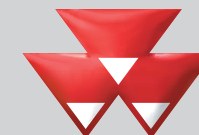


MF 6400 / 7400



Full range of Panoramic Cab tractors

Seven MF 6400 models from 90 to 145 hp
Three MF 7400 models from 120 to 145 hp
with Dyna-VT transmission



MASSEY FERGUSON



Outstanding comfort, visibility and specification choice

MF Panoramic Cab tractors offer exceptional comfort and visibility with outstanding 'driveability' and unrivalled transmission choice. Operators work in the ultimate environment to achieve maximum productivity... and safety. There is a choice of seven MF 6400 models and three MF 7400 Dyna-VT tractors, offering superb specifications to suit all applications. The MF 6445 and MF 6455 are also available with either standard or 'steep-nose' bonnets.

High-productivity features*

Massey Ferguson offers the ultimate transmission choice for maximum productivity, with smooth, effortless operation. Any combination of speed and engine rpm is offered by the superb Dyna-VT transmission. Alternatively, the Dyna-6 mechanical semi-powershift transmission provides six, clutchless steps in every gear, along with automatic changing functions.

On both transmissions, the left-hand Power Control lever gives smooth, adjustable power shuttle, clutch control and easy speed selection, from low creeper speeds right through to 40 km/h** transport speeds (or 50 km/h** on Dyna-VT).

The Panoramic cab, with its completely clear view to the right-hand side offers maximum visibility, without compromising comfort. At just 72 dB(A), the cab is exceptionally quiet and offers the highest levels of comfort and control.

Full road lighting is supplemented with additional work lights including rear fog and reversing lights, for efficient and safe working after-dark or in adverse weather conditions.

Equipment choice extends from less linkage and hydraulics, right up to comprehensive agricultural specifications with a range of high-capacity hydraulic systems, linkage, hitches and mechanical or electro-hydraulic spool valves.

The optional QuadLink™ suspended front axle and 'dual stage' cab suspension further enhance the driving experience and help to maximise productivity.

**Ten, four- and six-cylinder models,
90 hp to 145 hp**

**Purpose-designed for roadside
maintenance and other municipal tasks
Pillarless right-hand window for a perfect
view of side-mounted equipment
Dyna-6 transmission, with unique
left-hand Power Control...
or Dyna-VT, continuously variable
transmission for ultimate speed control
Available less linkage and hydraulics up to
full 'agricultural' specification**

* Some features listed are optional ** Depending on market/legislation

A model and power rating for every task...

Model	Engine	Capacity	ISO hp [†]	With 'Transport Boost' ISO hp [†]
MF 6445	4 cyl. Turbo	4.4 litre	90	—
MF 6455	4 cyl. Turbo	4.4 litre	100	—
MF 6460	4 cyl. Turbo/intercooled	4.4 litre	115	125
MF 6470	4 cyl. Turbo/intercooled	4.4 litre	125	135
MF 6465	6 cyl. Turbo/intercooled	6.0 litre	120	130
MF 6475	6 cyl. Turbo/intercooled	6.0 litre	135	145
MF 6480	6 cyl. Turbo/intercooled	6.0 litre	145	155
MF 7465	6 cyl. Turbo/intercooled	6.0 litre	120	130
MF 7475	6 cyl. Turbo/intercooled	6.0 litre	135	145
MF 7480	6 cyl. Turbo/intercooled	6.0 litre	145	155

[†]ISO TR14396

Panoramic Cab: Ultimate visibility with maximum control



The Panoramic cab's 140° wide, polycarbonate screen with no B-post on the right-hand side provides a completely clear view of side-mounted implements.

The one-piece side screen is 8 mm thick and extremely tough to protect the operator from flying debris. A special anti-scratch coating and dedicated wash/wipe system maintain excellent visibility in all conditions. A retractable sunblind, fitted as standard, folds away onto the front cab pillar when not required. Front and rear visibility is also

outstanding, as is the view above when the Visio-roof is specified.

Steep-nose bonnet

The Visio-roof option, which enhances the overhead view, is also the perfect match for the high-visibility, 'steep-nose' bonnet option available for the MF 6445 and MF 6455. This combination is ideal partnership for front loader applications by providing an extra two metres of useful visibility ahead of the tractor.

There's also no compromise on cab comfort when specifying the Visio-roof, because it is purpose-built and incorporates full air-conditioning and ventilation.

All-round lighting

The excellent standard lighting is enhanced with a range of additional work lights. At the front of the tractor, four roof-mounted work lights supplement the headlights. On the right-hand side there is a powerful work light mounted on an adjustable, extended arm and at the rear of the tractor there is an additional fog lamp and reversing light.

For local authority and road working operation, brackets and wiring are available and enable easy fitting of a roof-mounted 'tri-flash' hazard warning triangle.

