# MF 7700 - Maintenance

**MF 7715**
**MF 7716**
**MF 7718**


**Dyna-VT**

AGCO S.A. - Beauvais - France - RC B562 104 539
MASSEY FERGUSON is a worldwide brand of AGCO

Original Operator's Manual

March 2015
No. ACT0009710
Issue 1
7700 Dyna-VT - EAME
English

# 1.1 Introduction



## 1.1.1 Introduction - Safety instructions

T000867

### Operator's Manual

***NOTE:*** *This Operator's Manual is widely published and distributed and the availability of the attachments indicated, whether fitted to the basic tractor or as an accessory, may vary depending on the country or region in which the tractor is used. To find out which attachments are available in a given region, contact a Massey Ferguson dealer.*

The purpose of this manual is to enable the owner and the operator to operate the tractor appropriately under normal conditions of use. Providing they follow the instructions carefully, the tractor will give many years of service in the Massey Ferguson tradition.
Use for any other activity (particularly forestry work) is considered to be contrary to the intended use.
The commissioning of equipment by the Massey Ferguson dealer on the user's premises enables the dealer to ensure that these operating and service instructions are properly understood. Always consult the Massey Ferguson dealer if there is any part of this manual that you do not understand. It is important that these instructions are understood and followed.
This manual does not cover all operation and safety instructions relevant to the implements and accessories that may be fitted at the time of tractor delivery or later. It is essential that operators use and understand the Operator's Manuals relating to these implements and accessories.

***IMPORTANT:*** *This manual must always be kept with the tractor. For extra copies, contact your Massey Ferguson dealer.*

This chapter in the Operator's Manual highlights certain basic safety-related situations that may be encountered during normal operation and servicing of the tractor and provides the information needed to handle these situations.
This chapter supplements any safety instructions given in other chapters of this manual.
It may be necessary to take additional precautions, depending on the implements and accessories used and the working conditions on-site or in the service area. Massey Ferguson can under no circumstances exercise direct control over the commissioning, operation, inspection, lubrication or servicing of the tractor. It is therefore YOUR responsibility to take suitable safety precautions in such areas.

***WARNING:***
***It is your responsibility to read and understand the instructions that appear in this chapter before using the tractor. They must then be strictly adhered to throughout the working day.***

### Servicing, spare parts, accessories and conditions of use

Daily servicing should become a routine, and a logbook of operating hours should be kept.
When spare parts are required, it is important to use only genuine Massey Ferguson parts. Massey Ferguson dealers supply genuine parts and can offer advice concerning their fitting and use. The use of lower quality parts may cause serious damage. Customers are advised only to purchase their spare parts from an approved Massey Ferguson dealer. In the same way, you must only use accessories specifically adapted to your tractor.
Owing to the considerable variation in operating conditions, it is not possible for the manufacturer to formulate complete or absolute assertions in its publications concerning the performance or operating methods of its machines or to accept liability for any loss or damage which may result from such assertions or possible errors or omissions.
If the tractor is to be used in abnormal conditions which could cause damage (use in deep water or in paddy fields for instance), you should consult your Massey Ferguson dealer to obtain special instructions to prevent the warranty from becoming void.
These tractors are designed only for usual farming activities (intended use). Use for any other activity (particularly forestry work) is considered to be contrary to the intended use.
Strict compliance with the repairs, service and operating conditions as specified by Massey Ferguson is also an essential component of the intended use.

***IMPORTANT:*** *Massey Ferguson accepts no responsibility in the event of damage to equipment or personal injury resulting from improper use.*

The tractor must only be used, serviced and repaired by personnel who have full knowledge of its specific features and who are aware of the applicable safety measures (prevention of accidents).

– **WARNING:**
***In poor conditions, slow down and be extra careful, and engage 4-wheel drive if fitted.***

It is important to have good knowledge of the operation of the tractor as well as all of its accessories and attached implements.
Remember that rain, snow, ice, loose gravel or soft ground can change the performance of the tractor.

## 1.4.3 Filling the fuel tank

T001555

– Always switch off the engine before filling up.
– Do not smoke while refuelling the tractor. Keep away from naked flames *fig. 2*.
– Proceed with care to prevent any splashes.

*Fig. 2.* I050353

### Filling AdBlue™ or DEF

Avoid all contact with the eyes, skin and clothing.

