Operator's Manual

MASSEY FERGUSON

MF 7700 S - Operation

Versions Efficient and Exclusive

MF 7720 S
MF 7722 S
MF 7724 S
MF 7726 S

Beauvais
AGCO S.A.S. - 41 avenue Blaise Pascal - 60000
Beauvais - France - RC B562 104 539

Original Operator's Manual

November 2017
ACT0033480
EAME
English

1. Tractor identification

2.3.2 Presentation and location of the safety decals and instructions

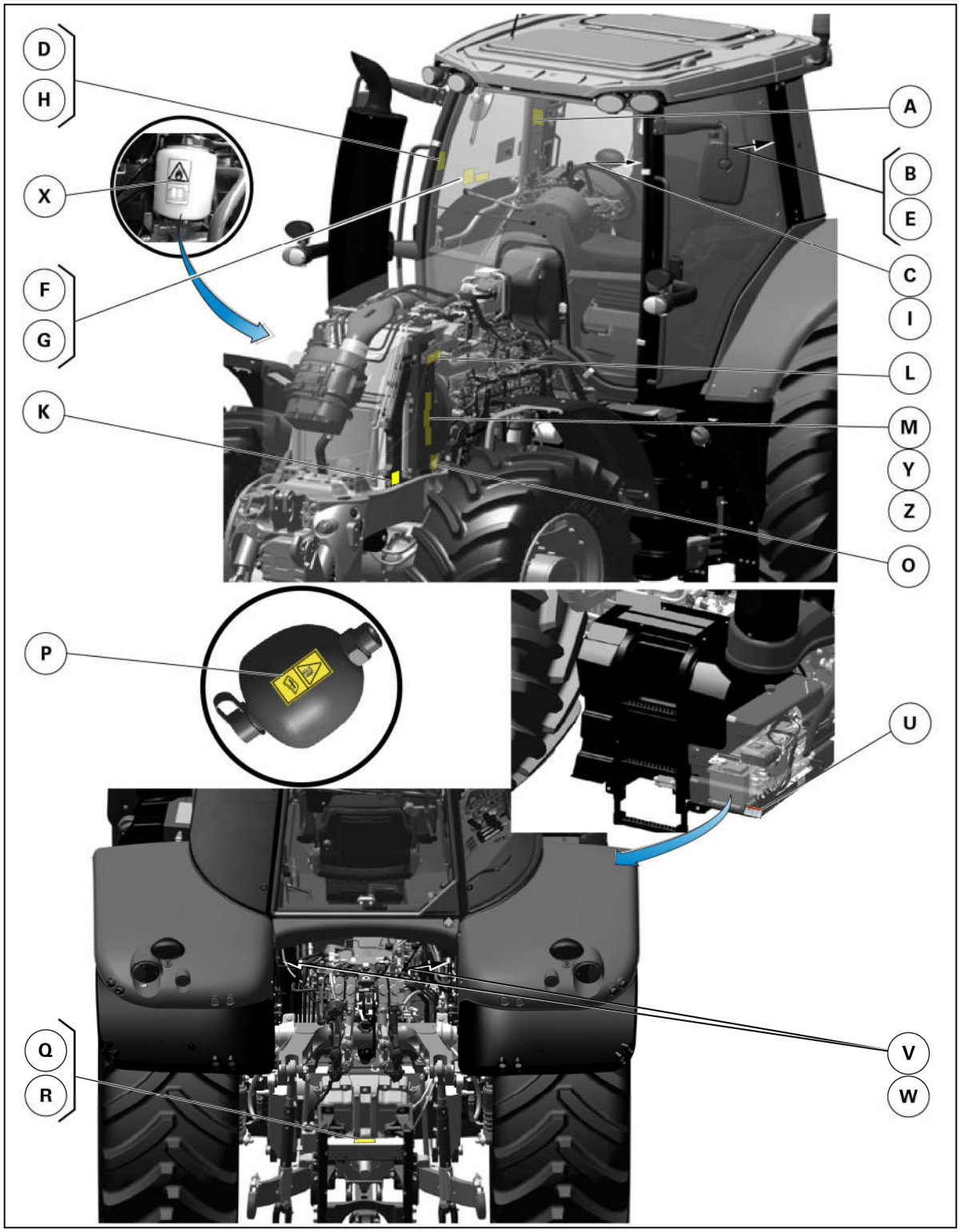


Fig. 1

- Alternative 2 (cab under category 2): Protection against hazardous substances (agricultural chemicals etc.) in the form of aerosols and fumes is not provided. In particular, tractors fitted with these cabs are not to be used for spraying pesticides without any additional protection. Personal protective equipment must be used according to the chemical manufacturer's recommendations.

  Protection against dust (category 2 of standard EN15695-1:2009) is provided under the following conditions:

  - all roof hatch, cab doors and cab windows are closed
  - cab ventilation is running
  - air filter is clean and is serviced under maintenance interval (refer to service guide). When replacing the filter, only a filter certified for at least category 2 cabs is permitted. Activated carbon filters do not improve the cab's level of protection. Always refer to the user instructions provided with the filter.
- Alternative 3 (cab under category 4): The cab is equipped with protection against hazardous substances (agricultural chemicals etc.) in the form of dust, aerosols and fumes. For pesticide spraying, tractors fitted with these cabs must also have a specially designed filter for category 4 cabs.

  This protection (category 4 of standard EN 15695-1:2009) is provided under the following conditions:

  - all roof hatch, cab doors and cab windows are closed
  - cab ventilation is running
  - air filter is clean and is serviced under maintenance interval (refer to service guide).

  Given the risk associated with contaminants entering the cab when opening the door to enter or exit the vehicle, this protection is designed to supplement, but not necessarily replace, the use of personal protective equipment when working in an environment with aerosols and/or fumes, such as pesticides. The chemical manufacturer's instructions concerning the use of personal protective equipment must be followed.

  When replacing the filter, only a filter certified for at least category 4 cabs is permitted.

  Always refer to the user instructions provided with the filter. Once spraying operations are complete, it is important to return the special filter to its case and replace it with a standard anti-dust filter.

Instructor (passenger) seat

- This seat may only be used to transport a passenger when driving on public roads.
- Always use the seat belt correctly adjusted.

2.8.2 Protection of persons other than the operator

WARNING: A tractor is a machine with a single operator.

Do not permit anyone to ride on the tractor or implements, including trailers, unless the implements are specially designed to carry passengers during field work. In the latter case, transport is permitted only for field work, but not for traveling on the road.

In all cases, never allow a child to ride on the tractor or implements.

Fig. 10

- When operating, attention to the environment of the tractor/implement assembly.
- Never lift loads above someone.
- Do not allow anyone to stand or pass in front of, under or behind an implement.

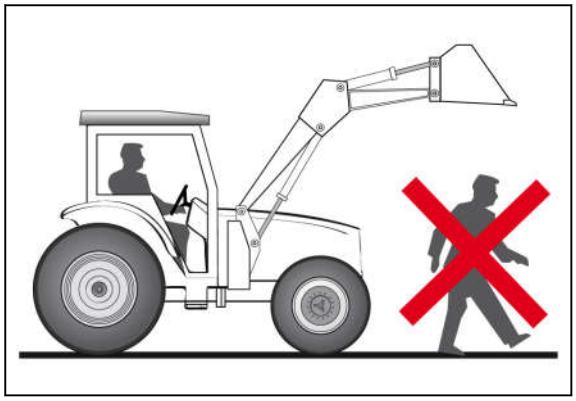


Fig. 11

- Do not allow anyone to stand between the tractor and the implement.
- Keep other people away from the working area.
- Beware of the load and implement falling in the event of unexpected lowering of the loader.

2.8.3 Overturning

Overturning angle

DANGER:
For your safety, never exceed the maximum angle limits listed in the table below.

NOTE:
These angle limits assume a maximum oil level in the rear axle.
The recommendation is to add 15 litres of oil when working on maximum-gradient slopes.

Models	Speed	Maximum angle: Roll/pitch/combined
Dyna-6	>15 km/h	15°/15°
	<15 km/h	22°/22°

- Ensure that the tractor and implements are fitted with SMV warning triangles and other markings recommended to improve visibility when driving on roads (unless the regulations state otherwise).

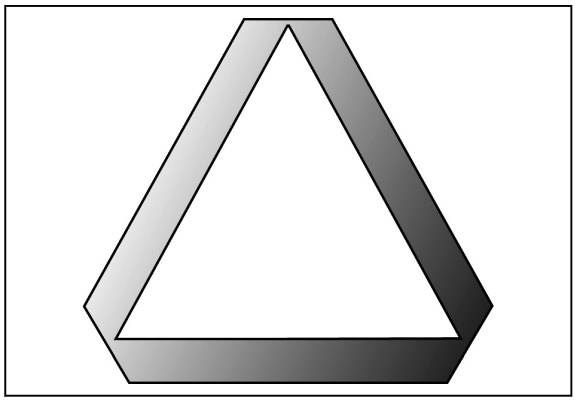


Fig. 15

- Place all implements in the transport position (as specified in the national road traffic regulations) so that they take up minimum space and lock them in position.
- Lock the brake pedals together.
- Disengage the power take-off and the differential lock.
- Observe all current local and national regulations regarding the use of a tractor on the road.
- Depending on the equipment fitted to the tractor and unless regulations state otherwise, use the rotary beacons or the hazard warning lights day and night.
- Familiarize yourself with the road you will be traveling on.
- Exercise the utmost caution when driving on snow-covered or slippery roads.
- Wait for traffic to clear before entering a public road.
- Beware of blind intersections: Slow down until you have a clear view.
- Do not attempt to push your way through at any intersection.
- Slow down for turns and curves.
- Make wide turns at a moderate speed.
- Signal your intention to slow down, stop or turn.
- Shift to a lower gear before going up or down hills.
- Always drive the tractor in gear. Do not coast with the clutch disengaged or transmission in neutral.
- Do not overlap the lane of traffic for vehicles traveling the other way.

  Stay in your lane, as close as possible to the roadside.
- If a traffic jam forms behind the tractor, pull off the road and allow the vehicles behind to pass.
- Drive carefully. Anticipate what other drivers might do.

If towing a load

- Always anticipate obstacles, especially if the trailed implement is not fitted with brakes.
- Start braking much earlier than usual and slow down gradually.
- Ensure that the load is not concealing the lights or the rotary beacons.
- Take account of your load, especially for high obstacles.

2.8.7 Instructions and Legislation for the Towing of Implements

WARNING:
This tractor meets the new EU Regulation 167/2013.
Use of a trailer with pneumatic braking, which does not correspond to this regulation, is the sole responsibility of the user.
(Refer to the manufacturer's plate and to the certificate of compliance of the trailed implement).

