

**Fendt Vario 832 Gen5:**

The right mix

There was huge hype when Fendt unveiled the newest generation Vario 800s a year ago, with a good match of size and power. We put the theory to the test this month, directing our spotlight at the biggest of the three models, the 832, to see what it has to offer.

With a wheelbase of 3.02m, the Fendt 832 Vario Gen5 is the "old" 900-series.

Fendt's target audience is clear: contractors and large farms looking for an all-rounder for both lighter, power-hungry jobs that can also turn its hand to heavy field work. With an unladen weight of just 10t, the 800-series is not only lively on the road, but, courtesy of its 17.5t permissible gross weight (once it is reined in to 50km/hr), it can shift a decent load, ideal for heavy front-rear combinations of all kinds.

More stroke = more capacity

An 800 Vario is not simply a bigger 700; the two are very different. This starts with the 800's engine: with a longer stroke on its six cylinders, the AGCO Power Core 80 is a 7.93-litre block. It also features high-pressure injection (2,500 bar), a variable-geometry turbocharger (which also has the option of functioning as an engine brake), a low-revving working concept and Dynamic Performance (boost available all the time). The 832 Vario delivers a maximum output of 252kW/343hp.

The DLG tests prove the promised on-paper performance is actually delivered.

At its rated speed of 1,700rpm, the 832 is already putting out a handy 229kW/311hp at the pto. Output maxes at 232kW/316hp as the engine revs pull back to 1,500rpm. At the same time, the engine delivers a whopping 1,553Nm of torque at 1,300rpm – in short, it's got plenty of grunt.

Not only that, but the engine's performance

has been finely tuned to match the Vario transmission. There is hardly any torque increase, at just 21%, with a 24% drop in engine speed, and only a 103% start-off torque. Apart from stationary pto work, this isn't a major problem, especially as the engine-transmission relationship is spot on.

Little diesel, more AdBlue

Put on the rolling road test bed we were able to do real-world scrutinising of the tractor's driveline efficiency. The Gen5 uses the larger TA250 Vario transmission, with just one speed range and automatic four-wheel drive. The fuel efficiency is so good in this power bracket that it set a new Powermix record with 235g/kWh. Up to now, this level of economy has only been offered by its big brother, the 1000 Vario range.

The 832 is especially impressive in heavy drawbar work, although its diesel sipping economy is even more apparent when it comes to road haulage. Aside from almost floating along at 60km/hr when the Core 80 purrs at 1,450rpm, there is the triple-point pneumatic cab suspension playing its part. In fuel saving terms we are talking double-digits compared to the 832's other competitors in this power bracket that we have tested. At 50km/hr, it is over 23% better than its similarly powerful rivals! The low power-to-weight ratio of just 40kg/kW plays right into the Fendt 832 Vario's hands.

The only downside is the AdBlue use, which is an average of 29g/kWh. That works out

UltraVision turns night into day. But that is not the only shining light for the 832, which scores good marks for its 343hp engine, superb ride comfort and new electronic options.



KEEPING IT BRIEF

The 832 is powerful,
economical and versatile.

Comfort features such as TMS-Flex,
cab suspension and operation
are impressive.

