Operator's Manual

MASSEY FERGUSON

MF 7700 S - Operation

Versions Efficient and Exclusive

MF 7715 S
MF 7716 S
MF 7718 S

Dyna-6

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

Original Operator's Manual

November 2017
ACT0037210
EAME
English

1. Tractor identification

2.3.2 Presentation and location of the safety decals and instructions

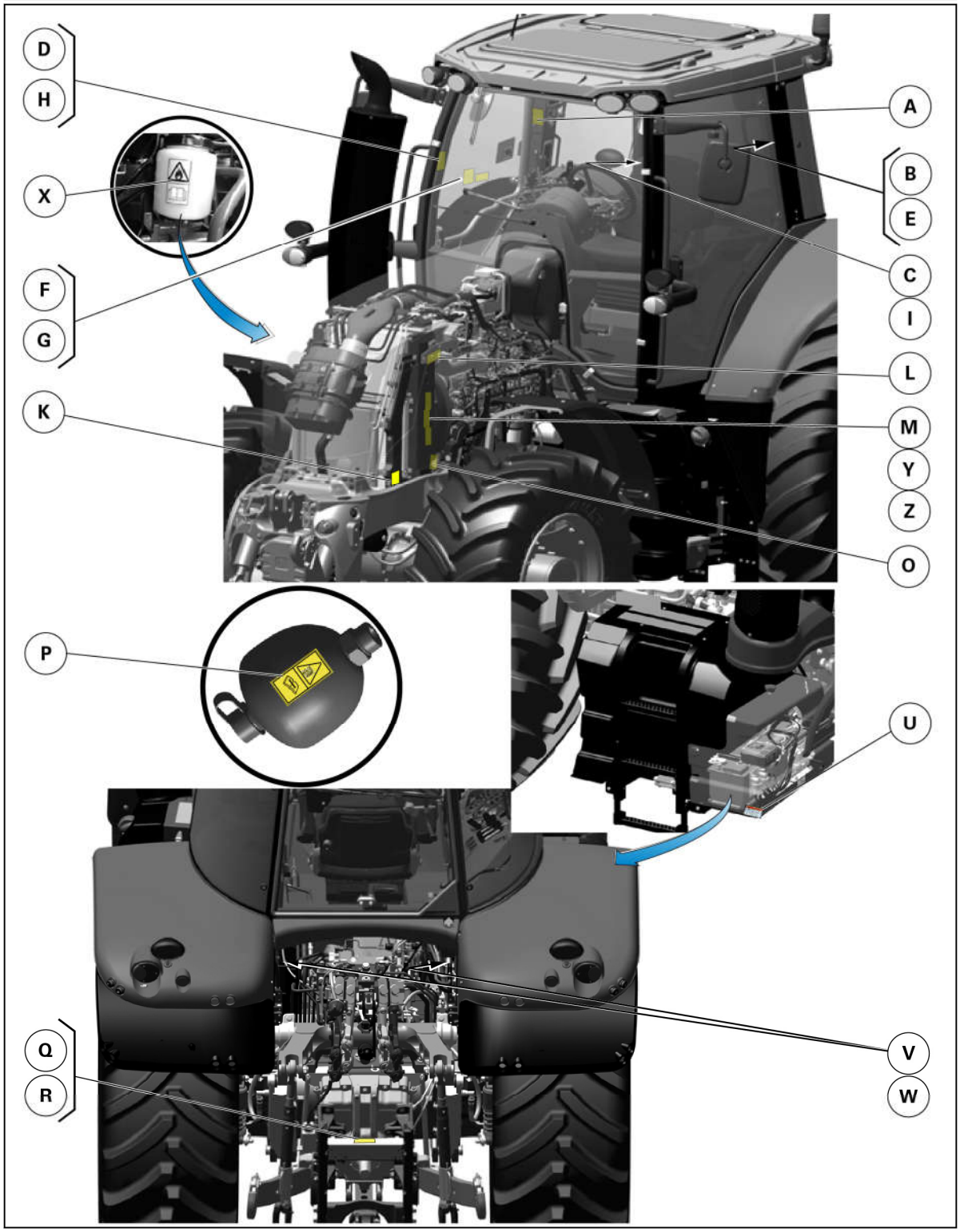


Fig. 1

- 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.

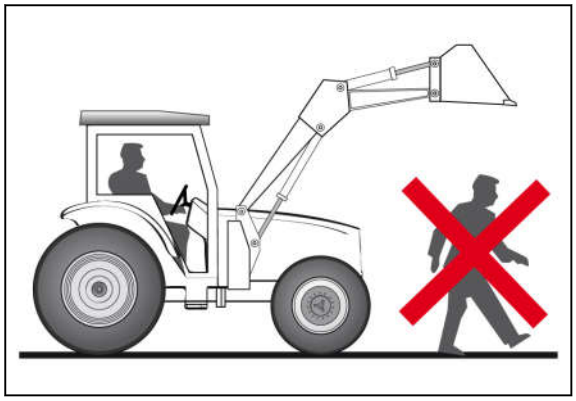


Fig. 11

- 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°

2.8.8 Power take-off

DANGER: Do not attempt to unplug the hydraulic connections or adjust an implement with the engine running or the PTO in operation.

To do so may result in serious injury or death.

To avoid any accidents, do not stand on the implement or between the implement and the tractor when external linkage or PTO controls are being used.

- Ensure that all the PTO shaft guards are in place and check the presence of all safety decals .

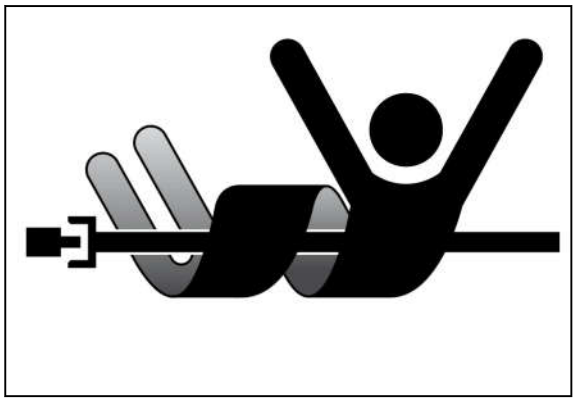


Fig. 17

- Ensure that the PTO cap (1) is fitted when the PTO shaft is not in use .
- Before hitching, unhitching, cleaning or adjusting the implements driven by the PTO, follow the "mandatory procedure before dismounting the tractor" .
- Ensure that there is nobody in the vicinity of the implement before engaging the PTO.
- For stationary PTO operation, place the transmission lever and/or the shuttle lever (both if the tractor is fitted with them) in neutral, apply the hand brake or engage ParkLock (depending on option) and chock the wheels of the tractor and the implement.
- Do not use PTO adapters, reducers or extensions as they extend the PTO coupler beyond the protection offered by the guard.

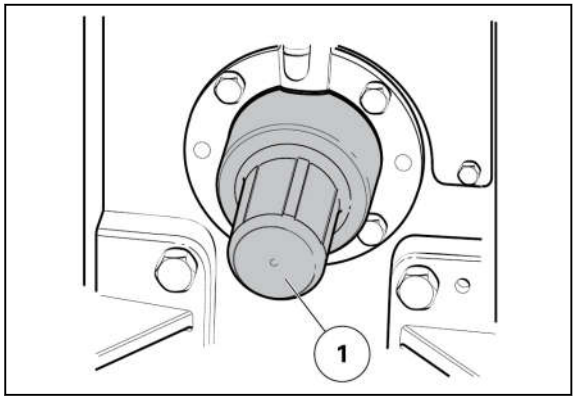


Fig. 18

(1) Correct assembly
(2) Incorrect assembly

IMPORTANT:
To prevent any rotation problems or damage to the PTO guard, observe the correct fitting position of the transmission shaft.
Make sure that the shaft does not collide with the surrounding area when the implement hitched to the tractor moves (this is a particular risk for short type 3 PTO shafts with a shield measuring 290 mm wide, as this limits the space available for the assembly).

