

IRISH FARMERS MONTHLY



TRACTOR GUIDE 2025

MAKES, MODELS,
SPECS AND PRICES

'THE EMPIRE IS ABOUT TO STRIKE BACK'

DAIRY INDUSTRY IRELAND ON THE
SECTOR'S FUTURE

WHAT DOES THE VET SAY?

BLUETONGUE - CLINICAL SIGNS
AND VACCINATION

EU HARVEST ANALYSIS

WEATHER IMPACT ON
MYCOTOXIN RISK



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JANUARY 2025

EDITORIAL



Matt O'Keeffe, Editor

TRADE IS A TWO-WAY TRANSACTION

Farming, for all the challenges it faces, contributes significantly to Ireland's continuing economic success. Irish food exports annually hit new records. We argue as to whether the primary producers receive a fair share of the largesse, but we have no wish to shrink the size of the cake, only to pursue a fairer and more transparent allocation. Whether the Agri Food Regulator can change that dynamic remains to be seen. It needs greater powers, but that does not remove the potential of the regulator, if not to ensure a greater share of the profits from our food production accruing to the producer, then at least that a fuller disclosure of margins along the chain be disclosed. Food producers cannot endure an erosion of our competitiveness. We must, though, remember that competitiveness and protectionism are not compatible.

Trade deal reservations

In the early years of our country's independence, protectionism was pursued. It was not a sound strategy then, and it would not be a positive strategy for the global economy now. Globalisation has detractors. For Ireland, it has delivered success and wealth. We are a trading nation and, however difficult to accept, that is a two-way process. The negotiations over a trade agreement with the Mercosur countries have been ongoing intermittently for almost a quarter of a century. Several EU Member States balked at the last hurdle to concluding an agreement in 2019. Now, there is another attempt to finalise the trade deal in the coming months. Many countries have again expressed reservations, and it is by no means certain that the long gestating trade deal can be concluded in 2025. The European Union is in a different and more difficult place than it was six years ago. It has fallen behind the other major trade blocs, US and China, in competitiveness terms. Its economic growth rates, too, are lagging. Add in the fact that Germany and

France, the long-standing powerhouses and paymasters of Europe, have significant economic and financial problems, and the extent of the differences and difficulties become obvious. The EU needs a big economic win. A trade agreement with Mercosur is seen as that. At a time when the US seems to be reversing its outward trading philosophy by threatening the imposition of tariffs on its neighbours and trading partners, including the EU, there is a rationale for Europe to be seen as a supporter and driver of international trade and globalisation. Add in the threats to European carmakers and high-tech companies from Chinese imports and the necessity to broaden the scope of European trade becomes even more compelling.

A TWO-WAY STREET

Irish food producers are rightly worried about the effects of increased food imports from South America. Our beef trade is seen as vulnerable to Brazilian and Argentinian import displacement in our lucrative European markets. Another 99,000 tonnes of high-end and lower-value beef cuts from the Mercosur countries are a relatively small tonnage in the greater scheme of European beef consumption. However, it only takes a small surplus to distort price and that is the real concern. The tentative EU-Mercosur trade agreement contains safeguard clauses allowing the EU to suspend aspects of the deal, including meat imports, in the event of market distortion being proven, though such damage-limitation is little consolation to producers at the receiving end of price falls. Equivalence of production standards is not a bulletproof argument against South American beef imports, given that the EU already imports 200,000 tonnes of Mercosur beef annually. Ireland exported 489,000 tonnes of beef in 2023. The unavoidable truth of trade is that it is a two-way street.

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TRACTOR
GUIDE
2025
INSIDE



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KERRY CO-OP SHAREHOLDERS APPROVE DEAL

Last month, Kerry Co-op members agreed to acquire the milk processing and allied assets of Kerry Plc. It is estimated that the release of all co-op shareholder equity in Kerry Plc will deliver around €1.4bn of value directly to all Kerry Co-op members as well as providing part funding for the buy-out. The proposal was approved by 82 per cent of eligible members present and voting that took place at a special general meeting of the co-op held in Killarney.

Following on the general model adopted by Glanbia Co-op, now Tirlán, Kerry Co-op will, over a planned timescale, assume full ownership and control of Kerry Plc's Irish milk processing and dairy brands. The agri-sales-related activities will also be

fully owned by the co-op. There had been some doubt as to the voting intentions of the dry shareholders who are not actively dairy farming, but the vote result confirms overwhelming support for the proposal. While the agreement is complex, involving some degree of borrowing as well as share sales financing, the general opinion is that the deal, orchestrated by Jim Woulfe on the co-op side, will deliver significant financial benefits to all Kerry Co-op shareholders. It also marks the end of an era as Kerry Plc exits milk processing and concentrates on its taste-and-ingredients businesses globally. The removal of the relatively low-margin milk processing business from the Plc portfolio should please corporate shareholders as it allows Kerry Plc to

concentrate exclusively on its higher margin businesses, where the organisation is recognised as a world-leading player. Pat Murphy, the highly regarded CEO of Kerry Dairy Ireland, will continue in the role under full co-op ownership and, presumably a new name, yet to be decided on. Kerry's milk-processing activities have been a major economic driver across Kerry, Clare, Cork and Limerick for several decades. Kerry Group was founded in 1972 and, led by the dynamic Denis Brosnan, became a public company almost 40 years ago in 1986. The original dairy co-op now returns to its roots and the Plc continues its global journey, unfettered of leading milk price controversies and the other mundane challenges and realities of milk production in the southwest.

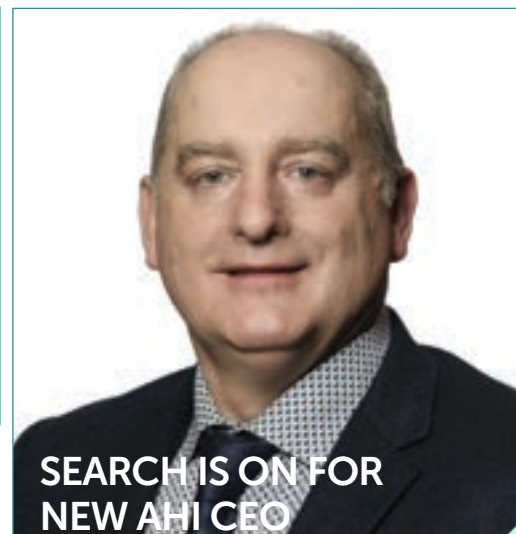


GREYHOUND RACING ON BACK FOOT

The news that New Zealand is to ban greyhound racing came as no surprise.

There has been an increasing public clamour in that country for the end of the sport as allegations of high injury rates in racing dogs have given the sector a bad reputation. Greyhound racing is a relatively minor pursuit in New Zealand with fewer than 2,000 dogs involved, compared to an estimated 7,000 greyhounds registered in Ireland. The wind-down of racing there will happen throughout this year and next as the dogs are retired and rehomed. Here in Ireland, the greyhound racing sector continues to thrive, if on a reduced scale. With almost €20 million of public funding annually, efforts are ongoing to make the sport more attractive, with investments made in racing stadia as well as enforcing higher animal welfare standards. However, a poll taken during the recent General Election of Irish voter attitudes towards greyhound racing, suggests strong

opposition to the level of funding for the sport. In addition, over half of those polled believed that racing greyhounds have a poor quality of life. The poll was commissioned by an American greyhound welfare organisation Grey2K, though we make no suggestion of any bias in the poll questions. Some media outlets refer to Greyhound racing as a 'practice' rather than a sport. Semantics or a deliberate differentiation? Irish greyhound racing still has support, especially in rural areas, and generates considerable revenues and income for many breeders and trainers. Meanwhile, hare coursing, which is an exciting spectacle for a minority audience, is under greater pressure and is a regular focus of protest by animal rights groups. Organisers insist that the mortality figures for hares coursed have reduced significantly in recent years and that most hares are returned to the wild unharmed. Unless artificial lures replace live hares, however, its days may be numbered.



SEARCH IS ON FOR NEW AHI CEO

Losing two CEOs in the space of 12 months could be described as unfortunate. After a six-month stint in the role, Kevin McConnell (pictured) has decided to step down as chief executive of Animal Health Ireland (AHI). Kevin replaced David Graham who left AHI last April, having confirmed his intentions to leave the organisation in October 2023. David had a relatively lengthy involvement with AHI stretching back to 2010, six of them as CEO. It is important that AHI moves promptly now to find a new CEO. The organisation has an important role to play in improving Irish livestock health standards and much depends on the successful execution of several vaccination and disease eradication programmes under its remit in the coming years.



Rural Social Scheme

Supporting farmers and fishers

This community-based employment scheme is designed to provide an income support to low-income farmers and fishers.

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Rialtas na hÉireann
Government of Ireland

ROLLINS ROLLS INTO USDA

American farmers will be assessing the presumptive United States Department of Agriculture (USDA) secretary to reassure themselves that she has their backs. Brooke Rollins comes to the role of leading the powerful USDA with a reasonable farming pedigree, having grown up on a farm in Texas. In her youth she was a 4-H member (equivalent of Foroige) and a State officer in Future Farmers of America, a Macra-like organisation devoted to promoting rural pursuits. Her academic qualifications include a Bachelor of Science degree in agricultural development from Texas A&M University as well as extensive legal studies. In recent years, the Texan founded and led the conservative America First Policy Institute, a republican-leaning think-tank. She also held senior policy development roles in the first Trump administration. Rollins lists her downtime pursuits as including outings to Texan cattle shows with her husband and children. While some other roles in US administrations may be more high profile, Secretary of State for Agriculture is an enormously powerful and influential position. The USDA had a budget spend of \$213 billion last year, much of which was spent on food programmes for low-income, nutritionally challenged American families. It controls 29 diverse agencies across farm supports, nutrition assistance, food safety and rural telecommunications and broadband. Most US farmers depend on the US Farm Bill to a greater or lesser extent for at least part of their income, and the all-important crop insurance regime protects American crop and cattle producers from the worst of weather and price challenges. Brooke Collins is a close confidante of Donald Trump and shares his economic, energy and 'make America great again' (MAGA) policies. She takes over from Tom Vilsack who held the post for the past four years under the Biden administration. Interest in the US Secretary of Agriculture will not be confined to US farmers and ranchers. Irish food producers will also take a keen interest in her policies, with threatened US tariffs likely to impact on our exports to the US.

BERKERY'S BLUE-SKY THINKING

At last month's dairy conference at UCD Lyons farm, co-sponsored by *Irish Farmers Monthly*, ifac, and MSD Animal Health, Michael Berkery, chair of FBD Trust, provided a potentially game-changing suggestion that research should be conducted into breeding ryegrasses with nitrogen-fixing traits.

The science to produce these grasses is already available with gene-editing technology. Allowing ryegrass varieties to acquire rhizome traits would transform grass production, greatly reducing the need for chemical nitrogen and would reduce the challenges for farmers managing clover-rich swards. As Michael pointed out, there is no genetic mutation required, only the use of gene editing, which is well established as a minimal interventionist method of improving plant species traits. Work has been done on wheat to deliver similar outcomes in the UK and elsewhere, so this is not radical

or theoretical science, it is practical and achievable. IFM carried a similar proposal about eight years ago, and it was generally dismissed as unachievable with current science at that time. Nitrogen-fixing grasses may now be a proposition that has come of age, especially with high chemical nitrogen costs and the general drive towards lower nitrates use. One practical barrier to developing new grass varieties with the necessary nitrogen-fixing traits, is that the return on the research required is relatively low, compared to the royalties available for new grain varieties where growers replant annually, filling the coffers of plant developers. Grass swards, by comparison, are renewed on a far longer timescale. That should not be an impediment to engaging in a scientific development that would be beneficial to farmers, the environment and food production generally.



OFF TO OFFALY

The eagerly awaited announcement relating to the location of the 2025 National Ploughing Championships came last month, and we are all looking forward to a day (or three) out in Screggan, Tullamore, Co. Offaly next September. It is a return to the same location that hosted the event in 2016, 2017 and 2018 when the late Joe Grogan, RIP, opened up the farm for the three-day agricultural show. This year, Joe's

wife, Lisa Flaherty Grogan will repeat the gesture, with additional lands being made available for Ploughing and parking from neighbouring farmers. Managing director, Anna May McHugh commented that while there will be many of the old favourites to look forward to at the show, there will also be some new attractions in 2025. Dates for the diary: September 16-18, inclusive! Let the countdown begin.



BREEDING GRANT 2025

Horse Sport Ireland is seeking applications for the 2025 Breeding Grant Initiative. This supports funding for breeding and production initiatives for young horse classes and production events.

Closing date 12pm Noon Tuesday
 7th January 2025



Scan the QR
code to
apply Today



Funded under National Breeding Services

Delivered by



An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine



**HORSE SPORT
IRELAND**

InTouch



NEW YEAR, NEW CALVES

CATHAL BOHANE,
INTOUCH NUTRITION

Happy new year to all readers. We hope for a 'normal year' ahead without the extremes of rainfall, temperature, and drought. But, according to Met Éireann, as the average mean temperature increases, our atmosphere can absorb more moisture, hence the more extreme downpours we have seen over the last few months and years.

The new year signals the arrival of new calves on farms over the next few months, bringing its own set of challenges. Healthy calves are developing long before we see a calf on the ground, and as per previous articles, the dry cow is the cornerstone of this. Passive immunity is what the calf relies on early in life, meaning that a healthy and fit cow will more than likely result in a healthy and fit calf. Getting the protocols and ongoing monitoring right for nutrition, minerals, management, and body condition score will help you achieve this. Colostrum is the next step in managing the newborn calf. Trial results I recently studied show that calves receiving four litres of colostrum versus two litres gained an extra 230g per day to weaning, produced 2.6 litres extra milk per day in lactation, and were 47 per cent less likely to leave the farm after the first lactation. The moral of the story is that we need to make sure calves are getting colostrum and that we get it into them quickly post-calving. Getting three to four litres into them in the first few hours is the best start we can give them to fight off the challenges they will encounter in the calving area and calf houses moving forward. This opportunity is severely reduced after five to six hours but lost after 24 hours.

Milk feeding also needs to be examined, particularly the volumes used. A calf will need up to three litres per day just for maintenance, so feeding four litres per day will achieve little. A minimum of 15 per cent of their body weight should be the target, or about six litres per day. At a 12.5 per cent to 15 per cent concentration for milk replacer, this equates to 750-900g per day. Some herds will aim for 20 per cent of body weight. For replacement stock, this milk replacer should contain 25-26 per cent protein and approximately 17-18 per cent fat.

We need to double the birth weight by weaning plus 10 per cent. To help them on this journey, a coarse calf starter should be fed from day one. It should be palatable and dust-free. Calves will eat very little at the beginning, building to 1-1.5kg at weaning, which will serve as a marker or target. The starch content of the ration will develop the rumen of the animal. Good results can be achieved by adding a small quantity of straw (8 per cent) to this concentrate or feeding it separately. Avoid the use of hay, as calves will overconsume it, reducing their intake of important nutrients and leading to 'pot bellies'. They are still non-ruminants and cannot digest hay effectively. The availability of clean, fresh water has also been shown to increase starter intake and digestion, as milk bypasses the rumen.

Finally, when you see healthy calves, we are often drawn to the housing and automated feeding systems. However, when you dig deeper, the main factor involved is good husbandry by a skilled person. They may not be doing anything fancy but are simply getting the basics right.

NEW GUIDE FOR FARMERS IS 'SHEAR SUCCESS'

A new guide on the ways to maximise wool's value was recently delivered to almost 50,000 sheep farmers nationally. Produced by the Irish Grown Wool Council in partnership with Teagasc, this new guide was included in the annual Sheep Census forms issued by the Department of Agriculture, Food and the Marine (DAFM).

The *Shear Success* guide is aimed at supporting sheep farmers to maximise the value of their wool. The practical guide offers recommendations to sheep farmers on how best to prepare before, during and after shearing, in order to maximise their wool value and avoid reducing its potential value and use. The guide emphasises best practices for maintaining fleece quality before and during shearing plus wool handling techniques to ensure that fleeces are rolled and stored correctly post-shearing to preserve their integrity and value. Nationwide, sheep farmers will be receiving the *Shear Success* guide along with their sheep census forms. The Irish Grown Wool Council is recommending that sheep farmers review the guide and attach it to the shearing month of their 2025 calendar, as well as encouraging sheep farmers to complete the annual sheep census issued by DAFM. The *Shear Success* leaflet complements the earlier launch this year of two comprehensive short videos produced by the Irish Grown Wool Council and Teagasc. These videos available online and via Youtube are presented by sheep farmers David Heraty, Irish Sheep Shearers Association and Jayne Harkness-Bones, Ulster Wool, participants of the Wool Quality & Presentation working group in the Irish Grown Wool Council. The content provides best practice for sheep farmers to ensure enhanced wool quality and presentation so that wool is presented in the best possible condition for sale onwards to wool merchants and exporters.

David explained: "Wool quality and presentation is important to ensure that farmers are presenting fleeces in the best possible condition. We see that value is often lost at shearing time due to a lack of preparation or presentation. Additional resources may then be required to bring wool up to standard, which reduces both the price for the farmer and the potential development for the wool. Presenting wool in the best possible condition at the farm gate helps to ensure a better return for everyone all along the value chain. This is an opportunity for sheep farmers to apply some simple steps before, during and after shearing to maximise their wool at harvesting time. Advancing the standard of wool presentation is essential, this enables industry to begin to develop new markets for Irish grown wool across a range of sectors."



Damien O'Reilly
EU Affairs and Communications Manager, ICOS

LETTER FROM BRUSSELS

Happy new year from a sleepy Brussels. After the hectic year of elections and changes in the European Commission in 2024, sleeves are rolled up and it is time for the EU institutions to get back to work. This time last year, farmer anger was brewing across Europe. It forced the EU Commission into rowing back on some of the harsher measures in the Common Agricultural Policy (CAP). And while it only seems like a short while ago that the latest CAP reform cranked into action, already the wheels are turning on the next CAP, post 2027.

With continuing global unrest, the Ukraine war, migration tensions and cost of living crises, the pressure on the EU's budget has never been greater. And this is worrying from a farming perspective.

Later this year, the EU will agree on what is called the Multiannual Financial Framework, which, essentially, is the budget for the EU going forward, which includes food supports.

Let's remind ourselves of the fundamental aim of the CAP, which is a partnership between agriculture and society, and between Europe and its farmers. It aims to: support farmers and improve agricultural productivity, ensuring a stable supply of affordable food; safeguard European Union farmers to make a reasonable living; help tackle climate change; maintain rural areas and landscapes; and keep the rural economy alive by promoting jobs in farming, agri-food industries and associated sectors. But is it fit for purpose?

The funding of the CAP from 2027 onwards and towards the further enlargement of the EU in the mid-2030s is the big conundrum. Eurosceptic right-wing parties are growing in Europe as evidenced by recent national and European election results. So, they are not terribly interested in resourcing Brussels any further. At the same time, they claim to support farmers. But if they are not prepared to agree on funding the CAP, then smaller farmers will suffer most as they currently benefit most from the CAP structures.

Then there is convergence. Farmers in eastern Europe who joined the EU 20 years ago continue to push for more external convergence so that they are on parity with older member states. And of course, the big-ticket item is climate change. In the moulding of the new CAP, more emphasis will be placed on linking payments to green measures. It has already led to calls for a separate budget completely. But again, where is that money going to come from?

What sometimes gets lost in the polarising debate about farming subsidies is that consumers benefit most. Affordable food produced to the highest of standards is the result of properly funding the CAP. This cannot be emphasised enough as we enter very choppy waters in the run up to crafting the next policy. You will be hearing lots of CAP talk in 2025.



Colostrum Remains King

Maeve Regan,
Head of Ruminant Nutrition, Agritech

We're now just a matter of weeks away from welcoming the next generation of calves on farm. Replacement heifers born in the coming weeks will calve down in February 2027 and become the herd's mature stalwart cows of 2030.

The influence we can have on the beginning of their lives will long be felt regarding longevity, milk production and overall herd health.

The calf's first opportunity for infection is via the navel or mouth – and its first contact from both will happen in the calving pen. The underbelly, teats and calving pen bedding are the first source of possible infection for a new-born calf, which is why dry cow cubicle management matters.

Prolonged time spent in calving areas can lead to disease transfer in herds, especially where unhygienic conditions arise. It's vital that all feed equipment is disinfected before colostrum is collected and fed. Dirt contamination of colostrum can also negatively impact on passive transfer, which makes cleanliness imperative.

Storage is also important. Open buckets of colostrum in the parlour are an all-too common sight. Where ambient conditions arise, bacterial counts can double every 20 minutes. A dam-to-calf system is obviously the ideal. However, during extremely compact calving periods, this can prove difficult to obtain.

Colostrum quality can vary between cows depending on age/parity, volume produced, dry period length, and dry cow nutrition, etc. Avoid pooling and, preferably, use a one-cow to one-calf option. Where pooling occurs, colostrum must be Brix tested to avoid dilution with poor quality colostrum.

Vaccinating the dam will also reduce risks around calf health. However, it's worth noting that passive transfer from a vaccine only occurs from dam-calf via colostrum and transition milk.

Research has shown where passive transfer is 100% successful, mortality rates of <5% are achievable. In stark contrast where passive transfer rates of 85-90% is achieved, mortality rates can increase to ~ 8%.

Treat colostrum management with the respect and attention it deserves.

For further advice, contact your local Agritech Sales Advisor or visit www.agritech.ie



www.agritech.ie

CONGRATULATIONS AND CELEBRATIONS

THE TEAM AT *IRISH FARMERS MONTHLY* AND ITS PUBLISHER, IFP MEDIA, ENDED 2024 ON A HIGH AS THE MAGAZINE'S 50-YEAR MILESTONE WAS CELEBRATED. COINCIDING WITH THE 'SHAPING THE FUTURE OF DAIRY' CONFERENCE, WHICH TOOK PLACE IN DECEMBER AT UCD LYONS FARM, IT WAS A FITTING WAY TO CLOSE THE CONFERENCE, AND AN IMPRESSIVE CHAPTER IN THE FARMING PUBLICATION'S HISTORY. HERE IS JUST A SNAPSHOT OF IMAGES FROM THE CELEBRATION



Just some of the *Irish Farmers Monthly* and IFP Media team: Bernie Commins, deputy editor, *Irish Farmers Monthly*; Brian Murphy, advertising manager, *Irish Farmers Monthly*; Anna Douglas, commercial and advertising manager, *Irish Farmers Monthly*; Rebecca Markey, CEO, IFP Media; David Markey, publisher, *Irish Farmers Monthly* and IFP Media; Neringa Gerule, events manager, IFP Media; and Miriam Atkins, deputy CEO/editorial director, IFP Media.



Longtime friends: Michael Miley, PR consultant; David Markey, publisher, *Irish Farmers Monthly*; and John Grogan, former advertising director, *Irish Farmers Journal*.



Matt O'Keeffe, editor of *Irish Farmers Monthly*, with Andrew Meredith, editor of *Farmers Weekly*.



David Markey, publisher, *Irish Farmers Monthly* with Rebecca Markey, CEO, IFP Media.



SPECIAL RECOGNITION AWARD

Rebecca Markey, CEO, IFP Media; David Markey, publisher, *Irish Farmers Monthly*; Michael Berkery, chair FBD Trust; and Matt O'Keeffe, editor, *Irish Farmers Monthly*.

The conference and 50-year celebration offered a timely opportunity to present a well-known figure in Irish agricultural circles with a very special award. Michael Berkery, chair of FBD Trust, received a lifetime achievement award from IFP Media to acknowledge his 50 years at the heart of Irish farm politics.



Agri Aware

Telling the story of Irish farming

In just two generations, Ireland has seen a decline in agricultural literacy, **leaving many disconnected from where their food comes from and how farming works**. At Agri Aware, we are bridging this gap by educating and informing people across Ireland about where their food comes from and the critical role farming plays in our society. As food security becomes a growing concern worldwide, we're working to ensure that everyone - from schoolchildren to urban dwellers - understands the vital role farming plays in creating a sustainable future.

2024: A Year of Impact



48 million+
media reach



12,500+ people
attended on farm education events



113,984 students
participated in programmes and webinars



900,000+ footfall
recorded at events Agri Aware participated in



70% of Agri Aware's reach is in Urban areas



If you are an agrifood business and want to help foster agricultural literacy in Ireland please contact marcus.ohalloran@agriaware.ie.

You will be joining a group of agrifood businesses who are making a difference.





MAKE RESOLUTIONS THAT MATTER

THE NEW YEAR IS UPON US AND NOW IS THE TIME TO MAKE RESOLUTIONS THAT MATTER, WRITES CIARAN ROCHE, FBD RISK MANAGER

For farmers, one promise stands above the rest: to come home safely every day.

Farming, a cornerstone of our communities and economy, is also one of the most hazardous occupations. Tragically, the high rate of serious and fatal accidents in agriculture remains a pressing issue. Agriculture continues to be the sector with the most fatal accidents in the workplace.

DEVASTATING IMPACT

The toll of farm accidents is immeasurable ranging from loss of life, life-changing injuries and emotional suffering to financial loss, and the ripple effects extend far beyond the individual. Our hearts go out to every farm family and community that have been affected by these tragedies. The time to act is now. Let's make 2025 the year of change; the year we prioritise safety on our farms.