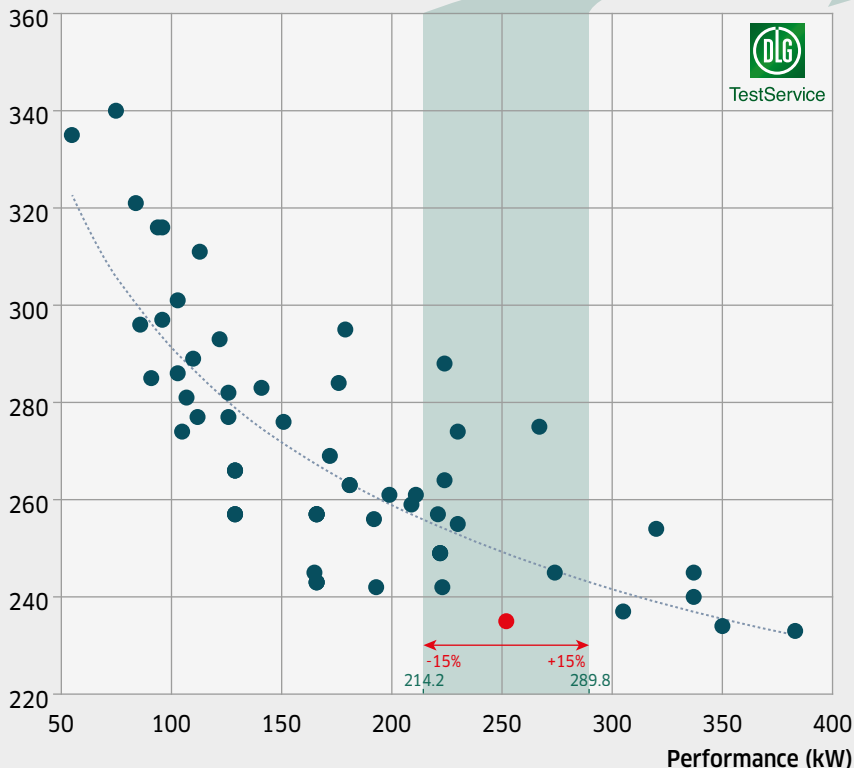
Criticisms: High AdBlue consumption
and the old Fendt chestnut of the
price, starting at over £355,000.



POWERMIX FENDT 832 VARIO

COMPARING FUEL ECONOMY IN THIS POWER BAND

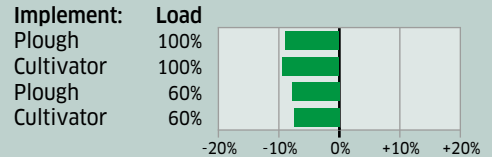
Powermix value (g/kWh)



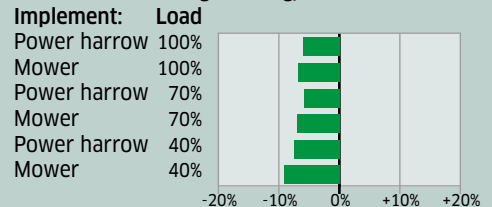
In the 214-289kW power band, Fendt's 832 is extremely frugal compared with nine other tractor models. The Powermix rate of 235g/kWh has only been previously achieved by one other tractor. Engine and transmission team up well during transport. However, the AdBlue consumption of 29g/kWh is above average.

FUEL CONSUMPTION IN FIELD WORK:

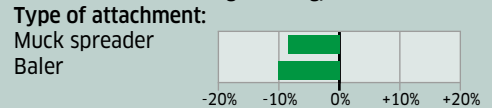
Draft work: On average 242.5g/kWh



Pto work: On average 230.8g/kWh



Mixed work: On average 235.0g/kWh



Powermix:

AdBlue: 9.5%



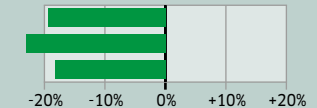
TRANSPORT MIX

On flat land:

At 40km/hr

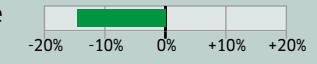
At 50km/hr

At 60km/hr



Uphill:

Maximum incline



Transport mix:

AdBlue: 8.9%



The 800 series also has the Concentric Air System with a pushing fan. Because it is driven hydraulically, it simply reverses direction to clean the grilles and rad pack. The air filter has its own clogging indicator. The front tyres are up to 1.65m tall and provide a decent footprint.

at between 5 and 6 litres per hour. Fendt's reasoning is that the AGCO Power engine doesn't have EGR, so it needs extra AdBlue to meet Stage V emission standards.

The AdBlue tank holds 65 litres (and there is 540 litres of diesel) which is enough for 12 hours of hard graft. The fuel gauge is deceptive: for the first few hours it hardly moves, leading you into a false sense of diesel sipping efficiency; in fact it will still show as full even after 100 litres have been siphoned out. Not ideal if you glance at the gauge in the morning thinking you have enough for a day's work.

One other negative engine-related point is servicing. While the 832's transmission and hydraulics only need fresh oil and filters at 4,000 hours, the engine is every 500 hours. For many businesses, this could mean the dealer van needs to be in the yard two or three times per year.



Plenty of comfort in the cab, albeit visibility to the right is not brilliant for taller operators.