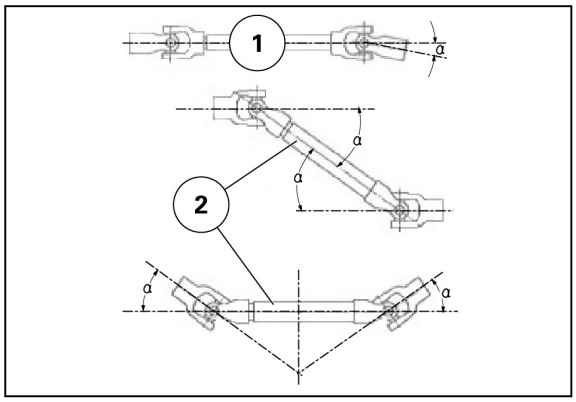


Fig. 19 Transmission shaft

• Lubrication of lift arm joints (Once a week).

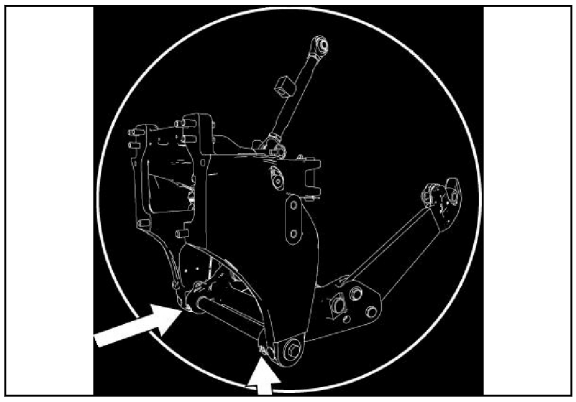


Fig. 31

• Lubrication of the front power take-off. (Once a week).

Fig. 32

• Lubrication of the front axle bearings. (Every 200 hours).

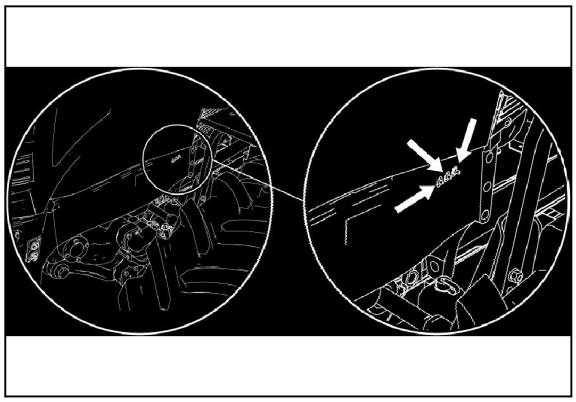


Fig. 33

• Lubrication of the auto-hitch arm rods and the auto-hitch locking-unlocking system (Once a week).

Fig. 34

3.1 Operator environment

3.1.1 Steering console

Fig. 1

(1) Instrument panel
(2) Control unit. This assembly controls the direction indicators, high beam and low beam lamps, windscreen wipers, windscreen washer and horn.
(3) Steering wheel adjustment
(4) Menu access controls Setup and Information Screen
(5) PowerShuttle control and ParkLock electrohydraulic brake

Logic of operation:			
Rear power take-off status	**Presence detector status**	**Position of the parking brake or ParkLock**	**Result**
OFF	OFF	ON	• Power take-off can be engaged using the cab control • Can be engaged using the power take-off switch on the fender
OFF	ON	ON or OFF	• Power take-off can be engaged using the cab control • Cannot be engaged using the power take-off switch on the fender
ON	ON	ON or OFF	The power take-off is in operation
ON	OFF > 2 seconds and < 5 seconds	ON or OFF	The power take-off (PTO) continues to operate, but an audible signal sounds (3 seconds) and a symbol is displayed on the instrument panel The PTO stops within 5 seconds after the operator leaves the seat, unless the operator returns to the seat within those 5 seconds.
ON	OFF > 5 seconds	ON or OFF	The PTO stops within 5 seconds after the operator leaves the seat, unless the operator returns to the seat within those 5 seconds.
OFF	OFF	ON	To use the PTO during stationary operations: The operator must get up from the seat and make the next maneuver with the PTO switch in the cab (on the console or the armrest) (does not work with the switch on the Multipad): Successive presses in a period of 3 seconds maximum: ON/OFF/ON. And the PTO engages and remains active.

(1) Headland Management switch (see the Datatronic CCD Operator's Manual) or Auto-Guide™ system activation switch if no sequence is stored (see the Auto-Guide™ Operator's Manual) (default factory settings)
(2) PowerShuttle switch
(3) Rear linkage lifting switch
(4) Rear linkage lowering switch
(5) Rear linkage shift to neutral switch
(6) Stored transmission ratio C1 switch
(7) Stored transmission ratio C2 switch
(8) Rear power take-off restart switch
(9) Stored engine speed (A) switch
(10) Hydraulic spool valve control (ram rod extension phase)
(11) Hydraulic spool valve control (ram rod retraction phase)
(12) (Floating position) hydraulic spool valve control
(13) Confirmation control for MultiPadlever

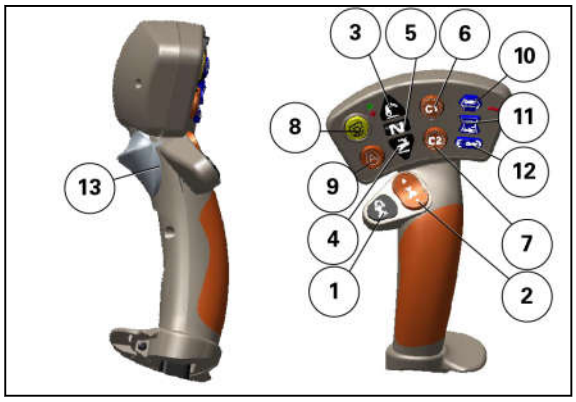


Fig. 32

Throttle control

(1) Hand throttle

Fig. 33

Version with Multi Function Joystick

Activating/deactivating air conditioning

The cab air conditioning is activated by adjusting the button ((2)) clockwise according to the required level of cooling.

The air conditioning compressor can be activated to maintain the required temperature level.

The air conditioning system can be deactivated by turning the knob ((2)) counterclockwise to the maximum

Fig. 51

Recirculation button

CAUTION:
Each time the unit is activated, if the external temperature is higher than a pre-determined level, wait 2 minutes for the air to change before starting recirculation.

NOTE:
If external temperatures are high, it is advisable to work with the recirculation mode active.

Active recirculation

It is used primarily during operation in an environment with an unpleasant odor.

- Place the recirculation control (4) in position "B", the recirculation function is activated (the air inside the cabin is recirculated in a closed circuit)

  NOTE:
  If the recirculation is active for more than 25 minutes, the recirculation must be deactivated for 1 minute in order to take in new outside air.

