3000/3100 series

A range of 8 tractors from 80 to 126 DIN hp

MASSEY FERGUSON

3000/3100 series: maximum versatility through technical innovation

Right: MF 3065 HV (85 DIN PS)

The 3000 and 3100 series tractors were designed from the outset to meet the exacting standards of the cost-conscious, productivity-motivated farmers of the nineties... and beyond. Since their introduction, season by season it has become clear that all of the design criteria have been met – or exceeded.

But you don't stay as world leader in tractor sales for 30 consecutive years, by resting on your laurels.

Now there are new 'high torque' engines*,the superbly efficient Dynashift transmission*, further advances in the already world-beating automated driving aids and information systems and the addition of 'high visibility' models. Quite simply, the 3000/3100 series' offer even more performance, even more output, even more operating flexibility.

So whether it's the economy and flexibility of the compact 3065, the extra versatility of the new 'high visibility' model, or the massive PTO power of the 3125, the benefits of thoughtfully applied technical innovation are as close as your nearest MF dealer.

Model	Engine	DIN PS	BS hp
3060	4 cyl	80	86
3065	4 cyl turbo	85	92
3065HV	4 cyl turbo	85	92
3070	4 cyl turbo	93	100
3085	6 cyl	100	107
3095	6cyl	110	117
3120	6 cyl turbo	120	130
3125	6 cyl turbo	126	137

* depending on model

Above: MF 3095 (110 DIN PS)

MF 3085 (100 DIN PS)

Left: MF 3065 (85 DIN PS)

Below: MF 3120 (120 DIN PS)

3000/3100 series. The beauty is more than skin deep ...


shift
SON
datatronic
520/70R38
GOODYEAR

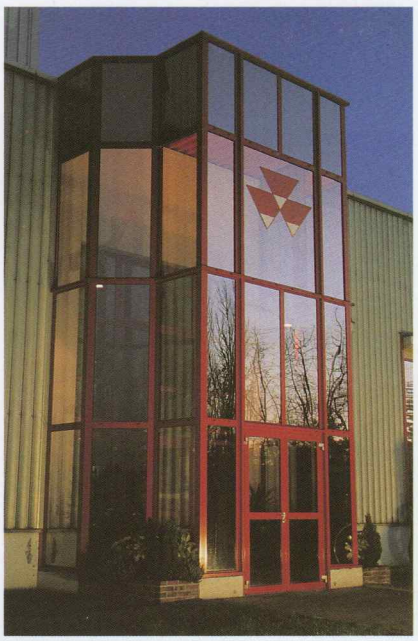
We put in 'total quality' design and production ...

By its policy of continuous investment in the most modern and efficient machine tools, Massey Ferguson constantly strives for perfection in quality.

Quality control

A procedure known as 'Total Quality' is followed, whereby every component is monitored from design to final assembly, to ensure that it conforms to the strictest quality control code in the industry. Moreover, strict controls on each factory operation, together with tight checks on the performance of our suppliers, have given Massey Ferguson an unrivalled level of quality.

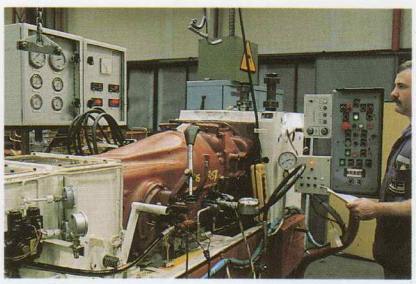
To maintain this, rigorous controls are carried out at a number of stages in the production and assembly process. For instance, each component is checked as it is produced, using machines that measure in three dimensions using laser technology. This ensures that no defective part passes to final assembly - because Massey Ferguson is keenly aware that only top quality product will meet today's agricultural requirements.

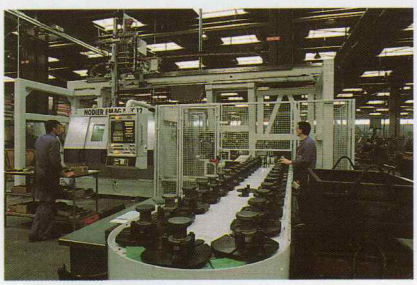


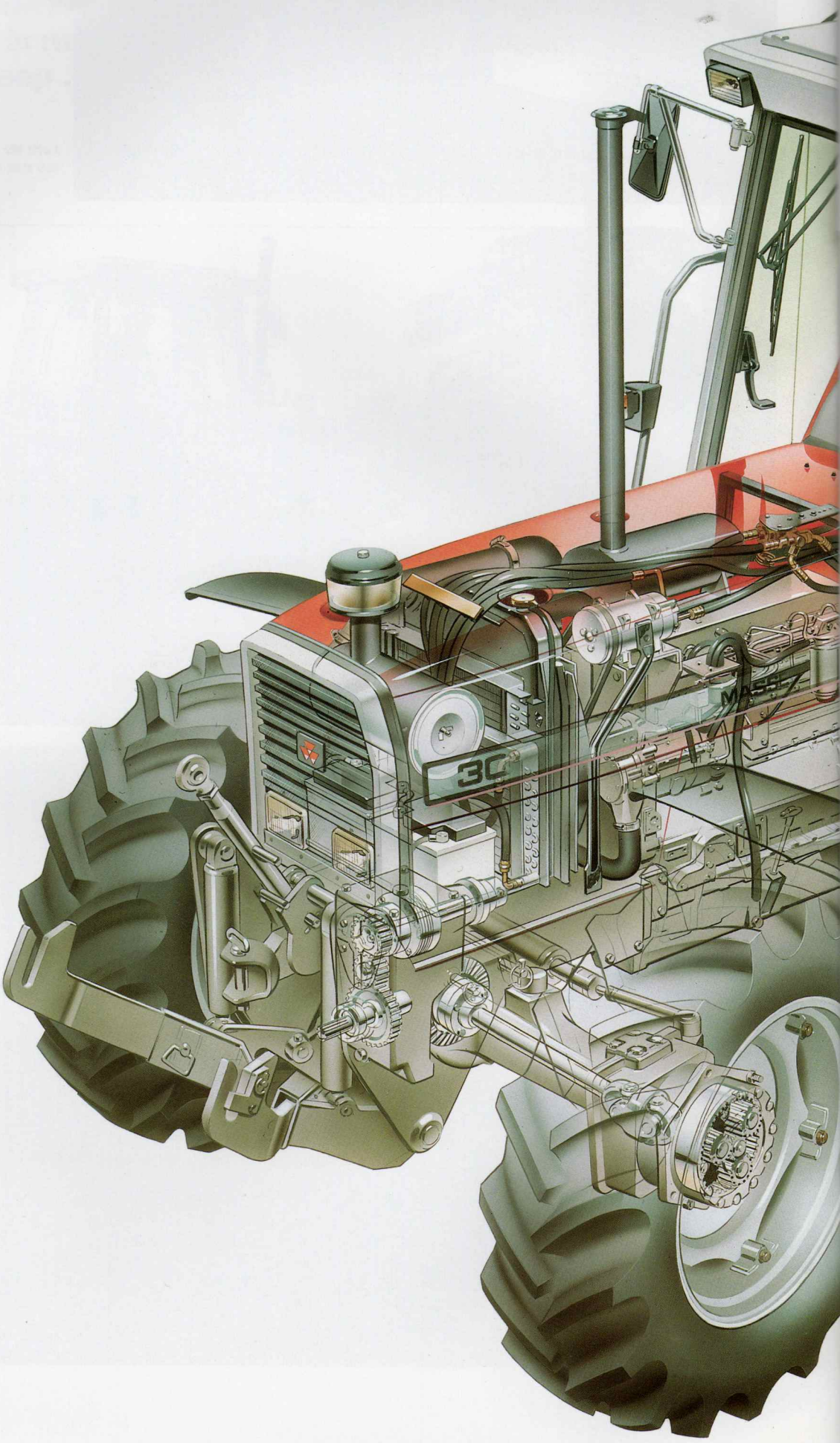
Testing

At the end of the assembly line, multiple function tests are carried out on every tractor using a variety of test rigs, including the rolling road seen below. This helps to verify every single tractor coming off the production line.

Massey Ferguson has also implemented a policy of on-going training of its production team, to ensure that each operator can fully exploit the characteristics of his or her machine, always with a single goal in mind ... 'Total Quality'.



