

# Smooth spreading XERION

‘It’s a hell of a machine’ states operator James Allison of AWSM Farming’s new XERION 4000 SADDLETRAC.

From their base near Richmond in North Yorkshire, AWSM are responsible for uploading, hauling, storing and spreading around 350,000 tonnes of digestate a year from six AD plants ranging from Hull up to Gateshead.

Supplied by CLAAS EASTERN at Sinderby, the 435hp XERION, which is fitted with a 16m<sup>3</sup> Kaweco tank and 18m Bomech trailing shoe, replaced a 2015, 6,000-hour XERION 4000 SADDLETRAC. This was fitted with a same size tank but mainly used a 7.7m wide trailing shoe for spreading.

## MORE THAN UP TO THE JOB

“The advantage of the XERION is that it is a one-man machine that can be used all-year round,” explains Adam Metcalfe. “I initially changed to the XERION because the old self-propelled machine was just not up to the job and I didn’t get the support, which was one of the reasons for buying the XERION as CLAAS EASTERN are excellent.

“The XERION is basically a tractor with a large tank on the back, so more than up to the job. With the new XERION, it’s noticeable that due to the new mounting system for the 8,000 l/min pump, it is far better balanced than the old machine.

“The drawback of the previous 7.7m shoe was that James had to travel at over 15kph to get the output. By changing to an 18m trailing shoe, this fits in well with 36m tramlines but output has increased even though forward speed is slower, which is far better for both man and machine.”

Typically the XERION will apply 1000 tonnes of digestate a day. To achieve this, the company runs a fleet of lorries with D-Tech tankers, ideally offloading into 1,200m<sup>3</sup> SFS Mesh Silo in-field above ground tanks supplied by AWSM, which then allows the XERION to be completely self-contained.

The XERION was specified with an S10 terminal for auto-steering using Egnos and Glonass and is set-up for auto shut-off at the headland using the headland control function. “The auto-steering seems a lot better and more accurate than the old system, and its very easy to map an 18m boundary around fields to automatically shut off half or all the trailing shoe to avoid any over application, and then lift it at headland.”



Adam Metcalfe



“The new front mounting system for the pump not only makes access easier, but it is also 1.5 tonnes lighter, so the ride is far better with no rocking, and the 900-wide MITAS SFT floatation tyres hardly leave a mark,” states James Allison.

## SIMPLE SET UP

“Everything is just so much smoother and the hydraulic system is also far more reactive. Even though I am now typically travelling at 10kph instead of up to 20, it seems to cover the ground quicker. Cab comfort is spot on, but having touch screens for CEBIS and the S10 makes it so simple to set everything up or to call up your stored information and change it. The CMOTION control is so easy to use and being able to use it to access functions such as the headland control and CRUISE PILOT makes a big difference.” **CLAAS**

