



Now mid-range means
MORE RANGE.



A legacy of leading the way

It's an ageless truth—great ideas can come from anywhere. So over the past century and a half, Massey Ferguson has been searching the globe for the next great way to make every individual farmer more successful. Today, our proven resources, experience and technology have given us the edge in worldwide innovation. And everything we learn, we bring back home—to make your world more productive.

1840-1890



1847

In a humble tool shed in New Castle, Ontario, Daniel Massey begins manufacturing simple farm implements.



1855

The company enters a period of rapid growth, with the acquisition of proven American innovations such as the Ketchum grass mower and Massey combined hand rake reaper mower.



1867

The company's proprietary advances in harvesting equipment are chosen for display at the International Industrial Exhibition in Paris, France.

1891

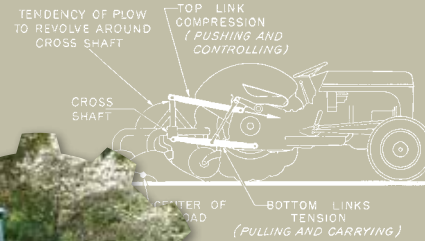
Canada's top two farm equipment companies merge to form Massey-Harris Limited.



1900-1930

1926

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



1930

Massey-Harris produces the General Purpose (GP) which was the first tractor designed and built by Massey-Harris.

1938

In Canada, Massey-Harris perfects the first self-propelled combine, with its own engine and power train.



1940-1960



1942

During World War II, Massey-Harris manufactures tanks, howitzers, wings for mosquito fighter-bombers, 40mm shells, naval gun mounts, and bodies for ambulances and troop carriers.



1946

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.

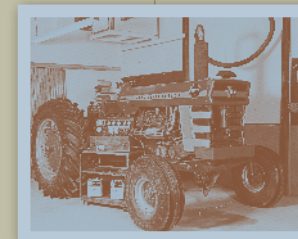
1953

Massey-Harris and Ferguson merge.



1969

Introduction of the first 4-wheel drive tractors, MF1500 & MF1800, powered by a Caterpillar V8 diesel engine.



1969

The first V8-powered, fixed-frame row crop tractor—the MF1150—is introduced.



1970-1990

1978

The company's first compact tractor, the Massey Ferguson® 205, is introduced. In the same year, Massey Ferguson pioneers the electronic 3-point hitch.



1983

The "Equipment Manufacturers Institute" recognizes the Massey Ferguson self-propelled combine as one of the "100 Most Significant Contributions" to the mechanization of agriculture.

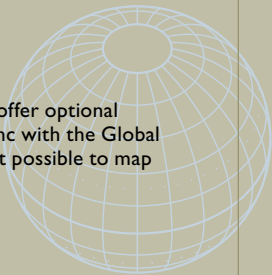


1987

Massey Ferguson showcases its exclusive Autotronic and Datatronic Systems, designed to enhance tractor control.

1992

Massey Ferguson combines offer optional yield meters operating in sync with the Global Positioning System, making it possible to map yields while harvesting.



1996

Massey Ferguson introduces the Dyna-6™ transmission. Developed in Germany, it becomes the forerunner of today's Dyna-VT™—the most advanced Continuously Variable Transmission (CVT) available and the world's only clutchless, stepless CVT.



1997

Massey Ferguson introduces the 8780 Class VI rotary combine, designed to satisfy the increasing demand for high performing, mechanically simple, reliable machines.

2000s

2006

Massey Ferguson and Hesston join forces to produce the new Hesston Series complete line of hay equipment.

HESSTON
by MASSEY FERGUSON

2006

Massey Ferguson adopts ISOBUS technology, becoming a leader in achieving "plug & play" capability with other ISOBUS-compatible equipment.



2009

Tested and proven in Finland at 40° below, the industry's first SCR system is featured on the powerful new Massey Ferguson 8600 Series tractors.

2009

Perfect in France, the company's new Dynamic Tractor Management (DTM) system is introduced, allowing the engine and transmission to work as one, by monitoring engine and transmission ratios to achieve an optimum match for any given task.

2010s

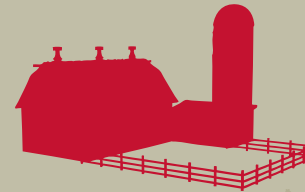
2010

Massey Ferguson introduces the model 9250 DynaFlex combine. It features the industry's first draper header with a fully flexible cutterbar, delivering increased performance and capacity in soybeans and small grains.



2011

With the introduction of its state-of-the-art 9500 Series combines, Massey Ferguson brings North American harvesters ultimate capacity without complexity.



