

MT6000

Challenger[®]

THE NEW **MT600C** Series

OC SERIES

Challenger

NEWFROMCHALLENGER.COM



Challenger®

The Challenger® **MT600C Series**
Introducing A More Advanced Tractor

MORE HORSEPOWER

The new MT600C Series features up to 12 percent more horsepower than the MT600B Series for more power to the ground:

- **MT645C** - 205 PTO Horsepower (152.8 kW)
- **MT655C** - 225 PTO Horsepower (167.7 kW)
- **MT665C** - 250 PTO Horsepower (186.4 kW)
- **MT675C** - 275 PTO Horsepower (205 kW)

NEW AGCO SISU POWER 8.4CTA ENGINE

Our new engine combines unmatched power with our revolutionary e3 SCR (selective catalytic reduction) technology for performance and unprecedented air quality control.

NEW TECHSTAR CVT *(Continuously Variable Transmission)*

Now includes Power Management that when activated controls both engine speed and ground speed for maximum economy.

NEW CHASSIS DESIGN

A rugged, rail frame and sculpted front axle support casting provide a solid foundation and a tight turning radius.

NEW 4-POST CAB

The new Pinnacle View cab boasts 28 percent more interior space than the Challenger MT600B Series cab and fewer obstructions for exceptional visibility.

NEW TRACTOR MANAGEMENT CENTER (TMC)

The ergonomically designed TMC, which moves with the seat, has all controls organized by function and includes a new seven-inch TMC color display.

NEW VALUE-ADDED FEATURES

Amenities, designed to improve efficiency, include Tru Trak, Opti-Ride front axle suspension and OptiRide cab suspension.



A yellow Challenger tractor is shown from a low-angle, front-quarter perspective, driving on a dirt road. The tractor is carrying a large load of logs in its front loader. The word "Challenger" is visible on the top of the hood. The background is a clear blue sky and a field of dry grass. The text "HIGHLY EVOLVED FROM GRILLE TO HITCH" is overlaid in large, white, bold, sans-serif capital letters across the middle of the image.

**HIGHLY EVOLVED
FROM GRILLE
TO HITCH**

Challenger



Its big brother is the world's most powerfully built track tractor, and its heritage is apparent in every aspect of the new MT600C Series tractor. The MT600C is part acre-eating field beast and part deluxe office with a 360-degree view of the world.

The Challenger® MT600C Series is a dream-come-true for North American farmers—agribusiness professionals who buy based on the job at hand, not on the color of the equipment. From top to bottom, end-to-end, these new high-horsepower row crop tractors prove their proficiency, day after day, field after field.



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MORE FUEL LEFT IN THE TANK

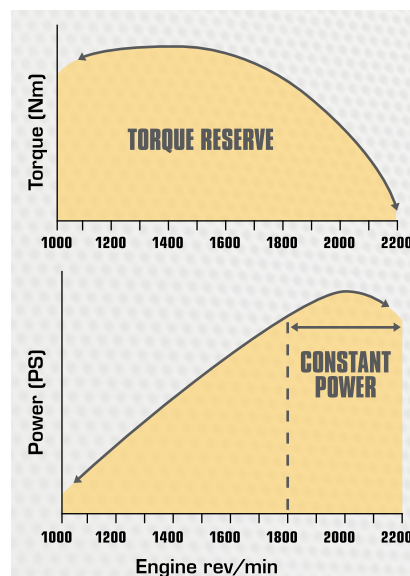
The design evolution of the MT600C Series has produced up to a 15 percent decrease in fuel consumption. At the heart of this fuel efficiency is the new AGCO SISU POWER 8.4CTA six-cylinder turbocharged engine.

E3 SCR TECHNOLOGY

Also key to fuel efficiency is our revolutionary e3 SCR technology for engine management and exhaust gas treatment. The system not only helps you become an even better steward of the rural environment, but it allows for optimum engine tuning at the factory (emissions are neutralized in the exhaust, rather than in the engine).

ELECTRONIC ENGINE MANAGEMENT

Improved efficiency starts with Challenger's Electronic Engine Management (EEM) system that works in perfect unity with the common rail fuel injection system to deliver quick and precise response to throttle movement. The EEC system is also in constant communication with the TechStar CVT, providing the ability to maintain a consistent ground speed, regardless of engine speed or vice versa.



