

**MULI**  
**MUNICIPAL**



**Multifunctional  
all year round.**

**REFORM** 

TECHNOLOGY AT ITS BEST

Cutting edge technology and safety.

# The Reform Muli Chassis.

**On the road or in the field, on snow or scree –** The chassis concept of the REFORM transporters impresses with reliable technology and universal application. Front and rear section are linked by a pivoting joint, forming the robust chassis, on which a wide variety of attachments can be mounted.

- 2** The front **platform frame** is joined together with the engine, gearbox and front axle to form a fixed unit. This way it provides a solid carrier frame for the cab and the front mounting frame for 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.

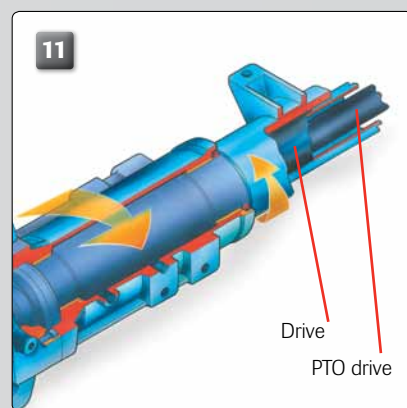
With its two speeds options (540 and 1,000 rpm), this drive unit is suited for a wide range of attachments.

- 3** **Steering with hydraulic synchronising cylinder (T6 – T9 S)**  
No changed kinematics during 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 axle.

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





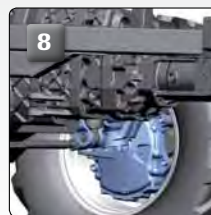
**4** The large **dual disk dry clutch** with separate actuation endures full power translation and a long service life.

**Drive:** hydraulic actuation 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, etc.), a creep speed gearbox with 8 additional speed ranges is available (T5 from 280 m/h, T6–T9 from 370 m/h).

**6** The massive **main frame** is the mount for various attachments such as tipper, crane, top mounted spreader, leaf vacuum, etc. The attachments are mounted with quick releases such as anchor and eye bolts.

**7** The large 82-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. The low centre of gravity and the large track provide superb terrain capability.



The **pivoting central joint (9)** between the front and rear axles takes care that all 4 wheels have permanent ground contact, ensuring safe driving behaviour in any situation. You get full power transfer and optimum soil protection also in rough terrain.



The centre tube with the propeller shafts for the rear wheel drive and for the **power-shift 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 disks and pads. Service and maintenance cost is minimised.







## REFORM Muli – The Universal Transporter

# Efficiency through Versatility.

REFORM transporter have been designed for universal application in the municipal sector all year round, as well as for special purposes in the most diverse areas. They benefit from their formidable terrain capability, maximum safety, and high operational and driving comfort.

**REFORM transporters have been produced in series since 1967.**

### The benefits at a glance:

- Powerful, flexible engines from 70 to 101 hp
- Centre tube: Protected routing of the travel drive and rear PTO drive
- 4 full attachment areas
- Ergonomic workplace
- Permanent four-wheel drive
- Portal axles with high ground clearance
- Hydrostatic steering
- Independent suspension for highest driving comfort (T7 – T9 S)
- Quick-release mounting of changeable attachments
- Permanent ground contact of all 4 wheels (central joint)
- 3 mechanical power-shift PTOs possible
- Fine speed increments with shuttle gearbox and preselectable splitting
- Low dead weight
- 4 wheel steering (T8 S, T9 S)
- Wear-free auxiliary brake system (T7 S – T9 S)



## The all season transporter!



REFORM Muli

# 4 full attachment areas.

**The chassis is designed for changeable attachments.** Quick-change attachments such as tipper, winter service attachments, leaf vacuum, crane, deposit tipper and many more make the vehicle a compact and versatile work horse. Reform Transporters feature 4 full attachment areas for a large range of attachments.

**1 Main frame**  
for top-mounted  
attachments

3-side tipper, deposit tipper,  
top mounted spreader, leaf  
vacuum, road brush, fire engine  
equipment

**2 Front linkage / front  
mounting frame**  
with/without front PTO

Snow plough, snow blower  
Rotary disc mower, flail mower,  
leaf vacuum/blower

**3 Platform frame**  
behind the cab  
or at the rear end

Loading crane, timber crane

**4 Rear linkage,  
trailer hitch**  
with rear PTO

Var. 3 point attachments and  
trailers



**For a wide range of everyday requirements.**





1 Deposit tipper



1 Road brush



1 3-side tipper  
4 Rear linkage



1 Top mounted spreader  
2 Snow plough



1 3-side tipper  
3 Loading crane



1 Fire engine equipment



1 Top mounted container  
2 Leaf vacuum/blower



1 3-side tipper  
2 Extension arm boom flail mower



## REFORM Muli – The all-round vehicle for any terrain.



## Muli attachments

# High efficiency saves time and money!

**Efficiency and versatility** are standard in REFORM transporters. Whether it's clearing snow in winter or vacuuming leaves in autumn, whether it's transporting with a tipper or loading with a crane – the REFORM transporters have a wide field of application, and do it all with only one base machine! The different attachments are mounted to the massive main frame with quick couplings like anchor or eye bolts and can be changed quickly. The use of various deposit systems is particularly efficient. You change deposit containers in a matter of minutes and are ready for the next job. Water containers, crane attachments, salt spreaders, special containers for cemeteries, rock dumpsters for excavation work, large containers for greenland maintenance, flatbeds for forklift loading, ground loading for machinery, and much more.



## REFORM transporter with deposit system

Changing deposit containers ...



... in a matter of minutes ...







Transporter with deposit tipper



Transporter with tipper and loading crane



Transporter with fire engine equipment

... and your vehicle is ready ...



... for the next job!



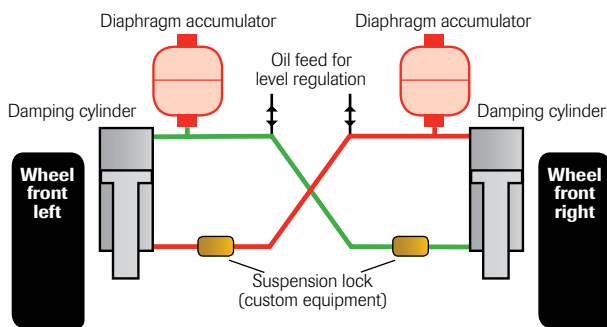


The suspension concept in the Muli T8 S and T9 S

# HCS High Comfort Suspension.

## Single-wheel suspension with level adjustment.

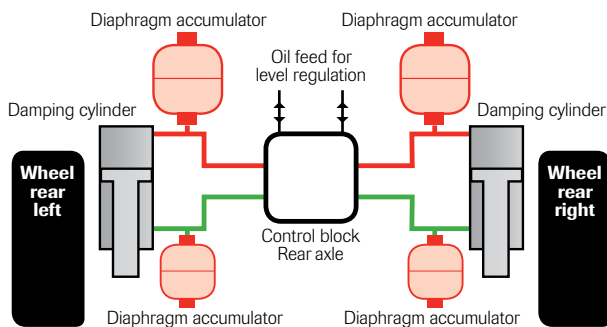
Front axle suspension concept: CROSS SWITCH



**HCS High Comfort Suspension** is a new suspension concept designed for demand-oriented driving comfort, which delivers highest comfort, stability and safety in any driving situation. The electronically controlled **hydro-pneumatic suspension system** with level regulation keeps the wheel position 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 in rough terrain even safer.

