

Because it's the
journey and
the destination.

Welcome to our 6400/ 7400 Series brochure.

When you invest upward of six figures on a tractor, you expect it to work as hard as you do. At Massey Ferguson®, we share the same philosophy. We recognize the need for a tractor with a solid mix of strength, performance and technology. Tractors that will not only help you make money via greater productivity, but save you money through better efficiency.

We also realize you have a number of tractor choices. So we just want to say thanks for stopping by and we invite you to sit back, relax and experience the enjoyment that Massey Ferguson puts into choosing a tractor that's so critical to your business.

I am the frontier. And the dust bowl. And abundant waves of grain.

I am six generations of farmers, looking forward to sunrise.

And six generations, working into the night.

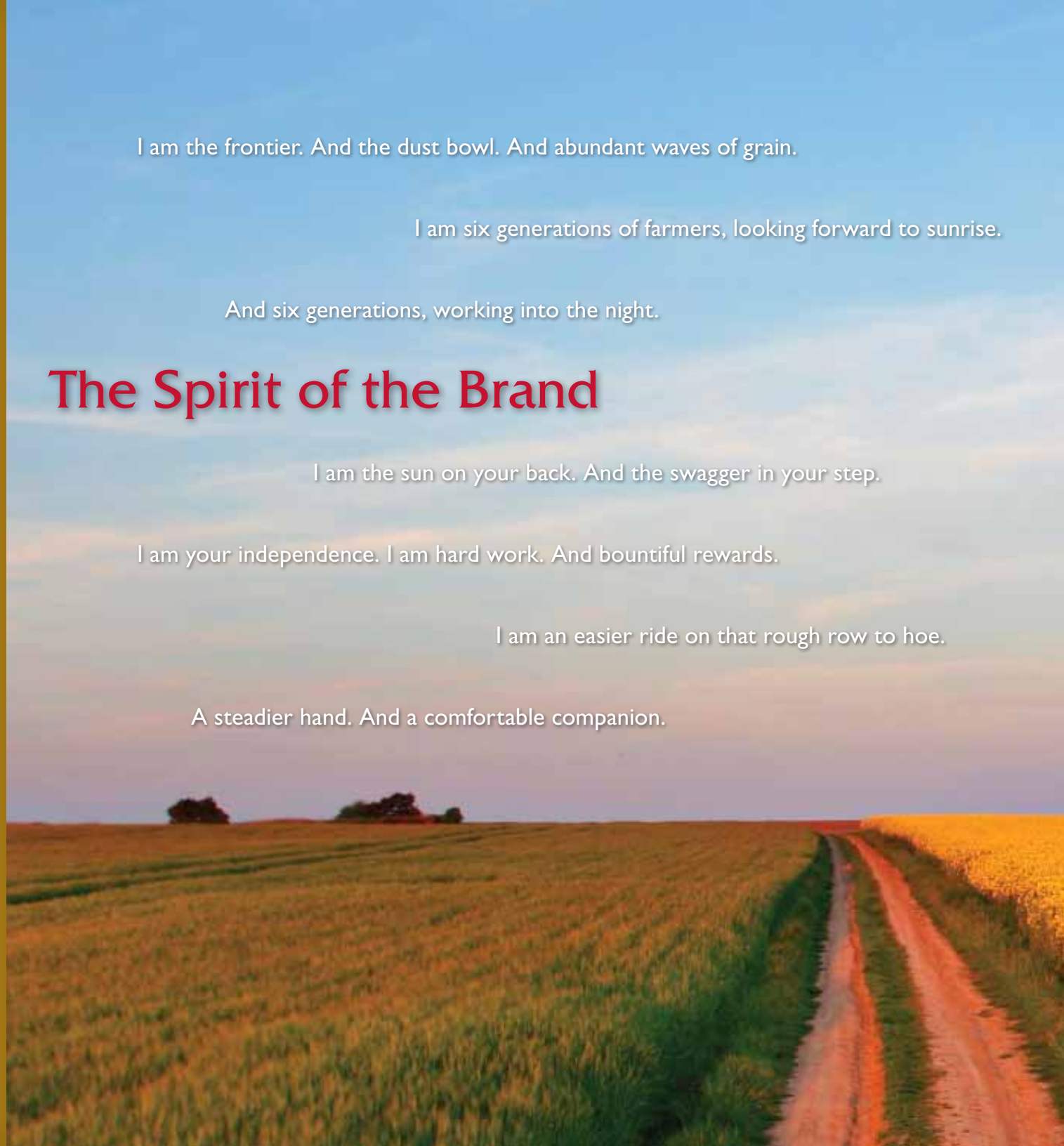
The Spirit of the Brand

I am the sun on your back. And the swagger in your step.

I am your independence. I am hard work. And bountiful rewards.

I am an easier ride on that rough row to hoe.

A steadier hand. And a comfortable companion.



I am resolute. Resourceful. Inventive. And honest.

I understand your dreams. And your realities.

I am the next chore. The next crop. The next harvest. The next opportunity.

I am your tractor. Your tool. Your edge.

I am your strong right hand.

I am Massey Ferguson.

The heart of the farm. And the joy in the work.



Once a pioneer,
always a pioneer.

Daniel Massey was a family man, working man, businessman, inventor, tradesman, manager, entrepreneur and genius. In other words, he was a farmer. And since Massey Ferguson began, 160 years ago, farmers have been our only reason for being.

We've continued to grow – in fact there are more Massey Ferguson tractors on the job worldwide than any other brand – but we've never lost our focus. With each new style, each new innovation, our one and only motivation is to provide what farmers need. And what farmers want.

Today more than ever, we're determined to prove that the heart of the original Massey Ferguson brand still beats under the shiny new exteriors of every model we make.

"Beauty in engineering is that which is simple, has no superfluous parts and which answers exactly its purpose."

—Harry Ferguson



1847
MASSEY MFG. COMPANY



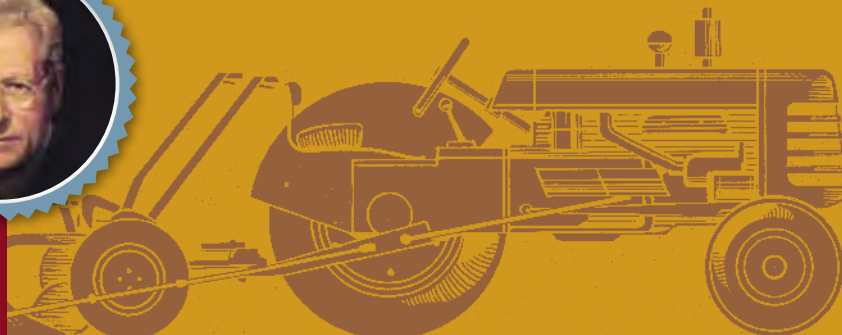
In a humble tool shed in Newcastle, Ontario, Daniel Massey begins manufacturing simple farm implements – the same year Thomas Edison, Joseph Pulitzer and Jesse James were born.

1891

Canada's top two farm equipment companies merge to form Massey-Harris Limited.

1926

Harry Ferguson patents the 3-point hitch. In various forms, it is still used on virtually all agricultural tractors today.



1930

Massey-Harris produces the first 4-wheel-drive tractor, in association with H. V. McKay Co. of Australia.



1938

Henry Ford and Harry Ferguson enter into partnership and Massey Harris introduces the first commercially available self-propelled combine.



Harry Ferguson opens the Banner Lane plant in Coventry, England, which grows to become the world's largest factory devoted solely to the production of tractors.

1946

1957

In 1957-58, Sir Edmund Hillary made the first land crossing of Antarctica, leading the charge with converted Massey Ferguson tractors.



Massey Ferguson became the world's best-selling tractor brand in 1962.

1962

Massey Ferguson introduces the exclusive Autotronic System of electronic control for many tractor functions. The Datatronic System is also introduced.

2003

Massey Ferguson, North America offers Dyna-VT transmission, which provides infinitely variable speed control.

Dyna-VT

2002



Massey Ferguson becomes world plowing contest winner.

1987

Massey Ferguson introduces the 8600 Series. Our most powerful, technically advanced tractor ever – and the first in the world to offer e3™ clean air technology.



2009

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We've got what it takes out here.

It's hard for most "city dwellers" to understand the satisfaction one gets from farming or ranching. But they only see the long hours, stress, fluctuating commodity prices and conflicts with nature. You see the sunsets, the deer that burst from the corn at harvest and the fluid stream of grain from the unloading auger. It's something you wouldn't trade for a desk job on a bet.

On the other hand, you don't just do this for fun! It's serious business that demands plenty of patience and perseverance... and equipment that does more than pay its way.

Massey Ferguson 6400/7400 Series tractors offer a lot more than an optimum blend of power, weight and balance. They're designed to earn their keep through improved comfort and productivity. Choose the 6400 Series with the Dyna-6 transmission — the best semi-powershift on the market — or the 7400 Series with the Dyna-VT, which provides infinitely variable speed control.