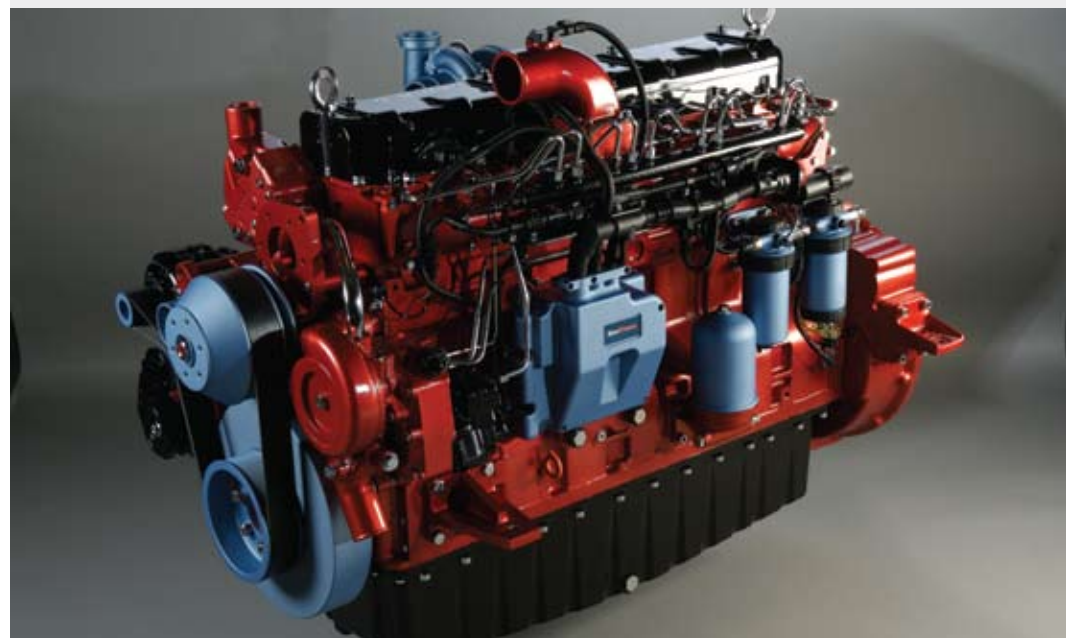
The engine maintains maximum torque between 1,200 and 1,500 rpm and delivers constant power down to 1,570 rpm. A 54% torque bulge on the AGCO SISU POWER engine is more than adequate to pull you through those tough spots in the field.

Electronic Engine Management allows the operator to program and recall two specific engine speeds with the touch of a button. You might set one, for example, at rated engine speed for tillage, while the second is set lower for headland turns.

The redesigned cooling package ensures maximum efficiency, and conveniently tilts up and away from each other for complete access and easy cleaning.

THIS IS WHAT STRENGTH AND PERFORMANCE ARE ALL ABOUT

- Wet cylinder liners and charge air cooling allow more effective cooling at the top of the cylinder, where it matters most.
- Cylinder head bolts are located in a circular pattern around the top of each cylinder for greater strength.
- Piston connecting rods are individually balanced for smoother operation and longer life.
- Latest technology in cross-flow design which includes cast inlet channels and combustion chambers ensures ideal combustion.
- Bosch electronic fuel injection pump provides quick and precise response to throttle movements.
- Viscous fan drive houses an internal clutch which responds to engine temperature for economical yet efficient engine cooling.
- Mid-support of the cylinder liners reduces vibration by 75 percent which reduces engine noise and wear on cylinders and cylinder liners.



COMPLIANCE WITHOUT COMPROMISE



Finally, there's emission technology that complies with you, because our Challenger MT600C Series tractors offer the most farmer-friendly approach towards meeting upcoming EPA standards – without making trade-offs in power, productivity or operating costs.

With e3 you don't give up a thing:

- Uncompromised horsepower and torque
- Significantly improved fuel economy
- An easier, more efficient path to meeting EPA standards now and in the future
- Cooler-running engines
- No increase in price due to e3 technology

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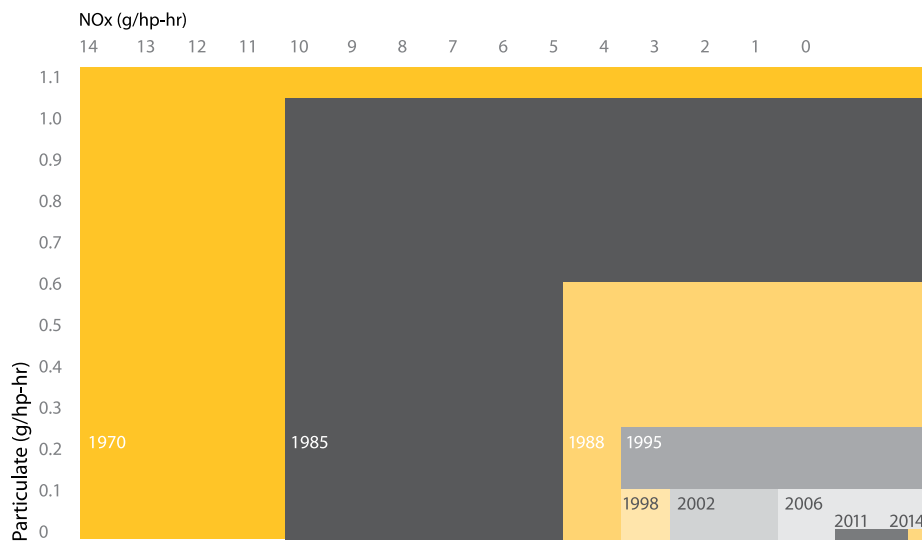
THE HOTTEST, COOLEST THING IN CLEAN-AIR TECHNOLOGY

When most farmers think of meeting emission standards, they think of the trouble long-haul truckers have experienced with EGR (Exhaust Gas Recirculation) emission control: loss of power, increased costs, reduced fuel efficiency and most troubling of all – excessive heat rejection.

The plain fact is that e3 is an SCR process (Selective Catalytic Reduction), not the EGR process that truckers had to deal with. It's entirely different technology that works for you, not against you.

