

St. Valentin, July 24 2017

## Puma range receives a raft of revisions for new model year

*Front axle suspension improvements for Puma 185 Multicontroller to Puma 240 CVX / Improved steering reaction / Adaptive Steering Control option for Puma 185 Multicontroller to Puma 240 CVX / Updated gross vehicle weights / ISOBUS Class III for enhanced implement control*

The Case IH range of Puma tractors, powered by FPT Industrial's 6.7-litre N67 engine, has been subject to significant updates for the new model year, with a series of additions and enhanced features designed to improve productivity and operator comfort. All meet Stage IV emissions regulations using the 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 create an enhanced ride for operators, particularly as front and rear axle loads change. With tractors increasingly being asked to perform operations at higher speeds to make the most of tight time windows, these suspension revisions improve operator ride and machine stability during both field work and road travel. Meanwhile, gross vehicle weight allowances have been increased from 13,000kg to 13,650kg on Puma Multicontroller models and 14,000kg on Puma CVX tractors, improving machine capacity on the road.

Puma 185 Multicontroller to Puma 240 CVX models can also now be equipped with Adaptive Steering Control (ASC). This variable-rate steering system allows the ratio between the number of steering wheel turns made and the steering angle of the front wheels to be altered according to the operator's requirements. In this way, the number of steering turns required to take the tractor from lock to lock can be adjusted in relation to the work in hand. Through the tractor's AFS terminal, the operator can select a desired steering ratio via three pre-set options or a custom setting.

Also new, and for all Puma models, is Reactive Steering. This introduces sharper reaction and self-centering to the Puma steering system, resulting from improvements to the front axle, including new steering sensors.

Puma Multicontroller and Puma CVX tractors with ISOBUS Class III also make possible two-way data transfer between the tractor and any compatible implement. This not only allows implement features to be controlled via the AFS 700 terminal screen, but also allows the implement to feed back information that can then control tractor settings such as forward speed, resulting in optimum



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performance in operations such as baling. The Class III system also enables, for example, the baler to direct the tractor's steering along the swath, to ensure an even intake and a perfectly-formed bale.

It is now possible, via the AFS 700 terminal screen, to quickly and easily configure all buttons on the Multicontroller – apart from those that operate the transmission – plus the remote valve paddle switches and the remote valve joystick, to operate ISOBUS implements as desired. This has been done to allow operators to create a set of controls that suit their particular requirements and circumstances.

All models now feature new colour-coded remote valves. As a result, implement coupling is made faster, by easing the process of identifying 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.

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