

# 5050E, 5060E, 5067E and 5075E FT4 (MY23-) Tractors (North America)



JOHN DEERE



## OPERATOR'S MANUAL

**5050E, 5060E, 5067E and 5075E FT4  
(MY23-) Tractors (North America)**

OMTA21460 ISSUE L3 (ENGLISH)

CALIFORNIA

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

If this product contains a gasoline engine:

**⚠ WARNING**

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

The State of California requires the above two warnings.

**John Deere India Pvt. Ltd**  
PRINTED IN U.S.A.

# Introduction

## Foreword

READ THIS MANUAL carefully to learn how to operate and service your machine correctly. Failure to do so could result in personal injury or equipment damage. This manual and safety signs on your machine may also be available in other languages. (See your John Deere dealer to order.)

THIS MANUAL SHOULD BE CONSIDERED a permanent part of your machine and should remain with the machine when you sell it.

MEASUREMENTS in this manual are given in both metric and customary U.S. unit equivalents. Use only correct replacement parts and fasteners. Metric and inch fasteners may require a specific metric or inch wrench.

RIGHT-HAND AND LEFT-HAND sides are determined by facing in the direction of forward travel.

WRITE PRODUCT IDENTIFICATION NUMBERS (P.I.N.) in the Specification or Identification Numbers section. Accurately record all the numbers to help in tracing the machine should it be stolen. Your dealer also needs these numbers when you order parts. File the identification numbers in a secure place off the machine.

WARRANTY is provided as part of John Deere's support

program for customers who operate and maintain their equipment as described in this manual. The warranty is explained on the warranty certificate or statement which you should have received from your dealer.

This warranty provides you the assurance that John Deere will back its products where defects appear within the warranty period. In some circumstances, John Deere also provides field improvements, often without charge to the customer, even if the product is out of warranty. Should the equipment be abused, or modified to change its performance beyond the original factory specifications, the warranty will become void and field improvements may be denied. Setting fuel delivery above specifications or otherwise overpowering machines will result in such action.

THE TIRE MANUFACTURER'S warranty supplied with your machine may not apply outside the U.S.

If you are not the original owner of this machine, it is in your interest to contact your local John Deere dealer to inform them of this unit's serial number. This will help John Deere notify you of any issues or product improvements.

DX,IFC1-19-03APR09-1/1

## Required Emission-Related Information Service Provider

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems with original or equivalent replacement parts. However, warranty, recall, and all other services paid for by John Deere must be performed at an authorized John Deere service center.

DX,EMISSIONS,REQINFO-19-08DEC23-1/1

Identification Views



John Deere 5E - OOS MFWD Tractor

APY70988—UN—25MAR22



John Deere 5E - OOS 2WD Tractor

APY74431—UN—28APR22



John Deere 5E - CAB MFWD Tractor

APY70989—UN—15JUL22



John Deere 5E - CAB 2WD Tractor

APY74432—UN—28APR22

**NOTE:** Tractors shown may have optional equipment.

VP27597,0001ED5-19-27APR22-1/1



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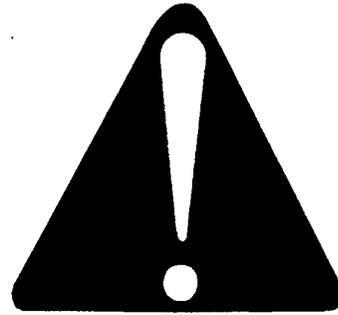


# Safety

## Recognize Safety Information

This is a safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.



T81389—UN—28JUN13

DX,ALERT-19-03OCT22-1/1

## Understand Signal Words

**DANGER;** The signal word DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

**WARNING;** The signal word WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

**CAUTION;** The signal word CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. CAUTION may also be used to alert against unsafe practices associated with events which could lead to personal injury.

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards. DANGER or WARNING safety signs



TS187—19—30SEP88

are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.

DX,SIGNAL-19-05OCT16-1/1

## Follow Safety Instructions

Carefully read all safety messages in this manual and on your machine safety signs. Keep safety signs in good condition. Replace missing or damaged safety signs. Be sure new equipment components and repair parts include the current safety signs. Replacement safety signs are available from your John Deere dealer.

There can be additional safety information contained on parts and components sourced from suppliers that is not reproduced in this operator's manual.

Learn how to operate the machine and how to use controls properly. Do not let anyone operate without instruction.

Keep your machine in proper working condition. Unauthorized modifications to the machine may impair the function and/or safety and affect machine life.



TS201—UN—15APR13

If you do not understand any part of this manual and need assistance, contact your John Deere dealer.

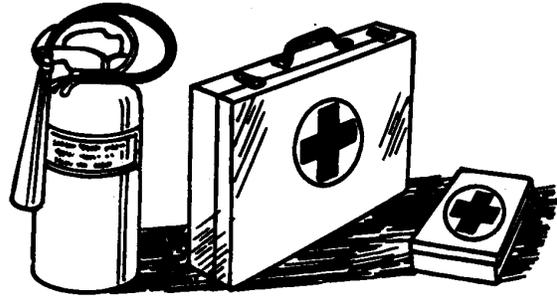
DX,READ-19-01AUG22-1/1

### Prepare for Emergencies

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



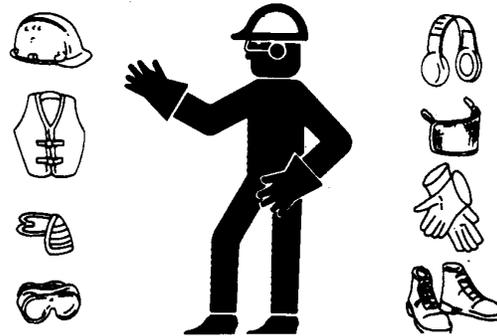
TS291—UN—15APR13

DX,FIRE2-19-03MAR93-1/1

### Wear Protective Clothing

Wear close fitting clothing and safety equipment appropriate to the job.

Operating equipment safely requires the full attention of the operator. Do not wear radio or music headphones while operating machine.



TS206—UN—15APR13

DX,WEAR2-19-03MAR93-1/1

### Protect Against Noise

There are many variables that affect the sound level range, including machine configuration, condition and maintenance level of the machine, ground surface, operating environmental, duty cycles, ambient noise, and attachments.

Exposure to loud noise can cause impairment or loss of hearing.

**Always wear hearing protection.** Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



TS207—UN—23AUG88

DX,NOISE-19-03OCT17-1/1

### Handle Fuel Safely—Avoid Fires

Handle fuel with care: it is highly flammable. Do not refuel the machine while smoking or when near open flame or sparks.

Always stop engine before refueling machine. Fill fuel tank outdoors.

Prevent fires by keeping machine clean of accumulated trash, grease, and debris. Always clean up spilled fuel.

Use only an approved fuel container for transporting flammable liquids.

Never fill fuel container in pickup truck with plastic bed liner. Always place fuel container on ground before refueling. Touch fuel container with fuel dispenser nozzle before removing can lid. Keep fuel dispenser nozzle in contact with fuel container inlet when filling.

Do not store fuel container where there is an open flame,



TS202—UN—23AUG88

spark, or pilot light such as within a water heater or other appliance.

DX,FIRE1-19-12OCT11-1/1

### Handle Starting Fluid Safely

Starting fluid is highly flammable.

Keep all sparks and flame away when using it. Keep starting fluid away from batteries and cables.

To prevent accidental discharge when storing the pressurized can, keep the cap on the container, and store in a cool, protected location.

Do not incinerate or puncture a starting fluid container.

Do not use starting fluid on an engine equipped with glow plugs or an air intake heater.



TS1356—UN—18MAR92

DX,FIRE3-19-14MAR14-1/1

### Fire Prevention

To reduce the risk of fire, your tractor should be regularly inspected and cleaned.

- Birds and other animals may build nests or bring other flammable materials into the engine compartment or onto the exhaust system. The tractor should be inspected and cleaned prior to the first use each day.
- A build up of grass, crop material and other debris may occur during normal operation. This is especially true when operating in very dry conditions or conditions where airborne crop material or crop dust is present. Any such build up must be removed to ensure proper machine function and to reduce the risk of fire. The tractor must be inspected and cleaned periodically throughout the day.
- Regular and thorough cleaning of the tractor combined

with other routine maintenance procedures listed in the Operator's Manual greatly reduce the risk of fire and the chance of costly downtime.

- Do not store fuel container where there is an open flame, spark, or pilot light such as within a water heater or other appliance.
- Check fuel lines, tank, cap, and fittings frequently for damage, cracks or leaks. Replace if necessary.

Follow all operational and safety procedures posted on the machine and the Operator's Manual. Be careful of hot engine and exhaust components during inspection and cleaning. Before carrying out any inspection or cleaning, always shut OFF the engine, place the transmission in PARK or set parking brake, and remove the key. Removal of the key will prevent others from starting the tractor during inspection and cleaning.

DX,WW,TRACTOR,FIRE,PREVENTION-19-12OCT11-1/1

### In Case of Fire

**⚠ CAUTION: Avoid personal injury.**

Stop machine immediately at the first sign of fire. Fire may be identified by the smell of smoke or sight of flames. Because fire grows and spreads rapidly, get off the machine immediately and move safely away from the fire. Do not return to the machine! The number one priority is safety.

Call the fire department. A portable fire extinguisher can put out a small fire or contain it until the fire department arrives; but portable extinguishers have limitations. Always put the safety of the operator and bystanders first. If attempting to extinguish a fire, keep your back to the wind with an unobstructed escape path so you can move away quickly if the fire cannot be extinguished.

Read the fire extinguisher instructions and become familiar with their location, parts, and operation before a fire starts. Local fire departments or fire equipment distributors may offer fire extinguisher training and recommendations.

If your extinguisher does not have instructions, follow these general guidelines:



TS227—UN—15APR13

1. Pull the pin. Hold the extinguisher with the nozzle pointing away from you, and release the locking mechanism.
2. Aim low. Point the extinguisher at the base of the fire.
3. Squeeze the lever slowly and evenly.
4. Sweep the nozzle from side-to-side.

DX,FIRE4-19-22AUG13-1/1

### Avoid Static Electricity Risk When Refueling

The removal of sulfur and other compounds in Ultra-Low Sulfur Diesel (ULSD) fuel decreases its conductivity and increases its ability to store a static charge.

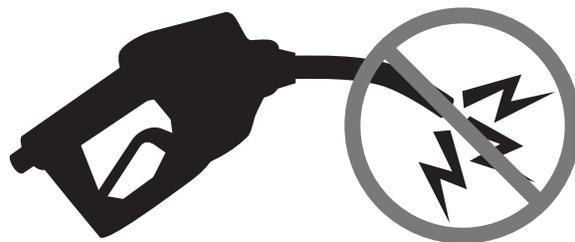
Refineries may have treated the fuel with a static dissipating additive. However, there are many factors that can reduce the effectiveness of the additive over time.

Static charges can build up in ULSD fuel while it is flowing through fuel delivery systems. Static electricity discharge when combustible vapors are present could result in a fire or explosion.

Therefore, it is important to ensure that the entire system used to refuel your machine (fuel supply tank, transfer pump, transfer hose, nozzle, and others) is properly grounded and bonded. Consult with your fuel or fuel system supplier to ensure that the delivery system is in compliance with fueling standards for proper grounding and bonding practices.



RG22142—UN—17MAR14



RG21992—UN—21AUG13

DX,FUEL,STATIC,ELEC-19-12JUL13-1/1

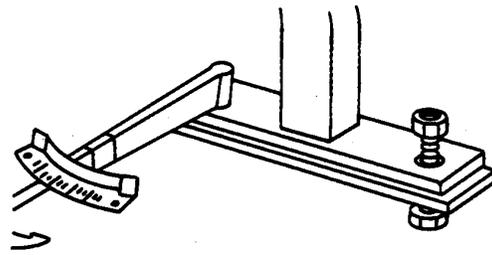
### Keep ROPS Installed Properly

Make certain all parts are reinstalled correctly if the roll-over protective structure (ROPS) is loosened or removed for any reason. Tighten mounting bolts to proper torque.

The protection offered by ROPS will be impaired if ROPS is subjected to structural damage, is involved in an overturn incident, or is in any way altered by welding, bending, drilling, or cutting. A damaged ROPS should be replaced, not reused.

The seat is part of the ROPS safety zone. Replace only with John Deere seat approved for your tractor.

Any alteration of the ROPS must be approved by the manufacturer.



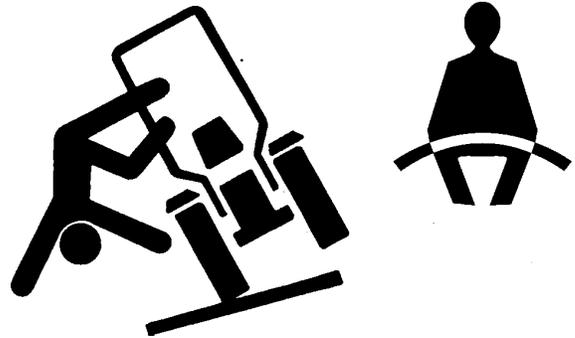
TS212—UN—23AUG88

DX,ROPS3-19-12OCT11-1/1

### Use Foldable ROPS and Seat Belt Properly

Avoid crushing injury or death during rollover.

- If this machine is equipped with a foldable rollover protective structure (ROPS), keep the ROPS in the fully extended and locked position. USE a seat belt when you operate with a ROPS in the fully extended position.
  - Hold the latch and pull the seat belt across the body.
  - Insert the latch into the buckle. Listen for a click.
  - Tug on the seat belt to make sure that the belt is securely fastened.
  - Snug the seat belt across the hips.
- If this machine is operated with the ROPS folded (for example, to enter a low building), drive with extreme caution. DO NOT USE a seat belt with the ROPS folded.
- Return the ROPS to the raised, fully extended position



TS1729—UN—24MAY13

as soon as the machine is operated under normal conditions.

DX,FOLDROPS-19-22AUG13-1/1

### Stay Clear of Rotating Drivelines

Entanglement in rotating driveline can cause serious injury or death.

Keep tractor master shield and driveline shields in place at all times. Make sure rotating shields turn freely.

Only use power take-off driveshafts with adequate guards and shields.

Wear close fitting clothing. Stop the engine and be sure that PTO driveline is stopped before making adjustments, connections, or cleaning out PTO driven equipment.

Do not install any adapter device between the tractor and the primary implement PTO driveshaft that will allow a 1000 rpm tractor shaft to power a 540 rpm implement at speeds higher than 540 rpm.

Do not install any adapter device that results in a portion of the rotating implement shaft, tractor shaft, or the adapter to be unguarded. The tractor master shield shall overlap the end of the splined shaft and the added adaptor device as outlined in the table.

The angle at which the primary implement PTO driveshaft can be inclined may be reduced depending on the shape and size of the tractor master shield and the shape and size of the guard of the primary implement PTO driveshaft.

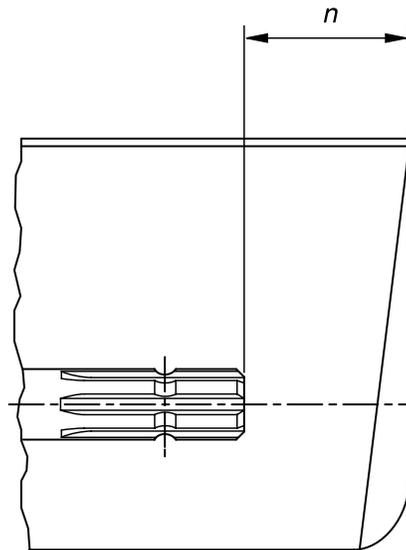
Do not raise implements high enough to damage the tractor master shield or guard of primary implement PTO driveshaft. Detach the PTO driveline shaft if it is necessary to increase implement height. (See Attching/Detaching PTO Driveline)

When using Type 3/4 PTO, inclination and turning angles may be reduced depending on type of PTO master shield and coupling rails.

PTO Type	Diameter	Splines	$n \pm 5 \text{ mm (0.20 in.)}$
1	35 mm (1.378 in.)	6	85 mm (3.35 in.)
2	35 mm (1.378 in.)	21	85 mm (3.35 in.)
3	45 mm (1.772 in.)	20	100 mm (4.00 in.)
4	57.5 mm (2.264 in.)	22	100 mm (4.00 in.)



TS1644—UN—22AUG95



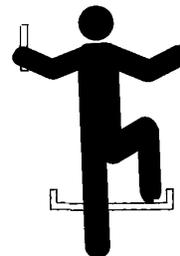
H96219—UN—29APR10

DX,PTO-19-28FEB17-1/1

### Use Steps and Handholds Correctly

Prevent falls by facing the machine when getting on and off. Maintain 3-point contact with steps, handholds, and handrails.

Use extra care when mud, snow, or moisture present slippery conditions. Keep steps clean and free of grease or oil. Never jump when exiting machine. Never mount or dismount a moving machine.



T133468—UN—15APR13

DX,WW,MOUNT-19-12OCT11-1/1

## Read Operator's Manuals for ISOBUS Controllers

In addition to GreenStar™ Applications, this display can be used as a display device for any ISOBUS Controller that meets ISO 11783 standard. This includes capability to control ISOBUS implements. When used in this manner, information and control functions placed on the display are provided by the ISOBUS Controller and are the responsibility of the ISOBUS Controller manufacturer.

*GreenStar is a trademark of Deere & Company*

Some of these functions could pose a hazard to either the operator or a bystander. Read the Operator's Manual provided by the ISOBUS Controller manufacturer and observe all safety messages in manual and on ISOBUS Controller product prior to use.

*NOTE: ISOBUS refers to the ISO Standard 11783*

DX,WW,ISOBUS-19-15JUL15-1/1

## Use Seat Belt Properly

Avoid crushing injury or death during rollover.

This machine is equipped with a rollover protective structure (ROPS). USE a seat belt when you operate with a ROPS.

- Hold the latch and pull the seat belt across the body.
- Insert the latch into the buckle. Listen for a click.
- Tug on the seat belt latch to make sure that the belt is securely fastened.
- Snug the seat belt across the hips.

Replace entire seat belt if mounting hardware, buckle, belt, or retractor show signs of damage.

Inspect seat belt and mounting hardware at least once a year. Look for signs of loose hardware or belt damage, such as cuts, fraying, extreme or unusual wear, discoloration, or



TS1729—UN—24MAY13

abrasion. Replace only with replacement parts approved for your machine. See your John Deere dealer.

DX,ROPS1-19-22AUG13-1/1

## Operating the Tractor Safely

You can reduce the risk of accidents by following these simple precautions:

- Use your tractor only for jobs it was designed to perform, for example, pushing, pulling, towing, actuating, and carrying a variety of interchangeable equipment designed to conduct agricultural work.
- Operators must be mentally and physically capable of accessing the operator's station and/or controls, and operating the machine properly and safely.
- Never operate machine when distracted, fatigued, or impaired. Proper machine operation requires the operator's full attention and awareness.
- This tractor is not intended to be used as a recreational vehicle.
- Read this operator's manual before operating the tractor and follow operating and safety instructions in the manual and on the tractor.
- Follow operation and ballasting instructions found in the operator's manual for your implements/attachments, such as front loaders.
- Follow the instructions outlined in the operator's manual of any mounted or trailed machinery or trailer. Do not operate a combination of tractor-machine or tractor-trailer unless all instructions have been followed.
- Make sure that everyone is clear of machine, attached equipment, and work area before starting engine or operation.
- Stay clear of the three-point linkage and pickup hitch (if equipped) when controlling them.
- Keep hands, feet, and clothing away from power-driven parts.

### Driving Concerns

- Never get on or off a moving tractor.
- Complete any required training prior to operating vehicle.
- Keep all children and nonessential personnel off tractors and all equipment.
- Never ride on a tractor unless seated on a John Deere approved seat with a seat belt.
- Keep all shields/guards in place.
- Use appropriate visual and audible signals when operating on public roads.
- Move to side of road before stopping.
- Reduce speed when turning, applying individual brakes, or operating around hazards on rough ground or steep slopes.
- Stability degrades when attached implements are at high position.
- Couple brake pedals together for road travel.

- Pump brakes when stopping on slippery surfaces.
- Regularly clean fenders and fender valances (mud flaps) if installed. Remove dirt before driving on public roadways.

### Heated and Ventilated Operator's Seat

- An overheated seat heater can cause a burn injury or damage to the seat. To reduce the risk of burns, use caution when using the seat heater for extended periods of time, especially if the operator cannot feel temperature change or pain to the skin. Do not place objects on the seat, such as a blanket, cushion, cover, or similar item, which can cause the seat heater to overheat.

### Towing Loads

- Be careful when towing and stopping heavy loads. Stopping distance increases with speed and weight of towed loads, and on slopes. Towed loads with or without brakes that are too heavy for the tractor or are towed too fast can cause loss of control.
- Consider the total weight of the equipment and its load.
- Hitch towed loads only to approved couplings to avoid rearward upset.

### Parking and Leaving the Tractor

- Before dismounting, shut off SCVs, disengage PTO, stop engine, lower implements/attachments to ground, place implement/attachment control devices in neutral, and securely engage park mechanism, including the park pawl and park brake. In addition, if the tractor is left unattended, remove key.
- Leaving transmission in gear with engine off will NOT prevent the tractor from moving.
- Never go near an operating PTO or an operating implement.
- Wait for all movement to stop before servicing machinery.

### Common Accidents

Unsafe operation or misuse of the tractor can result in accidents. Be alert to hazards of tractor operation.

The most common accidents involving tractors are:

- Tractor rollover
- Collisions with motor vehicles
- Improper starting procedures
- Entanglement in PTO shafts
- Falling from tractor
- Crushing and pinching during hitching

DX,VVV,TRACTOR-19-08MAY19-1/1

### Avoid Backover Accidents

Before moving machine, be sure that all persons are clear of machine path. Turn around and look directly for best visibility. Use a signal person when backing if view is obstructed or when in close quarters.

Do not rely on a camera to determine if personnel or obstacles are behind the machine. The system can be limited by many factors including maintenance practices, environmental conditions, and operating range.



PC10857XW—UN—15APR13

DX,AVOID,BACKOVER,ACCIDENTS-19-30AUG10-1/1

### Limited Use in Forestry Operation

The intended use of John Deere tractors when used in forestry operations is limited to tractor-specific applications like transport, stationary work such as log splitting, propulsion, or operating implements with PTO, hydraulic, or electrical systems.

These are applications where normal operation does not

present a risk of falling or penetrating objects. Any forestry applications beyond these applications, such as forwarding and loading, requires fitment of application-specific components including Falling Object Protective Structure (FOPS) and/or Operative Protective Structures (OPS). Contact John Deere dealer for special components.

DX,WW,FORESTRY-19-12OCT11-1/1

### Operating the Loader Tractor Safely

When operating a machine with a loader application, reduce speed as required to ensure good tractor and loader stability.

To avoid tractor rollover and damage to front tires and tractor, do not carry load with your loader at a speed over 10 km/h (6 mph).

To avoid tractor damage do not use a front loader or a sprayer tank if the tractor is equipped with a 3 Meter Front Axle.

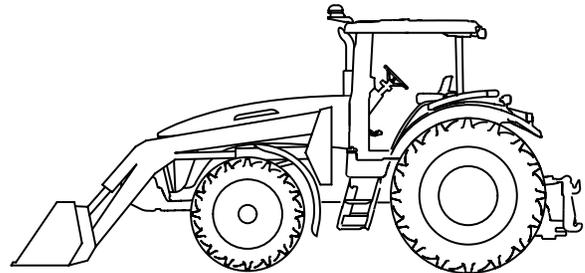
Never allow anyone to walk or work under a raised loader.

Do not use loader as a work platform.

Do not lift or carry anyone on loader, in bucket, or on implement or attachment.

Lower loader to ground before leaving operators station.

The Rollover Protective Structure (ROPS) or cab roof, if equipped, may not provide sufficient protection from load



T51692—UN—09NOV09

falling onto the operators station. To prevent loads from falling onto the operators station, always use appropriate implements for specific applications (that is, manure forks, round bale forks, round bale grippers, and clammers).

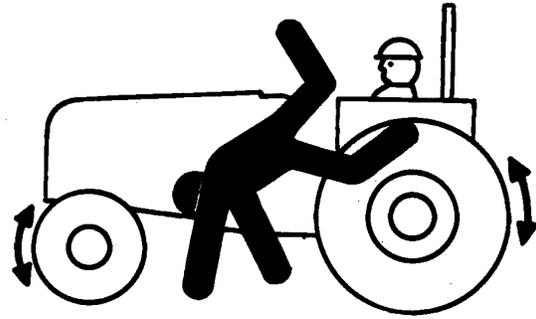
Ballast tractor in accordance to Ballast Recommendations in PREPARE TRACTOR section.

DX,WW,LOADER-19-18SEP12-1/1

### Keep Riders Off Machine

Only allow the operator on the machine. Keep riders off.

Riders on machine are subject to injury such as being struck by foreign objects and being thrown off of the machine. Riders also obstruct the operator's view resulting in the machine being operated in an unsafe manner.



TS290—UN—23AUG88

DX,RIDER-19-03MAR93-1/1

### Instructional Seat

The instructional seat, if so equipped, has been provided only for training operators or diagnosing machine problems.



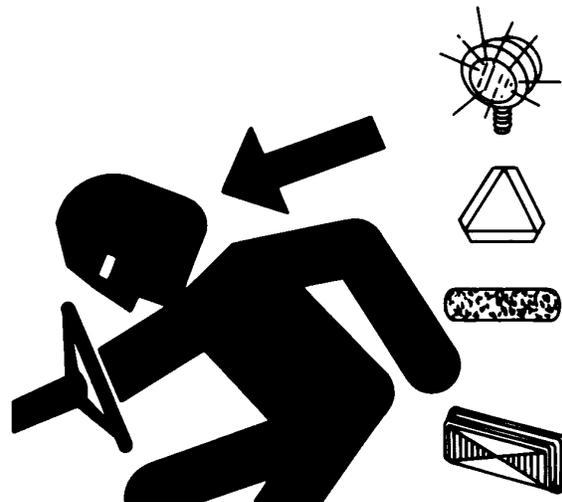
TS1730—UN—24MAY13

DX,SEAT,NA-19-22AUG13-1/1

### Use Safety Lights and Devices

Prevent collisions between other road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use turn signal lights.

Use headlights, flashing warning lights, and turn signals day and night. Follow local regulations for equipment lighting and marking. Keep lighting and marking visible, clean, and in good working order. Replace or repair lighting and marking that has been damaged or lost. An implement safety lighting kit is available from your John Deere dealer.



TS951—UN—12APR90

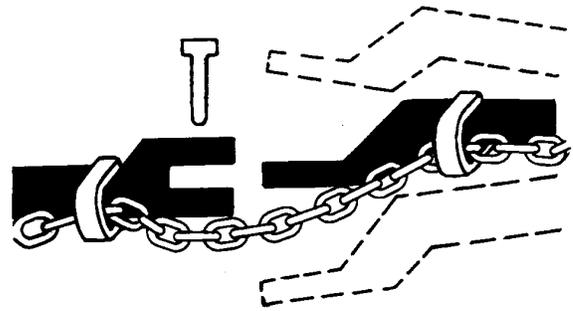
DX,FLASH-19-07JUL99-1/1

### Use a Safety Chain

A safety chain will help control drawn equipment should it accidentally separate from the drawbar.

Using the appropriate adapter parts, attach the chain to the tractor drawbar support or other specified anchor location. Provide only enough slack in the chain to permit turning.

See your John Deere dealer for a chain with a strength rating equal to or greater than the gross weight of the towed machine. Do not use safety chain for towing.



TS217—UN—23AUG88

DX,CHAIN-19-03MAR93-1/1

### Transport Towed Equipment at Safe Speeds

Do not exceed the maximum transport speed. This towing unit may be capable of operating at transport speeds that exceed the maximum allowable transport speed for towed implements.

Before transporting a towed implement, determine from signs on the implement or information provided in the implement's operator manual the maximum transport speed. Never transport at speeds that exceed the implement's maximum transport speed. Exceeding the implement's maximum transport speed can result in:

- Loss of control of the towing unit/implement combination
- Reduced or no ability to stop during braking
- Implement tire failure
- Damage to the implement structure or its components

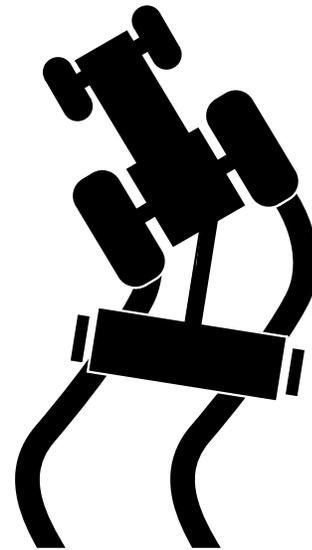
Implements shall be equipped with brakes if the maximum fully loaded weight is greater than 1500 kg (3307 lbs) and greater than 1.5 times the weight of the towing unit.

**Example: Implement mass is 1600 kg (3527 lbs) and towing unit mass is 1600 kg (3527 lbs), example implement is not required to have brakes.**

**Implements without brakes:** Do not transport at speeds greater than 32 km/h (20 mph).

**Implements with brakes:**

- If the manufacturer does not specify a maximum transport speed, do not tow at speeds greater than 40 km/h (25 mph).



TS1686—UN—27SEP06

- When transporting at speeds up to 40 km/h (25 mph) the fully loaded implement must weigh less than 4.5 times the towing unit weight.
- When transporting at speeds between 40—50 km/h (25—31 mph) the fully loaded implement must weigh less than 3.0 times the towing unit weight.

When towing a trailer, become familiar with the braking characteristics and ensure the compatibility of the tractor/trailer combination in regard to the deceleration rate.

DX,TOW1-19-28FEB17-1/1

## Use Caution on Slopes, Uneven Terrain, and Rough Ground

Avoid holes, ditches, and obstructions which cause the tractor to tip, especially on slopes. Avoid sharp uphill turns.

Driving forward out of a ditch, mired condition, or up a steep slope could cause the tractor to tip over rearward. Back out of these situations if possible.

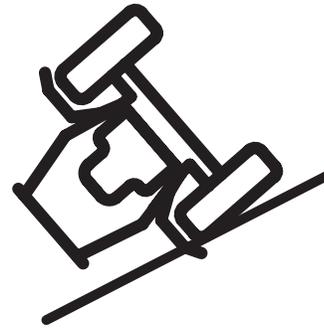
Danger of overturn increases greatly with narrow tread setting, at high speed.

Not all conditions that can cause a tractor to overturn are listed. Be alert for any situation in which stability may be compromised.

Slopes are a major factor related to loss-of-control and tip-over accidents, which can result in severe injury or death. Operation on all slopes requires extra caution.

Uneven terrain or rough ground can cause loss-of-control and tip-over accidents, which can result in severe injury or death. Operation on uneven terrain or rough ground requires extra caution.

Never drive near the edge of a gully, drop-off, ditch, steep embankment, or a body of water. The machine could



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suddenly roll over if a wheel goes over the edge or the ground caves in

Choose a low ground speed so you will not have to stop or shift while on a slope.

Avoid starting, stopping, or turning on a slope. If the tires lose traction, disengage the PTO and proceed slowly, straight down the slope.

Keep all movement on slopes slow and gradual. Do not make sudden changes in speed or direction, which could cause the machine to roll over.

DX,WW,SLOPE-19-28FEB17-1/1

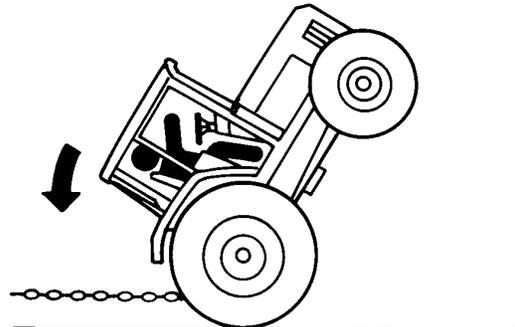
## Freeing a Mired Machine

Attempting to free a mired machine can involve safety hazards such as the mired tractor tipping rearward, the towing tractor overturning, and the tow chain or tow bar (a cable is not recommended) failing and recoiling from its stretched condition.

Back your tractor out if it gets mired down in mud. Unhitch any towed implements. Dig mud from behind the rear wheels. Place boards behind the wheels to provide a solid base and try to back out slowly. If necessary, dig mud from the front of all wheels and drive slowly ahead.

If necessary to tow with another unit, use a tow bar or a long chain (a cable is not recommended). Inspect the chain for flaws. Make sure all parts of towing devices are of adequate size and strong enough to handle the load.

Always hitch to the drawbar of the towing unit. Do not hitch to the front pushbar attachment point. Before moving, clear the area of people. Apply power smoothly to take up the slack: a sudden pull could snap any towing device causing it to whip or recoil dangerously.



TS1645—UN—15SEP95



TS263—UN—23AUG88

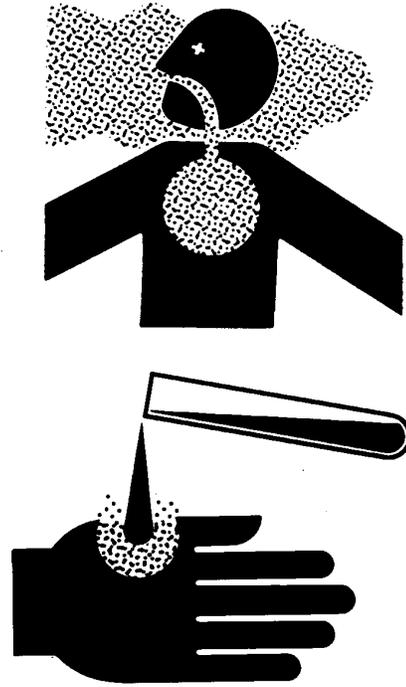
DX,MIRED-19-07JUL99-1/1

### Avoid Contact with Agricultural Chemicals

This enclosed cab does not protect against inhaling vapor, aerosol or dust. If pesticide use instructions require respiratory protection, wear an appropriate respirator inside the cab.

Before leaving the cab, wear personal protective equipment as required by the pesticide use instructions. When re-entering the cab, remove protective equipment and store either outside the cab in a closed box or some other type of sealable container or inside the cab in a pesticide resistant container, such as a plastic bag.

Clean your shoes or boots to remove soil or other contaminated particles prior to entering the cab.



TS220—UN—15APR13

TS272—UN—23AUG88

DX,CABS-19-25MAR09-1/1

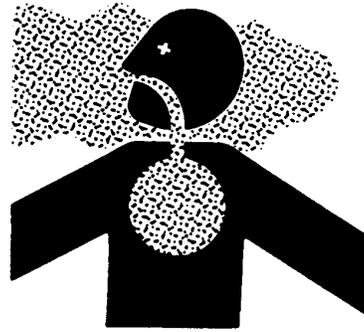
## Handle Agricultural Chemicals Safely

Chemicals used in agricultural applications such as fungicides, herbicides, insecticides, pesticides, rodenticides, and fertilizers can be harmful to your health or the environment if not used carefully.

Always follow all label directions for effective, safe, and legal use of agricultural chemicals.

Reduce risk of exposure and injury:

- Wear appropriate personal protective equipment as recommended by the manufacturer. In the absence of manufacturer's instructions, follow these general guidelines:
  - Chemicals labeled '**Danger**': Most toxic. Generally require use of goggles, respirator, gloves, and skin protection.
  - Chemicals labeled '**Warning**': Less toxic. Generally require use of goggles, gloves, and skin protections.
  - Chemicals labeled '**Caution**': Least toxic. Generally require use of gloves and skin protection.
- Avoid inhaling vapor, aerosol or dust.
- Always have soap, water, and towel available when working with chemicals. If chemical contacts skin, hands, or face, wash immediately with soap and water. If chemical gets into eyes, flush immediately with water.
- Wash hands and face after using chemicals and before eating, drinking, smoking, or urination.
- Do not smoke or eat while applying chemicals.
- After handling chemicals, always bathe or shower and change clothes. Wash clothing before wearing again.
- Seek medical attention immediately if illness occurs during or shortly after use of chemicals.
- Keep chemicals in original containers. Do not transfer



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chemicals to unmarked containers or to containers used for food or drink.

- Store chemicals in a secure, locked area away from human or livestock food. Keep children away.
- Always dispose of containers properly. Triple rinse empty containers and puncture or crush containers and dispose of properly.

DX,WW,CHEM01-19-24AUG10-1/1

TS220—UN—15APR13

A34471—UN—11OCT88

## Handling Batteries Safely

Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded (-) battery clamp first and replace grounded clamp last.