WELCOME TO 2014

EPA regulations are only getting tougher, with Tier-4 final standards mandated by 2014. We're so sure that e3 SCR technology is the best way – the only way – to achieve those standards without sacrificing performance and fuel economy that we can say it's virtually inevitable our competitors will end up taking the same path.



What lies ahead: This chart shows how EPA standards have grown progressively more stringent since the early days of emission regulation. Tier-4 interim requirements go into effect in 2011 and Tier-4 final standards must be met by 2014. At each step, reduced NOx and PM emissions are represented by a smaller rectangle.

CLEANER AIR. PURE PERFORMANCE.

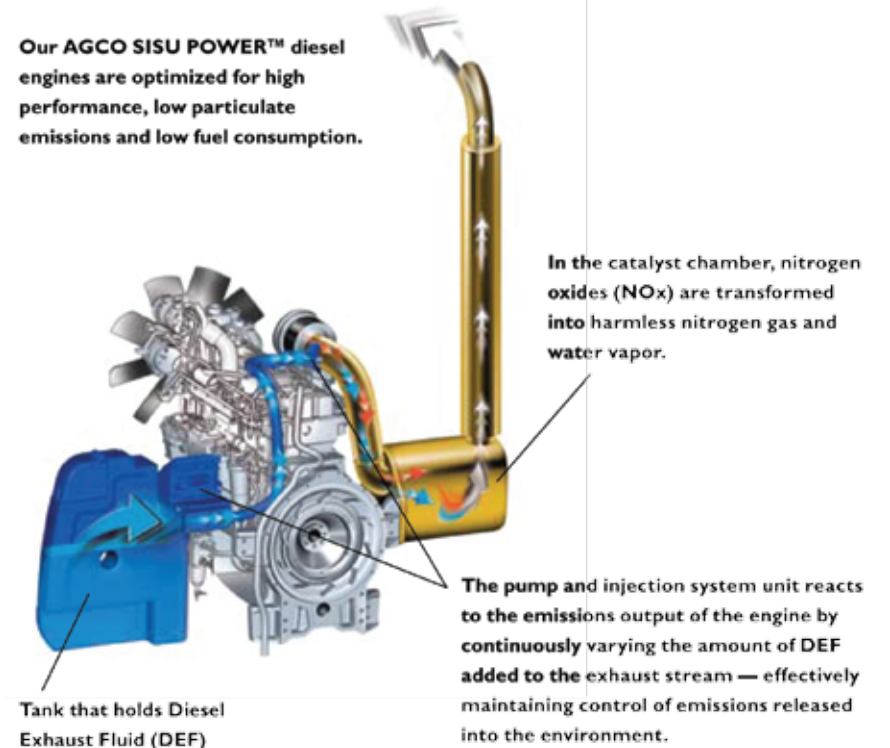
Our e3 version of SCR technology provides you with all the power you need, in the form of undiminished horsepower and torque and better fuel economy than our competitors – up to 15 percent better.

Downstream exhaust is treated with Diesel Exhaust Fluid (DEF), which breaks down harmlessly into nitrogen and water vapor. In fact, the e3 process, along with electronic engine management, actually allows our AGCO SISU POWER diesel engines to perform better, run quieter, stay cooler and last longer. At current Tier-3 levels, consumption of DEF is about 2.5 to 3 percent of fuel consumption, depending on load.

AS SIMPLE AS IT IS EFFECTIVE

Because e3 is a post-combustion, after-treatment process that takes place in the exhaust system, it never interferes with the performance of the engine itself. The technology is simple, robust and reliable, consisting of very few parts. Main components include a tank, an injection system and an SCR catalyst chamber.

Our AGCO SISU POWER™ diesel engines are optimized for high performance, low particulate emissions and low fuel consumption.



REAL QUESTIONS FROM REAL FARMERS

Q: How can e3 reduce emissions, save fuel AND optimize power and performance? I don't get it.

A: The key to its success is the fact that it's a post-combustion process. It stays out of the way of what the engine is built to do – provide power. After the exhaust leaves the engine, all that remains to be done is to reduce the nitrogen oxides (NOx).

Q: What is the added cost to the tractor for e3 technology?

A: There is nothing added to the purchase price of a tractor with e3 technology.

Q: How much money can e3 save me in fuel consumption?

A: Compared to competitive models, e3 technology delivers up to *15 percent in fuel savings. For example, if you normally consume 10 gallon per hour, use your tractor for 600 hours per year and assume \$2.70 diesel fuel, you would save an estimated \$2,430 per year. Visit www.agcocorp.com/e3 to calculate your potential savings.

*based on OECD tests of fuel consumption at Max. PTO Power (g/kW hr).

Q: Will DEF be available in my area?

A: Absolutely. There are literally thousands of supply locations springing up across North America. Since the trucking industry has already adopted SCR technology as the inevitable path to Tier-4, availability at truck stop chains is spreading nationwide. AGCO will distribute DEF via its network of equipment dealers across North America.



TECHNOLOGICALLY ADVANCED
**YET SIMPLE TO
OPERATE**



Challenger

Just when you thought the level of economy and productivity available through stepless transmission technology couldn't get any better, we introduce the TechStar™ CVT with Power Management. When engaged with a button on the armrest console, this new standard feature automatically controls both the engine speed and the transmission ratio to handle the job at the most efficient level.

