

# 10 years of ARION – “It ticks all the boxes”



Gordon McKenna, with Alistair Kingan and his nephew Sam

After an impressive test drive in an ARION, Alistair Kingan took the decision in Spring 2009 to change tractor make and ordered both an ARION 640 CEBIS and an ARION 630 CIS for his contracting business.

Since then a number of ARION tractors have been run by AK Farm Services and Kingan Farms at New Abbey near Dumfries, the latest of which is an ARION 510 CIS fitted with an FL120 loader, bought through GORDONS last November. “Over the years the ARION has been a good tractor and has done us very well, and the service that we receive from GORDONS has been excellent,” says Alistair.

The new ARION 510 replaces an ARION 540 that had done 7,000 hours and has been bought specifically for use on the farm’s beef unit.

“While we have a handler on the main farm, the ARION does all the loading work on the fattening unit,” explains Alistair. “Fitted with a 700kg shear grab it will handle about 1,200 tonnes of silage a year, but then during the summer it will also be used for field work such as tedding, raking and trailer work.”

The main driver of the ARION is Gordon McKenna, who looks after the fattening unit and has been with Kingan Farms 40 years. “As a loader tractor, the ARION 510 and the 540 before that are ideal. It’s very well balanced and stable. When full the shear grab holds about 600kg of silage, but when loading the mixer the tractor doesn’t move, and it’s also very manoeuvrable.

“For loading, the ELECTROPILOT joystick, which we also had on the old tractor, is absolutely fantastic. It’s so easy to use and I would never want to go back to an old type loader control, there’s no comparison.

“The new design of cab is very comfortable and the wider door makes a big difference. It’s spacious, the all-round visibility is very good and I like it that the cool box is larger, so there is plenty of room for my piece box and a drink, plus there’s plenty of other storage space and even a hook to hang up my coat. But it’s also the smaller things, like having a lot of USB sockets and Euro plugs that make a big difference.”

Another notable improvement of the ARION 510 is the new PROACTIV front axle suspension, which now only has four grease nipples. “Maintenance is far easier but it’s also very smooth and reacts well. I just leave it on all the time,” comments Gordon. “Also the AdBlue engine runs far cooler and at the top-end holds on very well.

“For comfort, visibility, front axle suspension and stability, the new ARION is ideal. It has everything I want and there’s nothing on it that I don’t need. It ticks all the boxes,” he concludes.



CLAAS ARION 600



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