Four pto speeds

There are no real shortcomings in the pto department. Four pto speeds are as good as it gets (540/540E/1,000/1,000E) though there is no 1,000E front pto. Alternatively, Fendt also offers three 900rpm pto speeds for operating stationary kit such as wood chippers. And speaking of wood chippers, reverse drive is a hefty £9,311 option on the 800-series.

The smallest hydraulic pump has a flow rate of 165l/min and is the standard fit. But the £999 optional 220l/min pump is expected to be the default for UK and Irish customers. If you want even more, then there is also a dual circuit set-up with 165 + 220l/min for hydraulic demanding fans on seed drills or driven axles.

Up to eight spools are available, too (two at the front, six at the rear). In test trim with the 165l/min pump, our tractor delivered 49.1kW – not exactly lavish. So, we would definitely recommend the 220l/min pump. This pump can come with optional 3/4-inch couplers for up to 170l/min through a single spool.

800 Series owners also have the option of electric PowerBeyond. Unfortunately, these couplers are not connected to the large leak-oil reservoir in the cross shaft for the simple reason that they are positioned below it. In this case, the flat-face coupling is the best option for connecting implements without leakage.

With the new software, spools can now be controlled from the terminal for up to 120 seconds, although not independently of time in both flow directions.

Strong lift system

Sticking with the tractor's rear, the Fendt 832 delivers a continuous lift capacity of 8,181daN; at the front it's 3,222daN. The rear arms offer some quick adjustment, a two-position pin for swapping between Cat III and IIIN, and then there is a tab that puts the arm in a higher position for some useful extra clearance over a drawbar/pto shaft. Only downside is there's no obvious symbol to show the arm is in the raised position so, if you do hitch to a mounted implement, you risk damaging the mechanism.

Praise goes to the practical top link holders with integrated weight relief system and



Five wide, grippy steps with excellent handrails lead into the cab.



The TMS-Flex button is beside the neutral (N) button. Otherwise, the FendtOne controls are much the same as on other Vario tractors.

the holder for the coupling balls – all of which add to the positives.

TMS-Flex

One common point of criticism of the Vario has been TMS mode and the fact that it requires the operator to either drive the tractor from the foot pedal or the joystick. Now comes TMS-Flex. From a button on the side of the joystick, the operator can select flex mode and then juggle back and forth between driving with the pedal and stick. This together with easy adjustment of the speed range and selecting a smaller speed range from the press of a button allows Vario operators to customise their driving experience to exactly how they like it.

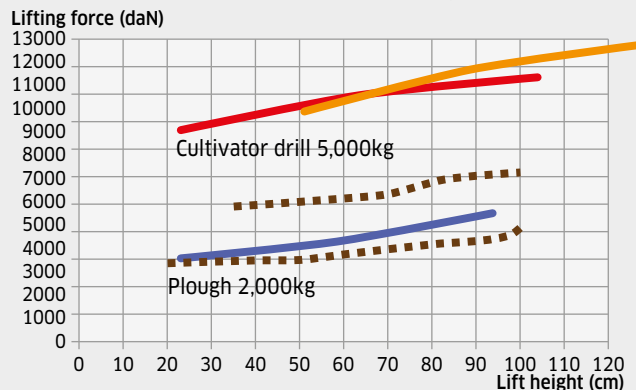
It is a pity that Fendt hasn't copied some other items from its green-and-yellow rival: when the operator accelerates from the joystick and then presses the foot brake, the Fendt doesn't coast to a stop; instead, once the brake pedal is released it carries on at the current speed. Here, we would much prefer the brake to act as the primary function. After all, when the brakes are pressed the operator generally wants to stop or at least slow down. Fendt argues that this is due to a consistent operating philosophy: this same function is also not available in drive stick mode without TMS-Flex.

Speaking of the 832's brakes, Fendt uses a dual-circuit brake system for the rear and front axle. Combined with very low pedal pressure, the tractor brakes very smoothly to a complete halt. This ties in nicely with the automatic trailer-brake control linked to the engine brake.