2013

Massey Ferguson introduces an all-new mid-range tractor – 5600 Series – featuring a new 3-cylinder engine from AGCO POWER, large 6-post cab, Hi Vis hood, and an upgraded Dyna-4 transmission.



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You know who you are. You're the ones who work the land. You're a parent. Son. Daughter. Manager. Inventor. Entrepreneur. And optimist.

In other words, you're a farmer. You raise dairy cows in Michigan. Corn in Illinois. Winter wheat out West. And Canola in Saskatchewan.

And you know what it takes to turn risk into reward. You know us too, going back six generations.

We're your first 3-point hitch. Your first self-propelled combine. Your first SCR emissions system. And the most productive CVT transmission in the world.

Today, you'll find us working on farms across five continents. One hundred and forty countries. And virtually every agricultural environment on earth. No one farms more crops, in more places, in more climates, worldwide.

And everything we learn, everything we know, we bring back home. To your land. To your farm. To your world.







The Massey Ferguson 5600 Series

Our most advanced, multi-tasking mid-range yet.

Perfect for livestock, dairy, hay and general all-around farm work, these exceptional new loader tractors are big on versatility, even in small spaces, thanks to their sleek, modern styling, legendary Dyna-4 transmission, high-flow hydraulics, and the first fully integrated multi-function loader joystick this side of row crop tractors. Plus a huge – and hugely comfortable – new cab with advanced controls.

As always, we've tapped into our worldwide resources to deliver innovative features that focus on your individual needs. Your individual farm. And your individual reality.



Big engine muscle from just 3-cylinders.

We know what you're thinking. The more cylinders, the more power. Well think again.

The truth is, TORQUE is the key to an engine's ability to work – not the number of cylinders. And the advanced design of our new EPA Tier 4i compliant AGCO POWER 33AWI HD family of engines generates torque levels equal to or better than many larger 4-cylinder engines.

No other production 3-cylinder compares.

AGCO POWER has long been known for its innovative, efficient engines. And while this 3.3L 33AWI HD water-cooled diesel offers a whole new level of performance, it incorporates much of our proven technology from other AGCO POWER engines.

Let's take a quick look at some of its key features.

Four valves per cylinder

Positioned in the cylinder head around the centered, vertical injector, these four valves provide better engine breathing to promote a better fuel/air mixture and more complete combustion. The result – great power, lower emissions and improved fuel economy.

High-pressure common rail direct fuel injection

Our new Bosch High Pressure Common Rail (HPCR) fuel injection system uses extremely high pressure – more than 23,000 PSI at the injector tip – to atomize the fuel for optimum combustion and power output.

Turbocharged and intercooled

An air-to-air heat exchanger cools the compressed air from the turbocharger before it enters the cylinder. Cool air is more dense and has more oxygen in it per volume to increase combustion potential for more power and performance.

Electronic engine control

SisuTronic EEM 4 – the latest generation of electronic engine management from AGCO POWER monitors every aspect of engine operation, adjusting fuel flow, injection timing and other functions to optimize power and save on fuel.

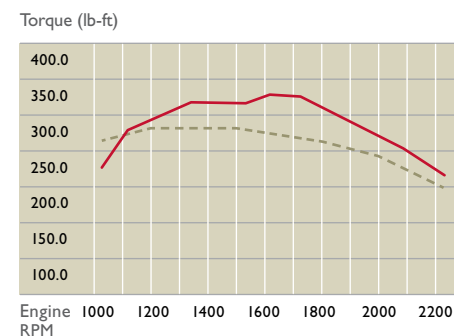
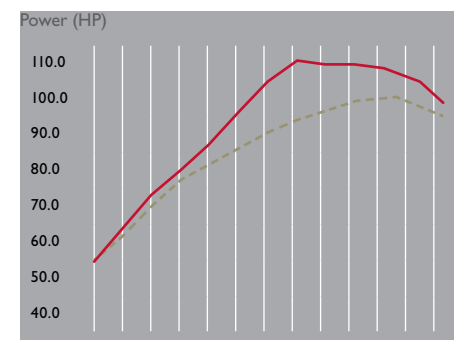
Wet cylinder liners

An exclusive feature of AGCO POWER engines, these replaceable wet cylinder liners with mid supports improve engine cooling and keep service costs down.

Tier 4i emissions control that's maintenance free.

Every AGCO POWER 33AWI HD engine is equipped with Exhaust Gas Recirculation (EGR) and a Diesel Oxidation Catalyst (DOC) to help meet emissions requirements. The system not only works hard to keep emissions low while preserving power, it requires no maintenance.