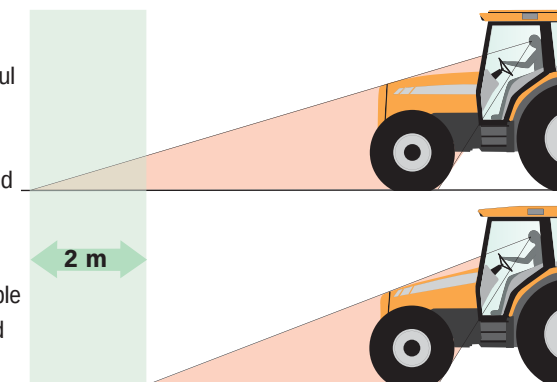


Above: Standard equipment includes extra lighting for side illumination



Above: Optional Visio-roof gives excellent high forward visibility. Inset: Sun blinds are standard.

Below: The steep-nose bonnet design (option, MF 6445/6455) gives improved forward visibility



Comfort, productivity and safety go hand in hand. So the MF Panoramic Cab tractors are designed to tackle long working hours, whatever the temperature, the terrain or the task.

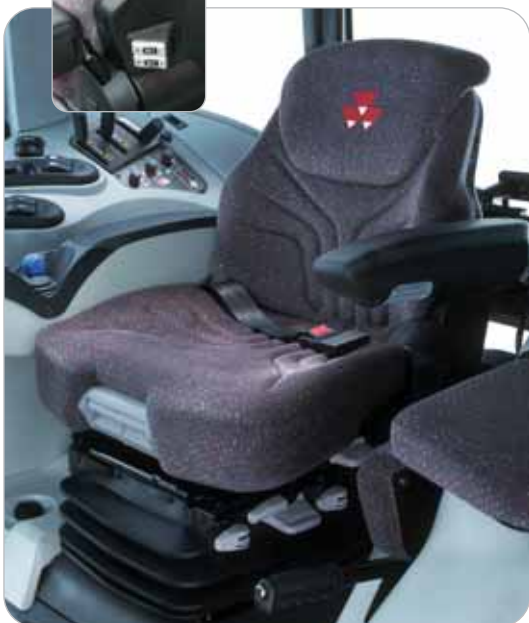
High specification seats

The high specification, swivelling seat is fully adjustable including lumbar support, mechanical height adjustment, plus height and



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

Inset: heating switches on optional 'super de-luxe' seat



fore and aft adjustment for the right hand armrest so that the armrest-mounted controls can be positioned perfectly.

Options include pneumatic height adjustment or a super de-luxe seat with double pneumatic lumbar support, heating and 'active carbon' seat covering for greater comfort in really hot conditions.

QuadLink suspension

Available as an option, 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.

Operator-controlled

QuadLink is operator-controlled so you can switch it on or off as required.



Above: QuadLink suspended front axle

Right: Superb ergonomics for efficient control (Dyna-6 model shown)

Right: With either PTO-driven equipment or using the tractor's own hydraulic system, there is always plenty of oil flow and pressure for demanding tasks



For example, when working in a confined space with a loader or with pallet forks, where height control must be precise, it is a real advantage to be able to deactivate the system.

Dual Stage suspended cab

To provide the ultimate in ride comfort, MF's cab suspension system can also be specified. 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 working conditions. This unique operator-controlled system stabilises cab movement more effectively and also has fewer mechanical links between the cab and 'transaxle', so noise insulation is also improved.

Simple, precise controls

Most of the frequently used controls are grouped to the right, either armrest-

mounted or on the right-hand console. All of the controls are large and easy-to-operate and all activate with satisfying precision. Many of the tractors' functions are automated or semi-automated to reduce repetitive tasks and simplify operation.



Dyna-6 : for exceptional flexibility and productivity

Dyna-6 on the MF 6400 models builds on the success of the proven Dynashift gearbox and offers six change-under-load speeds within each of four ranges. Two levels of automation are available: Speedmatching (standard) and AutoDrive (optional), plus creep and super-creep options, offering travel speeds from low-speed hedge-cutting to high-speed transport.

Working with Dyna-6

Dyna-6, uniquely, provides a smooth, six-speed Dynashift change in all four gears. All Dynashift changes are made under load, without the need to use the clutch pedal, which makes Dyna-6 exceptionally easy to use. And with a choice of either left- or right-hand control, there's total operating flexibility to suit different applications and driver preferences.

With optional AutoDrive, the system will change speeds automatically, which means you can concentrate on achieving the best work quality.

Left-hand Power Control

The left-hand Power Control lever provides convenient forward/reverse shuttle, powershift changes, range changes (in AutoDrive, Transport mode) and fingertip declutching, leaving the right hand free to operate complex mounted equipment.

