

DAXWEILER FORESTRY DISTRICT RELIES ON NEW PM TRAC III 4F

A CRUCIAL SEVEN MINUTES

After five years and around 5,000 operating hours Ingelheim city forest has replaced the Pm Trac II with the current model, Pm Trac III 4f. The crucial element that convinced the ranger and plant manager of the individual city forest enterprise, Florian Diehl, was the seven minutes that it takes to remove the crane and cable winch from the Pm Trac to be able to use it for other applications.

NEW, MORE STABLE CHASSIS Pfanzelt set new benchmarks in system tractor design with the presentation of the Pm Trac system tractor at Agritechnica 2005 in Hanover. The presentation of the third generation now involves a completely new vehicle. A centre cab with rotating operator stand and a rear implement attachment bay over the axle – the tried and tested basic design of the Pm Trac has not changed in this process. Thanks to its unique vehicle concept the Pfanzelt system tractor Pm Trac III has been optimised for combined operation in agriculture and forestry as well as landscaping. However, plenty of changes have been made to the vehicle's chassis. Up to the third generation the Pm Trac had always been built on the vehicle chassis provided by a tractor manufacturer.



Cable winch and forestry crane have been installed at a favourable centre of gravity over the rear axle

ABOUT PFANZELT

As Germany's largest manufacturer of forestry technology, Pfanzelt's product range now embraces everything from forestry cable winches and forwarding trailers to loading cranes and special forestry tractors. In addition to forestry technology the product portfolio also includes machines for municipal applications, landscaping as well as agriculture. At present the workforce at the production site in Rettenbach in the Allgäu region totals around 140 staff members.



The current series now involves a fully individually developed vehicle chassis based on tried and tested mass-produced parts. In this process, one of the elements that have changed is the front axle. It has now been designed as a thrust axle with hydraulic suspension and automatic immobilisation. As soon as the Pm Trac comes to a stop, the hydraulic suspension is automatically locked. The vehicle now achieves levels of stability that could previously only be achieved by specialist forestry tractors.

EFFICIENT ENGINE TECHNOLOGY

With the conversion to 2380 4f (133 kW) and 2385 4f (174 kW) models the Pm Trac has now also been equipped with a new engine complying with current emissions standards. The 6-cylinder DEUTZ TCD 6.1 L6 engine, a smoothly running and powerful in-line engine featuring turbo-charging and charge-air cooling for maximum performance demands guarantees minimum fuel and overall operating costs. Additional fuel savings made possible by the standard Cleanfix MC switchover fan.

Tech Specs



Perfect view and an ergonomic workplace

TECHNICAL SPECS OF THE PM TRAC SYSTEM TRACTOR:	
ENGINE:	DEUTZ TCD 6.1 L6 AGRIES
OUTPUT (AT 2,100 RPM AS PER ISO14396):	133kW OR 174 kW
EXHAUST GAS POST-TREATMENT:	SCR TECHNOLOGY FEATURING ADBLUE INJECTION, PARTICULATE FILTER
TRANSMISSION:	SPLIT TRANSMISSION, CONTINUOUSLY VARIABLE, 0-50 KM/H, ACTIVE PARKING CONTROL (PARKING LOCK)
FRONT AXLE:	HYDROPNEUMATICALLY SUSPENDED THRUST AXLE WITH AUTOMATIC LEVEL CONTROL (AXLE AUTOMATICALLY LOCKS IN POSITION DURING CRANE OPERATION/AT STANDSTILL)
HYDRAULICS:	PRESSURE AND VOLUME-CONTROLLED AXIAL PISTON PUMP WITH LOAD SENSING, SUPPLY QUANTITY 140 l/MIN AND 210 BAR (OPTIONAL AUXILIARY PUMP WITH 120 l/MIN AND 210 BAR)
REAR ATTACHMENT BAY:	PFANZELT SYSTEM FOR ATTACHMENTS (PSA), VEHICLE FRAME TO STABILISE THE BLOCK DESIGN WITH HOOK MOUNT.
CAB:	SPACIOUS CAB FEATURING AIR SUSPENSION AND 360° VIEW (OVER 7 m² GLASS SURFACE). TWO LARGE ROOF WINDOWS AT THE FRONT AND REAR, SAFETY CAB AS PER ISO STANDARDS (ROPS)
AIR-SUSPENSION ROTARY SEAT WITH SEAT HEATER:	ROTATES BY 350° USING AN ELECTRIC MOTOR



Wheel hub drive protected from damage



Pfanzelt Professional P17 forwarding trailer with 4-wheel hub drive

In terms of the transmission, Pfanzelt continues to rely on the continuously variable ZF S-Matic split transmission and thanks its the top speed of 50 km/h you will be able to move between sites faster and more easily. Thanks to active parking control the transmission ensures high levels of safety, particular when working on slopes.

REDEFINING OPERATIONAL CONVENIENCE

The most comprehensive visual upgrade is the new XXL cab. It features over 7 m² of glass panes to further improve drivers' overview of the working environment. Drivers have a better view of their working zones which makes things easier for them and boosts occupational safety. Drivers are provided with an ergonomic seat and working position on the operating panel that can now be rotated by 340° using an electric motor. All operating and monitoring functions have been installed in direct vicinity of the seat so they are always at the same position within operators' field of vision. Unique in the forestry sector and essential for use in many areas is the option to install a passenger seat in the cab. When working in forests the steering column can be easily



In addition to the timber grippers it is also possible to install attachments, such as the Westtech Woodcracker

and quickly folded to one side. The Pm Trac is then steered with the joysticks.

SUCCESSFUL CHANGE AFTER 5,000 OPERATING HOURS

The new XXL cab has also immediately impressed driver Roland Tscharncke. Most of all the significantly more comfortable can suspension convinced him. Cabs in former Pm Trac generations had also featured air suspension. However, the XXL cab additionally features lateral stabilisers that prevent the cab suspension from oscillating and bottoming out. The new front-axle lock guarantees less movement during crane operation and this was something Tscharncke particularly noted as an added benefit. The fact that the first Pm Trac already

convinced owners at Ingelheim city forest after 5 years and 5,000 operating hours underlines the circumstances that management once again opted for a Pm Trac of the next generation. Vehicles must suit the activities they are used for. And the Pm Trac ideally masters all challenges the city forest throws at it. If the crane or cable winch are not required for an activity, they can be removed using a quick-change system, the Pfanzelt System for Attachments ("PSA"), within a very short time. Installation or removal of crane and cable winch consequently take under 20 minutes. The vehicle can then be fitted with three-point linkage attachments. There is no need for additional conversions. District ranger and plant manager Florian Diehl has reason to correct this value. In his



Pm Trac during forwarding with long timber

opinion it takes a mere seven minutes to remove the forestry equipment from the tractor.

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