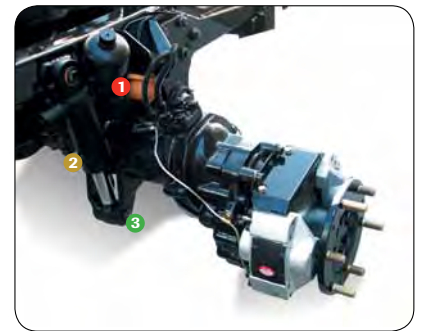
Rear axle suspension concept with counter pressure at the piston ring



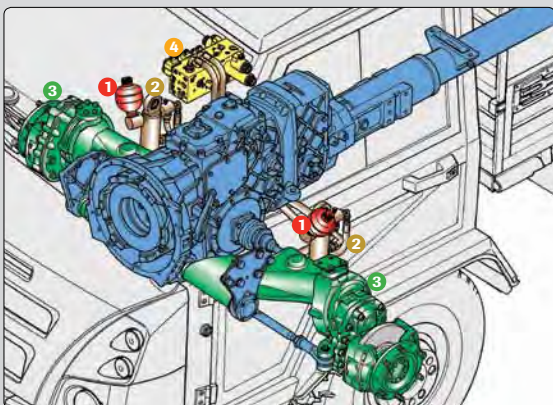
### Suspension principle of the portal axes

Single-wheel 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 location
- 4 Hydraulic block



## Driving comfort with HCS.





The efficient Muli

# The Right Speed for Every Task.

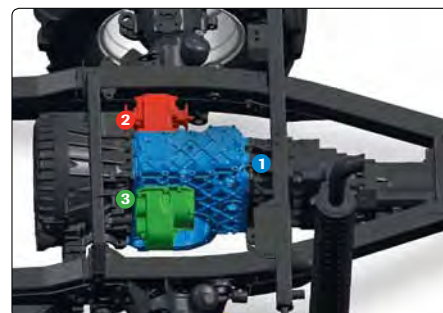
**REFORM transporters have a synchronised 40 kph splitting gearbox as standard equipment**, in which the splitting group subdivides the 8 forward gears into 16 gears, creating an even finer speed stepping. For use in slow working mode, an optional finely stepped **creep speed gearbox (24 gears)** is available, which makes extremely slow driving possible.

## Your benefits from the REFORM speed change gearbox:

- Narrow, even, field-oriented gear steeping – mature and sound
- Low moving-off speeds – essential for rough terrain
- 8 gears in the main working range between 4 and 12 kph
- Creep speed group with 8 creep speed gears from 360 to 1,780 m/h (e.g. for extension arm boom flail mower, snow blower)
- 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
- Now 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 (I–4) and splitting (I–II)
- Optimum working speed and PTO speed for maximum productivity of the attachments (e.g. rotary disc mower in front combined with top-mounted self-loading trailer in the rear)
- Precision helical gearing, perfect match of engine, gearbox and drive ensure safety and long service life



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)

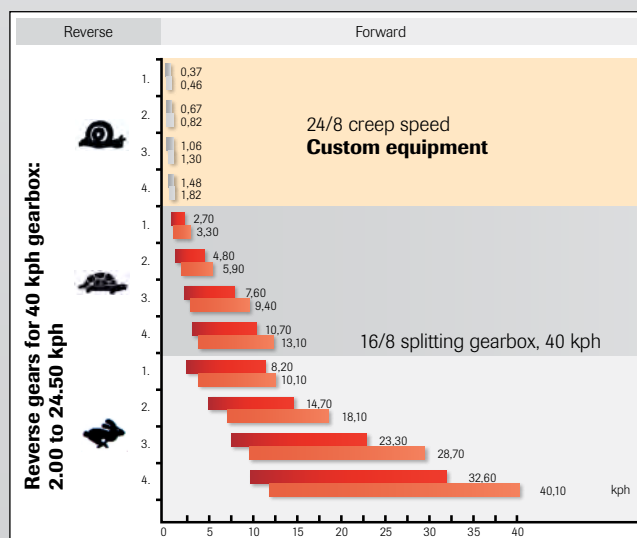
## Gear shifting made easy.



### Your choice:

- **16/8 splitting gearbox**
- **24/8 creep speed gearbox** (option)
- **Lateral drive** (option) as an extension to the main gearbox, required for driving the front PTO.

The gear shift levers are ergonomically placed next to the driver's seat (picture on left). Driving speeds of Muli T5 – Muli T9 S (diagram on right).





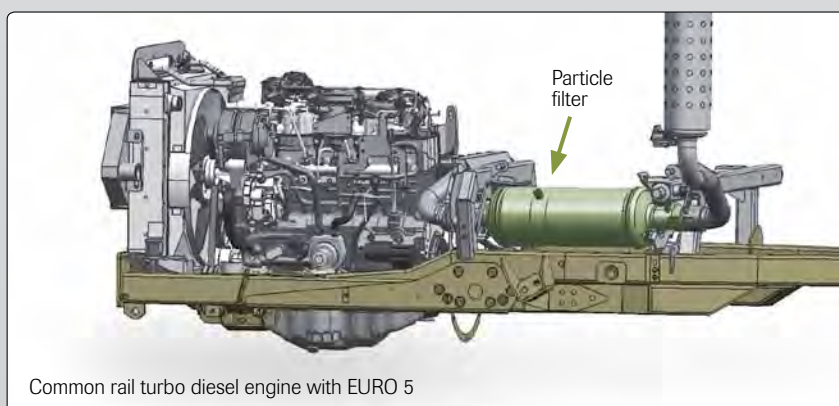
REFORM Muli T9 S

# The Powerful Eco Champion with Euro 5 and Particle Filter.

**Forward-looking technology** based on mature high-tech manufacturing processes for maximum reliability in daily use are the hallmarks of the **Muli T9 S**.