- (9) On the weight support hole

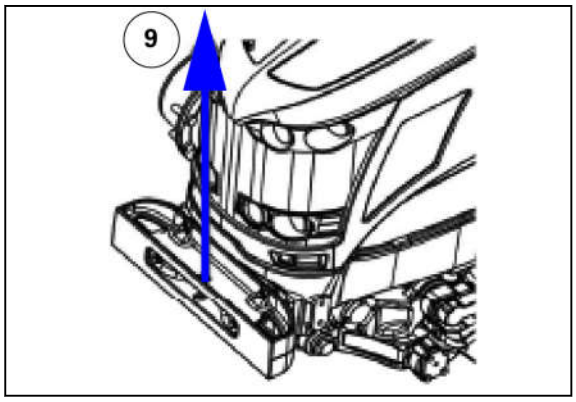
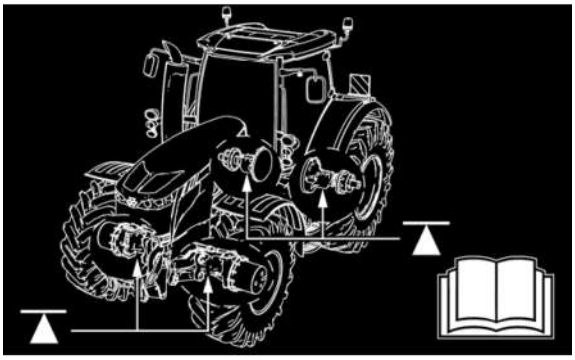


Fig. 28

Cab sling points

Fig. 29

A decal is located inside the rear right fender. Here you can see the different authorised installation points of the axle stands for your tractor.



ACW0682500

- **WARNING:** Tractor lifting points.
- Shut off engine and remove key before performing maintenance or repair work.
- Read the safety instructions in the Operator's Manual.

2.9.4 Special instructions for cleaning the tractor

- Before cleaning the tractor, always:
  - Follow the mandatory procedure before dismounting the tractor
  - remove or put away implements, buckets, chains and hooks.
- Clean steps, pedals and floor. Remove grease or oil. Brush away dust and mud. In winter, scrape away snow and ice. Remember — slippery surfaces are hazardous.
- Clean the spray suppression skirt regularly.
- When washing the tractor with a jet of water, do not direct the jet straight onto electrical components.

3.1.3 Control unit

(1) Windscreen wiper

- 0. Off position
- J. Intermittent
- I. First speed
- II. Second speed

(2) Left-hand indicator:

- (A): momentary. Cancels once it is released.
- (B): locked. Cancels when the steering wheel returns to the center (straight line).
- It is the left-hand indicators that flash.

(3) Right-hand indicator:

- (A): momentary. Cancels once it is released.
- (B): locked. Cancels when the steering wheel returns to the center (straight line).
- It is the right-hand indicators that flash.

(4) Horn
(5) Main beam lights flash.
(6) High beam lamps position (after engaging the main lighting)
(7) Front windscreen washer.

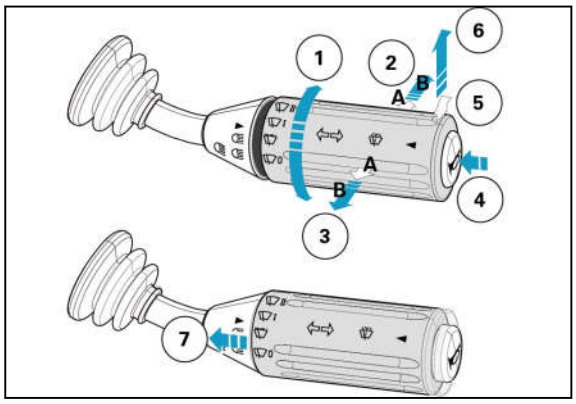


Fig. 10

3.1.4 Pedals

(1) Clutch pedal.
(2) Brake pedals
(3) Brake pedal locking latch.
(4) Throttle pedal.

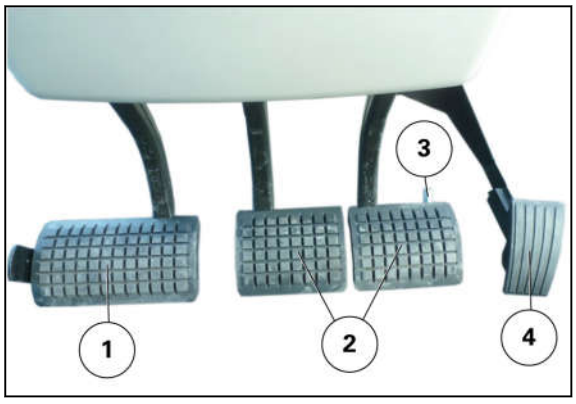


Fig. 11

Clutch pedal

The clutch pedal has a safety start switch. The clutch pedal must be depressed fully before operating the starter switch.

IMPORTANT: *Never keep your foot on the clutch pedal or keep it halfway engaged.*

Brake pedals

The two brake pedals can be used either separately or locked together using the latch (3).

IMPORTANT: *The two brake pedals must be locked together when being used on the open road.*

Heating

Place the switch in position (2) to activate seat heating and place the switch in position (1) to turn it off .

Fig. 26

Storage space for books and user instructions

The storage compartment or storage pocket (depending on model) is located on the back of the seat. To open the compartment, first pull the tab (A) upward and then pull the cover backward (B) .

Fig. 27

Seat belt

Wearing the seat belt plays an essential role in protecting the operator.

WARNING:
Always wear the seat belt adjusted correctly.

3.1.8 Instructor seat

- Use of the instructor seat is exclusively reserved for an instructor or technician. The seat is NOT suitable for children.
- The seat belt must always be worn and correctly adjusted when using the instructor seat.

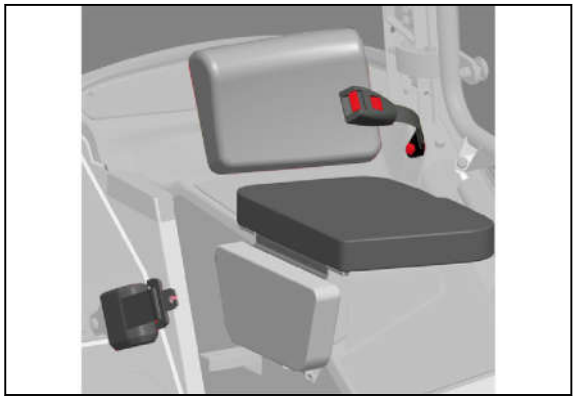


Fig. 28

Maximum temperature

The maximum heating is obtained by turning the knob (3) clockwise to the maximum.

The fan knob (1) is placed in position "3" (the fan speed is 75% of maximum)

The recirculation control (4) is placed in position "A", the recirculation function is deactivated (the air is taken from outside the cab)

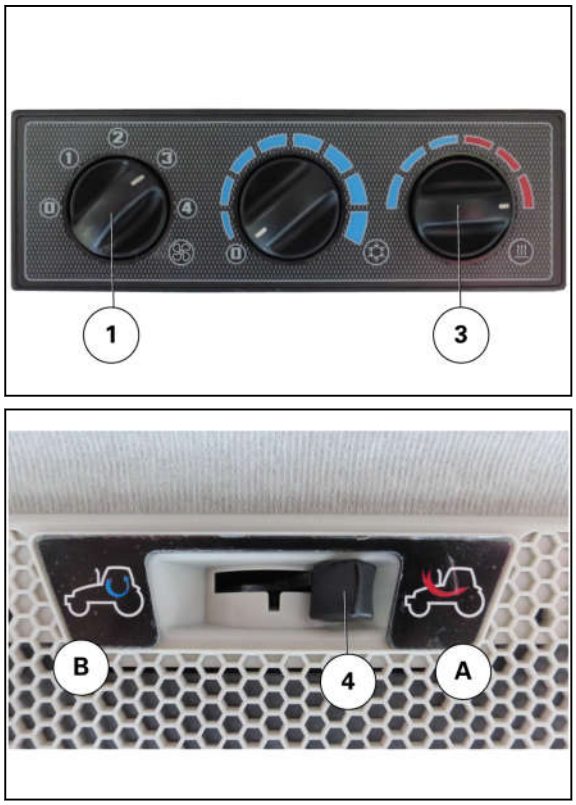


Fig. 47

Minimum temperature

The maximum cooling is obtained by turning the knob (3) counterclockwise to the maximum.

The fan knob (1) is placed in position "4" (the fan speed is then maximum)

The air conditioning knob (2) is turned clockwise to the maximum, the air conditioning compressor is activated.

The recirculation control (4) is placed in position "B", the recirculation function is activated (the air inside the cab is recirculated in a closed circuit)

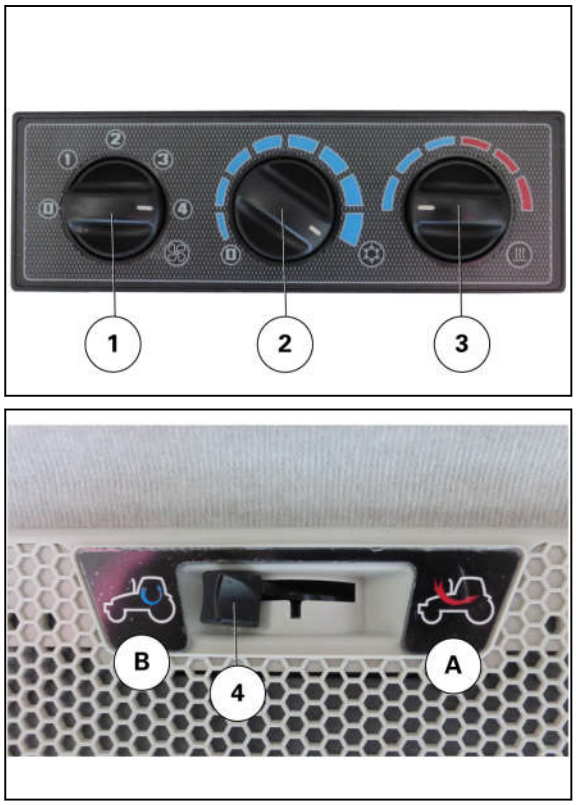


Fig. 48

3.1.17 Accessories sockets

Sockets on the right-hand console

(A) 12 V electrical socket for connecting monitoring screens, control units and other accessories

(B) Tractor signal transmission socket in accordance with ISO 11786

(C) Control switch for + 12 volt of electrical connector (A)

- Switch set in 12 Volt position: +12 V permanent power supply
- Switch set in headland position: No permanent +12 V power supply. In this position, the +12 V power supply is controlled by an icon in the headland mode of the Datatronic CCD or by the H3 or H4 switch of the joystick (see the Datatronic CCD Operator's Manual).

(D) Cigarette lighter socket

(E) Isobus connection as per ISO 11783 standard. For example, to connect a joystick or an Isobus control unit.

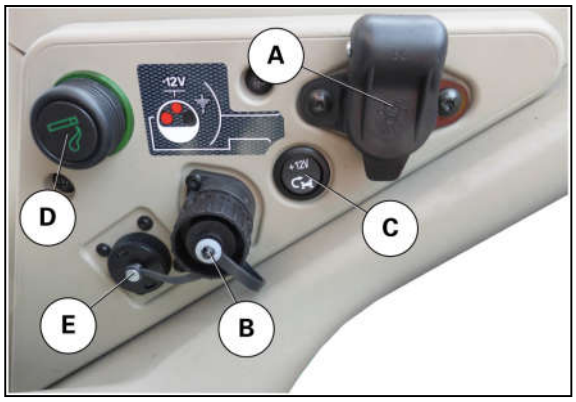


Fig. 69

Front right-hand fender arch sockets

(F) 12 V electrical socket for connecting monitoring screens, control units and other accessories.