THE OTHER GUYS CAN'T MATCH THIS

The TechStar CVT is an industry leader backed by more than 15 years of research and development and proven with more than 50,000 CVT transmissions in service worldwide. TechStar CVT offers:

- The fewest number of moving parts of any stepless or powershift transmission in the industry for longer life, greater resale value and less potential for downtime.
- A separate oil reservoir for the transmission, which isolates the transmission from the hydraulic remotes, minimizes the chance for contamination from implements.
- The service-friendly design allows Challenger service technicians to perform diagnostic tests using the AGCO EDT, electronic diagnostic tool.
- The ability to set four field cruise speeds — two in each of the two ranges — at the push of a button on the console.

CHALLENGER'S SUPERIOR VERSION OF STEPLESS SPEED CONTROL



By using both its mechanical and hydraulic capabilities at the same time, the TechStar CVT not only operates more efficiently, but it does so without preset gear limits, providing the operator with speed choices normally hidden in the areas between gears. There's no shifting of gears, no jerks and no delay in traction or power — just infinite speed control from creep to transport speed.

A CHOICE OF OPERATING MODES

Operation of the TechStar CVT can be as simple as adjusting the throttle and the speed control lever to attain the desired combination. However, the operator has a choice of operating modes that make efficiency and productivity even more manageable.

1. PEDAL MODE

Leave both hands free by shifting to "Pedal Mode" via a switch on the TMC console. Both the engine speed and the transmission ratio are adjusted to increase ground speed.

A. FORAGER MODE

Allows you to maintain a specified engine speed, while using the foot pedal to control ground speed. Ideal in applications like loader work or forage harvesting.

2. POWER MANAGEMENT MODE

When the system is activated, the engine and transmission work together to find the most efficient settings to get the task done. This allows the operator to concentrate on the task at hand rather than adjusting the tractor. There's no need to move the throttle. The engine automatically throttles back when less power is required, saving fuel, reducing engine noise and extending service life. Conversely, the engine speed is automatically increased when the tractor encounters a heavy draft load or an uphill grade. The engine speed can be set manually.

PRE-SET SPEED CONTROLS

The TechStar CVT provides the operator with two field cruise speeds in each of the two speed ranges. Simply turn the "SV1" or "SV2" rotary dials until the desired speeds are indicated on the digital display on the instrument panel.

You may choose to set one speed for precise planting speed, while the other is set to a slower speed for headland turns. Once set, it takes only the push of a button to recall the speed.



As an added benefit, the system has the unique ability to couple A and B engine speed settings with the ground speed memory system. When activated, this feature allows the operator to alter both the engine speed and the transmission ground speed with the "SV1" and "SV2" buttons.





SOLID AS A ROCK



Challenger

Challenger learned long ago that adding horsepower involves more than turning up the power on the engine. It means building a tougher, stronger tractor from end to end — which is exactly what we did with the new MT600C Series.

NEW SCULPTED FRAME

The MT600C Series features an entirely new chassis, incorporating a redesigned front axle support. A rugged pair of chassis rails, contoured for tight turns, extend from the front mounting all the way to a new mounting plate behind the engine. Not only do they provide more strength and support, they also serve as a strong mounting plate for a front-end loader, front mounted implements, fertilizer tanks and attachments.

HEAVY-DUTY POWERED FRONT AXLE

There's no need to order a stronger or heavier axle to run front duals on an MT600C Series tractor. It's already standard equipment. Extra large final drives allow the axle to handle the largest draft loads and weights with ease while providing a 55-degree steering angle for tight headland turns.

OPTI-RIDE FRONT AXLE SUSPENSION

Enhance ride comfort while putting even more power to the ground with Opti-Ride Axle Suspension. When combined with the OptiRide cab suspension system it can easily reduce vibration by 50 percent or more. It's also required for stability in combination with the 30-mph (50 kph) TechStar CVT transmission.

The Opti-Ride axle also provides increased traction and efficiency by keeping the front tires in contact with the ground for greater productivity and lower operating costs.

Unlike competitive systems, the Opti-Ride system can be turned off when necessary — like when you're using a front-mounted implement or operating a front-end loader where height control is critical.

NEW TRU TRAK FAST STEERING

New to the MT600C Series, Tru Trak allows the operator to adjust the steering ratio to require more or less turns of the steering wheel for the same angle of turn of the front wheels — allowing quicker turns with even less effort.

STRONGER COMPONENTS BRING UP THE REAR

While Challenger engineers were beefing up the engine, frame and front axle, they also took a close look at the transaxle and rear axle. Among the changes on the MT600C Series, compared to the MT600B Series:

- New brakes system that incorporates larger brakes.
- Larger lift cylinders, with a longer stroke, mounted on stronger lift arms for powering the 3-point hitch.
- Larger 4-wheel-drive clutch pack, thanks to seven discs in place of the previous six.
- Heavier transmission and differential casings/housings.



