

First Claas innovation...

“The Trion series completes the total replacement of Claas’ combine range.”

Machinery New Products

A brand new combine series, a fully available tractor range and a new generation of smart farming technology are among the latest launches from Claas. *CPM* finds out more.

By Charlotte Cunningham

After a year of virtual briefings, Claas UK were finally able to hold an ‘in-person’ field day at its Saxham site to showcase its plethora of new launches ahead of the 2022 season. Thanks to an unfortunately timed ‘track and trace’, *CPM* joined via livestream.

So what’s new?

Combines

The headline announcement was the greatly anticipated launch of the new Trion combine range, which Claas has remained tight-lipped about over recent months.

Encompassing a colossal 20 models, Claas says the Trion series completes the total replacement of its combine range, which started with the introduction of the

new generation Lexion 8000/7000 combines in 2019. Find the full details of the launch within this month’s combine special on page 68.

As well as the new Trion series, Claas also announced a number of updates to the Vario cutterbar, which are claimed to boost performance while optimising control and reducing maintenance.

Currently, the range is available in working widths from 5 to 13.8m. However, it’s the three largest versions (10.8 to 13.8m) that have been updated with additional equipment and optimised standard features, including a new reel drive and improved access to the stripper bars for the intake auger.

For 2022 models, new rapeseed knives will be available for the Vario 1080, Vario 1230 and Vario 1380, explains Claas’ Adam Hayward. “These feature mechanical drives with an integrated overload clutch and a 50% greater cutting force. This means that even the most challenging areas at the edges of fields and along hedgerows — or those with heavy weed growth — can be driven through reliably, without any difficulty.”

What’s more, a plug-in system with quick-release couplers allows the rapeseed knives to be fitted on each side quickly and without using tools, he adds.

“When performing this task, operators also benefit from the 33% lower weight which makes handling the knives even easier.”

Fitting and removing the dividers for grain threshing has also been simplified thanks to a new clamping system, says Adam. “Dividers continue to be available in three versions/lengths, as before.”

With user comfort in mind, Claas has added a new hydraulic height adjustment system for the intake auger via the Cebis terminal.

“This allows the operator to react to changing harvesting conditions immediately from the cab,” notes Adam. “Using this system, infinitely variable hydraulic adjustment (within a range of 25mm ▶



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New products



Claas announced updates to the Vario cutterbar, which are claimed to boost performance while optimising control and reducing maintenance.



Arion 500/600 machines with Cmatic transmission will now benefit from a new 'automatic trailer stretch brake'.

► upwards and 10mm downwards) can be applied to the divided auger via the central bearing.”

The control unit for height adjustment fitted directly on the cutterbar has also been updated. “In addition to enabling

activation and deactivation of the work lights on the combine to aid fitting and removal of the cutterbar at night, this unit features a rotary switch which can be used to easily move the auger into a transport position and a cleaning position.

“Another rotary switch can be used for infinitely variable adjustment of the auger height — any such adjustment being synchronised with the same function in Cebis.”

Access to the stripper bars has also been improved and it can now be reached and adjusted easily from the rear of the cutterbar.

Tractors

Turning the focus to tractors, all Arion 500/600 machines with Cmatic transmission will now benefit from a new 'automatic trailer stretch brake' — designed to stabilise tractor/trailers on slopes to prevent jack-knifing.

According to Steffan Kurtz, this makes operations automatically safer. “The new function helps relieve the burden on the driver in difficult conditions, such as driving heavy trailers downhill and working with implements on slopes.

“With four new functions to support the driver in many different situations, the system automatically activates the trailer's air brakes as soon as critical thrust forces are exerted on the tractor which could potentially result in the trailer jack-knifing. The system operates using sensors in the

transmission to record engine torque and transmission loads going through the drive train.”

Thinking about how this is operated in the field, Steffan says the driver can dynamically increase the braking action of the combination when driving downhill by pulling back the drive lever in 'auto' mode or the drivestick in 'drivestick' mode. “This increases deceleration by reducing the transmission ratio and increases the engine speed to match the forward speed. For maximum deceleration the air brake engages automatically to reduce the trailer's ground speed and stretch the tractor-trailer combination.”

The automatic trailer-stretch function can also be used with active cruise control speeds up to a maximum 20 km/h, he adds. “On gentle slopes and with lights loads, the cruise control speed is automatically maintained by activating the pneumatic trailer brakes. On steep slopes and with heavy loads, exceedance of the set cruise control speed is reduced.

“This function can be used when working on slopes with square balers or trailed crop sprayers, providing a significant safety boost in addition to noticeably reducing the driver's workload.”

The automatic trailer stretch brake is available from this summer and can be retrofitted to Arion 500/600's built from 2021 onwards.

Keeping with the Arion, and as indicated earlier in the year, the new 400 range has ►

New generation precision

Claas also used the launch to announce the introduction of Cemis 1200 — a new generation of 'smart' terminal for steering, data transfer and precision applications.

Replacing the current S10 terminal, the new Cemis 1200 has been developed in-house by Claas, says Edward Miller. “While the design follows that of the Claas Cebis Touch terminal, the receiver and steering technology used within Cemis 1200 has been developed in collaboration with Trimble.

“This has the benefit that by using their proven steering technology, development cost is reduced which enables the Cemis 1200 to be available at a competitive price.”

Cemis 1200 will be available on the complete range of Claas combines, forage harvesters and tractors and can be specified as a factory-fit option. For operators not needing all the functionality of the Cemis 1200, the S7 terminal will still be available, but only as a retrofit option, he adds.

In addition to being used as a standard

Universal Terminal (ISO-UT) for ISOBUS compatible implements, each Cemis 1200 ISOBUS terminal comes ready for use with the ISO-TC Basic task management function. This enables the ISO XML two-way online file transfer of data via the Cloud-based Telematics API system between the terminal in the machine and farm software in the office, so ensuring instant and safe transfer of data.

