

farms & farm machinery

Tractors, farm machinery & material



TOP GUN

THE MASSEY FERGUSON 5609 IS
THE WORTHY WINNER OF OUR
TOP TRACTOR SHOOTOUT 2016!

Worthy recipient

Kiwi judge **Jaiden Drought** enjoyed every minute in the cab of the Massey Ferguson 5609 tractor, and says he was not surprised when the scoresheet declared it the winner of this year's Top Tractor Shootout



WATCH THE VIDEO



at TradeFarmMachinery.com.au

After many mathematical equations, the winning tractor by the slimmest of margins was the Massey Ferguson 5609, with only 0.01 points separating it from the second-placed Deutz Fahr 5105.4G.

Hopefully after reading this article, you will see there was some rationale behind our decision, rather than a random decision by a cowboy boot-wearing cow cocky from New Zealand and his much more sensible Australian offsider.

If not, I apologise in advance.

Only weeks before we cracked into testing the new Massey Ferguson, the company celebrated 70 years since the first little grey Ferguson TE20 rolled off the line in Coventry, UK.

It has built over 500,000 in a 10-year period, which is a significant number.

As we've seen with the invention of the PTO in the Case IH Farmall's heritage, the thing that made the TE (Tractor England) 20 a global success was the unique 'Ferguson System' three-point linkage, which was controlled by the tractor's hydraulics.

Rated at only 20hp, the TE20 outperformed many larger tractors as the linkage system allowed the tractor and implement to work as one rather than the inefficient trailing-unit system.

WALKAROUND

From its brilliant sloping bonnet (which makes loader work a doddle), to its three rear spools, the Massey 5609 packs a heap of features into a small space.

All these years later, Massey is still bucking the trend, as this was the only tractor in the line-up to

have a three-cylinder engine during our hoon – I mean drive – around the track, but the little AGCO Power 3.3-litre donk performed well (even though it sounded a little different to its four-cylinder rivals).

This engine has been specifically designed for ag work. Three fuel filters down to five micron, oil change intervals of 500 engine and 1000 transmission, and a rear sight glass for transmission oil level make for longevity and easy daily servicing.

The electronically-controlled, common rail fuel injection, combined with four valves per cylinder, all

Above: The Massey Ferguson 5609 tractor packs a heap of features into a small space



1

“One thing I like about the Massey is the quality feel and fit and finish of the machine”

combined to give us a perky little tractor that was quick off the mark, held on well, and lugged down under load.

A 160-litre fuel tank will keep you going even if you have to get the candles out. Not sure if you Aussies work at night, but if you do, 12 lights around the tractor will keep you from driving into a billabong.

The Dyna-4 transmission has been around for over a decade now, and is very user friendly and functional. There’s a left-hand power control, a T-stick on the right-hand console, and factory loader joystick control.

A ‘brake to neutral’ feature is something that a couple of the tractors in the shootout had – as soon as the brake is pressed, it simultaneously operates the clutch. This is very good for normal loader work, but I never really got to take full advantage as I was trying to set a personal best lap record.

It also automatically defaults to the off position every time you turn the tractor off, so precious seconds at the start of the Shootout laps weren’t about to be sacrificed.

One thing that was handy to allow smooth progress was the de-clutch button on the back of the factory loader joystick. It also has gear changes and a shuttle button on it, which was great for both loading the hay and shifting the bark.

Speed matching is also fitted as standard, and although the Dyna-6 is maybe a more popular transmission, I really like the 16x16 Dyna-4.



3

That’s not too many gears to change, but enough to get the job done.

Another feature I never knew the machine had – but which my fellow judge Tom Dickson made full use of – was the anti-stall function. This places the transmission in N when the revs drop below a certain point and the tractor senses it will stall, which is a great feature for loader work.

A flow of 58L/min of oil is available for linkage and spools. While it is almost half the John Deere’s 110L/min, this never felt like you were waiting on the loader, and to be fair to the little Massey, it also has a 32L/min steering pump to keep plenty in reserve for loader work. The Massey was the only tractor fitted with three rear spools as standard. Two have a float feature, and all have detent and constant flow.

