

# HP 100-170 | MF6400 & 7400

The medium-horsepower series from Massey Ferguson:  
Pure performance and power



VISION INNOVATION LEADERSHIP QUALITY RELIABILITY SUPPORT PRIDE COMMITMENT



MASSEY FERGUSON

# Unbeatable performance and superb versatility

The latest mid-range MF 6400 & 7400 Series offer the perfect blend of power, weight, balance and specification features, to give unbeatable versatility and all-round performance.

**Choose either MF 6400 Series with Dyna-6 - the best semi-powershift transmission around, or MF 7400 Series with Dyna-VT - Massey Ferguson's unsurpassed CVT transmission, then start to enjoy the benefits of unrivalled field efficiency.**

#### **MF 6400/7400 Series highlights**

- Exceptionally low 70 dB(A) in-cab noise level and automotive standards of comfort and controls reduce fatigue and increase productivity significantly.
- Latest generation Perkins and AGCO SISU POWER engines featuring common rail fuel injection and four-valve cylinder head design give outstanding power and torque delivery, excellent fuel economy and lower emissions.

- On MF 6400 models, the advanced Dyna-6 transmission driveline interacts with the engine management system to give even more power and torque for PTO and transport work.
- 50 km/h\* maximum speed is now available on most models, reducing journey times and increasing haulage productivity.
- All transmissions feature clutchless operation, with left-hand Power Control.
- Choice of Visio roof or Panoramic cab models\*.
- The most comprehensive, yet simple headland management systems\* reduce operator workload and increase productivity and work quality.
- Datatronic 3 is available with video capability and ISOBUS compatibility.

All models have new-generation styling, featuring:

- a pivoting bonnet, giving easy access to the engine and cooling systems (except steep-nose versions).
- a robust front axle support casting and 'structural' engine sump that enable fitment of the Massey Ferguson IFLS, fully integrated front linkage and PTO system (MF 6465/75/80 and MF 7465/75/80 models).

\* Specifications vary by model and market/legislation



#### The MF 6400 and MF 7400 MHP Model Line-Up

Model	Engine	Capacity	Max. hp <sup>1</sup>	Max. PTO hp <sup>2</sup>	Max. boosted hp <sup>3</sup>
MF 6445	Perkins 4 cyl. Turbo/intercooled	4.4 litre	100	88	110
MF 6455	Perkins 4 cyl. Turbo/intercooled	4.4 litre	112	100	125
MF 6460	AGCO SISU POWER 4 cyl. Turbo/intercooled	4.4 litre	125	110	135
MF 6465	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	132	115	144
MF 6470	AGCO SISU POWER 4 cyl. Turbo/intercooled	4.4 litre	135	120	145
MF 6475	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	142	130	162
MF 6480	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	157	140	172
MF 7465	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	137	115	-
MF 7475	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	155	130	-
MF 7480	AGCO SISU POWER 6 cyl. Turbo/intercooled	6.6 litre	167	140	-

<sup>1</sup> ISO TR14396(EG 97/68), in 1st and 2nd range (0 to 11 kph on MF 6400 Series, 0 to 40 or 50kph on MF 7400 Series)

<sup>2</sup> OECD, at PTO shaft <sup>3</sup> ISO TR14396 (EG 97/68) in 3rd and 4th range (5 to 40 or 50 kph) or in PTO application at any speed

# MF 6400 & 7400 - The driver's choice

Straightforward ergonomic design, plenty of space, excellent visibility and exceptionally low noise levels are the hallmarks of the MF 6400 & 7400 cab. Add to that, automotive industry quality materials and instrumentation, plus solid build quality and you have the ideal environment to spend a productive working day.

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## Thoughtful design

It's important to feel relaxed in your working environment, that's why we put every effort into making sure the operator space has everything you need to get the job done comfortably.

The layout of the cab is spacious and well planned, with conveniently placed switches, superb instrumentation and controls logically grouped by function. All of the most frequently used controls are mounted in the right-hand armrest, which moves with the seat so everything always falls readily to hand.

## Clarity at a glance

The instruments display information either in digital, analogue or graphic form to present data in the most appropriate way for optimum clarity.

## Quiet power

MF 6400 & 7400 tractors are also exceptionally quiet, with sound levels inside the cab of 70 dB(A) under load.

The tone of the sound has also been 'tuned' to reduce irritation, and levels of vibration are very low too.

**The result is that working long, hard hours becomes far less stressful and more productive. It's a driving experience that really has to be tried to be fully appreciated.**

## A breath of fresh air

The heating and ventilation system has a large number of adjustable outlets, providing excellent air distribution and accurate temperature control. There is also a choice of either manually adjusted air conditioning or full climate control\*, which will memorise your chosen temperature setting and return to it at start-up... automatically.

## Excellent visibility

A large area of tinted, heat-reflective glass, narrow pillars and side-mounted exhaust all help to ensure excellent all-round visibility. Large telescopic rear view mirrors are available with optional heating and are electrically adjustable\*, to further aid safe manoeuvring and transport.

## Maintain output, day and night

The standard lighting gives excellent night-time productivity, with Xenon lights available as an option for even higher after-dark productivity.

O1 MF 6400 Cab interior with Dyna-6 (with optional Datatronic 3).

O2 MF 7400 Cab interior with Dyna-VT (with optional Datatronic 3).

\* Specifications vary by model and market/legislation



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# Quiet, comfortable and economical... whatever the task

The standard seat provides exceptional comfort but ride quality can be further enhanced...

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## High specification seats

The high specification, swivelling seat is fully adjustable including lumbar support, pneumatic height adjustment, plus height, and forwards and backwards adjustment of the right-hand armrest so that the armrest-mounted controls can be perfectly positioned. Options include a 'low-frequency', super deluxe seat\* with Dynamic Damping System (DDS), double pneumatic lumbar support, heating and 'active carbon' seat covering for greater comfort in really hot conditions.

## QuadLink™ suspension

MF's 'QuadLink' suspended front axle\* further enhances ride comfort and control. It has a compact, simple design that automatically maintains a constant suspension height, regardless of axle load. The result is increased stability and a significant improvement in driver comfort, productivity and safety... both on the road and in the field.

## Operator-controlled

Unlike many other systems, QuadLink is operator-controlled so you can choose whether to have the system on or off. For example, when working in the field with front linkage, where a uniform depth of cultivation must

be maintained, it is essential to be able to deactivate the system. Or when working in a confined space with a loader or with pallet forks, where height control must be precise, again it is desirable to deactivate the system. But when switched on, QuadLink improves comfort, safety and speed, in transport with heavily laden trailers, or during heavy-duty applications on rough terrain.

## Dual Stage suspended cab

To provide the ultimate in ride comfort, MF's cab suspension system is available on all MF 6400/7400 Series tractors. The design features 'dual stage' air suspension that can be adjusted at the flick of a switch, between two ride firmness settings to suit field or road transport conditions. This unique operator-controlled system stabilises cab movement more effectively and ensures a safer, more comfortable ride in all conditions.

## Ride comfort improvement

Compared to a 'standard' tractor, the overall effect of having a high specification seat, QuadLink front axle suspension and cab suspension can be a reduction in vibration by up to 50%†.

The result is greater comfort when operating for long periods, leading to increased productivity, improved work quality and a more relaxing working day.

01 The high specification seat swivels 20° to the left and right, helping to reduce back strain.

02 Heating switch and lumbar adjustment switch on 'super deluxe' seat.

03 'Dual stage' cab suspension system.

04 & 05 'Waisted' front support casting enables a tight turning angle.

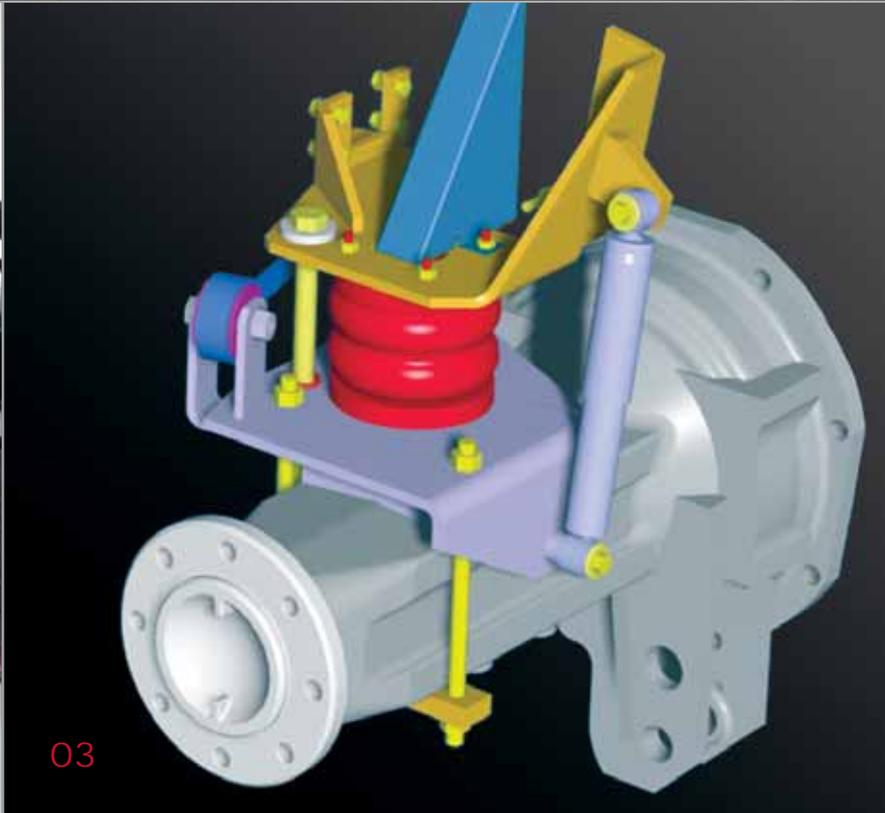
06 QuadLink and cab suspension switches.

† Depending on speed and field or road conditions.

\* Standard specifications vary by model and market.



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# Plenty of power ... and more in reserve

All models featured in this brochure are powered by either Perkins or AGCO SISU POWER, Tier III emissions-compliant engines, featuring common rail fuel injection and 4-valve cylinder head design.

They deliver high power and torque and work in perfect harmony with the highly efficient Dyna-6 and Dyna-VT transmissions to give outstanding performance in a wide range of applications, with excellent fuel economy.