– Proceed with care to prevent any splashes.
– If swallowed. If large quantities of this product are swallowed, seek medical advice immediately. Do NOT induce vomiting unless indicated to do so by medical staff. Do not administer liquid to a person who is unconscious.
– In case of contact with skin, rinse with plenty of water and remove contaminated clothing.
– In case of contact with the eyes, rinse immediately under running water. In the event of irritation, seek medical advice.
– If fumes are inhaled, breathe in fresh air and seek medical advice, if necessary.
– Avoid AdBlue™ or DEF coming into contact with other chemical products
– Urea spillages must not be discharged into the drains.

*Fig. 3.* I050357

## 1.4.4 Mounting and dismounting the operator's seat

T000883

– Always use three-point contact with the tractor and face the tractor when mounting and dismounting. (Three-point contact means that both hands and one foot or one hand and both feet are in contact with the tractor at all times when getting on and off).
– Clean your shoes and wipe your hands before getting on the tractor.
– Use handrails, grab handles, ladders or steps (if fitted) when getting on and off.

### Starting assistance

***WARNING:***

***Never use any starter fluid or aerosol sprays. This could cause an explosion and the risk of very serious injury.***


*Fig. 2.* I002864

## 1.7.3 Checks to be carried out after start-up

T000886

### Controls and indicator lights

After having started the engine, check all the controls and all the indicator lights again. Ensure everything is functioning correctly.

***WARNING:***

***In case of malfunction of a control or an indicator light, resolve the problem before using the tractor.***

### Mastering of the tractor

Move slowly until you are sure that everything is operating correctly. Be certain that you have full control of the steering and brakes. If the differential is locked, unlock it before continuing your route.

### Towing: permissible load and speed

***WARNING:***

***The stopping distance increases with the speed and weight of the trailed implements, and also on a slope. Whether they are fitted with a brake system or not, trailed implements that are too heavy for the tractor or that are towed at too high a speed may lead to a loss of control. Take account of the total weight of the trailed implement (including the load).***

The maximum permitted trailed weights are indicated on the name plate. In particular, comply with the following loads:

- Trailed weight without brakes: 3000 kg
- Trailed weight with independent brake system: 6000 kg
- Inertia braked trailed weight: 16000 kg

Never tow an implement:

- at a speed exceeding the speed limit in force in the relevant country and
- if the true weight of the tractor/implement assembly is greater than the tractor total permissible loaded weight indicated on the name plate.

**Towed equipment without brakes:**

Do not tow equipment that does not have brakes:

- at speeds of more than 32 km/h; or
- at speeds above those recommended by the manufacturer; or
- with a mass (weight) that is over 1,5 t when fully loaded and is more than 1.5 times the mass (weight) of the tractor.

**Towed equipment with brakes:**

Do not tow equipment that has brakes:

- at speeds of more than 50 km/h; or
- at speeds above those recommended by the manufacturer; or
- with a mass (weight) more than 4.5 times the mass (weight) of the tractor when fully loaded;
- at speeds of more than 40 km/h if, when fully loaded, it has a mass (weight) more than 3.0 times the mass (weight) of the towing unit.

## 1.8.10 Front-end loader

T006905

***WARNING:***

***The tractor must be fitted with a FOPS (Falling Object Protection Structure) roof if using a loader.***

***The programmable features of the joystick or other control MUST NOT be used to operate a loader. In order to prevent involuntary loader motion, the loader joystick controller must be a self neutralising type. When the operator releases his grip on the joystick, the joystick must return to a non-operational neutral position - except for float detent position in the loader lower direction.***
***Always read the implement instruction books fully for implements to be used with the tractor and comply with the safety instructions they contain.***
***For the attachment points, refer to the specifications chapter.***

***DANGER:***

***The use of front-end loaders involves the risk of falling objects; if used for forestry work there is a risk of objects penetrating into the passenger compartment.***

***This tractor is not designed for haulage applications; its use is prohibited unless you install a FORESTRY KIT; contact the dealer to find out if a forestry kit is available for this tractor model. Only a specific forestry kit can provide the necessary protection against falling trees and the penetration of objects.***

# 2. Maintenance

2

– Insulate all exposed pipework. Ensure that any pipework is short in length and designed to be disassembled if necessary.
– Only stock "winter" quality fuel during the cold weather season.
– Frequently clean the fuel filter bowl.
– Do not puncture the fuel filter.
– Ensure a spare filter is always available. If a blockage occurs, due to fuel waxing, changing the fuel filter will enable restarting.



