

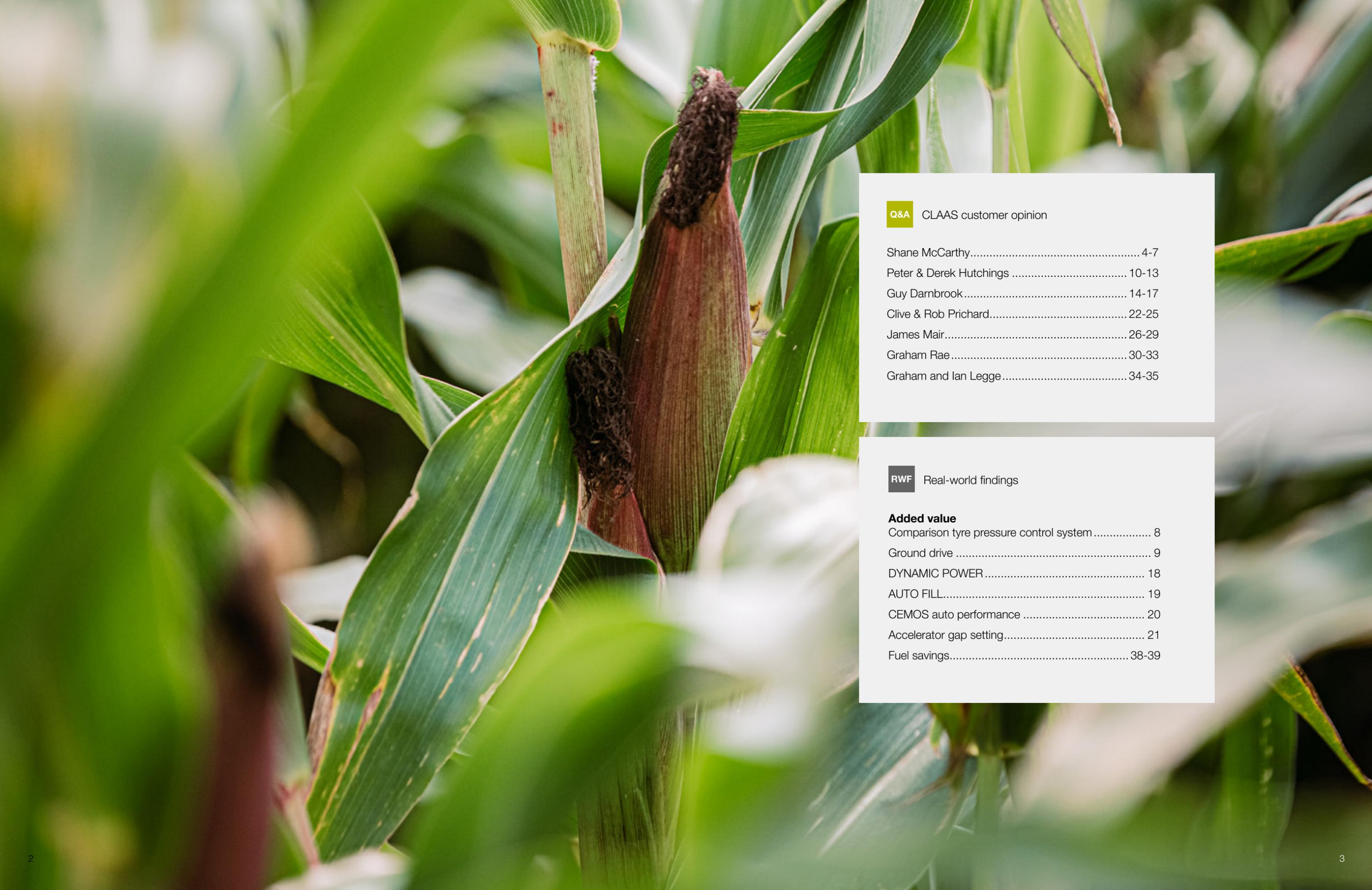


# OUR JAGUAR, YOUR JAGUAR

Built on Experience, Designed for You.

**CLAAS**





**Q&A** CLAAS customer opinion

Shane McCarthy..... 4-7  
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# MY JAGUAR 870

County Cork

“We can easily chop 12 acres an hour in grass crop.”

With a busy forage and arable workload in the mixed farming area of Midleton, County Cork, M & J Contracting have stuck with a JAGUAR 870 to munch its way through the mix of grass, wholecrop and maize grown by local dairy farmers. In fact this latest machine is the family firm's sixth CLAAS forage-harvester.



## Shane McCarthy

JAGUAR 870

M & J Contracting,  
Midleton, Co Cork

September 2022

Q&A

### Q: Why a JAGUAR 870?

“Our previous JAGUAR was an 870 and we bought the same again after it had done five seasons. We did consider going to an 880 but it was going to cost a chunk more and we were happy with the output. It is the same reason why we haven’t looked at a JAGUAR 900,” explains Shane.

“We can easily chop 12 acres an hour in grass crops, which can be heavy in this area and regularly put away 140-150 acres per day.”

“Our forager will generally clock around 650 hours each season. About three quarters of our work is grass silage, the rest wholecrop and maize. We have been cutting maize here since 1993 and it is the reason our JAGUARS have always had four-wheel drive. We can get a lot of rain and in those conditions it makes all the difference.”

### Pick up

“The new pick-up deals with lumpy grass so much better – it’s a big step forward. The way it can pivot left and right means the stubble is left much cleaner and critically the auger slip-clutch isn’t constantly going off. Around one third of our customers do just one big cut so it can be a lot of grass to deal with.”

“The engine in the new JAGUAR 870 also hangs on longer and the fuel use is slightly better. We feel another benefit of sticking with the 870 is that it shares some of the harvesting components with the more powerful 880, so they must be under less pressure with 585hp rather than 653hp.”

### Cab and controls

“Jamie, who has been driving the forager for the last six years really likes the new cab and controls. You just don’t have to take your hands off the CMOTION joystick for anything, which makes it a nicer machine to operate.”

### Q: Why CLAAS?

“We had been running another make of harvester when we started contracting, but when the dealer changed to CLAAS, we bought our first JAGUAR 860 from them in 1997 and have stuck with the brand through successive dealers. Today that is MCCARTHYS, and we still get the same great service. No matter what the time of day we can always get someone to keep us going if there is an issue. And this isn’t just with the JAGUAR, it is the reason we also run a LEXION 670 TT.”

“The new pick-up deals with lumpy grass so much better – it’s a big step forward.”