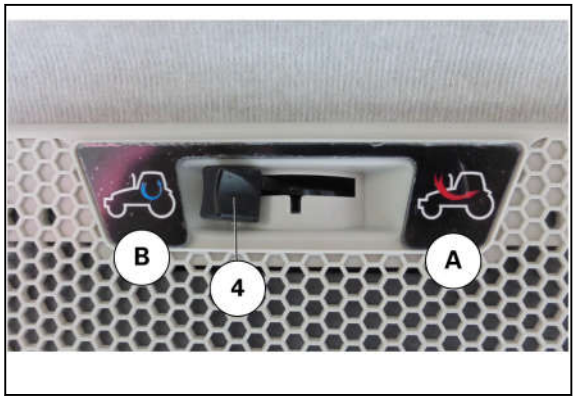


Fig. 52

Recirculation deactivated

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

NOTE:
When using aerosols and sprayers or in dusty conditions, it is advisable to work with recirculation deactivated in order to create a pressurization in the cab (provided that the cab filters are maintained).
The air filter element does not provide protection from chemical products. Please ask your dealer for information concerning the availability of the specific particle filter.

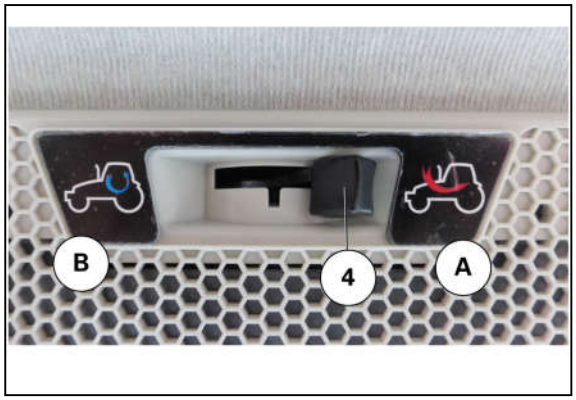


Fig. 53

IMPORTANT:
The Dual Control accessories connector at the rear of the tractor (optional), only allows a harness fitted with a position sensor (1) *to be connected. It cannot be used as an electrical power socket under any circumstances, only a Dual Control position sensor can be connected.*

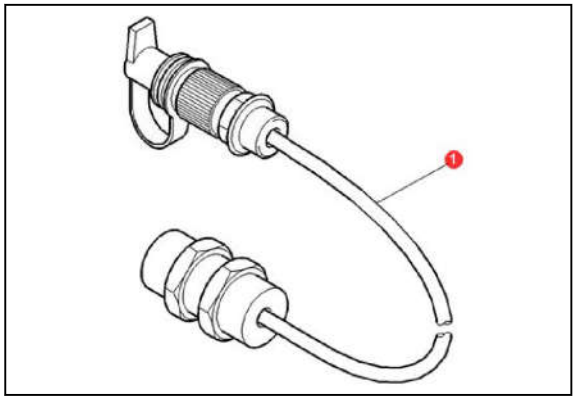


Fig. 74

Signal transmission socket (B)

(1) Actual forward speed signal
(2) Theoretical forward speed signal
(3) Rear power take-off speed of rotation signal
(4) Linkage signal in transport position or work position
(5) Rear linkage position signal
(6) Power supply +12 V ignition on
(7) Earth

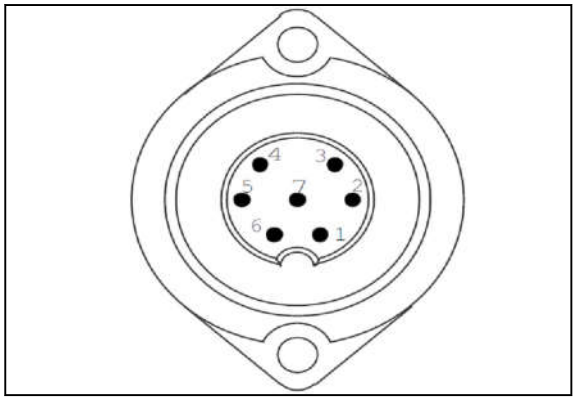
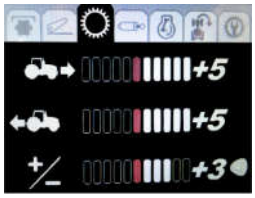


Fig. 75

Screen	Function
	**Rear power lift settings screen** This screen allows you to enable/disable the wheel slip control, to set the maximum permissible wheel slip, to view the current slip and to prioritize the hydraulic flow to the rear power lift. 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 wheel slip control (**ON** on, **OFF** off) and then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the maximum permissible slip (from 0% to 60 %) then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the distribution of the hydraulic flow to the rear power lift (0% to 100 %) then press OK to confirm
	**Transmission settings screen 1** This screen is used to adjust the reverse shuttle sensitivity in both directions of travel and the sensitivity of transmission ratio shifts. 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 increase/decrease the reverse shuttle sensitivity in forward travel (from -5 (slow shuttling) to +5 (quick shuttling)) and then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the reverse shuttle sensitivity in reverse travel (from -5 (slow shuttling) to +5 (quick shuttling)) and then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the sensitivity of transmission ratio shifts (from -5 (slow shifting) to +5 (quick shifting)) and then press OK to confirm

Procedure

1. Move the selector (1) to position (L) to adjust the left rear-view mirror or to position (R) to adjust the right rear-view mirror
2. Move the switch (2) into position to adjust the rear-view mirror correctly
3. When you have made the adjustment, return the switch (1) to the neutral position

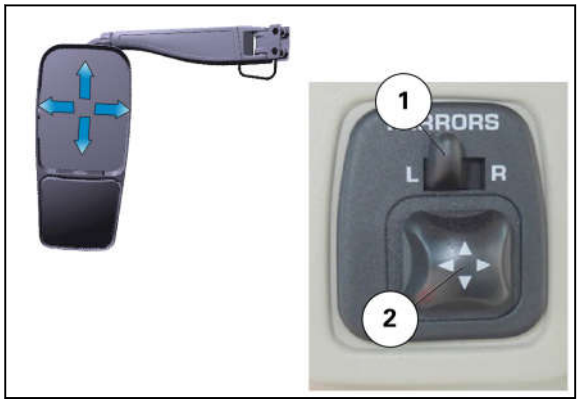


Fig. 97

4. If the mirror electrical adjustment is insufficient, it may be necessary to manually adjust the mounting to obtain the required level of adjustment: Remove the cover (1) to access the rear-view mirror support
5. Slightly loosen the screw (2) of the rear-view mirror support in order to rotate the rear-view mirror
6. Make the required horizontal or vertical adjustment
7. Retighten the screw (2).
8. Refit the rear-view mirror casing (1).

Fig. 98

Electric defroster

9. The external rear-view mirror defrosters can be activated by pressing the switch (3) This function is activated for 6 minutes
   - Red LED lit: Defroster activated
   - Red LED not lit: Defroster deactivated

   NOTE:
   The defrost function is deactivated after 6 minutes or when the engine is turned off.The status is not stored in a memory; the function must be reactivated when the tractor is restarted

Fig. 99

T1	T2	T3	T4	T5
10 minutes (**) et 30 minutes (***)	30 minutes	150 minutes	1 minute	30 seconds
• T10 minutes (**), if no Diesel Exhaust Fluid (DEF) injection is required to check the error (electrical or hydraulic problem detected). • T30 minutes (***), if an Diesel Exhaust Fluid (DEF) injection is required to check the error.			T = 1 minute if there are fewer than 30 engine restarts	T = 30 seconds if there are more than 30 engine restarts

- Degraded mode 1 (B):
  - Degraded mode 1 is activated after detection and confirmation of a fault on the system. The confirmation time (T1) before activation can vary from 10 to 30 minutes depending on the type of fault.
  - The engine torque is limited to 75% during the 30 minutes (T2) following activation of degraded mode.
  - Activation of degraded mode 1 is associated with the continuous display of the  symbol in the instrument panel accompanied by an error code in the Setup and Information Screen. list of screens.
  - If no action is taken to correct this situation within the next 150 minutes (T3), final degraded mode is activated.
- Final degraded mode (C):
  - Final degraded mode limits the engine to idle speed (1000 rpm) and the engine torque to 50%.
  - This mode is activated regardless after degraded mode 1 (B) or directly when the tractor is restarted (D) or (E) and a fault is detected and confirmed in the system (return of emissions fault (4)). The detection and confirmation time (T1) varies depending on the fault.
  - When final degraded mode is activated, the  symbol on the instrument panel flashes, accompanied by an error code in the Setup and Information Screen list of screens.