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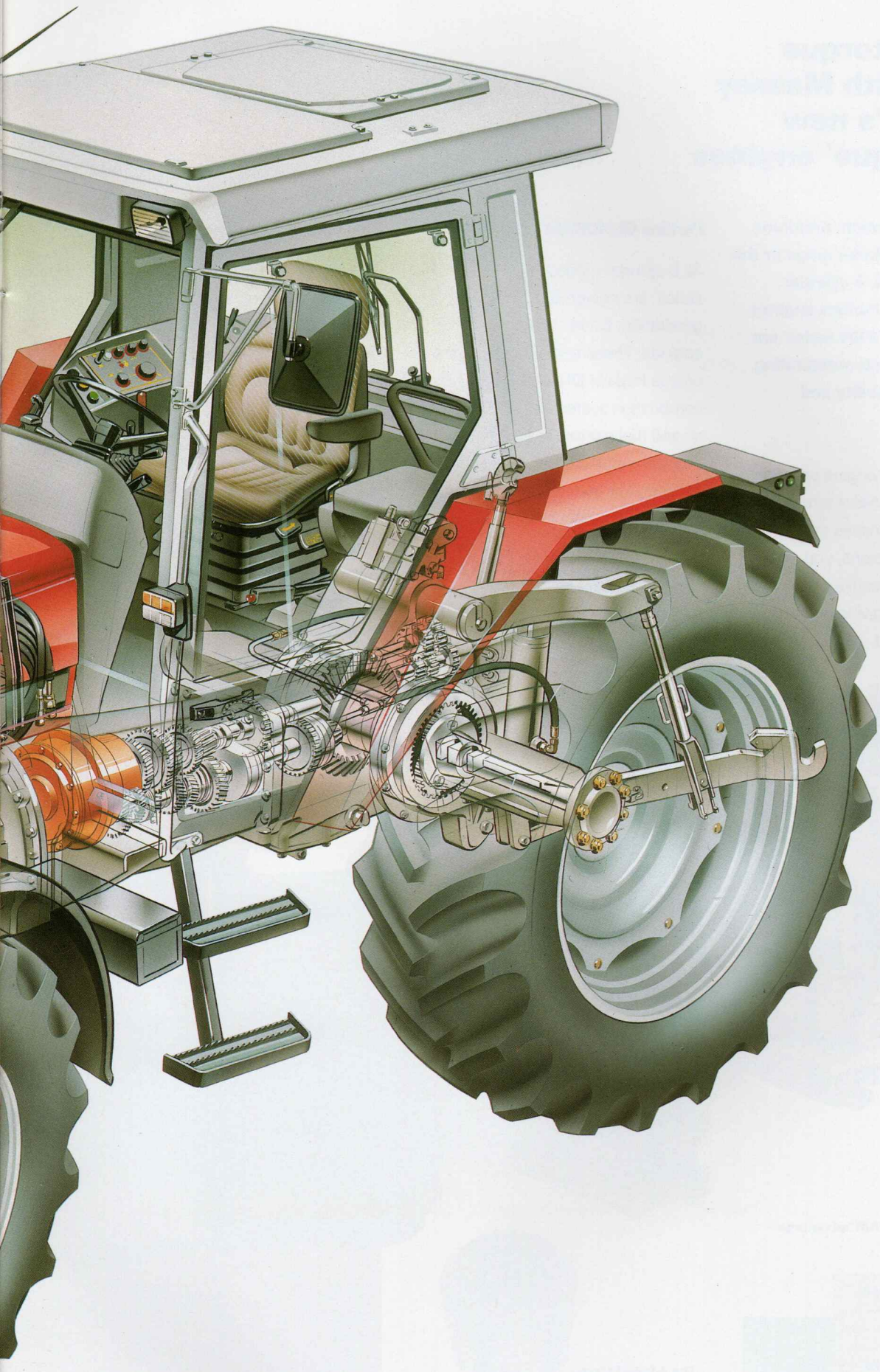


... you get out high performance, durability and complete peace of mind

The main picture illustrates the MF 3095, but most of the following features, highlighted in the drawing, are common to all 3000 and 3100 series' tractors:

■ The (optional) front linkage and PTO systems can give a tremendous boost to productivity, enabling single pass, multiple operations.

■ Excellent ground clearance is maintained with the MF 4WD system. A 50° steering angle is achieved without the wheels 'leaning', so you can still fit dual wheels to minimise soil compaction and further increase grip.

■ All 6-cylinder models in the 3000/3100 series' are powered by 1000 series engines with the Perkins QUADRAM™ combustion system which optimises air and fuel mixture giving better combustion, more power and more torque from less fuel.

And now, 1000 series engines have additional power and, more importantly, significantly more torque due to the installation of higher specification fuel injection equipment.

■ The 'standard' synchromesh transmission offers 16 forward and 16 reverse speeds with a synchronised forward/reverse shuttle in every speed and fully synchronised range change. On 3000 series models, a 32 forward, 32 reverse speed gearbox is available.

■ Dynashift, Massey Ferguson's new 'powershift' gearbox is now available on all 6-cylinder tractors, the 3085, 3095, 3120 and 3125 models. It provides a 4 speed powershift change in each of eight synchronised gears, giving powershift flexibility to cope with varying conditions.

■ Five PTO options are available. Independent 540/1000 rev/min is the standard system, whilst optional 540/1000 rev/min economy, gives standard PTO speed at lower engine speed. In addition, there are shiftable and ground speed options too.

■ The spacious cab provides a roomy, quiet – 73 dB(A) in-cab noise level, temperature controlled environment where the operator stays fresh and alert.

The tilting telescopic steering column assures just the right driving position. And finger-tip operation of most functions plus clear, well lit instruments, gives safe, relaxed control.

■ No other tractor can match the 3000/3100 series in terms of automated control and information systems.

Autotronic is standard and has 19 functions operating in five different areas of the tractor to monitor driver actions and to eliminate many of the repetitive tasks of daily operation.

Datatronic (standard on 3120/3125 and optional on all other models) provides accurate information, vital to help improve work rate and keep down costs. Datatronic also links with the Autotronic and ELC systems to provide a unique 'wheelslip control' feature which helps to maintain the highest quality work, whilst increasing output, reducing tyre wear and protecting soil structure.

■ The front and rear axles are extremely strong and easily capable of withstanding the high stresses imposed by the toughest working conditions. Large oil-immersed disc brakes provide reassuring, fade-free stopping power.

QUADRAM™ is a registered trade mark of Perkins Engines Group Ltd.

Feel the 'torque bonus' with Massey Ferguson's new 'High torque' engines

Whether it's the tough, premium specification 4-cylinder range or the superb 1000 series, 6-cylinder models, all of the Perkins engines fitted to the 3000/3100 series' are well known for their outstanding performance, reliability and economy.

And with low rated engine speed, (2200 rev/min), excellent torque back-up and low power losses through the advanced transmissions, you can really feel the extra 'productive power' where it counts ... giving operating flexibility in the field.

Perkins QUADRAM™ combustion

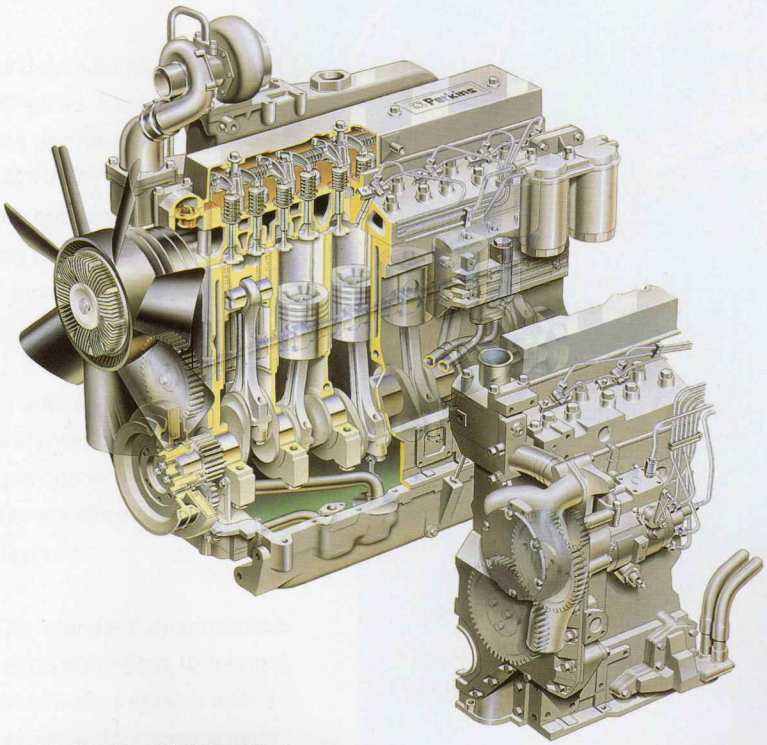
All 6-cylinder models in the 3000/3100 series' are powered by the new generation, 6 litre, 1000 series engines. These engines feature the unique Perkins QUADRAM™ combustion system which optimises air and fuel mixture to give more efficient combustion. The result is more power and torque from less fuel, resulting in greater productivity.

There is also less noise and lower exhaust emissions.

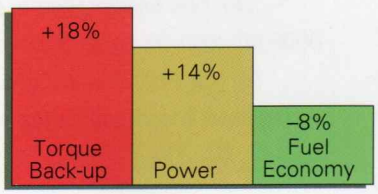
'High torque' engines

Benefiting from higher specification fuel injection equipment, 3095 and 3120 models now have an additional boost in terms of engine power and, more importantly, significantly more engine torque.

By looking more deeply than the traditional torque back-up (%TBU) figure, which is often used to compensate for inadequacies in some tractor specifications, the benefits of MF 'high torque' engine characteristics can be seen more clearly.



The Perkins QUADRAM™ advantage



Compared with conventional engines
More than 200,000 test hours

The 4-lobed piston showing the Perkins QUADRAM™ combustion design

Compact, powerful 3065HV 'high visibility' model

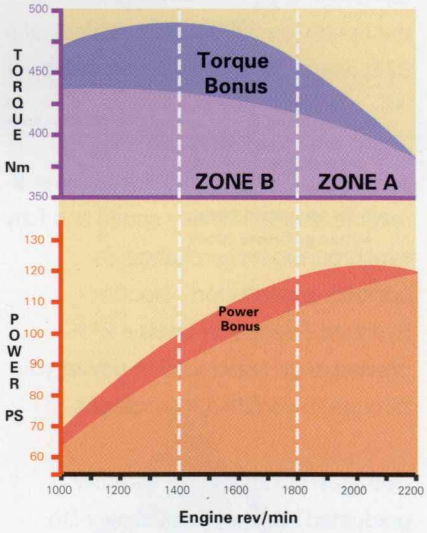
Assuming a rated engine speed of 2200 rev/min, **zone A** (see diagram), between 1800 and 2200 rev/min, covers heavy duty primary and secondary cultivation, heavy duty PTO and transport applications. The need here is for high torque and fast torque rise as engine speed drops under load.

Zone B, from 1400 to 1800 rev/min, covers general applications, light duty or economy PTO work and, again, transport. Here, the need is for high torque, particularly at the lower end of the speed range, and progressive torque rise.

