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
ACT0037450
EAME
English

1. Tractor identification

2.3.2 Presentation and location of the safety decals and instructions

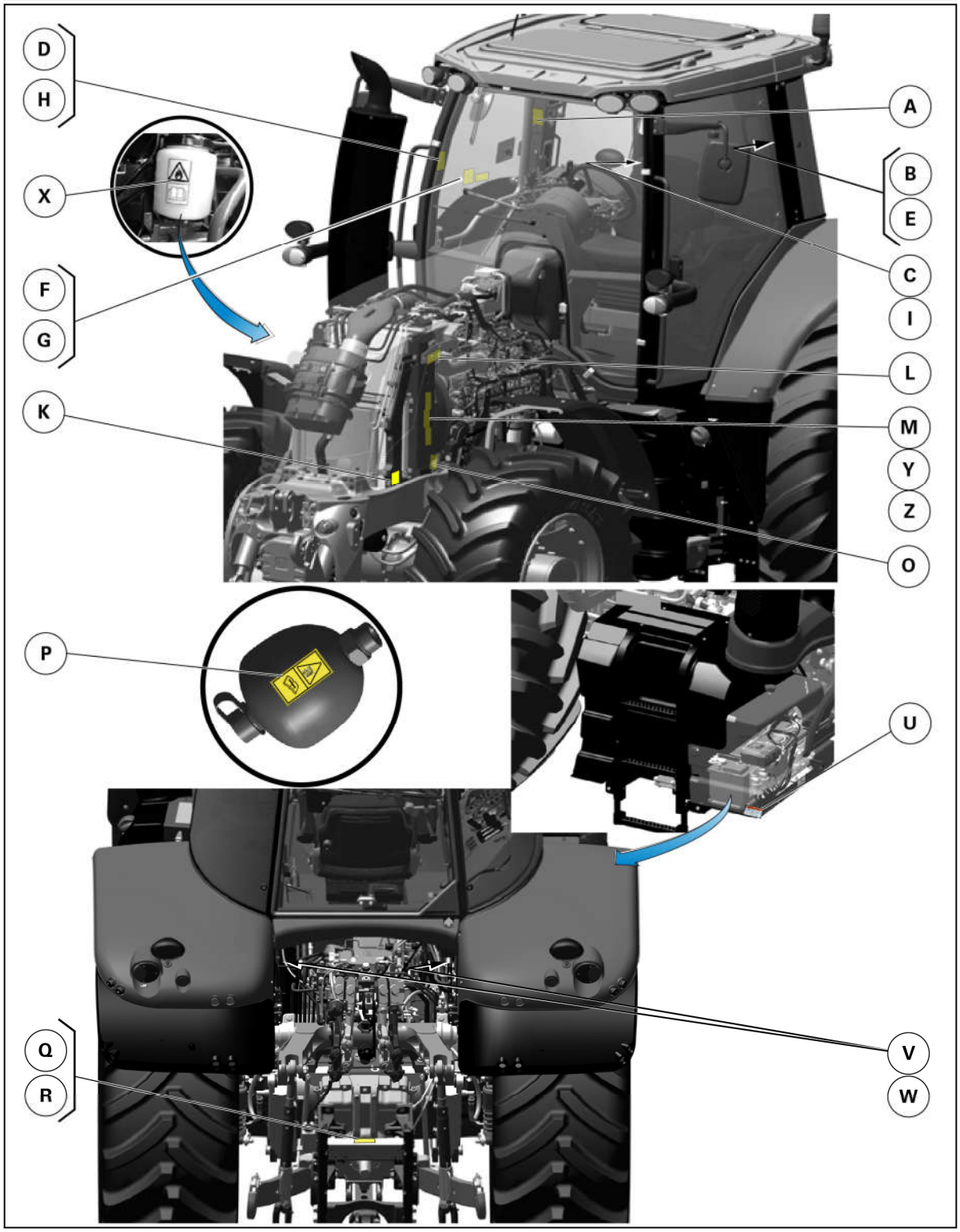


Fig. 1

For such applications, the HVAC system must be of robust design, manufacture and maintenance. In such a system, fresh air and cab pressurization requirements are provided by an air supply drawn through a filter with negligible filter bypass.

Even with an appropriate cab and HVAC system, there are other opportunities for contaminates to enter the cab. While outside the cab, a person can become contaminated on his/her body or clothing. Contaminated objects can be brought into the cab. Another potential for cab contamination exists when doors or windows are open in a contaminated environment.

In any case, whenever the cab interior has been contaminated, the effectiveness of the cab to provide contamination protection will be diminished. Health and safety for agricultural machine operators as well as others working in, on or around these machines can only be addressed through a comprehensive program. Such a program is defined as an Occupational Health and Safety Management System (OHSMS). While cabs may be used as an effective engineering control within an OHSMS, this is not intended to imply that the cab alone is appropriate for any specific application.

That determination can only be made by those responsible for the OHSMS in a specific application. It is the responsibility of those charged with managing the use of the vehicle on which the cab is attached to define and manage an appropriate OHSMS, and ensure that all federal, state and local regulatory requirements are followed.

Cabs should not be used as a replacement for any other engineering control or PPE that has been specifically required by federal, state or local regulatory authorities.