PRO-ACTIVE SAFETY MEASURES

Farmers play a vital role in shaping a safer agricultural sector. While many hold positive attitudes towards health and safety, the challenge lies in addressing unsafe practices embedded in farming culture over many years. Often, shortcuts are taken when time, stress, or financial constraints come into play. These unsafe norms must be eradicated. The key message is simple: unsafe practices are never acceptable. By fostering a safety-first culture, we can pave the way for safer practices across the industry.



LET'S MAKE 2025 THE YEAR OF CHANGE

CHANGING BEHAVIOURS

Behavioural change isn't always easy, but it is essential. Many unsafe habits are passed down through generations, perpetuating a cycle of risk. Breaking this cycle requires a gradual but committed effort. We must engage both the farmers of today and the next generation to create lasting change. Adopting a dual approach, combining cultural and behaviour-based safety strategies, is particularly effective:

► Cultural change

This works to elevate the value of safety, shaping attitudes and perceptions regarding safety across the industry.

► Behaviour-based safety

Focuses on identifying and modifying specific actions, such as using guarded PTOs, implementing safe practices for working at heights and ensuring proper vehicle maintenance and safe driving techniques.

Farmers must also address the factors that hinder safety, such as distractions, stress, and tight schedules. Planning ahead is crucial – whether it's scheduling maintenance for machinery or organising daily tasks with safety in mind.

THREE STEPS TO FARMING SAFELY

Farming safely doesn't happen by chance. It requires intention and action. Here are three essential steps:

1. Acknowledge the risks

Understand and accept that accidents can happen on your farm. A positive, proactive attitude toward safety is the foundation.

2. Conduct a risk assessment

Identify potential hazards, evaluate risks, and establish control measures to mitigate them.

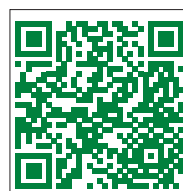
3. Implement and maintain safety practices

Follow through with safety measures and embed safe work behaviours into your daily routine.

A SAFER FUTURE FOR FARMING

Let's make safety a non-negotiable aspect of farming. By prioritising safety, we protect not just ourselves but also the livelihoods and wellbeing of our families today and the safe future of the next generation of farmers.

For more farm safety information, scan the code



SUPPORTING FARMERS & THEIR FAMILIES FOR OVER 50 YEARS.

For over 50 years FBD has been invested in agriculture, farming and rural life in Ireland. With our local network of 34 branches across the country we are uniquely placed to support Irish farmers and their communities.

Talk to us today to find out why 9 out of 10 customers stay with FBD.*

Visit your local FBD branch or call us on **0818 181818**.



SUPPORT.

IT'S WHAT WE DO.



*Based on all FBD Insurance direct renewal data from April - Sept 2024. FBD Insurance Group Ltd trading as FBD Insurance is regulated by the Central Bank of Ireland.

'THE EMPIRE IS ABOUT TO STRIKE BACK'

LAST MONTH, THE 'SHAPING THE FUTURE OF DAIRY - AGTECH SOLUTIONS FOR DAIRY PRODUCTION AND CLIMATE' CONFERENCE WAS HELD. IT TOOK A BROAD LOOK AT THE SECTOR AND THE ESSENTIAL ROLE OF TECHNOLOGY IN ITS FUTURE. HERE, AS WE START A NEW YEAR, AND ACKNOWLEDGE THE SIGNIFICANT PROGRESS THAT FARMERS HAVE MADE IN RELATION TO CLIMATE AND EMISSIONS TARGETS, **BERNIE COMMINS** REPORTS ON WHAT DIRECTOR OF DAIRY INDUSTRY IRELAND (DII), CONOR MULVIHILL, HAD TO SAY

With a presentation titled 'Irish Dairy Outlook: The Empire Strikes Back', attendees' attention was certainly captured by the DII director's opening address. While the 'striking back' aspect was preceded by a stark look at the dairy sector, currently, it was worth waiting to hear the positives – and there are many – outlined in a succinct fashion by Conor.

"Over the last two years we have been at a crossroads in our industry," he said. "Ireland has been a total outlier in the European Union (EU) in terms of milk loss. For 15 years in a row, we were the 'Celtic Tiger' of, not just European but of world dairy, and now we have lost the equivalent milk volume of Ariviro and Tipperary co-ops! Can you imagine if, at the start of 2023, you were told that Ariviro and Tipperary [co-ops] were disappearing? That is actually what has happened [in two years]," he said.

The public's perception – troublesome, mostly – of the dairy sector and agriculture, generally, comes as no surprise to anyone reading this. But when Conor shared a 'cartoon' published by *The Irish Times*, it sheds light on why such a perception exists. Conor explained: "The perception of our industry has been badly damaged. A half-page cartoon in our esteemed 'paper of record' projects the Irish dairy industry as a farmer with baling twine holding up his trousers, and the country of Ireland as a pollutant dairy cow." Against this backdrop, it is important to note that Ireland's dairy sector is worth €176 billion to the Irish economy – more than the whole of the Irish tourism sector combined – and it employs more than 80,000 people on the island.

STRIKING BACK

Despite external commentary and perceptions, Conor pointed to the good work that has been done, and that is backed up by science, technology, and independent



Director of Dairy Industry Ireland, Conor Mulvihill.

research. "I genuinely believe the empire is about to strike back. I think the fundamentals of dairy are still amazingly, amazingly good. We are perceived as the bad guy, but I think there is going to be a huge comeback in Irish dairy because the work has been done by our farmers, by our industry, by science and technology."



FACT: The Irish dairy sector could build 55,873 bike sheds!

And, all the metrics are moving in the right direction now, he said. "The enemies of dairy have used the trope for many years that 'every metric is going in the wrong direction! Well I am going to prove that this is going the other way!'"

Looking at the most recent figures from the Central Statistics Office in June 2024, it reveals that total cattle numbers were down by 158,300 (-2.2 per cent) to 7,183,100 on the previous year. The number of dairy cows decreased by 22,700 (-1.4 per cent) bringing

the total to 1,624,000, while the number of 'other cows' dropped by 46,800 (-5.4 per cent). The total number of cattle aged less than two years decreased by 112,200 (-2.8 per cent), although there was an increase in the number of cattle aged two years and over. In terms of water quality, Conor presented data from the European Environment Agency and said: "While it [Ireland's water quality] can be improved, it is excellent. But that is not the narrative that we are exposed to here in our national media. In terms of what is going right, the environmental fundamentals are quite good at the moment in terms of agriculture. Figures show that emissions are down by 4.6 per cent in agriculture, while in the transport sector, in comparison, they are up by .3 per cent despite electrification."

AGTECH ANSWER

Conor highlighted the importance of allowing the public to question what the sector is doing to clean up its environmental act, and the equal importance of satisfying those concerns with scientific evidence to prove that agriculture is doing its very best. "I feel that 90-95 per cent of the population just want to know that the Irish dairy industry is doing its best. We have our own 'jihadis' and we have 'jihadis' on the other side too, but

we have to convince all the other people in the middle. I think ag-tech is a huge solution around that, because if you can't measure it, you can't improve."

He said the sector had laid down the tracks and allowed the policy train to come towards us but now is the time to stand back up to that. "The key thing here is the Nitrates Directive, and I think, finally, agriculture has its act together and has a plan. It is unprecedented to see all the farming organisations come together and to have a clear and cohesive plan based around policy and science and what we need to do to retain the Nitrates Directive.

"I think we were very successful this year in getting €60m for improvement of water quality at local, catchment and national levels." He was referring to the WATER European Innovation Partnership (EIP) project, within which the Local Authority Waters Programme (LAWPRO), along with Teagasc and DII will work with an expected 15,000 farmers on an individual basis to



A HALF-PAGE CARTOON IN OUR ESTEEMED 'PAPER OF RECORD' PROJECTS THE IRISH DAIRY INDUSTRY AS A FARMER WITH BALING TWINE HOLDING UP HIS TROUSERS

improve water quality.

"About 1,100 farmers have signed up in the last three months. And my goal in terms of the next Programme for Government is that even more funding is available for this," he said. He said the Environmental Protection Agency (EPA) - from the sector's perspective in Ireland - is the 'referee' in all this: "We have to accept that and work with the EPA very strongly. We must ensure that farmers are not over-regulated and over-burdened while keeping the EPA as the referee."

And, because Irish agriculture is playing its part, the media attention is moving

away. "Now, they are looking at airports, at electricity, data centres - now they are getting the focus and that is key. If we perform, the attention moves on."

'AGRICULTURE IS NOT THE BOGEYMAN'

Conor highlighted a shift in the narrative during the recent general election from main-party candidates towards agriculture, and he quoted then taoiseach, Simon Harris as saying: "I'm sick and tired of seeing how farmers are talked down to, and talked at."

He also quoted Marie Donnelly, chair of the Climate Change Advisory Council as saying: "Agriculture is not the bogeyman. Quite honestly, our single biggest challenge right now, here in Ireland, is transport."

CONOR'S 10-POINT PLAN FOR CONTINUED SUCCESS IN THE SECTOR

1. We must prove our global USPs - grass fed/low 'hoofprint' - with positivity and a solution-orientated approach.
2. Ag-tech gives us the opportunity for both regulatory and commercial proof points.
3. Environmental data is important but so is commercial, economics, nutrition, social, safety, quality and governance.
4. We need to demand policy coherence and clarity around budgets, science, and regulation.
5. Fair and phased implementation of changes in policy working with farmers, not imposing on them.
6. Clear integration of scientific ag-tech tech developments - give credit where credit is due.
7. We should set up an independent agri-science group that would meet quarterly with the EPA, as per the Food Vision Dairy Group's recommendation.
8. If you can't measure, you can't improve, but get that information clear on farm and at business level.
9. Enforcement is a nettle to be grasped as something that is there to improve the sector, overall.
10. Public funding for public goods - there is no magic money tree in industry or farmers pockets.

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Ciaran Fitzgerald
Agri-food economist

IS THE EU GREEN DEAL A DEAD DUCK?

Hopefully, the Christmas break has given the Green Party and, indeed, the media (or at least the the Dublin 4 variety) a chance to process the disastrous results of the general election, writes Ciaran Fitzgerald

There is a theme in the current narrative that suggests that the electorate was misled, stupid, or both, or that the low voter turnout meant that the right people just didn't exercise their right. This, combined with the age-old canard that small political parties that 'do the right thing' just never get thanked or voted back in, is probably the biggest turkey you've seen or heard all Christmas.

History really does repeat itself

Those who forget the mistakes of the past are condemned to repeat them. Arrogance and detachment from reality are poor foundations for implementing change, whether that's in agriculture or transport, or in the public versus private balance of transport options and investment.

Deeming Irish climate-change policy as a purely agricultural-production issue (in my view, the line taken by the Green Party, and certain facets of the media, etc.) rather than a fossil-fuel-decarbonisation challenge (the line taken by the rest of the world) was always outrageous. Climate-change policy is, at its core, a change management process and you don't deliver change by vilifying and marginalising.

Meanwhile, back in the real world, the imminent conclusion of the Mercosur deal just adds to the very real sense of disconnect between EU policy as it applies to EU food production, and EU trade policy as it strives to give away more and more of the EU food market, in particular to South American meat imports that are blatantly produced to lower environmental and regulatory standards.

CAN YOU IMAGINE THE UPROAR IN GERMANY IF THE PRODUCT ENTERING THE EU MARKET AND UNDERCUTTING GERMAN PRODUCTION WAS A DIESEL-ENGINE CAR?

Loss of credibility

In credibility terms, it's hard not to feel that the EU Green Deal is pretty much a dead duck. We all recognise that the politics of Mercosur is that improved access to the South American auto market is seen to offer some hope to an ailing German car sector, in particular. However, the impact of increased access to the EU market for lower priced (and lower specification) meat from South America, combined with the EU Green Deal policy of imposing ever increasing costs through increasing regulations/restrictions on EU produce, is a recipe for further weakening an EU/Irish beef sector that is already under



THE CONTINUING USE/ABUSE OF FRESH FOOD AS LOSS LEADER IN EU SUPERMARKETS AND DISCOUNTERS MUST BE BANNED

pressure, as witnessed by the reduction in the beef suckler herd.

Moreover, the irony around reducing tariffs on inferior, high-carbon-footprint South American meats, while increasing tariffs on low-carbon electric vehicles from China, does not speak to much joined up thinking in the higher echelons of the EU. Indeed, it speaks more to the age-old EU policy of positioning EU food and agri production as a giveaway in trade talks.

Investment focus

A major tenet of Mario Draghi's paper on the challenges for EU economic development relates to the need to encourage greater levels of investment in the EU, given that EU investment across a range of developing technologies including electric vehicles, artificial intelligence, high-tech and pharmaceuticals, as well as semi-conductor production, has fallen behind US and Chinese levels. In the US, President Biden's huge support for investment through the 2021 US Inflation Reduction Act – similar to the Chinese subsidisation of its ever-increasing capability in electric vehicles – was intended to increase funding for R&D in emerging technologies and, at the same time, reduce business risk for investors.

Not only is the EU incredibly slow to ease its State-aid rules restrictions to facilitate State support that would underpin investment and lower business risk in general, but there also seems to be zero recognition that all of the business risk associated with EU food production lies with the producer/supplier. What this means, very explicitly, is that when a new trade deal allows lower priced food products onto

the EU market, or an EU regulation/directive imposes higher productions costs or constraints, or indeed both of these occur at the same time, the business risk associated with producing food in the EU increases and the economic incentive to import cheaper, lower-cost, lower regulated products from outside the EU also increases.

Major EU policy shift required

Can you imagine the uproar in Germany if the product entering the EU market and undercutting German production was a diesel-engine car? Basically, that's where EU food producers find themselves at the moment. A major shift in EU agricultural policy based on joined-up thinking and looking at pricing policies across a range of other consumer products is needed.

The continued use/abuse of fresh food as loss leader in EU supermarkets and discounters must be banned and a business-risk-based measure must be introduced requiring 52-week price compensation where loss leading is a norm. The development of a meaningful EU-wide crop insurance system similar to the one in place in the US, but also more broadly applied in the meat and dairy sectors as well as crops, to better balance business risk in EU food production, must be a priority. Let's face it, the EU is not going to cease doing trade deals that use EU agri as a giveaway anytime soon. Nor is it going to diminish the ever-increasing burden of regulation and restraint. That being the case, it's time to introduce intervening innovations in food pricing and/or income supports as a quid pro quo to protect both food production and food producers.

SHAPING THE FUTURE OF DAIRY: WHO SAID WHAT



ANDREW MEREDITH
EDITOR, *FARMERS WEEKLY*

"Despite all the negative talk about methane these last few weeks [Bovaer controversy], there is some positivity; like we could be on the cusp of turning this potent emission [methane] into a positive by harvesting it for fuel. Some farms in the UK are at the research stage [of this]. One of my favourite stories about this involved a Cornish farm that we [*Farmers Weekly*] featured a few years ago, which covered its slurry pit to capture methane, which was then used to fuel tractors that had been converted, and generators. So, a renewable energy source [is created] from capturing something that is seen as one of the most troubling parts of dairy farming - methane emissions."



ANNE RANDLES
DIRECTOR OF CORPORATE AFFAIRS, ORNUA

"Despite the fact that we have a flat-to-declining production system [dairy] globally, dairy consumption is growing, probably not significantly but at best, by 0.5 per cent per annum. But that is actually faster than global production of 0.2 per cent, at best. One of the factors driving growth in dairy demand is world population, which we know is increasing. Per capita consumption of dairy products is also growing, and that is growing at a faster rate than population growth. So how will this projected supply and demand balance be met? We have a decline in the surplus regions, the more traditional suppliers of world milk [Europe, New Zealand, the US]. China will be huge driver in terms of demand, it will account for 20 per cent of the overall deficit demand, and Africa and Asia will drive the balance."

LAST MONTH, *IRISH FARMERS MONTHLY*, IN ASSOCIATION WITH CO-SPONSORS MSD ANIMAL HEALTH AND IFAC, ORGANISED AN AG-TECH THEMED DAIRY CONFERENCE, FEATURING A STELLAR LINE-UP OF SPEAKERS, AND MODERATED BY OUR EDITOR, **MATT O'KEEFFE**. HERE, **BERNIE COMMINS** PRESENTS A FLAVOUR OF THE PROCEEDINGS AT THE 'SHAPING THE FUTURE OF DAIRY: AGTECH SOLUTIONS FOR DAIRY PRODUCTION AND CLIMATE' CONFERENCE, HELD AT UCD LYONS FARM

Photos: Niall O'Brien, IFP Media.



CONOR MULVIHILL
DIRECTOR OF DAIRY INDUSTRY IRELAND

"I genuinely feel like the empire is about to strike back. The fundamentals of Irish dairy are still amazingly, amazingly good and I think there is going to be a huge comeback for Irish dairy because the work has been done - by our farmers, by our industry - and we are embracing things like technology and science." See pages 14-15 for more on what Conor had to say.



DAMIEN MCLOUGHLIN
PROFESSOR OF MARKETING, UCD

"People are obsessed with the idea of people losing jobs or being replaced [by AI]. I think that is complete crap. The biggest argument that was made in the colonies in the US, against the abolition of slavery, was 'what will we do with all the people?' And actually, the abolition of slavery led to the industrial revolution, which is the greatest dynamic we have ever had for economic development. In terms of AI and agriculture, I have a bit of bad news and a bit of good news, depending on how you look at it. Right now, neither me nor my colleagues can see any examples or case studies of AI-led systemic changes in value in food and ag. There are tonnes of uses of AI but the kind of systemic change to value, like the kind that is happening in the chips industry, for example (Intel may not exist in five years' time) is not there. That is bad news for a really big issue and that is that supply-chain uncertainty is the problem for ag. You would think that in an industry that has a high level of uncertainty, that a technology that has a high level or predictability would be a solution."



TARA McCARTHY
GLOBAL VICE PRESIDENT, ESG, ALLTECH

"Every single conference that you go to, when it's related to the agri-world, will talk to you about those 10 billion people that are going to be on this planet and the requirement to feed them. Notwithstanding that, there's still the idea that of those 10 billion people, 2.8 billion of them are going to be undernourished - a challenge for us as an industry - and that we will need 70 per cent more food being produced to feed all of that with less resources. The mantra that we're being forced to navigate at the moment is that we've got to produce more and do more with less."



DAVID LEYDON
HEAD OF FOOD AND AGRI-BUSINESS, IFAC

"Regulatory burden is a headwind and that is absolutely correct but this regulatory environment, with the Corporate Sustainability Reporting Directive (CSRD) for example, is creating a lot of opportunity for ag-tech companies. It is feeding into measuring scope 3 emissions, and the big co-ops for example are looking to measure their scope 3 emissions and they need technological solutions to drive that. So ag-tech companies are tuned into that and are getting in on that regulatory piece and it is creating opportunities for them."



KARINA PIERCE
PROFESSOR OF DAIRY PRODUCTION, UCD

"Sometimes it isn't just those outside the industry that talk down the industry. We do a very good job talking down the industry ourselves at times. I am a farmer's daughter from Wicklow and you never told anyone what you had, and if you had a good year, you certainly never told anyone. We very rarely stand up and say it's a fantastic industry [ourselves], that you can earn a really good income, that you can employ people, that you can take holidays. We don't always shout about the good stuff - even ourselves - so sometimes there's a reluctance on our own sons and daughters to want to come back farming. That isn't just from the outside world, that is the way we actually show the industry to those closest to us."



CARA SHERIDAN
RUMINANT VETERINARY INTEGRATION MANAGER, MSD ANIMAL HEALTH

"The brand of 'Irish dairying' carries a lot of weight. In terms of how we talked about dairy five years ago, how we talk about it now, and how we will talk about it in five years, now is the time put the data to it, to prove that Irish dairy has a great reputation, that grass-fed has a great reputation. That is where technology and data come into play now, to be able to prove these things not just that we are saying it."



KAROL KISSANE
HEAD OF PUBLIC SECTOR SERVICES AND ECONOMICS, IFAC

"Some farmers need to look at more than just a model of trying to minimise costs. You have to look at what is your profit on the farm - that really is the most important figure. So there is a balance to be had on some farms where maybe the outputs can be pushed a little bit to increase the income, dilute your fixed costs a little bit, make sure your variable costs don't go crazy, and you might be able to increase that bottom line, that profit figure."



MARK KELLER
INTERIM CEO, NATIONAL DAIRY COUNCIL

"I agree that the industry has great credentials and great opportunities to succeed in the environmental headwinds that are ahead. In some respects, we just need to get on with it. We can talk in depth and what happens is that, in the element of narrative is noise, and sometimes a lot of the good stuff gets lost in the noise including things like farm safety, including that fact that this is a business that has certain risks, but it is also a very attractive business for anyone to be involved in, and it has a great future. We don't tend to shout about the good stuff for fear of getting our head knocked off but the reality is that we are doing more good than bad."



BLUETONGUE AND KEEPING IT AT BAY

ACCORDING TO THE WORLD ORGANISATION FOR ANIMAL HEALTH

Bluetongue is an infectious, non-contagious, vector-borne viral disease that affects wild and domestic ruminants such as sheep, goats, cattle, buffaloes, deer, most species of African antelope and camels. Infection with bluetongue virus is inapparent in the vast majority of animals but can cause fatal disease in a proportion of infected sheep, deer and wild ruminants. Insect vector of just a few species in the genus *Culicoides* transmit bluetongue virus among susceptible ruminants, having become infected by feeding on viraemic animals. Twenty-six different serotypes have been identified and the ability of each strain to cause disease varies considerably. There is no public-health risk associated with bluetongue as the virus is not transmitted through contact with animals or wool, or through consumption of milk. Vaccination is used as the most effective and practical measure to minimise losses related to the disease and to potentially interrupt the cycle from infected animal to vector along with insect control measures.

TEAGASC'S RECENT NATIONAL BEEF CONFERENCE TOOK PLACE IN CARRICK-ON-SHANNON, A HEARTLAND OF DRYSTOCK PRODUCTION. WHILE THE CONFERENCE AGENDA RANGED ACROSS SEVERAL TOPICAL SUBJECTS, THE PRESENTATION AND DISCUSSION AROUND BLUETONGUE DISEASE WAS PARTICULARLY TIMELY AND INFORMATIVE, WRITES MATT O'KEEFFE

The viral disease which can infect cattle, sheep, goats, deer and minor species such as alpacas, has travelled across northwestern Europe and has been detected in eastern and central England.

There is a distinct possibility that it has already spread as far as Wales and is now dormant as temperatures restrict insect movement at this time of year. There is a significant risk that the midge-borne virus could make the leap across the Irish sea, either on the wind or carried by various vectors including animal, vehicular and people movements. Wintertime, with low temperatures, provides a respite from its entry, as the midge population is inactive, allowing us to reinforce our disease defence protocols against the prospect of the infection reaching our shores.

At the conference, Dr Eoin Ryan, who is senior superintending veterinary inspector at the Department of Agriculture, Food and the Marine (DAFM), and head of the DAFM's National Disease Control Centre, presented a comprehensive analysis of the disease.

He explored its impact on animals, and the biggest risk factors for Irish livestock. Bluetongue can only be transmitted by midges infecting animals through biting one infected animal and then infecting another through a subsequent biting action. Insect vector of just a few species in the genus *Culicoides* transmit the virus. There is no respiratory, faecal, or other animal-to-animal direct infection vector. However, apart from the potential for these species arriving on an easterly wind, there are several other potential means of spread, as Dr Ryan explained. We already have midges of the species present in Ireland, but it's the disease itself which must be kept out so that subsequent virus carriage by midges from animal to animal is avoided.

PREVENTATIVE MEASURES

Dr Ryan listed imported livestock, semen or embryos as potential risk factors to be avoided. The National Disease Control Centre at the DAFM is providing strong advice around preventative measures that can reduce the risk of bluetongue infecting our herds and



THERE IS A SIGNIFICANT RISK THAT THE MIDGE-BORNE VIRUS COULD MAKE THE LEAP ACROSS THE IRISH SEA, EITHER ON THE WIND OR CARRIED BY VARIOUS VECTORS

flocks. These include not importing cattle or other vulnerable animals into the country. At the very least, if animals are imported, the DAFM's advice is to comply with the strict rules in place around livestock imports to minimise the risk of the disease being introduced. While EU regulations prevent outright bans on these imports, it is clearly in our interests to minimise this risk factor. Likewise, the strong advice is not to import semen or embryos into Ireland. Our island status provides some degree of protection, provided the voluntary compliance with the DAFM's advice is followed. As things stand, there are controls in place to minimise spread through livestock importation. The import of live ruminants from Britain to the island of Ireland, for instance, is suspended, while germinal products can only be imported where animal-health requirements for bluetongue can be fully certified. Likewise, there are restrictions in place regarding imports from fellow EU states. These are only permitted where detailed certification requirements are satisfied.

ECONOMIC AND WELFARE IMPACTS

Bluetongue virus infection in Irish herds and flocks would have serious impacts on animal health and welfare, and Dr Ryan highlighted the fact that there are potential implications for live animal and germinal products - including ova, semen and embryos - being

exported from Ireland, if bluetongue disease is detected here. While there are already significant challenges to our calf export trade to the continent, for example, an outbreak of bluetongue, however limited, would be a serious setback to this trade.