## BUSINESS FACTS

M & J Contracting, Midleton, Co Cork

### SERVICES

Grass silage	Combining
Wholecrop silage	Square baling (straw and silage)
Maize silage	Muck-spreading
Ploughing Cultivations	Fertiliser applications
Drilling	

### STAFF

Shane McCarthy  
plus three  
full-timers and six  
part-time

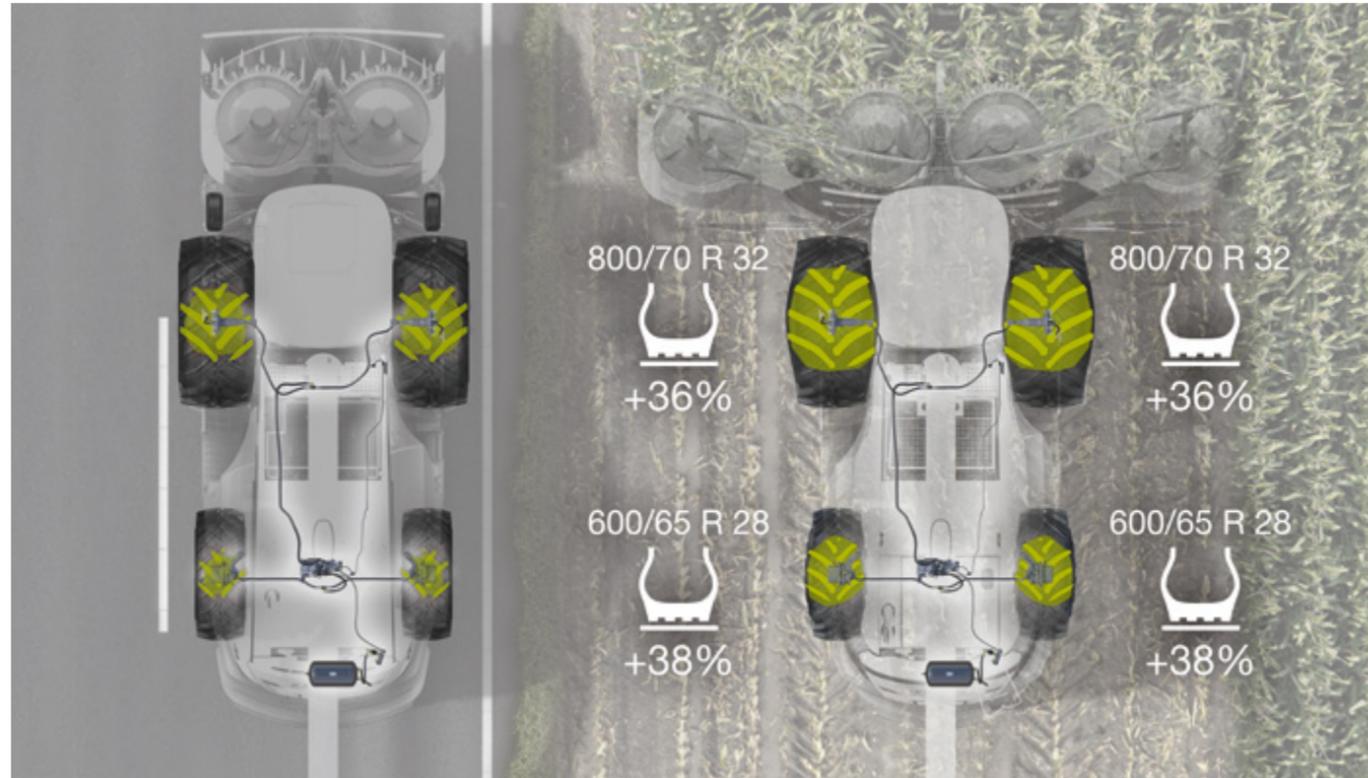
### JAGUAR HISTORY

1997	860
2000	860
2003	870
2010	870
2017	870
2022	870

## Added value

Comparison tyre pressure control system

### Reduced Ground pressure + reduced diesel consumption



**Comparison** Effect of front-axle tyre pressure control:

- 1.2 bar vs. 2.0 bar
- Fuel saving
- Ground pressure

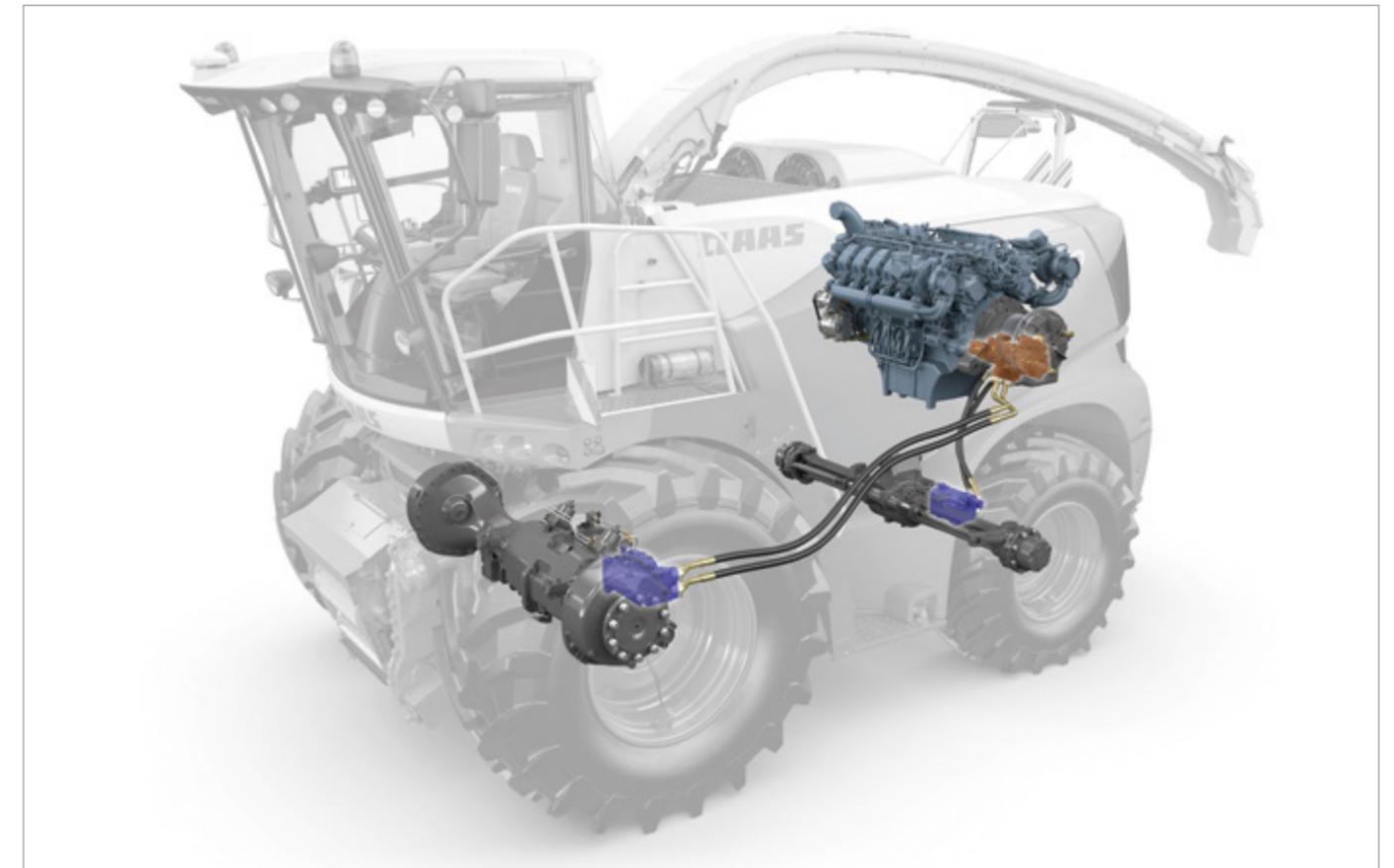
#### Advantages:



Measurement by **RWF** South Westphalia University of Applied Sciences

## Added value Ground drive

### Save fuel during road travel



#### Saving potential of JAGUAR ground drive through:

- Low dead weight of JAGUAR vs. competition
- Double hydrostatic motor with variable displacement. Intelligent hydrostatic technology, only as much power as is required
- No wheel hub motors with high energy requirement
- Automatic reduction of diesel engine speed to as little as 1,290 rpm during road travel (to 1,400 rpm in the field, automatic during waiting periods).

#### Advantage:



Measurement by **RWF** South Westphalia University of Applied Sciences

“It just keeps on pulling, even when you’re nearly fully laden.”

# MY JAGUAR 880

North Devon



Located deep in the steeply rolling countryside of North Devon, father-and-son team Peter and Derek Hutchings made the switch to CLAAS forage-harvesters six years ago and are now on their third machine, putting some serious acreages through their JAGUAR 880 each season.

# Peter & Derek Hutchings

JAGUAR 880

Peter Hutchings Contractors near Torrington, North Devon

September 2022

## Q&A



### Q: Why a JAGUAR 880?

“Since the 1980s we’ve run choppers of all different colours and when we made the change to CLAAS we initially went for an 870 which proved to be a big step up from what we’d had before,” says Peter.

“But after three seasons with us it had clocked some 2000 hours and our acreage had grown so we decided to trade up to an 880.

“We were initially concerned about the move away from a V8 to a straight six engine but those fears proved unfounded – it had heaps more torque. But the single biggest difference was the new grass pick-up. It revolutionised the way the crop feeds in, doing away with that surging effect and massively increasing our daily outputs.

“We stick with JAGUAR 800s because of their compact footprint on our narrow lanes. In truth we don’t need any extra capacity – this latest 880 has got so much go in it that we’re never really under pressure.”

### Fuel use

This season saw the arrival of a new 880 with an extra 20hp under the hood.

“Our latest machine is a step on again – that extra power has pushed things on. We can’t get it to drop back at all in maize to the point that we’re now wondering if we should switch from an eight-row to a ten-row header,” says Derek.

“But the big difference we’ve seen is fuel use. When we got our first CLAAS forager it dropped considerably and with each subsequent machine it’s just got better and better to the point where we’re now using 25-30% less than before. That’s helped us to remain competitive despite the ever-increasing price of diesel.”

### Pulling power

“The other big change we’ve seen with the new 880 is its pulling power. Because the hydrostatic transmission runs at a much higher pressure than before, you’re never slowed up when you hit a steep bank.

“It’s particularly obvious when there’s a trailer hitched on opening up maize fields. It just keeps on pulling, even when you’re nearly fully laden.”

### Extra push

“Being in a part of the country where there’s barely a flat field, it’s essential to have four-wheel-drive. And that’s another area where the JAGUAR wins through – because it’s a proper mechanical driveline, it doesn’t give up when one wheel loses traction like the hydraulically-powered systems we’ve had on previous competitor machines.

“It just doesn’t die back and never comes close to getting stuck.”



“It’s just got better and better to the point where we’re now using 25-30% less [fuel] than before.”

### Q: Why CLAAS?

“When we first made the move to CLAAS foragers it was really based on their reputation. Friends of mine running JAGUARS really rated them for their performance a reliability and the last six years have proved it for us.

“But of course the reason why you stick with a particular make is the back-up you get when things go wrong. Our local dealer – HAMBLYS – always stand by the machine. If there is an issue there’s never any delay – their attitude is always ‘let’s get it sorted and get it back up and running.’ That means a lot when you’ve got a customer breathing down your neck!”

## BUSINESS FACTS

Peter Hutchings Contractors near Torrington, North Devon

### SERVICES

Grass, Wholecrop and Maize Silage  
Slurry (Umbilical and Tankers)  
Round Baling and Wrapping  
Groundworks, Muck-Spreading  
Fertiliser Applications, Ploughing  
Cultivations and Drilling

### STAFF

Peter and Derek Hutchings  
plus seven full-timers and  
another three part-time

### JAGUAR HISTORY

2016	870
2019	880
2022	880



# MY JAGUAR 950

West Yorkshire

“The JAGUAR 950 is the ultimate grass machine - it's the right size and the right price.”

Carrying out silaging services throughout the length and breadth of the picturesque Warfe Valley, contracting outfit Brian Darnbrook runs all the way from Skipton to Harrogate and as far as York for maize work.

# Guy Darnbrook

JAGUAR 950

Brian Darnbrook  
near Ilkely, West Yorkshire

September 2022



### Q: How long have you been running CLAAS JAGUARS?

"We've had JAGUARS ever since we started chopping in 2008," says Guy Darnbrook.

"Our first new machine, a JAGUAR 860, arrived in 2013. We then stepped up to the 900 series in 2018 with a JAGUAR 950 model, which we replaced with another 950 this year.

"The 950 matches our customers well, taking into account clamp capacity, the number of trailers required and staff availability. It is a forager we can get all of the performance out of all of the time, not wasting any unnecessary horsepower as you might with bigger machines. Our new LINER 4800 rake really helps us with this. Being able to rake up three, four or five rows, it brings the best out of the forager in all conditions - it's a very good combination."

### Q: What are the stand-out features of the CLAAS JAGUAR?

"We specified our new 950 with CLAAS' QUANTIMETER yield monitoring and NIR sensing technology. We had a few customers enquire about being able to get this information from the forager and now it is a service which provides a good selling point for our business," explains Guy.