Hierarchy of Controls

The Hierarchy of Controls, in their preferred order of action:

1. Elimination
2. Substitution of less hazardous materials, processes, operations or equipment
3. Engineering controls
4. Warnings
5. Administrative controls
6. Personal protective equipment (PPE)

Continuous Improvement Cycle

Cabs should only be used to control operator air contaminant exposures within an OHSMS. This management system must consider occupational safety and health as a continuous improvement cycle that includes these on-going processes:

1. Management, Leadership and Employee Participation: This step in the cycle involves the formulation of the management system, the establishment of policy, statements of responsibility and the integration of the employees into the management system.
2. Planning: This step is based upon initial and going reviews of the management system and numerous factors affecting occupational safety and health within an organization. Included in these reviews is a review of the hazard, risks and controls and data collected to evaluate the hazards and the efficacy of the control measures. In explanatory comments, exposure measurements are included as part of the assessment processes. The results of audits and measurements are also to be reviewed.
3. Implementation and Operation: This section describes the organization components of a occupational safety and health program. It describes the hierarchy of controls mentioned above and several broad classes of management function. Among these requirements are employee training and evaluation of employee training. Furthermore, this section requires a written, clearly documented occupational safety and health program.
4. Evaluation and Corrective Actions: The section specifically requires management processes to monitor and evaluate hazards, risks and their controls. Explanatory comments note that this includes quantitative measures of worker exposure. Practically, this involves physically testing the efficiency of the cab being used as an engineering control within an OHSMS.

- **WARNING: Risk of overturning.**

  Do not disengage the clutch or attempt to shift gear after you have started downhill.

  When driving down a slope, use the engine brake to slow the tractor down and choose the same gear ratio as used when climbing a slope.
- Engage four-wheel drive (if fitted) to enable four-wheel braking.
- Do not work near the edge of ditches and banks as there is a risk of them collapsing. The tractor must always be kept a distance from the edge that is equal to or greater than the height of the bank or ditch .

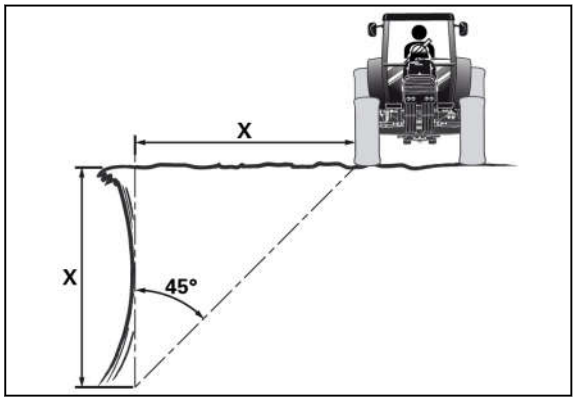


Fig. 13

Preferably, climb or descend a slope in a straight line, but do not cross it. When this is not possible, adhere to the following precautions:

- Avoid holes and dips when driving downhill
- Avoid stumps, stones and raised areas when driving uphill
- when turning, avoid turning toward the top of the slope; always slow down and take a wide turn
- keep the heavier end of the tractor facing toward the top of the slope when driving up and down it.

When driving across a slope with a tractor fitted with implements on one side, these implements must:

- always be facing toward the top of the slope
- never be raised,
- be left as close as possible to the ground

When towing a load at road speed, lock the drawbar in the center position and use a safety chain.

Do not use the tractor to round up livestock.

Preventing a rear overturn

- **WARNING: Risk of overturning.**

  Hitching a load to the rear axle or on any other part located above the rear axle may cause a rear overturn.
- Do not pull anything using the top link connection or from any point above the center line of the rear axle. Always use an Massey Ferguson-approved drawbar and only use a lockable drawbar pin.
- When using a drawbar for a three-point hitch, use the stabilizers and keep the drawbar in the bottom position.
- Use front weights to increase tractor stability when towing heavy loads or to counterbalance the weight of a heavy rear-mounted implement.
- Start off slowly and then gradually increase speed.
- Do not release the clutch suddenly.
- If a heavy load or immovable object is attached to the tractor, incorrect use of the clutch may cause the tractor to overturn.
- If the front end of the tractor starts to lift, disengage the clutch.

2.9 Specific safety instructions for servicing the tractor

2.9.1 Pollution warning to observe when servicing the tractor

IMPORTANT:
It is illegal to pollute drains, water courses or soil.
Use authorized waste disposal facilities for the collection and treatment of waste; public refuse tips or garages providing facilities for the disposal of used oil.
If in doubt, ask local authorities for advice.

2.9.2 General instructions

- Never bring a heat source close to the tractor
- Never service the tractor while the engine is running or hot or if the tractor is in motion .

  The operator must ensure that potentially hot parts have cooled down before carrying out any work

Fig. 23

- Before making adjustments to or servicing the electrical system, disconnect the battery cables, negative (-) terminal first.
- To prevent risks of fire or explosion, keep batteries and cold weather starting aids away from naked flames.
- To prevent sparks which could cause explosions, use jump leads according to instructions.
- Consult your Massey Ferguson dealer for repairs or adjustments and have the work carried out by trained personnel.
- The implement and/or tractor must be supported on suitable blocks or stands and not on a hydraulic jack, see the relevant chapter (installation points of the axle stands).

  The blocks and supports must be adapted to the load carried and must be sufficiently stable to prevent tilting.

  The blocks and supports must be approved and regularly checked by the appropriate authorities.

  Place the blocks and supports on solid ground that can support the load.
- Check all nuts and bolts periodically for tightness, especially wheel hub and rim nuts. Tighten to the torque values stipulated.
- Regularly check the brakes.

  Ensure that the brakes are uniformly adjusted, especially if a trailer is used.

  In case of malfunction, consult your dealer.

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.