INEVITABILITY

Currently, Ireland is the only country in Europe that has not succumbed to some level of bluetongue in its livestock population. There are two ways of looking at this. Either we regard it as an inevitability that the disease will eventually arrive, or we take every possible precaution to prevent its introduction and protect our Bluetongue-free status, with all the benefits that delivers for animal health and our livestock exports. While there are no human health or food-safety implications from Bluetongue, its impacts on animal health and farmers' economic welfare are considerable. The clinical outcomes include fever, loss of appetite, reduced milk yield, and, in particularly vulnerable species such as sheep, high mortality rates. Farmers need to inform themselves of the physical infection signs in order to act quickly if infection is suspected, as we go into the warmer Spring and summer months. An abundance of caution is required as the potential tell-tale signs of bluetongue infection are also similar to other infections such as infectious bovine rhinotracheitis and catarrhal fever.

CONTROLLING PNEUMONIA IN SUCKLER WEANLINGS

The single most infectious disease challenge in suckler weanlings is pneumonia. That was the message delivered at Teagasc's National Beef Conference. The warning coincided with the period when animals are most vulnerable to stress-related infections with the weaning, farm-to-farm movement, mart sales and housing of weanlings across the country, but it is a warning that can have application at any time of the year regarding bovine respiratory disease infection. Dr John Donlon of Teagasc Grange provided the lead at the Beef Conference in terms of advice aimed at prevention, control and vaccination protocols around pneumonia management. As mentioned above, reducing stress at critical times is singularly important. The provision of concentrates prior to and after weaning is important as animals move from a milk-rich diet to a grass, silage and concentrate one. Gradual weaning is advised as is regular monitoring for clinical signs of the disease. Early treatment is essential if the most extreme outcomes of pneumonia infection are to be avoided. Teagasc advice includes reference to the value of vaccination against respiratory disease infection, provided it is part of a comprehensive overall health plan. It should be said that pneumonia is not a disease solely related to suckler weanlings as any advisor, researcher, vet or farmer will know and acknowledge. Neither is it confined to specific periods, housing or environmental conditions. The disease vectors include viruses as well as bacteria, and a respiratory challenge can often be the result of a multi-faceted attack. Poor nutrition, overcrowded housing and poor weather conditions, while not directly responsible for respiratory disease infection, nevertheless leave animals far more vulnerable. As ever, vaccination has a role, but it is not an antidote to poor animal management. While prevention is always better than cure, the management of pneumonia is a critical aspect of livestock management.

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Colm Ronan, Alltech.

WEATHER IMPACT ON MYCOTOXIN RISK

RECENTLY, ALLTECH RELEASED AN INTERIM REPORT WITH PRELIMINARY FINDINGS OF ITS MYCOTOXIN-TESTING PROGRAMME, ITS 2024 EUROPEAN HARVEST ANALYSIS. THIS REPORT OFFERS EARLY, DETAILED AND ACTIONABLE INSIGHTS ABOUT THIS YEAR'S MYCOTOXIN RISKS. HERE, COLM RONAN, POULTRY MANAGER, ALLTECH IRELAND, DETAILS THE MAIN FINDINGS

Mycotoxins, which are natural substances produced by certain moulds and fungi, can cause considerable damage to animal health and performance when present in feed. This hidden danger is more prevalent – and more of a problem in agriculture – than ever before, largely because of weather extremes and other factors related to climate change.

More than 95 per cent of crops today are contaminated with at least one mycotoxin, and usually with two or more. Because these toxins are difficult to detect, being odourless, colourless and invisible to the naked eye, they



MORE THAN 95 PER CENT OF CROPS TODAY ARE CONTAMINATED WITH AT LEAST ONE MYCOTOXIN

can often cause serious problems even before producers realise they are present. Because an effective mycotoxin management plan must pinpoint current risks, animal producers and those in the feed industry need the most timely and accurate mycotoxin

data and insights to act effectively against this threat.

THE ALLTECH EUROPEAN HARVEST ANALYSIS

Each year, Alltech tests thousands of new crop grain and forage samples to obtain the most up-to-date data on mycotoxin contamination patterns across the continent and specific to regions, crops and animal species. The samples are tested at the state-of-the-art Alltech 37+ lab in Dunboyne, which can detect 54 individual mycotoxins. Corn samples from central and southern

Europe are also tested in collaboration with SGS, a global leader in mycotoxin testing and certification. Alltech's experts then analyse the findings and release a free and comprehensive report. This programme is called the Alltech European Harvest Analysis. Alltech released some preliminary findings, with early, detailed and actionable insights about this year's mycotoxin risks in newly harvested grains and forages. These insights are intended to help farmers and feed producers stay ahead of the mycotoxin threat.

INTERIM FINDINGS

The interim report showed moderate to high mycotoxin risk so far in 2024, with significant regional variations. This is similar to the results seen at the same time last year. Type B trichothecenes and emerging mycotoxins are most prevalent, but Type B trichothecenes like deoxynivalenol are bringing the greatest risk in grains.

Increasing weather fluctuations continue to be a major contributor to today's rising mycotoxin risks, which vary widely by region. For example, early-season rains and floods followed by late-season droughts have created distinct challenges for crop producers this year across Central and Southeastern Europe. Some countries, including Hungary, Serbia, Romania and Bulgaria, are showing high levels of aflatoxin B1 in corn grain samples, with concentrations of up to 566 parts per billion (ppb).

"This year's weather in Europe has been extreme and unpredictable, which has been reflected in the behaviour of moulds and the production of mycotoxins. The mycotoxin risk for all animal species is medium to high, and for some mycotoxins, such as aflatoxin B1, even extremely high," said Dr Radka Borutova, global technical support for the Technology Group at Alltech. "The application of effective mycotoxin management is the only way to break this deadlock."

OTHER KEY (INTERIM) RESULTS

WHEAT SAMPLES ANALYSED FROM EUROPE ARE AVERAGING 7.7 MYCOTOXINS PER SAMPLE, WITH 99 PER CENT OF SAMPLES CONTAINING MULTIPLE MYCOTOXINS

► Wheat and barley

Wheat samples analysed from Europe are averaging 7.7 mycotoxins per sample, with 99 per cent of samples containing multiple mycotoxins. Barley samples show an average of 6.3 mycotoxins, with 98 per cent of samples containing multiple mycotoxins. The most prevalent mycotoxins in both wheat and barley are emerging mycotoxins and Type B trichothecenes. The overall risk for both barley and wheat is moderate.

► Straw

For straw, samples tested so far show an average of 5.9 mycotoxins per sample, with 91 per cent of samples containing multiple mycotoxins. The most prevalent are emerging mycotoxins and deoxynivalenol, with the overall mycotoxin risk deemed to be high in straw. Therefore, caution should be taken when using straw for bedding material, as a feed ingredient or as a form of enrichment.

► Forages

For grass and maize silage, the preliminary findings show 2.9 mycotoxins per sample on average, with 68 per cent of samples containing multiple mycotoxins. The most prevalent are Type B trichothecenes and Penicillium mycotoxins such as penicillic acid, mycophenolic acid and patulin. Although the number of mycotoxins detected per sample is low (2.9 on average), the overall risk in this year's silages is high, due to

the high concentrations of penicillium mycotoxins present.

FROM FIELD TO FEED

Alltech recently hosted 'From Field to Feed: 2024 Crop and Mycotoxin Analysis', a live broadcast streamed from its headquarters in Lexington, Kentucky, during which expert panelists shared valuable insights to managing risks across the supply chain. Here are some of the key takeaways:

► Test and monitor

Regularly test crops and feed to understand what's present and to ensure high quality.

► Leverage weather data

Pay attention to weather patterns and farm-specific conditions to assess potential risks early.

► Use comprehensive information

Gather unbiased data from all aspects of your operation and tailor it to fit your specific needs.

► Combine methods

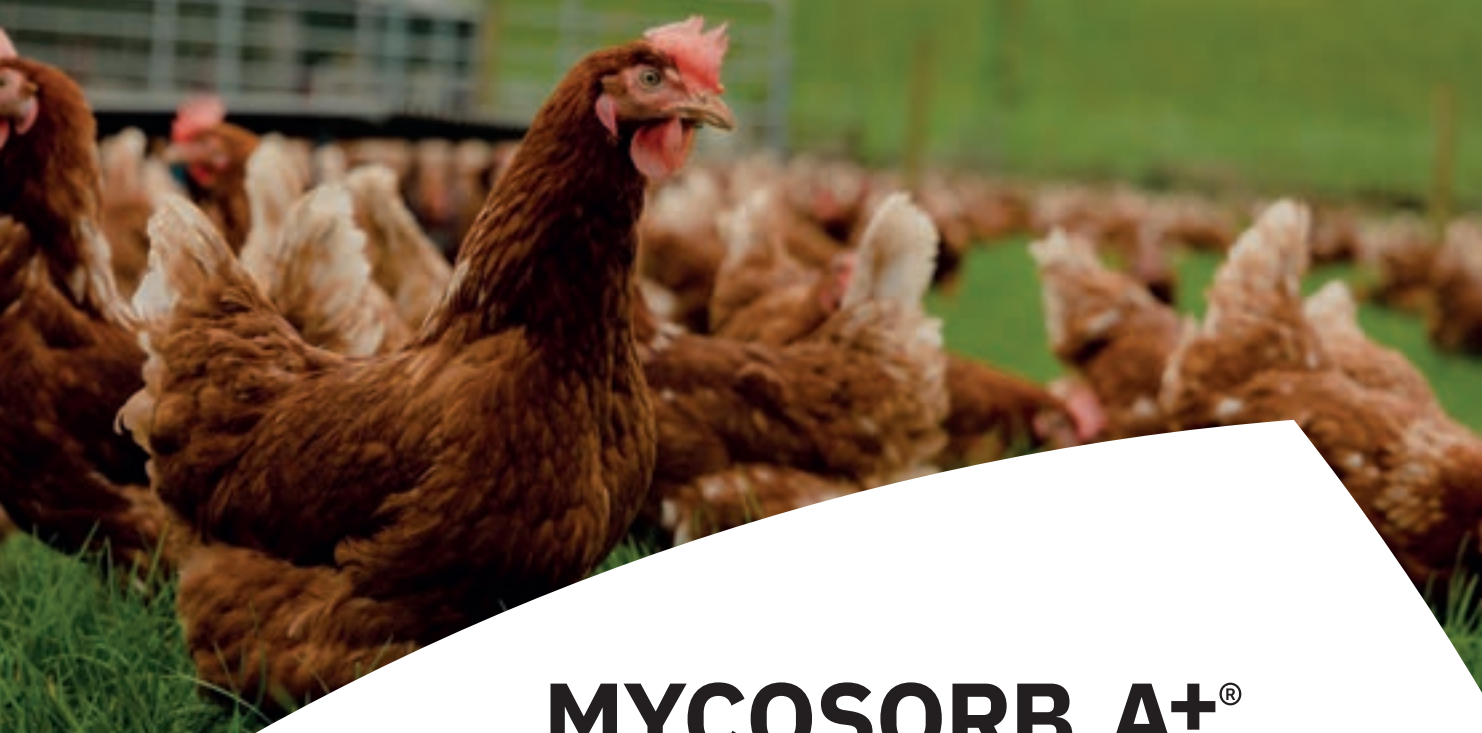
Utilise both traditional techniques and new technologies to refine processes and ensure optimal feed quality.

► Be proactive

If mycotoxins are present, be proactive with management to ensure high-quality feed production, thus protecting animals and safeguarding the operation's resilience and success.

The use of a dietary mycotoxin binder, such as Mycosorb A+ from Alltech, was recommended to mitigate the impact of these invisible threats on health, productivity and profitability.

On completion of all testing and analysis, the full Alltech 2024 European Harvest Analysis report is released (this happened in December after this article was written), giving a complete and detailed breakdown of key results by region, crop and species. You can register online at alltech.com/harvest-analysis to access the full analysis programme.



MYCOSORB A+®

A broad-spectrum solution for higher risk mycotoxin challenges

Mycotoxin contaminated feedstuffs pose significant challenges to your flock's health and performance

Containing both yeast and algae, Mycosorb A+ offers a broad-spectrum solution for the control of mycotoxins. In addition to contributing to the control of mycotoxins, Mycosorb A+ also helps to support immune function within the animal.

Mycosorb A+ is designed to help poultry producers reduce the damaging effects of mycotoxins on animal health when the contamination risk is deemed to be higher, or where feed is being delivered to specific animal groups such as breeders and layers.

Features of Mycosorb A+

Combining both yeast and algae, Mycosorb A+ tackles mycotoxins as a whole rather than just dealing with individual mycotoxin challenges.

- Proven efficacy at extrusion temperatures of up to 125 degrees Celsius.
- Stability over a wide pH range.
- Avoids interactions with other minerals and nutrients.

How to use Mycosorb A+

The levels of mycotoxin contamination in all ingredients or complete ration, as well as the current health status of the animals, will determine the appropriate product inclusion rate:

- Add Mycosorb A+ at 0.5–2.0 kg/t of complete feed.
- Regularly test feeds and ingredients for mycotoxins with Alltech 37+® or Alltech® Rapiread™.
- Closely monitor animals during times of stress and adjust inclusion rates as necessary.

Recommended inclusion rate

Poultry, all classes: 0.5–2.0 kg/ton of complete feed



DELIVERS BROAD-SPECTRUM SUPPORT
from the threat of mycotoxins in animal feed



SUPPORTS ANIMAL IMMUNITY
and reproductive health



CONTRIBUTES TO A HEALTHY GUT
environment in the animal



OPTIMISES ANIMAL PERFORMANCE



EFFECTIVE
at regular low levels of inclusion



RAPID SUPPORT
interacts with mycotoxins within 10 minutes

WHAT DOES THE VET SAY?

'WHAT DOES THE VET SAY?' IS OUR NEW ANIMAL-HEALTH FEATURE FOR 2025, WHERE WE SHARE EXPERTISE AND GUIDANCE FROM SOME OF THE BEST VETERINARY PRACTITIONERS IN THE COUNTRY. IN THIS FIRST INSTALMENT, WE RETURN TO THE TOPIC OF BLUETONGUE (SEE MATT O'KEEFFE'S ARTICLE ON PAGES 20-21) AND HIGHLIGHT THE CLINICAL SIGNS OF THIS DISEASE, AND THE IMPORTANCE OF VACCINATION



Dr Eoin Ryan and Aisling Tracey from the National Disease Control Centre (NDCC) at the Department of Agriculture, Food and the Marine (DAFM) recently published a paper titled *Bluetongue: What are the risks for Irish cattle farmers and what can we do about it?* The details of this paper were presented at a recent conference by Dr Ryan who is senior superintending veterinary inspector at the DAFM and head of the NDCC.

The clinical signs of bluetongue, as outlined in the paper, may include some or all of the following:

- ▶ Fever, inappetence (loss or lack of appetite), drop in milk yield, reddening of the mucus membranes, sores on the nose, gum and dental pads, swelling of the face, lips and tongue (i.e. blue tongue), breathing difficulties if the tongue swells, drooling, discharge from the eyes and/or nose, lameness due to coronitis (inflammation and swelling at the top of the hoof) and abortion or deformities in offspring/foetuses.
- ▶ In severe cases, death can result.
- ▶ Sheep are more likely to show obvious and more severe clinical signs of bluetongue than cattle if they become infected, and mortality rates can reach 30-70 per cent.

RESEMBLING OTHER CONDITIONS

- ▶ The clinical signs of bluetongue can resemble other conditions commonly seen in sheep and cattle, the paper reveals, such as infectious bovine rhinotracheitis (IBR), photosensitisation, malignant catarrhal fever (MCF), or anaphylaxis.

HUGE PRODUCTION LOSSES

- ▶ Cases of bluetongue serotype-3 in the Netherlands in autumn 2023 and into 2024 resulted in huge production losses, significant welfare issues and high mortality (up to 60 per cent) in some outbreaks. Due to the similarities between the deformities caused by Schmallenberg virus and bluetongue virus in offspring/aborted foetuses, foetal carcasses submitted for post-mortem to regional veterinary laboratories are routinely tested for bluetongue and Schmallenberg viruses. Similarly, because bluetongue is only one of a number of conditions which can cause severe milk drop in dairy cattle, samples from such disease investigations are routinely tested for bluetongue as part of the overall diagnostic testing.

VACCINATION

The paper advises that vaccination against bluetongue virus is a key control measure and is necessary for disease eradication. Licensed bluetongue vaccines are commercially available for bluetongue serotypes 1, 4 and 8 which can help to facilitate intra-EU movement. Animals from certain countries require vaccination against bluetongue to meet certification requirements, prior to movement. Proof of vaccination status for the bluetongue virus strains recently circulating in those countries or regions should be obtained. The recent emergency use of BTV3 vaccines in EU Member States and in Great Britain have been authorised under emergency

circumstances as a disease-control measure, where BTV3 is circulating, according to the paper. These BTV3 vaccines do not guarantee that animals will not become infected; however, they do reduce the severity of the disease and the amount of the virus in the blood of infected animals, and so they are of great benefit to livestock farmers in reducing the impact of an outbreak of bluetongue. According to the paper, BTV3 vaccines have not yet obtained European Marketing Authorisation, nor have they determined an immunity period guaranteed in the specifications of the vaccine. So, for this reason, animals vaccinated using these BTV3 vaccines do not meet the certification requirements for intra-community trade. This means that livestock vaccinated using BTV3 vaccines cannot enter Ireland. In autumn 2024, an outbreak of serotype 12 (BTV12) was detected in the Netherlands. BTV12 had not previously ever been detected in Europe. No vaccine is available at all for this new strain. This means that if it spreads widely in spring 2025, control will be very challenging. This poses an additional risk for Ireland, in addition to the existing risk of BTV3.

BE AWARE

Livestock owners should be aware that no compensation will be paid for animals infected by imported germinal products, nor for imported animals which subsequently test positive for bluetongue in the mandatory post-entry sampling, as Eoin Ryan emphasised to his audience.

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Shaping the future
of animal health

Virbac

RE-INTRODUCING ATLANTIC RAINFORESTS TO IRELAND

A PARTNERSHIP BETWEEN ENVIRONMENTAL CHARITY, HOMETREE, AND ALEXION, ASTRAZENECA RARE DISEASE (THE GROUP WITHIN ASTRAZENECA FOCUSED ON RARE DISEASES), IS LEADING THE REGENERATION OF ATLANTIC RAINFORESTS IN IRELAND. THE PARTNERSHIP INCLUDES A €90K INVESTMENT FROM ALEXION TO SUPPORT THE REINTRODUCTION OF RAINFOREST ECOSYSTEMS ACROSS 18 ACRES OF AGRICULTURAL LAND IN THE MAAM VALLEY, CONNEMARA, CO. GALWAY. HERE, WE GIVE AN UPDATE ON THE PROJECT AND ITS GROWTH

Once covering 80 per cent of Ireland, natural forests have experienced significant decline over the centuries as a result of agriculture, being used for fuel, and the timber industry, leading to significant deforestation. Today, less than 1 per cent of Ireland's ancient woodland cover remains and with only a few fragments of that being Atlantic rainforest, this project aims to help restore this globally important habitat.

Within five years of starting the project, early signs of woodland regeneration are expected to be visible, alongside restored peatlands, heath, and species-rich grasslands. After 15 years, the landscape is predicted to increasingly resemble its original natural

state, the most striking feature being the abundance and lushness of mosses, liverworts (collectively known as bryophytes) and ferns. As the rainforest returns, rocks and boulders will be covered in a luxuriant, vibrant mat of mosses and liverworts or Filmy Ferns (*Hymenophyllum* species), as will the trunks and branches of the trees. This will, in turn, encourage the animals once native in the area to return, such as the pine marten, wood mouse, and tree creeper.

Shane Doyle, senior vice president, global head of operations and sustainability, Alexion, Alexion, AstraZeneca Rare Disease, explained: "While we don't commonly associate Ireland with rainforests, they are a

vital part of our heritage, and restoring these ecosystems is essential for the well-being of both present and future generations. Through this partnership with Hometree we are underscoring our commitment to sustainability in Ireland and taking affirmative action to reinstate ecosystems that will improve biodiversity, human health, and restore our cultural heritage."

Matt Smith, chief executive of Hometree said: "There is more investment needed and partnership between industry and not-for-profits is central to that, but we have made a strong start to building a sustainable future, grounded in real impact."

Ireland's Atlantic rainforests, also known as oceanic or temperate rainforest, are a very special kind of woodland that only grows where climatic conditions are ideal.

Primarily found along the western coast, particularly in counties such as Kerry, Galway, Mayo, and Donegal, these areas benefit from the moderating influence of the Gulf Stream, which helps maintain the mild and moist climate conducive to rainforest growth.

The flora of Ireland's temperate rainforests includes a diverse range of species, including native trees such as oak, ash, birch, holly, and yew. Ferns, mosses, lichens, and epiphytic plants are also abundant, contributing to the rich biodiversity of these forests. A suite of globally rare lichens also grows in temperate rainforest, the most prominent and distinctive of which is the Tree Lungwort (*Lobaria pulmonaria*), a species that only grows where the air quality is exceptional. Ireland's temperate rainforests support a wealth of biodiversity, including numerous species of birds, mammals, insects, and other organisms. These forests provide important habitats for wildlife and play a crucial role in maintaining ecosystem health. Temperate rainforests are also excellent stores of carbon, from their rich soils to the trees and plants growing within them.



Pictured at Hometree's site in Avoca, Co. Wicklow, a site that has been left largely undisturbed for the last 30 years: Shane Doyle, senior vice president, head of operations and sustainability, Alexion; Matt Smith, CEO of Hometree; and Bryan Mulchinock, head of environment, Health, Safety, Alexion.

100 MILLION TREES...AND COUNTING

In last January's issue of *Irish Farmers Monthly*, we wrote about the 100 Million Trees Project, an initiative led by David and Richard Mulcahy that aims to plant 100 million native Irish trees across Ireland over the coming decade. We caught up with David to learn about their progress.

"The project was set up to see if we could make a meaningful contribution to the re-forestation of the island of Ireland; to help with increasing biodiversity, and to make any small attempt to mitigate against climate change. Ireland lags well behind most other European Union countries with only about 11.5 per cent of the country forested, mostly with non-native Sitka spruce. Only a small percentage of forests in Ireland are native.

"We hoped that with corporate sponsorship, in conjunction with tree growers and the Forestry Services, we could encourage individuals, sporting associations, businesses, religious groups and farmers to contribute small areas of land of up to a quarter of an acre, for the planting of native mini forests, using 15 different types of native tree. After a trial season from 2022 to 2023 planting 20,000 trees at 18 sites, our first full year of planting was from November 2023 to April 24.

"We received sponsorship from Uniphar for 200,000 trees and planted 201,500 native trees covering 81 different sites in 19 counties. For this planting season, we have received funding from AIB and Uniphar to plant 550,000 native trees. We started on November 22



Richard Mulcahy, Sabina Higgins and David Mulcahy at the mini forest planting at Áras an Uachtaráin.

at Áras an Uachtaráin, where we partnered with President Michael D. Higgins and Sabina Higgins to plant 2,060 native trees. Over the past four weeks, we have planted a total of 126,255 native trees at 45 sites in 26 counties across Ireland. Almost all sites are a quarter of an acre in size and contain 2,500 native trees. We have mini forests booked for planting throughout the first three months of 2025, but have capacity to plant another 80 sites on application.

"The majority of sites applying for free mini forests are private individuals, but we are getting requests from sporting organisations,

such as the GAA, golf courses and racecourses. We are hopeful that, as the project attracts more attention, we will be able to work more with county councils, the farming community and the religious community. We only need 40,000 sites of a quarter of an acre over the 10-year period to plant 100 million trees! This would be a significant contribution by the people of Ireland towards protecting our birds, bees and bugs, offering thousands of new areas of biodiversity, and helping in the global battle to stem the tide of climate change." To learn more about the project visit www.100milliontreesproject.ie



Mini forest planting at Áras an Uachtaráin in November 2024.

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TRACTORGUIDE2025



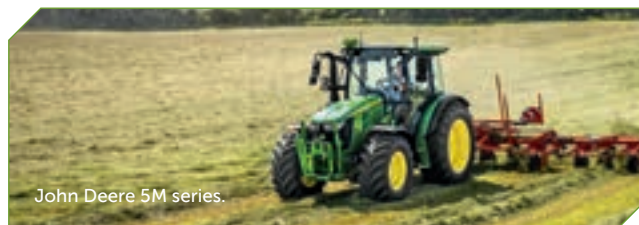


New 5M Series takes horsepower up a notch

Available for 2025 in the Irish market is the new John Deere 5M series, which was launched last year. With new transmissions and integrated AutoTrac functionalities in the dashboard, the new 5M, the company says, is a versatile machine in the field, around the farmyard, and on the road. John Deere has also added the 5M 130 to the range, broadening the upper power class portfolio with a maximum output of up to 135hp.

The new PowrQuad Plus and Powr transmission options provide farmers with solutions for a wide range of tasks. The technology allows operators to experience continuous pulling power with smooth gear shifts within the selected group. Additionally, a button on the lever eliminates the need for manual clutching when shifting between groups. Thanks to the EcoShift feature, the 5M tractor reduces RPM to save fuel while delivering sufficient power to accomplish transport tasks efficiently at up to 40km/h.

