

Tractor*times*

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CLAAS

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Tyres key to traction

The overall efficiency with which CLAAS tractors transfer power to the ground has been highlighted in tyre comparisons conducted by Michelin in association with CLAAS UK.

The results from the Michelin trials support tests previously conducted by the DLG in Germany. These showed that the CLAAS HEXASHIFT transmission fitted to ARION and AXION tractors is one of the most efficient when it comes to transferring engine power to traction, with 92% of the AXION 850's engine power being available as drawbar pull.

However as the point of contact with the soil, it is the performance of the tyre which determines how much of this engine power is converted into drawbar pull. So any performance gain achieved by the efficiency of the HEXASHIFT transmission, could potentially be lost by fitting the wrong tyres to the tractor.

The comparison trials conducted by Michelin set-out to show what difference the correct tyre choice and pressure makes to tractor performance in terms of the pulling power required, output and fuel economy.

Ploughing

In the first trial, Michelin analysed the performance of an AXION 820 (189hp with boost to 232hp) operating a 7-furrow Lemken Vari-Diamant plough. The tractor was initially fitted with 'conventional' AgriBib tyres, which were then changed to the latest low pressure XeoBib 'Ultraflex' tyres.

Snow ready

This January's heavy snowfalls in Hampshire gave Tony Goodsell and his team at Scribeland the ideal opportunity to dig-out and dust down their impressive array of snow clearing equipment, deploying everything from snowblowers on ARIONs to snowploughs on XERIONs in order to keep the roads around Alton clear.



AXION 820 Ploughing

	Conventional Rear: 529/85R42 Front: 420/85R30	XeoBib Rear: VF710/60R42 Front: VF600/60R30	% difference
Tyre pressure (psi)	25 (R) 12 (R)	20 (F) 9 (F)	
Footprint area (cm sq)	3024	4312	+42.59
Draught loading (tonnes)	5.5	5.5	
Forward speed (km/h)	6.82	7.52	+10.26
Wheel slip (%)	14	9.22	-34.14
Drawbar power (hp)	156.3	172.2	+10.17
Fuel consumption (litres/ha)	12.76	11.61	-9.01

As can be seen, the improved traction gained through the increased surface area due to the sidewall flexion of the XeoBib tyre resulted in a 34% reduction in wheelslip, so increasing traction, forward speed and output, and a resultant 9% cut in fuel consumption.

Trailer comparison

The second trial compared two trailers, loaded to 14 tonnes giving a gross weight of 24.5 tonnes, when towed behind the same tractor. The ARION was fitted with Michelin MultiBib tyres; 650/65R38 at 18psi on the rear and 540/65R28 at 10psi on the front. One of the trailers was fitted with conventional super single tyres and the second with CargoXBib floatation tyres, and the difference in pulling power required, rut depth and resulting compaction was compared.

Trailer comparison

	Conventional 385/65R22.5	CargoXBib 560/60R22.5	% difference
Tyre pressure (psi)	92	32	
Footprint area (cm sq)	1520	3300	+117.10
Draught loading (tonnes)	2.2	1.1	-50.00
Forward speed (km/h)	6.0	6.5	+8.33
Wheel slip (%)	14.2	7.5	-47.18
Drawbar power required (hp)	55.05	29.85	-45.78
Wheel rut depth (mm)	240	165	-31.25



The substantially larger footprint area on the floatation tyres helped spread the load over a greater area. Rut depth was reduced, and as a result the power required to tow the trailer was lower and forward speed increased.

Increased compaction

By spreading the trailer load over a greater area and avoiding deep rutting, there was an associated reduction in compaction. Subsequent penetrometer tests showed that considerable compaction was caused as a result of the super single tyres, sufficient to restrict root growth and stop plant growth. By comparison, the compaction from the trailer using floatation tyres was reduced and was not so deep.

With subsequent ploughing, due to the reduced rut and compaction depth, most of the compaction caused by the floatation tyres was removed, whilst where the trailer with super singles had run, a layer of compaction remained below plough depth which would require subsoiling to remove.



Top quality paint

CLAAS recently opened a new €9.6million ultramodern paintwork line at its Le Mans tractor plant that will add a new dimension in terms of capacity, quality and respect for the environment.

This investment will enable the plant to bring the standard of tractor paintwork quality in line with the CLAAS standard, but also meet the demands of larger and heavier tractors. The new paintwork unit has been installed in a building adjoining the assembly plant, and covers a surface area of 2,520 m². A 350m long overhead tunnel containing more than 100 tonnes of steel, incorporates an 8 tonne capacity conveyor system to move units from the main building to the new paint facility.

