

ROPA

euro TIGER V8h





powerful



ROPA

euro TIGER V8h

- practical innovation
- precision finish
- high quality components
- durable



efficient

large tank capacity

high daily output

saving in transport and wage costs

saving in energy costs

minimum stress on soil

minimum follow-on costs when
preparing seed beds

optimum driver comfort



Leaf Topping

**optimally
designed
and exact**



PISh

Topper flail unit

PSH integral flail unit: depth control is achieved via 2 depth wheels mounted directly at the front of the flail housing. The setting can be changed individually right and left or synchronised with the joystick. The driver controls the set depth by means of 2 display scales and on the terminal.

The adjustable hydraulic loading of the flail unit is indicated on the full colour terminal.

For maintenance and installation the topper unit can be hydraulically swivelled upwards up to 700 above the lifting unit.

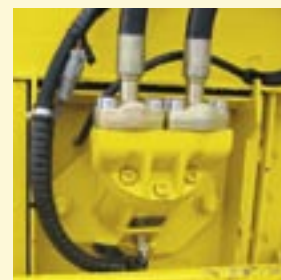
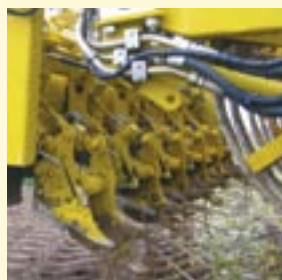
A flail unit with an auger leaf spreader (PSh) is optional available.



PBSH

Scalping Unit

A parallel topping knife with an automatically regulated cutting angle ensures exact topping.



Hydraulically drive
of the flail unit

Harvesting

effective and gentle

Lifting Unit

PRh lifting unit: equipped with tangential oscillating shares with hydraulic stone protection. The impact pressure of the stone protection can be adjusted from the driver's seat.

The speed of the oscillating shares drive is adjustable during operation. Lifting units are available with fixed row widths which can harvest 6, 8 or 9 rows in one run. A 6-row variable unit is available with 45 cm and 50 cm widths.

The harvesting depth of the shares and their positioning left and right, can be adjusted manually, or synchronized with the joystick.

Owing to its maintenance free linear guide system each share unit adjusts up to 70mm sideways to the row of beet.

Following initial lifting with the 6-row unit and to allow the front wheel a greater distance from the next row the first four (4) lifting rollers and the topping unit can be adjusted by 20 cm to the left or to the right depending on machines direction (this also applies to the machines with a 45cm and/or a 50cm row width).

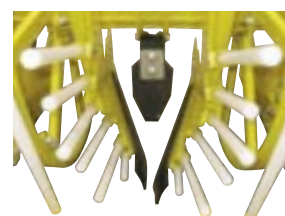
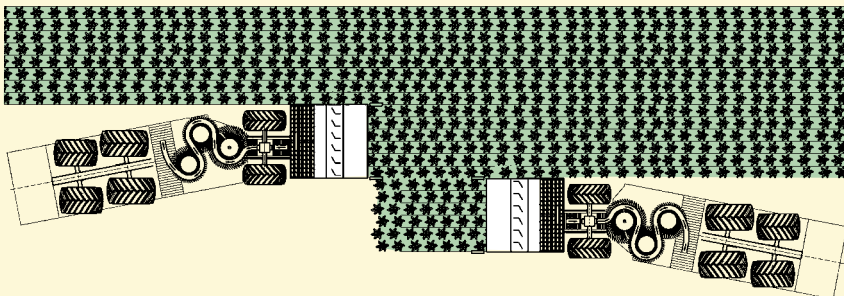
The 5th and 6th lifting rollers do not adjust. Optimal swift transfer of the beet on to the infeed conveyer is provided by this principle. Two short overlapping cleaning rollers (left and right) at the rear of the unit ensure that under heavy soil conditions optimal conveying and cleaning is achieved.