Sulfuric acid in battery electrolyte is poisonous and strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

### Avoid hazards by:

- Filling batteries in a well-ventilated area
- Wearing eye protection and rubber gloves
- Avoiding use of air pressure to clean batteries
- Avoiding breathing fumes when electrolyte is added
- Avoiding spilling or dripping electrolyte
- Using correct battery booster or charger procedure.

### If acid is spilled on skin or in eyes:

1. Flush skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush eyes with water for 15—30 minutes. Get medical attention immediately.

### If acid is swallowed:

1. Do not induce vomiting.
2. Drink large amounts of water or milk, but do not exceed 2 L (2 qt.).
3. Get medical attention immediately.

**WARNING:** Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**



TS204—UN—15APR13



TS203—UN—23AUG88

DX,WW,BATTERIES-19-02DEC10-1/1

## Avoid Heating Near Pressurized Fluid Lines

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials. Pressurized lines can accidentally burst when heat goes beyond the immediate flame area.



TS953—UN—15MAY90

DX,TORCH-19-10DEC04-1/1

### Remove Paint Before Welding or Heating

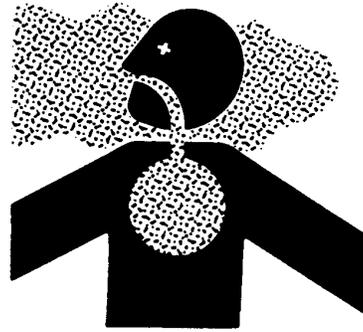
Avoid potentially toxic fumes and dust.

Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch.

Remove paint before heating:

- Remove paint a minimum of 100 mm (4 in.) from area to be affected by heating. If paint cannot be removed, wear an approved respirator before heating or welding.
- If you sand or grind paint, avoid breathing the dust. Wear an approved respirator.
- If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

Do not use a chlorinated solvent in areas where welding will take place.



TS220—UN—15APR13

Do all work in an area that is well ventilated to carry toxic fumes and dust away.

Dispose of paint and solvent properly.

DX,PAINT-19-24JUL02-1/1

### Handle Electronic Components and Brackets Safely

Falling while installing or removing electronic components mounted on equipment can cause serious injury. Use a ladder or platform to easily reach each mounting location. Use sturdy and secure footholds and handholds. Do not install or remove components in wet or icy conditions.

If installing or servicing a RTK base station on a tower or other tall structure, use a certified climber.

If installing or servicing a global positioning receiver mast used on an implement, use proper lifting techniques and wear proper protective equipment. The mast is heavy and can be awkward to handle. Two people are required when mounting locations are not accessible from the ground or from a service platform.



TS249—UN—23AUG88

DX,WW,RECEIVER-19-24AUG10-1/1

### Practice Safe Maintenance

Understand service procedure before doing work. Keep area clean and dry.

Never lubricate, service, or adjust machine while it is moving. Keep hands, feet, and clothing away from power-driven parts. Disengage all power and operate controls to relieve pressure. Lower equipment to the ground. Stop the engine. Remove the key. Allow machine to cool.

Securely support any machine elements that must be raised for service work.

Keep all parts in good condition and properly installed. Fix damage immediately. Replace worn or broken parts. Remove any buildup of grease, oil, or debris.

On self-propelled equipment, disconnect battery ground cable (-) before making adjustments on electrical systems or welding on machine.

On towed implements, disconnect wiring harnesses from tractor before servicing electrical system components or welding on machine.

Falling while cleaning or working at height can cause serious injury. Use a ladder or platform to easily reach each location. Use sturdy and secure footholds and handholds.



TS218—UN—23AUG88

DX,SERV-19-28FEB17-1/1

### Avoid Hot Exhaust

Servicing machine or attachments with engine running can result in serious personal injury. Avoid exposure and skin contact with hot exhaust gases and components.

Exhaust parts and streams become very hot during operation. Exhaust gases and components reach temperatures hot enough to burn people, ignite, or melt common materials.



RG17488—UN—21AUG09

DX,EXHAUST-19-20AUG09-1/1

### Clean Exhaust Filter Safely

During exhaust filter cleaning operations, the engine may run at elevated idle and hot temperatures for an extended period of time. Exhaust gases and exhaust filter components reach temperatures hot enough to burn people, or ignite or melt common materials.

Keep machine away from people, animals, or structures which may be susceptible to harm or damage from hot exhaust gases or components. Avoid potential fire or explosion hazards from flammable materials and vapors near the exhaust. Keep exhaust outlet away from people and anything that can melt, burn, or explode.

Closely monitor machine and surrounding area for smoldering debris during and after exhaust filter cleaning.

Adding fuel while an engine is running can create a fire or explosion hazard. Always stop engine before refueling machine and clean up any spilled fuel.

Always make sure that engine is stopped while hauling machine on a truck or trailer.

Contact with exhaust components while still hot can result in serious personal injury.

Avoid contact with these components until cooled to safe temperatures.

If service procedure requires engine to be running:

- Only engage power-driven parts required by service procedure
- Ensure that other people are clear of operator station and machine

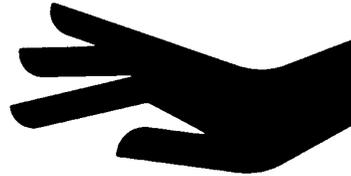
Keep hands, feet, and clothing away from power-driven parts.

Always disable movement (neutral), set the parking brake or mechanism and disconnect power to attachments or tools before leaving the operator's station.

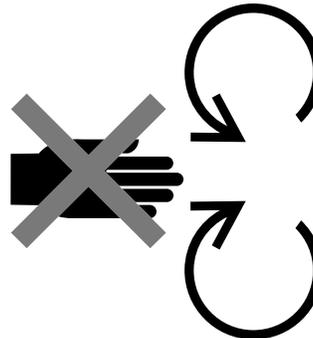
Shut off engine and remove key (if equipped) before leaving the machine unattended.



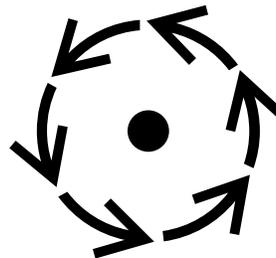
TS227—UN—15APR13



TS271—UN—23AUG88



TS1693—UN—09DEC09



TS1695—UN—07DEC09

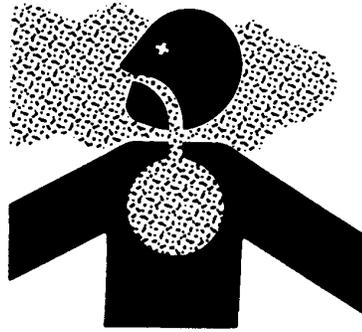
**STOP**

DX,EXHAUST,FILTER-19-12JAN11-1/1

### Work In Ventilated Area

Engine exhaust fumes can cause sickness or death. If it is necessary to run an engine in an enclosed area, remove the exhaust fumes from the area with an exhaust pipe extension.

If you do not have an exhaust pipe extension, open the doors and get outside air into the area.



TS220—UN—15APR13

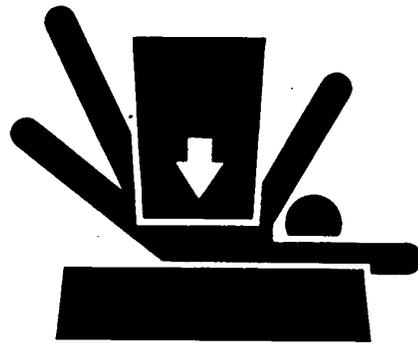
DX,AIR-19-17FEB99-1/1

### Support Machine Properly

Always lower the attachment or implement to the ground before you work on the machine. If the work requires that the machine or attachment be lifted, provide secure support for them. If left in a raised position, hydraulically supported devices can settle or leak down.

Do not support the machine on cinder blocks, hollow tiles, or props that may crumble under continuous load. Do not work under a machine that is supported solely by a jack. Follow recommended procedures in this manual.

When implements or attachments are used with a machine, always follow safety precautions listed in the implement or attachment operator's manual.



TS229—UN—23AUG88

DX,LOWER-19-24FEB00-1/1

### Prevent Machine Runaway

Avoid possible injury or death from machinery runaway.

Do not start engine by shorting across starter terminals. Machine will start in gear if normal circuitry is bypassed.

NEVER start engine while standing on ground. Start engine only from operator's seat, with transmission in neutral or park.



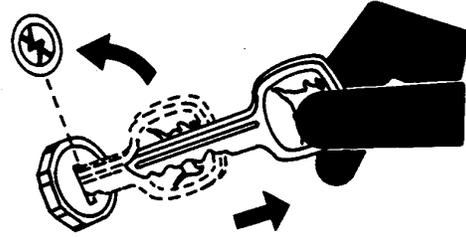
TS177—UN—11JAN89

DX,BYPAS1-19-29SEP98-1/1

### Park Machine Safely

Before working on the machine:

- Lower all equipment to the ground.
- Stop the engine and remove the key.
- Disconnect the battery ground strap.
- Hang a "DO NOT OPERATE" tag in operator station.



TS230—UN—24MAY89

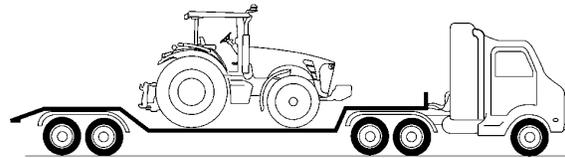
DX,PARK-19-04JUN90-1/1

### Transport Tractor Safely

A disabled tractor is best transported on a flatbed carrier. Use chains to secure the tractor to the carrier. The axles and tractor frame are suitable attachment points.

Before transporting the tractor on a low-loader truck or flatbed rail wagon, make sure that the hood is secured over the tractor engine and that doors, roof hatch (if equipped) and windows are properly closed.

Never tow a tractor at a speed greater than 10 km/h (6 mph). An operator must steer and brake the tractor under tow.



RXA0103709—UN—01JUL09

DX,WW,TRANSPORT-19-19AUG09-1/1

### Service Cooling System Safely

Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.



TS281—UN—15APR13

DX,WW,COOLING-19-19AUG09-1/1

### Service Accumulator Systems Safely

Escaping fluid or gas from systems with pressurized accumulators that are used in air conditioning, hydraulic, and air brake systems can cause serious injury. Extreme heat can cause the accumulator to burst, and pressurized lines can be accidentally cut. Do not weld or use a torch near a pressurized accumulator or pressurized line.

Relieve pressure from the pressurized system before removing accumulator.

Relieve pressure from the hydraulic system before removing accumulator. Never attempt to relieve hydraulic system or accumulator pressure by loosening a fitting.

Accumulators cannot be repaired.



TS281—UN—15APR13

DX,WW,ACCLA2-19-22AUG03-1/1

### Service Tires Safely

Explosive separation of a tire and rim parts can cause serious injury or death.

Do not attempt to mount a tire unless you have the proper equipment and experience to perform the job.

Always maintain the correct tire pressure. Do not inflate the tires above the recommended pressure. Never weld or heat a wheel and tire assembly. The heat can cause an increase in air pressure resulting in a tire explosion. Welding can structurally weaken or deform the wheel.

When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly. Use a safety cage if available.

Check wheels for low pressure, cuts, bubbles, damaged rims, or missing lug bolts and nuts.



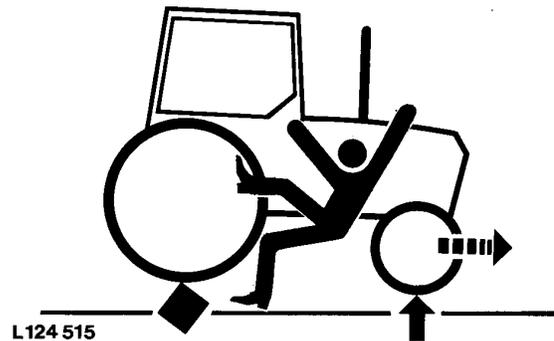
RXA0103438—UN—11JUN09

Wheels and tires are heavy. When handling wheels and tires use a safe lifting device or get an assistant to help lift, install, or remove.

DX,WW,RIMS-19-28FEB17-1/1

### Service Front-Wheel Drive Tractor Safely

When servicing front-wheel drive tractor with the rear wheels supported off the ground and rotating wheels by engine power, always support front wheels in a similar manner. Loss of electrical power or transmission hydraulic system pressure will engage the front driving wheels, pulling the rear wheels off the support if front wheels are not raised. Under these conditions, front drive wheels can engage even with switch in disengaged position.



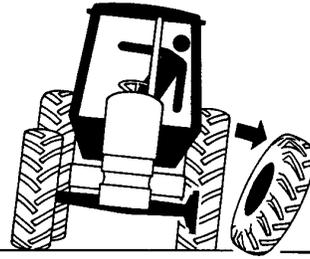
L124 515

L124515—UN—06AUG94

DX,WW,MFWD-19-19AUG09-1/1

### Tightening Wheel Retaining Bolts/Nuts

Torque wheel retaining bolts/nuts at the intervals specified in section Break-In Period and Service.



L124 516

L124516—UN—03JAN95

DX,WW,WHEEL-19-12OCT11-1/1

### Avoid High-Pressure Fluids

Inspect hydraulic hoses periodically – at least once per year – for leakage, kinking, cuts, cracks, abrasion, blisters, corrosion, exposed wire braid or any other signs of wear or damage.

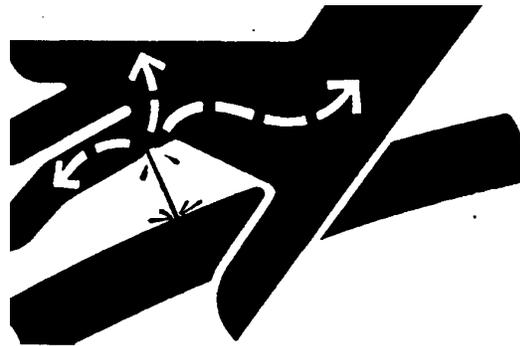
Replace worn or damaged hose assemblies immediately with John Deere approved replacement parts.

Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high-pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with



X9811—UN—23AUG88

this type of injury should reference a knowledgeable medical source. Such information is available in English from Deere & Company Medical Department in Moline, Illinois, U.S.A., by calling 1-800-822-8262 or +1 309-748-5636.

DX,FLUID-19-12OCT11-1/1

### Do Not Open High-Pressure Fuel System

High-pressure fluid remaining in fuel lines can cause serious injury. Do not disconnect or attempt repair of fuel lines, sensors, or any other components between the high-pressure fuel pump and nozzles on engines with High Pressure Common Rail (HPCR) fuel system.

Only technicians familiar with this type of system can perform repairs. (See your John Deere dealer.)



TS1343—UN—18MAR92

DX,WW,HPCR1-19-07JAN03-1/1

### Store Attachments Safely

Stored attachments such as dual wheels, cage wheels, and loaders can fall and cause serious injury or death.

Securely store attachments and implements to prevent falling. Keep playing children and bystanders away from storage area.



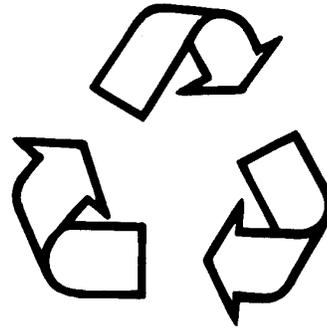
TS219—UN—23AUG88

DX,STORE-19-03MAR93-1/1

### Decommissioning — Proper Recycling and Disposal of Fluids and Components

Safety and environmental stewardship measures must be taken into account when decommissioning a machine and/or component. These measures include the following:

- Use appropriate tools and personal protective equipment such as clothing, gloves, face shields or glasses, during the removal or handling of objects and materials.
- Follow instructions for specialized components.
- Release stored energy by lowering suspended machine elements, relaxing springs, disconnecting the battery or other electrical power, and releasing pressure in hydraulic components, accumulators, and other similar systems.
- Minimize exposure to components which may have residue from agricultural chemicals, such as fertilizers and pesticides. Handle and dispose of these components appropriately.
- Carefully drain engines, fuel tanks, radiators, hydraulic cylinders, reservoirs, and lines before recycling components. Use leak-proof containers when draining fluids. Do not use food or beverage containers.
- Do not pour waste fluids onto the ground, down a drain, or into any water source.
- Observe all national, state, and local laws, regulations, or ordinances governing the handling or disposal of waste fluids (example: oil, fuel, coolant, brake fluid);



TS1133—UN—15APR13

- filters; batteries; and, other substances or parts. Burning of flammable fluids or components in other than specially designed incinerators may be prohibited by law and could result in exposure to harmful fumes or ashes.
- Service and dispose of air conditioning systems appropriately. Government regulations may require a certified service center to recover and recycle air conditioning refrigerants which could damage the atmosphere if allowed to escape.
- Evaluate recycling options for tires, metal, plastic, glass, rubber, and electronic components which may be recyclable, in part or completely.
- Contact your local environmental or recycling center, or your John Deere dealer for information on the proper way to recycle or dispose of waste.

DX,DRAIN-19-01JUN15-1/1

# Safety Signs

## Warning Decal — ROPS



On ROPS (Right-Hand Side)

APY70858—UN—25MAR22



APY75411—UN—06SEP22

Part Number: R141735

If a canopy or sunshade is attached to the ROPS structure, the weight must be limited to 100 lb (45 kg) or less.

VP27597,0001F9D-19-05SEP22-1/1

## Warning Decal — Avoid Crushing



Left-Hand Side Fender—OOS

APY70859—UN—25MAR22



APY75412—UN—09MAY22

Part Number: R114475

### AVOID CRUSHING:

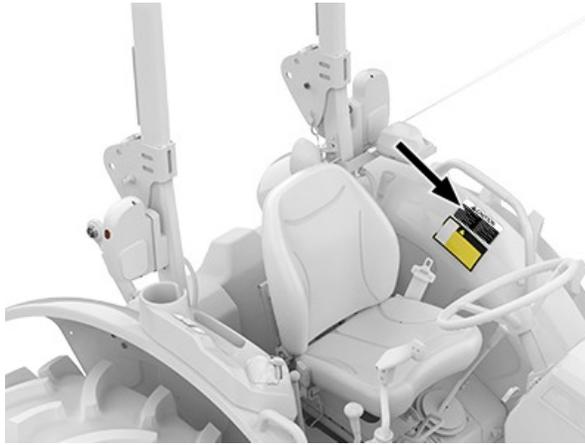
- Keep Rollover Protective Structure fully extended.
- Do not jump if machine tips.
- Use seat belt.

### When the structure must be down;

- **DO NOT** use seat belt.
- Drive with extra care.

VP27597,0001F9E-19-24AUG22-1/1

**Caution Decal — Safety Instructions**



APY70860—UN—25MAR22

*Left-Hand Side Fender — Operator Station*



APY75413—UN—09MAY22

*Part Number: R117679*

1. Read Operator's Manual before operating this tractor.
2. Keep all shields in place.
3. Hitch towed loads only to drawbar to avoid rearward upset.
4. Make certain everyone is clear of machine before starting engine operation.
5. Keep all riders off tractor and equipment.
6. Keep hands, feet, and clothing away from power-driven parts.
7. Reduce speed when turning or applying individual

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>8. Couple brake pedals together for road travel.</li> <li>9. Use flashing warning lights on highway unless prohibited by law.</li> <li>10. Stop engine, lower implement to ground and shift to "PARK" or set brakes securely before dismounting.</li> <li>11. Wait for all movement to stop before servicing machinery.</li> <li>12. Remove key if leaving tractor unattended.</li> </ol> | <ol style="list-style-type: none"> <li>individual brakes or operating around hazards, on rough ground or steep slopes.</li> </ol> |
|--|---|

VP27597,0001F9F-19-24AUG22-1/1

Safety Decals — Cab



APY70861—UN—15JUL22



Part Number: R223236

APY75414—UN—09MAY22

**WARNING:**

Avoid serious injury or death resulting from loss of control during transport or braking of a towed implement.

This tractor is capable of operating at transport speeds that

may exceed the maximum allowable transport speed for towed implements. If the implement manufacturer does not specify maximum transport speed, observe these transport speed limits:

- Implements without brakes: 32 km/h (20 mph)

Continued on next page

VP27597,0001FA0-19-05SEP22-1/2

## Safety Signs

- Implements with brakes: 40 km/h (25 mph)

Do not exceed the implement maximum transport speed.

### AVOID CRUSHING:

- DO NOT jump if machine tips.

### USE SEAT BELT:

- Pull belt fully from retractors and adjust for best protection.

To maintain unimpaired operator protection and manufacturer's ROPS certification:

- Damaged ROPS structures must be replaced, not repaired or revised.
- Any alteration to the ROPS must be approved by the manufacturer.

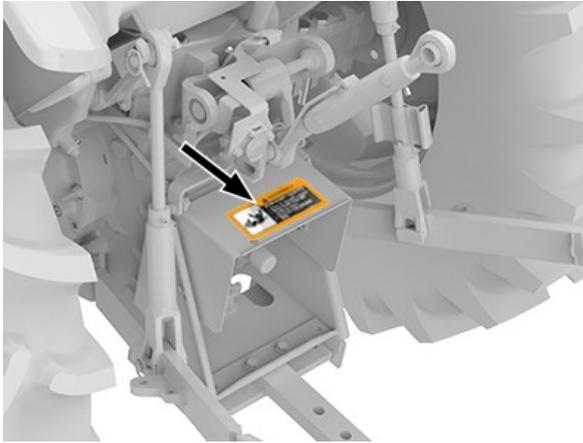
### CAUTION:

1. Read Operator's Manual before operating this tractor.

2. Keep all shields in place.
3. Hitch towed loads only to drawbar to avoid rearward upset.
4. Make certain everyone is clear of machine before starting engine operation.
5. Keep all riders off tractor and equipment.
6. Keep hands, feet, and clothing away from power-driven parts.
7. Reduce speed when turning or applying individual brakes or operating around hazards, on rough ground or steep slopes.
8. Couple brake pedals together for road travel.
9. Use flashing warning lights on highway unless prohibited by law.
10. Stop engine, lower equipment to ground and shift to "PARK" or set brakes securely before dismounting.
11. Wait for all movement to stop before servicing machinery.
12. Remove key if leaving tractor unattended.

VP27597,0001FA0-19-05SEP22-2/2

## Warning Decal — PTO Shield



APY70862—UN—25MAR22



APY75415—UN—09MAY22

Part Number: R122717

Avoid injury from PTO.

- Keep all shields in place.

- Keep hands, feet, and clothing away.
- Operate only with 540 RPM.

VP27597,0001FA1-19-24AUG22-1/1

### Instructional Seat (If Equipped)



Part Number: R174822

APY70869—UN—25MAR22



Instructional Seat Safety Label

APY75416—UN—15JUL22

**⚠ CAUTION: Avoid crushing during rollover.**

This instructional seat has been provided only for training operators or diagnosing machine problems.

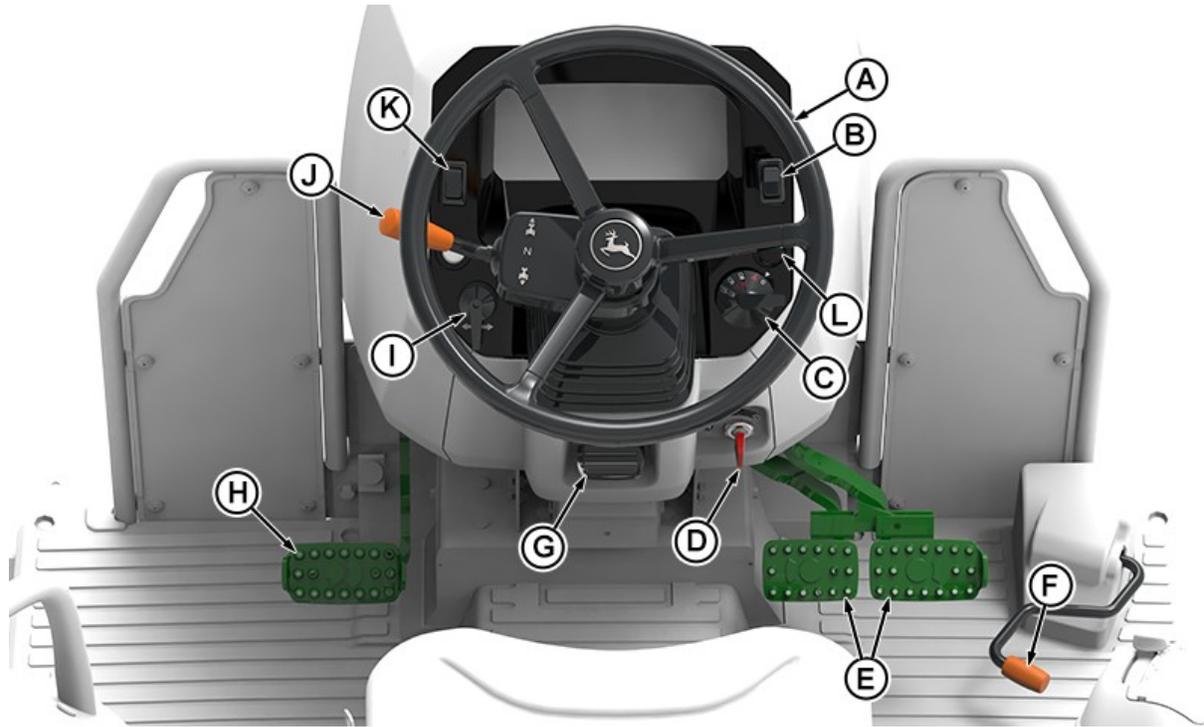
Keep all other riders off the tractor and equipment.

When using the instructional seat, always use the seat belt.

VP27597,0001FA2-19-24AUG22-1/1

# Controls and Instruments

## Tractor Controls — OOS (PowrReverser™ Transmission)



*PowrReverser™ Transmission - OOS*

A—Steering Wheel  
 B—Dual-Mode Selection Switch  
 C—Light Switch  
 D—Key Switch

E—Brake Pedals  
 F—Foot Throttle  
 G—Steering Wheel Tilt Lever (If Equipped)

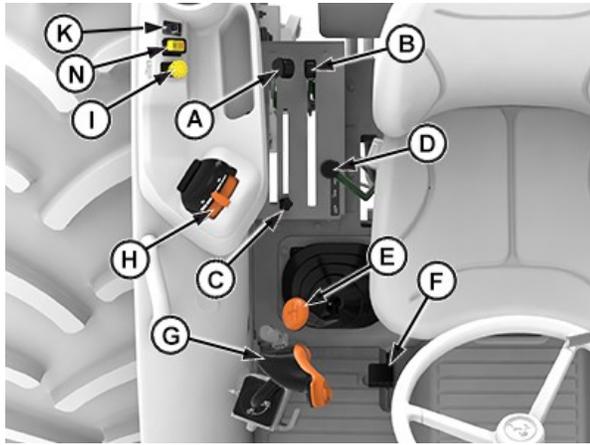
H—Clutch Pedal  
 I—Turn Signal Switch  
 J—Forward, Neutral, Reverse (FNR) Lever

K—Roll Mode Switch  
 L—Horn Switch

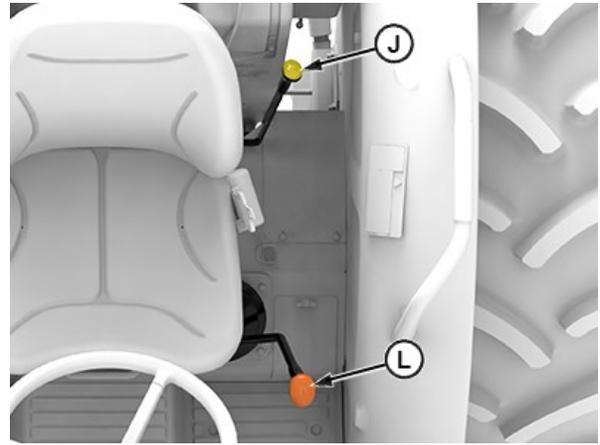
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VP27597,0001EE7-19-19JUL23-1/2

APY72138—UN—19JUL23

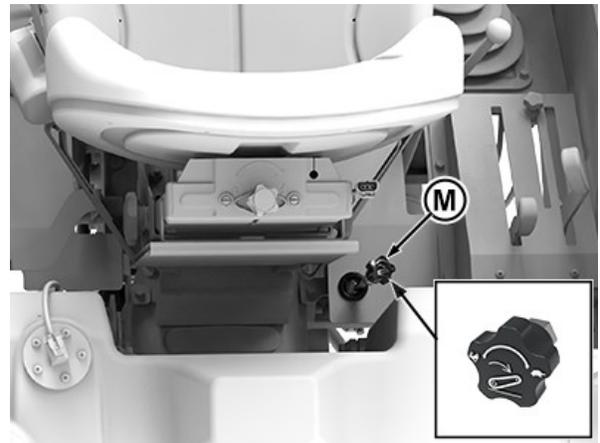


Right-Hand Side of Tractor (With Remote PTO Enable Switch)



Left-Hand Side of Tractor

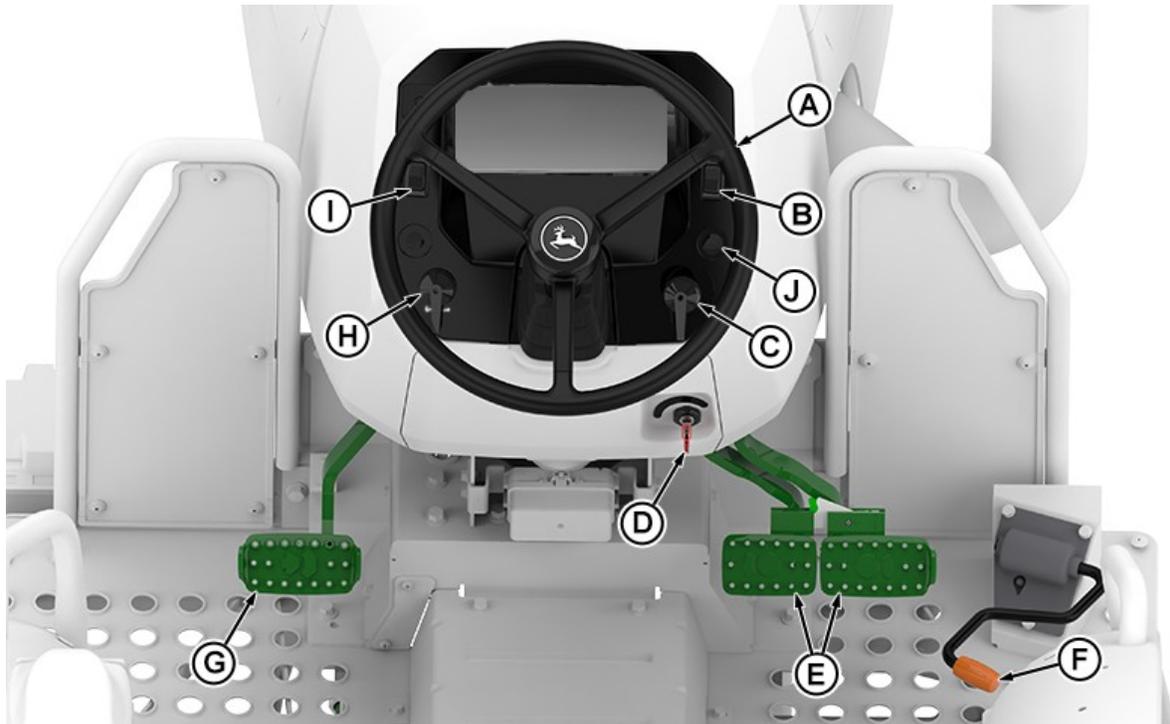
- |                                       |                               |
|---------------------------------------|-------------------------------|
| A—Rockshaft Position Control Lever    | H—Hand Throttle               |
| B—Rockshaft Draft Control Lever       | I—Rear PTO Switch             |
| C—Position Control Stop Knob          | J—Dual PTO Lever              |
| D—SCV Lever                           | K—EH MFWD Switch              |
| E—Gear Shift Lever                    | L—Range Shift Lever           |
| F—Differential Lock Pedal             | M—Rockshaft Rate-Of-Drop Knob |
| G—Midmount SCV Joystick (If Equipped) | N—Remote PTO Enable Switch    |



Right Side Back Of The Seat

VP27597,0001EE7-19-19JUL23-2/2

### Tractor Controls — OOS (SyncShuttle™ Transmission)



APY72143—UN—19JUL23

A—Steering Wheel  
B—Dual-Mode Selection Switch  
C—Light Switch

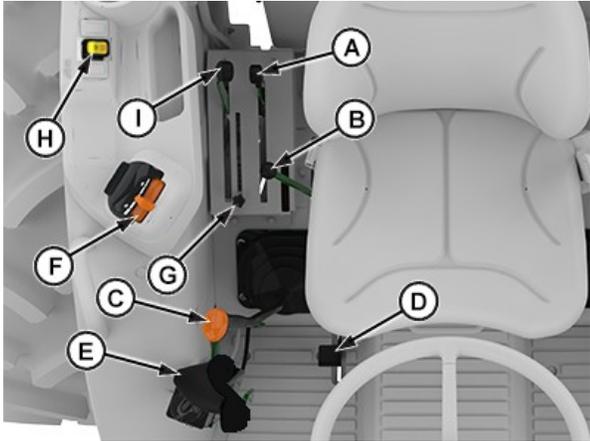
D—Key Switch  
E—Brake Pedals  
F—Foot Throttle

G—Clutch Pedal  
H—Turn Signal Switch  
I—Role Mode Switch

J—Horn Switch

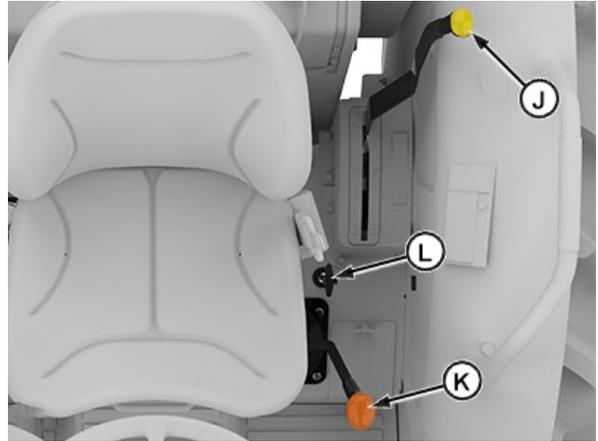
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VP27597,0001EE8-19-19JUL23-1/2



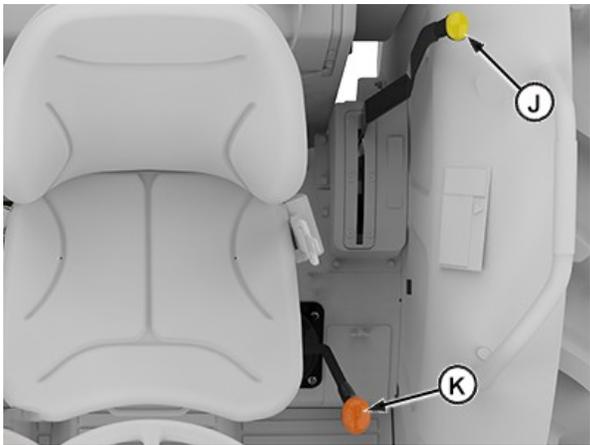
APY72144—UN—02MAY22

Right-Hand Side of Tractor (With Remote PTO Enable Switch)