PTO of 540/540E/1000 will prove ample for a tractor of this size and the work it will tackle. Electronic control in the cab and a stop/start button on the rear fender is a handy feature. Auto PTO is standard. Once activated, it will stop the PTO when the linkage arms are raised above a certain point and re-engage once they are re-lowered in order to save the knuckles on the old PTO drive shaft.

Speaking of linkage, activating it wasn’t the most complicated of the bunch, although it came very close, and some others offered a much more simple solution. However, with electronic linkage control, it does offer more adjustment.

The pick of the features would be Active Transport Control (ATC), which essentially a shock absorber for

the linkage – excellent for heavy implements, and makes road travel a much more comfortable affair.

In terms of the hardware itself, the Category II linkage will lift 4.3 tonnes at the ball ends, which will prove to be ample. External lift/lower controls on both right- and left-hand fenders make hitching implements involve considerably less swearing.

IN THE CAB

It felt good climbing up the Massey Ferguson 5609’s stairs to the large, chunky doors, and starting to mould the seat for a hard day’s work, with the sleek,

- 1: Victoria’s historic Werribee Mansion made for a very pleasant worksite
- 2: Judge Jaiden Drought, moderator Matt Wood and videographer Josh Robinson
- 3: It’s a high-quality cab with excellent visibility
- 4: The Massey’s sloping bonnet made loader work a doddle

HITS
Excellent build quality and finish
Large wing mirrors
High-quality tyres and guards
Loader integrated joystick was very user-friendly
Tom made full use of the anti-stall feature
Brake to N function
Very comfortable seat and cab environment
Excellent visibility via the sloping bonnet
Large number of work lights
Three-speed PTO
Button cluster on right B pillar was very convenient
4.3-tonne rear lift will prove ample
Only tractor to be standard with three spools (two with float)
Auto battery isolator once key is turned off
Full dish rear rims will reduce paint flaking and cracking
Rear sight glass for transmission oil
MISSES
Dust caps on the rear spools would be much better with the sprung caps
Dot-matrix in-cab information is hard to navigate around
Toolbox is in an unpractical location
Rear linkage activation is a little tricky



2



4



5

5: The little AGCO Power 3.3-litre donk performed well, even though it was the only three-cylinder in the test

6: Given the way it performed, the Massey was a worthy winner

slim dashboard and the sloping bonnet proving that visibility would be no barrier.

Aside from the actual driving, the quality in the cab was a standout feature for me.

This cab can be found on the 5600, 6600 and 7600 series tractor (to be honest, the new series is also very similar), but this uniformity across the line-up often means the smaller tractors get the biggest advantage because almost all 150hp+ tractors have nice cabs.

Not just the finish, but it's the little things I like – such as the big mirrors, which is something I think is really important, and the comfortable seat.

Price-based tractors are often skimped wherever they can, but if you value your spine and, like me, don't enjoy your teeth being shaken out of your head, then invest in a really good seat because you won't go back.



6

The six-pillar cab provides a narrower rear window, but this allows for the curved side windows to give unobstructed views both left and right, which is great for larger rear implements.

Adjustment of the steering position allows both tilting and extending, which, as a tall person, is something I find makes life a lot more comfortable. The right-hand B-pillar is where the working lights, 4WD, diff and rear linkage settings sit. They are all push button and, again, bring a nice finish to the cab.

The dot-matrix system in the dash, where adjustment can be made to transmission start gears, 10 different shuttle aggression settings, brake to neutral and many more, is something that sets the Massey apart. In fairness, this does take a little time to get acquainted with, but the option is there to adjust, rather than not having the option at all.

ON THE JOB

Just about all Massey Tractors of this size are ordered as 'loader ready' and come with a range of factory-fitted features, which means just the boom needs to be fitted.

The 956X loader allows for full integration with pre-installed pipes to the spool valves – again, the finish of the machine was hard to fault.

Driving the machine during our test, the visibility of the bonnet and the comfort in the cab were both standouts for me. The joystick for the loader, with the integrated transmission gear changes, shuttle, de-clutch button as well as third and fourth function, really allowed me to just use my right hand to control the tractor and my left to do the steering.

