Software Update Supplement

G6 Crop Cruiser Series 2

OPERATOR'S MANUAL MY20

GA8701693 - SUPPLEMENT
SEPT 2022
FROM SERIAL NO 203000

GOLDACRES

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All information in this operator's manual is based on the latest product information available at the time of printing.

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Goldacres Trading Pty Ltd

3 Morang Crescent

Mitchell Park Vic 3355

Ph: 03 5342 6399

Fax: 03 5342 6308

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Under: Parts & Service > Owner-Operator Manuals:

Model	Year	Revision	Part Number
Crop Cruiser G6 Series 2	2020	2	GA8701177

Under: Parts & Service > Parts Manuals:

Model	Year	Revision	Part Number
Crop Cruiser G6 Series 2	2020	2	GA8701178

Software Update Contents 3

Updated G-Hub Home screen (refer Series 2 Manual page 73).

G-Hub Software Update

The information in this booklet is provided as a supplement to the existing:

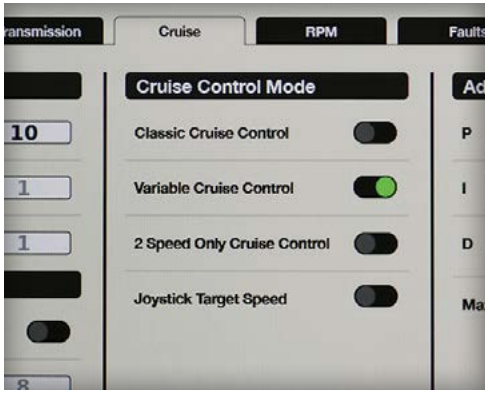
- G6 Crop Cruiser Series 2 Operators Manual - GA8701177 Revision 2
- G6 Crop Cruiser MY20 Operators Manual - GA8701602 Revision 00

- with the new G-Hub software release.

The information provided in this supplement must be read fully and understood by the operator prior to driving or operating the machine post installation of new G-hub software versions:

-	G-Hub Cabin Display	1.2.0.1
-	G-Hub External Display	2.2.0.1
-	PLC	3.2.0.1

Settings - Service - Software screen showing the new software release installed (refer Series 2 Manual page 54).



The Hand Throttle can be used with Classic, Variable or 2 Speed Cruise Control modes.

New Throttle Controls

A new 'Hand Throttle' engine speed control provides additional controls for the existing 3 Cruise Control modes (Classic, Variable & 2 Speed) of the Crop Cruiser, as well as the addition of a 4th mode called, 'Joystick Target Speed'.

These allow the Crop Cruiser to be driven using the Hand Throttle or foot throttle.

Press the Cruise Control touch button to open the Cruise Control Mode selection screen.

Hand Throttle

The new Hand Throttle mode, featured in the software update, complements the existing foot throttle operation.

The Hand Throttle can be used in Neutral, Forward & Reverse (just like the foot throttle) and in conjunction with the foot throttle.

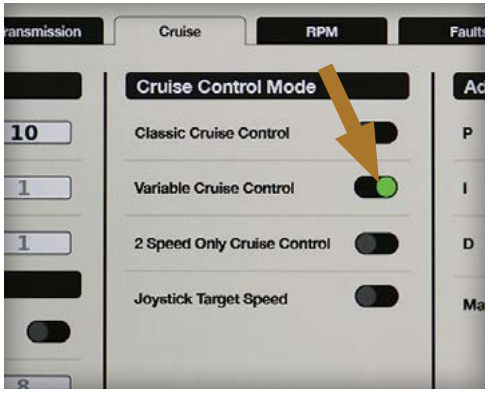
The Hand Throttle is On by default. However, it can only be used when the Cruise Master is turned Off.

If the foot throttle is used while the Hand Throttle control is active, the Hand Throttle will be temporally disabled while the foot throttle controls engine speed.

After the foot throttle is released, the target engine rpm automatically transfers back to Hand Throttle control.

NOTE

If the Hand Throttle is in the 'Neutral Gate' position when starting-up the Crop Cruiser, then Hand Throttle must be moved forward and back into the 'Neutral Gate' to arm (activate) it.



The Cruise Control Mode selection screen with Variable Cruise Control selected (Green = Active).

Home screen showing HAND THROTTLE & Engine rpm.

To Use the Hand Throttle:

1 First select the Cruise mode required. Press the Cruise Mode touch button on the G-Hub home screen to open the Cruise Control Mode selection panel and select the Cruise mode required.

2 Second, check the Crop Cruiser is in Hand Throttle mode. If not, use the Cruise Master switch to select the Hand Throttle mode.

Press the top of the Cruise Master switch to cycle to Hand Throttle.

3 Pull the Hand Throttle back towards the operator into the 'Neutral Gate' position to first arm (activate) the Hand Throttle.

If the Hand Throttle is in the 'Neutral Gate' position when starting-up the Crop Cruiser, the Hand Throttle must be moved forward & back into the 'Neutral Gate' to arm (activate) it.

4 Push the Hand Throttle forward to increase engine RPM and the G-Hub screen displays:

- 'HAND THROTTLE' (in a Green field above the tachometer)
- Engine Target RPM (adjacent)

The default maximum engine RPM when the hand throttle is fully forward is 2200 RPM.

The default 2200 RPM can be adjusted using the 'Cruise Increase' and 'Cruise Decrease' buttons on the Joystick, if required.

However, pressing the 'Cruise Cancel' button will result in the maximum RPM on the Hand Throttle being set back to its default maximum setting of 2200 RPM.

5 To reduce engine speed, pull the Hand Throttle back towards the 'Neutral Gate' position.

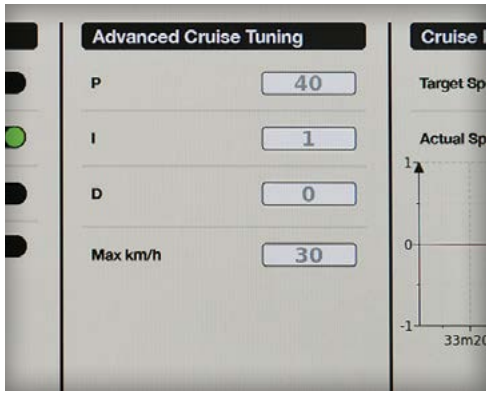
To Cancel the Hand Throttle

Use any of the following:

- Pull the Hand Throttle back to Neutral Gate
- Press the foot brake
- Press the Cruise Cancel button
- Change the transmission from D to N or N to D
- Turn the Cruise Master On
- Use the foot throttle for a continuous 30 second period.

Home screen with JOYSTICK selected.

Home screen showing JOYSTICK selected.



Advanced Cruise Tuning can be used to adjust response rate & maximum target speed.

Hand Throttle/Joystick.

Four Cruise Control Modes

There are now four Cruise Control modes:

- Classic
- Variable
- Two Speed
- Joystick Target Speed (new)

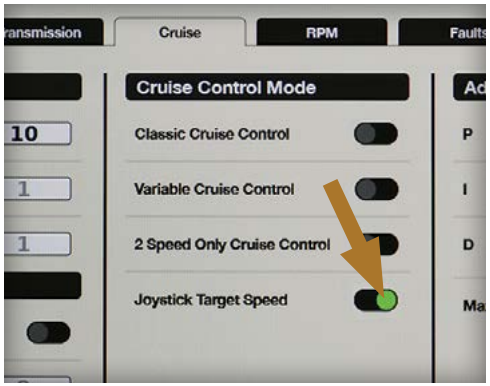
Only one 'Cruise Control' mode can be selected & used at any given time.

Joystick Target Speed

The Joystick Target Speed mode can only be used when 'Joystick Target Speed' is activated in the Engine/Cruise screen (Cruise Control Mode screen).

Press the Cruise Mode touch button on the G-Hub home screen to open the Cruise Control Mode selection panel, then select the Cruise mode required

Joystick Target Speed activated in the Engine/Cruise screen.



The 'Joystick Target Speed' is similar in operation to the Hand Throttle but acts like a Variable cruise control. The 'Joystick Target Speed' mode drives the engine RPM to achieve the target ground speed which is displayed on the G-Hub home screen.

The 'Advanced Cruise Tuning' can be used to adjust response rate and maximum target speed.

The target speed can also be adjusted using the 'Cruise Increase' and 'Cruise Decrease' buttons on the Joystick.

This mode can be canceled in the same way as other Cruise Control modes.

Driving in Either Hand Throttle or Joystick Mode

Follow these instructions to drive the Crop Cruiser using either the 'Hand Throttle' or 'Joystick' modes:

1. Set the Cruise Control mode & Throttle mode.
2. Release Park brake
3. Depress Foot Brake pedal
4. Select Forward or Reverse gear
5. If a Forward gear is selected, move the Hand Throttle (Joystick) forward to increase engine speed and drive forward.

   If Reverse gear is selected, move the Hand Throttle (Joystick) forward to increase engine speed and drive backwards.

6 To accelerate driving forwards or in reverse, push Hand Throttle (Joystick) forward.

The further forward the Hand Throttle (Joystick) is pushed, the faster engine rpm and Crop Cruiser speed.