Then add your choice of options, including Massey Ferguson's Quadlink™ suspended front axle and/or dual stage, air-suspended cab for enhanced ride comfort and faster transport speeds; the Console I with Datatronics III for advanced field and headland management, or the front 3-point hitch and PTO for added versatility.



The 6400/7400 Series tractors come equipped with the newest Tier III compliant AGCO SISU POWER™ engines. See page 14 for more information.

MODEL	ENGINE	DISPLACEMENT	HORSEPOWER	TRANSMISSION
6465	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	100 PTO hp (74.5 kW)	Dyna-6
6475	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	110 PTO hp (82.0 kW)	Dyna-6
6480	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	120 PTO hp (89.5 kW)	Dyna-6
6485	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	130 PTO hp (96.9 kW)	Dyna-6
6490	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	140 PTO hp (104.4 kW)	Dyna-6
6495	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	155 PTO hp (115.6 kW)	Dyna-6
6497	AGCO SISU POWER 74 CTA	7.4 L (451 cu. In)	165 PTO hp (123.0 kW)	Dyna-6
6499	AGCO SISU POWER 74 CTA	7.4 L (451 cu. In)	180 PTO hp (134.0 kW)	Dyna-6
7465	AGCO SISU POWER 66 CTA	6.6 L (402 cu. In)	100 PTO hp (74.5 kW)	Dyna-VT
7475	AGCO SISU POWER 66 CTA	6.6 L (402 cu. in)	110 PTO hp (82.0 kW)	Dyna-VT
7480	AGCO SISU POWER 66 CTA	6.6 L (402 cu. in)	120 PTO hp (89.5 kW)	Dyna-VT
7485	AGCO SISU POWER 66 CTA	6.6 L (402 cu. in)	130 PTO hp (96.9 kW)	Dyna-VT
7490	AGCO SISU POWER 66 CTA	6.6 L (402 cu. in)	140 PTO hp (104.4 kW)	Dyna-VT
7495	AGCO SISU POWER 66 CTA	6.6 L (402 cu. in)	155 PTO hp (115.6 kW)	Dyna-VT
7497	AGCO SISU POWER 74 CTA	7.4 L (452 cu. in)	165 PTO hp (123.0 kW)	Dyna-VT
7499	AGCO SISU POWER 74 CTA	7.4 L (452 cu. in)	180 PTO hp (134.0 kW)	Dyna-VT

See page 34 for full specifications.



Despite their advanced technology, 6400 and 7400 Series tractors are extremely easy to operate, thanks in part to advanced electronic communication between the engine, transmission, PTO and hydraulic system.

Top reasons to make a 6400/7400 Series tractor your own.

- 1 Quiet, ergonomic comfort**

Our exceptionally low in-cab noise level, as low as 69 dBA, along with automotive-type comfort and convenience help increase operator productivity.
- 2 Clean, economical power**

New-generation Tier III AGCO SISU POWER engines allow up to five more horsepower per model over previous levels while delivering excellent fuel economy, outstanding torque and lower emissions.
- 3 More torque from more speeds**

All 6400 Series models feature the advanced Dyna-6 semi powershift transmission, which features 24 speeds in each direction, clutchless shifting and seamless interaction with the engine management system to give you even more power and torque for PTO and drawbar work.
- 4 Infinitely variable, clutchless speed control**

All 7400 Series models feature the exclusive Dyna-VT continuously variable transmission (CVT) for optimum power, engine speed and fuel efficiency, resulting in significant gains in productivity.
- 5 Dynamic Tractor Management (DTM)**

Available on the 7400 Series models, this cooperative combination works like a dream. When activated, it provides clutchless operation, as well as the ability to control both the engine speed and the Dyna-VT transmission ratio automatically. This allows the engine to run at lower speeds, reducing fuel consumption.
- 6 31-mph (50-kph) transport speed**

Available on all 6400/7400 Series models (with suspended front axle), reducing travel times and increasing productivity.
- 7 New functional styling**

All models feature new-generation styling which includes a one-piece hood that raises for quick access to the engine and the redesigned, easy-to-clean cooling system.
- 8 Front hitch versatility**

A new front axle support casting allows the use of a fully integrated front 3-point hitch that is stronger and more compact for improved lifting capacity and ground clearance. The new design also comes with the added option of a 1,000-rpm PTO for powering front-mounted implements.
- 9 Expanded Datatronics III intelligence**

Loaded with innovative software, it provides unsurpassed levels of tractor control along with new features like video capability and ISOBUS compatibility.
- 10 Step-saving headland management**

The most comprehensive headland management system in the industry allows multi-function operation of up to 35 commands at the push of one button, improving productivity while reducing fatigue.
- 11 Adaptable PTO control**

All models feature maximum versatility via a dual-speed 540/1,000 rpm PTO with an economy PTO available as an option on 6400 Series models and standard on the 7400 Series.





Comfort where it counts.

What's the first thing you think about when someone mentions "comfort?" The mattress on your bed? Your pickup? But how often do you spend 12 to 15 hours straight in your pickup... or in bed? Doesn't it make sense to demand the most comfort where you spend the most time?

Take a seat in the 6400/7400 cab and you'll discover straight forward ergonomic design, sensible luxury, air-ride comfort, plenty of room to stretch your legs and move your elbows, and an exceptionally quiet environment rating as low as 69 dBA under load, as verified by University of Nebraska Tractor Tests. Long hours become less stressful and more productive... and tractor operation becomes much more enjoyable. And isn't that the real reason you're farming?

Designed with the help of producers like you, 6400/7400 Series models include a wealth of standard features.

- As low as 69 dBA in-cab silence, makes this the industry's quietest cab.
- The redesigned dash features a slim profile, for improved forward ground visibility and combines analog, digital and graphic displays to present data in the most appropriate form for optimum clarity.
- The right-hand control armrest is optimally positioned and houses the most frequently used controls.
- The right-hand console features the tractor engine, transmission and 3-point hitch management controls.
- An exterior lighting touchpad, illustrated by a tractor schematic surrounded with touch buttons and indicator lights, makes it easy to turn lights on and off.
- A larger field cooler and field office, along with a cell phone holder and outlet keep you refreshed and productive.
- A roomy cab roof, designed for more headroom and better forward visibility, puts radio access and climate control within easy reach.
- Select options that further increase comfort and convenience include beacon lights and power adjustable side mirrors with electric defrost.



The standard lighting package (shown on right) includes eight halogen field lights providing excellent nighttime productivity. Or, for up to 30 percent more illumination, the optional Xenon lighting system (shown on left), provides even better visibility after dark.



For maximum operator convenience, the transmission lever (Dyna-VT shown), is incorporated into the right hand armrest, as well as the steering column for use by either hand.



Sixty-one square feet (5.6 m²) of glass area, along with the contoured, sloping hood, side-mounted exhaust and narrow cab pillars provides a panoramic view of the field with minimal obstructions.



ERGUSON
7480



It feels more like floating on cloud nine.

Oh, what a difference 50 years can make! Consider the contrast, for example, between the pan seat and coil spring found on Massey-Harris tractors built in the 1950s and the air-ride seats used in today's Massey Ferguson tractors. But a cloud-nine ride is just icing on the cake — because we know that operator comfort translates into greater productivity, especially when you're looking at the back half of a 14-hour day.

Choose the standard 6400/7400 Series cab, which already features exceptional comfort, or take it to a level that nobody else in the industry can even match with options like a super deluxe seat and pneumatic cab suspension.

Super deluxe seat option

For enhanced ride comfort, choose the optional "low-frequency" super deluxe seat. In addition to double mechanical lumbar support and eight different adjustments, it features internal heating for cold winter days and an active carbon seat covering that absorbs moisture to help you feel cooler on hot summer days.



Step up to a luxury ride

Take comfort to a new level on any 6400/7400 Series model with the optional "dual stage" air-ride cab suspension. Similar to the systems currently used on highway trucks, it uses two electronically controlled air baffles at the rear of the cab to maintain a set air pressure as ride conditions change. Rubber rollers and rubber mounting pads at the front further isolate the cab and reduce vibration and noise.

All 6400/7400 Series tractors are equipped with a standard air-ride swivel seat that provides eight different adjustments for driving comfort, including lumbar support, pneumatic height control and fore and aft adjustment.



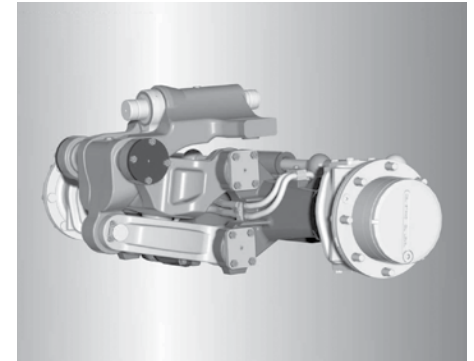
QuadLink™ suspension: more than you expect.

You may look at the QuadLink Suspended Front Axle as an option to enhance ride comfort and operator control. And the QuadLink system does, indeed, improve ride comfort significantly. In fact, when combined with the cab suspension system, it reduces vibration by 50 percent or more.

