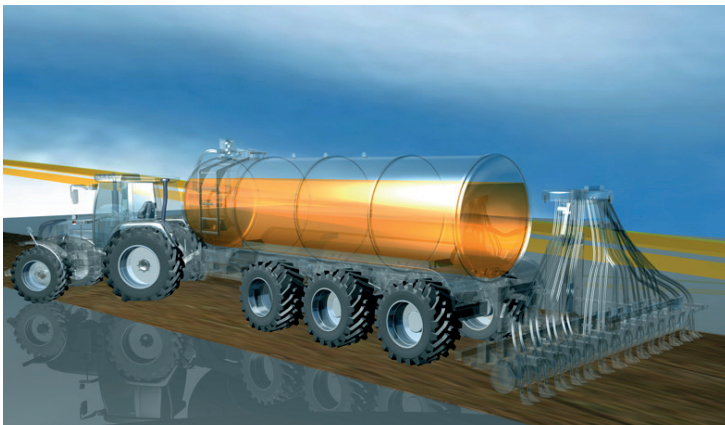


A paradigm shift in the development of slurry tankers

## Don't design – configure!

**With a revolutionary concept, Bucher Hydraulics and Jetter AG break with traditional development processes and, at unprecedented speed, offer OEMs customized hydraulic systems for slurry tankers.**

Precision farming is generally regarded as the ideal way for the targeted cultivation of agricultural land. For manufacturers of vehicles and implements, however, precision farming also means a rapidly increasing number of electronic components, the integration of new sensor technologies and a larger number of variants and functions in their range of vehicles. Slurry tankers in particular, both as self-propelled and towed versions, represent a major challenge in terms of development costs and time, because a large number of possible options in the chassis, steering system and slurry tank, as well as different distribution devices, must be catered for. The Nitrates Directive 91/676/EEC on groundwater protection and its German implementation in the form of the Fertiliser Ordinance (DüV) are also hovering over the industry as a constant worry. It is uncertain how long this will remain just a matter of stricter documentation obligations and tighter rules for determining fertilizer requirements, as well as longer 'no fertilizing' freeze periods. The industry is therefore facing the additional challenge of being able to react quickly to statutory regulations at the same time that the number of variants for slurry tanker subsystems is increasing. Significantly shorter development cycles for hydraulic systems and their control, as well as retrofit solutions, are currently very important for slurry tanker manufacturers.



**Generic modular development**

The approach of Bucher Hydraulics and Jetter AG has been to completely end the “serial” development process that starts with requirements specifications, then project planning, engineering, prototype procurement, test phase and initial sampling: The design of the system solution was broken down into a number of individual modular solutions, taking into account all common variants and technologies on the market. This was true for both the hardware and the software aspects. For this purpose, an interdisciplinary team of Bucher and Jetter engineers defined more than 40 hydraulic subfunctions for the slurry tanker. For each subfunction (e.g. suction hose), the corresponding variants (e.g. multi-jointed suction arm) were assigned to it and the hardware and software elements for each of these variants were then developed and tested. A good 1.5 man-years was invested just in the source code for all the options. The “generic system solution for slurry tankers” contains around 1400 parameters. Each specific overall system for a particular slurry tanker now consists of a combination of selected and previously tested and optimized subsystems.

Chassis functions	Steering system	Distribution attachments
Articulated drawbar	Tire pressure control system	Disc harrow
Axle lift	Compressor prerun and overrun, intervals	Baffle plate
Hitch control	Compressor fan overrun	Strip tillage
Hydraulic suspension	Top cylinder	Drag shoe
Centralized lubrication system		Drag hose

*A selection of some already implemented functions*

### Hydraulics for all eventualities

Bucher Hydraulics has the right portfolio for a modular configuration of the hydraulic system, because the control blocks feature a sectional design. With up to 22 sections, all the functions can be incorporated in one block. Alternatively, it is possible to distribute the functions over several blocks, e.g. on the drawbar, distributor or suction boom. The valves with functions specific to the slurry tanker also have a sectional design. They operate load-independently thanks to the pressure compensator that is connected downstream of the proportional directional control valve (flow-sharing principle). A very large selection of valves is available for special functions in the areas of steering, chassis, hitch, top cylinder, etc., which can be combined modularly in a wide variety of forms in the inlet or intermediate sections. The proportional valves, e.g. for steering or for controlling the application rate, can be combined as required in the block. Therefore no particular priority needs to be allocated when arranging the valve positions. This makes variant management much easier. System solutions that include downstream pressure compensators prevent subsystems from stopping in the event of undersupply. This ensures trouble-free, continuous operation even in critical areas such as the headland or when filling the slurry tank. In developing the “generic system solution for slurry tankers”, Bucher Hydraulics concentrated primarily on optimizing the control of the valves by the Jetter electronics.