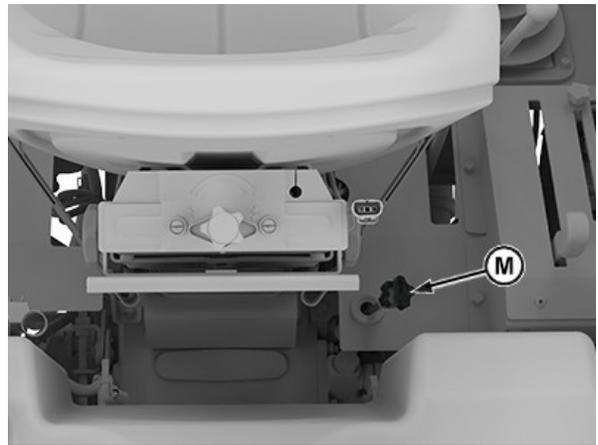
APY72145—UN—02MAY22

Left-Hand Side of Tractor



APY72147—UN—02MAY22

Only for 5075E 2WD



APY72148—UN—28APR22

Right Side Back Of The Seat

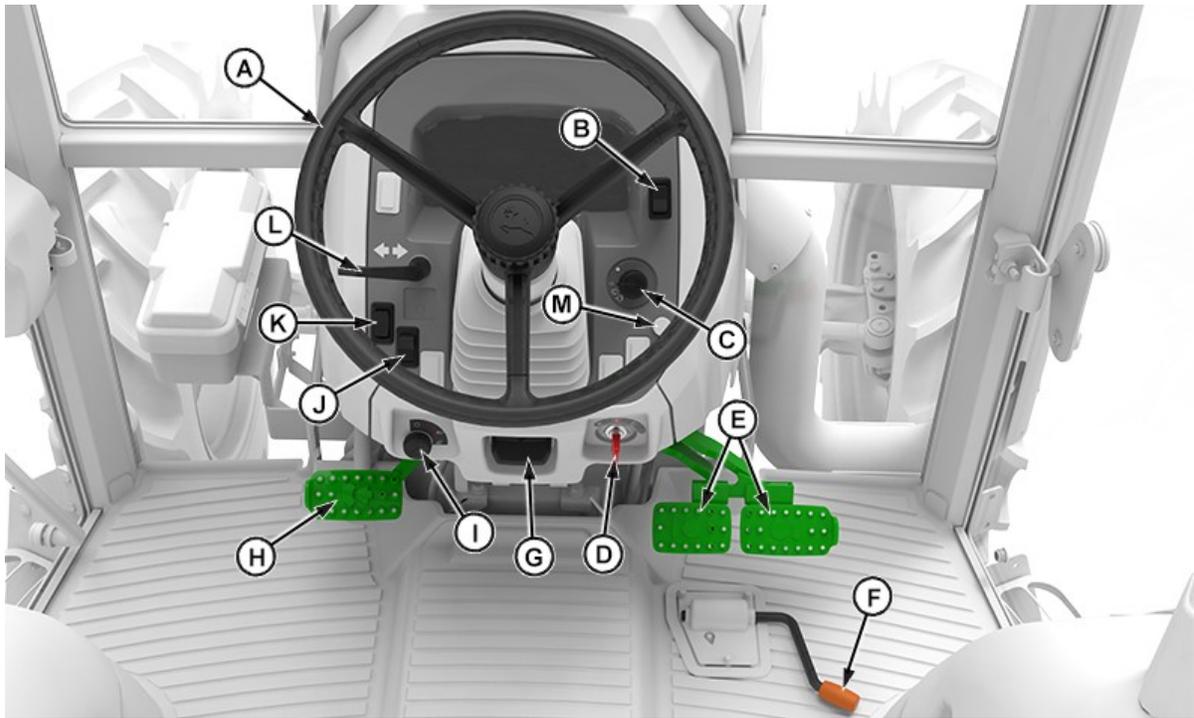
- A—Rockshaft Draft Control Lever
- B—SCV Lever
- C—Gear Shift Lever
- D—Differential Lock Pedal
- E—Midmount SCV Joystick (If Equipped)
- F—Hand Throttle
- G—Position Control Stop Knob

- H—Remote PTO Enable Switch
- I—Rockshaft Position Control Lever
- J—PTO Lever

- K—Range Shift Lever
- L—MFWD Lever (If Equipped)
- M—Rockshaft Rate-Of-Drop Knob

VP27597,0001EE8-19-19JUL23-2/2

**Tractor Controls — Cab (SyncShuttle™ Transmission)**



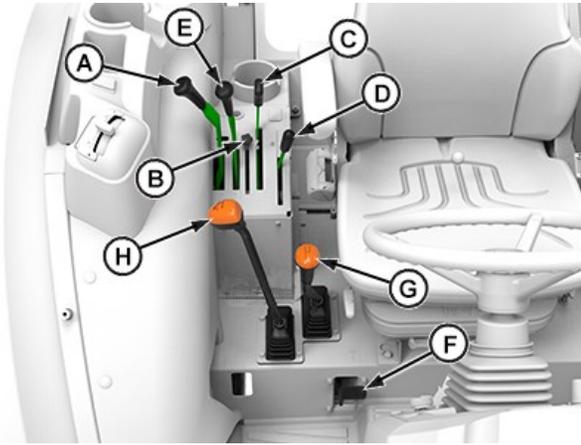
*Dash — SyncShuttle Transmission Cab*

- |                                     |  |                               |                            |
|-------------------------------------|--|-------------------------------|----------------------------|
| <b>A—Steering Wheel</b>             | <b>E—Brake Pedals</b>                            | <b>H—Clutch Pedal</b>         | <b>L—Turn Signal Lever</b> |
| <b>B—Dual-Mode Selection Switch</b> | <b>F—Foot Throttle</b>                           | <b>I—Light Switch</b>         | <b>M—Horn Switch</b>       |
| <b>C—Wiper Switch</b>               | <b>G—Steering Wheel Tilt Lever (If Equipped)</b> | <b>J—High/Low-Beam Switch</b> |                            |
| <b>D—Key Switch</b>                 |  | <b>K—Roll Mode Switch</b>     |                            |

Continued on next page

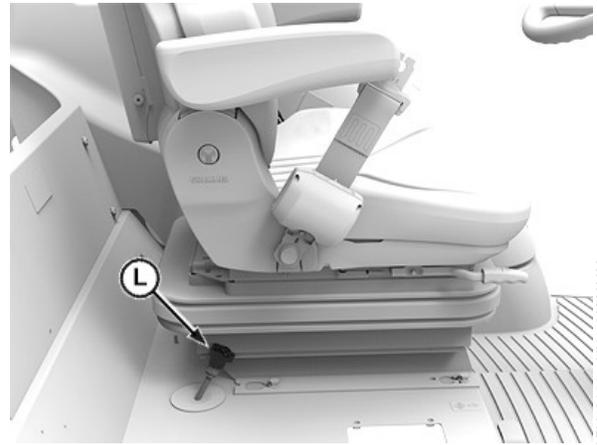
VP27597,0001EE9-19-19JUL23-1/2

APY72149—UN—19JUL23



APY72150—UN—03MAY22

Right-Hand side — SyncShuttleTM



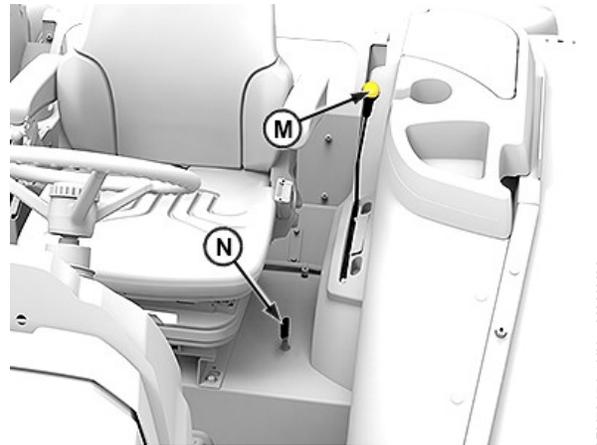
APY72151—UN—03MAY22

Rockshaft Rate-of-Drop Valve — SyncShuttleTM



APY72152—UN—03MAY22

Right-Hand side of Tractor— SyncShuttleTM (With Remote PTO Enable Switch)



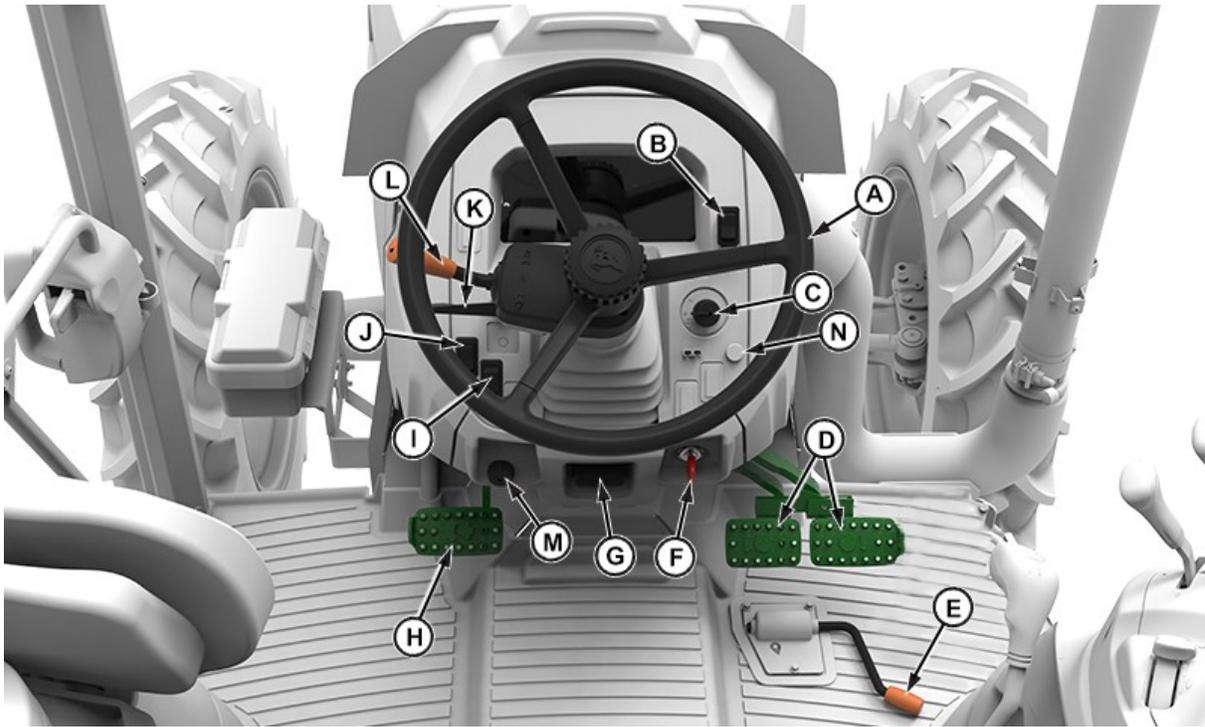
APY72154—UN—03MAY22

Left-Hand Side — SyncShuttleTM

- |                                    |                                   |                               |                            |
|------------------------------------|-----------------------------------|-------------------------------|----------------------------|
| A—SCV-I Lever                      | E—SCV-II Lever (If Equipped)      | J—Ashtray                     | O—Rear PTO                 |
| B—Position Control Stop Knob       | F—Differential Lock Pedal         | K—Hand Throttle               | P—Remote PTO Enable Switch |
| C—Rockshaft Position Control Lever | G—Range Shift Lever               | L—Rockshaft Rate-Of-Drop Knob |                            |
| D—Rockshaft Draft Control Lever    | H—Gear Shift Lever                | M—PTO Lever                   |                            |
|                                    | I—Cigarette Lighter (If Equipped) | N—MFWD Lever (If Equipped)    |                            |

VP27597,0001EE9-19-19JUL23-2/2

**Tractor Controls — Cab (PowrReverser™ Transmission)**



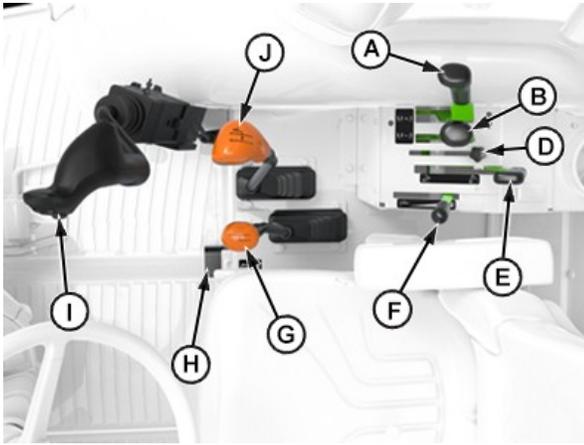
APY72155—UN—19JUL23

Cab

- |                              |                             |                          |   |
|------------------------------|-----------------------------|--------------------------|---|
| A—Steering Wheel             | E—Foot Throttle             | I—High / Low Beam Switch | L—Forward, Neutral, Reverse (FNR) Lever |
| B—Dual-Mode Selection Switch | F—Key Switch                | J—Roll Mode Switch       | M—Light Switch                          |
| C—Wiper Switch               | G—Steering Wheel Tilt Lever | K—Turn Signal Lever      | N—Horn Switch                           |
| D—Brake Pedals               | H—Clutch Pedal              |                          |   |

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VP27597,0001EEA-19-19JUL23-1/2



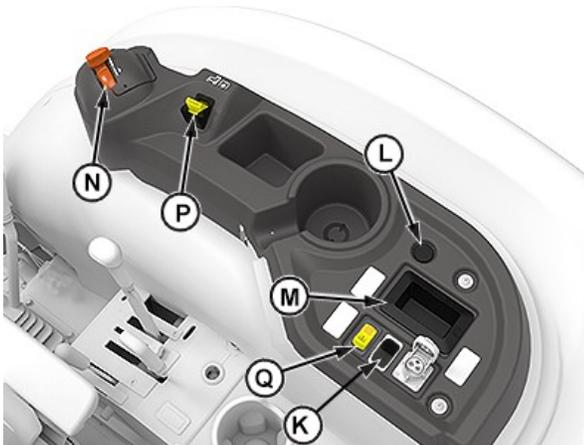
APY72156—UN—03MAY22

Right-Hand side



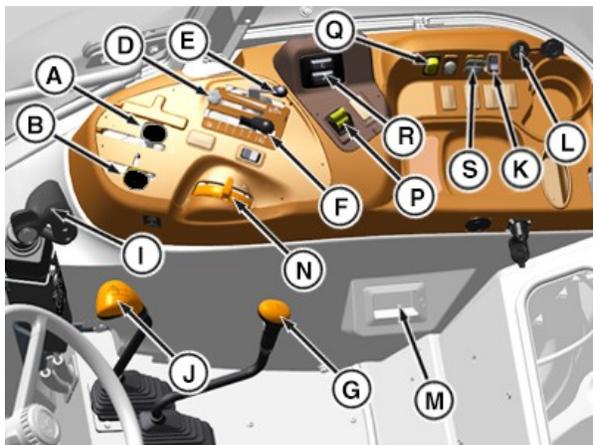
APY72157—UN—03MAY22

Rockshaft Rate-of-Drop Valve



APY72158—UN—08SEP22

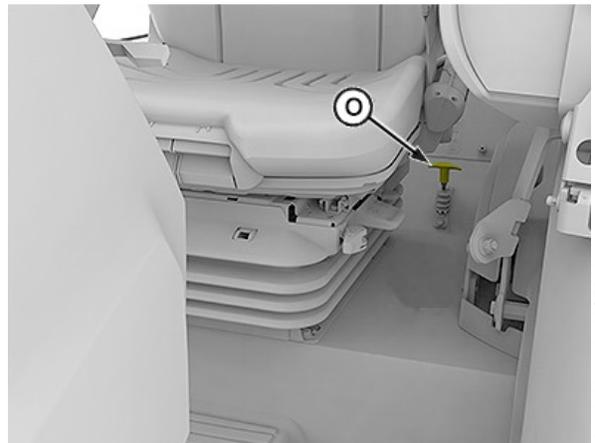
Right-Hand side of Tractor (With Remote PTO Enable Switch)



APY75890—UN—08SEP22

Premium Cab

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| A—SCV-II Lever (If Equipped)       | K—EH MFWD Switch                  |
| B—SCV-I Lever                      | L—Cigarette Lighter (If Equipped) |
| C—Rockshaft Rate-Of-Drop Knob      | M—Ashtray                         |
| D—Position Control Stop Knob       | N—Hand Throttle                   |
| E—Rockshaft Position Control Lever | O—Economy PTO Lever               |
| F—Rockshaft Draft Control Lever    | P—Rear PTO Switch                 |
| G—Range Shift Lever                | Q—Remote PTO Enable Switch        |
| H—Differential Lock Pedal          | R—EQRL Switch                     |
| I—Midmount SCV Joystick            | S—USB Port and Auxiliary Port     |
| J—Gear Shift Lever                 |                                   |



APY72160—UN—08SEP22

Left-Hand Side

VP27597,0001EEA-19-19JUL23-2/2

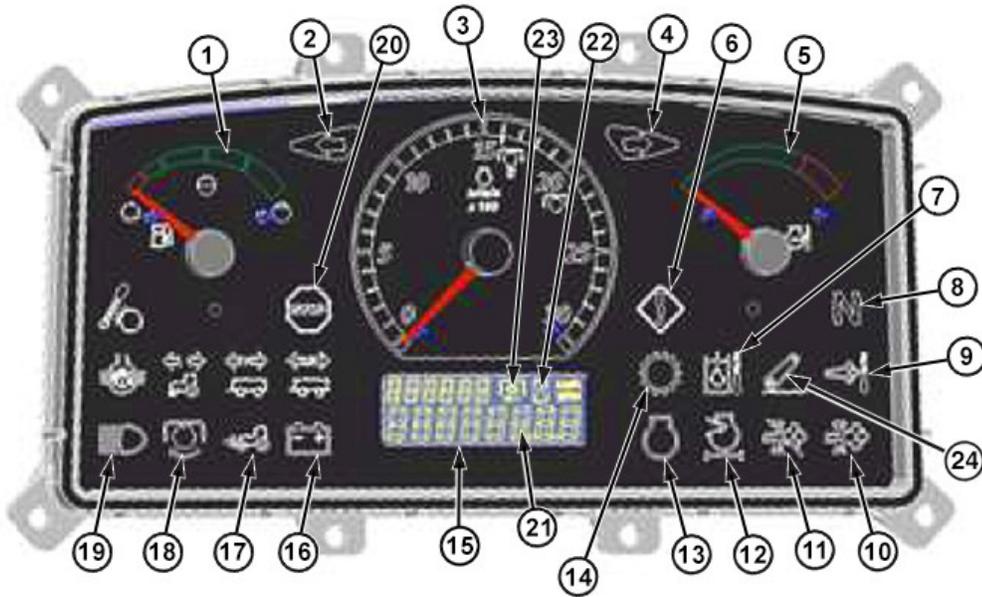


## Controls and Instruments

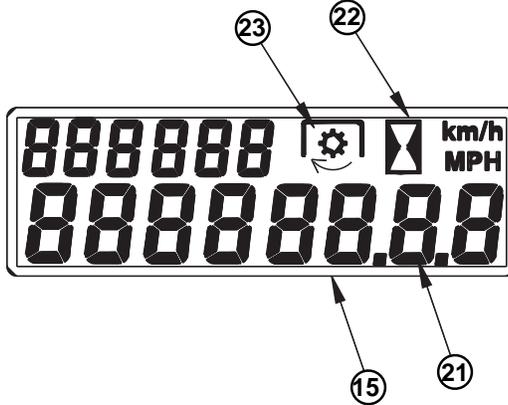
A—Left Turn Signal	I—Right Turn Signal	R—Parking Brake Indicator (Not applicable for this model)	Y—PTO ON Indicator (Not applicable for this model)
B—Transmission Neutral	J—Engine-Basic	S—Transmission Park Lock	Z—Service Reminder
C—NCD Indicator	K—Engine Oil Pressure Indicator	T—Progression Symbol PTO Speed	AA—Bluetooth (Not applicable for this model)
D—Rockshaft Indicator	L—Air Restriction Indicator	U—Fuel Gauge	AB—Engine Temperature Gauge
E—Front Wheel Drive-MFWD (Not applicable for this model)	M—Rear PTO Indicator	V—Hour Meter	
F—Telematics Disable	N—Reverse PTO Indicator	W—Hour Symbol	
G—High-Beam Indicator	O—Engine Emergency Stop	X—Speed Display	
H—Operator Alert	P—Battery Charging Indicator		
	Q—Water In Fuel Indicator		

VP27597,0001F5D-19-04MAY23-2/2

**Instrument Panel PowrReverser™ Transmission**



Instrument Panel



- |   |   |   |                         |
|---|---|---|-------------------------|
| 1—Fuel Level Gauge  | 8—Transmission Neutral Indicator            | 14—Transmission Information Indicator (For PowrReverser™ Transmission Only) | 21—Vehicle Ground Speed |
| 2—Left Turn Indicator   | 9—High Exhaust Temperature Indicator        | 15—Information Display  | 22—Hour Meter Icon      |
| 3—Tachometer  | 10—Exhaust Filter Indicator                 | 16—Battery Charging Indicator   | 23—Rear PTO Speed       |
| 4—Right Turn Indicator  | 11—Exhaust Filter Disable Indicator         | 17—MFWD Indicator   | 24—Rockshaft Indicator  |
| 5—Engine Coolant Temperature Gauge                                | 12—Engine Air Cleaner Restriction Indicator | 18—PTO Engaged Indicator  |                         |
| 6—Service Alert Indicator   | 13—Engine Information Indicator             | 19—High Beam Indicator  |                         |
| 7—Hydraulic Oil Temperature (For PowrReverser™ Transmission Only) | 20—STOP Indicator                           |   |                         |

**NOTE:** Fogging is observed in the instrument cluster due to the temperature difference inside and outside of the cluster. Anti-fogging agent is already applied to the glass to avoid fogging and forms small droplets for better visibility.

**NOTE:** 12x12 PR Transmission: Hour Meter/Ground Speed (LCD Digital) displays hours when the tractor is not moving. When the tractor is moving, display switches to ground speed. When the tractor is stopped, display changes back to hours.

Continued on next page

VP27597,0001F5C-19-04MAY23-1/2

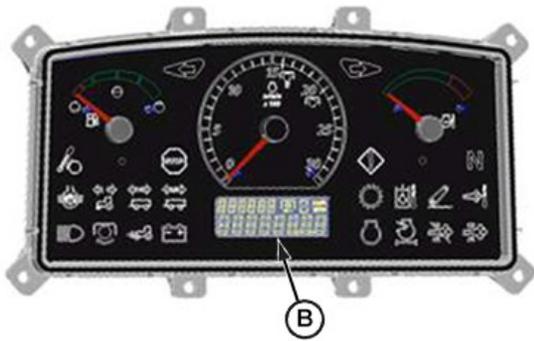
## Controls and Instruments

**NOTE: 9X3 SyncShuttle Transmission: Hour Meter(LCD Digital) displays only engine hours irrespective of tractor is moving or at stationary.**

1	Fuel Level Gauge	Indicates Fuel level in the tank.
2	Left Turn Indicator	Flashes when turn signal switch is switched to the left-hand side.
3	Tachometer	Indicates engine speed, revolutions per minute (rpm).
4	Right Turn Indicator	Flashes when turn signal switch is switched to the right-hand side.
5	Engine Coolant Temperature Gauge	Indicates engine coolant temperature. Red area indicates overheat (coolant level too low, dirty radiator, or clogged screen). Shutoff engine IMMEDIATELY to prevent damage. If necessary, have the John Deere dealer diagnose vehicle.
6	Service Alert Indicator	Illuminates when a malfunction occurs (review error message in Information Display). If necessary, have the John Deere dealer diagnose vehicle.
7	Hydraulic Oil Temperature	Illuminates when hydraulic oil overheats. If necessary, have the John Deere dealer diagnose vehicle.
8	Transmission Neutral Indicator	Illuminates when transmission reverser (if equipped) in neutral position. Flashes when operator improperly shifted to reverse or forward. If necessary, cycle reverser lever back to neutral. If neutral indicator is flashing and transmission information indicator is illuminated at the same time, It indicates a malfunction (review error message in Information Display). If necessary, have the John Deere dealer diagnose vehicle.
9	High Exhaust Temperature Indicator	Illuminates when exhaust gas temperature is high, elevated idle is active, or exhaust filter cleaning is in progress.
10	Exhaust Filter Indicator	Illuminates when exhaust filter cleaning is in progress, aftertreatment system has a fault, or exhaust filter is in need of cleaning.
11	Exhaust Filter Disable Indicator	Illuminates when operator has engaged the disable auto exhaust filter cleaning function.
12	Engine Air Cleaner Restriction Indicator	Illuminates when air cleaner element is clogged (clean or replace element). If necessary, have the John Deere dealer diagnose vehicle.
13	Engine Information Indicator	Engine information indicator lights, if engine oil pressure is low. Indicator must light when key is turned to engage, starter, and go out when engine starts. It illuminates when Engine DTCs are active.
14	Transmission Information Indicator	Illuminates when transmission DTC is active. If necessary, have the John Deere dealer diagnose vehicle.
15	Information Display	Displays various vehicle information outputs.
16	Charging System Indicator	Illuminates when charging system malfunction occurs. If necessary, have the John Deere dealer diagnose vehicle.
17	MFWD Indicator	Illuminates when mechanical front-wheel drive is engaged.
18	PTO Engaged Indicator	Illuminates when rear PTO is switched on. A separate indicator is used for ground PTO speed indication.
19	High Beam Indicator	Illuminates when the headlights are switched to the high beam.
20	STOP Indicator	Illuminates when a serious malfunction occurs. Shutoff engine IMMEDIATELY and determine cause (review error message in Information Display). If necessary, have the John Deere dealer diagnose vehicle.
21	Vehicle Information Display	Displays engine hours, speedometer, diagnostic trouble codes, and regeneration status.
22	Hour Meter Icon	Illuminates when display is indicating engine hours.
23	Rear PTO Indicator (PR)	Comes on when the rear PTO is switched on. It displays PTO Speed.
24	Rockshaft Indicator	Illuminates when rear hitch malfunction occurs / EQRL (Electric Quick Rise-Low) faults (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.

VP27597,0001F5C-19-04MAY23-2/2

## Information Display (Roll Mode Switch)



Instrument Panel (PowrReverser™ Transmission)

APY74438—UN—28APR22



(SyncShuttle™ Transmission)

APY74438—UN—28APR22

Roll mode switch (A) controls two different information display modes, “Normal” and “Diagnostic”.

### Information Display - Normal Mode

Roll mode switch (A) and information display (B) default to the normal mode. In normal mode: Information display (B) provides a numeric representation of engine hours, vehicle speed, or PTO speed.

- Press and release the roll mode switch (A) to cycle through the information display (B) values (engine hours, vehicle speed, and PTO speed).

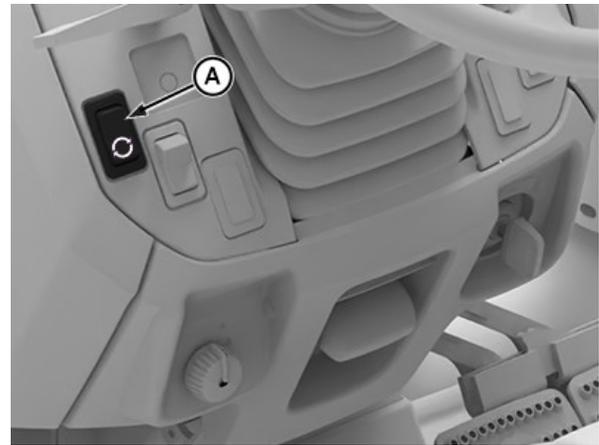
Roll Mode Sequence Order
Engine Hours
Vehicle Speed <sup>a</sup>
PTO Speed <sup>a</sup>

<sup>a</sup> If Equipped.

- Engine hours are displayed when the key switch is first turned on.
- Engine hours are displayed for at least 7 seconds before automatically switching to any other value.
- Display (B) automatically transitions to the vehicle speed when the tractor begins moving.
- Display (B) automatically transitions to PTO speed when the PTO is engaged.
- Display (B) disables automatic scrolling once roll mode switch (A) is pressed or used to scroll through display modes.
- PTO speed is only displayed, when the enable PTO speed display is configured in the ICC diagnostic address 026 (1 = enabled) (If vehicle is equipped with electrohydraulic PTO.)
- The display (B) only re-enables automatic scrolling when the key switch is cycled on and off.

### Information Display – Diagnostic Mode

The diagnostic mode has two levels of access; “Customer” and “Technician”.



Roll Mode Switch (Cab shown)

APY72162—UN—15APR22

A— Roll Mode Switch

B— Information Display

- Customer access — Press and hold roll mode switch for 5 seconds to begin diagnostic session. This action allows access to see diagnostic trouble codes and a limited number of diagnostic addresses.
- Technician access — **Only for John Deere dealer use.** Accesses everything in customer mode plus vehicle set-up, configuration, and calibration.

### Customer access; recall, record, and clear diagnostic trouble codes:

- Press and hold the roll mode switch for 5 seconds to begin diagnostic session.
- Upon entering diagnostics, any active or previously active codes automatically appear in a scrolling fashion with each one showing the control unit (three letter abbreviation) and the code number (XXXXXX.XX).
- To view and/or clear diagnostic trouble codes for any given control unit, do the following:
  1. Use the right turn signal switch to scroll to the desired control unit.

Continued on next page

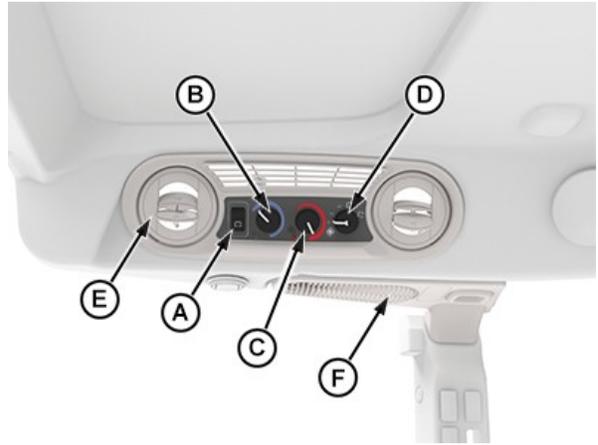
VP27597.0001F5B-19-02SEP22-2/1

2. Press and release the roll mode switch to enter the diagnostic addresses for that desired control unit.
3. Use the right turn signal switch to scroll to the diagnostic address 001 for that desired control unit.
4. If codes are present the word "codes" appears. If not, the word "none" appears.
5. Press and release the roll mode switch to view all code details for this control unit.
6. Any codes present in that control unit appears there in scrolling fashion for multiple codes.
7. To access the option for clearing codes for this selected control unit, press and release the right turn signal switch.
8. The question "CLR ?" appears.
9. To clear the codes, press and release the roll mode switch.
10. To go back to the entire control unit list, press and release the left turn signal switch.
11. Proceed to the next desired control unit by repeating steps 1-10.

VP27597,0001F5B-19-02SEP22-1/1

### Overhead Control Panel — Cab

- |   |                                     |
|---|-------------------------------------|
| A—Air Conditioning/Defrost Switch           | D—Blower Speed Knob                 |
| B—Air Conditioning Temperature Control Knob | E—Directional Air Louver (6 used)   |
| C—Heater Temperature Control Knob           | F—Recirculating Air Intake (2 used) |



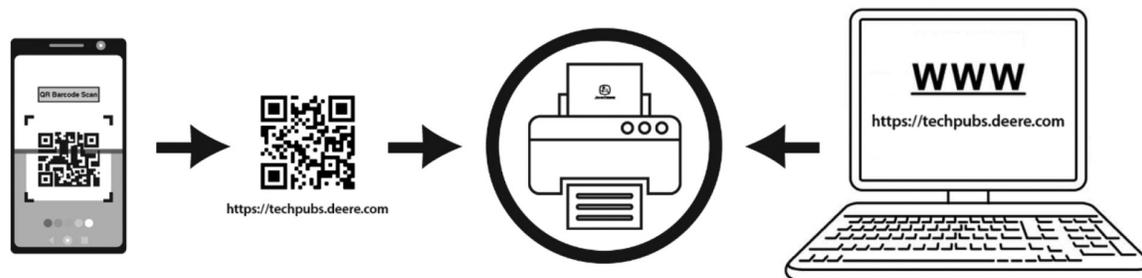
Right-Hand Side

APY72164—UN—04MAY22

VP27597,0001EED-19-27APR22-1/1

# JDLink™ Mobile App User Guide (If Equipped)

## Download Instructions



Instructions, manuals, and other documents may be downloaded at [www.techpubs.deere.com](http://www.techpubs.deere.com). Scanning the QR code on a mobile device will route to the site automatically.

Les instructions, les manuels et autres documents peuvent être téléchargés à cette adresse: [www.techpubs.deere.com](http://www.techpubs.deere.com). Scanner le QR code via un appareil mobile mène automatiquement au site.

Istruzioni, manuali e altri documenti possono essere scaricati su [www.techpubs.deere.com](http://www.techpubs.deere.com). La scansione del codice QR su un dispositivo portatile indirizza automaticamente al sito.

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TS1746—UN—26APR21

DX.DOWNLOADINSTRUCTIONS,AT-19-27APR21-1/1

### Prevent Electrical Shock and Fires

Battery-powered equipment or other electric power sources cause an electrical shock, sparks, or arcs if a short circuit occurs.

An electrical short circuit can produce temperatures high enough to cause severe burns or ignite or melt materials such as metal.

To prevent injury from electrical shock, burns, or other potential fire hazards, always disconnect battery power or other electric power source on equipment before installing or servicing:

1. Remove ground (negative terminal [-]) battery clamp.
2. Detach and remove battery.
3. Switch off main battery or other electric power source.
4. Unplug electric power source from equipment.



PC12631—UN—04JUN10

Understand and follow all local codes and regulations when installing electrical equipment.

RQNGXK6,1662362237569-19-03FEB23-1/1

### Avoid Exposure to High Radio Frequency Fields

Prevent injury from exposure to high radio frequency fields at the Yukon Iron JDLink™ Modem - 4G and satellite antennas. Do not touch the modem or satellite antennas while the system is transmitting. Always disconnect power to the modem and satellite antennas before installing or servicing.

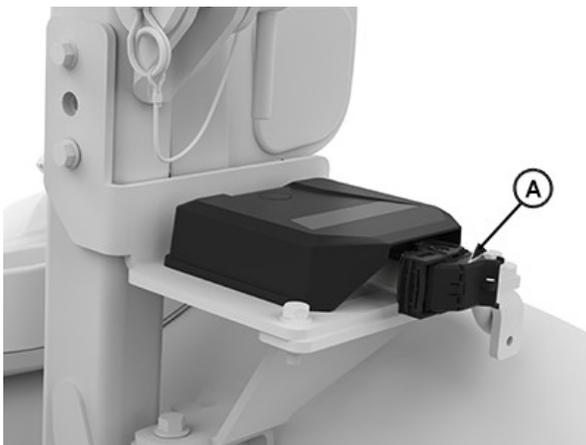
The modem and satellite antennas should always be separated from the operator or nearby persons by a minimum distance of 20 cm (8 in).



PC12632—UN—04JUN10

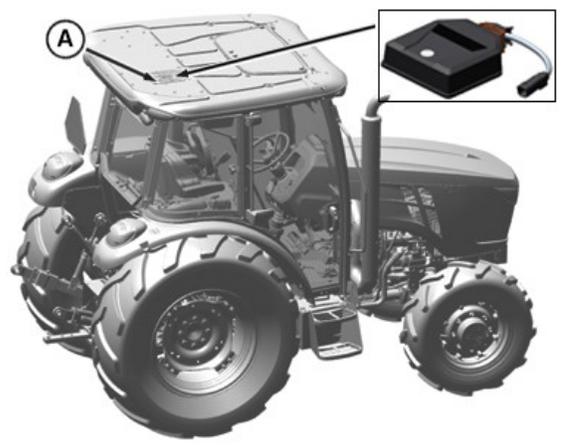
RQNGXK6,1662362270960-19-05SEP22-1/1

### Yukon Iron JDLink™



APY75547—UN—31AUG22

For OOS Tractors



APY75588—UN—07SEP22

For Cab Tractors

**IMPORTANT:** There should be no metal surface above the JDLink™ modem, as communication may be hindered.

VP27597,1662382468468-19-07SEP22-1/1

# Lights

## Light Switch Positions — OOS

**⚠ CAUTION:** To alert drivers of other vehicles to your movements, use flashing warning lights whenever you travel on public roads. Flashing lights come ON in Warning, high-beam headlight position, and Low-Beam Headlight positions.

Light switch has four operating positions:

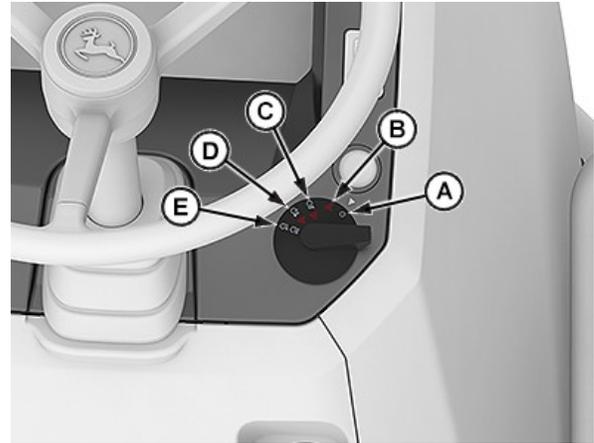
**Warning position (B):** Warning lights flash, instrument panel illuminates, turn signal arrows on the instrument panel flash. This position is for driving on roads during daytime.