## 2.3.3 Biodiesel fuel

T009064

### Recommended fuel specification

***IMPORTANT:*** *The use of EN 14214:2008 or ASTM D6751 biodiesel fuels is not authorised for T4F SCR engine engines.*
*The chemical composition of biodiesel damages the depollution system.*

Biodiesel fuel is authorised for AGCO Power Tier 3 engines, except for the T4F SCR engine engine.
It must comply with the EN 14214:2008 or ASTM D6751 standard.
Rape methyl esters (RME), vegetable oil methyl esters (VOME) and soy methyl esters, together known as fatty acid methyl esters (FAME) are all included in these standards.

EN 590:2009 diesel fuels can contain up to 7% of the biodiesel corresponding to standard EN 14214:2008.
ASTM D975-09b diesel fuels can contain up to 5% of the FAAE biodiesel corresponding to standard ASTM D6751-08.
For more information, contact your dealer

***NOTE:*** *Unrefined, cold-pressed rapeseed oil, other unesterified vegetable oils or types of fuel such as ethyl alcohol and methanol MUST NOT BE USED in these products.*
*This fuel requires a different type of engine design, with precombustion chambers or a specific type of injection system. Moreover, "domestic fuel" must not be used as its quality has been reduced by the refineries. It can no longer provide sufficient lubrication and the amount of heavy polycyclic aromatic hydrocarbons has been increased to a critical level.*

### Fuel storage

The biodiesel must be stored in compliance with the recommended standards to avoid any water absorption or deterioration.
Fuel must never be stored for more than 12 months. Under certain conditions, biodiesel deterioration may lead to corrosion of the metal components and cause the seals to split prematurely.
Never store fuel in a tank with a painted inner surface, as biodiesel dissolves many types of paint.

When you fill up the tractor, make sure that the fuel does not run down the side of the filler neck. If there is any spillage, wipe up any traces of fuel immediately.
Avoid splashing the hoses with fuel and wipe off any spillage as quickly as possible.

### Engine servicing required

AGCO Power Tier 0, 1, 2 and 3 engines, except T4F SCR engine engines, can operate with 100% biodiesel.
If a biodiesel fuel is used in these engines, the time between changes of oil, oil filters and fuel filters must be halved.
An additional water separator must also be installed.
Consult your dealer to obtain this additional equipment.

***IMPORTANT:*** *The T4F SCR engine engine cannot operate with biodiesel fuel.*

### General information

– If the oil level exceeds the "Max" mark on the dipstick, the engine oil must be replaced.
– If a fuel leak (oil increase/dilution) suddenly worsens, the cause must be identified and corrected.
– Biodiesel can be used at start-up temperatures down to approximately -16 °C.
– If the tractor needs to remain immobilised for at least 4 weeks, use pure diesel during the last hour of operation to avoid clogging various components and filters or damaging seals with a weaker resistance to biodiesel.
– As biodiesel is a very powerful solvent, any residue in the fuel system may become dislodged after using biodiesel. The fuel filters must therefore be replaced promptly after the first few times the tank is filled with biodiesel.

### Replacing the filter element: Procedure

1. Drain the prefilter by opening the screw of the filter bowl (1).
2. Remove the bowl (2).
3. Unscrew the filter element (3) and discard it.
4. Refit a new element (lubricate the seal with fuel).
5. Refit the bowl (lubricate the seal with fuel).
6. Bleed the system (*see §2.3.15, page 71*).

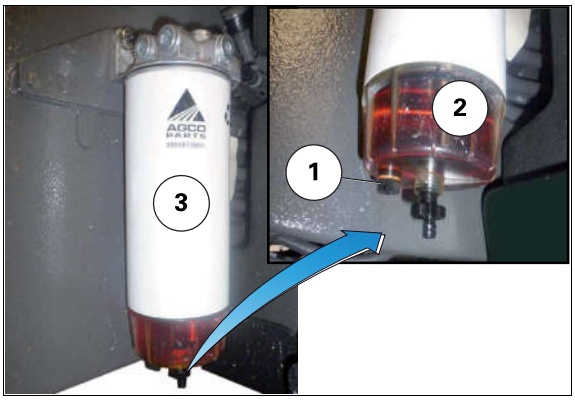


*Fig. 20.* I048867

## 2.3.15 Fuel system: bleeding

T023543

### Procedure

To ensure correct operation of the engine, the fuel system must be in perfect condition and free of air.