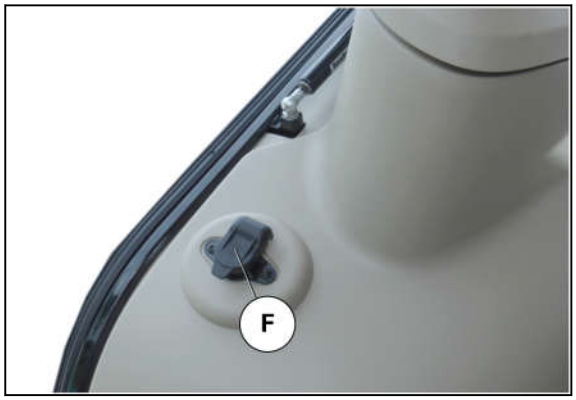
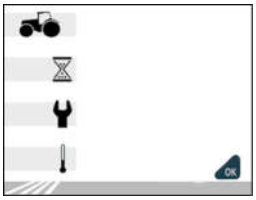


Fig. 70

Screen	Function
	**Start-up screen** This screen displays the model and serial number of the tractor, the tractor hours, the number of hours before the next service period and the external temperature. The default value for the number of hours before the next service period can be reset by pressing the OK key for 5 seconds.
	**Main screen** Displays the restart forward speeds, the stored engine speed (A), the stored forward speeds (C1) and (C2), the lever/pedal mode, the Upper and lower limits of the engine speed function (if enabled and only with the Datatronic CCD), the neutral brake pedal function (only displayed if the function is active), the right-hand reverse shuttle (only displayed if the function is active), the ISOBUS function (only displayed if the MultiPad lever is configured on the ISOBUS joystick), and the function selected by the user. Press the key to select the function to display on the main screen: • Area worked • Hourly consumption • Area worked per hour • Power consumption in relation to the area worked • Current rate of slip (%) • Rear power lift position (%)
	**Area worked setting screen** This screen allows you to view the distance travelled (ability to reset to 0), adjust the working width of the implement and set a trigger to start the counting (rear linkage in working position, rear PTO activated, all the time, hydraulic spool valve no. 1 in floating position or kickout activated in ram rod retracted position, hydraulic spool valve no. 1 with kickout activated in ram rod extended position, tractor in the forward travel position and signal on diagnostics connector X184) Press the or arrows to choose which function to adjust (the index moves), then press OK (the function is greyed out when it can be adjusted) • Press the arrow to reset the distance traveled to 0 and then press OK to confirm • Press the or arrows to increase/decrease the working width of the implement (from 0 m to 50 m) and then press OK to confirm • Press the or arrows to adjust a trigger element for the count and then press OK to confirm

To lift the bonnet fully, release the strap by removing the retaining screw (A).

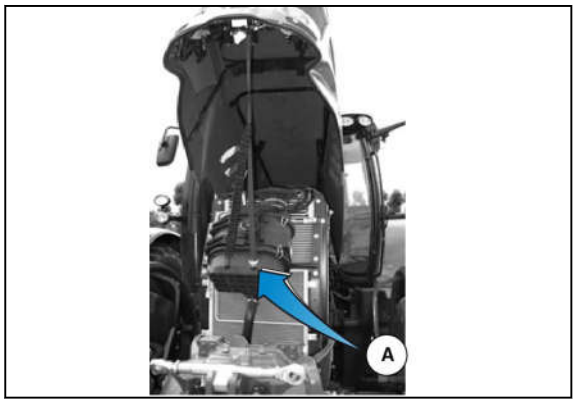


Fig. 93

3.3.2 Adjusting the external rear-view mirrors

IMPORTANT:
For your safety.
Whether on the left or right-hand side of the tractor, always use three-point contact with the tractor and face the tractor when completing tractor commissioning or maintenance operations, such as:

- *adjusting the rear-view mirrors.*
- *positioning the working headlights on the hand rail, fenders or the front or rear roof.*
- *positioning the left or right rotary beacons.*
- *machine maintenance operations, (replacing air filters, windscreen wiper, etc.).*
- *or any other operations which require the tractor to be raised or lowered.*

In order to prevent the risk of burns, it is important to:

- leave all parts in the surrounding area of the tractor you wish to work with to cool.
- ensure that you have the necessary protective equipment to complete tractor commissioning or maintenance operations.

After using the tractor, you need to leave it for a certain amount of time to allow the hot surfaces of the tractor to cool down (such as engine environment, or the exhaust environment, etc.).

DANGER:
Not following these safety instructions may result in burns in the following types of situations:

- **When lifting-lowering to access the workstation from the right-hand side of the tractor. Risk of contact with hot surfaces, exhaust etc.**
- **When lifting-lowering to complete maintenance work from the right-hand side of the tractor. Risk of contact with hot surfaces, exhaust etc.**
- **When installing or uninstalling an implement (front loader, etc.), ensure that the parts directly surrounding the implement (exhaust, etc.) have cooled down enough.**
- **When adjusting the rear-view mirror or the direction of the working headlights, ensure that the parts directly surrounding the equipment (exhaust, etc.) have cooled down enough.**

3.3.2.1 Positioning and extending the arms

Positioning the arms

Diesel Exhaust Fluid (DEF) tank level	10% (A)	5% (B)	0% (C)	0%
Display of symbol  (2) on the instrument panel	No	No	No	Yes (flashing)
Fault code	No	No	Yes, SPN 1761, FMI 18 (moderately serious fault)	Yes, SPN 1761, FMI 1 (serious fault)
Degraded mode	No	No	Start of final degraded mode	100% final degraded mode
Injection of Diesel Exhaust Fluid (DEF)	Yes	Yes	Yes	No

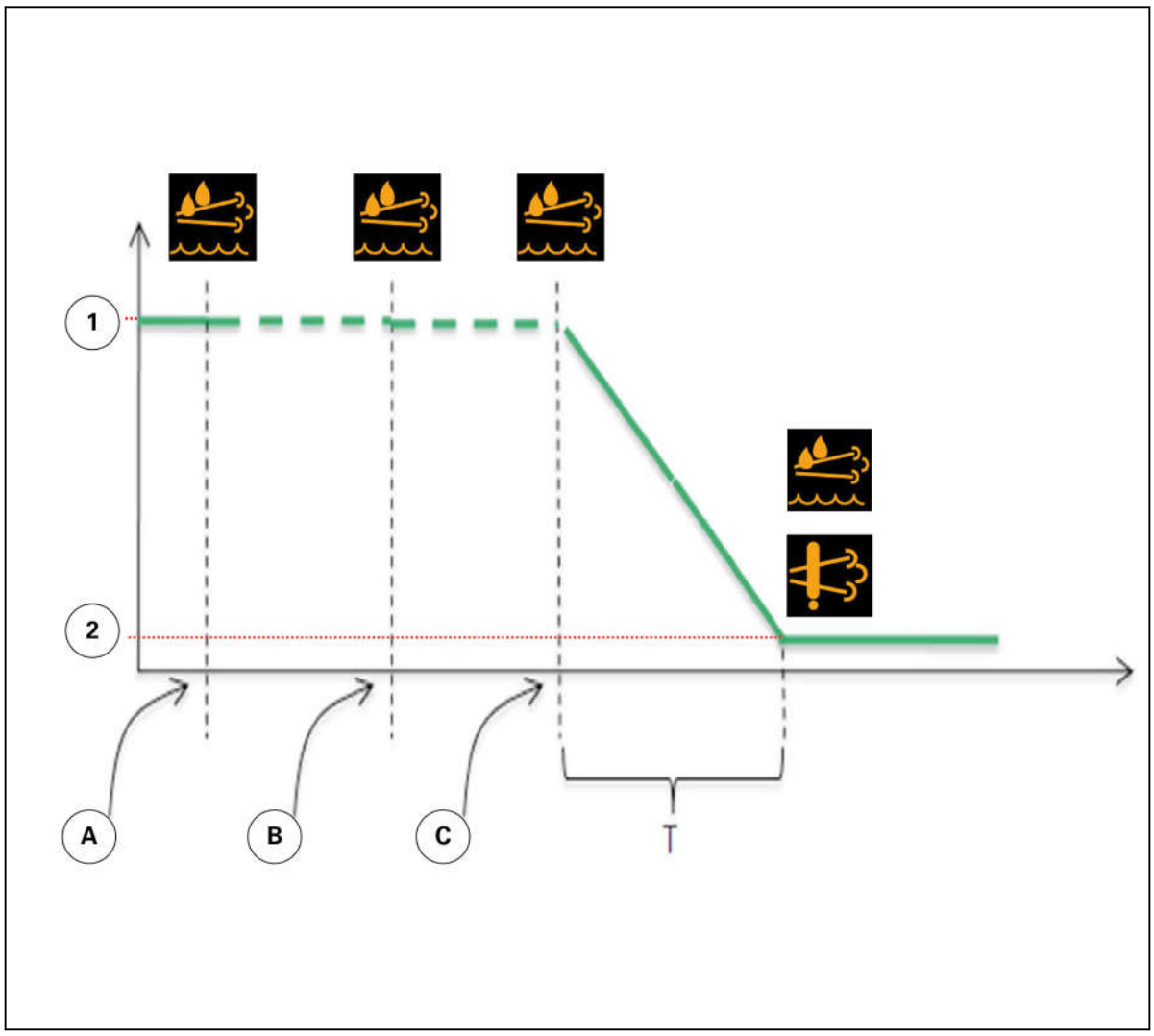
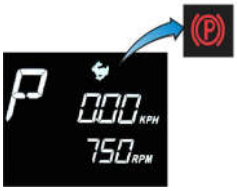


Fig. 110
(1) N_power and 100% torque

LEVER POSITION	CORRESPONDING INSTRUMENT PANEL SCREEN
Neutral	
Forward	
Reverse	
Parking brake engaged	

Fast shifting

When changing the direction of travel, the tractor slows to a halt, then accelerates in the opposite direction.

- Shifting cannot operate while the following functions are active:
  - the underspeed supervisor
  - the speed regulators
  - the coupler function. If the clutch pedal is pressed during fast shifting, a temporary stop may occur.

Right-hand reverse shuttle switch

The direction of travel can be reversed using the reverse shuttle switch (1) on the MultiPad lever and/or the Multi Function Joystick. To activate this function, put the Power Control lever in neutral, press the clutch in fully and press the right-hand reverse shuttle switch (1). Reversing the direction of travel can then be done only by activating this switch. To deactivate this function, the Power Control lever must be placed out of neutral position, or the hand brake applied.

Fig. 121

This C2/pedal mode function allows you to have a second maximum transmission ratio

After pressing switch C2, the stored transmission ratio C2 (A) (e.g., 4A) becomes the maximum transmission ratio(A), and the maximum transmission ratio (B) (e.g., 3D) previously chosen becomes the stored transmission ratio C2 (B).