This is important when personal best times are on the line, but I'm sure around the farm you will also find these features very handy.

The turning circle on the Massey, once we ran the tape measure across it, was disappointing at 9.0m. Although, to be honest, it didn't feel like you were turning a barge through the tight course.

(I may or may not have been using generous doses of side brake.)

This, I suspect, is due to the machine not having the full pre-delivery treatment. As the only tractor specced with dynamic front fenders, combined with the factory fitted loader sub-frames, this thing should have been able to turn on a dime.

THE BOTTOM LINE

Value for money is such a subjective argument. Is it the cheapest? Is it the dearest with the most spec?

In this instance, the Massey is neither of those. But with the 30-point scoring process added to the driving time, and divided by the price, it came out to be the best value for money in our eyes.

This was a robust system where Tom and I really only filled in the scoresheet, raced around the track and threw country-related insults at each other.

The scoresheet decided the Massey 5609 was the winner and, given the way it performed during the testing, there wasn't any complaining out of us – which is surprising given there was an Aussie in the judging panel!

GOLD!

The Massey Ferguson 5609 Dyna-4 is a worthy winner, says **Tom Dickson**

An Olympic gold-medal-winning performance by the Massey Ferguson 5609 Dyna-4 propelled it to the top of the Top Tractor Shootout 2016 value-for-money table.

The AGCO entry overcame strong competition from silver medallist Deutz 5105.4G — which put in a strong performance late on day one — and bronze performer and early favourite John Deere 6105M.

This puts Massey Ferguson at two for two, as the brand won last year's Shootout in New Zealand with the 7615 Dyna-6.

Ranking best for hydraulic remotes, front-end loader multi-coupler, front-end loader operation, vision, front guards, forward-reverse modulation, tyre package, fitout and finish, and cabin layout, it really was a highly worthy winner.

Thanks also to our international judge Jaiden Drought, who made sure he pushed each tractor to its absolute limits to expose both their strengths and weaknesses.

The Massey Ferguson 5609 was our best value for money tractor. To choose yours, assess your needs, work out what features you need, make a shortlist and broker the best price with your dealer.

SCORING EXPLAINED

Each tractor was assessed on a range of features and abilities, then timed as it completed a course of loading hay and moving bark.

The total score for each tractor was multiplied by 1,000 then divided by its price. The result gave each a value-for-money score, with the highest number winning.

For example:

Tractor 1
250 score x 1,000 = 250,000.
Divided by \$90,000 (price) = 2.777 (value for money score)

Tractor 2
295 score x 1,000 = 295,000.
Divided by \$95,000 (price) = 3.105 (value for money score)
With a higher score of 3.105, Tractor 2 is better value for money than Tractor 1.



