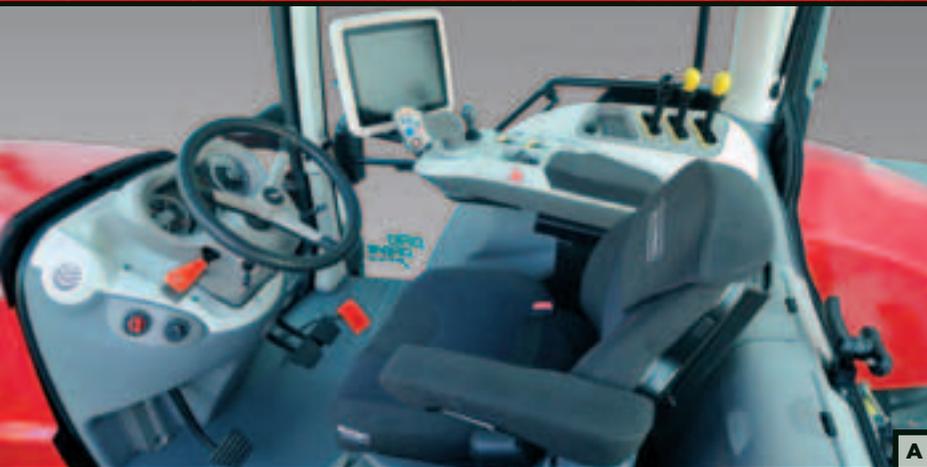


60-70-80 (T4 Interim)

X7.6



McCORMICK



### **“PREMIERE CAB”: A NAME THAT STANDS FOR SUPERIOR COMFORT**

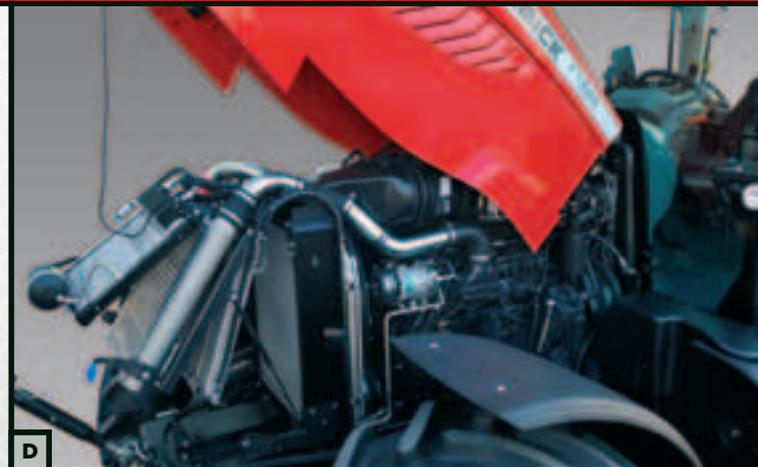
The “PREMIERE CAB” is a true technology lounge that allows the operator to control the tractor with maximum ease and comfort. Designed to offer the operator a safe, quiet and comfortable environment for long hours in the field, this four-post cab with flat-deck platform is packed with a host of features including an air suspension seat with multi-function armrest, a telescopic tilt-adjustable steering wheel, a highly-efficient automatic climate control, a clear sunroof and LED lights. In addition, an electronically-controlled hydraulic suspension is available as an option. The driving position is ergonomically designed and equipped with easy-to-use, logically-arranged controls. The interior with automotive-style fit and finish is equipped as standard with USB port, bluetooth and four loudspeakers for the maximum comfort of operation. (fig. A)

### **DIGITAL INSTRUMENT PANEL.**

Modern and intuitive, the digital instrument panel keeps the operator constantly informed of the tractor performance and conditions. The instrument panel is designed to tilt with the steering wheel. (fig. B)

