

PRESS RELEASE – August 2015

McCormick X5 Series tractors feature new cab, uprated hydraulics, more fuel capacity

- X5 Series introduced with new cab design and performance upgrades
- Hydraulic flow increased 21%, fuel capacity up 18% for fewer refills
- X50M Series provides a simpler, lower cost alternative with 2/4wd

A new cab design giving improved all-round visibility, greater interior room, more convenient controls and space for a 'training' seat is the major feature of an upgrade package for 85hp to 113hp tractors in the McCormick range.

The four-model X5 Series has taken over from the X50 line-up introduced in 2013; but the X50M with the original cab has been added to the range in Britain for operators who want a simpler tractor at an especially keen price.

"The X50 was an excellent tractor for a whole range of situations from field and yard work on dairy, beef and sheep units to harvesting operations in vegetable and salad crops," says product specialist Paul Wade. "As the X5, it's an even better product thanks to the new cab, which makes it a more attractive option to replace a CX or T-*Max* from our previous ranges, or any similar tractor."

McCormick X5 Series

Beneath the cab and 'family-look' hood styling, the X5 has 21% more oil flow – up from 52-litre/min to 63-litre/min, plus 30-litre/min dedicated to steering. There is also a near-18% increase in fuel tank capacity giving more work time between fill-ups for increased productivity.

Engine performance and emissions control technology are unchanged on the Tier 4i compliant Perkins 854E engine, which brought increased torque and typically 8% improved fuel economy when introduced with the X50.

The cab is the McCormick X5 tractor's most attractive new feature – it has a larger glass area with a narrow header rail creating a deep windscreen for maximum forwards visibility and full-size doors making it easy to get in and out, with no 'B' pillars to interrupt the view to either side.

The new control layout keeps the main gear lever, loader/front linkage joystick and related controls within easy reach, with the hydraulic spool valve levers now

angled towards the driver so they can be used with a more natural push-pull movement of the operator's arm.

Switch gear and either mechanical or electronic controls for the rear linkage are similarly laid out in a way that makes them easy to locate and use. A storage tray on the left hand fender holds the bits and bobs needed for a day's work, and there is space for a compact second seat with fold up cushion and adjustable back-rest alongside the operator's air suspension seat.

Ahead of the driver is a chunky soft-touch steering wheel mounted with a comprehensive instrument console – both adjust for angle together to maintain a clear view of the analogue and digital displays. There is generous headroom but overall height has been kept as low as possible by locating the ventilation filters in the rear pillars – so the cab has a slim roof panel.

“In terms of power and transmission choice, there are two versions of each model as before, with several options creating a choice of specs to cater for every application,” says Paul Wade. “Power outputs with the synchro shuttle transmissions – 24x12 or 32x12 with creep – are 85hp, 95hp, 102hp and 113hp from the economical 3.4-litre engine.”

Upgrading to the response-adjustable power shuttle brings fingertip shifting between forward and reverse using a multi-plate wet clutch, three-speed powershift giving 36 speeds – or 48 with creep – and a gearshift-mounted clutch button.

“As a bonus, the first three models in the line-up also get a performance boost, with Power Plus automatically engaging for transport and mobile pto applications,” adds Paul Wade. “The operator then gets 95hp, 102hp and 113hp for these applications, with the X5.50 retaining its 113hp rating throughout.”

McCormick X50M Series

The McCormick X50M Series is a capable but more basic tractor that retains the previous cab design. It comes with a choice of 85hp, 95hp and 102hp outputs from the same Perkins 854E engine and features the synchro shuttle transmission, but without the three-speed pto option of the X5.

Maximum oil flow from the gear pump hydraulics is 52-litre/min – plus 30-litre/min dedicated to steering – and the 2600kg or 3700kg ratings for the mechanically-operated rear linkage cater for lighter implements than the 4750kg mechanical or electronic system of the X5.

The X50M also has a lighter duty rear axle but electro-hydraulic pto and four-wheel drive engagement are common features of both tractors.

Ends

McCormick X50M and new X5 - how they compare			
	X50M	X5	X5
Version	Synchro Shuttle	Synchro Shuttle	Power Shuttle
Cab	<i>Standard low profile cab</i>	<i>New low profile cab</i>	<i>New low profile cab</i>
Engine	<i>3.4-litre, 4cyl Perkins 854E - Tier 4i (EGR+DPF)</i>		
Power - draft work	<i>85hp, 95hp, 102hp</i>	<i>85hp, 95hp, 102hp, 113hp</i>	<i>88hp, 95hp, 105hp, 113hp</i>
Power - pto/transport boost	<i>n/a</i>	<i>n/a</i>	<i>95hp, 102hp, 113hp, 113hp</i>
Transmissions - 2wd	<i>12x12 or 16x16</i>	<i>n/a</i>	<i>n/a</i>
Transmissions - 4wd	<i>24x12, 32x12 creep</i>	<i>24x12, 32x12 creep</i>	<i>36x12, 48x16 creep</i>
Powershift	<i>n/a</i>	<i>n/a</i>	<i>3-speed</i>
Hydraulics - main pump	<i>52-litre/min</i>	<i>63-litre/min</i>	<i>63-litre/min</i>
Hydraulics - steering	<i>30-litre/min</i>	<i>30-litre/min</i>	<i>30-litre/min</i>
Hydraulics - rear linkage	<i>2600 or 3700kg</i>	<i>4350kg</i>	<i>4350kg</i>
- operation	<i>mechanical</i>	<i>mechanical or electronic</i>	<i>mechanical or electronic</i>
Hydraulics - front linkage	<i>n/a</i>	<i>2100kg</i>	<i>2100kg</i>
PTO clutch operation	<i>electro-hydraulic</i>	<i>electro-hydraulic</i>	<i>electro-hydraulic</i>
PTO speeds	<i>Std - 540/540E</i>	<i>Std - 540/540E or 540/1000</i>	<i>Std - 540/540E or 540/1000</i>
	<i>Opt - 540/1000</i>	<i>Opt - 540/540E/1000</i>	<i>Opt - 540/540E/1000</i>
	<i>Opt - ground drive</i>	<i>Opt - ground drive</i>	<i>Opt - ground drive</i>
Rear axle speed reduction	<i>bull gear</i>	<i>epicyclic</i>	<i>epicyclic</i>



McCormick X5.50 01

Left: McCormick X5 Series spans 85-113hp and features a new cab, increased oil flow and a larger fuel tank for increased productivity.



McCormick X5.50 02

Right: Housing ventilation filters in the rear pillars results in a very slim roof panel and modest overall height.

Left: McCormick X5.50 at 113hp is the most powerful model; like the others it has a choice of synchro or adjustable power shuttle transmissions.



McCormick X5.50 03

Left: Two- and three-speed pto options with an economy 540rpm setting are available on all McCormick X5 Series tractors.

Right: A flat floor, new control layout and bigger glass area feature in the more spacious cab of the McCormick X5 Series tractors.



McCormick X5 Series cab filter 01



McCormick X5 Series cab inside 01



McCormick X50.40M 01

Left: McCormick X50M provides a simpler-spec alternative to the new X5 Series and is most easily recognised by the original cab and black mudguards.

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