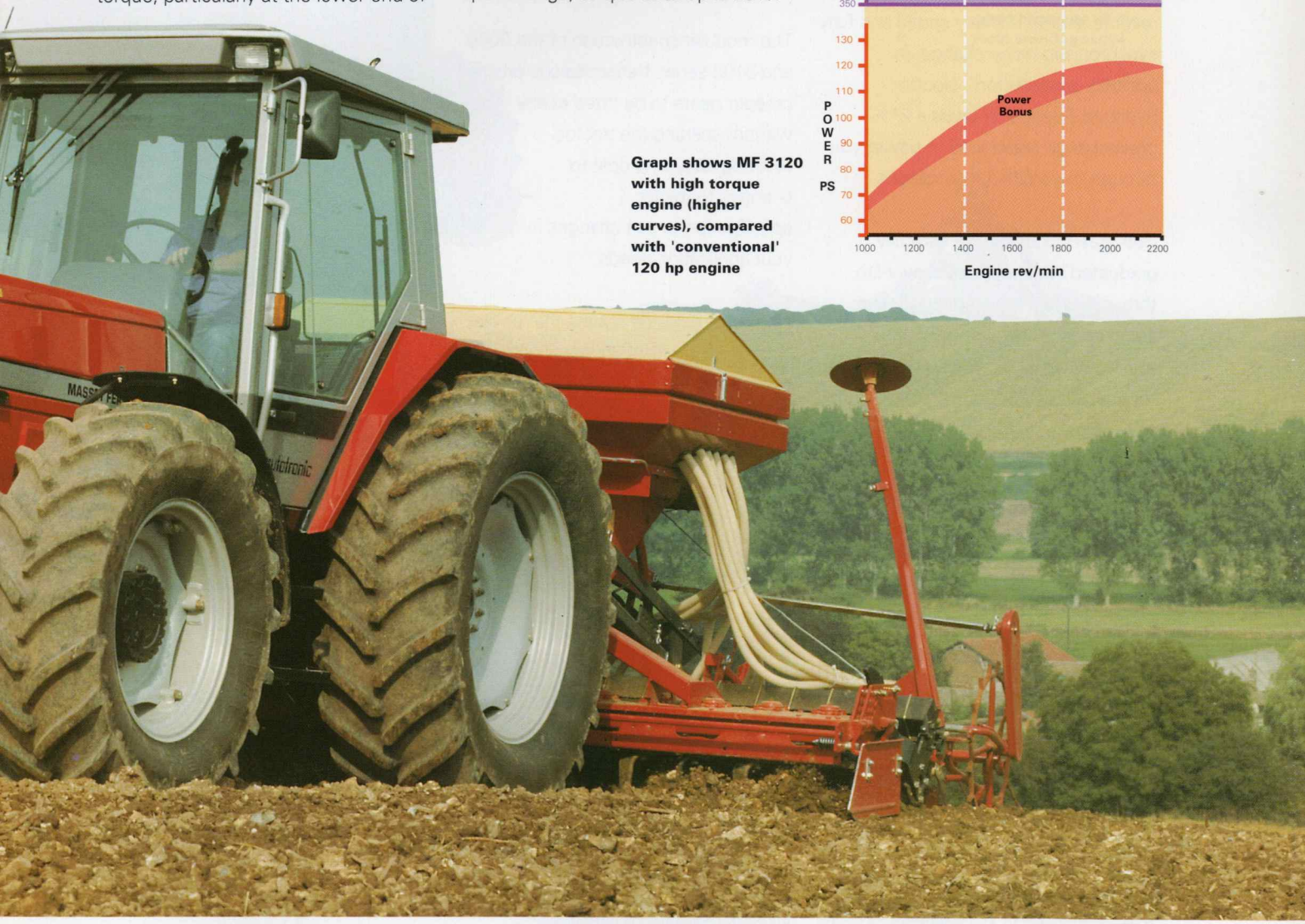
Comparing the new 3120 with a 'conventional' 120 hp tractor, the graph clearly shows the gains in both power and torque.

Torque rise in both the crucuial Zone A and in Zone B has been increased by no less than 100%, representing a massive 'torque bonus' in the main working range. Across the full engine speed range, torque back-up is 28%.

There is also a significant increase in PTO power. Combine all of this with the advanced 3000/3100 series' transmissions, PTO and electronic control systems, and you're fully equipped to maximise performance and efficiency.



Graph shows MF 3120 with high torque engine (higher curves), compared with 'conventional' 120 hp engine



Dynashift: Unequalled driving flexibility and ease of operation

Dynashift, Massey Fergusons exciting new 'powershift' gearbox is now available on all 6-cylinder models. It has important differences and innovative features that set new standards for the future...

Powershift ranges in eight gears

Dynashift provides a 4 speed powershift change in each of the eight synchronised gears. So you can always choose a gear with all the powershift flexibility you need to cope with varying conditions. With Dynashift, you're always 'in powershift'. And as Dynashift has 'close ratio' steps of only 17%, you can react to relatively small load changes, giving maximum efficiency at all times. Powershift changes are also electronically controlled, giving smooth, silent shifting.

Finally, of the 32 forward speeds, 15 are in the field working range, so the right speed is always available.

Finger-tip Dynashift control

The position of the Dynashift lever enables the operator to steer and change speed with the left hand, leaving the right hand free to operate other controls. This uniquely effective layout encourages full use of Dynashift at all times, plus simultaneous command of all other control systems. This convenience results in higher output, greater efficiency and superior work quality.

Dynashift with 'creep' facility

In conjunction with the MF creeper gearbox option, Dynashift increases the versatility of the tractor, to give an improved return on your investment.

Synchronised reverse shuttle

Forward/reverse selection is completely separate from gear speed selection. Simply move the shuttle lever rearwards for a reverse speed which is precisely matched to the forward speed in use. There is no need to change through all of the forward and reverse speeds to get to the reverse speed required. This gives effortless headland turns and faster cycle times.

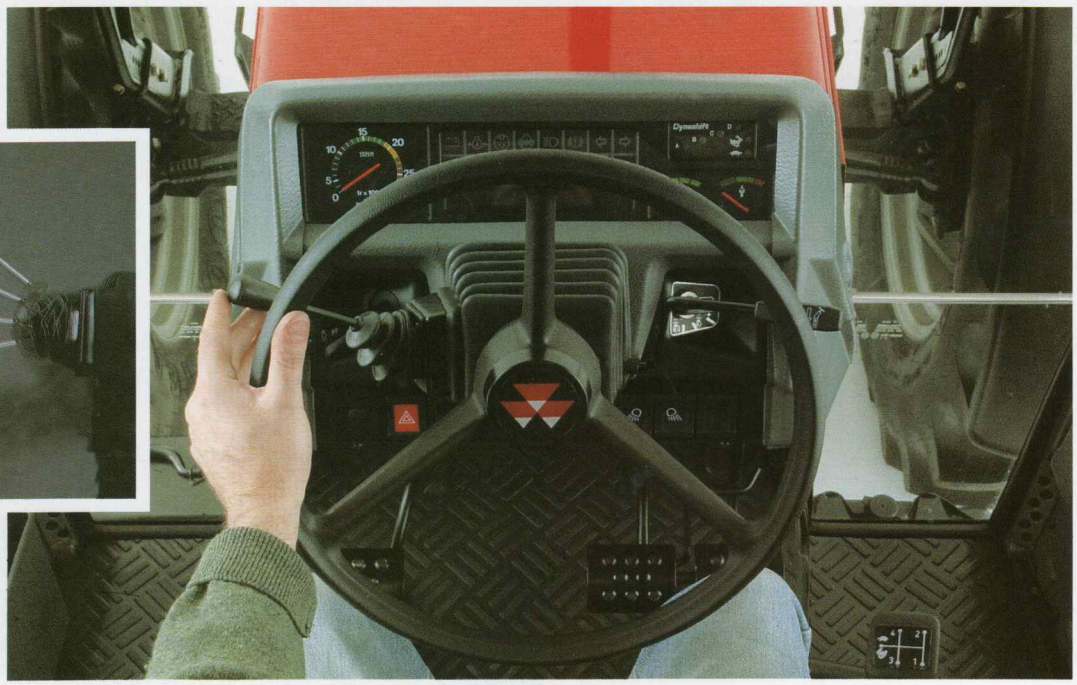
Ease of operation

Because of the ease and convenience of Dynashift, no special operating technique is required, therefore drivers feel immediately at home and achieve the best results from the tractor.

Rapid transport

To move from the field to full road speed, simply change through the synchromesh gears into 'top', then flick the Dynashift lever from 'A' to 'D' ratio in a single movement. Dynashift will change up automatically, but only when the next ratio can be accepted without a significant drop in engine speed and consequent pulling power.

