



More in brief:

- The Panthera will be produced alongside

Induction hopper and control panel will be familiar to UX trailed sprayer operators.

Amazone's UX trailed sprayers at Leeden in Northern Germany

- Various warranty and service contracts will be available to UK growers

- The images from two cameras can be displayed on the Amadrive screen

- Max loaded weight is 14,500kg which, at worst, is split 46%/54% over the front/rear axles; normally the distribution is closer to 50/50

- A rear hitch enables the Panthera to tow a 12t bowser. Pneumatic trailer brakes are engaged when the operator pulls back on the drivestick to slow down; the brake lights are also engaged to show traffic that the vehicle is reducing its speed

- The sprayer itself has hydrostat retarder braking with air braking as a fall-back

- Depending on the tyre equipment, ground clearance measures 1.2m (300/95 R52)

- An axial piston load-sensing pump powers the engine cooling fans, sprayer pump etc while a separate constant pressure oil pump looks after the steering/suspension.

Summary: The UK self-propelled sprayer market is already a crowded place, with over a dozen manufacturers competing for their share of the 175 units sold here in 2010. Nonetheless Amazone firmly believes

that the Panthera has what it takes to make an impact in terms of its build, technology and performance. The sprayer packs all the requisite features, and it certainly can't be accused of lacking in spec.

Like any newcomer, there will undoubtedly be a question mark over future resale values, but it's not as though the German firm is a new name on the sprayer scene. Amazone already has a significant following in other European markets, giving vendors the option to export if, for whatever reason, there is insufficient demand at home.

Further profi reading

Driving impression

Agrifac Condor (profi 4/2010)

Electronics

Automatic section control system (profi 6/2010)

See the power of the NEW Panthera in action



► The NEW Amazone Panthera self-propelled sprayer

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SPECIAL REPRINT

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Amazone Panthera 4001 sprayer:

Pantera on the prowl



Amazone is looking for its slice of the UK self-propelled sprayer cake. The Panthera is aimed at the popular 4,000-litre sector with booms spanning up to 40m and technology that should play a major part in winning over customers.

Mervyn Bailey reports



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Pantera

The options come as standard:

- Intelligent engine management
- Intelligent drive-line management
- Active suspension control
- Infinitely variable track-width adjustment
- Comfortable cab environment
- Electronic traction control
- In-cab spraying system management
- High chassis clearance



2-wheel steer



4-wheel steer



Dog leg steer

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Amazone Pantera 4001 sprayer:

Pantera on the prowl

Amazone is looking for its slice of the UK self-propelled sprayer cake. The Pantera is aimed at the popular 4,000-litre sector with booms spanning up to 40m and technology that should play a major part in winning over customers. Mervyn Bailey reports

Until now Amazone has never really played its self-propelled sprayer card in the UK, despite being active in other European markets since buying into the BBG sprayer business way back in 1998. Apparently, the line of thinking was that previous incarnations were not suitable for the UK market – that was until the Cereals event last year, when Amazone announced it would be bringing the SX replacement to our shores in 2011. True to its word, the company debuted the Pantera to some keen interest at LAMMA earlier this year. In the same week we took a closer look at a machine that Amazone believes could lure UK growers away from their currently favoured, home-grown SP sprayer breeds. As one might expect, there's more than a light dusting of technology on the Pantera 4001, with auto section and boom height control both listed as standard along with other GPS-related features. There is even

the option of LED illumination across the entire width of the boom for easier spraying at night. At this stage there's only going to be the one tank size, 4,000 litres, which is now deemed to be the SP sprayer norm, whereas the booms can range from 24m up to 40m.

From the ground, the Claas Vista cab will be instantly recognised by Jaguar self-propelled chopper drivers, while tucked in behind is the 200hp Deutz motor used to power the Linde-sourced hydrostatic transmission and wheel motors. Up on top the spray tank is entirely new, whereas all of the sprayer equipment is shared with Amazone's UX trailed machines. Moving down below, the newcomer sticks with central pivoting axles. Indeed this chassis arrangement is now the only real link left between the Pantera and its Agrifac-based predecessors such as the SF. At this point it's worth remembering that, though not

Amazone is now taking the gloves off its self-propelled sprayer offering, the Pantera 4001. Spec extends to a 3,950-litre tank, booms up to 40m and a 200hp engine. Photos: MB, HW.