As the vehicle speed increases, the transmission will shift up gears as required.

If the operator's hand is removed from the Hand Throttle (Joystick), the throttle will hold its position and the Crop Cruiser will maintain its speed.

7 To decelerate, pull the Hand Throttle (Joystick) back toward the neutral gate.

The Crop Cruiser will decelerate and shift down gears as speed is reduced.

8 The Brake pedal can be depressed at any time to reduce speed or decelerate the Crop Cruiser.

Use of the Brake pedal will reset the throttle back to engine idle speed.

Pull the Hand Throttle (Joystick) back into the neutral gate to reset it, then push the Hand Throttle (Joystick) forward again to resume to required engine and driving speed.

9 To stop the Crop Cruiser, pull the throttle back into the neutral gate and depress the brake pedal until stopped.

10 Select Neutral on the Gear Selector.

11 Engage the Park Brake.

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Green light indicator functional change & the Boom Master switch is now a touch button

Green light indicator & 'RPM Raise' additions shown.

G-Hub Interface

Several changes improve the functionality and G-Hub Home screen operator interfaces.

Home Screen

Functional changes to the G-Hub Home screen include:

- Green light on the top right corner of the G-Hub displays:
  - Green = Connected & OK
  - Red = Display not connected
- External Buzzer sounds, momentarily, when the PLC is turned On with the key & is running OK
- Boom Master Switch - the Boom Master indicator has been changed to a Touch Button switch allowing the

External Screen

The External display screen includes a Green light on the top right corner of display:

- Green = Connected & OK
- Red = Display not connected

Other External screen changes include:

- 'RPM Raise'
- 'Increase' & 'Decrease' RPM touch buttons to adjust engine RPM while at the filling station
- Added in the Warning/Settings page
- 'Density Factor' adjustment

Press the Left or Right arrow touch buttons to Increase or Decrease the Density Factor by 0.001 increments.

Press & hold the clean page touch button to access.

Press the Left or Right arrow touch buttons to Increase or Decrease the Density Factor by 0.001 increments.

Press & hold 'Fill Vol' button to record a fill memory volume, press once to get this volume, press again to fill to full tank.

New drop-down warnings from the top of the display. These will self-clear or push the "clean page button" to clear them.

More colour functions are now included in the Push button pad.

The Push button pad light now includes more color functions:

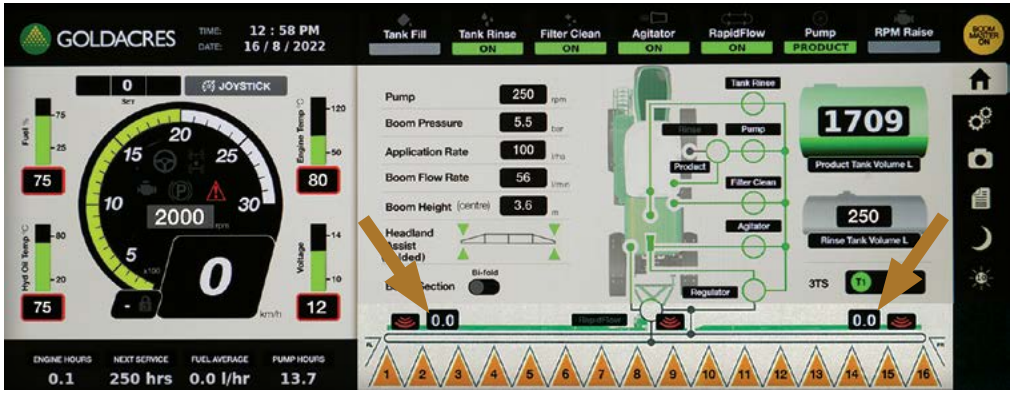
- Green / Blue = On
- Yellow = Waiting
- Solid Red = Error
- Alternating Red & Green or Blue = Running with error (eg, pump under speed).

An External Buzzer will now sound once when the desired tank volume is achieved.

Both the internal and external displays can now be used at the same time. You can turn the pump On at the external fill station and Off in the cabin if required.

NOTE

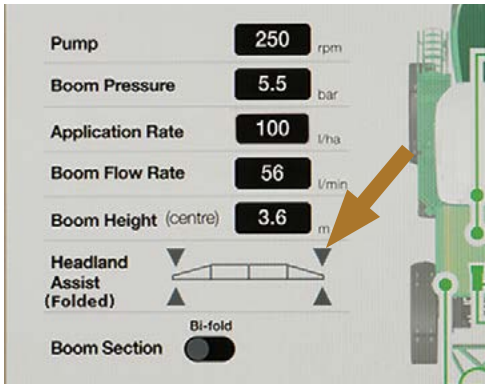
Virtual controls are for diagnostic use only.



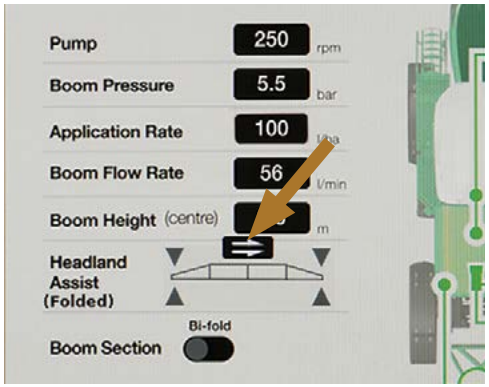
Updated 'Home' screen showing Boom XRT Option sensor heights.

Optional XRT

Boom XRT sensor heights (if XRT option is fitted) are now displayed on the Home screen next to the sensor status icons.



Graphic for Boom in level position (arrowheads illuminated Grey).



Graphic for Boom in 'Field' position.

Headland Assist

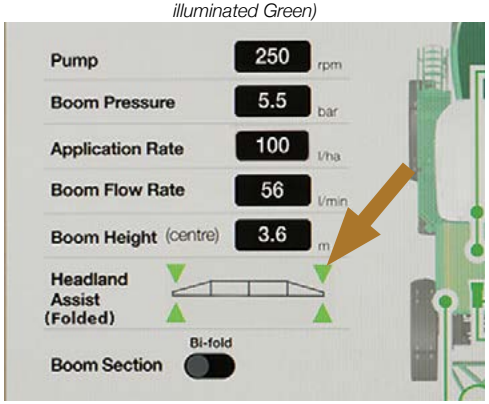
Headland assist display of the G-Hub Home screen is improved for greater clarity & functionality.

New graphics on the Home screen show boom:

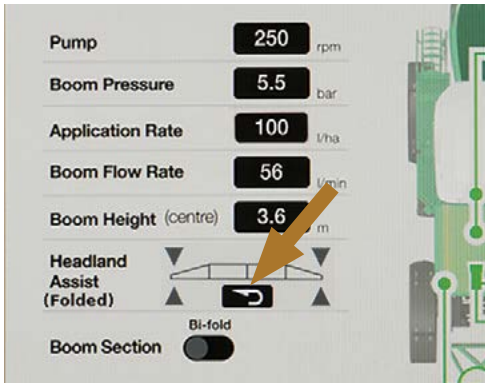
- 'Centre Height' and whether the boom is in
- 'Headland' position or
- 'Field' position.

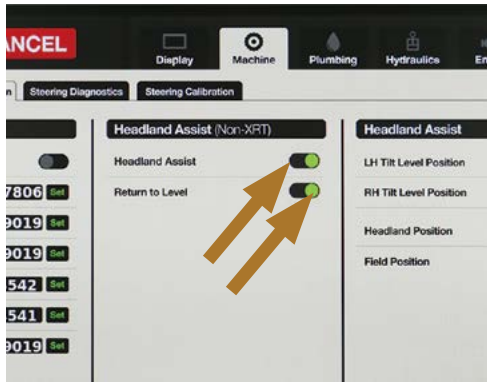
More information is provided under 'G-Hub Settings' (in this Supplement) to assist with Setting-up and Diagnostic functions.

Graphic for Boom returning to 'Level' position (arrowheads illuminated Green)



Graphic for Boom in 'Headland' position.





Activate the 'Headland Assist' & 'Return to Level' functions (illuminate Green).

Headland Assist Settings

The G-Hub Display provides Headland Assist Settings used to lift the boom to a predetermined height when in Headland Assist mode, then return to required spray height when back in Field (Spray) mode.

The Low & High Set Points set the boom height above the target when not using the XRT option.

To Select 'Headland Assist':

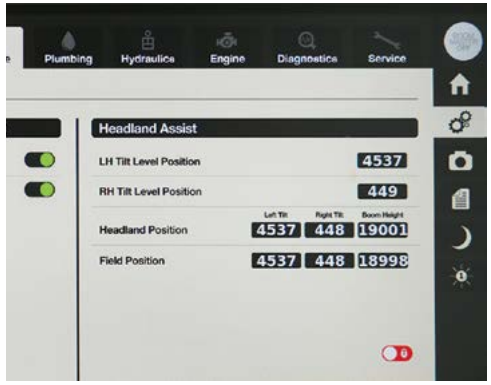
Press the 'Headland Assist' touch button to select the function.

The touch button displays Green when selected & Grey when deselected.

To Select the 'Return to Level':

Press the 'Return to Level' touch button to select the function.