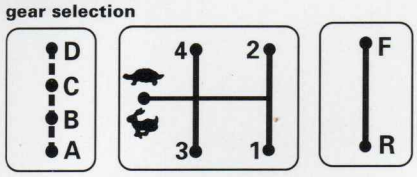
Left hand, finger-tip control of Dynashift

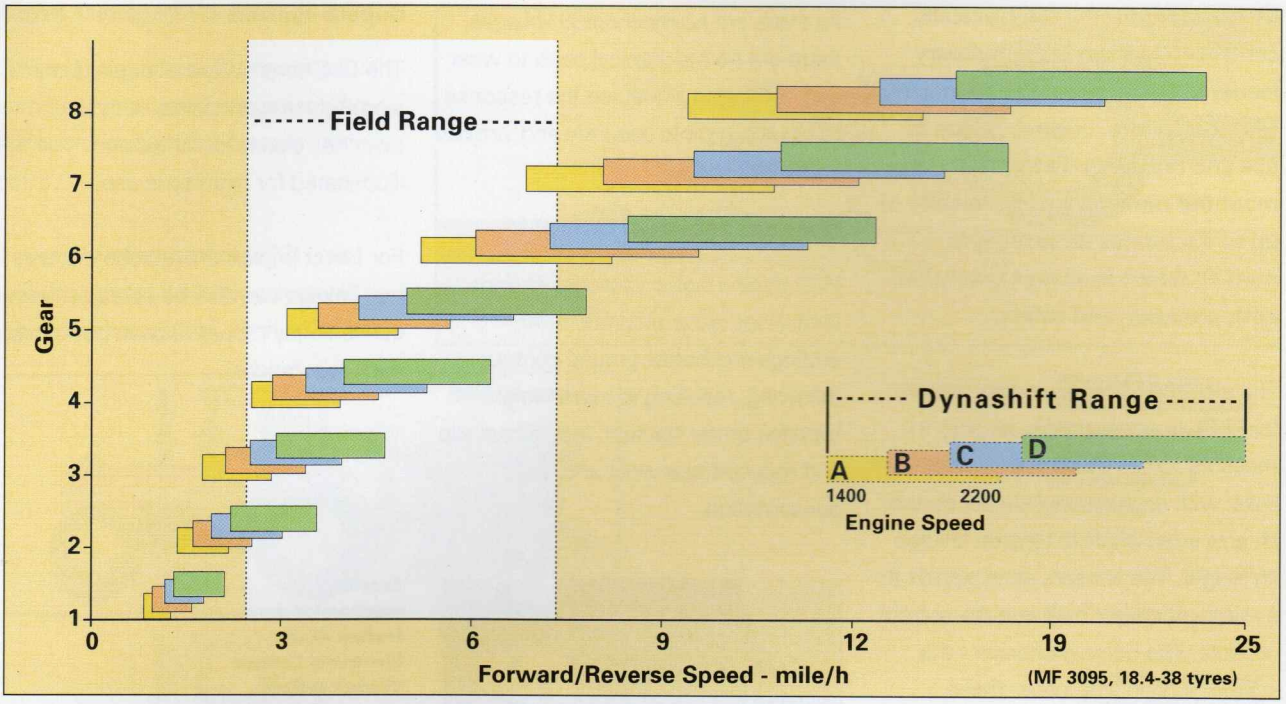


Left:Dynashift is ideal for reverse drive applications

Right: Accurate speed control is easy with Dynashift

Below: Simple gear patterns aid gear selection





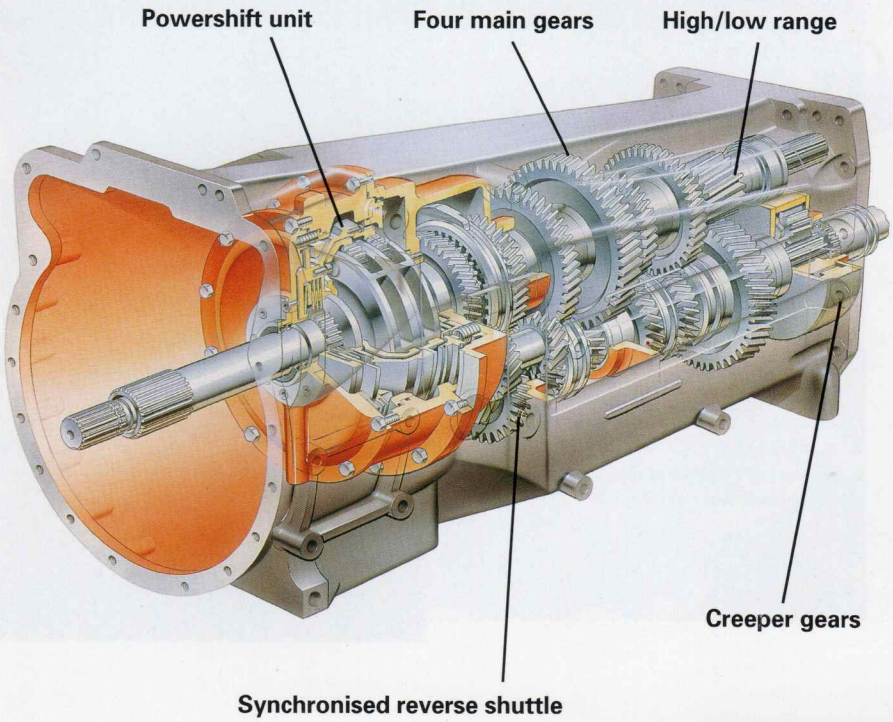
A 25 mile/h top speed is available for faster road transport or as an 'overdrive' facility giving 20 mile/h transport at lower engine revolutions.

Simple design

The hallmark of any successful design is simplicity. Dynashift is based on a simple design concept and is executed with remarkable mechanical efficiency. It has no potentially unreliable rotating seals, and is controlled by only two electrovalves and two clutches. In addition to the obvious benefit of 'built-in' durability, power losses through such a simple unit are minimal. In fact, with over 97% of available power being transmitted by the gearbox, efficiency is the keynote of the Dynashift transmission.

Safe operation

The MF synchromesh transmission is a pleasure to use. And it's fully protected against inadvertent selection of the wrong range, because the tractor's Autotronic control systems prevent changing from one range to another if the speed of the tractor is too great for the gears to be properly engaged.



Massey Ferguson electronic linkage control... simply, the best

Massey Ferguson's electronically controlled linkage is the industry leader in terms of design simplicity, responsiveness, accuracy, ease of use and reliability. Externally mounted rams give a lift capacity of up to 6.5 tonnes (according to model), which is always controlled with precision and safety.

The electronic linkage control system (or ELC), uses electronic sensors to measure forces through the lower links, with an additional sensor on the lift arm cross shaft to register linkage lift height. The sensors send signals to a micro-processor built into the control console. The micro-processor - the system's brain, compares these signals with others from the driver when he adjusts the settings on the ELC console.

As there are no mechanical linkages, there are no mechanical parts to wear and nothing to adjust, so the response to signals is more accurate and virtually instantaneous.

More accurate draft control

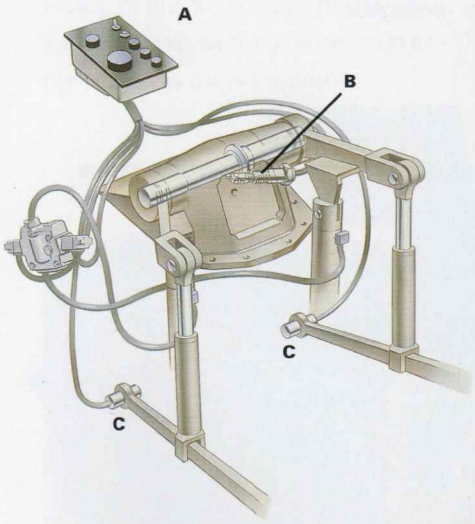
ELC gives a higher standard of draft control for more accurate depth settings and better ground contour following, resulting in more weight transfer, better traction, less wheel slip and reduced tyre wear and fuel consumption.

Superb controls

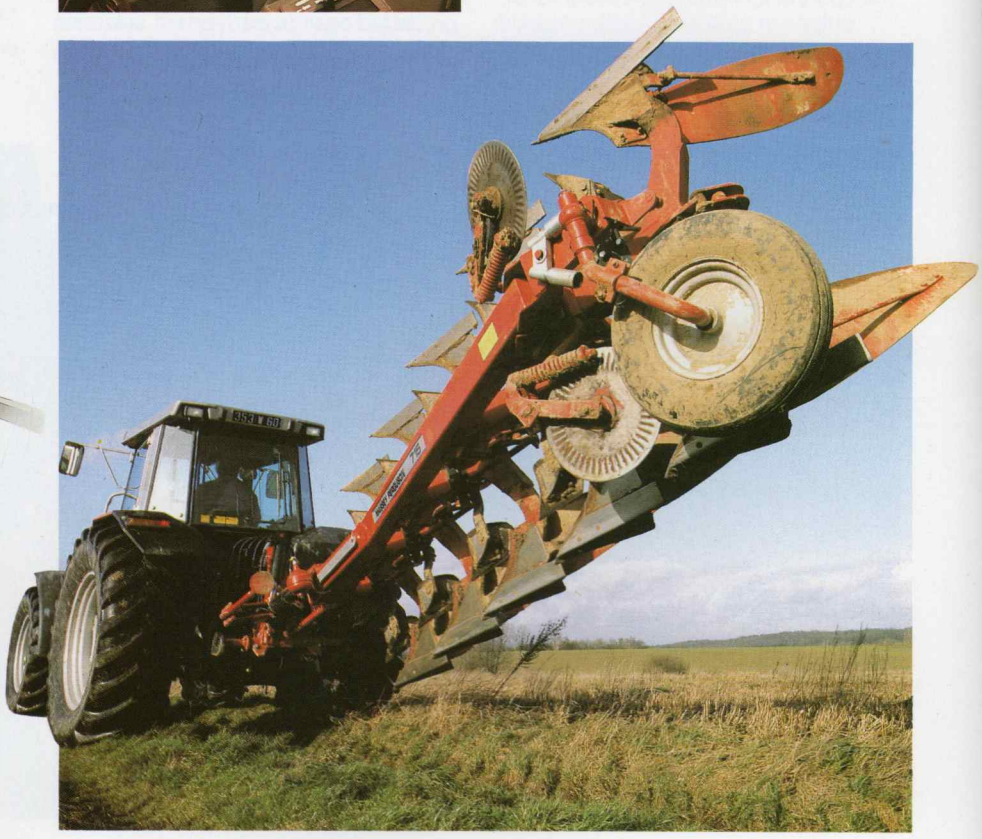
The ELC controls are all housed in a single convenient panel, with all switches clearly identified and illuminated for night time use.

For faster implement attachment the rear linkage can also be operated from conveniently mounted push buttons on each rear fender.

Excellent ergonomics are a feature of the Electronic Linkage Control system.