But we have to be honest. The most valuable benefit is the increased traction and efficiency via reduced power hop and wheel slippage. Available on all-wheel-drive models, QuadLink automatically maintains a constant suspension height, regardless of axle load, to reduce shock load and keep the front tires in contact with the ground.

Unlike many other systems, QuadLink can be turned off when necessary — like when

Even when it's disengaged and lowered on the axle, the QuadLink suspension system still maintains the full range of +/- 11 degrees oscillation.



you're using a front-mounted implement or operating a front-end loader in situations where height control is critical.

In the end, you get it all... operator control, improved traction, greater operator comfort, more productivity and increased control on the road and in the field.



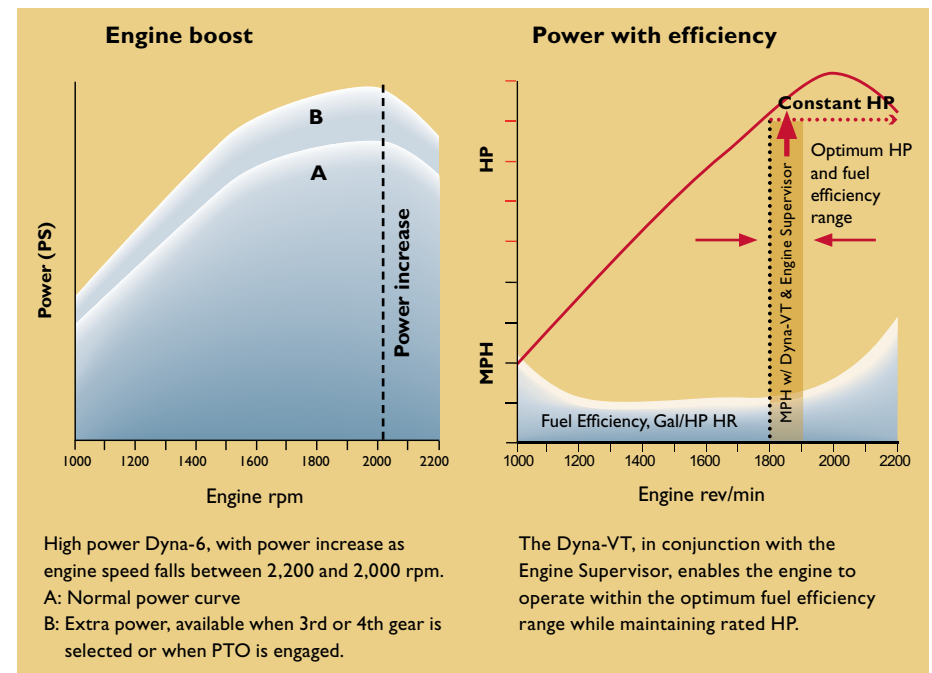
More power from less fuel.

There's something about the sound of a diesel engine cranking up first thing in the morning that a suburban commuter will simply never understand. You turn the key, push the throttle and it roars to life with the promise of a new day. It never gets old... no matter how many times you've done it.

Equipped with the newest Tier III compliant, 6.6- and 7.4-liter AGCO SISU POWER engines with Electronic Engine Management (EEM), 6400/7400 Series tractors deliver excellent power, plus high torque down to 1,000 rpm, to handle the toughest job on the farm or ranch. Both engines also work in perfect harmony with the highly efficient Dyna-6 and Dyna-VT transmissions to deliver more power on less fuel in a wide range of applications.

Electronic engine control

Full-authority Electronic Engine Management (EEM) works in unity with the electronic fuel injection system to provide quick and precise response to throttle movement. The EEM system is also in constant communication with the transmission, providing the ability to maintain a consistent ground speed, regardless of engine speed or vice versa.



Improved fuel economy

Compared to previous generation engines, Massey Ferguson's Electronic Engine Management system broadens the rpm range within which the unit is operating at optimum fuel efficiency. In addition, the EEM constantly monitors a wide range of parameters and makes continual and incredibly fine adjustments to fuel injection via the common rail fuel injection system. The result? More power from fewer gallons of diesel!

Automatic power boost

Thanks to sophisticated interaction between the engine and the Dyna-6 transmission management systems, the EEM automatically provides a significant power boost of up to 20 HP when the PTO is engaged or when 3rd or 4th gear is selected. The Dyna-VT transmission is always boosted.

A breath of fresh air

A redesigned cooling package provides greater surface area for better cooling capacity, better sealing from outside dust and easier cleaning and maintenance. These parts and heat exchangers conveniently tilt up and away from each other for complete access and easy cleaning.

Biodiesel compatibility

Help yourself while helping the environment through the use of biodiesel in all 6400/7400 Series tractors. AGCO SISU POWER engines are approved for B100 (100% biodiesel) fuel. There is no conversion expense and you benefit through lower emissions and higher engine lubricity.



A pair of switches integrated into the EEM system allows the operator to pre-set two different engine speeds for instant recall at the push of a button ... simplifying field and headland operations.



Redesigned for optimum airflow, the new one-piece, styled hood on the 6400/7400 Series lifts at the front for quick, easy access to the cooling system and front of the engine.



A new engine air cleaner, positioned at the front of the tractor, makes service even less time-consuming, thanks to a cassette-type air filter that can be replaced in seconds.

Our AGCO SISU POWER engines have even been “tuned” to reduce vibration and minimize bystander and in-cab noise, while leaving that pleasant sound of diesel power.

Plenty of power.

The engine is wastegate turbocharged with air-to-air intercooling for optimum inlet manifold pressure and a more thorough ‘burn’.

Precise electronic control of the common rail fuel injection system provides quicker response to changes in field conditions and engine load for more power, increased torque and lower fuel consumption.

Four valves per cylinder ensure better fuel/air mixture, improved gas flow and optimum fuel combustion, which translates into lower emissions and better fuel economy.

An increased constant power range of around 500 rpm helps maintain work rate at lower engine speed.

The single-piece, cast-iron block on both engines boasts exceptional structural strength and a narrow profile. When combined with the new “narrow waist” frame, it results in a tight turning radius and a superior line of sight.

Single-side servicing gets you into the field quicker and simplifies maintenance.

Pick a gear. Any gear.

6400 Series Dyna-6 transmission

You already know the drawbacks of most manual or powershift transmissions. Not enough gears and too much shifting. Well, we've taken care of both issues with the Massey Ferguson Dyna-6.

As standard equipment on the 6400 Series, the Dyna-6 offers six powershift gears that can be shifted up or down under full load within four electrohydraulically selected main ranges. That translates into a total of 24 speeds in both forward and reverse to optimize performance and minimize fuel consumption.

Fact is, you'll find 11 different powershifts that fall within the average 2 ½- to 7 ½-mph (4- to 12-km/h) field working range. And with automatic shifting available, you don't even have to worry about shifting gears.



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



Power control enables forward/reverse shuttle, powershift changes and fingertip declutching — all from a single, convenient lever.

The Dyna-6 with its increased fuel efficiency, speed matching and variable AutoDrive was a recipient of the American Society of Agricultural and Biological Engineers' (ASABE) AE50 award for the Massey Ferguson 6400 Series tractors.





For powershift ratio changes, simply “pulse” the handle forward or back to make sequential shifts through six ratios as conditions change. To shift to a new range, simply press and hold the range button on the control handle while moving the lever forward or backward. The simple, straightforward procedure lets you quickly find the optimum balance of engine speed and travel speed for any type of job.

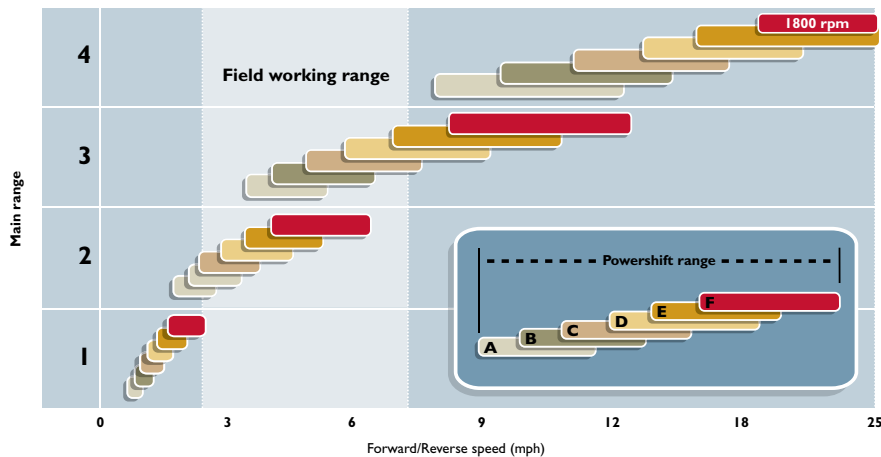
Simple, efficient shifting

Using a special T-handle control lever, mounted on the armrest console, the operator can manually change the powershift gears, as well as the gear range under transport load, without using the clutch.