Which brings us to the cab

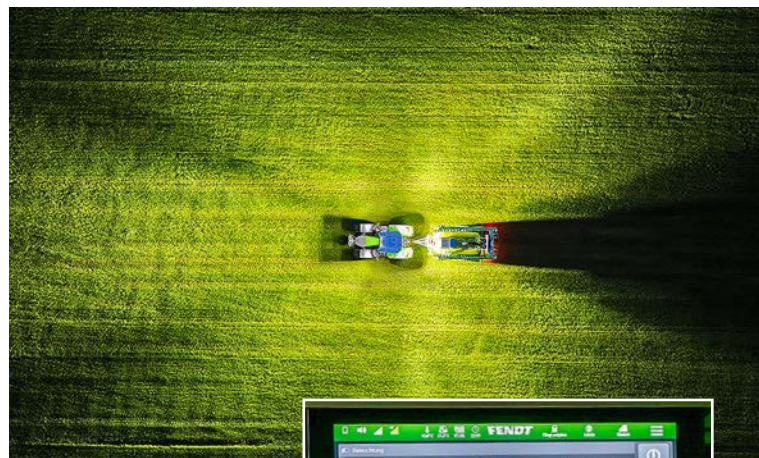
Getting in and out is well thought through: good steps, easy reach handles and wide

LIFT POWER AND LIFT REQUIREMENT



The Fendt 832 won't walk away from a 5t cultivator drill and similarly has no issues with a high-capacity front hopper

- Long lift arms: continuous 8,181daN, 80.9cm lift range
- Short lift arms: continuous 8,901daN, 75.2cm lift range
- Front linkage: continuous 3,222daN; 70.7cm lift range



Every light in the flower petal pattern (right) is selectable and dimmable. Even 36m wide booms are reliably illuminated.



opening door – not everyone gets this area right! At 70.9dB(A) the noise level is low but not class leading.

The FendtOne operating system is almost identical in its logic to all the other Fendt tractors. The only thing that's missing is the ventilated joystick, which still feels rather stiff.

By contrast, the buttons come very close to perfection, not only in how they work but also in how freely the functions can be assigned to them. The "white buttons" just need to adopt the relevant symbols that are displayed on the assignment screen.

The cab terminal really ought to save any changes to the job profile automatically. If you forget to save your settings, they'll be gone the next time you retrieve the job.

Without going into each function in detail (we just don't have enough pages for that),

the welcome F13 update offers a whole raft of electronic functions, such as:

- Slope Compensation with automatic drift adjustment of the way line on a slope.
- Headland management offering many different turns (K-, Y- and U-turn).
- Tramline Control for tramline calculation.
- Additional and selectable field boundaries, marking any obstacles such as poles, for example.
- Way lines with different spacings, for example for special crops.

Fendt is offering a big package here for the digitally minded customer.

Another new 800-series feature is a handy warning to operators should they try to inflate the tyres with VarioGrip at too high a speed. The 832 model can be clad with up to 1.65m high front tyres and 2.17m rear rubber. It takes the twin-piston compressor

only seven or so minutes to inflate all the tyres from 0.8 to 1.8 bar. It can drop the tyre pressure again in five minutes.

Bright, brighter, Ultravision

Up to 22 lights turn night into day with the Ultravision light option. Three different lens designs provide either wide or far-reaching illumination. Fendt charges £6,843 for the full light package – a point for negotiation in the overall price.

We're not completely happy with the menu structure for this option, because only the 832's dimmable headlights can be switched through the central "flower petal" layout. The dimmable headlights are, however, a blessing!

Summary

Lots of light! The Fendt 832 Vario sets new standards in its class between the 700 and 900-series: its diesel use and performance figures are record-breaking; payload is still excellent even at 60km/hr; four pto speeds and VarioDrive transmission combined with cab suspension are top notch; and Ultravision lighting is similarly impressive.

There are some criticisms on details such as the fuel gauge and the engine's 500-hour service interval. And, despite all that light, the price still casts a shadow – £358,900 in base spec and more than £440,000 in test spec if you include the maximum eight-year, 8,000-hour warranty package.

Tobias Bensing



Four pto speeds make this tractor a universal workhorse.

FURTHER DETAILS FROM OUR FIELD TEST

This is not a summary but a list of positive and less positive details.

