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LANDWIRTSCHAFT AUF DEN PUNKT GEBRACHT



# SMALL, EXCELLENT AND HIGHLY TALENTED

With compliments from

# FENDT

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# SMALL BUT EXCELLENT AND HIGHLY TALENTED

The tractors of the new Fendt **200 Vario** generation have been designed as the smallest tractors in the Fendt family – in terms of size and engine power. Yet they do boast the FendtONE concept of tractor operation which makes the little boys just as smart as their big siblings.

## IN A NUTSHELL

- The new Fendt 200 series is a line-up of five 79hp–124hp models.
- The tractors feature a new cab and the FendtONE console, enjoying the same functions that are otherwise only found on the big machines.
- Autoguidance, headland management and ISOBUS have now been implemented.

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In the absence of a premium paint finish and a nickname such as ‘Black Beauty’, the latest offspring hardly stands out among the big boys when on display at agricultural shows. The 200 Vario is the smallest tractor in the Fendt stable and something like a pony among the Dieselross workhorses. Launched in 2009, it is the last model range to be equipped with the infinitely variable gearbox, which marks the last step and completion of Fendt’s long-term move from mechanical to power-splitting gearboxes.

Anyone who has several brothers and sisters will surely have gone through the experience that the younger ones were granted rights and privileges at a much earlier age than their elder brothers or sisters who had to fight for the same rights. Similarly, the new 200 Vario has been treated to a level of comfort and features that is normally found only on high-powered tractors – such as a convenient headland management system, electronic spools with rate and time control, ISOBUS functions and freely assignable keys. It has even been given the new FendtONE workstation at a much earlier stage than its bigger 800 and 900 siblings.

## LIGHTWEIGHT DARLING

These ‘baby tractors’ are far from being just another kid on the Marktobendorf block. After all, more than two thousand of these Fendt 200 models in standard specification

The new generation Fendt 211 Vario is a compact jack-of-all-trades of up to 124hp.

**1** The fuel tank moved from the front end to the steps, making room for the AdBlue tank. The single-piece bonnet opens up wide.

**2** The rear linkage lifts 4,200 tones, almost equivalent the machine's own weight. The ISOBUS socket and ELC, pto, mudguard and spool controls are new.



are rolling off the assembly line every year. Their light weight makes them very popular in the grassland community, the short wheelbase and tight turning circle make them very agile for yard work and the low 2.62m profile allows them to pass through lower entrances into older buildings.

Standout features are the new styling and the larger cab. The B-post – one of six – has been moved to the rear, making way for a wider door. This is an important detail, because tall operators did feel rather cramped in the old 200 cab. The climate control condenser has been moved from the roof to the front end and near the radiators, thereby increasing the headroom and allowing the designers to raise the operator seat, which has put an end to the slightly odd GoKart feel.

The front window curves up into the roof, which together with the roof hatch not only makes the cab brighter but also provides good visibility in loader work. Yet, tractor operators who prefer a convertible drive experience will appreciate the news that the opening front window is still there! All others will meanwhile appreciate the optional climate control system.

Yet, sometimes it is not so much the lack of comfort that spoils your day on the tractor

but minor details such as the folding passenger seat which was a source of annoyance on the predecessor machine. Fendt listened and addressed the issue and the outcome is impressive: The new passenger seat is sturdy, reasonably upholstered and quickly moved out of the way.

#### **FENDTONE IS (NEARLY) IDENTICAL ON ALL MACHINES**

The drive lever on the previous Fendt 200 tractor was shaped like a golf ball, a peculiarity and a loss that nobody will really mourn. On the small Vario tractors, it has been replaced by the new FendtOne drive lever. FendtONE is the new à la carte driver's station which we tested on the 314 Vario (*agrarheute 11/2020*). But for the 200 series machines, the FendtOne is more than just an operation centre. In fact, for these small tractors it is something like being elevated to the nobility of Marktoberdorf, because it gives the small tractors access to features that have not been available in this horsepower bracket before.

Just look at the cab. Like the 300 Vario, the 200 bids farewell to the analogue dashboard with its switches and tiny display and replaces it with a digital tablet-style display screen (the 'Dashboard'). This follows any

movement of the steering column which in turn is released and adjusted by means of the floor pedal. There is also the dial-push control that has been moved from the armrest to under the steering wheel on the right. The armrest is narrower now, which is good in view of the cab dimensions. The pedal speed range can also be adjusted by means of a dial which is concealed in the armrest under a flap.

The genetics have not been modified on the 200 generation machines which retain the well-proven front axle suspension, the ML 75 transmission and three-cylinder Agco Power engine.

Emissions are now expelled without being recirculated but rather through a diesel oxidation filter and a particulate filter. Nitrogen oxides are neutralised by an SCR catalyst. Remarkably, most exhaust gas treatment components are accommodated under the bonnet despite space being in really short supply here. The solution makes for a slim exhaust stack.

A tank cap has survived on the bonnet, but now it is the cap for the AdBlue tank. The 125-litre fuel tank has been moved back to where it belonged in the first place – next to the cab steps. No changes to the rear and front axle. Yet each axle is specified



for higher loads, which increases the gross weight to 7.5 tonnes. After deducting those extra 200kg that came with the update, the machine still offers a 300kg higher payload. Excellent!

