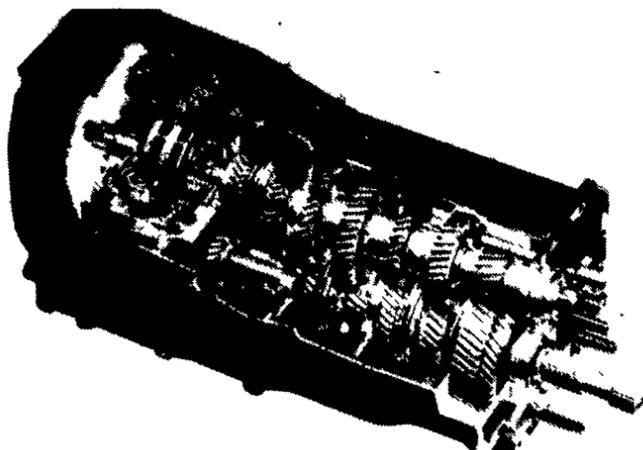


'Dynashift' Transmission For Massey Ferguson Tractors



New Massey Ferguson Dynashift transmission combines the best features of powershift and manual transmissions with a four-speed powershift, eight-speed synchronized gearbox, and synchronized forward/reverse shuttle, available on new MF 3600 Series tractors.

DES MOINES, IOWA — Massey Ferguson's Dynashift transmission is a new and different kind of powershift gearbox with flexibility of operation and simplicity of design that set new standards for higher horsepower tractors.

The Dynashift transmission is available as standard equipment on the MF 3670 tractor (154 PTO hp) and as an option for the MF 3660 (140 PTO hp) and MF 3690 (170 PTO hp).

Dynashift offers the unique combination of a four-speed powershift in each of eight synchronized gears plus a synchronized forward/reverse shuttle. The operator has 32 forward and 32 reverse gears for unmatched flexibility in choosing a gear to match varying field conditions. Once a field working range is defined, there are a multitude of available speeds from the top to the bottom of the range.

MF Dynashift features "close

ratio" steps of only 17 percent, allowing the operator to react to relatively small load changes from maximum efficiency at all times. The Dynashift range selector is conveniently positioned on the left side of the steering column. This enables the operator to steer and change speed with the left hand, leaving the right hand free to operate other controls.

A separate shuttle control lever to the operator's right permits changing from forward to reverse, and back, without having to change gears. This results in effortless headland turns and faster cycle times.

To move from the field to full transport speed, simply change through the four synchromesh gears into "top," then flick the Dynashift lever from "A" to "D" in a single movement. All Dynashift changes are made without clutching and without loss of pulling power.

Dynashift is based on a simple design concept utilizing two electrovalves and two hydraulic clutches to minimize power loss. More than 92 percent of available power is delivered to the wheels and PTO. Durability is built into the Dynashift transmission with a control system that delays changing from one range to another if the speed is too great for the gears to be properly engaged.

Dynashift's simple design eliminates the need for rotating seals, often a costly repair item. It is also designed to reduce operating costs over the long haul with lower service and maintenance expenses.

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PDA Bureau Gets Enforcement Power

HARRISBURG (Dauphin Co.) — The state House today unanimously passed legislation sponsored by Rep. Ed Arnold, Lebanon, to update weights and measurements standards.

Primarily administrative in nature, the measure gives enforcement power of the Bureau of Standard Weights and Measures within the Department of Agriculture.

"This bill brings the state's standards into the 20th century," Arnold said. "By cleaning up the language of the existing law, we clarify the duties of administrative branches of the government and we help them ensure the accuracy of weights and measure devices used in the state."

The bill further amends the law to allow recognition of National Type Evaluation Program certificates, which are issued by the National Conference of Weights and Measures.