### **“HIDE AWAY” BUDDY SEAT AND IN-CAB STORAGE COMPARTMENT.**

Companions can also travel in comfort thanks to an innovative, upholstered buddy seat, which neatly folds away to allow easier access to the cab. The in-cab storage compartment accommodates a refrigerator. (fig. C)



### **“BETAPOWER” TIER 4 INTERIM ENGINES: MORE POWER, LESS FUEL**

The three models of the McCormick X7.6 series are powered by the new 6.7-liter “Betapower” 24-valve, 6-cylinder turbo engines with Common Rail injection system which provide power ratings from 165 to 212 Hp. The optimised electronic fuel injection and the enhanced combustion efficiency, combined with the SCR (Selective Catalyst Reduction) system, allow the new engines to deliver increased horsepower while reducing fuel consumption. The new “Betapower” engines also feature the “Power Plus” system which automatically delivers extra power and torque to cope with demanding PTO and transport work. The tilt-up hood opens wide to provide easy access to the engine compartment for routine service and maintenance. In addition, a special cooling package design allows each of the engine coolers to be separated for easy cleaning. (fig. D)



### **“PRO DRIVE” TRANSMISSION: ULTIMATE FLEXIBILITY AND VERSATILITY.**

The “PRO DRIVE” transmission with 24 speeds in six ranges offers four shift-on-the-go powershift steps and incorporates a robotised range shifting and a steering-column mounted hydraulic power shuttle which provides 24FWD+24REV speeds. The X7.6 can be optionally equipped with creeper to achieve 40FWD+ 40REV speeds. The gearbox is controlled electronically via some pushbuttons located on the multi-function armrest of the air suspension seat and features the “Autoshift” facility which automatically selects the right gear to suit load conditions, engine revs and ground speed, thereby allowing safe and smooth driving for maximum comfort and productivity. (fig. E)



### **ENGINE CHASSIS.**

Like its predecessors, the X7.6 tractor features a rugged cast iron chassis with shock absorbing rubber mounts which supports the engine, thereby helping to effectively reduce noise and vibration levels within the cab. (fig. F)

# New McCormick X7.6<sup>TIER4 INTERIM</sup>

superior design for maximum  
comfort and productivity.

Sporting a modern hood and cab design with a stylish and aggressive look, a new "PRO DRIVE" transmission and proven "BETAPOWER" engines, the new McCORMICK X7.6 is ready to meet the challenges of today's increasingly competitive agricultural economy. The range comprises three models - the X7.660, the X7.670 and the X7.680 - powered by the new 6.7-litre 'Betapower Fuel Efficiency' 24-valve, six-cylinder turbo engines with Common Rail injection system. The new engines meet the

Tier 4 Interim emission regulations using the SCR system, an exhaust gas after-treatment technology that reduces exhaust emission without compromising engine performance. The X7.6 inherits from its predecessors the rugged cast iron chassis which supports the engine, helping to effectively reduce noise and vibration levels within the cab. The "PRO DRIVE" transmission with 24 speeds in six ranges offers a four-speed on-the-go powershift and incorporates a robotised range shifting and a steering-column mounted hydraulic power shuttle. The gearbox is controlled electronically via pushbuttons located on the multi-function armrest of the air suspension seat. A creep speed unit is available as an option to achieve 40 forward and 40 reverse speeds. The electrohydraulically-engaged rear PTO features a reversible shaft with either 6 or 21 splines that provides four speeds 540/540E/1000/1000E rpm. The electronic control of the PTO always ensures smooth and modulated implement start-up. The closed-centre hydraulic system is a new design and incorporates advanced features to deliver high efficiency and maximum reliability. The system is equipped with a variable-displacement pump that provides a flow rate of 123 l/min to operate all hydraulic functions and up to six electrohydraulic remote valves. The electronically-controlled rear hitch with draft sensing on the lower links provides a maximum lift capacity of 9300 Kg and allows a precise control of the implement. Optionally, the tractor can be equipped with a front hitch capable of lifting up to 3500 Kg for extra versatility. The front axle, either rigid-mounted or with electronically-controlled independent suspensions, offers a 55° steering angle, providing excellent manoeuvrability. The "PREMIERE CAB" is a sort of 'hi-tech lounge' designed to offer the operator a functional and ergonomic environment with logically-arranged controls for maximum comfort and ease of operation. The interior features a high-quality, automotive-grade fit and finish that further enhances the operator comfort.