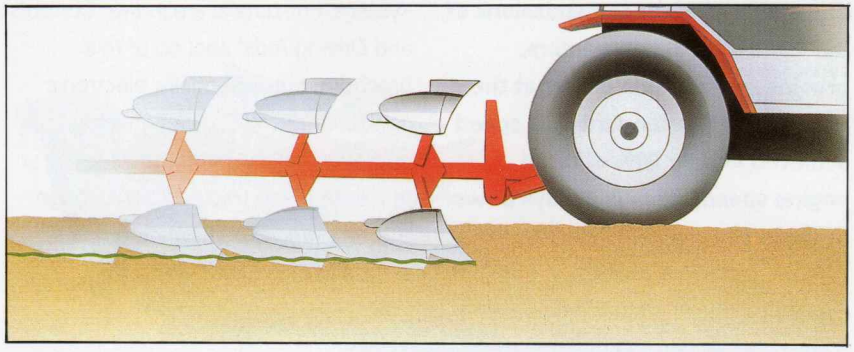
Electronic Linkage Control system
A. ELC console
B. Linkage lift height sensor
C. Lower link draft sensors



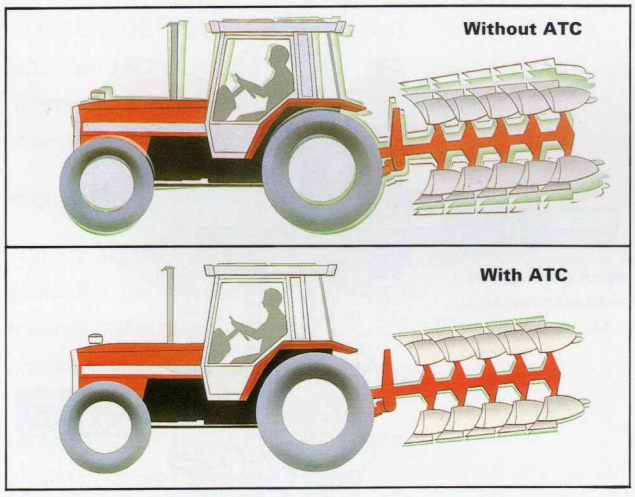
Active Transport Control

When driving across the headland, or with heavy mounted equipment in transport, implement 'bounce' can occur.

Active transport control (ATC) is an (optional) shock absorbing system which minimises this 'pitching' action,



Above: ELC gives almost instantaneous response to draft signals, for precise ground contour following.



Left: Active Transport Control gives faster, safer transport of mounted equipment.

keeping front wheels in contact with the ground for smoother, safer, faster transport. By reducing the shock loads through the lift rams and hydraulic circuits, ATC also minimises the risk of damage to the lift system.

ATC can be controlled either manually, at the touch of a button, or automatically, whereby it is linked to the lift/lower switch of the ELC panel and activated when the implement is raised and de-activated when the implement is lowered.

Rugged rear linkage is fully specified for maximum output and versatility. External lift rams give excellent lift capacity and easy serviceability.

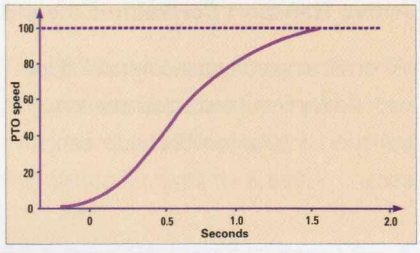
The widest choice of high efficiency PTO systems

Simple levers operate the optional shiftable and economy PTO

The highly efficient transmissions of 3000 and 3100 series tractors, provide more usable power at the PTO. And with standard PTO speed achieved at only 90% of rated engine speed, there is always power in reserve.

Five PTO options are available – more than any other competitive tractor. Independent 540/1000 rev/min is the standard system, whilst optional 540/1000 rev/min economy, gives standard PTO speed at lower engine speed, saving fuel and engine wear, cutting production costs. And there are shiftable and ground speed options too, matching any farm's requirements.

Finally, a unique Massey Ferguson feature, is controlled engagement of the PTO clutch by the Autotronic system. Full details are in the 'Controls and Driving Aids' section of this brochure, but essentially, electronic control of the PTO gives greater operating safety and protects both implement and tractor from damage due to overloading or inappropriate engagement.



Controlled engagement matches PTO speed to implement load

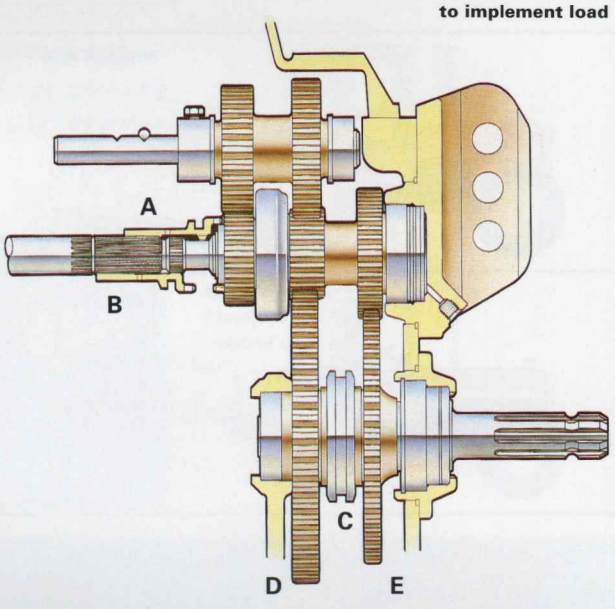


Diagram shows the simplicity of the shiftable/economy PTO system:
A. Coupler engaged in Economy PTO
B. Coupler engaged in Standard PTO
C. 540/1000 rev/min speed sliding coupler
D. 540 rev/min drive
E. 1000 rev/min drive

A choice of five PTO types covers a wide variety of application needs

Sophisticated driveline gives added output, safety and durability

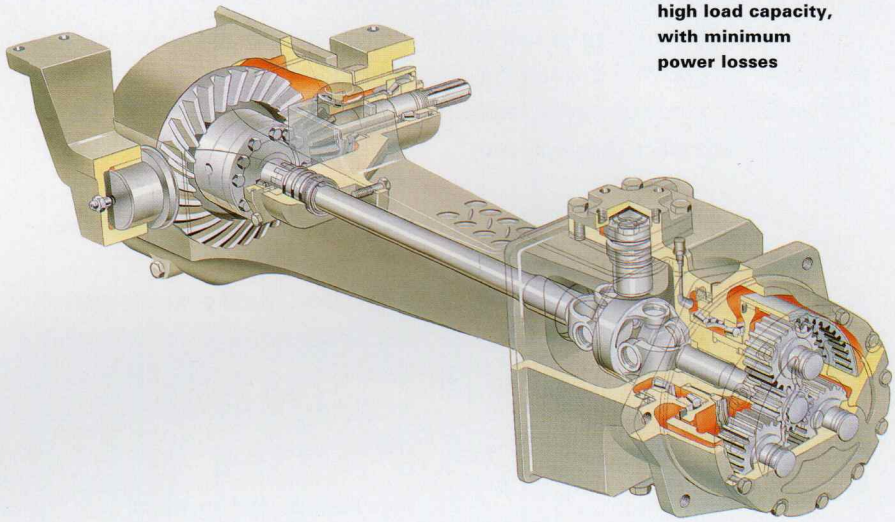
Both front and rear axles are extremely strong and easily capable of withstanding the high stresses imposed by the toughest working conditions or the fitment of large dual wheels.

The massive rear axle houses large oil-immersed disc brakes, which provide reassuring, fade-free stopping power. At the touch of a button, simultaneous actuation of both front and rear differential locks also ensures maximum traction at all times.

High output 4-wheel drive

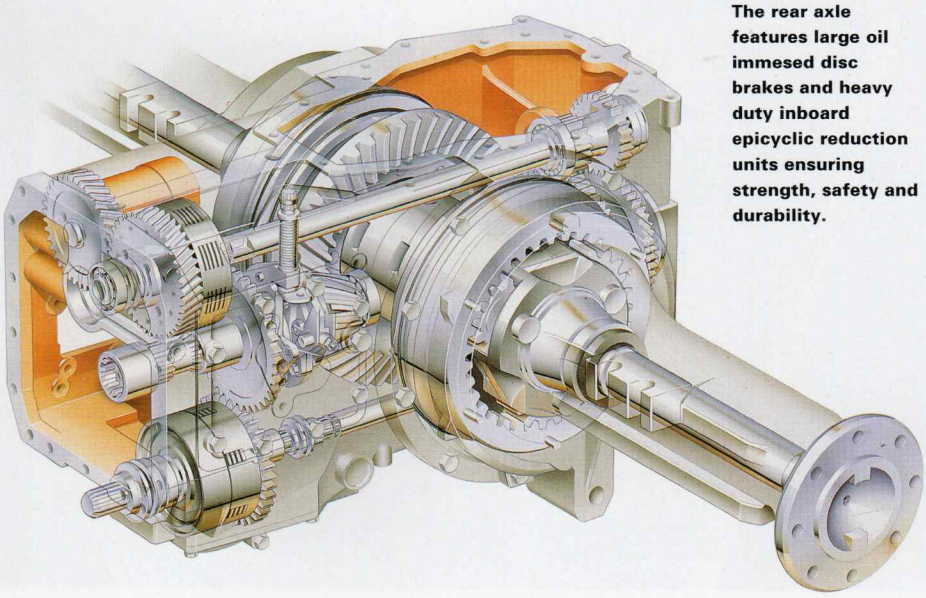
The MF 4-wheel drive system provides all the familiar advantages of improved traction and stability, plus ease of operating in difficult conditions. But it doesn't end there. With its centre mounted drive shaft, excellent ground clearance is maintained and power losses are minimised. The tight 50° steering angle is achieved without the wheels 'leaning', so you can still fit dual wheels, to minimise soil compaction and further increase grip.

Fully described later, there are also further advantages with Autotronic control of both differential lock and 4-wheel drive engagement.