NOTE:
If this function is "ON", it is not possible to engage the stored transmission ratio C2

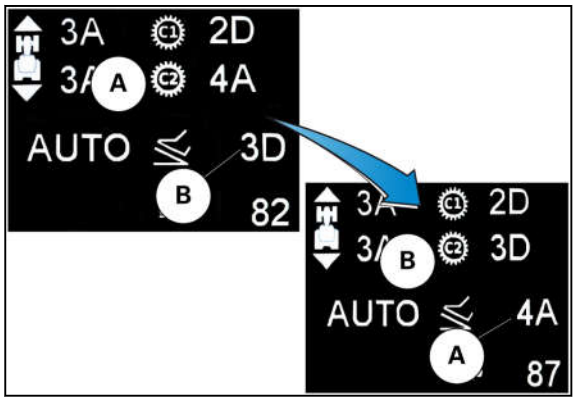


Fig. 140

3.5.8 Road mode (Hare)/Field mode (Tortoise)

road mode (hare) or field mode (tortoise) can be selected after choosing a driving mode (Lever or Pedal).

- There are two modes available:
  - road mode (hare) (B) for road use.
  - field mode (tortoise) (A) for field use.

NOTE:
(see forward speeds in the Maintenance section of the Operator's Manual)

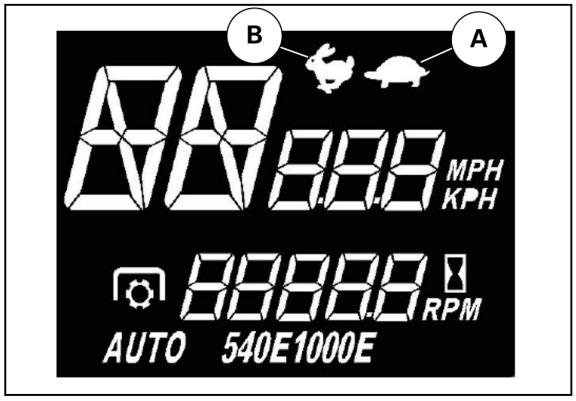


Fig. 141

Changing road mode (hare)/field mode (tortoise)

The transmission is managed using the T-handle lever or the MultiPad lever. It is possible to modify road mode (hare)/field mode (tortoise). These changes can be made when stopped or while in operation.

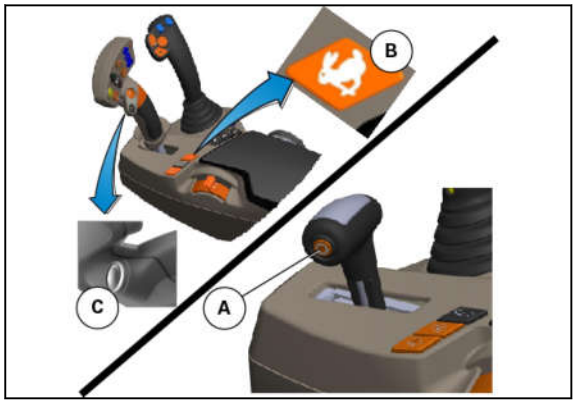
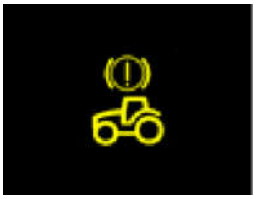
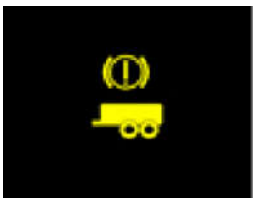
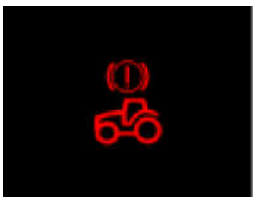
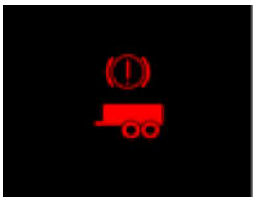


Fig. 142

Setup and Information Screen screens related to electrical failures of the pneumatic brake system.

	**Screen for electrically detected fault on the tractor brake system** Stop the Tractor immediately, if necessary with the assistance of the Emergency brake control and contact the dealer.
	**Screen for failure of electrical command transmission of the trailer brake system** Applicable when a trailer is connected to the tractor via the ABS connector (ISO 7638). Consult the trailer operating manual

Setup and Information Screen screens related to major failures of the pneumatic brake system.

	**Screen for major failure of the tractor brake system** Stop the Tractor immediately, if necessary with the assistance of the Emergency brake control and contact the dealer.
	**Screen for failure of the trailer brake system** Applicable when a trailer is connected to the tractor via the ABS connector (ISO 7638). Consult the trailer operating manual

3.6.5 Electromechanically controlled brake on the steering column (ParkLock)

General Information

A control located on the left-hand side of the steering column allows the operator to control engagement and disengagement of the parking brake (ParkLock). (A): disengaged position; (B): engaged position.

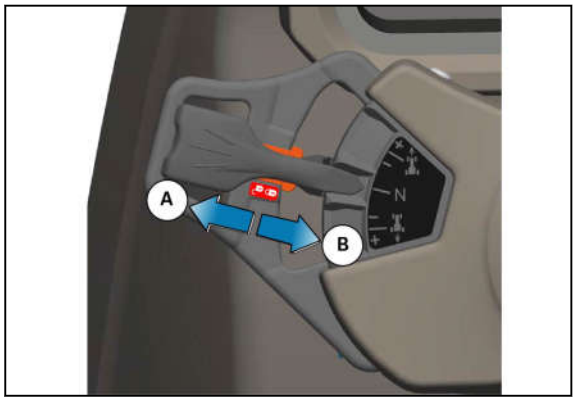


Fig. 157

WARNING:
To compensate for gravity and to prevent the tractor from moving when starting on an ascent or descent, the brake pedals must be applied before releasing the ParkLock.

3.8.3 Permissible load on the front axle

The tractor track width (V) is measured from the center of one wheel to the center of the other for single wheels.

For dual wheels, it is measured from the center of the right wheel assembly to the center of the left wheel assembly.

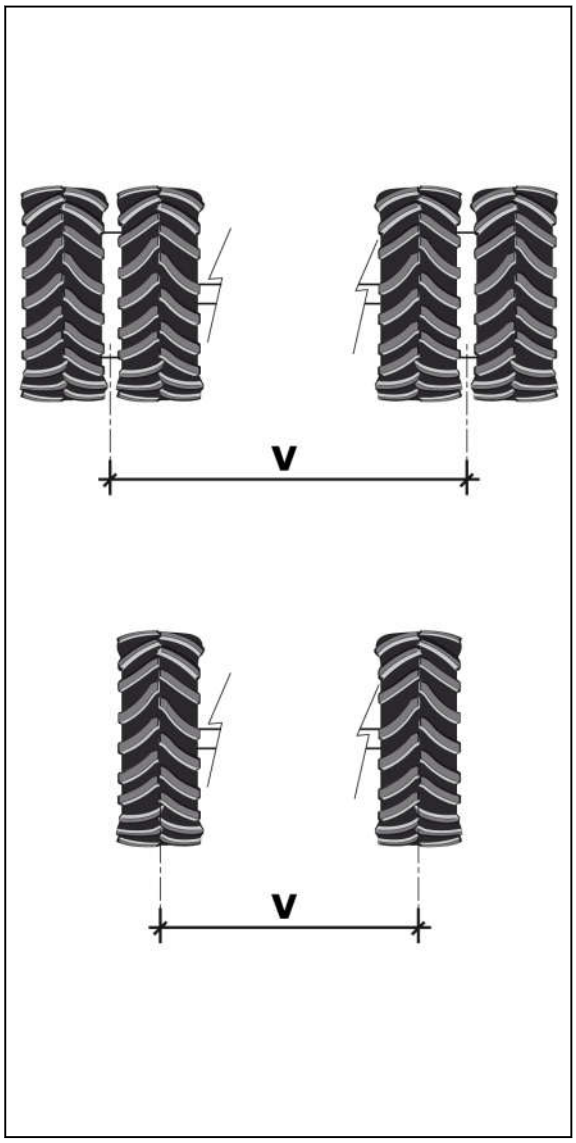


Fig. 173

The load allowed on the front axle varies with the forward speed, track width adjustment and depends on whether dual front wheels are used.

The graph below shows the different adjustment options.

To obtain 540 rpm ECO speed, press the switch (1) once if the 540 rpm speed is engaged, or press the switch (1) twice if another speed is engaged.

To obtain 1000 rpm ECO speed, press the switch (2) once if the 1000 rpm speed is engaged, or press the switch (2) twice if another speed is engaged.

The key (**N**) (3) is not used.

IMPORTANT: ***To avoid damaging implements driven by the PTO, the engine speeds in the table below must be complied with.***		
Selected PTO speed	**Display**	**Maximum engine speed**
540 E rpm	540E	1524 rpm
1000 E rpm	1000E	1595 rpm

3.10.4 Changing the flanged shaft

End-fittings that can be fitted:

- Shaft 35 mm (1"3/8) with 21 splines (1000 rpm)
- Shaft 35 mm (1"3/8) with 6 splines (540 rpm)
- Shaft 45 mm (1.8 in) (1"3/4) with 20 splines (1000 rpm)

CAUTION: Risk of entanglement. Rotating components.

The engine must be shut off to change the shaft.

Changing the shaft

Procedure

1. Rotate the flanged shaft to have the space (A)
2. Place a rod (B) into the space (A) to immobilize the shaft
3. Remove the 6 screws (C), and then remove the shaft
4. Install the new shaft, and then tighten the six screws (C) to a torque of 140 Nm

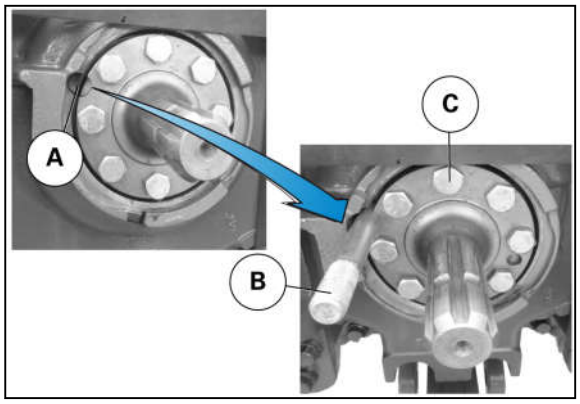


Fig. 184

3.10.5 PTO external control

DANGER: Risk of entanglement. Rotating components.

Keep at a safe distance from the PTO drive shaft when operating the external control.

The PTO external control (1) is located on the left-hand fender. It is used to engage the PTO, stop rotation and restart the PTO.

Wheel slip % ((theoretical speed - actual speed)/ theoretical speed) x 100%	Consequences for the rear linkage
If wheel slip increases	The rear linkage lifts and reduces the pulling force by decreasing the working depth
If wheel slip decreases	The rear linkage lowers

Rear linkage/engine speed automation

This function can be accessed from the Setup and Information Screen settings window. This screen is used to adjust the engine speed when changing the rear linkage status (work or transport).