		X7.660 PRO DRIVE	X7.670 PRO DRIVE	X7.680 PRO DRIVE
<b>ENGINE</b>				
TIER 4 INTERIM / STAGE 3B		BETAPOWER	BETAPOWER	BETAPOWER
ELECTRONIC HIGH PRESSURE COMMON RAIL		●	●	●
TURBO/AIR-TO-AIR INTERCOOLER		●	●	●
MAX. ENGINE POWER (ISO RATING)	HP/KW	165/121	175/129	188/138
MAX. ENGINE POWER WITH POWER PLUS (ISO RATING)	HP/KW	175/129	188/138	212/156
RATED ENGINE POWER ISO	HP/KW	151/111	166/122	175/129
RATED ENGINE SPEED	RPM	2200	2200	2200
MAX. TORQUE (WITH POWER PLUS)	MM	632 (726)	726 (810)	810 (867)
ENGINE RPM @ MAX. TORQUE (WITH POWER PLUS)	RPM	1500 (1500)	1500 (1500)	1500 (1500)
ENGINE RPM @ MAX. POWER (WITH POWER PLUS)	RPM	1800 (1800)	1800 (1800)	1800 (1800)
TORQUE RISE (WITH POWER PLUS)		41% (37%)	41% (45%)	37% (37%)
BORE / STROKE	MM	104 / 132	104 / 132	104 / 132
DISPLACEMENT (CM <sup>3</sup> ) / NO. OF CYLINDERS / NO. OF VALVES		6728 / 6 / 24	6728 / 6 / 24	6728 / 6 / 24
COMPRESSION RATIO		17.1:1	17.1:1	17.1:1
WATER COOLING		●	●	●
AXIAL AIR FILTER WITH CYCLONE PRE-CLEANING		●	●	●
AIR FILTER EJECTOR		●	●	●
S.C.R. EXHAUST SYSTEM		●	●	●
CAPACITY ADBLUE	LITRES	38	38	38
FUEL TANK CAPACITY	LITRES	320	320	320
<b>CLUTCH</b>				
MULTI-DISC WET CLUTCH		●	●	●
<b>TRANSMISSION</b>				
PRO DRIVE+POWER SHUTTLE: 24FWD+24REV (4 POWERSHIFT SPEEDS)		●	●	●
PRO DRIVE+CREEPER+POWER SHUTTLE: 40FWD+40REV		○	○	○
SPEED SEQUENCER (ELECTRONIC RANGE SHIFT)		●	●	●
ECO FORTY (40 KM/H) AT REDUCED ENGINE SPEED		●	●	●
TOP FIFTY (50 KM/H)		○	○	○
REVERSE POWER SHUTTLE: REVERSE SHUTTLE UNDER LOAD		●	●	●
ELECTROHYDRAULIC DIFFERENTIAL LOCK ON REAR AXLE		●	●	●
FLANGED-TYPE AXLE		●	●	●
BAR-TYPE AXLE		○	○	○
<b>POWER TAKE-OFF</b>				
WET MULTI-DISK PTO CLUTCH		●	●	●
ELECTROHYDRAULIC ENGAGEMENT		●	●	●
2 SPEEDS: 540/540E/1000/1000E	RPM	●	●	●
1"3/8 PTO SHAFT WITH 6 AND 21 SPLINES		●	●	●
<b>FRONT 4WD AXLE</b>				
RIGID TYPE		●	●	●
WITH ELECTRONICALLY-CONTROLLED HYDRAULIC SUSPENSIONS		○	○	○
ELECTROHYDRAULIC 4WD ENGAGEMENT		●	●	●
MAX. STEERING ANGLE		55°	55°	55°
ELECTROHYDRAULIC DIFFERENTIAL LOCK		●	●	●
TURNING RADIUS	MM	4900	5400	5400