"The first customers that used the service reported back that the figures from the spout-mounted NIR sensor are very close to their in-clamp analysis. Of particular interest are the dry matter and protein content numbers, which gives them an early heads-up as to their silage quality, from which they can start planning their rations. It's also a good indicator if anything needs sorting out in the field, such as mole hills that can often cause contamination.

"As for the yield information from the QUANTIMETER, this really comes into its own when we are clearing maize, as it allows us to chop the right amount for the wagons which

are hauling it away. When we are chopping for multiple customers in one field, it also makes it a lot more accurate for us to gauge how much we have harvested. It is early days with the system but so far we are pleased with it and our customers say it is accurate"

### Q: Why do you keep buying CLAAS JAGUARS?

"You just can't beat the ease of maintenance on a JAGUAR 900 series - the swing out feed rollers make getting at the chopping cylinder so simple," says Guy.

"They are also easy to operate, reliable, parts are readily available and the backup from RICKERBY is brilliant. While they are not our closest CLAAS dealer, they offer great service for the grass kit and are always just a phone call away.

"I believe the JAGUAR 950 is the ultimate grass machine - it's the right size and the right price, offering a good balance of value for money and performance."



"The first customers that used the service reported back that the figures from the spout-mounted NIR sensor are very close to their in-clamp analysis."

## BUSINESS FACTS

Brian Darnbrook, near Ilkely, West Yorkshire

**SERVICES**

- Silaging
- Round and Square Baling
- Muck Spreading
- Slurry Tanking
- Ploughing
- Re-Seeding

**STAFF**

**Full time staff:** Guy Darnbrook, his father Brian, son Robert, nephew Aston and operators Jamie Garnett (forager driver) and Richard Wallace (buckrake driver)

**Part time staff:** Up to seven extra people during the busy months

**JAGUAR HISTORY**

1999	840
2005	850
2013	860
2018	950
2022	950

# Added value DYNAMIC POWER

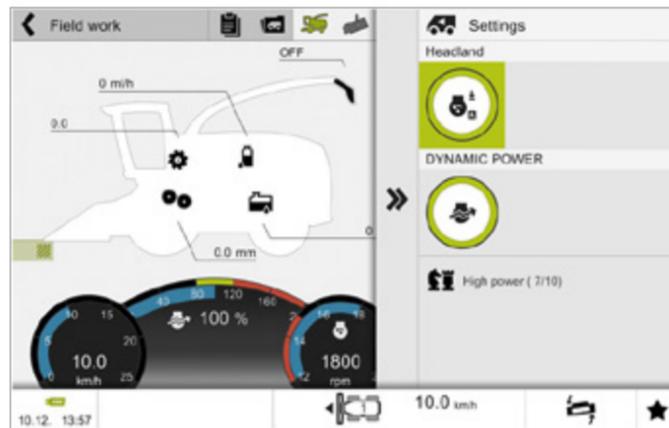
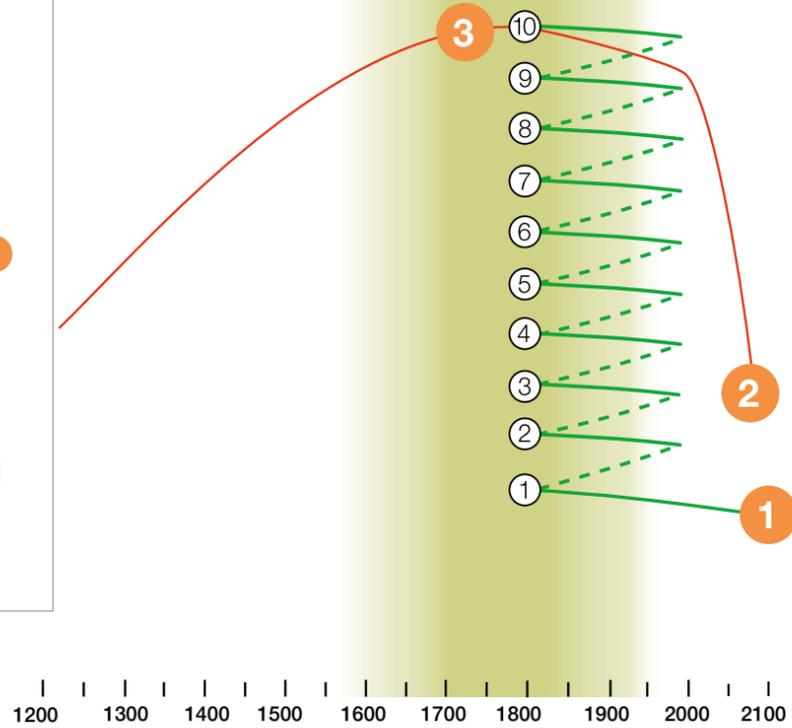
## Intelligent engine output control

Saving potential in partial load range (1,800-2,000 rpm) through automatic adjustment of engine output:

- Output **1** and torque **2** adapt to the operating conditions
- Engine output control in 10 steps **3**

Real-world use:

- Machine always starts operating in the crop with maximum engine output
- During operation, output is adjusted automatically in accordance with demand.



### Advantage:

Fuel saving **10.6%** partial load range

# Added value AUTO FILL

## Lightens the operator's workload



### Automatic discharging to forage trailer following behind or running alongside.

Control and function characteristics:

- Impact point can be adjusted
- Choice of filling strategy for forage trailer or truck
- Impact point maintained, even in crosswind, through automatic compensation
- Monitored on separate monitor or directly in CEBIS