IMPORTANT:

- *After the fault is corrected:*
  - *If the fault returns within 40 hours of having been corrected (in the case of a return of an emissions fault* (4)*), final degraded mode* (C) *is activated directly.*
  - *If the fault returns within 40 hours of having been corrected (in the case of detection of an emissions fault* (1)*), final degraded mode 1* (B) *is activated directly.*

Setting procedure:

1. With the engine running and the tractor immobilized on flat ground.
2. Keep the clutch pedal depressed.
3. Place the Power Control lever (3) in the direction of the speed to be set.
4. Simultaneously move the Power Control lever (3) and the T-handle lever or the MultiPad lever (depending on version) toward the "+" or the "-" to set the desired restart value. They may differ for the two modes.Move the Power Control lever (3) toward "+" or "-" and press the"+" or "-" switch on the Multi Function Joystick(4) to adjust the restart value.

   NOTE:
   Adjusting the restart ratios in forward travel changes the reverse travel ratio.

   NOTE:
   The restart ratios are adjustable in field mode (tortoise) and road mode (hare).

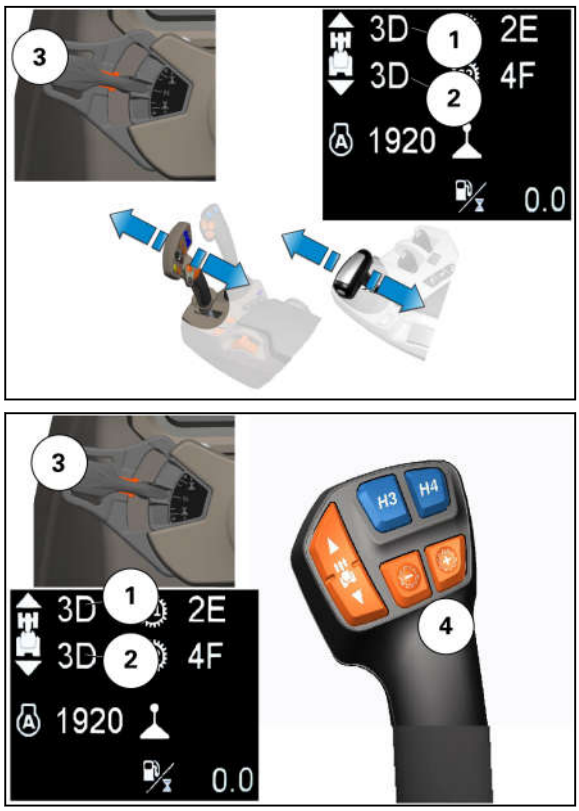


Fig. 122

3.5.4.1 Starting ratio

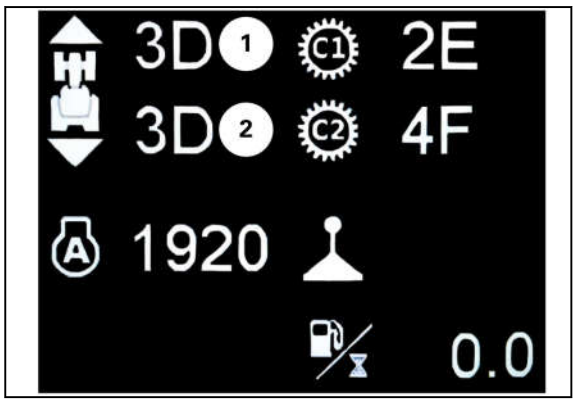


Fig. 123

	Ratio in road mode (hare)	Ratio in field mode (tortoise)
Forward	1A to 4A	1A to 4A
Reverse	1A to 4A	1A to 4A

For ease of use, the start ratio can also be adjusted in 0F for forward and reverse travel.

In this case, there is no longer any start ratio stored and the last ratio used corresponds to the restart ratio.

3.5.11 Tractor towing

DANGER:
Before disengaging, chock the wheels of the tractor to avoid any movement and risk of accident. After the ParkLock parking brake is disengaged, the parking brake will not operate.

IMPORTANT: *The service toolbox of your tractor has a 16 mm flat wrench to loosen the special screw* (A).

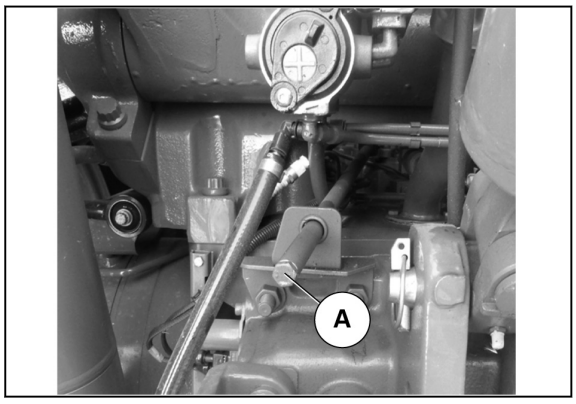


Fig. 143

IMPORTANT:

1. *Creeper gear must be disengaged and the gearbox in neutral.*
2. *Towing with the engine stopped or no hydraulics: Transport by trailer is recommended. As the gearbox is no longer lubricated when the engine is stopped, tow the tractor no further than 50 m and do not exceed speeds of 5 km/h. Release the parking brake (ParkLock option) by turning the special screw* (A) *clockwise. This screw is located behind the center housing.*
3. *Towing with engine running: Turn off engine. Wait 10 minutes for the low pressure to drop. Start the engine and do not touch any gearbox controls to keep transmission in neutral. Leave the engine running to keep the transmission lubricated, release the parking brake (ParkLock option) by turning the special screw* (A) *clockwise. This screw is located behind the center housing.*
4. *Activate the hazard warning lights when towing the tractor on the road.*
5. *With regard to the load assembly, check the road traffic conditions.*

If the gearbox oil pressure indicator light comes on, only tow the tractor on a trailer.

3.5.12 Forward speed calibration

General

This calibration allows improved precision of forward speed depending on:

- the different tire sizes available
- radar (if fitted)

Procedure

1. Mark out a distance of 100 m, depending on the selected unit of measurement, on a firm surface.

2. Start up the tractor, and then press and hold the display selector switch (A) for 15 seconds.

NOTE:
The daily hourmeter resets to 0 after 5 seconds.

To adjust the accelerated steering function SpeedSteer, select the second line of the following screen:

- 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 increase/decrease the level of adjustment (from 1 to 4) of the SpeedSteer accelerated steering (the greater the number of lines, the lower the number of turns required for the same steering angle), then press OK to confirm

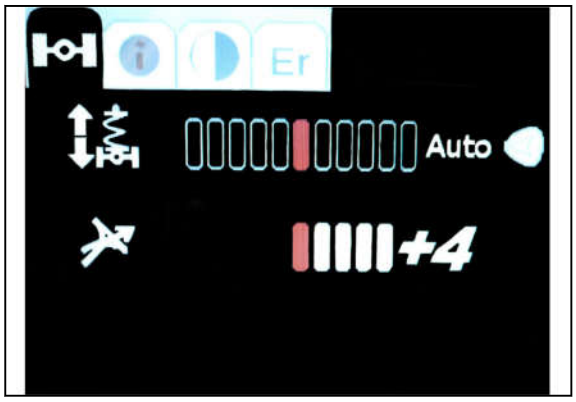


Fig. 157

Auto-Guide™

To activate the aerial, press the switch (A) located on the right-hand pillar. The indicator light on the switch comes on.On the roof, some of the aerial's indicator lights also come on.