#### More usable power

All of the engines have high torque right down to 1,000 rpm, giving incredible lugging ability to pull through difficult conditions or to help haul fully laden trailers on long, steep gradients. There is also significantly more power at 2,000 rpm than at 2,200 rpm (rated engine speed), to maximise PTO performance.

An increased constant power range of around 500 rpm, also helps maintain work rate at lower engine speed, giving reduced noise and fuel consumption.

#### Advanced Electronic Engine Management

The Electronic Engine Management system controls not only the very precise common rail fuel injection, but also enables a range of advanced engine control functions, including Power Boost and Engine Speed Control\*.

#### Power boost

Due to sophisticated interaction between the engine and transmission management systems, on MF 6400 models when 3rd or 4th range is selected or when the PTO is engaged, EEM automatically gives a significant power and torque 'boost' (see specifications for details).

Any PTO application and any draft application requiring a speed of at least 8 Kph can therefore benefit from a significant power increase.

#### Engine Speed Control

Switches mounted conveniently on the right-hand console enable two engine speeds to be pre-set and memorised.

This enables one engine speed to be set for work and the other for use when turning at the headland.

The ability to return quickly and easily to precise engine speeds will boost productivity, improve work quality and simplify operation in almost all of your daily tasks.

#### Improved fuel economy

Electronic engine management constantly monitors a wide range of parameters and makes continual and incredibly fine adjustments to fuel injection. Combined with four-valve cylinder head design and common rail fuel injection, this has given significant improvements in both emissions and fuel economy.

#### Common rail fuel injection

The common rail fuel injection system uses precise electronic control to continuously monitor operating conditions and engine load, and to regulate the high-pressure fuel injection.

The result is faster response to changes in field conditions and engine load, more power and torque over a wider engine speed range, excellent fuel economy and lower noise and emissions.

#### Four valves per cylinder

The cylinder head design features two inlet valves and two exhaust valves per cylinder enabling the fuel injectors to be centrally positioned in the cylinder head.

This design improves fuel/air mixture and gas flow, giving optimum fuel combustion and reducing emissions and fuel consumption, whilst also improving engine reliability by reducing upper cylinder temperature. The more efficient combustion also improves torque characteristics throughout the whole working range.

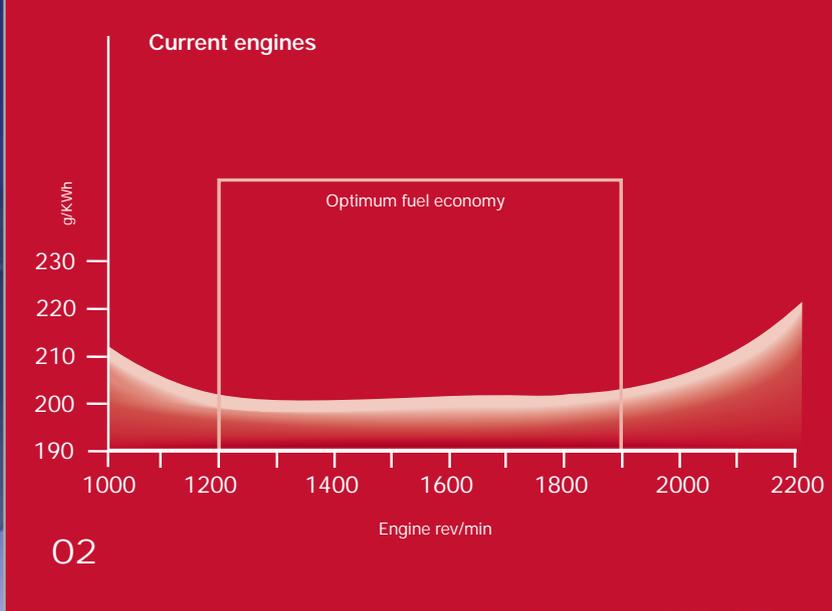
The overall result of all of the new engine features is that, model for model, there is much more power and torque.

01 Common rail fuel injection.

02 MF's electronic engine management system broadens the operating range within which the tractor is operating at optimum fuel efficiency.

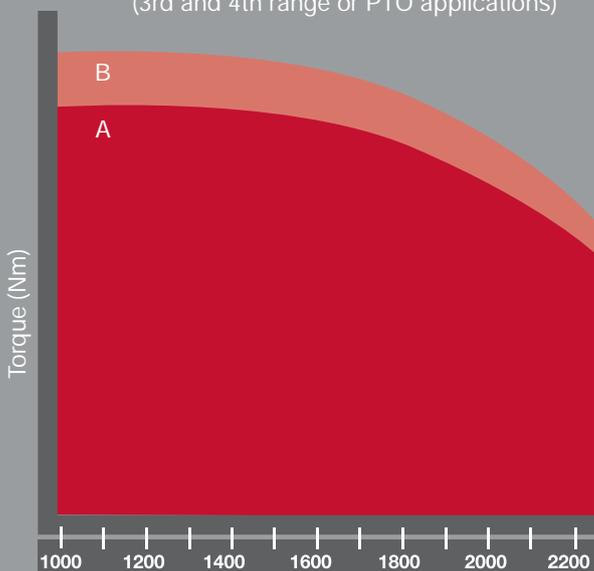
03 Use '+/-' to pre-set engine speed and 'A/B' to memorise and select the required setting.

\* Specifications vary by model and market/legislation



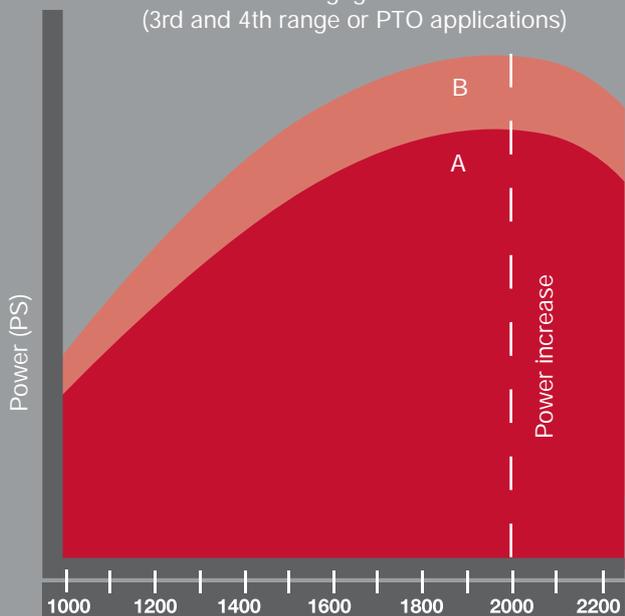
MF 6400: The torque curve shows how 'pulling power' is maintained as engine speed falls and how it is also increased with boost.

A: Normal torque curve.  
 B: Extra torque, available when boost is engaged. (3rd and 4th range or PTO applications)



MF 6400: High power, with power increase as engine speed falls between 2200 and 2000 rpm.

A: Normal power curve.  
 B: Extra power, available when boost is engaged. (3rd and 4th range or PTO applications)



# Dyna-6: simply the best mechanical transmission

The MF 6400 Dyna-6 'Eco' transmission is available with Speedmatching or Autodrive levels of automation and either 40 or 50 km/h<sup>†</sup> maximum speed. With left-hand Power Control and smooth on-the-move clutchless powershift changes, it's simply the best 'semi-powershift' transmission in the field today.

## Simplicity and efficiency

Dyna-6 uses four simple synchromesh gears, each with six Dynashift speeds. This wide spread of speeds within each range means you can change up or down under full load as conditions vary, to optimise output and minimise fuel consumption.

Also, apart from starting the tractor or hitching an implement, there is never any need to use the clutch pedal, so the seat can be swivelled for field work, eliminating the effort of foot pedal operation. And with a choice of either left- or right-hand control, there's real operating flexibility to suit any application or driver preference.

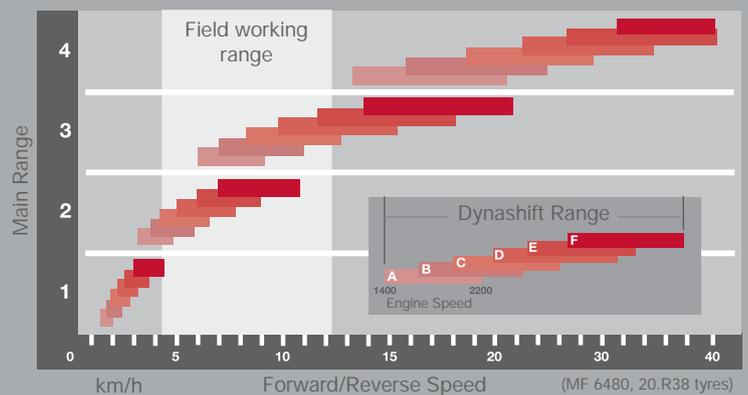
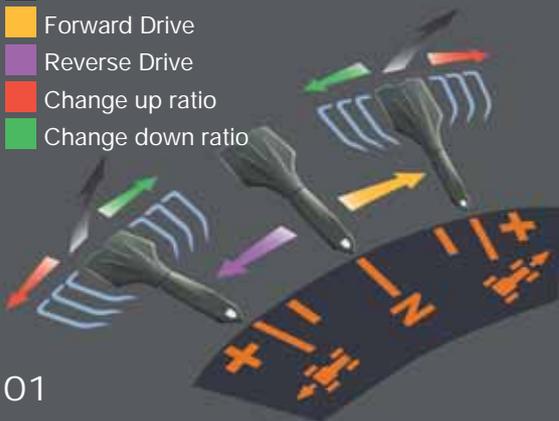
## Left-hand Power Control

The left-hand Power Control lever provides convenient forward/reverse shuttle, powershift changes, range changes\* and fingertip de-clutching, leaving the right hand free to operate front and rear mounted implements.

Shuttle operations are more efficient too, with programmable forward/reverse speeds, to reduce repetitive tasks and speed cycle times.

The 40 km/h Dyna-6 Eco gearbox offers six Dynashift changes in each range, excellent speed overlap and maximum speed at 1800 rpm (1900 rpm for the 50 km/h transmission)

- N** Neutral
- De-clutch**
- Forward Drive**
- Reverse Drive**
- Change up ratio**
- Change down ratio**



<sup>†</sup> Depending on market/legislation \* In Autodrive transport mode/speed matching

### Right-hand control

The T-shaped gear lever (below left) is mounted in the adjustable armrest, so it's always perfectly placed for easy use. Simply 'pulse' the gear lever forwards or backwards to change up or down through the six Dynashift ratios.