**GET MORE DONE WITHOUT
BREAKING A SWEAT**



Challenger



With today's heavy equipment, a powerful hydraulic system, a versatile power take-off (PTO), and three-point hitch capacity are as important as wheel traction and pulling power. That's why we made each of those systems even better on the MT600C Series. Standard amenities on all models include an electronic three-point hitch with a maximum lift capacity of 22,760 lbs (10,345 kg), four remote hydraulic outlets and a choice of power take-off systems to match your operation. Expand the capabilities even further with an optional front three-point hitch, front PTO and up to six rear remotes and two front remotes.



HIGH-PERFORMANCE HYDRAULICS

MT600C Series tractors feature a closed-center, pressure- and flow-compensated hydraulic system that provides flow to multiple functions at up to 46 gpm (175 lpm) and 2,900 psi (200 bar). A power beyond circuit and a load sensing line are also standard, while a fifth and sixth spool valve are optional.

All total, the MT600C Series tractors use five separate pumps:

- One for charging the TechStar CVT
- Two for the steering circuit (one being an emergency backup)
- One for low pressure circuits like the differential lock, PTO engagement , etc .
- One large variable-displacement unit solely dedicated to the spool valves and 3-point hitch

CUSTOMIZE HYDRAULIC SETTINGS

Electro-hydraulic control of all remote implement valves allows the operator to electronically enable or disable "float" and accurately set ram extension and retraction, flow rates and kickout timing, using the touch keys and rotary dial on the TMC display.

ADAPTABLE POWER TAKE-OFF (PTO) SYSTEMS

PTO speed with either system is digitally displayed on the dash panel for precise control of PTO driven implements. The system is also hydraulically actuated for smooth modulation and system protection.



ECONOMY PTO SYSTEM

1000E/1,000 rpm system. The economy PTO allows the engine speed to be reduced by 23 percent to 1,570 rpm, yet maintain full 1,000 PTO shaft speed.

ACTIVE TRANSPORT CONTROL (ATC)

Active Transport Control is integrated into the ELC system as standard equipment to help reduce shock loads and stabilize three-point hitch loads during transport. As mounted equipment is being moved over the road or across the headland in the raised position, the hydraulic cylinders absorb the shocks that can impact both the ride and your stability — automatically adjusting for different implement weights.

The ATC system can be controlled either manually or automatically linked to the ELC lift/lower switch. It is then activated when the implement is raised and deactivated when the implement is lowered.



FRONT THREE-POINT HITCH *OPTIONAL*

Put additional equipment up front with an optional front three-point hitch and hydraulic remotes. With a lift capacity of 11,000 lbs (5,000 kg) on a standard three-point linkage, it has the strength to handle even the heaviest cultivators, plows, fertilizer tanks, etc.

Standard equipment includes a towing clevis, an electric power connector and two hydraulic remotes that provide 20 gpm (75 L/m) of diverted flow from the rear remotes at the flip of switch.

FRONT PTO *OPTIONAL*

For even more versatility, add the front PTO option to handle a disc mower, snow blower or other powered implement. Easily engaged via a console-mounted rocker switch, the factory installed PTO features a 21-spine, 1,000-rpm shaft with clockwise rotation.



REDESIGNED ERGONOMIC CONTROLS AND GREATER COMFORT HELP THE OPERATOR STAY FOCUSED AND ALERT FOR GREATER PRODUCTIVITY DURING LONG DAYS IN THE FIELD



Challenger

YOU'VE BEEN PROMOTED TO A BIGGER OFFICE

The new 4-post Pinnacle View cab is the largest cab in its size class with 28 percent more cab space than the MT600B Series. At just 71 decibels, the cab has the lowest interior sound rating in the industry.

The Pinnacle View cab features a wide door with a curved glass and 4-post design that offers an extraordinary, 360-degree view.

KICK-BACK COMFORT

Work should happen *outside* the cab — not inside. Inside the new Challenger MT600C it's all a smooth ride due to the AirRide seat. Standard adjustments include height and suspension; fore and aft seat position; lumbar support, and back tilt position.

DELUXE SEAT For the ultimate in operator comfort, upgrade to the optional semi-active, heated VRS operator seat that's backed by innovative computer technology. Also available with a leather cushion option, it uses a specially tuned damping system that provides continuous real-time automatic damping force in any one of three positions, based on terrain inputs.

OPTIRIDE HYDRAULIC CAB SUSPENSION

To further reduce fatigue, MT600C tractors feature the new OptiRide cab suspension system. Available in the standard or optional Plus configuration, it uses a hydraulic damper and accumulator system on each corner of the cab to provide unexcelled ride comfort.

OptiRide Plus adds the use of dynamic suspension and adjustable damping to provide an additional 25 percent improvement in ride comfort. With both systems, lateral movement is controlled by a torsion bar between the two rear mounting points.

JUST BECAUSE THE SUN QUITS DOESN'T MEAN YOU HAVE TO

The MT600C Series features a new standard lighting package that offers more light coverage than previous models.

NIGHTBREAKER™ HID LIGHTING PACKAGE OPTIONAL

For even better nighttime illumination, select the optional Nightbreaker™ HID lighting package. It pushes visibility out to a quarter mile (up to 30 percent more than the standard lighting package), depending on weather conditions. The closer-to-sunlight white light produced by HID Xenon lights improves depth perception, decreases eye strain and increases efficiency during any low-light conditions.