The integration of AutoTrac in the dashboard – a feature that 6M Series owners enjoy in the Corner Post Display – enhances precision and efficiency by minimising overlaps during field and grassland work. The guidance system helps



John Deere 5M series.

to stay on track in straight-line field jobs. An upgrade to more sophisticated guidance functionalities with a G5 Universal Display is possible at any time.

With a compact 4.1m turning radius, the 5M series provides great manoeuvrability, making it well-suited for tasks such as yard work and animal feeding in confined spaces. The low hood and the large roof window offer operators excellent visibility, especially for front loader tasks. The new 5M series comes with the predictive analysis functionality Expert Alerts, enabling early recognition of required maintenance needs, which further enhances operational reliability and minimises unexpected downtime.

Case IH: New Farmall C models unveiled for 2025



Case IH Farmall C 2025.

For 2025, Farmall C tractors from Case IH will deliver 'customer-driven innovations that improve every aspect of the farming experience' according to the company. The 24-speed ActiveDrive 2 (Hi-Lo) transmission in all models ensures smoother shifting and exceptional control, while the increased hydraulic pump capacity of 82L/min translates into faster loader cycle times and more efficient operations. The newly introduced ActiveClutch feature allows the tractor to be held on the brake pedal without requiring the clutch, making it ideal for front loader applications.

From the 90C to the 120C, farmers will experience a new level of control, efficiency, and comfort while benefiting from precision technologies once reserved for larger, more advanced machines, the company says.

Operator comfort is also priority, and a six-post cab offers superior visibility, while the repositioned exhaust maintains the open, unobstructed view farmers have come to appreciate. While driving models are specified with the optional new cab suspension system, the operator will immediately notice the difference in comfort.

Further enhancing the operator experience are the newly installed LED lights, which ensure clear vision during early mornings, late nights, or long road journeys between fields. The increased diesel capacity of 130L allows for longer operation times, while the new tank design provides greater ground clearance. The modernised digital instrumentation and adaptive lighting in the cab create an intuitive, high-tech environment that feels as advanced as it performs. The 2025 Farmall C models offer optional factory-fitted telematics available in standard and advanced packages, so farmers can benefit from real-time geo-location, machine monitoring, and wireless file transfer. This, according to the company, is technology that puts vital operational data at farmers' fingertips, whether in the cab or remotely on a mobile device. This precision is further enhanced with the availability of hydraulic auto guidance, powered by the Case IH Pro 1200 monitor and Case IH VectorPro receiver.

Six new offerings for 2025 in the MF 5M Series



Massey Ferguson 5M10.

Later this month, LAMMA 2025 provides the platform upon which Massey Ferguson will debut its new MF 5M Series, which features six tractors from 95hp to 145hp. The MF 5M builds on the success of the MF 5700 M Series, ‘introducing a range of performance enhancing factory-fitted features to further improve operation, comfort and control’, according to Jérôme Aubrion, director of marketing, Massey Ferguson, Europe & Middle East.

All models are now equipped with the well-proven Dyna-4 transmission. Further improving functionality and efficiency, the new electronic architecture offers not only Isobus connectivity, but also MF Guide and a range of other Smart Farming options. “While still retaining the straightforward, robust design, these modern additions, usually found on higher specification tractors, further advance the versatility, reduce the workload on operators as well as increase field performance and efficiency,” said Jérôme.

Main features

- Six accessible tractors from 95hp up to the new to 145hp model.
- Proven AGCO Power four-cylinder, 4.4L engine, delivering the necessary power for demanding tasks.
- Dependable and comfortable Dyna-4 transmission with optional Brake-to-Neutral, adding convenience for repetitive handling tasks.
- Choice of 58L/min or optional 100L/min hydraulic pump, allowing maximum versatility.
- Cab suspension option available across the range, for more comfort.
- Wide choice of factory-fitted Massey Ferguson loaders.
- New Smart Farming options including MF Guide, MF Section Control and MF Rate Control, saving time, effort, inputs and money.
- Comprehensive Massey Ferguson services, including MF Care extended warranty, MF By You personalisation options and MF Always Running courtesy fleet.

Spacious, comfortable cab

The MF 5M Series is equipped with a spacious cab that delivers the right level of comfort and excellent visibility, with an up-rated, optional air conditioning system greatly increasing air flow and distribution around the operator. This roomy, 1.3m-wide operator environment has a completely flat floor and car-style pedals. A large glass area and compact ‘All-in-One’ SCR system, tucked under the cab maintains unrivalled visibility.

Comfort is further improved thanks to a new cab suspension system, an option on all models, which delivers significantly higher shock absorption.

New, efficient LED worklight options, in addition to the halogen lights, provide even more illumination for safe night work – with a choice of either two LED front and rear worklights, or two mid-mounted units. Outside is a useful new PTO switch on the rear of the fender on the left-hand side.

MF 5M tractors are now dressed in the latest, smart Massey Ferguson family style. This features a diamond grey cab with new striking sabre style with the new model logo design on the side of the bonnet, fronted by a black, ribbed grille.

Massey Ferguson MF 5M series specifications.

	MF5M.95	MF 5M.105	MF 5M.115	MF 5M.125	MF 5M.135	MF 5M.145
Engine	Four-cylinder, 4.4L AGCO Power Stage V					
Transmission	Dyna-4 - with optional AutoDrive and Brake-to-Neutral					
Max. power	95hp	105hp	115hp	125hp	135hp	145hp
Max. torque*	405Nm	440Nm	460Nm	520Nm	545Nm	560Nm

*Maximum torque at 2,000rpm.



X7 marks the spot

Nominated for the 2025 Tractor of the Year in the new MidPower category, McCormick's 240hp X7.624 model was a fine contender. While favour didn't fall its way this year – the Fendt 620 Vario DP took the win – the X7 is up there among the best.

It is powered by a six-cylinder FPT NEF 67 engine that meets Stage V emission requirements. The four-stage continuously variable VT-Drive transmission allows a top speed of 50km/h (in eco mode and where permitted). The independent front suspension IFS (hydraulically suspended and electronically controlled) ensures high comfort and full driving safety on the road and in the field, the company says.

The newly designed Clever Cab offers 14 per cent more interior space and 16 per cent more glazed areas for better visibility. The heat-insulated door windows are made of Comfort Sky – a special compound developed by Saint Gobain – and when compared to conventional windows ensure a temperature differential of up to six degrees, as well as reducing noise. The new position of the handles also makes it easier for the operator to climb aboard. On the outside are LED light clusters, both front and rear, while inside there is the new infotainment system, which can be integrated with Apple Car or Android Auto, new rear-view mirrors and new cooler compartment space.



Also inside, controls have been redesigned to be even easier and more convenient to reach, while the dashboard and digital interfaces have also been enhanced for a more user-friendly experience.

New interior trim in automotive-style plastics and an Alpine four-speaker audio system complete the line-up. The new digital cluster, located behind the steering wheel, benefits from a clean design and integrates new functions, as well as dialoguing with the 12" DSM Plus touch monitor.

Among the features of the VT-Drive transmission on the McCormick X7.624 is the SmartPower Zero function. This ensures that the tractor remains stationary after the reverse shuttle is engaged, providing greater operator comfort during transport and field operations, as well as when hitching implements. On the other hand, the McCormick EazyGrip system automatically manages tyre pressure, optimising fuel consumption and traction while reducing tyre wear and ensuring optimum pressure at all times, from road to field.

LAMMA 2025 is next stop for New Holland's T5



New Holland T5 Dual Command.

After its first public outing at the Farm Tractor and Machinery Trade Association (FTMTA) Farm Machinery Show last November, it is off to LAMMA 2025 for New Holland's T5 Dual Command tractor range. Comprising five models from 80-117hp, all powered by FPT F36 3.6L four-cylinder engines, the series has benefited from updates designed to improve productivity and operator comfort. Alongside new styling, the T5 Dual Command tractors benefit from mechanical Comfort Ride cab suspension, wet disc front PTO and a rear-lift capacity boost of 7 per cent to 4,700kg. The range can now also be equipped with telematics previously only available on higher power models including autoguidance, the IntelliView 12 touchscreen terminal and

Isobus Class 2 implement connection.

The renewed T5 Dual Command comes with a broader rear tyre offering and a choice of front axles – a standard unit for lighter work and narrow applications, or a new HD axle for tractors expected to perform heavy loader work and intensive field tasks. In addition, a SuperSteer front axle option unique to New Holland features a 76-degree steering angle to further enhance manoeuvrability and productivity on tight headland turns, small fields and in farmyards. The 2.35m wheelbase blends this manoeuvrability with stability.

Tractors fitted with the standard front axle benefit from a 20 per cent increase in steering capacity under load for faster turns, while a more robust HD axle increases permissible gross vehicle weight to 7,000kg. When fitted with 38" rear tires, T5 tractors combine high ground clearance of 480mm and low overall height below 2.67m, minimising crop damage risk and maximising building accessibility.

Transmission in the new T5 Dual Command models is the established Dual Command 24F/24R unit, with four speeds, three ranges and a two-speed powershift, plus electronic shuttle. A new auto differential lock and auto four-wheel-drive engagement on T5 Dual Command models simplifies headland turns, while a new maintenance-free, quieter, and easy to engage wet disc front PTO delivers more comfort and versatility.



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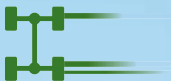


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4 CYL PSS ENGINE

**2,580 MM
WHEELBASE**





Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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COMPACTS



New Holland Boomer 55.

JCB

403 AG Plus	-	-	1,215*	50	-	65,682
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*Full turning tipping load for wheeled loading shovels.

JOHN DEERE

1026R	4wd	2-range Hydro	309	24.8	540	22,201
2026R	4wd	2-range Hydro	415	24.8	540	25,880
2032R	4wd	2-range Hydro	615	30.6	540	34,246
2038R	4wd	2-range Hydro	615	36.7	540	36,847
3025E	4wd	2-range Hydro	615	24.4	540	25,533
3038E	4wd	2-range Hydro	615	36.7	540	29,485
3039R	4wd	3-range eHydro	995	38.2	540	42,955
3046R	4wd	3-range eHydro	995	44.7	540	46,891

LANDINI

Mistral 2-055	4wd	16x16	1,200	49	540/540E + Ground drive	POA
Mistral 2-060	4wd	16x16	1,200	57	540/540E + Ground drive	POA
Rex 3-070	4wd	16x16	2,700	68	540/540E or 540/1,000 + Ground drive	POA
Rex 3-080	4wd	16x16	2,700	75	540/540E or 540/1,000 + Ground drive	POA

LOVOL

LOVOL M254	4wd	8F & 8R	810	25	540/1,001	19,995
LOVOL M404	4wd	8F & 8R	1,200	40	540/1,101	23,495

MASSEY FERGUSON

Make/Model	Drive	Cab/ Platform	No. of gears	Hydrostatic	Max linkage (kg)	Engine (hp)	Price € from (excl. VAT)
MF 1520	4WD	Platform only	8X8	N	600	20	25,213.26
MF 1525	4WD	Platform only	Hydrostatic	Y	600	25	26,910.46
MF 1735 M HC	4WD	Cab	Hydrostatic	Y	1,200	35	56,058.78
MF 1735 M HP	4WD	Platform	Hydrostatic	Y	1,200	35	44,778.96
MF 1740 E MP	4WD	Platform	8X8	N	1,000	40	37,894.30
MF 1740 M HC	4WD	Cab	Hydrostatic	Y	1,200	40	62,225.46
MF 1740 M HP	4WD	Platform	Hydrostatic	Y	1,200	40	50,999.22
MF 1750 M HC	4WD	Cab	Hydrostatic	Y	1,580	49	70,015.10
MF 1755M MC	4WD	Cab	12X12	N	1,580	54	67,529.29
MF 1765 M HC	4WD	Cab	Hydrostatic	Y	1,600	67	76,246.81
MF 1765 M MC	4WD	Cab	12X12	N	1,600	67	73,749.54
MF 1765 M MP	4WD	Platform	12X12	N	1,600	67	62,546.21

MCCORMICK

X2.055	4wd	16x16	1,200	49	540/540E	POA
X2.060	4wd	16x16	1,200	57	540/540E	POA
X3.070	4wd	16x16	2,700	68	540/540E or 540/1,000 + Ground drive	POA
X3.080	4wd	16x16	2,700	75	540/540E or 540/1,000 + Ground drive	POA

NEW HOLLAND

Boomer Stage V

Boomer 25 Compact	4wd	Hydro	450	24.7	-	20,418
Boomer 25	4wd	Hydro	650	27	-	24,099
Boomer 35 CAB	4wd	12+12	820	38	-	42,187
Boomer 35 CAB	4wd	Hydro	820	38	-	44,351
Boomer 35 ROPS	4wd	12+12	820	38	-	33,838
Boomer 35 ROPS	4wd	Hydro	820	38	-	34,465
Boomer 40 CAB	4wd	12x12	820	41	-	45,120
Boomer 40 CAB	4wd	Hydro	820	41	-	47,284
Boomer 40 ROPS	4wd	12x12	820	41	-	36,771
Boomer 40 ROPS	4wd	Hydro	820	41	-	37,398
Boomer 45 CAB	4wd	16x16	1,250	47	-	46,834
Boomer 45 CAB	4wd	Hydro	1,250	47	-	48,998
Boomer 45 ROPS	4wd	16x16	1,250	47	-	38,485
Boomer 45 ROPS	4wd	Hydro	1,250	47	-	39,112
Boomer 50 CAB	4wd	16+16	1,250	52	-	48,406
Boomer 50 CAB	4wd	Hydro	1,250	52	-	50,570
Boomer 50 ROPS	4wd	16+16	1,250	52	-	40,059
Boomer 50 ROPS	4wd	Hydro	1,250	52	-	40,686
Boomer 55 CAB	4wd	16x16	1,250	57	-	50,146
Boomer 55 CAB	4wd	Hydro	1,250	57	-	52,310
Boomer 55 ROPS	4wd	16x16	1,250	57	-	41,796
Boomer 55 ROPS	4wd	Hydro	1,250	57	-	42,423

SOLIS

Solis 16	4wd	6 + 2	500kg	16	16	7,317
Solis 20	4wd	6 + 2	500kg	20	17	10,000
Solis 26 M	4wd	6 + 2	600kg	26	24	10,895
Solis 26 Shuttle	4wd	9 + 9	600kg	26	24	12,114
Solis 26 HST	4wd	Hydrostatic	600kg	26	24	13,398
Solis 50 with cab	2wd	12x12	600kg	50	48	23,504
Solis 50 Rops	4wd	12x12	2500kg	50	48	24,382
Solis 50 with cab	4wd	12x12	2500kg	50	48	25,500



SERIE 7



POWERFUL STYLE.

SERIE 7

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Landini®

Passion for Innovation.



Deutz Fahr 5080 D Keyline GS.



Kubota M4-073.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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51-80HP

CASE IH

Farmall A

55	2wd	12+12	2,700	55	-	36,093
55	4wd	12+12	2,700	55	-	44,670
65	2wd	12+12	2,700	65	-	37,084
65	4wd	12+12	2,700	65	-	45,659
75	2wd	12+12	2,700	75	-	38,629
75	4wd	12+12	2,700	75	-	47,205

Farmall C

55	2wd	12+12	2,500	56	-	45,433
55	4wd	12+12	2,500	56	-	49,728
65	2wd	12+12	2,500	65	-	47,706
65	4wd	12+12	2,500	65	-	52,001
75	2wd	12+12	2,500	75	-	49,294
75	4wd	12+12	2,500	75	-	53,589

DEUTZ FAHR

3050	-	12x12	1,200	51	-	40,160
3060	-	12x12	1,200	59	-	42,160
4070 E	2wd	15x15	3,500	66	-	41,870
4070 E	-	15x15	3,500	66	-	48,410
5070 D Keyline LS	-	15x15	3,500	66	-	57,070
5070 D Keyline GS	-	15x15	3,500	66	-	67,280
4080 E	2wd	15x15	3,500	76	-	44,990
4080 E	-	15x15	3,500	76	-	50,490
5080 D Keyline LS	-	15x15	3,500	76	-	59,170
5080 D Keyline GS	-	15x15	3,500	76	-	69,380

FENDT

207 S Vario Gen3	4wd	-	-	79	-	127,821
208 S Vario Gen3	4wd	-	-	84	-	130,649

JCB

407 AG	-	-	3,326	64	-	75,358
TM220	-	-	2,200	74	-	135,281
525-60	-	-	2,500	74	-	96,460

JOHN DEERE

4052M compact	4wd	3-range eHydro	1229	50.8	540	39,666
4066M compact	4wd	3-range eHydro	1229	65	540	47,516
4052R compact*	4wd	3-range eHydro	1229	50.8	540	59,106
4066R compact*	4wd	3-range eHydro	1229	65	540	64,829
5050E	4wd	9+3	1800	49	540/540E	37,397
5058E	4wd	12+12	1800	60.3	540/540E	42,525
5067E	4wd	12+12	1800	68.5	540/540E	46,662
5075E	4wd	12+12	1800	74.7	540/540E	49,284
5075M	4wd	16+16	4326	75	540/540E/1000	70,175

*The 4052R & 4066R compact prices include ComfortGard cab. The 5075M is also available with 2WD.

KUBOTA

LI522 (ROPS)	4wd	8F/8R	1,750	52	N/A	31,283
LI552 (ROPS)	4wd	HDS	1,750	52	N/A	35,524
L2522 (CAB)	4wd	16F/16R	1,750	52	N/A	45,483
L2622 HST CAB	4wd	HST 3 Range	1,750	62	N/A	56,268
M4-063	4wd	18F/18R	2,500	66	N/A	54,972
M4-063 (ROPS)	4wd	18F/18R	2,500	66	N/A	46,271
M4-073	4wd	18F/18R	2,500	74	N/A	58,167
M4-073	4wd	36F/36R	2,500	74	N/A	59,482

LANDINI

4-060	4wd	12x12 (24x24 Opt)	3,000	61	540/1,000	POA
4-070	4wd	12x12 (24x24 Opt)	3,000	68	540/1,000	POA
4-080	4wd	12x12 (24x24 Opt)	3,000	75	540/1,000	POA
5-085	4wd	24x24	3,900	75	540/1,000	POA

LOVOL

M754	4wd	12F & 12R	1,900	75	540/1,000	35,995
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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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MASSEY FERGUSON

MF 3AL.75 CAB Flat-floor efficient	4wd	24+12PS+Spdsft	3,100	75	-	POA
MF 3AL.75 CAB Tunnel efficient	4wd	24+12PS+Spdsft	3,100	75	-	POA

MCCORMICK

X4.060	4wd	12x12 (24x24 Opt)	3,000	61	540/1,000	POA
X4.070	4wd	12x12 (24x24 Opt)	3,000	68	540/1,000	POA
X4.080	4wd	12x12 (24x24 Opt)	3,000	75	540/1,000	POA
X5.085	4wd	24/24/	3,900	75	540/1,000	POA

NEW HOLLAND

T4 S Stage V

T4.55 S ROPS 2WD	2WD	8x8	2,550	55	-	36,031
T4.55 S CAB 2WD	2WD	8x8	2,800	55	-	45,348
T4.55 S ROPS 4WD	4WD	12x12	2,850	55	-	46,675
T4.55 S CAB 4WD	4WD	12x12	3,100	55	-	56,181
T4.65 S ROPS 2WD	2WD	8x8	2,550	65	-	37,021
T4.65 S CAB 2WD	2WD	8x8	2,800	65	-	46,405
T4.65 S ROPS 4WD	4WD	12x12	2,850	65	-	47,882
T4.65 S CAB 4WD	4WD	12x12	3,100	65	-	57,239
T4.75 S ROPS 2WD	2WD	8x8	2,550	75	-	38,560
T4.75 S CAB 2WD	2WD	8x8	2,800	75	-	47,968
T4.75 S ROPS 4WD	4WD	12x12	2,850	75	-	49,423
T4.75 S CAB 4WD	4WD	12x12	3,100	75	-	58,532

T4 Stage V

T4.55 ROPS 2WD	2WD	12x12	2,280	58	-	45,264
T4.55 CAB 2WD	2WD	12x12	2,550	58	-	58,061
T4.55 ROPS 4WD	4WD	12x12	2,700	58	-	53,750
T4.55 CAB 4WD	4WD	12x12	2,830	58	-	64,594
T4.65 ROPS 2WD	2WD	12x12	2,280	65	-	46,474
T4.65 CAB 2WD	2WD	12x12	2,550	65	-	59,797
T4.65 ROPS 4WD	4WD	12x12	2,700	65	-	54,960
T4.65 CAB 4WD	4WD	12x12	2,830	65	-	66,330
T4.75 ROPS 2WD	2WD	12x12	2,280	75	-	48,259
T4.75 CAB 2WD	2WD	12x12	2,550	75	-	61,090
T4.75 ROPS 4WD	4WD	12x12	2,700	75	-	56,745
T4.75 CAB 4WD	4WD	12x12	2,830	75	-	67,623



McCormick X5.085.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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T5 Utility Dual Command MY24

T5.80 Dual Command ROPS 4WD		24x24	3,245	80	-	POA
T5.80 Dual Command CAB 4WD		24x24	4,030	80	-	POA

SAME

Delfino 50	-	12x12	1,200	51	-	40,160
Delfino 60	-	12x12	1,200	59	-	42,160
Argon 70	2wd	15x15	3,500	66	-	41,870
Argon 70	-	15x15	3,500	66	-	48,410
Dorado Natural 70 LS	-	15x15	3,500	66	-	57,070
Dorado Natural 70 GS	-	15x15	3,500	66	-	67,280
Argon 80	2wd	15x15	3,500	76	-	44,990
Argon 80	-	15x15	3,500	76	-	50,490
Dorado Natural 80 LS	-	15x15	3,500	76	-	59,170
Dorado Natural 80 GS	-	15x15	3,500	76	-	69,380

VALTRA

A75	4wd	12x12/24x24	3,000kg	5	-	POA
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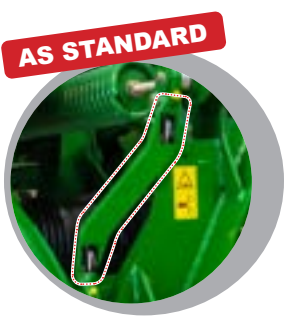
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- +** 2 Speed Conditioner with Mechanical Drive
- +** Quick Change Blades
- +** Unique Forward/ Back Movement



Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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81-150 HP

BELARUS

Belarus 320	4wd	14+4	2,200	45	45	22,000
Belarus 622	4wd	14+4	2,400	60	60	25,200
Belarus 578	4wd	14+4	3,000	70	70	26,400
Belarus 920	4wd	14+4	3,200	81	81	31,700
Belarus 952	4wd	14+4	3,200	90	90	38,800
Belarus 920.3	4wd	14+4	3,200	85	85	37,900
Belarus 952.3	4wd	14+4	3,200	95	95	39,600
Belarus 1025	4wd	16+8	3,200	105	105	42,400
Belarus 1025.3	4wd	16+8	3,200	110	110	44,000
Belarus 1221.3	4wd	16+8	3,200	135	135	54,800
Belarus 1523.3	4wd	16+8	3,200	150	150	64,000

CASE IH

Farmall A

90	4wd	12+12	4,400	87	-	72,241
100	4wd	12+12	4,400	99	-	75,741

Farmall C

90	4wd	12+12	4,400	86	-	65,081
100	4wd	12+12	4,400	99	-	69,355

Farmall CPS

90	4wd	12+12	4,400	86	-	67,286
100	4wd	12+12	4,400	99	-	72,100
110	4wd	12+12	4,400	107	-	75,161
120	4wd	12+12	4,400	114	-	79,216

Farmall C Hi-Lo

90	4wd	PS24+24	4,400	86	-	72,844
100	4wd	PS24+24	4,400	99	-	77,065
110	4wd	PS24+24	4,400	107	-	80,049
120	4wd	PS24+24	4,400	114	-	84,050

Farmall C Hi-Lo HD

100	4wd	PS24+24	4,400	99	-	94,628
110	4wd	PS24+24	4,400	107	-	97,647
120	4wd	PS24+24	4,400	114	-	101,652

Vestrum Active Drive 8

100	4wd	Active Drive 8 24x24 40km/h	5,600	100	-	120,491 <small>New transmission</small>
110	4wd	Active Drive 8 24x24 40km/h	5,600	110	-	123,691 <small>New transmission</small>



Belarus 1523.3

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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120	4wd	Active Drive 8 24x24 40km/h	5,600	120	-	127,891 <small>New transmission</small>
130	4wd	Active Drive 8 24x24 40km/h	5,600	130	-	131,791 <small>New transmission</small>

Vestrum CVX

100	4wd	CVT 40km/h	5,600	100	-	132,727
110	4wd	CVT 40km/h	5,600	110	-	136,101
120	4wd	CVT 40km/h	5,600	120	-	141,368
130	4wd	CVT 40km/h	5,600	130	-	145,665

Maxxum

125	4wd	PS16x16	7,115	125	-	133,584
145	4wd	PS16x16	7,115	145	-	141,149
150	4wd	PS16x16	7,115	145	-	145,378

Maxxum MultiCONTroller

125	4wd	PS24x24	7,864	125	-	146,112
145	4wd	PS24x24	7,864	145	-	153,683
150	4wd	PS24x24	7,864	145	-	158,124

Maxxum CVX

125	4wd	CVT 40km/h	7,864	125	-	162,477
145	4wd	CVT 40km/h	7,864	145	-	170,160
150	4wd	CVT 40km/h	7,864	145	-	174,646

Puma

140	4wd	SP 18x6 40km/h	8,257	140	-	155,767
150	4wd	SP 18x6 40km/h	8,257	150	-	160,790

Puma MultiCONTroller

150	4wd	FPS18x6 50km/h	8,257	150	-	178,949
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Puma CVX

150	4wd	CVT 50km/h	8,257	150	-	202,198
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PS = power shuttle. SS = synchro shuttle. FPS = full power shift. SP = semi power shift.



