

MF 6200



**Eight high productivity tractors
from 79 to 142 hp**



MASSEY FERGUSON

The MF 6200 Series ... A higher level of 'field efficiency'

The MF 6200 Series is now available with suspended front axles and with new transmission and hydraulic functions. There's improved comfort and control too, so the 6200 Series is even better equipped to boost your productivity.

'QuadLink' suspended front axles

The unique 'QuadLink' suspended front axle, now available on all 6-cylinder 4-wheel drive models, improves both road and field performance. Being operator controlled, *you* decide when the system is active, then the system's dedicated computer takes over to give optimum performance in all conditions.

Powerful Perkins engines

The Perkins four and six cylinder 'green' engines all feature unique 'Dynatorque' characteristics, to ensure that power and torque are matched perfectly to the job in hand.

Unique transmissions and control

Giving the smoothest, easiest powershift and power shuttle change in the business, 'Power Control' is standard on both the 32 speed

Dynashift Plus and the 16 speed Speedshift Plus gearboxes. Uniquely 'Power Control' provides left hand command of power shuttle, powershift changes and clutch control for main gear and range selection.

Speed matching and 'AutoDrive'

The Dynashift Plus gearbox now features 'Speed Matching' as standard and 'AutoDrive' as an option. Described fully on pages 10 and 11, these new systems give semi- or virtually fully automatic transmission control.

Headland and field management

The spacious cab is well equipped and has a range of electronic driving aids fitted, as standard, to ensure easy operation, high quality work and high productivity. And with optional DATATRONIC II, the new 'Spool Valve Management System', 'Trailed Implement Control' and 'Dual Control' combining with the new transmission automation, a comprehensive 'Headland and Field Management System' can be specified, giving you the ultimate in operating automation.

Model	Engine	Capacity	³ Power
¹ 6235-2/4 ²	4 cyl. turbo	4.0 litre	79
6245-2/4 ²	4 cyl. turbo	4.0 litre	91
6255-2/4 ²	4 cyl. turbo	4.0 litre	101
6260-2/4	6 cyl. Nat.Asp	6.0 litre	114
6265-2/4	4 cyl. turbo	4.0 litre	114
6270-2/4	6 cyl. turbo	6.0 litre	120
6280-2/4	6 cyl. turbo	6.0 litre	132
6290-2/4	6 cyl. turbo	6.0 litre	142

¹ Not available in the UK ² Also available as 'steep nose' version
³ ISO hp (TR 14396)



Above: MF 6245/4 (91 hp) with optional 'steep nose' bonnet and 'Panorama' roof

Below: MF 6270/4 fitted with optional QuadLink suspended front axle



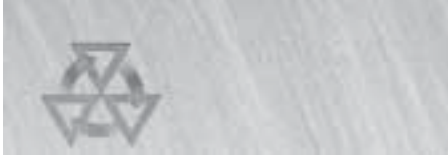


Above: MF 6235/4 (79 hp)



Above: MF 6270/4 (120 hp)





The MF cab... a highly efficient 'centre of operations'

An essential element of all tractor operation is the comfort and efficiency of the cab and controls. The MF 6200 Series cab provides excellent visibility and plenty of space, with precise, well-placed controls and clear instrumentation to enable maximum operating efficiency in all conditions.

Unhindered access

Access is really easy from either side of the tractor. With two wide-opening, rear-hinged doors, large self-cleaning steps and a flat, uncluttered floor area. Inside, the new seat is fully adjustable, including lumbar support and a built-in back rest extension. There's also a swivel facility to give the operator a more comfortable view of rear mounted equipment. A secondary seat is also available which can be quickly raised into position to give a passenger a safe, comfortable ride.

Right: The high specification swivelling seat, featuring armrest mounted controls.

A 'super de-luxe' seat is also available (not shown), featuring pneumatic lumbar support, heating and 'active carbon' material, for even greater comfort.



Excellent visibility

5.7m² surface area of tinted glass, narrow pillars and side-mounted exhaust all help to ensure excellent all-round visibility. Large telescopic rear view mirrors are a further aid to safe manoeuvring and transport.

Outstanding comfort

Air filtration, tinted glass all round, efficient heating and ventilation - including rear 3/4 and rear window demisting, plus air conditioning (optional) all enhance comfort and efficiency. And when work schedules get really tight, the excellent internal and external lighting, convenient storage areas, drinks holder (and cooler, when air conditioning is fitted), high quality stereo and quiet cab, all help to boost output and performance by keeping the driver fresh and alert.

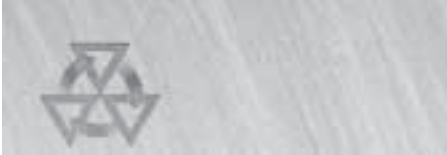
Right: Cab provides superb space, comfort and control. Picture shows optional 'Spool Management System' joystick (see page 20)



Right: Time to appreciate the 6200 Series cab!

Far right: Night time working is safe and productive, with first class lighting





Maximum productivity through ergonomic efficiency

Simplicity is the key to control in the 6200 Series. With clear instruments, large switches and rotary controls; all clearly identified and close at hand; uniquely efficient gear and clutch control, plus Speed Matching, easy, safe operation is assured.

Unique Power Control

The short-throw right hand gear lever, **Speed Matching** (see page 11) and unique **'Power Control'** lever take all the effort out of gear selection and speed control. With Power Control, power shuttle, powershift changes and de-clutching are all finger-tip controlled by a single left hand lever. So the right hand is free to operate linkage and hydraulic controls, for faster headland turns and reduced cycle times.

Smooth, simple controls

The steering column is adjustable for angle and reach, so you can get just the right driving position. A new armrest-mounted 'joystick' is available, which controls the new Spool Valve Management System (SMS). There is a large rotary PTO switch, well positioned, ergonomically designed auxiliary hydraulic levers (for models without SMS) and a simple Electronic Linkage Control panel.

The most frequently used controls are mounted in the right armrest, and

spool valve, gear levers and the new hand throttle lever are all close at hand.

Overhead console

Overhead, the roof hatch can be opened for additional 'natural' ventilation. In the neat roof console, a large analogue clock, stereo and (optional) air conditioning controls are conveniently located alongside a handy drinks holder (which is also a chiller, when air conditioning is installed).



Above: Frequently used controls are mounted in the new armrest (optional SMS shown)

Left: Power Control means total control; total simplicity

Digital instrumentation

The 'automotive' style dashboard features both conventional analogue and digital read-outs, so different types of information are displayed in the optimum way for fast, easy assimilation of vital data.

Left and below: Control layout includes convenient armrest mounted controls. The optional SMS 'joystick' spool valve control is shown.

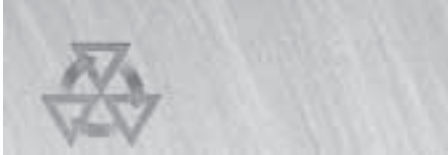
Automated control

With the standard **Transmission Control** system 'managing' a number of transmission related functions and (optional) **Datatronic II** (described more fully on pages 22 and 23) providing highly accurate information, plus automatic wheelslip control, efficient operation and high quality work go hand in hand with comfort and safety.



Above: Clear display of all vital data





Powerful engines; efficient transmissions, for 'real' usable power

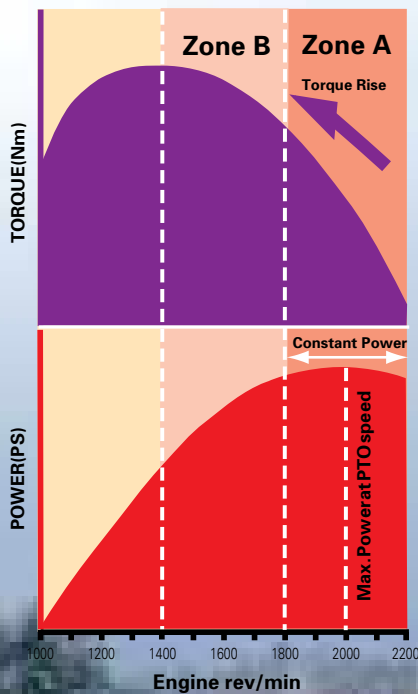
6200 Series tractors are equipped with the latest 'green' Perkins 1000 Series engines which combine high power and torque with significantly lower noise levels and emissions. In conjunction with low power loss transmissions and advanced electronic and hydraulic systems, this means that up to 95% of the engine power is available at the wheels and PTO for operating equipment more efficiently.

'Fastram'

The new engines feature Fastram combustion. By creating air 'swirl' within the cylinder head, air enters the combustion chamber in the piston crown at very high speed. The result is precisely controlled, highly efficient combustion, lower noise levels and less wasted fuel.

Dynatorque engines

After extensive research of the power and torque requirements of different types of work, Massey Ferguson has developed its range of Dynatorque engines to give precisely the right combination of power and torque for each job and engine speed.