MF 4-wheel drive design provides high load capacity, with minimum power losses

50° steering angle is achieved without excessive wheel camber



The rear axle features large oil immesed disc brakes and heavy duty inboard epicyclic reduction units ensuring strength, safety and durability.

A higher standard of operator environment

Don't take our word for it. Just ask anyone who has spent long working hours in a 3000/3100 series cab and they will tell you that it would be difficult to find a more comfortable - more efficient place to spend your day.

Designed from the outset as a totally integrated part of the tractor's design, the spacious cab provides a roomy, temperature controlled environment where the operator stays fresh and alert - better able to fully exploit the performance potential of the tractor.

Naturally, the cab is immensely strong, with safety levels in excess of all current legislative requirements. But this strength and rigidity, combined with sophisticated cab mountings, gives other benefits too. Like the low 73 dB(A) in-cab noise level - a major factor in reducing fatigue. The cab's rigidity also enabled the designers to provide two very large wide-opening doors, giving unhindered access from either side of the tractor. Glass area too is immense, giving good visibility in all directions.

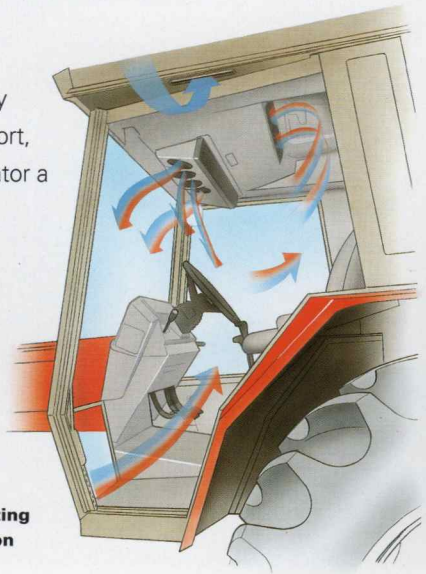
The spring suspension seat is fully adjustable, including lumbar support, and also swivels to give the operator a more comfortable view of rear mounted equipment. The upholstery is hard wearing and deep for extra comfort and the seat covers are easily removed for cleaning or replacement.

3120, 3125 and Dynashift 3085 and 3095 models further benefit from pneumatic suspension as standard.

Air filtration, tinted glass all round, efficient heating and ventilation with air conditioning as an option (standard on 3120/3125), all help to further enhance driver comfort.

Instruments and controls

The tilting telescopic steering column helps you to get just the right driving position. And with finger-tip control of many important functions, including Dynashift, and clear, well lit instruments, there is only one other feature that could improve ease of operation ... automated control. So turn the page to find out how the Autotronic and Datatronic systems put the finishing touch to a superb operating environment.



Efficient heating and ventilation system

Thin pillars and large glass area provides excellent visibility

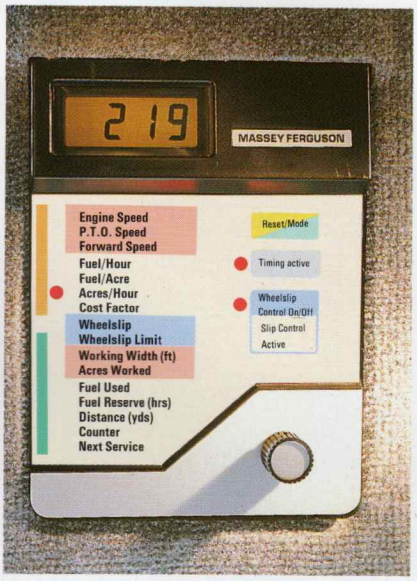
Simply the best in automated control and information systems

No other tractor can match the 3000/3100 series in terms of automated control and information systems. Systems that reduce the operator's work load and raise working efficiency and safety to the highest level.

Autotronic is standard and has 19 functions operating in five different areas of the tractor to monitor driver actions and to eliminate many of the repetitive tasks of daily operation.

Autotronic controls the PTO by engaging the clutch gradually, according to load. It disengages the PTO when needed – at engine start-up or when an implement is blocked and when working in economy PTO, Autotronic disengages drive if engine speed rises above 1900 rev/min.

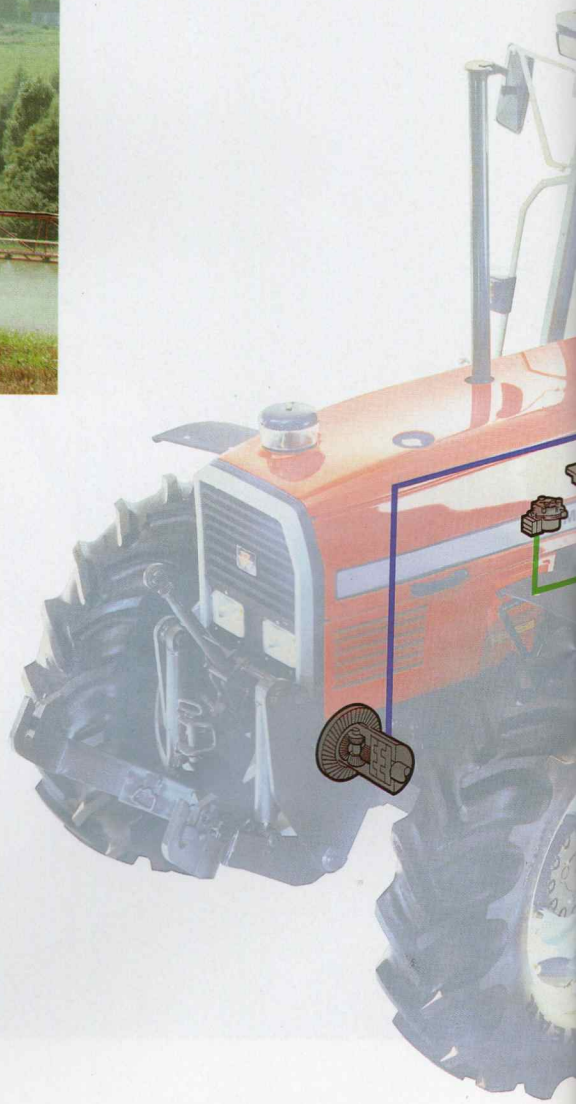
For protection of the transmission, Autotronic prevents range changes or inappropriate gear selection that could cause damage to the gearbox.



Datatronic panel, with one control for 16 functions

Autotronic ensures that you have 4-wheel drive when you need it – when braking and when the differential lock is engaged, and switches it off when you don't, at speeds over 9 miles/hour.

Autotronic engages the differential lock when you need it (after initial manual engagement) – when the implement is lowered into work, and disengages it when you don't, when using independent brakes and when travelling at more than 9 miles/hour.



Datatronic is standard on 3120/3125 and optional on all other models. It has 16 functions, providing the accurate, essential information the operator has always wanted to improve work rate and keep down costs.

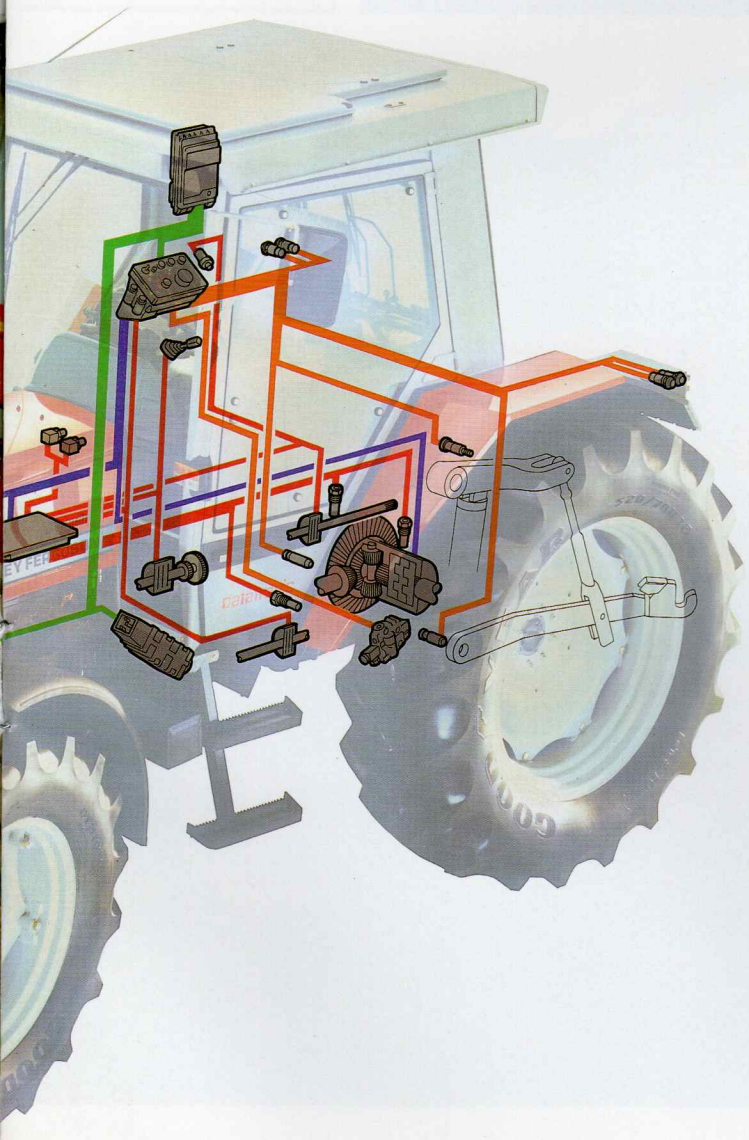
The digital read-out enables the driver to set the tractor and implement for optimum efficiency to meet the demands of the work in hand - whether that's maximum output, maximum economy or maximum accuracy.