Units with larger operating widths have an additional 7th cleaning roller and are not adjustable sideways. The distance between rollers and ground level can be changed hydraulically on all PRh lifting units independently of the lifting depth. This ensures that even with deeper lifting less soil, stones or tops get into the machine.

The speed of the four (4) front rollers is continuously adjustable for optimum cleaning.



Shifting of the harvesting-unit left/right



Cleaning Unit

**exact, flexible
and reliable**

Transfer conveyer

The hydraulically length-adjusted conveyer transfers the beet swiftly to the first cleaning turbine. The maximised width between conveyer and front axle ensures highest possible throughput – without stopping the beet flow or damaging them. The driver can continuously adjust the speed of the transfer conveyer and, if necessary, reverse it.

Cleaning Turbines

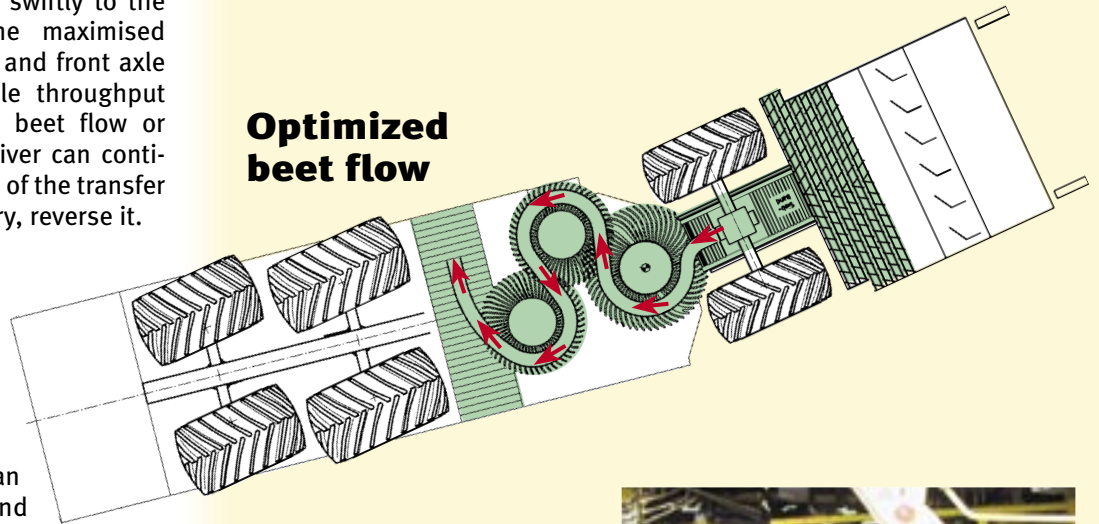
Three large turbines clean the beet thoroughly and then convey them on quickly. The first turbine with a diameter of 170 cm is mounted on the same axis below the pivot articulation. Therefore it can cope smoothly with the entire flow of beet and clean them – independently from the position of the pivot articulation. This is an advantage when driving into rows of beet when coming from the headlands.

There are eleven cleaning programmes which can be set in advance (from extremely light to very intensive). The cleaning turbines can be adjusted via the +/- button. Control of the turbines is coupled with an automatic rev adjustment. This avoids interruptions in the cleaning process.

The guide rails consisting of gates or pig tail tines (or a combination of both) can be hydraulically adjusted upwards from the seat. This enhances the cleaning intensity.



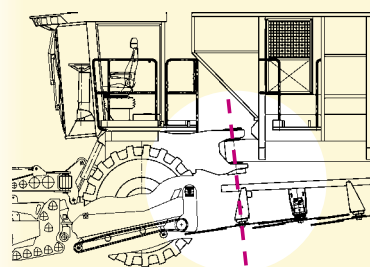
Optimized beet flow



Spring tines



Gates





Beet Tank

large volume and flexible

Ground Clearance

Independence from soil conditions is crucial for avoiding time loss. The euro-Tiger ensures correct distance from the soil even in wet harvesting conditions. Maximum independence from the soil allows easy access for maintenance also at the lowest point of the cleaning section.