And unlike the competition, we don't have an exhaust filter that needs to be cleaned or replaced. There's no Diesel Particulate Filter (DPF) on the 5600 Series, so there's no need to regenerate it. That saves time and fuel and reduces the intense heat that builds in the exhaust system during the filter regeneration process. In a Massey Ferguson 5600 Series with 33AWI HD engine, you just put in your fuel and drive.



Engine RPM

AGCO Power 33AWIC
Perkins 1104D-44T

Bench test horsepower and torque curves show that the 3-cylinder 33AWIC HD engine in the 5610 model outperforms the 4-cylinder Perkins® 1104D-E44TA engine in our MF5445 tractor, across the board

MODEL	ENGINE	DISPLACEMENT	HORSEPOWER	TRANSMISSION
MF5609	AGCO POWER model 33AWI HD 3-cylinder water-cooled turbocharged diesel	3.3 Liters (201 cubic in.)	90 engine hp 70 PTO hp	16x16 Dyna-4 fully electronic power shift and power shuttle
MF5610	AGCO POWER model 33AWI HD 3-cylinder water-cooled turbocharged diesel	3.3 Liters (201 cubic in.)	100 engine hp 75 PTO hp	16x16 Dyna-4 fully electronic power shift and power shuttle
MF5611	AGCO POWER model 44AWI 4-cylinder water-cooled turbocharged diesel with SCR technology	4.4 Liters (269 cubic in.)	110 engine hp (80 PTO hp)	16x16 Dyna-4 fully electronic power shift and power shuttle
MF5612	AGCO POWER model 44AWI 4-cylinder water-cooled turbocharged diesel with SCR technology	4.4 Liters (269 cubic in.)	115 engine hp (90 PTO hp)	16x16 Dyna-4 fully electronic power shift and power shuttle
MF5613	AGCO POWER model 44AWI 4-cylinder water-cooled turbocharged diesel with SCR technology	4.4 Liters (269 cubic in.)	125 engine hp (100 PTO hp)	16x16 Dyna-4 fully electronic power shift and power shuttle



Think of this robust power plant in terms of a power density equation – big engine performance divided by small engine size equals more power per cubic inch.





Our newly refined 4-cylinder diesels.

5600 Series large frame models feature new AGCO POWER 4.4L 4-cylinder engines that bring a whole new set of capabilities to the mid-range market.

Our large frame MF5611, MF5612, and MF5613 models feature all new AGCO POWER 4.4L 4-cylinder engines that bring a whole new set of capabilities and benefits to the mid-range market.

Our newly refined 4-cylinder diesels.

Ranging from 105 to 125 engine HP, and able to generate from 80 to 100 PTO HP, this new 44AWI engine family meets the stringent new Tier 4i emission requirements for North America. And optimum power and performance is assured, thanks to a combination of several new features and many proven systems AGCO POWER engines are already known for.

A step up in horsepower and productivity.

Much like their 3-cylinder sister, these new 4-cylinder diesels feature advanced engineering that takes engine design to the next level.

Four valves per cylinder improves air flow and enhances the mixture of fuel and air. A wastegate turbocharger with intercooling provides cool, dense air under constant pressure to improve performance. Wet replaceable cylinder

liners with mid supports also help cooling and keep service costs down. And the SisuTronic EEM4 engine management system monitors every aspect of the engine's operation, to deliver more power, using less fuel.

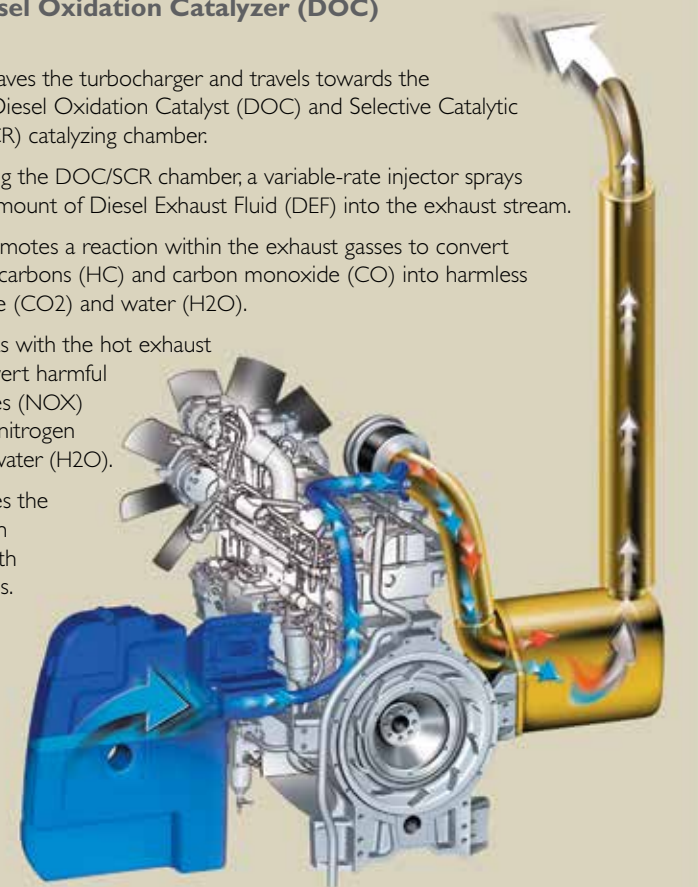
The newest thing in clean air technology.