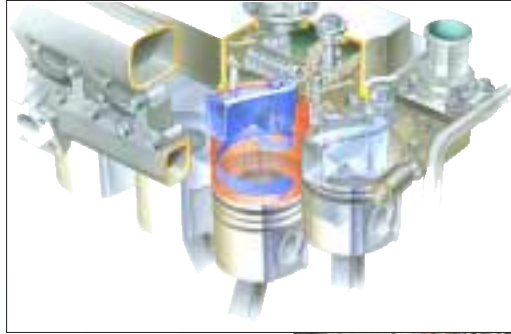
For example, **zone A** (see diagram), between 1800 and 2200 rev/min, covers heavy duty PTO applications. The need here is for high torque and rapid torque rise, to ensure that PTO speed is maintained at all times.

The engines have also been designed to give maximum power at PTO rated speed. This can be as much as 4.5% greater than rated power, ensuring optimum performance with high power PTO equipment. Power is maintained at, or above rated power in this zone, giving a massive 400 revs of 'power-plus performance'. In non-PTO applications, you can reduce engine speed whilst maintaining performance and greatly enhancing fuel efficiency.

Left: The curve shows the ideal power and torque characteristics of MF's Dynatorque engines

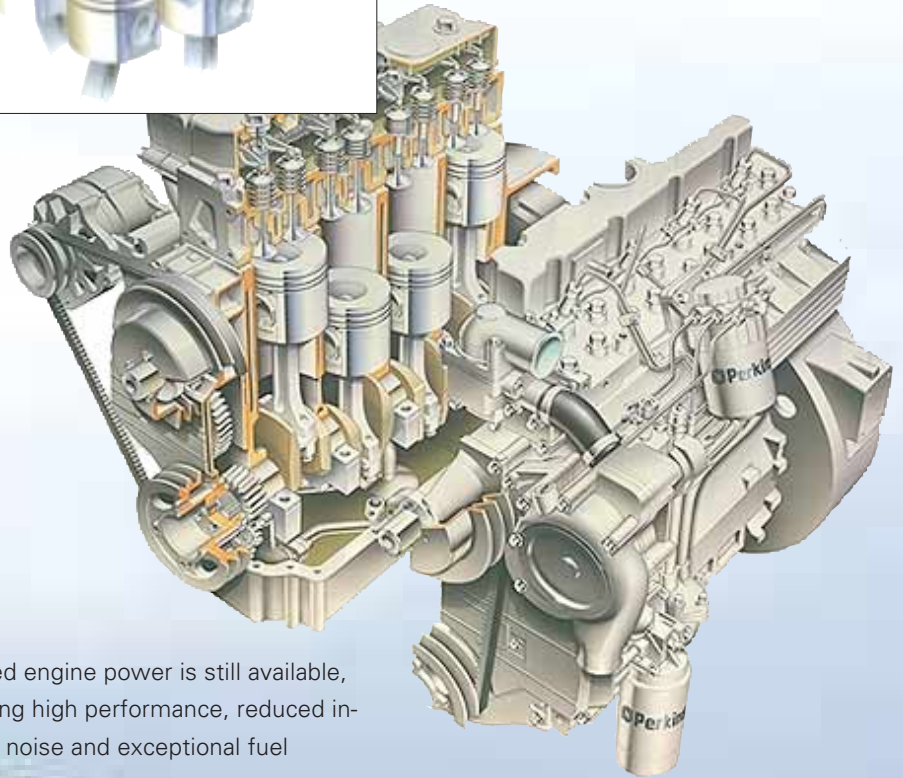


Far right: Advanced 4-cylinder (MF 6235) engine with Fastram combustion system (inset)



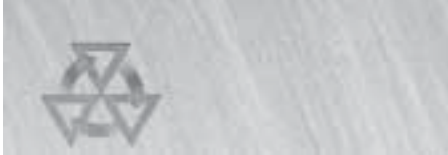
Zone B, from 1400 to 1800 rev/min, covers general farming applications, economy PTO work and transport. Here, the need is for high overall torque, as operating speed is often less important than just 'lugging' ability. Progressive torque rise perfectly complements the MF change-on-the-move transmissions for superb in-field performance. The 'bulged' power curve also means that in economy PTO applications, 85% of

rated engine power is still available, giving high performance, reduced in-cab noise and exceptional fuel



efficiency. Transport applications are also perfectly catered for by having massive torque at low engine speeds, ensuring easy starting with the heaviest trailers.





Dynashift Plus: with Power Control and Speed Matching as standard

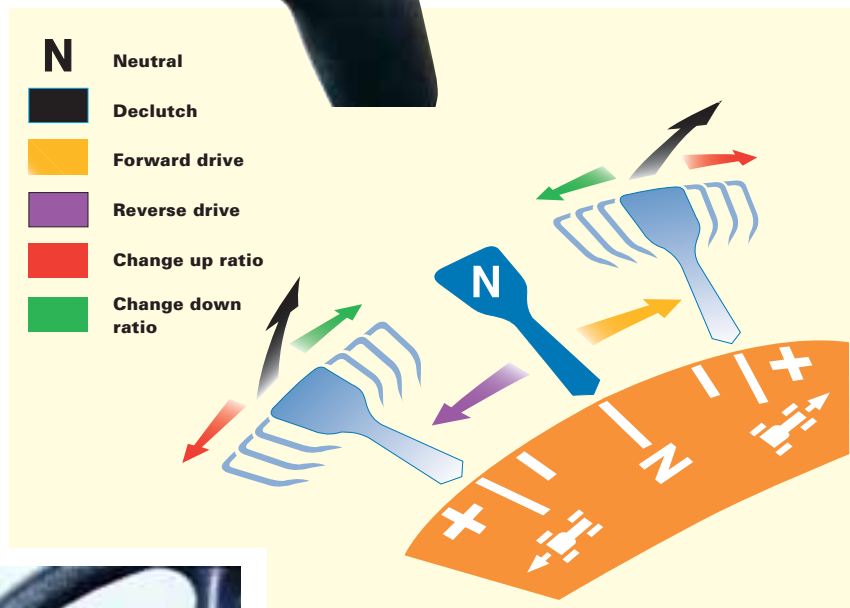
Dynashift Plus is standard, with Speedshift Plus also available. In both cases, power is transmitted via oil-cooled multi-plate clutches for optimum efficiency, reliability and ease of use.

Dynashift Plus transmission

Dynashift is uniquely efficient and simple to operate. It provides a smooth, silent 4-speed powershift change in each of eight synchronised gears. So you can always choose a gear with all the powershift flexibility you need to cope with varying conditions. And as Dynashift has 'close ratio' steps of only 17%, you can react to any load change,

maintaining peak efficiency and improving productivity at all times. For optimum performance, of the 32 forward speeds, 14 are in the field working range, so whatever the job, the correct speed is always available. And with matched forward/reverse speeds shuttle operations are more efficient too.

Simple 'H-gate' gear pattern, plus button-controlled range selection



Power Control

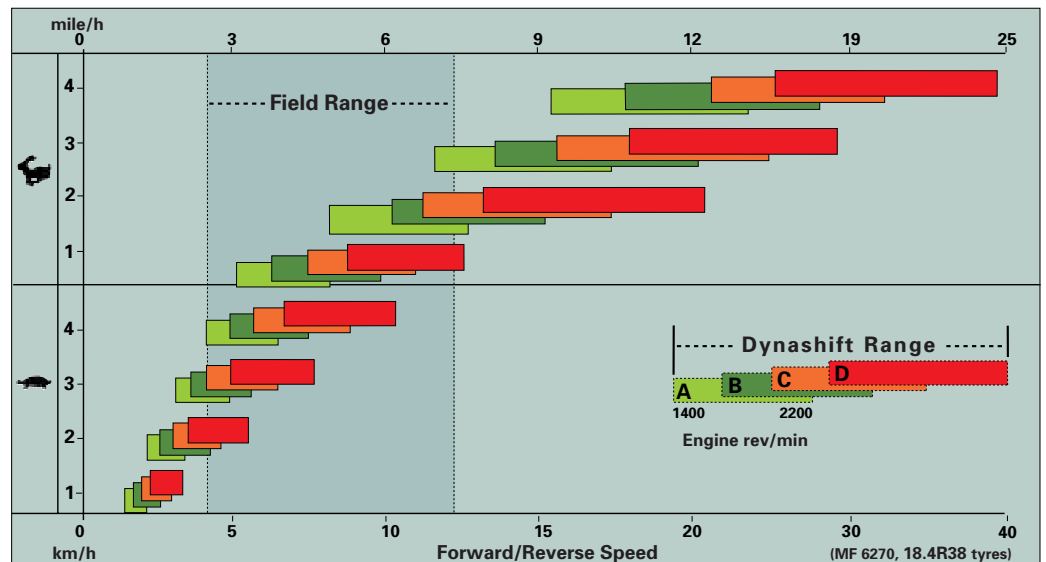
With both Speedshift Plus and Dynashift Plus transmissions, unique Power Control provides convenient forward/reverse shuttle, powershift changes and finger-tip de-clutching, ... all from a single lever.

The position of the Power Control (or 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 efficient layout encourages full use of Dynashift at all times, plus simultaneous command of all other control systems. This convenience



Above: Multi-function Power Control lever

Right: Dynashift speed chart illustrates excellent 'overlap' within each Dynashift range.



Convenient selection of Auto Drive or Speed matching mode



results in higher output, greater efficiency and superior work quality.