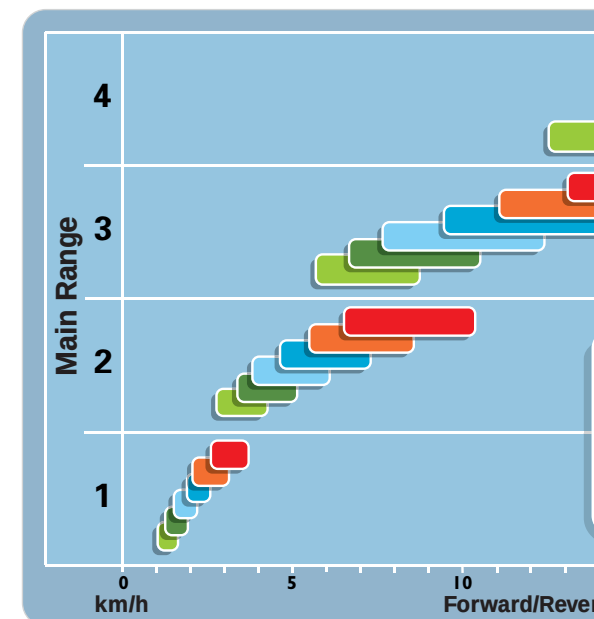
Shuttle operations are more efficient too, with programmable forward/reverse speeds reducing repetitive tasks and speeding cycle

times. Electronic control of the power shuttle improves the speed and security, resulting in smooth operation and protection for the transmission.

Right-hand control

The T-shaped gear lever is mounted in the armrest, which is adjustable, so all of the controls are always in the right position. Simply 'pulse' the gear lever forwards or backwards to change up or down through the six Dynashift ratios individually. To change through the gears more rapidly, simply hold the lever in the forward or backward position.

Changing ranges is achieved simply by pressing the range selection button as you move the lever. The range selected is indicated on an LED display on the right-hand console.



Speedmatching

Fitted as standard, Speedmatching is the ideal transmission control aid when mowing, hedge-cutting and for a wide range of other local authority maintenance work.

Speedmatching automatically selects the most appropriate Dynashift ratio according to forward speed when changing gear or range. For example, if a tractor is pulling a heavy trailer in 3rd gear in Dynashift ratio 'F', if the operator changes into 4th gear, Speedmatching will automatically select either C or D ratio.

AutoDrive Controller

In front of the LED display is a rotary 'Comfort Control' switch. This allows the operator to adjust the rate of engagement of forward/reverse shuttle selection. So for loader

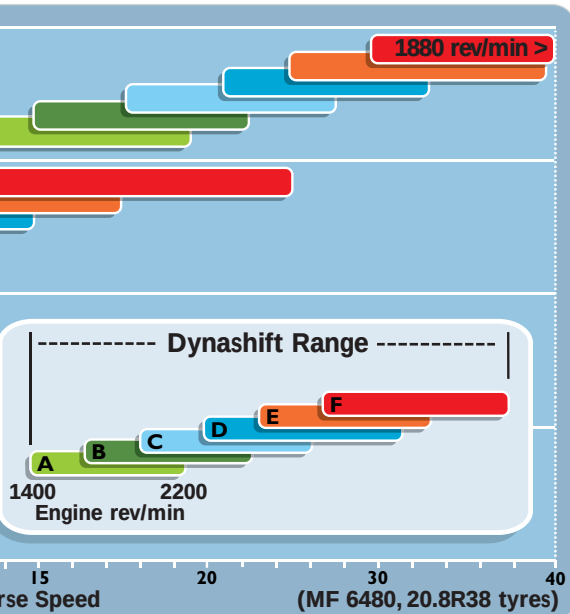


Left-hand Power Control (above) leaves the right hand free to operate implement controls and other functions



Right-hand controls include the 'T-handle' gear lever with a push-button for range selection and the power shuttle Comfort Control switch





Above: There are six Dynashift changes in each gear, giving a wide range of on-the-move 'powershift' changes or speeds. Maximum speed is achieved at only 1,880 rev/min on most models*, for improved economy and reduced noise levels.

work a fairly aggressive setting speeds cycle times and gives maximum productivity, while a gentler setting offers smooth, yet almost immediate direction changes when shuttling.

AutoDrive

AutoDrive is an advanced transmission control system that operators can set for optimum productivity, efficiency and driving comfort. In 'Road' mode the system changes Dyna-6 ratios and ranges for complete automatic operation. This allows you to concentrate on operating the implement, while the transmission looks after itself. In 'Field' mode the system changes the six Dyna-6 ratios, with operators changing the range with touch of a button.

Operators set the shift

Unlike most other 'automatic' shifting systems AutoDrive allows operators to set the engine speed at which upshifts will be made - between 1,600 to 2,200 rev/min. This helps users precisely tailor the automatic system to suit each particular job and operating condition.

Advanced engines for more power and torque

Powered by latest generation engines with Electronic Engine Management (EEM), MF 6400 Series tractors have high torque with excellent 'constant power' and torque back-up, right down to 1,000 engine rev/min.*

* Except MF 6445/6455

** Activates in 3rd and 4th range

Optional electrical isolator switch is an added safety and security aid



Pressing a button recalls these precise settings, which boosts productivity and simplifies operation.