DATA SHEET

Amazone Pantera 4001 self-propelled sprayer

Engine	Deutz TCD2012 147kW/200hp six-cylinder Stage IIIA motor
Transmission	Hydrostatic Linde, speed range 0-40km/hr
Chassis	Longitudinal tandem pivot with hydropneumatic suspension
Brakes	Wabco air drum brakes on all four wheels
Tyres	400/85 R48 standard
Spray tank volume	3,950/4,150 litres (nominal/actual)
Pump	Twin-piston diaphragm, 530 litres/min
Boom	24m to 40m Super-L boom
Track width	1.80-2.25m
Ground clearance	1.10m to 1.20m (tyre dependent)
Length/height/width	8.40m/3.80m/2.75m
Unladen weight	9,300-10,000kg
Turning radius (outer)	6.3m
Cab	Claas Vista
Prices from	POA
Manufacturer's information	

seen in this country, Amazone has been fitting its own spraying kit to Agrifac-based skid units for the past decade.

So, with the quick overview and history out of the way, let's get down to details. Rather than rely on the armrest-mounted 10.4in colour touchscreen for all machine functions, Amazone has opted to keep the sprayer controls separate on the new Amatron 3 terminal, with the joystick also being familiar to some Amazone fertiliser spreader and sprayer operators. Speed and direction are controlled via the multi-function joystick, although the operator has the option to set a cruising speed via Amadrive. In field working speed is 0-20km/hr but, if the operator wants the maximum speed to be 16km/hr, he can just set it on the touchscreen. Then, once the lever is

pushed all the way forward, the sprayer will only reach the now operator limited top speed of 16km/hr. There are two engine modes for the six-cyl Deutz unit – Power and Eco. With the latter selected, the engine tries to work at its most economical point, which is generally between 1,100 and 1,900rpm. Even with the engine ticking over at 800rpm, the hydraulically powered pto is still able to provide the required 540rpm input to operate the sprayer pump when filling. Power mode, on the other hand, enables the user to set the engine revs. The Amatron 3 terminal utilises the same 6in screen as previous versions but adds colour for the GPS-Switch section control maps, and the soft keys are backlit. For night-time work the screen switches from a white background to a dark screen, helping



LED illumination of each nozzle is an extra-cost option and on a typical 30m boom lists at £3,000. This feature is also now available on Amazone's UX trailed sprayer models.



The large 10.4in Amadrive touchscreen looks after the skid unit functions, while Amatron 3 is responsible for the spraying equipment. Joystick is also used by Amazone fertiliser spreaders.

to prevent in-cab glare. The GPS input brings automatic section control, and Distance Control provides a self-adjusting height control via a combination of tilt and ultrasound sensors. There's also a parallel guidance system – GPS-Track. On the subject of machine steering, there are three modes: two-wheel steer is automatically selected when the higher speed

range of up to 40km/hr is engaged; and then there's the traditional four-wheel mode for reduced crop damage in work. The third setting is a 'dog leg' feature, which Amazone reckons will be of interest to growers working across slopes: in this mode, the operator can step out the back wheels to prevent crabbing and running over extra crop. Unlike on the Agrifac Condor sprayer (profi



A beam on either side connects the front and rear wheels and pivots in the centre. It also allows the Pantera's track width to be altered.

04/10), which uses pneumatic suspension with the same central pivoting axle set-up. Amazone has opted for a combined hydro-pneumatic approach with a live hydraulic feed; compare this with the Pantera's predecessor, the SX, which had a closed circuit. Amazone claims that this hydropneumatic

said to be a superior ride comfort and less boom end roll when travelling over rutted terrain. Track width is hydraulically adjustable from 1.8-2.4m, depending on tyres, by the bogies sliding on the central pivot. Recognising that spraying can kick off in the early hours, the Pantera's standard lighting

combination makes the sprayer's self-levelling more stable when working on sloping ground, as the hydraulics don't have as much 'give' when the unit is loaded. Permanent four-wheel drive is complemented by a traction control system that sees extra power heading out to the three wheels with better purchase when conditions are sticky. For those not familiar with the central pivoting chassis configuration, the main benefits are

package includes six work lights at the front of the cab and three at the rear. In addition, there's the option to upgrade two of the front lights to Xenons and specify four optional work lights to illuminate the boom. There is also an LED individual nozzle lighting package (about £100 per metre).

The Super-L 24m to 40m steel booms are carried on a pendulum, with a four-point damping system – spring dampers and shock absorbers – for extra cushioning. The last section of the boom is constructed from aluminium with break-back in three directions. For auto shut-off a typical 24m boom will have seven sections; up to 13 are available on wider spans. The Comfort Pack sprayer control allows the operator to dial in the amount of water required in the main tank and, once this total is reached, filling stops automatically. Overall output from the twin diaphragm pumps is 530 litres/min and, where increased application rates are required, there's the option of adding a second 13mm diameter line.



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