REFORM is embracing its responsibility towards the environment, installing a self-regenerating particle filter as standard equipment in this model. Features like the HCS single-wheel suspension and comfortable operation (such as hydraulic operation by joystick) make the Muli T9 S the absolute champion with regards to driving comfort and environmental protection.

- 98 hp / 72 kW common rail turbocharged diesel engine
- Dead weight from 2,700 kg
- Particle filter for the environment
- HCS single-wheel suspension
- Hydraulics operation by joystick



## Self-regenerating diesel particle filter

The closed loop diesel particle filter system reduces soot emission by over 98%. The system also absorbs and eliminates 99.9% of the particulate matter. For the sake of the environment, an oxidation catalytic converter is additionally installed.

## New engine with 98 hp and EURO 5

The brawny 3-litre common rail turbocharged engine is torquey, with much power from low revs. Intercooling, cooled exhaust gas recirculation and a particle filter deliver compliance of the strict EURO 5 exhaust emission level regulations.



All controls are ergonomically placed and clearly arranged for easy access by the driver. The device can additionally be equipped with **customised operating equipment** and elements (e.g. reversing camera).



**Powerful operation hydraulics  
with comfortable joystick operation (T8 S, T9 S)**

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 provides especially convenient working, e.g. in snow plough operation.

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



## REFORM Muli T8 S

# Super strong and comfortable with HCS suspension system.

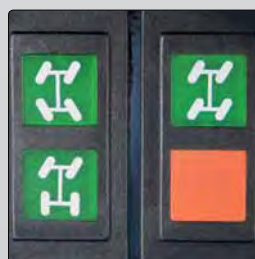
The new **Muli T8 S**, as a modern transporter, is strictly designed for efficiency, performance and work comfort. It benefits from high axle and pay loads and with driving comfort of the highest level through the HCS High Comfort Suspension – single-wheel suspension with level regulation and optional suspension lock.

In the Muli T8 S, REFORM has implemented what you would expect of a modern transporter.

- 101 hp / 74 kW turbocharged diesel engine
- Dead weight from 2,650 kg
- HCS single-wheel suspension
- Hydraulics operation by joystick



## REFORM 4 wheel steering



**REFORM 4 wheel steering for T8 S and T9 S with sprung rear axle (option):**

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





**Sit down and feel good  
in the comfort cab:**

- Exemplary operating comfort
- Pleasant climate conditions
- Effective vibration damping
- Noise-damping interior trim
- Anatomically contoured seats
- Much elbow-room
- Large, tinted window glasses
- Generous stowage space
- Wide opening full-glass doors (option)
- Air conditioning / cab heating (option)
- Height and tilt adjustable steering column (option)

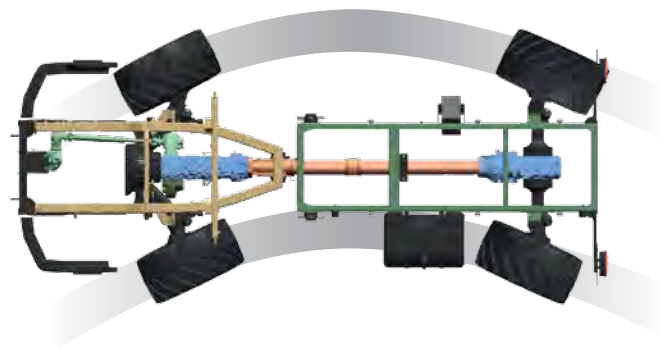


The dual sliding side windows in the doors (optional) and a large venting rear window provide comfortable climatic conditions both in summer and winter.



**These are the special features of the original  
REFORM 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 modus 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.
- For safety reasons, 4 wheel steering only active up to 20 kph.







Muli T8 S and T9 S









## REFORM Muli T7 S

# The powerful all-round tool.

Users appreciate its **easy, solid operation and enormous engine output.**

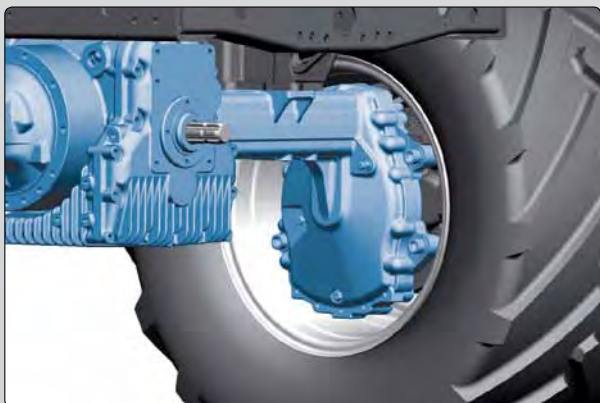
Especially on slopes, a high moving-off torque is essential. The T7 S puts this out just above the idling speed.

For special driving comfort, the Muli T7 S can be equipped **with a mechanical front axle suspension** like the Muli T7.

- 101 hp / 74 kW CR turbocharged diesel engine
- Dead weight from 2,460 kg
- Option: Front axle single-wheel suspension



The modern **common rail turbocharged diesel engines** of the Muli S-series have an electronic accelerator pedal with a "PTO mode". This makes it possible to preselect a precise engine speed via a rocker switch – especially for PTO operation. Moreover, this engine speed can be incremented up and down as you need it.



### More power

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 drive train. 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.





**Height and tilt adjustable steering column**  
(Option in Muli T7 S – T9 S)

With a few moves you move the steering column up, so you can enter the cab comfortably. The steering wheel is locked equally quick in your optimal working position for a comfortable drive.



The familiar robust design of the **controls** in the T7 has been adopted in the T7 S.



#### **Safe braking**

As a standard, the types T7 S – T9 S come with **internally ventilated disk brakes** (front and rear). Braking efficiency is clearly increased by larger brake discs.

#### **Wear-free and economical**

The wear-free auxiliary brake system supports the service brake and minimises the wear of the whole brake system. Activating this **eddy current brake** is easy and comfortable: The conveniently located hand lever is positioned right next to the steering wheel and can be switched in steps.

