

Do you have an MFD (Mechanical Front Drive) Tractor?

Do you use “Auto MFD” mode? Are you familiar with what that’s doing?

Many people think that auto MFD engages the front axle when slippage occurs.

However, this is quite the opposite.

Auto MFD actually disengages MFD drive for headland turns and other turning operations.

Any MFD tractor that travels faster than 19 mph also has a built-in safety feature.

Switches in the cab enable the operator to engage or disengage MFD on-the-go, even under full load without stopping or clutching. The switch can be placed in the following three positions:

1. Off
2. On
3. Auto

Position 1 - MFD off

This is also referred to as the Brake Assist position. Even though the MFD is disengaged, when both brakes are pressed the MFD will engage to assist braking the tractor.

Position 2 - MFD on

MFWD engaged continuously.

Position 3 - Auto

MFWD is on but automatically disengages when either of the following conditions are met:

- Either brake pedal is depressed and held to allow tighter turns (less driveline wear and less chance of creating soil berms)
- Transporting at speeds above approximately 11.8 mph to reduce tire wear, will automatically engage when speed drops below 11.2 mph

As with the Brake Assist position, when both brakes are depressed, the MFD will automatically engage (if not already on) to provide four-wheel braking for shorter stops.



If you have a later model tractor, Auto MFD is enhanced with further control.

Auto MFD can also disengage based on degree of steering angle.



On a 4630 Display – Press “Menu”, “Transmission,” and “More Information” (second lowercase I at top). You will arrive at the “Auto MFWD and Auto Diff Lock” screen where you can page down to view information about your Auto MFD settings. Here, you may adjust disengagement angle or turn it off so that it only cancels with the brake.

The “Auto Diff Lock” area at the bottom of this screen is brand new – but works the same way. It will cancel by holding the brake and as soon as you release the brake it comes back. It can’t be turned off.

Under draft loads, it is to your benefit to be running differential locks for efficiency and productivity, and less slippage.