**⚠ CAUTION:** Never use work lights when driving on roads. Always use low-headlights for oncoming traffic. High-beam lights could blind or confuse other drivers.

**Low-beam headlights position (C):** Use to low-beam headlights to low beams when meeting other vehicles as they approach from the front.

**High-beam headlights position (D):** Use when traveling on public roads at night or during daylight hours when visibility is limited.

**Field light position (E):** Use to activate rear facing field light and high-beam headlights.



Light Switch

- A—Off Position
- B—Warning Position
- C—Low-Beam Headlights position
- D—High-Beam Headlights Position
- E—Field Light Position

**IMPORTANT:** Keep lighting in good working order. Repair or replace damaged lighting immediately.

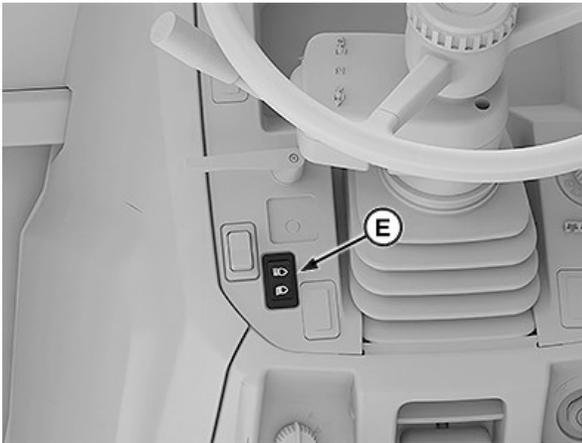
Switch Position	Warning Lights Amber <sup>a</sup>	Tail Lights Red <sup>a</sup>	Field Lights <sup>b</sup> Rear Facing	Field Lights Front Facing (If Equipped)	Headlights Front Grille
A—Off	Off	Off	Off	Off	Off
B—Warning	On Flashing	Off	Off	Off	Off
C—Low-Beam Headlights Position	On Flashing	On Steady	Off	Off	On—Low Beam
D—High-Beam Headlights Position	On Flashing	On Steady	Off	Off	On—High-Beam
E—Field Light	Off	Off	On	On	On—High-Beam

<sup>a</sup> When turn signal is activated, amber and red lights on turn-side flash, while opposite side lights shine steady.

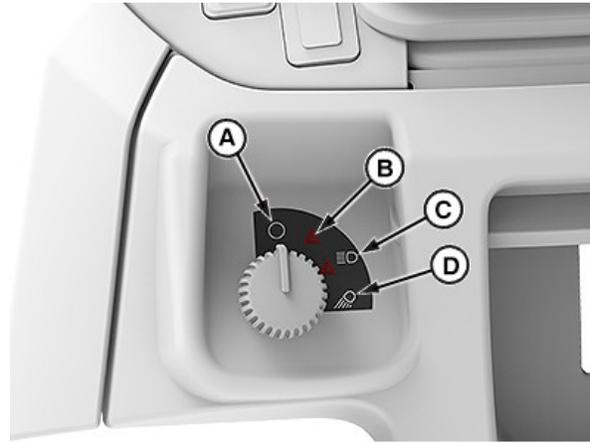
<sup>b</sup> Standard equipment. Straddle Mount has a single work light mounted behind the operator seat.

VP27597,0001EEE-19-02SEP22-1/1

**Light Switch Positions — Cab**



APY72166—UN—25APR22



APY72167—UN—25APR22

- A—OFF
- B—Warning Light Position
- C—Road Lights Position
- D—Field Light Position

E—High/Low Beam Switch

**A—OFF** : All lights off. Instrument panel will illuminate for approximately 6 seconds after switch is turned off.

**B—Warning Light** : Warning lights flash, instrument panel illuminates, turn signal arrows on instrument panel flash and courtesy light (cab) is on. This position is for driving on roads during daytime.

**C—Road lights (Position 1)** : Head lights and tail lights (red) on, warning lights flash, instrument panel illuminates, turn signal arrows on instrument panel flash and courtesy light (cab) is on. This position is for driving on roads during daytime or nighttime.

**D—Field lights (Position 2)** : Head lights and tail lights

(red) on, work lights on, instrument panel illuminates and courtesy light (cab) is on. This position is for field use only.

**CAUTION:** Never use work lights when driving on roads. Dim headlights for oncoming traffic. Bright lights could blind or confuse other drivers.

**E—High/Low beam switch** : Active when light switch is in positions (C or D).

- Switch DOWN—Low/dim headlights on
- Switch UP—High/bright headlights on. High-beam indicator on instrument panel also illuminates.

Dim headlights when approaching other vehicles, bright lights may blind or confuse other drivers.

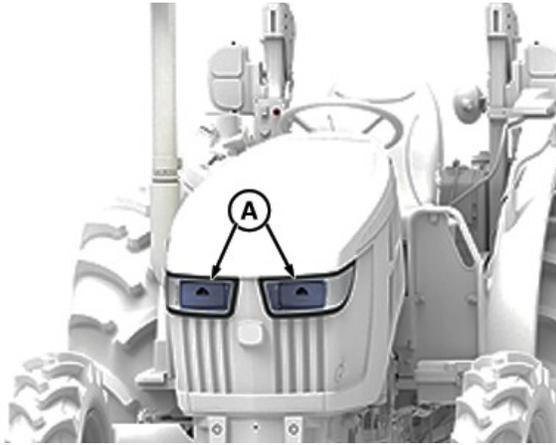
Light Switch Operation				
Position	Warning Lights Amber <sup>a</sup>	Tail Lights Red <sup>b</sup>	Field Lights <sup>b</sup>	Head Lights
OFF	OFF	OFF	OFF	OFF
Triangle (Warning)	FLASH	OFF	OFF	OFF
1 (Road)	FLASH	ON	OFF	ON
2 (Field)	OFF	ON	ON	ON

<sup>a</sup> When turn signal is activated, amber and red lights on turn-side flash, while opposite side lights shine steady.

<sup>b</sup> Standard equipment. Cab tractors have four work lights (2 front (optional) and 2 rear) mounted to the roof.

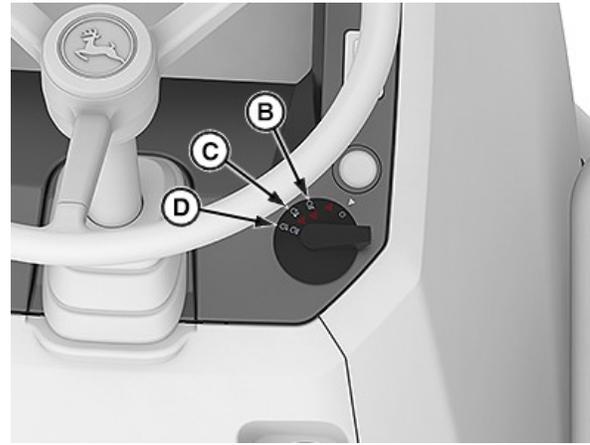
VP27597,0001EEF-19-02SEP22-1/1

Using Headlights — OOS



Headlights

APY72168—UN—15JUL22



Light Switch Positions

APY72168—UN—25APR22

A—Headlights

B—Low-Beam Headlights Position

C—High-Beam Headlights Position

D—Field Lights Position

**CAUTION:** Never use work lights when driving on roads. Always use low-beam headlights for oncoming traffic.

High-beam lights could blind or confuse other drivers.

Dual-beam headlights (A) are used for the highway driving, day, or night. They are turned on in field lights position (D),

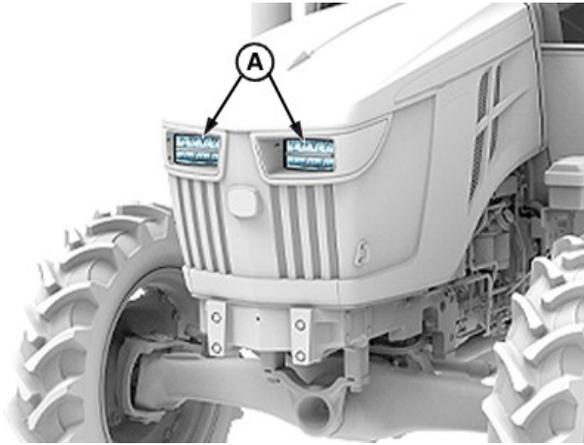
high-beam headlights position (C), or low-beam headlights position (B) with the light switch.

Always use low-beam headlights (B) when meeting another vehicle.

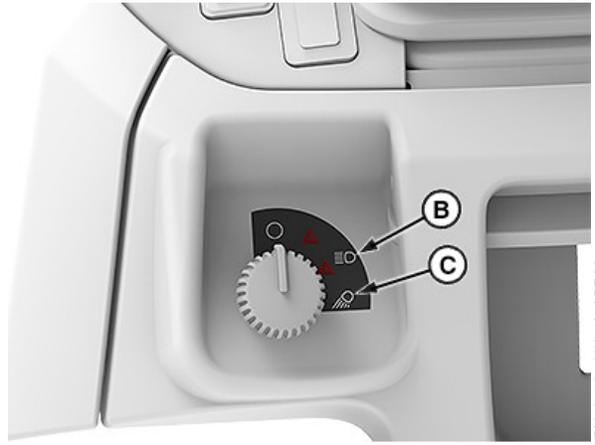
Keep headlights adjusted properly. (See Adjust Headlights in Maintenance—Electrical System section.)

VP27597.0001EF0-19-02SEP22-1/1

## Using Headlights — Cab



Headlights



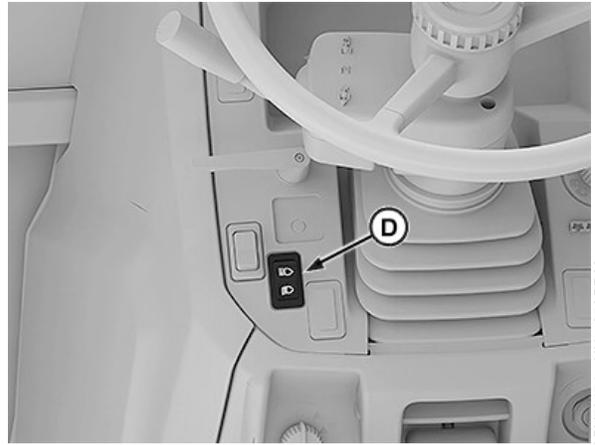
**⚠ CAUTION: Never use work lights when driving on roads. Dim headlights for oncoming traffic. Bright lights could blind or confuse other drivers.**

Dual-beam headlights (A) are used for the highway driving, day, or night. They are turned on in road lights position (B) or field lights position (C) with the light switch.

Dim the headlights by moving high/low beam switch (D) to low beam position when meeting another vehicle.

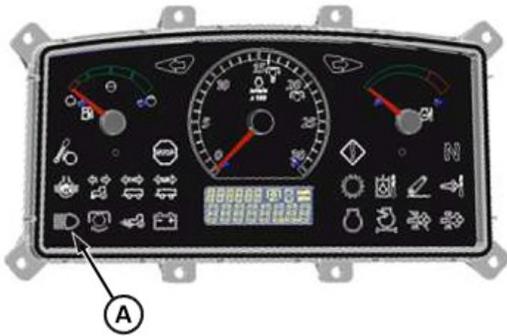
Keep headlights adjusted properly. (See ADJUST HEADLIGHTS in Maintenance—Electrical System section.)

- |                        |                         |
|------------------------|-------------------------|
| A—Headlights           | C—Field Lights Position |
| B—Road Lights Position | D—High/Low Beam Switch  |



VP27597,0001EF1-19-15JUL22-1/1

## High-Beam Indicator



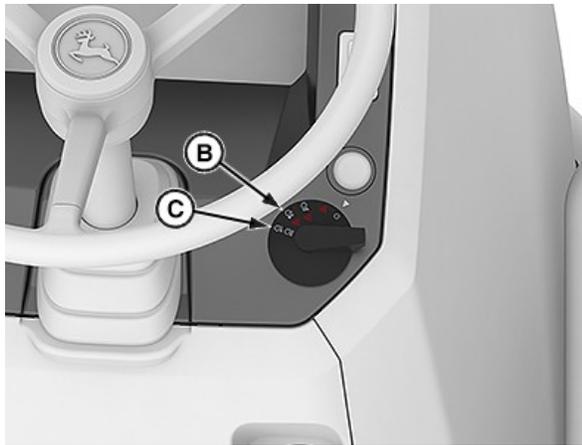
APY72172—UN—25APR22

(PowerReverser™ Transmission)



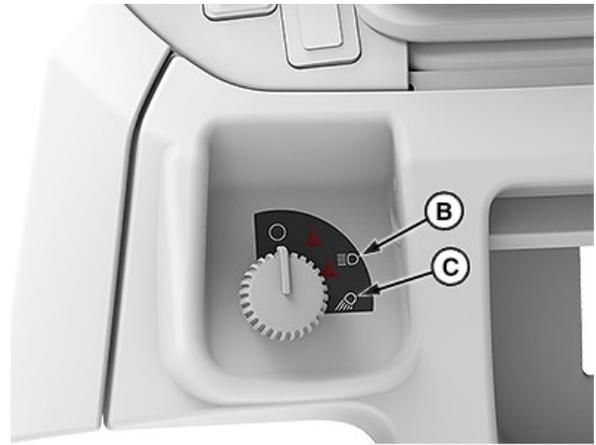
APY74427—UN—25APR22

(SyncShuttle™ Transmission)



APY72173—UN—25APR22

OOS - Tractors Only



APY72174—UN—25APR22

Cab - Tractors Only

High-beam indicator (A) glows with key in ON or OFF position and light switch in following positions:

**For OOS:**

- Road lights position (B).
- Field lights position (C).

**For Cab:**

- Road lights position (B) and high/low-beam switch (D) UP.
- Field lights position (C) and high/low-beam switch (D) UP.

A—High-Beam Indicator  
B—Road Lights Position

C—Field Lights Position  
D—High/Low-Beam Switch

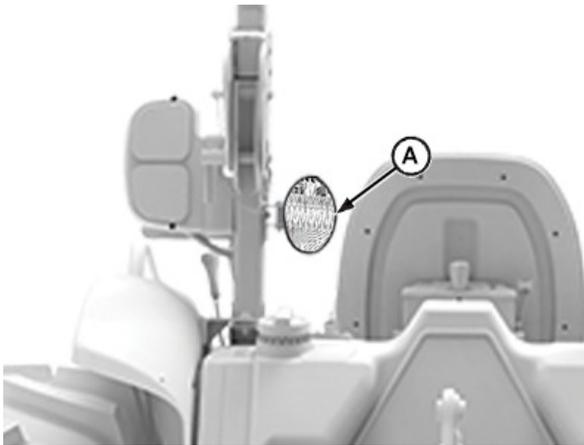


APY72171—UN—25APR22

Cab - Tractors Only

VP27597.0001F5E-19-02SEP22-1/1

## Using Work Lights — OOS

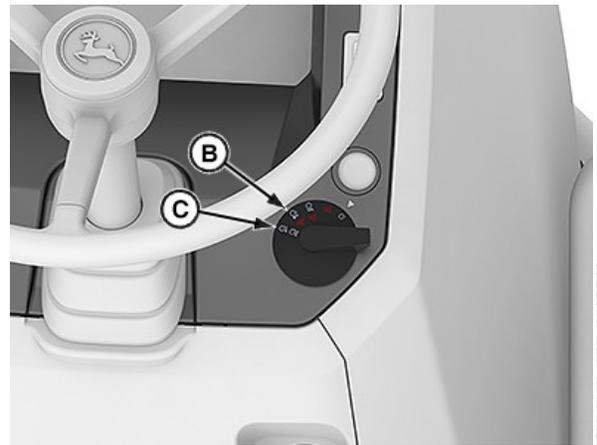


Rear Work Lights — PowrReverser™ Shown

A—Work Lights

B—Road Lights Position

**⚠ CAUTION: Rear-facing work lights may blind or confuse driver of other vehicles approaching from behind. When driving or transporting tractor on public roads, use road lights (B) only.**



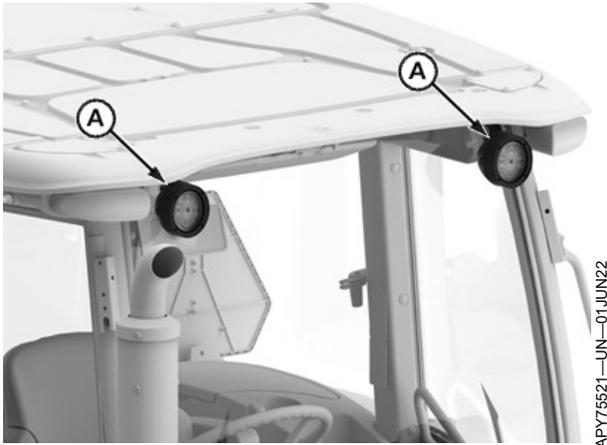
Switch

C—Field Lights Position

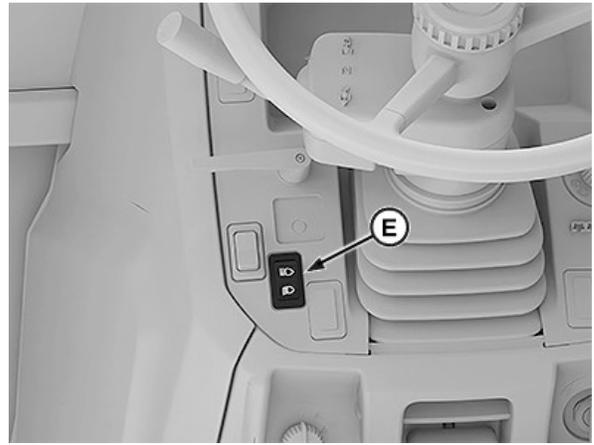
Work lights (A) are for field work only. Do NOT use when driving on public roads. Work lights are on when switch is turned to field light position (C).

VP27597,0001EF3-19-27APR22-1/1

### Using Work Lights — Standard Cab



Rear Floodlights



APY72166—UN—25APR22

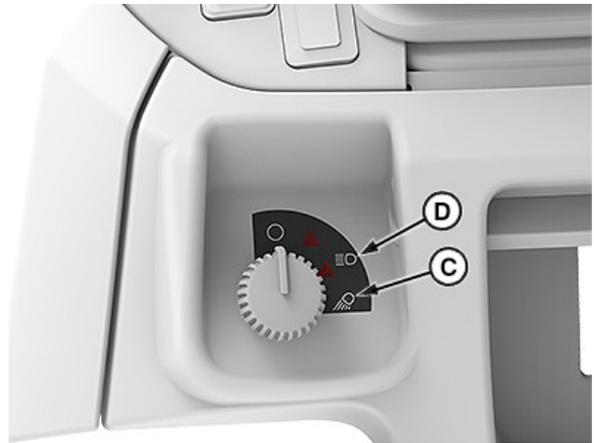
**CAUTION:** When operating on a road, move light switch to road lights position (D) and use switch (E) on either bright or dim headlight positions. Never use work lights when transporting on roads. Clear, bright lights at the rear of the tractor could confuse drivers of other vehicles as they approach from the rear.

*NOTE: Rear work lights can be adjusted freely by hand.*

Work lights (A) and (B) are for field work only. Do NOT use when driving on public roads. Work lights are on when switch is turned to field light position (C).

A—Front Work Lights  
B—Rear Work Lights  
C—Field Lights Position

D—Road Lights Position  
E—High/Low Beam Switch

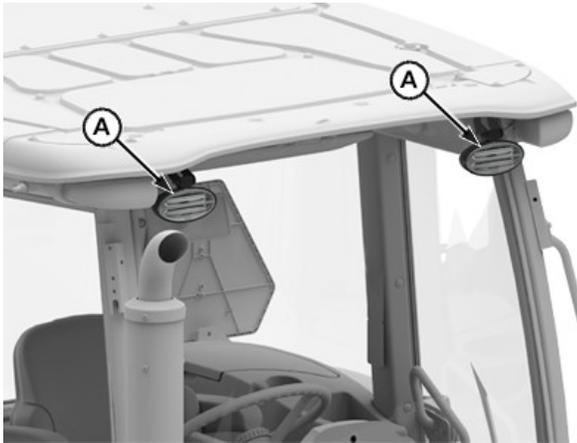


APY72181—UN—25APR22

Switch

VP27597,0001EF4-19-15JUL22-1/1

Using Work Lights — Cab (If Equipped)

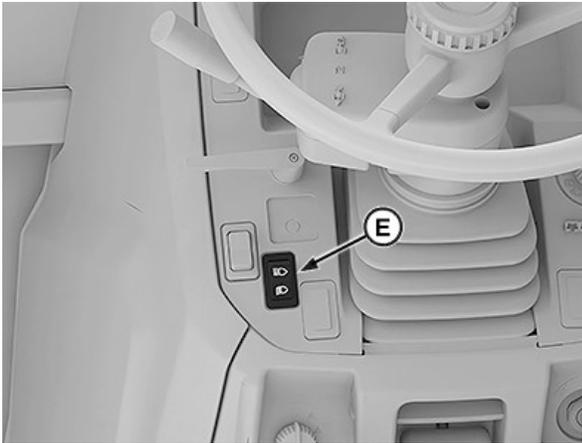


APY72178—UN—27APR22

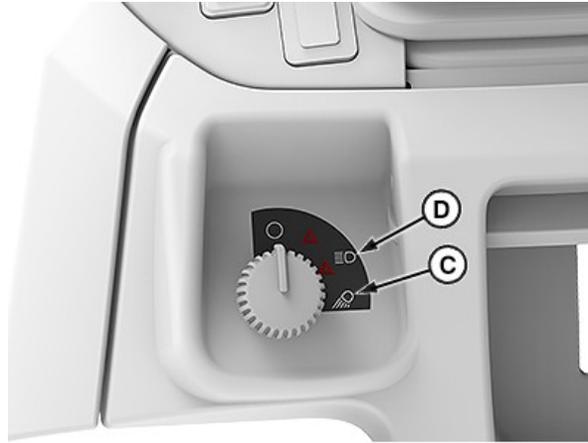


APY72179—UN—28JUL22

Rear Floodlights



APY72166—UN—25APR22



APY72181—UN—25APR22

Switch

A—Front Work Lights  
B—Rear Work Lights

C—Field Lights Position  
D—Road Lights Position

E—High/Low Beam Switch

**⚠ CAUTION:** When operating on a road, move light switch to road lights position (D) and use switch (E) on either bright or dim headlight positions. Never use work lights when transporting on roads. Clear, bright lights at the rear of the tractor could confuse drivers of other vehicles as they approach from the rear.

*NOTE:* Rear work lights can be adjusted freely by hand.

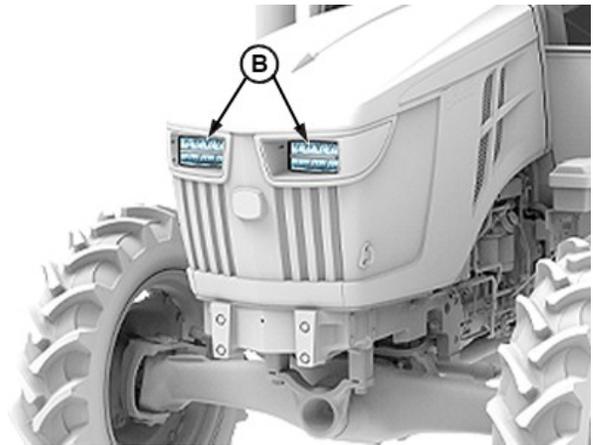
Work lights (A) and (B) are for field work only. Do NOT use when driving on public roads. Work lights are on when switch is turned to field light position (C).

VP27597,1657875570872-19-15JUL22-1/1

## Use Go Home Lighting Feature (Premium Cab)



APY75939—UN—08AUG23



APY75939—UN—19JUL23

A—Go Home Lighting Switch      B—Headlights (2 used)

**Overview:** When leaving the field or parking the tractor in the shed, Go-Home lighting feature will provide light as you make your way to your vehicle or house.

**NOTE:**

- Go home feature is used while parking the tractor at a remote area during darkness.
- Go home feature available only in premium cab model.

Operator can use the go home feature for visibility during the darkness after the engine is shut off.

Follow the steps for activating the go home feature:

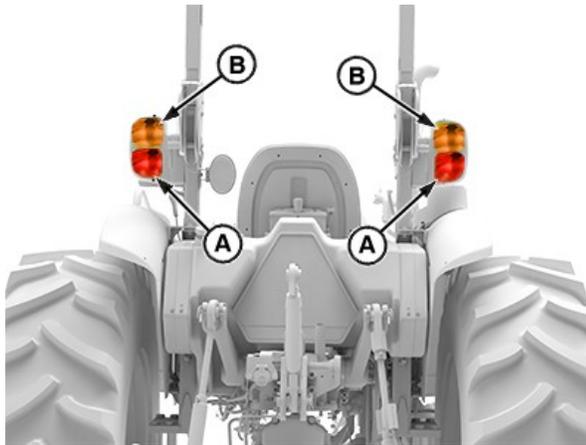
1. Park the tractor.
2. Move the key switch to OFF position.
3. Immediately press the Go-home lighting switch (A) within 15 seconds for about 3—4 seconds.

**NOTE:** Go home feature activates only when the Go-home lighting switch (A) is pressed within 15 seconds of turning the key switch to OFF position.

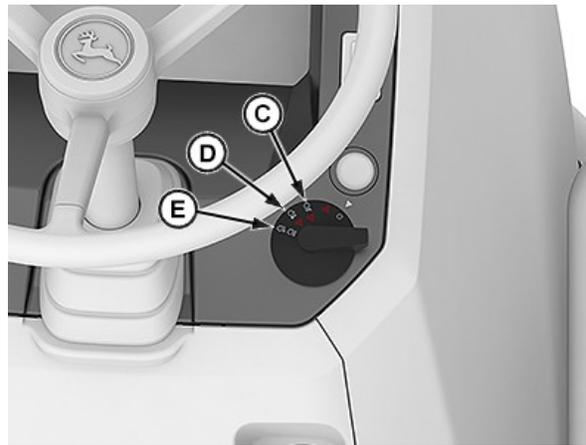
After pressing Go-home Lighting switch (A), the go-home feature is activated (headlights turns on automatically) and the operator can easily walk home with the help of the headlights. After 30 seconds, the headlights (B) switch off automatically.

VP27597,1689742263194-19-04AUG23-1/1

### Using Tail Lights — OOS



Tail lights



Light Switch

A—Tail Lights (Red)  
B—Turn Signal Lights (Amber)

C—Low-Beam Headlight Position

D—High-Beam Headlight Position

E—Field Lights Position

Tail lights (A) are switched on when the light switch is turned to either high-beam headlight position (D) or low-beam headlight position (C).

Be sure that tail light lenses are clean before driving on a road, so other drivers can see them easily.

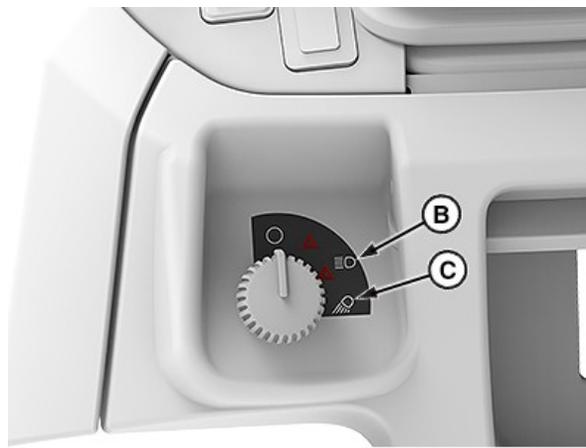
*NOTE: If equipped with canopy, warning lights operate same as lights mounted on ROPS.*

VP27597,0001EF5-19-02SEP22-1/1

### Using Tail Lights — Cab



Tail Lights — CAB



Switch

A—Tail Lights (Red)

B—Road Lights Position

C—Field Lights Position

Tail lights (A) are on when switch is turned to positions (B) or (C).

Be sure tail light lenses are clean before driving on a road, so other drivers can see them easily.

*NOTE: Optional feature : Brake lights are on when key is in run position and service brake is applied.*

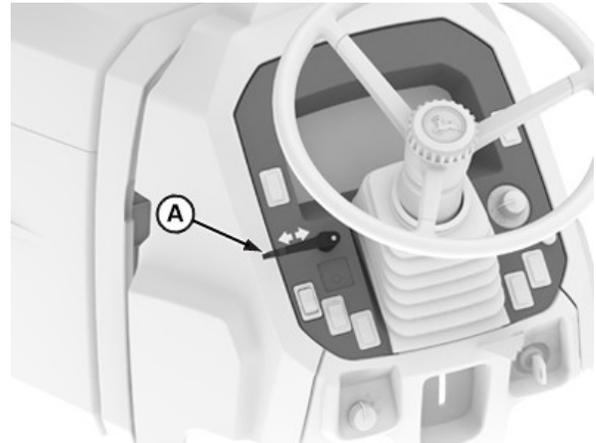
VP27597,0001EF6-19-27APR22-1/1

Using Turn Signals



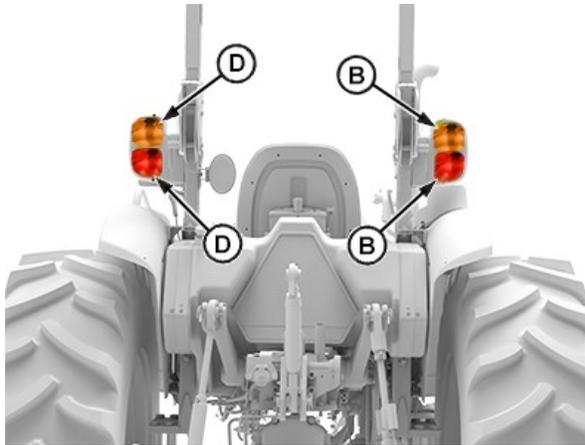
APY72186—UN—25APR22

Turn Signal Knob (OOS)



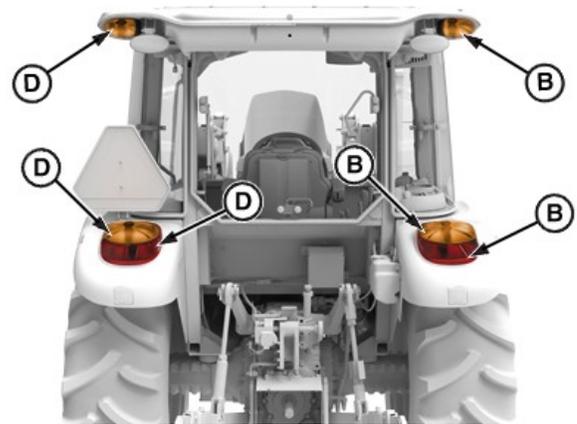
APY72187—UN—25APR22

Turn Signal Knob (Cab)



APY72188—UN—20JUL22

OOS Shown



APY72189—UN—20JUL22

Cab Shown



APY72190—UN—25APR22

(PowerReverser™ Transmission)



APY74428—UN—25APR22

(SyncShuttle™ Transmission)

A—Turn Signal Knob/Lever      B—Right-Hand Lights

C—Turn Indicator Lights      D—Left-Hand Lights

Turn signal knob/Lever (A) position indications:

- Up or Down—For Cab tractors.
- Right or Left—For OOS Tractors.

Move the turn signal knob/lever (A) to the down/left to indicate left-hand turn and up/right for right-hand turn. Indicator lights (C) flash to signal turn direction.

When knob/lever is up/right position, front and rear facing

Continued on next page

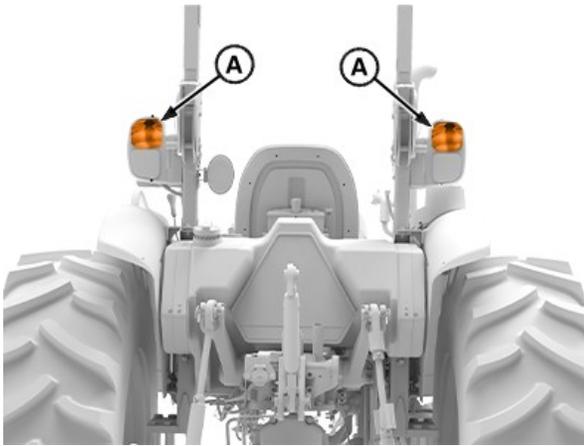
VP27597.0001F5F-19-02MAY22-1/2

lights on the right-hand side (B) flash while left-hand lights (D) glow steady. Left-hand lights flash and right-hand lights glow steady when knob/lever is at down/left position.

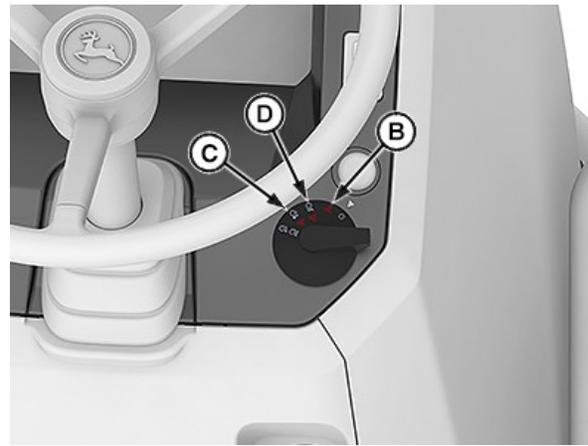
*NOTE: Manually return the lever to the center position after turning.*

VP27597,0001F5F-19-02MAY22-2/2

### Using Warning Lights — OOS



APY72191—UN—20JUL22



APY72192—UN—25APR22

A—Warning Lights

B—Warning Light Switch Position

C—Full-Beam Headlight Switch Position

D—Low-Beam Headlight Switch Position

**⚠ CAUTION:** Prevent collisions between the other road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use hand signals or turn signal lights.

Use headlights, flashing warning lights, and turn signals day and night. Follow local regulations for the equipment lighting and marking. Keep lighting and marking visible and in good working order. Replace or repair lighting and marking that has been damaged or lost. An implement safety lighting kit is available from your John Deere dealer.

Warning lights (A) are switched on in either warning light (B), full-beam headlight (C), or low-beam headlight (D) light switch position.

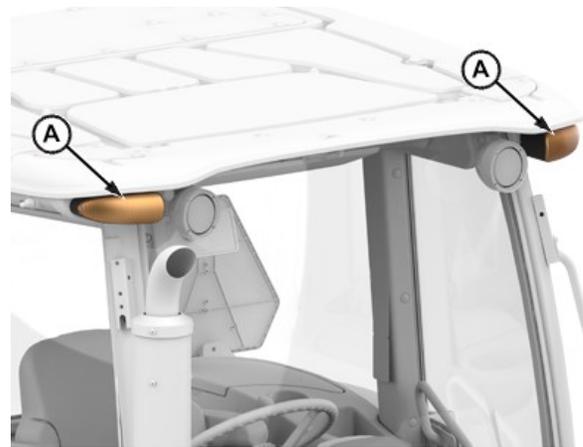
VP27597,0001EF8-19-27APR22-1/1

Using Warning Lights — Cab



APY72193—UN—27APR22

Front Warning Lights — Premium Cab



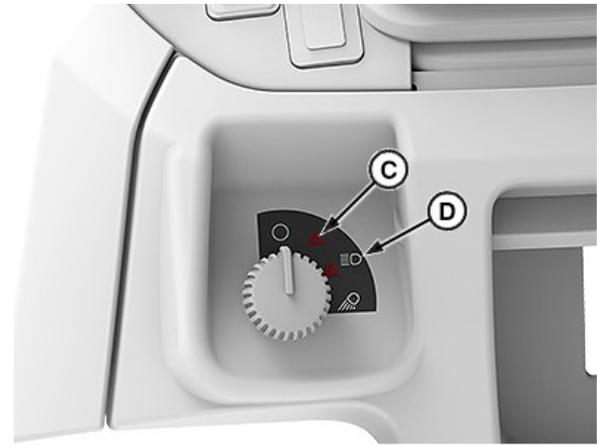
APY72194—UN—28APR22

Front Warning Lights — Standard Cab



APY72195—UN—20JUL22

Rear Lights — Cab



APY72196—UN—25APR22

Switch

A—Front Warning Lights

B—Rear Warning Lights

C—Warning Lights Position

D—Road Lights Position

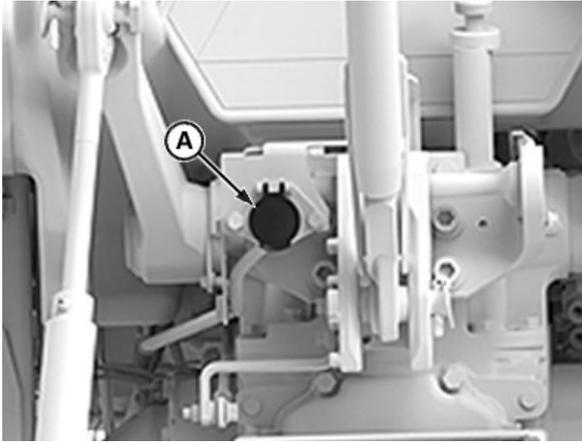
**CAUTION:** Prevent collisions between other the road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use hand signals or turn signal lights.