**10HP IN RESERVE FOR THE FLAGSHIP**

Unlike the higher-powered series, the 200 Vario covers 0-40km/h within one single travel range, reaching 40km/h at a frugal

1,550rpm which translates into approximately 200rpm less than on the predecessor.

Beyond that, it also keeps 10hp in reserve, a feature that is indicated by the red figures in the badge. The extra power compensates for power loss caused by such assemblies and components as the hydraulic system, air conditioning and the pto. However, the extra power is not freed all at once but progressively by the DynamicPerformance engine

**3** The high-end level of specification comprises stylish daytime running lights. A double-acting spool is an option.

**4** The new cab is larger, higher and more spacious. The armrest-mounted display screen is not obligatory.

**5** The loader weight is transferred to the middle of the tractor for excellent stability.

**6** The 3L cross control gives good modulation of all three loader functions and also reverses the tractor.





**1** The digital dashboard is even part of the entry-level specification. It is operated from the dial-press switch low down to the right.

**2** The 200 models score high marks for low deadweight and packing a mighty punch under the bonnet – the perfect outfit for pulling a 10m<sup>3</sup> tanker in bottom-mount attachment in convenient road travel.



## REVIEW OF FENDT 211 VARIO

### PLUS & MINUS

- ➕ More cab space and higher seating
- ➕ Front linkage offers hydraulic suspension
- ➕ Autoguidance is available as a factory-installed feature
- ➕ Cross control with reversing button for direction changes
- ➖ Pedal speed range setting dial is in an awkward place
- ➖ High list price

**Minimum use:  
927h/year**

$$MU = \frac{F_c}{rc - vc} = \frac{€10,840}{€19 - €7.30} = 927\text{h/year}$$

### Explanations

MU	Minimum use
Fc	fixed costs: €10,840/year (= 10% of the purchase price)
Vc	variable costs/ha: €7.30/h (wear, service and maintenance)
RC	Rental costs: €19/h

### Technical data

Engine	Agco Power AP 33 AWI
Rated output*	105hp (77kW)
Maximum output without DynamicPerformance (DP)*	114hp (84kW)
Maximum output with DP*	124hp (91kW)
No. of cylinders/cubic capacity	3/3.3l
Maximum torque with DP (at engine speed)	508Nm (1,600rpm)
Tank capacities (fuel/urea)	125l/16l
Transmission	ML75
Gross weight	7.5t
Kerb weight	4.28t
Wheelbase	2.37m
Turning circle	8.9m
Overall height	2.62m
Continental hitch/ bottom-mount hitch tongue load	2t/2t
Rear lift power	4.2t
Hydraulic output (option)	33 + 42l/min (104l/min)
Maximum tyre size (front)	440/65R24
Maximum tyre size (rear)	540/65R34
Max. number of spools (front/rear)	1/4

**Price € 108,397**

Source: Manufacturer information, \*ECE R120; base specification list prices excl. VAT



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control system, which is very different from a normal boost that kicks in only when the tractor reaches a certain road speed or if the pto is running.

But this second helping is only available for the flagship, the 211 Vario which is then able to generate up to 124hp – not bad for a slim three-cylinder machine.

### MACHINE ATTACHMENT AND REMOVAL, SLURRY SUCKING

The 200 Vario is a popular grassland machine which allows grassland farmers to use unsprung mowers, because the front linkage offers the necessary float control. Also, an external control front and rear makes machine attachment easier. The pto and linkage controls at the rear are joined by a control for one spool that is even assignable.

A practical comfort function for slurry spreading is this: If the pto is started from the external control, engine speed will also increase automatically for sucking slurry. Another novelty is that the 200 now speaks ISOBUS Light, which means the Isobus socket supplies only 25amps. But this has no effect on the machines which the 200 is designed to operate.

### MORE THAN A GRASSLAND TRACTOR

We tested the 200 Vario in road transport, field work and grassland. Although raised by only a few centimetres, the new seat position made all the difference in the drive experience. And the three-cyl. engine purrs like a contented cat, because any extra power it may need is supplied by the DynamicPerformance feature which smooths peak loads in heavy going. Although field work is not

exactly its favourite type of work, it really digs into the furrow at 1,600rpm when pulling a four-furrow plough through heavy soil. Transport work, pulling a 13t tipping trailer, is done with the usual aplomb while scoring high marks on operator comfort.

What's more, the 200 is really destined for agile loader work, courtesy of the 3L joystick including the reversing button on the armrest, the powerful oil pump and the roof hatch. Add to this the excellent weight distribution thanks to the close attachment position of the loader.

Pulling a 10m<sup>3</sup> slurry tanker with trailing shoe applicator, the optional autoguidance system on the 200 guided us along the waylines – again a novelty in this power band.

### SUMMARY

Until recently, the 200 Vario models were known as simple tractors which left the more complex jobs to their high-horsepower siblings. This has now changed. The new armrest and FendtONE transform the 200 models into intelligent machines and give them nearly all the same specs of the high-capacity machines. That's really impressive and makes the machine more versatile although not exactly cheaper.



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