+ POSITIVE

- + Wipers on side windows, clear a large area
- + Rainwater gutter on the front window
- + Good menu navigation and layout



The cab filter is in easy access and has an optional exhauster.



Holder provides easy reach storage for the coupling balls without any rattling.



A nice rail with Ram mounting and cable through-holes.

- NEGATIVE

- The mudguards move up and down at 60km/hr
- No proper toolbox
- No air gun for cleaning the cab interior



It's difficult to find out whether the lower links are fixed in their upper position.



Phone holder beside the terminal is not Fendt style.



The three-pin connector is good; yet there are only USB-A ports and no USB-C.

FENDT
fendt.com | Fendt is a worldwide brand of AGCO.

When efficiency takes you to the top.

The Fendt 832 Vario scores top marks in multiple categories in the DLG PowerMix – on the field and during transport.

#best of farming



+ 235 g/kWh Diesel

(+29 g/kWh AdBlue) in the field*

+ 331 g/kWh Diesel

(+38 g/kWh AdBlue) during transport at 60 km/h*

The Fendt 832 Vario achieves the lowest diesel consumption of all tractors up to 350 hp** and even scores the best test results for tractors over 305 hp during transport at 60 km/h. (As of 06/2026)

*DLG test report: 7599; **In the segment of all tractors tested by DLG up to 350 hp (as of 06/2026)



See for yourself and request a demonstration now:
www.fendt.com/800-vario

Leaders drive Fendt.



Width: 273cm; Length: 575cm;
Height: 332cm

FENDT 832 VARIO

TECHNICAL DATA

ENGINE: 235kW/320hp rated output, 252kW/343hp with Dynamic Performance at 1,700rpm, six-cylinder AGCO Power Core 80 with 7.93-litre engine, Stage V with DPF, DOC and SCR; 540-litre fuel, 65-litre AdBlue tank

TRANSMISSION: Steppless VarioDrive TA250 transmission with a travel range from 0.02 to 60km/hr, 32km/hr in reverse, powershuttle, cruise control, etc.

BRAKES: Fully pneumatic dual circuit air brake system with Tristop Cylinder on rear axle and direct cardan brake on front axle; standard air brake system

ELECTRICS: 12V battery 180Ah, alternator with 250amps

LINKAGE: Cat. III, ELC with lower linkage control, vibration damping, automatic stabilisers, optional front linkage

HYDRAULICS: 165l/min swash plate pump (standard), 200 bar; up to 8 elec. spools and Power Beyond (220l/min or 385l/min)

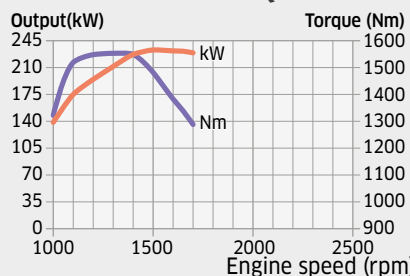
PTO: 540/540E/1,000/1,000E, 1 $\frac{1}{2}$ inch, six splines, electro-hydraulic engagement, front 1,000rpm pto optional

AXLES AND RUNNING GEAR: Planetary axle with multi-plate diff lock, automatic front axle drive control; test tyres VF650/60 R34 front, VF710/75 R42 rear

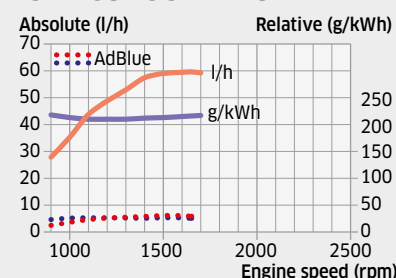
SERVICE AND MAINTENANCE: 31 litres of engine oil (oil change intervals: 500hrs), 63 litres of transmission oil (4,000hrs), 108 litres of hydraulic oil (2,000hrs)

PRICES: Basic specification from £358,900; test specification "Profi+" with RDA, GPS, LED, FHW, etc. £448,637

OUTPUT AND TORQUE



FUEL CONSUMPTION



TEST STATION RESULTS

PTO OUTPUT

Maximum at 1,500rpm	232.9kW
at rated speed	229.2kW

DIESEL AND ADBLUE CONSUMPTION

At max power	213 + 26.4g/kWh
Rated speed	217 + 22.8g/kWh
Absolute max/rated speed	59.1/59.3l/hr

TORQUE

Maximum	1,553Nm (1,300rpm)
Torque rise/speed drop	20.6/24%
Start-off torque	103%

TRANSMISSION

No. of gears in 4-12km/hr range	Stepless
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REAR LIFT CAPACITIES (90% max. oil pressure, corr.)

