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FSP 4861

New AXION 800 unveiled at SIMA

CLAAS offered a sneak preview at the SIMA show of the new AXION 800 which is due to be launched later this year for sale in 2014.

The new AXION 800 range is based upon the higher powered AXION 900 range launched this year and incorporates many of the design and technology features found on that tractor.

Like the AXION 900, the new AXION 800 range features a long wheelbase, with 50/50 front/rear weight distribution and a 'wasp waist' front axle design for an increased steering angle and optimum manoeuvrability. The new AXION 800 also uses the new spacious 4-pillar cab design, which is fully suspended and is mounted further forward for greater visibility.

The AXION 800 range will consist of four models with CIS and CEBIS variants, with power outputs from 200hp up to 270hp, so fitting in between the 145 to 184hp ARION 500/600 range and the AXION 900 which ranges in power from 280hp up to 400hp.



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The AXION 800 is the first tractor to meet the latest Stage IV (Tier 4f) exhaust emissions regulations. To achieve this, the 6-cylinder FPT engine is fitted with a two-stage emissions system consisting of a maintenance free diesel oxidation catalytic converter (DOC/Oxicat) in combination with an SCR catalytic converter.

The 6.7 litre engine features a wide 500 rpm constant power band and 8% more torque than current models, so provides increased power at lower revs, and hence reduced fuel consumption, and is also fitted with the VISCTRONIC fan to further save fuel. In addition, the engine can be used at full power at all times without limitation.

As with the larger AXION 900, the new AXION 800 is built around a fully integral frame that incorporates a self-supporting crankcase and embedded sump. This robust design allows a high capacity front linkage to be fitted without any additional bracing, so maintaining maximum manoeuvrability.

Initially the new AXION 800 will come with a HEXACTIV transmission and a CMATIC variable option will follow in due course. Another new fuel saving development is a patented de-coupling function for the front PTO.

The AXION 800 also features a new system developed by CLAAS POWER SYSTEMS to completely disengage the front PTO when it is not required, and so save fuel. Until now, even when the front PTO is not engaged, the gears in the transmission still rotate and so use up power. The new mechanical clutch means that when the front PTO is not required, the entire front PTO transmission can be disconnected from the engine, which will save an additional 0.4 litres of diesel per hour.

For further information, please contact either:

Alastair McCallum
CLAAS UK Ltd
Saxham
Bury St Edmunds
Suffolk
IP28 6QZ

or

Richard Whiskard
Four Seasons Publicity
Bury Barn Farm
Bury Barn Lane
Bourton-on-the-Water
Gloucestershire GL54 2HB

a.mccallum@claas.com
Tel: 01284 763100

richard@four-seas.co.uk
Tel: 01451 822709