Speed Matching

'Speed Matching' automatically selects the correct Dynashift ratio according to forward speed when changing gear or range. For example, if a tractor is pulling a heavy trailer in 3rd gear, High Range in Dynashift ratio 'D', if the operator changes into 4th gear, Speed Matching will **automatically** select either B or C ratio.

AutoDrive

As an option on Dynashift Plus models, **AutoDrive** provides **automatic** changes between Dynashift ratios in accordance with engine load and speed. The system is switch operated, allowing selection of Speed Matching, Economy Mode or Power Mode.

In Power Mode, Dynashift automatically changes up above 2100 rev/min. In Economy Mode,

Dynashift automatically changes up above 1700 rev/min. In both modes, when the operator increases the throttle speed, AutoDrive will perform a 'kick-down' if the load necessitates it.

In tests, working with AutoDrive gave a 10% increase in area worked within a given time period, with an 11.7% reduction in fuel consumption.

Creeper speeds available

For specialist applications a creeper gearbox option is available, providing additional speeds; as low as 500 m/hour at rated engine.

Safe operation

Dynashift has fully synchronised range and gear changes for smooth, reliable operation. It is also fully protected against inadvertent selection of the wrong range because the Transmission Control system prevents changes from one range to another if the speed of the

tractor is too great for the gears to be properly engaged.

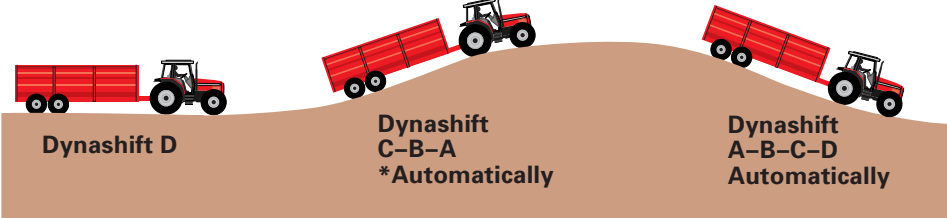
Rugged construction

For added durability and quiet operation, the Dynashift gearbox incorporates very wide, helical gears and 'dual cone' synchromesh. The design has great strength to cater for the massive torque loads being transmitted.

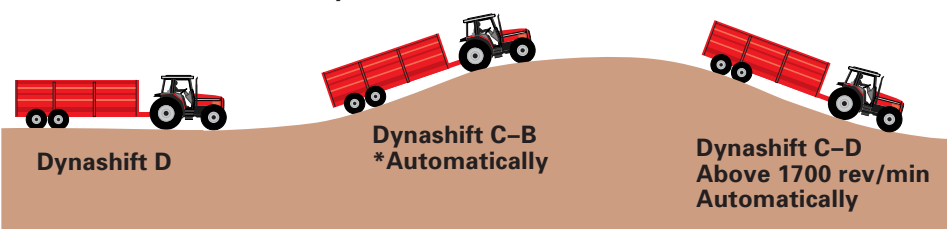
Oil-cooled clutch

All models have oil-cooled clutches for smooth operation and durability. Two multi-plate clutches, one for forward drive and one for reverse drive, ensure a controlled, modulated transition from forward to reverse drive. A dedicated pump supplies 22 litre/min to whichever clutch is engaged.

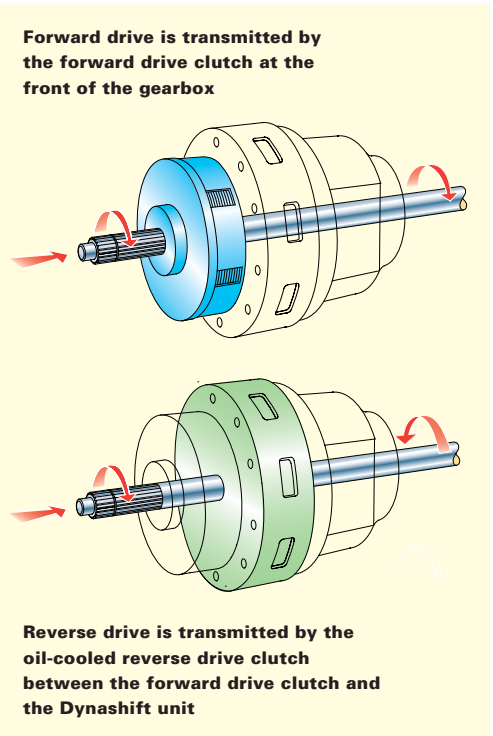
AutoDrive: Power mode

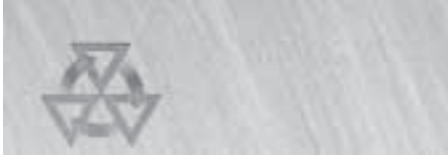


AutoDrive: Economy mode



*Depending on load and throttle position





Speedshift Plus: Power Control, 16 speeds and 'creeper' option

The close ratio, fully synchronised Speedshift transmission has been designed and built with the same care and precision as Dynashift. It also comes as standard with Power Control for the ultimate in convenient operation. As with the Dynashift transmission, power losses are also very low, so as much power as possible is converted into useful work.

The Speedshift transmission offers 16 forward speeds of which eight are in the field working range, giving excellent speed coverage for a wide variety of applications.

On-the-move Speedshift changes give a 21% downchange under load to power you through more difficult conditions. Speedshift changes are made using the Power Control lever leaving the right hand free to operate other controls.

The power shuttle provides almost identical forward/reverse speeds, shortening cycle times in loader work and speeding headland turns.

Creeper speeds

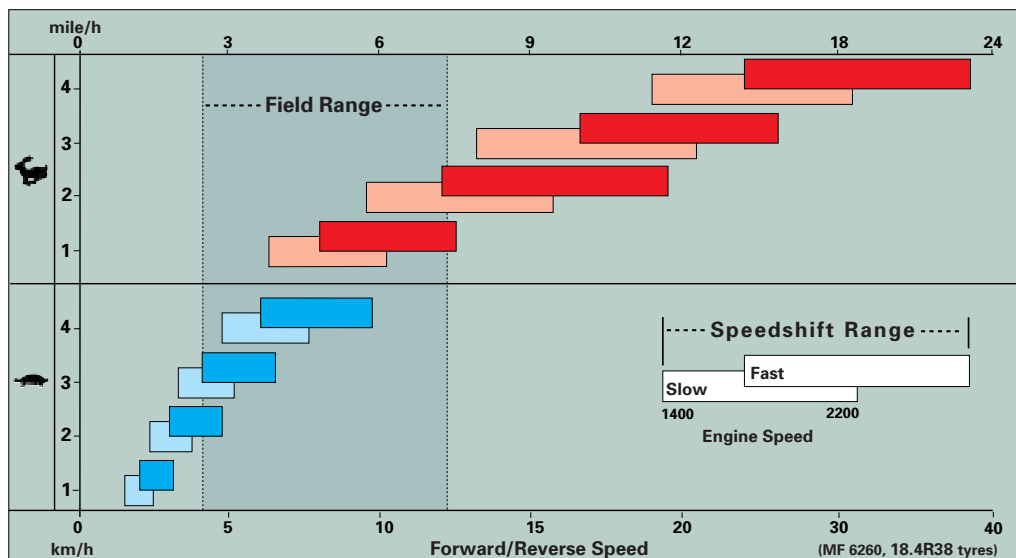
Creeper gears can be specified, with a 4:1 reduction providing an additional 8 speeds. These extra low speeds offer greater control in specialist low-speed applications.



Left: The Multi-function Power Control lever operates as on Dynashift Plus models - fully described on Page 10



Gear lever has simple 'H-gate' gear pattern, plus button-controlled range selection



Gear selection is by a single lever. Ground speed overlap is excellent.

Chassis and driveline ... built for strength, durability and flexibility

From the 55° steer front axle to the heavy duty final drives, 6200 Series tractors have been built to tackle the high stresses imposed by the toughest working conditions.

The rear axle houses large disc brakes which have constant pressure lubrication to provide reassuring, fade-free stopping power. At the touch of a button, simultaneous actuation of front and rear differential locks also ensures maximum traction at all times. The 'Hydralock' differential lock design ensures fast, 100% engagement and disengagement of the differential locks, with no slippage or loss of power.