These characteristics work in perfect harmony with the Dyna-6 transmission to maximise productivity and fuel economy, at the same time giving outstanding responsiveness and 'driveability'.

Electronic Engine Management

Most Dyna-6 models feature engines with Electronic Engine Management (EEM)*. This continuously adjusts the fuel injection relative to engine speed and load, resulting in more power and good fuel economy.

EEM also provides up to 10 hp 'power boost'** along with the ability to set and memorise engine speeds.



Dyna-VT : the ultimate transmission for municipal tractor operations

Dyna-VT continuously variable transmission is the perfect partner for the Panoramic cab, offering infinitely variable speeds between 0-50 km/h*, and in both directions. Dyna-VT is easy to use and allows operators to set the exact engine speed for the implement and then adjust the forward speed to precisely match the work and conditions.

* depending on market/legislation

Infinite speeds from Dyna-VT

Dyna-VT operation combines sophistication with simplicity and ease of use. A small armrest-mounted lever, or the left-hand Power Control lever control speed changes (in two ranges) and shuttling. Switching to foot pedal operation offers a range of 'modes' for ultimate control to boost productivity. The versatile transmission is perfect for a wide range of municipal work and other tasks. Automatic functions provide complete control, resulting in less operator fatigue and higher workrates.

Stepless speed control

To pull away, simply select forward or reverse with the left-hand Power Control lever. Then simply operate the small Dyna-VT lever mounted at the end of the driver's right armrest. The further you push the lever, the faster the tractor accelerates. No jerks, breaks in traction or power, just simple infinite speed control from super creep speeds right through to top transport speed.

As well as offering simple operation Dyna-VT provides a host of sophisticated functions to achieve optimum performance at the lowest operating costs.

Left-hand Power Control

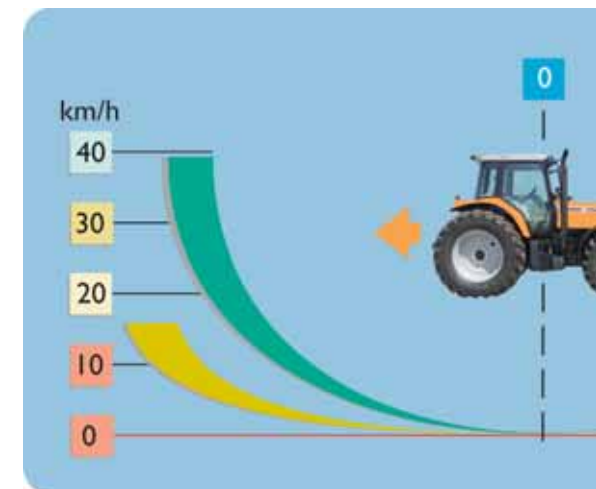
Lift the Power Control lever, mounted on the left-hand side under the steering wheel, and push it forwards to go ahead or backwards for reverse. The longer the lever is held in position, the faster the tractor goes - it really is that simple.

To change direction, simply lift the Power Control lever and shift through neutral to shuttle between forward and reverse, leaving the right hand free to operate complex implements.

Speed control

With two rotary dials - 'SV1' and 'SV2' - you can set the speed and acceleration. Simply turn the dial until the desired speed is shown on the console.

These are then recalled at the touch of a button on the armrest. Speed control is particularly useful for municipal applications where it combines with other transmission functions to provide optimum control and productivity.



Choice of operating modes

In standard mode, simply move the levers and go - as engine revs increase, the CVT changes speeds to match. Similarly, as revs fall, the CVT slows down, similar to an automatic car.

Selecting 'pedal mode' provides automatic operating options. Now when you press the foot pedal or move the hand throttle, it controls the forward speed.

Forager (PTO) mode

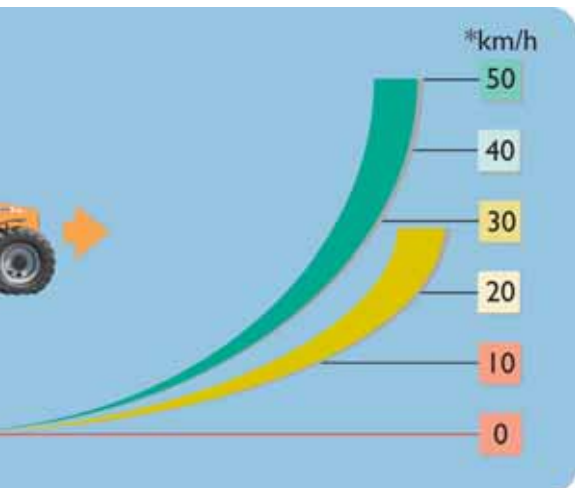
Ideal for operating PTO-driven equipment. Set the engine revs/min for the desired PTO



SV1/SV2 Speed memories, Dyna-VT operating modes and range selection all in one convenient 'pod'



Pedal mode offers precise forward speed control, regardless of engine speed.