To change range, simply press the range selection button as you move the lever.

### Creep and supercreep speeds

The (optional) creeper gearbox provides a 4.0:1 speed reduction, giving additional 12 forward and 12 reverse creeper gears with speeds down to around 400 metres per hour at rated engine speed. Supercreep is also available, giving additional 24 forward and 24 reverse gears, with speeds down to around 110 metres per hour at rated engine speed.

### Dyna-6 Speedmatching

(standard)

When changing gear or range, Speedmatching automatically selects the most appropriate Dynashift ratio to suit forward speed.

For example, if a tractor is pulling a heavy trailer in 3rd gear in Dynashift ratio 'F', and the operator wanted to change into 4th gear, Speedmatching will automatically select either C or D ratio.

### Variable shuttle take-up

On Speedmatching models, in front of the LED display is a rotary 'comfort control' for adjustment of the rate of engagement of the forward/reverse shuttle.

So whether you are turning at the headland or working with a front loader, simply turn the control to achieve the optimum balance between comfort and productivity.

### Dyna-6 AutoDrive (optional)

AutoDrive enables the operator to select the engine speed at which the transmission will automatically upshift and will also downshift automatically according to load.

### The AutoDrive Controller has three main settings:

- **Manual**, gives full manual control with Speedmatching switched off.
- **Speedmatching**, available within both Transport and Field sectors, provides automatic selection of the most appropriate Dynashift ratio after a range change has been made.

Gear changes can then be made either individually or rapidly, from A to F range by moving the gear lever (or Power Control lever) forwards or backwards.

In Transport, sequential changes also include range changes, enabling 24 ratio changes, from 1A to 4F, all at the touch of either the left-hand Power Control lever or the right-hand gear lever.

- **AutoDrive** (see diagrams); in the Field sector, gives fully automatic upshifting and downshifting of Dynashift changes, and in the Transport sector, gives automated Dynashift and range changes.

By adjusting the control, you can pre-select the engine speed at which upshifting takes place, between 1600 and 2200 rpm. Downshifting takes place when engine speed falls under load by around 20%, maintaining full control and engine braking.

**AutoDrive gives you total command of the transmission, with the exact level of automation you require for any application, simply by turning the AutoDrive Controller.**

01 Power Control enables forward/reverse shuttle, powershift changes and fingertip declutching - all from a single, convenient lever.

02 Dyna-6 'T-handle' gear lever and Autodrive controller.

03 Optional Autodrive rotating controller.



AutoDrive  
Transport Sector



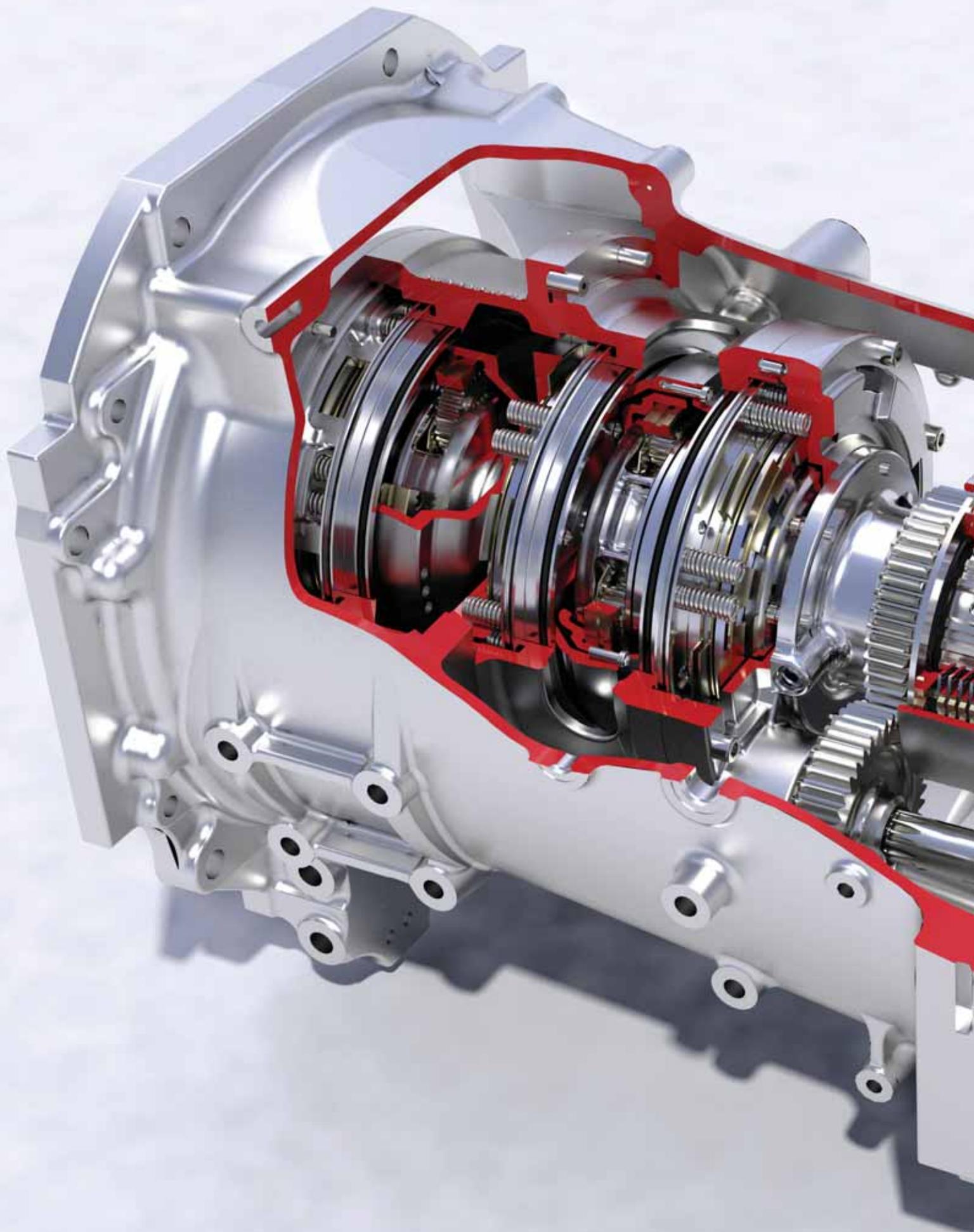
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AutoDrive  
Field Sector

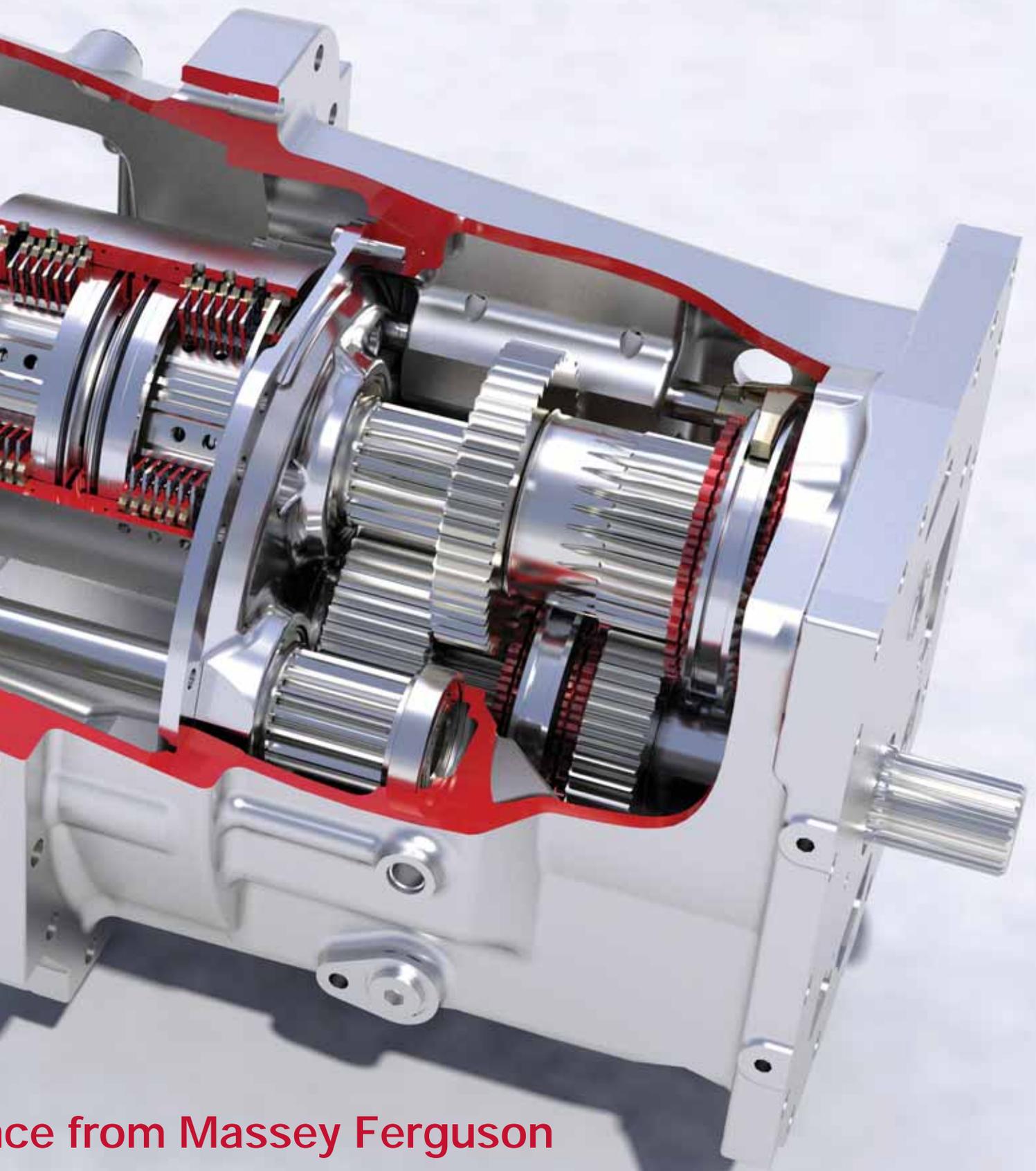


The AutoDrive  
Controller set to the  
'Speedmatching' setting





*Dyna-6* : precision and performance



ce from Massey Ferguson

# Dyna-VT : The Ultimate transmission

Dyna-VT gives infinitely variable speed control with optimum power, engine speed and fuel efficiency, resulting in significant gains in output and productivity.