Fig. 158

The system electronically guides the tractor. The operator no longer has to make corrections to the steering while the system is engaged. For more information, consult the Auto-Guide™ Operator's Manual.

To activate the electrohydraulic steering valve system for the Auto-Guide™, press the switch (B) located on the right-hand pillar. The indicator light on the switch illuminates.

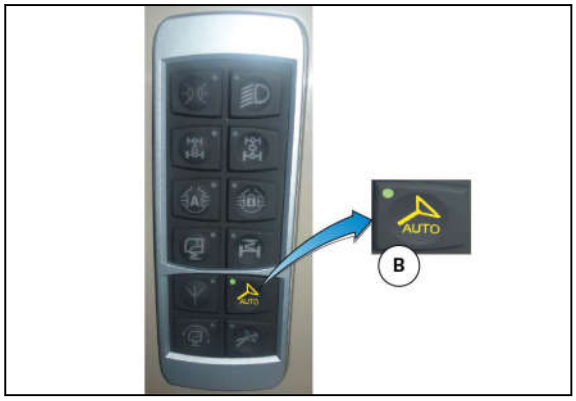


Fig. 159

WARNING:
Under no circumstances should the Auto-Guide™ power-assisted steering system be used to compensate for the operator's lack of concentration.

3.10 Power take-off

3.10.1 Front power take-off

This power take-off is driven by the engine.

WARNING:
Always disengage the PTO before hitching, unhitching or adjusting an implement. Take all necessary safety precautions for any operation involving implements that are driven by the PTO.

DANGER:
Never go beyond the universal joint shaft. Never use the universal joint shaft as a step. Never wear loose-fitting clothes. Remain at a safe distance from the universal joint shaft.

Table of specifications

Front power take-off specifications	
Number of front power take-off selections	1000 rpm
Maximum permissible power output; HP (kW)	Clockwise: 136 (78)
	Anti-clockwise: 150 (86)
Maximum permissible input torque	Clockwise: 497 Nm
	Anti-clockwise: 549 Nm
Maximum permissible output torque	Clockwise: 955 Nm Anti-clockwise: 1054 Nm
Direction of rotation	Base: 1 clockwise (viewed from the front of the tractor) Option: 1 anti-clockwise: (viewed from the front of the tractor)
Engine speed for 1000 rpm power take-off	1920 rpm
Ratio	1.92
Type of clutch	Hydraulic
Type of splined shaft	Fixed shaft with 6 splines, diameter 35 mm (1"3/8)
	Fixed shaft with 21 splines, diameter 35 mm (1"3/8)

Engaging the power take-off

Press the selector switch as shown by (A).The power take-off engaged indicator light (C) lights up and an engaged symbol appears on the digital display.

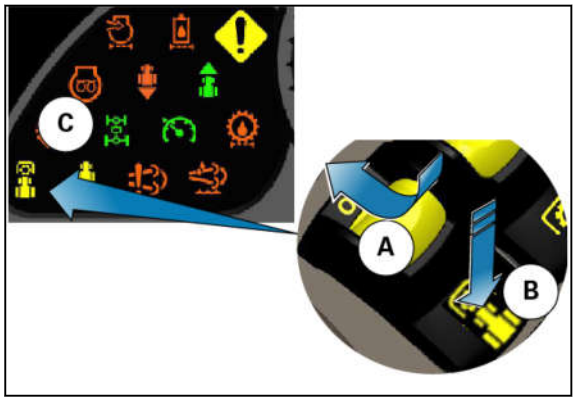


Fig. 170

Disengaging the PTO

To stop the power take-off, press the selector switch as shown by (B).

Fig. 187

(A) Maximum linkage height adjustment potentiometer
(B) Potentiometer for manual or automatic adjustment of the lowering speed
(C) Intermix potentiometer (draft control and position control)
(D) Linkage lowering indicator light
(E) Linkage lifting indicator light
(F) Lowering speed automatic control indicator light
(G) Console locking and operating failure self-diagnostic indicator light
(H) Active transport control system selection button
(I) Active transport control system indicator light
(J) Not used
(K) Rear linkage height/depth adjustment thumb wheel
(L) Rear linkage lift/lower and neutral position switches

Adjustment of the hydraulic flow rates

Hydraulic flow rate adjustment with the Datatronic CCD

If the tractor is fitted with a Datatronic CCD, refer to the Datatronic CCD Operator's Manual for details on how to make adjustments in relation to the front linkage.

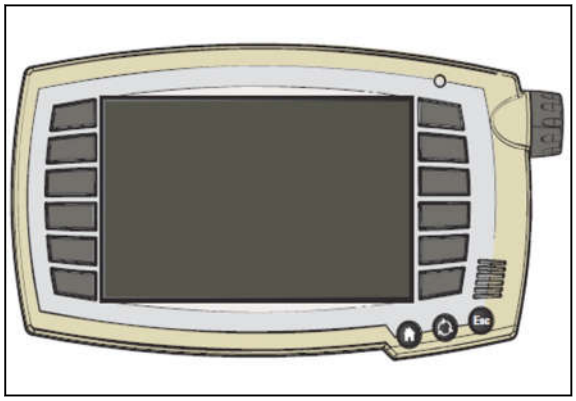


Fig. 211

Hydraulic flow rate adjustment with the Setup and Information Screen

NOTE:
If the tractor is fitted with a Datatronic CCD, it is not possible to adjust the hydraulic flow rates via the screen (it is only possible to view the flow rates).

Press the ⓘ or ⓓ arrows to choose which function to adjust (the index moves), then press ⓞⓚ (the function is grayed out when it can be adjusted)

- Press the ⓘ and ⓓ arrows to select the front linkage function and then press ⓞⓚ to validate
- Press the ⓘ and ⓓ arrows to increase/ decrease the hydraulic flow rate for the front linkage lifting phase (from 0% to 100%) and then press ⓞⓚ to validate
- Press the ⓘ and ⓓ arrows to increase/ decrease the hydraulic flow rate for the front linkage lowering phase (from 0% to 100%) and then press ⓞⓚ to validate
- Press the ⓘ and ⓓ arrows to increase/ decrease the activation time of the hydraulic flow rate for one of the phases (lifting or lowering) (time setting of 0 to 60 s or permanent flow rate ∞) and then press ⓞⓚ to validate

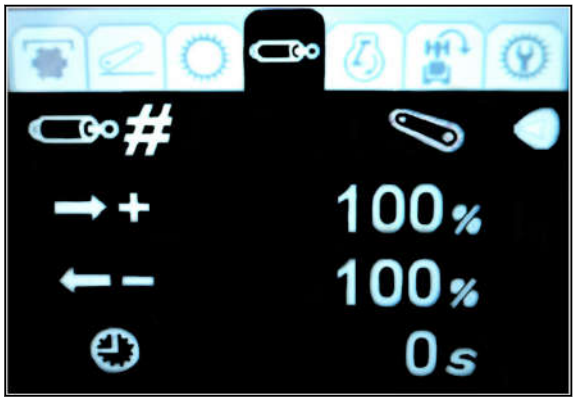


Fig. 212

Types of hitches authorized (40 kph)	Trademarks	EC component-type approval mark	Maximum horizontal load Standard braking	Maximum horizontal load Reinforced braking	Maximum vertical load	Height of linkage above ground
Latte	Scharmüller - 961645	D e4 0233	18,400 kg	27,000 kg	3000 kg	770 mm
Swinging drawbar	Scharmüller - 21876011	D e4 0223	10,900 kg	13,000 kg	1700 kg	728 mm
Stud	Scharmüller - 218760111	D e4 0223	18,400 kg	27,000 kg	3000 kg	770 mm
Swinging drawbar	Scharmüller - 820825	ST e4 0226	10,900 kg	13,000 kg	1700 kg	728 mm
Swinging drawbar	Dromone - 700-01910-00	e1*89/173*2006/26*0394*00	10,600 kg	12,900 kg	2000 kg	1025 mm
Swinging drawbar	Dromone - 730-00164-03	e1*89/173*2006/26*0393*00	10,600 kg	12,900 kg	2000 kg	1025 mm
Stud	GKN Walterscheid - KU303N	e1*2009/144*2013/8*0545*02	32,000 kg		3000 kg	1025 mm
Clevis	Scharmüller - 525502	D e4 0225	18,400 kg	27,000 kg	1,800 kg	925 mm - 1185 mm