Two infinitely variable speed ranges cover all field and transport application needs

speed and then move the lever or pedal for infinitely variable forward speeds.

You can use the SV1 and SV2 dials for fine speed control.

Power mode

'Power Mode' works similarly to an 'automatic' transmission with maximum speed at maximum engine revs. Full power is available for hauling heavy trailers.

Economy mode

In 'Economy mode' ratio changes are made at lower rev/min, providing high economy for lighter duty applications.

'Supervisor' keeps control

The 'Supervisor' works in the background continually adjusting the transmission ratio to optimise the relationship between engine load and forward speed. You can, however,

adjust the dial to alter the shifting characteristics to suit PTO, transport or draft work.

Electronic Engine Management

Electronic Engine Management (EEM) on MF 7400 Series tractors enables a wide range of advanced control functions including Power Boost and Engine Speed Control.

Use '+/-' to pre-set engine speed and 'A/B' to memorise and access the required settings.

Power boost

At travel speeds more than 15 km/h the EEM system automatically boosts power by at least 10 hp.

Engine speed control

You can pre-set and memorise two different engine speeds with switches mounted on the right-hand console. These can be set for work and turning speeds, which provides



precise control of engine speed and allows them to be changed at the touch of the button.



Wide specification choice for year-round productivity

MF 6400 and MF 7400 Panoramic Cab tractors are equipped to a high specification as standard. There is also a wide choice of features and options that allow you to virtually tailor-make the machines to suit your precise requirements. So when the verge-cutting season ends, the versatile municipal tractors can quickly move on to other tasks, keeping your investment working all year.

Load sensing hydraulics

Closed Centre Load-Sensing (CCLS) hydraulic systems provide high oil-flow and pressure according to demand, with virtually instant response. This means there's no wasted power or fuel used for pumping oil that's not required. CCLS is standard on MF 7400 models and an option on MF 6400s.

Auxiliary spool valves

With a choice of mechanical or electro-hydraulic valves or Spool Valve Management System (SMS), complex equipment can be controlled easily and effectively.

Power beyond

All CCLS and "Twin flow" systems offer a 'Power beyond' facility. Extra flow and return pipes provide oil flow directly from the pump, enabling additional remote spool valves to be connected, without occupying the existing couplers.

Highly accurate linkage control

Massey Ferguson's renowned ELC Electronic Linkage* Control, with its class-leading

accuracy and intuitive operation, provides precise draft, position and intermix functions. Further sophistication includes sensitivity, rate of drop and 'quick soil engagement'.

Frequently used controls are mounted in the armrest, with other functions grouped on the straightforward ELC console, providing simple and accurate operation. *Linkage is standard on MF 7400; optional on MF 6400.

Well laid out controls, with large, easy-to-operate levers and switches (Dyna-6 model shown)



Active Transport Control (ATC)

Active Transport Control is standard and an integral function of the ELC system. This is a shock-absorbing system that minimises the 'pitching' action - automatically adjusting for different implement weights. This provides smoother, safer, faster transport and, by reducing shock loads through the lift rams and hydraulic circuits, also protects the operator and the tractor from jarring.



Above: Integrated Active Transport Control reduces shock loads and gives faster, safer transport of linkage-mounted equipment

Three-point linkage option

MF 6400 Panoramic Cab models have the option of no rear linkage, ELC and hydraulics, or they can be fully specified to meet the needs of the most demanding users. All MF 7400 models come with three-point linkage as standard. This features twin external lift rams for high lift capacities and quick-attach top- and lower links.

Front-linkage option

A front linkage, with or without PTO, is an option on all MF Panoramic cab models, which further enhances the tractors' versatility. There is a choice of 2.5 tonne or 3.5 tonne lift capacity to suit the tractor.



A fully specified rear linkage and hydraulic system is available, with a wide choice of hitches and spool valves.

The standard reversing light illuminates when reverse gear is selected.

High specification PTO

With power, versatility and simplicity of operation as key design criteria, Panoramic cab tractors offer high PTO specifications to meet the needs of every conceivable application.

All controls for front (optional) and rear systems are grouped conveniently on the right-hand console. Additional fender-mounted engagement and emergency stop buttons also give added convenience and safety.

All models also have automated PTO control. In 'auto' the PTO is disengaged when the linkage is raised and when travelling at speeds more than 25 km/h. It is engaged when the linkage is lowered.

Datatronic III and the GTA Console (Optional)

Datatronic III and the new GTA Console offer unrivalled levels of automated operation of complex equipment, while also gathering and recording information in multiple memories.