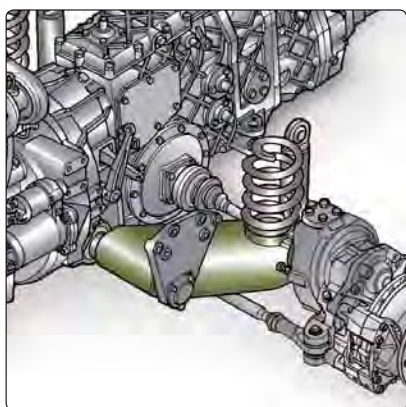


## REFORM Muli T7

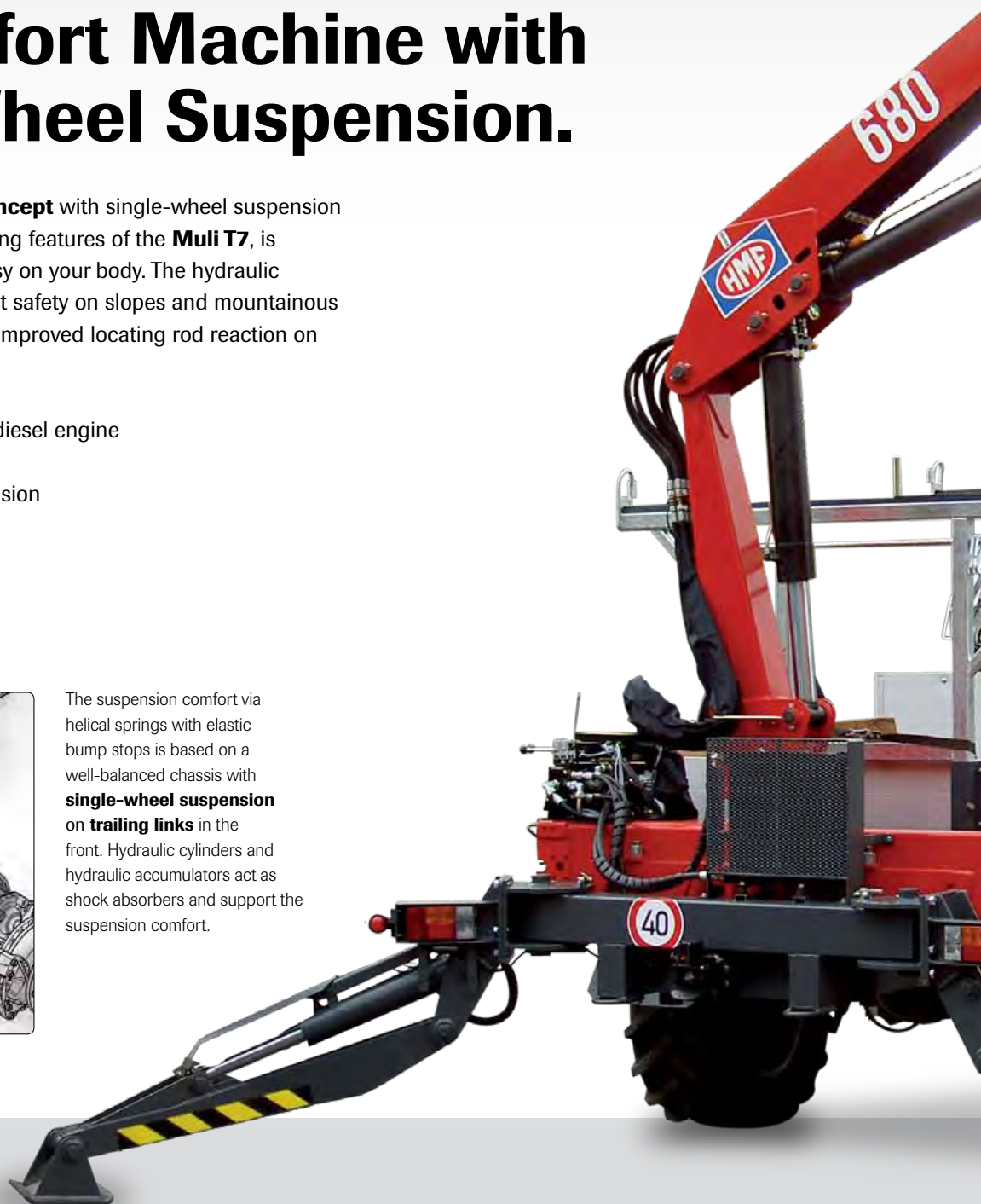
# The Comfort Machine with Single-Wheel Suspension.

The sophisticated chassis concept with single-wheel suspension of the front axle, the distinguishing features of the **Muli T7**, is comfortable on the road and easy on your body. The hydraulic suspension lock provides highest safety on slopes and mountainous terrain. Smooth axle mounts for improved locating rod reaction on bumps.

- 81 hp / 59.8 kW turbocharged diesel engine
- Dead weight from 2,450 kg
- Front axle single-wheel suspension



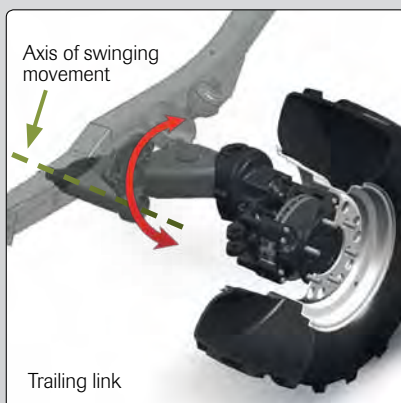
The suspension comfort via helical springs with elastic bump stops is based on a well-balanced chassis with **single-wheel suspension on trailing links** in the front. Hydraulic cylinders and hydraulic accumulators act as shock absorbers and support the suspension comfort.



### What is a trailing link suspension?

The spring deflection and rebound of the wheel 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 drive train
- 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 by even ground contact.
- Protects the turf in frequent passages
- Fewer open spots and gaps in the turf caused by damage
- Lower risk of slipping
- Lower ground pressure
- Higher safety on slopes





#### Take your seat and look forward to your work.

The wide door opening and the generous space make the Muli a comfortable workplace – also for demanding customers. Tinted window glasses reduce heat radiation and provide best all round view. The powerful cab heating and fresh air supply from outside provide a comfortable climatic conditions both in summer and winter use. Air conditioning system optional.



Clearly arranged and colour coded hydraulic controls make your work easier.

As a standard, the types T6 – T9 S 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 is characterised by low pedal force and high braking power. The brake booster is also standard. The fine incrementation of the brakes in the Reform Muli is state of the art. For sprung rear axles, an **axle-load dependent brake booster** is used, which prevents early blocking of the wheels.