Ring Elevator

The sugar beet are conveyed gently into the beet tank via a 900 mm wide elevator at an hydraulically adjustable speed. For driving on the road the ring elevator, the unloading conveyer, the beet tank auger, with an adjustable height to the rear and front, and the two beet tank stabilizers fold hydraulically into the tank.

Beet Tank

The beet tank has a capacity of more than 40m³. The beet is conveyed to the back of the tank by means of the auger. Thus the weight of the beet is evenly distributed over the two rear axles. If the rear of the tank is full (app. 80% of the tank volume) the auger, which is controlled by ultra sound sensors, switches over (changes direction) and then fills the front part of the beet tank. The load level of the beet tank is shown at the full colour terminal.

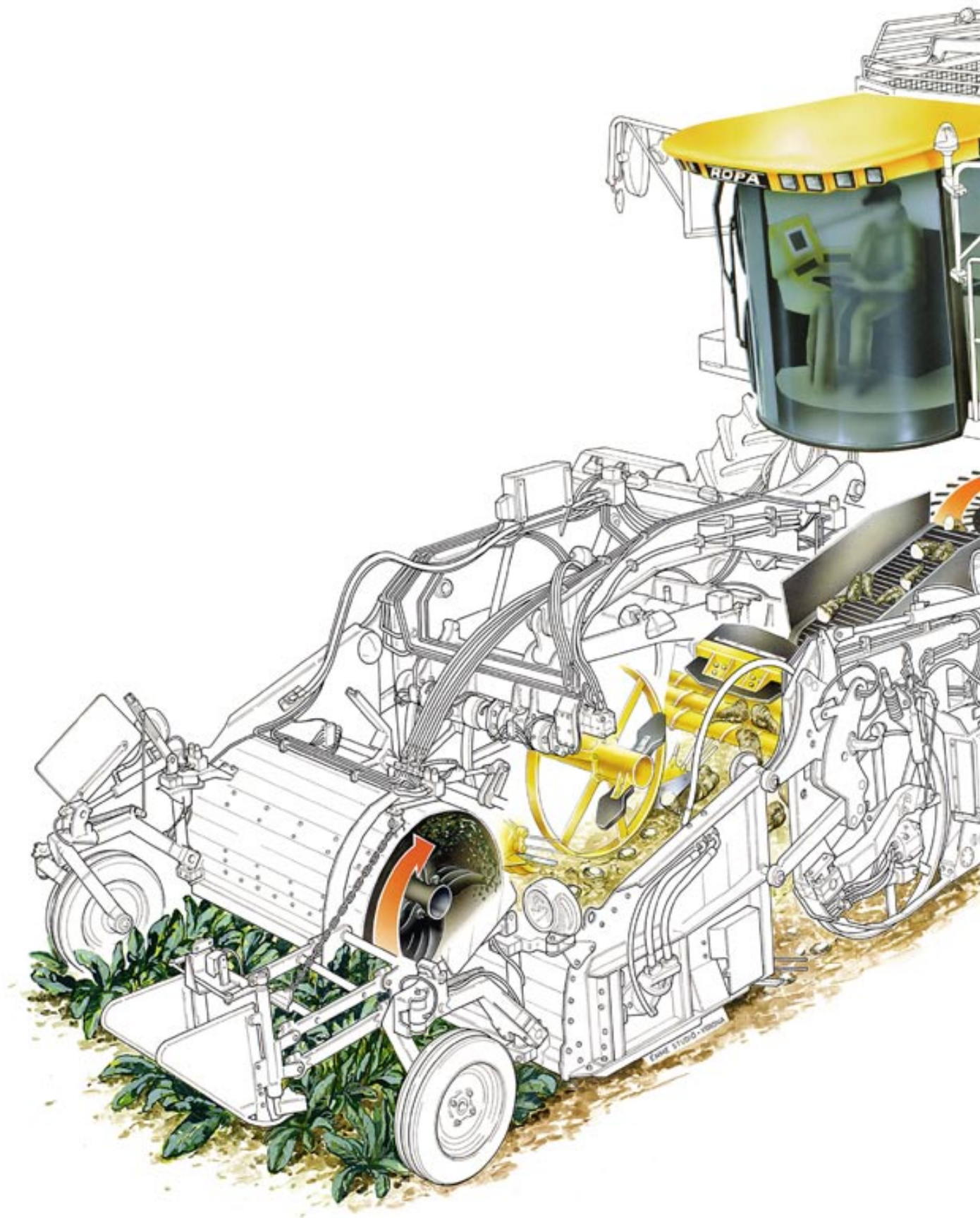
The unloading conveyer empties the more than 40m³ beet tank in one minute. The unloading speed is continuously adjustable. In this way the overloading onto vehicles driving alongside is easily possible. With a transfer height of 3.8m silo clamps (piles) can be built accurately. To achieve simpler transfer into storage unloading can be initiated from variable positions of the unloading conveyer.