### Advantages:

Automatic compensation

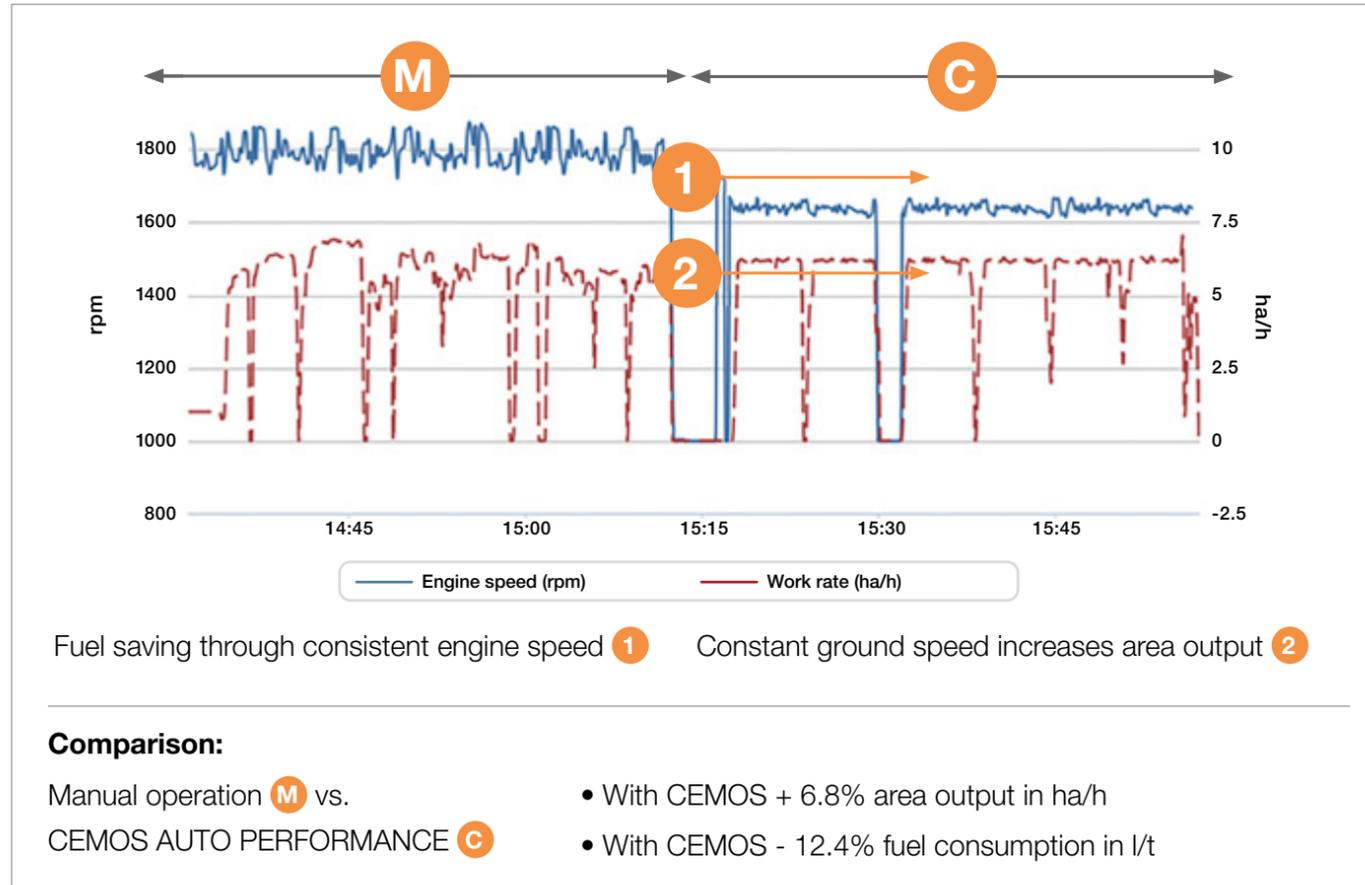
Intelligent control minimises losses

Automatic control of discharge spout

Measurement by **South Westphalia University of Applied Sciences**

# Added value CEMOS auto performance

Test with JAGUAR 990 and DIRECT DISC 600 in whole crop silage harvest.



### Advantages:

		<b>-12.4%</b> fuel per tonne
		<b>+ 6.8%</b> ha per day

# Added value Accelerator gap setting

3% = 15 kW (20 hp) efficiency gain with JAGUAR 960



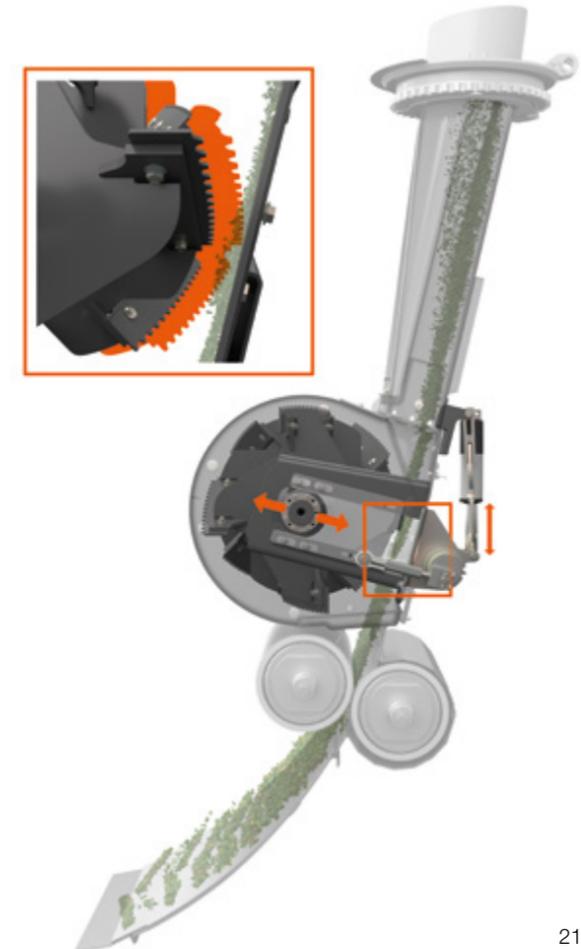
Crop accelerator gap to rear wall adjustable by 10mm.

Recommended settings:

- Small gap for high discharge capacity, e.g. when forage trailer is following behind **1**
- Large gap for high efficiency, e.g. when forage trailer is running alongside **2**

### Advantages:

		<b>3%</b> efficiency gain
		Narrow / wide adjustment possible via chopping start-up mode
		Narrow / wide cleaning set when knife sharpening function is activated



# MY JAGUAR 840

## Monmouthshire

“Its ability to let long fibres pass through without overloading the machine means we’re able to run with longer chop lengths to maximise our milk solids.”



### Clive and Rob Prichard

JAGUAR 840, Monmouthshire

September 2022

**With over 500 mouths to feed the Prichard family know the importance of making decent quality silage. To that end they’ve run their own forager for the last 32 years and last season took delivery of a brand-spanking new JAGUAR 840.**

### Q&A

“Our old 2008-plate 850 had done 13 seasons and was just tremendous,” says Clive.

“In all that time it had nothing other than wearing parts – not one major mechanical breakdown. But going into its 14th year we felt we were pushing our luck and so we decided to change for a new 840.”

#### Q: Why a JAGUAR 840?

“On paper the 840 is a good match for the 850 on power – in fact I’d say it’s got a good bit more go in it. In truth it could do double the acreage we’re doing each season but because it’s never pushed it doesn’t clock silly hours and therefore it should do a good ten years plus with us.”

#### Q: What do you make of the new cab and controls?

“The whole machine runs so much quieter than the old 850 and you really notice that up in the cab.

“The new CEBIS touchscreen makes it so much simpler to tweak settings on the move and it’s now so much easier to monitor all the performance data and jobs lists. Having the additive dosing system integrated into the system means it’s straightforward to access and adjust – it is incredibly accurate.