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6R130 130 HP <i>Front & Cab Suspension, 600 tyres, 3 spools, Autoquad, Air Brakes</i>	6155M 155 HP <i>Front & Cab Suspension, 650 tyres, 3 spools, Autoquad, Air Brakes</i>	6140M 140 HP <i>Front & Cab Suspension, 600 tyres, 3 spools, Autoquad, loader ready</i>
6130M 130 HP <i>Front & Cab Suspension, 600 tyres, 3 spools, Autoquad, loader ready</i>	6120M 120 HP <i>Front & Cab Suspension, 520 tyres, 3 spools, loader ready</i>	Limited stock Powergard warranty included* Higher spec 6R 155 also available

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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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CLAAS

Nexos 220 S/M/L/XL	2/4wd	24/24 or 30/30	3100	85	540	POA
Nexos 230 S/M/L/XL	2/4wd	24/24 or 30/30	3100	92	540	POA
Nexos 240 S/M/L/XL	2/4wd	24/24 or 30/30	3100	103	540	POA
Nexos 260 S/M/L/XL	2/4wd	30/30	3100	120	540	POA
AXOS 230	4wd	30/15	3350	92	540/1000	POA
AXOS 240	4wd	30/15	3350	103	540/1000	POA
Arion 410 CLASSIC (Stage V)	4wd	16+16	4500	90	540/1000	POA
Arion 410 CIS (Stage V)	4wd	16+16	4500	90	540/1000	POA
Arion 420 CLASSIC (Stage V)	4wd	16+16	4500	100	540/1000	POA
Arion 420 CIS (Stage V)	4wd	16+16	4500	100	540/1000	POA
Arion 430 CLASSIC (Stage V)	4wd	16+16	6000	115	540/1000	POA
Arion 430 CIS (Stage V)	4wd	16+16	6000	115	540/1000	POA
Arion 440 CLASSIC (Stage V)	4wd	16+16	6000	125	540/1000	POA
Arion 440 CIS (Stage V)	4wd	16+16	6000	125	540/1000	POA
Arion 440 CIS+ (Stage V)	4wd	16+16	6000	125	540/1000	POA
Arion 450 CLASSIC (Stage V)	4wd	16+16	6000	135	540/1000	POA
Arion 450 CIS (Stage V)	4wd	16+16	6000	135	540/1000	POA
Arion 450 CIS+ (Stage V)	4wd	16+16	6000	135	540/1000	POA
Arion 460 CLASSIC (Stage V)	4wd	16+16	6000	145	540/1000	POA
Arion 460 CIS (Stage V)	4wd	16+16	6000	145	540/1000	POA
Arion 460 CIS + (Stage V)	4wd	16+16	6000	145	540/1000	POA
Arion 470 CLASSIC (Stage V)	4wd	16+16	6000	155	540/1000	POA
Arion 470 CIS (Stage V)	4wd	16+16	6000	155	540/1000	POA
Arion 470 CIS + (Stage V)	4wd	16+16	6000	155	540/1000	POA
ARION 510 HEXASHIFT CLASSIC (Stage 5)	4wd	24+24	6500	125	540/1000	POA
Arion 510 HEXASHIFT CIS (Stage 5)	4wd	24+24	6500	125	540/1000	POA
Arion 510 HEXASHIFT CIS+(Stage 5)	4wd	24+24	6500	125	540/1000	POA
Arion 510 CMATIC (Stage 5)	4wd	CVT	6500	125	540/1000	POA
Arion 510 CMATIC CIS+(Stage 5)	4wd	CVT	6500	125	540/1000	POA
Arion 510 CMATIC CEBIS (Stage 5)	4wd	CVT	6500	125	540/1000	POA
ARION 530 HEXASHIFT CLASSIC (Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 530 HEXASHIFT CIS (Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 530 HEXASHIFT CIS (Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 530 CMATIC (Stage 5)	4wd	CVT	6500	145	540/1000	POA
Arion 530 CMATIC CIS+(Stage 5)	4wd	CVT	6500	145	540/1000	POA
Arion 530 CMATIC CEBIS (Stage 5)	4wd	CVT	6500	145	540/1000	POA
Arion 610 HEXASHIFT CLASSIC (Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 610 HEXASHIFT CIS (Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 610 HEXASHIFT CIS+(Stage 5)	4wd	24+24	6500	145	540/1000	POA
Arion 610 CMATIC CIS+(Stage 5)	4wd	CVT	6500	145	540/1000	POA
Arion 610 CMATIC CEBIS (Stage 5)	4wd	CVT	6500	145	540/1000	POA

DEUTZ FAHR

4090 E	-	15x15	3,500	91	-	56,270
5090 D Keyline LS	-	15x15	3,500	91	-	64,980
5090 D Keyline GS	-	15x15	3,500	91	-	75,180
5095 D LS	-	30x15	3,600	95	-	79,840
5095 D GS	-	30x15	3,600	95	-	83,050
5095 D TTV	-	CVT	3,910	95	-	119,700
5095 LS	-	10+10/40x40	4,525	95	-	87,050
5095 GS	-	10x10/40x40/60x60	4,525	95	-	92,820
4100 E	-	15x15	3,500	102	-	58,210
5100 D Keyline LS	-	15x15	3,500	102	-	67,070
5100 D KeylineGS	-	15x15	3,500	102	-	77,280
5100 LS	-	10+10 / 40x40	4,525	102	-	88,780
5100 GS	-	10x10/40x40/60x60	4,525	102	-	94,570
5105 D LS	-	30x15	3,600	106	-	83,050
5105 D GS	-	30x15	3,600	106	-	86,260

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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5105 D TTV	-	CVT	3,910	106	-	122,910
5105 LS	-	10+10/40x40	4,525	106	-	90,800
5105 GS	-	10x10/40x40/60x60	4,525	106	-	96,270
5115 D TTV	-	CVT	3,910	116	-	127,200
5115 LS	-	10+10/40x40	4,855	116	-	94,380
5115 GS	-	10x10/40x40/60x60	4,855	116	-	100,290
5125 LS	-	10+10/40x40	5,410	126	-	97,230
5125 GS	-	10x10/40x40/60x60	5,410	126	-	103,150
6115 C PS	-	20x20	5,410	126	-	115,580
6115 C RV Shift	-	20x16	7,000	126	-	132,690
6125 C PS	-	30x30	7,000	136	-	129,170
6125 C RV Shift	-	20x16	7,000	136	-	137,380
6125 C TTV	-	CVT	7,000	136	-	143,060
6130.4 RV Shift	-	20x16	9,170	136	-	156,050
6130.4 TTV	-	CVT	9,170	136	-	177,360
6135 C PS	-	30x30	7,000	143	-	133,910
6135 C RV Shift	-	20x16	7,000	143	-	142,080
6135 C TTV	-	CVT	7,000	143	-	147,800
6140.4 RV Shift	-	20x16	9,170	147	-	159,740
6140.4 TTV	-	CVT	9,170	147	-	181,080

FENDT**200 S Vario Gen3**

209	4wd	-	-	94	-	134,588
210	4wd	-	-	104	-	138,559
211	4wd	-	-	114	-	144,850

300 Vario Gen4

311	4wd	-	-	113	-	162,208
312	4wd	-	-	123	-	166,960
313	4wd	-	-	133	-	173,174
314	4wd	-	-	142	-	180,928

500 Vario Gen3

512	4wd	-	-	131	-	197,522
513	4wd	-	-	141	-	202,596
514	4wd	-	-	156	-	210,876

600 Vario

614	4wd	-	-	164	-	232,165
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700 Vario Gen6

714	4wd	-	-	150	-	236,096
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JCB

532-60 AG	-	-	3,200	109	-	117,756
532-70 AG	-	-	3,200	109	-	134,316
532-70 Super	-	-	3,200	130	-	153,504
532-70 Xtra	-	-	-	150	-	162,360
538-60 AG	-	-	3,800	109	-	131,316
538-60 Super	-	-	3,800	130	-	150,500
538-60 Xtra	-	-	-	150	-	159,360
542-70 AG	-	-	4,200	109	-	149,076
542-70 Super	-	-	4,200	130	-	163,836
542-70 Xtra	-	-	-	150	-	172,692
560-80 Super	-	-	-	130	-	181,548
560-80 Xtra	-	-	6,000	150	-	194,404
TM 320	-	-	3,200	130	-	164,574
TM320S	-	-	3,200	150	-	176,594
413S	-	-	5,410	150	-	145,200
TM420	-	-	4,100	150	-	215,000



Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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JOHN DEERE

5095M	4wd	16+16	4326	95	540/1000	68,127
5105M	4wd	16+16	4326	105	540/1000	71,174
5120M	4wd	16+16	4326	120	540/1000	75,806
5130M	4wd	16+17	5677	130	540/1000	96,317
6M 95	4wd	24 + 24	5650	95/120	540/1000	97,983
6M 105	4wd	24 + 24	5650	105/130	540/1000	100,294
6M 115	4wd	24 + 24	5650	115/140	540/1000	102,729
6M 125	4wd	24 + 24	5650	125/145	540/1000	105,927
6M 130	4wd	24 + 24	6400	130/150	540/1000	113,022
6M 140	4wd	24 + 24	6400	140/166	540/1000	117,507
6M 145	4wd	20 + 20	6400	145/171	540/1000	128,163
6M 150	4wd	IVT	6400	150/177	540/1000	133,795
6R 110	4wd	24+24	6800	110/135	540/1000	127,765
6R 120	4wd	24+24	6800	120/145	540/1000	132,224
6R 130	4wd	24+24	6800	130/156	540/1000	137,089
6R 140	4wd	24+24	6800	140/166	540/1000	143,249
6R 145	4wd	20+20	8100	145/192	540/1000	162,681
6R 150	4wd	IVT	6800	150/177	540/1000	162,64

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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KUBOTA

M5-102N CAB	4wd	36F/36R	2,300	106	-	68,316
M5-092 CAB	4wd	36F/36R	4,100	95	N/A	69,306
M5-112 CAB	4wd	36F/36R	4,100	110	N/A	73,583
M6-101 Utility	4wd	24F/24R	5,000	104	N/A	73,338
M6-111 Utility	4wd	24F/24R	5,000	111	N/A	78,465
M6-121 Utility	4wd	24F/24R	6,100	123	N/A	86,353
M6-131 Utility	4wd	24F/24R	6,100	133	N/A	91,811
M6-141 Utility	4wd	24F/24R	6,100	143	N/A	103,714
M6-122	4wd	24F/24R	7,000	123	N/A	105,113
M6-132	4wd	24F/24R	7,000	133	N/A	109,998
M6-142	4wd	24F/24R	7,000	143	N/A	113,883
M7-133 Access	4wd	30F/15R PS	9,400	130	N/A	from 136,458
M7-153 Access	4wd	30F/15R PS	9,400	150	N/A	from 140,367
M7-153 Premium	4wd	30F/15R PS	9,400	150	N/A	from 157,994
M7-153 Premium KVT	4wd	CVT	9,400	150	N/A	from 178,585

LANDINI

5-100	4wd	24x24	4,500	95	540/1,000	POA
5-110	4wd	24x24	4,500	102	540/1,000	POA
5-120	4wd	24x24	4,500	114	540/1,000	POA
6-125H	4wd	36x12	6,000	119	540/540E/1,000/1,000E	POA

- INTELLIGENT DISC CONTROL - INDEPENDENT DISC SPEED LEFT & RIGHT FOR BORDERS
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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
6-135H	4wd	36x12	6,000	127	540/540E/1,000/1,000E	POA
6-135RS	4wd	24x24	7,200	125/135	540/540E/1,000/1,000E	POA
6-145RS	4wd	24x24	7,200	135/145	540/540E/1,000/1,000E	POA
6-155RS	4wd	24x24	7,200	145/155	540/540E/1,000/1,000E	POA

LOVOL

LOVOL M904	4wd	18F & 18R	3,480	90 HP	540/100	52,995
LOVOL M1004	4wd	18F & 18R	3,480	100 HP	540/100	54,995
LOVOL M1104	4wd	18F & 18R	3,480	110 HP	540/100	56,995

MASSEY FERGUSON

MF3 Series

MF3VI 85	4WD	15\15:30\30:30\15	2,800kg	85	n/a	POA
MF3VI 95	4WD	15\15:30\30:30\15	2,800kg	95	n/a	POA
MF3 VI 105	4WD	15\15:30\30:30\15	2,800kg	105	n/a	POA
MF3 VI 115	4WD	15\15:30\30:30\15	2,800kg	120	n/a	POA
MF3 SP 85	4WD	15\15:30\30:30\15	2,800kg	85	n/a	POA
MF3 SP 95	4WD	15\15:30\30:30\15	2,800kg	95	n/a	POA
MF3 SP 105	4WD	15\15:30\30:30\15	2,800\3,000kg	105	n/a	POA
MF3 SP 115	4WD	15\15:30\30:30\15	2,800\3,000kg	120	n/a	POA
MF3 GE 85	4WD	12\12:24\24:24\12	2,500kg	85	n/a	POA
MF3 GE 95	4WD	12\12:24\24:24\12	2,500kg	95	n/a	POA



Lovol M1104.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
MF3 GE 105	4WD	12\12:24\24:24\12	2,500kg	105	n/a	POA
MF3 FR 85	4WD	15\15:30\30:30\15	2,800\3,000kg	85	n/a	POA
MF3 FR 95	4WD	15\15:30\30:30\15	2,800\3,000kg	95	n/a	POA
MF3 FR 105	4WD	15\15:30\30:30\15	2,800\3,000kg	105	n/a	POA
MF3 FR 115	4WD	15\15:30\30:30\15	2,800\3,000kg	120	n/a	POA
MF3 WF 85	4WD	15\15:30\30:30\15	2,800\3,000kg	85	n/a	POA
MF3 WF 95	4WD	15\15:30\30:30\15	2,800\3,000kg	95	n/a	POA
MF3 WF 105	4WD	15\15:30\30:30\15	2,800\3,000kg	105	n/a	POA
MF3 WF 115	4WD	15\15:30\30:30\15	2,800\3,000kg	120	n/a	POA
MF3 AL 85	4WD	15\15:30\30:30\15	2,800\3,000kg	85	n/a	POA
MF3 AL 95	4WD	15\15:30\30:30\15	2,800\3,000kg	95	n/a	POA
MF3 AL 105	4WD	15\15:30\30:30\15	2,800\3,000kg	105	n/a	POA

MF 4700M Platform

MF 4708 M	2/4wd	12x12	3,000kg	82	n/a	60,540
MF 4709 M	2/4wd	12x12	3,000kg	92	n/a	63,720
MF 4708 M (Dyna 2)	2/4wd	24x24/2	3,000kg	82	n/a	62,820
MF 4709 M (Dyna 2)	2/4wd	24x24/2	3,000kg	92	n/a	66,000

MF 4700M Cab

MF 4708M	2/4wd	12x12	3,000kg	82	n/a	68,820
MF 4709M	2/4wd	12x12	3,000kg	92	n/a	71,670
MF 4708M	2/4wd	24x24/2	3,000kg	82	n/a	71,100
MF 4709M	2/4wd	24x24/2	3,000kg	92	n/a	73,950
MF 4710M	4wd	12x12	3,000kg	100	n/a	73,950
MF 4710M	4wd	24x24/2	3,000kg	100	n/a	76,230
MF 5M. 95	4wd	Dyna 4	4,300	95	n/a	88,990
MF 5M. 105	4wd	Dyna 5	4,300	105	n/a	91,840
MF 5M. 115	4wd	Dyna 6	4,300	115	n/a	94,690
MF 5M. 125	4wd	Dyna 7	5,200	125	n/a	100,000
MF 5M. 135	4wd	Dyna 8	5,200	135	n/a	103,620
MF 5M. 145	4wd	Dyna 9	5,200	145	n/a	106,470

MF 5S series

MF 5S.105	4wd	16x16/4 or 24x24/6	6,000 kg	105	n/a	105,050
MF 5S.115	4wd	16x16/4 or 24x24/6	6,000 kg	115	n/a	107,900
MF 5S.125	4wd	16x16/4 or 24x24/6	6,000 kg	125	n/a	111,640
MF 5S.135	4wd	16x16/4 or 24x24/6	6,000 kg	135	n/a	114,490
MF 5S.145	4wd	16x16/4 or 24x24/6	6,000 kg	145	n/a	117,340
MF 5S.105	4wd	24x24/6	6,000 kg	105	n/a	104,880
MF 5S.115	4wd	24x24/6	6,000 kg	115	n/a	10,7710
MF 5S.125	4wd	24x24/6	6,000 kg	125	n/a	111,450
MF 5S.135	4wd	24x24/6	6,000 kg	135	n/a	114,300
MF 5S.145	4wd	24x24/6	6,000 kg	145	n/a	117,150

MF 6S Series

MF 6S.135 Dyna-64wd	24x24/6	7,100 kg	135	150	134,230
MF 6S.145 Dyna-64wd	24x24/6	7,100 kg	145	160	137,080
MF 6S.135 Dyna-VT4wd	CVT	9,600 kg	135	150	165,970
MF 6S.145 Dyna-VT4wd	CVT	9,600 kg	145	160	168,820

MCCORMICK

X5.100	4wd	24x24	4,500	95	540/1,000	POA
X5.110	4wd	24x24	4,500	102	540/1,000	POA
X5.120	4wd	24x24	4,500	114	540/1,000	POA
X6.125	4wd	36x12	6,000	119	540/540E/1,000/1,000E	POA
X6.135	4wd	36x12	6,000	127	540/540E/1,000/1,000E	POA
X6.413	4wd	24x24	7,200	125 (135)	540/540E/1,000/1,000E	POA
X6.414	4wd	24x24	7,200	135 (145)	540/540E/1,000/1,000E	POA
X6.415	4wd	24x24	7,200	145 (155)	540/540E/1,000/1,000E	POA



Make/Model	Drive	No of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price (excl. VAT)
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NEW HOLLAND

T5 S						
T5.90 S	4WD	12x12	4,000	90	-	75,121
T5.100 S	4WD	12x12	4,000	101	-	78,726
T5 Utility Dual Command MY24						
T5.90 Dual Command ROPS	4WD	24x24	3,245	90	-	TBC
T5.90 Dual Command CAB	4WD	24x24	4,030	90	-	TBC
T5.90						
Dual Command CAB SuperSteer	4WD	24x24	4,030	90	-	TBC
T5.100 Dual Command ROPS	4WD	24x24	3,245	101	-	TBC
T5.100 Dual Command CAB	4WD	24x24	4,030	101	-	TBC
T5.100						
Dual Command CAB SuperSteer	4WD	24x24	4,030	101	-	TBC
T5.110 Dual Command ROPS	4WD	24x24	3,245	110	-	TBC
T5.110 Dual Command CAB	4WD	24x24	4,030	110	-	TBC
T5.110						
Dual Command CAB SuperSteer	4WD	24x24	4,030	110	-	TBC
T5.120 Dual Command ROPS	4WD	24x24	3,245	117	-	TBC
T5.120 Dual Command CAB	4WD	24x24	4030	117	-	TBC
T5 ElectroCommand Stage V						
T5.100 Electro Command	4WD	16x16	4,550	101	-	110,286
T5.110 Electro Command	4WD	16x16	4,550	110	-	113,351
T5.120 Electro Command	4WD	16x16	4,550	117	-	117,444

Make/Model	Drive	No of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price (excl. VAT)
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T5 AutoCommand MY23						
T5.140 Auto Command	4WD	CVT	5,500	130/140	-	148,021
T5 Dynamic Command MY23						
T5.110 Dynamic Command	4WD	DCT	5,500	100/110	-	124,547
T5.120 Dynamic Command	4WD	DCT	5,500	110/120	-	127,753
T5.130 Dynamic Command	4WD	DCT	5,500	120/130	-	132,769
T5.140 Dynamic Command	4WD	DCT	5,500	130/140	-	137,155
T6 Stage V						
T6.155 Electro Command	4WD	SPS	5,680	135/155	-	134,753
T6.155 Auto Command	4WD	CVT	5,680	135/155	-	159,938
T6.155 Dynamic Command	4WD	DCT	5,680	135/155	-	148,326
T6.160 Electro Command	4WD	SPS	5,860	145/160	-	141,001
T6.160 Dynamic Command	4WD	DCT	5,860	145/160	-	155,497
T6.175 Auto Command	4WD	CVT	5,680	155/175	-	166,060
T6.175 Dynamic Command	4WD	DCT	5,680	155/175	-	155,131
T6.180 Electro Command	4WD	SPS	5,860	158/175	-	144,546
T6.180 Auto Command	4WD	CVT	5,860	158/175	-	170,400
T6.180 Dynamic Command	4WD	DCT	5,860	158/175	-	155,497
T7.SWB						
T7.165s	4WD	SPS	6,750	165/-	-	154,139
T7.190 Classic	4WD	SPS	6,750	165/190	-	174,260
T7.190 SideWinderII	4WD	SPS	6,750	165/191	-	175,258
T7.190 Auto Command	4WD	CVT	6,750	165/190	-	202,309



The Juwel reversible mounted plough Lights out for weeds

We offer various plough body shapes for turning tillage with the LEMKEN Juwel plough series. plough body shapes in order **to work shallowly**, maintain the **layer structure in the soil** and still ensure a reliable **reduction of weeds**.

Contact: Derek Delahunty, LEMKEN Area Sales Manager
00353 86 0203886, d.delahunty@lemken.com





SAME Virtus 1315 RV Shift.



Valtra N135.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price (excl. VAT)
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SAME

Argon 90	-	15x15	3,500	91	-	56,270
Dorado Natural 90 LS	-	15x15	3,500	91	-	64,980
Dorado Natural 90 GS	-	15x15	3,500	91	-	75,180
Dorado 95 LS	-	15x15	3,600	95	-	79,840
Dorado 95 GS	-	15x15	3,600	95	-	83,050
Dorado 95 TTV	-	CVT	3,910	95	-	119,700
Explorer 95 LS	-	10+10/40x40	4,525	95	-	87,050
Explorer 95 GS	-	10x10/40x40/60x60	4,525	95	-	92,820
Argon 100	-	15x15	3,500	102	-	58,210
Dorado Natural 100 LS	-	15x15	3,500	102	-	67,070
Dorado Natural 100 GS	-	15x15	3,500	102	-	77,280
Explorer 100 LS	-	10+10/40x40	4,525	102	-	88,780
Explorer 100 GS	-	10x10/40x40/60x60	4,525	102	-	94,570
Dorado 105 LS	-	30x15	3,600	106	-	83,050
Dorado 105 GS	-	30x15	3,600	106	-	86,260
Dorado 105 TTV	-	CVT	3,910	106	-	122,910
Explorer 105 LS	-	10+10/40x40	4,525	106	-	90,800
Explorer 105 GS	-	10x10/40x40/60x60	4,525	106	-	96,270
Dorado 115 TTV	-	CVT	3,910	116	-	127,200
Explorer 115 LS	-	10+10/40x40	4,855	116	-	91,940
Explorer 115 GS	-	10x10/40x40/60x60	4,855	116	-	97,730

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price (excl. VAT)
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Explorer 125 LS	-	10+10/40x40	5,410	126	-	94,740
Explorer 125 GS	-	10x10/40x40/60x60	5,410	126	-	100,540
Virtus 115 PS	-	20x20	5,410	126	-	112,720
Virtus 115 RV Shift	-	20x16	7,000	126	-	129,520
Virtus 125 PS	-	30x30	7,000	136	-	126,060
Virtus 125 RV Shift	-	20x16	7,000	136	-	134,120
Virtus 135 PS	-	30x30	7,000	143	-	130,710
Virtus 1315 RV Shift	-	20x16	7,000	143	-	138,730

VALTRA

A85	4wd	12x12/24x24	3,000	85	-	POA
A95	4wd	12x12/24x24	3,000	95	-	POA
A105	4wd	12x12/16x16/32x32	4,300	105	-	POA
A115	4wd	12x12/16x16/32x33	4,300	115	-	POA
A125	4wd	12x12/16x16/32x34	5,200	125	-	POA
A135	4wd	12x12/16x16/32x35	5,200	135	-	POA
G105	4wd	24x24/48x48	6,000	110	-	POA
G115	4wd	24x24/48x48	6,000	120	-	POA
G125	4wd	24x24/48x48	6,000	130	-	POA
G135	4wd	24x24/48x48	6,000	140	-	POA
N135	4wd	20x20 30x30	7,800	145	-	POA

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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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Claas Arion 660 CMATIC CEBIS.

151-200 HP

CASE IH

Puma						
165	4wd	SP 18x6 40km/h	8,257	165	168,445	
Puma MultiCONTROLLER						
165	4wd	FPS 18+6 50km/h	8,257	165	186,114	
185 AFS Connect	4wd	FPS19+6 50km/h	10,463	180	263,788	
Puma CVX						
165	4wd	CVT 50km/h	8,257	165	208,663	
175	4wd	CVT 50km/h	8,257	180	216,038	
185 AFS Connect	4wd	CVT 50km/h	10,463	180	293,801	

FPS = full power shift. SP = semi power shift.