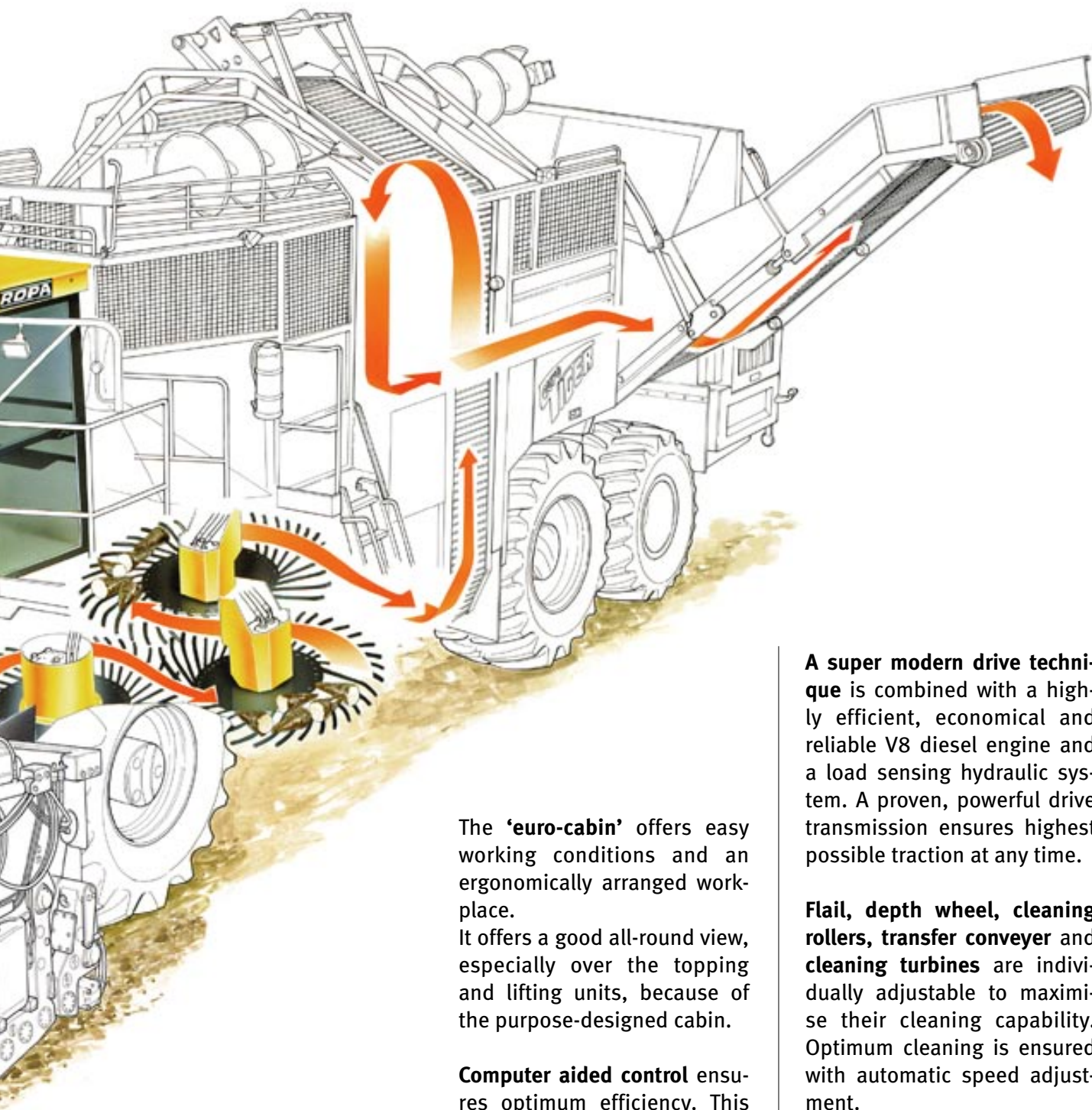
The hydraulically driven length and sideways cross conveyer are equipped with hardened drive chains as well as with spring steel bars. High quality materials extend the life of the floors and therefore increase the economy of this machine. The unloading procedure can be carried out easily by automatic unloading control.