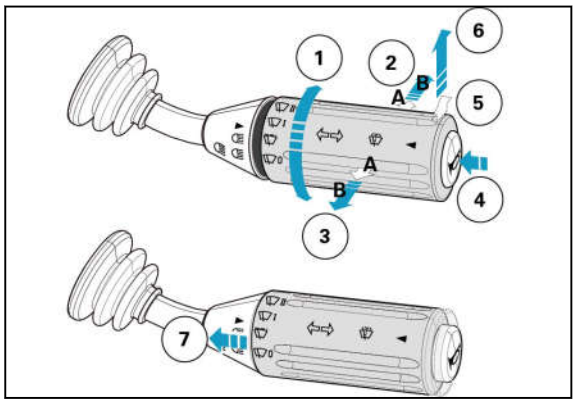


Fig. 10

3.1.4 Pedals

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

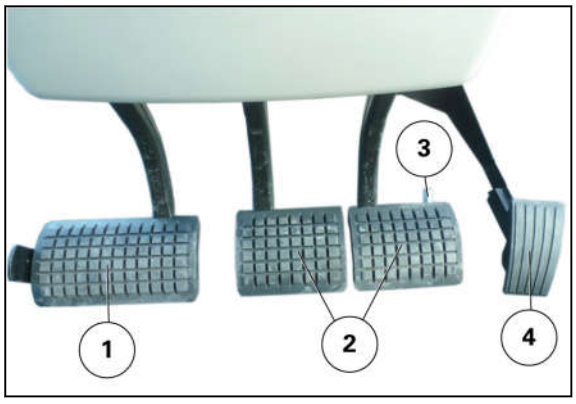


Fig. 11

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.

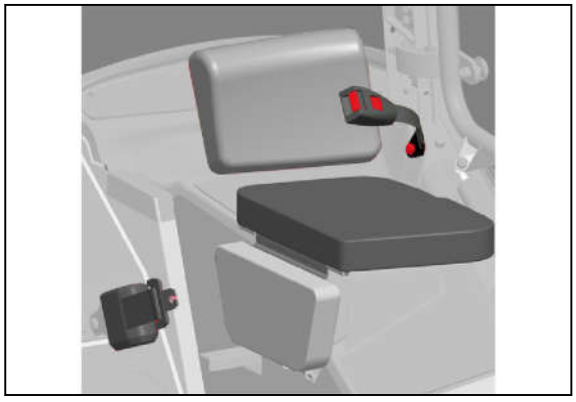


Fig. 28

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)

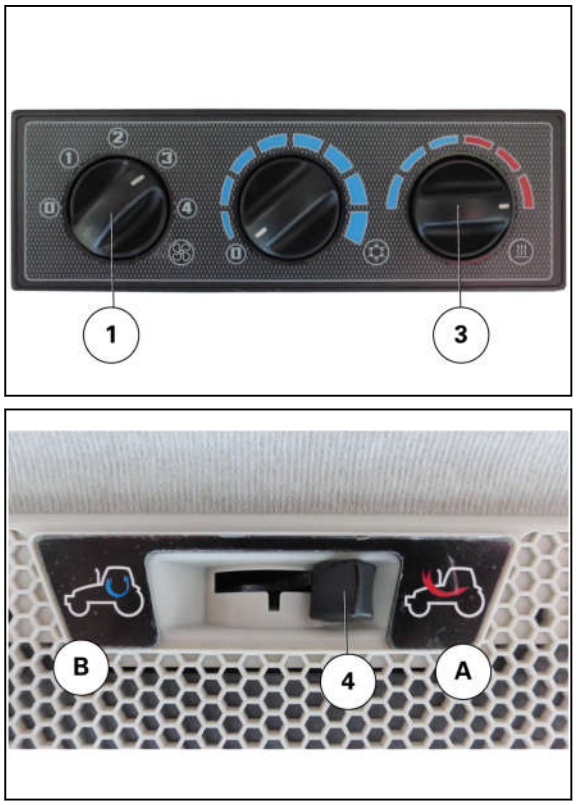


Fig. 47

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)

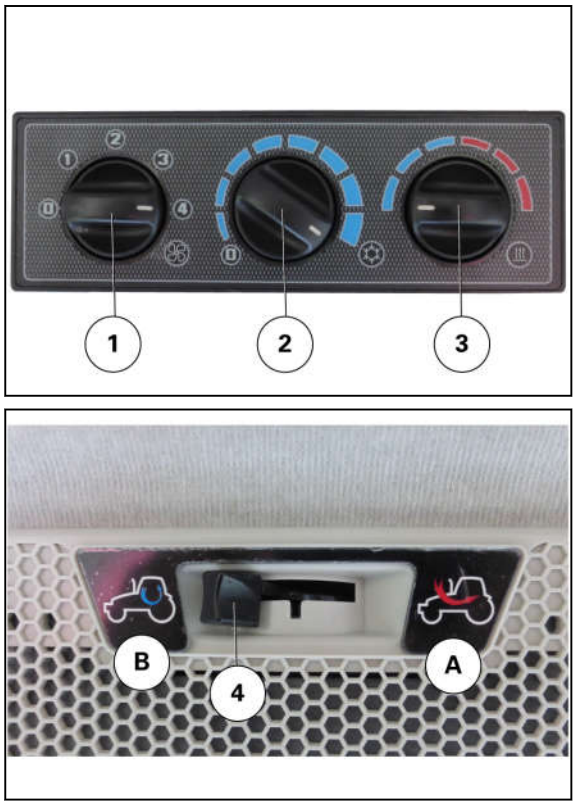


Fig. 48

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).