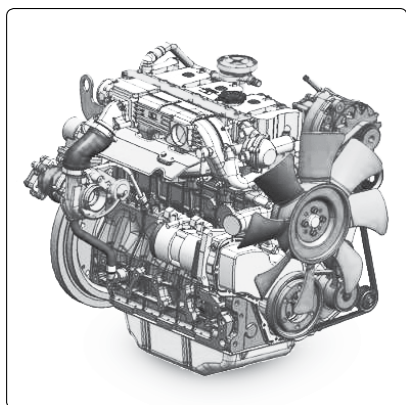


REFORM Muli T6

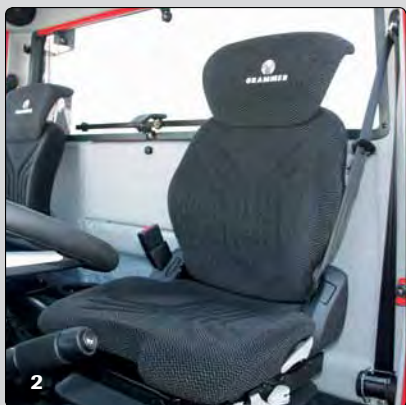
# Your Powerful Partner in the Field.

The **Muli T6** with its sturdy axles and the same robust design as its big brother Muli T7 satisfies all requirements for a high performing, reliable transporter. Practice-oriented, innovative and ecologically sensible transporter technology for the modern farm.

- 81 hp / 59.8 kW turbocharged diesel engine
- Dead weight from 2,390 kg
- Uncomplicated, robust technology



The modern **4-cylinder turbocharged diesel engine** with direct injection puts out 81 hp. The turbocharger produces a high torque and full engine performance also 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!

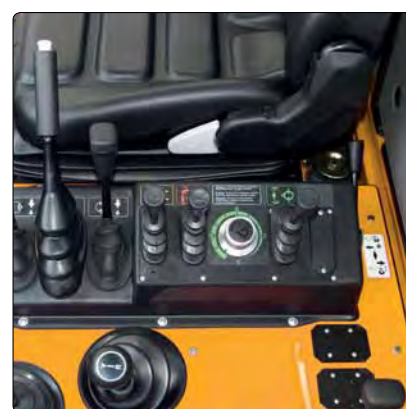
Longitudinally and height adjustable **comfort seats** with tilt adjustable backrest in 3 designs are available:

- 1 Easy care with leatherette cover
- 2 Pleasant with cloth cover
- 3 Comfortable with air damping, cloth cover, high backrest and integrated 3-point seat belt (not for T5)

On request, also the models 1 and 2 are available with high backrests, textile protective covers or seat belts.



**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.



**The controls** are clearly and ergonomically arranged in functional groups.



#### **Powerful operation hydraulics**

Muli T5, 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) (T5 – T9 S).

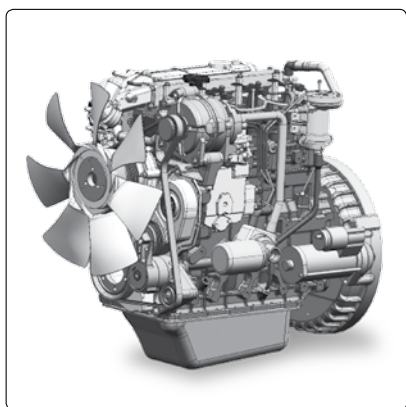


REFORM Muli T5

# The Efficient Entry-Level Model.

**Benefit from the Muli T5** by its high quality, smart technology, functional superiority and efficiency in the municipal sector, landscaping and many other applications. With its compact dimensions, low dead weight and the new 70-hp VM turbocharged direct-injection engine, the Muli T5 is unbeatable in extreme terrain.

- 70 hp / 51.5 kW turbocharged diesel engine
- Dead weight from 2,190 kg
- Lightweight and agile



**Reliable, thrifty, durable** – these are the attributes of the brawny 70-hp 4-cylinder diesel engine with turbocharger and direct injection in the Muli T5.



The **central joint** ensures best adaptation to the terrain and constant ground contact of all 4 wheels. This provides optimal power transfer, and maximum soil protection in combination with the **centre differential**.

The drive trains run optimally protected inside the **central tube** from the main gearbox to the rear axle gearbox.

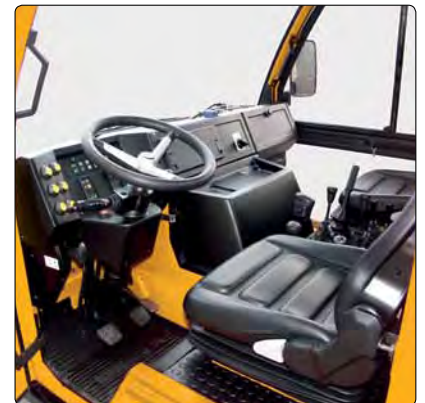
The time tested, robust **portal axles** of the Muli with differential locks ensure maximum ground clearance in the terrain.



The **controls** are clearly arranged and ergonomically placed. Indicator and warning lights inform about the current operating status at all times.



Wide-opening full-glass doors (optional) with glass down to the sill provide superior visibility on both sides. The doors can be easily and quickly installed and removed as needed.



**Your comfortable workplace.** The rubber mounted, vibration damped cab, anatomically contoured comfort seats and optimal all round view allow you to go for hours without getting tired.



#### 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.
- Possible use of front attachments across product families (e.g. flail 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

# Top Equipment for Any Job.



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



The **hydr. 3-point front linkage** (mounted at the front attachment frame) avail. w. hydr. weight compensation.



The **3-point linkage** is available in various designs with fixed or moving lower links.



Automatic rear **trailer hitches** are available in pivoting or fixed design.



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



Muli T8 and T9 can be optionally equipped with a **digital tachygraph**.



An **opening roof** that can be opened at all sides provides fresh air supply.



The **air conditioning** provides comfortable climatic conditions on hot days.



One or two **working lights** behind the cab provide sufficiently good visibility at night.



The detachable **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 finished in your specified **custom paint**.

## Easy operation with comfortable controls



Operate up to 3 control valves with one **joystick** or enjoy the easy, intuitive operation of a **fully route-dependent control unit** of a spreader. Depending on the attachment, the Muli is equipped with a convenient, individual operating unit. Also your special demands will be considered.

While the solution is high-tech, the operation is intuitive and mere routine in the shortest of time. So you have your work completely under control.



REFORM Multi

# The climbers with the strong profile!

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.

Road tyres



295/75 R16



265/70 R19.5



15.5/55 R18

Turf tyres



440/50 R17

Universal tyres (AG profile)



31x15.50-15



265/70 R16



285/80 R16



15.0/55-17



425/55 R17



## Auxiliary wheels with universal wheels

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

The right wheels for every job.