“The new armrest is clearly designed by someone who has spent hours in the seat – little things like having the radio controls at your fingertips makes a big difference.”

**Q: Why a SHREDLAGE cracker?**

“Compared to the conventional roller mill in our previous forager, we find the SHREDLAGE cracker tends to shatter the grain rather than cracking them.

“Its ability to let long fibres pass through without overloading the cracker means we’re able to run with longer chop lengths to maximise our milk solids. And critically there are no untouched grains – it’s doing a far better job than before.”

**Q: Why 4wd?**

“Having had four-wheel-drive on our old 850 we would never have gone back. To say it gets you out of trouble isn’t quite true – we rarely ever come close to getting stuck, even with the wet conditions we often get here in South Wales.

“For hill-climbing it’s just brilliant, there’s no scrabbling”.

**Q: Why CLAAS?**

“Without doubt we are CLAAS men through-and-through and run a fleet of tractors as well as a TUCANO combine and the JAGUAR. That’s all down to the relationship we have with our dealer RIVERLEA,” says Clive.

“For hill-climbing it’s just brilliant, there’s no scrabbling.”



## BUSINESS FACTS

CH Prichard and Son near Raglan, Monmouthshire

**FARMED AREA** 263 ha

**CROPPING**

Winter wheat 28 ha, Winter barley 12 ha  
Winter oats 12 ha, Forage maize 49 ha  
Potatoes 2 ha, Short-term grass leys 28 ha  
Remainder in long-term grass

**MACHINERY**

Forager – CLAAS JAGUAR 840  
Tractors – CLAAS ARION 630, 530,  
440, 410 and ARES 657  
Handler – CLAAS SCORPION 736  
Combine – CLAAS TUCANO 420  
with 5.4m header

**LIVESTOCK**

200 milking cows  
plus 300 followers  
(replacements and  
beef crosses taken  
through to finishing)

**STAFF**

Clive and Rob  
Prichard plus  
another two  
full-timers and  
a further two at  
busy times

# MY JAGUAR 970

Ayrshire

## James Mair

JAGUAR 970

W and J Mair Contractors

Cumnock, Ayrshire

September 2021



Now on their fifth CLAAS JAGUAR forager in 17 years, it's fair to say W and J Mair contractors have been suitably impressed with the capability of the machines over the years.

And it's not just the foragers' performance, reliability or features which get the thumbs up, as equally important to the Mairs is the consistently good backup they receive from their local dealer, GORDONS.

“The engine is the biggest difference this time. This new six-cylinder is far torquier than the V8, making it much more drivable.”

Based in Cumnock, Ayrshire, the contracting operation is run by father James Mair and his sons James and Ian. Founded 64 years ago by James Mair senior's father, William, it is an operation that has seen much expansion over the years. Services currently include forage harvesting, round baling, slurry and fertiliser application, ploughing, cultivating, drilling and ground work, to name a few.

Equally as broad is the customer area, which is mostly within a 30 mile radius of the firm's base, with the occasional job further afield. In this area, most of the Mair's contacting work is for dairy farms, making use of their silaging and application services. As such, the outfit will chop nearly 7,000 acres per year, most of which is grass, with about 400 acres of wholecrop.

In addition to contacting, the business also has a farming operation, run by James Mair senior, rearing 120 suckler cows and about 350 ewes.

### How does the JAGUAR 970 compare?

As for the business's recent forager history, the outfit has ran two JAGUAR 960s and two JAGUAR 970s. Their current model is the latest JAGUAR 970, now featuring a straight-six engine, as opposed to a V8 in the previous machine. In addition, as a support machine to the 970, the firm also runs an 09-plate 870, which helps out when the weather turns against them.

Now with one full season under its belt, crucially, how does the new JAGUAR 970 compare to previous models? Well placed to give an opinion is James Mair junior, who has been piloting choppers for the last 26 years. “It's been absolutely

tremendous in the first season - a big improvement. I didn't think CLAAS could improve on its previous JAGUAR 970, but they have.

“The engine is the biggest difference this time. This new six-cylinder is far torquier than the V8, making it much more drivable.

“The old V8, if you hit a lump it would just die away and take a long time to build its revs back up again. In contrast, the six-cylinder just hangs on so much better.

This greater range of usable torque also helps it with variety of crop conditions, says James. “It has to cope with everything from light, multi-cut silage crops to heavy, single-cut customers. You can be chopping from anywhere from 12mph down to 4.5mph.”

Between every forager the Mairs have had, there has always been gradual improvements, says James: “It's a lot of small changes over the years which add up to a big difference. It would be interesting to go back to the first 960 we had and compare it to the latest 970, because I think there would be a massive difference between the two.”

### 24 knives makes better sense

One of the options the Mairs went for this time was a 24-knife drum instead of the 20-knife unit. “We had a demonstrator last year fitted with the 24-knife drum and it was a much sweeter running machine. As well as smoother running, there's a better chop quality with it, too, which allows us to cater for customers that want short chop lengths down to 12mm.



“For a long time people did want longer chop lengths, but they now seem to prefer shorter lengths, offering greater feed intake for the cows.”

The new forager was also specced with a longer spout compared to the previous machine. “This makes filling quite a bit easier for us, especially in the corners, and enables the trailers to be that little bit further away from the forager.”

**Quiet and robust header**

Up front, the forager is equipped with CLAAS’ latest grass header, featuring a hydraulically-driven pickup reel. “This allows independent speed control between the auger and pickup, which for single cut silage crops is brilliant, as it enables me to tailor the flow of grass into the forager, avoiding big lumps being pulled in and keeping much more of a consistent crop flow,” explains James. “The header also seems more robust and quieter, especially when compared to the first JAGUAR 960 we had, where you couldn’t adjust that much on the header.”

“From the side of the machine, you can see that there is much less movement in the feed rollers, compared to previous machines, where they would be dancing up and down.”

“The hydraulically-dampened feed rollers also help a lot with crop flow control, which I can adjust to suit different crops.”

“Overall, from the pickup to the accelerator, there is a lot more you can adjust and fine tune these days.”

An improvement in sealing around the shearbar has also made a big difference to in-cab noise says James: “It’s much quieter in the cab now. You actually have to get off the seat and open the door to hear if it is sharpening. And even when chopping, it is far quieter in the cab.”

“The hydraulically-dampened feed rollers also help a lot with crop flow, which I can adjust to suit different crops.”

**Intelligent cab layout**

Up top the new JAGUAR 970 comes with CLAAS’ latest cab layout, which now features a completely new set of armrest controls and screen. “The screen, in particular, is great. The old one was in a fixed position, whereas this one you can now put it where you like. Even for simple things like hooking up to the header, it means you can swing the screen right out of the way to see what you are doing.”