Left-hand power control

The left-hand Power Control lever on the steering column provides convenient forward/reverse shuttle, powershift changes, range changes and fingertip declutching, leaving the operator’s right hand free to operate other controls, such as a loader joystick.

11 different powershifts working for you in the field working range



The standard Dyna-6 gearbox offers six powershift gears in each range, excellent speed overlap and maximum speed at around 1,800 rpm (1,900 rpm for the 31 mph/50 km/h).

The top gear (24th) is an overdrive which allows full speed (either 25 or 31 mph/40 or 50 kph) to be achieved at an economical 1,900 rpm — reducing fuel use and noise levels.

Automatic shifting

The Dyna-6 also incorporates a rotary-dial AutoDrive controller that provides automatic shifting in three different modes.

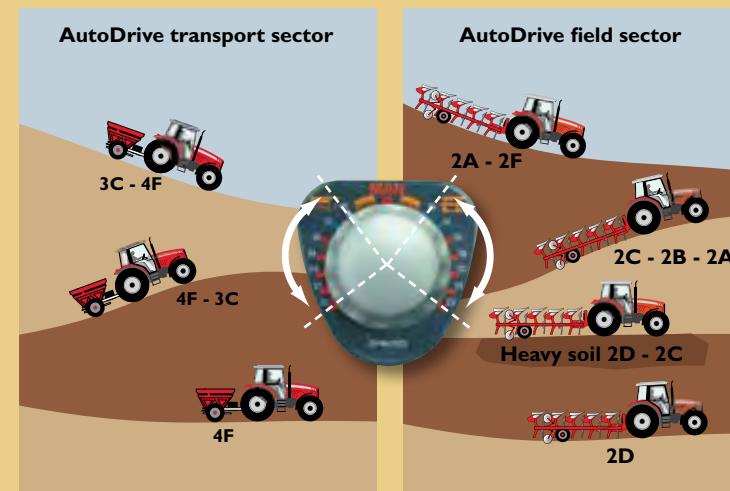
Manual – Allows full manual control with speed matching turned off, yet provides overspeed protection.

Speed Matching – Available in both Road and Field modes, provides automatic selection of the appropriate powershift gears after a manual range change has been made.

AutoDrive – Provides automatic upshifting or downshifting in response to both engine speed and load, providing full power and torque control, as well as engine braking.

In the “Road” mode, the transmission changes both the powershift gears and the gear range. In the “Field” mode, only the powershift gears are changed automatically. In both modes, however, the operator pre-selects the desired engine speed between 1,600 and 2,200 rpm, at which upshifting takes place.

Downshifting takes place when engine speed falls under load by around 20 percent, maintaining full control and engine braking.



The AutoDrive Controller can be adjusted at any time to achieve the ideal setting for varying conditions and applications.

So advanced, yet so simple – 7400 Series Dyna-VT transmission.

If you enjoy driving a car or pickup equipped with an automatic transmission and cruise control, you're going to love the Dyna-VT continuously variable transmission (CVT). As standard equipment on all 7400 Series models, the Dyna-VT transmission provides infinitely variable speed control from supercreek to transport speed without shifting, jerking or a delay in traction or power.

However, the thing you'll love even more than the operating ease is the efficiency. Fact is, it's common for producers like you to see a ten percent overall improvement in fuel economy and productivity.

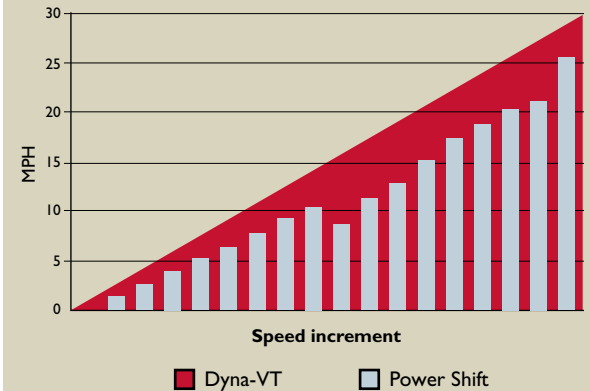
Simple operation

A recipient of the American Society of Agricultural and Biological Engineers' (ASABE) AE50 award, Dyna-VT is quick and easy, no matter what type of work you're performing. Simply move the Power Control lever in the desired travel direction; then push the armrest-mounted Dyna-VT lever. The farther you push the lever, the faster the tractor travels.

To slow down, simply pull back on the Dyna-VT lever. Once you've reached the desired speed, release the lever and the technology of the Dyna-VT takes control of speed and power.

The strength and reliability of the Massey Ferguson Dyna-VT CVT are backed by over 10 years of expertise and more than 90,000 transmissions that are still operating in Massey Ferguson and AGCO branded tractors worldwide.

Dyna-VT expands your range choices



The left-hand Power Control lever can be used to control both ground speed and travel direction when desired or necessary.



Dyna-VT offers two infinitely variable speed ranges: 0 to 17 mph (0-28 kph) for field applications and 0 to 25 mph (0-40 kph) with the standard front axle or 0 to 31 mph (0-50 kph) with the optional front-axle suspension system.

Multiple benefits of the Dyna-VT.

Invented and refined by one of Massey Ferguson's sister brands, the Dyna-VT offers a number of benefits that won't be found in powershift transmissions or even competitive stepless transmissions.

Increased work rate

As advanced as modern powershift transmissions have become, there are still gaps between the gears that result in inefficiency. But not with the Dyna-VT transmission that offers infinitely variable speed control.

Suppose, for example, you're pulling a 24' work tool at 7 mph (11.3 kph). In reality, though, you could go up to 8 mph (12.8 kph), which is easily attainable with the Dyna-VT. In contrast, the next step on the powershift is 8.5 mph (13.7 kph), which is just a little too fast, considering soil conditions and available power. Yet, that slight difference in speed adds up to an extra 35 acres in a 12-hour day. And that's just one operation on one day.

Reduced fuel consumption

An economical engine is only part of the equation in fuel savings. It's just as important to maintain the engine at its economical optimum rpm level while covering as many acres as possible. Thanks to the Massey Ferguson Dynamic Tractor Management (DTM) system, which works in perfect harmony with the Dyna-VT, operators can reduce fuel costs up to ten percent or more. With current fuel prices, that can mean savings of \$40 per day or more. Over a year's time, that can easily translate into five-figure savings.

Increased operator performance

Once the Dyna-VT is engaged, the operator needs only to set the desired speed. The transmission and EEM system control the rest. That means greater operator comfort and reduced fatigue.

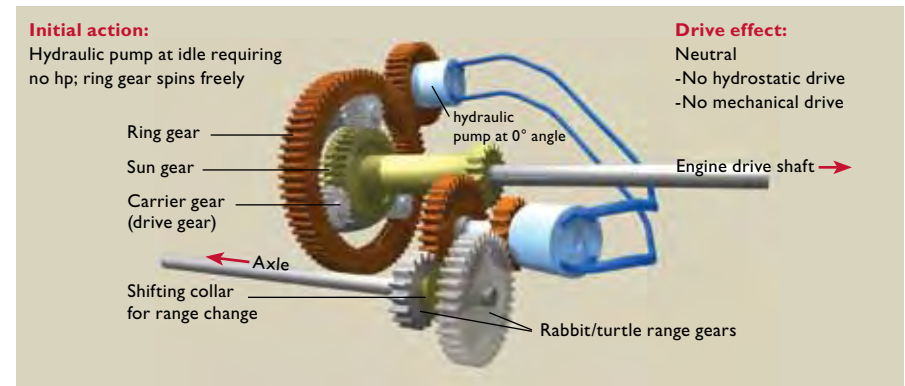
However, more acres per hour also means less labor. Fact is a ten percent increase in acres covered per day is the equivalent of four extra working weeks for an operator using the tractor for 1,500 hours during the year.

Increased resale value

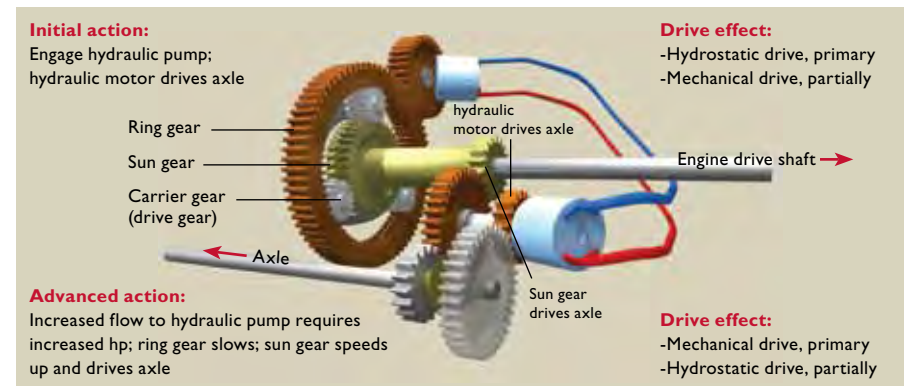
As the industry moves to transmissions with infinitely variable speed control, you can expect the volume of new powershift tractor sales to drop proportionally. That means the owner of 7400 Series tractor with the Dyna-VT can expect a ready market for his used machine — further reducing the cost of ownership.