		X7.660 PRO DRIVE	X7.670 PRO DRIVE	X7.680 PRO DRIVE
<b>BRAKING SYSTEM</b>				
WET MULTI-DISK REAR BRAKES		●	●	●
AUTOMATIC 4WD ENGAGEMENT ON BRAKING		●	●	●
"BRAKING BOOSTER SYSTEM" SERVO BRAKE		●	●	●
HYDRAULIC TRAILER BRAKING		○	○	○
PNEUMATIC TRAILER BRAKING		○	○	○
<b>HYDRAULIC SYSTEM</b>				
CLOSED-CENTRE CIRCUIT		●	●	●
PUMP FLOW	LTR/MIN	123	123	123
PUMP FLOW STEERING	LTR/MIN	44	44	44
ELECTROHYDRAULICALLY-CONTROLLED REMOTE VALVES	STD/OPT	3/5 - 6	3/5 - 6	3/5 - 6
<b>"CAN BUS LIFT CONTROL" HITCH</b>				
ELECTRONICALLY-CONTROLLED HITCH		●	●	●
FUNCTIONS: POSITION CONTROL, INTERMIX, FLOAT CONTROL, SHOCK ABSORBER		●	●	●
MAX. LIFT CAPACITY	KG	9300	9300	9300
DRAFT SENSING ON LOWER LINKS		●	●	●
THREE-POINT LINKAGE	CAT	3N / 3	3	3
<b>CAB AND DRIVING POSITION</b>				
"PREMIERE CAB" WITH 4-POST DESIGN AND FLAT-DECK PLATFORM		●	●	●
ELECTR.-CONTR. HYDRAULIC CAB SUSPENSION "McCORMICK SUSPENDED HYDRO CAB"		○	○	○
HEATING / VENTILATION		●	●	●
CLIMATE CONTROL		●	●	●
DIGITAL INSTRUMENT PANEL WITH PERFORMANCE MONITOR		●	●	●
SUPER DELUXE AIR SUSPENSION SEAT WITH ARMREST		●	●	●
DELUXE LOW-FREQUENCY AIR SUSPENSION SEAT WITH AIR-CONDITIONING AND ARMREST		○	○	○
RADIO / BLUETOOTH / MP3 READY		●	●	●
ISOBUS ADAPTOR		○	○	○
"HIDE AWAY" BUDDY SEAT+AIR-CONDITIONED IN-CAB STORAGE COMPARTMENT		●	●	●
LED LIGHTS		●	●	●
<b>DIMENSIONS</b>				
FRONT TYRES		540/65R28	540/65R30	540/65R30
REAR TYRES		650/65R38	650/65R42	650/65R42
HEIGHT OVER CAB	MM	2920	3055	3055
WHEELBASE	MM	2750	2820	2820
MAX. LENGTH (WITH BALLAST WEIGHTS)	MM	5260	5360	5360
GROUND CLEARANCE 4WD	MM	550	550	550
MIN. WIDTH	MM	2430	2430	2430
TOTAL WEIGHT WITHOUT BALLAST WEIGHTS	KG	6550	7350	7350
<b>OPTIONAL EQUIPMENT</b>				
FRONT BALLAST WEIGHTS 45 KG EACH		16	16	16
FRONT HITCH (MAX. LIFT CAPACITY)	KG	3500 ○	3500 ○	3500 ○
FRONT HITCH AND PTO		○	○	○
FRONT WEIGHT FOR HITCH 900 KG		○	○	○

Key: ● standard ○ option — not available