The facility has a production capacity of 75 tractors/team but, by adjusting the conveyor system, this can easily be brought up to 100 tractors/team. The line includes an automatic paint spraying system for the underside of the tractor which improves working conditions and better control of the paintwork and paint consumption.

Environmental considerations have played a major part in the planning of the new line, where the use of a Very High Solid paint combined with the original brush system for recovering paint particles, have helped reduce water and energy consumption. The plant has taken 12 months to construct and ahead of its opening, staff have received over 1400 hours of training.

This latest investment is a further step in the modernisation of the Le Mans tractor plant undertaken by the CLAAS Group, and follows the launch of the new €4.6million Cab assembly line in 2008 and a further €9.2million spent in 2010 creating a new testing and validation centre for tractors close to Le Mans.



Cutting the red ribbon (from the left): Pierre Grondin (CLAAS Tractor), Ulrich Jochem (CLAAS management board), Marietta Karamanli (member of the French parliament), Jean-Claude Boulard (mayor of Le Mans) and Dr. Hermann Garbers (CLAAS management board).



Chris Nash

Good service sells

Having operated CLAAS combines for a number of years, Chris Nash has now added two CLAAS tractors and a SCORPION 7045 to his machinery fleet.

Central to his decision to buy the first of the tractors, an AXION 810 CIS, three years ago was the service and support he had received from his dealer **Mill Engineers**. The ARION 640 CIS was added last year after he hired one for the summer, and another will be hired this year.

“The most important thing for me is manufacturer and dealer back-up,” says Chris. “Having had problems with our previous combine, when we bought our first CLAAS combine, a DOMINATOR 218 Mega, we could immediately see what we had been missing in terms of service and support, and everything has evolved from there.”

New for this summer is a LEXION 600TT with a 12m cutterbar and TELEMATICS to harvest the 506ha of arable crops he grows at Kingston Lisle in Oxfordshire, plus an additional 1018ha farmed on a contract basis.

“We are lucky that harvest is quite spread out. First to be cut is

250ha on sand at the bottom of the Downs starting in early July. Usually we will have finished the wheat there before the oilseed rape on the top of the Downs is ready, and don’t get into the wheat there until late August.”

With a tracked tractor for heavy cultivations, aside from general haulage work the 170hp AXION 810 is mainly used for ploughing and some top land work, pulling a Vaderstad Rexius. The new ARION 640CIS is more of a general tractor. Whilst being physically small, it has plenty of power and does everything from trailer work through to being used every day to stir up an all-weather racehorse gallop.

“I bought AXION after Richard Huchinson heard I was looking to change a tractor and asked if he could quote, which was very competitive, and knowing the service I would get I went ahead with it,” explains Chris. “Mill have not let me down and this year they have upgraded the software, which is fantastic after 3000 hours.”

“It is also noticeable how economical the tractors are. When ploughing using an 8-furrow Kverneland Variwidth, I reckon the AXION can be 20-30% more economical and it pulls extremely well. I bought the plough with the aim that the rear furrow could be dropped off when moving from sand to heavier ground, but have never needed to as the AXION handles it quite happily.”

The SCORPION 7045 was also bought a year ago, during which time it has done over 1000 hours, and replaced a three-year old different machine which Chris had never been pleased with. “I asked Mill if we could try a SCORPION and initially used it to load 10 lorries, by which time I liked it so much I bought it there and then. You can take your foot off the throttle and it will still happily lift a full 3 tonne bucket - it just makes loading work so easy.”

“But however good a machine is, it all comes back to the back-up and service. The technicians are superb, especially Simon who looks after the combine – I know that I can ‘phone him and he will talk me through any problems I may have, and I do like the way all the Mill branches work together.”

“I have three great drivers so do respect their opinion, and whilst they all like the CLAAS tractors, I do still have one other make – but given my own way I would definitely have all CLAAS,” concludes Chris.

As good as new

At three years old and with over 4,000 hours on the clock, William Robertson’s two AXION 840s still feel as good as new.

Having operated CLAAS combines for many years, and currently running two LEXION 570s and a 460, knowing he would get good service support from **Sellars** and having travelled to Saxham to see the AXION soon after it was launched, William was sufficiently impressed to buy two 212hp AXION 840 CEBIS. These were then joined last November by a 155hp ARION 640 CEBIS.