“It’s also touch screen now which makes it easy to set up the forager. Although you can use the physical controls to adjust the foragers settings, I like the convenience of just going straight into the screen. That said, the scroll wheel is useful to make adjustments when you are chopping.”

As for joystick choice, James has gone for the traditional ‘stick style, compared to the mouse-shaped CMOTION lever. “We have CMOTION in the combine which works well, but for chopping I just prefer the driving style that the more traditional ‘stick allows. For me, it just suits what I need for chopping.”

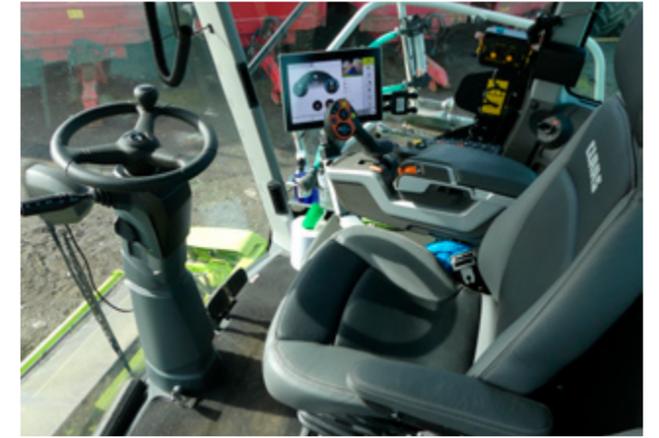
“Overall, the switches and button layout on this new forager just seems a lot more simplified. Even where your arm sits, it’s a lot more comfortable than before.”

**Extra comfort in the cab**

Speaking of comfort, James also specified a leather seat with this forager. “I didn’t know if I was doing the right thing or not, ordering this seat, but it’s turned out to be a great choice, and with it being ventilated, it also keeps you cool.”

In terms of maintenance, the Mair’s specify Hardox wearing parts on the foragers, which they started doing with the last JAGUAR 970. “The only thing we ever change now is the blades and the shearbar. Everything else just lasts!

“The last forager we ran for four seasons and the only major thing we changed was the drum bottom and the back door - we never had to touch the spout.”



**Easy maintenance**

Maintenance access is also highly rated by James. “It’s easy to get at all the major components. For instance, you can just drop the header off, fold out the feed rollers and you are soon into the chopping cylinder, all within five minutes. This makes it simple to swap the blades and shearbar, with plenty of room to work.”

“From driving the machine into the workshop to it leaving again, you can have all the blades and the shearbar replaced in under two hours.”

**Back-up is key**

But like all machines, backup is key, says James. “CLAAS has always looked after us - they’ve been a great company to work with over the years. And GORDONS, our local CLAAS dealer, their backup service is tremendous - nothing is a problem to them, no matter what time of day it is.”

Overall, it’s fair to say the Mairs have been suitably impressed with the latest CLAAS JAGUAR 970 forager. “With every generation of CLAAS JAGUAR forager, we always see gradual improvements and this latest 970 is no exception,” says James. “And just when we think the foragers can’t be improved, CLAAS always manages to surprise us.”

**BUSINESS FACTS**

W and J Mair Contractors, Cumnock, Ayrshire

**SERVICES**

- Forage harvesting
- Round baling
- Slurry and fertiliser application
- Ploughing
- Cultivating
- Drilling
- Ground work

**STAFF**

James Mair and his sons  
James and Ian

**STOCK**

120 suckler cows and  
350 ewes

**JAGUAR HISTORY**

5 JAGUAR foragers in  
17 years

# MY JAGUAR 950

## Dumfries



“One of the crucial buying factors with a JAGUAR is its very good second hand value.”

Based at Kirkpatrick-Fleming, Lockerbie, G Rae Contracting is a large-scale contracting business which chops 19,000 acres of grass silage each year using three CLAAS JAGUAR 950 forage harvesters. Having started out in 1971 as a ‘tractor and man’ outfit, demand saw the business grow over the years which now offers a large array of services.

# Graham Rae

3 x JAGUAR 950

G Rae Contracting, near Lockerbie, Dumfries

September 2022



Run by Graham Rae and his son Andrew, the firm covers a radius of 30 miles, servicing a predominantly dairy customer base, with some beef and hill farms.

As well as the large grass silage workload - ranging from one to five cuts per customer - the foragers also see their way through 1,200 acres of whole-crop and around 350 acres of maize. As such, it is a workload which requires a flexible approach to forager choice.

**Q: How long have you been running CLAAS JAGUARS?**

"I've been running CLAAS JAGUARS for the last 20 years, in which time we've had 15 machines," says Graham. "Of the three we are currently running, two were new for this season, while the oldest is a '20-plate machine.

"To maintain the residual values of the foragers, we try to change the two main foragers every three seasons and the lesser-worked machine every four.

"We find running three 950s is a good choice for the variety of silage clamps and fields we have to deal with - there's just no need for more power in grass. A 950 set up well can chop as much in a day as a more powerful forager. It also means we can keep multiple customers happy at once - crucial for making quality silage."

**Q: What are the stand-out features of the CLAAS JAGUAR?**

"CLAAS' option of Premium Line, hard-faced liners is an especially good feature and well worth the extra cost. Fitted in-place of standard liners, the harder wearing metal offer a much longer lifespan - they last the full length of time we have

the forgers, with about an extra two years to spare. This, in turn, adds to the second-hand value of the machines.

"In the last 10 years we've been running the Premium Line liners, we've never had to change any - we wouldn't have a forager without them now. Overall, they help reduce running costs and certainly reduce downtime.

"Another clever option is the ability to automatically inject water into the crop flow at headlands, I think there are now 4 injection points. This really helps to keep the crop flowing in dry, sticky crop conditions, particularly this year, and prevents the spout from 'greening' up."

“Another clever option is the ability to automatically inject water into the crop flow at headlands. This really helps to keep the crop flowing.”

**Q: Why do you keep buying CLAAS JAGUARS?**

"One of the crucial buying factors with a JAGUAR is its very good second hand value which is key to surviving ever rising costs - it's much better to have good residuals than run a machine until it is worthless, which then makes the gap to buy a new machine far too big," says Graham.

"We've always bought our CLAAS machinery from RICKERBY - they offer great service and know the machines from back to front. All their staff are well trained and they would work all night if they had to, to get you going again.

"The JAGUARS offer good reliability with very little downtime, they are easy to use and maintain and come with many good features.

"At this stage, it would take something very serious to make me move away from CLAAS - you just know what you're going to get."



