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Updated Engine Features

The M5L has an updated V-3800 Tier IV engine which has a common rail fuel system, intercooler, exhaust gas recirculation, and employs a diesel particulate filter and selective catalytic reduction for minimized emissions. Additionally, it has an increased alternator capacity (45A to 60A), larger radiator, larger diameter cooling fan, and RPM memory for repetitive actions



Redesigned Operator Station

To promote operator efficiency all controls are conveniently located on the right side. The floor pedals have been adjusted for better comfort, and the floor area has been increased along with ergonomic steps.



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Transmission

High productivity requires versatility, such as traveling at low or sustained speeds. This tractor's transmission has 12F x 12R speed, with six speeds in two ranges. The shuttle shift is electric over hydraulic and is guarded against intrusion. The 540/540E PTO is standard.

Improved Hydraulics

The M5L has 2 standard rear remote valves. It now offers 2 self-cancelling detent valves. With 15.7 GPM flow and an optional third remote and flow control valve, this tractor is ready to accept implements requiring multiple valves.



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Transmission

High productivity requires versatility, such as traveling at low or sustained speeds. This tractor's transmission has 12F x 12R speed (24F x 24R is available on M5N only), with six speeds in two ranges. The shuttle shift is electric over hydraulic making direction changes a breeze. Bi-Speed turning is standard, as is overdrive, for improved travel speed and 540/540E PTO. It has a declutch button on the 24 speed 540/540E, and all models have wet disc hydraulic brakes and gear lock parking.