OPTION For increased visibility on the road, up to two rotating beacons are also available.



- **A SLIM-PROFILE DASH** with digital displays for all major tractor and engine functions, including the selected gear, engine RPM, PTO speed, fuel and DEF fluid levels and machine hours.
- **TILT AND TELESCOPIC** steering column.
- **ELECTRONIC CONNECTIONS** on the right-hand B pillar that include a 12-volt supply with its own switch; a cigarette lighter and an ISO plug.
- **ADDITIONAL CONNECTIONS** near the right-side floor that include an additional 12-volt for monitors and accessories along with an ISOBUS connection (ISO 11783 standard).
- **AN EXTERIOR LIGHTING TOUCHPAD**, located on the right-hand B pillar, makes it easy for the operator to select the perfect combination of exterior lighting.
- **A WIDE ASSORTMENT** of management and convenience features, includes a cell phone holder and outlet; a set of four radio speakers and front sun visor.
- **IN ADDITION** to 67.3 square feet (6.22 m²) of usable glass area, Challenger® MT600C Series tractors feature a sloping hood and wasp-waist frame for an unobstructed, panoramic view of the field.



IT'S GOOD TO BE IN CONTROL AND EASY WITH THE MT600C SERIES

Our spacious cab makes room for a larger seat-mounted Tractor Management Center (TMC) armrest. Its intuitive, ergonomic design puts all key functions—including up to six hydraulic control valves—at your fingertips. The new armrest also includes an advanced ISOBUS TMC display, which now includes video capability, as well as integrated control of any ISOBUS equipment.

All information displays are mounted in your line of sight, so you can keep an eye on both the field and the data.



YOUR WINDOW TO THE WORLD

The new TMC display found in the MT600C Series models is much more than a monitor. Comprised of a seven-inch color screen; 12 soft keys, and a rotary dial, the ISOBUS-based unit allows you to keep an eye on all tractor, engine and transmission functions; check and adjust hydraulic settings; track service intervals; manage or adjust the AUTO-GUIDE² system; control any and all ISOBUS-compliant implements, and collect valuable data that can later be used to create detailed work plans and records — all from one single location.

1. HAND THROTTLE
2. SPEED CONTROLLER LEVER
3. HYDRAULIC LEVERS 1-4
4. TMC DISPLAY NAVIGATION
5. REAR PTO AUTO
6. FRONT LINKAGE CONTROL
7. REAR PTO
8. POWER MANAGEMENT ENGAGEMENT
9. SV1 AND SV2 ADJUSTMENTS
10. PEDAL / LEVER MODE
11. LINKAGE LIFT / LOWER
12. REAR LINKAGE HEIGHT ADJUSTMENT
13. TMC DISPLAY
14. SV1 AND SV2 ENGAGEMENT
15. LIGHTS
16. ENGINE PRESET ADJUSTMENT A/B

Switches for occasionally used controls, like the differential lock, power front axle, Tru Trak, etc. are located on the right side panel, while adjustment dials for the 3-point hitch and other occasionally used adjustments, like the powered side mirrors, are protected under a side panel door.



THE RESULT OF YEARS OF RESEARCH AND EXPERIENCE,
AUTO-GUIDE² IS DESIGNED TO FIT TOMORROW'S PRECISION
FARMING, MACHINE CONTROL AND
MACHINE MANAGEMENT TECHNOLOGY

Challenger

Fortunately, the advanced electronic features on the MT600C allow you to do that. Working in conjunction with the standard radar, the MT600C offers more than 20 valuable monitoring, control and comparative functions, including wheel slip, fuel/hour, distance, cost/hour, area worked, etc.

The TMC display also includes the ProMAX™ Implement Response Control System, which provide automatic wheel slippage monitoring to control both three-point-hitch- and drawbar-mounted equipment.

WORK SMARTER NOT HARDER



ONE-TOUCH™ HEADLAND MANAGEMENT

Initiate several tractor and implement functions at the same time at the touch of a button on the transmission controller. Easy to operate, the One-Touch system uses the ISOBUS network to record and execute a myriad of repeated functions, such as changing ground speed, accelerating or decelerating the engine, raising and lowering the three-point hitch, engaging and disengaging the PTO and raising and lowering an implement.

The One-Touch system even allows you to preprogram a sequence for use by an employee or family member or add a function without having to rerecord the entire sequence, saving both time and frustration.

MEMORIZE AND RECALL THE DETAILS

Using keys and rotary dial on the TMC display, the operator can input memory functions for up to eight implements, so hydraulic settings, engine and ground speed presets, as well as the One-Touch sequence can be quickly and easily recalled.

The TMC Display will also log data to either an SD card or a USB drive. The system can record variables such as engine RPM, ground speed, wheel slip, and fuel consumption, all of which can be geo-referenced when a GPS receiver like AUTO-GUIDE² is connected to the tractor. This data can then be loaded into farm management PC software for analysis and record keeping

TRAILED IMPLEMENT CONTROL

Working in conjunction with the spool valve management system, “trailed implement control” automatically adjusts the working depth of sensor-equipped trailed implements to control excessive wheel slippage. As a result, field travel speed and engine performance always remain at peak levels.