Welcome to the 2nd generation of our SCR system. This advanced level of Selective Catalytic Reduction (SCR) technology includes a new exhaust system with an inline Diesel Oxidation Catalyst (DOC) and variable injection of diesel exhaust fluid (DEF). DEF is not burned in the engine, but is consumed in the exhaust system to treat harmful exhaust gasses and clean up emissions. The engine is tuned for optimum power, performance, and fuel economy. Our SCR technology simply cleans up the exhaust that exits the engine.

And with variable DEF injection and real-time exhaust system monitoring, our engines consume less DEF over time, saving money and refueling downtime. A closed loop ventilation system even removes crank case emissions to reduce the overall environmental impact.

Selective Catalytic Reduction (SCR) process with the Diesel Oxidation Catalyst (DOC)

- Exhaust gas leaves the turbocharger and travels towards the combination Diesel Oxidation Catalyst (DOC) and Selective Catalytic Reduction (SCR) catalyzing chamber.
- Before entering the DOC/SCR chamber, a variable-rate injector sprays a controlled amount of Diesel Exhaust Fluid (DEF) into the exhaust stream.
- The DOC promotes a reaction within the exhaust gasses to convert harmful hydrocarbons (HC) and carbon monoxide (CO) into harmless carbon dioxide (CO₂) and water (H₂O).
- The DEF reacts with the hot exhaust gasses to convert harmful nitrogen oxides (NO_x) into harmless nitrogen gas (N₂) and water (H₂O).
- Clean air leaves the exhaust pipe, in accordance with EPA regulations.



Our Dyna-4 transmission – proven and now improved.

Just the gearbox you need to put horsepower to the ground more productively than ever.

The new Massey Ferguson 5600 Series features our famously rugged and reliable Dyna-4 transmission – now more advanced than ever. A power shift and power shuttle gearbox with 16 forward and 16 reverse speeds, the operator can choose how to control the tractor, using either the left-hand power control lever near the steering wheel or the familiar “T” handle controller in the right-hand console. But that’s just the beginning.

An integrated, interactive Dash Control Center system.

Anyone familiar with Massey Ferguson high horsepower row crop tractors is familiar with the Dash Control Center (DCC). Using a small digital display and key pad in the front dash, it allows you to engage, adjust and monitor a host of tractor systems and settings. And it’s the key to making the most of our new Dyna-4 capabilities, including the following:

Auto-N (Auto neutral)

As its name implies, Auto-N automatically neutralizes the transmission when both brake pedals are applied, without using the foot clutch. Release the brake pedals, and the transmission re-engages and you’re off again. What could be better for loader work or road travel? Only Massey offers Auto-N on a mid-range tractor. And you simply turn it on and off using the Dash Control Center.

Anti-Stall

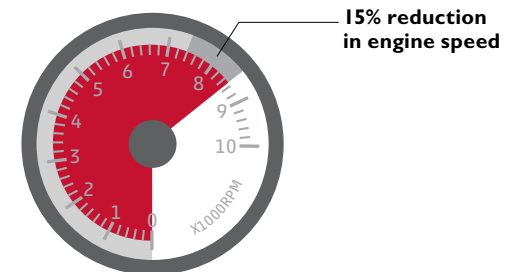
Think of this feature as the “Are you sure?” message you get on your computer. Designed to prevent the engine from stalling under load, Anti-Stall automatically shifts the transmission into neutral if the engine speed drops below 650 RPM while in gear and working. It keeps the engine running to protect vital systems and components, extending service life.

Auto-Drive

In a nutshell, Auto-Drive allows you to drive your tractor like a car with an automatic transmission. With the push of a button, it allows the Dyna-4 to shift gears automatically. All you do is use the foot or hand throttle to accelerate, and the tractor does the rest. Simple and convenient, it offers the operator yet another choice in tractor operation and can be adjusted on the go to react to conditions.

