

INNOVATION AT THE TRACTOR REAR

The HGST is the first stabiliser to accomplish an active transition between the floating and rigid positions that operates irrespective of the lift height and the lifting arm length. The implement automatically maintains the rigid centre position at the preselected lift height.

The driver also has the option of controlling the change, while maintaining the lift height, without leaving his seat. Therefore, the rigid/floating function can be freely selected by the driver to suit the operating conditions or task.



WALTERSCHEID GMBH

Hauptstraße 150
D-53797 Lohmar
Telefon: +49 2246 12-0
Telefax: +49 2246 12-3501
www.walterscheid.com



TAKING TO THE FIELDS WITHOUT BACKLASH OR JOLTING

ENHANCED CONVENIENCE

AND SAFETY AT THE TRACTOR REAR

- + HYDRAULICALLY CONTROLLED LATERAL STABILISER HGST BUILT BY WALTERSCHEID FOR IMPLEMENT STABILITY
- + RETROFITTING POSSIBLE



ENHANCED CONVENIENCE

AND SAFETY AT THE TRACTOR REAR

TAKING TO THE FIELDS WITHOUT BACKLASH OR JOLTING



Conventional non-automatic systems for stabilising lower links at the rear of the tractor often allow too much dangerous backslash when in use. The uncontrolled swinging of implements can give rise to hazardous situations in

traffic and when working in the field, and seriously endanger other road users and the tractor driver.

In addition, the three-point linkage components and tyres are subject to much greater wear because of the added stresses.

ACTIVE CENTRING FREE FROM BACKLASH

A remedy for these problems is provided by the hydraulically controlled lateral stabiliser HGST built by Walterscheid.

Tractors fitted with the stabiliser can take to the road or field with an implement without any risk of backlash or jolting. The implement is attached to the tractor in a safe and roadworthy manner.

When performing certain types of work, e.g. with a tractor-mounted sprayer, the absence of backlash allows the spray to be applied with great precision.

Even on slopes, the hydraulic system reliably centres the implement and maintains a fixed orientation. In these operating environments, the functioning and safety of the hitch are much improved.



BENEFITS

- ▶ A new driving sensation, on and off-road.
- ▶ Automated change from floating to rigid position.
- ▶ Prevents uncontrolled slewing and swinging movements of the implement.
- ▶ Significantly reduced accident risk; in view of increasing tractor speeds and implement weight, the importance of this aspect is growing.
- ▶ Movements are gentle, jolting is ruled out.
- ▶ Far less risk of the tractor flipping over and of impact damage to the tyres and hitch.
- ▶ The driver no longer needs to enter the danger area behind the tractor in order to stabilise the implement, but can operate the system from the comfort of his seat.

RETROFITTING POSSIBLE

The entire system consists of two hydraulic stabilisers, the electronics with control unit, an angle sensor that measures the lift height, a solenoid valve, and the pre-assembled cable harness.

Because a valve is supplied together with the system, the tractor's control valves remain free for implements or the hydraulic top link.

The control unit is installed in the cab, and the two stabilisers and the angle sensor are attached to the three-point linkage.

In the case of factory installation, the system may be set up to operate through the tractor's own controls.

Just about every tractor with a load-sensing hydraulic system can be retrofitted with these stabilisers – our Walterscheid Service Partners will be pleased to help you select the necessary additional components.

Enhanced safety on- and off-road

Our hydraulically controlled lateral stabiliser HGST accomplishes an active transition between the floating and rigid positions in the rear-end hydraulic system. Irrespective of the lift height and the lifting arm length, the implement remains rigidly attached to the tractor in the centre position.

Uncontrolled slewing and swinging movements of the implement are ruled out. As a consequence, the risk of unsteady travel movements, flipping over, and impact damage to the tyres and hitch is minimised.