GET MORE OUT OF EVERY PASS WITH AUTO-GUIDE²

Whether your goal is it to reduce skips and overlaps or to work at faster speeds, you can do it with the new AUTO-GUIDE². By using G3 technology to guide the tractor along parallel swaths — straight or contoured — pass after pass, this hands-free steer-assist system brings a new level of control and productivity to your operation.

- G3 Technology uses three separate satellite constellations (GPS, GLONASS and Galileo) simultaneously providing superb satellite coverage.
- G3 technology provides a more consistent satellite signal that is tightly coupled with terrain sensors allowing AUTO-GUIDE² to continue working next to tree lines and other obstructions.
- Reduced overlap helps save chemicals and seed for lower input costs.
- Hands-free steering reduces fatigue and improves operator comfort.

UNMATCHED FLEXIBILITY

The flexibility to perform precision applications like bedding, planting, spraying and tillage are already built into the AUTO-GUIDE² satellite navigation system. All you have to do is decide on the system that best matches your needs and accuracy level goals.



All functions of the AUTO-GUIDE² system are managed through the TMC ISOBUS monitor. Naturally, AUTO-GUIDE² is disengaged as soon as you manually turn the wheel, whether it's at the end row or the middle of the field. Through the TMC Display's ISOBUS technology engagement of the AUTO-GUIDE² can be controlled through the One-Touch system allowing for true one button farming.



**OUR BIGGEST DIFFERENCE AND OUR
GREATEST STRENGTH: WORLD-RENOWNED
DEALERS, WORLD-CLASS SERVICE**



Challenger

CUT DOWN ON THE DOWNTIME

Challenger® engineers understand your hectic schedule and have made it easy to perform routine maintenance. With five easy-to-access daily service points, you can complete maintenance inspections at pit-crew efficiency, and get back in the field.

In the meantime, we've increased the replacement interval on transmission oil and filters to every 1,200 hours, while the engine oil change interval is now 400 hours—so you spend more time working and less time servicing the machine.



FEWER FUEL STOPS

The 155-gallon (590 L) ground-level fuel tank combined with the economy of the new AGCO SISU POWER engine lets you work long hours between refills. The AgBlue diesel exhaust fluid tank, meanwhile, holds enough material for two average days of work. Fuel tank capacity is 183 gallon/690L with optional iEGR engine.

DIAGNOSTICS IS A BREEZE

Fortunately, it doesn't take long to isolate a problem, thanks to our new CANBUS technology. Since every component on the tractor communicates in the same language, a service technician needs only to plug in a portable, hand-held unit that performs diagnostics and displays results in a matter of seconds.

MAXIMUM WARRANTY COVERAGE

As a Challenger tractor owner, you are assured of full warranty protection for two years or 2,000 hours, whichever comes first. An Extended Service Plan is also available, assuring you of continued support from your Challenger dealer.

PREDICT HOURLY OPERATING COSTS

Thanks to three new ProTech ESC (extended service contract) options, you can predict hourly operating costs right down to the nickel.

- **THE TILT-UP HOOD RAISES FROM THE FRONT, PROVIDING EXCELLENT ACCESS TO KEY SERVICE POINTS.**
- **NO TOOLS ARE REQUIRED TO SWING OPEN THE COOLING CORES TO REMOVE TRASH BUILD-UP OR BLOCKAGE.**
- **CHECKING AND TOPPING OFF ENGINE OIL IS EASILY ACCOMPLISHED FROM GROUND LEVEL ON THE LEFT SIDE OF THE TRACTOR.**
- **THE CAB AIR FILTER, CONVENIENTLY LOCATED UNDER THE CAB ROOF OVERHANG IS EASILY REMOVED WITHOUT TOOLS FOR CLEANING OR REPLACEMENT.**
- **A NEW CASSETTE-TYPE ENGINE AIR CLEANER, POSITIONED AT THE FRONT OF THE TRACTOR, MAKES SERVICE EVEN LESS TIME-CONSUMING.**
- **HYDRAULIC AND POWERTRAIN OIL SIGHT GAUGES AT THE REAR OF THE TRACTOR LET YOU CHECK THE LEVEL AT A GLANCE.**



Combine quality Cat® service with our 24-hour-a-day parts network and you have the absolute gold standard in dealer support.



MODEL		MT645C	MT655C	MT665C	MT675C
ENGINE	PTO HP @ 2200 Rated Engine RPM (kW)	205 (151)	225 (166)	250 (184)	275 (202)
PERFORMANCE	ISO Engine HP @ 2200 Rated Engine RPM (kW)	240 (177)	265 (195)	290 (213)	320 (236)
	Maximum ISO Engine HP @ 2000 Engine RPM (kW)	270 (199)	295 (218)	320 (236)	350 (258)

ENGINE

Rated Speed (RPM)	2200
Maximum Torque Rise	54%
Maximum Power Bulge	15%
Type - Standard	AGCO SISU Power w/ e ³ Technology
- Optional	AGCO SISU Power IEGR
Number of Cylinder	6
Aspiration	Turbocharged w/ Air/Air Intercooler
Type of Cooling	Liquid Cooling
Displacement Liters (CID)	8.4 (514)
Compression Ratio	16.7 : 1
Fuel Injection System	Bosch High Pressure Common Rail, Electronic Injectors with Variable Injection Timing and Duration
Fuel	Diesel
Fuel Filter	Replaceable Oil Filter
Lubrication System	Gear Pump at Bottom of Timing Gear
Starting Aid	Thermostart

