

**CHEAPEST
TO OWN
AND RUN**



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Classic Tractor Magazine.
Taken from Issue August 2009.

MASSEY FERGUSON 6290

When it arrived in February 1999 the Massey Ferguson 6200-range heralded the end of an era that staff at the company were keen to put behind them.

It's fair to say that MF's 6100-Series models were dogged by a reputation for reliability issues but the 6200-Series, led by the range-topping 135hp 6290, was set to change all that.

"Officially rated at 135hp, more often than not we found they were pumping out at least that at the PTO," explains Oliver Down from MF dealer Lister Wilder.

"By then AGCO had taken over Massey Ferguson and had worked hard to get quality back on track. The 6290s quickly got a reputation as perky powerhouses that would punch well above their weight."

The tractor's new six-litre, six-cylinder turbo Perkins engines meant that all the new 6200 models fell within the Tier 1 emission rules imposed at that time by the EU, the United States and Japan.

More significantly for the driver, MF's trademark Dynashift transmission received an upgrade. With the 'Plus' designation, operation of the 32F x 32R four-step powershift box could be controlled almost single-handedly using the left-hand, column-mounted shuttle lever. Lifting it out of its neutral position into forward or reverse engaged the drive, while knocking it forwards or backwards notched up and down through the powershift speeds. In addition, lifting the lever disengaged drive so that manual range and gear changes could be made without even touching a pedal.

The range-topping 6290 got closed-centre, load-sensing hydraulics as standard, which boosted output to 110-litres/min. The cab continued MF's tradition of using wide, chunky B-posts to enable the fitting of curved rear corner windows, making for good visibility to wide implements such as sprayers.

It was a big, tall operating environment which, in combination with the lively engine and high-spec gearbox, meant the 6290 scored highly with drivers.

It was pretty technically advanced, too. The 6200-Series gained the latest version of MF's optional Datatronic II in-cab computer, which handled all the usual performance monitoring and wheel-slip controls. The unique feature of this system was that it allowed operators to assess the impact of differing driving techniques and implement settings on output. On top of that various parameters, such as fuel prices, could be entered to give an idea of overall operating costs.

"The 6290s were pretty bullet-proof mechanically," explains Lister's Bob Haywood. "The only things to look out for on second-hand machines are weeping input shaft seals on the front axle and stretched gear-cables. That's easy to diagnose because there will be plenty of slop in the main Hgate and it's a doddle to fit new cables."

By and large, many 6290s were sold in 'Transport' spec with automated powershifting, Quadlink front suspension, power-assisted brakes and welded wheel-rims. Most popular options for standard machines were electronic joystick controls for the spools and the 'Comfort Pack', which



FACTSHEET

- TRACTOR: MF 6290
- POWER: 135hp (DIN)
- ENGINE: Perkins 6-cyl turbo 6-litre
- TRANSMISSION: 32F x 32R, 2-range, 4-speed manual with 4-step powershift and clutchless shuttle

HOW IT'S FARED

- 2001 LIST PRICE: £48,600
 - NET (ON-FARM) PRICE: £31,000
 - SECOND-HAND VALUE*: £20,500
 - DEPRECIATION: £12,500
 - AVERAGE DEPRECIATION: £2.08p/hour
- * 2001 model at 6000 hours

included a deluxe air-suspended seat, telescopic mirrors and a passenger seat.

With little to go wrong and a good reputation as compact powerhouses, Massey Ferguson 6290s command strong second-hand values, making them the cheapest of this quintet to own and run over the last eight years.