Based near Ellon north of Aberdeen, William Robertson & Son provide a wide range of contracting services to both arable and grassland farmers. During the winter months muck spreading accounts for a large amount of the AXIONS workload, moving on to powering a trailed forage harvester and general cultivations, and drilling using 4m one-pass drills with front fertiliser hopper.

“We aim to replace tractors after four years and 6,000 hours, as by the time our previous tractors had done 4,500 hours the steering, transmission and hydraulics were starting to feel slack and worn. But the AXIONS still feel like a new tractor and that they could do 10-12,000 hours without a problem,” states

Steven. “The new ARION is also a great tractor – it’s just the right size and will do exactly what the AXIONS will do, but just a bit slower.”

“Sellars are one of the best in the area for service; if there is any problem they are quick to come out and have good technicians. I am also impressed that even at three years old, they will still upgrade the AXIONS with the latest software,” adds William.

Cab comfort thanks to the suspension system, the HEXACTIV automatic transmission and the CSM headland management control all come in for praise from the Robertsons.

“The AXIONS are certainly better on fuel than our previous tractors. When drilling and working hard, they would only get to 9.00pm before needing fuel, while the AXION can keep going another couple of hours and still have plenty left,” says William. “They also have plenty of power; you don’t feel the power boost come in but you know it’s there and in sticky going just dropping the revs slightly brings in a lot more torque.”

For Steven a particular strength of both the AXION and ARION is the CEBIS control system and the ability it provides to alter the tractor settings for optimum efficiency.



Reliability paramount

As a new contracting business, operating reliable machinery, providing an efficient service and working closely with his customers are key to Tom Parker.

Tom set up Collielaw Contracting, based on his family's farm near Lauder in the Scottish Borders, three years ago having spent four years managing a 800ha farm near Canterbury, New Zealand.

Thanks to a combination of getting out and visiting farmers, identifying niche services, word-of-mouth and also making use of YouTube and his website, the business has rapidly grown.

In addition to buying a couple of tractors and a drill, one of the early services he identified was to offer a silage service using a forage wagon. From 240ha harvested two years ago, this year running two wagons he will clear over 730ha and is still the only contractor offering this service in the Borders.

Another first for the area is Tom's new AXION 820 CMATIC, which was bought last year to replace one of his original tractors that had been plagued by reliability issues.

"I had read a lot of good reports about the AXION, plus I knew that the product support from **Rickerby** and CLAAS would be second to none," says Tom. "I can't be doing with unreliability."

"The ride comfort is fantastic and having driven all makes of

tractor, it is as good as it gets, despite what some magazines may think! The cab in general is tremendous and I particularly like the layout of the armrest; the headland management (CSM) system is excellent – the way it operates and the ease with which it can be set-up and used are ideal. But it's also the little things, like having pressure release on the spool valves, that really make the tractor."

Tom is a keen advocate of variable transmissions due to the flexibility that they offer and the ability to get the most out of the AXION, which has a max power output of 197hp with a boost in 6hp stages up to 232hp from 8kph.

"The transmission is ideal for jobs such as baling and for the forage wagons. You have far more control and can always get that little bit more speed that you never seem to be able to find with a mechanical 'box. Most of the time I will just leave it in the automatic mode, but for jobs where I want to set and hold a speed, such as ploughing, I then switch to DRIVESTICK mode. I also use CEBIS all of the time to just 'tweak' the engine droop settings and set-up the tractor to the operation."



Tom Parker



William and Steven Robertson

"We did look at CIS, but the difference in cost is minimal and it's easier for the drivers having everything the same. I like the fact that it's very similar to CEBIS on the combines so there is uniformity. I regularly use it to alter the engine settings, and the ability to monitor fuel consumption and quickly see what difference changing engine speed or gear makes is useful."





Fuel sippers

Two recent reports published in Profi showing the results of fuel-use tests conducted on their behalf by the DLG in Germany, have confirmed the fact that the ARION is one of the most fuel-efficient tractors on the market, using up to 3.6% less fuel than its

competitors. This follows another test back on 2008 on the AXION 850 which showed a saving of 7%.

To provide an accurate assessment of fuel use, the DLG puts the tractor through a range of seven light and heavy draft operations, PTO work and general tasks, and record a total of 36 runs. The results are then averaged and totalled to give an overall 'Powermix' figure.