Dyna-VT planetary gear system

The Dyna-VT CVT transmission is a very efficient and unique unit, which has the ability to transmit power through continuously varying ratios. It does this by splitting the drive in a planetary gear system between a hydrostatic system, which is driven through a *ring gear*, and a mechanical gear system that is driven through a *sun gear*. The amount of force required to drive the hydraulic pump determines how the power from the engine will be split.



CVT Operation: Power from the engine is carried through the *carrier gear* and will take the route of least resistance. When the transmission is in neutral, the *ring gear* spins freely, since the hydraulic pump is at idle and provides no resistance.



As the transmission is engaged, the angle of the hydraulic pump is altered to begin driving the hydraulic motor. This motor, in turn, drives the axle. By changing the angles of the hydraulic pump and motor, via the Dyna-VT control, more hydraulic drive is provided to the tractor.

However, since power from the engine takes the route of least resistance, the increased force required to drive the pump causes the *ring gear* to slow down, forcing the *sun gear* to spin faster. As the *sun gear* spins faster, the CVT becomes more mechanical, directly connecting the engine to the axle. Consequently, in advanced ratios, more power is transmitted mechanically, providing maximum efficiency!

Maximum power... infinite, effortless speed control.

Pick a job... any job... and the 7400 with the Dyna-VT can quickly adapt. Operation can be as simple as setting the desired ground speed and letting the Dyna-VT pull a tillage tool through the field — adjusting engine speed and torque to match the terrain and soil conditions.

But as you'll soon discover, "The sky is the limit" with this unique system. Shift to foot pedal operation for quick response; shuttle shift between pre-selected speeds; place the priority on PTO speed, or dial in the allowable amount of engine lug down. You're in control of more than productivity and economy with the Dyna-VT.



The Dyna-VT uses a separate oil reservoir to isolate the transmission from the hydraulic remotes, minimizing the chance for contamination. Plus, unlike some competitors, the Dyna-VT does not require the use of clutch packs that are prone to wear.

Foot pedal operation

When engaged, the foot pedal allows the operator to operate the tractor much like a car, using the foot pedal to control ground speed. This feature is ideal in applications like loader work or crop harvesting, which require a constant engine speed to maintain hydraulic flow or a set PTO speed. Consequently, foot pedal mode offers three additional modes to perfectly match the application and its corresponding power requirements.

Power Mode – The Power Mode places the priority on engine speed and power to handle the heavy loads of tillage or hauling over varying terrain without concerns over engine lug-down.

Economy Mode – The Economy Mode allows speed ratio changes at lower engine speeds, providing maximum speed with reduced engine rpm, saving fuel in light-duty applications.

Forager Mode – The Forager Mode is ideal for jobs like baling hay or pulling a forage harvester, since it maintains a pre-set engine speed and maximum power. Should the machine encounter a thick crop mat during operation, simply lift your foot to reduce ground speed without affecting engine speed or power to the PTO.

Engine Supervisor

Working in conjunction with the Dyna-VT, the Engine Supervisor allows the operator to select the percentage of engine rpm loss allowed under varying loads — up to 40 percent — before the transmission slows the ground speed. Once the engine has recovered, the tractor speed returns to the initial setting. This feature can also be used in conjunction with PTO-powered implements when maintaining engine speed is important.



Pre-set speed control

Travel speed and rate of acceleration can be pre-set and memorized within each of two ranges — SV1 and SV2. Simply turn the rotary dials until the desired speeds are indicated on the digital display on the instrument panel.



Programmable shuttle speeds

Using the programmable shuttle speed feature, the operator can quickly and easily program forward and reverse shuttle speeds to match any application. This is especially valuable in loader applications and jobs like packing silage.

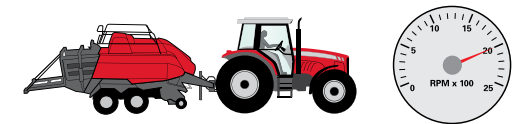
Control console for pedal/lever mode, High-Low (Rabbit-Turtle) range, SV1/SV2 cruise control setting and Engine Supervisor.

Stepless speed control

Through a combination of mechanical and hydrostatic capabilities, the Dyna-VT literally fills in the speed and power gaps that are hidden between the gears on traditional powershift transmissions. From creep applications as low as 60 feet/hr. (0.03 km/h) to high-speed transport, you set the parameters for power, economy and comfort to gain the maximum performance at the lowest operating cost.



Low speed/low power requirement (1,000 rpm) — For activities such as hay preparation, spraying and planting, the Dyna-VT provides precise ground speed control while reducing engine speed, minimizing in-cab noise and maximizing fuel economy.



Low speed/high power requirement (2,000 rpm) — When pulling an implement with high PTO demand or a heavy draft load, Dyna-VT allows you to maximize productivity, while maintaining the ability to fine-tune travel speed.



Maximum speed/high power requirement (2,000 rpm) — Transport a fully loaded wagon from the field at high speed with maximum engine power available to maintain speed on hills. Make sure you do not exceed the towed equipment speed rating.



Maximum speed/low power requirement (1,600 rpm) — Tow an empty wagon back to the field at up to 31 mph (50 km/h) with an engine speed of only 1,600 rpm to minimize in-cab noise and reduce fuel consumption by up to 40 percent, compared to the average powershift.



Maximize productivity and efficiency with the touch of a button.

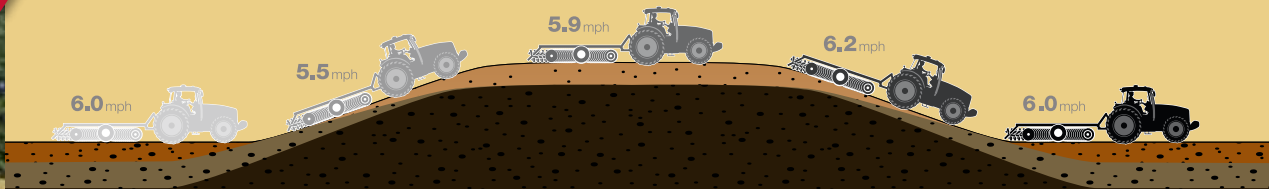
With our 7400 Series, Massey Ferguson introduces the new Dyna-VT with Dynamic Tractor Management (DTM). Simply put, DTM coordinates the engine and transmission to minimize rpms and optimize fuel efficiency.

Advanced Dynamic Tractor Management

DTM when coupled with our Dyna-VT CVT transmission is what turns our 7400 Series tractors into “Smart Tractors”. Activate the DTM with the push of a button and choose the desired ground speed using the Dyna-VT transmission. Automatically, the DTM will dictate the most efficient engine speed, hold the ground speed, and maintain power under a load. In effect, engine speed no longer dictates the ground speed with DTM. Instead, it’s technology that does the thinking and automates the work so you can concentrate on other tasks at hand... all while preventing engine wear, optimizing power, improving fuel efficiency and increasing productivity.



Dynamic Tractor Management (DTM) allows the AGCO SISU POWER engine and Dyna-VT CVT transmission to work together to automatically analyze and react to the load placed on the tractor. The tractor then provides the optimal power needed for each job while reducing fuel consumption.



We've increased the performance and efficiency of the 7400 Series with the addition of Dynamic Tractor Management. In fact, as long as the system is activated via the DTM switch, you don't even need to move the throttle unless the application requires a minimum or maximum engine speed. Simply move the Dyna-VT control lever or foot pedal to attain the desired ground speed. The engine speed is automatically regulated between 800 and 2,260 rpm as needed, although it can be manually set for an upper or lower speed limit.

If less power is required to maintain the ground speed, the engine throttles back to compensate, saving fuel, reducing engine noise and extending service life. Conversely, the engine speed is automatically increased when the tractor encounters a heavy draft load or an uphill grade.

One good turn leads to another.

Massey Ferguson tractors aren't just adept at putting the power to the ground. They're also very proficient at directing power to PTO-powered implements.

In fact, there's a direct correlation, as the outstanding power-to-weight ratio and highly efficient transmissions leave plenty of authority available for PTO applications... with extra power and torque in reserve.

Dual-speed PTO

Adaptability is standard on the 6400/7400 Series tractors, thanks to a dual-speed 540/1,000 PTO, which features a live shaft drive that is electronically controlled through a wet multi-disc clutch. PTO speed selection, engagement and controls/switches are conveniently located and easy to operate. A fender-mounted stop button provides added convenience.

Regardless of the setting, PTO speed is digitally displayed on the dash panel for precise control of PTO-driven implements.

Economy PTO

Got a job like spraying crops or raking hay where PTO demands are lighter than normal? All 7400 Series models come standard with an economy PTO that allows the engine speed to be reduced by 23% from 2,000 to 1,550 rpm when handling light loads, and still maintain 540-rpm PTO shaft speed. The benefits of the system, which is optional on 6400 Series models, include reduced fuel usage and less noise and vibration.