Innovative engineering since 1910

# Customer Satisfaction through Quality.



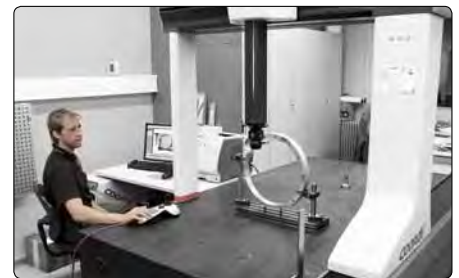
The REFORM-Werke Wels is one of the few manufacturers which assume undivided responsibility for the entire value added chain. Have a brief tour on the creation of Reform products, from development of a new machine to standard production. The entire production process is subject to the requirements of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



Latest equipment, such as 3-D 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 build a wide range of vehicle types and variants.



Before delivery, all vehicles undergo intensive **functional testing** such as here on the chassis dynamometer.



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.

A large part of the machines are transported with **REFORM's own lorries** – they reach their destination fast and safely.

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













## Wheel outer widths Muli T5 – T9 S



- A** Max. width exterior mirrors
- B** Wheel outer width
- C** Height roof top edge
- D** Height cargo area
- E** Distance axle – bumper
- F** Wheelbase
- G** Length bumper / lamp holder
- H** Length with tipper

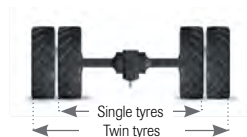
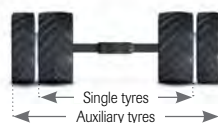


Dimensions in mm

	Muli T5 265/70 R16	Muli T6 285/80 R16	Muli T7 285/80 R16	Muli T7 S 15.0/55-17	Muli T8 S 15.0/55-17	Muli T9 S 15.0/55-17
<b>A</b>	2,300	2,380	2,380	2,380	2,380	2,380
<b>B</b>	1,770 - 2,217	1,998 - 2,431	1,998 - 2,431	2,075 - 2,140	2,075 - 2,140	2,075 - 2,140
<b>C</b>	2,090	2,245	2,275	2,295	2,220*	2,220*
<b>D</b>	1,020	1,050	1,090	1,110	1,080*	1,080*
<b>E</b>	1,390	1,440	1,440	1,440	1,440	1,440
<b>F</b>	2,725 / 3,100	2,725 / 3,100	2,725 / 3,100	2,753 / 3,128	2,753 / 3,128	2,753 / 3,128
<b>G</b>	4,720 / 5,095	4,747 / 5,122	4,747 / 5,122	4,775 / 5,150	4,775 / 5,150	4,775 / 5,150
<b>H</b>	4,990 / 5,250	5,012 / 5,272	5,012 / 5,272	5,040 / 5,300	5,040 / 5,300	5,040 / 5,300

\* Lowered suspension

## Wheel outer widths Muli T5 – T9 S



Wheel outer width in mm	T5	T6 – T7	T7 S – T9 S
<b>Road tyres front</b>			
33x12.5 R15	1,865	—	—
295/75 R16	—	2,010	—
265/70 R19.5	—	1,980	1,980
15.5/55 R18	—	2,120	2,120

<b>Road tyres rear</b>			
33x12.5 R15	1,705	—	—
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**

<b>AG tyres front</b>			
<b>265/70 R16</b>	<b>1,780</b>	—	—
265/70 R16 w. aux. wheel 6.50-16	2,250	—	—
<b>31x15.50-15</b>	2,030	—	—
<b>285/80 R16</b>	1,815	<b>2,000</b>	—
285/80 R16 w. aux. wheel 7.00-18	—	2,440	—
<b>15.0 / 55-17</b>	2,010	2,075	2,075
<b>425/55 R17</b>	2,025	2,140	2,140

<b>AG tyres rear</b>			
<b>265/70 R16</b>	<b>1,625</b>	—	—
265/70 R16 w. aux. wheel 6.50-16	2,100	—	—
265/70 R16 w. twin wheel 265/70 R16	2,300	—	—
<b>31x15.50-15</b>	1,870	—	—
<b>285/80 R16</b>	1,655	<b>1,770</b>	—
285/80 R16 w. aux. wheel 7.50-18	2,170	2,265	—
285/80 R16 w. twin wheel 285/80 R16	2,330	2,435	—
<b>15.0/55-17</b>	1,920	1,850	1,850/2,040**
15.0/55-17 w. aux. wheel 7.50-18	2,440	2,355	2,355/2,545**
<b>425/55 R17</b>	1,940	1,905	1,905/2,100**
425/55-R17 w. aux. wheel 7.50-18	2,440	2,360	2,360/2,550**
425/55-R17 w. aux. wheel 285 / 80 R16	—	2,550	2,550/—

\*\* suspended rear axle (not available for T7 S)