## Stepless speed control

Dyna-VT has two infinitely variable speed ranges, 0-28 km/h for field applications and 0-50 km/h\* for transport applications.

To start work, simply move the left-hand Power Control lever into 'forward' or 'reverse' direction then push the armrest-mounted Dyna-VT lever. The further you push the lever, the faster you accelerate. No shifting of gears. No jerks. No breaks in traction or power; **just infinite speed control from 'supercreep' to high transport speeds!**

To slow down, simply pull the lever back. When you've reached your chosen speed, just release the lever.

## Left-hand Power Control

If you prefer left-hand control, the Power Control lever adjusts ground speed in a similar way, and also gives convenient, left-hand control of forward/reverse shuttle (see page 10 for more details).

## Smooth forward/reverse shuttle

Moving the Power Control lever from forward to reverse position gives an incredibly smooth power shuttle, with the added benefit of being able to pre-set the relationship between forward and reverse speed.

## Pre-set speed control

Travel speed and rate of acceleration can also be pre-set and memorised within each of two ranges - 'SV1' and 'SV2'. The memorised speed acts as a cruise control to maintain a specified speed. It is activated by pressing the SV1 or SV2 button located conveniently in the armrest and can be adjusted, during work, simply by turning the appropriate SV1/SV2 rotary switch in the binnacle on the right-hand console.

## Choice of operating modes

In addition to Lever Mode, where the Power Control lever or armrest-mounted Dyna-VT lever are used, Pedal Mode is also available.

## Pedal Mode

Pedal Mode offers three further operating modes enabling tractor control by use of the accelerator pedal or hand throttle:

**Power Mode**, gives 'automatic transmission' characteristics, with maximum speed at optimum engine revs, so full power is on hand for hauling fully laden trailers and for other heavy duty applications.

In **Economy Mode**, ratio changes are made at a maximum engine speed of 1800 rpm, so top speed is available at reduced engine speed and economy is improved in lighter duty applications.

**Forager Mode**, is ideal when foraging or baling. This mode maintains pre-set engine speed and maximum power.

So if a large lump of crop is encountered in the swath, just lift off the pedal while the material is baled or chopped. Ground speed is adjusted but engine speed and power is maintained. Once the problem has been tackled, simply press the pedal and you're off again at normal working speed.

Here are just a few examples of how perfectly matched ground speed, engine speed and power requirement can benefit a wide range of applications:



**Low speed and lower power requirement.**

Harvesting and planting - with precise ground speed control, to reduce engine speed, minimise in-cab noise and maximise fuel economy.



**Maximum speed and high power requirement.**

Transporting a fully laden trailer from the field at high speed - with maximum engine power available to maintain speed on hills.



**Low speed with a high power requirement.**

Using a power harrow/seed drill combination - with PTO power and productivity maximised and with the ability to fine-tune travel speed to optimise work quality.



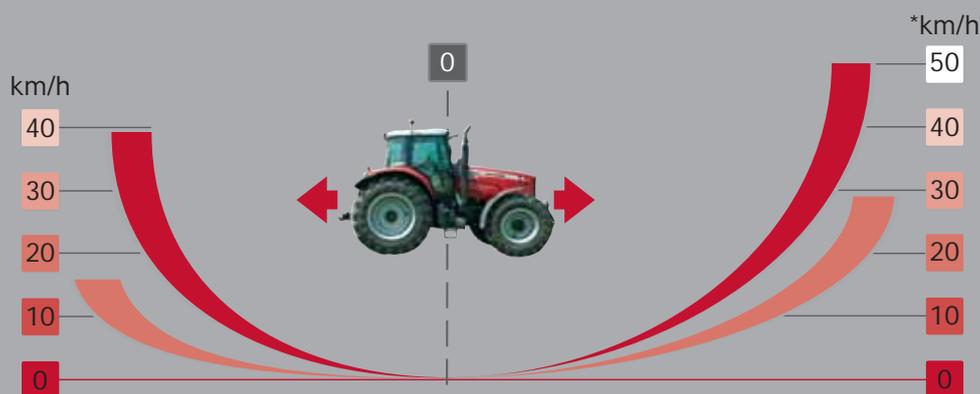
**Maximum speed and low power requirement.**

Towing an empty trailer to the field - at up to 50 km/h\* with an engine speed of only 1600 rpm, to minimise in-cab noise and reduce fuel consumption.



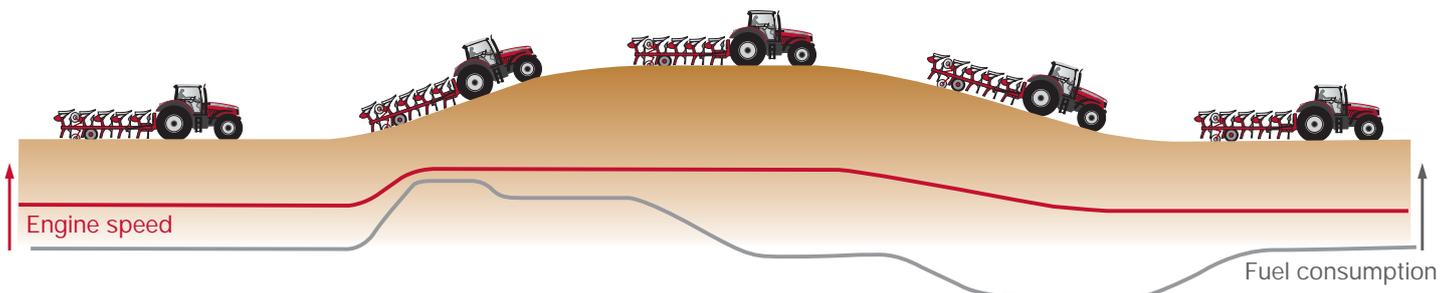
SV1/SV2 Speed memories (1), 'Pedal' or 'Lever' operating modes (2) and speed range selection (3) all in one convenient 'pod'

Speed control lever (4) and SV1/SV2 speed activation buttons (5) are conveniently located in the adjustable armrest



Simple, infinite speed control, from creeper speeds to 50 km/h\*

\* Depending on market/legislation



**Dynamic Tractor Management (DTM)**

To keep you in constant control and comfort we now offer Dynamic Tractor Management (DTM), a new feature, which works in conjunction with Dyna-VT. This electronic management system will automatically control the engine and transmission when activated.

DTM controls the engine speed according to the load on the tractor.

It maintains the required forward speed whilst at the same time minimising the engine revs in order to keep fuel consumption to a minimum.

DTM will manage the engine between 800-2000 rpm. The system works in harmony with Dyna-VT, allowing you the option of lever or pedal modes. Dyna-VT and Dynamic Tractor Management (DTM) will work consistently at maximum efficiency and economy whilst maintaining a smoother drive quality and a noticeable reduction in fuel consumption.

With Dyna-VT there is no compromise. From 'creeper' applications as low as 0.03 km/h to high-speed road transport, you set the parameters for power, economy and comfort so that you can easily extract the maximum performance at the lowest operating cost.

# More power at the wheels and PTO

The light yet tremendously strong transaxle design and low power losses through the highly efficient transmissions give all MF 6400 & 7400 tractors an outstanding power-to-weight ratio. And with standard PTO speed coinciding with maximum engine power and significant power boost available when the PTO is engaged\*, there is always plenty of power in reserve.

\* See specifications for details



### More PTO choice

A wide range of fully independent PTO speeds is available, including 540/1000 rpm, Economy and a proportional ground speed option on most models.

Speed selection is controlled from the driver's seat, plus exchangeable flanged shafts. The flanged PTO shaft is extremely strong and provides a simple, 'oil-less' shaft change.

Control for front (optional) and rear systems is grouped conveniently to the right. Additional fender-mounted engagement and emergency stop buttons also give added convenience and safety.

### Power with economy

540 and 1000 rpm PTO speeds are achieved at or near to 2000 rpm, which is also maximum engine power. With the ability to closely match ground speed at the chosen engine speed, you can always match PTO speed, forward speed and power for optimum output and fuel economy.

### Economy PTO

For lighter duty work, '540 Eco' (750) PTO speed is at around 1550 engine rpm, further improving fuel economy and helping to reduce in-cab noise levels.

### Automated PTO control

In 'Auto' mode, the PTO can be automatically disengaged when the linkage is raised (or when travelling at speeds above 25 km/h) and re-engaged when the linkage is lowered.

Further reducing the need for operator input, the Transmission Controller monitors and controls PTO engagement depending on load. This gives a smoother 'take-up', giving improved driver comfort and also helping to protect both implement and tractor from damage due to inappropriate engagement.

### Differential locks and 4-wheel drive

The Transmission Controller also takes care of many of the normally repetitive tasks of 4-wheel drive and differential lock operation.

It ensures that you have 4-wheel drive when you need it; when braking and when the differential lock is engaged, and at over 14 km/h, switches 4-wheel drive off if you don't need it.

The system also engages the differential lock when you need it (after initial manual engagement); when the implement is lowered into work and disengages it when the linkage is raised, when using independent brakes and also when travelling at more than 14 km/h.



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01 MF 640 PTO speed selection.

02 MF 740 PTO speed selection.

03 Front and rear PTO engagement and automatic activation switches.

04 MF 640 PTO start/stop switches on the rear fender.

# MF hydraulics: power with precision

The MF Electronic Linkage Control system still maintains its position as the industry leader in terms of accuracy, responsiveness, ease of use and reliability.

And with high-capacity hydraulic systems providing excellent lift capacity and high oil flow for external services, you can be sure that you'll get optimum performance from linkage-mounted and hydraulically-driven equipment.

#### **Accurate draft control**

Massey Ferguson's digital ELC system gives the highest standards of draft and depth control. This optimises weight transfer and traction, giving reduced wheel-slip, tyre wear and fuel consumption and increased output.

#### **Simple ELC panel**

With the more frequently-used controls armrest-mounted and a straightforward ELC control panel, accurate operation is easy.

The system also incorporates sensitivity, quick soil engagement and automatic drop speed as standard.

