTRIBUTION**

Two fuel tanks with a total capacity of 927L provide non-stop field operation with no need for refuelling during the shift. The tanks are of the same size and interconnected via a special branch pipe. The filler necks are conveniently located on both sides allowing refueling from either side. The fuel tanks are placed in the middle of the tractor, so that weight is equally distributed to the front/rear axles regardless of the fuel level in the tanks



**6. HYDRAFLOW HYDRAULIC SYSTEM**



The HydraFlow® Closed Center Load Sensing Hydraulic System provides required pressure for efficient operation of implements. When not loaded, the system operates in low pressure power-saving mode, creating a reserve for the transfer of all power. The hydraulic system equipped with load sensors helps adjust and supply pressure as required. If no high pressure is needed, the system provides a reserve of energy. A separate steering circuit provides a stable supply of pressure that is not disrupted when implements are operated. If steering is not used, the extra power is sent to the main implement system

**3. QUADSHIFT® MANUAL TRANSMISSION**



Quadshift® III 12x4 manual transmission is standard equipment. The transmission has 3 speed ranges. Each range has 4 synchronized speeds that are smoothly shifted. The gear ratios are matched for flexibility and maximum performance within the main range from 4.8 to 12.8 km/h. Simple design, reliability, manual control in all driving modes are the main benefits of the mechanical transmission. High torque transmitted by the mechanical transmission to the tractor wheels eliminates any unwanted slip losses while maintaining high fuel efficiency



**7. CAB HAS EVERYTHING THE OPERATOR NEEDS**



You will appreciate the convenience and comfort of the cab. The door is opened to the right to have more space on the cab landing platform, which is convenient for maintenance jobs. The stairs and platform are fitted with convenient handrails. All the technical solutions employed are simple and intuitive. Improved noise insulation, ergonomics, and a great panoramic view create the perfect conditions for productive work

**4. FRAME, AXLES, DRAWBAR**

Traditionally, robust axles are designed to enable the installation of planetary and sun pinions in the final drives to which the wheels are joined.



The planetary gears transfer all available power through the large precision helical gear. Planetary hubs are suspended on large bearings attached directly to the axle beam. The entire weight is supported by the axle beam, rather than the drive components

**5. CONTROL LEVERS**

The control levers are conveniently located on the side console and match the colours of couplings. There is a good reason for locating the levers here – they are in the direct sight of the operator facilitating tractor operation and maintenance. Each lever has a three-position detent below, which allows easily selecting and latching the desired setting for the current job



**8. MAINTENANCE**

The front grilles swing open outwards. This gives the operator maximum convenience for maintenance, i. e. cleaning and inspecting the radiator and the cooling system



The batteries on the right side of the tractor are fitted with a metal cover for protection. The gas spring provided raises and holds the cover for easy access and maintenance of the batteries



The engine intake air filter is conveniently located for regular service to be timely performed to prevent rapid engine wear in heavy-duty applications