Bottom/middle/top	8,181/9,531/10,224daN
Lift height under load	80.9cm (23-103.9cm)

FRONT LIFT CAPACITIES (90% max. oil pressure, corr.)

Bottom/middle/top	3,222/3,870/4,968daN
Lift height under load	70.7cm (23-93.7cm)

HYDRAULIC OUTPUT

Operating pressure	205 bar
Maximum flow	173.1l/min
Output	49.1kW (160l/min, 190.8 bar)

DRAFT REQUIREMENT AND FUEL ECONOMY

Max. 201.6kW at 1,500rpm	244g/kWh
At rated speed 197.6kW	249g/kWh

VOLUME (under load at the driver's ear)

Cab closed	70.8dB(A)
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BRAKING

Max. mean deceleration	6.5m/s ²
Pedal force	26.5daN

TURNING CIRCLE

With auto front-wheel drive	13.35m
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TEST WEIGHT

Front/rear axle	3,950kg/6,050kg
Kerb weight/gross Weight	10,000kg/16,000kg
Max. axle load f/r	7,300kg/11,500kg
Payload	6,000kg
Power-weight ratio	40kg/kW

DIMENSIONS

Wheelbase	302cm
Track width front/rear	206cm/200cm
Ground clearance	46.0cm

FUEL CONSUMPTION AT TYPICAL PERFORMANCE

APPLICATION	OUT-PUT	SPEED RATING	G/ KWH	L/ HR
Standard pto shaft 540	100%	1,618	215	59.5
Economy speed pto 540E	100%	1,405	212	57.5
Standard speed pto 1,000	100%	1,649	216	59.6
Economy pto 1,000E	100%	1,432	212	57.5
Engine in top speed range	80%	max.	215	47.1
High output	80%	90%	210	46.0
Transport work	40%	90%	232	25.3
Low output, 1/2 speed	40%	60%	216	22.9
High output, 1/2 speed	60%	60%	213	36

TEST RESULTS

ENGINE

Performance characteristics	⊕
Fuel consumption	⊕⊕
Pto output/drawbar power	⊕⊕
Performance characteristics OK; exceptionally good fuel economy, especially in transport work; top-notch lugging power and pto output. Service interval not as good as competitors.	

TRANSMISSION

Gearbox ratios/functions	⊕⊕
Shifting	⊕⊕
Clutch, throttle	⊕⊕
Pto	⊕⊕
Continuously variable transmission with very good engine-gearbox-control; optimised operation thanks to TMS-Flex; 4 pto speeds.	

RUNNING GEAR

Steering	⊕⊕
Four-wheel drive and diff lock	⊕⊕
Hand- and footbrake	⊕⊕
Front axle/cab suspension	⊕⊕
Weight and payload	⊕
Very good steering; larger turning circle than on the 728; very high payload up to 50km/hr; very good brakes including modulation.	

LINKAGE/HYDRAULICS

Lift power and lift height	⊕⊕
Operation	⊕⊕
Hydraulic output	⊕
Spools	⊕
Hydraulic couplers	⊕⊕
Above average lift powers; average hydraulic output from small pump; exemplary operation and spools.	

CAB

Space and comfort	⊕/⊕
Visibility	⊕
Heating/ventilation	⊕
Noise level	⊕
Electrics	⊕
Build quality	⊕⊕
Maintenance	⊕⊕
Very good space and comfort; okay noise level; To the right, the screen impairs operator visibility.	

ABILITY

	PREIS	NIEDRIG	HOCH
Basic standards			●
Average standards			●
High standards			●
Field work			●
Grassland work			●
Transport work			●
Loader jobs			●
£358,900			●

Grading: ⊕⊕ very good, ⊕ good, ⊕ average, ⊕ below average, ⊕ poor

Individual marks are merely excerpts from our assessments and do not necessarily result in a mathematically conclusive overall mark.