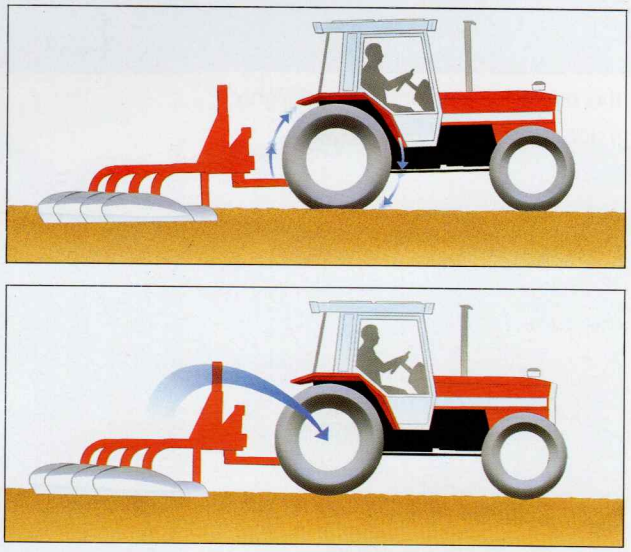
Unique wheelslip control

In draft work, Datatronic links with the Autotronic and ELC systems sensors to provide a unique wheelslip control feature which increases traction and therefore the tractor's performnce with draft controlled implements to a significant degree.

Wheelslip control maintains high quality work, whilst increasing output, reducing tyre wear and protecting soil structure.

As well as assisting the driver, the information gathered by the Datatronic tractor's systems can assist with farm management too - taking the guesswork out of calculating fertliser application rates, seeding rates, acreage worked and much more.





Automatic wheelslip control

Left: The fully integrated design of the electronic information and control systems is the key to outstanding ease of operation with great precision and a high degree of reliability.

Extra versatility with the MF 3065 'high visibility' model

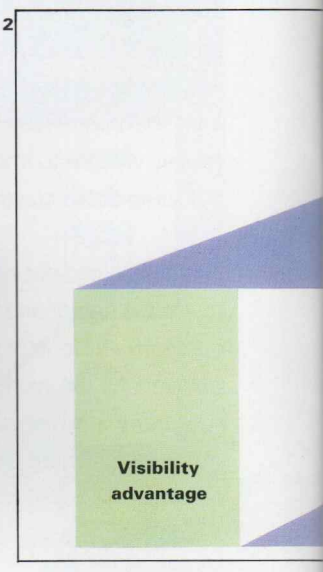
To increase the profitability from a tractor it has to be used for as many operations as possible. So versatility and output are the key words for the 3065 High Visibility model.

The design affords the driver the clearest possible forward view, without compromising any of the main features of the tractor. So all the benefits of the conventional 3065 tractor - Autotronic, Datatronic, ELC and de-luxe cab (with or without air-conditioning) are simply enhanced by the added versatility of this powerful, yet compact and highly manoeuvrable tractor.

The superb forward visibility is particularly useful in front loader applications, or when the tractor is fitted with front linkage and PTO. Then, single pass, multiple operations can be performed even more efficiently, to speed work and reduce costs by minimising labour input.

1

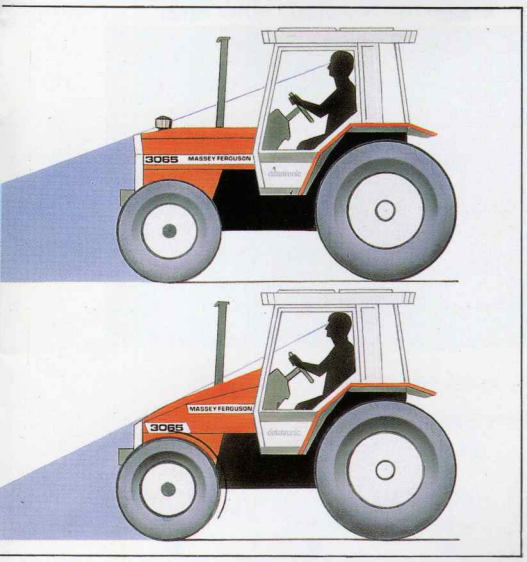
2



1. **High visibility models are ideally suited to front linkage and PTO applications.**

2. **When looking from a normal driving position, compared with a conventional 3065, the high visibility model has a 'visibility advantage' of around 1,9 m (74 in)**

3. **Familiar instruments and controls - but greatly enhanced forward visibility.**


3065
MASSEY FERGUSON
3065
MASSEY FERGUSON

3


3065
autotronic

MF 3000/3100 2/4WD tractors

Key: ‡ = not available **● = standard equipment** **○ = optional equipment**

		3060	3065/3065HV	3070	3085	3095	3120	3125
Performance								
Engine power	*PS (kW)	80 (59)	85 (62.5)	93 (68.5)	100 (73.5)	110 (81)	120 (88.3)	126 (92.7)
	** BS hp (kW)	86 (64)	92 (68.6)	100 (74.6)	107 (79.8)	117 (87)	130 (96.9)	137 (102)
Rated speed	rev/min	2200	2200	2200	2200	2200	2200	2200
Max. torque	* Nm	283	319	349	403	440	490	474
	** lbf ft	223	236	273	296	327	388	375
@ rev/min		1400	1400	1400	1200	1200	1200	1200
† Max PTO power	PS (kW)	72 (53)	78 (57)	85 (63)	92,5 (68)	102,5 (75.5)	112 (82.4)	118 (87)
* = DIN 70020	** = BS certified to Au 141a 1971 (hp)			† = Manufacturer's estimate				
Engine								
Perkins, water cooled, direct injection diesel	Model	A4.248	AC4.236	AT4.236	1006	1006	1006	1006
Aspiration		Natural	Turbo	Turbo	Natural	Natural	Turbo	Turbo
No. cylinders		4	4	4	6	6	6	6
Bore/stroke	mm	101/127	98,5/127	98,5/127	100/127	100/127	100/127	100/127
Capacity	litre (in³)	4,06 (248)	3,86 (236)	3,86 (236)	6 (365)	6 (365)	6 (365)	6 (365)
Air cleaner, dual dry		●	●	●	●	●	●	●
Clutch								
Diameter	mm (in)	330 (13)	330 (13)	330 (13)	330 (13)	330 (13)	330 (13)	330 (13)
Lining material		Cerametallic	Cerametallic	Cerametallic	Cerametallic	Cerametallic	Cerametallic	Cerametallic
Transmission								
16 forward, 16 reverse speed synchro gearbox, with synchro shuttle		●	●	●	●	●	‡	‡
32 forward, 32 reverse speed synchro gearbox, with synchro shuttle		○	○	○	○	○	‡	‡
32 forward, 32 reverse speed synchro gearbox, with synchro shuttle and 4-speed powershift		‡	‡	‡	○	○	●	●

Road speeds.

Note: Reverse speeds are matched to forward speeds. Speeds in mile/h.

	3060/3065/3065HV	3070/3085/3095	3120	3125
Gear/tyre size	16.9R-34	16.9R-38	16.9R-38	18.4R-38
1	1.1, 1.4	1.1, 1.4	1.4, 1.8	1.5, 1.9
2	1.3, 1.7	1.3, 1.7	2.2, 2.7	2.3, 2.9
3	1.6, 2.0	1.5, 1.6	3.0, 3.8	3.1, 4.0
4	1.8, 2.3	1.8, 2.3	4.4, 5.5	4.2, 5.8
5	2.2, 2.8	2.2,2.8	5.8, 7.3	6.0, 7.8
6	2.6, 3.3	2.6, 3.3	8.7, 11.0	9.1, 11.5
7	3.1, 3.9	3.1, 3.9	12.1,15.3	12.6, 16.0
8	3.7, 4.6	3.7, 4.6	17.5, 22.1	18.3, 23.1
9	4.4, 5.6	4.4, 5.5		
10	5.3, 6.7	5.2, 6.6		
11	6.0, 7.8	6.1, 7.8		
12	7.3, 9.2	7.2, 9.2		
13	8.9, 11.2	8.8, 11.0		
14	10.6, 13.5	10.5, 13.3		
15	12.4, 16.3	12.4, 15.5		
16	14.7, 18.5	14.5, 18.3		

Dynashift gearbox	3085/3095	3120/3125
	1.3–1.5–1.7–2.0	1.2–1.4–1.7–2.0
	2.2–2.5–3.0–3.5	2.1–2.5–2.9–3.4
	2.8–3.3–3.9–4.6	2.8–3.2–3.8–4.5
	3.9–4.5–5.3–6.2	3.7–4.4–5.2–6.0
	4.7–5.5–6.5–7.7	4.6–5.4–6.4–7.5
	8.0–9.4–11.1–13.0	7.8–9.2–10.8–12.7
	10.6–12.4–14.6–17.1	10.3–12.1–14.3–16.7
	14.3–16.8–19.8–23.2	14.0–16.4–19.3–22.6

Specifications are subject to change without notice and may vary from country to country. Please check with your Distributor or Dealer at the time of placing your order.