The touch button displays Green when selected & Grey when deselected.



Sensor values for the Headland Assist auto functions can be set when the boom is folded out into position.

Setting the 'Headland Assist' Position

Sensor values for the Headland Assist auto functions can be set when the boom is folded out into position.

To Set the 'Headland' Position:

1 Adjust the boom centre section to the desired headland height, then position the LH & RH boom tilt to the desired headland height.
2 Press & hold the 'Cruise Master' push button.
3 While holding the 'Cruise Master' push button, press 'Dual tilt up' push button to set the position, then release both push buttons.

To Set the 'Field' Position:

1 Adjust the boom centre section to the desired working height.
2 Press & hold the 'Cruise Master' push button.
3 While holding the 'Cruise Master' push button. press 'Dual Tilt Down' push button to set the position, then release both push buttons.

Press & hold the 'Cruise Master' switch, then press the 'Boom Lower' push button to set the 'Return to Level' position.

Setting the 'Return to Level' Position

To Set the 'Level' Position:

1 Move the boom to desired position.

2 Press and hold 'Cruise Master' push button.

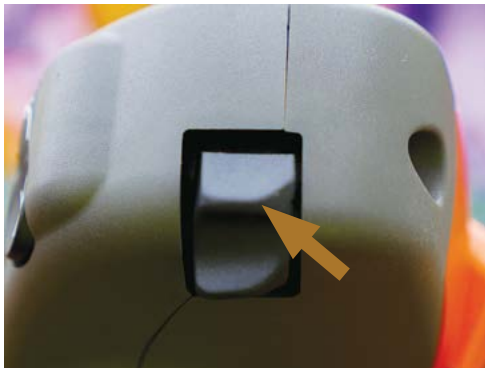
3 While holding the 'Cruise Master' push button, press 'Boom Lower' push button to set the position, then release both push buttons.

The Headland Assist set up is now complete.

After the 'Headland Assist' & 'Return to Level' positions are set, the sensor values will be displayed on the 'Headland Assist' settings screen after a power cycle (Off & On).

Sensor values range from 4000 to 20000.

While holding the 'Cruise Master' switch, press the 'Boom Lower' push button to set the 'Return to Level' position.



Press & hold the 'Cruise Master' switch, then press the 'Tilt Up' rocker switch to move the boom to the 'Headland' position.

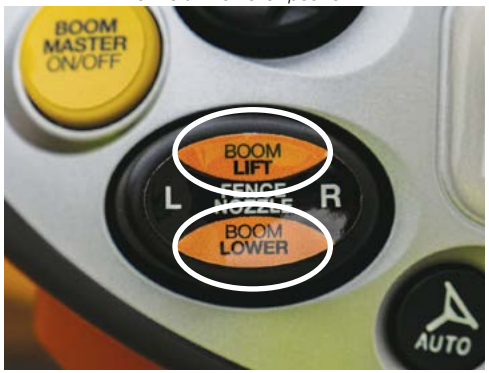
Operating 'Headland Assist'

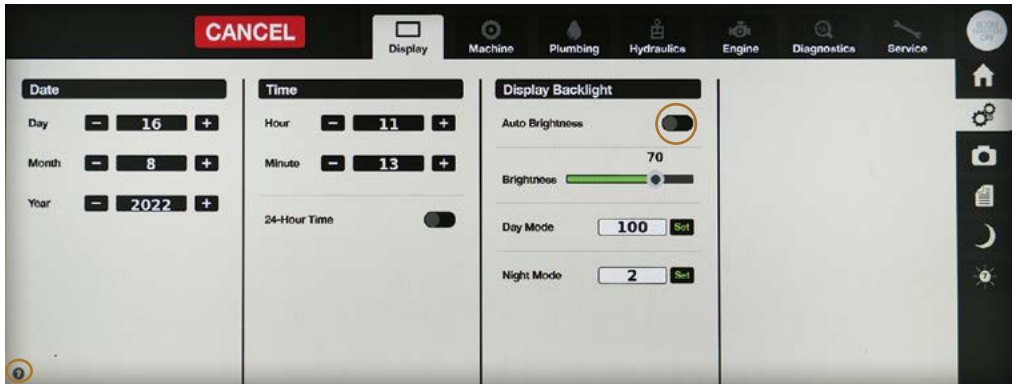
Double press 'Dual Tilt Up' push button to move the boom to the 'Headland' position

Double press 'Dual Tilt Down' rocker switch to move the boom to 'Field' position

Double press 'Boom Lift' or 'Boom Lower' push buttons to 'Return to Level' position.

Double press the Boom Lift or Boom Lower push buttons to 'Return to Level' position.





Updated G-Hub Display screen showing the 'Help (?)' & 'Auto Brightness' touch buttons (refer G6 Crop Cruiser Series 2 Manual page 74).

G-Hub Settings

Various screens have changes and/or new screen added in the software update for the G-Hub controller:

- Display
- Machine/Setup
- Machine/Boom Automation
- Settings/Machine/Steering Diagnostics
- Machine/Steering Calibration
- Plumbing/Boom Sections
- Plumbing/Tank Levels
- Plumbing/Tank Levels
- Hydraulics
- Engine/Engine
- Engine/Transmission
- Engine/Cruise
- Engine/Faults

NOTE

The updated software provides a 'Help (?)' touch button on each screen where operator settings are required. Press the 'X' touch button to close the close the screen.

Screens providing machine operating information only do not have a 'Help (?)' touch button.

- Diagnostics/Nework
- Diagnostics/G-Motion
- Diagnostics/Console
- Diagnostics/Boom I/O
- Diagnostics/PLC I/O Input
- Diagnostics/PLC I/O Ouput
- Service/Hardware
- Service/Software
- Service/Active Faults
- Service/Fault History

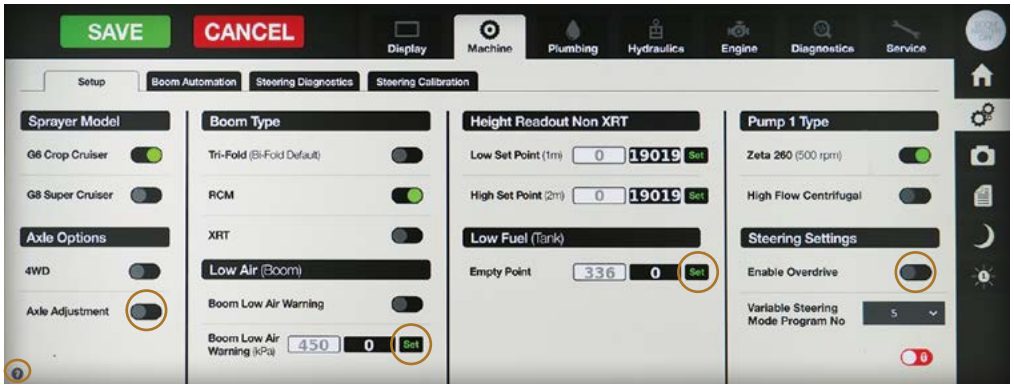
Display

The updated Display screen includes the addition of:

- 'Help (?)' touch button in the lower left hand corner of the screen

  Press the 'Help (?)' touch button & a help information screen appears
- 'Auto Brightness' touch button

  Press the touch button to choose On or Off - displays Green when On & Grey when Off.



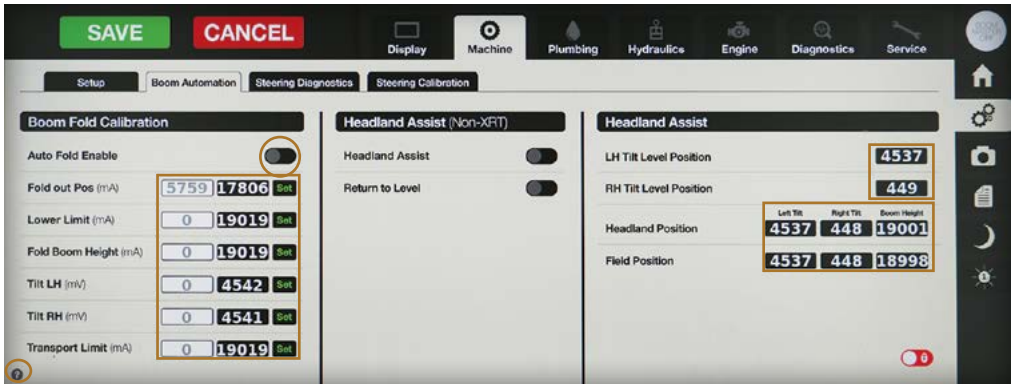
Updated 'Machine/Settings' screen showing 'Axle Adjustment', 'Boom Low Air Warning', 'Steering Setting' & 'Help (?)' touch buttons (refer G6 Crop Cruiser Series 2 Manual page 75).

Machine/Setup

The 'Machine Setup' menus are now displayed in 4 full screens.

Additions to the 'Setup" screen include:

- 'Axle Adjustment' touch button (under Axle Options)
- 'Boom Low Air Warning Set' touch button (under Low Air (Boom) for setting the low boom air pressure warning.
- 'Empty Point Set' touch button (under Low Fuel (Tank) for setting a low fuel set point.
- Steering Settings 'Enable Overdrive' touch button & 'Variable Steering Mode Program No' (previously under hydraulics settings)
- 'Help (?)' touch button.



