



1021G+ X-DRIVE & 1121G+ X-DRIVE
TIPS & TRICKS

Thank you for choosing this product and welcome to the world of G+ X-DRIVE wheel loaders.

This quick guide is designed to help you make the best use of your wheel loader, achieving maximum productivity with full comfort and optimal fuel efficiency.

WARNING!

This quick guide does not replace the Operation and Maintenance Manual, which must be carefully read before operating this machine.

GET STARTED

After completing the daily checks (see Operation and Maintenance Manual) and ensuring that there are no error codes, leaks, or any other issues that could prevent proper machine operation, we recommend following the steps described below.

1. Evaluate the consistency of the material to be handled and the ground conditions in order to correctly set the traction (rim pull) using the dedicated switch located near the ignition key (fig. 1 ref. 1). By operating this momentary rocker switch, traction capacity can be increased by pressing the upper section n times, in successive +10% steps, or reduced by pressing the lower section, decreasing it by ~10% with each press.

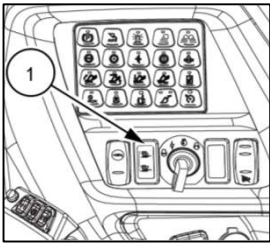


Fig. 1

2. The "rimpull" value is shown on the display in the lower left corner, immediately above the hour meter icon as shown in Fig. 2. It is recommended to lower the traction percentage on soft ground and increase it on firm ground instead. Keep an average value (about 80%) on medium-compact soils and in the presence of medium-hard material to be moved. Adjusting the rimpull correctly will prevent wheel slippage during the bucket filling phase and ensure more effective penetration at lower engine speeds.

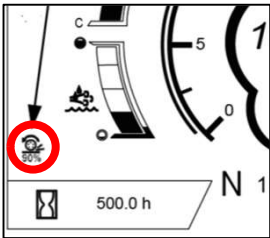


Fig. 2

3. Set the speed selector to the "D" (DRIVE – fig. 3) position. This enables all available speed ranges, allowing the system to automatically decide when to prioritize torque for greater pushing power and when to prioritize travel speed. All of this occurs without the "shift shocks" typical of conventional powershift transmissions.

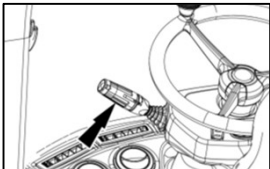


Fig. 3

5. Click on the icon indicated by the arrow in fig. 4 to access the "Engine mode setting" menu.



Fig. 4

6. Select "Engine (fig. 5)

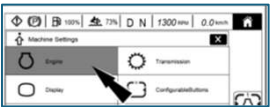


Fig. 5

6. To work while optimizing fuel consumption and operational efficiency, it is recommended to select the "Smart" mode (fig. 6). This mode allows operation at lower engine speeds without compromising pushing performance. It is particularly suitable for handling loose and dry material. For moving more resistant materials, you can switch to the "Maximum" mode.

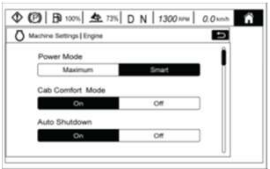


Fig. 6

7. Now go back to the "Machine Settings" menu and select "Transmission" (fig. 7).

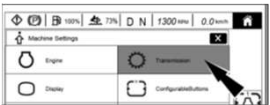


Fig. 7

8. On the "Transmission Behavior" bar (fig. 8) it is possible to set the stopping distance without using the brake by exploiting the properties of the hydrostatic part of the transmission, in the following modes:

- Smooth: long stopping distance. Similar behavior to powershift transmission.
- Moderate: Medium stopping distance.
- Aggressive: short stopping distance. Behavior similar to hydrostatic transmission.



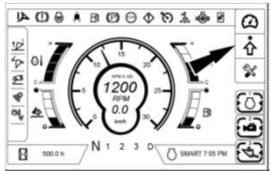
Fig. 8

9. Within the "Transmission Behavior" menu, sliders are available to set the maximum travel speed for each range of the virtual gears (fig. 9). When the transmission selector is set to position "D," the virtual gear simulation does not affect the transmission's operating behavior. If operation requires the use of special attachments—such as a snow-blower turbine—that demand high hydraulic flow (i.e., high engine speed) combined with a low travel speed (e.g., maximum 3.5 km/h), the gear selector can be set to position 1. The maximum speed can then be limited to 3.5 km/h using the corresponding slider. This example is provided for illustrative purposes only.



Fig. 9

10. Now go back to the "Home" screen. Ready to go!



WHILE WORKING

- With the suggested settings, in the most common operating scenarios—such as truck loading in the yard or feeding hoppers with inert material (sand, gravel, or aggregates)—you will notice that the machine requires a different driving style if you are accustomed to operating wheel loaders equipped with a conventional powershift transmission.
- The first thing you will notice is the machine's ability to deliver high power and generous torque to the ground, evident from its increased penetration capability into the pile at a significantly lower engine speed.
- This will have a considerable impact on fuel consumption. The lower engine speed will also result in reduced noise levels inside the cab.
- Get used to operating the machine without fully pressing the accelerator pedal. In most cases, keeping the engine speed at 1300-1400 rpm is sufficient to achieve a full-bucket loading cycle.
- A lower engine noise level may make normal hydraulic sounds—such as a light whistling—more noticeable during loading, especially while pushing into the material pile.

This is an absolutely normal behavior. When the transmission is under load and no torque converter is present, the hydrostatic section of the transmission generates the torque required to overcome the material resistance.

If the suggested settings have been applied, the phenomenon will be greatly reduced and almost imperceptible.

If, instead, the machine is set as follows:

- Engine mode: "Maximum"
- Incorrect "rimpull" setting, or a setting not suited to ground conditions or to the consistency of the material being handled,

the phenomenon may become more noticeable to the operator, while still remaining within the range of normal operating behavior.

It should be noted that, in most cases, configuring the machine with extreme settings does not result in improved productivity. Instead, it leads to increased noise levels and higher fuel consumption, both of which can be avoided.



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