- Press the ⓘ or ⓓ arrows to choose which function to adjust (the index moves), then press OK (the function is greyed out when it can be adjusted)
  - Press the ⓘ or ⓓ arrows to enable/disable the activation function of stored engine speed (A) when changing the position of the rear power lift (work or transport) (**ON** and **OFF**), and then press OK to confirm

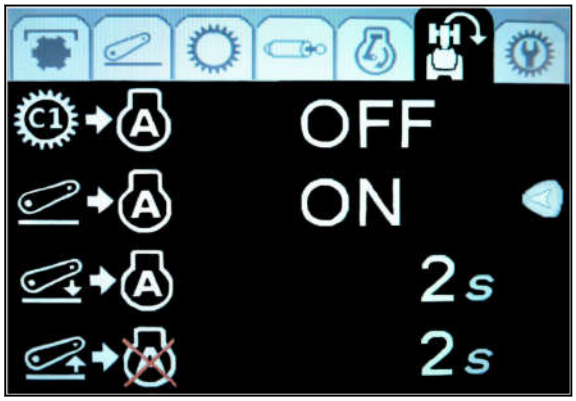


Fig. 205

NOTE: *The rear linkage controls must be unlocked to activate this function*

- Press the ⓘ or ⓓ arrows to increase/decrease the activation time of stored engine speed (A) when the rear linkage is in working position and the forward speed is > 0 kph, and then press OK to confirm
- Press the ⓘ or ⓓ arrows to increase/decrease the deactivation time of the stored engine speed (A) when the rear linkage is in transport position and the forward speed is > 0 kph, and then press OK to confirm

With a forward speed > 0 kph	Consequences
Rear linkage in working position	Engine speed stored in (A) is activated after the preset time
Rear linkage in the transport position	Engine speed stored in (A) is deactivated after the preset time

Hydraulics priority to the rear linkage

This function can be accessed from the Setup and Information Screen settings window. This screen is used to prioritize the hydraulic flow rate to the rear linkage, it increases or decreases the lifting speed. The remaining flow displayed is for the hydraulic spool valves (only when the rear linkage is in use).

This function also limits the rear linkage flow rate so as to increase the hydraulic flow rate when the hydraulic motor is in use, for example.

To adjust the lift rods (B), lift the tensioner (1) using the handles, then turn it in the corresponding direction to increase or decrease the length of the lift rod. After making the adjustment, allow the tensioner to lower to position (A). Check that the tensioner is all the way down and that it is properly engaged in the locking system to prevent unintentional rotation of the lift rod.

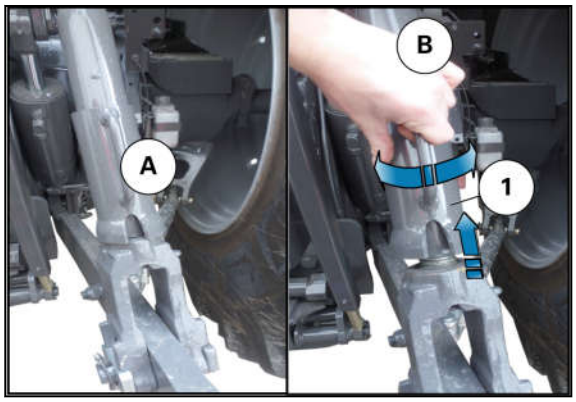


Fig. 228

Floating/fixed position of lift rods

The floating position of the lift rods is used with wide implements or those that must be able to move independently. Floating allows limited movement in the oblong hole.

For a fixed position (A), remove the pin (1) and place the plate in the lower part of the opening in a horizontal position (2). This position stops the vertical movement of the lift rod. For a floating position (B), remove the pin (1) and put the plate in a vertical position (3) in the oblong hole. This position allows vertical movement of the lift rod.

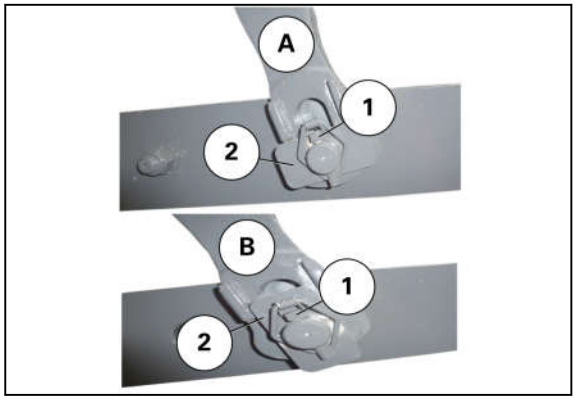


Fig. 229

IMPORTANT:
Take care to always refit the pins correctly. When driving, the lift rods must be in the fixed position to prevent excessive bouncing of the attached rear equipment.

Position of lift rods on the bottom links

The lift rods can be set to different bottom link positions based on use.

Put the lift rods (1) into the hole (2) to achieve the maximum lift capacity; the linkage height is then decreased. For maximum lift height, put the lift rods (1) into the hole (3) (closest to the tractor); the lift capacity is then decreased.

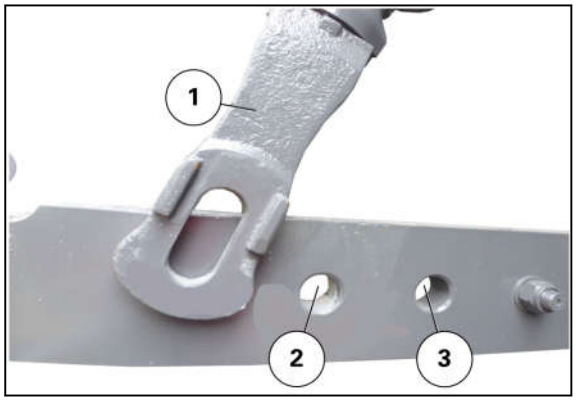


Fig. 230

NOTE:
Make sure there is enough clearance between the cab and rear window (in open or closed position) when hitching a mounted or semi-mounted implement to the rear linkage and when there is any change in the position of the lift rods on the bottom links.

Automatic clevis hitch

The height of the clevis hitch can be adjusted using the sliding frame. To adjust the towing height, pull the handle (2) upward to unlock, then pull to the left to slide the clevis up or down. To hitch a trailer, lift the unlocking lever (1) into a vertical position to refit the pin.

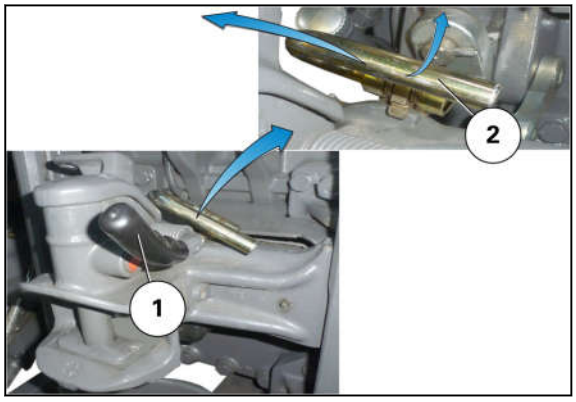


Fig. 244

During towing, the pintle eye presses on the component (2) which automatically locks the pin. The unlocking lever (1) will then be in a horizontal position.

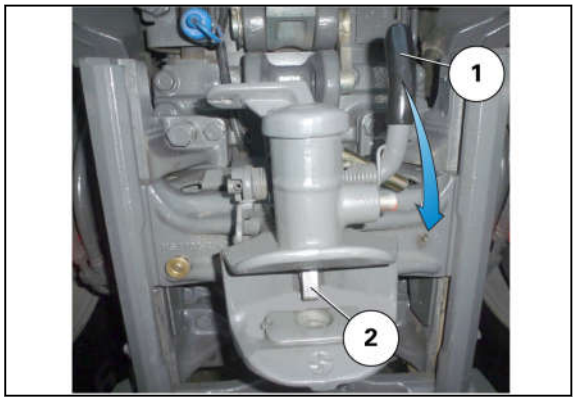


Fig. 245

3.12.4 Pick-up hitch

Authorized load

This hitch is designed to tow trailers that transfer heavy loads to the tractor and require frequent hitching and unhitching.

See loads indicated on the hitch plate.

Maximum permitted tire type: 20.8R38.

NOTE:
Maximum vertical static load: See Equipment chapter for towing
Maximum trailed weight: See Equipment chapter for towing

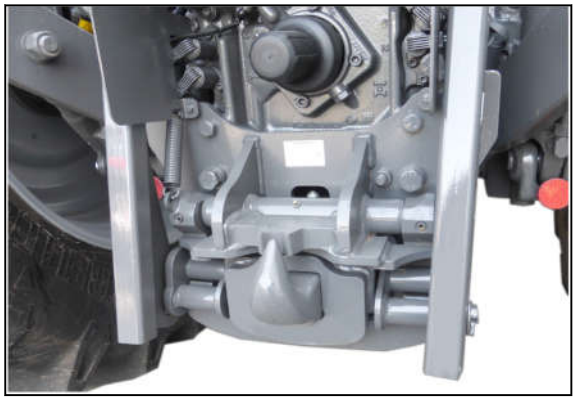


Fig. 246

Connecting a uni-directional hydraulic motor

Connect hydraulic motor supply hose (1) to the lower coupler and connect return hose (2) to the upper coupler.

NOTE:
A hydraulic motor can be supplied by two spool valves (combination of the two flows).
For hydraulic motors with little inertia or a high flow rate, the return hose (2) *can be connected to free return* (3).

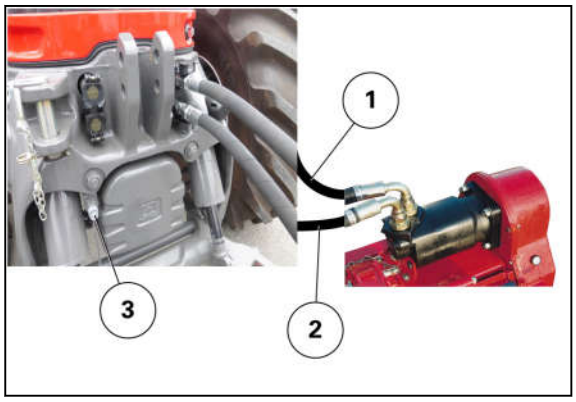


Fig. 268

IMPORTANT:
The oil passing through union (3) *returns directly to the tank and is not filtered. Ensure that no impurities pollute the system.*

Put the lever in the ram rod retracted position (see Hydraulic control lever) to supply the hydraulic motor.

Put the lever in the floating position to gradually stop the hydraulic motor and prevent it from getting damaged.

CAUTION:
The hydraulic motor only turns in one direction; do not put the lever in the ram rod extended position as the hydraulic motor may get damaged

NOTE:
The hydraulic flow can be adjusted so that the hydraulic system only supplies the quantity of oil required by the hydraulic motor (see Adjusting the flows).

Connecting a bi-directional hydraulic motor with a drain

Connect the hydraulic motor supply hose (1) to the upper coupler of the auxiliary hydraulic spool valve and connect the return hose (2) to the lower coupler of the same spool valve.