New 'Boom Automation' screen showing the 'Enable Auto Fold' touch button, 'Sensor & Set' display values & 'Headland Assist' tilt position values & 'Help (?)' touch button (refer G6 Crop Cruiser Series 2 Manual page 75).

Machine/Boom Automation

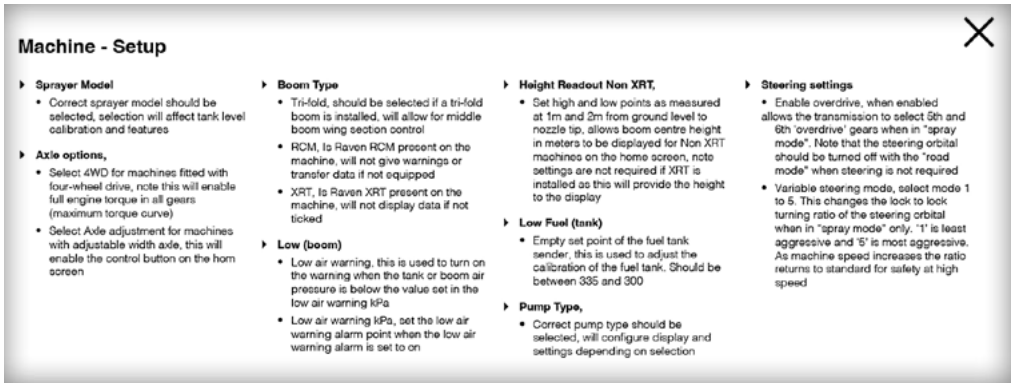
The new 'Machine/Boom Automation" screen includes additional settings and information:

- 'Enable Auto Fold' touch button

  The master ON / Off switch has been added to allow the 'Auto Fold' function to be turned off simply if there is a faulty sensor.

  Press the 'Auto Fold Enable' touch button to choose On or Off - displays Green when On & Grey when Off.
- Displays the 'Sensor & Set' values of all boom folding functions
- Displays 'Headland Assist' tilt & position values
- 'Help (?)' touch button.

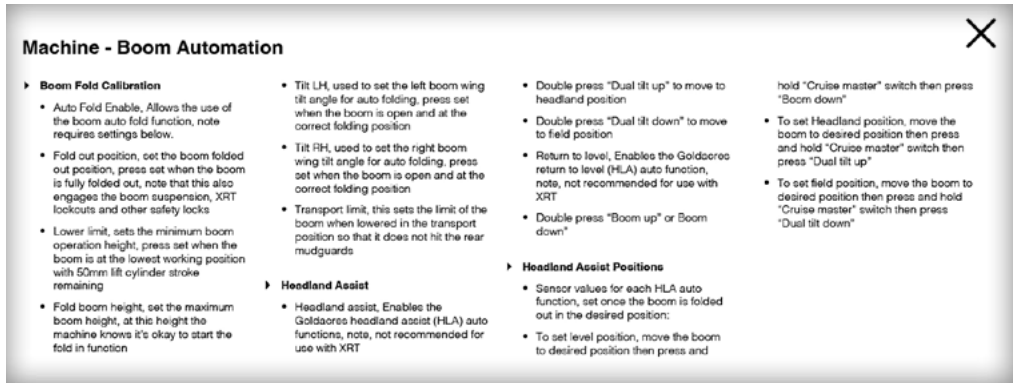
Press the 'Settings' screen 'Help (?)' touch button to display the Help information shown below.



Machine - Setup

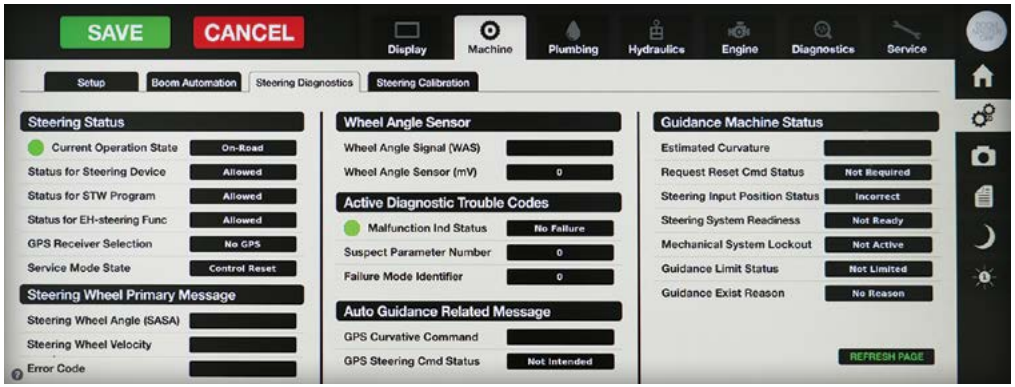
- **Sprayer Model**
  - Correct sprayer model should be selected, selection will affect tank level calibration and features
- **Axle options,**
  - Select 4WD for machines fitted with four-wheel drive, note this will enable full engine torque in all gears (maximum torque curve)
  - Select Axle adjustment for machines with adjustable width axle, this will enable the control button on the horn screen
- **Boom Type**
  - Tri-fold, should be selected if a tri-fold boom is installed, will allow for middle boom wing section control
  - RCM, Is Raven RCM present on the machine, will not give warnings or transfer data if not equipped
  - XRT, Is Raven XRT present on the machine, will not display data if not ticked
- **Low (boom)**
  - Low air warning, this is used to turn on the warning when the tank or boom air pressure is below the value set in the low air warning kPa
  - Low air warning kPa, set the low air warning alarm point when the low air warning alarm is set to on
- **Height Readout Non XRT,**
  - Set high and low points as measured at 1m and 2m from ground level to nozzle tip, allows boom centre height in meters to be displayed for Non XRT machines on the home screen, note settings are not required if XRT is installed as this will provide the height to the display
- **Low Fuel (tank)**
  - Empty set point of the fuel tank sender, this is used to adjust the calibration of the fuel tank. Should be between 335 and 300
- **Pump Type,**
  - Correct pump type should be selected, will configure display and settings depending on selection
- **Steering settings**
  - Enable overdrive, when enabled allows the transmission to select 5th and 6th 'overdrive' gears when in "spray mode". Note that the steering orbital should be turned off with the "road mode" when steering is not required
  - Variable steering mode, select mode 1 to 5. This changes the lock to lock turning ratio of the steering orbital when in "spray mode" only. '1' is least aggressive and '5' is most aggressive. As machine speed increases the ratio returns to standard for safety at high speed

Press the 'Boom Automation' screen 'Help (?)' touch button to display the Help information shown below.



Machine - Boom Automation

- **Boom Fold Calibration**
  - Auto Fold Enable, Allows the use of the boom auto fold function, note requires settings below.
  - Fold out position, set the boom folded out position, press set when the boom is fully folded out, note that this also engages the boom suspension, XRT lockouts and other safety locks
  - Lower limit, sets the minimum boom operation height, press set when the boom is at the lowest working position with 50mm lift cylinder stroke remaining
  - Fold boom height, set the maximum boom height, at this height the machine knows it's okay to start the fold in function
  - Tilt LH, used to set the left boom wing tilt angle for auto folding, press set when the boom is open and at the correct folding position
  - Tilt RH, used to set the right boom wing tilt angle for auto folding, press set when the boom is open and at the correct folding position
  - Transport limit, this sets the limit of the boom when lowered in the transport position so that it does not hit the rear mudguards
- **Headland Assist**
  - Headland assist, Enables the Goldacres headland assist (HLA) auto functions, note, not recommended for use with XRT
  - Double press "Dual tilt up" to move to headland position
  - Double press "Dual tilt down" to move to field position
  - Return to level, Enables the Goldacres return to level (HLA) auto function, note, not recommended for use with XRT
  - Double press "Boom up" or Boom down"
- **Headland Assist Positions**
  - Sensor values for each HLA auto function, set once the boom is folded out in the desired position:
  - To set level position, move the boom to desired position then press and hold "Cruise master" switch then press "Boom down"
  - To set Headland position, move the boom to desired position then press and hold "Cruise master" switch then press "Dual tilt up"
  - To set field position, move the boom to desired position then press and hold "Cruise master" switch then press "Dual tilt down"



New 'Steering Diagnostics' screen showing the menus & touch button functions.

New 'Steering Calibration' screen showing the menus & touch button functions.

Machine/Steering Diagnostics

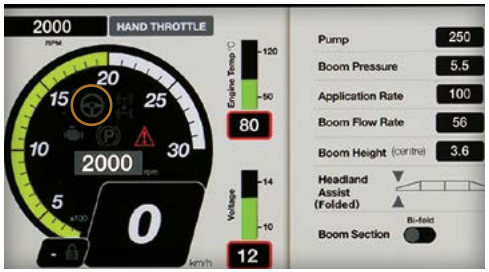
The new 'Steering Diagnostics' screen has been added to assist troubleshooting and diagnostics of the steering system.