Tractor and operating information, logged by the Console, can be downloaded via an SD (Secure Digital) Card and transferred to an office PC. The system comes with GTA 100 Communicator software as standard. Further software options build into a powerful management tool. This allows real costs to be allocated to jobs or fields.

The MF Panoramic Cab tractors are available in RAL 2000 orange and Massey Ferguson red

Simple routine servicing

All MF Panoramic cab tractors feature easy access to all routine service items. Oil levels can be checked and filters changed without removing engine side panels; the radiator slides out for easy access and on the rear axle, the transmission oil level and filler are well-positioned for clean checking and top-up.



The GTA Console fits neatly to the right, for easy access to controls and for clear legibility. The SD card slot enables data transfer



MF 6400 Specifications: ● = Standard ○ = Optional – = Not applicable/available ^ = Also available as a 'Steep Nose' model

		MF 6445^	MF 6455^	MF 6460	MF 6465	MF 6470	MF 6475	MF 6480
Engine power								
@ 2200 rev/min	*ISO hp (kW)	90 (67)	100 (74)	115 (84)	120 (87)	125 (89)	135 (98.5)	145 (106)
With Transport Boost	*ISO hp (kW)	–	–	125 (89)	130 (95)	135 (98.5)	145 (106)	155 (113)
Max. torque	*Nm	380	415	471	500	492	565	590
@ rev/min		1400	1400	1400	1400	1400	1400	1400
Specific fuel consumption†	g/kWh	210	209	208	217	207	215	214
*ISO TR14396 † Optimum specific fuel consumption (Manufacturer's test)								
Engine								
Water cooled, direct injection diesel	Make	Perkins	Perkins	Perkins	Perkins	Perkins	Perkins	Perkins
Type		1104C-44T	1104C-44T	1104C-E44TA	1106C-E60TA	1104C-E44TA	1106C-E60TA	1106C-E60TA
Number of cylinders		4	4	4	6	4	6	6
Capacity	litre	4.4	4.4	4.4	6.0	4.4	6.0	6.0
Aspiration	Turbo/Intercooler	●/–	●/–	●/●	●/●	●/●	●/●	●/●
Clutch								
Operation and control		Forward and reverse, multi-plate, oil-cooled clutches with hydraulic actuation and electronic control						
Transmission								
Operation and control		Dyna-6 semi-powershift gearbox with 24 forward and 24 reverse speeds, left hand 'Power Control' and Speedmatching						
		Speedmatching gives automated Dynashift ratio selection in accordance with forward speed when changing range						
AutoDrive	○	Speedmatching PLUS manual, semi- or fully-automated Dynashift range changes						
Additional 12F/12R Creeper speeds	○	4:1 reduction ratio giving speed down to 400 m/h at rated engine speed						
Additional 24F/24R Supercreep speeds	○	14:1 reduction ratio giving speed down to 150 m/h at rated engine speed						
Power take-off - rear								
Operation and control		Independent, electro-hydraulic with fender-mounted start/stop control and headland automation						
Speed change:								
Shiftable, flanged - external/in-cab control		●/○	●/○	●/○	●/○	●/○	●/○	●/○
PTO speed @ engine rev/min								
540 rev/min (6 spline shaft)	rev/min	2000	2000	2000	2000	2000	2000	2000
1000 rev/min (21 spline shaft)	rev/min	2000	2000	2000	2000	2000	2000	2000
Ground speed PTO		○	○	○	○	○	○	○
Economy PTO		○	○	○	○	○	○	○
540 or 1000 rev/min	rev/min	1550	1550	1550	1550	1550	1550	1550
Shaft diameter, 35mm (1 3/8in)		●	●	●	●	●	●	●
Front Power take-off and linkage								
Independent, electro-hydraulic		○	○	○	○	○	○	○
Shaft diameter, 35mm (1 3/8in)		●	●	●	●	●	●	●
PTO speed @ engine rev/min								
1000 rev/min (6 or 21 spline shaft)	rev/min	2040	2040	2040	2040	2040	2040	2040
Linkage lift capacity	kg	2500	2500	2500	2500/3500	2500	2500/3500	2500/3500