Types of hitches authorized (50 kph)	Trademarks	EC component-type approval marks	Maximum horizontal load	Maximum vertical load	Height of linkage above ground
Clevis	Cramer - KU 2000	F4265*03	16,700 kg	1700 kg	720 mm - 1220 mm
Swinging drawbar	Dromone - 700-01910-00	M 9834	12,900 kg	1250 kg	1025 mm
Swinging drawbar	Cramer - KU 303A	M 9618 ext 3	16,700 kg	1700 kg	717 mm
Swinging drawbar	Cramer - ZP 4300 4304R	M 9805 ext 3	13,000 kg	1700 kg	717 mm
Stud	Cramer - KU 303B	M 9618 ext 3	16,700 kg	1700 kg	770 mm
Clevis	GKN Walterscheid - KI 8300	M9740*02	32,000 kg	2000 kg	1025 mm

(1) Direct outlet pressure (P)
(2) Tank return (T)
(3) LS line (Load Sensing) (LS)
(4) Drain (D)

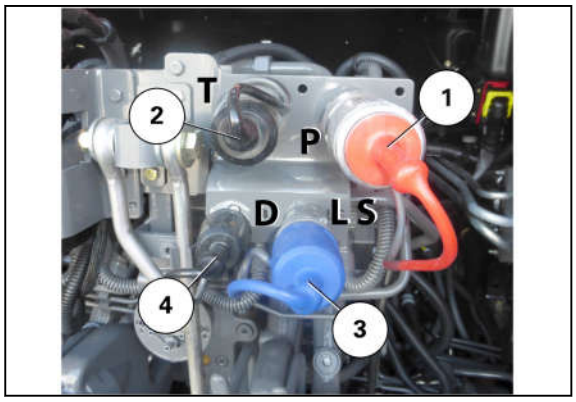


Fig. 254

The Load Sensing line allows you to have a load sensor on an external circuit. It is therefore possible to supply this directly via the variable displacement pump without passing through the spool valves.

The Load Sensing line connection (3) means that a potato harvester-loader implement or a self-loading trailer will have a flow rate adapted to demand and that can reach the maximum level supplied by the tractor pump.

NOTE:
The drain (4) *is connected directly to the auxiliary hydraulic tank.*

IMPORTANT:
The fluid passing through this union returns directly to the tank and is not filtered. Ensure that there are no impurities in the system.

Tractors are fitted with additional hydraulic unions for connecting accessories hitched to the front of the tractor.

(2) Tank return (T)

NOTE:
The free return (2) *is connected directly to the auxiliary hydraulic tank.*

IMPORTANT:
The fluid passing through this union returns directly to the tank and is not filtered. As a result, check to ensure that no impurities can enter and contaminate the system.

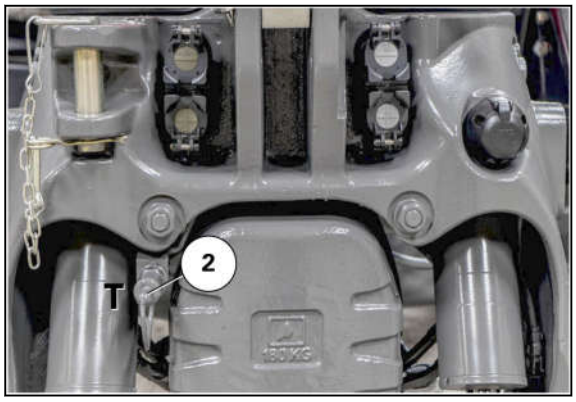


Fig. 255

3.13.3 Use of hydraulic couplers on Closed Center system (Load Sensing)

These couplers provide a fast and sealed connection of the hoses for the implement being connected.

CAUTION: Before connecting an implement's hydraulic hoses to the tractor, make sure that the implement's hydraulic unions and the tractor's rear couplers are clean.

When the rear spool valves are not in use, refit the protectors on the rear spool valves.

Once the implement's hydraulic hoses have been disconnected, refit the protectors on the hydraulic unions.

The implement's hydraulic unions must be compatible with ISO 7241-1 Standard "A"

Also make sure that the oil inside the implement system is not contaminated to ensure that it does not contaminate the tractor's hydraulic functions.

(D) Floating position locking switch.

To activate the floating position, press down and push the switch (D) located above the FingerTIP so as to lock the floating position.

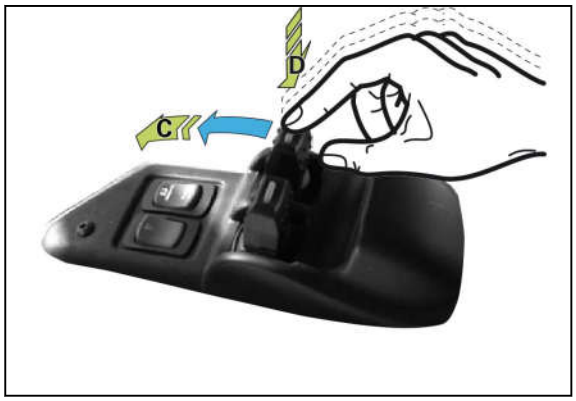


Fig. 280

Using the joystick (optional)

Depending on the configuration of the tractor and the position of the control change-over switch, the joystick (depending on option) allows you to control rear spool valves 1 and 2 or front spool valve 1 and the front lift

This decal is present on the rear right-hand window of the cab

CAUTION:
If the tractor is fitted with a front loader, it must be detached to make it possible to use the front hydraulic spool valves

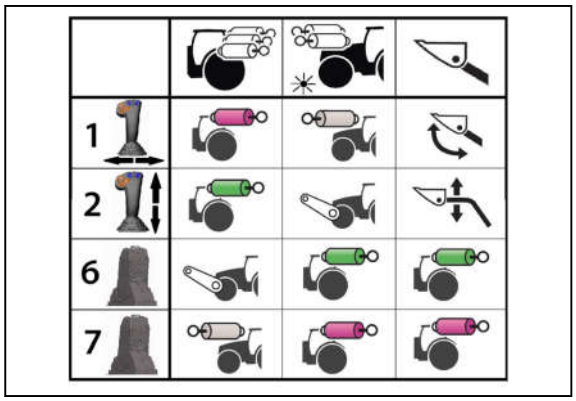


Fig. 281

Use of rear spool valves 1 and 2

(A) Cylinder rod extension
(B) Cylinder rod retraction
(C) Ram floating position

NOTE:
The Datatronic CCD hydraulic spool valve menu can be used to prevent the joystick from shifting to the floating position.