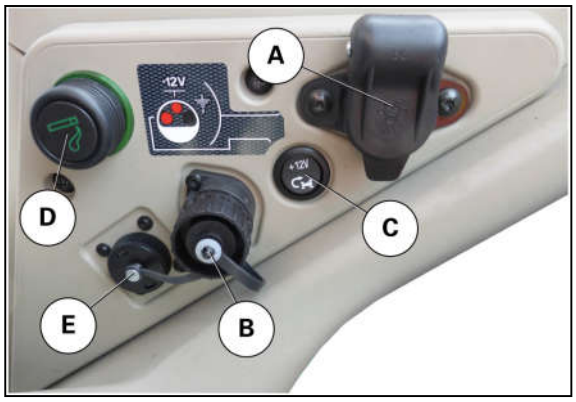


Fig. 69

(D) Cigarette lighter socket

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

Front right-hand fender arch sockets

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

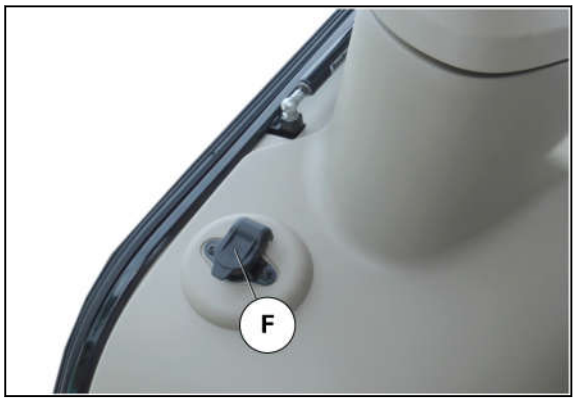
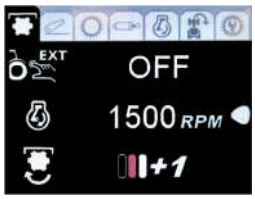


Fig. 70

Screen	Function
	**Area worked screen** This screen allows you to view the area worked (ability to reset to 0), the hourly surface and the consumption in relation to the worked area 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 worked area to 0 and then press OK to confirm
	**Fuel counter screen** This screen allows you to view the trip meter (quantity of fuel consumed since the last reset), the total counter (total quantity of fuel consumed), and the Diesel Exhaust Fluid (DEF) total counter (total quantity of Diesel Exhaust Fluid (DEF) consumed) 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 trip meter to 0 and then press OK to confirm
	**Rear power take-off settings screen** This screen allows you to enable/disable the function of engaging an engine speed during activation of the rear power take-off using the controls located on the fenders and adjust the engine speed that will be engaged. **NOTE:** *Apply the parking brake in order to operate the PTO using the controls located on the fenders.* 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 automatic function (**ON** on, **OFF** off) and then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the engine speed engaged by the switch for the rear power take-off located on the fenders and then press OK to confirm • Press the ▲ or ▼ arrows to increase/decrease the progressivity of rear power-take-off engagement (from -1 (slow progressivity) to +1 (fast progressivity)), and then press OK to confirm

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

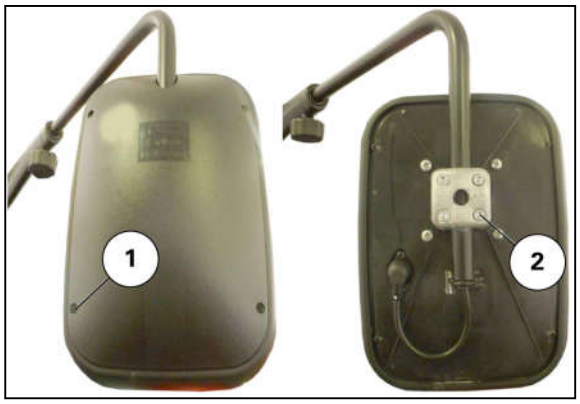


Fig. 94

Electric defroster

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

Fig. 95

3.3.3 Adjusting the double-angle rear-view mirror

3.3.3.1 Positioning and extending the arms

Positioning the arms

Procedure

1. The arms supporting the rear-view mirrors are hinged and must be positioned correctly for routine use of the tractor.
2. Move the hinged arm until it lines up with the two marks.

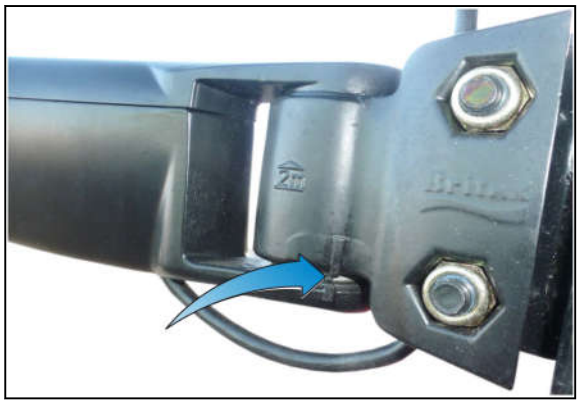


Fig. 96

(2) N_idle speed low and 50% torque (final degraded mode)
(A) Quantity of Diesel Exhaust Fluid (DEF) in the tank: 10%
(B) Quantity of Diesel Exhaust Fluid (DEF) in the tank: 5%
(C) Quantity of Diesel Exhaust Fluid (DEF) in the tank: 0%
(T) Activation time for final degraded mode: 30 minutes

- Final degraded mode (2):
  - Final degraded mode limits the engine to idle speed (1000 rpm) and the engine torque to 50%.
  - This mode is activated when the Diesel Exhaust Fluid (DEF) level in the tank is 0% (C).Final degraded mode is reached after 30 minutes.
  - When final degraded mode is activated, the  symbol and the  symbol on the instrument panel flash, accompanied by an error code in the Setup and Information Screen list of screens.
  - Final degraded mode is deactivated when the Diesel Exhaust Fluid (DEF) tank is filled to more than 10%.