Optional front PTO

The new design comes with the added option of a 1,000-rpm PTO for powering front-mounted implements. This option requires a front-hitch.



PTO engagement is conveniently located and easy to operate.



Convenient PTO speed selection (6400 Series shown on left, 7400 Series shown on right).





Harry Ferguson would be proud.

You expect a lot from the company that invented the three-point hitch system more than 75 years ago. Fortunately, Massey Ferguson has done nothing but improve on the original Ferguson system that Harry Ferguson introduced in 1933.

Closed-center hydraulic system

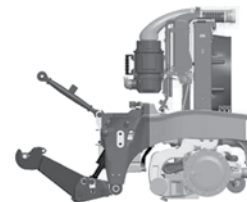
Move a hydraulic lever and you expect instant response, right? That's exactly the reason we equipped all 6400/7400 Series tractors with a closed-center, pressure- and flow-compensated hydraulic system that provides flow to multiple functions at up to 29 gpm (110 lpm) and 2,900 psi (200 bar). Optional 39 gpm (150 lpm) flow is available on larger 6400/7400 models.

Two or three hydraulic remotes with float and detent locks, a power beyond circuit and a load-sensing line are standard, as well. Add additional remote valves up to a total of five hydraulic remotes for even more capacity.

High-capacity 3-point hitch

The basic design of Harry Ferguson's 3-point hitch may not have changed much in 75 years, but the lift capacity certainly has. In fact 6400/7400 Series tractors boast some of the highest lift capacities in their class — up to 16,140 lbs. (7,320 kg) on models 7485, 7490 and 7495, which is more than enough to lift Ferguson's original tractor.

But that's just the beginning. Electronic hitch control offers a choice of "draft-sensing mode" for quick response to changing field conditions, or "position-control mode" for maintaining a preset height or depth.



Front hitch versatility: A new front axle support casting allows the use of a fully integrated front 3-point hitch that is stronger and more compact for improved lifting capacity and ground clearance. See page 30 for more information on Integrated Front Linkage.

Dependable Electronic Linkage Control

The Massey Ferguson digital Electronic Linkage Control (ELC) system still maintains its position as the industry leader due to accuracy, responsiveness, ease of use and reliability. The system also incorporates sensitivity, quick soil engagement and adjustable drop speed as standard features.

Active Transport Control (ATC)

Active Transport Control is integrated into the ELC system as standard equipment to help stabilize 3-point hitch loads during transport. As mounted equipment is being moved over the road or across the headland in the raised position, the hydraulic rams absorb the shocks that can impact the ride — automatically adjusting for different implement weights.

By reducing shock loads through the lift rams and hydraulic circuit, the system not only provides a smoother ride, but minimizes risk of damage to components.

The ATC system 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.

Naturally, all the features of the ATC system are also included with the optional front 3-point hitch system (see Integrated Front Linkage on page 30).

Active Transport Control (ATC) operates in perfect unity with the QuadLink™ suspended front axle to provide exceptional stability when transporting or operating mounted implements.



Optional Remote Valve Management (RMS) System

For joystick control of two electrohydraulic proportional spool valves, add the optional Remote Valve Management system (RMS). The programmable multi-directional joystick allows the operator to program the flow and speed of all functions and then repeat them by simply moving the joystick, shortening cycle times and reducing operator fatigue. RMS can be especially valuable for faster, more efficient loader work or when performing complex equipment commands during headland maneuvers.

Dot Matrix display – All models equipped with the Remote Valve Management System (RMS) joystick include the Dot Matrix display for integrated control of timed detents and precise flow adjustment.

RMS with Datatronics III – On models equipped with RMS and Datatronics III (see page 29), the Console I is used to set the operating characteristics of up to four electrohydraulic spool valves. Enable or disable “float” and accurately set ram extension and retraction, flow rates and kickout timing.

Artificial intelligence yields 'beyond real' results.

We know... it's hard to admit that a tractor can do something better than a hard working farmer. But it's a lot easier to accept when options like satellite guidance-ready hookups and the Massey Ferguson Headland Management System have the potential to cut production cost by 10 to 15 percent.

The simple truth is, no farmer alive can steer a 6400/7400 Series tractor as straight as a satellite-guided GPS system. And nobody can perform nearly three dozen functions as quickly as the Headland Management System. So embrace Massey Ferguson technology and enjoy the savings.



Datatronics III allows the operator to view real-time information, such as fuel used per hour or per acre; acres per hour, and total acres covered for improved productivity.

Rest assured with Headland Management

Have you ever stopped to think about how many levers you pull, or buttons you push in a typical day in the field? Have you ever forgotten an important step at the headland... or gotten the steps out of order? Now you can understand how Massey Ferguson's Headland Management System can claim up to 15 percent increase in productivity and as much as a 40 percent reduction in time at the headlands... not to mention the reduction in your stress level and fatigue.

No more extra monitors

Until now, dedicated terminals were required to monitor and control every different implement you hooked behind the tractor. But not anymore!

Console I is designed to monitor the performance of both the tractor and trailing implements through a common ISOBUS (International Standardization Organization) system. As a result, Massey Ferguson now offers a single terminal for "plug and play" control of all ISOBUS 11783-compliant implements, including balers, planters, sprayers, etc., saving you time, money, extra monitor installations... and the annoying wiring and cab clutter that goes with them.

Transmission Controller

You can forget about the details with Massey Ferguson's unique Transmission Controller. In addition to monitoring and controlling PTO engagement in response to the load, which ensures better protection of the tractor and implement, it also takes care of the repetitive tasks of four-wheel-drive and differential lock operation.

The transmission controller can automate certain repetitive functions such as engaging or disengaging the all-wheel-drive or differential lock.

Trailed Implement Control (TIC)

Using ground radar to detect wheel slip, the TIC system works in conjunction with the remote valve management system, Datatronics III and the electronic linkage control to automatically adjust the working depth of sensor-equipped trailed implements to control excessive slippage. In effect, the system maintains field speed and engine performance at optimum levels while reducing fuel consumption and wheel slippage.



Armrest-mounted button starts or stops the pre-programmed headland sequence. This allows most tractor functions to be operated through a single button.



An optional remote video camera can be mounted on the tractor or implement to monitor hard to see areas, increasing operator visibility around the machine as well as increasing efficiency, and reducing operator strain and fatigue.



Datatronics III intelligence

As part of Datatronics III, Headland Management allows you to program up to 35 tractor and implement actions for activation at the push of a button on the armrest console. In fact, we offer more programmable actions and more ways of setting up a sequence than any other system on the market.

The Datatronics III screen can be customized for any operator via console settings that include system of measure (metric or standard), brightness of the screen, the volume of the indicator beep and language.

- **Sequence memory** – Unlike other systems, Datatronics III allows you to pre-program a sequence for use by an employee or family member.
- **Data recall** – Using keys and the rotary wheel on the Console I, Datatronics III allows you to store, name and recall up to six sets of data for different fields, operators or implements.
- **Data transfer** – Data can also be transferred, via an SD memory card, to your office computer for analysis or from tractor to tractor to speed implement set-up.



Order your 6400/7400 Series tractor
Topcon Precision Ready™ for quick
and easy installation of the Topcon
System 150 system.

Make it your own.

Options abound on the Massey Ferguson 6400/7400 Series, ranging from the Datatronics III system to the suspended front axle and super deluxe seat. But Massey Ferguson has always been on the cutting edge of productivity, whether it's on the front of the tractor or back in the office.

Topcon System 150 puts accuracy at your fingertips

But if you prefer to put it in monetary terms, few options have the potential to return the investment as quickly as the Topcon System 150 satellite navigation system. This easy-to-use system offers unlimited benefits, including less fatigue; increased operation speeds – particularly at night or in low-visibility conditions; fewer skips and overlaps; less seed and chemical waste, and greater productivity.

The System 150 from Massey Ferguson comes decimeter ready. This means the operator can run the system right out of the box as a WAAS (+/- 8 - 10 inches) system. If there is a need for more accuracy, the customer can call directly to OmniSTAR for VBS (+/- 6 - 8 inches), XP (+/- 4 - 6 inches) or HP (+/- 2 - 4 inches) signals. However, for the greatest degree of accuracy, the System 150 can also be upgraded to centimeter accuracy (+/- 0.8 inches) through the purchase of an RTK Snap-in module, which can be used with a customer-owned RTK base station or a subscription to a CORS (Continuously Operating Reference Station) network.

Models ordered Topcon Precision Ready come from the factory with all necessary steering valves, wiring harnesses and brackets pre-installed. Simply mount the GX-45 terminal in the cab and the TopDock on the cab roof and go to the field.

AGCO software field management

Attention to detail and accurate and efficient record keeping are essential requirements of any successful business; and farming is no exception. That's why data recorded using the Datatronics III memory function can be transferred via memory card to the office computer.