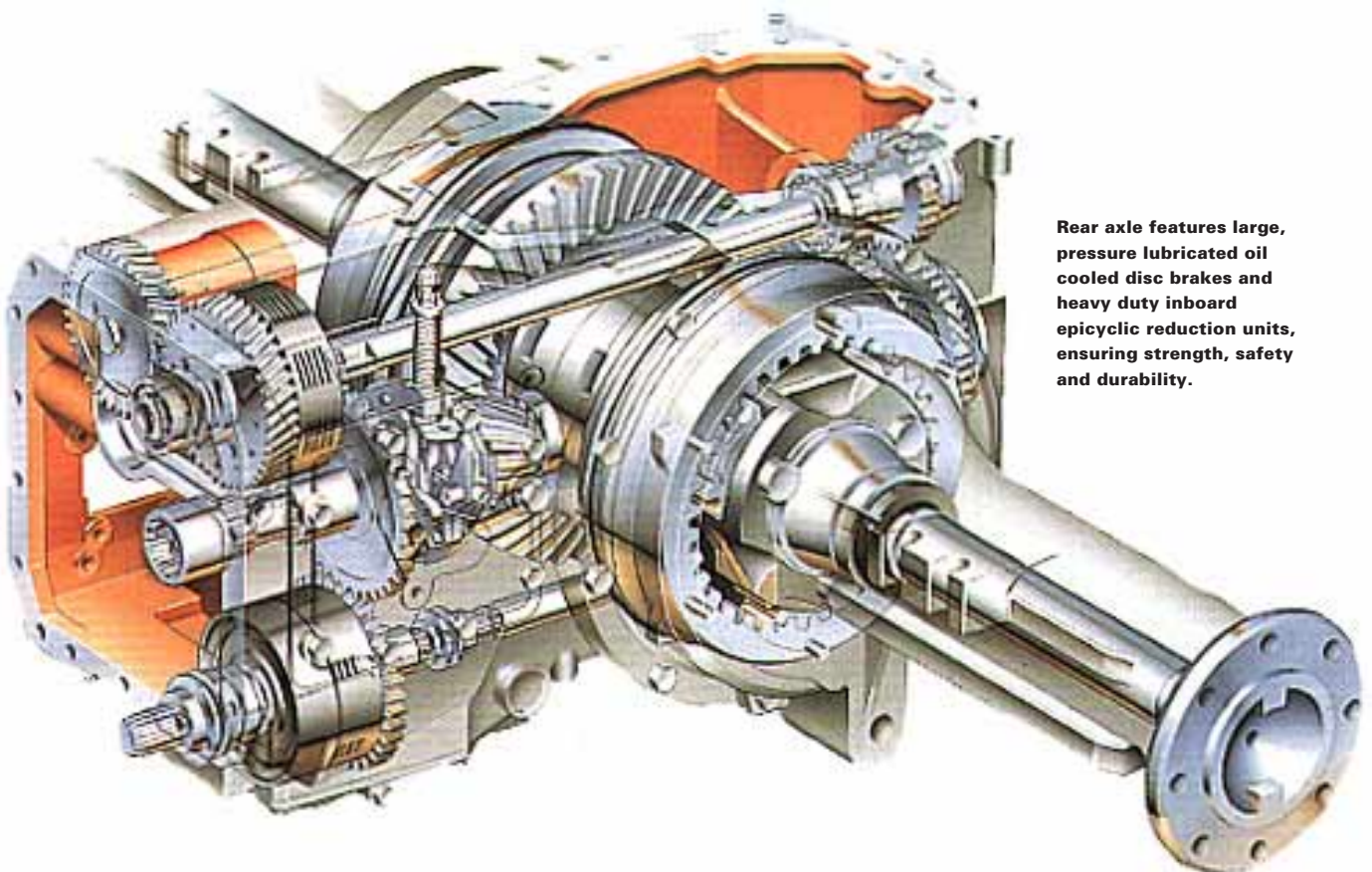
4-wheel drive axle

The MF 4-wheel drive system provides all the familiar advantages of superior traction and stability and has massive load capacity, giving outstanding durability, even with heavy front-mounted equipment attached. 4-cylinder models feature a centre mounted drive shaft design for excellent ground clearance. The tight 55° steering angle is achieved without the wheels 'leaning', so you can still fit dual wheels, to minimise soil compaction. 6-cylinder models also have a 'high pivot' layout to maintain excellent turning angles with larger tyre sizes.

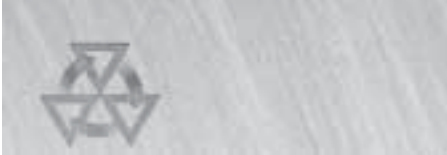
Automated control

The Transmission Control system 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 14 km/hour.

Transmission Control also 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 the linkage is raised or when using independent brakes and also when travelling at more than 14 km/hour.



Rear axle features large, pressure lubricated oil cooled disc brakes and heavy duty inboard epicyclic reduction units, ensuring strength, safety and durability.



QuadLink: MF's 'third generation' front suspension system...

Massey Ferguson's 'QuadLink' front axle suspension system is an advanced, computer controlled 'third generation' system.

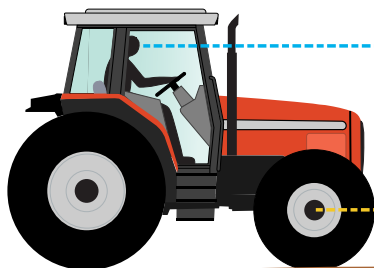
Available on all 6-cylinder MF 6200 Series tractors, QuadLink builds on the accepted benefits derived from suspending the front axle by incorporating unique design features that give a marked improvement in driver comfort, productivity and safety... both on the road and in the field.

Faster and safer on road and track

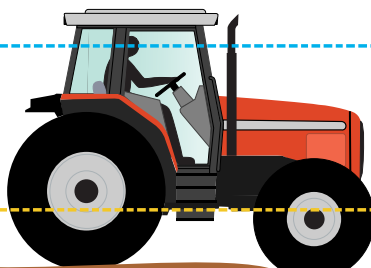
Any driver knows only too well, the uncomfortable fore and aft 'pitching' that can build up when travelling at speed on the road or on a fast farm track. The new suspended front axle largely removes this characteristic,

Uneven terrain is compensated for by front axle movement, giving the driver a much smoother... more productive ride

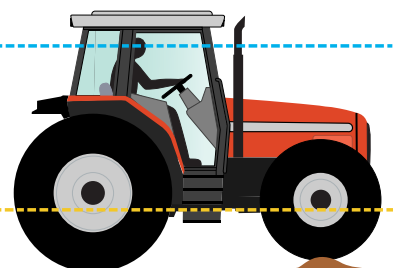
Normal wheel position



Maximum wheel depth



Minimum wheel depth



'CAD' drawings showing axle movement: Normal axle compression



Minimum axle compression



Maximum axle compression



enabling higher transport speeds, with a much greater degree of comfort and safety.

Improved field performance

During long hours of field cultivation, the reduction in shock loads, on both tractor and driver, gives a combination of very tangible and less obvious benefits.

For the driver, the reduction in vibration and increased stability gives added comfort that will translate directly into higher productivity. For the tractor, the less obvious benefit is reduced component stress and wear, with a consequent improvement in component life and durability, leading ultimately to less down-time.

Improved traction

In the field, as a result of the wheels maintaining full contact with the

ground for more of the time, an improvement in front wheel traction of up to 20% can further improve output and reduce tyre wear and soil damage.

The improved front wheel ground contact also helps to provide more positive, safer steering, even when transporting heavy, fully mounted equipment.

Unique design... uniquely efficient

The unique design of the Massey Ferguson 'QuadLink' front axle suspension system gives a number of significant benefits over competitive designs.

Simple 'QuadLink' design

Unlike some competitive designs, the MF system is simple and compact. It comprises four moving links, a single hydraulic ram, hydraulic accumulators and a control mechanism.

... more productive in the field, faster on the road

Electronically controlled

Regardless of front axle load, oscillation or turning angle, the electronic control mechanism **automatically** maintains a constant suspension height. There is no operator input required.

High pivot design

The high pivot point and free axle oscillation means that the excellent turning circle is not compromised when the suspension system is in operation. In fact, turning circle is actually improved - by as much as 8%.

Operator choice

The MF system is also fully operator controlled. So depending on conditions, **you** can decide when to switch the system on or off, or when it operates fully automatically. For example, when working in the field with front linkage, where a uniform depth of cultivation must be maintained, it is essential that the operator is able to deactivate the system. Or when working in a confined space with a loader or with pallet forks, where height control must be precise, again it is essential to be able to deactivate the system.

On some competitive systems this is not possible.

Low maintenance

The design simplicity means that the axle is inherently very reliable. And with no additional grease points, maintenance of the suspended front axle is just as simple as MF's standard design.



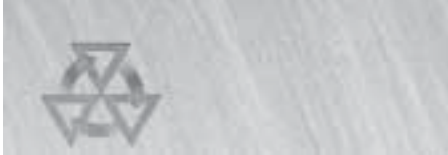
Left: Simple engagement and disengagement of front suspension and front differential lock



Above: Safer, more comfortable road and track operation



The MF 'QuadLink' suspended front axle design is extremely simple, yet effective... and robust. The high pivot design gives an excellent turning circle



A choice of PTO and hydraulic systems for extra versatility

The highly efficient transmissions of 6200 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.

A wide range of PTO options are available – all fully Independent. 540/1000 rev/min is the standard system, whilst optional 540/1000 rev/min economy gives standard PTO speed at lower engine speed, reducing noise levels, saving fuel and cutting production costs. The flanged PTO

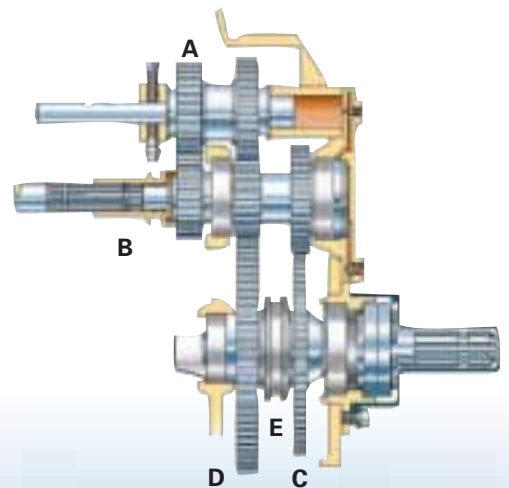
shaft is extremely strong and provides a simple, 'oil-less' shaft change. There are also in-cab shiftable, exchangeable shaft and ground speed options too, matching any farm's requirements.