Information about detecting a problem related to the system SCR Technology

- The operator is informed of the operating condition of the system on the instrument panel. In the event of a fault:
  - An indicator light illuminates on the instrument panel (see instrument panel)
  - Availability of error codes in the screen list of the Setup and Information Screen

NOTE:
Fault codes are deleted as the faults are corrected.

To activate this function:

- Place the Power Control lever in neutral,
- declutch fully,
- press the validation switch (1) then the right-hand reverse shuttle switch moved into position (2) to go forwards or (3) to go backwards.

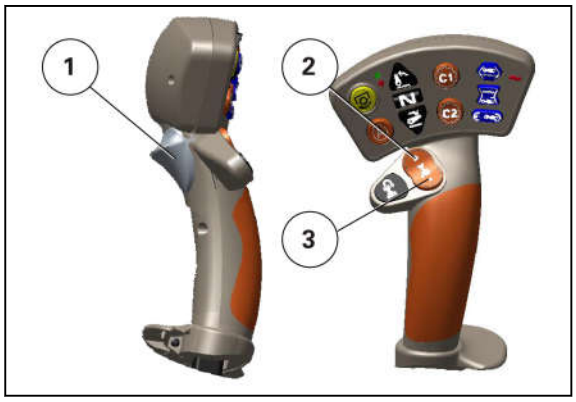


Fig. 122

When the tractor is in motion, the direction of travel can be reversed by pressing the validation (1) and reverse switches on the MultiPad (set the switch to position (2) to go forwards or (3) to go backwards).

To deactivate this function, the Power Control lever must be placed out of neutral position, or the hand brake applied.

IMPORTANT: *Any change of command (except neutral position) from the main direction reversal control (under the steering wheel) takes priority and supersedes the existing command from the direction reversal control on the MultiPad Joystick.*

To activate this function:

- Place the Power Control lever in neutral,
- declutch fully,
- press the validation switch (7) then the right-hand reverse shuttle switch moved into position (1) to go forwards or (2) to go backwards.

Fig. 123

When the tractor is in motion, the direction of travel can be reversed by pressing the validation (7) and reverse switches on the Multi Function Joystick (set the switch to position (1) to go forwards or (2) to go backwards).

To deactivate this function, the Power Control lever must be placed out of neutral position, or the hand brake applied.

	Transmission control type	Changing field mode (tortoise)/ road mode (hare) NOTE: *The selection is stored after the engine is switched off.*
Power Control lever in neutral • Forward speed equal to 0 kph	With the T-handle lever	Press the switch (A) on the T-handle lever with the clutch disengaged, or press the switch (A) on the T-handle lever for more than 5 seconds
	With the MultiPad lever	Press the switch (B) on the armrest
Power Control lever not in neutral • Forward speed greater than 0 kph • Forward speed equal to 0 kph (clutch disengaged)	With the T-handle lever	Press the switch (A) on the T-handle lever for more than 5 seconds
	With the MultiPad lever	Press the switch (B) on the armrest

3.5.9 Changing the transmission ratios (1A, 1B, 1C etc.)

The transmission is managed using the T-handle lever or the MultiPad lever. The ranges (1, 2, 3, 4) and the ratios (A, B, C, D, E, F) can be modified.

These changes can be made when stopped or while in operation.

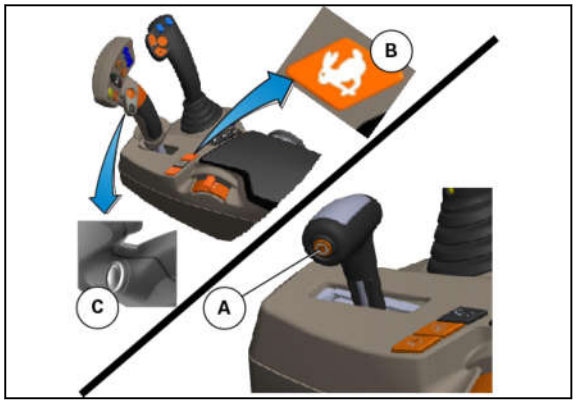


Fig. 143

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

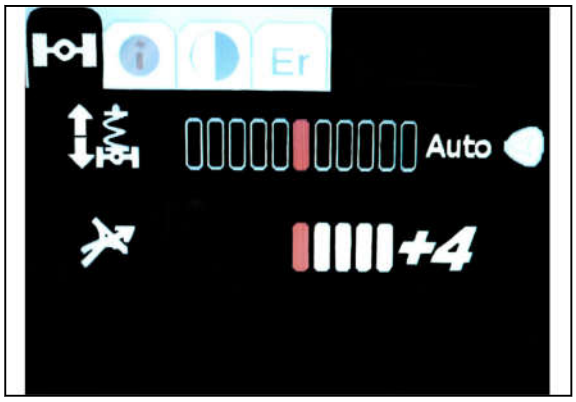


Fig. 156

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. 157

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.

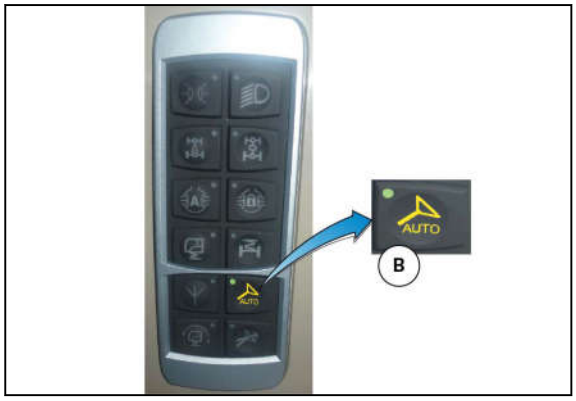


Fig. 158

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.