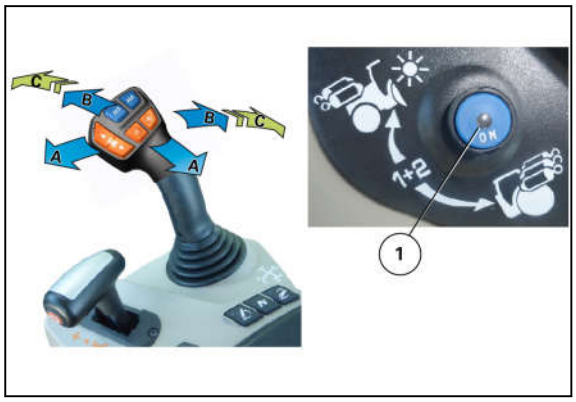


Fig. 282

Press switch (1); the LED located on this switch must be off

NOTE:
The control change-over switch is only present if the tractor is fitted with a front lift
The position of the control change-over switch is stored when the engine stops

Using the joystick in the horizontal position controls the 1st spool valve.

Using the joystick in the vertical position controls the 2nd spool valve.

Procedure

1. Unlocking: Activate the front-end loader hydraulic function by pressing on position (1) of the switch located on the right-hand pillar.
2. Locking: Lock the front-end loader hydraulic function by pressing on position (2) of the switch located on the right-hand pillar. The red indicator light on the switch is extinguished.
3. **WARNING:**
   For driving on roads, raise the implements to the required height and lock the loader hydraulic functions.

Fig. 299

3.14.4.1 Joystick functions for the standard front-end loader

Procedure

1. Lower the front-end loader arms by pushing on the joystick toward (1)
2. Tilt the front-end loader implement forward by pushing on the joystick toward (2)
3. Raise the front-end loader arms by pulling on the joystick toward (3)
4. Tilt the front-end loader implement backward by pushing on the joystick toward (4)

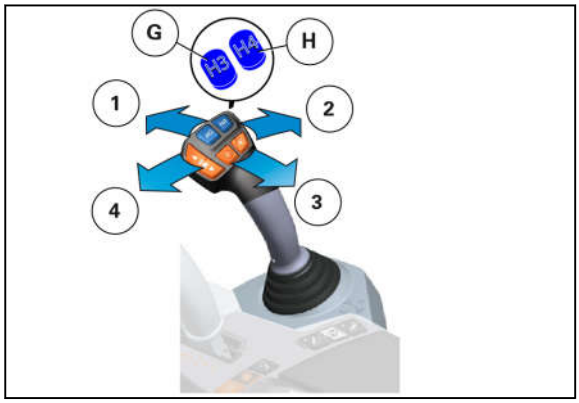


Fig. 300

3.14.4.2 Floating position with the standard front-end loader

Activation

1. Push the joystick lever as far as it will go toward (1) to obtain the floating position.

Fig. 301

Dumping/digging:

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 select the front loader dumping/scooping function and then press OK to validate
- Press the ⇧ or ⇩ arrows to increase/decrease the hydraulic flow rate for the front loader scooping phase (from 0% to 100%) and then press OK to validate
- Press the ⇧ or ⇩ arrows to increase/decrease the hydraulic flow rate for the front loader dumping phase (from 0% to 100%) and then press OK to validate
- Press the ⇧ or ⇩ arrows to activate/ deactivate the front loader floating position then press OK to validate

  NOTE:
  The status of the floating position remains stored when the engine is switched off

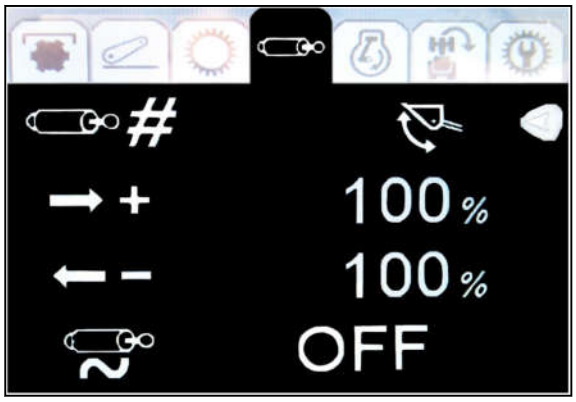


Fig. 319

Third function:

- Press the ⇧ or ⇩ arrows to select the third function (gripper) of the front-end loader and then press OK to validate.
- Press the ⇧ or ⇩ arrows to increase/decrease the hydraulic flow rate for the gripper opening phase (from 0% to 100%) and then press OK to validate.
- Press the ⇧ or ⇩ arrows to increase/decrease the hydraulic flow rate for the gripper closing phase (from 0% to 100%) and then press OK to validate.

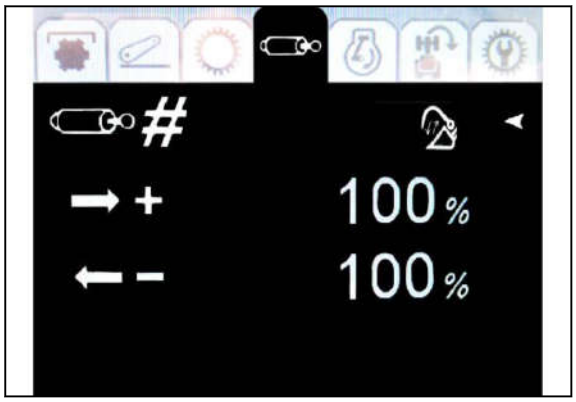


Fig. 320

The "+" flow rate, switch H3, is configured using line 2 on the screen of the Setup and Information Screen.

The "-" flow rate, switch H4, is configured using line 3 on the screen of the Setup and Information Screen.

It is also possible to adjust the hydraulic flow rate of a spool valve using the flow rate setting/memory switch.

First, access the screen for the hydraulic spool valves on the Setup and Information Screen and then choose the front-end loader function concerned.

3.18 Front tires and track widths

3.18.1 Wheel studs

WARNING:
Always tighten the wheel screws and nuts to the correct tightening torque.

WARNING:

1. **It is prohibited to apply grease to any of the screws and/or studs used for installing the wheels.**
2. **Check the tightness of the wheels every day, until there is no longer a variation in the torque provided.**

After refitting a wheel, check the tightness of the wheel after the first two hours of operation and then every day.

3.18.2 Installation points of the axle stands

ATTENTION: *The installation points of the axle stands must be strictly adhered to in order to prevent accidents.*

Installing the front axle stands

The axle stands must be installed under the front axle beam

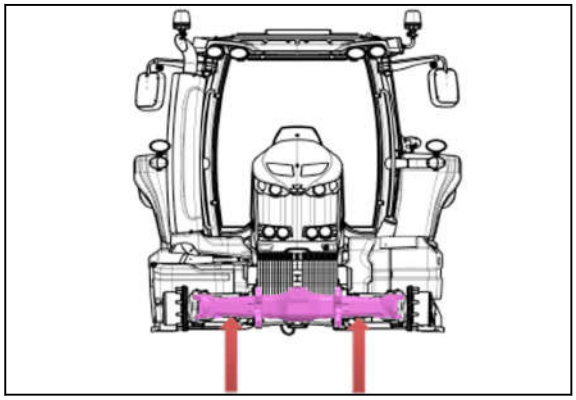


Fig. 336

Installing the rear axle stands

The axle stands must be installed under the rear axle trumpet housings

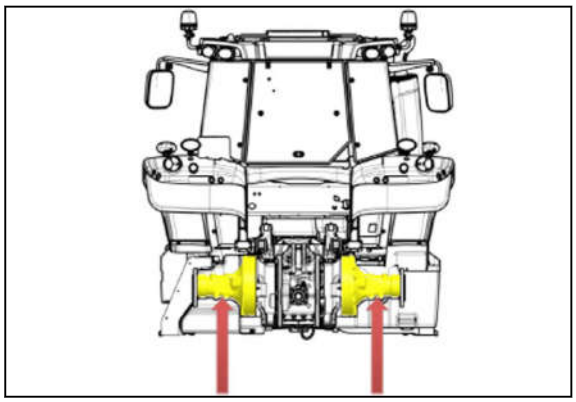


Fig. 337

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.