Automated control

The Transmission Control system monitors and controls PTO clutch engagement depending on load. This gives greater operating safety and protects both implement and tractor from damage due to inappropriate engagement. For added safety, the fender-mounted PTO 'Stop' control disengages PTO drive instantly, in emergency situations.

Diagram (below) shows the simplicity of the shiftable/economy PTO system:

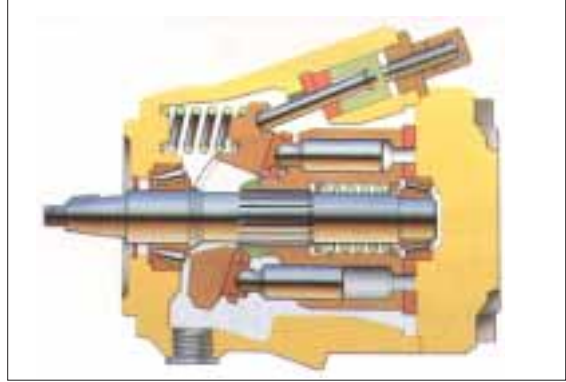
- A. Coupler engaged in Economy PTO
- B. Coupler engaged in Standard PTO
- C. 1000 rev/min drive
- D. 540 rev/min drive
- E. 540/1000 rev/min 'shiftable' coupler



Large, safe, simple PTO controls



The axial piston pump, fitted on 105 litre 'closed centre' systems, enables rapid response to flow demands



MF 6200 Series tractors have a lift capacity of up to 7,1 tonnes as standard. And to meet the oil flow and pressure demands of very large equipment or multiple front/rear combinations, a 'closed centre, load sensing' hydraulic system is optional on all models.

Highly specified 3-point linkage

To make the most of the high lift capacity, the linkage and hydraulics are highly specified. Twin external lift rams, high visibility pickup-hitch with swinging drawbar, quick-attach hook top and lower links, external linkage controls, twin telescopic stabilisers and two spool valves are all standard equipment.

For added convenience and flexibility, one of the spool valves is fitted with a flow control valve, enabling variable – and precisely controlled amounts of oil to be supplied to external equipment, whilst simultaneously directing the remaining oil to the three-point linkage or to a 2nd spool valve.



Closed centre hydraulics (CCLS)

Sensing lines throughout the system ensure that flow and pressure are automatically regulated according to demand, so there's no wasted power – or fuel – used in pumping oil that's not required. But when there is a need for oil flow, it's there on demand – instantly. With 105 litres per minute at a pressure of 200 bar being available in less than 1/20th of a second. The CCLS system is fully compatible with SMS and joystick control.

Left: Electrospools shown, on optional CCLS system

Below: Powerful hydraulics provide high lift capacity (MF 6235, French specification shown)





MF electronic linkage control... for accuracy, response and simplicity

For many years, Massey Ferguson's electronically controlled linkage has been the industry leader in terms of design simplicity, responsiveness, accuracy, ease of use and reliability. Now, with improved controls and ergonomics, the 6200 Series is even more satisfying to operate.

The latest generation, digital electronic linkage control system (or ELC), uses electronic sensors to measure draft 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 microprocessor – the system's brain – which compares these signals with others from the driver when he adjusts the settings on the ELC console.

More accurate draft control

The digital ELC system gives a higher standard of draft control for more accurate depth settings and better ground contour following. The result is more weight transfer and better traction, giving less wheel slip, reduced tyre wear and fuel consumption and greater output.



Simple ELC panel

With the more frequently used controls armrest mounted and a simplified ELC control panel, accurate operation is easy. And in addition to all the normal linkage control functions, the system also incorporates advanced integrated features. Sensitivity, quick soil engagement and automatic drop speed are all standard.

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

Standard Active Transport Control

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

Active Transport Control (ATC) is integrated into the ELC system as standard. It is a shock absorbing

Left and above: Excellent ergonomics are a feature of the integrated Electronic Linkage Control system. (optional Spool Management System joystick shown)



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

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

system which minimises the 'pitching' action – automatically adjusting for different implement weights. This gives smoother, safer, faster transport and, by reducing shock loads through the lift rams and hydraulic circuits, also minimises the risk of damage to the lift system.

ATC is independent of the transport lock and 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. It is then activated when the



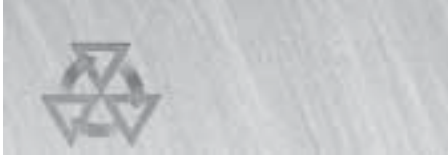
implement is raised and deactivated when the implement is lowered.

ATC and QuadLink

When ATC is used in conjunction with the optional QuadLink

suspended front axle, stability when transporting or operating mounted equipment at speed is improved still further, giving greater comfort, safety and productivity.





The ultimate Field and Headland management System

By combining a long line of innovative design features with the very latest developments, the MF 6200 Series now boasts the most comprehensive Field and Headland Management System available today.

Among many important features, **Datatronic**, MF's industry-leading information, control and cost management system, has been continuously developed. As well as data monitoring and the vitally important 'Wheelslip Control', it now operates our new Field Management systems:

- **Rear Dual Control** (Agritechnica gold medal winner for automated control of semi mounted ploughs)
- **Trailed Implement Control (T.I.C.)** (Agritechnica silver medal winner for automated control of trailed equipment), and now:
- The **Spool Valve Management System (SMS)**, for precise control of external oil flow.

- **Front Dual Control**, for simplicity and integration of the control of front and rear mounted equipment.

Combine all of this with **Speed Matching, AutoDrive** and other systems, such as MF's superb ELC and Transmission Control (which automates and simplifies PTO, differential lock activation and transmission functions) and the result is a massive boost to productivity and simplicity of operation.

Spool Valve Management System

Available as an option on all models with 'closed centre load sensing hydraulics', a new armrest-mounted 'joystick' controls the new Spool Valve Management System (SMS). The joystick offers easier, more precise, **memorised** control of two electro-hydraulic, proportional spool valves.

SMS: accuracy and simplicity

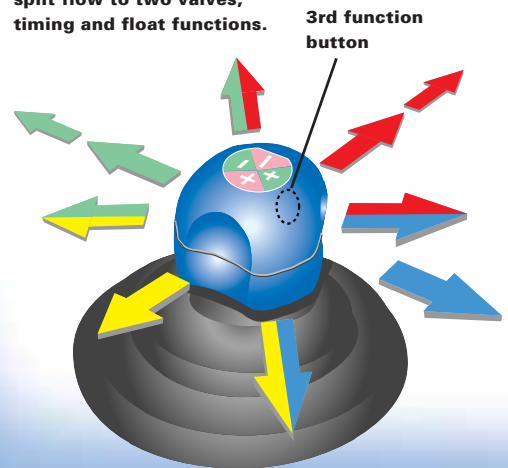
SMS enables external hydraulic oil flow rates to be memorised and

controlled via a convenient joystick. Simply move the multi-directional joystick to set the required hydraulic function and flow, then press the memory button. Each subsequent time that the same function and flow is required, a single movement of the joystick is all that is required.

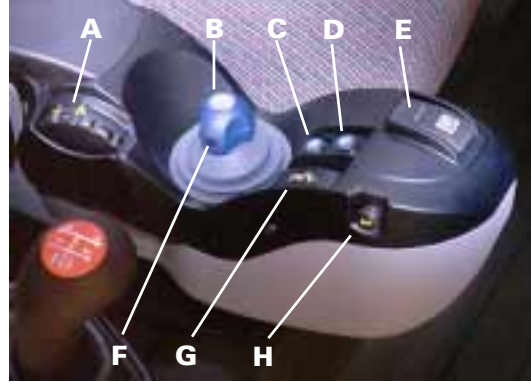
SMS and DATATRONIC II

On tractors fitted with Datatronic II, SMS can be programmed for even finer adjustment of oil flow, plus precise pre-set flow timing. All flows and timings are simply set via the Datatronic monitor, using a new SMS menu and the rotary control switch, as for any other Datatronic settings.

The multi-directional SMS joystick controls flow to individual spool valves, split flow to two valves, timing and float functions.



- A. ELC Draft control switch
- B. SMS joystick
- C. SMS memory switch
- D. SMS On/Off switch
- E. Speed Matching or AutoDrive switch
- F. SMS 3rd function switch
- G. ELC lift/lower switch
- H. ELC 'Quick drop' switch



The benefits of SMS

Once the settings have been input, simply move the joystick in the required direction and allow it to return to its 'neutral' position – then let SMS do the work for you! The combination of memorised flow rates and timing with one-touch operation gives greatly simplified field, and especially, headland manoeuvres

when operating complex equipment or front and rear combinations.

And, of course, SMS is ideal for faster, more efficient front loader operation too.