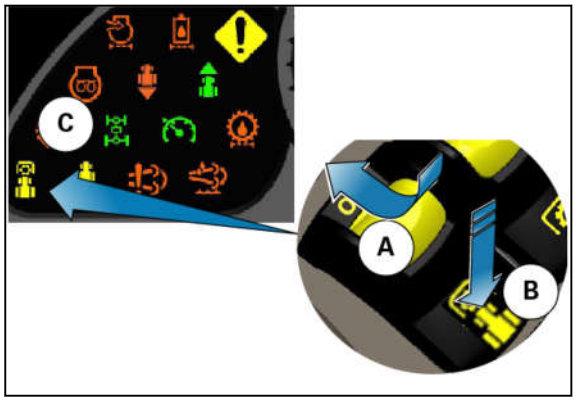


Fig. 169

Disengaging the PTO

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

Fig. 186

(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.

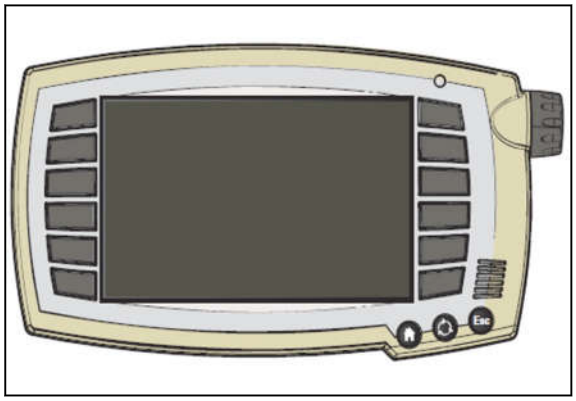


Fig. 210

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

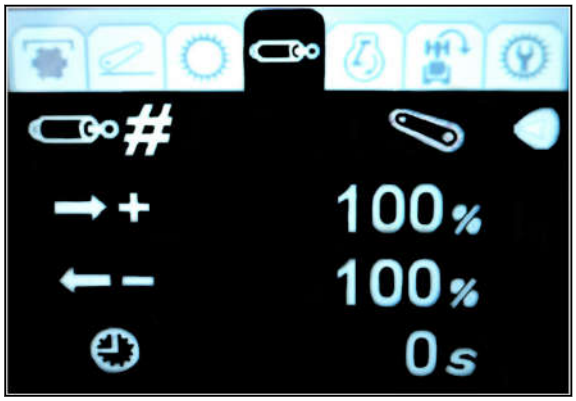


Fig. 211

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)

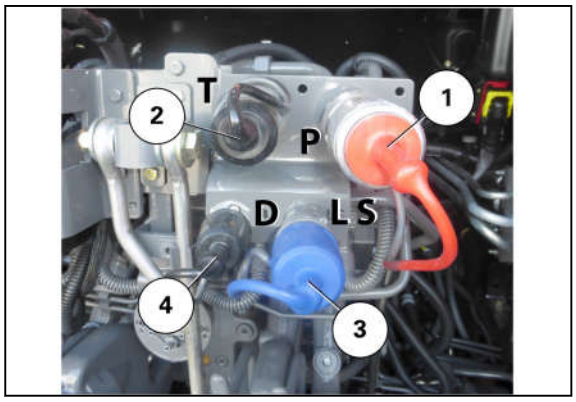


Fig. 253

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.

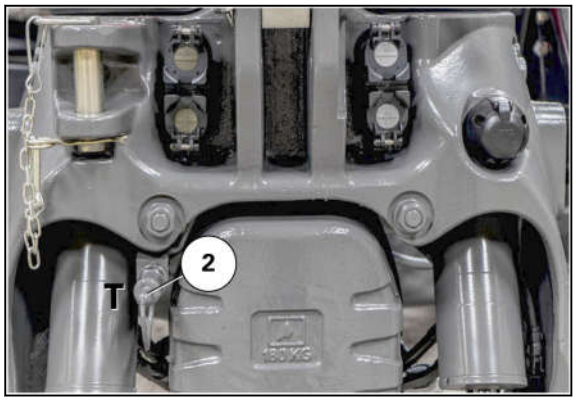


Fig. 254

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.

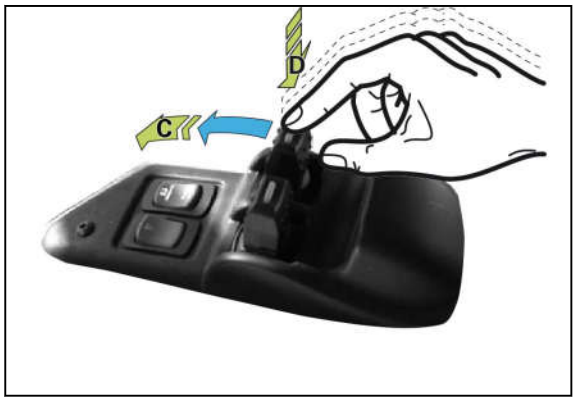


Fig. 279

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

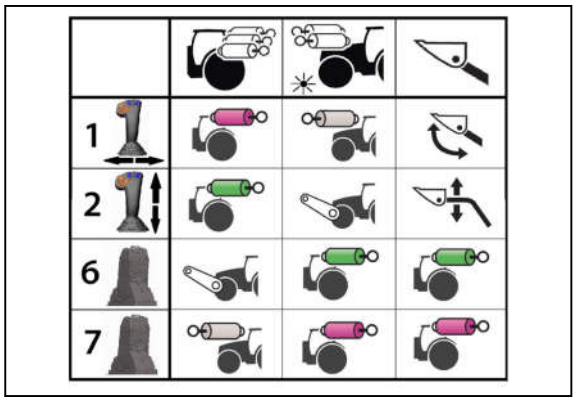


Fig. 280

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.