1. Place a clean container under the prefilter to recover the fuel,
2. Undo the bleed screw (1) and fit a transparent pipe onto the port
3. Operate the pump (2) until the liquid flows through the bleed screw without any air
4. Retighten the bleed screw
5. Start the engine and allow it to run at idle for several minutes to completely bleed the system
   ***NOTE:*** *Never activate the starter for more than 30 seconds in one go to avoid overheating the starter and discharging the battery.*
6. Check that there are no leaks
7. Repeat the operation if required.

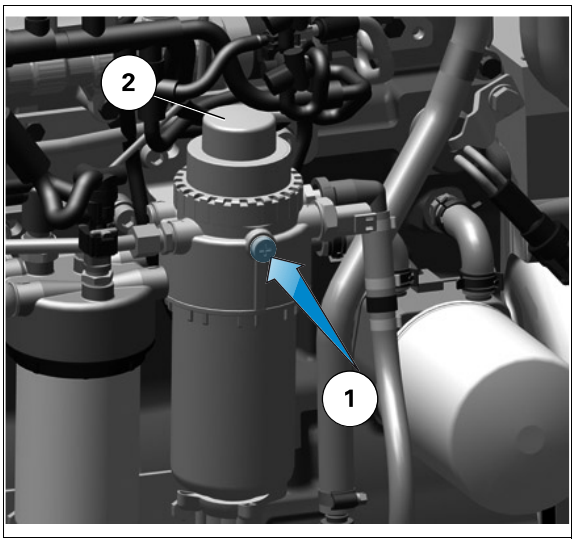


*Fig. 21.* I053408

## 2.3.16 Fuel system: injection pump, regulator and injectors

T001047

The injection pump, regulator and injectors must be checked and adjusted by the dealer or agent (in accordance with the service guide).

## 2.3.17 Fuel system: T4F SCR engine injection

T021254

The injection system must be checked and adjusted by the dealer or agent (in accordance with the service guide).

## 2.3.18 Air filter

T025661

### Cleaning and replacement: Frequency

Main filter

– Only clean the main filter if the blockage indicator light comes on
– Replace the main filter (2) *fig. 22* after the blockage indicator light has lit up five times, or once a year

### Procedure

***NOTE:*** *In order to access the plug, it may be necessary to remove the oil recovery unit.*

1. Unscrew the plug (1); the oil level should be level with the filler plug.
2. Top up if necessary.

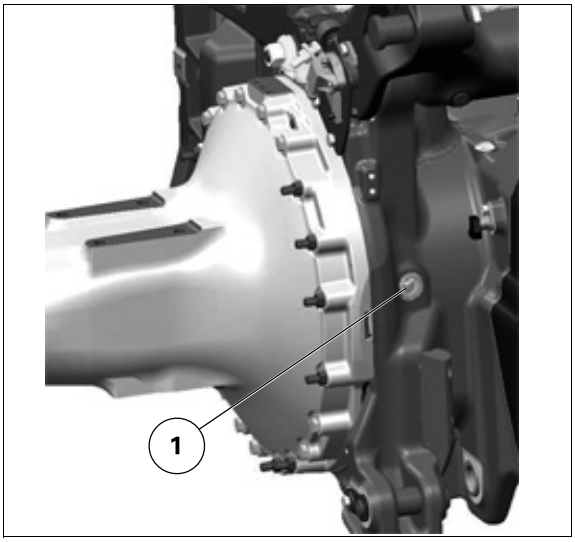


*Fig. 5.* I055108

## 2.4.6 Draining the rear final drives

T021302

### Frequency

Drain and replace the oil in the final drives every 2000 hours.