Dual Control for front linkage

Front Dual Control interacts with Datatronic II and the standard electronic linkage control (ELC) system, to give automated entry and exit points with front and rear linkage-mounted equipment. This new MF feature, combined with

SMS, significantly reduces the number of operations that the operator has to perform manually.

Control of both front and rear mounted equipment is by the depth control rotary knob. A flick of the ELC lift/lower switch also raises and lowers the front and rear linkage in the pre-set sequence.



Left: Flows and timings are simply set via the Datatronic II monitor



Right: Timing of front and rear equipment entry and exit can be set via the Datatronic II monitor

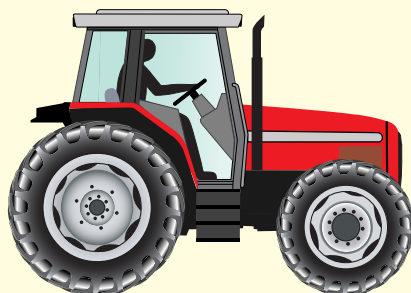
How the driving aids make life easier...

The simple diagram, below shows just a few examples of where the various systems operate in some common applications. The symbols indicate which systems operate in each application, to make your daily work easier - and more productive.

Key to symbols:

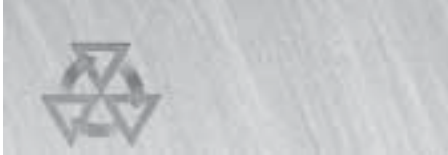
- SMS** Spool Valve Management System
- TIC** Trailed Implement Control
- Auto** AutoDrive and/or Speed Matching
- DC** Dual Control
- ELC** ELC 'Lift/lower' switches
- DATA** Other Datatronic functions eg. Wheelslip Control

- ★ Seed Drill/Power Harrow
Auto SMS DC ELC DATA
- ★ Mower
Auto DC ELC DATA (SMS)
- Semi-Mounted Plough
Auto SMS DC ELC DATA
- Trailed Disc Harrow
Auto SMS TIC ELC DATA



★ = Front/Rear implement combinations

- ★ Press (single/double acting)
Auto SMS DC ELC DATA
- ★ Mower
Auto DC ELC DATA (SMS)
- Front loader
Auto SMS



Vary your specification to meet your needs

'High visibility' models

The high visibility design gives the clearest possible forward view, without compromising any of the features of the tractor. So all of the features of the standard models - Transmission Control, Datatronic, ELC and de-luxe cab are simply enhanced by the added versatility afforded by the high visibility feature. Ideal for operating with front mounted equipment, single pass, multiple operations can be performed with even greater efficiency.

'Panorama' roof

Available on both 'standard' and 'high visibility' models, the Panorama roof provides greatly improved upward

visibility from the normal seating position, which is particularly useful in front loader operation when, for example, stacking bales to maximum height. An opening glass roof panel provides a superb panoramic forward view, achieved by moving the front overhead console and controls to the right hand side of the cab roof. The glass panel can be opened to two positions, the second of which enables it to slide open for added ventilation or, in the event of an emergency, escape.

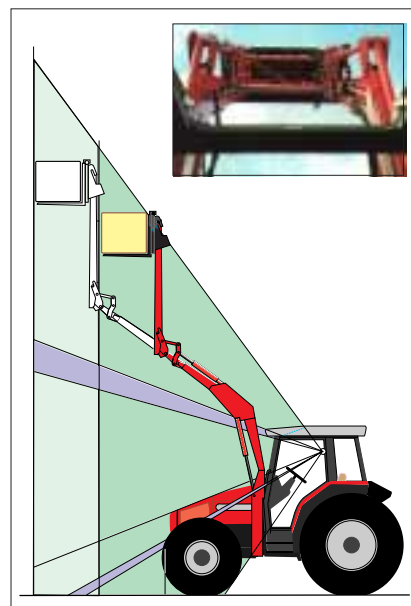
When the extra high visibility is not required, the sun visor can be used to minimise glare inside the cab.

Left and below:
HiVisibility hood design
and the Panorama roof
provide enhanced
visibility

Datatronic II gives an added dimension to the fundamental high performance characteristics of the 6200 Series range. To high power and transmission efficiency, it adds information and control.

Datatronic II has more than 20 functions (including cost-analysis displays), a twin data display, 4 programmable memories and hard copy print-out capability. The twin digital read-out enables the driver to display two sets of either related complementary information or even unrelated data, simultaneously.

As well as assisting the driver, the information gathered by the Datatronic tractor's systems is also an invaluable farm management tool – taking the guesswork out of calculating fertiliser application rates, seeding rates, area worked and much more. And with four programmable memories, each





Right: All models are available in 2-wheel drive

of which can be identified as either a different implement, a different driver or, for contractors, work undertaken for different customers, the information is more comprehensive than ever.

Wheelslip control

In draft work, Datatronic links with the Transmission Control and ELC system sensors to provide a unique wheelslip control feature which increases traction and therefore the tractor's performance with draft controlled implements. Wheelslip control maintains high quality work, whilst increasing output, reducing tyre wear and protecting soil structure.

FIELDSTAR™

FIELDSTAR™ is Massey Ferguson's precision farming system. Now available as a factory-fitted option, it is designed to help maximise crop gross margins and overall profit.

The system is intelligent and will automatically recognise which implement is connected to the tractor. Therefore only relevant information to that implement can be accessed, making it very easy for the operator.

Fieldstar is not only a complete tractor and combine harvester monitor and control system, it is also designed as a comprehensive implement control system connected quickly and simply via a single socket.

any implement control units. It will work using GPS, with or without a Fieldstar controlled implement.

Inputs can be automatically varied according to pre determined application maps created on the farm computer. With an implement supplied control box, the implement can be manually adjusted according to the tractor position shown on the terminal.

Precision farming investments are reduced as you do not need an implement box, you simply use the Fieldstar terminal.

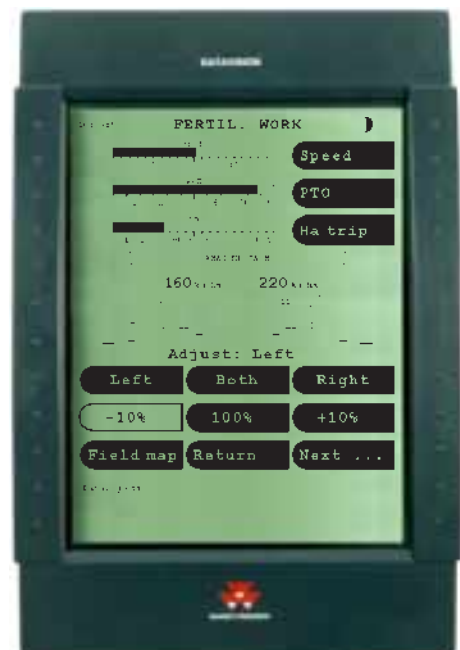
The system is easy to keep up-to-date with the latest developments as it is programmable. This also enables new implements to be added enabling the Fieldstar terminal to control them.

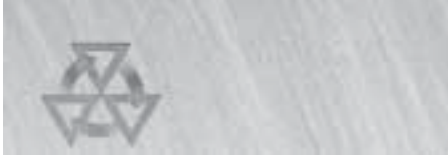
The System is designed to perform the functions of, and thus replace,



The FIELDSTAR™ monitor (optional) fits neatly next to the main console

Datatronic II (optional) has over 20 functions and twin digital displays





Added features ... added versatility

In addition to the major variable equipment described on Pages 22 and 23, there is a wide choice of other optional equipment available, which enables you to vary the specification of the tractor to enhance driver comfort, output and safety.

Front linkage and PTO

The revised 'close coupled' design is very strong, providing either 2.5 or 3.5 tonne lift capacity, depending on model and specification. External lift/lower buttons can also be specified.

Front linkage and PTO enables optimum productivity and quicker

Front linkage and PTO for improved productivity

Swivelling front fenders, for improved turning angle

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.

Front fenders

Front fenders help to keep the front screen clear for improved forward visibility and better view of the



furrow. Rear fender extensions also help to keep the side windows clear.

The optional swivelling front fenders offer good tyre coverage and optimise the already excellent turning angle, particularly on narrower track settings.

Below : The folding secondary seat gives added passenger comfort and safety



Right: New front weights are designed to offer wider hand grips for safer mounting and dismounting



Far right: A wide range of wheels and tyres are available, including welded rim for added strength



Hitches

6200 series tractors can be specified with a hitch to suit any application or need. High visibility automatic hitches ease trailer attachment; there are height-adjustable trailer hitches for use with heavy twin-axle trailers, and many more, to ensure ease of operation and maximum output in any conditions.



Added weights and ballast

Quick-attach front weights, belly weights and wheel weights are all available. Matching tractor weight or weight distribution depending on the demands of a particular application helps to increase traction and output.

Carbon cab air filter (not illustrated)

The normal paper element filter can be replaced by a carbon filter, to provide extra protection when spraying toxic chemicals.

Left: A wide range of spool valves are available. (Closed centre, load sensing system with front Dual Control shown)

Below left: Linkage specifications are available to suit all market needs and legislation. (MF 6290, UK specification shown)

Work lights

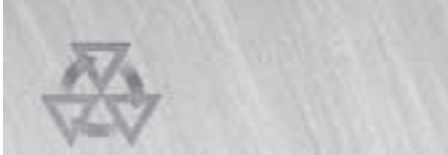
Additional front and rear work lights can be specified to improve night working productivity. The spring loaded rotating beacon hinges down to enable access to low buildings etc.