With the LVS hydraulic valve, designers can now create those implement control systems that, so far, have been difficult to master. LVS valve blocks can be configured for both fixed displacement and LS pumps..

### **Goodbye to the specifications folder**

The special feature of the generic system solution: customers can themselves select all the hydraulic and electrical subfunctions in a configuration file (text file). All subfunctions are pre-programmed and customers only have to compile the configuration file for their vehicle or attachment.

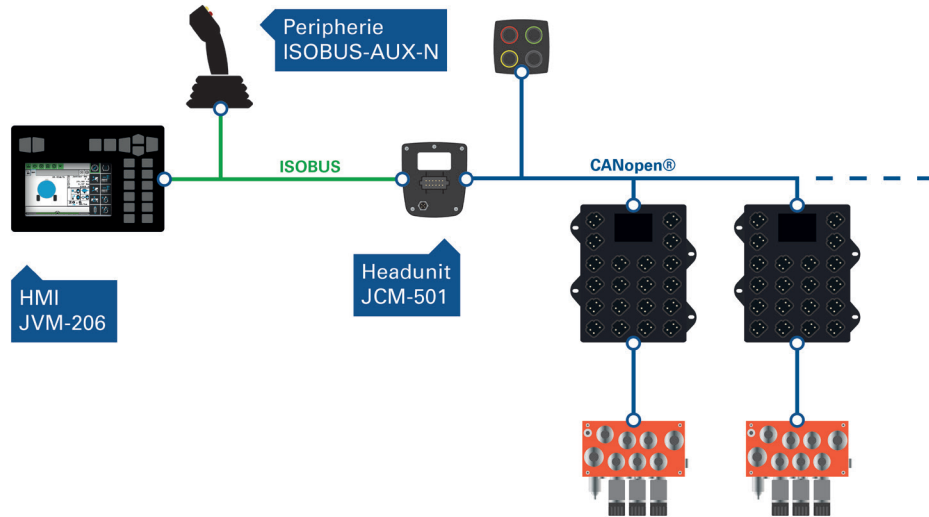
All standard filling and docking systems, pump and distribution systems, even the NIR sensor and the Piadin admixture are available as options and can be parametrized. The visualization software for the ISOBUS terminal and the control software are compiled from the configuration file. For the visualization of the partial functions, the guideline was to use self-explanatory pictograms and to supplement them with relevant data, such as the partial width of the injector, the fill level of the slurry barrel or the height of the hitch, etc. Custom layout options for the display are possible via freely placeable softkeys. This, too, is defined in the configuration file.

All Precision Farming functions based on the ISOBUS, such as Virtual Terminal, the integration of a tractor ECU, a freely configurable joystick, Task Controller BAS, the application rate specific to a particular sub-area using Task Controller Section Control and Task Controller Geo are “on board”. The integral user management is particularly important for contractors. Using this function, the jobs that have been loaded from the Task Controller can be assigned to the respective driver. The job data can be transferred to the task controller via telemetry or a USB stick.

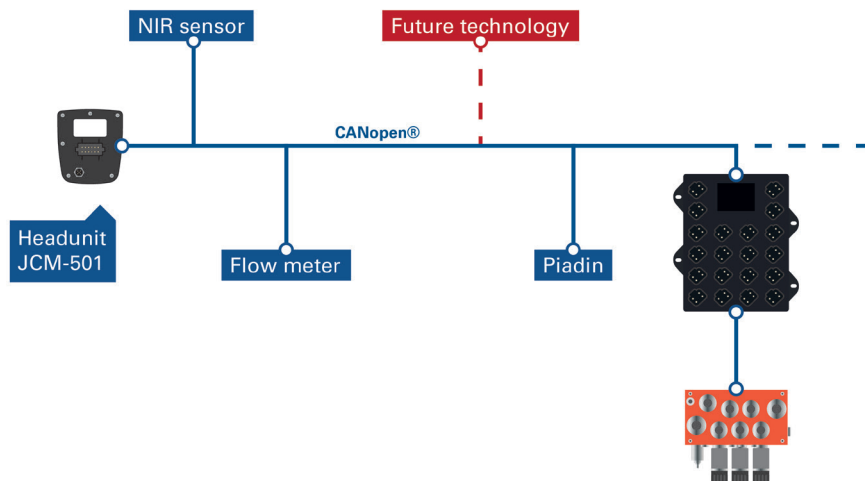
### **And what about the wiring harness?**

Each valve block is controlled via an I/O node and the data is “looped” from I/O node to I/O node via CANOPEN. The classic cable harness is not a practicable solution for such a freely configurable system with its numerous options. With a central electrical system and cable distributors, flexible and plug & play cabling with high-quality connector systems is offered (cable distributors: IP67 unplugged, IP69K plugged in. Central electrical system with cable glands: IP65).

