

STOCKS TURBO JET i-CON QUICK START GUIDE.

April 2014

After fitting the Turbo Jet and the RDS i-CON and GPS correctly, to start work with your new applicator there are only three things you must do.

Please do read and understand the manuals to familiarise yourself with the machine and the control system.

NOTE - Refer to the RDS i-CON Manual for all functions mentioned here.

NOTE - Functions 1 – 3 are compulsory for the initial set up.

NOTE - The standard default mode of the i-CON is to work in Kgs / Ha, and you do not have to change any settings to work in Kgs/Ha.

Only if you wish to work in Seeds / SqM will you need to change the Unit Selection (3.1, page 21) and enter a Thousand Grain Weight (3.1, page 21) Do not enter or change the TGW if working in in Kgs/Ha.

To begin, turn on the I-CON using the LHS push button at the side of the head unit in the cab. Section 1.6, page 8.

For an overview of the head unit, Menu Navigation, plus switch and touch screen functions, please refer to Section 2, 2.1, 2.2. Pages 9-10.

1. Set Implement Width. Section 3.3, page 25 – *Applicator Setup, Width.*

Enter the working width of the implement. This is the actual bout width you will be driving at – the more accurately you enter the width, and drive at, the more accurate the result in the field. This dimension is in meters, ensure you enter the width correctly, for example, if the width of your implement is 3.75m, Ensure the decimal point is in the correct place. Any bout overlap or under lap will affect accuracy.

2. Change or Set Target Application Rate. Section 3.1, page 20-21 - *Application Rate / Forward Speed Limits.*

Enter the target application rate in kilograms per hectare – ensure that the decimal point is in the correct place when entering rate. See section 6.1 regarding resolution display. Rates between 0 – 24.9 kgs/ha are entered to one decimal place, eg, 5.5 kgs/ha with a decimal point. Rates over 25 kgs/ha have no decimal point. Rates between 25 and 250 kgs/ha are entered in whole kgs increments and rates over 250 kgs/ha are entered in 5kgs increments.

3. Perform a Product Calibration (Catch and Weigh Test). For an overview Section 3.2, page 22 - *Product Calibration.*

Section 3.2, page 22, Step 1. You have a choice of dispensing a fixed or a random amount of product –whichever, the amount must be accurately weighed and entered into the head unit. You also can choose to enter this weight in grams or in kilograms – this selection must be done prior to the actual test. **Note. the default setting is kilograms – for accuracy, we recommend grams for low rates such as OSR** and selection is made by touching the set up screen top RHS to select grams or kgs as described in Step 1. **Use scales that weigh to 1 gram** – 10 or 20 gram increments are not accurate for low rate OSR seeding. (Once entered, this selection will not change unless you change it)

FIXED. To dispense a fixed amount of product, enter the weight as described in Step 1. Touch **Start** on the head unit screen page and the feed motor will run until the calculated amount is dispensed, and will then stop automatically.

RANDOM. To dispense a random amount, simply press and hold the Prime button down on the Turbo Jet until you have dispensed enough product to weigh accurately. Release the Prime button and the feed motor will stop.

We recommend that whichever method is used, that the initial test is only a short one, or for a small amount. This will prime the feed rolls with product, and establish a calibration factor for the product you are using, at the width you are driving, and the application rate you require.

Then repeat the test but this time, do it for longer or for a larger amount – the result will more accurate.

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Ensure you have weighed correctly in grams or kilos as selected earlier (best in 1 gram increments for accuracy) and entered the correct weight into the head unit, for example, 2.25 Kgs = 2250 grams OR 0.225 Kgs = 225 gram OR 0.025 Kgs = 25 grams. Ensure the decimal point is in the correct place.

Speed Range. Section 3.1, page 21 - Application Rate / Forward Speed Limits

When the catch and weigh test is completed – and before work - finally check that the new calculated minimum and maximum forward speeds are sensible for your target field speed – ideally your field speed will be approximately mid-range of the min/max range (in the mid 1/3 of the range is OK) – this allows you to speed up and slow down significantly and maintain the application rate easily and the feed motor will be working at its mid-range optimum performance and not at either the maximum or minimum speeds all the time.

If the speed range is not good, and your field speed will be close to either the min or max speeds, you may need to change the feed roll type or configuration to increase or decrease the amount of product per rev. being metered to raise or lower the minimum speed, the maximum speed is approximately 20x the minimum.

Once you have completed these 3 functions, providing your min and max speed is in your driving range, that completes the calibration setup. You are then ready to go to work.

In the field.

Speed Sensor. Forward Speed setup, Section 3.6, page 28.

Standard GPS . GPS is the default sensor and the i-CON is configured for this as standard. Make sure your GPS receiver is securely positioned on the roof of your cab in a central position - ensure you have a signal – when moving, refer to the forward speed display on the screen – if you have speed display it is good - if there is no signal, the screen will display **no GPS** in red writing. The signal will normally return within a few seconds as you move. Note - you must be outside for the GPS to work – not inside a building. **There is nothing else to do with the GPS for setup, you do not need to enter or change the SSF (speed sensor factor) or do any calibration.**

Optional Radar. If you have chosen the optional TGSS Radar, then you will have to change the origin of the speed signal from GPS to Sensor in the head unit.

Refer to the detailed Fitting Instructions supplied with the radar - The radar must be mounted at the correct height, and angle, and have a clear view of the ground with no interference from moving soil, discs, tines, tyres or tracks. If everything is perfect then the default SSF of 0.0078 is correct, but we recommend that a measured 100m Auto-calibration run is done as described on page 29.

The **Speed Nudge** facility (page 30) is used with radar only, and allows you to manually nudge the SSF up or down, to enable the displayed forward speed of the i-CON to match the speed displayed by the parent vehicle if desired.

The **Simulated Speed** function can be used to assist accurate calibration by simulating your actual field speeds when calibrating – the default simulated speed is 8kph but you can change it to match your field speed – OR - it can be used to simulate “working” a known area and seeding – whilst actually static - so you could “work” for 1 Ha and collect seed from the outlets for example – OR - if the speed sensor failed, a typical field speed can be entered and the by consistent driving at this speed in the field, work can continue.

For more information, advice and assistance please contact us on the following.

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