Controls & operation

robust, reliable and economical





The **'euro-cabin'** offers easy working conditions and an ergonomically arranged workplace.

It offers a good all-round view, especially over the topping and lifting units, because of the purpose-designed cabin.

Computer aided control ensures optimum efficiency. This also gives excellent manoeuvrability for driving on roads. The 600 pivot articulation (300 left and right) allows the smallest possible turning circle.

The **beet tank volume of 40m³** is effectively distributed over 3 axles through axle load control and can be unloaded efficiently in approximately 60 seconds.

A super modern drive technique is combined with a highly efficient, economical and reliable V8 diesel engine and a load sensing hydraulic system. A proven, powerful drive transmission ensures highest possible traction at any time.

Flail, depth wheel, cleaning rollers, transfer conveyer and cleaning turbines are individually adjustable to maximise their cleaning capability. Optimum cleaning is ensured with automatic speed adjustment.

The **integral flail, or flail with auger leaf spreader** ensures a nutrition orientated leaf distribution.

The newly developed **PRh unit** provides clean and effective harvesting; it is maintenance friendly and low in wear and tear.

Cabin

driver comfort and all-round vision

Cabin

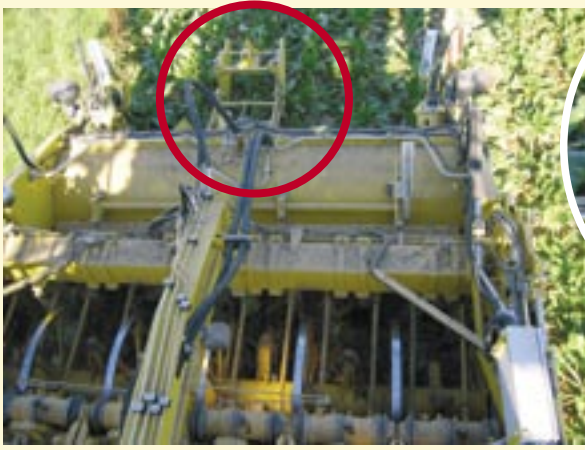
The euro-cabin combines modern design, functional layout of controls and an ergonomic work-place. The large curved front screen provides a good all-round view – without distortion. Due to a low line of vision the driver has an optimal view over the topper, scalpers and lifting rollers. The advantage to the driver when controlling of the entire flow of beet through the harvesting units, the operator is always in a comfortable position. Powerful working lights ensure optimal lighting at night.

The driver can choose his most comfortable individual seating position thanks to an air-sprung driving seat and an adjustable steering wheel. Coupled with standard air-conditioning, heating and ventilation the euro-cabin is a workplace of highest comfort. The wing mirrors are heated and can be folded in and out automatically.