These showed that the 4-cylinder DPS engine on the ARION 530 (130hp with a maximum to 133hp) had an overall average fuel consumption of 299g/kWh, 1.8% below the overall average of all previous tests of 304g/kWh.

Not to be outdone, in its tests the 6-cylinder DPS engine on the ARION 640 (155hp with boost to 180hp) was found to use just 292g/kWh – 4.1% below average.

But it was the AXION 850 (233hp with boost to 268hp) in its test back in 2008 which still takes top honours, sipping just 282g/kWh – a massive 7.2% below the average.

“Whilst CLAAS utilise the DPS engine, we use our own engine management systems that are specifically designed for use with the HEXASHIFT transmission fitted to the ARION and AXION,” explains tractor product manager Alastair McCallum. “The combination of low power loss through the transmission, and the availability of 6-splits in each gear giving a good overlap of speeds between ranges, means that a greater proportion of engine power is transferred to the wheels, and DLG tests showed a massive 92% of the AXION 850’s engine power was available as drawbar pull.”

“Due to the efficiency with which HEXASHIFT transfers power to the ground, overall output is increased with the result that average fuel consumption is therefore reduced.”

These findings serve to back up the opinion of many users in the field who have been impressed by the noticeable difference in fuel consumption compared to other makes of tractor they have run.

“I run four other makes of tractor and of all the tractors, the ARION is by far the most fuel efficient. The difference between the different makes is considerable and the ARION is using up to a third less than some.”

“This is down to the efficiency of the HEXASHIFT transmission which is superb. Power loss is minimal, it’s easy to operate and depending on the operation you have the flexibility to use it in manual or automatic. I like a tractor that’s light and lively and the CLAAS is streets ahead in my opinion.”

David Laird – Ayrshire

“The difference in fuel consumption between the AXIONS and our previous make of tractor is considerable. For mowing, my previous 152hp tractor with front and rear mowers used 6.8l/acre. The 242hp AXION 840 with a triple mower is only using 2.27l/ac. Fuel consumption is a big issue and the fuel saving is unbelievable.”

Steve Anning – Herefordshire

“We accurately meter fuel use, and depending on the job we are consistently seeing a 6% to 10% reduction in fuel consumption compared to our previous tractors, which over 2000 hours is quite a saving.”

“The traction and pulling power is colossal, and I like the power boost concept. Everyone who has driven the ARIONS say how well the tractors perform.”

Chris Tanswell – Dorset



Powermix tables reproduced by kind permission of PROFI International

“I had never really thought about how thirsty my previous tractors were until the CLAAS arrived. The difference was noticeable and when we compared the tractors, the ARION was using 65% of what the other tractors consumed. That is quite a saving!”

David Adamson - Yorkshire

ARION converts

Taking up the suggestion in an advert to ‘Contact your local dealer for a demonstration’ resulted in the Browns taking delivery of a new ARION 620 CEBIS last autumn.

Historically the family have tended to buy good, medium hour used tractors. So needing to replace a tractor that was having gearbox problems, the Browns looked at the used market for the main leading makes, but felt that prices seemed quite high.

“When we saw the ARION advert suggesting contacting a dealer for a demonstration, we thought why not. We didn’t know anything about the tractors and had no expectations, but had nothing to lose and thought it would be interesting to try the tractor out,” explains Sam, who works the farm with his brothers Harvey and Barney.

Following a ‘phone call to their local dealer **Kirby**, an ARION 640 was delivered the following week for them to try, and as soon as they drove it the three brothers were immediately impressed by the tractor’s performance and comfort.

“Then when we looked at the price of the ARION 620, which was at Saxham and to the specification we wanted, there was not a lot of difference between it and some of the used tractors we had seen,” says Harvey. “We also run a LEXION 450 so knew the service from Kirby would be good, plus there was a flexible finance package available and we get on very well with Jonathan Moss.”

“We continue to be very impressed by the ARION. We had never really considered buying new but it represented very good value compared to some of the used tractors we looked at. We will now certainly choose CLAAS in preference to anything else when we need to replace our larger tractor that we share with a neighbour.”

The main tasks for the 140hp ARION on the Browns 140ha farm near St Ives, which aside from cereals also supports 250 breeding sows and a Farm Shop, are ploughing, muck spreading and baling.