The drain (3) must be connected to the free return line (without counter-pressure) and must be directly connected to the tank (4).

Use the control lever located in the cab to supply the hydraulic motor (see Hydraulic control lever).

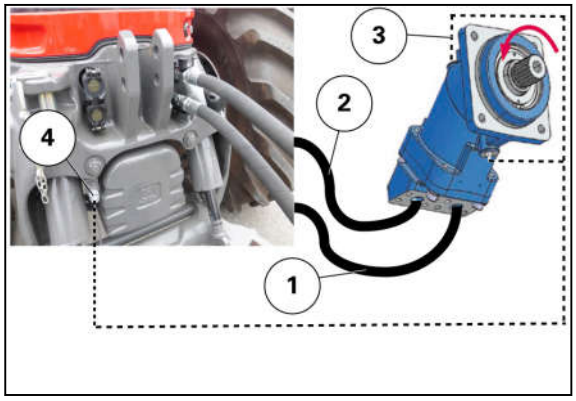


Fig. 269

NOTE:
A hydraulic motor can be supplied by two spool valves (combination of the two flows).
For hydraulic motors with little inertia or a high flow rate, the return hose (2) *can be connected to free return* (4).

IMPORTANT:
The oil passing through union (4) *returns directly to the tank and is not filtered. Ensure that no impurities pollute the system.*

CAUTION:
Do not connect the drain to the return hose as the hydraulic motor can operate in both directions of rotation.There must be no pressure in the drain as it may damage the hydraulic motor.

After you have enabled the activation time function for a spool valve, operate the hydraulic control in a position (cylinder rod extension (A) or cylinder rod retraction (B))

- If the tractor is fitted with a joystick (1), the control must be moved to a maximum position to activate the spool valve activation time function (Kick-out)
- If the tractor is fitted with FingerTIP controls (2), the control must be moved beyond the stop to activate the spool valve activation time function (Kick-out)

IMPORTANT:
If the spool valve control is in the floating position (C) *or neutral, the activation time function (Kick-out) is disabled*

3.13.7 Description and use of the external controls

(1) Ram rod extension switch **+** coupler on the spool valve
(2) Ram rod retraction switch **-** coupler on the spool valve

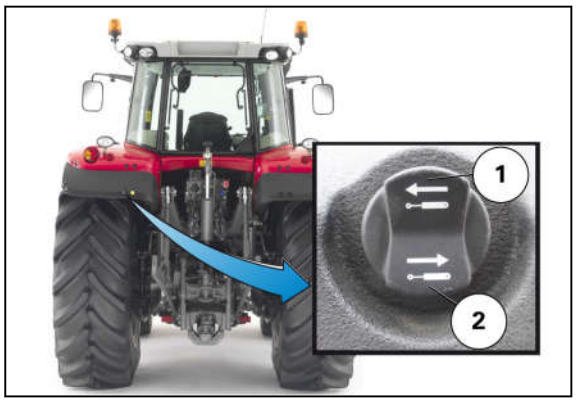


Fig. 294

By default, the external hydraulic controls operate spool valve no. 1. If the tractor is fitted with a Datatronic CCD, it is possible to operate another hydraulic spool valve using the controls (refer to the Datatronic CCD Operator's Manual)

- Before it is possible to use the external controls, unlock the hydraulics.
  - Either by pressing the cab control.
  - Or by pressing the ram extension external control switch (1) then the ram retraction switch (2).

The spool valve control is active when the button is pressed. Using the external controls locks the spool valve controls in the cab. The external controls are inactive as soon as the forward speed exceeds 2 kph. They are reactivated as soon as the speed drops below 2 kph

3.13.8 Setting flow rates and time delay

Adjustment of the hydraulic flow rates with the Datatronic CCD

If the tractor is fitted with Datatronic CCD, refer to the Datatronic CCD Operator's Manual for details on how to adjust the hydraulic spool valves.

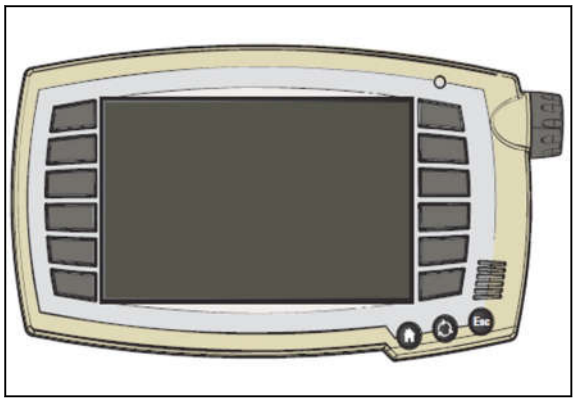


Fig. 295

3.14.4.7 3rd and 4th functions of the standard front-end loader

IMPORTANT:
The 3rd and 4th functions are activated temporarily.
When using the 3rd and 4th functions, check on the Datatronic CCD or on the Setup and Information Screen that there are no functions assigned to switches H3 and H4.

Press the ⓫ or ⓬ arrows to choose which function to adjust (the index moves), then press ⓪ (the function is greyed out when it can be adjusted)

- Press the ⓫ or ⓬ arrows to activate/ deactivate the 3rd function with switches H3/ H4, then press ⓪ to validate

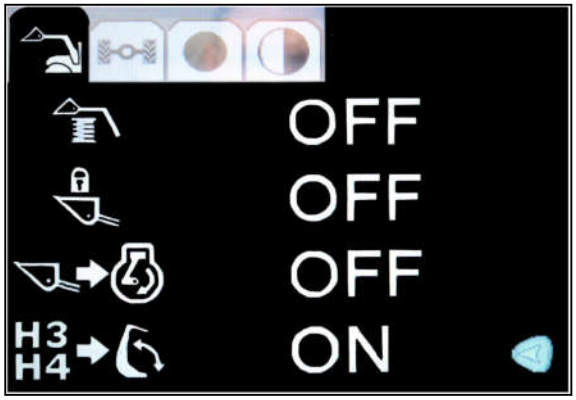


Fig. 313

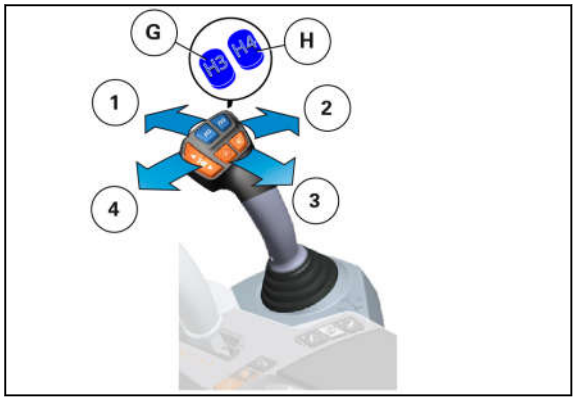


Fig. 314

Mode choices	Operation in different modes
H3/H4: OFF	• Press and hold the H3 (G) button, then tilt the Multi Function Joystick to the right (2) or to the left (4) to activate the 3rd function (for example: a gripper). • Press and hold the H4 (H) button, then tilt the Multi Function Joystick to the right (2) or to the left (4) to activate the 4th function (for example: other front loader implement functions)
H3/H4: ON	• Press and hold button H3 (G) to close the gripper (3rd function). • Press and hold button H4 (H) to open the gripper (3rd function).

3.14.4.8 Automatic shaking function of the standard front-end loader implement

Press switch H4 twice to activate this function.

3.16 Lighting

3.16.1 Main lighting control module

(1) Side lights: switch and indicator light for operation of side lights only

- Switched on, indicator light illuminated: pressing the switch operates the side lights (1) (all work lights stored the last time the engine was switched off will also be switched on).
- Switched off, indicator light extinguished: pressing the switch turns off all the lights even those activated by switch (2) (all work lights in operation at this time will be stored when the engine is switched off).

(2) Dipped beam lights/main beam lights: dipped beam lights activation switch and indicator light

- Switched on, indicator light illuminated: pressing the switch (2) activates the dipped beam lights and the side lights (all work lights stored the last time the engine was switched off are extinguished but can be manually reactivated).

  The front work lights on the bonnet are switched off automatically and cannot be reactivated.

  Dipped (3) and main beam (4) light positions are selected using the control unit.
- Switched off, indicator light extinguished: pressing the switch (2) switches off the dipped beam lights and leaves the side lights on automatically.

  The front work lights on the bonnet are then activated (depending on the stored setting) or can be reactivated by pressing the corresponding switch.

Fig. 331

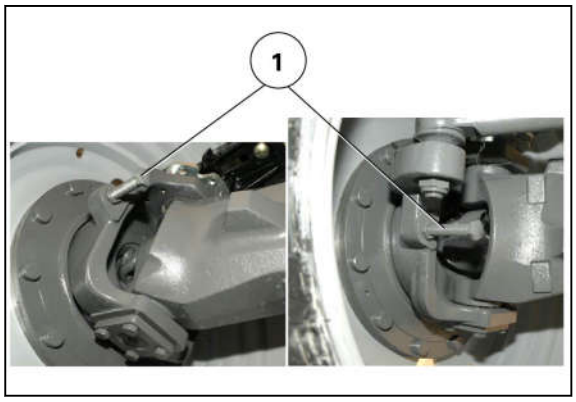


Fig. 344

3.18.4 Adjusting the 4WD front axle stops

General

Check and, if necessary, adjust the front axle stops each time the front track width is altered or following a wheel and/or tire change.

Oscillation stop (optional): Stops are available as an option to limit front axle oscillation.

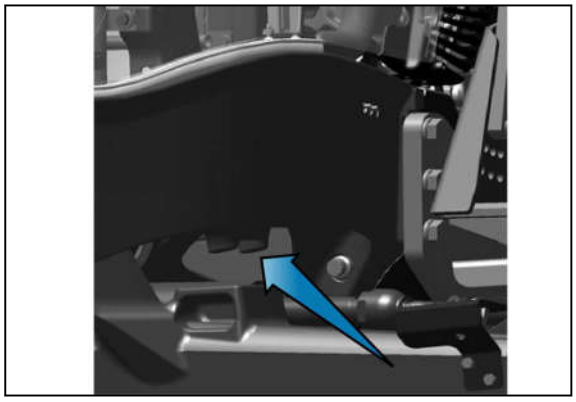


Fig. 345

3.18.4.1 Fitting the oscillation stops

Procedure

Fit each stop using the retaining screw.

3.18.4.2 Adjusting the steering angle

NOTE:
The front axles are intended for a maximum steering angle of 55°.