During commissioning, the cabling, plug connections, sensors and switches are checked by an input and output test at the terminal. In the event of a fault in the field, integral diagnostics make it easier to locate electrical faults such as cable breaks, faulty plug connections and short circuits.



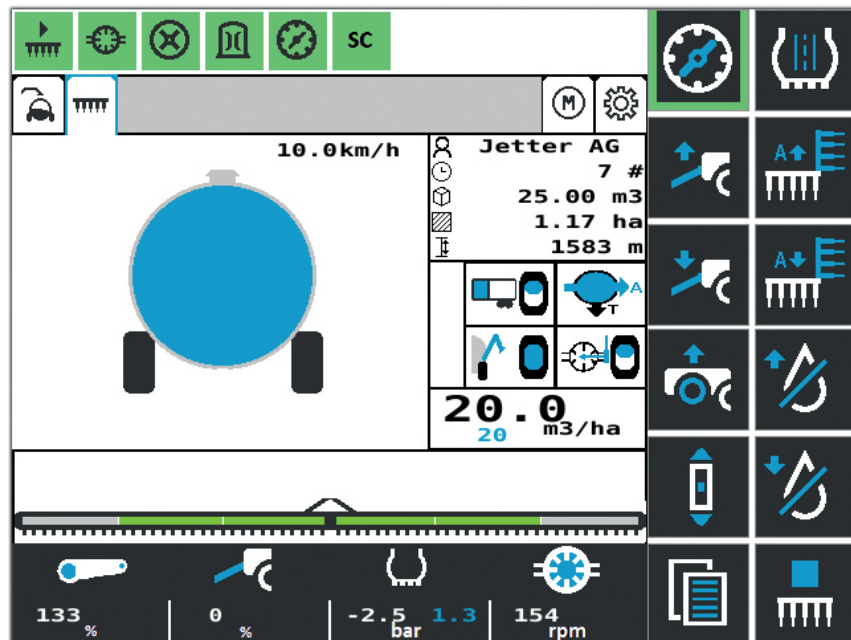
Job data is transferred from the farm management system via USB stick or telemetry to the task controller for the JCM-501 implement ECU..



Future-proof: New sensor technologies will be added to the configuration file as an additional option. Software updates can be transferred via USB stick.

**New sensor technologies: just another option**

Some German states have recently also approved the use of an NIR sensor to determine the slurry dosage via nutrient amounts. The NIR sensor is connected to the controller via CAN and provides the nitrate, phosphate and potassium content in the slurry. The correct application rate is controlled by the nitrogen value measured in the slurry, and the phosphate and potassium values during application (georeferenced) are recorded in the task controller.



All active functions at a glance – visualization at the terminal

**Shortest time-to-market**

For OEMs, this generic system solution for slurry tankers means a radical change in development and in the communication with their suppliers of hydraulics and control systems. In the beginning phase we no longer have the sometimes tedious preparation of a requirements specification, instead we have a configuration tool for the hardware and software, which covers all the important functions of the slurry tanker. The OEM can concentrate on the placement of the hydraulic components and their piping, the connection of the central electrical system, and the linking of the I/O nodes, sensors and switches. The plug & play cables are supplied with the system. Future sensor technologies will be implemented as a new option in the relevant module in the control software and visualization. The NIR sensor and the Piadin admixture have already been included in this way. OEMs can now face any future tightening of the Fertiliser Ordinance with composure.

**Statement:**

“Our contribution to precision farming is to bring together into a system all the components ranging from hydraulics, through solenoids, sensors, controls, display, visualization and programming all the way to diagnostics in a highly flexible, customer-specific manner and with maximum speed-to-market. This enables OEMs to react quickly and flexibly to customer requests and new legal requirements.”

**Quotation:**

“We took Isaac Newton as our role model and systematically divided the complex problem into small, easily solvable subproblems and then brought those together again to form the overall solution.”



**Contact:**

Bucher Hydraulics GmbH  
Norbert Menden  
Sales Product Promotion  
D-79771 Klettgau  
E-Mail: [norbert.menden@bucherhydraulics.com](mailto:norbert.menden@bucherhydraulics.com)  
[www.bucherhydraulics.com](http://www.bucherhydraulics.com)

Jetter AG  
Andreas Scharf  
Technischer Vertrieb  
D-71642 Ludwigsburg  
E-Mail: [AScharf@jetter.de](mailto:AScharf@jetter.de)  
[www.jetter.de](http://www.jetter.de)

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