Eco-Idle

This is an AGCO POWER engine control on the 5600 Series that remains active constantly. When the transmission is in neutral and the parking brake is engaged, Eco-Idle drops the engine idle speed by 15% resulting in fuel savings, noise reduction and a nice little plus for the environment.



■ Normal engine idling rate = 850 RPM

■ Eco-Idle rate = 720 RPM

Steeply sloped high visibility hood design offers unmatched forward visibility for productive loader work. The single piece hood raises up for full access to engine and service points. An available integrated front 3-point hitch, with 5500 lb lift capacity, adds additional capabilities to your tractor.



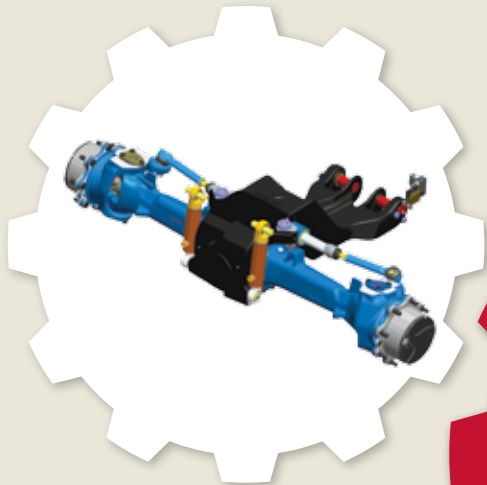


Improved front axle suspension for comfort and control.

Finally, a more effective system that lets you work harder and ride easier.

Available as an option on the large frame 4-wheel drive models of the 5600 Series, this all new suspension system maximizes traction and pulling performance while smoothing out the bumps over uneven terrain to provide a nice, comfortable ride.

The system is integrated into the front framework of the tractor and controls axle motion electro-hydraulically. The axle is a solid single-piece design that is cradled in a heavy duty cast steel suspension arm for durability. Hydraulic cylinders with accumulators help dampen impacts for a smooth ride, while pushing the front wheels into the ground for constant contact and maximum traction. And the system can be turned on or off with a push of a button in the cab.



All 5600 Series tractors are available with either an adjustable 2wd, fixed 4wd, or suspended 4wd front axle. All 5600 Series configurations are designed to be nimble and versatile, creating the ultimate loader tractor.



Higher-flow hydraulics.

All the brawn you need to get more work done in less time.

A key feature of the 5600 Series is its open center hydraulic system that provides a flow robust enough to handle the most demanding applications. In fact, you'll have two systems to choose from, and a total of three ways to tackle any job at hand.

Standard system

The single pump of the standard system delivers a flow rate of 15 gpm (57 lpm) to the rear remote valves and the 3-point hitch. All models come with two mechanical valves, and up to four valves are available from the factory.

Twin Flow system

For heavier demands, the optional Twin Flow hydraulic system uses two pumps and circuits – one providing 15 gpm (57 lpm) to the rear 3-point linkage and the other providing 11 gpm (43 lpm) to the remote valves.

The unique feature of the Twin Flow system is that you can combine the flow from the two pumps with the touch of a button in the cab*. When combined, you can produce a beefy 26 gpm (100 lpm) of flow that is sent to the implement hydraulic system. That means your loader will run faster, your implements will respond more quickly, and you'll increase the efficiency of your hydraulic functions overall.

*When flow is combined, the rear 3-point linkage will not operate.

Closed center load sensing system (available on large frame 5600 models only)

Besides offering a standard open center system and Twin Flow, our large frame models offer a closed center load sensing system that delivers 29 gpm (110 lpm) of hydraulic flow to the rear 3-point hitch, remote valves and loader, for the tougher demands of larger implements and attachments. Closed center hydraulics offer improved efficiency by only pumping the amount of oil required when it is needed – instantly and on demand.

The MF5611, MF5612 and MF5613 models also give you the option of electronic valves with a choice of fingertip controls or our industry exclusive electronic multi-function loader joystick.

Multi-function joystick – an industry first

No other tractor in the mid-range segments offers you the efficient functionality of our factory loader joystick (mechanical in small frame models, choice of mechanical or electronic in large frame models). The mechanical joystick is conveniently integrated into the right-hand console, while the electronic joystick is mounted to the right hand seat armrest for comfort and convenience. It not only operates your loader, but allows you to manage transmission functions as well.

Our high-flow hydraulics – here's the low-down.

