



KEEPING IT BRIEF

New Pantera 7004 has a nominal capacity of 6,600 litres and can be fitted with booms that span up to 48m.

Hydraulic suspension incorporates chassis levelling and wheel offsetting features.

New cab has a specially designed armrest and control layout.

The 7004 is produced at the Bramsche factory alongside the mounted and trailed sprayers.

It is not just the new Claas-sourced cab that is different on the new Pantera. The sprayer's tank capacity has also been massively increased.

Amazone Pantera 7004 self-propelled sprayer:

Crank up the volume

Amazone has been producing the Pantera self-propelled since 2010. Now the current 4504 model is about to be joined by a new flagship, the 7004. And it's more than just a bigger tank, as we found out.

It was about 13 years ago when Amazone introduced its first self-propelled sprayer, the Pantera 4001 (see our profi driving impression 5/2011). At the time it only had a tank capacity of just over 4,000l, although the Pantera 4502 model was soon added with a 4,500l tank. It's taken a few years, but now Amazone has once again upped its volume with the Pantera 7004.

Overall, the 7004 pretty much follows the same format as the now 4504, with the same

'wet system' and boom options. One of the key changes is the chassis: the wheelbase has grown by 60cm to 3.70m and overall length by 90cm to now 9.78m ... to accommodate the 6,600-litre rated, 7,000-litre actual tank.

That new chassis

But that's not all: instead of max height wheels of 1.95m, the Pantera 7004 can be booted on 2.05m tall boots. These not only provide 1.30m of ground clearance but are

DATA SHEET

AMAZONE PANTERA 7004

ENGINE

Deutz TCD 7.8, 7.8l displacement, 225kW/306hp, 290 + 110l diesel tank; 20l AdBlue tank, Stage V

TRANSMISSION, TYRES

Hydrostatic with high-speed wheel motors including electronic parking brake. Traction control, 1.0:30.5 gear reduction; stepless from 0 to 40 or 50km/hr, tyres 320 to 650mm wide, 2.05m tall

RUNNING GEAR, STEERING SYSTEM

Independent suspension with actively controlled axial swing arm, hydr. suspension, 1.30m ground clearance, track width hydraulically adjustable from 2.00 to 2.75m or 2.25 to 3.00m

SPRAYING TECHNOLOGY

6,600/7,000l tank, booms from 24m to 48m, optional ContourControl, SwingStop, AmaSelect etc.

PUMP SPECIFICATION

Piston diaphragm double pump from Comet with 260 + 350l/min

PRICES WITHOUT VAT

£389,900 in test configuration with 36m boom

Manufacturer information



The hydraulic suspension also allows the Pantera's chassis to be levelled when travelling across an up to 8% slope. In action, it's impressive.



The chassis with independent suspension is new; the hydraulic track width adjustment of up to 75cm is standard. Another trick is the ground-friendly ability to offset the front and rear wheels.

also better able to spread the near 12t empty weight (36m boom) and 20t permissible total weight. The higher weight has called for more powerful wheel motors, which are sourced from Linde.

Amazone has also completely redeveloped the wheel suspension. Instead of the familiar pendulum chassis with a central bearing, the larger Pantera benefits from two pendulum shafts in the middle, on which the front and rear wheels are individually/independently mounted.

However, the wheels are still connected to each other. This is done with a sophisticated, adaptively controlled spring/damper system to optimise driving stability.

Although we didn't get the chance to hop from the 4504 and into the 7004, we can confirm the very good driving comfort, both on the road at 40km/hr (50km/hr is also available as an option) and in the field.

And the new chassis brings with it two special features. Although the Pantera's hydraulic track adjustment is familiar, the front and rear axles can now be adjusted separately by up to 75cm (2.00 to 2.75m or 2.25 up to 3.00m). The key word here is separately. This means the user can offset the front and back wheels without the machine and boom being at an angle, which would be the case if using a crab steering mode. In other words, the front and rear wheels now don't have to tramp along

the same path, a useful feature on grassland or the initial spraying pass.

The second innovative feature is the hillside chassis levelling, which can cope with slopes of up to 8%. Not only does this improve the stability but it also makes it more comfortable, as the operator is not sliding across the seat. This will be done fully automatically when the 7004 goes into production.