Rims with adjustable disk

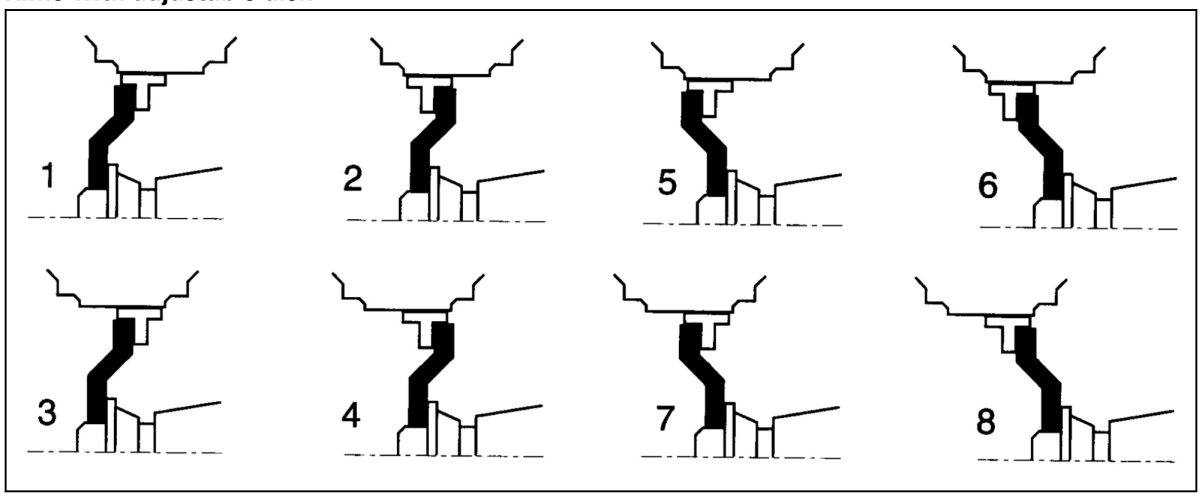


Fig. 351

Eight track widths can be obtained by changing the position of the rim in relation to the disk or by reversing the wheels.

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)

Description of rear axle	Track width obtained							
Plate-to-plate distance	1	2	3	4	5	6	7	8
1835 mm (GPA 23/ GPA 23+)	1495 mm	1595 mm	1699 mm	1799 mm	1895 mm	1995 mm	2099 mm	2199 mm

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).

3.19.4 Rear track width with short 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.

Use of dual wheels

- Set the inner wheels to minimum track width

  NOTE:
  The use of very wide tires on dual wheels is not recommended.
  The most efficient dual wheel arrangement is to use two tires of the same specification.
- When fitting dual wheels with tires of different widths, fit the wider tire on the inside.
- When fitting dual wheels with tires of the same width, fit the tire with the most wear on the outside.
- The inflation pressure of the outer tires should be slightly reduced by approximately 0.2 bar.
- On clay soil, the minimum track width should be increased in proportion to the size of the tires.

IMPORTANT:
Dual wheels do not double the load capacity of the tractor.

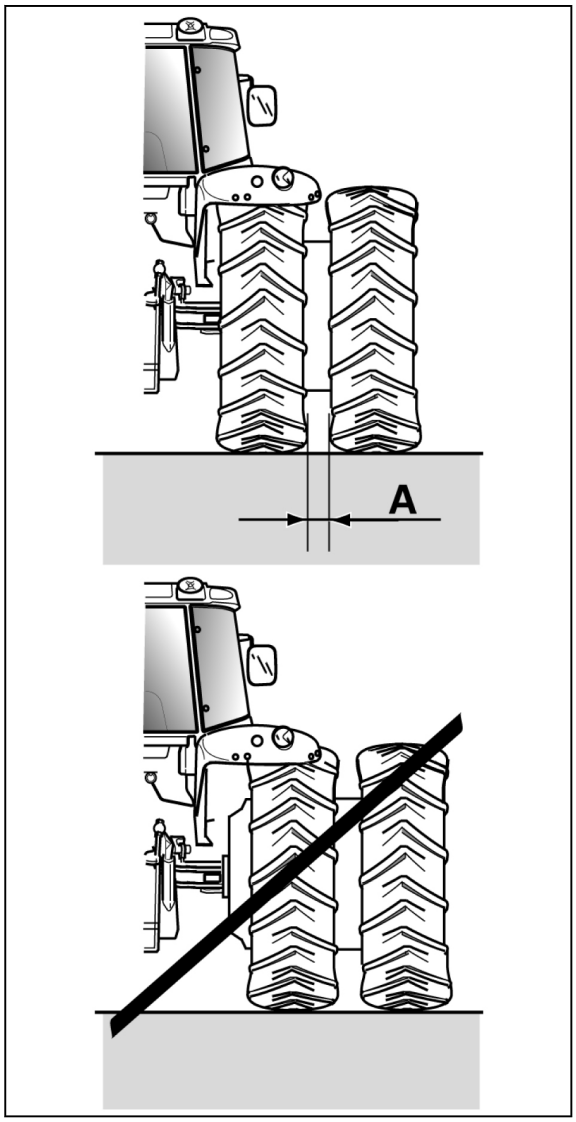


Fig. 365

3.20.2 Installation points of the axle stands

ATTENTION: *The installation points of the axle stands must be strictly adhered to in order to prevent accidents.*

Single-piece weight

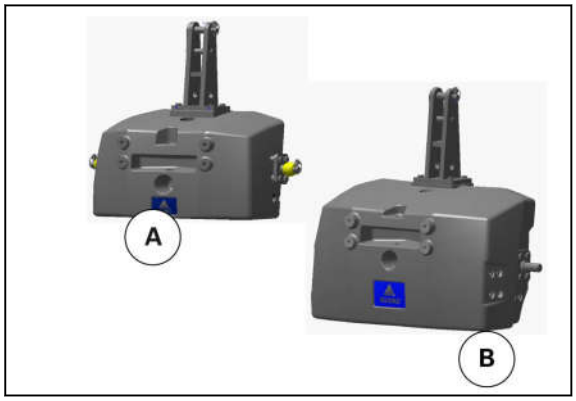


Fig. 380

Type of single-piece weight	Total weight	Material
Single-piece weight (A)	850 kg	Cast iron
Single-piece weight (B)	1500 kg	Cast iron

The single-piece weights can be installed on front power lift (1) or front support (2) of the tractor

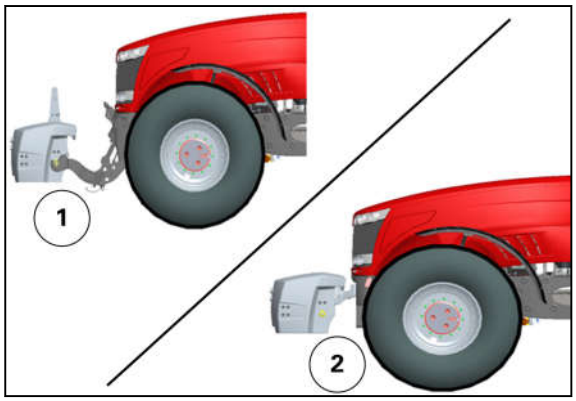


Fig. 381

Mounting the single-piece weight installed on the front support

IMPORTANT: *When mounting this weight, it is imperative to have the following weight frame:*

Fig. 382

This weight frame allows single-piece weights of 850 kg or 1500 kg to be installed.

CAUTION:
It is not permitted to attach additional weights to the single-piece weights installed on the front support