Use headlights, warning lights, and turn signals day and night. Follow local regulations for the equipment lighting and marking. Keep lighting and marking visible and in good working order. Replace or repair lighting and marking that has been damaged or lost. An implement safety lighting kit is available from your John Deere dealer.

Warning lights (A and B) flash when switch is turned to warning light position (C). They also flash when the switch is in road lights position (D).

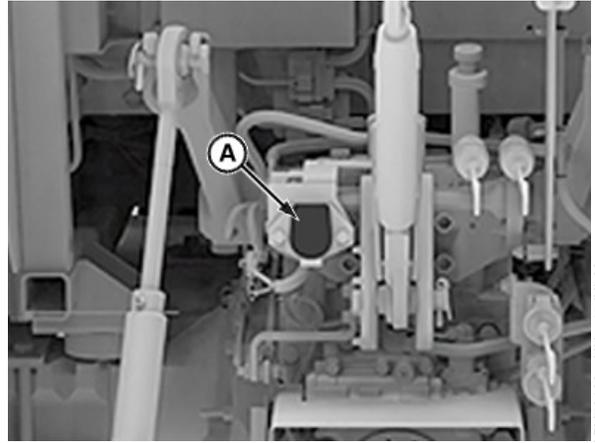
VP27597,0001F60-19-15JUL22-1/1

### Using Seven-Terminal Outlet



APY72197—UN—15JUL22

Seven-Terminal Outlet (OOS - Tractors)



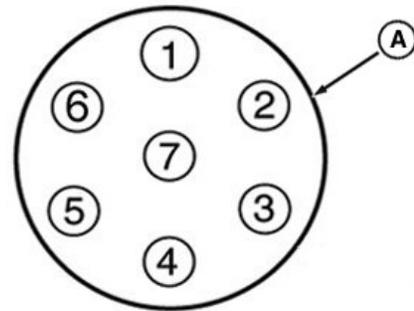
APY72198—UN—15JUL22

Seven-Terminal Outlet (Cab - Tractors)

Outlet (A) is used to connect lights, turn signals, and remote electrical equipment on trailers or implements. Always use auxiliary light on towed implement when tractor rear signals and other lights are obscured.

**NOTE:** Matching plug is available through your John Deere dealer.

Terminal	Function	Wire Color
1	Ground	Black
2	Work Lamp	Purple
3	Left Turn	Dark Green
4	Reserved/Brake Light	Red
5	Right Turn	Dark Green
6	Tail Lamp	Gray
7	Accessory	Red



PY16094—UN—20JUN12

Seven-Terminal Outlet

A—Seven-Terminal Outlet

VP27597,0001EFA-19-02SEP22-1/1

### Operating Rotating Beacon Light — (If Equipped)



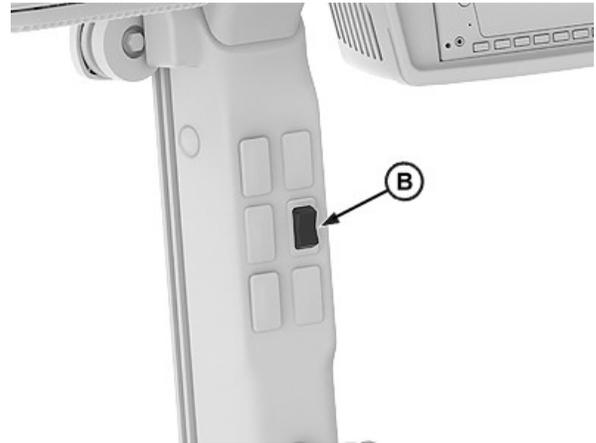
*Rotating Beacon Light*

**A—Light**

**B—Switch**

Depress switch (B) to activate light (A).

To remove light for storage or clearance:



*Right-Hand Post*

APY72200—UN—05APR23

APY72201—UN—25APR22

1. Loosen wing nut and lift light from tube.
2. Install cap on tube end to protect light socket.

VP27597,0001EFB-19-27APR22-1/1

# Operator Station — OOS

## Operate Foldable ROPS

**⚠ CAUTION:** Make certain all parts are installed correctly if roll-over protective structure (ROPS) is loosened or removed for any reason. Tighten mounting bolts to proper torque.

The protection offered by ROPS is impaired if ROPS is subjected to structural damage, as in an overturn incident, or is in anyway altered by welding, bending, drilling, or cutting. A damaged ROPS must be replaced, not reused. Any alteration to the ROPS must be approved by the manufacturer.

Always keep upper part of ROPS pinned in vertical position (as pictured) when operating tractor. If tractor is operated with ROPS folded (for example, to enter a low building) drive with extreme caution and **DO NOT** use seat belt.

Fold the ROPS up again as soon as the tractor is operated under normal conditions.

### To Lower ROPS Crossbar (A):

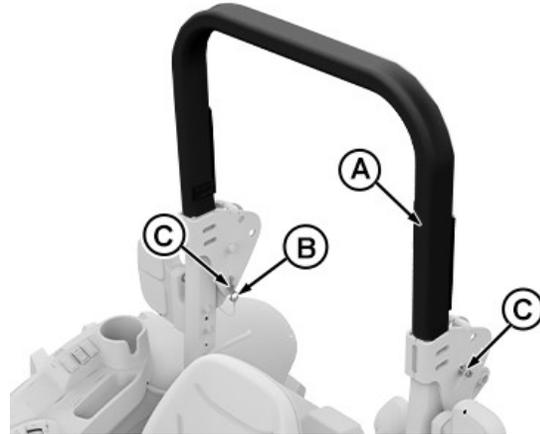
1. Remove quick-lock pins (B) and headed pins (C) on both sides of ROPS.
2. Lower crossbar (A) of ROPS onto stops.
3. Reinstall pins (C and B) into holes in ROPS to lock crossbar down.

### To Put ROPS in Operating Position:

1. Lift crossbar (A) of ROPS to position shown.
2. Reinstall pins (C and B) into bottom holes in ROPS to lock in position.

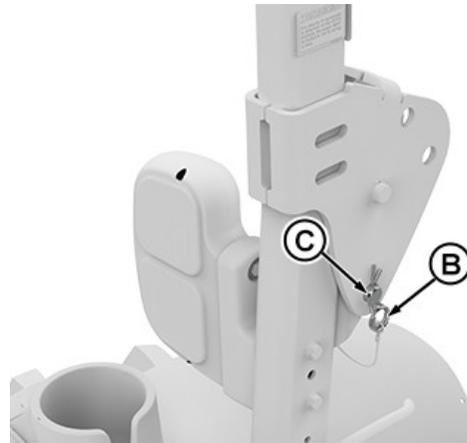
A—ROPS Crossbar  
B—Quick-Lock Pins

C—Headed Pins



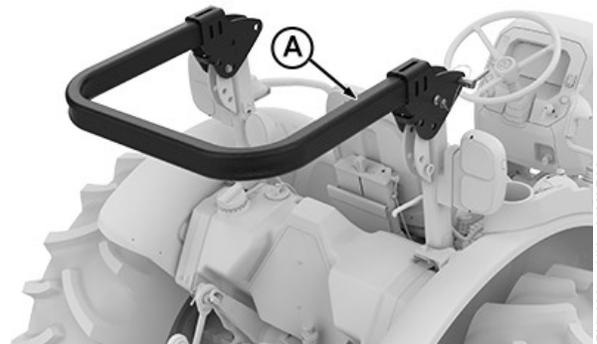
ROPS—Operating Position

APY72203—UN—08APR22



Reinstall Pins

APY72204—UN—08APR22



ROPS—Folded

APY70907—UN—25MAR22

VP27597,0001EFC-19-27APR22-1/1

## Using Seat Belt

**⚠ CAUTION:** Use a seat belt when you operate with a roll-over protective structure (ROPS) to minimize chance of injury from an accident such as an overturn. **DO NOT** use seat belt when ROPS is folded down.

To properly retain operator, seat belt (A) must fit snugly across abdomen. Seat belt extends as necessary to fit comfortably.

Inspect seat belt and mounting hardware annually. (See INSPECT SEAT BELTS in General Maintenance and Inspection section.)

A—Seat Belt



Seat Belt

VP27597,0001EFD-19-27APR22-1/1

APY70885—UN—25MAR22

## Select Seat Position

There are two seat adjustments available:

Move lever (B) and slide seat closer to or away from the dash panel and controls.

To raise or lower seat: Use a wrench to adjust cap screws (A) to desired seat height.

A—Seat Adjustment Cap  
Screws—Lower or Raise

B—Seat Adjustment Lever—  
Fore or Aft



Standard Seat

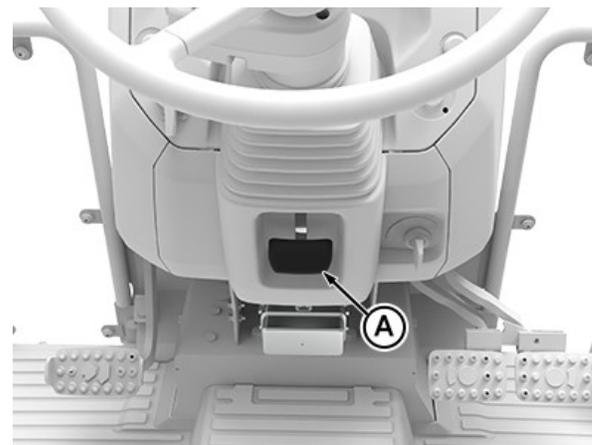
VP27597,0001EFE-19-27APR22-1/1

APY70886—UN—25MAR22

## Adjusting Steering Wheel — (If Equipped)

**Tilt:** Lift lever (A) and move steering column to the desired angle. Release lever to lock into the position.

A—Angle Adjustment Lever

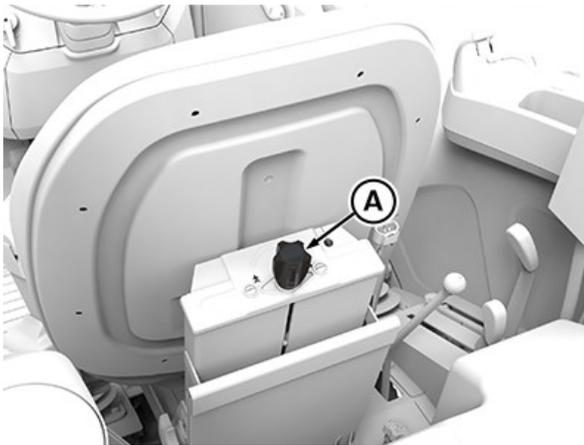


Steering Column

VP27597,0001EFF-19-27APR22-1/1

APY72208—UN—02MAY22

## Adjusting Ride Comfort



APY72209—UN—05MAY22



APY75401—UN—15JUL22

*Weight Adjustment Knob*

### **A—Adjustment Knob**

Adjustment knob is located behind seat.

Weight markings are given on the rear of seat. Turn adjustment knob (A) for a firm or soft ride. Weight markings

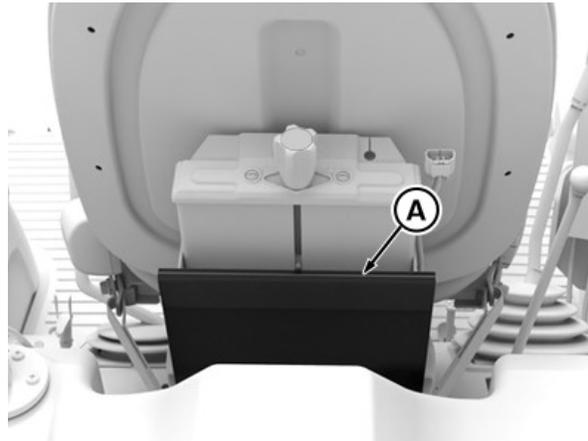
on the rear of seat are suggested adjustment settings where the seat suspension functions properly relative to operator's weight.

VP27597,0001F00-19-18JUL22-1/1

## Using Operator's Manual Holder

Store operator's manual in the OM holder (A) which is located exactly behind the operator seat.

### **A—OM Holder**



APY72210—UN—08APR22

VP27597,0001F01-19-27APR22-1/1

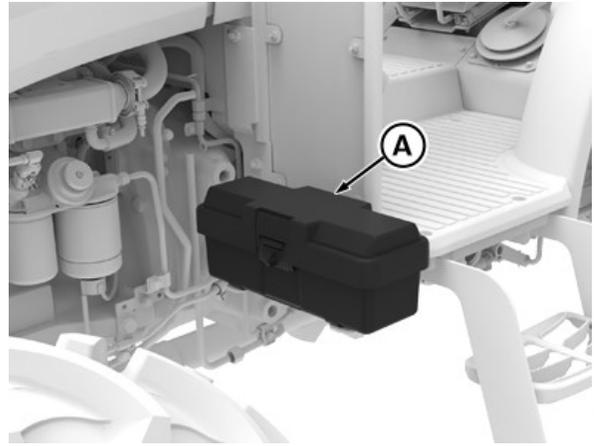
## Use Tool Box

**IMPORTANT: The tool box is not intended to carry heavy objects or to be used as a seat.**

The tractor is equipped with a portable tool box (A). It is fitted near the left side rail. Pull the latch upward to open the tool box.

For safety reasons, never drive the tractor with the tool box open. Content weights of the tool box not exceed more than 10 kg (22 lb).

**A—Tool Box**



*Tool Box*

APY7211—UN—08APR22

VP27597.0001F02-19-27APR22-1/1

# Operator Station—Cab

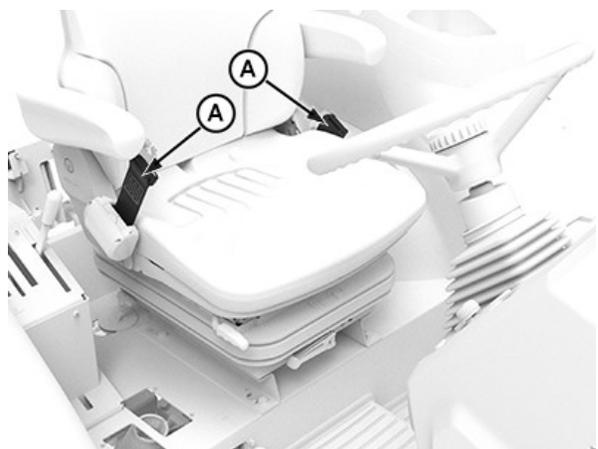
## Using Seat Belt

**⚠ CAUTION:** Use a seat belt when you operate with a roll-over protective structure (ROPS) to minimize chance of injury from an accident such as an overturn.

To properly retain operator, seat belt (A) must fit snugly across abdomen. Seat belt extends as necessary to fit comfortably.

Inspect seat belt and mounting hardware annually. (See INSPECT SEAT BELTS in General Maintenance and Inspection section.)

**A—Seat Belt**



Seat Belt

APY7212—UN—27APR22

VP27597,0001F2E-19-27APR22-1/1

## Cab Seats

### Mechanical Seat - Standard Cab

**⚠ CAUTION:** To avoid accidents, adjust the seat before driving.

**IMPORTANT:** While adjusting seat, make sure that all controls can be easily accessed.

Adjust the following to operator preference:

#### Seat Belt

1. Pull tab end of the seat belt (A) to extend.
2. Push tab into latch end until an audible click is heard.
3. Tug on the seat belt to ensure that it is latched.
4. Upon exiting, depress the button on latch to release.

#### Forward/Backward Adjustment

1. Lift forward/backward adjustment lever (B).
2. Slide seat to desired position.
3. Release forward/backward adjustment lever (B) to lock seat in position.

#### Weight Adjustment

1. Flip out weight adjustment lever (C).
2. Turn lever clockwise (increase load) or counterclockwise (decrease load) to reach desired suspension travel for operator weight.

**IMPORTANT:** Stop turning lever (C) counterclockwise (decreasing load) when seat reaches minimum weight position and lever resistance increases. Seat mechanism could be damaged.

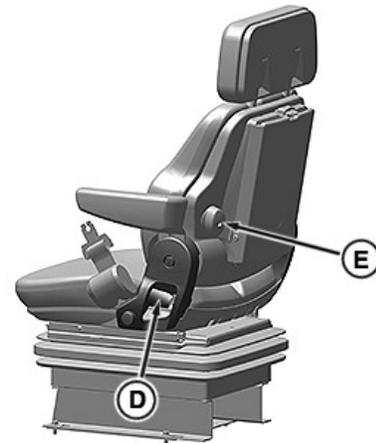
*NOTE: Adjustable weight range is 40-150 kg (88-330 lb). Suspension should not bottom out when properly adjusted.*

3. Return weight adjustment lever (C) to lock seat in position.

#### Backrest Adjustment

1. Lift on backrest adjustment handle (D).
2. Adjust backrest to desired position.
3. Release handle to lock backrest into position.

#### Lumbar Support



- |                                     |                                  |
|-------------------------------------|----------------------------------|
| A—Seat Belt                         | D—Backrest Adjustment Handle     |
| B—Forward/Backward Adjustment Lever | E—Lumbar Support Adjustment Knob |
| C—Weight Adjustment Lever           | F—Back Rest Extension            |

Turn lumbar support adjustment knob (E) clockwise or counterclockwise until desired lumbar support is reached.

#### Back Rest Extension

Back rest extension (F) is available for extended back rest support.

RXA0158478—JUN—04APR17

RXA0158479—JUN—04APR17

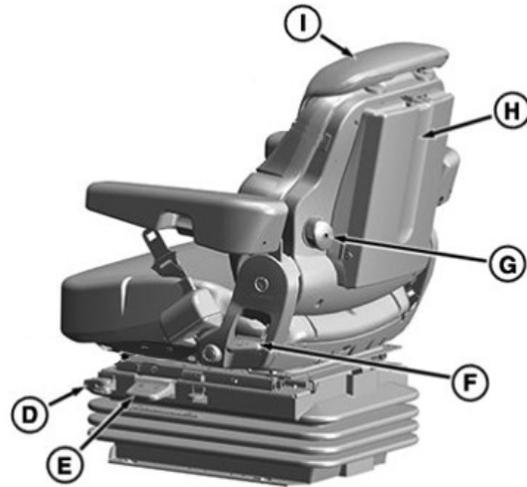
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HK75640,0000D2E-19-02SEP22-1/2

### Air Suspension Seat—Premium Cab



RXA0158624—UN—04APR17



APY75584—UN—02SEP22

**⚠ CAUTION:** Wear seat belt at all times during machine operation.

*NOTE:* Adjust with the operator in the seat for best results.

#### Seat Belt

1. Pull tab end of the seat belt (B) to extend.
2. Push tab into latch end until an audible click is heard.
3. Tug on the seat belt to ensure that it is latched.
4. Upon exiting, depress the button on latch to release.

#### Forward/Rearward Adjustment

1. Lift forward/rearward adjustment lever (A) up.
2. Select desired position.
3. Release lever to lock in position.

#### Forward/Rearward Suspension Adjustment

1. Flip lever (D) forward for forward/rearward suspension.
2. Flip lever rearward for NO forward/rearward suspension.

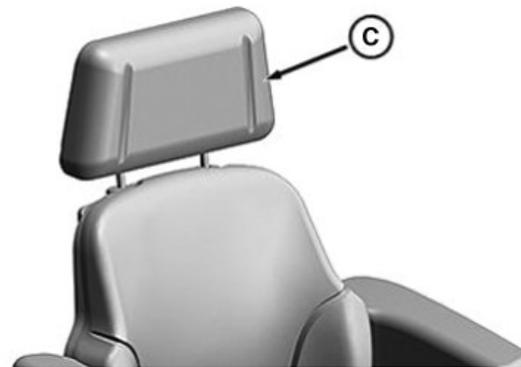
#### Weight Adjustment

1. Lift weight adjustment lever (E) up.
2. Reach desired suspension for operator's weight.
3. Release lever to lock seat in position.

#### Backrest Angle Adjustment

1. Lift backrest angle adjustment lever (F).
2. Tilt backrest (I) forward or rearward as desired.
3. Release lever to lock in position.

#### Lumbar Adjustment



APY75583—UN—16AUG22

- |  |                                   |
|--|-----------------------------------|
| A—Forward/Rearward Adjustment Lever            | F—Backrest Angle Adjustment Lever |
| B—Seat Belt                                    | G—Lumbar Adjustment Knob          |
| C—Back Rest Extension                          | H—Operator's Manual Compartment   |
| D—Forward/Rearward Suspension Adjustment Lever | I—Back Rest                       |
| E—Weight Adjustment Lever                      |                                   |

Rotate lumbar adjustment knob (G) to increase or decrease support.

#### Back Rest

The back rest (I) also has a back rest extension (C).

#### Operator's Manual Compartment

You can access your operator manual by using the operator's manual compartment (H).

HK75640,0000D2E-19-02SEP22-2/2

## Adjusting Seat

**⚠ CAUTION:** To avoid accidents, adjust the seat before driving.

VP27597.0001F31-19-27APR22-1/2

**Forward or Backward:** Lift lever (A), move seat to desired position and release lever to lock in position.

**Weight:** Rotate lever (C) away from seat and turn:

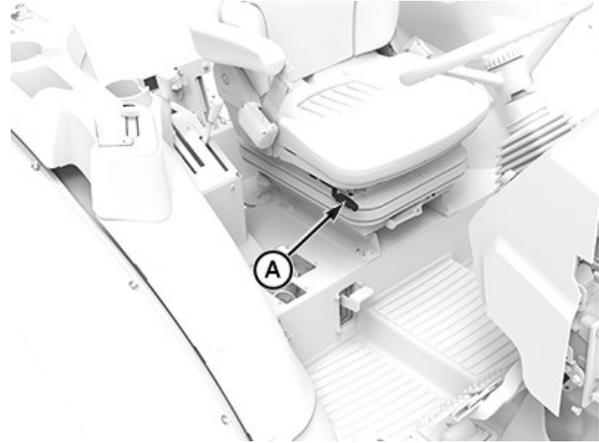
- Clockwise—Increase load
- Counterclockwise—Reduce load

**NOTE:** Suspension should not bottom out when properly adjusted.

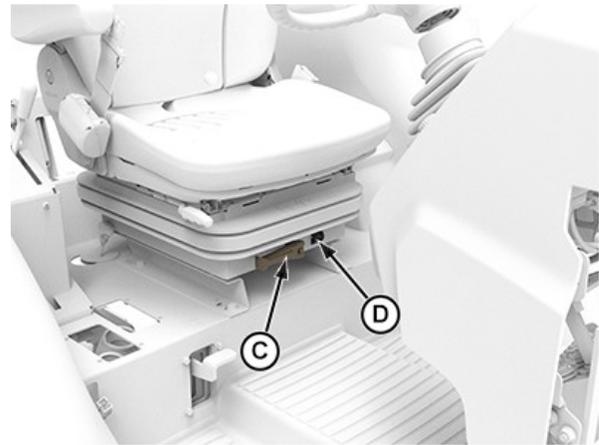
For desired weight setting rotate the weight adjustment lever (C).

Lift lever (B), to adjust seat backrest angle to desired position and release lever to lock in position.

- |  |                           |
|--|---------------------------|
| A—Forward/Backward<br>Adjustment Lever | C—Weight Adjustment Lever |
| B—Backrest Angle Adjustment            | D—Weight Indicator        |



Fore/Aft Adjustment



VP27597.0001F31-19-27APR22-2/2

## Passenger Seat



A—Lock Lever

**⚠ CAUTION:** Passenger seat is provided only for training operators or diagnostic machine problems. Keep all other riders off machine and equipment. Always wear seat belt. Release lock lever (A) and fold down seat.

VP27597,1657874321947-19-15JUL22-1/1

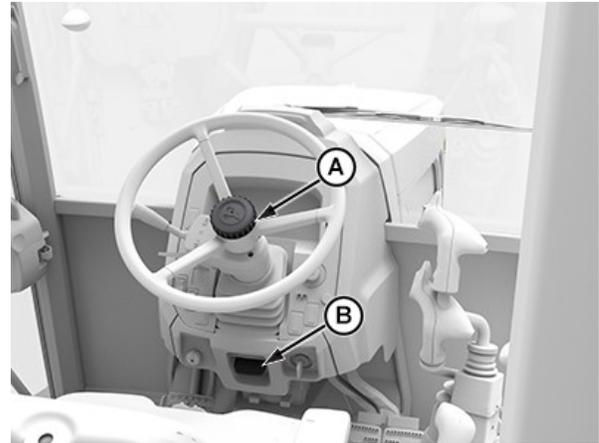
APY75471—UN—13JUN22

### Adjusting Steering Wheel

**Tilt:** Lift lever (B) and move steering column to the desired angle. Release lever to lock into position.

**Wheel Height (Telescoping):** Loosen ring (A) and raise or lower steering wheel to desired height. Tighten ring to lock into position.

A—Height Adjustment Ring      B—Angle Adjustment Lever



Steering Column

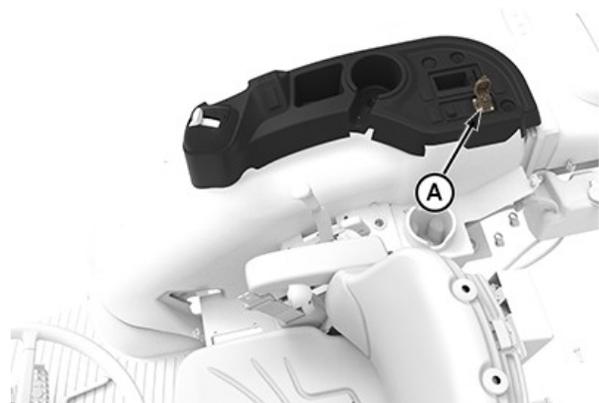
VP27597.0001F2F-19-27APR22-1/1

APY72216—UN—02MAY22

### Accessory Electrical Outlets

*NOTE: Outlet is protected by 30 A fuses.*

A—12 Volt Power Outlet



Right-Hand Panel

VP27597.0001F30-19-27APR22-1/1

APY72217—UN—27APR22

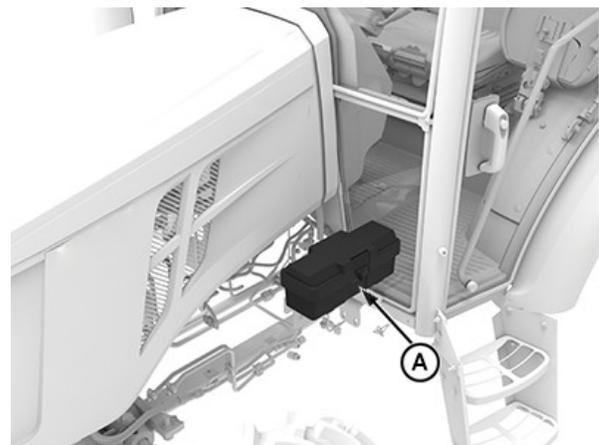
### Use Tool Box

**IMPORTANT: The tool box is not intended to carry heavy objects or to be used as a seat.**

The tractor is equipped with a portable tool box (A). It is fitted near the right side rail. Pull the latch upward to open the tool box.

For safety reasons, never drive the tractor with the tool box open. The content of the tool box should not exceed 10 kg (22 lb).

A—Tool Box

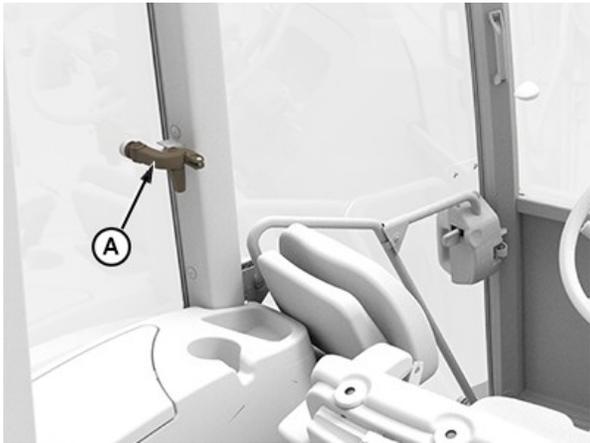


Tool Box

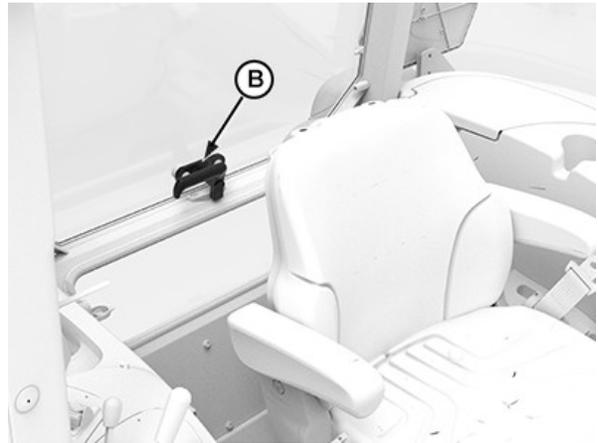
VP27597.0001F22-19-27APR22-1/1

APY72218—UN—27APR22

### Opening Windows



Left-Side Window



Rear Window

**A—Side Window Handle**

**B—Rear Window Handle**

Side and rear windows can be opened for better ventilation.

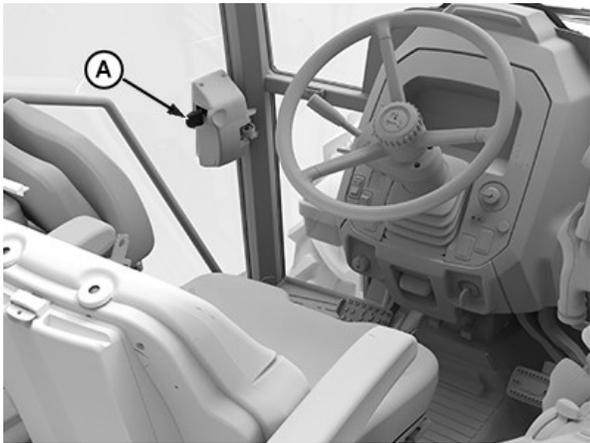
*NOTE: Rear window opening provides a large exit path if cab doors are blocked in case of an emergency.*

**Side:** Pull handle (A) toward rear and push to lock open.

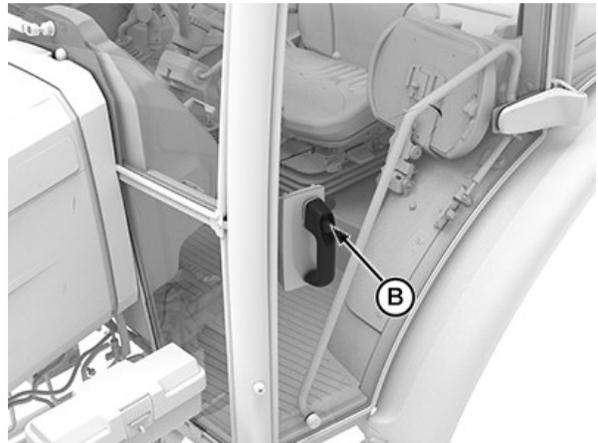
**Rear:** Rotate handle (B) clockwise and push out.

VP27597,0001F23-19-28JUL22-1/1

### Opening Door



Inside Door Latch



Outside Door Handle

**A—Handle**

**B—Knob**

Pull handle (A) from inside of cab and push door.

Press knob (B) from outside of cab and pull door.

VP27597,0001F24-19-27APR22-1/1

### Emergency Exit

**⚠ CAUTION:** Make sure no one is near the emergency exit. Panel falls out when retaining pin (A) is removed.

*NOTE:* Option not available in North America.

Remove retaining pin (A) and push the right-hand glass panel.

A—Retaining Pin



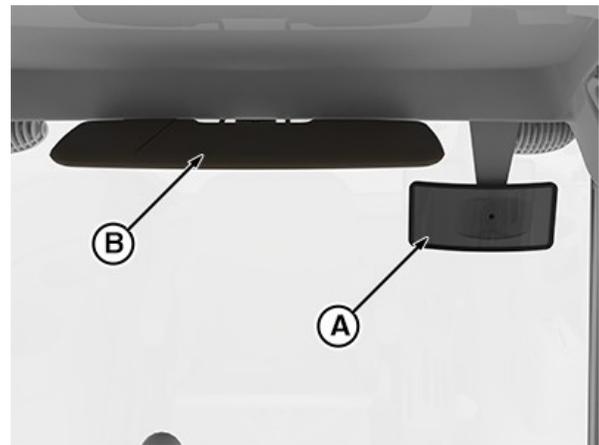
Right-Hand Side Panel

APY72223—UN—15JUL22

VP27597.000031E-19-15JUL22-1/1

### Inside Rear View Mirror and Sun Visor

A—Inside Rear View Mirror    B—Sun Visor



Mirror and Sun Visor

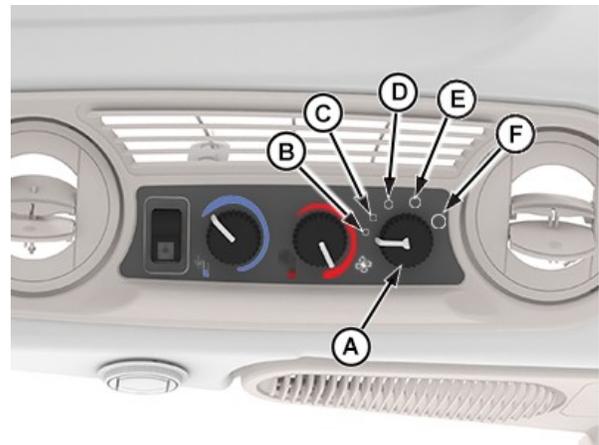
APY72224—UN—03MAY22

VP27597.000031F-19-15JUL22-1/1

### Adjusting Blower Speed

Turn control knob (A) to desired setting. For rapid cab cool down, use the purge setting (F).

A—Blower Speed Control Knob    D—Medium  
 B—Off    E—High  
 C—Low    F—Purge



Blower Speed Control Knob

APY72225—UN—03MAY22

VP27597.0001F25-19-27APR22-1/1

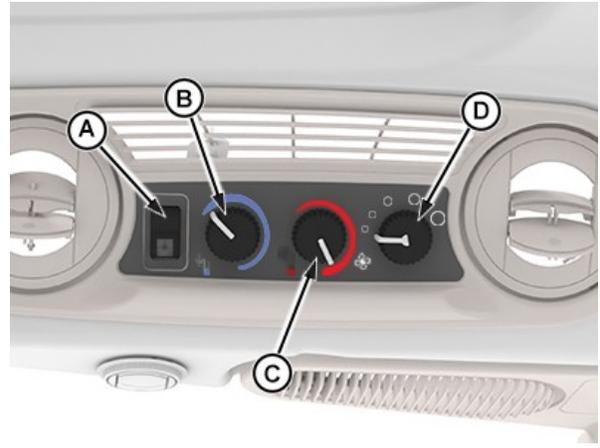
### Controlling Temperature

Push top half of switch (A) to turn air conditioning and deicing ON and push bottom half to turn it OFF.

Turn control knob (B) to adjust air conditioning temperature.

Turn control knob (C) to adjust heater temperature.

- |   |   |
|---|---|
| <b>A</b> —Air Conditioning and Deicing Switch       | <b>C</b> —Heater Temperature Control Knob |
| <b>B</b> —Air Conditioning Temperature Control Knob | <b>D</b> —Blower Speed Control Knob       |



Temperature Controls

VP27597,0001F26-19-27APR22-1/1

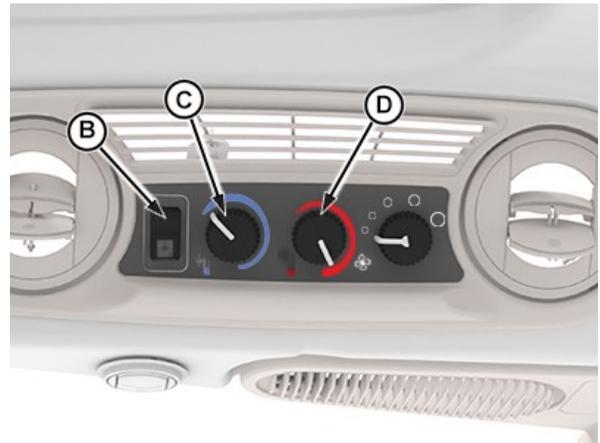
### Deicing, Demisting or Defrosting Windshield



Vents

- |                          |  |
|--------------------------|--|
| <b>A</b> —Front Vent     | <b>C</b> —A/C Temperature Control Knob |
| <b>B</b> —Deicing Switch |  |

1. Aim two front vents (A) toward windshield.
- NOTE: Closing middle and rear vents will help clear windshield faster.*
2. Press top half of deicing switch (B) and turn A/C



Controls

- |   |
|---|
| <b>D</b> —Heater Temperature Control Knob |
|---|
- temperature control knob (C) to full counterclockwise position.
  3. Turn heater temperature control knob (D) clockwise to obtain desired temperature.