As a result, this award-winning system has the potential to improve productivity via record keeping, data analysis and/or mapping. Included with the Datatronics III option, the View desktop software enables the operator to download data from the Console I to verify and organize the data. View software also gives the operator the ability to export that data to any farm management software for analysis. Also included with the Console I is SD Card Tool. SD Card Tool allows tractor settings to be programmed ahead of time on any PC computer. Pre-program such variables as hydraulic flows, headland sequences or transmission and engine presets from your office. Then transfer and load the settings to a Console I via any standard SD card.

Front hitch versatility.

Want to perform twice as much work in less time or move up to one-pass performance? Then take a close look at the redesigned Massey Ferguson ILS (Integrated Linkage System) option, a neat fully integrated front linkage and PTO system.

Integrated into the tractor mainframe for greater strength and a more compact profile, the front 3-point hitch provides 8,800 lbs. (4,000 kg) of lift capacity, which allows it to handle cultivators, plows, fertilizer tanks, etc.

Add the front PTO option to handle a mower or snow blower. Easily engaged via a console-mounted rocker switch, the PTO features a 21-spine, 1,000-rpm shaft with clockwise rotation for powering a variety of front-mounted implements.

With or without the PTO, standard ILS equipment includes a towing clevis and two hydraulic remotes that feature the same 2,900 psi (200 BAR) pressure and 29 or 39 gpm (110 or 150 L/m) flow as the rear remotes.



Front weight options, used with the ILS, include 1,323 lbs. (600 kg) and 1,984 lbs. (900 kg) modular front weights for balanced weight distribution.



Massey Ferguson ILS features a fully integrated, factory-fit front linkage and PTO system.

**Less frequent servicing.
More ease of access.**

A farmer belongs out in his field, not under the hood servicing his tractors. With feedback from farmers like you, we've streamlined the upkeep of our 6400/7400 Series like never before. For instance, we've increased the replacement interval on transmission oil and filters to every 1,200 hours and the engine oil change interval to 400 hours. Thanks to our new spring-loaded, one-piece hood, it's easier to get to the engine and cooling system too. Simply lift the hood from the front and remove the side panels for access to all engine components, including the air filter, belts, alternator, air conditioning compressor, radiator fill and windshield washer fluid. The ground-level fuel tank includes an oversized fuel inlet for easy access and reduced splash back.



A great deal includes a great dealer.

If you're like most farmers, when you find your favorite tractor, it becomes almost like part of your family. And when you buy a Massey Ferguson tractor, you instantly become part of ours. Our dealers understand what owning a tractor really means. They'll advise and support you through the selection process, the buying process, through operation and maintenance. Most importantly, your Massey Ferguson dealer is continually focused on minimizing your downtime – especially during critical times of the year – via parts availability and well-trained, competent mechanics. Because our dealers share your passion for farming, they're happy to share their knowledge to keep you working happy.

Our 2-year/2,000-hour warranty.

Even our warranty is high performance, covering 2 years/2,000 hours on the engine and powertrain and our all-inclusive warranty on parts and labor. From grille to hitch pin, it's one of the best in the business, backed by dealers who understand how to help you make the most of it.

Quality parts.

Massey Ferguson parts are manufactured to meet the same high standards of dependability as you'll find on every new 6400 Series and 7400 Series tractor. Continued and consistent use of these quality parts will help keep your tractor running like new. Shop 24/7 on www.agcoparts.com.

**At Massey Ferguson, you're family.
And there's nothing we wouldn't
do for family.**



Questions? Go to
masseyferguson.com

Our website opens the door to all sorts of technical information and product specifications. If you can't find what you're looking for, click on "contact us" and we'll provide you with access to folks who can get you all the answers.

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You'll find all sorts of ways to live Massey Ferguson from the latest in wearables to gifts for the entire family. And some good old-fashioned bargains, too.



The Massey Ferguson *Farm Life* magazine is our exclusive publication that offers news, interviews and insights into all the joys – and challenges – of farming.

Join the clubs.

Ferguson Enthusiasts of North America has grown from just 59 members in 2001 to almost 600 members today. They publish a newsletter five times a year and hold annual get-togethers at well-known tractor shows. Join today, visit fergusonenthusiasts.com.

The Ferguson Club is an international, independent member's club established in 1986 to promote and disseminate information and interest in the work of the late Harry Ferguson, Ferguson products and in particular, the "Ferguson System." fergusonclub.com

The Friends of Ferguson Heritage Ltd. exists to encourage and assist enthusiasts in their interest in the engineering achievements of the late Harry Ferguson. fofh.co.uk

6400 Series specifications

MODEL	6465	6475	6480	6485	6490	6495	6497	6499
Performance								
PTO HP @ 2,200: rpm (kW) †	100 (75)	110 (82)	120 (90)	130 (97)	140 (104)	155 (116)	165 (123)	180 (134)
Engine HP @ 2,200: rpm (kW) no boost	120 (89)	135 (101)	145 (108)	160 (119)	170 (127)	185 (138)	200 (149)	215 (160)
Fuel tank capacity (std/opt): US gal (L)	70 (270)	70 (270)	70 (270)	93.8 (355)	93.8 (355)	93.8 (355)	93.8 (355)	93.8 (355)
Engine								
Type (Tier III compliant)	AGCO SISU POWER 66 CTA	AGCO SISU POWER 66 CTA	AGCO SISU POWER 66 CTA	AGCO SISU POWER 66 CTA	AGCO SISU POWER 66 CTA	AGCO SISU POWER 66 CTA	AGCO SISU POWER 74 CTA	AGCO SISU POWER 74 CTA
# of cylinders	6	6	6	6	6	6	6	6
Aspiration/charge cooling	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air	Wastegate/air to air
Type of cooling	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid
Bore x stroke: in.	4.13 x 5.00	4.13 x 5.00	4.13 x 5.00	4.25 x 4.70	4.25 x 4.70	4.25 x 4.70	4.25 x 5.28	4.25 x 5.28
Total displacement (CID/L)	402/6.6	402/6.6	402/6.6	402/6.6	402/6.6	402/6.6	452/7.4	452/7.4
Starting aid	Grid heater	Grid heater	Grid heater	Grid heater	Grid heater	Grid heater	Grid heater	Grid heater
Transmission								
Type	Dyna-6	Dyna-6	Dyna-6	Dyna-6	Dyna-6	Dyna-6	Dyna-6	Dyna-6
Type of gears/ranges	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts	4 Range/6 PowerShifts
Speeds forward/reverse	24 x 24	24 x 24	24 x 24	24 x 24	24 x 24	24 x 24	24 x 24	24 x 24
Travel speeds, std: mph (kph)	0-25 (40)	0-25 (40)	0-25 (40)	0-25 (40)	0-25 (40)	0-25 (40)	0-25 (40)	0-25 (40)
Travel speeds, opt: mph (kph)	0-31 (50)	0-31 (50)	0-31 (50)	0-31 (50)	0-31 (50)	0-31 (50)	0-31 (50)	0-31 (50)
Axle type (std/opt)	Flange std.	Flange std./bar opt.	Bar standard	Bar standard	Bar standard	Bar standard	Bar standard	Bar standard
3-point hitch								
ASAE category	Cat 2	Cat 2	Cat 2	Cat 3/3N	Cat 3/3N	Cat 3/3N	Cat 3/3N	Cat 3/3N
Stabilizers	Telescopic/sway blocks	Telescopic/sway blocks	Telescopic/sway blocks	Sway blocks	Sway blocks	Sway blocks	Sway blocks	Sway blocks
Lift capacity @ 24": lbs. (kg)	7,150 (3,240)	9,391 (4,260)	9,391 (4,260)	16,500 (7,480)	16,500 (7,480)	16,500 (7,480)	15,700 (7,120)	15,700 (7,120)
Front 3-point hitch lift capacity: lbs. (kg) Opt.	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)	8,800 (4,000)
4WD front axle								
Controls	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic
Method of engagement	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc
Differential lock control	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic
Max. steering angle (degrees)	55	55	55	55	55	55	55	55
2WD dimensions & weight								
Wheelbase: in. (mm)	111.3 (2,827)	111.3 (2,827)	111.3 (2,827)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)	NA	NA
Overall length w/ front weights: in. (mm)	202 (5,130)	202 (5,130)	202 (5,130)	214 (5,435)	214 (5,435)	214 (5,435)	NA	NA
Min overall width: in. (mm)*	85.2 (2,165)	85.2 (2,165)	85.2 (2,165)	91.9 (2,334)	91.9 (2,334)	91.9 (2,334)	NA	NA
Height over cab: in. (mm)	113 (2,870)	113 (2,870)	113 (2,870)	120 (3,048)	120 (3,048)	120 (3,048)	NA	NA
Tire size, front	10.00 x 16	10.00 x 16	10.00 x 16	11.00-16	11.00-16	11.00-16	NA	NA
Treadwidth, front: in. (mm)	60-80 (1,524-2,032)	60-80 (1,524-2,032)	60-80 (1,524-2,032)	60-80 (1,524-2,032)	60-80 (1,524-2,032)	60-80 (1,524-2,032)	NA	NA
Tire size, rear	18.4R38	18.4R38	18.4R38	18.4R42	18.4R42	18.4R42	NA	NA
Treadwidth, rear: in.	60-80	63-82 flange, 56-80 short bar, 56-112 long bar	56-80 short bar, 56-112 long bar	60-119 long bar	60-119 long bar	60-119 long bar	NA	NA
Treadwidth, rear: mm.	1,524-2,032	1,600-2,083 flange, 1,422-2,032 short bar, 1,422-2,845 long bar	1,422-2,032 short bar, 1,422-2,845 long bar	1,524-3,023 long bar	1,524-3,023 long bar	1,524-3,023 long bar	NA	NA
Drawbar ground clearance: in. (mm)	15.5 (390)	15.5 (390)	15.5 (390)	17.8 (452)	17.8 (452)	17.8 (452)	NA	NA
Approximate shipping weight: lbs. (kg)	10,500 (4,760)	11,700 (5,300)	12,800 (5,800)	14,275 (6,475)	14,275 (6,475)	14,275 (6,475)	NA	NA