The rear linkage can also be operated from conveniently mounted push buttons on each rear fender.

#### **Load sensing hydraulics**

The Closed Centre Load Sensing (CCLS) system (optional on MF 6400 Series) provides high oil flow for both linkage and external services, with virtually instantaneous response. And as

flow and pressure are automatically regulated according to demand, there's no wasted power - or fuel, used in pumping oil that's not required.

#### **Auxiliary spool valves**

Implement hook-up is easy too, with 'decompression couplers' that enable connection and disconnection under pressure.

With a choice of mechanical or electro-hydraulic spool valves, programmable SMS or fingertip switches, complex equipment can be controlled more easily and effectively than ever.

#### **Rear axle and linkage**

The rear axle and 3-point linkage are highly specified. Twin external lift rams, drawbar and quick-attach hook top and lower links, external linkage control on both rear fenders, twin variable float telescopic stabilisers and three spool valves are all standard equipment. A wide choice of hitches are available to suit specific markets.

#### **Active Transport Control (ATC)**

When driving across the headland or transporting heavy mounted equipment, implement 'bounce' can occur.

Active Transport Control is integrated into the ELC system as standard. It is a shock-absorbing

system that minimises the 'pitching' action - automatically adjusting for different implement weights. This gives smoother, safer, faster transport and, by reducing shock loads through the lift rams and hydraulic circuits, also minimises the risk of damage to the lift system.

ATC is independent of the transport lock and can be controlled either manually or automatically, linked to the ELC lift/lower switch. It is then activated when the implement is raised and deactivated when the implement is lowered.

#### **ATC and QuadLink**

ATC operates in conjunction with the QuadLink suspended front axle to give exceptional stability when transporting or operating mounted equipment at speed, giving greater comfort, safety and productivity.

01 MF 7475 with height-adjustable hitch, pintle pin and drawbar.

02 SMS and electro-hydraulic spool valve levers.



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# The most versatile tractor on the market

You'll soon realise how much you can achieve with an MF 6400 & 7400 Series tractor, especially if you choose a loader to complement it. Like a large majority of the MF range of tractors, the MF 6400 & 7400 Series have amazing loader capabilities, making it even more versatile and ultimately, more productive for you.

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High performance construction from the world's leading loader manufacturer ensures that these loaders deliver first class versatility and outstanding reliability.

Low running costs, operator comfort and an effortless working environment make the MF 6400 & 7400 Series the right choice for any dairy, livestock or arable business. Add to this a factory-fitted, optimum usage loader and you can achieve maximum productivity, whatever the application.

**Choose from an extensive range**  
Full integration of tractor and loader is achieved easily with the MF 900 Series, suiting all models in the MF 6400 & 7400 ranges. You can choose from either 'standard' or 'parallel' lift, as well as extensive options and accessories to enhance performance and convenience.

#### **Lock & Go - smarter, better**

Work smarter with 'Lock & Go'. A ground-breaking, semi-automatic connection and disconnection system which saves you valuable time when hooking-up loaders. By utilising the combination of a unique sub-frame design, lift cylinders and locking pin, you can attach/detach loaders efficiently and reliably.

Together with the multifunction joystick control levers you can be assured of operational ease and safety with all functions.

A full range of loader implements is available as well as rear ballast configurations to ensure optimum handling, greater performance and safe operation.

#### **Unlimited tractor/loader capabilities with MF 6400 and MF 7400 Series**

- Visio roof - Allows the operator to view the task at hand
- High capacity hydraulics -
- 57 litres/min standard flow (MF 6400 only)

- 110 litres/min CCLS hydraulic system
- Adjustable shuttle progressivity
- Heavy-duty 4WD front axle with hydalock
- 55° max turning angle

#### **...MF 900: the perfect loader**

- Robust and efficient construction - ensures maximum output
- Loader sub-frames are designed to allow drive-in attachment - for quick and easy connection
- The semi-automatic 'Lock & Go' system holds the loader rigidly and securely in position
- All hydraulic hoses are safely concealed for protection and greater visibility for the operator
- 'SoftDrive' system (optional) - Innovative shock absorption system is available on all models and ensures stability and comfort on rough terrain and in transport
- An extensive range of optional extras are available. Ask your Massey Ferguson dealer for more information.



Loader Model	Ideal tractor model	Lift height (at centre arm)	Lift time	Lift force (Centre arm & ground level)	Loader weight
MF 940*	MF 6445, MF 6455	3.75 m	4.5s at 60 l/min 2.4s at 110 l/min	2300 kg	515 kg
MF 945	MF 6445, MF 6455	3.75 m	4.5s at 60 l/min 2.4s at 110 l/min	2300 kg	585 kg
MF 950*	MF 6445, MF 6455, MF 6460, MF 6470	4.00 m	5s at 60 l/min 2.7s at 110 l/min	2400 kg	554 kg
MF 955	MF 6445, MF 6455, MF 6460, MF 6470	4.00 m	5s at 60 l/min 2.7s at 110 l/min	2400 kg	621 kg
MF 960*	MF 6460, MF 6470, MF 6465, MF 6475, MF 6480, MF 7465, MF 7475, MF 7480	4.25 m	6s at 60 l/min 3.3s at 110 l/min	2700 kg	628 kg
MF 965	MF 6460, MF 6465, MF 6470, MF 6475, MF 6480, MF 7465, MF 7475, MF 7480	4.25 m	6s at 60 l/min 3.3s at 110 l/min	2700 kg	721 kg
MF 975	MF 6465, MF 6475, MF 6480, MF 7465, MF 7475, MF 7480	4.50 m	7s at 60 l/min 3.8s at 110 l/min	2850 kg	760 kg

\* Non-parallel lift loaders

# Advanced Field and Headland Management Systems

From the Spool Valve Management System (SMS) to fully programmed implement control via the award winning Datatronic 3 and ISOBUS, MF 6400 & 7400 Series tractors have among the most comprehensive Field and Headland Management Systems available today.

## Spool Valve Management System (SMS)

SMS\* gives easier, more precise, memorised control of the electro-hydraulic, proportional spool valves.

### SMS: accuracy and simplicity

SMS enables external hydraulic oil flow rates to be memorised and controlled via either an armrest-mounted joystick\*. Each time the same function and flow is required, a single movement of the joystick is all that is needed.

### The benefits of SMS

Memorised flow rates and one-touch operation greatly simplify field, and especially, headland manoeuvres when operating complex equipment or front and rear combinations.

And, of course, SMS is ideal for faster, more efficient front loader operation.

## Integrated Tractor Control System (ITCS)

ITCS (available as an option on all models and standard when Datatronic 3 is specified) provides an entry level of field and headland management that is ideal if all of the functions of Datatronic 3 are not required.

### ITCS enables management of:

**Wheelslip control** – to automatically limit wheelslip to an operator-set maximum. This increases traction, reduces tyre wear and protects soil structure.

**Spool Valve Management** – to set the flow and timing of the spool valves controlled by the SMS joystick.

**Linkage/external services oil flow priority** – to control, as a precise percentage, the split of oil flow to the linkage and spool valves to ensure optimum efficiency for different applications.

**Headland control** – interacts with Engine Speed Control to automatically change between A and B engine speeds as the linkage is raised and lowered.

Engine speed change can be delayed between 0 and 5 seconds from linkage lift/lower switch activation.

### More information with ITCS

ITCS also gives a read-out of both 'trip' and total fuel usage, and displays pre-set engine speeds, forward speed and PTO speed.

01 SMS Joystick control provides convenient and precise spool valve operation.

02 Individual fingertip control of 4 spool valves enables accurate control at the touch of a button.

03 Display and adjustment of additional automated functions provides efficient operator and machine control.

04 Convenient touch pad enables quick and easy operation of ITCS.

05 Datatronic 3 provides comprehensive information and additional automation to improve the quality of work and reduce the operators' workload.

06 Data logging provides a valuable source of tractor and implement recording that can easily be viewed and analysed on a computer to improve profit and increase output.

**Two versions of Datatronic 3 are now available; with colour screen as standard. Video capability and ISOBUS connectivity are optional.**

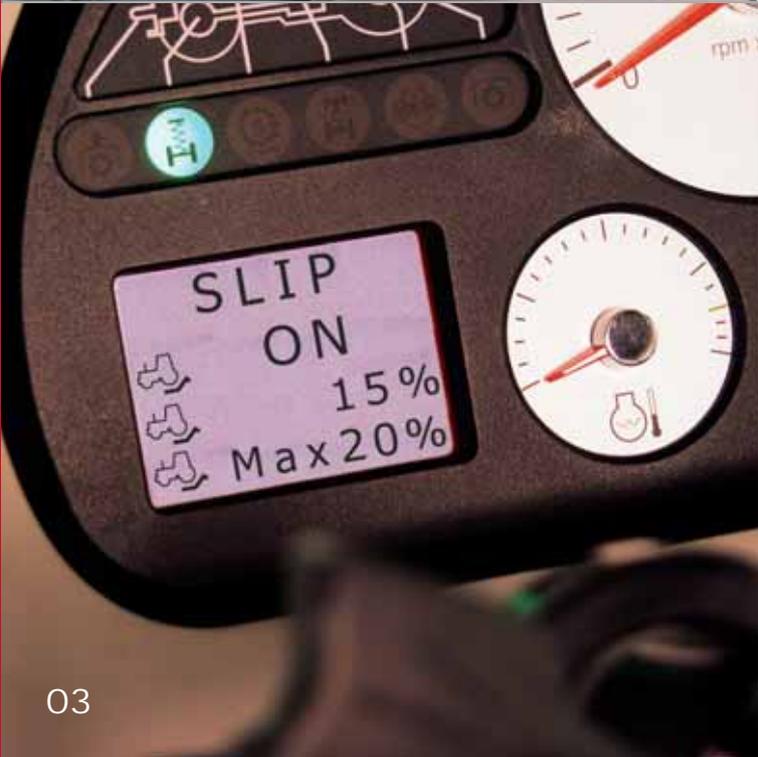
\* Options vary by model and market; see 'Specifications'.



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# More than just a tractor...

...more than just a headland management system – Datatronic’s advanced features that help you every step of the way.

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## **Programmed headland and implement control with Datatronic III**

Datatronic III is controlled from a main screen with up to seven main application menus, plus ‘Settings’ for console set-up.