VP27597,0001F27-19-27APR22-1/1

## Optimizing A/C and Heater Performance

Adjust individual vents to target heating or cooling:

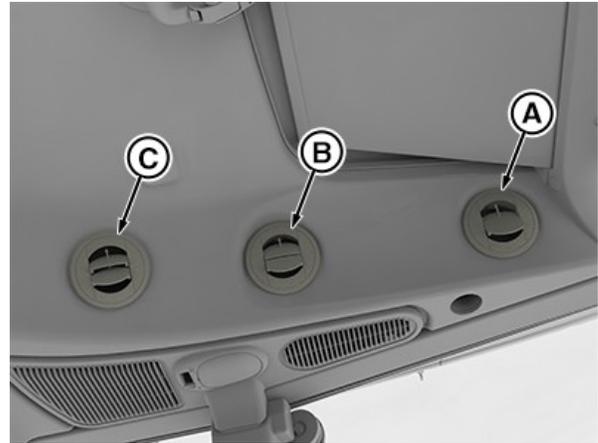
- Position front vents (A) toward legs and mid-body.
- Position middle vents (B) toward your head.
- Position rear vents (C) toward your back.

**NOTE:** For maximum cooling effect, turn heater temperature control knob (D) to full counterclockwise position.

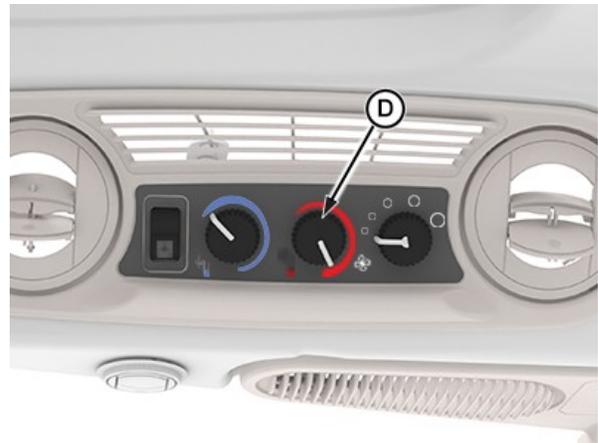
Position all vents (A, B, and C) down to heat the floor and feet.

A—Front Vent  
B—Middle Vent

C—Rear Vent  
D—Heater Temperature Control Knob



Vents



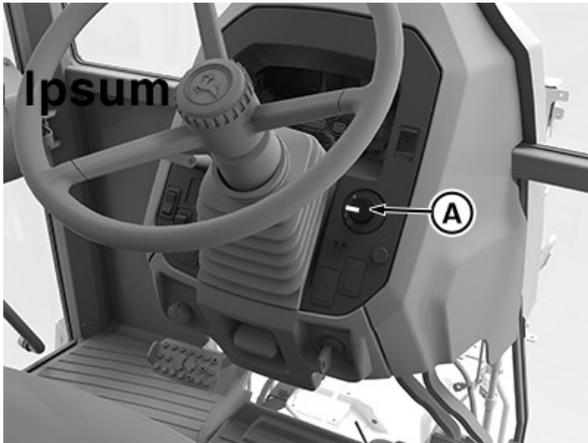
Controls

VP27597.0001F2D-19-27APR22-1/1

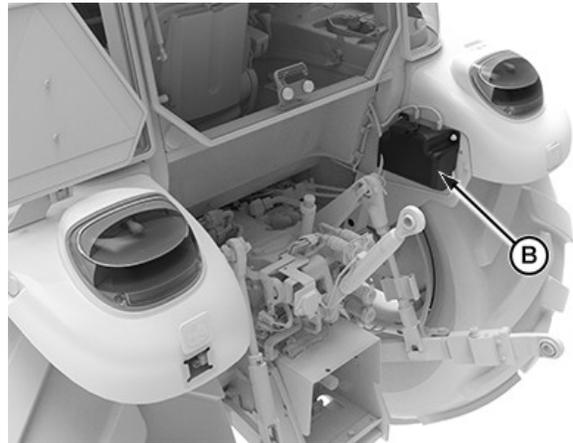
APY72228—UN—03MAY22

APY72232—UN—03MAY22

### Operating Windshield Wiper and Washer



Windshield Wiper Switch



Rear, Right-Hand Side

**A—Windshield Wiper/Washer Switch**      **B—Washer Fluid Reservoir**

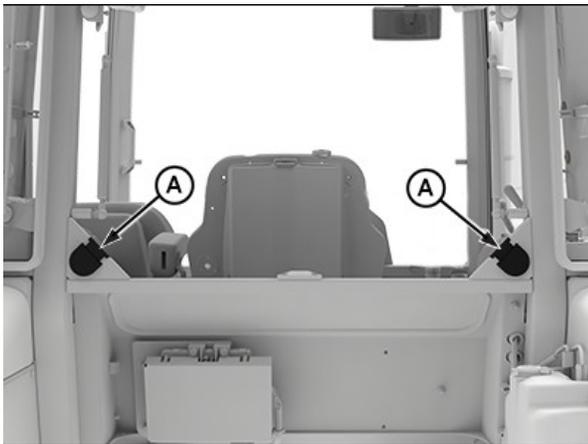
Rotate wiper switch (A) to move windshield wipers to OFF or ON position.

Push switch to activate windshield washer.

Fill reservoir (B) with non-freezing windshield washer fluid. Reservoir is located behind cab on inside of right rear fender.

VP27597,0001F28-19-15JUL22-1/1

### Routing Cables and Harnesses



Outside of Cab



Inside of Cab

**A—Rubber Plugs**

Rear window frame of cab has two openings, allowing cables/harnesses to be routed. Open the window and remove rubber plugs (A). Cut rubber plugs at the incisions

provided, to allow cables/harnesses to be routed through the plugs. Connect the cable/harness ends, insert rubber plugs and close the window.

VP27597,0001F29-19-27APR22-1/1

## Using Dome Light

Dome light switch (A) has three positions:

- ON turns the dome light on.
- Dome light comes on when left-hand door is opened and off when left-hand door is closed.
- OFF turns the dome light off.

**IMPORTANT:** Before exiting cab, turn dome light to OFF or DOOR position to avoid causing battery to lose its charge.

A—Dome Light Switch



Dome Light

VP27597,0001F2A-19-27APR22-1/1

APY72241—UN—03MAY22

## Using Courtesy Light

Courtesy light (A) is on when light switch is in the following positions:

- Triangle (Warning)
- Position 1 (Road Lights)
- Position 2 (Field Lights)

A—Courtesy Light



Light Right-Hand Control Panel

VP27597,0001F2B-19-27APR22-1/1

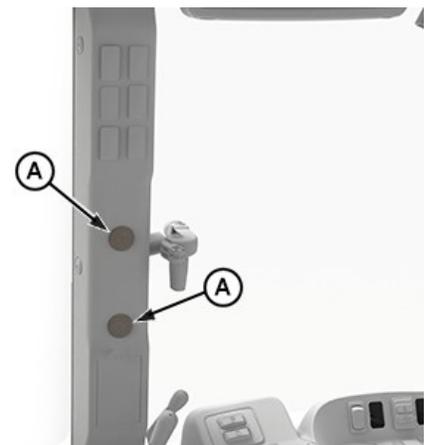
APY72242—UN—15APR22

## Using Monitor Mounts

There is one location to attach monitors and controls in the cab:

- Right center post (remove plugs [B]).

A—Plugs (Mounting Locations)



Right-Hand Side of Cab

VP27597,0001F2C-19-27APR22-1/1

APY72243—UN—15APR22

### Music System (If Equipped)

Refer to your specific music system reference manuals for more information about operation.

**A**—Music System

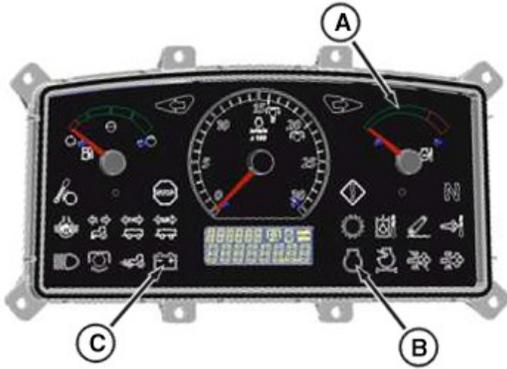


APY7236—UN—22APR22

VP27597,0001F9B-19-06MAY22-1/1

# Break-In Period

## Engine Operation—Break-In Check



Instrument Panel (PowrReverser™ Transmission)

A—Coolant Temperature Gauge B—Engine Information Indicator



Instrument Panel (SyncShuttle™ Transmission)

C—Charging System Indicator D—Engine Oil Pressure Indicator

**IMPORTANT:** The engine is ready for normal operation. However, extra care during the initial break-in period results in more satisfactory long-term engine performance and life. During the initial operation of a new engine, change the oil and filter at initial 100 hours.

*If air temperature is below -10°C (14°F), use an engine block heater.*

**IMPORTANT:** This engine is factory-filled with John Deere ENGINE Break-In Oil.

1. Warm up engine at slow rpm. Check coolant temperature gauge (A), engine information indicator (B), engine oil pressure indicator (D), and charging system indicator (C).
2. Operate the engine at heavy loads with minimal idling during the break-in period. During the first 20 hours, avoid prolonged periods of engine idling or sustained maximum load operation. If engine idles longer than 5 minutes, stop the engine.
3. Check engine oil, coolant, transmission/hydraulic, and mechanical front wheel drive (if equipped) fluid levels frequently. Watch for fluid leaks.

If the engine has significant operating time at idle, constant speeds, and/or light load usage, or makeup oil is required in the first 100-hour period, a longer break-in period is required. In these situations, an additional 100 hours break-in period is recommended, using a new change of John Deere Engine Break-In Oil and a new John Deere oil filter.

Check engine oil level more frequently during the engine break-in period.

Do not add make-up oil until the oil level is **BELOW** the **ADD** mark on dipstick. If make-up oil is required during the break-in period, John Deere Engine Break-In Plus oil is used whenever possible.

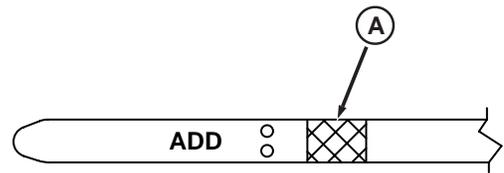
*NOTE: Some increase in oil consumption is expected when low viscosity oils are used. Check oil levels more frequently.*

VP27597.0001F61-19-28AUG22-1/2

**DO NOT** fill above the crosshatch pattern (A) or the **FULL** mark, whichever is present. Oil levels anywhere within the crosshatch are considered in the acceptable operating range.

Break-In Plus can be changed any time between 100 and 500 hours. (See **CHANGING ENGINE OIL AND REPLACING FILTER** in Lubrication and Maintenance Section.)

A—Crosshatch Pattern



Dipstick Crosshatch Pattern

VP27597.0001F61-19-28AUG22-2/2

## Break-In Service

**IMPORTANT:** Keep wheel hardware tight to avoid tractor damage. Check wheel hardware torque before operating, twice during first ten hours of operation, after fifty hours of operation, and periodically thereafter.

### During the First 10 Hours of Operation:

Perform daily or 10 hours service. (See Maintenance and Service Intervals section.)

Tighten wheel hardware. (See Wheels, Tires, and Treads section.)

<sup>1</sup> See Engine Break-In Oil in Service section for additional information.

### After the First 50 Hours of Operation:

Tighten wheel hardware. (See Wheels, Tires, and Treads section.)

Check alternator/fan belt tension and tighten air intake and cooling system hose clamps.

### After the First 100 Hours of Operation:

Replace transmission-hydraulic filter element.

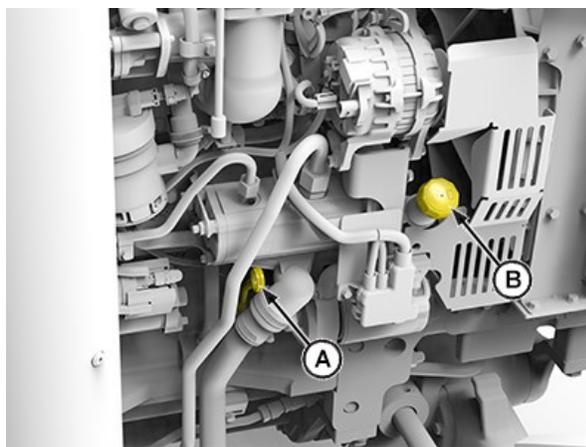
Change engine oil and filter<sup>1</sup>.

SD74272,0000305-19-25JUL12-1/1

# Prestarting Checks

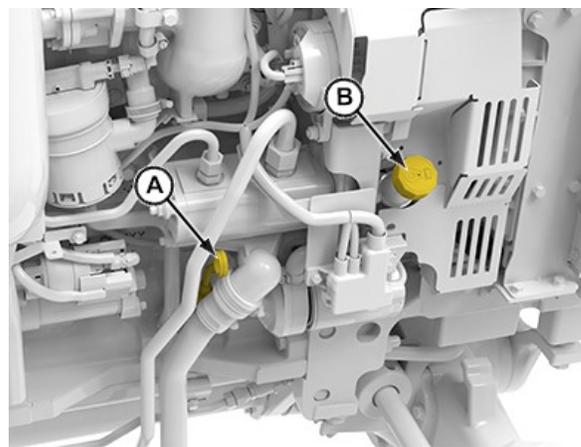
## Daily Service Before Starting Engine (OOS and Cab)

VP27597.0001F03-19-27APR22-1/5



APY7244—UN—03MAY22

For Cab Tractors



APY7245—UN—03MAY22

For OOS Tractors

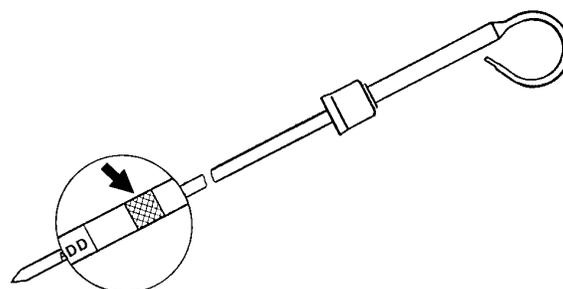
**NOTE:** Park tractor on level ground before executing checks.

1. Check engine oil level. Clean dipstick (A) and reinsert fully. Withdraw it again and check oil level. The window for safe operation of engine is when the oil level is between the upper and lower marks of the dipstick.

Do not operate the engine if oil level is below the minimum mark. In this case, add recommended oil. (See "Fuels, Lubricants, Coolant" section.)

**A**—Dipstick

**B**—Oil Filler Port



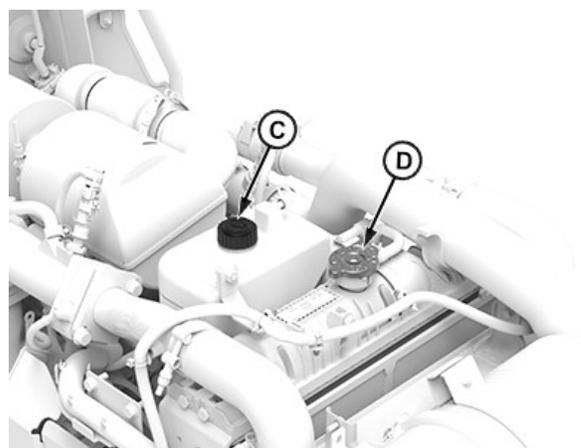
PY6494—UN—09MAY07

VP27597.0001F03-19-27APR22-2/5

2. Check coolant level of the radiator expansion tank (C). If the engine is cold and coolant level is below LOW, add coolant to the expansion tank until level reaches LOW mark.

**NOTE:** With engine cold, coolant level must be at the LOW mark. At operating temperature coolant level of a tractor must be at the FULL mark.

3. Lubricate the following points every 10 hours if operating the tractor in wet or excessively muddy conditions.
  - Front axle pivot pins.
  - Rear axle bearings.
4. Lubricate the following items after pressure washing, if necessary:
  - Hood latch
  - Operator seat slide rails



APY72247—UN—03MAY22

**C**—Radiator Expansion Tank

**D**—Radiator Cap

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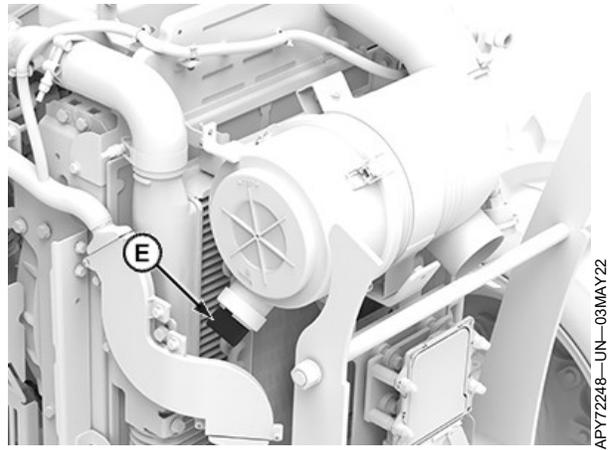
## Prestarting Checks

**IMPORTANT: Never run the engine when the dust unloading valve is removed!**

5. Remove deposits by squeezing the valve.

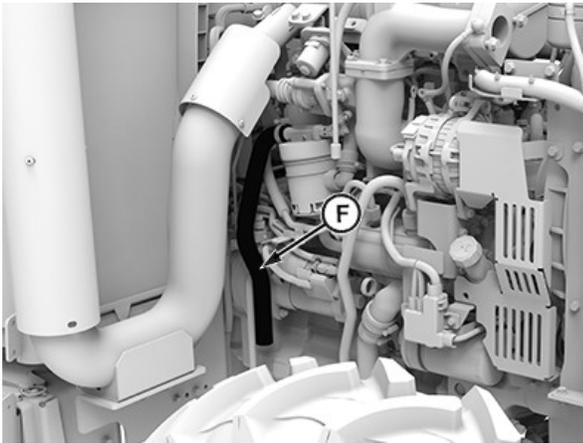
During harvesting, grass and chaff may adversely affect the performance of the dust unloading valve. Remove and clean the dust unloading valve as necessary. Replace damaged valve immediately.

**E—Dust Unloading Valve**



APY72248—UN—03MAY22

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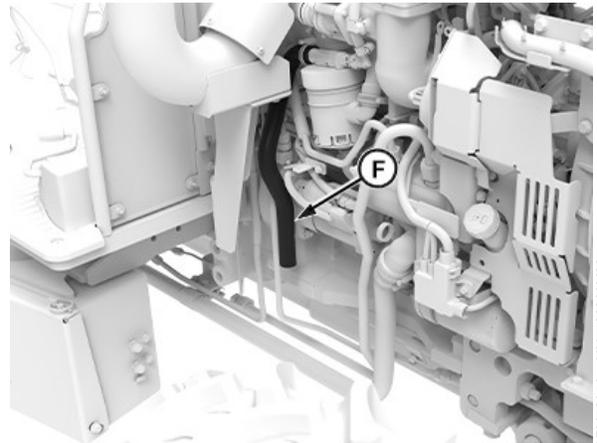


APY72249—UN—03MAY22

*Rocker Arm Cover Ventilation - For Cab Tractors*

**F—Vent hose**

6. Make sure the hose (F) of the rocker arm cover ventilation is not pinched.



APY72250—UN—03MAY22

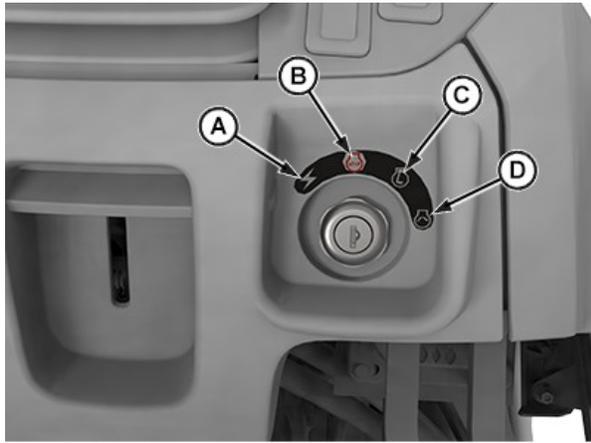
*Rocker Arm Cover Ventilation - For OOS Tractors*

Remove any dirt from the hose end.

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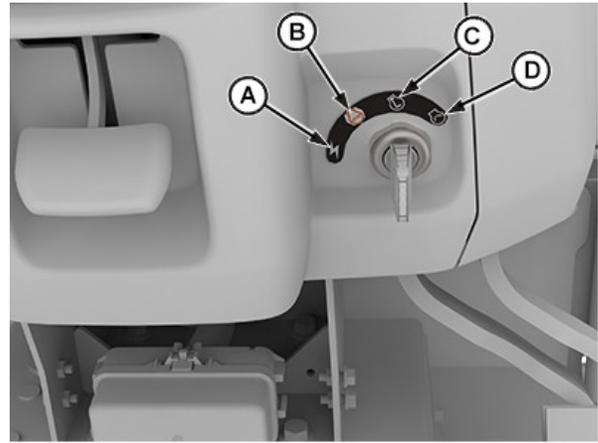
# Operating the Engine

## Operate Key Switch



APY72289—UN—03MAY22

Cab Tractors



APY72290—UN—03MAY22

OOS Tractors

**NOTE:** If temperature is below 5°C (41°F), refer to Cold Weather Starting procedure in this section.

**Accessory Position (A):** Push in and turn key to ACCESSORY position to power electrical functions.

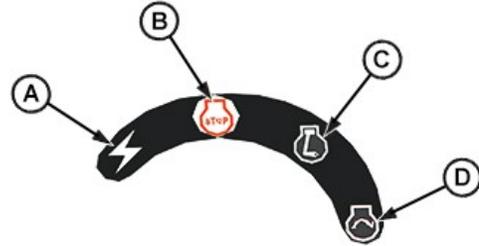
**Stop Position (B):** Turn key to STOP position to turn off electrical accessories and to shut down engine.

**Run Position (C):** Turn key to RUN position and check gauges and indicator light before advancing to START position.

**Start Position (D):** Turn key to START position to crank and start engine. Key returns to RUN position when released.

A—Accessory Position  
B—Stop Position

C—Run Position  
D—Start Position



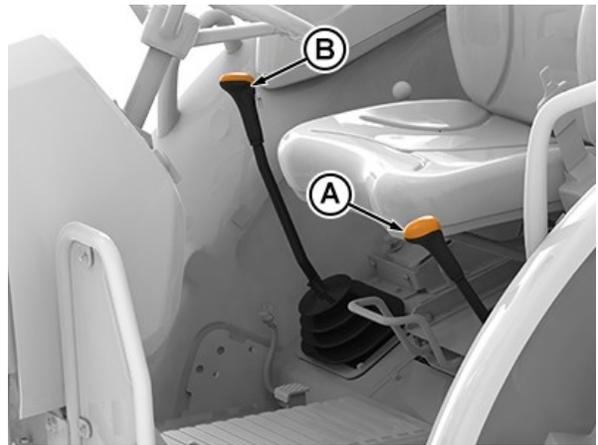
APY74422—UN—03MAY22

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Before Starting the Engine — (PowrReverser™)

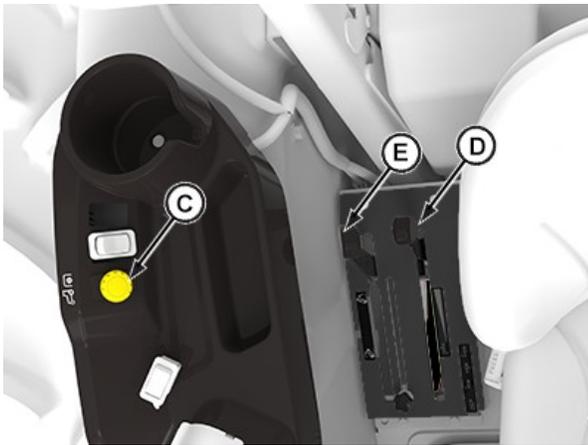


TS220—UN—15APR13



APY72292—UN—19APR22

OOS



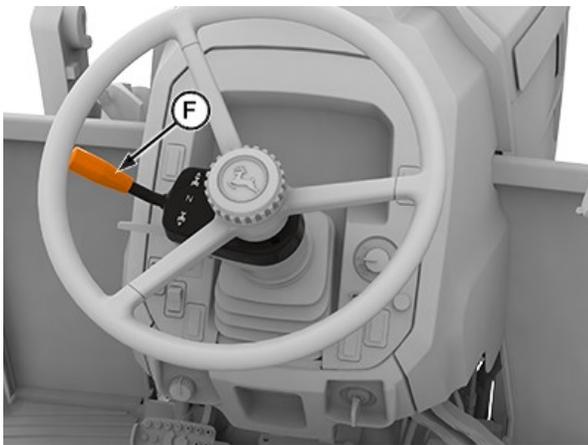
APY72293—UN—03MAY22

OOS



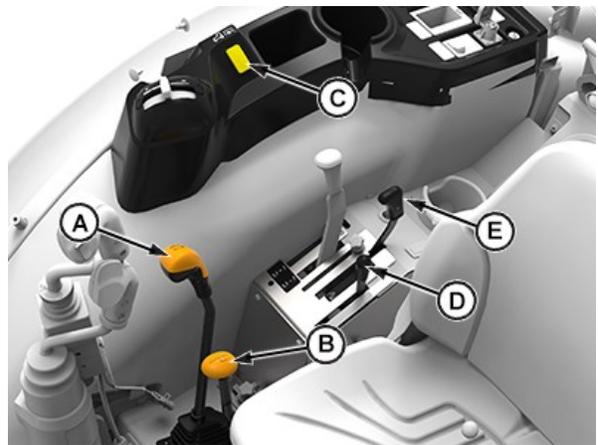
APY72294—UN—03MAY22

OOS



APY72295—UN—03MAY22

Cab



APY72296—UN—03MAY22

Cab

A—Gear Shift Lever  
B—Range Shift Lever

C—PTO Switch  
D—Rockshaft Draft Control Lever

E—Rockshaft Position Control Lever

F—FNR Lever

**⚠ CAUTION: Prevent asphyxiation. Engine exhaust fumes can cause sickness or death to you or someone else.**

Continued on next page

VP27597,0001F3B-19-27APR22-1/2

**If you must operate engine in a building, be positive there is adequate ventilation. Either use an exhaust pipe extension to remove the exhaust fumes or open doors and windows to bring enough outside air into the area.**

1. Check fuel gauge to be sure that tractor has plenty of fuel.
2. Place gearshift lever (A) in park position (P) and range shift lever (B) in NEUTRAL (N) and PTO Switch (C) in OFF position.

*NOTE: Do not use starter if gearshift lever and PTO switch are not in these positions.*

3. Place rockshaft control levers (D and E) in lowered position.
4. Place FNR lever (F) in NEUTRAL (N)
5. Check indicator lights. Indicators illuminate when the key switch is turned to the ON position.

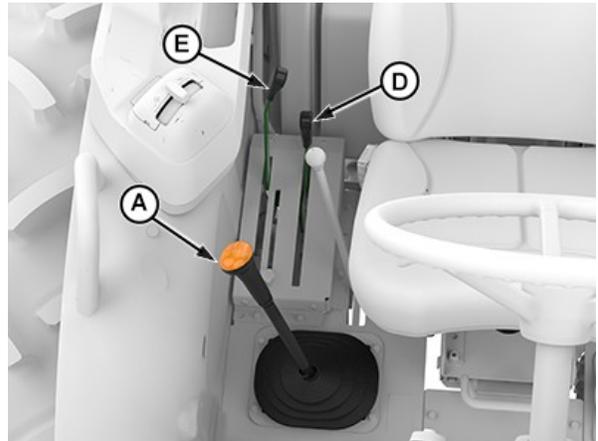
If any indicator does not function properly, see the nearest John Deere dealer.

VP27597,0001F3B-19-27APR22-2/2

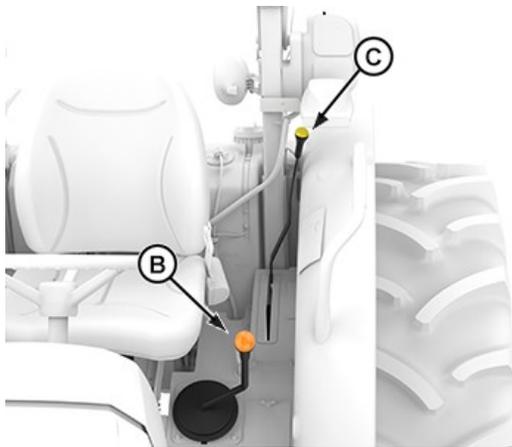
**Before Starting the Engine — (SyncShuttle™)**



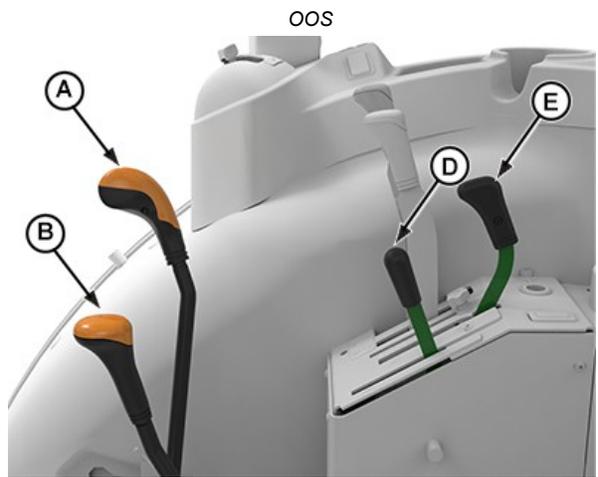
TS220—UN—15APR13



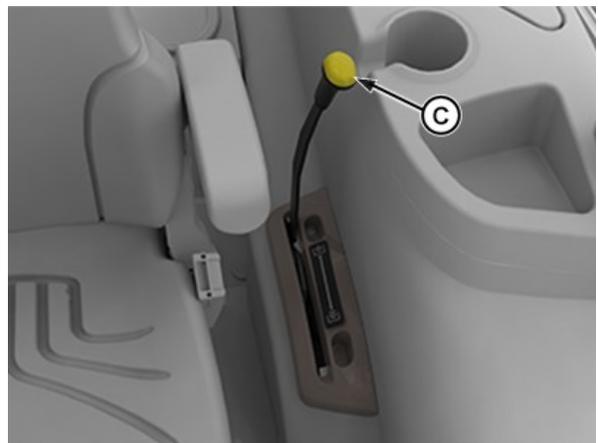
APY72260—UN—15APR22



APY72261—UN—15APR22



APY72262—UN—15APR22



APY72263—UN—15APR22

OOS

OOS

Cab

Cab

**⚠ CAUTION: Prevent asphyxiation. Engine exhaust fumes can cause sickness or death to you or someone else.**

**If you must operate engine in a building, be positive there is adequate ventilation. Either use an exhaust pipe extension to remove the exhaust fumes or open doors and windows to bring enough outside air into the area.**

1. Check fuel gauge to be sure that tractor has plenty of fuel.
2. Place gearshift lever (A) in park position (P) and range shift lever (B) in NEUTRAL (N) and PTO lever (C) in OFF position. Do not use starter if gearshift lever and PTO lever are not in these positions.
3. Place rockshaft control levers (D and E) in lowered position.
4. Check indicator lights. Indicators illuminate when the key switch is turned to the ON position.

If any indicator does not function properly, see the nearest John Deere dealer.

**A—Gear Shift Lever  
B—Range Shift Lever  
C—PTO Lever**

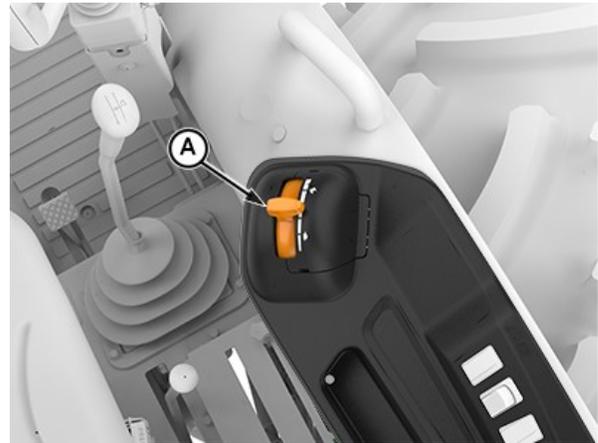
**D—Rockshaft Draft Control Lever  
E—Rockshaft Position Control Lever**

VP27597,0001F32-19-27APR22-1/1

### Start the Engine

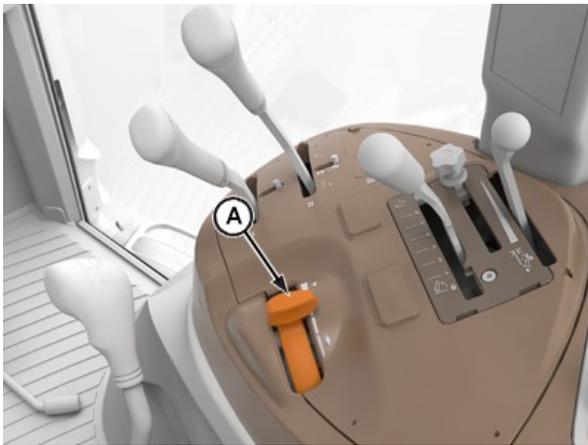


TS177—UN—11JAN89



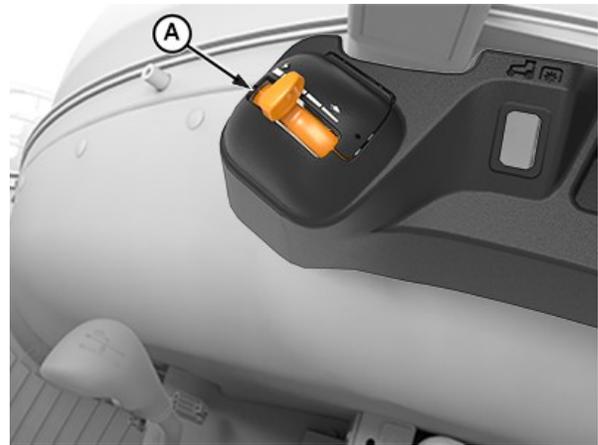
APY72264—UN—15APR22

Standard OOS



APY72278—UN—27APR22

Premium Cab



APY72266—UN—28APR22

Standard Cab

**A—Hand Throttle**

*NOTE: If the tractor equipped with creeper, start the engine with the range lever in neutral position and gear lever in park position.*

**⚠ CAUTION: Avoid possible injury or death from a machine runaway.**

**Do NOT start engine by shorting across starter terminals. If the normal circuitry is bypassed, the machine starts in gear and moves.**

1.