CLAAS

ARION 550 HEXASHIFT CIS (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 550 HEXASHIFT CIS+ (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 550 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	6900	165	540/1000	POA

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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ARION 550 CIS+ (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 530 CMATIC CEBIS (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 630 HEXASHIFT CIS (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 630 HEXASHIFT CIS+ (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 630 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	6900	165	540/1000	POA
Arion 630 CMATIC CIS+ (Stage 5)	4wd	CVT	6500	165	540/1000	POA
Arion 630 CMATIC CEBIS (Stage 5)	4wd	CVT	6500	165	540/1000	POA
Arion 650 HEXASHIFT CIS (Stage 5)	4wd	24+24	8000	185	540/1000	POA
Arion 650 HEXASHIFT CIS+ (Stage 5)	4wd	24+24	8000	185	540/1000	POA
Arion 650 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	8000	185	540/1000	POA
Arion 650 CMATIC CIS+ (Stage 5)	4wd	CVT	8000	185	540/1000	POA
Arion 650 CMATIC CEBIS (Stage 5)	4wd	CVT	8000	185	540/1000	POA
Arion 660 CMATIC CIS+ (Stage 5)	4wd	24+24	8000	205	540/1000	POA
Arion 660 CMATIC CEBIS (Stage 5)	4wd	24+24	8000	205	540/1000	POA

DEUTZ FAHR

6150.4 RV Shift	-	20x16	9,170	156	-	163,430
6150.4 TTV	-	CVT	9,170	156	-	184,810
6160.4 PS	-	30+15	9,700	161/171	-	170,550
6160.4 RC Shift	-	54+27	9,700	161/171	-	179,410
6160.4 TTV	-	CVT	9,700	161/171	-	213,630
6160 PS	-	30+15	9,700	161/171	-	177,760
6160 RC Shift	-	54+27	9,700	161/171	-	186,580

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Know You Can



Make/Model	Drive	No of gears	Max linkage (kg)	Engine hp	PTO (ISO)	Price (excl. VAT)
6160 TTV	-	-	CVT	9,200	161/171	- 219,780
6170.4 PS	-	-	30+15	9,700	171	- 175,970
6170.4 RC Shift	-	-	54+27	9,700	171	- 184,810
6170.4 TTV	-	-	CVT	-	171	- 219,110
6170 PS	-	-	30+15	9,700	171	- 183,200
6170 RC Shift	-	-	54+27	9,700	171	- 192,020
6170 TTV	-	-	CVT	9,200	171	- 225,250
6180 PS	-	-	30+15	9,700	181/192	- 192,040
6180 RC Shift	-	-	54+27	9,700	181/192	- 200,880
6180 TTV	-	-	CVT	9,200	181/192	- 237,130
6190 PS	-	-	30+15	9,700	192	- 209,060
6190 RC Shift	-	-	54+27	9,700	192	- 214,230
6190 TTV	-	-	CVT	9,200	192	- 257,880

FENDT

500 Vario Gen3

516 Vario	4wd	-	-	171	-	221,558
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600 Vario

616 Vario	4wd	-	-	184	-	242,508
618 Vario	4wd	-	-	204	-	257,096
620 Vario	4wd	-	-	224	-	271,630

Make/Model	Drive	No of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price Ex VAT
700 Vario Gen6						
716 Vario	4wd	-	-	171	-	246,594
718 Vario	4wd	-	-	188	-	261,401
720 Vario	4wd	-	-	209	-	276,155
700 Vario Gen7						
720 Vario	4wd	-	-	203	-	291,943

JCB

419S	-	-	6,695	195	-	192,500
Fastrac 4160 iCON						
Fastrac 4190 iCON	4wd	CVT	8,000	189	-	210,200
TM420S	4100	-	-	175	-	218,448

JOHN DEERE

6M 155	4wd	20 + 20	7650	155/182	540/1000	134,258
6M 165	4wd	Direct drive	7650	165/192	540/1000	137,868
6M 180	4wd	20 + 20	9050	180/208	540/1000	153,130
6M 185	4wd	IVT	7650	185/213	540/1000	157,822
6M 200	4wd	20 + 20	9050	200/229	540/1000	165,627
6R 150	4wd	IVT	6800	150/177	540/1000	162,644

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*Offer valid on new loaders purchased from 1st Dec 2024 - 28th Feb 2025





Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
6R 155	4wd	20+20	8100	155/203	540/1000	170,479
6R 165	4wd	Direct drive	8100	165/213	540/1000	190,505
6R 175	4wd	20+20	9550	175/223	540/1000	192,523
6R 185	4wd	IVT	8100	185/234	540/1000	03,725
6R 195	4wd	20+20	9550	195/244	540/1000	206,313

KUBOTA

M7173 Access	4wd	30F/15R PS	9,400	170	N/A	from 149,259
M7173 Premium	4wd	30F/15R PS	9,400	170	N/A	166,101
M7173 Premium KVT	4wd	CVT	9,400	170	N/A	178,476

LANDINI

7-165	4wd	30x15	9,300	155/165	540/540E/1,000/1,000E	POA
7-170	4wd	30x15 (CVT OPT)	9,300	155/165	540/540E/1,000/1,000E	POA
7-175	4wd	30x15	9,300	166/175	540/540E/1,000/1,000E	POA
7-180	4wd	30x15 (CVT OPT)	9,300	166/175	540/540E/1,000/1,000E	POA
7-200	4wd	30x15	9,300	180/190	540/540E/1,000/1,000E	POA
7-210	4wd	30x15 (CVT OPT)	12,000	200/210	540/540E/1,000/1,000E	POA
7-230	4wd	30x15 (CVT OPT)	12,000	220/230	540/540E/1,000/1,000E	POA
7-240	4wd	CVT	12,000	230/240	540/540E/1,000/1,000E	POA

Based on 50km/h with front and cab suspension.

LOVOL

P5130	4wd	45F & 15R	4,060	130	540/1,000	68,995
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MASSEY FERGUSON

MF 6S Series

MF 6S.155 Dyna-6	4wd	24x24/6	7,100 / 8,100 E	155	175	141,180
MF 6S.165 Dyna-6	4wd	24x24/6	7,100 / 8,100 E	165	185	145,790
MF 6S.180 Dyna-6	4wd	24x24/6	7,100 / 8,100 E	180	200	153,130
MF 6S.155 Dyna-VT	4wd	CVT	9,600 kg	155	175	172,470
MF 6S.165 Dyna-VT	4wd	CVT	9,600 kg	165	185	177,080
MF 6S.180 Dyna-VT	4wd	CVT	9,600 kg	180	200	181,080

MF 7S Series

MF 7S.155 Dyna-6	4wd	24x24/6	8,100kg	155	175	148,640
MF 7S.165 Dyna-6	4wd	24x24/6	8,100kg	165	185	153,540
MF 7S.180Dyna-6	4wd	24x24/6	8,100kg	180	210	161,620
MF 7S.155 Dyna-VT	4wd	CVT	9,600kg	155	175	178,650
MF 7S.165 Dyna-VT	4wd	CVT	9,600kg	165	185	183,550
MF 7S.180 Dyna-VT	4wd	CVT	9,600kg	180	210	191,930
MF 7S.190 Dyna-VT	4wd	CVT	9,600kg	190	220	194,780



Massey Ferguson MF 7S.190 Dyna-VT.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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New Holland T7.230 Auto Command.

MCCORMICK

X7.417	4wd	30x15	9,300	155/165	540/540E/1,000/1,000E	POA
X7.617	4wd	30x15 (CVT OPT)	9,300	155/165	540/540E/1,000/1,000E	POA
X7.418	4wd	30x15	9,300	166/175	540/540E/1,000/1,000E	POA
X7.618	4wd	30x15 (CVT OPT)	9,300	166/175	540/540E/1,000/1,000E	POA
X7.620	4wd	30x15	9,300	180/190	540/540E/1,000/1,000E	POA
X7.621	4wd	30x15 (CVT OPT)	12,000	200/210	540/540E/1,000/1,000E	POA
X7.623	4wd	30x15 (CVT OPT)	12,000	220/230	540/540E/1,000/1,000E	POA
X7.624	4wd	CVT	12,000	230/240	540/540E/1,000/1,000E	POA

Based on 50km/h with front and cab suspension.

NEW HOLLAND

T7.210 Classic	4WD	SPS	6,750	180/210	-	179,523
T7.210 SideWinderII	4WD	SPS	6,750	180/210	-	184,017
T7.210 Auto Command	4WD	CVT	6,750	180/210	-	208,845
T7.225 Auto Command	4WD	CVT	6,750	200/225	-	216,676
T7. LWB						
T7.195 s	4WD	FPS	7,790	190/ -	-	211,730
T7.215 s	4WD	FPS	8,900	214/ -	-	221,181
T7.230 Classic	4WD	FPS	9,550	200/225	-	221,164
T7. LWB PLMi						
T7.230 Power Command	4WD	FPS	9,550	200/225	-	263,120
T7.230 Auto Command	4WD	CVT	9,550	200/225	-	289,299

VALTRA

N155	4wd	20x20/ 30x30	7,800	165	-	POA
N175	4wd	20x20/ 30x30	7,800	201	-	POA
T145	4wd	20x20/ 30x30	9,500	170	-	POA
T155	4wd	20x20/ 30x30	9,500	180	-	POA
T175	4wd	20x20/ 30x30	9,500	190	-	POA

Essential Tractor Safety Checks

Initial Checks

- Valid road tax and insurance
- Valid CVRT, if applicable
- Roadworthy condition
- Sitting level on ground
- Tyre condition/inflation
- No fluid leaks
- Number plates visible and clean

Driver

- Trained and competent
- Fit to drive
- Follows safety rules
- Valid licence
- Valid insurance
- Appropriate PPE
- Not fatigued

Windscreen and Side Windows

- All in place
- Undamaged and clean
- View not obscured e.g. by stickers etc.
- Windscreen wipers present and in good condition
- Valid tax and insurance disc

Mirrors

- All mirrors in place
- Clean and in good condition
- View not obscured e.g. by stickers etc.
- Correctly aligned

In Cab Checks

- Controls clearly marked
- Controls working
- Seat in good condition
- Seat adjusted for driver
- Safety belt used (if fitted)
- Dashboard – all warning lights working
- Wipers and Washers working
- Hand brake working
- Steering and brakes working correctly
- Split brakes linked and working
- Horn, demister and temperature controls (where fitted) working correctly
- Cab clean
- Cab floor clear of any obstructions
- High-Visibility jacket/vest(s) accessible in cab



Full lighting system

- All in place
- Clean and undamaged
- Correct colour
- Flashing amber beacon turned on
- Lights and indicators working
- Work (plough lamp) switched off when travelling on road

Tyres and Wheels

- Tyres correctly inflated
- Tyres have correct tread depth
- Tyres undamaged: No abrasions, bulges or tears
- Wheel nuts all in place, correctly fitted and secure

External Checks

- Cab/Roll bar in good condition
- Check all fluid levels (oil, coolant, windscreen wash, brake fluid)
- Sufficient fuel and fuel cap secure
- Check radiator
- Check Hydraulic hoses
- Steps undamaged and clean
- Doors in place and handle working
- PTO drive guarded (U-guard)
- Hitching equipment in good condition
- Speed disc (if required)

Passengers

- Carry passenger(s) in passenger seat only
- Safety belt used (if fitted)
- High-Visibility vest(s) for passenger in cab
- No children under 7 years allowed

Safe Parking

- Reverse park safely
- Park in a safe area
- Apply parking brake
- Place in correct parking gear
- Lower attachments to ground
- Switch off engine
- Remove key
- Dismount facing tractor

Ensure tractor is maintained and is in a roadworthy condition at all times



Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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201 HP+

CASE IH

Puma MultiCONtroller

200	4wd	FPS18+6	50km/h	10,463	200	-	270,233
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220	4wd	FPS18+6	50km/h	10,463	220	-	278,998
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Puma CVX

200	4wd	CVT	50km/h	10,463	200	-	300,384
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220	4wd	CVT	50km/h	10,463	220	-	309,143
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240	4wd	CVT	50km/h	10,463	240	-	331,603
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260	4wd	CVT	50km/h	10,463	260	-	344,243
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Optum CVX AFS CONNECT SERIES

270	4wd	CVT	50km/h	11,058	270	-	356,626
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300	4wd	CVT	50km/h	11,058	300	-	374,029
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340	4wd	CVT	50km/h	11,058	340	-	394,029
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Magnum AFS CONNECT SERIES

310	4wd	23+6 or 19+4	11,703	311	-	POA
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340	4wd	23+6 or 19+4	11,703	340	-	POA
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400	4wd	PS 21 x 5	11,703	396	-	POA
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Magnum CVX AFS CONNECT SERIES

310	4wd	CVT	11,703	311	-	POA
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340	4wd	CVT	11,703	340	-	POA
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380	4wd	CVT	10,929	379	-	POA
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Magnum Rowtrac AFS CONNECT SERIES

400	4wd	PS 21x5	10,929	396	-	POA
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Magnum Rowtrac CVX AFS CONNECT SERIES

380	4wd	CVT	10,929	379	-	POA
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CLAAS

Axion 800 HEXASHIFT CIS (Stage 5)	4wd	24+24	9500	205	540/1000	POA
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Axion 800 HEXASHIFT CIS+(Stage 5)	4wd	24+24	9500	205	540/1000	POA
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Axion 800 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	9500	205	540/1000	POA
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Axion 810 HEXASHIFT CIS (Stage 5)	4wd	24+24	9500	215	540/1000	POA
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Axion 810 HEXASHIFT CIS+(Stage 5)	4wd	24+24	9500	215	540/1000	POA
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Axion 810 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	9500	215	540/1000	POA
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Axion 810 CMATIC CIS+(Stage 5)	4wd	CVT	9500	215	540/1000	POA
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Axion 810 CMATIC CEBIS (Stage 5)	4wd	CVT	9500	215	540/1000	POA
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Axion 830 HEXASHIFT CIS+(Stage 5)	4wd	24+24	9500	235	540/1000	POA
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Axion 830 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	9500	235	540/1000	POA
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Axion 830 CMATIC CEBIS (Stage 5)	4wd	CVT	9500	235	540/1000	POA
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Axion 850 HEXASHIFT CIS+(Stage 5)	4wd	24+24	10200	264	540/1000	POA
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Axion 850 HEXASHIFT CEBIS (Stage 5)	4wd	24+24	10200	264	540/1000	POA
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Axion 850 CMATIC CEBIS (Stage 5)	4wd	CVT	10200	264	540/1000	POA
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Axion 870 CMATIC CEBIS (Stage 5)	4wd	CVT	10200	295	540/1000	POA
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Axion 920 CMATIC CEBIS (Stage 5)	4wd	CVT	10950	325	540/1000	POA
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Axion 930 CMATIC CEBIS (Stage 5)	4wd	CVT	10950	355	540/1000	POA
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Axion 930 TERRA TRAC (Stage 5)	4wd	CVT	10950	355	540/1000	POA
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Axion 940 CMATIC CEBIS (Stage 5)	4wd	CVT	11250	385	540/1000	POA
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Axion 950 CMATIC CEBIS (Stage 5)	4wd	CVT	11250	410	1000	POA
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Axion 960 CMATIC CEBIS (Stage 5)	4wd	CVT	11250	445	1000	POA
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Axion 960 TERRA TRAC (Stage 5)	4wd	CVT	10950	355	540/1000	POA
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Xerion 4200 Trac	4wd	CVT	15400	462	1000	POA
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Xerion 4200 Trac+	4wd	CVT	15400	462	1000	POA
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Case Magnum Rowtrac CVX AFS Connect Series.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
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Xerion 4200 Trac VC	4wd	CVT	15400	462	1000	POA
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Xerion 4200 Saddle Trac	4wd	CVT	15400	462	1000	POA
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Xerion 4500 Trac	4wd	CVT	15400	490	1000	POA
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Xerion 4500 Trac+	4wd	CVT	15400	490	1000	POA
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Xerion 4500Trac VC	4wd	CVT	15400	490	1000	POA
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Xerion 5000 Trac	4wd	CVT	15400	530	1000	POA
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Xerion 5000 Trac+	4wd	CVT	15400	530	1000	POA
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Xerion 5000 Trac VC	4wd	CVT	15400	530	1000	POA
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Xerion 12.590 TERRA TRAC	4wd	CVT	13,600	585	1000	POA
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Xerion 12.650 TERRA TRAC	4wd	CVT	13,600	653	1000	POA
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DEUTZ FAHR

6210 PS	-	30+15	9,700	216	-	222,350
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6210 RC Shift	-	54+27	9,700	216	-	227,520
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6210 TTV	-	CVT	9,200	216	-	271,520
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6230 PS	-	30+15	9,700	217/230	-	233,720
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6230 RC Shift	-	54+27	9,700	217/230	-	238,890
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6230 TTV	-	CVT	9,200	230	-	279,130
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6230 HD TTV	-	CVT	10,000	230	-	294,730
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7250 TTV	-	CVT	10,000	247	-	296,190
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7250 HD TTV	-	CVT	11,100	247	-	314,070
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8280 TTV	-	CVT	11,100	287	-	344,790
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9290 TTV	-	CVT	12,000	295	-	358,940
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9310 TTV	-	CVT	12,000	312	-	365,100
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9340 TTV	-	CVT	12,000	336	-	379,980
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FENDT

700 Vario Gen6

722 Vario	4wd	-	-	228	-	287,570
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724 Vario	4wd	-	-	246	-	301,970
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700 Vario Gen7

722 Vario	4wd	-	-	223	-	303,359
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724 Vario	4wd	-	-	243	-	317,459
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726 Vario	4wd	-	-	262	-	330,017
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728 Vario	4wd	-	-	303	-	338,111
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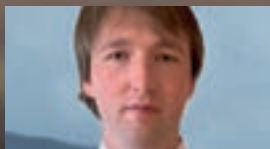
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Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
900 Vario Gen7						
930 Vario	4wd	-	-	296	-	376,761
933 Vario	4wd	-	-	326	-	391,125
936 Vario	4wd	-	-	355	-	404,640
939 Vario	4wd	-	-	385	-	415,506
942 Vario	4wd	-	-	415	-	428,502
1000 Vario Gen3						
1038 Vario	4wd	-	-	396	-	477,336
1042 Vario	4wd	-	-	435	-	496,220
1046 Vario	4wd	-	-	476	-	510,024
1050 Vario	4wd	-	-	517	-	521,067
Tracked Tractors						
900 Vario MT Gen2						
938 Vario MT	-	-	-	380	-	510,659
940 Vario MT	-	-	-	405	-	519,365
943 Vario MT	-	-	-	431	-	533,286
1100 Vario MT Gen1						
1151 MT	-	-	-	511	-	520,141
1156 MT	-	-	-	564	-	547,152
1162 MT	-	-	-	618	-	571,454
1167 MT	-	-	-	673	-	609,069

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
JCB						
Fastrac 4220 iCON	4wd	CVT	8,000	220	195	220,000
457S	-	-	13,438	282	-	253,000
Fastrac 8330	4wd	CVT	10,000	335	310	260,000

JOHN DEERE						
6M 220	4wd	20 + 20	9050	220/249	540/1000	173,980
6M 240	4wd	IVT	9050	240/270	540/1000	193,358
6M 230	4wd	IVT	9900	230/260	540/1000	211,534
6M 250	4wd	IVT	9900	250/281	540/1000	218,943
6R 215	4wd	20+20	9550	215/259	540/1000	219,296
6R 230	4wd	IVT	10400	230/281	540/1000	251,039
6R 250	4wd	IVT	10400	250/301	540/1000	267,820
7R 270	4wd	e23	13010	270/305	540/1000	326,022
7R 290	4wd	e23	13010	290/332	540/1000	333,032
7R 310	4wd	e23	13010	310/352	540/1000	346,900
7R 330	4wd	e23	13010	330/373	540/1000	359,944
7R 350	4wd	IVT	13010	350/388	540/1000	383,739
8R 280	4wd	16+5	9000*	280/326	540/1000	319,611
8R 310	4wd	16+5	9000*	310/357	540/1000	335,778
8R 340	4wd	16+5	9000*	340/388	540/1000	355,105

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John Deere 9RX 640.

Make/Model	Drive	No. of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price € (excl. VAT)
8R 370	4wd	e23	9000*	370/420	540/1000	384,678
8R 410	4wd	e23	9000*	410/458	540/1000	403,562
8RT 310	Tracked	e23	8800*	310/357	540/1000	488,951
8RT 340	Tracked	e23	8800*	340/388	540/1000	517,447
8RT 370	Tracked	e23	8800*	370/420	540/1000	535,165
8RT 410	Tracked	e23	8800*	410/458	540/1000	553,324
8RX 310	4-track	e23	9000*	310/357	540/1000	555,522
8RX 340	4-track	e23	9000*	340/388	540/1000	570,822
8RX 370	4-track	e23	9000*	370/420	540/1000	582,105
8RX 410	4-track	e23	9000*	410/458	540/1000	602,660
9R 440	4-track	18+6	9072	440/484	540/1000	500,284
9R 490	4-track	18+6	9072	490/539	540/1000	525,640
9R 540	4-track	18+6	9072	540/594	540/1000	559,676
9R 590	4-track	18+6	9072	590/649	540/1000	592,559
9R 640	4-track	18+6	9072	640/691	540/1000	639,883
9RX 490	4-track	18+6	9072	539	540/1000	646,539
9RX 540	4-track	18+6	9072	594	540/1000	683,368
9RX 590	4-track	18+6	9072	649	540/1000	717,596
9RX 640	4-track	18+6	9072	691	540/1000	739,904

Note: Tractor engine power ratings are quoted according to ECE-R24 (compact models) and ECE-R120 or 97/68/EC test standards. Rated power / max engine power with IPM.

*Lift capacity on 8R Series models measured at 610mm behind coupler, rather than max lift.

MASSEY FERGUSON

MF 7S Series

MF 7S.210 Dyna-VT	4wd	CVT	9,600 kg	210	220	197,280
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MF8 S

MF 8S.205 Dyna-7	4wd	28x28/7	10,000kg	205	225	201,440
MF 8S.225 Dyna-7	4wd	28x28/7	10,000kg	225	245	207,140
MF 8S.245 Dyna-7	4wd	28x28/7	10,000kg	245	265	212,840
MF 8S.265 Dyna-7	4wd	28x28/7	10,000kg	265	285	218,540
MF 8S.205 DynaE-Power	4wd	28x28/7	10,000kg	205	225	205,510
MF 8S.225 DynaE-Power	4wd	28x28/7	10,000kg	225	245	211,210
MF 8S.245 DynaE-Power	4wd	28x28/7	10,000kg	245	265	216,910
MF 8S.265 DynaE-Power	4wd	28x28/7	10,000kg	265	285	222,610
MF 8S.205 Dyna-VT	4wd	CVT	10,000kg	205	225	239,170
MF 8S.225 Dyna-VT	4wd	CVT	10,000kg	225	245	244,870
MF 8S.245 Dyna-VT	4wd	CVT	10,000kg	245	265	250,570
MF 8S.265 Dyna-VT	4wd	CVT	10,000kg	265	285	256,270

Make/Model	Drive	No of gears	Max linkage (kg)	Engine (hp)	PTO (ISO)	Price (excl. VAT)
MF 8S.285 Dyna-VT	4wd	CVT	10,000kg	285	305	261,970
MF 8S.305 Dyna-VT	4wd	CVT	10,000kg	305	305	264,470
MF 9S						
MF 9S.285	4WD	CVT	12,000	285	315	291,130
MF 9S.310	4WD	CVT	12,000	310	340	298,260
MF 9S.340	4WD	CVT	12,000	340	370	306,810
MF 9S.370	4WD	CVT	12,000	370	400	320,170
MF 9S.400	4WD	CVT	12,000	400	425	327,120
MF 9S.425	4WD	CVT	12,000	425	425	331,040

NEW HOLLAND

T7. LWB

T7.245 Classic	4WD	FPS	9,550	225/245	-	230,787
T7.260 Classic	4WD	FPS	9,550	240/260	-	240,409
T7.270 Classic	4WD	FPS	9,550	260/270	-	249,273

T7. LWB PLMi

T7.245 Power Command	4WD	FPS	9,550	225/245	-	272,739
T7.245 Auto Command	4WD	CVT	9,550	225/245	-	298,931
T7.260 Power Command	4WD	FPS	9,550	240/260	-	282,362
T7.260 Auto Command	4WD	CVT	9,550	240/260	-	308,562
T7.270 Power Command	4WD	FPS	9,550	240/260	-	291,985
T7.270 Auto Command	4WD	CVT	9,550	260/270	-	318,658
T7.300 Auto Command	4WD	CVT	9,550	280/300	-	340,351

T7. HD PLMi

T7 290 HD Auto Command	4WD	CVT	11,530	270/288	-	360,773
T7 315 HD Auto Command	4WD	CVT	11,530	300/313	-	378,386
T7.340 HD Auto Command	4WD	CVT	11,530	340/-	-	398,986

T8 Genesis

T8.410 Ultra Command	4WD	FPS	12,500	374/409	-	POA
T8.410 Auto Command	4WD	CVT	12,500	374/409	-	POA
T8.435 Auto Command	4WD	CVT	12,500	417/435	-	POA
T8.435 Ultra Command	4WD	FPS	12,500	417/435	-	POA

T8 Smart Track

T8.435 Auto Command Smart Track	4WD	CVT	17,500	417/435	-	POA
T8.435 Ultra Command Smart Track	4WD	FPS	17,500	417/435	-	POA

VALTRA

T195	4wd	20x20/30x30	9,500	210	-	POA
T215	4wd	20x20/30x30	9,500	230	-	POA
T235	4wd	20x20/30x30	9,500	250	-	POA
T255	4wd	20x20/30x30	9,500	271	-	POA
Q225	4wd	CVT 2 Range	10,000	250	-	POA
Q245	4wd	CVT 2 Range	10,000	265	-	POA
Q265	4wd	CVT 2 Range	10,000	290	-	POA
Q285	4wd	CVT 2 Range	10,000	305	-	POA
Q305	4wd	CVT 2 Range	10,000	305	-	POA
S286	4wd	CVT 2 Range	12,000	310	-	POA
S316	4wd	CVT 2 Range	12,000	340	-	POA
S346	4wd	CVT 2 Range	12,000	370	-	POA
S376	4wd	CVT 2 Range	12,000	400	-	POA
S396	4wd	CVT 2 Range	12,000	420	-	POA
S416	4wd	CVT 2 Range	12,000	420	-	POA



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MESSAGES

- Make a 'stop doing' list for this year.
- Plan to have plenty of grass in February and March.
- Prevent problems by employing good animal care now!
- Get ready for spring by doing final checks.
- Bulling heifers must now be on weight targets.