MODEL	6465	6475	6480	6485	6490	6495	6497	6499
4WD dimensions & weight								
Wheelbase: in. (mm)	111.3 (2,827)	111.3 (2,827)	111.3 (2,827)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)
Overall length w/ front weights: in. (mm)	202 (5,130)	202 (5,130)	202 (5,130)	214 (5,435)	214 (5,435)	214 (5,435)	214 (5,435)	214 (5,435)
Min overall width: in. (mm)	85.2 (2,165)	85.2 (2,165)	85.2 (2,165)	91.9 (2,334)	91.9 (2,334)	91.9 (2,334)	98.2 (2,494)	98.2 (2,494)
Height over cab: in. (mm)	113 (2,870)	113 (2,870)	113 (2,870)	120 (3,048)	120 (3,048)	120 (3,048)	120 (3,048)	120 (3,048)
Tire size, front	14.9R28	14.9R28	14.9R28	14.9 R30	14.9 R30	14.9 R30	14.9 R30	14.9 R30
Treadwidth, front: in.	56.0-84.0	56.0-84.0	56.0-84.0	60.0-88.0	60.0-88.0	60.0-88.0	60.0-88.0	60.0-88.0
Tire size, rear	18.4R38	18.4R38	18.4R38	18.4R42	18.4R42	18.4R42	18.4R42	18.4R42
Treadwidth, rear: in.	60-80	63-82 flange, 56-80 short bar, 56-112 long bar	56-80 short bar, 56-112 long bar	60-119 long bar	60-119 Long Bar	60-119 long bar	60-119 long bar	60-119 long bar
Drawbar ground clearance: in. (mm)	15.5 (390)	15.5 (390)	15.5 (390)	17.8 (452)	17.8 (452)	17.8 (452)	17.8 (452)	17.8 (452)
Turn radius 14.9R30 @ 60" tread: ft-in. (m-mm)**	15.6 (396)	15.6 (396)	15.6 (396)	16.6 (422)	16.6 (422)	16.6 (422)	16.6 (422)	16.6 (422)
Approximate shipping weight: lbs. (kg)***	11,000 (4,990)	12,200 (5,440)	13,300 (6,030)	14,300 (6,486)	14,300 (6,486)	14,300 (6,486)	17,200 (7,800)	17,200 (7,800)
PTO								
Type	Independent	Independent	Independent	Independent	Independent	Independent	Independent	Independent
Control	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic
Type of clutch	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc
PTO option (speeds)	540/540E/1000/1000E	540/540E/1000/1000E	540/540E/1000/1000E	540/540E/1000	540/540E/1000	540/540E/1000	540/540E/1000	540/540E/1000
Front PTO	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Hydraulics - standard								
System type	Closed center PFC	Closed center PFC	Closed center PFC	Closed center PFC	Closed center PFC	Closed center PFC	Closed center PFC	Closed center PFC
Total pump flow: gpm (lpm)	29 (110)	29 (110)	29 (110)	29 (110) Opt 39 (150)	29 (110) Opt 39 (150)	29 (110) Opt 39 (150)	29 (110) Opt 39 (150)	29 (110) Opt 39 (150)
Operating pressure: psi (bar)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)
Remotes (std/opt)	2/3/4	2/3/4	2/3/4	3/4/5	3/4/5	3/4/5	3/4/5	3/4/5
Clutch								
Type/number of discs	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc	Wet multi-disc
Brakes & final drives								
Type of final drives	Planetary	Planetary	Planetary	Planetary	Planetary	Planetary	Planetary	Planetary
Type of brakes	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc
Control	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic
Electrical system								
Batteries	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA
Alternator amperage (std/opt)	120/150	120/150	120/150	120/150	120/150	120/150	175	175
Operator area								
Type of operator area (ROPS cab or ROPS)	ROPS Cab	ROPS Cab	ROPS Cab	ROPS Cab	ROPS Cab	ROPS Cab	ROPS Cab	ROPS Cab
Cab sound level: dBA	69	69	69	69	69	69	71	71
Cab glass area: ft ² (m ²)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)
Pneumatic cab suspension	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Steering wheel adjust (tilt/telescope)	Tilt/telescope	Tilt/telescope	Tilt/telescope	Tilt/telescope	Tilt/telescope	Tilt/telescope	Tilt/telescope	Tilt/telescope
Transmission control location	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column	Rt armrest/lft column
Seat suspension	Air suspension	Air suspension	Air suspension	Air suspension	Air suspension	Air suspension	Air suspension	Air suspension

* Available when PTO is engaged or 3rd or 4th gear are selected.

** Outside to outside width at steps.

*** Turning Radius is without brakes on both 2WD and 4WD tractors. Front wheel drive is also disengaged on 4WD tractors.

**** Model 6465-4WD cab with 14.9R28/18.4R38 tires and front fenders.

MODEL	7465	7475	7480	7485	7490	7495	7497	7499
Dimensions								
Length: in. (mm)	204 (5,180)	204 (5,180)	204 (5,180)	210 (5,345)	210 (5,345)	210 (5,345)	210 (5,345)	210 (5,345)
Height over cab: in. (mm)	113 (2,870)	113 (2,870)	113 (2,870)	120 (3,048)	120 (3,048)	120 (3,048)	120 (3,048)	120 (3,048)
Width min: in. (mm)	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar	97.2 (2,469) short bar
Width max: in. (mm)	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar	118.1 (2,999) long bar
Clearance under drawbar: in. (mm)	14 (356)	14 (356)	14 (356)	16 (400)	16 (400)	16 (400)	16 (400)	16 (400)
Wheelbase: in. (mm)	111.3 (2,827)	111.3 (2,827)	111.3 (2,827)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)	118.0 (2,996)
Weight, 4WD: lbs. (kg)	15,100 (6,850)	15,100 (6,850)	15,100 (6,850)	16,100 (7,300)	16,100 (7,300)	16,100 (7,300)	16,372 (7,426)	16,372 (7,426)
Turn radius 14.9R30 @ 60" tread ft (m)*	15.6 (4.8)	15.6 (4.8)	15.6 (4.8)	16.6 (5.1)	16.6 (5.1)	16.6 (5.1)	16.6 (5.1)	16.6 (5.1)
Power take-off (PTO)								
Speeds	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000	540/540 economy/1,000
Engagement	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic	Electro-hydraulic
Hydraulics								
Type	Closed center	Closed center	Closed center	Closed center	Closed center	Closed center	Closed center	Closed center
Max. hyd. flow (std/opt): gpm (lpm)	29 (110)	29 (110)	29 (110)	29 (110) / 39 (150)	29 (110) / 39 (150)	29 (110) / 39 (150)	29 (110) / 39 (150)	29 (110) / 39 (150)
Max pressure: psi (bar)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)	2,900 (200)
Remote valves (std/opt)	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Steering/brakes								
Steering column	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic	Tilt/telescopic
Brakes	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc	Wet disc
Parking brake	Hand operated lever	Hand operated lever	Hand operated lever	Hand operated lever	Hand operated lever	Hand operated lever	Hand operated lever	Hand operated lever
Electrical								
Batteries	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA	2-600 CCA
Alternator (std/opt)	120/150	120/150	120/150	120/150	120/150	120/150	175 only (no opt)	175 only (no opt)
Lighting, front	2 front grill hi/lo beam head lights, 2 single bulb field lights above windshield, 2 single bulb field lights on hand rail			2 front grill hi/lo beam head lights, 2 single bulb field lights above windshield, 2 double bulb field lights on hand rail, 2 single bulb field lights on steps				
Lighting, rear	2 single bulb field lights above windshield, 2 single bulb field lights mounted on fenders							
Operator's area								
Cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab	Isolation mounted cab
Cab glass area: ft ² (m ²)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)	61 (5.6)
Cab doors	2	2	2	2	2	2	2	2
Cab sound level: dBA	69	69	69	69	69	69	71	71
Pneumatic cab suspension	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional

* Turning radius is without brakes. Front wheel drive is also disengaged on 4WD tractors.

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