### **Work menu**

The work screen displays engine and PTO speed, travel speed and wheelslip information. A wide range of tractor functions can also be displayed and controlled, including spool valves, memory, Dual Control and TIC.

### **Headland menu**

The Headland menu, quite simply, gives access to the most comprehensive headland management system available today.

It enables straightforward programming of up to 35 operations, activated at the touch of an armrest-mounted button. The sequence can be modified or over-ridden at any time.

### **Memories menu**

Six independent sets of information can be stored, named and displayed. The data can also be transferred, via SD memory card, to the office computer for analysis or from tractor to tractor to speed-up implement setup.

Recorded information includes:

- tractor settings, including gearbox, spool valves or a recorded headland sequence;
- implement width
- information gathered during field operation, including hours and area worked, fuel usage, distance covered... and more.

## **Electro-hydraulic spool valves menu**

The EHS Valves menu is used to set the operating characteristics of up to four electro-hydraulic spool valves. You can enable or disable ‘float’ and accurately set ram extension and retraction, flow rates and kickout timing.

### **ISOBUS compatibility**

ISOBUS, the industry-standard for implement connectivity, means that all of your equipment can be easily set up and operated via the GTA Console.

### **Remote camera**

The optional remote video camera can be fitted anywhere on the tractor or on any front or rear-mounted implement.

Used in conjunction with clear on-screen view (actual image shown) on the GTA Console when reversing enables faster, safer haulage work or, the operator to view any rear or side-mounted equipment.

### **Dual Control menu**

The Dual Control menu enables fully programmed command of front and rear Dual Control and Trailed Implement Control, so maximum output and work quality can be achieved with a minimum of operator input.

When using semi-mounted ploughs, Dual Control automates furrow entry and exit, aids setting the plough, improves evenness and control of work and gives the full benefit of wheelslip control.

When front linkage is fitted, front Dual Control gives automated depth and entry and exit points with front and rear linkage-mounted equipment.

### **Trailed Implement Control (TIC)**

TIC uses wheelslip data to automatically regulate working depth to optimise productivity when using trailed equipment. It is operated via the standard armrest-mounted ELC controls with set-up and monitoring via either ITCS or Datatronic III.

01 - 02 Typical example of Datatronic 3 menu screen.

03 - Typical ISOBUS screen image.

04 - 05 Optional remote camera.

For comprehensive information about Massey Ferguson advanced Field and Headland Management systems, please ask your Dealer for the ‘MF Technology’ brochure.



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# Tailored options for higher productivity

## **Massey Ferguson Integrated Front Linkage System (IFLS\*)**

A new front axle support casting enables factory-installation of Massey Ferguson's IFLS; a neat, fully integrated front linkage and PTO system. Attached to an exceptionally strong structural engine sump, this design means that no additional side rails are necessary when specifying the front linkage. So engine access is further improved and a tighter steering lock is achieved, for faster headland turns and manoeuvring.

The integrated front linkage design also has tremendous strength to cater for heavy, high-productivity front-mounted equipment. The new front linkage also incorporates a towing clevis, electrical connector and up to two spool valve couplers.

## **Extra visibility Visio roof**

The Visio roof panel provides excellent upward visibility from the normal seating position, which is particularly useful in front loader operation when, for example, stacking bales to maximum height.

## **Panoramic cab**

All models are also available with the Panoramic Cab. The pillarless design of the right-hand side of the cab and the extensive window provides a perfect view of side-mounted equipment. Panoramic models are also available with the steep nose bonnet design and the Visio roof.

## **Built-in durability**

The MF 6400 & 7400 'transaxle' designs are extremely strong yet give low overall weight, with an excellent power-to-weight ratio.

This gives excellent load-carrying capacity and handling characteristics, while the immense rigidity reduces stress on components, reducing maintenance requirements and down-time.

## **More style, more practicality**

The updated bonnet styling is built for practicality and robustness. Rear hinged, the lockable bonnet raises fully, giving completely clear access to the engine, radiator and re-designed cooling package.

The radiators have a greater surface area for improved cooling and also hinge and separate for easy cleaning.

## **Simple servicing and routine maintenance**

The conveniently placed engine oil dipsticks and fillers are safely positioned on the 'cold' side of the engine, away from the hot exhaust.

And with convenient ground level refuelling, self-adjusting brakes and electronic protection of engine speed, 4WD, differential locks, PTO and transmission, routine tasks are easy and servicing requirements are minimised.

## **Auto-Guidance**

For faster, precision farming, the optional Auto-Guidance satellite navigation system\* uses leading GPS technology to guide your tractor and implements at higher rates of speed and accuracy. This is especially valuable for more accurate operation at night, in low visibility or when working in pre-emergent crops.

Auto-Guidance steers the tractor, without operator input, to make parallel bouts, avoiding overlap or unworked land. This reduces driver fatigue and fuel usage, eliminates unnecessary chemical application and can significantly increase productivity.

\*Available on MF 6465/75/80 and MF 7465/75/80 models only

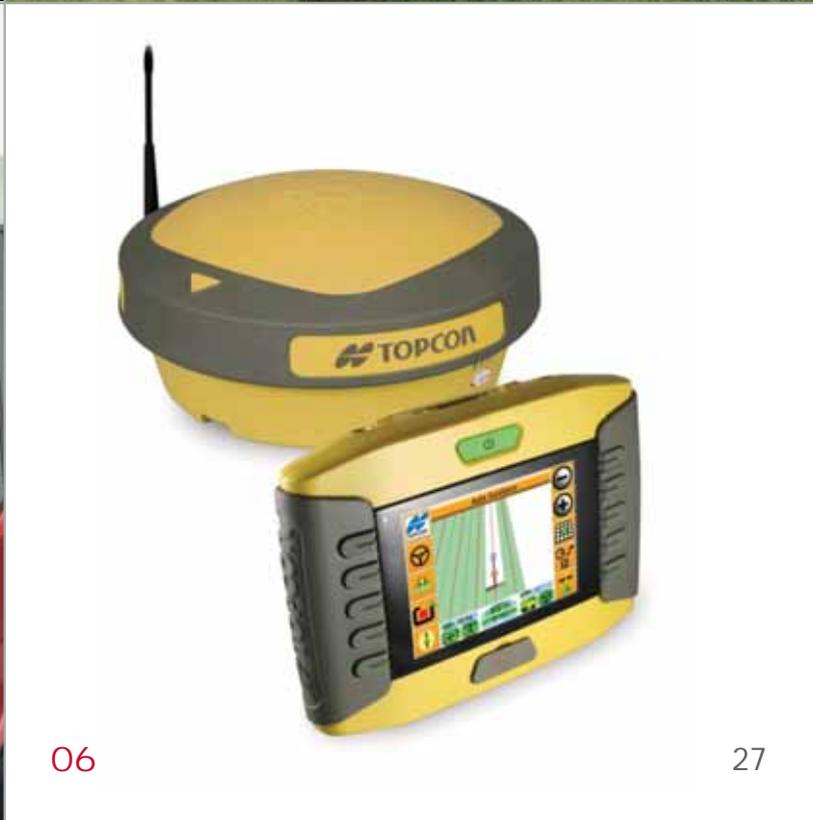
**O1** The Massey Ferguson Integrated Front Linkage System. Also available: Ballast options include the 900 plus 600 kg modular front weights to aid accurate weight distribution.

**O2-O3** MF 6465/75/80 and MF 7465/75/80, also feature easy access bonnet design and cooling pack.

**O4** Panoramic cab with right-hand-side pillarless design.

**O5** Visio roof for excellent visibility.

**O6** Auto-Guidance in the form of the roof-mountable Topcon 150 which houses the Auto-Guidance electronics, including the GPS receiver.



# Built with passion...

...owned with pride! Read why people choose Massey Ferguson's award-winning, industry-leading machinery!

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## **Cab comfort and driver-friendliness**

**Jeremy Platt, dairy farmer, Northwich, Cheshire, UK.**

"My MF 6480 is a real workhorse, being used by my tractor driver for tasks such as ploughing and fertiliser application. He can be on this tractor for 10 hours a day, so comfort is vital. The cab is well laid out and everything is to hand, while the Dyna-6 gearbox controls are similar to those used on the 5400s, so if someone else does have to jump on this tractor it is no problem. The front axle suspension is also very good and adds to driver comfort."

## **and on Dyna-6 transmission...**

"Our two farms are seven miles apart and we do a fair amount of roadwork, so I specified the Autodrive version of Dyna-6 which makes automatic gearshifts in transport mode. This is very useful as it takes out the gear changes and makes driving on the road so much easier. I was surprised at how little it cost to add it to the specification, too."

## **Fuel economy**

**Clive Jones of Lower Pendre Farm, Llangorse, Brecon, Wales**

"The MF 6470 is reliable and economical, with plenty of power. I'm very pleased – it uses a lot less diesel than I expected and much less than a similar sized tractor of another make that I've tried."

## **Running a powerful business with the MF 7400 Series**

**Alexander Kanny, agricultural and construction contractor, Bebelnheim in Saarland, Southwest Germany**

Alexander Kanny runs a highly-successful agricultural and construction contracting business with a mega fleet of Massey Ferguson machinery, including an MF 7480.

"Amongst many applications, we mow approximately 1800-2200 ha year with a Krone BIG M mower, sow 500 ha cereals with a power harrow/drill and front packer combination and produce up to 10,000 round bales a season, the tractors are also worked long and hard on construction site jobs. We operate the machines nine to fifteen hours a day, Monday to Friday."

On top of low fuel consumption across the MF fleet, Alexander and his operators appreciate the manoeuvrability of the MF 7480 and the Dyna-VT transmission working in conjunction with the high torque engine. "Dyna-VT is easy to operate and engages the engine without high revs despite the heavy weight of the dumpers," he says.



Jean Claude Nivon and son Vincent with their MF 6460 and two of their Charolais herd.

**An essential business tool - Jean Claude Nivon and his son Vincent run a 117 hectare arable, livestock and fruit farm in Tersanne, France, where they have found their MF 6460 with loader and SMS control to be an invaluable business tool.**

"To ensure the smooth running of our farm, the MF 6460 has become an essential part of our business. We use it for everything; cultivation, ploughing, drilling, loading bales of hay and straw, moving manure, loading trucks with delicate apricots from the farm, we really appreciate the smoothness of the MF 6460 for this application."