ELECTRICAL SYSTEM

Alternator / Battery	240 Amps / 12 V
Isobus Connector	50 Amps

TRANSMISSION

Type	Techstar CVT with Power Management 30 mph (50 kph)
Field Speed Range	0.02 - 17 mph Forward and 0.02 - 10 mph Reverse (0.03 - 28 km/h Forward and 0.03 - 16 km/h Reverse)
Road Speed Range	0.02 - 30 mph Forward and 0.02 - 24 mph Reverse (0.03 - 50 km/h Forward and 0.03 - 38 km/h Reverse)
Road Speed Range	Optional - 0.02 - 25 mph Forward and 0.02 - 24 mph Reverse (0.03 - 40 km/h Forward and 0.03 - 38 km/h Reverse)
Speed Forward	Infinite
Cruise Control Speeds	2

BRAKES AND FINAL DRIVES

Type of Final Drives	Inboard Planetary
Type of Brakes	Wet Disc



Challenger

REAR AXLE

4.33 x 118 in. (110 x 2999 mm) Long Axle	Standard
4.33 x 118 in. (110 x 2999 mm) Long Axle With Dual Wheel Provision	Optional
.33 x 118 in. (110 x 2999 mm) Long Axle With Dual Wheel Provision & Spacers	Optional
4.33 x 105 in (110 x 2550 mm) Short Axle	Optional
4.33 x 105 in (110 x 2550 mm) Short Axle with Dual Wheel Provision & Spacers	Optional
Differential Lock - Full-Locking, Electro Hydraulic	Standard

FRONT AXLE

2 Wheel Drive	N/A
4 Wheel Drive Differential Lock	Full-Locking, Electro Hydraulic Standard
4 Wheel Drive Engagement	Electro Hydraulic
4 Wheel Drive Maximum Steering Angle	55°
Opti-Ride Front Axle Suspension	Standard
Opti-Ride Differential Lock	Standard - Full-Locking, Electro Hydraulic

HYDRAULICS

System Type	Closed Center Load Sensing (CCLS)
Total Flow Rate - US Standard Gallon (L)	46 (175)
Maximum Pressure PSI (Bar)	2900 (200)
Available Flow Rate Per Spool Valves gpm (L/min)	26.4 (100)
Remotes - Standard / Optional	Standard - 4 Fingertip Spool Valves Optional - Up to 6 Electronic Fingertip Spool Valves or 4 Fingertip Spool Valves and 2 Joystick Spool Valves
Hydraulic Couplers	Decompression ¹ Couplers With Connect/Disconnect Under Pressure Function

STEERING WHEEL

Steering Wheel	Tilt & Telescopic
Tru Trak Steering	Standard

THREE POINT HITCH - REAR

Category 3	Standard
Category 4 (only with 20 Spline Shaft)	Optional
Stabilizers	Sway Block
Maximum Lift Capacity At 24 in - Through Full Stroke	

THREE POINT HITCH - FRONT - OPTIONAL

Category 3	Standard
Integrated Front Hitch	Standard with Front Three-Point Hitch
Maximum Lift Capacity At Link End lbs (kg)	11000 (5000)

DRAWBAR

Category 3 with Drop Pin	Standard
Category 3 Heavy Duty with Drop Pin	Optional
Category 4 with Drop Pin	Optional

PTO

Speeds - Standard RPM	540E/1000
Engagement	Electro Hydraulic
Economy (1000E/1000)	Optional
Shaft Diameter in (mm)	1 3/4 in (45 mm) Shaft, 20 spline
Engine Speed if PTO at 1000 RPM	1970
Engine Speed if PTO at 1000e RPM	1605
Engine Speed if PTO at 540e RPM	1577

OPERATOR AREA

Cab Glass Area ft ² (m ²)	67.3 (6.22)
Noise Level dB(A)	71
OptiRide Hydraulic Suspended Cab	Standard
OptiRide Plus Hydraulic Suspended Cab	Optional
Operator Seat - Air Suspension	Standard
Transmission Control(s)	Right Console / Armrest
Forward Control(s)	Left Hand Control
Cab Doors (2)	Standard
TMC Display	Standard

GUIDANCE SYSTEM

AUTO-GUIDE ²	Standard
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DIMENSION & WEIGHT*

Wheelbase in (mm)	122 (3100)
Overall Length in (mm)	215.7 (5480)
Maximum Height Over Cab	141 (3584)
Approx. Shipping Weight lbs (kg)	24250 (11023)

CAPACITY

Fuel Tank Capacity US Gallon (L) w/ e ³ Technology	155.9 (590)
Fuel Tank Capacity US Gallon (L)	182.3 (690)
DEF Usable Tank Capacity US Gallon (L)	7.9 (30)

* All dimensions measured with Dual 520/85R46 rear tires
and 480/70R34 front tires





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**CHALLENGER
NORTH AMERICA**
4205 River Green Parkway
Duluth, Georgia USA 30096
Phone: (770) 813-9200
Fax: (770) 813-6038