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
600/65R28	Standard	2060 kg	6400 kg	620/70R42	Standard	5300 kg	10,000 kg	14,000 kg
540/65R28	Standard	2180 kg	6400 kg	650/65R38	Standard	4125 kg	10,000 kg	14,000 kg
480/65R28	Standard	2500 kg	6400 kg	650/65R38	Standard	4125 kg	10,000 kg	14,000 kg
540/65R30	Standard	2725 kg	6400 kg	650/65R42	Standard	4250 kg	10,000 kg	14,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/65R42	Standard	4250 kg	10,000 kg	14,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/75R38	Standard	5800 kg	10,000 kg	14,000 kg
600/60R28	Standard	2060 kg	6400 kg	710/60R38	Standard	4,500 kg	10,000 kg	14,000 kg
600/60R28	Standard	2180 kg	6400 kg	710/60R42	Standard	4625 kg	10,000 kg	14,000 kg
600/60R30	Standard	2500 kg	6400 kg	710/60R42	Standard	4625 kg	10,000 kg	14,000 kg
600/65R28	Standard	2300 kg	6400 kg	710/70R38	Standard	5300 kg	10,000 kg	14,000 kg
710/55R30	Standard	2650 kg	6400 kg	900/50R42	Standard	5600 kg	10,000 kg	14,000 kg

Model MF 7720 S with a maximum speed of 40 km/h

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
380/85R30	Standard	1900 kg	6400 kg	18.4R42	Standard	3350 kg	9000 kg	12,000 kg
420/85R30	Standard	2300 kg	6400 kg	18.4R46	Standard	3550 kg	9000 kg	12,000 kg
380/85R34	Standard	2430 kg	6400 kg	18.4R46	Standard	3550 kg	9000 kg	12,000 kg
14.9R28	Standard	2060 kg	6400 kg	20.8R38	Standard	3350 kg	9000 kg	12,000 kg
16.9R28	Standard	1650 kg	6400 kg	20.8R38	Standard	3350 kg	9000 kg	12,000 kg
380/85R30	Standard	2060 kg	6400 kg	20.8R38	Standard	3350 kg	9000 kg	12,000 kg

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
440/80R28	Standard	4000 kg	6400 kg	540/80R38	Standard	5800 kg	9000 kg	12,000 kg
420/70R28	Standard	3750 kg	6400 kg	580/70R38	Standard	3550 kg	9000 kg	12,000 kg
480/70R28	Standard	1900 kg	6400 kg	580/70R38	Standard	3550 kg	9000 kg	12,000 kg
480/70R30	Standard	2000 kg	6400 kg	620/70R42	Standard	4125 kg	9000 kg	12,000 kg
600/65R28	Standard	1900 kg	6400 kg	620/70R42	Standard	4875 kg	9000 kg	12,000 kg
540/65R28	Standard	2000 kg	6400 kg	650/65R38	Standard	3750 kg	9000 kg	12,000 kg
480/65R28	Standard	2300 kg	6400 kg	650/65R38	Standard	3750 kg	9000 kg	12,000 kg
540/65R30	Standard	2500 kg	6400 kg	650/65R42	Standard	3875 kg	9000 kg	12,000 kg
600/65R28	Standard	2800 kg	6400 kg	650/65R42	Standard	3875 kg	9000 kg	12,000 kg
600/65R28	Standard	2800 kg	6400 kg	650/75R38	Standard	5300 kg	9000 kg	12,000 kg
600/60R28	Standard	1900 kg	6400 kg	710/60R38	Standard	4125 kg	9000 kg	12,000 kg
600/60R28	Standard	2000 kg	6400 kg	710/60R42	Standard	4250 kg	9000 kg	12,000 kg
600/60R30	Standard	2300 kg	6400 kg	710/60R42	Standard	4250 kg	9000 kg	12,000 kg
600/65R28	Standard	2120 kg	6400 kg	710/70R38	Standard	4875 kg	9000 kg	12,000 kg
710/55R30	Standard	2430 kg	6400 kg	900/50R42	Standard	5150 kg	9000 kg	12,000 kg

Model MF 7722 S with a maximum speed of 50 km/h

Tables of permissible loads: GPA44 transmission.

NOTE: *For dual wheels, the tire pressure of the outer tires should be slightly reduced by approximately 0,2 bar.*

Tables of permissible loads: GPA44 transmission.

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
420/85R30	Standard	2500 kg	6400 kg	18.4R46	Standard	3875 kg	9000 kg	12,000 kg
380/85R34	Standard	2650 kg	6400 kg	18.4R46	Standard	3875 kg	9000 kg	12,000 kg
320/85R34	Standard	2430 kg	6400 kg	380/90R46	Standard	4125 kg	9000 kg	12,000 kg
380/85R30	Standard	3450 kg	6400 kg	380/90R46	Standard	4125 kg	9000 kg	12,000 kg
16.9R28	Standard	2240 kg	6400 kg	480/80R42	Standard	4000 kg	9000 kg	12,000 kg
320/85R34	Standard	2060 kg	6400 kg	480/80R42	Standard	4000 kg	9000 kg	12,000 kg
420/85R30	Standard	2180 kg	6400 kg	480/80R46	Standard	4250 kg	9000 kg	12,000 kg
380/85R34	Standard	2430 kg	6400 kg	480/80R46	Standard	4250 kg	9000 kg	12,000 kg
16.9R30	Standard	2500 kg	6400 kg	480/80R46	Standard	4250 kg	9000 kg	12,000 kg
420/90R30	Standard	3000 kg	6400 kg	480/80R46	Standard	4250 kg	9000 kg	12,000 kg
380/85R28	Standard	3075 kg	6400 kg	520/85R38	Standard	3875 kg	9000 kg	12,000 kg
380/85R30	Standard	2300 kg	6400 kg	520/85R38	Standard	3875 kg	9000 kg	12,000 kg
420/85R28	Standard	2575 kg	6400 kg	520/85R38	Standard	3875 kg	9000 kg	12,000 kg
16.9R30	Standard	3075 kg	6400 kg	520/85R42	Standard	4125 kg	9000 kg	12,000 kg
380/85R34	Standard	3350 kg	6400 kg	520/85R42	Standard	4125 kg	9000 kg	12,000 kg
420/85R30	Standard	3750 kg	6400 kg	520/85R42	Standard	4750 kg	9000 kg	12,000 kg
400/80R28	Standard	2500 kg	6400 kg	540/80R38	Standard	6300 kg	9000 kg	12,000 kg
440/80R28	Standard	4375 kg	6400 kg	540/80R38	Standard	6300 kg	9000 kg	12,000 kg
420/70R28	Standard	4125 kg	6400 kg	580/70R38	Standard	3875 kg	9000 kg	12,000 kg

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
400/80R28	Standard	2500 kg	6400 kg	540/80R38	Standard	6300 kg	9000 kg	12,000 kg
440/80R28	Standard	4375 kg	6400 kg	540/80R38	Standard	6300 kg	9000 kg	12,000 kg
420/70R28	Standard	4125 kg	6400 kg	580/70R38	Standard	3875 kg	9000 kg	12,000 kg
480/70R28	Standard	2060 kg	6400 kg	580/70R38	Standard	3875 kg	9000 kg	12,000 kg
480/70R30	Standard	2180 kg	6400 kg	620/70R42	Standard	4,500 kg	9000 kg	12,000 kg
600/65R28	Standard	2060 kg	6400 kg	620/70R42	Standard	5300 kg	9000 kg	12,000 kg
540/65R28	Standard	2180 kg	6400 kg	650/65R38	Standard	4125 kg	9000 kg	12,000 kg
480/65R28	Standard	2500 kg	6400 kg	650/65R38	Standard	4125 kg	9000 kg	12,000 kg
540/65R30	Standard	2725 kg	6400 kg	650/65R42	Standard	4250 kg	9000 kg	12,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/65R42	Standard	4250 kg	9000 kg	12,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/75R38	Standard	5800 kg	9000 kg	12,000 kg
600/70R30	Standard	3075 kg	6400 kg	650/85R38	Standard	7750 kg	9000 kg	12,000 kg
600/70R28	Standard	3075 kg	6400 kg	650/85R38	Standard	6,500 kg	9000 kg	12,000 kg
600/60R28	Standard	2060 kg	6400 kg	710/60R38	Standard	4,500 kg	9000 kg	12,000 kg
600/60R28	Standard	2180 kg	6400 kg	710/60R42	Standard	4625 kg	9000 kg	12,000 kg
600/60R30	Standard	2500 kg	6400 kg	710/60R42	Standard	4625 kg	9000 kg	12,000 kg
600/65R28	Standard	2300 kg	6400 kg	710/70R38	Standard	5300 kg	9000 kg	12,000 kg
600/70R30	Standard	2650 kg	6400 kg	710/70R42	Standard	7750 kg	9000 kg	12,000 kg

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
600/70R30	Standard	2650 kg	6400 kg	710/70R42	Standard	7750 kg	9000 kg	12,000 kg
600/70R28	Standard	2650 kg	6400 kg	710/70R42	Standard	6,500 kg	9000 kg	12,000 kg
600/70R30	Standard	2725 kg	6400 kg	800/70R38	Standard	7750 kg	9000 kg	12,000 kg

Model MF 7726 S with a maximum speed of 40 km/h

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
420/85R30	Standard	2500 kg	6400 kg	18.4R46	Standard	3875 kg	9,500 kg	13,000 kg
380/85R34	Standard	2650 kg	6400 kg	18.4R46	Standard	3875 kg	9,500 kg	13,000 kg
320/85R34	Standard	2430 kg	6400 kg	380/90R46	Standard	4125 kg	9,500 kg	13,000 kg
380/85R30	Standard	3450 kg	6400 kg	380/90R46	Standard	4125 kg	9,500 kg	13,000 kg
16.9R28	Standard	2240 kg	6400 kg	480/80R42	Standard	4000 kg	9,500 kg	13,000 kg
320/85R34	Standard	2060 kg	6400 kg	480/80R42	Standard	4000 kg	9,500 kg	13,000 kg
420/85R30	Standard	2180 kg	6400 kg	480/80R46	Standard	4250 kg	9,500 kg	13,000 kg
380/85R34	Standard	2430 kg	6400 kg	480/80R46	Standard	4250 kg	9,500 kg	13,000 kg
16.9R30	Standard	2500 kg	6400 kg	480/80R46	Standard	4250 kg	9,500 kg	13,000 kg
420/90R30	Standard	3000 kg	6400 kg	480/80R46	Standard	4250 kg	9,500 kg	13,000 kg
380/85R28	Standard	3075 kg	6400 kg	520/85R38	Standard	3875 kg	9,500 kg	13,000 kg
380/85R30	Standard	2300 kg	6400 kg	520/85R38	Standard	3875 kg	9,500 kg	13,000 kg
420/85R28	Standard	2575 kg	6400 kg	520/85R38	Standard	3875 kg	9,500 kg	13,000 kg