**Start engine only from the operator's seat with transmission in neutral.**

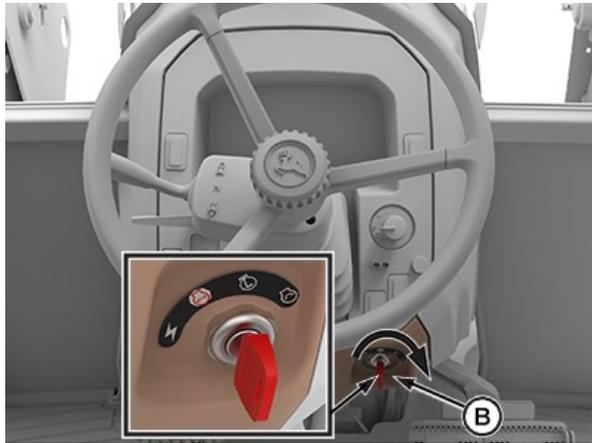
**Never start engine while standing on ground.**

**Do NOT run a cold engine at full throttle.**

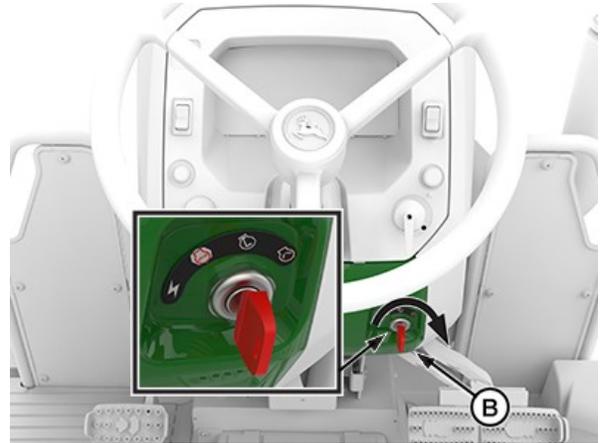
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VP27597.0001F63-19-02SEP22-1/2

## Operating the Engine



Cab



OOS

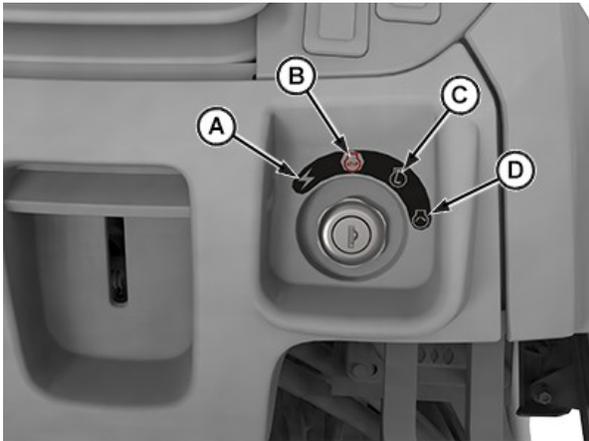
### B—Key Switch

2. Depress clutch pedal and turn the key switch (B) fully clockwise to engage the starter. Release key when engine starts. If key is released before engine starts, wait until starter and engine stop turning before trying again.

**IMPORTANT: Do NOT operate starter more than 20 seconds at a time. If engine does not start, wait at least two minutes for the starter motor to cool before trying again. If engine does not start in four attempts, refer to Troubleshooting section.**

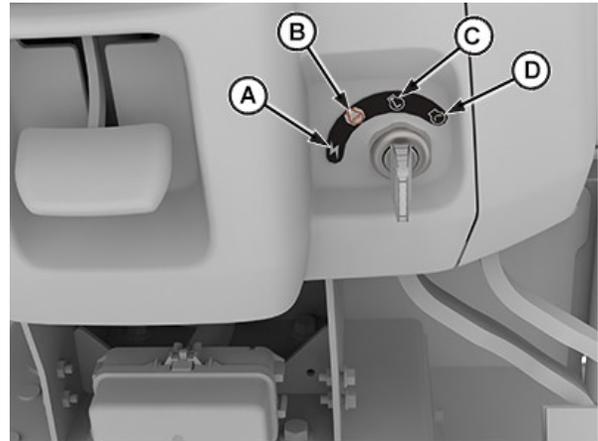
VP27597,0001F63-19-02SEP22-2/2

### Cold-Weather Start Aid



Cab

APY72289—UN—03MAY22



OOS

APY72290—UN—03MAY22

**CAUTION:** Do Not use starting fluid on engines equipped with glow plugs or air intake heaters. Ether injector starting fluid is highly flammable and would explode, causing serious injury.

Tractors are equipped with pre-heaters as a standard equipment starting aid.

- To activate cold weather starting device, turn key to ignition ON position (C).
  - Allow the engine ECU to complete the cycle of determining the ambient temperature and energize cold start aid relay for activating the heater, if necessary.
  - Once the cold start relay is active, count down timer (E) is displayed in the instrument cluster indicating the time required for heating the grid.

**IMPORTANT:** Do Not start the engine until the count down timer (E) is completed to zero.

- Depress clutch pedal and turn key to start position (D).
- If engine runs rough, turn the key to stop/OFF position (B) and then to ignition ON position (C) to reactivate cold weather starting device until engine runs smoothly.



Instrument Cluster

APY72271—UN—15APR22

- |                         |                    |
|-------------------------|--------------------|
| A—Accessory ON Position | D—Start Position   |
| B—Stop/OFF Position     | E—Count Down Timer |
| C—Ignition ON Position  |                    |

**NOTE:** Anytime the engine is cranked and does not start, the ignition must be cycled from OFF to ON to reset the preheating cycle of the air heater.

- Idle engine until it warms to operating temperature.

VP27597,0001F64-19-02MAY22-1/1

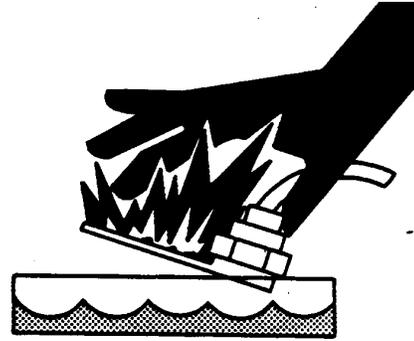
### Using Engine Coolant Heater (If Equipped)

**⚠ CAUTION:** To avoid shock or hazardous operation, always use a three-wire heavy-duty electrical cord (minimum gauge 10 AWG and no longer than 7.6 m [25 ft]) equipped with three connectors. If a two-to-three contact adapter is used at the wall receptacle, connect green wire to a good ground.

Immerse element in coolant before connecting heater to power source. **NEVER** energize heater in air.

Located on side of the engine, the 110-volt coolant heater warms the engine coolant, reduces oil drag, eases starting, and shortens warm-up time.

Connect heater plug to a ground fault protected 110-volt electrical outlet.



TS210—UN—23AUG88

SD74272,000022A-19-05JUL12-1/1

## Check Engine Indicators and Gauges



Instrument Cluster (PowerReverser™ Transmission)

- A—Coolant Temperature Gauge
- B—Engine Information Indicator
- C—Charging System Indicator
- D—Engine Air Cleaner Restriction Indicator
- E—Fuel Level Gauge
- F—Exhaust Filter Inhibit Indicator
- G—Exhaust Filter Restriction Indicator
- H—Exhaust Filter Cleaning Indicator

**IMPORTANT:** If temperature gauge (A) indicates hot, charging system (C) or engine information indicator (B) fail to go out, stop engine, and determine the cause.

### Coolant Temperature Gauge (A)

The needle on the temperature gauge rises as engine warms up. If the needle reaches red zone, stop engine and determine the cause.

Check coolant level in the recovery tank and radiator when engine cools. Also check grille, radiator, and radiator screen for plugging. Check fan belt tension. If the problem is not corrected, see your John Deere dealer.

### Engine Information Indicator (B)

If engine information indicator remains illuminated after starting engine, stop engine immediately. Check engine oil level, engine oil cooler, and engine oil filter.

**IMPORTANT:** NEVER operate engine without sufficient oil pressure. If indicator stays lit for longer than five seconds under the normal operating conditions, stop engine and check for cause.

If low oil level is not the problem, see your John Deere dealer.



Instrument Cluster (SyncShuttle™ Transmission)

- F—Exhaust Filter Inhibit Indicator
- G—Exhaust Filter Restriction Indicator
- H—Exhaust Filter Cleaning Indicator

### Charging System Indicator (C)

Charging system indicator will light when alternator output is low. Indicator should light when key is turned to RUN position, and go out when engine starts.

If indicator stays lit for longer than five seconds in normal operation, stop engine and check for cause. If loose or broken fan belt is not the cause, see your John Deere dealer.

### Engine Air Cleaner Restriction Indicator (D)

Air restriction indicator will light if air cleaner becomes plugged. Service air cleaner as soon as possible. Indicator should light momentarily when key is turned to START position and go off when engine starts.

### Fuel Level Gauge (E)

Stop to refuel before fuel gauge reaches empty mark.

**IMPORTANT:** Use diesel fuel only. See Fuel, Lubricants, and Coolant section for fuel specifications.

Should tractor run out of fuel and not start in several tries, air must be bled from the fuel system. (See Bleed Fuel System in Maintenance—Fuel System section.)

VP27597,0001F65-19-02SEP22-1/1

### Stop/Operator Alert Indicator

**ENGINE STOP Indicator (A):** Light illuminates and audible alarm beeps to alert operator that a serious malfunction has occurred, which requires immediate attention or the tractor will be damaged.

Immediately stop operations, reduce engine speed to idle, then shut down engine. Correct problem before restarting.

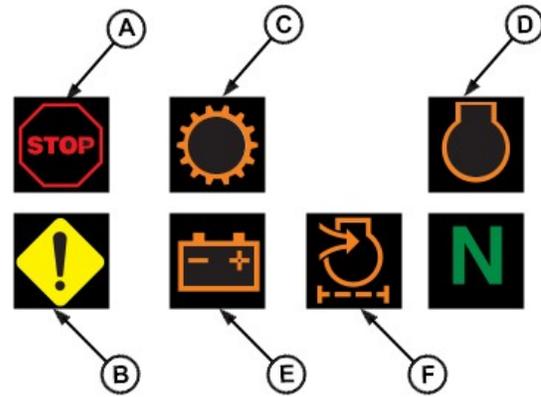
Malfunctions that will cause STOP indicator light to come on include:

- Low engine oil pressure
- High hydraulic oil temperature (PowrReverser/Wet Clutch Tractors)
- High coolant temperature
- Water in fuel
- High manifold air temperature

**Service ALERT Indicator (B):** Light illuminates and audible alarm beeps to inform operator that a performance or operational problem has been detected, which needs to be resolved as soon as possible. Continued operations can cause a Operator Alert to escalate into a STOP indicator. If appropriate corrective action is not taken soon (serviced, repaired, operated in a different manner), a significant reduction in performance will occur, resulting in machine damage.

Malfunctions that will cause Service indicator light to come on include:

- Low engine oil pressure



STOP Indicator

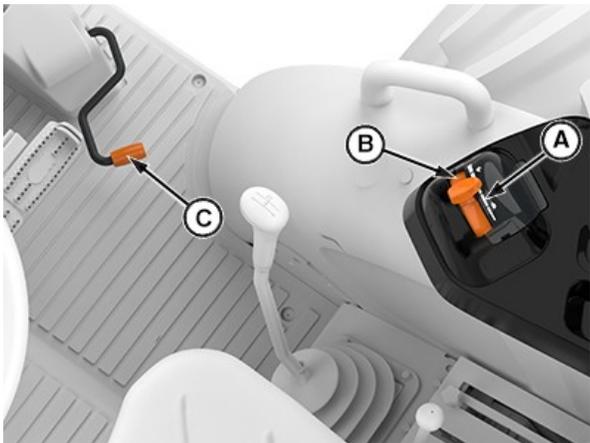
- |   |  |
|---|--|
| A—STOP Indicator  | D—Engine Information Indicator             |
| B—Operator Alert Indicator  | E—Charging System Indicator                |
| C—Transmission Information Indicator (PowrReverser/Wet Clutch Tractors) | F—Engine Air cleaner Restriction indicator |

- High hydraulic oil temperature (PowrReverser/Wet Clutch Tractors)
- High coolant temperature
- Rear PTO switch on and operator out of seat
- Water in fuel
- High manifold air temperature

APY74440—UN—28APR22

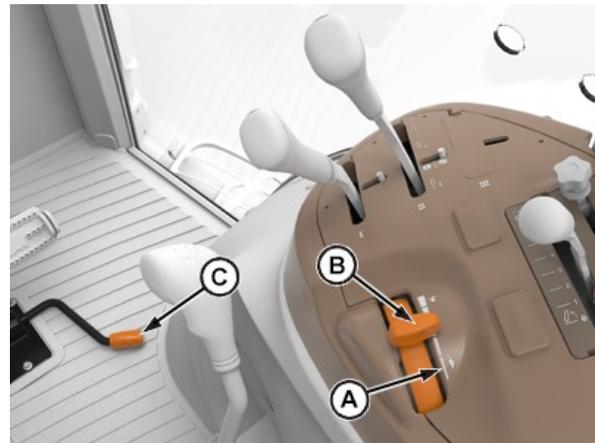
VP27597,0001F66-19-02MAY22-1/1

### Changing Engine Speed



OOS

APY72273—UN—27APR22



Cab

APY72274—UN—27APR22

A—Fast/Slow Indicator

B—Hand Throttle

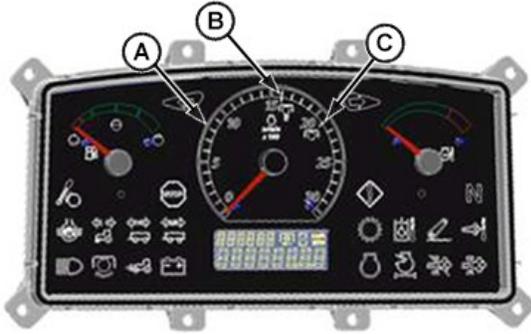
C—Foot Throttle

To increase or decrease engine speed, use hand throttle (B). Engine maintains set speed until hand throttle is moved again. Maximum speed is attained with lever all the way up, and minimum speed with lever all the way down, as indicated by the fast/slow indicator (A) on the instrument panel.

To temporarily increase engine speed, use foot throttle (C). Engine speed returns to prior speed as soon as the foot throttle lever is released.

VP27597,0001F36-19-27APR22-1/1

## Recommended Engine Speeds and Operating Procedures



APY72275—UN—27APR22

Instrument Cluster (PowrReverser™ Transmission)

A—Tachometer

B—1588 rpm Mark (540E PTO rpm)

Tachometer (A) shows engine rpm, read in hundreds.

### Warming up Engine

Do not place the tractor under full load until it is properly warmed up.

1. Idle engine at 1200—1500 rpm for several minutes.
2. Run engine at about 1900 rpm and under light load until engine reaches normal operation condition.

### Avoid Idling Engine

Allowing engine to idle at low rpm uses fuel inefficiently, and can cause a buildup of carbon in the engine.

If the tractor must be left with the engine running more than three or four minutes, minimum engine speed should be 1200 rpm.



APY74434—UN—27APR22

Instrument Cluster (SyncShuttle™ Transmission)

C—2083 rpm Mark (Standard PTO rpm)

### Observe Engine Work and Idle Speeds

Slow idle speed should be 890—910 rpm. At light or no load, full throttle speed increases to 2190—2210 rpm.

Normal working speed is 1700—2100 rpm rated speed. Within this limits engine can be put under full load.

For correct PTO speed, run engine at:

- 2083 rpm for standard 540 rpm operation.
- 1588 rpm for economical 540 rpm operation.

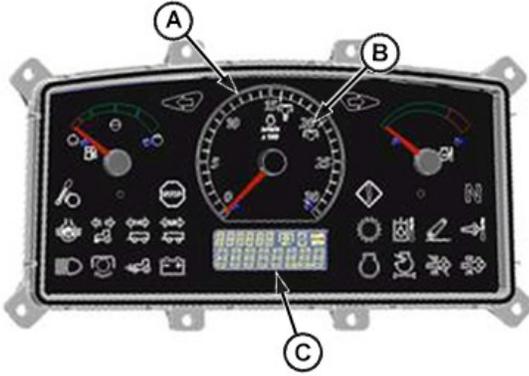
### Restarting Stalled Engine

The engine stall when operating under load, depress clutch and restart it immediately to prevent abnormal heat buildup and continue with normal operation, or operate at low idle for one or two minutes before stopping.

**NOTE:** Economic PTO option is only available for PowrReverser™ transmission.

VP27597.0001F67-19-02MAY22-1/1

## Working with Speed/Hour Meters



APY72276—UN—27APR22

Instrument Cluster (PowrReverser™ Transmission)

**A—Tachometer**

**B—2083 rpm Mark**

Tachometer (A) shows engine revolutions per minute, read in hundreds.

For standard 540 rpm PTO speed, increase engine speed until tachometer needle is aligned with 2083 rpm mark (B).

Hour meter (C) shows hours of operation in full hours and tenths.



APY74435—UN—27APR22

Instrument Cluster (SyncShuttle™ Transmission)

**C—Hour Meter**

**NOTE: For 12x12 PR Transmission:** Hour Meter/Ground Speed (LCD Digital) (C) displays hours when tractor is not moving. When the tractor is moving, display switches to ground speed. When the tractor is stopped, display changes back to hours.

**For 9x3 SyncShuttle Transmission :** Hour Meter/Ground Speed (LCD Digital) (C) displays only engine hours irrespective of tractor is moving or at stationary.

VP27597,0001F68-19-02MAY22-1/1

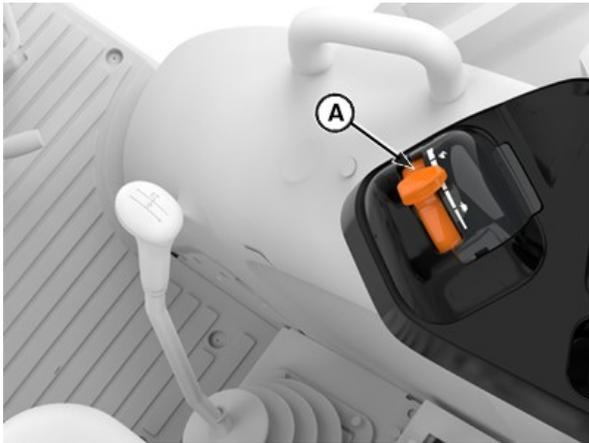
## Engines with Turbocharger

**IMPORTANT:** If the engine “stalls” when in operation, restart it **IMMEDIATELY**. This will prevent the turbocharger from overheating.

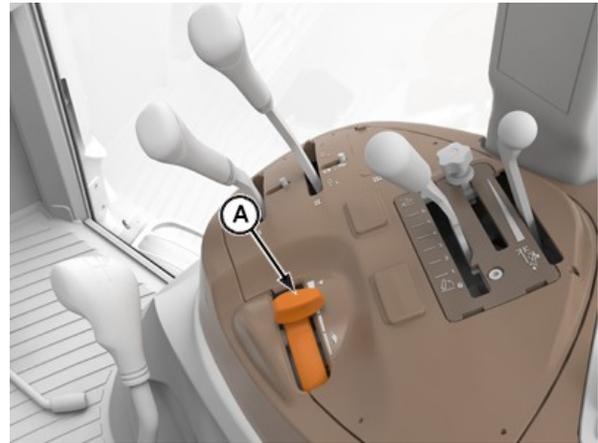
Most damage to the turbocharger is caused by not following the correct procedure when starting and shutting off the engine. After starting and before shutting off, idle the engine without load for at least 30 seconds.

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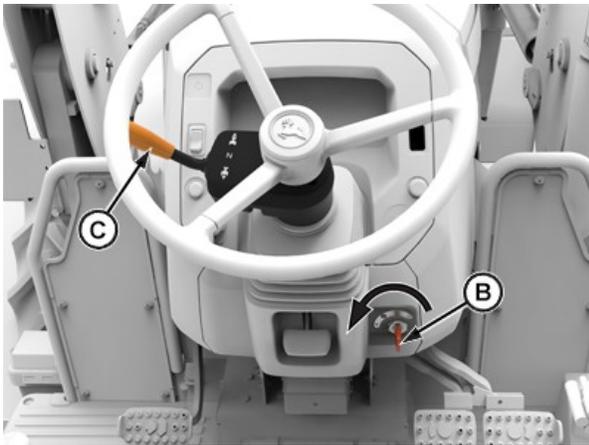
**Stopping the Engine — (PowrReverser™)**



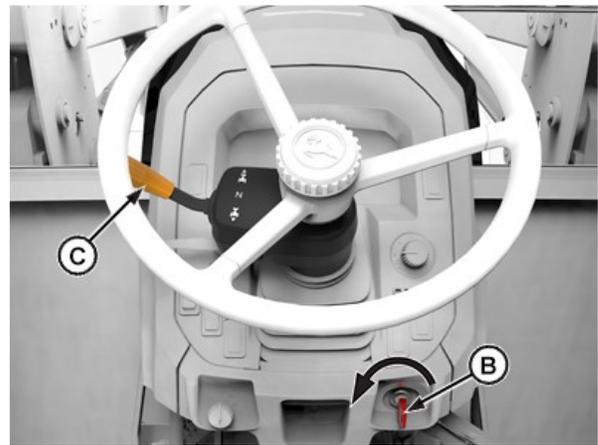
OOS



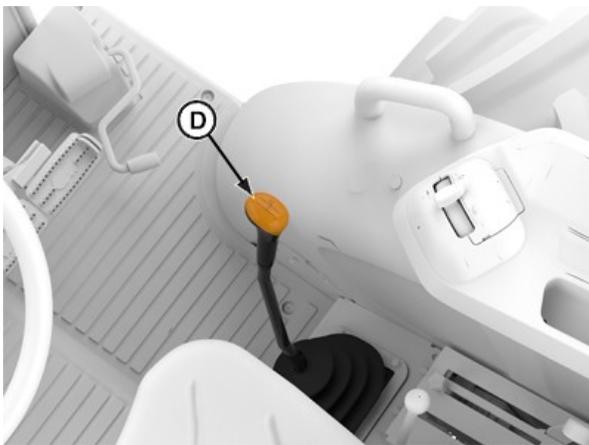
Cab



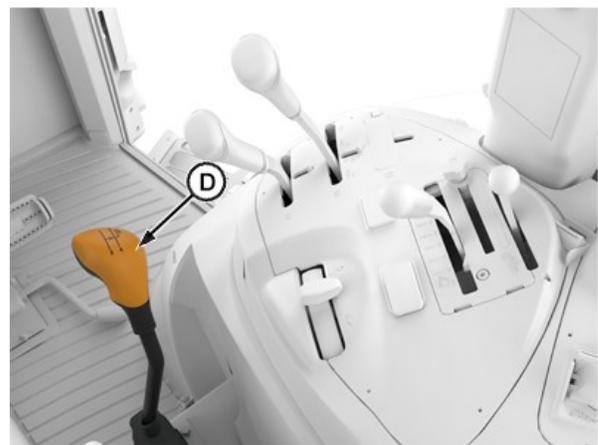
OOS



Cab



OOS



Cab

**A—Hand Throttle**

**B—Key Switch OFF**

**C—Lever**

**D—Gear Shift Lever**

1. Pull hand throttle (A) back to too low idle position.
2. Put gearshift lever (D) or PowrReverser™ lever (C) in NEUTRAL.

3. Push gearshift lever (D) to Park position (P).
4. Lower all equipment to the ground, put all SCV levers in NEUTRAL and disengage PTO.

Continued on next page

VP27597.0001F39-19-27APR22-1/2

## Operating the Engine

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5. Allow engine to idle for one to two minutes.

**IMPORTANT:** Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.

6. Turn key switch to the OFF position (B).



**CAUTION:** Remove key from the tractor ignition switch to prevent operation by untrained personnel.

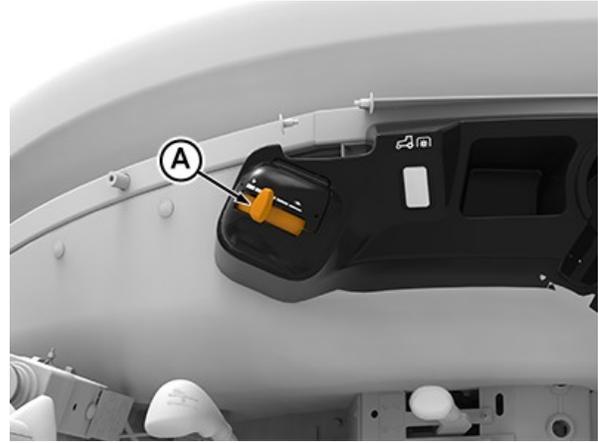
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## Stopping the Engine — (SyncShuttle™)



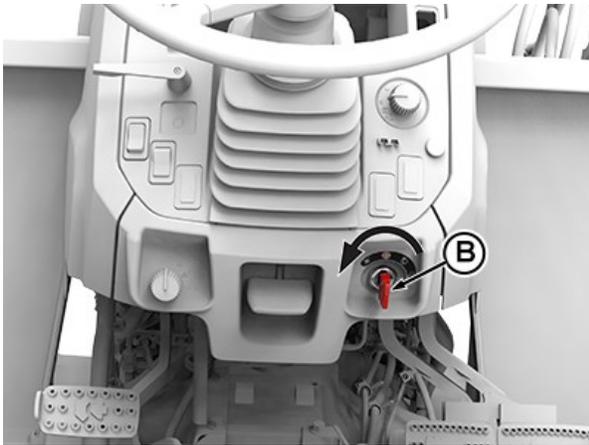
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OOS



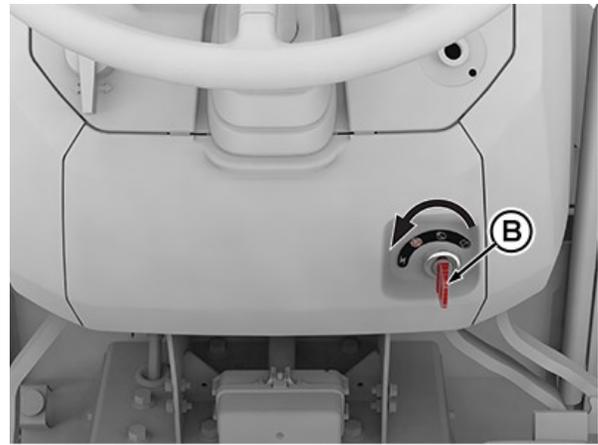
APY72286—UN—03MAY22

Cab



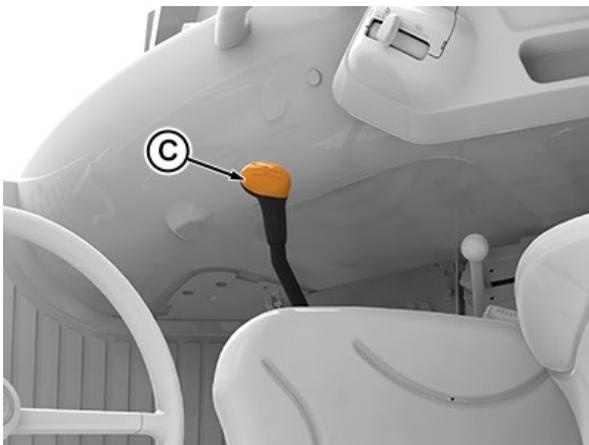
APY72287—UN—03MAY22

OOS



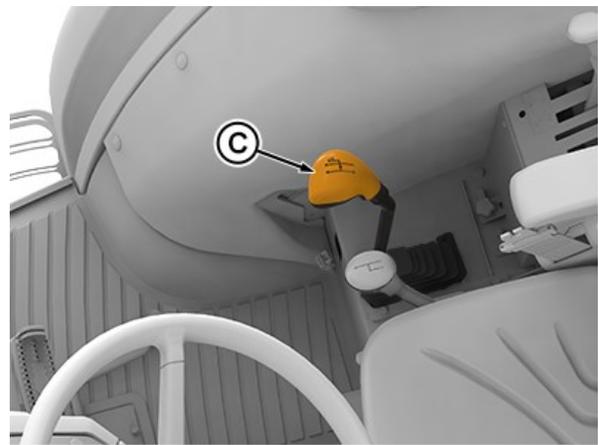
APY72284—UN—03MAY22

Cab



APY72285—UN—03MAY22

OOS



APY72288—UN—03MAY22

Cab

**A—Hand Throttle**

**B—Key Switch**

**C—Gear Shift Lever**

1. Pull hand throttle (A) back to low idle position. Allow engine to idle for one to two minutes.
2. Put gearshift lever (C) in NEUTRAL position.

3. Place the gearshift lever (C) in Park (P).
4. Lower all equipment to the ground, put all SCV levers in NEUTRAL and disengage PTO.

Continued on next page

VP27597.0001F3A-19-02SEP22-1/2

5. Allow engine to idle for one to two minutes.

**IMPORTANT:** Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.

6. Turn key switch (B) to the OFF position .

**CAUTION:** Remove key from the tractor ignition switch to prevent operation by untrained personnel.

VP27597,0001F3A-19-02SEP22-2/2

### Use a Booster Battery or Charger

**CAUTION:** Battery gas is explosive. Keep sparks and flames away from battery. Make the last connection and first disconnection at a point away from the booster battery.

**IMPORTANT:** Be sure that polarity is correct before making connections. Reversed polarity can damage electrical system or possibly cause battery to explode.

When using two or more booster batteries, batteries must be connected in **PARALLEL**. Do **NOT** connect batteries in **SERIES**.

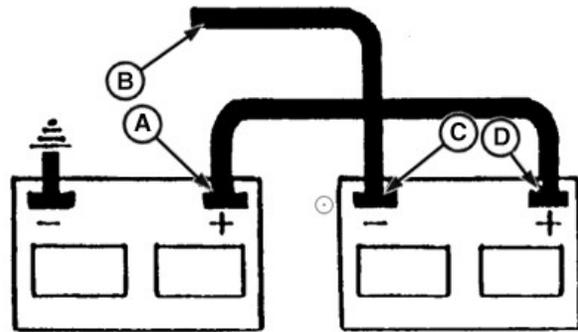


TS204—UN—15APR13

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### Booster Battery

1. Access battery. (See procedure in Maintenance—Electrical System section.)
2. Connect red positive (+) booster cable to a booster battery positive (+) post (D).
3. Connect other end of positive (+) booster cable to a tractor battery positive (+) post (A).
4. Connect black negative (—) booster cable to a booster battery negative (—) post (C).
5. Connect other end of negative (—) booster cable to engine ground (B), away from battery and starter.
6. Turn key to START position.
7. When engine starts, remove negative (—) cable first, then positive (+) cable.



A—Tractor Battery Positive (+) Post  
 B—Engine Ground  
 C—Booster Battery Negative (—) Post  
 D—Booster Battery Positive (+) Post

APY75589—UN—05SEP22

### Battery Charger

1. With charger OFF, attach red positive lead to positive (+) battery terminal and negative charger lead to a good ground on the engine block, away from battery.

**IMPORTANT:** Do NOT set battery charger to higher than 12 Volts.

2. Switch charger ON and charge battery according to charger manufacturer instructions.
3. Switch charger OFF. Disconnect negative charger lead first, then positive lead.

SD74272,000022D-19-05SEP22-2/2

# Driving the Tractor

## Operator Training Required

- Study the Operation section of this manual before operating tractor.
- Operate tractor in an open, unobstructed area under direction of an experienced operator.
- Learn use of all controls.
- Operator experience is required to learn moving, stopping, turning and other operating characteristics of tractor.

MX,DTIP,AA-19-18MAR92-1/1

## Clean Vehicle of Hazardous Pesticides

**⚠ CAUTION: During application of hazardous pesticides, pesticide residue can build up on the inside or outside of the vehicle. Clean vehicle according to use instructions of hazardous pesticides.**

When exposed to hazardous pesticides, clean exterior and interior of vehicle daily to keep free of the accumulation of visible dirt and contamination.

1. Sweep or vacuum the floor of cab.
2. Clean headliners and inside cowlings of cab.
3. Wash entire exterior of vehicle.
4. Dispose of any wash water with hazardous concentrations of active or non-active ingredients according to published regulations or directives.

DX,CABS2-19-24JUL01-1/1

## Driving on Public Roads

### Driving on Public Roads — OOS

**⚠ CAUTION: When transporting on a public road or highway, use accessory lights and devices for the adequate warning to operators of other vehicles. Check local governmental regulations. Various safety devices are available from your John Deere dealer. Keep safety items in good condition. Replace missing or damaged items.**

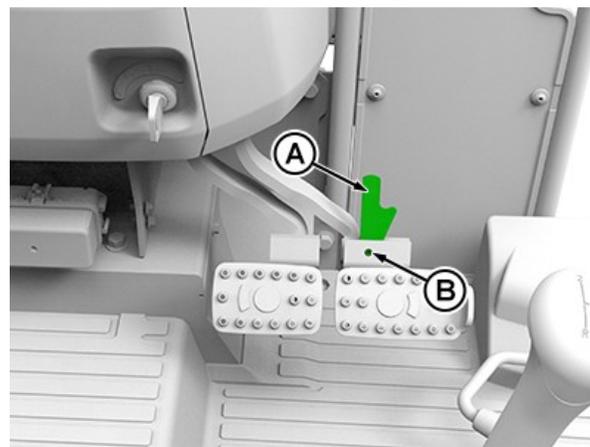
Observe the following precautions when operating the tractor on the road:

1. Ballast tractor correctly.
2. Use foot throttle instead of the hand throttle.

**⚠ CAUTION: Before operating tractor on a road, lock brake pedals together. Use brake lightly and cautiously at transport speeds.**

3. Couple brake pedals together using brake locking bar (A). Avoid hard applications of brakes. Reduce speed if towed load weighs more than the tractor and is not equipped with brakes.

Use additional caution when transporting towed loads under adverse surface conditions and when turning or



A—Brake Pedal Locking Bar B—Locking Pin

braking on inclines. Be sure that wheel tread is adjusted wide to provide maximum stability.

**IMPORTANT: To prevent unnecessary wear, never ride the brakes by resting a foot on the pedals.**

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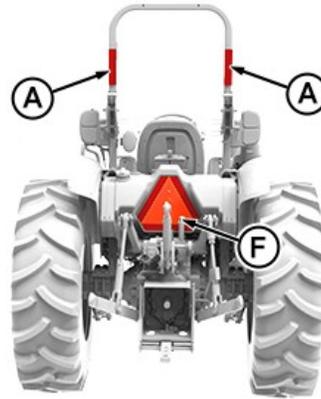
VP27597,0001F69-19-28JUL22-1/4

4. Check local laws and regulations for lighting requirements. Be sure Slow Moving Vehicle (SMV) emblem (F) and warning lamps are clean and visible. If towed or rear-mounted equipment obstructs these safety devices, install SMV emblem and warning lamps on equipment. (See your John Deere dealer)

A seven-terminal outlet at rear of tractor supplies power to warning lights on towed or rear-mounted equipment. (See description of the outlet in Lights section.)

5. **MFWD (if equipped):** To reduce tire wear, disengage front wheel drive.
  6. **Loader Cylinders (if equipped):** Engage transport lock to eliminate possibility of loader movement during transport by inadvertently bumping the multi-function control lever.
  7. **Rear Hitch:** Lock hitch in transport position to eliminate the possibility of lowering an implement during transport by inadvertently bumping the raise/lower lever.
  8. Turn light switch to position (D).
- Always turn the light switch to dim lights position (D) when meeting another vehicle. Never use any other lights which could blind or confuse other drivers.
9. Use turn signal when turning. Be sure to return lever (E) to center position after turning.
  10. Drive slowly enough to maintain safe control at all times. Before descending a hill, shift to a gear low enough to control speed without using brakes. Slow down for rough ground, and sharp turns, especially when transporting heavy, rear mounted equipment.

- |                        |                     |
|------------------------|---------------------|
| A—Reflex Reflector     | D—Work Light        |
| B—Low Beam Headlights  | E—Turn Signal Lever |
| C—High Beam Headlights | F—SMV Emblem        |



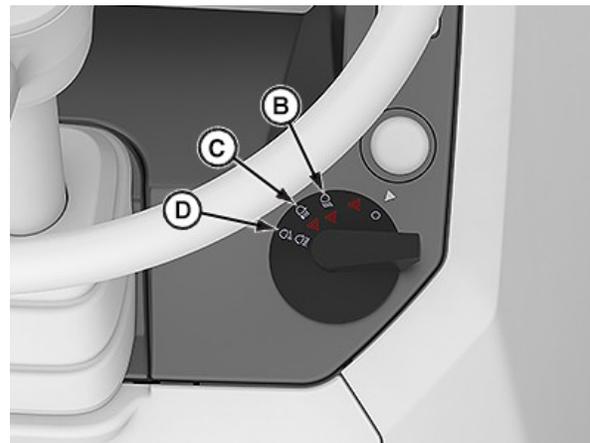
APY74257—UN—24MAY22

OOS



APY75405—UN—02MAY22

Turn Signal Lever (OOS)



APY74258—UN—03MAY22

Light Switch Positions Turn Signal Lever (OOS)

Continued on next page

VP27597,0001F69-19-28JUL22-2/4

### Driving on Public Roads — Cab

**⚠ CAUTION:** When transporting on a public road or highway, use accessory lights and devices for the adequate warning to operators of other vehicles. Check local governmental regulations. Various safety devices are available from your John Deere dealer. Keep safety items in good condition. Replace missing or damaged items.