The Steering Wheel symbol (touch button) on the Home screen can be used for quick access to the 'Steering Diagnostics' screen.

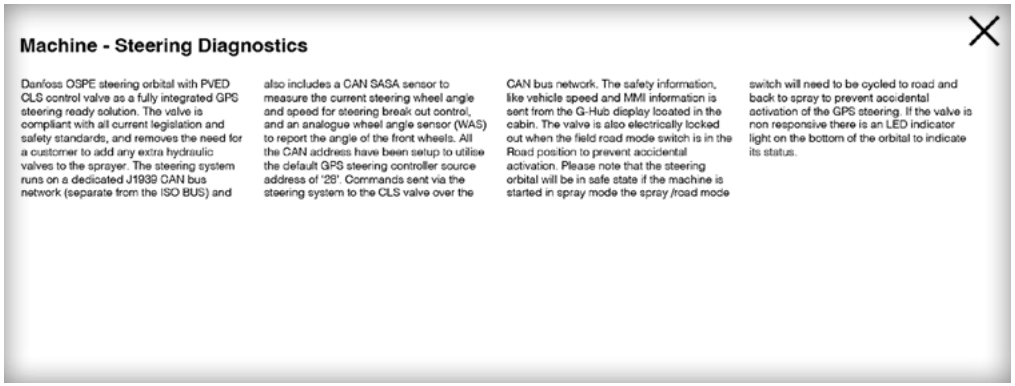
The new 'Steering Diagnostics' screen includes the following menus:

- Steering Status
- Steering Wheel Primary Message
- Wheel Angle Sensor
- Active Diagnostic Trouble Codes
- Auto Guidance Related Message
- Guidance Machine Status &
- 'Help (?)' touch button.

Press the 'Steering Wheel' symbol push button for quick access to the 'Steering Diagnostics' screen.



Press the 'Steering Diagnostics' screen 'Help (?)' touch button to display the Help information shown below.



Machine - Steering Diagnostics

Danfoss OSPE steering orbital with PVED CLS control valve as a fully integrated GPS steering ready solution. The valve is compliant with all current legislation and safety standards, and removes the need for a customer to add any extra hydraulic valves to the sprayer. The steering system runs on a dedicated J1939 CAN bus network (separate from the ISO BUS) and also includes a CAN SASA sensor to measure the current steering wheel angle and speed for steering break out control, and an analogue wheel angle sensor (WAS) to report the angle of the front wheels. All the CAN address have been setup to utilise the default GPS steering controller source address of '28'. Commands sent via the steering system to the CLS valve over the CAN bus network. The safety information, like vehicle speed and MMI information is sent from the G-Hub display located in the cabin. The valve is also electrically locked out when the field road mode switch is in the Road position to prevent accidental activation. Please note that the steering orbital will be in safe state if the machine is started in spray mode the spray /road mode switch will need to be cycled to road and back to spray to prevent accidental activation of the GPS steering. If the valve is non responsive there is an LED indicator light on the bottom of the orbital to indicate its status.

Machine/Steering Calibration

The new 'Steering Calibration' screen has been added to allow the complete set-up and calibration of the steering system without the need of connecting to a computer.

The new 'Steering Calibration' screen includes the following settings & information:

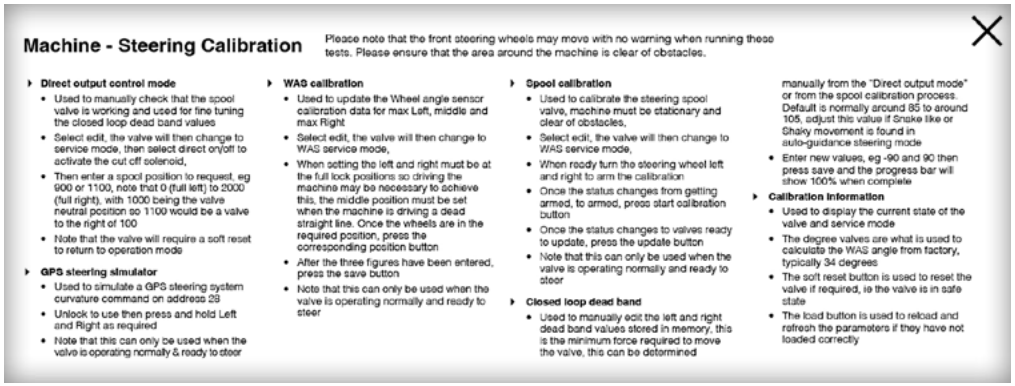
- Direct Output Mode
- GPS Steering Simulation
- WAS Calibration
- Spool Calibration
- Closed Loop Deadband
- Calibration Information &
- 'Help (?)' touch button.

⚠WARNING

Wheels may move or turn unexpectedly when wheel settings are changed.

Ensure the Crop Cruiser is safely & securely parked and all persons are clear of potential danger before recalibrating, otherwise personal injury or damage may occur.

Press the 'Steering Calibration' screen 'Help (?)' touch button to display the Help information shown below.



Machine - Steering Calibration

Please note that the front steering wheels may move with no warning when running these tests. Please ensure that the area around the machine is clear of obstacles.

Direct output control mode
- Used to manually check that the spool valve is working and used for fine tuning the closed loop dead band values
- Select edit, the valve will then change to service mode, then select direct on/off to activate the cut off solenoid,
- Then enter a spool position to request, eg 900 or 1100, note that 0 (full left) to 2000 (full right), with 1000 being the valve neutral position so 1100 would be a valve to the right of 100
- Note that the valve will require a soft reset to return to operation mode

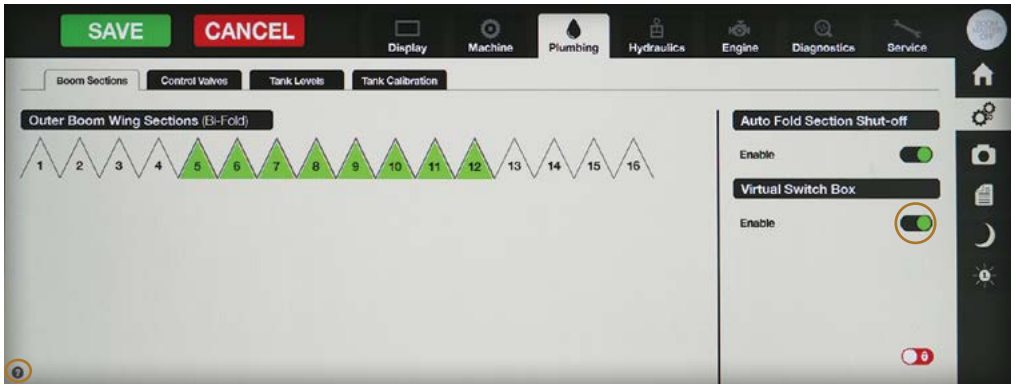
GPS steering simulator
- Used to simulate a GPS steering system curvature command on address 28
- Unlock to use then press and hold Left and Right as required
- Note that this can only be used when the valve is operating normally & ready to steer

WAS calibration
- Used to update the Wheel angle sensor calibration data for max Left, middle and max Right
- Select edit, the valve will then change to WAS service mode,
- When setting the left and right must be at the full lock positions so driving the machine may be necessary to achieve this, the middle position must be set when the machine is driving a dead straight line. Once the wheels are in the required position, press the corresponding position button
- After the three figures have been entered, press the save button
- Note that this can only be used when the valve is operating normally and ready to steer

Spool calibration
- Used to calibrate the steering spool valve, machine must be stationary and clear of obstacles,
- Select edit, the valve will then change to WAS service mode,
- When ready turn the steering wheel left and right to arm the calibration
- Once the status changes from getting armed, to armed, press start calibration button
- Once the status changes to valves ready to update, press the update button
- Note that this can only be used when the valve is operating normally and ready to steer

Closed loop dead band
- Used to manually edit the left and right dead band values stored in memory, this is the minimum force required to move the valve, this can be determined manually from the "Direct output mode" or from the spool calibration process. Default is normally around 85 to around 105, adjust this value if Snake like or Shaky movement is found in auto-guidance steering mode
- Enter new values, eg -90 and 90 then press save and the progress bar will show 100% when complete

Calibration information
- Used to display the current state of the valve and service mode
- The degree valves are what is used to calculate the WAS angle from factory, typically 34 degrees
- The soft reset button is used to reset the valve if required, ie the valve is in safe state
- The load button is used to reload and refresh the parameters if they have not loaded correctly



Updated 'Plumbing/Boom Sections' screen showing the additional Virtual Switch Box 'Enable' & 'Help (?)' touch buttons (refer G6 Crop Cruiser Series 2 Manual page 76).

Updated 'Plumbing/Tank Calibration' screen with removal of the Tank Calibrarion function and the addition of the 'Help (?)' touch button (refer G6 Crop Cruiser Series 2 Manual page 79).

Plumbing/Boom Sections

Additions on the updated 'Boom Sections' screen include:

- Virtual Switch Box with an 'Enable' touch button

  The 'Enable' On/Off switch is added to activate or de-activate the Boom Section switches on the G-Hub Home screen
- 'Help (?)' touch button.

