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Case IH to launch flagship Quadtrac CVX and new Puma models at LAMMA 2018

First public sighting of new models in the UK/ World's most powerful tractor with continuously variable transmission/ Puma range gets entry-level models and upgrades



NEW QUADTRAC CVX

The Case IH name is synonymous with high-output equipment and the development of continuously-variable transmissions (CVT) for mid-power tractors over the last 17 years. Now, the company is bringing this technology to the top end of the tractor market, allowing owners and operators to benefit from improved fuel efficiency, greater productivity and easier, more efficient operation.

Complementing the five existing Quadtrac powershift models in the line-up, the three new Quadtrac CVX tractors are equipped with CVXDrive transmissions, which have, until now, never been available in an articulated tracked tractor. This offers the advantages of stepless travel from standstill up to 40 km/h and can be set to work at a desired forward speed or engine speed, the tractor's Automatic Productivity Management software automatically adjusting the engine and transmission accordingly.

Producing up to 613hp, the Quadtrac 540 CVX is the world's most powerful tractor with a CVT transmission, and is joined by the Quadtrac 500 CVX and Quadtrac 470 CVX models, which produce maximum power outputs of 558hp and 525hp respectively.

Case IH Quadtrac CVX tractors are powered by electronically-controlled 12.9-litre Cursor 13 six-cylinder engines from sister company FPT Industrial, a single-stage turbocharger being used on the two smaller tractors and a two-stage turbocharger in the 540 CVX. On this tractor, the smaller turbocharger delivers low-rpm responsiveness, while the second, larger unit provides maximum boost at high rpm. Each turbocharger has its own cooling system to provide 30 per cent faster response under load.

PRESS RELEASE

The engines meet Stage IV emissions legislation using the Case IH Hi-eSCR system, which also optimises fuel efficiency. On the largest Quadtrac 540 CVX, rated power (according to ECE R120 2) is 543hp, while Engine Power Management, introduced under load, takes this to 598hp, both measured at 2,100rpm rated engine speed. Maximum power of 613hp is achieved at 1,900rpm, and maximum torque of 2,607Nm at 1,400rpm. The tractor has a diesel tank capacity of 1,230 litres and a DEF (AdBlue) tank that holds 322 litres.

Providing stepless travel from 0-40km/h, and 0-18km/h in reverse, CVX allows the storing of three adjustable target speeds from 0km/h to 40km/h, adjustable via the thumb-wheel and buttons on the Multicontroller. The transmission incorporates a kick-down feature which ensures maximum acceleration, with 40km/h being achieved at just 1,640rpm. The transmission features four mechanical ranges, for maximum efficiency and operator comfort, with automated range-changing, and the first time 100% mechanical power transfer takes place is below 10 km/h, matching heavy draft application requirements. Four multi-plate wet clutch packs, mounted on the four planetary gear sets, change the ranges without power interruption, with equal clutch speeds guaranteeing smooth shifting without clutch wear.

Quadtrac CVX models are fitted with a drive pedal, which, in automatic mode, acts as a true drive pedal, controlling the tractor's ground speed. Maximum ground speed can be adjusted with the thumbwheel and speed range buttons on the armrest-mounted Multicontroller. In manual mode, the foot pedal acts as a conventional foot throttle.

The tractor can be stopped temporarily using only the brake, before returning to its previous speed once the pedal is released. Fast reduction of forward speed is possible by drawing back on the Multicontroller. Three different response levels for acceleration, deceleration and power shuttle modulation can be set using the Multicontroller armrest.

Key features include Automatic Productivity Management (APM), which ensures the most efficient operation of the machine, whether the target is minimum fuel use or maximum output. They also include a variable displacement pump providing up to 216 litres/min of oil flow, (428 litres/min option) and changes to the well-known Surveyor cab that result from the introduction of the CVXDrive transmission. These include a slightly-revised Multicontroller armrest and Multicontroller joystick which make it simple to operate the CVX transmission.

NEW PUMA X AND RANGE UPGRADES

Case IH has also expanded its range of Puma tractors to include new entry-level models, while other Puma models have received significant updates for the 2018 model year.

Puma 140, 150 and 165 tractors are now available with a new 'X' base specification which offers an alternative for customers seeking a combination of high quality with simple features in the 140-165hp (rated) power bracket. Like other Puma models, the new tractors are built in the Case IH factory at St Valentin, Austria.

Featuring the Case IH six-step semi-powershift transmission, they will be identified simply by the 'Puma X' name, as distinct from the higher-specification Puma Multicontroller tractors with full and semi powershifts, and the Puma CVX models with the continuously-variable transmission. Respective rated powers of the tractors are 140hp, 150hp and 165hp, with maximum outputs, including Engine Power Management, of 175hp, 190hp and 210hp.

While the tractors are built around a lighter rear axle, many of the key changes are to be found in the cab, with a basic operator interface with simple digital information display, a base seat offering, and no rear wiper. The cab itself has been equipped with features likely to appeal to livestock farmers, including a low-profile roof to aid access into buildings, and an opening right-hand door in addition to that on the left side of the tractor.

At the rear, the mechanical remote valves are non-configurable, while the rear wheels are fitted with narrow fender extensions. A two-speed 540/1000rpm PTO package is standard, while a comprehensive lighting package, with four halogen roof-mounted work lights, is retained.

A full list of options allows the new Puma X models to be equipped with additional features as required, including guidance and auto-steering systems, together with the recently-introduced adaptive steering system which allows the number of lock-to-lock steering wheel turns to be altered according to the work in hand. Also on the options list is a mechanical cab suspension system.

Existing models in the Puma range have been subject to significant updates for 2018, with additions and enhanced features to improve productivity and operator comfort. All meet Stage IV emissions regulations using the Case IH Hi-eSCR selective catalytic reduction system.

Puma 185 Multicontroller to Puma 240 CVX models now benefit from front axle suspension improvements, incorporating a double accumulator to enhance ride quality and machine stability during field work and road travel. They can also now be equipped with Adaptive Steering Control (ASC), a variable-ratio system which allows the number of steering turns required to take the tractor from lock to lock to be adjusted. Also new on all Puma models, Reactive Steering introduces sharper reaction and self-centering to the Puma steering system, resulting from improvements to the front axle, including new steering sensors.

Gross vehicle weight allowances have also been increased from 13,000kg to 13,650kg on Puma Multicontroller models and 14,000kg on Puma CVX tractors, while tractors with ISOBUS Class III also make possible two-way data transfer between the tractor and any compatible implement. This allows implement features to be controlled via the AFS 700 terminal screen, and the implement to feed back information which can then control tractor settings such as forward speed, resulting in optimum performance in operations such as baling.

All models now feature new colour-coded remote valves which make implement coupling faster by making it easier for the operator to identify which valve at the rear of the tractor corresponds to which switch (electrohydraulic remote valve models) or lever (mechanical remote valve models) in the cab.

ENDS:

Press releases and photos: <http://mediacentre.caseiheurope.com/>

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