### Procedure

1. Remove the drain plug (1) and the level plug for filling (*see §2.4.5, page 80*).
2. After completely draining the oil, refit the drain plug and then refill the rear final drives to the correct level with a recommended oil.
   ***NOTE:*** *Allow time for the oil to settle before re-checking the level.*

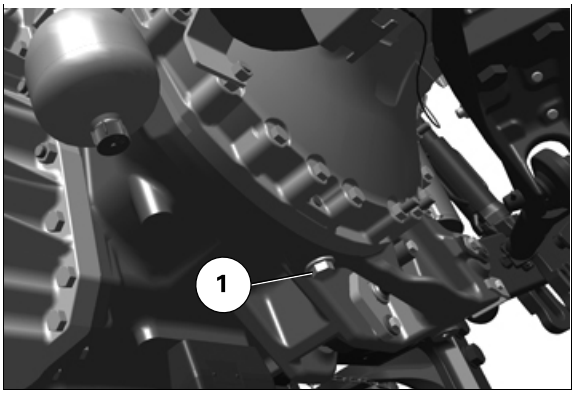


*Fig. 6.* I055106

## 2.4.7 Checking and cleaning the transmission oil cooler

T025679

### Frequency

Check the cooler every day and, if necessary, clean using compressed air.

# 2.9 Rear linkage

## 2.9.1 Recommended products

T001063

***IMPORTANT:*** *The warranty remains valid only as long as the lubricants used comply with the following classifications, and no other products are used.*

Grease: AGCO M.1105 or lithium multi-purpose grease in accordance with the N.L.G.I. indices:
- N.L.G.I. number 1: Temperature often drops below 7 °C
- N.L.G.I. number 2: Temperature often ranges from 7 °C to 27 °C
- N.L.G.I. number 3: Temperature often exceeds 27 °C