## REFORM Muli – The original!



# Technical data



**Muli T5**



**Muli T6**

<b>Engine</b>	4-cylinder 4-stroke diesel engine, VM-D 754 SE3 with turbocharger and direct injection, 51.5 kW (70 hp) at 2,600 rpm, displacement 2,970 cm³, water-cooled	4-cylinder 4-stroke diesel engine, VM-D 754 TE3 with turbocharger and direct injection, 59.8 kW (81 hp) at 2,600 rpm, displacement 2,970 cm³, water-cooled
<b>Gearbox</b>	Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears. <b>Option:</b> Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears. Gearbox variant for <b>T5 and T6: 30 kph</b>	
<b>Clutch</b>	<b>Dual disk dry clutch with separate actuation:</b> Hydraulic drive clutch – pedal, power-shift PTO – hand lever	
<b>Axles / differential locks</b>	<b>Portal axles with differential lock rear</b> (preselectable, manually operated). Option: Front differential lock (preselectable, manually operated) – required for agricultural version!	
<b>Axle drive</b>	Permanent four wheel drive via preselectable, mechanically locking centre differential	
<b>Suspension</b>	-	
<b>Steering system</b>	Hydrostatic steering with differential cylinder and dedicated hydraulic circuit	Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit
<b>Service brake</b>	Hydr. dual circuit 4 wheel drum brake with hydraulic brake booster	Hydr. dual circuit 4 wheel brake with hydraulic brake booster, internally ventilated disk brakes front and rear.
<b>Parking brake</b>	Mechanical parking brake as sliding saddle disk brake acting on propeller shaft	
<b>Engine hydraulics</b>	Tandem hydraulic pump <b>32 l/min (T5), 42 l/min (T6)</b> , 180 bar, oil tank 13 l (T5), 26 l (T6), equipped with engine hydraulics <b>var. H2:</b> 2 control valves d.a.f., 1 control valve d.a. (n) and flow regulator, extension up to max. 4 control valves	
<b>PTO</b>	Power-shift PTO at rear axle gearbox, 540 rpm, clockwise; <b>Option:</b> Power-shift PTO at side or front, 540 or 1000 rpm switchable, counter-clockwise	
<b>Cab</b>	Rubber mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all round view, spherical tinted windscreen, cab illumination with reading light, interior mirror, sun visors, wipers with intermittent mode, electrical windscreen washer. <b>Option:</b> Rear panel with hinged rear window or closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows.	Rubber mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all round view, spherical tinted windscreen, rear panel with hinged tinted rear window, cab illumination with reading light, interior mirror, radio preparation in roof incl. areal, sun visors, wipers with intermittent mode, electrical windscreen washer. <b>Municipal version option:</b> Integrated roof illumination, roof reinforcement (required for air conditioning), special coating in the wheel housing. <b>Option:</b> Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows
<b>Gauges</b>	Tachometer with integrated operating hours meter ( <b>T5: no tachometer</b> ), fuel gauge, remote thermometer, indicators with symbols, self canceling turn signals	
<b>Electric system</b>	Battery 12 V, 100 Ah, alternator 70 A, full road lighting, with clear glass H4 headlights and reversing light; <b>Option:</b> Roof illumination	Battery 12 V, 100 Ah, alternator 110 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder; <b>Option:</b> Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)
<b>Fuel tank</b>	Polyethylene tank, capacity 82 l	Polyethylene tank, capacity 82 l; <b>Option:</b> Heated fuel filter
<b>Seat designs</b>	Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest; <b>Option:</b> High backrest for comfort seat, cloth seat cover, seat belts	
<b>Accessories</b> Further options on request	Radio preparation incl. speakers and aerial, stereo radio with CD, cab roof with opening or roof ventilation, upright exhaust pipe, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains	Noise absorbing interior trim, heated windscreen/rearview mirror, 2 speakers (without radio), stereo radio with CD, cab roof with opening roof or roof ventilation, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage with hydr. weight compensation, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains
<b>Attachments</b> Further tools on request.	Scraper floor, built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader, front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum	
<b>Miscellaneous</b>	<b>Quick release</b> for tools and attachments, front hitch with locking pin	
<b>Weights</b>	Dead weight (chassis) depending on type and equipment: from 2,190 kg Permissible axle load, front: 2,700 kg Permissible axle load, rear: 3,800 kg Permissible gross weight: 6,000 kg	Dead weight (chassis) depending on type and equipment: from 2,390 kg Permissible axle load, front: 3,100 kg Permissible axle load, rear: 4,600 kg Permissible gross weight: 7,000 kg





## Muli T7

4-cylinder 4-stroke diesel engine,  
VM-D 754 TE3 with turbocharger and direct injection, 59.8 kW (81 hp) at 2,600 rpm,  
displacement 2,970 cm³, water-cooled

Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.

**Option:** Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears.  
Gearbox variant: 30 kph or 50 kph (not for Switzerland), for wheelbase 3,100 mm only

**Dual disk dry clutch with separate actuation:**  
Hydraulic drive clutch – pedal, power-shift PTO – hand lever

**Portal axles with differential lock rear** (preselectable, manually operated).  
**Option:** Front differential lock (preselectable, manually operated) – required for agricultural version!

Permanent four wheel drive via preselectable, mechanically locking centre differential

Single-wheel suspension on trailing links via helical springs with elastic spring buffers at front axle; shock absorbers as hydraulic cylinders with hydraulic accumulator; suspension lock

Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit

Hydr. dual circuit 4 wheel brake with hydraulic brake booster,  
internally ventilated disk brakes front and rear.

Mechanical parking brake as sliding saddle disk brake acting on propeller shaft

Tandem hydraulic pump **42 l/min, 180 bar, oil tank 26 l**, equipped with engine hydraulics **var. H2:** 2 control valves d.a.f.,  
1 control valve d.a. (n) and flow regulator, extension up to max. 4 control valves

Power shiftable PTO at rear axle gearbox, 540 rpm, clockwise;  
Option: Power-shift PTO at side or front, 540 or 1,000 rpm switchable, counter-clockwise

Rubber-mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all-round view, spherical tinted windscreen,  
rear panel with hinged tinted rear window, cab illumination with reading light, interior mirror, radio preparation in roof incl. aerial, sun visors,  
wipers with intermittent mode, electrical windscreen washer. Noise absorbing interior trim and noise absorption package with upright exhaust in MULI S series.

**Municipal version option:** Integrated roof illumination, roof reinforcement  
(required for air conditioning), special coating in the wheel housing.  
**Option:** Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows

**Tachometer** with integrated operating hours meter, fuel gauge, remote thermometer, indicator light, air filter, indicator lights with symbols, self-canceling turn signals

Battery 12V, 100 Ah, alternator 110 A, full road lighting, with clear glass H4 headlights, reversing light and lamp holder;  
**Option:** Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and marker lights)

Polyethylene tank, capacity 82 l; **Option:** Heated fuel filter

Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs:  
Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest;  
**Option:** High backrest for comfort seat, cloth seat cover, seat belts

Noise absorbing interior trim, heated windscreen/rearview mirror, 2 speakers (without radio), stereo radio with CD, cab roof with opening roof or roof ventilation, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage with hydr. weight compensation, rear 3-point linkage, ground speed PTO, various trailer hitches, custom paint, snow chains

Scraper floor, built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader,  
front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum. Further tools on request.

**Quick release** for tools and attachments, front hitch with locking pin

Dead weight (chassis) depending on type and equipment: from 2,450 kg  
Permissible axle load, front: 3,100 kg  
Permissible axle load, rear: 4,600 kg  
Permissible gross weight: 7,000 kg



## Muli T7 S

4-cylinder 4-stroke diesel engine,  
VM-R 754 IE3 with turbocharger and common rail direct injection,  
74 kW (101 hp) at 2,600 rpm, displacement 2,970 cm³, water cooled

Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.

**Option:** Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears,  
and gearbox variant 50 kph (not for Switzerland), only with front axle suspension and wheelbase 3,128 mm.

**Option:** Single-wheel suspension on trailing links via helical springs with elastic spring buffers at front axle; shock absorbers as hydraulic cylinders with hydraulic accumulator; suspension lock

PE tank, capacity 82 l, with heated fuel filter.

Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs:  
Comfort seat with leatherette cover (standard) or cloth cover, air cushioned seat with cloth cover and high backrest;  
**Option:** High backrest for comfort seat, cloth seat cover, seat belts, air cushioned seat with cloth cover and integrated 3 point seat belt

Noise absorbing interior trim, heated windscreen/mirror, 2 speakers (without radio), stereo radio with CD, cab roof with opening or roof ventilation, adjustable steering wheel, air conditioning (only for municipal cab), upright exhaust, noise absorption package, speedometer, various lamp holders and warning lights, working light, front PTO, front attachment frame optionally with front mounting frame or hydr. linkage, optional hydr. weight compensation and vibration damping. Rear 3-point linkage, various trailer hitches, custom paint, snow chains

Dead weight (chassis) depending on type and equipment: from 2,460 kg  
Permissible axle load, front: 3,100 kg  
Permissible axle load, rear: 4,600 kg  
Permissible gross weight: 7,000 kg



## Muli T8 S

4-cylinder 4-stroke diesel engine,  
VM-R 754 IE3 with turbocharger and common rail direct injection, 74 kW (101 hp) at 2,600 rpm,  
displacement 2,970 cm³, water cooled



## Muli T9 S

4-cylinder 4-stroke diesel engine,  
VM-R 754 EU5 with turbocharger and common rail direct injection, intercooling, exhaust  
gas recirculation incl. cooling, self regenerating particulate filter (Euro 5), 72 kW (98 hp) at  
2,600 rpm, displacement 2,970 cm³, water cooled.

Shuttle gearbox with synchronised speed change and reverse gears, terrain and road gear groups with preselectable splitting  
via rocker switch on gear lever, 16 forward gears (2.6 – 40 kph) and 8 reverse gears.  
**Option:** Creep speed gear group, 24 forward gears (0.36 – 40 kph) and 8 reverse gears, and gearbox variant 50 kph (not for Switzerland),  
not for rigid rear axle with short wheelbase

**Dual disk dry clutch with separate actuation:**  
Drive clutch hydraulic – pedal, power-shift PTO – hand lever

**Portal axles with differential lock rear** (preselectable, manually operated)  
**Option:** Differential lock front (preselectable, manually operated) – required for agricultural version

Permanent four wheel drive via preselectable, mechanically locking centre differential

**HCS – High Comfort Suspension:** Independent suspension with level regulation standard on front axle or optionally on both axles.  
Single-wheel suspension on trailing links via damping cylinders with hydraulic accumulators and elastic end stops.  
**Option:** Suspension lock (automatic in lowered position) for the sprung axles – required for agricultural version

Hydrostatic steering via hydraulic synchronising cylinder and dedicated hydraulic circuit

Hydr. dual circuit 4 wheel brake with hydr. brake booster, internally ventilated disk brakes front and rear.  
For rear axle suspension with axle load dependent tandem brake regulator

Mechanical parking brake as sliding saddle disk brake acting on propeller shaft

Tandem hydraulic pump **42 l/min**, max. pressure 210 bar, oil tank 26 l, equipped with engine hydraulics var. 2H: Base block with flow regulator, 1x s.a.,  
1x d.a.f., 1x d.a. (n), convenient operation via rocker switch or joystick (4/4 valves), extension to max. 5 control valves possible

Power shiftable PTO at rear axle gearbox, 540 rpm, clockwise;  
Option: Power-shift PTO at side or front, 540 or 1,000 rpm switchable, counter-clockwise

Rubber-mounted comfort cab with protection roof, comfort seats in various versions, large window area for good all-round view, spherical tinted windscreen, rear panel with hinged tinted rear  
window, cab illumination with reading light, interior mirror, radio preparation in roof incl. aerial, sun visors, wipers with intermittent mode, electrical windscreen washer. Noise absorbing interior  
trim and noise absorption package with upright exhaust in MULI T9 S series.

**Municipal version option:** Integrated roof illumination, roof reinforcement (required for air conditioning), special coating in the wheel housing.  
Option: Closed cab with heating, full-glass doors with continuously adjustable tinted sliding windows

**Tachometer** with integrated operating hours meter, fuel gauge, remote thermometer, indicator light, air filter,  
indicator lights with symbols, self-canceling turn signals

**Electronic system: CAN bus**, Battery 12V, 100 Ah, alternator 110 A,  
full road lighting, with clear glass H4 headlights, reversing light and lamp holder.  
**Option:** Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and  
marker lights)

**Electronic system: CAN bus**, Battery 12V, 100 Ah, alternator 105 A,  
full road lighting, with clear glass H4 headlights, reversing light and lamp holder.  
**Option:** Municipal cab with roof illumination (2 clear glass H4 lamps, turn signals and  
marker lights)

PE tank, capacity 82 l, with heated fuel filter.

Longitudinally and height adjustable comfort seats with tilt adjustable backrest in 3 designs: Comfort seat with leatherette cover (standard)  
or cloth cover, air cushioned seat with cloth cover and high backrest;  
**Option:** High backrest for comfort seat, cloth seat cover, seat belts, air cushioned seat with cloth cover and integrated **3 point seat belt**

Noise absorbing interior trim optional in T8 S, heated windscreen/mirror, 2 speakers (without radio), stereo radio with CD, cab roof with opening or roof ventilation, adjustable steering wheel, air  
conditioning (only for municipal cab), upright exhaust, noise absorption package optional in T8 S, speedometer, tachygraph, various lamp holders and warning lights, working light, front PTO,  
front attachment frame optionally with front mounting frame or hydr. linkage, optional hydr. weight compensation and vibration damping. Rear 3-point linkage,  
various trailer hitches, 4 wheel steering, custom paint, snow chains

Scraper floor, built-on self-loading trailer (standard cut unit, multi-cut unit), manure container, manure spreader, lateral spreader,  
front rotary disc mower, 3-side tipper bridge (all-steel or steel-alum design), various snow ploughs, road spraying and washing unit, leaf vacuum;  
extension arm boom flail mower, loading crane mounted behind cab

**Quick release** for tools and attachments, front hitch with locking pin

Dead weight (chassis) depending on type and equipment: from 2,650 kg  
Permissible axle load, front: 4,000 kg  
Permissible axle load, rear: 4,600 kg  
Permissible gross weight: 7,500 kg

Dead weight (chassis) depending on type and equipment: from 2,700 kg  
Permissible axle load, front: 4,000 kg  
Permissible axle load, rear: 4,600 kg  
Permissible gross weight: 7,500 kg









# REFORM – your strong partner.

**The acknowledged expert in municipal technology, intensive lawn care, mountain agriculture, horticulture and landscaping as well as seed drill construction since 1910.** Innovative quality solutions help to preserve a livable environment. We maintain a long term, reliable partnership with our customers. REFORM is your expert for steep slopes, so you experience best

possible safety on extreme terrain. REFORM machines are distinguished by compact design, low dead weight and excellent soil protection. The tried and tested REFORM 4 wheel steering allows formidable agility with the smallest footprint. REFORM is your partner for all year round operation, offering solutions tailored to your requirements.

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



Your Reform partner

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