Front axle				Rear axle				Maximum permissible vehicle weight
Tire	Tire type	Tire load limit	Maximum permissible axle weight	Tire	Tire type	Tire load limit	Maximum permissible axle weight	
380/85R30	Standard	2300 kg	6400 kg	520/85R38	Standard	3875 kg	9,500 kg	13,000 kg
420/85R28	Standard	2575 kg	6400 kg	520/85R38	Standard	3875 kg	9,500 kg	13,000 kg
16.9R30	Standard	3075 kg	6400 kg	520/85R42	Standard	4125 kg	9,500 kg	13,000 kg
380/85R34	Standard	3350 kg	6400 kg	520/85R42	Standard	4125 kg	9,500 kg	13,000 kg
420/85R30	Standard	3750 kg	6400 kg	520/85R42	Standard	4750 kg	9,500 kg	13,000 kg
420/90R30	Standard	3650 kg	6400 kg	520/85R46	Standard	4250 kg	9,500 kg	13,000 kg
420/85R34	Standard	2575 kg	6400 kg	520/85R46	Standard	4250 kg	9,500 kg	13,000 kg
400/80R28	Standard	2500 kg	6400 kg	540/80R38	Standard	6300 kg	9,500 kg	13,000 kg
440/80R28	Standard	4375 kg	6400 kg	540/80R38	Standard	6300 kg	9,500 kg	13,000 kg
420/70R28	Standard	4125 kg	6400 kg	580/70R38	Standard	3875 kg	9,500 kg	13,000 kg
480/70R28	Standard	2060 kg	6400 kg	580/70R38	Standard	3875 kg	9,500 kg	13,000 kg
480/70R30	Standard	2180 kg	6400 kg	620/70R42	Standard	4,500 kg	9,500 kg	13,000 kg
600/65R28	Standard	2060 kg	6400 kg	620/70R42	Standard	5300 kg	9,500 kg	13,000 kg
540/65R28	Standard	2180 kg	6400 kg	650/65R38	Standard	4125 kg	9,500 kg	13,000 kg
480/65R28	Standard	2500 kg	6400 kg	650/65R38	Standard	4125 kg	9,500 kg	13,000 kg
540/65R30	Standard	2725 kg	6400 kg	650/65R42	Standard	4250 kg	9,500 kg	13,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/65R42	Standard	4250 kg	9,500 kg	13,000 kg
600/65R28	Standard	3075 kg	6400 kg	650/75R38	Standard	5800 kg	9,500 kg	13,000 kg
600/70R30	Standard	3075 kg	6400 kg	650/85R38	Standard	7750 kg	9,500 kg	13,000 kg
600/70R28	Standard	3075 kg	6400 kg	650/85R38	Standard	6,500 kg	9,500 kg	13,000 kg

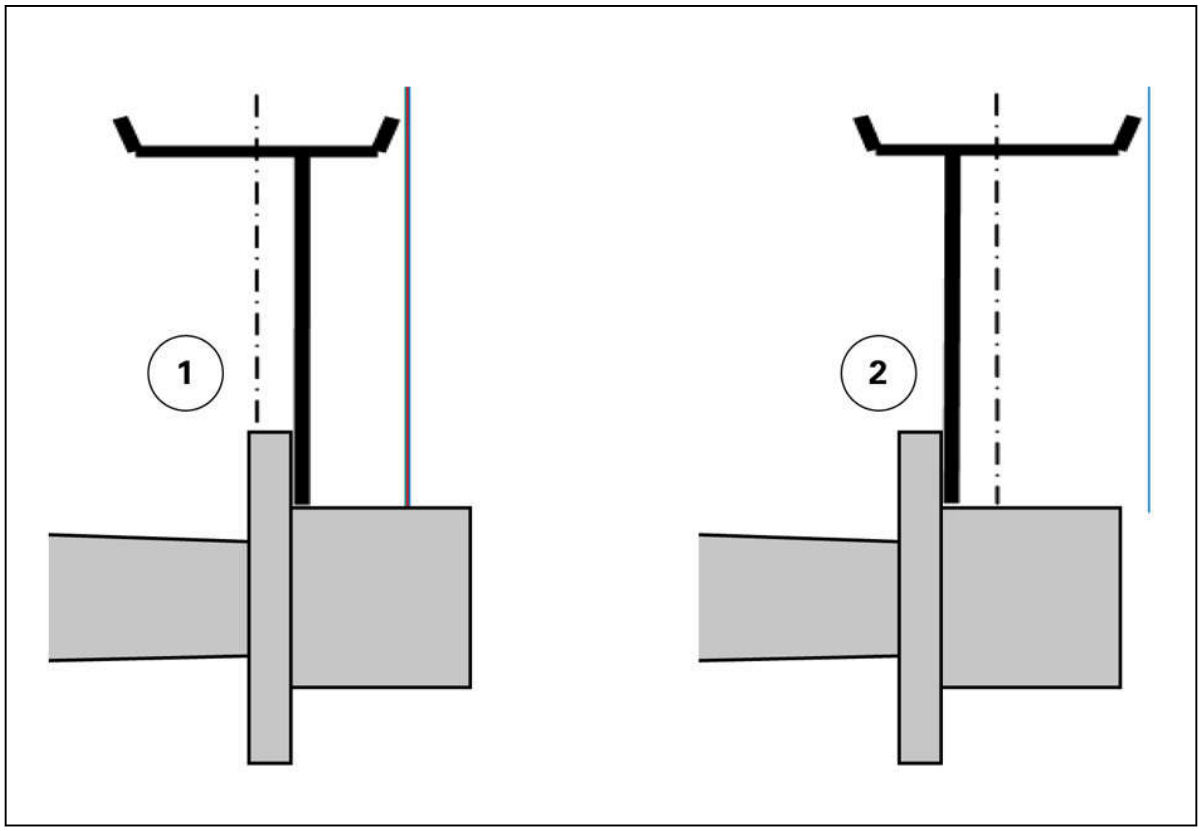


Fig. 356

CAUTION:
The distance between the side of the inner tire and the cab must always be higher than or equal to 40 mm (European Directive 89-173)

Rear axle type	Rim in position (1)		Rim in position (2)	
	Minimum track width with plate-to-plate distance of 1826 mm	Maximum track width with plate-to-plate distance of 2144 mm	Minimum track width with plate-to-plate distance of 1826 mm	Maximum track width with plate-to-plate distance of 2144 mm
GPA 41	1676 mm	1994 mm	2002 mm	2320 mm

Track widths possible with rims with steel disks

Rear axle type	Rim in position (1)		Rim in position (2)	
	Minimum track width with plate-to-plate distance of 1766 mm	Maximum track width with plate-to-plate distance of 2138 mm	Minimum track width with plate-to-plate distance of 1766 mm	Maximum track width with plate-to-plate distance of 2138 mm
GPA 42	1616 mm	1988 mm	1942 mm	2314 mm

Track widths possible with rims with steel disks

3.20 Dual wheels

3.20.1 Dual wheels

In general, dual wheels should be used only for reducing soil compaction work (surface treatment work).

WARNING: If work is carried out on the wheels, check to ensure the tractor is immobilized.

If work is carried out on the tractor while it is raised on a jack, there should be nobody underneath the tractor.

For dual rear wheels, it is recommended to place the original wheel on the outside and a wheel with a thicker disk on the inside.

When selecting dual wheels that reuse the rims fitted as standard in the factory with a disk thickness less than 16 mm, you must obtain additional wheels with a thickness equal to or greater than 16 mm and fit them on the inside and then lock together with the standard rims (factory fitted) on the outside.

IMPORTANT:
Use a tube type dual wheel kit, which is fitted to the hubs and not to the rims (kit available from your dealer).

The following four criteria must be taken into account when selecting the correct dual rear wheels:

1. Soil conditions
2. Traction (narrow wheels)
3. Overall dimensions (2.50 m for road use)
4. Tire type

IMPORTANT:
The wrong choice of dual wheels has a direct influence on the mechanical components and the wheel rims of the tractor. Avoid using dual wheels for intensive pulling, even for short periods (hauling out a tractor stuck in the mud etc.).

NOTE:
It is preferable to use wide tires or low-pressure tires instead of dual wheels.

Conditions of use of dual wheels

IMPORTANT:
Certain conditions must be respected with dual wheels

- *Double the rear lights, marker lights and reflectors when the fitted series lights are more than 400 mm away from the sides of the tractor.*
- *Maximum forward speed of the tractor is limited to 25 km/h*
- *Check that the steering angle is large enough.*

Rear axle type	Outer rim in position (1)		Outer rim in position (2)		Outer rim in position (3)		Outer rim in position (4)	
	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track
GPA 44	2973,6 mm	3047,6 mm	3299,6 mm	3373,6 mm	3478,4 mm	3552,4 mm	3804,4 mm	3878,4 mm

Outer tire: track widths possible with rims with cast iron disk

Rear axle type	Inner rim in position (1)		Inner rim in position (2)		Inner rim in position (3)		Inner rim in position (4)	
	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track
GPA 45	1373,6 mm	1527,6 mm	1699,6 mm	1853,6 mm	1878,4 mm	2032,4 mm	2204,4 mm	2358,4 mm

Inner wheel: track widths possible with rims with cast iron disk

Rear axle type	Outer rim in position (1)		Outer rim in position (2)		Outer rim in position (3)		Outer rim in position (4)	
	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track
GPA 45	3023,6 mm	3177,6 mm	3349,6 mm	3503,6 mm	3528,4 mm	3682,4 mm	3854,4 mm	4008,4 mm

Outer tire: track widths possible with rims with cast iron disk

When refitting, gradually tighten the nuts to the torque setting according to the recommendations in the table of tightening torques (see tightening torque in the Maintenance section of the Operator's Manual).

3.20.4 Dual rear wheel track width with long straight shafts

General

The various track widths are obtained by changing the position of the rim in relation to the disk or by reversing the wheels.

Rear axle type	Diameter of the straight shaft	Inner plate-to-plate distance	Outer plate-to-plate distance	Free space
		Min.	Max.	
GPA 44	110 mm	1688 mm	3957 mm	309,5 mm
GPA 45	110 mm	1738 mm	3962 mm	287 mm

CAUTION:
The distance between the side of the inner tire and the cab must always be higher than or equal to 40 mm (European Directive 89-173)

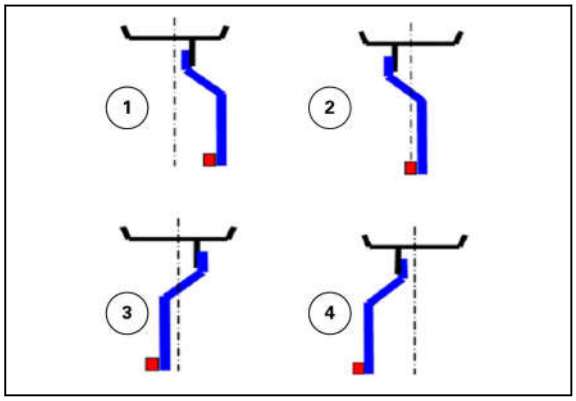


Fig. 387

Rear axle type	Inner rim in position (1)		Inner rim in position (2)		Inner rim in position (3)		Inner rim in position (4)	
	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track
GPA 44	1323,6 mm	1942,6 mm	1649,6 mm	2268,6 mm	1828,4 mm	2447,4 mm	2154,4 mm	2773,4 mm

Inner wheel: track widths possible with rims with cast iron disk

Rear axle type	Inner rim in position (1)		Inner rim in position (2)		Inner rim in position (3)		Inner rim in position (4)	
	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track	Minimum wheel track	Maximum wheel track
GPA 45	1373,6 mm	1947,6 mm	1699,6 mm	2273,6 mm	1878,4 mm	2452,4 mm	2204,4 mm	2778,4 mm

Inner wheel: track widths possible with rims with cast iron disk