## 2.9.2 Lubricating the linkage shaft

T021261

### Frequency
Lubricate the rear power lift shaft every 500 hours.

### Procedure
1. Lubricate the rear linkage shaft ((1) grease nipple on each side of the shaft).

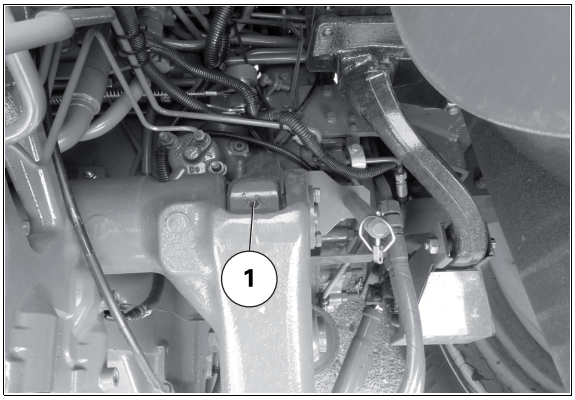


*Fig. 1.* I055896

## 2.9.3 Three-point linkage: lubrication

T021332

### Frequency
Check/lubricate the linkage mechanism once a week.

### Lubrication points
***IMPORTANT:*** *The threaded parts and hitch pins must be correctly protected with grease.*

(1) Lift rams

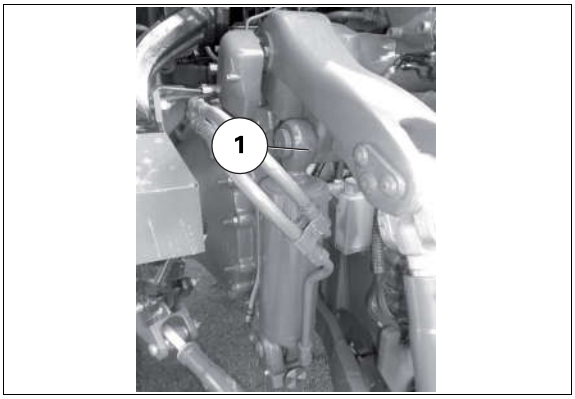


*Fig. 2.* I055996

## Replacing the breather: Procedure

1. Pull to release the breather filter (3).
2. Replace the breather filter (3).

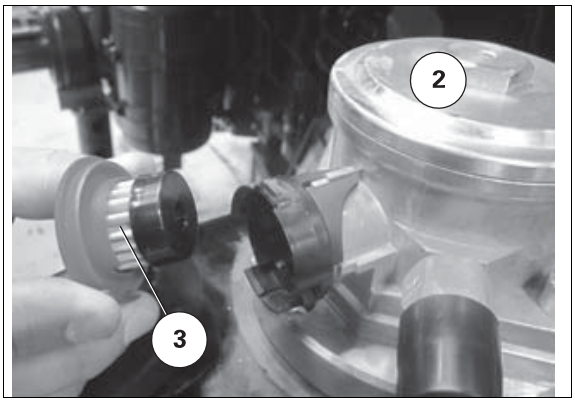


*Fig. 8.* I055264

| Number | Amperage | Size | Protected function |
|---|---|---|---|
| K15 | | | Relay for reversing lights and reversing alarm |
| K16 | | | Power supply relay in +BAT [3] of the right-hand console power socket |
| K17 | | | Not used |
| K18 | | | Power supply relay in +APC[2] of the right-hand console power socket and the front right-hand fender arch power socket |
| K19 | | | Low beam lamps relay |
| K20 | | | Not used |
| K21 | | | Relay for the hand rail work lights and the front implement accessories connector work light |
| K22 | | | Relay for roof rotary beacon, front implement accessories connector rotary beacon |
| K23 | | | Front roof work lights relay |
| K24 | | | Brake lights relay |
| K25 | | | Supply relay for fuse F3, fuse F4, fuse F5 and K27 relay control circuit |
| K26 | | | Air conditioning compressor supply relay |
| K27 | | | Supply relay for roof ventilation |
| K28 | | | Isobus connectors +BAT[3] relay |
| K29 | | | Supply relay for fuse F54 |
| K30 | | | Supply relay for fuse F36 and fuse F37 |
| K31 | | | Supply relay for fuse F26, fuse F27, fuse F28 and fuse F29 |
| K32 | | | Supply relay for fuse F30, fuse F31 and fuse F32 |
| K33 | | | Tractor relay +APC [2] |

1. + ACC = + 12 V accessory
2. + APC = + 12 V ignition on
3. + BAT = + 12 V batteries

|  **High-pressure transmission oil filter blockage indicator light** | |
|---|---|
| Activating condition(s)<br>– Indicator light permanently on = filter blocked, if transmission oil temperature is above 49 °C | |
| **Cause(s)** | **Solution(s)** |
| Filter blocked | Change the filter element. |
| Transmission oil polluted | Check the quality of the oil. |
| Faulty high-pressure transmission oil filter blockage switch | Check the blockage switch. |

|  **Differential lock indicator light** | |
|---|---|
| Activating condition(s)<br>– Indicator light permanently on = differential lock engaged<br>– Indicator light flashing quickly = differential lock error | |
| **Cause(s)** | **Solution(s)** |
| Error in one of the components | Contact the dealer. |

|  **Rear PTO engaged indicator light** | |
|---|---|
| Activating condition(s)<br>– Indicator light flashing slowly = rear PTO pre-engaged<br>– Indicator light permanently on = rear PTO engaged<br>– Indicator light flashing quickly = rear PTO error | |
| **Cause(s)** | **Solution(s)** |
| Error in one of the components | Contact the dealer. |

|  **Pressure light for brakes (ParkLock depending on model) and pneumatic brakes** | |
|---|---|
| Activating condition(s)<br>– Indicator light permanently on = pressure in pneumatic or hydraulic brake system too low | |
| **Cause(s)** | **Solution(s)** |
| Pressure in pneumatic brake system lower than 4 bar | Check the condition of the air connection couplers with the implement, the implement braking system and the pneumatic braking system. |
| Pressure in the ParkLock brake system (depending on model) is less than 70 bar; the ParkLock will not disengage | Check the hydraulic brake system, and disengage the ParkLock mechanically in order to move the tractor. |
| Braking pressure sensor faulty | Contact the dealer. |

