

MIGHTY MASSEY Reigns Supreme

By Jaiden Drought, photos by Euan Cameron

It is not often you get all four judges to agree on the Top Tractor Shoot Out winner within the first five minutes of deliberation talks. The Massey Ferguson 7615 Dyna 6 was a clear winner, despite the calibre of entrants and highly competitive line-up. There are a number of reasons the judges unanimously decided on the 7615 as the Top Tractor Shoot Out 2015 winner. We were looking for the best value for money tractor under \$140,000 and all things considered, we are convinced this is it.



**SUPREME
AWARD**

**BEST VALUE FOR
MONEY UNDER
\$140,000**

BEST

CONTROLS

BEST

INNOVATION

BEST

SERVICEABILITY

BEST

HYDRAULICS

BEST

EQUIPPED

BEST

**DYNO CLOSEST TO
RATED POWER**

The Massey Ferguson 7615 Dyna 6 is a good looking, well designed tractor, with many features which we did not take full advantage of on the day.

However, there is no doubt that it stood out from the crowd in terms of individual customisation, particularly of transmission and hydraulic settings all combined in a comfortable, well refined cab.

Engine

As in every other Top Tractor Shoot Out we have held, the Massey Ferguson entrant has always dyno'd very close to its max rated power and the 7615 did not disappoint, with a healthy 145hp Dyno result. The power comes from the Finish made SISU 6.6L, six cylinder four valve engine which is turbo charged, and

intercooled. The SISU power plant meets EU legislation Stage IIIB (Tier 4i) using SCR with Adblue.

Serviceability

This impressed all four judges, both in ease of servicing and innovation. Vital parts are more likely to be checked on a daily basis, because it is easy to do so. When coupled with 500hr engine and 1500hr transmission service intervals, this is likely to keep the cost of ownership down.

Both daily checks and all interval servicing are carried out on the left hand side of the machine. For our sometimes dodgy fuel, two pre filters and two secondary filters allow filtration lower than 2 micron. Engine oil can be checked without lifting the one piece bonnet.

One stand out feature was the remote greasing for the front axle pivot points. There are two standard and three if the tractor has front suspension. The kingpins and crosses are sealed as well as the back bearings, because premature failure usually results from overgreasing, so sealing them for the life of the tractor is a logical step. The cooling pack is fixed with plenty of room to get in and blow out, without the need for finger jamming folding radiator stacks, with everything serviceable from the ground. Twin alternators are standard on the 7615 and higher models which also include double batteries and an automatic isolator after the machine has been turned off for 30 seconds it disconnects the battery.

Transmission

The Dyna 6 is a well proven user friendly



transmission which gives 24 speeds with 6 speeds in 4 ranges. There is two modes in the transmission, speed matching and auto drive (there is not a mechanical change between modes). Speed matching is your field mode where it will automatically change the 6 gears in that range but you then have to push an additional button to do a range change. Transport (or autodriven mode) operates like a full powershift and changes straight up from 1st gear in the first range right through the 6th gear in the 4th range all you have to do it set the engine rev parameters for when it changes and off you go.

There are a number of different settings for the transmission which are very nifty, although this does take some homework. Having said that, all the automation can be turned off and driven like any other normal semi power shift transmission, all without having to touch the clutch.

User Friendliness

The 6 pillar cab was well laid out, bright and comfortable; which all four judges agreed on. Large wing mirrors aid rear visibility and smaller doors would play less havoc in the wind while the 'old' 6 pillar design rarely hampered visibility. In the seat you're sitting high over the top of the bonnet which slopes away quickly. This is

something you don't notice at first, but hopping between all six tractors, it was quite noticeable

and I suspect would make it good for loader work. The armrest controls in the Massey were





very easy to use with the transmission 'T' stick up front, engine and transmission pre-set triggers, headland management, hand throttle and linkage controllers in the middle and to the right a large electronic joystick which controlled



- Well laid out cab
- Plenty of individual customisation of controls
- Four speed pto
- Transmission can be controlled from four different locations
- Daily servicing has been well thought out
- The engine held on very well over a wide pto speed band and never really felt like it was going to drop off the power
- Transmission can be driven through all 24 speeds without using the clutch
- Only tractor to have electric spools including a joystick with gear and direction changes as standard.



- Spools are coloured but there is no corresponding colour on the Dyna-6 joystick
- The top link holder is awkward
- The doors were very hard to close

two rear remotes and also had gear change and a shuttle button. Standard 4 speed pto with 540/1000 and eco in both modes, push button lighting and draft adjustment controllers on the right B pillar rounded out a cab that was hard to fault.

On the outside, a full light package of 12 work lights is standard with 6 on front, 6 on back. Adjustable two point cab suspension was fitted to our test machine and although it wasn't the best there it did still provide a very comfortable ride.

Controls

The key point with the controls on the 7615 is flexibility to suit different applications. An example of this is the transmission, which can be used from four different locations in the cab; the left hand shuttle, the armrest 'T' stick, the joystick or the foot pedal when in auto mode. There are also two places to change direction, either the conventional left hand shuttle or on the joystick by placing your foot on the clutch, pushing the button on the joystick until the direction light shows up on the dash and off you go. There is also a de-clutch button on the back of the joystick so you can feather the uptake if need be. The only gripe here is that you can't shuttle on the left and then next time on the joystick, you have to chose one and stick to it.