		MF 6445 ^A	MF 6455 ^A	MF 6460	MF 6465	MF 6470	MF 6475	MF 6480
Hydraulics and Linkage								
Max oil flow/pressure								
Open Centre	litre/min / bar	○ 58/200+42/17	○ 58/200+42/17	○ 58/200+42/17	○ 58/200+42/17	○ 58/200+42/17	○ 58/200+42/17	○ 58/200+42/17
Twin Flow (load sensing)	litre/min / bar	○100/200	○100/200	○100/200	○100/200	○100/200	○100/200	○100/200
Closed Centre (load sensing)	litre/min / bar	○110/200	○110/200	○110/200	○110/200	○110/200	○110/200	○110/200
Lower links, quick-attach hook end		○	○	○	○	○	○	○
Linkage control		Electronic control of draft, position, Intermix, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control.						
Maximum lift capacity, at link ends	kg	5850/7100	5850/7100	5850/7100	7100	5850/7100	7100	7100
Auxiliary hydraulics								
Spool valves	○	2 single/double acting mechanical Spool valves. Angled couplers with connect/disconnect under pressure function						
Optional, all models	○	Up to 4 single/double acting mechanical spool valves with flow divider, detent/kick-out, zero leak or float facility						
Optional, CCLS models only	○	Spool Valve Management System (SMS), up to 4 single/double acting electro-hydraulic spool valves with flow divider, detent/kick-out, zero leak or float facility						
Steering								
Hydrostatic, tilt/telescopic steering column		●	●	●	●	●	●	●
Brakes								
Oil-cooled, single plate discs, hydraulic actuation								
With power assistance	—	—		○	●	○	●	●
Less power assistance	●	●	●	●	—	●	—	—
Trailer brakes; hydraulic, pedal-operated	○	○	○	○	○	○	○	○
4WD front axle								
'Hydralock' differential lock		●	●	●	●	●	●	●
QuadLink suspended axle		○	○	○	○	○	○	○
'Standard' wheels and tyres (A full range of agricultural and industrial wheels and tyres are available. Please consult your Dealer)								
Front, welded rims (Agricultural tyres)		13.6R24	13.6R28	13.6R28	14.9R28	14.9R28	14.9R28	16.9R28
Rear, welded rims (Agricultural tyres)		16.9R34	16.9R38	16.9R38	18.4R38	18.4R38	18.4R38	20.8R38
LHS rear wheel weights (industrial only)		○ 3 x 50 kg	○ 3 x 50 kg	○ 3 x 50 kg	○ 3 x 50 kg	○ 3 x 50 kg	○ 3 x 50 kg	○ 3 x 50 kg
Track adjustments (with 'standard' wheels and tyres)								
Front - 2WD	m	1.54-2.33	1.54-2.33	1.54-2.33	—	—	—	—
- 4WD/QuadLink	m	1.41-1.90	1.41-1.90	1.55-2.03	1.55-2.03	1.55-2.03	1.65-2.13	1.65-2.13
Rear	m	1.50-2.11	1.50-2.11	1.70-1.95	1.70-1.95	1.59-2.21	1.59-2.21	1.68-2.32
Weights and dimensions (approximate, with 'standard wheels and tyres, 4WD model less fuel)								
Weight, Minimum, no ballast	kg	4150	4220	4570	5240	4610	5400	5470
Dimensions (Less front weights)								
Overall length, to lower link ends	m	4.23	4.23	4.27	4.52	4.29	4.52	4.56
Overall height - over cab	m	2.78	2.82	2.82	2.90	2.86	2.90	2.94
Minimum width	m	1.98	1.98	1.98	2.28	2.28	2.28	2.28
Wheelbase	m	2.46	2.46	2.55	2.78	2.55	2.78	2.78
Turning circle (diameter, less brakes)								
2WD/4WD	m	7.4/8.4	7.4/8.4	7.7/8.9	—/9.6	—/8.4	—/9.6	—/10.0
Fuel capacity								
Main tank / Auxiliary tank (○)	litre	150/50	150/50	150/50	270/—	150/50	270/—	270/—

MF 7400 Specifications: ● = Standard ○ = Optional – = Not applicable/available

		MF 7465	MF 7475	MF 7480
Engine power				
@ 2200 rev/min	* ISO hp (kW)	120 (88.3)	135 (99.4)	145 (106.7)
With 'Boost'	* ISO hp (kW)	130 (95.7)	145 (106.7)	155 (114)
Max. torque	* Nm	500	565	590
@ rev/min		1400	1400	1400
Specific fuel consumption**	g/kWh	217	215	214
*ISO TR14396	**Optimum specific fuel consumption (Manufacturer's test)			
Engine				
Water cooled, direct injection diesel	Make	Perkins	Perkins	Perkins
Type		1106C-E60TA	1106C-E60TA	1106C-E60TA
Capacity	litre	6.0	6.0	6.0
Number of cylinders		6	6	6
Aspiration		Turbo/Intercooled	Turbo/Intercooled	Turbo/Intercooled
Transmission				
Type		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/h Forward and 0.03–38 km/h Reverse		
* Depending on market/legislation				
Power take-off - Rear				
Operation and control		Independent, electro-hydraulic, start/stop control on rear fender, with headland automation		
Speed change (6 and 21 spline shafts):				
Flanged shaft		●	●	●
In-cab, push-button selection		●	●	●
PTO speed @ engine rev/min				
540/1000 rev/min	rev/min	2100	2100	2100
Economy PTO @ engine rev/min				
750 (540E) rev/min	rev/min	1600	1600	1600
Shaft diameter, 35 mm (1⅜ in)		●	●	●
Front Power take-off / linkage				
Independent, electro-hydraulic		○/○	○/○	○/○
Shaft diameter, 35 mm (1⅜ in)		●	●	●
PTO speed @ engine rev/min				
1000 rev/min (6 or 21 spline shaft)	rev/min	2040	2040	2040
Linkage lift capacity	kg	2500	2500	2500
	kg	3500	3500	3500
Linkage and hydraulics				
Linkage control		Electronic control of draft, position, Intermix, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control.		
Closed Centre Load Sensing (CCLS)		●	●	●
Max oil flow	litre/min	110	110	110
Maximum lift capacity, at link ends	kg	7600	7600	8600