Plumbing/Tank Levels

Additions to the updated 'Tank Level' screen include:

- RCM Link 'Transfer Tank Vol to RCM' now functional 'Enable' touch button

  Press the 'Enable' touch button to choose On or Off - displays Green when On & Grey when Off.
- The Tank Vol Difference (L)' is the trigger point to update the RCM volume.
- 'Help (?)' touch button.

Plumbing/Tank Calibration

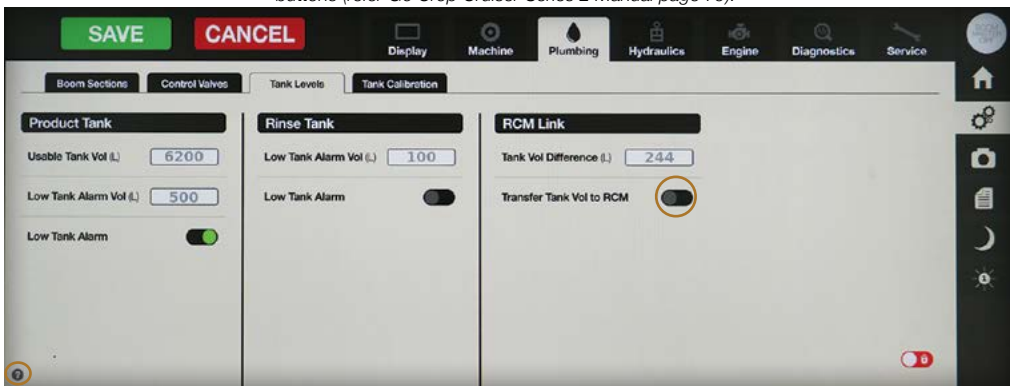
Updated 'Tank Calibration' screen includes the removal of the Product Tank Calibration function and the Addition of the 'Help (?)' touch button.

Hydraulics

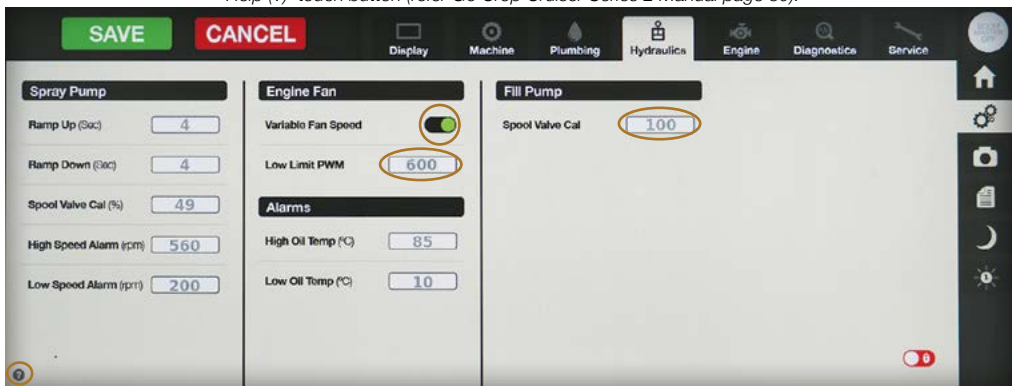
Additions to the updated 'Hydraulics' screen include:

- Engine Fan 'Variable Fan Speed' & 'Low Limit PWM' are now functional
- Fill Pump 'Spool Valve' setting for future PWM valve - must be set to 100 for non PWM valves.
- 'Help (?)' touch button.

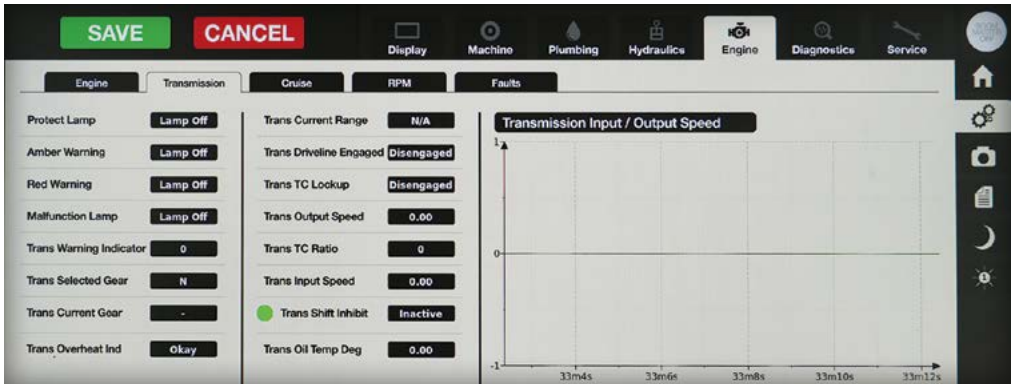
Updated 'Plumbing/Tank Levels' screen showing the now functional Transfer Tank Vol to RCM 'Enable' & 'Help (?)' touch buttons (refer G6 Crop Cruiser Series 2 Manual page 79).



Updated 'Hydraulics' screen showing the now functional 'Variable Fan Speed' & 'Low Limit PWM' touch buttons and the 'Help (?)' touch button (refer G6 Crop Cruiser Series 2 Manual page 80).



Updated 'Engine' screen to provide current engine information for the operator (refer G6 Crop Cruiser Series 2 Manual page 84).



New 'Engine/Transmission' screen to provide current transmission information for the operator (refer G6 Crop Cruiser Series 2 Manual page 84).

Engine/Engine

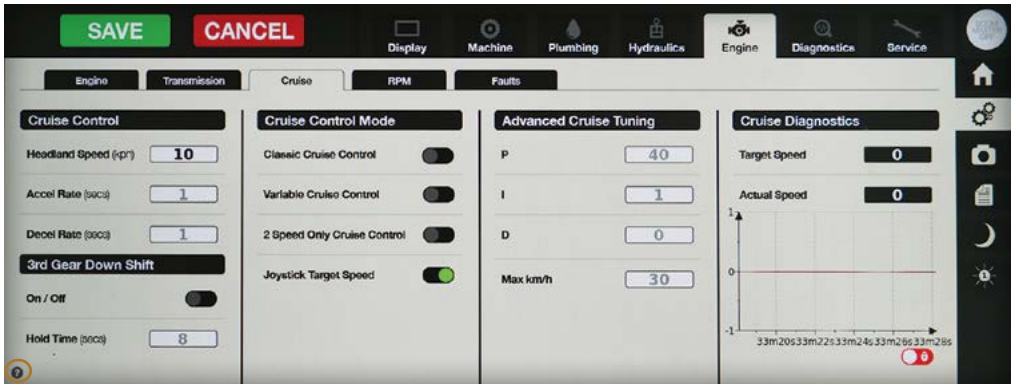
The updated 'Engine' screen adds Trip Distance & Diagnostics and:

- Operation State
- Amber Lamp
- Red Lamp
- Total Idle Fuel Used (L)
- Avg Life Time Fuel (l/hr)
- Total Engine (hrs)
- Total Idle (hrs)
- ECU (hrs)
- Estimated Fan (%)
- Intake Temperature
- Water in Fuel
- RPM and Fuel Rate display.

Engine/Transmission

The new 'Transmission' screen provides current transmission information:

- Protect Lamp
- Amber Warning
- Red Warning
- Malfunction Lamp
- Trans Warning Indicator
- Trans Selected Gear
- Trans Current Gear
- Trans Overheat Ind
- Trans Current Range
- Trans Driveline Engaged
- Trans TC Lockup
- Trans Output Speed
- Trans TC Ratio
- Trans Input Speed
- Trans Shift Inhibit
- Trans Oil Temp Deg
- Transmission Input/Output Speed display.



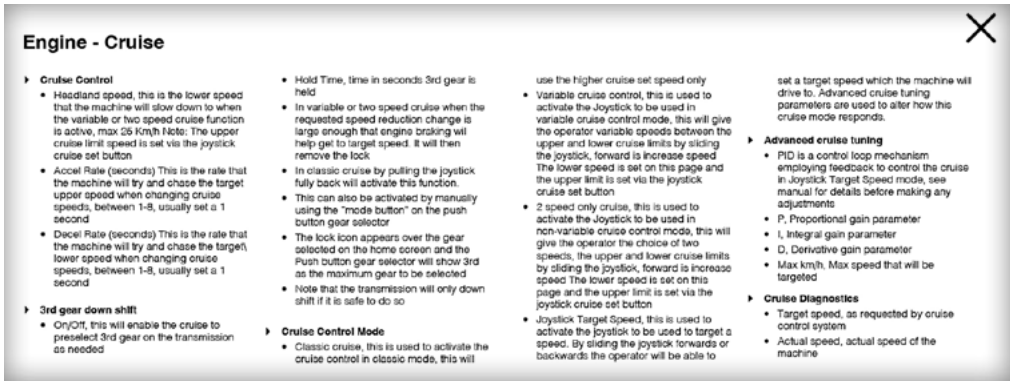
Updated 'Cruise' screen provides additional Cruise Control settings & information for the operator (refer G6 Crop Cruiser Series 2 Manual pages 85-86).