Power brakes

On 6-cylinder models, power brakes are available. By assisting pedal pressure, greater braking force is achieved with a minimum of effort, for safer operation, particularly when towing big, fully laden trailers.

Below: Model shown has front fenders, rear fender extensions, front weights, flashing beacon and additional work lights





Simple servicing for reduced down-time and higher productivity

Less wear, resulting from automatic control of tractor functions means fewer adjustments and simplified servicing. But when the tractor does need attention, it's easy; with engine side panels and grille that are simply removed or hinged, so all components are readily accessible.

Simplified servicing is a theme that runs right through the 6200 design. On tractors with Power Control, oil flow, supplied by an independent pump, is directed to whichever clutch is in operation depending on whether drive is forward or reverse. The result is very low operating temperatures, even in loader work and other heavy applications. Clutch life is very long and no adjustments are required. On tractors without Power Control, drive is also transmitted via multi-plate oil-cooled clutches that dissipate heat quickly and efficiently.

The brakes too are self-adjusting, the battery is maintenance-free and there are no more than ten, readily accessible, grease points.

Oil cooler slides out for easy access for cleaning



There are only two dipstick checks for all oil levels, and time between services is longer than ever. Transmission oil and filters only need to be changed every 1200 hours and engine service intervals have been extended to 300 hours.

The hydraulic system filters and valves are all external and the pump is located on a side cover allowing easy access and reduced maintenance time.

And there's no need for cab removal – side covers on the transmission housing provide ready access to gear selectors, clutches and hydraulic pumps, should the need arise.

Low maintenance QuadLink

The design simplicity means that the axle is inherently very reliable. And with no additional grease points, maintenance of the suspended front axle is just as simple as MF's standard design.

It all adds up to simple service routines, reduced downtime, and increased productivity.



Air filters are readily accessible, as are oil dipstick, oil filter and filler.





Left: The hinged bonnet and removable panels give unhindered access to engine, battery, cooling systems, cab air filter and air conditioning.



Above: Every aspect of the MF 6200 Series was designed from the outset to be simple to service and maintain

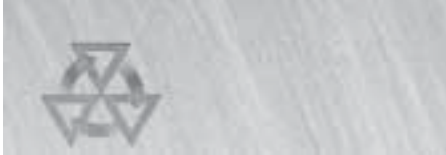
6200 series specifications

Key: ● = standard equipment ○ = optional equipment N/A = not available/applicable HV = Also available as a High Visibility model
 † Not available in the UK.

		†6235+HV	6245+HV	6255+HV	6260	6265	6270	6280	6290
Performance									
Engine power									
@ 2200 rev/min	*ISO hp (kW)	79 (58.9)	91 (67.9)	101 (75.3)	114 (85.0)	114 (85.0)	120 (89.5)	132 (98.4)	142 (105.9)
@ 2200 rev/min	**DIN PS (kW)	75 (55.1)	85 (62.5)	95 (69.9)	105 (77.2)	105 (77.2)	115 (84.6)	125 (92.0)	135 (99.3)
Max. torque	* Nm	326	362	402	399	440	465	516	671
@ rev/min		1400	1400	1400	1400	1400	1400	1400	1400
* ISO TR14396 ** = DIN 70020									
Engine									
Perkins, water cooled, direct injection diesel	Model	●	●	●	●	●	●	●	●
Aspiration		1004-40T Turbo	1004-40T Turbo/Wastegate	1004-40T Turbo/Wastegate	1006-60NA Natural	1004-40T Turbo/Intercooler	1006-60T Turbo	1006-60T Turbo	1006-60T Turbo
No. cylinders		4	4	4	6	4	6	6	6
Bore/Stroke	mm	100/127	100/127	100/127	100/127	100/127	100/127	100/127	100/127
Capacity	litre	4	4	4	6	4	6	6	6
Air cleaner, dual dry, with exhaust aspiration††		●	●	●	●	●	●	●	●
†† Except high visibility models									
Clutch									
Multi-plate, oil cooled		●	●	●	●	●	●	●	●
Transmission									
Dynashift Plus: 32 forward, 32 reverse speed synchro gearbox, with left hand 'Power Control' of shuttle, 4-speed powershift and Speed Matching		●	●	●	●	●	●	●	●
AutoDrive, automatic Dynashift changes		○	○	○	○	○	○	○	○
Speedshift Plus: 16 forward, 16 reverse speed synchro gearbox, with left hand 'Power Control' of shuttle and 2-speed powershift		○	○	○	○	○	○	○	○
Creeper option also available, giving additional 16 F/R 'creeper' speeds with Dynashift Plus gearbox, and an additional 8 F/R 'creeper' speeds with Speedshift Plus gearbox.									
Road speeds Notes: Reverse speeds are matched to related forward speed. Speeds in km/h									
		16.9R-34	16.9R-38	18.4R-38	20.8R-38				
		6235/6245/6255	6260/6265	6270/6280	6280/6290				
Dynashift Plus gearbox		2,1-2,4-2,9-3,4	2,1-2,4-2,9-3,4	2,1-2,4-2,9-3,4	2,2-2,6-3,1-3,5				
	1 A-B-C-D	3,5-4,0-4,8-5,6	3,5-4,0-4,8-5,6	3,5-4,2-4,5-5,8	3,7-4,3-5,1-5,9				
	2 A-B-C-D	4,5-5,3-6,3-7,4	4,5-5,3-6,3-7,4	4,7-5,5-6,4-7,6	4,8-5,6-6,8-7,9				
	3 A-B-C-D	6,1-7,2-8,5-10,0	6,1-7,2-8,5-10,0	6,3-7,4-8,7-10,3	6,6-7,7-9,2-10,8				
	4 A-B-C-D								
	1 A-B-C-D	7,7-9,0-10,6-12,4	7,7-9,0-10,6-12,4	7,7-9,2-10,8-12,7	8,2-9,5-11,3-13,2				
	2 A-B-C-D	13,0-15,3-18,0-21,1	13,0-15,3-18,0-21,1	13,3-15,6-18,3-21,6	13,8-16,2-19,1-22,4				
	3 A-B-C-D	17,1-20,1-23,6-27,7	17,1-20,1-23,6-27,7	17,5-20,6-24,3-28,3	18,2-21,2-25,9-29,4				
	4 A-B-C-D	23,3-27,0-32,0-38,0	23,3-27,0-32,0-38,0	23,8-27,8-32,8-39,0	24,6-29,0-34,1-40,0				
Speedshift Plus gearbox		6235/6245/6255	6260/6265	6270	6280/6290				
	1 low-high	2,2-2,9	2,4-3,1	2,6-3,2	2,5-3,2				
	2 low-high	3,4-4,3	3,7-4,7	3,9-4,8	3,8-4,8				
	3 low-high	4,6-5,9	5,1-6,4	5,3-6,6	5,3-6,7				
	4 low-high	6,9-8,7	7,4-9,3	7,6-9,6	7,7-9,7				
	1 low-high	9,2-11,4	9,8-12,4	10,0-12,7	10,2-12,8				
	2 low-high	13,7-17,4	14,8-18,7	15,1-19,1	15,4-19,4				
	3 low-high	19,0-24,0	20,4-25,9	21,1-26,3	21,2-26,6				
	4 low-high	27,5-34,7	29,6-37,3	30,4-38,5	30,8-38,9				



		†6235+HV	6245+HV	6255+HV	6260	6265	6270	6280	6290
Power take-off									
Rear									
Independent, operated by switch, actuated by hydraulic clutch		●	●	●	●	●	●	●	●
Speed change:									
Interchangeable shafts		●	●	●	●	●	○	○	○
Shiftable		○	○	○	○	○	●	●	●
PTO speed @ engine rev/min									
540 rev/min (6 spline shaft)		1980	1980	1980	1980	1980	1980	1980	1980
1000 rev/min (21 spline shaft)		2000	2000	2000	2000	2000	2000	2000	2000
Ground speed PTO		○	○	○	○	○	○	○	○
Economy PTO		○	○	○	○	○	○	○	○
540 or 1000 rev/min @ engine rev/min		1550	1550	1550	1550	1550	1550	1550	1550
Shaft diameter, 35 mm (1 3/8 in)		●	●	●	●	●	●	●	●
Front power take-off and linkage									
Independent PTO, operated by switch actuated by hydraulic clutch		○	○	○	○	○	○	○	○
Shaft diameter, 35 mm (1 3/8 in)		●	●	●	●	●	●	●	●
PTO speed @ engine rev/min									
1000 rev/min (6 or 21 spline shaft)		2040	2040	2040	2040	2040	2040	2040	2040
Linkage lift capacity	kg ○	2500	2500	2500	2500	2500	2500	2500	2500
	kg ○						3500	3500	3500
Rear linkage									
Electronic control of draft, position Intermix, height/depth, rate of drop, 'quick soil engagement' and Active Transport Control		●	●	●	●	●	●	●	●
Lower links, hook end		●	●	●	●	●	●	●	●
Max lift capacity at link ends, links horizontal	kg	5850	5850	5850	7100	7100	7100	7100	7100
Hydraulics									
'Open centre', 2-stage, gear type pump									
Max output	litre/min	87	87	87	87	87	87	87	87
@ pressure, stage 1/stage 2	bar	17/200	17/200	17/200	17/200	17/200	17/200	17/200	17/200
'Closed centre' load sensing system									
Pump Output	litre/min	80	80	105	105	105	105	105	105
Max. pressure	bar	200	200	200	200	200	200	200	200
Spool Valve Management System (SMS)		○	○	○	○	○	○	○	○
Auxiliary hydraulics									
Two spool valves		●	●	●	●	●	●	●	●
Up to 4 single/double acting spool valves with flow divider, detent/kick-out, zero leak or float facility		○	○	○	○	○	○	○	○
Steering									
Hydrostatic		●	●	●	●	●	●	●	●
Tilt/telescopic steering column		●	●	●	●	●	●	●	●
4WD front axle									
Max. steering angle	degrees	55	55	55	55	55	55	55	55
'Hydralock' differential lock		●	●	●	●	●	●	●	●
QuadLink suspended axle		N/A	N/A	N/A	○	N/A	○	○	○



Key: ● = standard equipment ○ = optional equipment N/A = not available/applicable HV = Also available as a High Visibility model
 † Not available in the UK.