“We just love the ARION. It’s a good solid overall package that’s extremely quiet and very manoeuvrable,” states Sam. “The cab is extremely spacious and the comfort is exceptional. This is our first tractor to have suspension and we would now not have any tractor without it – you certainly notice the



ARION fans Barney, Sam and Harvey Brown

difference. Everyone immediately heads for the ARION in preference to any other tractor.”

The brothers have been particularly impressed with the HEXASHIFT transmission, and the option to use it either in fully automatic HEXACTIV mode (which Harvey prefers) or manual which Sam prefers.

“The transmission is 20 times better than other powershift transmissions we have tried,” comments Harvey. “Also the headland control (CSM) is ideal for drilling and being able to operate the PTO using the buttons on the mudguards has certainly speeded up using the vacuum tanker when emptying the slurry pits. The ARION pulls well and is ideal for our needs, plus it doesn’t seem as thirsty as our other main tractor.”

“The ARION is the first CLAAS tractor in this area and is certainly a topic of conversation and raised a few eyebrows,” adds Sam. “We are constantly asked how we are getting on with it and we can honestly answer that we are so pleased with it and have no regrets what-so-ever.”

‘A Touch of CLAAS’

Congratulations to Camelford Young Farmers who over the weekend of the 9th, 10th and 11th of April completed a 900 mile Charity Tractor Run from John O’Groats to Lands End in aid of Cancer Research UK, driving a 50kph ARION 640 CIS.

The tractor was supplied by CLAAS UK after they were approached by current Chairman Thomas Jones, who runs an ARION 610C on his family farm, and has been very impressed by the service he has received from local dealer **Hamblys**. It was in recognition of this assistance, which included delivering the tractor to John O’Groats, that the Run was entitled ‘Camelford YFC’s A Touch of CLAAS Tractor Run’.

To complete the run, the team of 15, which included Martin Conway from Hamblys, travelled up to 380 miles a day, reaching Gateshead by the end of the first day. The second leg took them to Ilminster in Somerset before finishing at Lands End on the Sunday afternoon.



Flexible XERION

The Co-Operative Farms have come up with a solution as to what to do with a high horsepower XERION 3800 once cultivations are finished – use it for spraying.

The decision to use the 388hp XERION 3800, which is fitted with an N Sensor, to pull a 32m, 6000l capacity Knight sprayer was made as part of an overall review of machinery policy on The Co-Operative Farms' Down Ampney Estate in Gloucestershire.

"I was fed-up with having a high horsepower crawler that came out for eight weeks a year and then spent the rest of the year parked up," explains farm manager James Taylor who is responsible for a total of 2100ha, split between bases at Down Ampney near Cirencester and Hungerford 30 miles away.

The decision to look at replacing the crawler with a XERION coincided with a move from 24m to 32m tramlines, and one of his three 24m sprayers had already been replaced with a 3800 litre Knight sprayer with 32m booms behind an AXION 840. The idea of using the XERION for spraying came about after James' farm foreman saw a XERION with a demount sprayer on a trip to Harsewinkel.

Talking to both Richard Hutchinson at **Mill** and Knight Sprayers about the concept, one immediate problem was how to couple the sprayer to the XERION. A swanneck coupling was rejected because of the steering problems it would cause, and Knight's eventually devised a ball hitch coupling which attaches to a ladderhitch on the XERION.

Another problem was the XERION's standard 88in track width, which for tramlines was marginally too wide for other tractors to match. The solution was to cut-out the wheel centres and then weld them back to give a width of 82in. These were then fitted with 650 wide tyres which have ideally met the XERION's spraying, cultivation and roadwork needs.

Using the XERION for spraying has allowed James to not only replace the high horsepower crawler tractor, but also the two remaining 24m sprayers and their 155hp tractors.

"The XERION is adapting very well to spraying," explains James. "For the autumn it is weighted to 17.5 tonnes and

mainly used on a 5.0m Topdown. After this the weights come off and it goes onto the sprayer for the rest of the year."

"Using the N Sensor the XERION is responsible for all the fertiliser application, but for fungicides, whilst based at Hungerford, due to its high road speed the XERION will support the AXION and 3800l sprayer at Down Ampney."

"One of the great advantages of the XERION is its CVT transmission and cruise control which makes it easy to set and hold the desired forward speed. On the Downs the XERION will cruise up hills where the old 155hp tractor with a 4000l sprayer would be down to 6kph and on its knees by the top."

Whilst outputs of 280ha a day have been achieved, on a regular basis the XERION will cover blocks in a day that would previously have taken one and a half days. To keep spraying a one man operation, each block of land has centrally located water tanks and chemical stores to which suppliers have keys.