Engine/Cruise

The updated 'Cruise' screen gives additional information & settings under 5 headings:

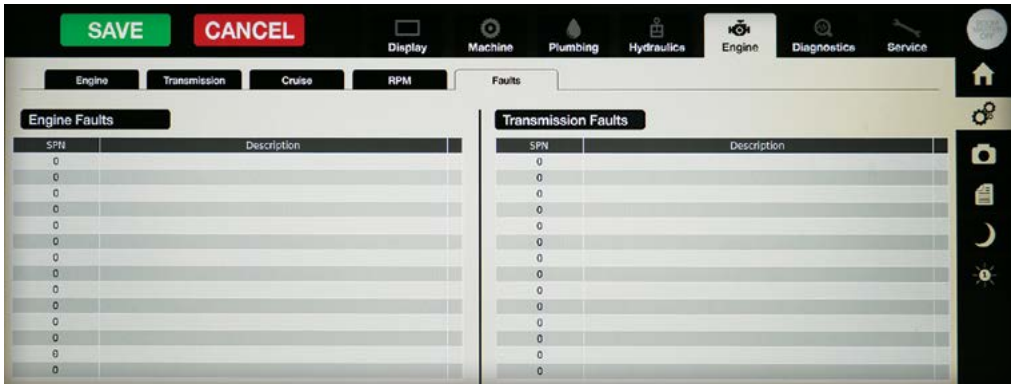
- Cruise Control (no changes)
- 3rd Gear Down Shift
  - On/Off touch button
  - Hold Time (sec)
- Cruise Control Mode
  - New 'Joystick Target Speed' On/Off touch button
- Advanced Cruise Tuning - for better tuning for operator style & conditions ('Joystick Target Speed' mode only)
  - P display
  - I display
  - D display
  - Max km/h display
- Cruise Diagnostics (to assist in tuning & troubleshooting of Cruise control)
  - Target Speed display
  - Actual Speed display
  - Live graph (to assist monitoring Cruise performance)
- 'Help (?)' touch button.

New 'Engine - Cruise' Help screen for more operator information (refer G6 Crop Cruiser Series 2 Manual page 84).



Engine - Cruise

- **Cruise Control**
  - Headland speed, this is the lower speed that the machine will slow down to when the variable or two speed cruise function is active, max 25 Km/h Note: The upper cruise limit speed is set via the joystick cruise set button
  - Accel Rate (seconds) This is the rate that the machine will try and chase the target upper speed when changing cruise speeds, between 1-8, usually set a 1 second
  - Decel Rate (seconds) This is the rate that the machine will try and chase the target\ lower speed when changing cruise speeds, between 1-8, usually set a 1 second
- **3rd gear down shift**
  - On/Off, this will enable the cruise to preselect 3rd gear on the transmission as needed
  - Hold Time, time in seconds 3rd gear is held
  - In variable or two speed cruise when the requested speed reduction change is large enough that engine braking wil help get to target speed. It will then remove the lock
  - In classic cruise by pulling the joystick fully back will activate this function.
  - This can also be activated by manually using the "mode button" on the push button gear selector
  - The lock icon appears over the gear selected on the home screen and the Push button gear selector will show 3rd as the maximum gear to be selected
  - Note that the transmission will only down shift if it is safe to do so
- **Cruise Control Mode**
  - Classic cruise, this is used to activate the cruise control in classic mode, this will use the higher cruise set speed only
  - Variable cruise control, this is used to activate the Joystick to be used in variable cruise control mode, this will give the operator variable speeds between the upper and lower cruise limits by sliding the joystick, forward is increase speed The lower speed is set on this page and the upper limit is set via the joystick cruise set button
  - 2 speed only cruise, this is used to activate the Joystick to be used in non-variable cruise control mode, this will give the operator the choice of two speeds, the upper and lower cruise limits by sliding the joystick, forward is increase speed The lower speed is set on this page and the upper limit is set via the joystick cruise set button
  - Joystick Target Speed, this is used to activate the joystick to be used to target a speed. By sliding the joystick forwards or backwards the operator will be able to set a target speed which the machine will drive to. Advanced cruise tuning parameters are used to alter how this cruise mode responds.
- **Advanced cruise tuning**
  - PID is a control loop mechanism employing feedback to control the cruise in Joystick Target Speed mode, see manual for details before making any adjustments
  - P, Proportional gain parameter
  - I, Integral gain parameter
  - D, Derivative gain parameter
  - Max km/h, Max speed that will be targeted
- **Cruise Diagnostics**
  - Target speed, as requested by cruise control system
  - Actual speed, actual speed of the machine



Updated 'Engine/Faults' screen combines Engine & Transisson Faults on the same screen (refer G6 Crop Cruiser Series 2 Manual pages 84 & 224).

Engine/Faults

The updated 'Faults' screen combines Engine & Transmission Faults on the same screen:

- Engine Faults
- Transmission Faults.

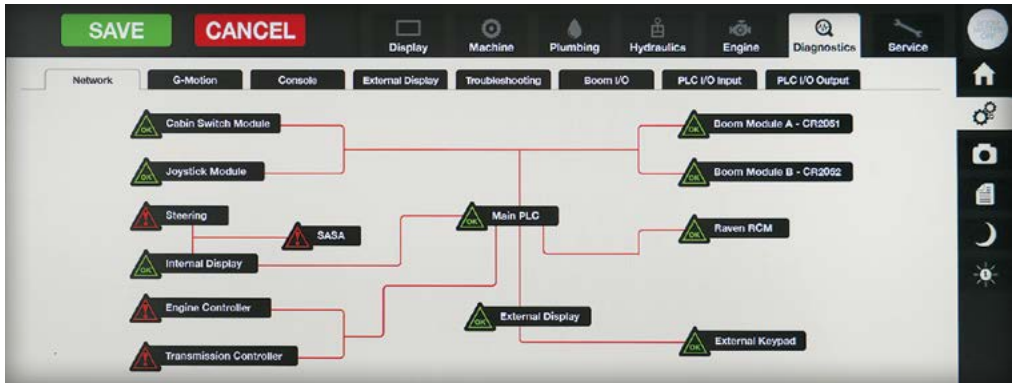
Diagnostics/Network

The updated 'Diagnostics/Network' screen features a clearer layout and the use of terms Cabin Display, GPS, Chassis Controller & ISOBus are omitted.

New terminology used includes:

- Internal Display
- Main PLC
- External Keypad.

Updated 'Diagnostic/Network' screen with new layout & words (refer G6 Crop Cruiser Series 2 Manual page 218).



Updated 'G-Motion' screen to provides better layout for easier operation (refer G6 Crop Cruiser Series 2 Manual page 219).

Updated 'External' screen provides virtual contol function of the (refer G6 Crop Cruiser Series 2 Manual pages 84 & 221).

Diagnostics/G-Motion

The updated 'Diagnostics/G-Motion' screen provides better functionality for operating in 'Virtual Mode'.

Virtual touch buttons are clearer, larger and easier to operate.

Additional items include:

- 'G-Motion Position' display
- 'Slider Position' for Hand Throttle.
- 'Help (?)' touch button.

Diagnostics/Console

The updated 'Diagnostics/Console' screen provides a new layout and additional touch buttons for:

- Axle Adjust
- 'Help (?)'.

Diagnostics/External Screen

The updated 'Diagnostics/External Screen' provides virtual control for 8 x Fill function touch buttons only.

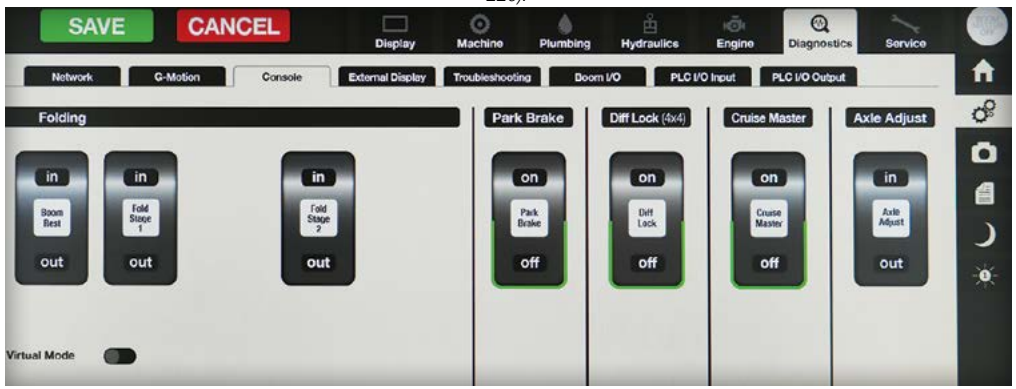
The 'Help (?)' touch button is also added.