		MF 7465	MF 7475	MF 7480
Auxiliary hydraulics				
Spool valves - standard equipment		3 single/double acting mechanical spool valves with flow divider, detent/kick-out, zero leak or float facility		
- optional equipment		Spool Valve Management System (SMS - 2 electro-hydraulic spool valves) plus 1 or 2 mechanical single/double acting spool with flow divider, detent/kick-out, zero leak or float facility		
Hydraulic couplers		Angled 'decompression' couplers with connect/disconnect under pressure function		
Steering				
Hydrostatic, tilt/telescopic steering column		●	●	●
Brakes				
Oil-cooled, multi-plate discs, hydraulic actuation				
With power assistance		●	●	●
Parking brake Independent, hand lever operated				
Trailer brakes, hydraulic, pedal operated		●	●	●
4WD front axle				
Max. steering angle	degrees	55	55	55
'Hydralock' differential lock		●	●	●
QuadLink suspended axle		○	○	○
'Standard' wheels and tyres (A full range of agricultural and industrial wheels and tyres are available. Please consult your Dealer)				
Front, welded rims (Agricultural tyres)		14.9R28	14.9R28	16.9R28
Rear, welded rims (Agricultural tyres)		18.4R38	18.4R38	20.8R38
Track adjustments (with 'standard' wheels and tyres)				
Front	m	1.74-1.84	1.74-1.84	1.84-1.98
Rear	m	1.57-2.00	1.57-2.00	1.57-2.00
Weights and dimensions (approximate, with 'standard wheels and tyres, less fuel)				
Weight				
Minimum, no ballast, less fuel	kg	5815	6060	6345
Dimensions				
Overall length - with drawbar	m	4.82	4.82	4.82
Overall height - over cab	m	2.82	2.82	2.85
Minimum width*	m	2.55	2.55	2.55
Wheelbase	m	2.78	2.78	2.78
Turning circle (diameter)				
less brakes	m	9.6	9.6	10.0
Capacities				
Fuel tank capacity	litre	270	270	270
* Fender width complying with 50 km/h maximum road speed legislation				
MF 7400 Panoramic cab options		SMS - up to four spool valves, Front PTO 3x50kg left-hand rear wheel weights Larger, electrically adjustable and heated mirrors Twin beacons Red paint		
		Front Linkage (2500 kg or 3500 kg lift capacities) Visio-roof, Super de-luxe seat Datatronic III (with GTA Console) Tri-Flash mounting brackets		



Design, testing and manufacturing

Massey Ferguson has a long tradition of innovation and engineering excellence. Based on continual questioning and analysis of farmers' needs, our products are designed, tested and built using the latest manufacturing techniques to enhance your productivity, efficiency and convenience.



World's largest distribution network

With a network of more than 5000 dealer outlets in over 140 countries, Massey Ferguson can claim to have the world's most comprehensive farm machinery distribution network, dedicated to providing local service of the highest calibre.



Financial support

Massey Ferguson retail finance schemes are widely available to help fund machinery purchase. With the emphasis on flexibility, these schemes are tailored to customers' specific business needs and to take account of cash flow and seasonal business cycles. Depending on the market, financial options include leasing, hire purchase, contract hire and loan facilities.



manager service contract

manager service and repair contract

Imagine a 5 year period of known running costs, operating at a level of optimum machinery uptime. Your Massey Ferguson dealer provides vital support to assist with the important task of budgeting expenditure. A **manager** service and repair contract details the hourly cost for routine maintenance and repair cover carried out on your machine by your dealer. A machine is less likely to fail if maintained by skilled Massey Ferguson technicians operating to the manufacturer's routine maintenance schedule.

There is no substitute for having a team behind you equipped with the latest technology in diagnostic and testing equipment plus years of experience and training, which means they service your machinery with a 'preventative eye', thus minimising risk of future failure.



Every effort has been made to ensure that the information contained in this publication is as accurate and current as possible. However, inaccuracies, errors or omissions may occur and details of the specifications may be changed at any time without notice. Therefore, all specifications should be confirmed with your Massey Ferguson Dealer or Distributor prior to any purchase.

www.masseyferguson.com



MASSEY FERGUSON is a worldwide brand of AGCO Corporation
© AGCO Limited. 2005 | A-English/1005/2m | 13583/1005/30m

