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## **New eight-speed semi-powershift joins four-speed semi-powershift and CVX as transmission options for Maxxum tractor range**

*ActiveDrive 8 offers eight powershift steps in each of three ranges / Total of 24 speeds in both forward and reverse / Available on Maxxum Multicontroller models / New transmission naming sees established four-speed powershift retitled ActiveDrive 4 and CVX renamed CVXDrive to create distinct branding / Further new options include mechanical or electronic remote valves*



PRESS RELEASE

A new semi-powershift transmission offering eight powershift steps in each of three ranges is now available for Case IH Maxxum tractors, with the launch of the ActiveDrive 8 transmission. It joins the existing four-speed semi-powershift and continuously-variable transmission options available on Maxxum tractors, which respectively have been renamed as ActiveDrive 4 and CVXDrive.

Available on Maxxum Multicontroller models, ActiveDrive 8 provides a total of 24 speeds in both forward and reverse. The transmission incorporates a number of features designed to make the tractor more efficient and the driver more relaxed.

Covering speeds up to 10.2 km/h, range one is specifically designed for heavier draft work. For special applications requiring very low speeds, such as vegetable crop work, ActiveDrive 8 is also available with additional creep speeds. Range two, the main working range, covers nearly 90% of all field, grassland and loader application requirements, allowing the tractor to work under full load, without any torque disruption, from 1.6-18.1 km/h. For road travel, the transmission is designed to start in range three, and a skip-shift function allowing quick progress through the powershift speeds. An auto shift feature means the tractor can be set to progress automatically through any set of eight speeds in the field, and through all 16 gears in the top two ranges on the road. A pedal kick-down function can be used to over-ride the transmission automation and cause it to downshift.

In terms of transmission operation, the clutch pedal is not required, meaning this transmission is suited to power-hungry tasks where momentum is important, such as cultivations or mowing with twin or triple mowers. A true power shuttle ensures no loss of drive or traction during changes of direction on slopes, while a 'brake to clutch' feature improves ease of stopping and safety at road junctions or

when stacking bales with a loader. Both shifting and shuttle can be modulated for a faster or slower response according to the task in hand.

Maxxum Multicontroller models make both tractor and operator more productive, courtesy of the unique Case IH Multicontroller armrest and its joystick, which put multiple operating functions at the driver's fingertips. From full transmission operation via thumb-operated powershift and powershuttle control, to engine speed control and the operation of electronic remote valves, everything is immediately at hand. These tractors can now be specified with either mechanical or electronic remote valves.

In line with the launch of ActiveDrive 8, the proven four-speed semi-powershift fitted to standard Maxxum models has been renamed ActiveDrive 4. With 16 forward and 16 reverse speeds, the transmission offers a top travel speed of 40 km/h.

The Case IH CVXDrive transmission is the third option available on the Maxxum range, and can be specified on models from 116-145hp, offering stepless travel up to 50km/h, and the ability to be programmed to work at a set forward speed or engine speed for maximum efficiency.

The revision of the Maxxum range also sees a new 175hp (max) six-cylinder Maxxum 150 CVX launched at the top of the line. Both six-cylinder Maxxum 150 Multicontroller and Maxxum 150 CVX will be fully available from the third quarter of 2018. With this tractor Case IH now offers the lightest, smallest tractor in the industry with a six-cylinder engine of this power output. Maxxum tractors are powered by FPT Industrial's 4.5-litre four-cylinder and 6.7-litre six-cylinder turbocharged and intercooled engines, which meet Stage IV emissions regulations using the Hi-eSCR selective catalytic reduction system.

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

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