By Matt Ryan

MAKE A 'STOP DOING' LIST FOR 2025

- » Many of us make resolutions every new year and break them before the end of January; let's do something different this year.
 - Make a genuine 'stop doing' list instead.
- » The following few ideas might lead you to formulate it. Here goes, I will stop:
 - Working before 6am in the morning and later than 6pm in the evening.
 - Working more than six days a week.
 - Feeding more than 700kg meal per cow per year.
 - Being stocked more than 2.8 cows/ha on the milking platform (MP) and more than 2.5 cows/ha overall.
 - Using more than 212kg N/ha (170 units/acre).
- » The following are some of the new year resolutions you never made but you actually implement because you don't 'stop doing' the above:
 - You don't have time to take your children to school, to play games, etc.
 - You don't have time to socialise with your partner/family.
 - You don't have time to take holidays.
 - You don't have time to blink because you are so busy as a result of your high stocking rate system.
- » A simple, grass-based, low-cost, spring-calving system is the only way to have adequate personal and family time. Unfortunately, many farmers with that ambition have drifted away, inadvertently, to high-cost, labour-intensive, less environmentally friendly systems with lower farm profits.
- » Get your priorities right!




PLENTY OF GRASS FOR FEBRUARY AND MARCH

- » You must plan to be grazing grass from early February (three weeks later on wettish farms) because it will be worth at least €2.70/cow/day more profit.
- » First of all, lime (pH greater than 6.3), P and K must be Index 3 and over.
- » What are the factors that give you the best response to early spring nitrogen?
 - Forecasted conditions – check Met Éireann and PastureBase:
 - Soil temperature must be over six degrees.
 - A little rain has no adverse effect.
 - Good growth rates, over 7kg DM/ha, gives good response.
 - Paddock details:
 - Dry ground – wet ground results in poor growth.
 - The more perennial ryegrass in a sward the better.
 - Grass cover – the higher the cover (1,000-1,500kgDM/ha) the better the response.
 - Soil fertility – the pH should be 6.3-6.5, with P and K Index 3 and 4.
 - When infrastructure is very good with many access points, be near the yard, have good shelter and good drainage.

- Farm and farmer attitude have a big influence:
 - The whole farm stocking rate (SR) should be 2-2.5; whereas the response is low at SRs of less than two livestock units per hectare.
 - Willing to get out early – one must start as early in February as possible. Responses are poor if one has to or does delay until March 17.
 - If one is tight in winter feed the responses are good.
 - Farmers who do not know how the above factors affect response will get poor nitrogen responses in spring.
- The outcome will be good if you apply the above:
 - Higher grass growth and more early April grass for the second rotation
 - A good economic return of at least €2 for every €1 spent on nitrogen.
- » Using a trailing shoe slurry spreader instead of a splash-plate increases the value of the slurry in spring by 50%; every 1,000 gallons contains nine units of nitrogen.
 - This will cover over 80% of the cost of getting a contractor to spread your slurry with a trailing shoe, as well as being able to spread it on covers up to 700kg DM/ha, while greenhouse gas (GHG) emissions and ammonia emissions are greatly reduced.
 - Over 80% of your slurry must be spread before the end of April because emission losses are lower due to:
 - Weather being cool, moist, calm with low sunlight.
 - Storage losses of methane are lower because of it being stored for a shorter period.
 - These reduced slurry losses increase the available nitrogen, thus saving bagged nitrogen.
 - There is no justification for applying nitrogen on fields that have recently had slurry spread on them.
 - Obey the slurry spreading dates for your region.
- » What is the response to nitrogen in early spring? For every 1kg nitrogen used you will get 10kg DM grass grown (worth €3 at least).
- » Don't spread more than 23 units/acre (30kg N/ha) in late January/early February. But obey the spreading dates for your region,
- » You must use protected urea as the nitrogen source for 2025. It is time we adopt confirmed research results on this.
 - Teagasc has confirmed that there is no difference between the three fertiliser nitrogen types – CAN, protected urea, and urea – in terms of annual grass yield.
 - We can't ignore the environmental benefits:
 - It will substantially reduce both GHG and ammonia emissions.
 - It gives a 71% reduction in nitrous oxide emissions.
 - Nitrate is lost to water during wet periods; protected urea, because it converts to ammonium, is more stable in the soil.
 - I am very disappointed with farmers' attitude towards protected urea; it is high time that all farmers act to protect and save their

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reputations.

- Make sure to have protected urea in the yard and ready to go when weather is suitable.
- » **P and K: The simple message is, where both are Index 3, the annual maintenance requirement is 20 units and 40 units per acre of P and K, respectively.**
 - Apply the P, if not applied in autumn, as early as possible as it necessary for spring growth.
 - Otherwise, 2-2.5 bags of 10:10:20 or 0:10:20 per acre should be applied on all paddocks with Index 3.
 - If they are low, another 2-2.5 bags of 18:6:12 should be applied in April/May.
 - Light soils may respond to sulphur if February is dry.
- » **In or around January 20, measure the farm grass cover. This will:**
 - The winter growth rate; and important piece of info for future planning,
 - Aid you in planning let-out date and grass budgeting so as to save on meal use.
- » **Make a spring grassland plan now:**
 1. Match up cow and replacement numbers so that you are stocked at 2.5 and 2.8 cows/ha on the farm overall and on the milking platform (MP), respectively.
 2. Do the spring rotation plan on PastureBase so that you can have grazed grass in the cow's diet every day to April. Such a valuable, effective and simple tool to manage your daily grazing area. I can't understand why so few use it! The following are the key targets by date:

Targets	Light/early farm	Heavy/very late farm
30% of MP grazed	March 1	Mid March
60% of MP grazed	March 17	April 1
Start of second rotation	Early April	Mid April
 3.
 4. Do a feed budget to back up the rotation plan and help reduce the amount of meal being fed.
 5. Follow Teagasc's nitrogen fertiliser and slurry application plan for end January/February (three weeks later for wettish farm):
 - Cattle slurry: Spread 2,000 gallons/acre on 40% of the farm with covers less than 1,000 kg DM/ha.
 - Spread no nitrogen on the first 15% of the MP to be grazed.
 - Spread 23 units protected urea per acre on the next 15% of the farm to be grazed.
 - Spread 23 units of nitrogen per acre on next 30% of MP to be grazed.
- » **Tidy-up roadways and fences: Do this in January before the heavy workload in February.**
- » **Have your temporary reels and posts to hand.**
 - Because the paddocks in the range 700-1,000kg DM cover will be getting no nitrogen, this area should be divided up based on

the spring rotation area allocated.

- Then you should, after you have spread your first nitrogen (15% of farm), divide up these paddocks based on the area that the spring rotation planner allocates.
- Both of these tasks will alleviate a lot of paddock work in February.
- » **If you need to do a soil test, do it now before any fertiliser or slurry is applied.**

PREVENT ANIMAL PROBLEMS BY GOOD 'HERDING'

- Even though animals are housed they must be 'herded' as per usual two to three times per week, watching out for:
 - Animals not feeding when others are.
 - Lame or 'tender' animals (remove from group and treat).
 - Empty animals (is she/he sick?).
 - Injured (remove from group immediately).
 - Bullying (take out the bully as they prevent resting and regular feeding).
 - Lice, coughing, scratching, etc. (dose and/or treat).
 - Sore eyes.
 - Dribbling, etc. (check for IBR and pneumonia).
 - Abortions (check if salmonella is the cause).
- » **Cows should be put through the footbath on three consecutive days once per month to prevent lameness.**
- » **All vaccinations, where possible, should be done in January to reduce the workload in February-March.**
- » **If you haven't vaccinated for leptospirosis, do it now:**
 - This includes all breeding animals as well as heifers for the bull this year.
- » **If salmonella scour was a problem in calves last year, vaccinate now – talk to your vet.**
- » **Cows that are within 30-40 days of calving should get 100g/day of pre-calving mineral:**
 - So, you need a wide feeding face and throw it on the silage twice a day (three times if feeding face is less than 1.5 ft/cow).
- » **The beneficial effect of the dry cow mastitis tube is now ending:**
 - Cow is at greater risk of mastitis.
 - Stress must be minimised (each cow needs one cubicle) as her life is more stressed as she gets near calving.
 - Cubicle beds must be cleaned every day and passages must be cleaned two to three times/day.
 - Use lime (protect your eye), sawdust or chopped straw on the beds.
- » **Body condition score (BCS): You can't do much now about February calving thin cows, but fat (3.4+ BCS) should be put on restricted/poor quality feed.**
- » **Yearling heifers should now be 47% of their mature body weight or approx. 260kg.**
 - If less than that, they can make 320kg mating weight targets on



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May 1 by now feeding 2-3k meal (18-20% P) with good silage.

ARE BULLING HEIFERS (R2S) ON TARGET?

- » Too many farmers' first calvers are producing over 700-1,000 litres of milk less than their genetic potential. This also manifests itself in lower lifetime yields, higher culling rates and longer calving intervals for second calvers.
- » Target weights now for a yearling heifer should be 47% of the cow's mature weight:
 - British Friesians – 260kg.
 - Jersey crosses – 250kg.
 - Holsteins – 265kg.
- » Heifers below these targets must be fed extra meal from now:
 - For every 1kg they are under target, they will need an extra 5kg of meal (16-18% P). If they are 10kg off target you must feed 50kg of meal over the next 30 days.
 - Plan to get them to grass in early February with 2kg meal.
 - Animals over target need no meals if they have good silage.
- » With the number of R1s down by over 10,000 for the coming year and so much TB around, it may be a good time to make a plan to get light weanlings (R1s) up to bulling weight:
 - Feed light weanlings 2-3kg (17-18% P) meal for the remainder of house period and then let them out to grass as early as possible while continuing to feed them 1-2kg meal.
 - Delay mating until mid to late May, so that they are big enough.
 - With this sort of feeding and good management, R2s as light as 185kg now would make a mating target of 320kg in mid-May.
- » It is crucial to manage in-calf heifers carefully over the next few weeks:
 - It would be a good idea to now mix in-calf heifers with thin cows so as to minimise stress post calving when they will be exposed to bullying.
 - Run in-calf heifers through the milking parlour from now, feeding them 1-2kg meal to get them familiar with the parlour and the new routine. This will allow them think they own the way to milking and so minimise stress.
 - Of course, they must be getting pre-calving mineral from 40 days before expected calving date.
 - In-calf heifers must be kept on very clean cubicles/bedding pre-calving because their intakes can be as low as 4-6kg DM and their immune system will be very low making them very vulnerable to mastitis infection.
- » As an aside, heifer calves that get severe scour will never reach their full potential because they will not be able to digest food effectively because the scour 'burns off' the tops of the papilla in the gut. You are forewarned!

GET READY FOR...

- » Calving by feeding minerals and meals if cows are thin. But make absolutely certain that cows or in-calf heifers are not getting too fat – restrict their intake.
 - Feed 2-4 oz per head per day of dry cow minerals to cows and heifers for 42 days before calving.
 - As cows must calve in body condition of 3.25-3.5, thin cows must get meal and fat cows must be on restricted silage.
 - As dry cow mastitis treatment is now wearing off it is essential that cows and particularly heifers are kept on clean beds to avoid early lactation mastitis.
 - Clean cubicle beds at least twice per day and lime them; be careful doing this and be sure to wear goggles.

- List out your cows' expected calving dates in your diary and start to batch them.
- Have the calving equipment and houses ready.
- Have the calf house clean, disinfected, well aerated, the calf feeding equipment at the ready, adequate calf-rearing space, etc.
- To avoid or minimise Johne's disease, only feed colostrum from mother and feed milk substitute to replacement heifers. Don't feed bulk 'new' milk to replacements, but this is OK for males.
- Buy a refractometer now to test colostrum quality.
- Adequate colostrum is the most important calf-rearing requirement.
- Having adequate space for all calves is a game changer.
 - Too little space brings poor thrive.
 - Too little space brings a massive increase in health issues such as, pneumonia and scours.
 - Table 1 outlines the space required based on the six-week calving rate you expect and the length of time the calves will spend on the farm.
 - If you have inadequate space, take steps to rectify:
 - Maybe buy calf hutches.
 - Rent a shed nearby for older calves.
 - Have you any old sheds in the yard being used for machinery?

Table 1: Effect of calving rate and age at sale on peak calf numbers for 100 cow herd. Source: Teagasc.

Six-week calving rate	Age at sale of beef calves	Peak calf numbers	Space required sq. metres
70%	2 weeks	47	80
70%	4-5 weeks	58	100
85%	2 weeks	50	85
85%	4-5 weeks	69	118

- » Milking by servicing the milking machine.
 - This is the most important machine on every dairy farm, because it influences:
 - Milking time.
 - Udder health, particularly mastitis.
 - Milk yield.
 - Servicing can be a DIY job with some easy maintained machines, but you must know what you are at.
 - You must test the machine and act on the recommendations.
 - You should shop around for liners and rubberwear.
 - Add on units if shed is big enough so that you only have eight milking rows.
- » Mastitis by keeping the animals' environment very clean and minimise feeding and bullying stress.
 - Move the 'expectant' cows into the calving area seven to 10 days before and practice nighttime silage feeding.
 - If mastitis in heifers has been a problem teat seal them four to six weeks before calving.
- » Long working hours by resting well and booking relief help for a few days per week.
 - Work hours are going to be 12-16 hours per day but get help before accidents happen due to tiredness and running from one job to the next.
 - Being tired can result in you being cross, irritable, impatient, not able to think straight and not respectful of family/employees/ other farm visitors. Be honest; have you been like that? If in

doubt, ask your partner or another family member.

- » Slurry will be a vital source of N, P and K this spring. To be sure of its quality you should get it analysed – the tank must be well agitated. No animals or humans should be in or around the shed during agitation.
- » To kill ragwort now by spraying in early January with MCPA or 24D.

BITS & PIECES

- » Have plenty of help for spring work. This is so important from both health and mental health resilience.
 - It is still not too late to do a local search; you must be proactive in your search.
 - A nighttime calver is a huge benefit – pay them well.
 - A work rota is essential for the smooth running of the farm in spring.
- » Do your sums before you pay more than €350/acre to rent land. It will probably pay you better to reduce cow numbers. This will allow you have more grazed grass for the cows, therefore, a lower meal bill.
- » Profit monitor: Complete it as early in the month as you can. Discuss with your adviser or discussion group.
 - Then do a financial plan for the year and monitor monthly.
- » Make sure your discussion group has its annual programme in place now.
 - Chair must be proactive to make it happen.

- » Because you are the most important person on the farm, have you the following in place:
 - Are you sure you are in a healthy state – got to the doctor for check-up.
 - Is your eyesight good? Don't pretend!
 - Do you have a good selection of wet gear – and replacements – for yourself and staff?
 - Do you and your staff have earmuffs?
 - Will you and your staff be able to have a breakfast, dinner and tea every day?
 - Make sure you and your staff are 'fresh' by not working excessive hours.
- » Is the car and all machinery in good working order? If not get them serviced.
- » Have you enough artificial lighting around the yard as 30%+ of your work will be done in the dark.

I would like to wish all readers and their families a very happy new year!

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POWER ON A WHOLE NEW LEVEL

THE QUADTRAC 715, IS THE NEW TOP MODEL IN THE CASE IH TRACTOR RANGE THAT SCOOPED THE TOP PRIZE OF TRACTOR OF THE YEAR (TOTY) 2025 IN THE HIGHPOWER CATEGORY FOR MODELS OF 300HP+. HERE, WE TAKE A LOOK AT WHAT A WINNING MACHINE LIKE THIS HAS TO OFFER

The most powerful tractor in the Case IH lineup is a winner when it comes to spec and tech - but it also looks seriously cool! And it was a combination of all this that swayed the TotY judges in selecting it as the high-power category winner.

The pan-European TotY judging panel of farm machinery journalists based their assessments on areas including engine performance, fuel efficiency and emission standards, transmission smoothness and reliability. Designed to help the largest farm businesses cover ground as efficiently as possible, while minimising fuel use, labour hours and soil compaction, the new Quadtrac 715 features an FPT Cursor 16 TST twin-stage-turbo engine. It produces 778hp at 1,900rpm and maximum torque of 3,356Nm at 1,400rpm, with maintenance-free after-treatment to meet Stage V emissions regulations. A PowerDrive powershift transmission

minimises torque loss, while a Multicontroller-mounted right-hand powershuttle switch controls driving direction in combination with a left-hand steering column-mounted shuttle. Other innovations on the latest Quadtrac include configurable buttons allowing operators to set up controls to suit preferences, AccuTurn - a fully automatic headland turn system - an automatic trailed implement steering lock to prevent damage when reversing, and up to 428L/min of oil flow to match demanding implements. Comfort and convenience features include automatic pivoting steps and 76,620 lumens total output from a new lighting package. The new Quadtrac 715 also features AccuGuide auto steering and works with the new Case IH FieldOps monitoring and management app. It boasts a heavy-duty mechanical suspension with hydraulic cushioning. It has bigger drive wheels to maximise

power transmission and provide more lug engagement, while a larger footprint boosts traction and reduces soil compaction. This is aided by double-axis mid-rollers that equalise pressure across each track, eliminating point loading. Greater comfort allows operation at higher field speeds, enhancing work rates. Service time is minimised through automatic track tensioning, elimination of undercarriage greasing points, clear-view oil caps and maintenance-free bushings and pins. "We're pleased to see this recognition of our engineering team's hard work in devising new capabilities for the Quadtrac that support large farms in maximising efficiency," says Marco Lombardi, head of Case IH and STEYR brands EMEA.

"As the originators of the four-tracked articulated tractor, we continue to develop this iconic design to meet the evolving challenges of large-scale agriculture. This is the most productive tractor Case IH has ever built, providing new levels of power, traction and hydraulic output that will help owners do more in less time and so drive down the total cost of ownership."



NOEL DUNNE
Machinery editor

WHAT THE JUDGES SAID:

In terms of design, the jury found the Quadtrac 715 to be both aesthetically striking and functionally advanced, praising the balance between sophisticated engineering and practical functionality, particularly regarding Case IH's focus on weight distribution and minimising soil impact. The rubber track system, designed to reduce ground pressure, works perfectly with the 16-speed PowerDrive transmission, a full powershift transmission that allows continuous gear changes under load, ensuring smooth and efficient operation on various terrains and conditions. Another standout feature of the Case IH Quadtrac 715, the jury found, is its commitment to sustainability. The tractor does not use exhaust gas recirculation, adopting an SCR system that complies with Stage V regulations, thereby reducing emissions while maintaining high performance. It is also compatible with 100 per cent hydrotreated vegetable oil, offering an eco-friendlier fuel option. With a fuel tank capacity of 1,968L of diesel and 322L of AdBlue, the Quadtrac 715 can operate for long periods without interruptions, ensuring high autonomy for large-scale farming operations. You can read a little more about why the Quadtrac 715 won the TotY HighPower category on page XX.

Well, my friends, here we go again! Another year has kicked off and, hopefully, we will be wiser to the challenges before us – last year's certainly tested us! At time of print, new-government-formation talks were underway and the horse-trading between parties was going strong, so we had no white smoke. The situation in the US, with its president-in-waiting is a real issue, though. Donald Trump's plans to make America great again, in my opinion, may damage future developments across Europe as trade wars, sanctions, and scaremongering, in general, seem to be his administration's modus operandi. He seems to think he is operating within the rules of a game of monopoly; fake money, fake properties, and games of chance with no substance. Then, when the game and his term are up, it's packed all away with both winners and losers left wondering about the validity of it all.

From an Irish perspective, he is no friend of Europe, really. We depend heavily on American companies that are based in Ireland. Many a son and daughter of the farming community work in these companies providing valuable off-farm incomes to support the business inside the farm gates. I have many friends in this situation. In a lot of cases, it keeps the farm enterprise viable. The next four years of Trump's reign will be watched very closely across all continents. Now, nearer to home, Teagasc predicts that farm incomes are to rise in 2025, with dairy incomes averaging €113,000. Cattle prices and sheep prices are set to rise again owing to tighter supplies, and tillage farmers can expect anything up to a 40 per cent increase in incomes owing to rises in grain prices and higher yields bringing the average income up by €42,000.

As I pen this column, €357m has been allocated through various schemes to farmers by the Department of Agriculture, Food and the Marine, while the recent Kerry Co-op deal will put money into the pockets of Munster dairy farmers pockets.

The Mercosur deal is the fly in the ointment and may become a reality in 2025. As cheap beef enters Europe it may, in time, undermine the very fabric of the production of high-quality traceable beef. Farm leaders in Europe are venting frustration and we eagerly await the outcome.

In December, I attended a fantastic conference held by the Association of Farm & Forestry Contractors in Ireland in Co. Laois. I was glad to see Charlie McConalogue, Minister for Agriculture, Food and the Marine, take a serious interest in issues facing contractors in Ireland. This may well have been his last official gig as minister. He has given contractors some hope that their issues will be addressed going forward. Leave Charlie in his position, I say.

As we start a new year, I won't dwell on the increasing prices of farm machinery and the unstable tractor market across Europe in 2024 – but it is certainly worth the mention, and we will come back to it, no doubt.

Instead, I will finish on a positive by highlighting the upcoming LAMMA 2025 show, which kicks off on January 16 and 17. The Spring Farm Machinery Shows start a few weeks later. I feel tractor and machines prices might level out this year so take to the shows and see what's on offer.

Until next month, farm wisely, farm safely.



VOGELSANG AND MTU COLLABORATION

A recent collaboration between Vogelsang Ireland and Munster Technological University (MTU) Tralee resulted in a successful event that highlighted sustainable slurry management practices in Ireland. Involving fourth year agricultural engineering students at MTU, the initiative provided an opportunity to educate farmers, contractors, and agricultural dealers, as well as MTU staff, on the latest practices in sustainable slurry management. According to Vogelsang Ireland, the student-led project was a 'true showcase of academic and industry collaboration'. The MTU students carefully planned every detail of the event,

from coordinating logistics to designing an engaging layout for demonstrations. They even marketed the sessions through targeted outreach, executed the events seamlessly, and confidently presented complex slurry management technologies to a diverse audience of the farming community and industry professionals. The event provided participants with insights into cutting-edge technologies, including Vogelsang's ExaCut ECQ heavy duty macerator, XSplit slurry separator, and the SyreN acidification system. Fergal O'Sullivan, MTU lecturer in the agricultural engineering department,

commented: "The event was a great chance for our agricultural engineering students to step outside their comfort zones and gain real-world experience. They did a great job, and I feel the event met its goal of teaching users how to set up, operate, and maintain the equipment while learning sustainable slurry practices. The hands-on demos made a big impact on both the students and the attendees."

The event brought together stakeholders from diverse sectors of the agricultural community.

Key highlights of the event included:

- ▶ **Interactive demonstrations and displays**
Four dedicated stands showcased essential techniques and technologies. Farmers and industry professionals engaged directly with hands-on demonstrations of Vogelsang equipment, supported by expert guidance.
- ▶ **Educational excellence**
MTU students impressed attendees with their knowledge and presentation skills, demonstrating how innovation can be practically applied in slurry management.
- ▶ **Expert insights**
Vogelsang Ireland representatives offered technical expertise, building a deeper understanding of sustainability-focused solutions.

Continuing with the success of the high-accuracy ZA-V range, Amazone has launched the ZA-V EcoLine spreader. Retaining the basic features of the high-tech ZA-V, the EcoLine concentrates on the core features that have made ZA-V so popular, at an attractive price point, according to Farmhand.