Models	System	Pump	Max Flow @ Remotes	Max # of Remotes
All	Standard	Single gear-type	15 gpm (57 lpm)	4+ Loader
All	Twin Flow	Tandem gear-type	26 gpm (100 lpm)	4+ Loader
Large frame	Closed center	Single variable piston-type	29 gpm (110 lpm)	4+ Loader

Available loaders

Specifications	931 Loader	941 Loader	946 Loader
Loader type	Non-Self Leveling	Non-Self Leveling	Self Leveling
Max. lift capacity @ 31" forward lbs (kg)	2,690 (1,220)	3,307 (1,500)	3,593 (1,630)
Max. lift height @ pivot pins in. (mm)	138 (3,500)	148 (3,750)	148 (3,750)
Max. breakout force @ 31" forward lbs (kg)	3,075 (1,395)	3,540 (1,606)	3,540 (1,606)
Rated hydraulic pressure	2,828 psi		
Tool attachment type	Quick attachment, single lever locking system		
Hydraulic attachment type	4 ISO flat face quick couplers		

Our multi-function joystick

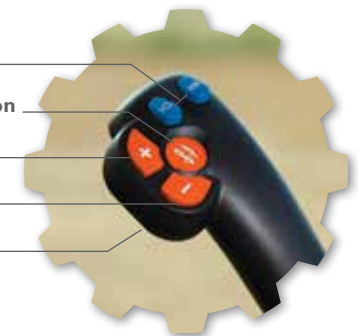
3rd and 4th function buttons for loader operation

Forward/reverse shuttle button to change travel direction

Gearbox upshift button

Gearbox downshift button

Neutral "trigger" button (on back side)





Order your 5600 Series tractor "loader-ready" and it's delivered from the factory with all the mounts and hydraulics already in place. You get the clean look and quality of factory installation, so loader mounting at your dealership is quick and simple.

Big time cab improvements.

We've brought all the advantages of a row crop tractor cab to farmers working tighter spaces.

Another hallmark of the mid-range 5600 Series is our roomy new cab that actually shares the same size and structure as the cab on some of our higher horsepower tractors. The front dash and steering column are also borrowed from some of our larger models. Even mechanical cab suspension is available, to offer that "big tractor" comfort and feel.

Designed to make the longest days seem shorter, this comfortable work space is climate-controlled, with a suspended cloth seat and tilt/telescopic steering wheel. A completely flat deck with wide-opening doors and footsteps on both sides means easy in-and-out.

Perhaps best of all, the cab sits up high, for exceptional visibility in all directions. And that visibility is enhanced by other design features like these:

New high visibility hood

Thanks to our new AGCO POWER engines, we've been able to streamline the front end and offer a steeply sloped hood, so you can easily see down to the loader bucket on the ground.

New Visio roof

By adding an additional window in the roofline above the windshield, our optional Visio roof further improves forward sightlines, allowing you to see your fully-raised loader bucket or bale spear, without leaning forward.

Narrow-profile dash

Even the front dash is styled to improve forward visibility. It features an entirely new layout, with Dash Control Center capabilities that let you customize the tractor's operation to match any specific job.

Deluxe models. Deluxe cabs.

The cabs on Deluxe models MF5611, MF5612 and MF5613 come with even more features enabling you work faster, to a higher standard and with more accuracy. They feature everything from a more convenient layout of controls to heightened ergonomics.

Added touches include a T-handle controller, electronic valve controls and engine throttle located in the right-hand seat armrest that swivel and move with you.

Plus a Control Center Display (CCD) terminal positioned to the right of the operator. The CCD features an interactive color display, with enhanced capabilities and ISOBUS connectivity.

And of course, since these are such exceptional loader tractors, Deluxe cabs can also come with our advanced electronic multi-function loader joystick for added convenience and more precise loader control.



High visibility hood



Visio roof



Narrow-profile dash

540 rpm/1000 rpm independent rear PTO

When you've got lots of PTO work to do, our 5600 Series tractors can handle it all – big jobs and small – with 540 rpm and 1000 rpm speeds to accommodate a wide variety of implements and attachments. The 1000 rpm PTO is standard on Deluxe models, and optional on Classic models.

Economy PTO – Standard

For lighter tasks that don't require lots of power, like spraying crops or running an auger, our standard economy PTO helps you save fuel, lower noise levels, and reduce engine wear. Just push a button in the cab to make the switch, and you'll reduce engine speed by 23% – from 2000 to 1550 rpm – while still maintaining 540-rpm PTO shaft speed.

Our new right-hand console and pillar console each offer easy accessibility to controls that are clearly labeled and feel intuitive.





With 62.5 square feet of glass surrounding you, you couldn't have a better view.

Invest wisely.

Massey Ferguson has built a worldwide following by building machines that last.

We go the extra mile right from the start, to make sure our tractors go the extra mile for years to come. Rest assured, if you ever decide to trade in your 5600 Series tractor, you can count on resale values to stay high.