"We like the many functionalities that help towards an easier working day for the operator. Just one lever controls the front loader, rear hydraulics and front linkage, all from the well-integrated armrest. Controls are sophisticated yet simple to operate and engine speeds automation when using the loader improves the efficiency of the tractor whilst reducing driver effort."

"Overall, the MF 6460 is comfortable and accurate yet robust and tough enough to deal with the many applications we put it through. Although a big machine, manoeuvrability is perfect and the visibility from the visio roof is the biggest and best on the market; it helps greatly when using the tractor to store bales."

"We like the size of the MF 6460, the excellent horsepower and reliable engine. It's a really multi-task tractor. Not only that, but our dealer service support is second-to-none."

**We'd like to hear from you!** If you want to tell us about your Massey Ferguson machinery, please go to [www.masseyferguson.com/contactus](http://www.masseyferguson.com/contactus) and submit a testimonial.



## Fixing the cost of your future with manager service plan

**manager** Service and Repair Plan\* is a complete package aimed at providing total care for your tractor including routine maintenance, repair cover and full AGCO backed warranty. This fully-backed contract will cover critical components such as:

- Engine and transmission
- Hydraulics
- PTO
- Steering
- Electronics
- Cab and controls
- Axles

### Assurance for the life of the machine

You can be assured of 'preventative' servicing using the latest technology and professionally trained technicians. With years of experience they are on hand to ensure that your machine runs at optimum performance.

All of this will be carried out according to a strict maintenance schedule supplied by Massey Ferguson.

With a **manager** Plan and through this 'preventative' servicing, your machine will maintain excellent productivity throughout its long working life. The most important aspect of this package is that you will never incur any unexpected hidden costs.

It is possible to cut the cost of maintaining your machine through 'preventative' servicing and maintenance, thereby reducing long term ownership costs and securing a productive future for your business.

### Tailored to your needs

**manager** has been designed to cater for your individual needs. Cover is available for up to 5 years or 6,000 hours depending on your requirements. Available at initial point of sale or, for added flexibility, you can choose to take on a **manager** contract any time up to 6 months after machine registration.

Your dealer will prepare the servicing plan and can tailor it to last up to a maximum of 10,000 hours.

By choosing **manager** Service and Repair Plan, not only are you assured of complete peace-of-mind for you and your business but also a higher residual value for your machinery, full dealer history and genuine AGCO Parts inside and out.

**For more information on manager Service and Repair Plan speak to your Massey Ferguson dealer.**

\* **manager** Service and Repair Plan may not be available or may be market dependant. Please contact your Massey Ferguson dealer to check availability in your area.



## AGCO Customer Support...providing local service to the global brand

Massey Ferguson is a truly global brand with machines operating all over the world, from revolutionary "little grey fergie" tractors to the latest high-tech tractors and combines. Have you ever wondered how we continue to provide industry-leading parts and service support to such a vast array of machines and technologies across the globe?

Behind every Massey Ferguson machine is the powerful aftersales support of AGCO's Customer Support organisation.

Our main aim is to ensure that every machine - old or new - is fully supported locally, offering every Massey Ferguson owner:

- The best service in the industry
- Low cost of ownership
- A reliable and durable machine
- Minimum machine downtime
- A high resale value

**State-of-the-art warehousing and logistics from AGCO Parts**  
Of course, every Massey Ferguson dealer is fully backed-up by the AGCO Customer Support organisation which provides industry-leading parts supply through AGCO Parts' state-of-the-art warehousing and logistics. With outstanding service levels, overnight delivery and inventory covering all Massey Ferguson machines - even those over 10 years old - we only ever supply genuine parts, and we guarantee the right fit, first time.

**The right aftersales solution whatever the age of machine**  
Whatever the age of your Massey Ferguson machine, AGCO Customer Support has the right aftersales solution to save time & money, providing appropriate, affordable and reliable servicing and maintenance solutions in every situation.

**Practical local support where you need it**  
AGCO places great emphasis on providing the best service to our Massey Ferguson dealers and this extends beyond the exceptional servicing and maintenance solutions and parts supply:

- Expert training and specialist equipment
- Advanced diagnostic techniques
- Information retrieval technology to communicate the very latest parts and service information
- Highly skilled technical support groups

With aftersales support from AGCO Customer Support, it's not just about supplying a filter or doing an oil change. It's about providing the best solution to our customers' needs, wrapped up with industry-leading parts and service support.

Engine Power, Nominal		MF 6445 <i>Dyna-6</i>	MF 6455 <i>Dyna-6</i>	MF 6460 <i>Dyna-6</i>	MF 6465 <i>Dyna-6</i>	MF 6470 <i>Dyna-6</i>
Rated hp @ 2200 rpm	✚ ISO hp (kW)	95 (70)	105 (77)	115 (84)	120 (88)	125 (92)
Maximum hp @ 2000 RPM in 1st and 2nd range	✚ ISO hp (kW)	100 (74)	112 (82)	125 (92)	132 (97)	135 (99)
Maximum hp @ 2000 rpm 3rd and 4th range	✚ ISO hp (kW)	110 (81)	125 (92)	135 (99)	144 (106)	145 (107)
Maximum torque @ 1500 rpm in 1st and 2nd range	✚ Nm	400	463	538	543	585
Maximum torque @ 1500 rpm in 3rd and 4th range or in PTO application	✚ Nm	463	525	585	600	625
Maximum power available @ PTO shaft Maximum hp @ 1000 PTO rpm OECD (accuracy +/- 2%)	hp (kW)	88 (65)	100 (74)	110 (81)	115 (85)	120 (88)
Specific fuel consumption†	g/kWh	208	208	205	208	205

#### Engine

Diesel, direct injection	make	Perkins	Perkins	AGCO SISU POWER		
Type		1104D-E44TA	1104D-E44TA	44CTA	1106D-E66TA	44CTA
Cooling/fuel injection		Water cooled, direct injection diesel. Tier III compliant. Common rail electronic fuel injection. 4 valves per cylinder				
Aspiration		Turbocharged, with wastegate and intercooler		Turbocharged, with intercooler		
Capacity/ no. of cylinders	litre/no.	4.4/4	4.4/4	4.4/4	6.6/6	4.4/4

#### Clutch

Operation and control		Forward and reverse, multi-plate, oil-cooled clutches with hydraulic actuation and electronic control				
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#### Transmission

Dyna-6 - Speedmatching Semi-powershift gearbox, with 6 Dynashift ratios in each of 4 electro-hydraulically controlled ranges. Power Control and Speedmatching functions						
Dyna-6 - AutoDrive As 'Speedmatching', plus AutoDrive, giving manual, semi - or fully-automated Dynashift changes		<input type="radio"/>				
50 km/h max. speed ▲		-	-	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creeper speeds - Additional 12F/12R Creeper speeds		<input type="radio"/>				
Supercreep speeds - Additional 24F/24R Creeper speeds		<input type="radio"/>				
Dyna-VT		-	-	-	-	-
Field speed range						
Road speed range						

#### Power Take-Off (Rear)

Operation and control		Independent, electro-hydraulic with rear fender-mounted start/stop control and headland automation. In-cab control lever				
Speed change: Shiftable, flanged In-cab/external control		●/○	●/○	●/○	●/○	●/○

#### PTO speed @ engine rev/min

540 rpm (6 spline shaft)	rpm	1980	1980	1980	1980	1980
1000 rpm (21 spline shaft)	rpm	2000	2000	2000	2030	2030
Ground speed PTO		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economy PTO	rpm	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
540 Economy PTO	rpm	1530	1530	1530	1530	1530
1000 Economy PTO	rpm	1550	1550	1550	1570	1570
Shaft diameter		35mm (1 <sup>3</sup> / <sub>8</sub> in)				

		MF 6475 <i>Dyna-6</i>	MF 6480 <i>Dyna-6</i>	MF 7465 <i>Dyna-VT</i>	MF 7475 <i>Dyna-VT</i>	MF 7480 <i>Dyna-VT</i>
<b>Engine Power, Nominal</b>						
Rated hp @ 2200 rpm	✪ ISO hp (kW)	132 (97)	147 (108)	125 (92)	142 (105)	152 (112)
Maximum hp @ 2000 rpm	✪ ISO hp (kW)	142 (105)	157 (116)	137 (101)	155 (115)	167 (123)
Maximum hp @ 2000 rpm in transport/PTO	✪ ISO hp (kW)	162 (119)	172 (127)	-	-	-
Maximum torque	✪ Nm	605	665	600	689	711
Maximum torque in transport/ PTO	✪ Nm	689	711	-	-	-
Maximum power available @ PTO shaft Maximum hp @ 1000 PTO rpm OECD (accuracy +/- 2%)	hp (kW)	130 (96)	140 (103)	115 (85)	130 (96)	140 (103)
Specific fuel consumption <sup>†</sup>	g/kWh	207	207	208	207	207

## Engine

Diesel, direct injection	make	AGCO SISU POWER				
Type		1106D-E66TA	1106D-E66TA	1106D-E66TA	1106D-E66TA	1106D-E66TA
Cooling/fuel injection		Water cooled, direct injection diesel. Tier III compliant. Common rail electronic fuel injection. 4 valves per cylinder				
Aspiration		Turbocharged, with intercooler				
Capacity/ no. of cylinders	litre/no.	6.6/6	6.6/6	6.6/6	6.6/6	6.6/6

## Clutch

Operation and control		Forward and reverse, multi-plate, oil-cooled clutches with hydraulic actuation and electronic control	-	-	-
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## Transmission

Dyna-6 - Speedmatcing Semi-powershift gearbox, with 6 Dynashift ratios in each of 4 electro-hydraulically controlled ranges. Power Control and Speedmatching functions				-	-	-
Dyna-6 - AutoDrive As 'Speedmatching', plus AutoDrive, giving manual, semi - or fully-automated Dynashift changes		○	○	-	-	-
50 km/h max. speed ▲		○	○	-	-	-
Creeper speeds - Additional 12F/12R Creeper speeds		○	○	-	-	-
Supercreeper speeds - Additional 24F/24R Creeper speeds		○	○	-	-	-
Dyna-VT		-	-	Stepless, continuously variable transmission		
Field speed range				0.03 – 28 km/h Forward and 0.03 – 16 km/h Reverse		
Road speed range				0.03 – 50 km/hs Forward and 0.03 – 38 km/h Reverse		