Terminal

The clearly designed control console with its colour-coded terminal is located to the right of the seat. The crucial setting options of the euro-Tiger can be easily preset by two rotating switches and adjusted with a +/- button. The colour display shows continuous actual data of the operational state of the machine. Some data, e.g. of the pressure in the hydraulic system, are announced acoustically as well as shown visually. The driver can therefore act immediately. The operating functions of the euro-Tiger are controlled by the joystick. The driver has the whole machine in his controlling hand.





Control

**reliable,
versatile and
automatic**

Auto pilot / Cruise control

An auto-pilot steers the euro-Tiger through beet fields. The shares guide the front axle, the row finder guides the rear axles. A cruise control keeps the machine at a constant, preset speed. When cruise control operates the joystick can comfortably and accurately be used instead of the accelerator.

Steering / handling

Various steering methods can be used for driving in fields or on roads.

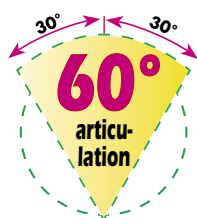
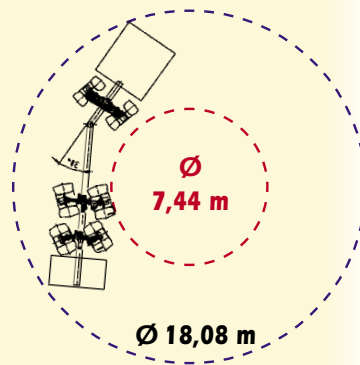
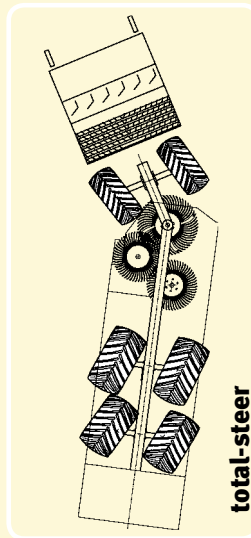
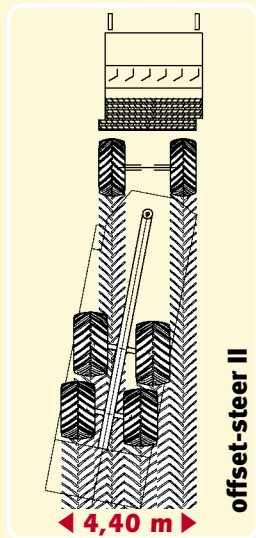
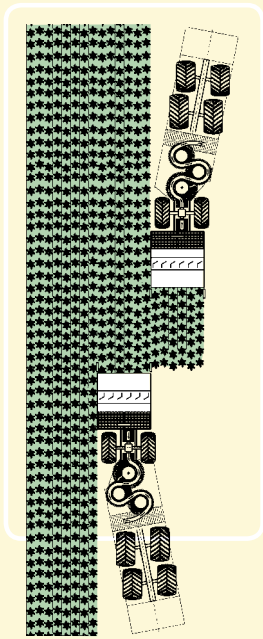
For driving on public roads the synchronized steering is activated which provides steering by articulation and front axle. Narrow access roads and turnings are easily navigated.

For driving in the field: three methods of steering are operated via the joystick.

Total-steer position (with a turning angle of 30°) allows for a narrow turning circle by steering with the pivot articulation and axles inclined towards one another. The small turning circle of the euro-Tiger gives superb manoeuvrability on head lands. The computerised steering ensures that the rear of the harvester follows in the same tracks as the front of the machine, providing easy negotiation of obstacles and gate ways.

All-wheel-steer runs the axles steer with one another. The pivot articulation goes to 0° and is inactive.