| No. | FMI | Components concerned | Causes | Standard modes | SCR Technology modes |
|---|---|---|---|---|---|
| 651 | 13 | Injector no. 1 | Injector not calibrated | 3 | |
| 651 | 14 | Injector no. 1 | Short circuit | 3 | |
| 652 | 5 | Injector no. 2 | Current below normal: open circuit | 3 | |
| 652 | 13 | Injector no. 2 | Injector not calibrated | 3 | |
| 652 | 14 | Injector no. 2 | Short circuit | 3 | |
| 653 | 5 | Injector no. 3 | Current below normal: open circuit | 3 | |
| 653 | 13 | Injector no. 3 | Injector not calibrated | 3 | |
| 653 | 14 | Injector no. 3 | Short circuit | 3 | |
| 654 | 5 | Injector no. 4 | Current below normal: open circuit | 3 | |
| 654 | 13 | Injector no. 4 | Injector not calibrated | 3 | |
| 654 | 14 | Injector no. 4 | Short circuit | 3 | |
| 655 | 5 | Injector no. 5 | Current below normal: open circuit | 3 | |
| 655 | 13 | Injector no. 5 | Injector not calibrated | 3 | |
| 655 | 14 | Injector no. 5 | Short circuit | 3 | |
| 656 | 5 | Injector no. 6 | Current below normal: open circuit | 3 | |
| 656 | 13 | Injector no. 6 | Injector not calibrated | 3 | |
| 656 | 14 | Injector no. 6 | Short circuit | 3 | |
| 677 | 3 | Starter relay | Low voltage side above normal or short-circuited to +12 V | | |
| 677 | 5 | Starter relay | Voltage below normal or open circuit | | |
| 677 | 6 | Starter relay | Low voltage side above normal | | |
| 723 | 2 | Camshaft speed sensor | Number and/or position of pulses unlikely | 2 | |
| 723 | 8 | Camshaft speed sensor | Deviation of the signal between the camshaft sensor and crankshaft sensor | 2 | |
| 723 | 31 | Camshaft speed sensor | No signal | 2 | |
| 729 | 3 | Grid Heater | Voltage above normal | | |

| No. | FMI | Components concerned | Causes | Standard modes | SCR Technology modes |
|---|---|---|---|---|---|
| 520213 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520214 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520215 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520216 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520217 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520218 | 31 | MOCSOP (redundant stop test) | Loss of message synchronisation | | |
| 520219 | 31 | MOCSOP (redundant stop test) | Error appeared when storing torque limitation in memory | | |
| 520220 | 31 | MOCSOP (redundant stop test) | Incorrect response time | | |
| 520221 | 31 | MOCSOP (redundant stop test) | Too many errors during execution | | |
| 520222 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520223 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520224 | 31 | MOCSOP (redundant stop test) | Time exceeded | | |
| 520225 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520226 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520227 | 31 | MOCSOP (redundant stop test) | Diagnostic error | | |
| 520228 | 12 | CY320 | Module multiple supply error | | |
| 520229 | 13 | FADC | A/D fast converter calibration error | 3 | |

| No. | Components concerned | Causes |
|---|---|---|
| 6.X.1B | **X3** - Dyna-VT 540 rpm PTO speed solenoid valve | Control error |
| 6.X.1C | **X4** - 1000 rpm PTO speed solenoid valve | Control error |
| 6.X.1D | **X3** - Dyna-VT 540 rpm PTO speed solenoid valve | Control error |
| 6.X.41 | **X128** - Rear PTO ON/OFF switch | Pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.42 | **X94** - PTO switch on left-hand fender | Pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.43 | **X94** - PTO switch on left-hand fender | Pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.45 | **X15** - PTO clutch speed sensor | NEUTRAL speed selection, PTO not activated, X15 displays a speed, the clutch disk does not separate, PTO brake does not engage selected speed, PTO clutch 100% engaged, over 20% difference between PTO clutch speed and engine speed. PTO clutch disk slips: Clutch slippage PTO clutch speed is lower than output shaft speed, X15 sensor supply voltage error. |
| 6.X.50 | **X16** - PTO output shaft speed sensor | The PTO shaft speed is higher than 1300 rpm, signal error (X16 or X15). The selected speed is lower than the PTO output shaft speed, X16 sensor supply voltage error, speed solenoid valve (X4, X3) locked in "deactivated" position. |
| 6.X.55 | **X717** - Linkage and power-take off keypad on pillar | Neutral switch pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.56 | **X717** - Linkage and power-take off keypad on pillar | 540 rpm switch pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.57 | **X717** - Linkage and power-take off keypad on pillar | 540E rpm switch pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.58 | **X717** - Linkage and power-take off keypad on pillar | 1000 rpm switch pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.59 | **X717** - Linkage and power-take off keypad on pillar | 1000E rpm switch pressed down for over 30 seconds, mechanical or electrical error on switch |
| 6.X.60 | **X15** - PTO clutch speed sensor<br>**X16** - PTO output shaft speed sensor | Difference of at least 12% between the output shaft speed and PTO clutch speed, speed solenoid valve (X4, X3) incorrectly connected or seized up. Mechanical fault with speed selection. Signal error to sensors (X15, X16) |
| 6.X.A1 | **X128** - Rear PTO ON/OFF switch | Communication error |
| 6.X.B0 | **X128** - Rear PTO ON/OFF switch | Initialisation error |
| 6.X.B5 | **X717** - Linkage and power-take off keypad on pillar | Communication error with neutral switch |
| 6.X.B6 | **X717** - Linkage and power-take off keypad on pillar | Communication error with 540 rpm switch |
| 6.X.B7 | **X717** - Linkage and power-take off keypad on pillar | Communication error with 540E rpm switch |