## Power Take-Off (Rear)

Operation and control		Independent, electro-hydraulic with rear fender-mounted start/stop control and headland automation. In-cab control lever				
Speed change: Shiftable, flanged In-cab/external control		●/○	●/○	●/-	●/-	●/-

## PTO speed @ engine rev/min

540 rpm (6 spline shaft)	rpm	1980	1980	2065	2065	2065
1000 rpm (21 spline shaft)	rpm	2030	2030	2030	2030	2030
Ground speed PTO		○	○	-	-	-
Economy PTO	rpm	○	○	●	●	●
540 Economy PTO	rpm	1530	1530	1590	1590	1590
1000 Economy PTO	rpm	1570	1570	-	-	-
Shaft diameter		35mm (1 <sup>3</sup> / <sub>8</sub> in)				

● = Standard

○ = Optional

- = Not applicable/available

▲ = Depending on market/legislation

✪ = ISO TR 14396 (EG 97/68 values are comparable to ISO values +/- 0.5%)

<sup>†</sup> = Optimum specific fuel consumption (Manufacturer's test)

\*\* = Depending on market/legislation

		MF 6445 <i>Dyna-6</i>	MF 6455 <i>Dyna-6</i>	MF 6460 <i>Dyna-6</i>	MF 6465 <i>Dyna-6</i>	MF 6470 <i>Dyna-6</i>
<b>Front power take-off and linkage (○)</b>						
MF IFLS - Integrated Linkage System		-	-	-	○	-
'Standard' linkage system		○	○	○	-	○
Operation and control		Independent, electro-hydraulic. 6 or 21 spline, 35mm (13/8in) diameter PTO shaft. 1000 rpm @ 2000 engine rpm				
Linkage lift capacity	kg	2500	2500	2500	2800/4000	2500
<b>Linkage and hydraulics</b>						
Linkage control		Electronic control of draft, position, Intermix, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control				
Max oil flow/pressure Open Centre Closed Centre (load sensing)	litre/min /bar litre/min /bar	● 57/200+33/17 ○ 110/200	● 57/200+33/17 ○ 110/200	● 57/200+33/17 ○ 110/200	● 57/200+33/17 ○ 110/200	● 57/200+33/17 ○ 110/200
Lower links		Quick-attach, hook end with Cat. 2/3 balls and cones				
Maximum lift capacity, at link ends	kg	● 5850/ ○ 7100	● 5850/ ○ 7100	● 5850/ ○ 7100	7100	● 5850/ ○ 7100
<b>Auxiliary hydraulics</b>						
Spool valves, number/type	●	Single/double acting mechanical Spool valves				
- number as standard		2	2	2	3	2
- number	○	Up to 4, mechanical Spool valves				
Optional, CCLS models only		Spool Valve Management System (SMS) with up to 4 electro-hydraulic Spool valves				
<b>Steering</b>						
Type		Hydrostatic, balanced, with tilting, telescopic steering column				
<b>Brakes</b>						
With power assistance		○	○	○	●	○
Less power assistance		●	●	●	-	●
Trailer brakes		Hydraulic, pedal-operated				
<b>4WD Front axle</b>						
Differential lock		Hydralock (full engagement/disengagement), with automated control				
QuadLink suspended axle		○	○	○	○	○
<b>Wheels and Tyres</b> (Full range available. Please consult your Dealer)						
Front		340/85R24/ 13.6R24	340/85R28/ 13.6R28	340/85R28/ 13.6R28	380/85R28/ 14.9R28	380/85R28/ 14.9R28
Rear		420/85R34/ 16.9R34	420/85R38/ 16.9R38	420/85R38/ 16.9R38	460/85R38/ 18.4R38	460/85R38/ 18.4R38
<b>Track adjustments</b> (with standard wheels and tyres)						
Front - 2WD (not available in UK)	m	1.54-2.33 ○	1.54-2.33 ○	1.54-2.33 ○	-	-
Front - 4WD/QuadLink	m	1.67-1.92	1.67-1.92	1.67-1.92	1.67-1.92	1.67-1.92
Rear	m	1.59-1.94	1.59-1.94	1.59-1.94	1.70-1.95	1.70-1.95
<b>Weights and dimensions</b> (approximate, with standard wheels and tyres, 4WD model, less fuel)						
Weight minimum, no ballast	kg	4250	4350	4570	5240	4610
<b>Dimensions</b> (Less front weights)						
Overall length, to lower link ends	m	4.25	4.25	4.32	4.90	4.32
Overall height - over cab	m	2.78	2.82	2.82	2.90	2.86
Minimum width	m	1.98	1.98	1.98	2.28	2.28
Wheelbase	m	2.55	2.55	2.67	2.87	2.67
Turning circle; diameter, less brakes, 2WD/4WD	m	7.4/8.4	7.4/8.4	7.7/8.9	-/9.6	-/8.4
<b>Capacities</b>						
Fuel tank capacity	●/○ litre	130/190	130/190	145/210	270/-	145/210

Front power take-off and linkage (○)		MF 6475 <i>Dyna-6</i>	MF 6480 <i>Dyna-6</i>	MF 7465 <i>Dyna-VT</i>	MF 7475 <i>Dyna-VT</i>	MF 7480 <i>Dyna-VT</i>
MF IFLS - Integrated Linkage System		○	○	○	○	○
'Standard' linkage system		-	-	-	-	-
Operation and control		Independent, electro-hydraulic. 6 or 21 spline, 35mm (1 3/8in) diameter PTO shaft. 1000 rpm @ 2000 engine rpm				
Linkage lift capacity	kg	2800/4000	2800/4000	2800/4000	2800/4000	2800/4000
<b>Linkage and hydraulics</b>						
Linkage control		Electronic control of draft, position, Intermix, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control				
Max oil flow/pressure Open Centre Closed Centre (load sensing)	litre/min /bar litre/min /bar	● 57/200+33/17 ○ 110/200	● 57/200+33/17 ○ 110/200	- ● 110/200	- ● 110/200	- ● 110/200
Lower links		Quick-attach, hook end with Cat. 2/3 balls and cones				
Maximum lift capacity, at link ends	kg	● 7100 ○ 8000	● 7100 ○ 8000	8600	8600	8600
<b>Auxiliary hydraulics</b>						
Spool valves, number/type	●	Single/double acting mechanical Spool valves		SMS + joystick: electro-hydraulic/mechanical		
- number as standard		3	3	2/1	2/1	2/1
- number	○	Up to 4, mechanical Spool valves		N/A		
Optional, CCLS models only		Spool Valve Management System (SMS) with up to 4 electro-hydraulic Spool valves				
<b>Steering</b>						
Type		Hydrostatic, balanced, with tilting, telescopic steering column				
<b>Brakes</b>						
With power assistance		●	●	●	●	●
Less power assistance		-	-	-	-	-
Trailer brakes		Hydraulic, pedal-operated				
<b>4WD Front axle</b>						
Differential lock		Hydralock (full engagement/disengagement), with automated control				
QuadLink suspended axle		○	○	●	●	●
<b>Wheels and Tyres</b> (Full range available. Please consult your Dealer)						
Front		380/85R28/ 14.9R28	420/85R28/ 16.9R28	380/85R28/ 14.9R28	380/85R28/ 14.9R28	420/85R28/ 16.9R28
Rear		460/85R38/ 18.4R38	520/85R38/ 20.8R38	460/85R38/ 18.4R38	460/85R38/ 18.4R38	520/85R38/ 20.8R38
<b>Track adjustments</b> (with standard wheels and tyres)						
Front - 2WD (not available in UK)	m	-	-	-	-	-
Front - 4WD/QuadLink	m	1.67-1.92	1.67-1.92	1.62-1.97	1.62-1.97	1.75-1.87
Rear	m	1.76-2.02	1.76-2.02	1.62-2.00	1.62-2.00	1.67-2.00
<b>Weights and dimensions</b> (approximate, with standard wheels and tyres, 4WD model, less fuel)						
Weight minimum, no ballast	kg	5400	5470	5900	6200	6300
<b>Dimensions</b> (Less front weights)						
Overall length, to lower link ends	m	4.90	4.90	4.90	4.90	4.90
Overall height - over cab	m	2.90	2.94	2.90	2.90	2.94
Minimum width	m	2.28	2.28	2.25	2.25	2.25
Wheelbase	m	2.87	2.87	2.87	2.87	2.87
Turning circle: diameter, less brakes, 2WD/4WD	m	-/9.6	-/10.0	-/9.6	-/9.6	-/10.0
<b>Capacities</b>						
Fuel tank capacity	●/○ litre	270/-	270/-	270/-	270/-	270/-

● = Standard  
○ = Optional  
- = Not applicable/available

▲ = Depending on market/legislation  
⊕ = ISO TR 14396 (EG 97/68 values are comparable to ISO values +/- 0.5%)

† = Optimum specific fuel consumption (Manufacturer's test)  
\*\* = Depending on market/legislation

# MF 6400 & 7400 highlights

Here's a quick reminder of some of the advanced features of the MF 6400 & 7400 Series tractors that further enhance their place firmly within the medium horsepower sector.

- 01 Highly efficient, powerful diesel engines, built using the latest technology to produce maximum torque, outstanding fuel economy and lower emissions.
- 02 MF 6465, 75, 80 and MF 7465, 75 and 80 now come with super-efficient, 6-cylinder AGCO SISU POWER engines.
- 03 Choose from 10 models in the 100 - 170 hp category to get precisely the right tractor for your farming business.
- 04 Spacious, exceptionally quiet cab, combined with sector-leading levels of comfort to create a relaxing, stress-free working environment for the operator.
- 05 MF 6400 Series tractors offer the best in mechanical transmissions with Dyna-6 semi-powershift.
- 06 MF 7400 Series delivers power via the unbeatable Dyna-VT continuously variable transmission which now comes with Dynamic Tractor Management (DTM) for maximum productivity and fuel efficiency.
- 07 Available with Datatronic 3, video capability and ISOBUS compatibility, together with the most comprehensive, yet simple headland management system.
- 08 Smooth, modern styling in line with the new Massey Ferguson 'family' design.
- 09 Transport boost on most models means 50km/h\* can be achieved when undertaking road work, reducing journey times and raising operator productivity.
- 10 Front axle support casting and 'structural' engine sump to allow fitting of the fully integrated front linkage and PTO system.

\* Specifications vary by model and market/legislation