Diagnostics/Troubleshooting

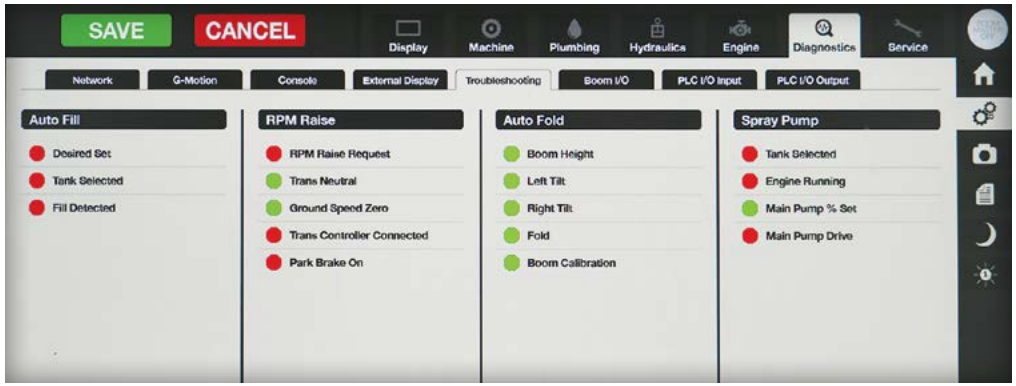
The updated 'Diagnostics/Troubleshooting' screen provides improved graphics to more clearly show the state of each function:

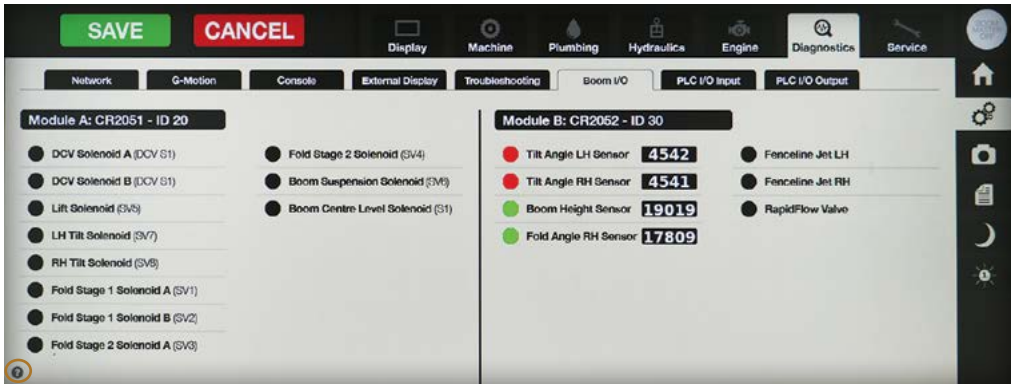
- Red = Error
- Grey = Off
- Green = Active/OK.

Updated 'Console' screen provides new layout & new Axle Adjust touch key (refer G6 Crop Cruiser Series 2 Manual page 220).

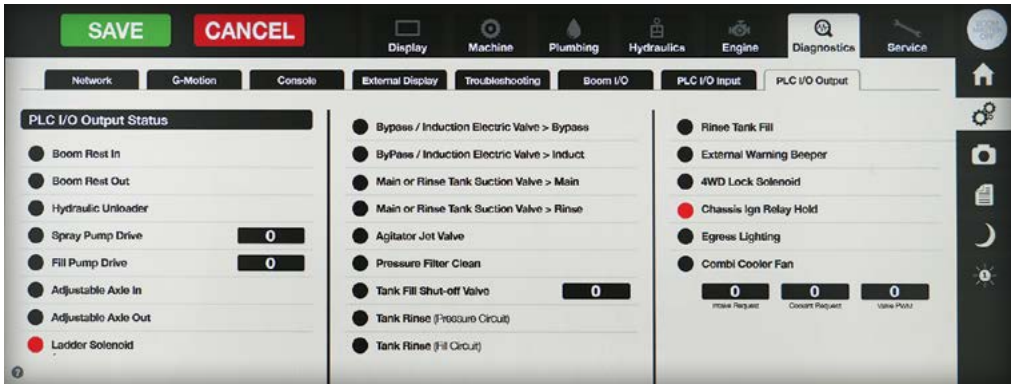


Updated 'Troubleshooting' screen with new layout & better graphics (refer G6 Crop Cruiser Series 2 Manual page 223).





Updated 'Boom I/O' screen provides improved graphics for clearer visuals (refer G6 Crop Cruiser Series 2 Manual page 223).



Updated 'PLC I/O Output' screen provides improved graphics for clearer visuals (refer G6 Crop Cruiser Series 2 Manual page 224).

Diagnostics/Boom I/O

The updated 'Diagnostics/Boom I/O' screen provides improved graphics to more clearly show the state of each function:

- Red = Error
- Grey = Off
- Green = Active/OK.

Diagnostics/PLC I/O Input

The updated 'Diagnostics/PLC I/O Input' screen provides improved graphics to more clearly show the state of each function:

- Red = Error
- Grey = Off
- Green = Active/OK.

Diagnostics/PLC I/O Output

The updated 'Diagnostics/PLC I/O Output' screen provides improved graphics to more clearly show the state of each function:

- Red = Error
- Grey = Off
- Green = Active/OK.

Service/Hardware

The updated 'Service' screen now shows 4 tab screens instead of 3 for easier servicing:

- Hardware
- Software
- Active Faults
- Fault History

The 'Help (?)' touch button is also added to the Hardware screen.

Updated 'PLC I/O Input' screen provides improved graphics for clearer visuals (refer G6 Crop Cruiser Series 2 Manual page 223).

Updated 'Hardware' screen (refer G6 Crop Cruiser Series 2 Manual page 184).

Updated 'Software' screen (refer G6 Crop Cruiser Series 2 Manual page 54).

Updated 'Fault History' screen (refer G6 Crop Cruiser Series 2 Manual page 184).

Service/Hardware

The updated 'Service/Software' screen includes additonal touch buttons:

- Load Splash Screen
- Reboot Recovery
- Boot Setup
- Initialise Settings
- 'Help (?)' information.

Service/Active Faults

The updated 'Service/Active Faults' screen is a new layout.

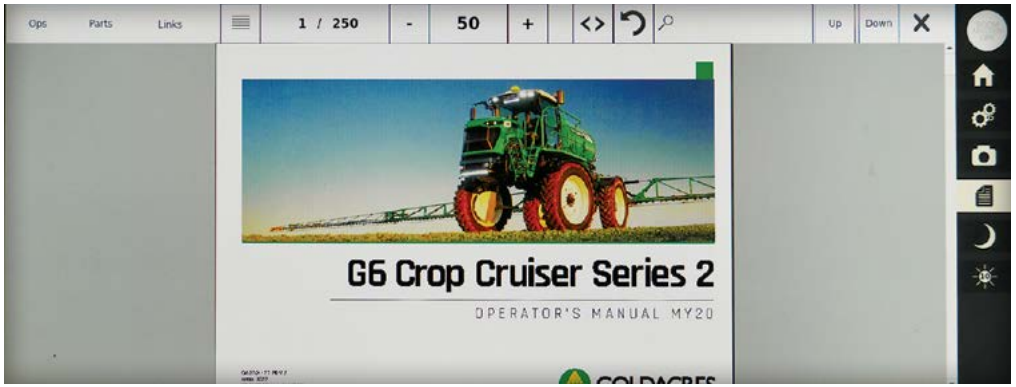
Service/Fault History

The updated 'Service/Fault History' screen chart has been revised to record all previous (non-active) faults. This can assist diagnosing intermittent faults.

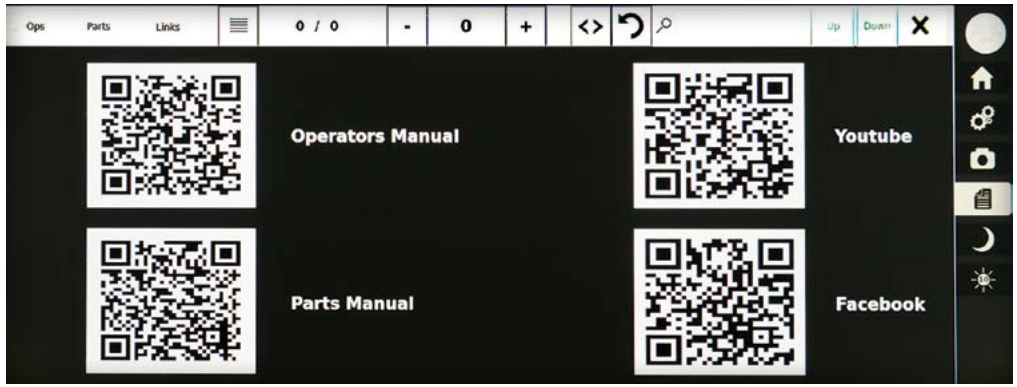
The chart records the fault, time and how many occurrences.

A clear button has been added to clear the fault history as required.

Updated 'Active Faults' screen (refer G6 Crop Cruiser Series 2 Manual page 184).



Use the touch buttons & content pages to quickly access the information required.



Updated 'QR Codes' screen provides quick access to the most up to date information from Goldacres website.

Document Centre

Copies of Operators & Parts manuals in PDF format can be accessed and viewed via the 12" cabin screen.

Use the touch buttons and contents page to quickly access the information you require.

Please note these manuals are accurate at of time of loading and are subject to change.

For the most recent and accurate versions of all manuals refer to the Goldacres website -

www.goldacres.com.au

There are QR codes to give quick access to the most up to date versions of both Parts and Operators manuals on the Goldacres website.

Use the touch buttons & content pages to quickly access the information required.