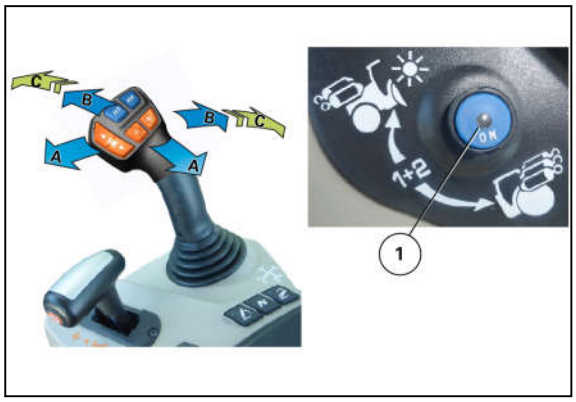


Fig. 281

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. 298

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)

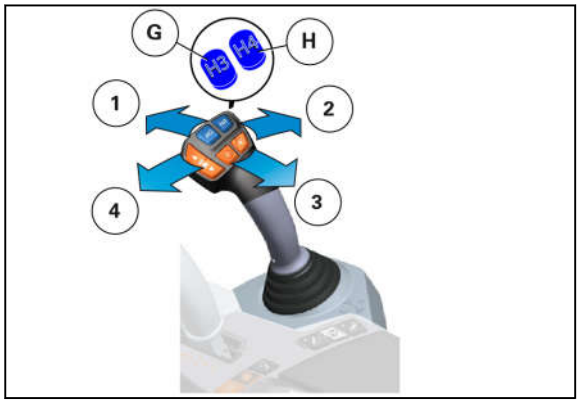


Fig. 299

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. 300

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

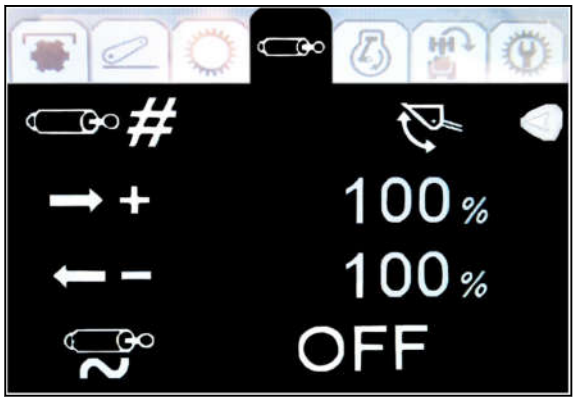


Fig. 318

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.