"There is no block of land which cannot be covered in a day, and between the two sprayers I have the capacity to spray everything in just five days, which with the spread of land is not something that could be done if I had a self-propelled."

"When costed up, I have been able to renew everything without increasing my fixed machinery costs, but spraying costs are lower, efficiency and timeliness of spraying is improved and everything has been simplified, plus I don't have a big tractor parked up in a shed!"





AXOS tug

A new AXOS 320CX gives South Lakeland District Council the ability to safely launch and recover not only pleasure boats from Lake Windermere, but even an amphibious bridge.

Based at Bowness-on-Windermere, the Lake Wardens Service is responsible for the overall maintenance and management of Lake Windermere. This includes managing both public and private moorings, through to providing an emergency rescue service.

As part of their work, the Service also operates the public slipway at Ferry Nab, which is the only public slipway on the lake capable of handling large pleasure craft. Here, in addition to providing boat owners with a launch and recovery service, the Council also provide an on-shore winter storage facility.

“During October and November, the AXOS will haul out about 250 boats, which can be anything up to 35ft yachts weighing 7 tonnes. Of these, we manoeuvre about 150 into storage nearby, which then get put back into the water in February or March,” explains Senior Lake Warden Stuart Douglas. “Last year we also used it to pull out a military amphibious bridge, which must have weighed about 10 tonnes. It was taking part in the annual amphi-vehicle meeting on the lake, but ended up having to be towed out after it found the slipway too steep.”

“Whilst it’s mainly used for handling boats, we do have a scraper for snow-ploughing and the AXOS was used to get to buildings during last year’s floods. It will also occasionally go on the roads in an emergency at the direction of the police.”

The 87hp AXOS 320CX, which has a 20x20 Twinshift transmission, was bought through **Rickerby** last year to replace a 22-year old tractor, and was chosen after a three-way tender.

“Of the three dealers we approached, the supplier for our previous make of tractor never came back to us, and when we visited the second dealer, the tractor had a broken door, which did not fill us with confidence. Rickerby, on the other hand,

could not have been more helpful; they came and saw us to see what we wanted and the work the tractor would be doing. The price was right and the service provided by them has been spot-on.”

Rickerby also arranged for a new frame to be manufactured to go on the front of the tractor. Aside from providing a hitching point for boat trailers, when launching or retrieving larger boats from deeper water, the trailer is then lowered into the water using a strop attached to the frame.

“The AXOS is the ideal size and power for our needs,” says Stuart. “It’s invariably raining and the ground very wet when we are moving boats in and out of storage, so the trailers will often sink as we push them into storage. Also by the end of the winter, aside from having sunk further, if the owner has left the brakes on these will have seized, so we need plenty of power to drag them out.”

“It’s also very useful having the glass panel in the roof. The masts aren’t lowered for storage, so compared to our old tractor where you had to lean forward which was awkward, it makes it easy to see and avoid branches whilst manoeuvring the boats.”

Senior Lake Warden Stuart Douglas



CLAAS impress in the west

CLAAS tractors are gaining a rising and loyal following in the west of Ireland due to their reliability and the service and support offered.

Based at Ahascragh near Ballinasloe in Co Galway, local dealer **Quigleys Garage** has only been a CLAAS dealer for about three years, but during that time has quickly developed a loyal CLAAS tractor customer following.

Earlier this year he supplied the first ARION 400 to be sold in Ireland to local farmer Brian Fallon, who runs a 120 suckler herd and 350 ewes on his own 140ha and additional rented ground.

Because his new 95hp ARION 410 CIS is fitted with a CLAAS FL80 loader, the tractor was specified with the higher capacity 98 litres/minute hydraulic system and QUADRISHIFT transmission. Also, in addition to the maximum power output of 100hp, there is a further 10hp boost at about 6.5kph that is available either in C1 or for PTO work.

“As a loader tractor it is fantastic,” he says. “The lock is extremely good and even though the wheelbase is wider than my previous CELTIS, it spins around in the yard very easily. But the hydraulics are the best benefit as the high flow means the loader reactions are extremely rapid even when the tractor is just ticking over. For handling work it is so much faster as unlike most tractors you are not sitting there revving the engine waiting for the loader to respond.”



The first ARION 400 to be sold in Ireland was bought by Brian Fallon.