306hp Deutz engine

The Pantera 7004 model is also powered by a six-cylinder Deutz, but the newcomer has the 7.8l block in lieu of the 6.1l motor and 306hp instead of 218hp. The automatic speed change feature is available in Power and Eco mode, depending on the terrain, to save fuel. In order to be able to supply the self-propelled with diesel, even on long days, there is an additional 110-litre tank under the cab at the front, which totals up to a total of 400 litres of fuel. There is also a 20-litre AdBlue tank for the Stage V compliant engine.

Three Linde oil pumps are flanged directly to the engine for supplying hydrostatic drive, the radiator fan, the spray pumps and the steering system etc.

However, there is a difference with the spray pumps. The manufacturer sticks with piston diaphragm units, which have dry run protection, self-priming credentials as well as flow rates

independent of pressure. But instead of the two 260l/min pumps from Annovi & Reverberi, which are used on the larger trailed sprayers, the 7004 has two Comet pumps with 260l/min for spraying and 350l/min for agitating. The Comfort-Pack Plus package also boasts a clear water pump rated at 185l/min.

Up to 1,000l/min at filling

Amazone specifies a decent output of up to 700l/min for suction filling with a pump and injector. And there will also be an optional centrifugal pump for the three-inch pressure filling (with a connector at the front, under the cab). This should ensure an overall filling performance of up to 1,000l/min. And since a maximum of 200l/min can be applied with one flow meter, the new Pantera is also being offered with the twin-meter HighFlow system for application rates of up to 400l/min.

When it comes to the rest of liquid circuit, we can keep it brief because it is very similar to the existing Pantera 4504. Comfort Pack with its electrically switched suction valve is fitted as standard, as is the 60l induction hopper with 200l/min suction capacity, ejector nozzle, etc. The Comfort-Pack Plus package ups the ante with even more convenience. Here the pressure side is also operated from the cab-based terminal or the touch screen at the filling station. It also includes the option of creating filling profiles or using the winter storage programmes – all good stuff..

Claas cab

The Pantera 7004 is equipped with the new Vista X11 cab from Claas which we already know from the Trion and Lexion combines. In terms of space, visibility, sound insulation and comfort, this cab is certainly a benchmark thanks to the three build specs with climate control, optional refrigerator compartment, various (leather) seat options and footrests. It also has the Category 4 ventilation system, and there is the option of steer-ready so you can use whatever auto-steering system you already have on your other machines.

Amazone is continuing to work with Topcon and offers the new AGS-2 receiver. Instead of the AmaPad II, the identical ISObus X35 terminal, also sourced from Topcon, will be installed in the future to operate the steering system and the sprayer. And since the firm's AmaPilot multifunction joystick is also ISObus compatible, all the buttons can be customised by the operator.

For setting/monitoring the driving functions, there is still the AmaDrive 7in display. This now sits in front of the much neater armrest,



The Comet pumps are located to the right of the tank and deliver 260 + 350l/min.



The new Claas-sourced cab is spacious and now has an Amazone-developed armrest.

which has been developed by Amazone. Unlike the generic Claas armrest, this only has the regularly used buttons here such as the one for folding the ladder.

Other details

- The LED package boasts 20 work lights all around, separate lights for the nozzles and lights under the panels.
- One camera is pointed at a front wheel, a second serves as a rear-view camera.
- The L2 boom is available in 24-36m widths; the L3 boom will be available from 36m to 48m in the future with a variety of folding options and a 2.55m transport width.
- Amazone doesn't offer a PWM system. But the four-fold nozzle body AmaSelect does enable, among other things, individual nozzle control, automatic switching and changing various nozzles as well as curve compensation.
- Central lubrication is an option. There is also a shunting hitch on offer, but there's no trailer brake.

Summary

Amazone's Pantera self-propelled has grown up. Instead of the previous max capacity of 4,500 litres, the new addition can hold up to 7,000 litres. But it's not just about upping the capacity: the 7004 has a new chassis with chassis levelling for slope compensation and the ability to offset the front and rear wheels. The latest Claas-sourced cab then tops things off to create a user-friendly package.

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