The offset-steer (stepping out of the machine) is available for harvesting and has three possible levels: 0, I, or II operating in both left hand and right hand directions. Level 0 is used (no articulation) for opening out the crop. The level II allows for the maximum foot print of the machine, a width of 4.4 m. This gives optimum results for minimum soil compaction with even weight distribution. When in offset-steer the third axle keeps a distance of up to 1.40m to the next row of beet. This is important for return runs – particularly on a side slope.



Electronics

**reliable, practice oriented
and manageable electronic
steering**



The euro-Tiger is steered and controlled by five integrated computers connected with the terminal at the driver's seat via a CAN-BUS. All data can be checked continuously.

The third axle is hydraulically engaged depending on the beet tank fullness. The tank volume is distributed over the wheel area of the six wheels. The volume is measured by ultra-sound and the axle load control is adjusted. The advantage: stress on the soil is minimized, traction remains optimal.

If the rear of the beet tank is full, the tank auger reverses and fills the front part of the beet tank.

High quality sensors steer and control the machine and allow for easy operation. They are housed securely to avoid being damaged.

The water-tight connector plugs on the magnetic valves and sensors are clearly marked by a numbering system which is decoded in the servicing instructions and in the diagnosis menu. This is a great advantage for maintenance and trouble shooting which saves time and money.

Automotive drive: Designed to minimise environmental impact and to be user friendly, the power requirement for driving on and off road is optimised with a regulator, matching driving speed to the engine power required. The lowest engine revolution is automatically achieved at each speed. This modern technology reduces noise and saves fuel.



- Engine:** DaimlerChrysler V8 diesel engine OM502LA, 436 kw (593 HP) at 1690 r/min operating revolution 1,300 r/min, max 1,650 r/min, fully electric steering with fuel consumption display l/ha and l/h at the terminal
fuel tank: 1,440 litres, separate connection to filling by tanker
- Propulsion:** Continuous hydrostatic propulsion via 2-gear drive with all-wheel switching
1st gear 0-13,5 km/h
2nd gear 0-20 km/h or 0-25 km/h (optional)
3 mechanically operated axles with differential locking, axle load control for the 3rd axle, lockable jointed cross shaft support for the front axle, automotive driving and harvesting, top load control, pressure cut-off
- Cabin:** sound-proof tinted all-round glazing, heating and ventilation system, console with colour terminal, joystick operation, autopilot, cruise control, engine control, comfortable air-sprung seating
- Tyres:** 1st axle 800/65 R 32
900/55 R 32 optional, only possible for row widths of 50cm
1050/50 R 32 only for 6 x 30 inch and 8/9 row lifting unit
2nd axle 1050/50 R 32
3rd axle 1000/50 r 25
- Capacity:** up to 2 ha/hour
- Beet tank volume:** approx 40m³, equivalent to approx 26-29 tons
- Transfer/unloading height:** up to 3,80m
- Topping unit:** PISh with integral flail without leaf ejection, leaf deposited between the beet rows or optional PBSH with left side leaf ejection, only for 6-row 45 and / or 50 cm row widths
- Lifting unit:** 6-row with 45cm or 50cm row widths, optional variable 45-50cm
on request: 6-row with 30"
8-row with 22"
9-row with 45cm, 50cm or 20"
- Cleaning:** Infeed conveyer 800 mm wide, pitch 50 mm or 60 mm
1st turbine 1.700 mm diameter
2nd and 3rd turbine 1.500 mm diameter
ring elevator 900 mm wide
- Electrics/Electronics:** Integrated net 24 volt, 2 light units of 100 amps each
32 Super Beam working lights of 70 watts each
2 x12 volt sockets for radio / telephone communication etc.
CAN-Bus computer system with integrated diagnostic facility for all components connected to the terminal, software update possible by laptop
- Measurements:** length: 14.95m
height: 4.00 m (transport position)
width: 3.00 m (6-row at 45cm per row)
3.30m (6-row at 50cm per row and 45-50cm variable)
- Standard:** central lubricating system, job assessment at terminal, inc. of fuel consumption counter
- Optional:** leaf collection device (only for PBS toppers), spring mounted gate in the turbines 1-3, bumper wheel in the 2nd star, chicory attachment, turbine camera, 4th axle (compulsory in Germany), data printer, data read-out via USB, data remote transfer via GSM

Tested by TÜV and commercial cooperative, corresponding with CE regulations. Subject to technical alterations.

