

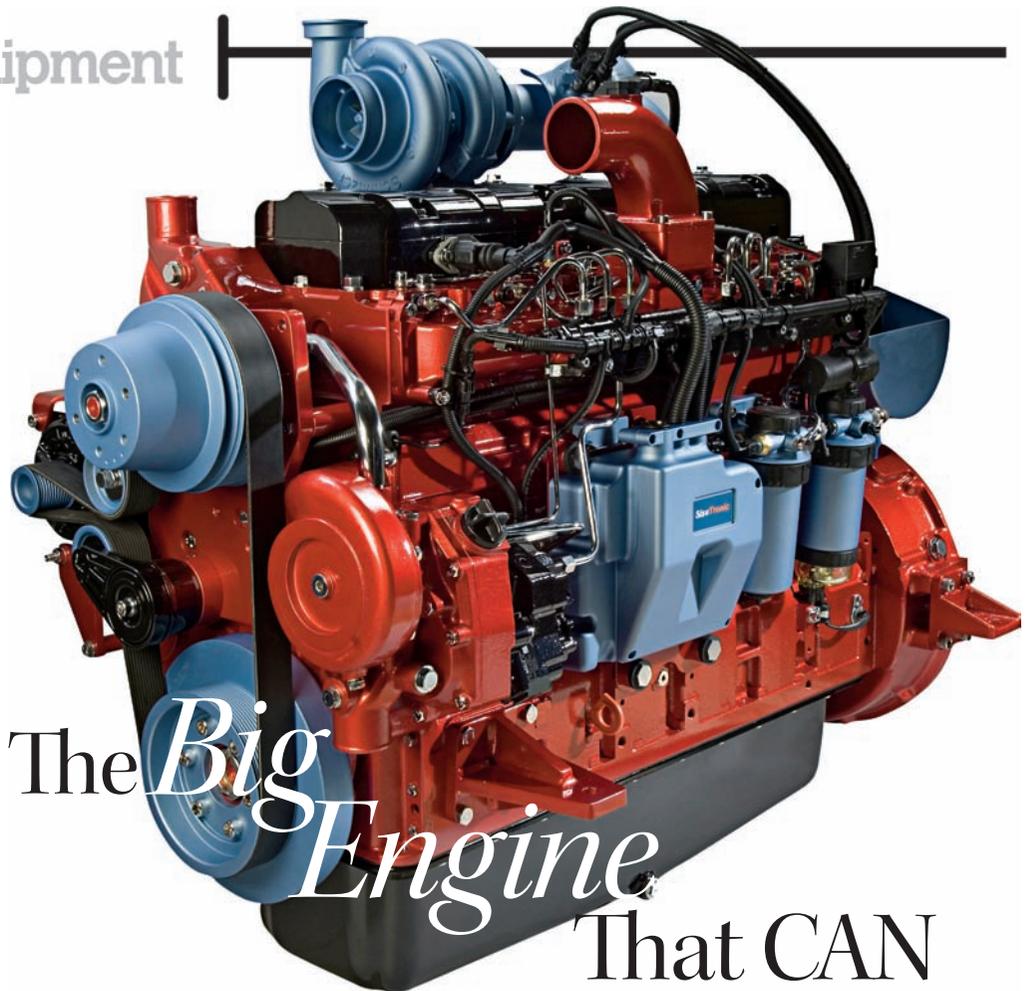
“One of the reasons for the 9800 Series’ higher speed capabilities is that the engineers moved the gauge wheel farther away from the disc blade,” explains Tom Draper, Sunflower seeding and tillage product manager. “This allows the ‘opposing single discs’ to lift and displace the soil between the two narrow, 6-inch rows. The loosened soil coming off of the twin discs flows back against the trailing packer wheels, which re-level and firm the soil over the seed rows.”

The position of the gauge wheels on the 9800 Series air drill also helps eliminate sidewall compaction, or “smearing,” of the soil. This condition seals the furrow’s sidewalls and prevents side-to-side root development, ultimately affecting a plant’s ability to reach full yield potential.

For even greater seed placement accuracy and flexibility, Sunflower also offers the new 9900 Series Air Carts.

Constructed of stainless steel to reduce corrosion deterioration, the 9900 Series features three configurations, ranging up to the three-compartment, 525-bushel model 9930.

“ISOBUS compliance also allows the 9900 Air Cart to be controlled and monitored with any ISOBUS-compatible virtual terminal,” Draper adds. “Plus, it provides the option of variable-rate seeding, as well as variable-rate application of up to two dry fertilizer products.” **FL**



The Big Engine That CAN

IN THIS ISSUE’S STORY titled “Through the Wringer” (p. 14), both farmers who tested the new Massey Ferguson 9500 Series combine raved about its AGCO Power™ Tier 4 interim engine. Dean Sleezer of Illinois even commented, “I’ve never run anything with so much torque and power. But even more amazing was the fuel economy.”

With AGCO Power engines now available in all Massey Ferguson tractors from 60 to 370 horsepower, as well as new combines and AGCO application equipment, we decided to take a closer look at this remarkable power plant. How does this engine increase its torque and power, yet save on fuel, as well as reduce emissions?

■ **Pressure within the fuel injection system was increased nearly 50% to more thoroughly atomize fuel, improving diesel use and lowering overall fuel usage as compared to Tier 3 models.**

■ **Use of selective catalytic reduction (SCR) technology also helps the engine achieve Tier 4 interim emissions standards by post combustion treatment of the exhaust. This eliminates the need to recirculate exhaust gasses in the combustion process, which improves fuel efficiency.**

Additionally, the 9.8-liter, 7-cylinder version of the engine delivers new levels of power and torque for AGCO Power engines. The modular design and commonality of parts between 3, 4, 6 and 7 cylinder engines also simplifies service and parts availability through Massey Ferguson dealers.

The result is that the Tier 4 interim AGCO Power engine uses up to 15% less fuel compared to previous Tier 3 compliant engines, while delivering additional power and torque. Even when taking the use of diesel exhaust fluid (DEF) into account, which is used with SCR technology, the total operation economy improves by more than 10%.

It’s true—you can have more with less—at least with AGCO Power. **FL**

■ For more information, see go.myFarmLife.com/AGCOpower.