

"It's got a comfortable ride too," says Tweedy, "and it's got power. I pulled a 10-foot rotary conditioner, no problem."

Tweedy also used the MF4708 to finish a low-water bridge on some of his new land. He'd hired a bulldozer to do the work, but it and its operator had to leave before the job was finished. "So, I just used that Massey and it worked great. We were dumping riprap in the creek and gravel along the bank, using a loader.

"I tell you, that tractor had plenty of hydraulic power. There ain't nothing slow about it. It also had plenty of power to the ground and traction on the bank and in the creek." And like the tractors Tweedy once used maintaining right-of-ways, the MF4708, he says, "was stable. Whether it was carrying bales or that riprap, I had no problem steering or feeling unsteady.

"It's operator-friendly," continues Tweedy, "and easy to use. It's a fine tractor."

### Robert Cunningham, Quebec . . . .

A fifth-generation farmer and former dairyman, Robert Cunningham has been a Massey Ferguson customer almost his entire life. He has, however, tried another brand.

"I've driven a 4-wheel drive Kubota that's the same size" as the MF4708, says Cunningham. "It had a loader on it ... and when you got a load of gravel in the bucket, the back end [was light]. So it was not exactly a [stable] thing to work with." So, when Guy Lemark, a salesman with his AGCO dealer, Les Équipements Colpron, offered Cunningham the chance to demo an MF4708, he went straight for the gravel pile on his farm. "I went and got a full bucket. It was just like a little tank going over there. And then I backed up again, and perfect.



Ronald O'Connor, Robert Cunningham, Guy Lemark

"There's lots of weight on the back," continues Cunningham, who now raises mainly cash crops on 250 acres in western Quebec. "There's no feeling of the tractor being out of control or wanting to lift in the back. And steering worked perfectly, even with a load in the bucket."

Cunningham then went on to list several other things he liked about the tractor: "I was quite surprised by the speed of the hydraulics. Far superior to anything else I've ever worked with on a utility tractor, even at idle. You don't have to be running at a high rpm in order to do the things you wanna do. It also has enough power and lots of zip, and it's easy to maneuver."

Yet one of the more surprising aspects of the tractor, according to Cunningham, is "it's very compact, but it weighs a lot. It rides like a bigger tractor, which is quite nice." Such solid construction, coupled with the radial tires that come standard on every 4700 Series model, makes for a "very comfortable ride.

"I had a good place to try it out," says Cunningham, about the ride of the MF4708. "It was in a hayfield with a few furrows and, son of a gun, we're going across there ... and I thought, 'Oh my God, when I hit that far furrow I'm going to be 3 feet in the air.' But that wasn't the case. It, simply, rides quite well."

Concludes Cunningham: "I think it'll be a very handy tractor on any farm. It'll certainly be good for chores on big farms, and for a small farmer, it might be all the tractor he needs." **FL**

The new Massey Ferguson 4700 Series includes three tractors that are available now: the 4708 (80 HP), the 4709 (90 HP) and the 4710 (100 HP). A fourth tractor, the 70-HP 4707, will be available later in 2016. For more info, see [masseyferguson.us](http://masseyferguson.us).



### Heavy, Yes. Gas Guzzling, No.

Among a host of tasks, the new 4700 Series is designed for heavier and larger implements, draft work and demanding applications. Yet, even with all that beef, these tractors are still amazingly fuel-efficient. That's in large part due to electronic engine management coupled with a high-pressure common-rail (HPCR) fuel injection system.

A high-pressure fuel pump and single-pressure vessel deliver fuel to each cylinder at more than 23,000 psi. Individual overhead injectors use the high pressure to atomize fuel for optimized combustion. Meanwhile, the engine management system monitors every aspect of the engine's operation and adjusts fuel flow, injection timing and other functions to deliver outstanding performance with very low fuel consumption.