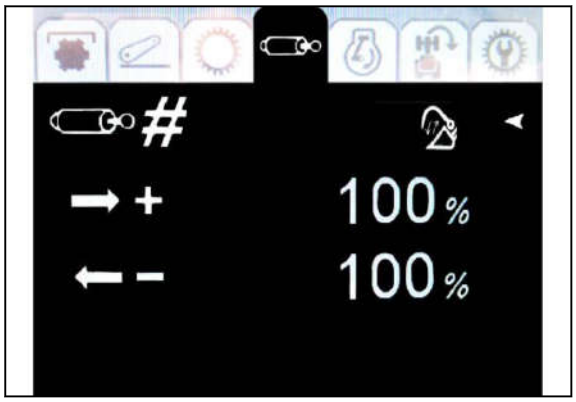


Fig. 319

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

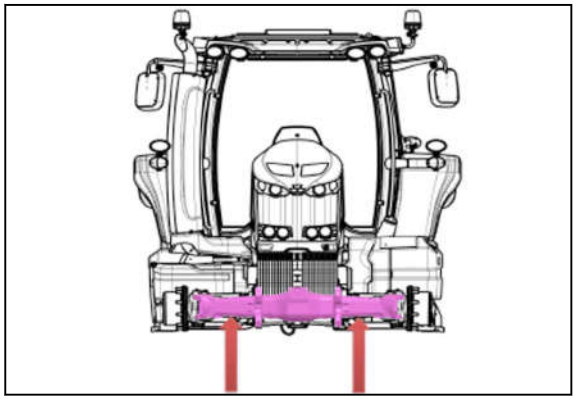


Fig. 335

Installing the rear axle stands

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

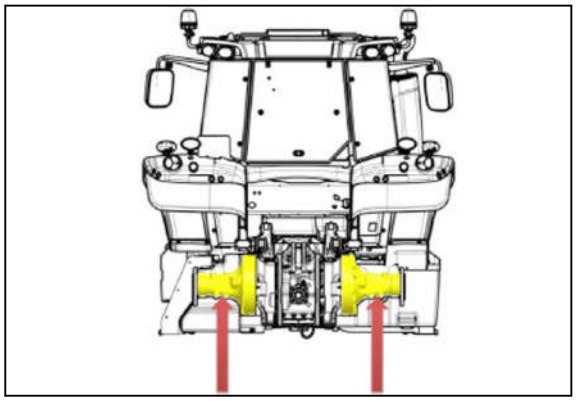


Fig. 336

Rims with adjustable disk

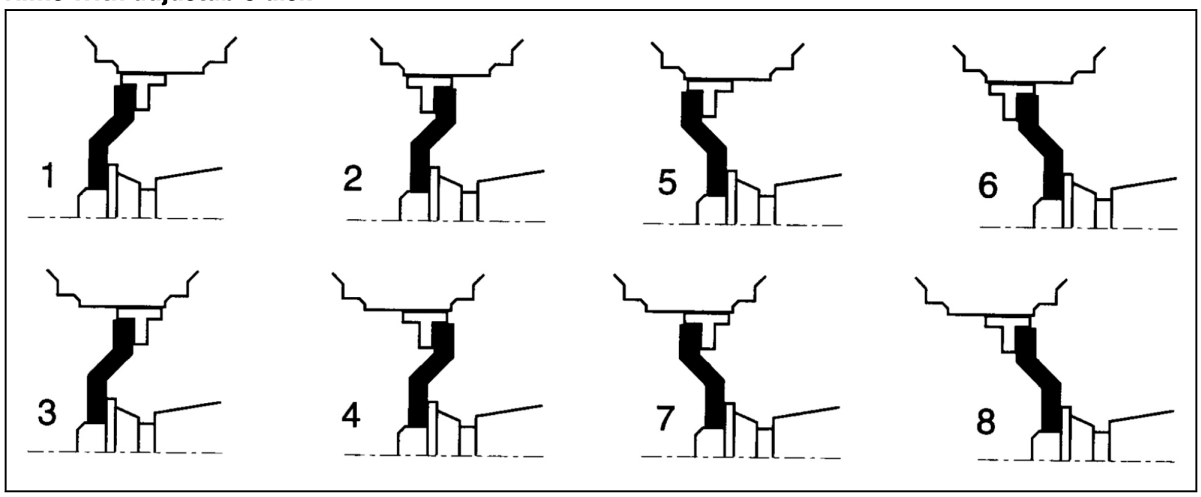


Fig. 350

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.

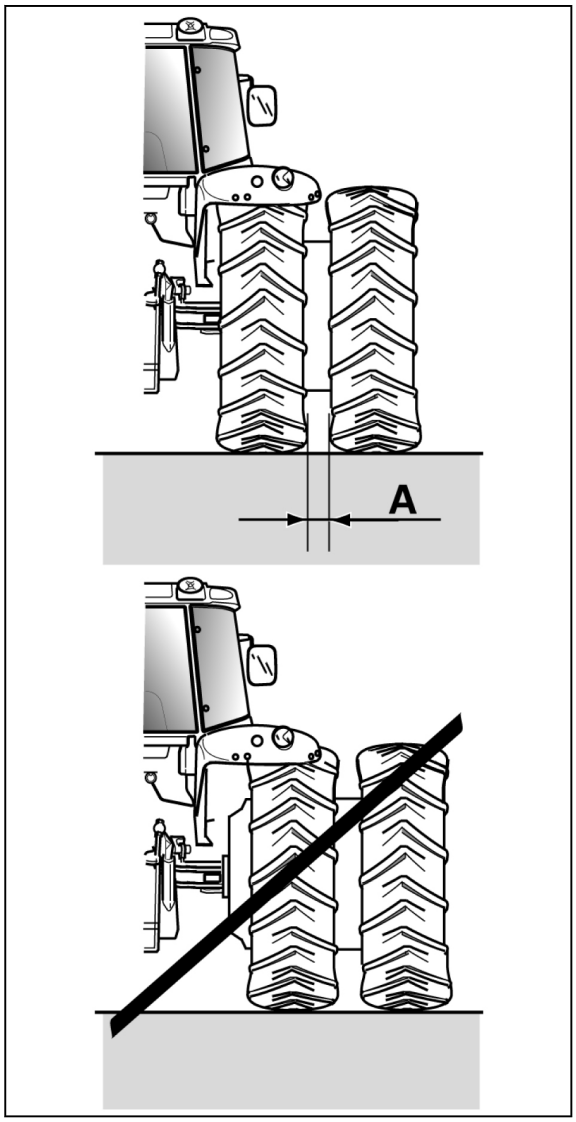


Fig. 364

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

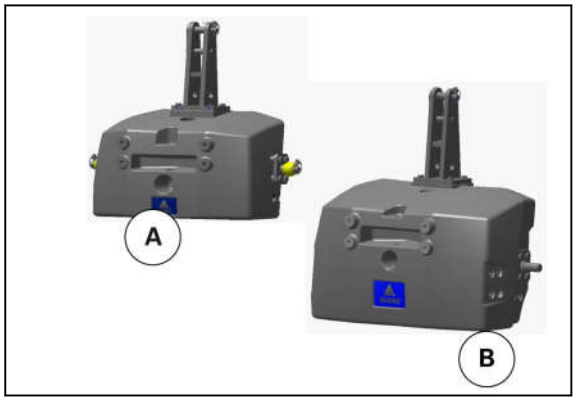


Fig. 379

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

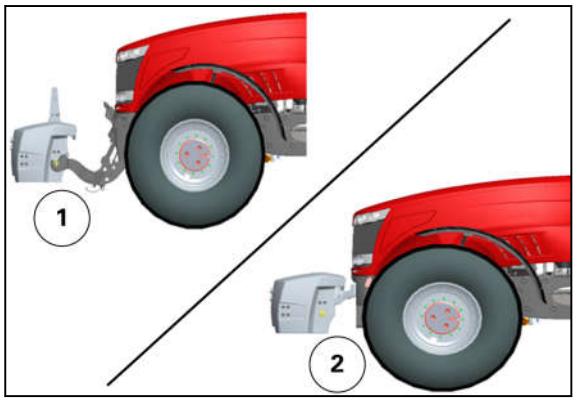


Fig. 380

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. 381

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