Low-rate, flexible financing

Your Massey Ferguson Dealer and AGCO Finance offer attractive financing programs to make sure a new 5600 Series tractor will fit your operating budget. Extremely competitive rates and terms make it easy to purchase, lease or rent.

We're always at your service

If you're like most farmers, when you find that perfect piece of equipment, it becomes almost like part of your family. And when you buy a 5600 Series tractor, you instantly become part of ours.

Our network of Dealers understands what

owning a hardworking production tractor really means. They'll advise and support you through the selection process, the buying process, and through operation, maintenance and beyond. Equally important, they realize you have to be able to depend on them 24 hours a day, seven days a week.

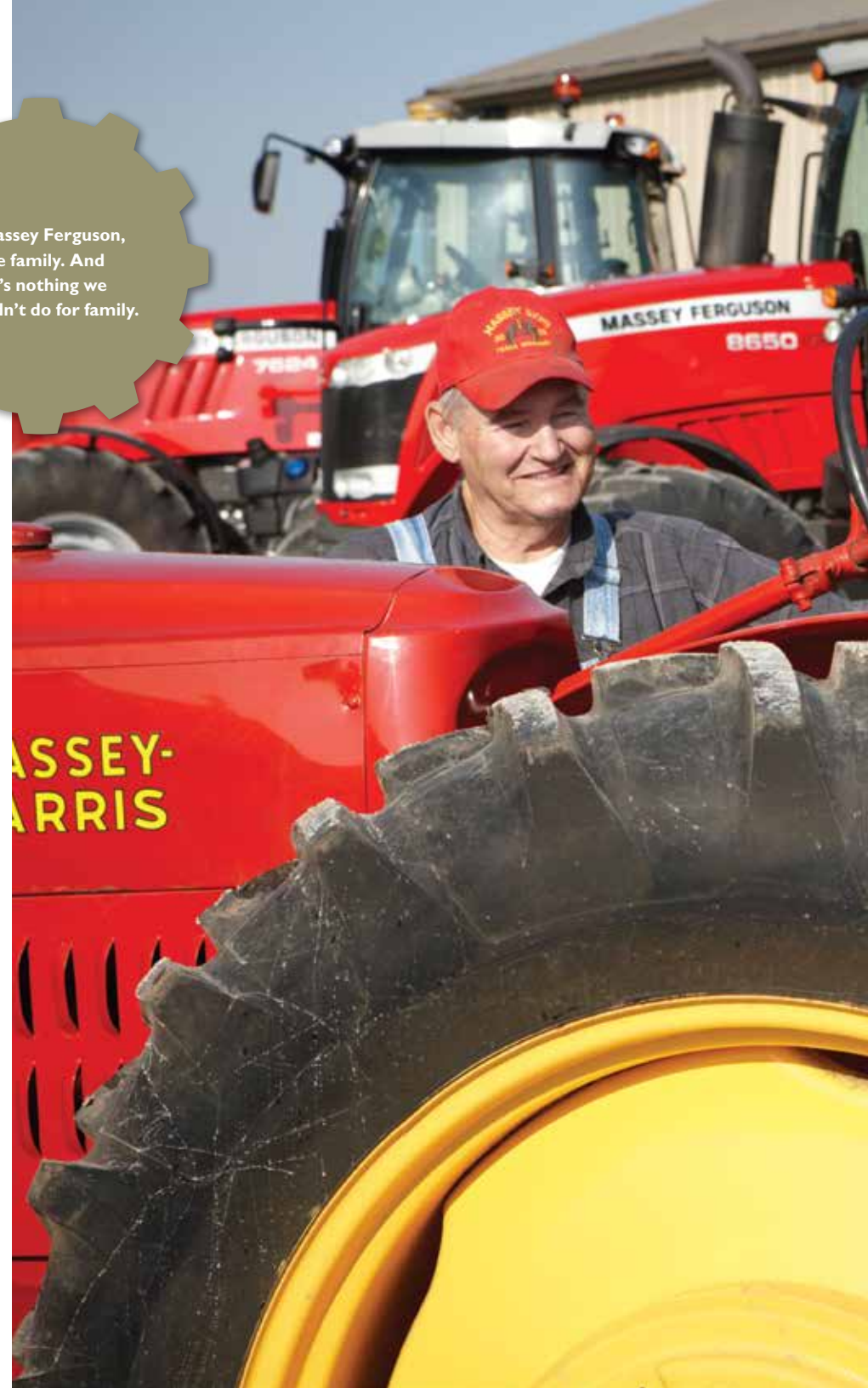
All-inclusive warranty

Even our warranty is high-performance. It provides 2 years / 2,000 hours of full coverage on all parts and labor. And it's backed by Dealers who understand how to help you make the most of it.