CAUTION!

For improved brochure visibility some fitted safety devices have been removed. The machine is not allowed to be operated without these safety devices in position.





INTERNATIONAL DISTRIBUTION PARTNERS



ROPA

FAHRZEUG- UND MASCHINENBAU GMBH

Sittelsdorf 24 · D-84097 Herrngiersdorf

Tel.: +49 87 85/96 01-0 · Fax: +49 87 85/96 01-42

e-Mail: vertrieb@ropa-maschinenbau.de

www.ropa-maschinenbau.de

CZECH REPUBLIC



FAGUS spol. sr. o.
CZ – Praha 9 Vinor
+420-2-85 02 84-3 / -4

DAGROS s. r. o
CZ 74266 Stramberk
Tel.: +420-3 25 53 83 32

SLOVAKIA



FAGUS spol. sr. o.
CZ – Praha 9 Vinor
+420-2-85 02 84-3 / -4

DAGROS s. r. o
CZ 74266 Stramberk
Tel.: +420-3 25 53 83 32

SLOVENIA



Euro&Land d.o.o.
SLO – Maribor
+386-41-63 24 46

ITALY



Dalla Vecchia Damiano & Figli s.n.c.
I – 37050 Vago di Lavagno
+39-045-8 98 01 07

SUISSE



Brack Landmaschinen AG
CH – 8468 Guntalingen
+41-527 45-21 78

HUNGARY



AGROBAZIS RT
H – 4183 Kaba
+36-54 52 07 41

Magtár RT
H-5000 Szolok
+36-56 51 00 30

POLAND



HOLMER Budowa Maszyn sp.zo.o
PL – 55-320 Malczyce
+48-71-31 79 58-0

SPAIN



PITA - SL
ES – 47494 Rubi de Bracamonte/Valladolid
+34-9-83 82 42 40

FRANCE



ROPA FRANCE
F – 60640 Golancourt
+33-3 44 43 44 43

BELGIUM



Hilaire van der Haeghe HH-Sud
B – 5380 Fernelmont
+32-81 25 09 09

DENMARK



mertz A/S
DK – 4800 Nykobing Falster
+45-54 85 32 99

SWEDEN



mertz A/S
DK – 4800 Nykobing Falster
+45-54 85 32 99

GREAT BRITAIN



CTM Harpley Engineering Ltd.
GB – Norfolk PE31 6TJ
+44-14 85-52 03 55

RUSSIA



ROPA Rus OOO
RUS 399921 Rostchinski/Lipeck
+7-074-752-5170

Deutsche Agrar Gruppe
RUS 109129 Moskau
Tel.: +7-095-956-95-16

BAM
RUS 194358 St. Petersburg
Tel.: +7-812-702-30 05

MTS Rostov OOO
RUS 344019 Rostov am Don
+7-86 32-53 27 02

MasterAgro OOO
RUS Moskau
+7-095-518-12 21

CROATIA



Jularic
HR – 35221 Velika Kopanica
+385-35 47 70 73

UKRAINE



ROPA Ukraine
UA 09431 Polkownitsche
Tel.: +38-044-6 33 26 51

MOLDOVA



ROPA Ukraine
UA 09431 Polkownitsche
Tel.: +38-044-6 33 26 51

GREECE



Simonis Nikolaos
GR 60100 Katarini
+30-351-5 18 15

LITHUANIA



UAB Raifagra
LT 3032 Kaunas
Tel.: +370-34 74 16 24

CANADA



ROPA North America
Canada NON 1 JO / Ontario
Tel.: +1-519-7 86 49 27

USA



ROPA North America
Canada NON 1 JO / Ontario
Tel.: +1-519-7 86 49 27