The Cemis 1200 is already compatible with Hutchinsons' Omnia software and Claas says others will become available as software programmes are updated over the coming months.

Further ISO functions that are available using an unlock code for immediate use are:

- TC-SC which enables the Cemis 1200 to be used for section control with compatible devices
- TC-Geo allows the Cemis 1200 to be used for data recording and the transfer of this data for mapping



- The Variable Rate Application (VRA) enables the Cemis 1200 to be used as a controller for implements fitted with variable rate capability. Data information is sent and received via the new SAT 900 GNSS smart receiver which is designed so that it can be quickly and easily transferred between machines, concludes Edward. “Each Cemis 1200 terminal also comes as standard with a five-year Satcor 15 license for steering guidance to an accuracy of 15cm, with the option of an unlock for full RTK steering accuracy.”

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New products



As revealed earlier in the year, the new Arion 400 range has now been fully introduced into UK markets.

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To reflect the move to the latest Stage V emissions standard engine, the Arion 400 range has been given a pretty comprehensive make-over too.

In addition to a redesign, this also includes the availability of a new top-of-the-range model — the Arion 470 which has a maximum pony count of 155hp — plus the availability of a power boost in all models from the 115hp Arion 440 and above, explains Steffan.

Carried over from the previous version, in addition to the standard cab there's the option of either a low-profile cab or the

Panoramic version, which Claas says provides unrestricted visibility over a loader over its full lift arc.

Users will also be pleased to know there's still the option of either a 16/16 Quadrishift, which is standard in the Arion 410/420, or the 24x24 Hexashift in the Arion 430 and above, and as before both the loader and the main tractor functions are all controlled using the multifunction control lever, explains Steffan.

All models are available with either the Claas CIS or CIS+ control packages, which include 14 functions in the multifunction control lever and display in the right-hand A pillar. CIS+ adds a high contrast monitor, electrohydraulic spools, and the Claas Sequence Management (CSM) headland management system.

Taking a peek under the newly designed bonnet, at the heart of all models is 4.5 litre four-cylinder Fiat Powertrain engine, which incorporates the latest four-valve technology and turbochargers with intercooling.

A neat new feature on all models from the 115hp Arion 440 (and above) is Claas Power Management (CPM) which gives a further 10hp power boost for PTO and transport work. "This means that with

CPM, the new flagship Arion 470 has a maximum power output of 155hp from its four-cylinder engine," says Steffan. "This, combined with its greater hydraulic power, gives the Arion 470 a combination of engine and hydraulic power that we believe is unrivalled in the market".

Thinking about smart technology onboard, all Stage V Arion 400 tractors can also now be factory-fitted with a Claas GPS steering system which is controlled via the S7 terminal and shown on the screen, he adds. "Various RTK correction signals can be selected in addition to Satcor and Omnistar. Auto Turn performs turning manoeuvres at the headland fully automatically when enabled by the driver."

With ISOBUS terminals, it's also possible to control ISOBUS-enabled implements via an ISOBUS socket optionally provided at the rear.

For those looking for a little extra comfort, there are also two optional premium packages available.

The Premium Drivers Pack, which is available on all Arion 400 models includes:

- Low frequency suspension
- Automatic climate control
- MP3 radio with Bluetooth, USB, and hands-free control



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For the 2022 product year, both the Quadrant 5000 and Quadrant 4200 series have been given a notable technical upgrade along with the additional title, 'Evolution'.

- A cooler compartment under the passenger seat large enough for a 1.5 litre bottle
- A leather steering wheel
- The Premium Comfort Package which is only available on the Arion 470 and 460 includes:
 - 2-point cab suspension
 - Proactiv front axle independent suspension
 - Hexashift 24x24 transmission with Hexactive autoshift
 - Smart Stop with cruise control
 - Colour CIS terminal

Balers

And finally, it was the Quadrant square balers' time in the spotlight, with Claas announcing a re-engineered design to increase output and maximise durability.

For the 2022 product year, both the Quadrant 5000 and Quadrant 4200 series have been given a notable technical upgrade along with the additional branding, 'Evolution'.

But what does that mean in practice? According to Dean Cottey, the highlight of the Quadrant Evolution is the new HD pick-up with two cam tracks. "This design guarantees maximum torsional resistance and robustness.

"Furthermore, wear costs have been reduced by increasing the use of resilient components borrowed from the Claas Jaguar pick-up and by reworking and strengthening bearings, intake panels and other parts. This has the added bonus of smoother running with reduced noise levels."

The mechanically driven

pick-up with five rows of tines and 18 double tines per row has also been tweaked to increase throughput and further improve raking quality, he adds. "The extra row of tines allows the pick-up to rotate more slowly, while the speed of the Power Feeding System (PFS) roller has been increased."

The feed roller has been given extra paddles which can be removed when harvesting long-stalked crops, adds Dean.

The bale chamber has undergone a number of modifications. Namely, the top section — incorporating the top plate and side panels — has been redesigned and strengthened to produce a better bale shape and slightly higher bale density.

Furthermore, factory-fitted sides knives and deflectors are claimed to help reduce material build-up in the ram guide area when baling — further increasing operational safety and reducing the cleaning effort, notes Dean.

Looking at the finances and Claas claims that the total cost of ownership of the Quadrant Evolution has been reduced thanks to the use of new HD ram bearings as standard, combined with the pick-up with cam tracks on both sides and the simplified maintenance. "In an internal test involving 40,000 bales per machine under extreme conditions in some cases, this showed that the new design combined with the more wear-resistant components was found to reduce wear by up to 40%," concludes Dean. ■

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