		†6235+HV	6245+HV	6255+HV	6260	6265	6270	6280	6290
Brakes									
Oil-cooled, single plate discs, hydraulic actuation		●	●	●	●	●	●	●	●
Parking brake, independent multi-plate disc on transmission, hand lever operated		●	●	●	●	●	●	●	●
Trailer brakes, hydraulic, pedal operated		●	●	●	●	●	●	●	●
Wheels and tyres									
Front – 2WD	●	10.00-16	10.00-16	10.00-16	*11.00-16	*11.00-16	*11.00-16	*11.00-16	*11.00-16
– 4WD	●	13.6R24	13.6R24	13.6R24	13.6R28	13.6R28	14.9R28	14.9R28	16.9R28
Rear	●	16.9R34	16.9R34	16.9R34	16.9R38	16.9R38	18.4R38	18.4R38	20.8R38
Front – 2WD	○	7.50-18	7.50-18	7.50-18	7.50-18	N/A	N/A	N/A	N/A
– 4WD	○	11.2R28	11.2R28	11.2R28	11.2R28	11.2R28	13.6R28	16.9R28	14.9R28
Rear	○	13.6R38	13.6R38	13.6R38	13.6R38	13.6R38	16.9R38	20.8R38	18.4R38
Front – 4WD	○	380/70R24	380/70R24	13.6R28	14.9R28	14.9R28	420/70R28	420/70R28	480/65R28
Rear	○	480/70R34	480/70R34	16.9R38	18.4R38	18.4R38	520/70R38	520/70R38	600/65R38
Front – 4WD	○	440/65R24	13.6R28	380/70R28	380/70R28	380/70R28	480/65R28	480/65R28	540/65R28
Rear	○	540/65R34	16.9R38	480/70R38	480/70R38	480/70R38	600/65R38	600/65R38	650/65R38
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	1.54-2.33	1.54-2.33	1.54-2.33
– 4WD/QuadLink	m	1.44-1.92	1.44-1.92	1.57-2.05	1.57-2.05	1.57-2.05	1.57-2.05	1.57-2.05	1.66-2.15
Rear	m	1.54-2.14	1.54-2.14	1.54-2.14	1.54-2.14	1.54-2.14	1.64-2.14	1.70-2.20	1.70-2.20

Miscellaneous equipment

Equipment includes: Stabilisers, high visibility auto-hitch with hydraulic Push-back, external linkage controls, front weight frame, two hydraulic spool valves.

Optional equipment includes: Front linkage, front PTO, front weights, front fenders, pivoting front fenders, 'easy-access' hinged/tilting bonnet.

Cab and controls

Equipment includes: De-luxe cab - 72dB(A) noise level, tinted glass, opening side and rear windows, side exhaust. Three speed blower with heater unit, high specification seat with integral controls in right side armrest, radio cassette player, electronic linkage control. 'Transmission Controller' driving aid, controlling gearbox, 4-wheel drive, differential locks, brakes, PTO engagement, integrated Active Transport Control (ATC), fender mounted PTO 'stop' control, 4 front and 2 rear work lights, flashing beacon.

Variable equipment includes: Full air conditioning, AutoDrive on Dynashift Plus models, pneumatic seat, super de-luxe heated seat, passenger seat, rear windscreen wash/wipe, additional work lamps, hitch viewing mirror, Panorama cab. Datatronic II control/information system, featuring: adjustable wheelslip control, multi-function display, 4 memories, comparative mode, cost factor and infra-red printer link. Fieldstar™ terminal (Factory fitted). (Note: some equipment may differ by model. Please consult your dealer.)

Weights and dimensions. With 'standard' wheels and tyres.

Weights,

	kg	3890	4010	4040	4515	4075	4561	N/A	N/A
2WD									
4WD, Minimum (no ballast, less fuel)	kg	4170	4270	4375	4975	4515	5100	5200	5300
4WD, Fully ballasted, with fuel	kg	5010	5110	5240	5840	5380	6040	6140	6240

Dimensions

	m	4.61	4.61	4.61	4.82	4.61	4.82	4.82	4.82
Overall length - incl.front weights	m								
Overall height. over cab	m	2.64	2.64	2.71	2.79	2.77	2.82	2.82	2.85
Minimum width	m	1.98	1.98	1.98	1.98	1.98	2.12	2.18	2.25
Wheelbase	m	2.46	2.46	2.55	2.70	2.55	2.70	2.70	2.70
Turning circle (diameter)									
- 2WD less brakes	m	7.4	7.4	7.4	7.7	7.4	8.6	8.6	8.6
- 4WD less brakes	m	8.4	8.4	8.4	8.9	8.4	9.6	9.6	10.0

Capacities

	litre	130	130	160	160	160	225	225	225
Fuel tank	litre								
Auxiliary tank (optional)	litre	65	65	65	65	65	N/A	N/A	N/A
Transmission	litre	68	68	68	68	68	70	70	70

The 6200 Series and Three Point Power

The story of the MF 6200 Series is a powerful story. The eight tractors in the range provide you with superior comfort, superior reliability, superior control and superior choice. They are also supported by the Massey Ferguson Three Point Power proposition.

Powerful Engineering

Research and development: Questioning and analysis of farmers' needs is an on-going process at Massey Ferguson. Only then can all of the advanced design and manufacturing techniques be employed so that the product meets your needs ... precisely.

Testing: Before any component gets the all-clear for production it is subjected to stringent test procedures. Rig and field testing are employed extensively to compress a lifetime's work into hours or days to confirm that computer-predicted performance is achieved where it counts - out in the field.

Manufacturing: Over 9 hectares of modern manufacturing plant, the production facility is situated in the heart of 'grande culture', with over 840 000 units built and exported to over 100 countries world wide.

Powerful Products

The new range combines new features and builds on proven strengths giving:

- class-leading output and productivity
- powerful, economical and

- environmentally kind engines
- the best hydraulic system in the business
- the most comprehensive electronic monitoring control and information systems available
- low power loss transmissions and PTO systems, giving more 'usable' power
- uniquely efficient transmission control

Powerful Support

MF 6200 Series tractors are supported in the field by a dedicated package that includes parts, service and finance back-up.

Parts: A network of modern, interlinked parts distribution centres and 'master warehouses' are strategically situated to ensure the fastest, most comprehensive parts support to the MF Dealer network ... and onward to the customer.

Service: MF dealers are committed to a high level of customer service at all times. Our dealers are equipped with special tools and diagnostic equipment, and skilled technicians committed to keeping all of your MF equipment operating at its original level of efficiency and reliability.

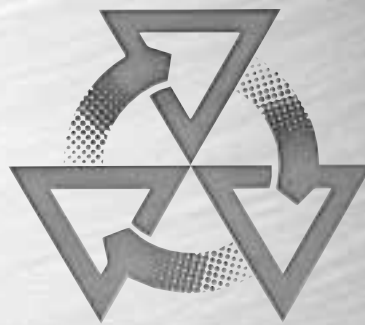
Finance

Your MF dealer has access to a wide range of purchasing plans that allow payments to be matched to your cash flow, ensuring the fastest possible return on your investment.

Below:

- Advanced quality control
- Extensive rig testing
- 24 hour parts support
- Skilled service support





THREE POINT POWER

Powerful engineering. Powerful products. Powerful support

Point one reflects our heritage of innovation and engineering excellence.

Point two recognises the demand for superior products with more controllable power.

Point three is our solid commitment to support your tractor throughout its lifetime, with personalised finance arrangements, professional service and guaranteed, readily available parts, all delivered by our world-renowned Dealer network.

Three Point Power - making these tractors as revolutionary as our original three point linkage.



Every effort has been made to ensure that the information contained in this publication is as accurate and current as possible. However, inaccuracies, errors or omissions may occur and details of the specifications may be changed at any time without notice. Therefore, all specifications should be confirmed with your Massey Ferguson Dealer or Distributor prior to any purchase.

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