# 3. Technical specifications

3

## For towed equipment:

Do not tow equipment:

- Without brakes and that, when fully loaded weighs over 3000 kg
- With independent brakes and that, when fully loaded weighs over 6000 kg
- With overrun brakes and that, when fully loaded weighs over 16000 kg
- With assisted brakes (hydraulic or air) that, when fully loaded weighs over 32000 kg



## Total permitted weight of tractor-implement combination

| | Weight technically permissible for the tractor/trailer assembly |
|---|---|
| | MF 7715 MF 7716 MF 7718 |
| With trailer without brakes | 15500 kg |
| With trailer equipped with independent brake | 18500 kg |
| With trailer equipped with overrun brake | 28500 kg |
| With trailer with hydraulic braking | 44000 kg |

## Load and ballast distribution per axle

Axle load distribution

| | | 4-wheel drive | |
|---|---|---|---|
| | | MF 7715/MF 7716/MF 7718 | |
| Weights of unladen vehicle based on optional equipment | | min. | max. |
| | | 6400 kg | 8000 kg |
| Total weight distribution | Front axle | 2600 kg | 3600 kg |
| | Rear axle | 3900 kg | 5200 kg |

Ballast distribution per axle

| | | 4-wheel drive |
|---|---|---|
| | | MF 7715/MF 7716/MF 7718 |
| Maximum technically permissible loaded weights of the vehicle | | 12500 kg |
| Maximum distribution of weight per axle | Front axle | 5900 kg |
| | Rear axle | 10500 kg |
| Minimum percentage of maximum permissible distribution of weight between axles | Front axle | 47% |
| | Rear axle | 84% |

When ballasting the tractor, observe the following conditions:

- The minimum load on the front axle must be more than 20% of the tractor weight at no load.
- The load capacity of the rear tires must be taken into account. Do not overload the rear axle. (Refer to the load capacity table).

| Reference | | X | Y | Z |
|---|---|---|---|---|
| 1[1] | M20 | -1862 mm | -315 mm | -45 mm |
| 2[1] | M20 | -1862 mm | -315 mm | -125 mm |
| 3[1] | M20 | -947 mm | -280 mm | 27,5 mm |
| 4[1] | M20 | -947 mm | -280 mm | -37,5 mm |
| 5 | M20 | -947 mm | -280 mm | -102,5 mm |
| 6[1] | M20 | 51 mm | -270 mm | 30 mm |
| 7[1] | M20 | 51 mm | -270 mm | 35 mm |
| 8[1] | M20 | 27 mm | -270 mm | -146,5 mm |
| 9 | M16 | 300 mm | - | - |
| 10 | M16 | 841 mm | - | - |
| 11 | M16 | 675 mm | - | - |
| 12 | M16 | 81 mm | - | - |
| 13 | M16 | 922 mm | - | - |
| 14 | M16 | 332 mm | - | - |
| 15 | M16 | 827 mm (no front-end weight) | | |
| 16 | M16 | 1522 mm | 576 mm | -240 mm |
| 17 | M16 | 1522 mm | 705 mm | -240 mm |
| 18 | M16 | 1672 mm | 576 mm | -240 mm |
| 19 | M16 | 1672 mm | 705 mm | -240 mm |
| 20 | - | 125 mm | - | - |
| 21 | - | 283 mm | - | - |
| 22 | - | 276 mm | - | - |

1. Front-end loader attachment points