	3060	3065/3065HV	3070	3085	3095	3120	3125
Power take-off							
Rear							
Independent, operated by hand lever, actuated by hydraulic clutch	●	●	●	●	●	●	●
Speed change:							
Shiftable PTO	O	O	O	O	O	O	O
Inter-changeable shafts	●	●	●	●	●	●	●
PTO speed @ engine rev/min							
540 rev/min (6 spline shaft)	1980	1980	1980	1980	1980	1980	1980
1000 rev/min (21 spline shaft)	2000	2000	2000	2000	2000	2000	2000
Ground speed PTO	O	O	O	O	O	O	O
Economy PTO	O	O	O	O	O	O	O
Shaft diameter, 35 mm (1.38 in)	●	●	●	●	●	●	●
Front							
Independent, operated by button actuated by hydraulic clutch, with	O	O	O	O	O	O	O
35 mm (1.38 in) shaft diameter.	●	●	●	●	●	●	●
PTO speed @ engine rev/min							
1000 rev/min (6 or 21 spline shaft)	2040	2040	2040	2040	2040	2040	2040
Rear linkage							
Electronic control of draft, position Intermix, sensitivity, height/depth, rate of drop and 'quick soil engagement'	●	●	●	●	●	●	●
Lower links, hook end	●	●	●	●	●	●	●
Max lift capacity at link ends, links horizontal kg (lb)	4055 (8940)	4055 (8940)	5850 (12893)	5850 (12893)	5850 (12893)	6500 (14330)	6500 (14330)
Hydraulics							
2-stage, gear type pump	●	●	●	●	●	●	●
Stage 1 (gearbox range changes, diff lock, PTO, 4WD, brakes, clutch, steering, lubrication)							
Max output							
litre/min (Imp. gal/min)	29 (6.37)	29 (6.37)	29 (6.37)	29 (6.37)	29 (6.37)	29 (6.37)	29 (6.37)
@ pressure bar (lbf/in²)	17 (246)	17 (246)	17 (246)	17 (246)	17 (246)	17 (246)	17 (246)
Stage 2 (3-point linkage, auxiliary hydraulics, trailer brakes)							
Max output							
litre/min (Imp gal/min)	50 (11)	50 (11)	50 (11)	50 (11)	50 (11)	50 (11)	50 (11)
@ pressure bar (lbf/in²)	175 (2610)	175 (2610)	175 (2610)	175 (2610)	175 (2610)	175 (2610)	175 (2610)
Auxiliary hydraulics							
'Stage 2' pump- (see above)	●	●	●	●	●	●	●
Two spool valves	●	●	●	●	●	●	●
Up to four single/double acting spool valves with flow divider, detent/kick-out, zero leak or float facility	O	O	O	O	O	O	O
Steering							
Hydrostatic	●	●	●	●	●	●	●
Tilt/telescopic steering column	●	●	●	●	●	●	●
4WD front axle							
Axle beam swing degrees	22	22	22	22	22	22	22
Max steering angle degrees	50	50	50	50	50	50	50
Differential lock	●	●	●	●	●	●	●

		3060	3065/3065HV	3070	3085	3095	3120	3125
Brakes								
Oil-cooled, single plate discs with hydraulic actuation		●	●	●	●	●	●	●
Diameter	mm (in)	356 (14)	356 (14)	356 (14)	356 (14)	356 (14)	356 (14)	356 (14)
Parking brake, independent disc on transmission,hand lever operated		●	●	●	●	●	●	●
Trailer brakes, hydraulic, operated by foot pedals		O	O	●	●	●	●	●
Wheels and tyres								
Front - 2WD	●	10.00-16	10.00-16	10.00-16	10.00-16	11.00-16	‡	‡
- 4WD, radial	●	11.2R-28	11.2R-28	11.2R-28	13.6R-28	13.6R-28	13.6R-28	14.9R-28
Rear, radial	●	13.6R-38	13.6R-38	13.6R-38	16.9R-38	16.9R-38	16.9R-38	18.4R-38
Front - 2WD	O	7.50-18	7.50-18	7.50-18				
- 4WD, radial	O	13.6R-24	13.6R-24	13.6R-24	13.6R-24	14.9R-28		
	O			13.6R-28	11.2R-28			
	O				14.9R-28			
Rear	O	16.9R-34	16.9R-34	16.9R-34	16.9R-34	18.4R-38		
	O			16.9R-38	13.6R-38			
	O			18.4R-38				
Track adjustments								
Front - 2WD	m	1.54-2.33	1.54-2.33	1.54-2.33	1.54-2.33	1.54-2.33	‡	‡
	in	61-92	61-92	61-92	61-92	61-92	‡	‡
- 4WD	m	1.57-2.05	1.57-2.05	1.57-2.05	1.69-2.19	1.69-2.19	1.69-2.19	1.69-2.19
	in	62-81	62-81	62-81	66-86	66-86	66-86	66-86
Rear	m	1.42-2.15	1.42-2.15	1.42-2.15	1.43-2.14	1.43-2.14	1.43-2.14	1.43-2.14
	in	56-84	56-84	56-84	56-84	56-84	56-84	56-84

Miscellaneous equipment

Standard equipment includes	Stabilisers, swinging drawbar and auto-hitch, external linkage controls, front weight frame, two hydraulic spool valves.
Optional equipment includes	Front linkage,front PTO, front mudguards.

Cab and controls

Standard equipment includes	De-luxe cab - 73dB(A) noise level ,with tinted glass, opening side and rear windows. Three speed blower with heater unit.. Fully adjustable spring suspension swivel seat,.radio cassette player, rear windscreen wash/wipe, electronic linkage control. Autotronic driving aid, controlling: gearbox, 4-wheel drive, differential locks, brakes, PTO engagement.
Optional equipment includes	Full air conditioning (standard on 3120/3125), passenger seat, large telescopic rear view mirrors. Datatronic control/ information system (standard on 3120/3125) featuring: adjustable slip control, 16-function display, comparative mode and cost factor. (Note: some 'optional equipment' may be standard on specific models. Please consult your dealer.)

Weights and dimensions. With full fuel, oil and water and 'standard' wheels and tyres.

Weights								
2WD	kg	3579	3579	3855	4185	4185	‡	‡
	lb	7890	7890	8499	9226	9226	‡	‡
4WD	kg	3898	3898	4100	4420	4420	4640	4913
	lb	8593	8593	9039	9744	9744	10229	10828
Dimensions								
Overall length - 2WD	m (in)	4,00 (157)	4,00 (157)	4,08 (161)	4,32 (170)	4,32 (170)	‡	‡
- 4WD	m (in)	4,07 (160)	4,07 (160)	4,16 (163)	4,45 (175)	4,45 (175)	4,59 (181)	4,59 (181)
Overall height, over cab	m (in)	2,67 (105)	2,67 (105)	2,69 (106)	2,78 (109)	2,78 (109)	2,78 (109)	2,89 (114)
Min width	m (in)	1,89 (74)	1,89 (74)	1,89 (74)	1,89 (74)	1,93 (76)	1,93 (76)	1,93 (76)
Wheelbase	m (in)	2,37 (93)	2,37 (93)	2,46 (97)	2,70 (106)	2,70 (106)	2,70 (106)	2,70 (106)
Turning circle (diameter)								
- 2WD, less brakes	m (ft)	7,4 (24.3)	7,4 (24.3)	7,7 (25.3)	8,6 (28.2)	7,7 (25.3)	‡	‡
- 4WD, less brakes	m (ft)	8,4 (27.6)	8,4 (27.6)	8,6 (28.2)	9,4 (30.8)	9,4 (30.8)	9,4 (30.8)	9,6 (31.5)
Capacities								
Fuel tank	litre (Imp. gal)	148 (32.6)	148 (32.6)	178 (39.2)	178 (39.2)	178 (39.2)	178 (39.2)	220 (48.4)
Cooling system	litre (Imp. gal)	16 (3.5)	16 (3.5)	20 (4.4)	25 (5.5)	25 (5.5)	25 (5.5)	25 (5.5)
Transmission	litre (Imp. gal)	60 (13.2)	60 (13.2)	60 (13.2)	60 (13.2)	60 (13.2)	60 (13.2)	60 (13.2)

The range of options that make the difference

A wide choice of options is available, which generally can be fitted at any time. This allows you to vary the specification of the tractor to meet your requirements today and in the future.

Low profile cabs *

'Low profile' cab versions of all of the 3000 series range are available. Designed for use in any areas with restricted headroom, these models have an overall height of around 2,5 m.

Platform models *

All 3000 and 3100 series models are available in 2 wheel drive and also as platform versions, with or without safety frame and sun canopy.

Front linkage and PTO

Front linkage and PTO were designed into the 3000/3100 series from the outset, for maximum productivity and quicker return on capital investment.

Using front/rear implement combinations can give real time savings – up to 30% when drilling, with consequent savings in fuel, manpower utilisation and reduced soil compaction.

For users of semi-mounted ploughs, **'Dualcontrol'** automates, getting into and out of the furrow, setting the plough and evenness and control of work. Because the furrow/depth wheel is moved in accordance with the linkage, Draft Control keeps the plough parallel with the ground instead of raising and lowering only the front furrows. This allows higher work rates and easier operation, resulting in a better standard of work.

Hitches

3000/3100 series tractors can be specified with a hitch to suit any application or need. The swinging roller drawbar is ideal for heavy duty trailed implements; high visibility automatic hitches, to ease trailer attachment; height-adjustable trailer hitches for use with heavy twin-axle trailers, and many more, ensure ease of operation and maximum output in any conditions.

Low profile cab versions of 3000/ 3100 series are available*

Front linkage

Forestry application models have full reverse drive capability

Two wheel drive versions of all models are available. Platform models* are available too, with and without safety frame and sun canopy.

Dual control gives precise automatic control of semi-mounted ploughs.

Standard linkage is highly specified, but many options are available to suit specialist needs.

* Not available in the United Kingdom

Dedicated after-sales support

Training

A successful business must have a dedicated, skilled and efficient work force. Massey Ferguson dealers have highly trained mechanics, with skills and product knowledge constantly assessed and, where necessary updated by attending a wide variety of courses run at key Massey Ferguson training schools.

The Stoneleigh Training Centre, for example, based in the heart of rural England, is on a 20 hectare site adjacent to Massey Ferguson's 300 heactare farm. So as well as the modern lecture rooms and fully equipped workshops, there is ample opportunity to use a range of machinery under real conditions.

Parts and service support

The Massey Ferguson dealer network has been carefully appointed to provide you with a high standard of responsive local service, so when you buy Massey Ferguson, you will truly discover the benefits of MF aftersales support.

Your Massey Ferguson dealer can also offer you a range of preventive maintenance programmes at value for money prices, so that regular maintenance through your dealer will ensure minimum downtime, and help keep operating costs under control.

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