Whilst the ARION 410 will be mainly used for handling over a 1000 silage and straw bales and loading a feed wagon during the winter, as the main tractor on the farm it will also be used for a wide range of other tasks.

“Having used the loader, the system for attaching the loader and connecting the pipes (MACH) makes it so easy to quickly drop off the loader to do something else, and the FLEXPILOT controls plus the tractor’s high oil flow makes it very responsive and easy to operate.”

Fuel efficient AXION

Based near Tuam, contractor Kieran Fury was an early CLAAS tractor user, buying an ARES 826 in 2007 which was then joined by an AXION 810 CEBIS in 2008.

“The CLAAS tractors are a good product, excellent value for money and use very little fuel which is especially important,” he says. “They have also been extremely reliable. The ARES has 4,500 hours on it but is rock solid, they never give any trouble, and the service from Quigley’s has been fantastic.”

“The cabs are comfortable and the transmissions easy to use, plus the pulling power is great, there’s nothing the AXION won’t do.”

In addition to tractors, Kieran also runs a ROLLANT 250 baler and bought a new DISCO 3100TC centre pivot from Quigley’s this year.

“The mower does a mighty job. Unlike our old mower that tended to leave stripes, the DISCO really gets under the crop and doesn’t leave a blade of grass. Output is really good – we have comfortably cut 8ha in a couple of hours, plus it’s easy to change the blades and it follows the tractor well on hillsides.”



Tuam contractor Keiran Fury has been impressed by the reliability and fuel efficiency of his AXION and ARES tractors.

GPS Pilot steering solutions

However good the operator, the inevitable consequence of using wider machinery is that overlap will increase, resulting in increased fuel use, higher input cost and reduced output.

To counter this, CLAAS has available a complete range of steering options, from simple guidance systems through to highly accurate RTK.

All CLAAS GPS PILOT guidance systems come as standard with the new Outback S3 terminal, which provides far greater

functionality and information than previous terminals.

The new Outback S3 terminal has a 1GB internal memory and incorporates an 8.4 inch colour touchscreen through which the user can access menus and information. A touch screen QWERTY and numerical keyboard is accessible so that data and field information can be easily inputted. The terminal also incorporates a USB connection so that data can be quickly and easily exchanged, or the software updated.

Alternatively the new COPILOT TS is available which shares many of the S3’s features, but is designed specifically for use with Egnos, giving an accuracy of +/- 15-30cm.



SCORPION versatility

John Wallwin's new SCORPION 7045 Varipower Plus is the latest in a long association with CLAAS and Sanderson stretching back over 14 machines.

Farming at Langar in Nottinghamshire, John supplies milk to the Colston Bassett Creamery of which he is also vice-Chairman. Colston Bassett is one of only seven Stilton cheese makers in the world and supplies both Waitrose and Marks & Spencer.

The SCORPION 7045 was bought from **Marsh** last year to replace a smaller SCORPION 7030, and is responsible for all the handling work on John's 133ha farm, which supports a 120 cow mainly British Friesian dairy herd, yielding around 8,000 litres.

"The first Sanderson machine was bought to replace a Bonser forklift and since then I have been extremely satisfied with both the machines and the service I have received," explains John. "I have had quotes for other makes in the past, but not really been tempted to change."

"In terms of value for money they are hard to beat, but more importantly when I have had problems in the past, the support from CLAAS and Marsh has been fantastic. I really appreciate their help because that machine will do twice the hours of a tractor and is used virtually every day of the year. I am very reliant on it, so if I have a breakdown that is a big problem. But Marsh are brilliant and when necessary have managed to get a loan machine out to me the same day."

As on any farm, the number of jobs the SCORPION is used for

is endless, but silage clamping and bale carting keep John's SCORPION particularly busy.

"The SCORPION is a fantastic machine and extremely versatile. Clamping and rolling silage is the hardest work it does but it's brilliant at pushing up the grass and has plenty of power for climbing the clamp face."

Come the summer, the SCORPION is used to load and haul back straw from up to five miles away and here again John has found the SCORPION is more than suited to the job and towing trailers on the road.

"The cab is excellent and I can spend all day in it quite happily. Everybody uses the SCORPION but it's extremely easy to drive and operate using the single handed joystick control. Also service access is good and the grease points are very visible and easy to reach which is important."

"With the SCORPION, I think CLAAS has definitely got it absolutely right, it's great."



John Wallwin is vice-Chairman of Stilton maker Colston Bassett Creamery

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