Quality parts

Genuine Massey Ferguson replacement parts are manufactured to the same high standards of quality and dependability as the original part used on the assembly line. Using original equipment parts will help keep your 5600 Series tractor running like new.

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





Questions?

Go to masseyferguson.us

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.

The doors are open at ShopMassey.com

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.

Join the clubs

Massey 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 now; visit fergusonenthusiasts.com. The Ferguson Club is an international, independent members' 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

AGCO Answers

At AGCO, customer care isn't just a department. It's a commitment. Contact us with your questions. We'll do our best to answer them promptly, or put you in touch with someone who can.

AGCO Answers (877) 525-4384
agcoanswers@agcocorp.com



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 conversation.

Engage.

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Follow.

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Watch.

youtube.com/AGCOcorp



Learn.

blog.AGCOcorp.com



Model	5609	5610	5611	5612	5613
Engine Performance					
Rated Engine Power HP (kW) at 2200 RPM	90 (67.1)	100 (74.6)	105 (78.3)	115 (85.8)	125 (93.2)
Max. Engine Power HP (kW)	95 (70.8)	105 (78.3)	110 (82.0)	120 (89.5)	130 (96.9)
Rated PTO Power HP (kW) at 2200 RPM	70 (52.2)	75 (55.9)	80 (59.7)	90 (67.1)	100 (74.6)
PTO Power HP (kW) at Nominal PTO Speeds	79 (58.9)	87 (64.9)	92 (68.6)	101 (75.3)	110 (82.0)
Engine	AGCO Power 3.3L 3-cylinder			AGCO Power 4.4L 4-cylinder	
Emissions Control	EPA Tier 4i: EGR, DOC			EPA Tier 4i: DOC, SCR	
Transmission					
Type	Dyna-4 16x16 Power Shift and Power Shuttle Transmission, Available 14:1 Creeper				
Gears/Ranges	4 Gears, 4 Ranges, all fully electronic shifting on the roll without foot clutch				
Transmission Control	Left hand 3-function power control lever and right hand T-handle control lever				
Clutch	Wet multi-disc clutch, foot pedal and electronic control				
Rear Axle	Solid cast steel with flange, internal planetary reduction				
Brakes	Internal wet disc, hydraulic power assist, individual left and right foot pedals				
Different Lock	Fully locking front and rear axle differentials, electro-hydraulically engaged				
Front Axle	Single piece steel with outboard planetary final drives		Single piece steel with outboard planetary final drives, hydraulic suspension optional		
Hydraulics -PTO-3-Point Hitch					
Hydraulic System	Open center		Open center or closed center PFC		
Hydraulic Flow at Remotes gpm (Lpm)	15 (57) standard, 26 (100) optional (Twin Flow)		15 (57) standard, 26 (100) optional (Twin Flow), 29 (110) optional (closed center)		
Remote Valves	Up to 4, mechanical control only		Up to 4, mechanical and electronic control		
Factory Loader Joystick	Mechanical multifunction joystick in RH console		Mechanical multifunction joystick in RH console, or electronic multifunction joystick in RH seat armrest		
3-pt Lift Capacity lbs (kg)	7,100 (3220) @24"		8,575 (3890) @ 24"		
PTO	540/540e standard, 540/540e/1000 optional, electro-hydraulic engagement and speed selection				
Electrical System	12 volt system, 120 amp alternator standard, 175 amp alternator optional				
Operator's Area					
Cab	Large 6-post structure, twin doors, flat foot deck, available mechanical suspension				
Customer Focused Package	Classic only		Classic and Deluxe		
Electronic User Interface	Dash Control Center (CCD) only		Dash Control Center (DCC) or Control Center Display (CCD) color terminal		
Wheelbase in (mm)	97.1 (2466)		100.4 (2550)		
Width in (mm)	79.3 (2013) to 100.4 (2550)		79.3 (2013) to 100.4 (2550)		
Height Over Cab in (mm) 16.9R38 Rear Tire	111.3 (2826)				
Weight w/o Ballast lbs (kg)	2wd: 7,826 (3550), 4wd 9,479 (4300)		2wd: 8,929 (4050) 4wd: 10,582 (4800)		
Fuel Capacity gal (L)	42 (160), tank under platform		Fuel: 49 (185), DEF: 6.6 (25) both left side fill		
Loader Compatibility	MF931, MF941, MF946		MF941, MF946		

* All specifications listed are manufacture's estimates and are subject to change without notice.

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