There are many clever transmission controls which can be set up; the brake can be used as a clutch for tasks such as baling, SV1 and SV2 are two speed selections which can be set to

specific speeds or engine revs with different triggers such as timing, pto, rear linkage, and hydraulics.

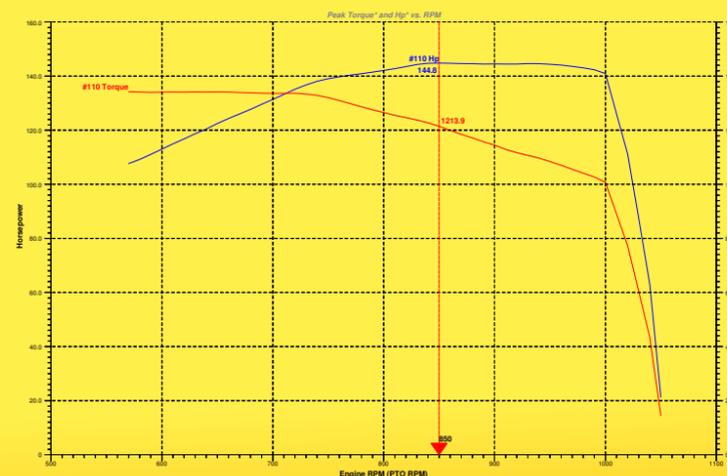
Hydraulics

The 7615 was equipped with three remotes; two electronic and one manual as standard, although you can go to four spools all electric for an additional \$1700 which seems very reasonable. The in cab joystick can be set up to control a loader if it was fitted, although mid mount valves would be the best option here. This allows the loader to be controlled electronically with its own flow and time adjustment as well as third and fourth service on the top of the joystick. The only downside is that this then limits the amount of rear remotes you can use at once, as all three are still available at the rear, although you would have to switch between the front end loader and the rear remotes, meaning they couldn't be used simultaneously. The 110L/min Closed Centre Load Sensing (CCLS) swash plate pump was not the most powerful there nor was power beyond standard (it is optional), but this was the only machine where it was possible to operate the spools individually via the levers mounted externally, directly on the valve block.

Linkage

With max lift capacity of 8.6T this was by no means tested to its limit on the day. The linkage was well laid out and un-cluttered which made hitching the implements a doddle. The conventional top link holder was cursed at on a

MASSEY FERGUSON 7615 DYNA 6



Max Hp: 144.7 at 940 pto speed Max Torque: 1227 Max Hp at 1000 pto speed: 140.9



number of occasions and to be honest was very good at holding the top link securely when not in use, but was in the road and at risk of being damaged when the top link was in use and at a good height for hitting your head on when hitching implements.

Performance (implements and Dyno)

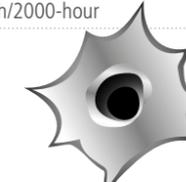
The low down design of the Massey, with very little weight above the half way mark of the rear wheels (which is evident with the large

amount of room between the cab and the chassis), means excellent stability on hills. The longer wheel base of the 6 cylinder machine felt well balanced and definitely aided traction. This machine did have 800 odd kgs on the nose which helped with the heavy rear kit, although performance was pleasing given it was by no means the biggest hp rated tractor there. The SISU engine has its peak torque at a lot lower engine revs which allowed the machine to really lug down but not come off the power with only 5hp difference between 760 and 1000 pto speed. This was evident on the dyno and also

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Brand	Massey Ferguson
Model	7615 Dyna -6
Engine	6 cylinder, 6.6 L 4 valve Tier3B, common rail turbo charged and intercooled
Rated Power (HP/Kw)	150HP, 660Nm @1500rpm
Transmission	4 range/ 6 speed 24speed power shift Dyna-6 (40km/hr)
Suspension	Two point Cab suspension (spring and dampener)
Max lift on linkage	8600kg at ball ends
Hydraulic remotes	Rear: 3 remote valves, double acting with float, 2 electric as standard
Hydraulic capacity	110lt/min CCLS swash plate pump
PTO	4 speed 540/1000rpm + Eco in both
Overall Length	4900mm inc weight pack
Min track Width	2000mm
Wheelbase	2880mm
Weight	6200kg
Max loaded weight	11500kg
Fuel tank	305L Diesel + 30L Adblue
Oil change interval	500 engine 1500 trans
Warranty	24-month/2000-hour



in use on the Falc power harrow which was pleasing.

Summary

The key thing to remember with this tractor is that while it is neither the cheapest nor the most powerful of our top Tractor Shoot Out line up, we felt it represented excellent value for money in terms of what the machine offers to a wide range of buyers.

To get the tractor to move and operate is easy, although the level of adjustment available is not just a matter of flicking a switch and off you go. Some bedtime reading may be needed, but it is better to have it and not use it, than not have it at all, which is the key difference over the competition and another reason we felt it was the deserving winner. ■