## BUSINESS FACTS

Graham Rae, near Lockerbie, Dumfries

SERVICES	
Silaging	Seeding
Slurry application	Spraying
Muck spreading	Combining
Ploughing	Hedge-cutting

STAFF
Graham Rae and son Andrew plus 12 full time staff and another 12 over the busy summer period.

JAGUAR HISTORY					
2002	870	2008	870	2017	950
2003	870	2010	950	2018	950
2004	870	2011	950	2020	950
2006	870	2012	950	2022	950
2007	870	2016	950	2022	950

# MY JAGUAR 970

Herefordshire

“We’ve tried plenty of others but the JAGUAR can’t be beaten for out-and-out performance.”



# Ian & Graham Legge

JAGUAR 970  
 A Legge and Sons  
 near Bromyard, Herefordshire  
 September 2022

## Q&A

**Based on the borders of Herefordshire and Worcestershire, brothers Ian and Graham Legge have seen a huge change in their silage work over the last 15 years. Where previously all of their customers would have been livestock farmers, today they're now in a minority, overtaken by the region's shift to biogas production.**

Equipped with a 28-blade chopping cylinder, the latest forager is worked fairly hard, clocking up some 800-900 hours each year with Graham in the seat.

**Q: What is the biggest change with this new 970?**

"We were initially concerned about a shift away from a V8 engine to a straight-six but the reality is that it's a whole heap better," says Graham.

"Somehow this new engine seems to deliver the power in a much smoother way and just hangs on in there when you really load it up. When you hit a lump of chewy grass it doesn't die back as our previous machine would, it just carries on at the same pace.

**Q: What's the impact been on fuel use?**

"Every time we've upgraded our forager we've seen an improvement in fuel use but it was the switch from the 800- to 900-series machines that really hit home," explains Ian.

"Still in service with us today as our back-up machine, our 890 uses 16-18-litres/acre in maize as an average. Our current 970 has cut that in half."



**Q: What other features stand out on this latest JAGUAR 970?**

"The Dynamic steering system is just brilliant – it only takes small movements of the steering wheel to keep the header in the row and then it's just one full turn to swing the machine right round at the end. All the little things just make for a less tiring day, especially when we're doing silly hours," says Graham.

"Another big thing on that front is just how much quieter it is up in the cab. Your ears aren't ringing when you've been in the seat for 18 hours. Moving to the 28-blade cylinder has helped it that department too. It runs significantly quieter and we can get chop lengths right down to under 6mm – important now that most of our customers are biogas plants."



**Why CLAAS?**

"The reality is that CLAAS foragers are the best machines for the job. We've tried plenty of others but the JAGUAR can't be beaten for out-and-out performance.

"More importantly the service and back-up from MORRIS CORFIELD cannot be bettered. The mechanics are so

helpful. If you've got a minor issue they'll talk it through with you over the phone and nine times out of ten they'll help you find a solution. When they do need to come out the response is always rapid and the depot nearly always seems to have the parts we need on the shelf."

## BUSINESS FACTS

A Legge and Sons near Bromyard, Herefordshire

### SERVICES

- Grass, Wholecrop and Maize silage
- Muck-spreading
- All arable operations
- Spraying
- Combining
- Round- and square-baling
- Hedge-trimming
- Lime-spreading

### STAFF

Ian and Graham Legge plus four full-timers and another 8 part-time as required.

### JAGUAR HISTORY

1991	71	2009	890
1992	690	2015	950
1994	695 SL	2019	970
1996	695	2021	970
1998	860	2022	970
2006	870		

# Its drive is unrivalled

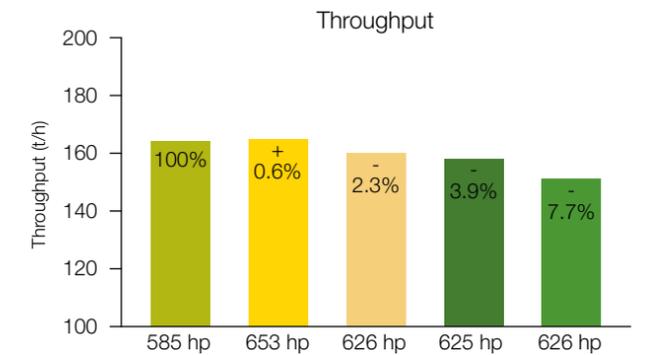
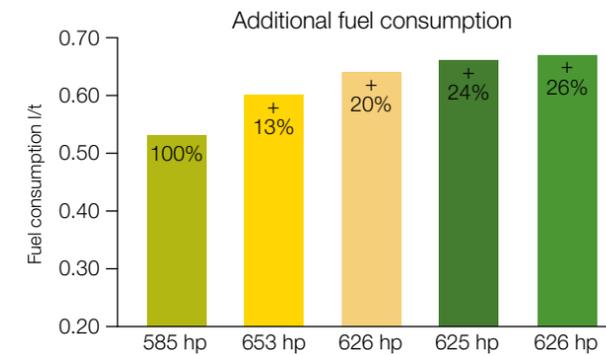
## Direct comparison shows significant fuel saving.

The CLAAS drive system - the most efficient design available in the market - impresses through its simplicity. The chopping mechanism is driven directly from the engine's crankshaft via a long, maintenance-free powerband.

In comparative tests conducted by TÜV Nord in 2018, the JAGUAR 950 with 585 hp and a throughput of 164.5 t/h left the competition far behind on fuel economy. It consumed just 0.53 l/t.

- The COMFORT CUT pre-compression roller drive is integrated in the main drive
- The whole feeder unit is designed for maximum reliability, outstanding durability and a long service life, with rugged drives, large bearings and gears
- The front attachments are connected to the JAGUAR by means of a quick-release coupler and can be driven in standard, split-power or variable mode. A second, independent front attachment drive can be used for the reel of the PICK UP.
- The crop accelerator can be run with a high discharge capacity or, to save energy, with a wider clearance setting

JAGUAR 950 compared with competitors at a length of cut of 8 mm.



Source: Results from TÜV NORD Mobilität



## Five characteristics that deliver top efficiency.

1. Transverse-mounted engines
2. Direct powerband drive from engine to
  - Chopper unit
  - Accelerator.
  - COMFORT CUT
  - front attachment drive
3. Direct powerband drive from accelerator to corncracker
4. QUICK STOP brings the crop flow to a halt quickly when the main drive is disengaged
5. Four possibilities for the front attachment drive: constant, variable, split-power or two independent variable drives

## More throughput. Less fuel.

- The JAGUAR main drive: direct, powerful, robust and requires little maintenance
- The drive system: highest efficiency in market comparisons





Scan me.

Visit the JAGUAR  
product overview

Contact CLAAS UK on: 01284 763100  
or visit: [claas.co.uk](http://claas.co.uk)

**CLAAS**