	6 th NEW HOLLAND TD5.90	5 th KUBOTA M100GX	4 th CASE IH FARMALL 95C	3 rd JOHN DEERE 6105M	2 nd DEUTZ-FAHR 5105.4G	1 st MASSEY FERGUSON 5609
WARRANTY YEARS/HOURS	2/2000 8/10	3/3000 10/10	3/3000 10/10	2/2000 8/10	2/2000 8/10	2/2000 8/10
HP	88 5/10	100 8/10	92 6/10	105 10/10	102 9/10	95 7/10
TORQUE	356 6/10	351 5/10	407 8/10	474 10/10	408 9/10	405 7/10
TRANSMISSION	12 X 12 5/10	24 X 24 10/10	24 X 24 6/10	24 X 24 9/10	40 X 40 7/10	16 X 16 8/10
MAX SPEED	30 5/10	40 9/10	40 9/10	40 9/10	40 + ECO 10/10	40 9/10
PTO REAR	2 6/10	2 6/10	2 6/10	3 8/10	4 10/10	3 8/10
TRACTION	5/10	9/10	6/10	10/10	7/10	8/10
HYD OIL FLOW L/MIN TO THE SPOOLS	52 5.2/10	70 7/10	64 6.4/10	110 10/10	55 5.5/10	58 5.8/10
REMOTES NO. (SCORE REFLECTS QUALITY)	2 6/10	2 8/10	2 7/10	2 9/10	2 7/10	3 10/10
LINKAGE R MAX.LIFT KG	3565 6/10	4200 8/10	3356 5/10	5600 10/10	3600 7/10	4300 9/10
STABILITY	5/10	9/10	6/10	10/10	7/10	8/10
LINKAGE CAT./TYPE	2 8/10	2 8/10	2 8/10	3 10/10	2 8/10	2 8/10
INSIDE TURNING CIRCLE DIAMETER MM	6700 7/10	4300 10/10	6450 8/10	8300 6/10	5260 9/10	9000 5/10
FUEL (LTR)	110 5/10	190 9/10	115 6/10	220 10/10	135 7/10	160 8/10
SERVICE INTERVALS ENGINE/TRANSMISSION	300/1200 8/10	500/1000 9/10	600/1200 10/10	500/1000 9/10	500/1000 9/10	500/1000 9/10
FRONT GUARDS	NO —	NO —	NO —	YES 8/10	NO —	YES 10/10
FORWARD/REV MODULATION	6/10	7/10	8/10	5/10	9/10	10/10
AXLE SUSPENSION	NO —	NO —	NO —	YES 10/10	NO —	NO —
FIT OUT AND FINISH	6/10	5/10	7/10	9/10	8/10	10/10
FRONT END LOADER						
LIFT HEIGHT CM	415 6/10	420 7/10	415 6/10	460 10/10	436 8/10	437 9/10
BOOM SUSPENSION	NO —	YES 8/10	NO —	YES 10/10	YES 8/10	YES 8/10
MULTI-COUPLER	NO —	NO —	NO —	YES 9/10	NO —	YES 10/10
OPERATION	6/10	7/10	6/10	9/10	7/10	10/10
CABIN						
SPACE	6/10	10/10	5/10	8/10	7/10	9/10
VISION	6/10	8/10	7/10	5/10	9/10	10/10
DRIVER COMFORT/SEAT	6/10	8/10	7/10	10/10	7/10	9/10
SUNROOF	YES 7/10	YES 9/10	YES 8/10	NO —	YES 10/10	NO —
MAIN LIGHTS - LIGHTING NO.	8 7/10	8 7/10	10 8/10	14 10/10	8 7/10	12 9/10
CABIN LAYOUT	5/10	8/10	6/10	9/10	7/10	10/10
TYRES						
TYRE PACKAGE	5/10	7/10	8/10	9/10	6/10	10/10
INFORMATION DISPLAY/ PERFORMANCE MONITOR	5/10	10/10	7/10	8/10	6/10	8/10
TIME TRIAL						
TOM'S TIME	4.30	5.45	4.56	5.40	5.04	5.17
JAIDEN'S TIME	3.38	4.06	3.23	3.33	3.54	3.37
TOTAL TIME	8.08 10/10	9.51 5/10	8.19 9/10	9.13 6/10	8.58 7/10	8.54 8/10
FINAL RANKINGS						
TOTAL SCORE	171.2	231.0	199.4	273.0	225.5	257.8
TOTAL X 1000/PRICE = VALUE-FOR-MONEY RANKING	171,200/\$72,950 = 2.346	231,000/\$92,000 = 2.510	199,400/\$75,690 = 2.634	273,000/\$99,000 = 2.757	225,500/\$80,900 = 2.787	257,800/\$92,220 = 2.79

A REAL DEAL WINNER



MASSEY FERGUSON

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For the second year running Massey Ferguson has won the Top Tractor Shootout! This time it's MF5609 to take the load – the ultimate loader tractor. Load up on value today with features like this:

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- Unrivalled visibility due to the steep nose bonnet design and Visio roof option
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- Brake to neutral and shuttle sensitivity adjustment for customised operation
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* Offer ends 31 October 2016, while stocks last. Loader refers to MF949 Standard loader and does not include hay grab accessory shown. Consult your local Massey Ferguson dealer for full terms and conditions.



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