The ZA-V EcoLine mounted spreader is capable of high working speeds, up to 30km/h, and application rates of up to 390kg/min across a 36m working width. The ZA-V EcoLine base hopper is made from a one-piece pressed hopper without corners or edges, ensuring the fertiliser doesn't get stuck in the hopper when cleaning. A durable, high-quality finish is achieved with multi-layer paint, protected by a seven-year paint warranty. A second year of manufacturer's warranty is also available on the spreader when the machine is registered on MyAmazone. Setting the spreader is made easier with a spring-loaded adjustment handle to adjust the vanes on the discs and LED work lights come as standard. A roll over cover or border limiters can be included as



NEW AMAZONE ZA-V ECOLINE SPREADERS LAUNCHED

optional extras.

There are four models of the ZAV EcoLine offered. These can all be ordered with or without parking wheels (dismountable on the ZAV Special base unit and foldable on the ZA-V Super base unit).

- ▶ ZAV EcoLine S1400 (1400l hopper capacity, based on the ZA-V Special base unit).
- ▶ ZAV EcoLine S2000 (2000l capacity, based on the ZA-V Special base unit).
- ▶ ZAV EcoLine S2600 (2,600l capacity, based on the ZA-V Super base unit).

- ▶ ZAV EcoLine L3200 (3,200l capacity - wide hopper, based on the ZA-V Super base unit).

"We have seen a huge increase in sales of high-tech GPS machines in the last few years. However, these models don't suit all farm sizes. We're delighted we can offer a ZA-V model with many of the features people love about the high-tech versions in a more affordable package" commented Stephen Scrivener, sales director, Farmhand.



Tom Murphy
Professional Agricultural
Contractors of Ireland

'WOE, WOE AND THRICE WOE'

With the festive season now a distant memory, we wonder what lies in store for all those involved in agriculture for 2025 and beyond. I would like to predict a wonderful year ahead but it feels like we are entering a 'woe, woe and thrice woe' (as comedian Frankie Howard said in the TV comedy 'Up Pompeii' when doom was approaching) kind of scenario.

I will, however, try not to be too pessimistic, but we must face reality. This year will be a worrying time for the Irish economy, with Donald Trump's presidency and the threat of his tariffs on imports, along with impending action against US companies who avail of our low rate of corporation tax. This, along with the European Commission's kamikaze approach to the proposed Mercosur agreement and other trade deals, and we will need to batten down the hatches and pray it won't be too rough a ride.

Farmers have lobbied for changes to Mercosur and the free trade agreements with New Zealand and Australia in an attempt to save the future of agriculture across Europe. How can farmers have confidence in the European Commission, which negotiates with

Mercosur countries that have such disregard for climate change and the environment, while loading European farmers with unbearable and costly legislation in the name of saving the planet. The Commission's own audit has stated it cannot guarantee that the beef imported from Mercosur countries will comply with the standards required by Europe. In summary, because of the differences in standards and the cost of production, these countries have a huge advantage over European farmers. This can be measured by the fact that Mercosur countries can produce and fly their products around the world cheaper than European farmers can produce for the home or world markets, thus leaving European farmers at a complete disadvantage.

QUESTIONABLE APPROACH

This approach must be questioned. I have written before that it is my view the Commission is hell bent on reducing its Common Agricultural Policy (CAP) payments by importing cheaper agricultural products. One must seriously question this approach when the world has never been so unstable. War does not need to reach our shores for the supply chain to be disrupted with serious knock-on effects on our economy and cost of living; we are still suffering the effects of the war in Ukraine. I have said it before, this is a very, very risky path to take. Our MEPs must stand up and denounce the agreement and vote against it in its present format and our government must lobby other member states to follow suit. The good news is, it would only take 15 Member States to reject the Mercosur agreement as it stands. This would give some hope to Irish farmers and agricultural contractors, who will be the biggest losers, facing a reduced income at a time when the Teagasc Farm Survey reports that beef farmers are unable to maintain viability due to low market returns.

Adapting cultivations to address compaction while producing a seedbed more efficiently has led Co. Wexford farmer, Tomas Codd to invest in two soil-loosening implements from Grange Machinery.

Tomas, who grows malting barley, winter wheat, oilseed rape, oats and beans alongside running a dairy herd, explains: "With machinery getting bigger and heavier, we needed to alleviate compaction to get better results." He turned his attention first to oilseed rape, of which he establishes 90ha per year. A trial of the Grange Strip-Till Preparator from local dealer, Kellys of Borris, proved impressive, he says.

This implement uses three independent rows of cultivation discs that can be hydraulically adjusted while working in harmony with a low disturbance tine and point to create a perfectly cultivated row that is ready to plant into. The seedbed is finished with a zonal Guttler prism roller ring to break down any clods that have flowed through the system as well as consolidating the row in readiness for the planter. "We saw very good establishment and at the same time it was a one-man



GRANGE CULTIVATORS TACKLE COMPACTION

job when we were busy with harvest – oilseed rape usually needs two people on cultivations before we drill." He adds that there were further benefits in the very wet 2023 season. "Areas that we would expect to be waterlogged were much dryer where the Strip Till Preparator was used." However, the small area of oilseed rape on the farm made a dedicated implement hard to justify and Tomas went back to Grange in search of a simpler tool that could work

with a range of crops. He opted for a 3m Close Coupled Toolbar (CCT), which uses Grange Low Disturbance legs to alleviate compaction while improving the soil structure, and can work down to 30cm. It can be fitted with a rear packer roller or a hydraulic linkage to allow a drill or shallow cultivator to be fitted behind. Results from spring crops have shown no yield penalty, and he remarks that the improved seedbed meant that they established successfully in a difficult year.

"The firmness of the soil is still there to enable the discs to make the tilth, and because there is stubble in place, equipment travels well. If we get a lot of rain you can still go, whereas it would take several days to dry out after a pass with the tine cultivator." As there is less mineralisation of the soil, a bigger percentage of the total fertiliser is placed in the seedbed at drilling.

For additional productivity, Tomas also picked up a second-hand Grange Grassland Loosener (GLL) from Kellys, which uses similar deep loosening legs and the two units work together when the pressure is on.



IAM NOW EXCLUSIVE DISTRIBUTOR OF TOPCON TECHNOLOGY

Tim van der Leek, regional sales manager NW Europe at Topcon Agriculture and Pat Kenny, managing director of IAM Agricultural Machinery pictured at the Farm Tractor and Machinery Trade Association (FTMTA) Farm Machinery Show.

Kilkenny-based IAM Agricultural Machinery recently announced its partnership with Topcon Agriculture. From January 1, this positions IAM as the exclusive distributor of Topcon's agricultural technology portfolio across the Republic of Ireland and Northern Ireland. Topcon Positioning Systems designs and manufactures precision measurement and workflow solutions for construction, geospatial, and agriculture markets worldwide. Founded in 1932 The distribution agreement will span

Topcon's complete portfolio of agriculture solutions, including the recently launched Value Line autosteering range. Specifically designed for mid-range tractors on small to medium-sized farms, this innovation marks a significant step forward by making autosteering technology – traditionally used in larger machinery – more accessible to a wider range of farmers, according to IAM. Commenting on the agreement, Tim van der Leek, regional sales manager NW Europe at Topcon Agriculture, said: "When selecting the right partner for our Irish market, IAM was the obvious choice thanks to its outstanding reputation and more than 70 years' experience across the full breadth of agricultural solutions, from field to feed.

"The expertise and network IAM has with crop and livestock farmers is invaluable in bringing high-quality precision agriculture solutions to the farmers who need them – a passion that we both share."

Pat Kenny, managing director of IAM Agricultural Machinery, highlighted IAM's focus on addressing farmers' needs: "Most important to us is providing the solutions farmers need to help improve efficiencies on their farm – from feed management to input use.

"As a global leader in the agri-tech sector with a proven track record, Topcon will help us continue to achieve this goal – with an expansive range of solutions that complements our existing portfolio for the Irish agricultural market."

A STRONGER LINEUP

With this partnership, Topcon joins other top brands in IAM's portfolio, including Bomford Turner, FarmDroid, Grégoire Besson, Hardi, Rabe, and Strautmann.

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1. Millstreet, Green Glens Arena - January 22 & 23

The action kicks off in Millstreet with groundbreaking displays from leading



agri-brands and innovators.

2. Balmoral, Eikon Exhibition Centre, Lisburn - January 29 & 30

Next, the iconic Eikon Exhibition Centre hosts an impressive showcase of advancements in agricultural machinery and technology.

3. Cavan, Cavan Equestrian Centre - February 5 & 6

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- **Show specials:** Exclusive product launches, demos, and discounts await.

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TRACTOR OF THE YEAR WHAT AND WHY?

RYING FOR THE 2025 TRACTOR OF THE YEAR (TOTY) TITLES WERE 17 OF THE WORLD'S LEADING MANUFACTURERS WITH 21 TRACTORS SHOWCASING THE LATEST INNOVATIONS AND TECHNOLOGICAL ADVANCEMENTS. HERE, WE DIVE DEEPER INTO THE WINNING MACHINES AND WHY THEY GRABBED THE JUDGES' ATTENTION



TOTY HIGHPOWER

CASE IH QUADTRAC 715

Catering for tractors with more than 300hp, this category had some serious contenders, but it was the Case IH Quadtrac 715 that emerged most powerful. The Case IH Quadtrac 715 stood out, according to the TotY judges, with its impressive, rated power of 715hp and maximum power of 778hp, powered by an FPT Cursor 16 engine that delivers a maximum torque of 3,356Nm at 1,400rpm. This level of performance makes the Quadtrac 715 one of the most powerful tractors in mass production worldwide, ensuring maximum productivity for the most demanding agricultural tasks.

But despite its size and power, the Quadtrac 715 is gentle on the soil thanks to its four-track system, designed to reduce soil compaction. The large contact area ensures minimal soil impact, a crucial factor for maintaining soil health, especially on large farms where heavy machinery is frequently used. The mechanical cab suspension works in synergy with hydraulic axle dampers, and the adaptive steering control system allows exceptional manoeuvrability, further enhancing soil protection. You can read more about the Case IH Quadtrac 715 on pages 64-65 in From the Cab.



TOTY MIDPOWER

FENDT 620 VARIO DP

There was fierce competition in the mid-power range but the Fendt 620 Vario DP emerged as the undisputed winner, as far as the judges were concerned. At the heart of its success is the revolutionary iD engine concept, which delivers maximum power at an impressively low rpm (up to 1,900 rpm) with a fuel consumption of only 195g/kWh. This distinctive feature, combined with the advanced CCLS hydraulic system with a maximum flow rate of 205L/min and an independent steering pump of 43L/min, makes it a leader in terms of efficiency and durability, perfectly aligning with modern farmers' sustainability goals.

The tractor's power-to-weight ratio, with a value of 34.4kg/hp, played a significant role in the jury's decision. The balanced design ensures optimal manoeuvrability, thanks to the single-stage VarioDrive technology, with permanent all-wheel drive and intelligent torque distribution. This makes the Fendt 620 Vario DP an ideal choice for mixed-farming operations that require versatility and traction in tight spaces.

Fendt's approach to advanced technology was another key factor that influenced the jury. The FendtONE system and centralised tyre pressure control with VarioGrip offer seamless integration with digital farming platforms, perfectly responding to precision farming needs. One of the most appreciated features was the excellent combination of engine and transmission, which not only guarantees top-tier performance but also ensures smooth and comfortable driving for the operator.



TOTY UTILITY

STEYR 4120 PLUS

This tractor stood out in key areas such as manoeuvrability, cab comfort, cutting-edge technology, and excellent engine performance. One of the main reasons the Steyr 4120 Plus caught the judges' attention is its 'perfect combination of versatility and modern agricultural technology'. Farmers require tractors that are not only efficient but also easy to handle for a variety of tasks. The Steyr 4120 Plus embodies these qualities, offering an intuitive interface, impressive manoeuvrability, and a high degree of flexibility, making it suitable for multiple agricultural operations. The 4120 Plus is powered by a 3.6L FPT F36 turbo-diesel engine, capable of delivering a maximum power of 117hp and a peak torque of 506Nm at 1,300rpm, ensuring high performance. This next-generation engine meets Stage V emission standards, thanks to an advanced exhaust gas treatment system with DPF, SCR, and DOC, ensuring compliance with sustainable agricultural practices. The compatibility with 7 per cent biodiesel and 100 per cent HVO represents an additional advantage in terms of environmental sustainability. Another strength is the tractor's focus on operator comfort. The jury praised the spacious and quiet cabin, designed for both functionality and ease of use. The cabin is equipped with mechanical suspension and an air-suspended seat, ensuring a smooth and fatigue-free work experience even during long hours. These features, combined with advanced connectivity tools and smart farming functions, make the Steyr 4120 Plus a leader in precision agriculture, according to judges.

TOTY SPECIALIZED

ANTONIO CARRARO TONY 8900 TRG

The selection of the Specialized winner, according to judges, was guided by the 'exceptional design, unparalleled versatility, and superior performance' of this machine.

One of the key factors that impressed the jury was the versatility of the Tony 8900 TRG. Specialized farms often require tractors capable of handling a wide range of tasks, from using powerful implements to performing precise operations in vineyards, orchards, and other niche environments. The Tony 8900 TRG excels in these conditions, thanks to its compact width of 1,400mm and a turning radius of 2,300mm, which enhance its manoeuvrability. With the reversible seat, operators can easily monitor and control specialised equipment, a particularly advantageous feature in crops where precision in manoeuvres is essential.

Comfort is another strong point that won over the jury. In an industry where long hours of tractor operation are the norm, operator comfort plays a crucial role in productivity. The Tony 8900 TRG offers an ergonomic design and a well-sized cab to minimise operator fatigue. The cabin also features mechanical suspension, improving comfort even on rough terrain. The noise level of 78dB ensures a quiet and comfortable working environment.

From a performance standpoint, the Tony 8900 TRG combines power and agility in equal measure. It is equipped with a 74.2hp Kubota diesel engine and a maximum torque of 305.4Nm, providing the power needed to operate demanding implements while maintaining agility and precision thanks to its compact design. The continuously variable hydrostatic transmission allows precise speed control, with a range of up to 43km/h, resulting in superior productivity and operational comfort.

Sustainability is also a key value and the engine is compatible with up to 20 per cent biodiesel, allowing for reduced emissions and supporting sustainable farming practices.



TOTY SUSTAINABLE

FENDT e107 VARIO

In crowning this machine, the jury felt that Fendt demonstrated its commitment to sustainability with this fully electric tractor.

At the core of this innovation is the tractor's electric drive system, making it the only fully electric model in its category. The Fendt e107 Vario represents a major leap forward, offering zero-emission operation and noise-free working, making it ideal for environments where noise control is essential, such as livestock operations, farms near residential areas, and municipal uses. With a peak power of 90kW (66kW continuous) and a maximum torque of 347Nm, the tractor can operate between four to six hours with partial loads, ensuring high performance and sustainability.

The e107 Vario's charging system is designed for flexibility: with a 22kW WallBox, it can charge from 20 per cent to 80 per cent in about three hours, while a fast DC charge of 100kW reduces the time to just 0.75 hours. These charging times make it easy to integrate the tractor into daily operations, ensuring maximum uptime in the field.

From a technical perspective, the Fendt e107 Vario stands out for its state-of-the-art components and technological advancements. Fendt has maintained its reputation for quality, building on the legacy of its previous electric models, such as the Fendt e100 Vario for specialty crops. The e107 Vario integrates the latest electric technologies, enabling rapid charging and extended autonomy. Furthermore, it is compatible with all conventional agricultural implements, with no restrictions compared to internal combustion tractors, offering farmers a powerful and flexible machine.

In the sub-100hp power range, this tractor is a concrete alternative to traditional internal combustion models, the jury found.

TOTYBOT

AGXEED 5.115T2

In this new category dedicated to robot tractors, the jury's decision was guided by the combination of cutting-edge automation, practical integration with existing farming systems, and overall superior field performance.

The AgXeed 5.115T2 integrates seamlessly with standard implements thanks to a rear lifting capacity of 8,000kg and a front capacity of 4,000kg, supported by a powerful hydraulic system with a flow rate of 85L/min. These features allow it to handle a wide range of implements without the need for modifications, making it a versatile choice for farmers looking to optimize their operations with minimal changes. This compatibility with conventional agricultural tools, combined with its autonomous capabilities, makes it a highly attractive option for farms looking to adopt robotic technology.

Another key factor that led the jury to select the AgXeed as the winner of this category is its diesel powertrain, which delivers a peak power of 115kW and a maximum torque of 610Nm, values comparable to conventional open-field tractors. While fully electric tractors are gaining popularity, the AgXeed's diesel system currently offers greater efficiency and extended operational time, capable of working for up to 20 hours. This feature makes it particularly practical for applications that require long work sessions.

The machine's track system adds another layer of functionality, allowing it to operate efficiently on various terrains and in different weather conditions. Thanks to the 900mm tracks, the ground pressure is less than 0.25kg/cm², contributing to soil protection and reducing environmental impact.

Safety, an essential component for any autonomous vehicle, is ensured by the AgXeed's numerous advanced features, which include a comprehensive sensor system with RTK GPS, Lidar, radar, and a touch bumper for obstacle detection. In the event of obstacles, the tractor stops and waits for operator intervention, ensuring safe management of operations even in autonomous mode.



Denis Drennan
President ICMSA

MERCOSUR SHOULD TOP THE TO-DO LIST

The 'bulging in-tray' is a cliché for a reason. It's generally deployed in Irish administrative terms to convey to observers the scale of the workload and challenges that face a new – or reappointed – minister.

Whoever is appointed – or reappointed – as Minister for Agriculture, Food and the Marine is facing a staggering array of challenges. None of these challenges can wait, none can be 'long-fingered'. In fact, most have become more difficult and troublesome precisely because they have already been 'long-fingered'.

The work is cut out and laid on the desk for the minister to pick up. She or he must bring energy and attitude to the position; there is certainly no room nor welcome for a minister who will shrink the sector! There are reasonable grounds for assuming that the worst impulses to legislate and over-regulate farmers will not apply in the next Government. We have reason to hope that our arguments will be, at least, heard and not dismissed because they do not accord with some 'pre-cooked' wholly impractical idea of what constitutes an acceptable version of commercial farming.

SLIGHTLY OPTIMISTIC?

So, we can be slightly optimistic about the starting position of this next Government. But behind that slightly sunnier outlook, dark clouds have gathered. None is darker than the threat of a Mercosur agreement so disgracefully unveiled by the European Commission in the first week of December in a move unrivalled for the heights of hypocrisy it represents.

Every reader of this article will know what's at stake; our ability to export beef

within the EU will be very significantly undermined by an increase in the reduced-tariff volumes allowed from Mercosur states under the agreement. The ICMSA has had strong words to say about our beef processors down through the years and we have very often taken issue with the prices, structure, and direction of our beef sector. But to see it undermined by the most environmentally questionable beef production anywhere on the planet is simply unacceptable and cannot be countenanced by any Irish Government worthy of the name.



**TO SEE IT UNDERMINED
BY THE MOST
ENVIRONMENTALLY
QUESTIONABLE BEEF
PRODUCTION ANYWHERE
ON THE PLANET IS SIMPLY
UNACCEPTABLE**

STRINGENT, AND NOT SO MUCH

We are now left with the potential situation where Irish farmers, producing beef to the most stringent sustainability and environmental regulations and oversight imaginable, will have their products stocked on European supermarket shelves with cheaper South American beef. These products are produced to notably lower standards of regulation, health and traceability, on ex-forest land cleared by burning with any indigenous peoples driven off, forcibly evicted – or

worse – by the corporate rancher-barons who comprise the beef sectors in these regions. This is the option triumphantly announced by Ursula von der Leyen at the press conference without, it seemed, so much as a blush.

President von der Leyen's confidence must be directly related to the political chaos that has gripped France in recent months. If France was confident and enjoying a stable and mandated Government, it seems very unlikely that the Commission would have dared to put the lobbying and marketing aims of the German auto industry over both the welfare of the EU's own farmers and whatever reputation the Commission enjoys for logical consistency and a sense of balance.

The French are busy elsewhere and the Commission saw its chance. The resistance to this proposal does not have the co-ordinating firmness that the French government would have brought and that is why we need the incoming Irish government to announce as early and as loudly as possible that: (a) no variety of this Mercosur agreement is acceptable to Ireland; and (b) that the ratification of any agreement by each Member State that the negotiations were predicated on for the last two decades will still apply. That last bit is vital. The Commission – not content with betraying their own EU farmers – are now intent on circumventing the effective veto of Member States by applying a form of qualified majority based on population of those Member States 'for' and 'against'. The minister will have a 'bulging in-tray' but if I were him or her, that's one of the files I'd be reaching for first. Mercosur must top the new minister's to-do list.



MATT O'KEEFFE
EDITOR



END OF THE WORLD IS (NOT) NIGH

We enter a new year with plenty of doomsday predictions. The perennial climate-change-catastrophe industry continues to predict imminent disaster with everything from a collapse of the Gulf Stream to widespread desertification across southern Europe and further afield. Yet, we see little evidence from COP29 of a truly global ambition to counteract and reverse the causes of this imminent mayhem. Dress up the outcome of the Baku summit any way you like, and the result is the same. Countries and economies will not damage their self-interest if at all possible. There is an underlying, if largely unspoken, doctrine among the most zealous of the environmental critics that economic growth is manifestly bad for the planet. That fine, high-ground morality does not impress most of the planet's inhabitants who rely on continuing economic development for their sustenance.

THE PROPHECY

If the current over-reliance on finite fossil-fuelled economic growth is not reduced, then prophecies of global environmental and climate-related collapse become self-fulfilling. The clue is in the word 'finite'. By definition, relying on a finite resource, for however extended a period into the future can only have one outcome. That fact, if nothing more, should be enough to motivate planet Earth's inhabitants to wean ourselves off fossil-based resources and make our economies more sustainable by adopting technologies

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that can reduce and eventually replace fossil dependency. That assumes that such a strategy is taken in quick step by every country and every individual. It is a challenge which should not be underestimated. Politics, indigenous oil and gas resources in individual countries, and the relative competitiveness of one energy source over another, makes these seismic changes in habitual practice enormously complex and difficult to achieve. Otherwise, there will be winners and losers, and no country wants to, or should have to acquiesce to being a loser. Even the floating oilwell countries of the Middle East recognise the need to diversify from a single wealth source. We may look askance at the buying of sporting tournaments, as some critics accuse these countries of, but these petro-states have recognised the benefits of such affiliation, allied to tourism and aviation development and some lip service, to improving their human rights records.

PROTECTION

In Ireland, those of us old enough to remember, know only too well the economic stagnation that dogged our country until recent decades. We do not want to return to that dark era after experiencing the benefits of economic success, and are willing to work hard to ensure that we keep it. Ireland is now among the wealthiest countries in Europe and a net contributor to the EU's finances. Our competitiveness statistics, under many headings, are amongst the highest in the OECD. Actions taken to arrest climate change must be in tandem with protecting that competitiveness and our living standards. Without a strong economy we will not have the financial resources to successfully transition towards a more sustainable model of living.

Farmers understand that more than most. Changing food production models must deliver tangible economic as well as environmental benefits. Otherwise, the model is not viable. For the most part, changes to livestock genetics, sward composition and manure storage management can deliver greater benefits than the costs incurred, while contributing positively to environmental improvement. LESS is more in terms of managing our resources economically. This may become the catchcry for the future of agriculture, not just in Ireland, but across the planet as we pivot towards producing more food using fewer resources. Less available land and lower inputs must still feed an expanding global population.

Feirmeoireacht níos Fearr don Uisce



8 - nGníomhaíocht chun críocha Athrú



Leis an bhfeachtas 'Feirmeoireacht níos Fearr don Uisce' tabharfar tacaíocht do gach feirmeoir na hualaigh nítrigine, fosfáite, dríodair agus lotnaidicídí atá ag dul isteach inár ngréasán aibhneacha a laghdú trí scaipeadh nó trí bhealaí poncfhoinse ó fhoinsí talmhaíochta. Bainfear é seo amach trí ghlacadh leis na 8 - nGníomhaíocht chun críocha Athrú ar an bhfeirm.

Bainfear é seo amach trí ghlacadh leis na 8 - nGníomhaíocht chun críocha Athrú ar an bhfeirm:

- Farasbarr nítrigine (N) & fosfáite (P) in aghaidh an heicteáir a ceannaíodh a laghdú
- Torthúlacht ithreach atá barmhaith d'aol, fosfar agus potaisiam a chinntiú
- Úsáid leasacháin & aoiligh ag babhtáí agus i gcoinníollacha cuí a chinntiú
- Cumas stórála leordhóthanach le haghaidh fuíolluisce agus sciodair a bheith ann
- Cailteanas cothaitheach ó chlóis feirme agus ó bhóithre a bhainistiú & a íoslaghdú
- Cláíocha a chur thart ar shruthchúrsaí mar bhac do bha
- Úsáid spriocdhírthe gníomhaíochtaí maolaitheacha amhail ciumhaiseanna bruachánacha
- Cumhdú glas geimhridh a chothabháil chun láisteadh cothaitheach ó ithreacha curaíochta a laghdú

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MANAGING MILK FEVER in dairy cows

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CALCITRACE® P
Liquid

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calcium and 45g phosphorus

Milk fever is a common metabolic disorder of dairy cows and impacts their welfare and productivity. Readily available forms of calcium can be given orally around the time of calving to reduce the risk of clinical and subclinical milk fever, or as a supportive therapy following intravenous infusion of calcium.

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