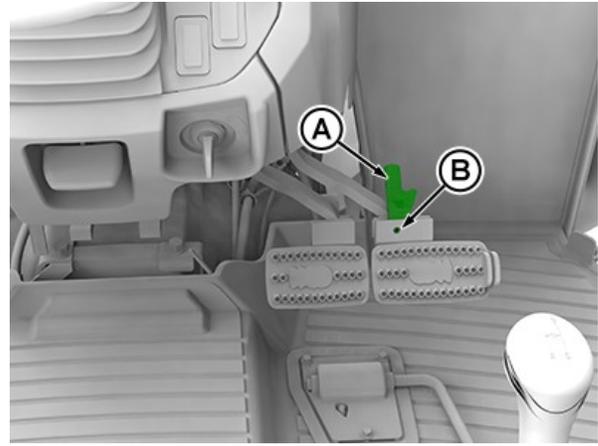
Observe the following precautions when driving tractor on roads:

1. Ballast tractor correctly.
2. **Cab:** Clean windows and adjust rear-view mirrors.
3. Use foot throttle instead of the hand throttle.

**⚠ CAUTION:** Before operating tractor on a road, lock brake pedals together. Use brakes lightly and cautiously at transport speeds.

**IMPORTANT:** To prevent unnecessary wear, never “ride” the brakes by resting a foot on the pedals.

4. Couple brake pedals together using brake pedal locking bar (A). Avoid hard application of brakes. Reduce speed if towed load weighs more than the tractor and is not equipped with brakes. (Consult implement operator's manual for recommended transport speeds.)



A—Brake Pedal Locking Bar    B—Locking Pin

Use additional caution when transporting towed loads under adverse surface conditions and when turning or braking on inclines. Be sure that wheel tread is adjusted wide to provide maximum stability.

Continued on next page

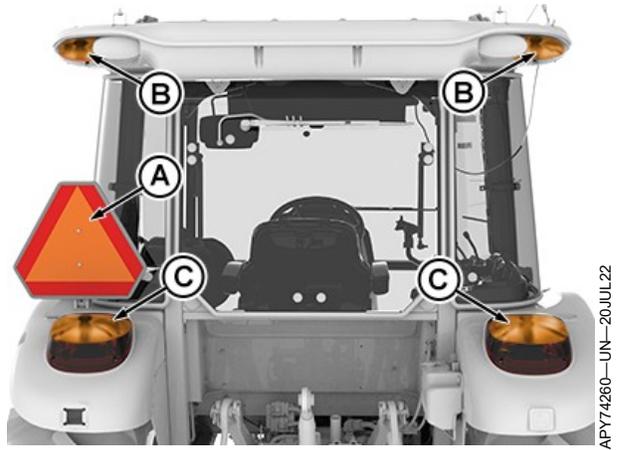
VP27597,0001F69-19-28JUL22-3/4

5. Check local laws and regulations for lighting requirements. Clean Slow Moving Vehicle (SMV) emblem (A), warning lights (B), and tail/warning lights (C). If towed or rear-mounted equipment obstructs view of safety devices, install SMV emblem and warning lights on equipment. (See your John Deere dealer.)

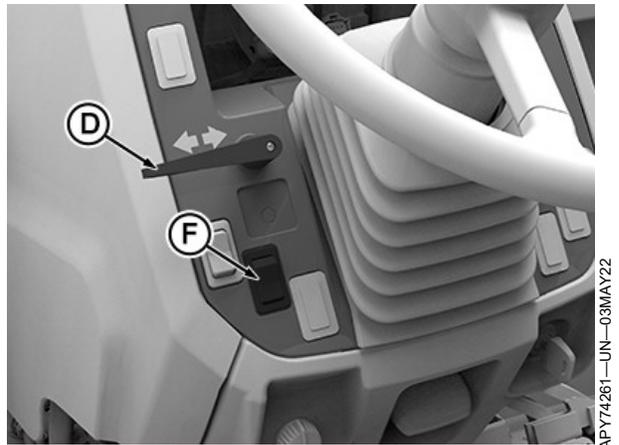
A seven-terminal outlet at rear of tractor supplies power to warning lights on towed or rear-mounted equipment. (See description of the outlet in Lights section.)

6. **MFWD (if equipped):** To reduce tire wear, disengage front wheel drive.
7. **Loader Cylinders (if equipped):** Engage transport lock to eliminate possibility of loader movement during transport by inadvertently bumping the multi-function control lever.
8. **Rear Hitch:** Lock hitch in transport position to eliminate the possibility of lowering an implement during transport by inadvertently bumping the raise/lower lever.
9. Use turn signal lever (D) when turning. Return lever to center position after turning.
10. Turn light switch to position (E).
11. Move switch (F) to low beam position (down) when meeting another vehicle. Never use floodlights or any lights which could blind or confuse other drivers.
12. Drive slowly to maintain safe control. Before descending a hill, shift to a gear low enough to control speed without using brakes. Slow down for rough ground and sharp turns, especially when transporting heavy, rear-mounted equipment.

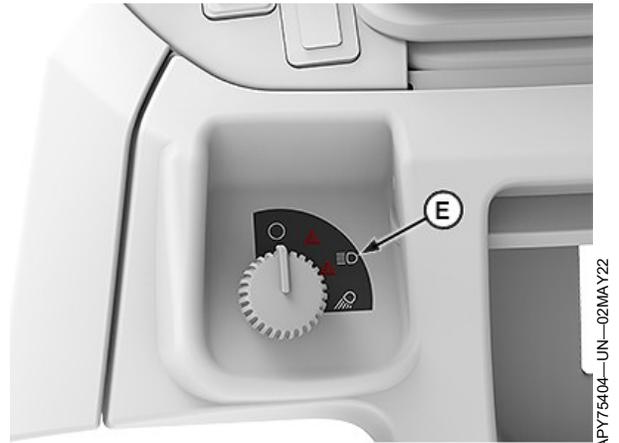
- |                       |                        |
|-----------------------|------------------------|
| A—SMV Emblem          | D—Turn Signal Lever    |
| B—Warning Lights      | E—Road Lights          |
| C—Tail/Warning Lights | F—High/Low Beam Switch |



Cab



Cab



VP27597,0001F69-19-28,JUL22-4/4

### Using Emergency Exit (Cab)

Rear window opening provides a large exit path if, the cab doors or sides of cab are blocked in an emergency situation.



Emergency Exit

VP27597.0001F40-19-27APR22-1/1

APY74270—JUN—03MAY22

### Use Caution on Hillsides

**OOS:** Operate only with the Roll-Over Protective Structure (ROPS) in the UP or extended position whenever possible. Always use your seat belt when the ROPS is in the UP or extended position to minimize chance of injury from an overturn accident.

Avoid holes, ditches, and obstructions which may cause the tractor to tip, especially on hillsides. Avoid sharp, uphill turns.

Never drive near the edge of a gully or steep embankment—it might cave in.

Driving forward out of a ditch or mired condition or up a steep slope could cause tractor to tip over rearward. Back out of these situations if possible.

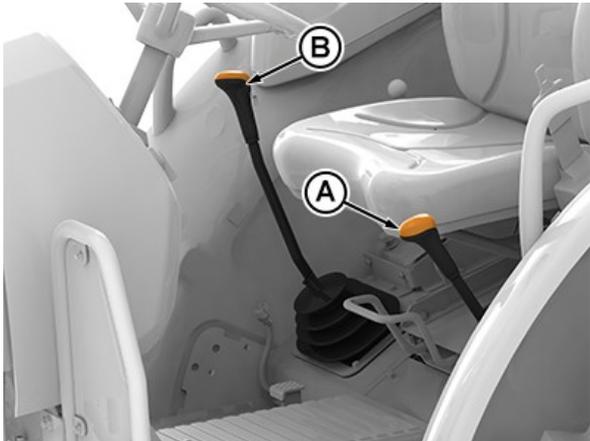
**MFWD (if equipped):** While mechanical front wheel drive greatly increases traction, it does not increase the stability of the tractor. With MFWD engaged, the tractor can climb steeper slopes, but does NOT become more stable. When this option is used, extra caution is needed on slopes. Compared to 2-wheel drive, a front-wheel drive tractor maintains traction on steeper slopes, increasing the possibility of a tip-over.

Danger of overturn increases greatly with narrow tread setting, at high speed.

Hitch towed loads only to drawbar. When using a chain, take up the slack slowly.

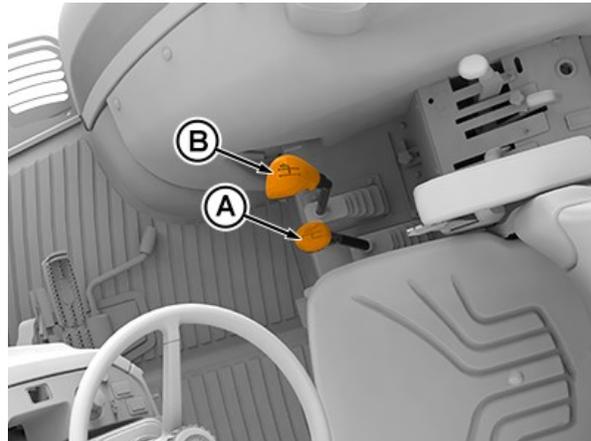
SD74272.000020C-19-23JUN12-1/1

## Operating PowrReverser™ Transmission (If Equipped)



APY74262—UN—03MAY22

Range and Gear Lever - OOS



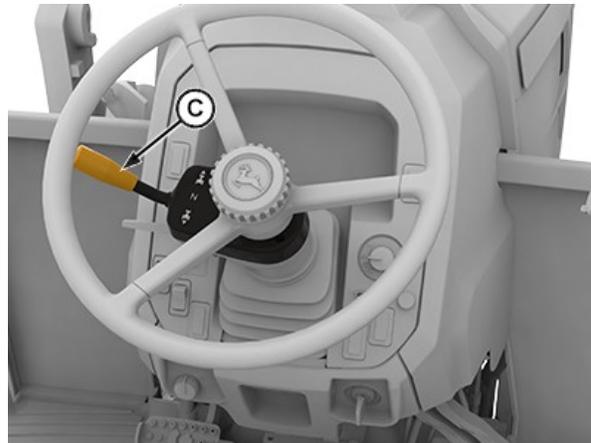
APY74264—UN—03MAY22

Range and Gear Lever - Cab



APY74266—UN—03MAY22

FNR Lever - OOS



APY74267—UN—03MAY22

FNR Lever- Cab

A—Range Shift Lever

B—Gear Shift Lever

C—FNR Lever

Range shift lever (A) provides three speed ranges: A, B, and C.

Gear shift lever (B) provides four forward and four reverse travel speeds (1, 2, 3, 4).

FNR lever (C) provides travel direction (forward or reverse).

**NOTE:** The clutch pedal must be fully depressed one time after engine is started.

*This is normally done when engaging a speed gear from neutral. When the tractor is started with speed gear engaged (FNR is in neutral), the tractor will not move when the FNR lever is set to F or R, until the clutch pedal has been fully depressed one time.*

- Twelve forward and the 12 reverse speeds are available when using range and gearshift levers

**IMPORTANT:** Top shaft synchronizer works only on speed gears. To prevent transmission damage, do not attempt to change range while in motion. To shift into a different range; stop tractor, depress clutch pedal fully and decrease engine speed.

The clutch pedal must be FULLY depressed in order to make a gear (speed) shift. If the clutch pedal is not fully depressed, the shift lever cannot be moved beyond neutral. Should this occur, depress the clutch pedal further. If the clutch pedal free travel is out of specification, see your John Deere dealer to readjust clutch pedal linkage.

To prevent unnecessary clutch wear, never “ride” the clutch by resting foot on the pedal.

**FNR lever:** With tractor stopped, select desired travel direction (forward or reverse). Travel direction change can be done without depressing the clutch pedal.

**Range Shift:** Tractor must come to a **complete stop** when shifting into any speed range.

1. After the tractor has stopped, lower engine rpm to idle speed.
2. Depress clutch pedal FULLY.
3. Select desired speed range (A, B, C).
4. Slowly release the clutch pedal to gradually take up load.

Continued on next page

VP27597,0001F6A-19-02MAY22-1/2

5. Increase engine speed once shift is completed.

**Gear (speed) Shift:** Changing gears can be made **on-the-go**, without stopping.

1. With the tractor in motion, depress the clutch pedal (C) FULLY.
2. Select desired speed (1, 2, 3, 4).
3. Slowly release the clutch pedal to gradually take up load.

VP27597,0001F6A-19-02MAY22-2/2

### Operating SyncShuttle™ Transmission

Range shift lever (A) provides three speed ranges: A, B, and C.

Gear shift lever (B) provides three forward and one reverse travel speed (1, 2, 3, R).

- Nine forward speeds are available when using range and gearshift levers
- Three reverse speeds are available when using range shift lever

**IMPORTANT:** Top shaft synchronizer works only on speed gears. To prevent transmission damage, do not attempt to change range while in motion. To shift into a different range; stop tractor, depress clutch pedal fully and decrease engine speed.

The clutch pedal must be FULLY depressed in order to make a gear (speed) shift. If the clutch pedal is not fully depressed, the shift lever cannot be moved beyond neutral. Should this occur, depress the clutch pedal further. If the clutch pedal free travel is out of specification, see your John Deere dealer to readjust clutch pedal linkage.

To prevent unnecessary clutch wear, never “ride” the clutch by resting foot on the pedal.

**Range Shift:** Tractor must come to a **complete stop** when shifting into any speed range.

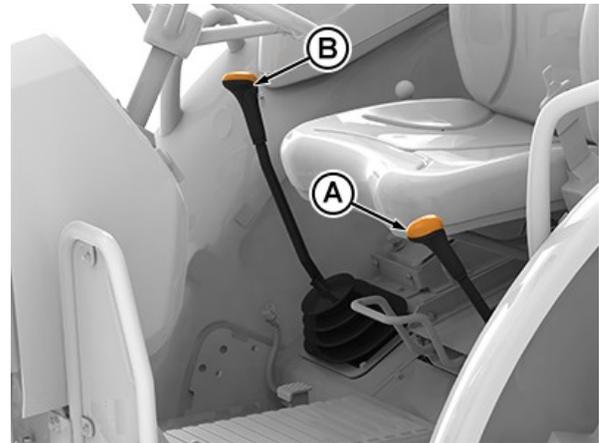
1. After the tractor has stopped, lower engine rpm to idle speed.
2. Depress clutch pedal FULLY.
3. Select desired speed range (A, B, C).
4. Slowly release the clutch pedal to gradually take up load.
5. Increase engine speed once shift is completed.

**Gear (speed) Shift:** Changing gears can be made **on-the-go**, without stopping.

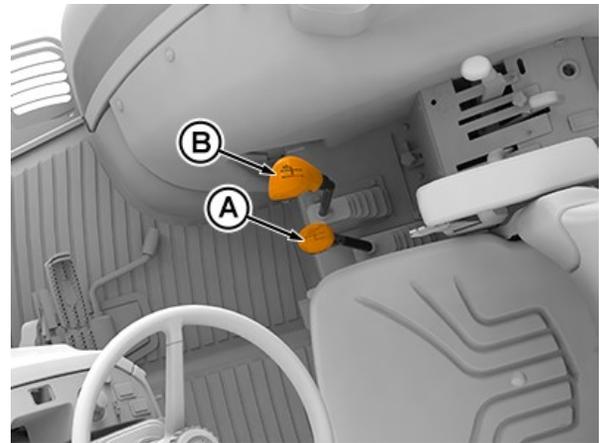
1. With the tractor in motion, depress the clutch pedal (C) FULLY.
2. Select desired speed (1, 2, 3, R).
3. Slowly release the clutch pedal to gradually take up load.

A—Range Shift Lever  
B—Gear Shift Lever

C—Clutch Pedal



Range and Gear Lever - OOS



Range and Gear Lever - Cab



Clutch

VP27597,0001F6B-19-02MAY22-1/1

### Using Infinitely Variable Shuttle (If Equipped)

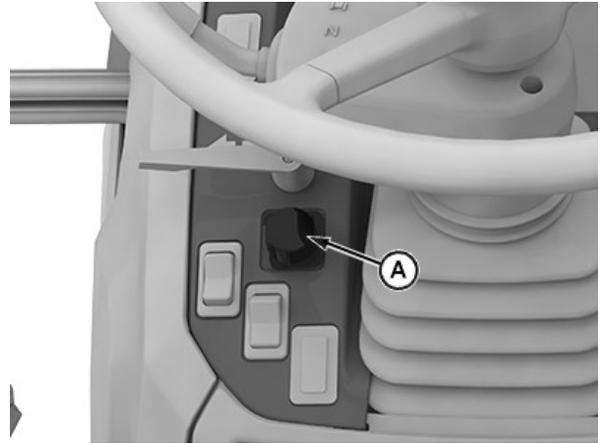
Infinitely variable shuttle (A) adjusts load take-up and acceleration when making directional changes with PowrReverser™ lever during repetitive cycle work (loader operation).

In full left (counterclockwise) position (shown) load take-up and acceleration ramp-up are slow to respond.

When operating with high load and ballast, turn control knob clockwise to speed-up acceleration and load take-up response.

**IMPORTANT: When operating in full right (clockwise) position on concrete or paved surfaces, premature tire wear can occur.**

A—Variable Shuttle



Variable Shuttle

VP27597,0001F47-19-27APR22-1/1

### Selecting a Gear



For PowrReverser™ Transmission



For SyncShuttle™ Transmission

**IMPORTANT: To extend drivetrain life and avoid excessive soil compaction and rolling resistance when using ballast, operate one gear lower than normal.**

The tractor may be operated in any gear with engine speeds between 1588 rpm and 2083 rated engine rpm.

Within these limits, the engine can be put under full load. For light load operation, use a higher gear and lower engine speed. This saves fuel and reduces wear.

Ground Speed Estimates for the different tire sizes are located in Specifications section.

VP27597,0001F6C-19-28JUL22-1/1

## Using Brakes

**CAUTION:** Before operating the tractor on a road, lock the pedals together. Use brake lightly and cautiously at transport speeds.

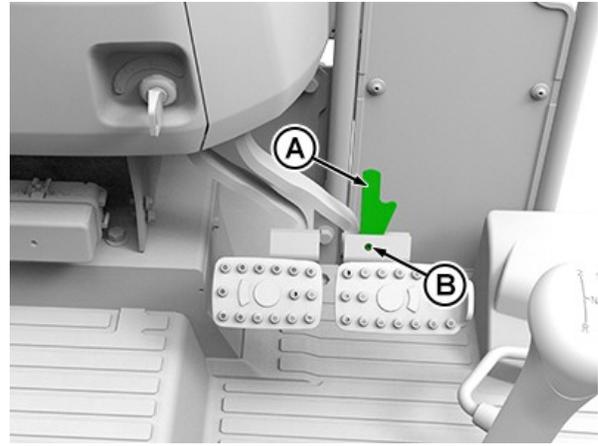
Use individual brakes to assist in making sharp turns. remove the locking pin (B) and disengage brake pedal locking bar (A) and depress only one brake pedal.

To stop the tractor, depress both brake pedals.

**IMPORTANT:** To prevent unnecessary wear, never ride the brakes by resting a foot on the pedals.

Reduce speed if towed load is not equipped with brakes and weighs more than the tractor. Avoid hard braking applications. Consult implement operator's manual for recommended transport speeds.

Use additional caution when transporting towed loads under adverse conditions, when turning or stopping on inclines.



A—Brake Pedal Locking Bar B— Locking Pin

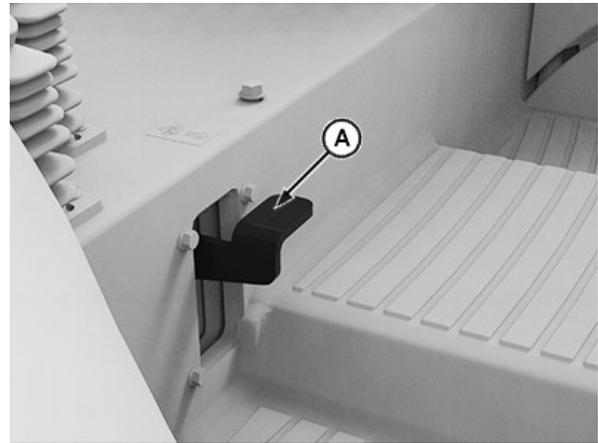
VP27597.0001F6D-19-02MAY22-1/1

## Use Differential Lock



Differential Lock - OOS

APY74268—UN—03MAY22



Differential Lock - Cab

APY74269—UN—03MAY22

A—Differential Lock Pedal

**CAUTION:** Do not operate the tractor at high speed or attempt to turn with the differential lock engaged.

**IMPORTANT:** To prevent damage to drivetrain, do not engage differential lock when one wheel is spinning and the other is stopped.

When one wheel starts to lose traction, engage differential lock by depressing pedal (A) down. Tractor wheels must be turning before engaging differential lock. If possible, engage

differential lock before entering conditions where tires may slip.

Unequal traction keeps the lock engaged. When traction equalizes, lock disengage itself by spring action. If lock does not disengage, depress one brake pedal and then the other.

If tires repeatedly slip, then get traction, and then slip again, hold pedal in the engaged position.

VP27597.0001F42-19-27APR22-1/1

## Operating Mechanical Front Wheel Drive (If Equipped)



OOS

APY74279—UN—25APR22



Cab

APY74280—UN—31MAR23

Use mechanical front wheel drive (MFWD) as required for better traction.

**CAUTION:** Mechanical front wheel drive greatly increase traction. When this option is used, extra caution is needed on slopes. Compared to 2-Wheel drive, a mechanical front wheel drive tractor maintains traction on steeper slopes. Increase the possibility of a tip over.

When driving on icy, wet, or graveled surfaces, reduce speed and be sure that the tractor is properly ballasted to avoid skidding and loss of steering controls, engage mechanical front wheel drive.

**IMPORTANT:** To extend tire life engage mechanical front wheel drive when needed. **DO NOT** engage when driving on hard surfaces.

**DO NOT** install tire chains on the tractor front wheels, chains strike, and damage the tractor.

To prevent transmission damage, **DO NOT** engage or disengage mechanical front wheel drive on the go.

While towing down an implement and pushing MFWD lever to disengage, lever may resist to disengage MFWD. When this occurs, the load must be relieved first from the power train. See step 3.

Front-wheel drive may be engaged and disengaged while in motion

1. To engage, pull up on MFWD lever (A).



MFWD Label

APY74281—UN—25APR22

A—MFWD Lever

2. To disengage, push lever back down.
3. If the lever not goes down easily, that means the load must first be relieved from the power train. Operator may push down on lever while doing one of the following in order to relieve load:
  - Reduce speed and drive tractor straight ahead at for a few feet.
  - Stop tractor, then operate in reverse direction for a short distance, if changing from a forward direction.

VP27597,0001F43-19-27APR22-1/1

**Mechanical Front Wheel Drive—With Brake Assist (4WD PowrReverser™ Transmission)—If Equipped**

**⚠ CAUTION:** Mechanical front-wheel drive greatly increases traction; it does not increase the stability of the tractor. With MFWD engaged, the tractor can climb steeper slopes but it does not become more stable. The possibility of a tip-over increases with MFWD. Use extra caution on slopes.

When driving on icy, wet, or graveled surfaces, reduce speed and properly ballast tractor to avoid skidding and loss of steering control. For best control under adverse conditions, engage mechanical front-wheel drive (if equipped).

**IMPORTANT:** To extend tire life, engage mechanical front-wheel drive only when needed. **DO NOT** engage when driving on hard surfaces.

**DO NOT** install tire chains on tractor front wheels. Chains will strike and damage tractor.

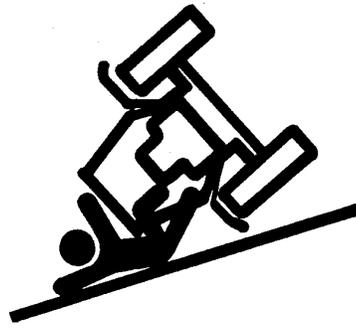
MFWD can be engaged and disengaged in all gears (forward and reverse) during operation and under full load. EH-MFWD Switch (A) has two operating positions:

*NOTE: When the brakes are applied, MFWD engages automatically regardless of the position selected at the MFWD switch. The MFWD drive indicator light comes on.*

- **MFWD ON** (top half pressed down): MFWD engaged. Indicator (B) will light when MFWD is engaged.
- **Brake Assist ON** (bottom half pressed down): MFWD disengaged and Brake Assist MFWD is engaged. Indicator (B) will go off when MFWD is disengaged.

A—EH-MFWD Switch

B—MFWD Indicator



EH- MFWD Switch (OOS shown; Cab similar and located on right hand console)



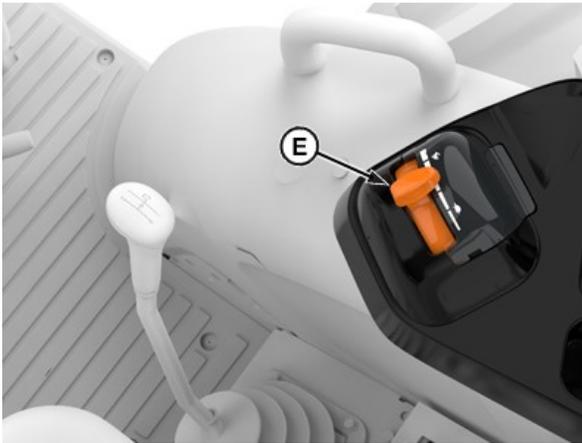
RP32883, 1695378666389-19-29SEP23-1/1

RW13093—UN—07DEC88

APY84696—UN—26SEP23

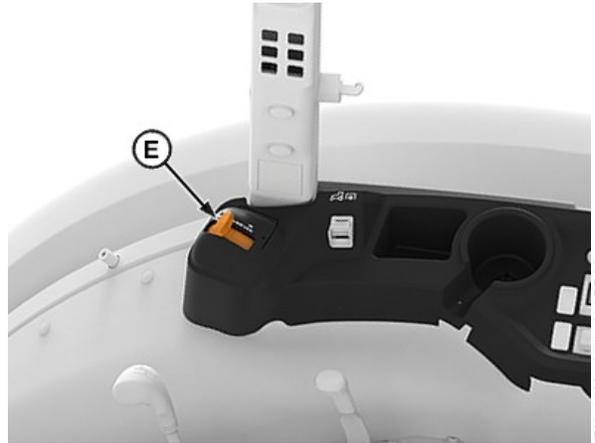
APY84697—UN—25SEP23

## Stopping Tractor (PowerReverser™)



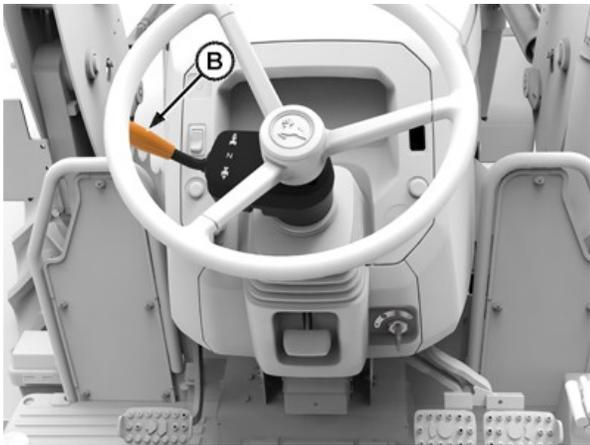
APY74282—UN—25APR22

Hand Throttle - OOS



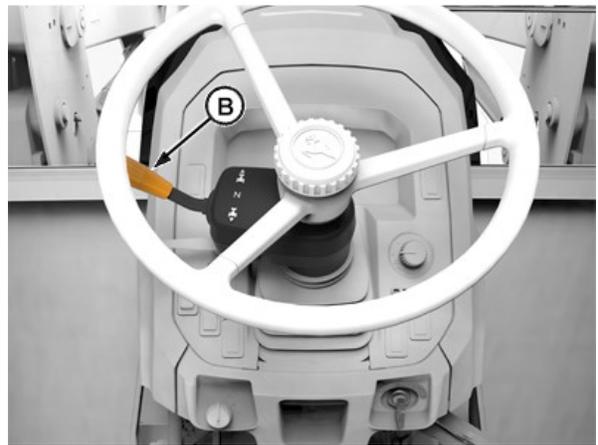
APY74283—UN—25APR22

Hand Throttle - Cab



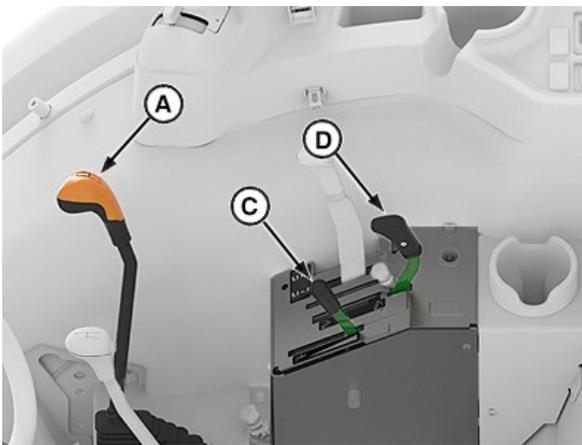
APY74284—UN—25APR22

Lever - OOS



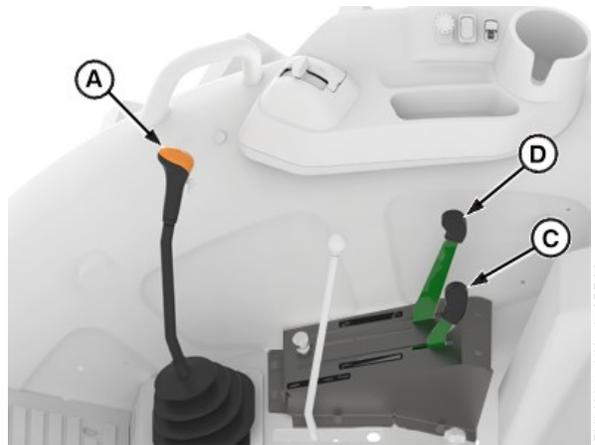
APY74285—UN—25APR22

Lever - Cab



APY74286—UN—25APR22

Lever - Cab



APY74287—UN—25APR22

Lever - OOS

A—Gear Shift Lever  
B—PowerReverser™ Lever

C—Draft Control Lever  
D—Position Control Lever

E—Hand Throttle

1. Stop tractor travel by depressing on clutch pedal first or while using the brakes.

2. Put gearshift lever (A) or PowerReverser lever (B) (if equipped) in NEUTRAL before or while using the brakes.

Continued on next page

VP27597,0001F44-19-27APR22-1/2

**IMPORTANT: Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.**

3. Pull hand throttle (E) down to low idle position. Allow engine to idle for 1—2 minutes.
4. Lower all equipment to ground using position control lever (C and D).

5. Put all SCV levers in NEUTRAL.

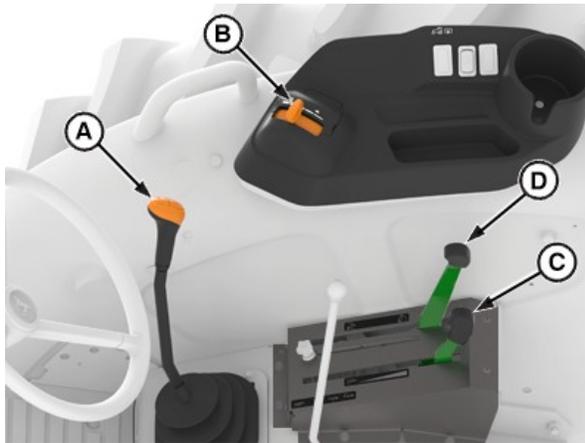
6. Disengage PTO.

**⚠ CAUTION: To prevent the operation of tractor by untrained person, remove the key from the ignition switch.**

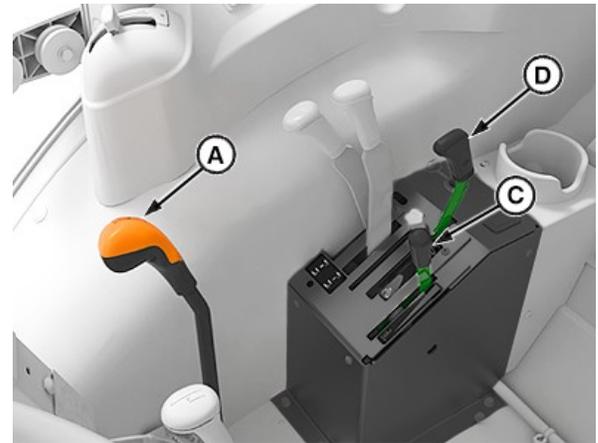
7. Turn key to STOP position and remove from switch.

VP27597.0001F44-19-27APR22-2/2

### Stopping Tractor (SyncShuttle™)



Lever - OOS



Lever - CAB

1. Stop tractor travel by depressing on clutch pedal first or while using the brakes.
2. Put gearshift lever (A) in NEUTRAL before or while using the brakes.

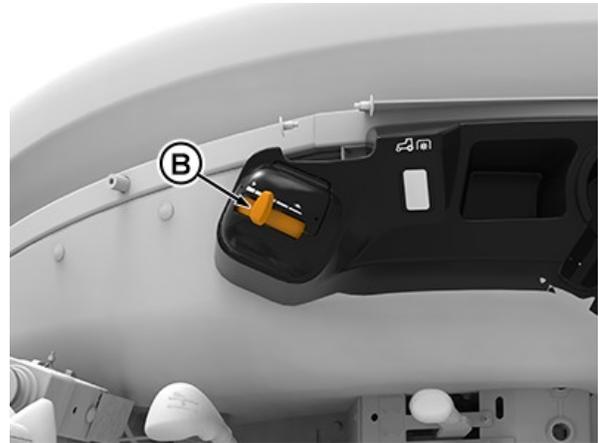
**IMPORTANT: Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.**

3. Pull hand throttle (B) down to low idle position. Allow engine to idle for 1—2 minutes.
4. Lower all equipment to ground using position control lever (C and D).
5. Put all SCV levers in NEUTRAL.

6. Disengage PTO.

**⚠ CAUTION: To prevent the operation of tractor by untrained person, remove the key from the ignition switch.**

7. Turn key to STOP position and remove from switch.



Hand Throttle - Cab

A—Gear Shift Lever  
B—Hand Throttle

C—Draft Control Lever  
D—Position Control Lever

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## Come-Home Mode

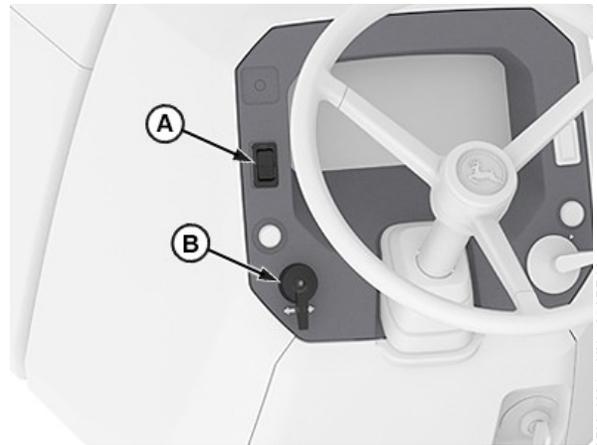
**⚠ CAUTION: When driving tractor in come-home mode, do not exceed tractor limited capability.**

Come-home mode may be used if tractor becomes inoperable due to failures and must be moved. While in come-home mode, engine speed is limited to 1500 rpm.

1. Turn key switch to START position.
2. Press and hold roll mode switch (A) for 5 seconds to display first control unit screen.
3. Stored diagnostic trouble codes (DTC) appear on instrument cluster control (ICC) LCD display (C). If codes appear, record the code information.
4. Move turn signal switch (B) to right-hand side to scroll and select PTR.
5. Press and release the roll mode switch (A) to enter PTR address space.
6. Use repeated cycles of the turn signal switch (B) to right-hand side to scroll the address 100 (diagnostic address).
7. Press and release roll mode switch to enable the data entry.
8. Move turn signal switch (B) to right-hand side to change 0 to 1.
9. Press and release roll mode switch (A) to save the data entry.
10. Stand up off the seat and then sit back down. There must be an active code for PTR523966.31 – come home mode detected. The throttle must be limited to 1500 rpm.
11. Step on brake pedal momentarily.

**⚠ CAUTION: Before operating tractor verify correct operation of steering and brakes. In some situations braking may require additional force due to lower hydraulic pressure.**

12. Move range shift lever in A range and gearshift lever in first gear, depress clutch pedal and put the Forward, Neutral, Reverse lever in FORWARD.



OOS Shown



For PowrReverser™ Transmission

A—Roll Mode Switch      C—LCD Display  
B—Turn Signal Switch

13. Release clutch pedal, there must be a 3-4 seconds delay and clutch must slowly engage.

**NOTE: Come home mode deactivate, if the ignition off. Perform the same procedure for activation of come home mode.**

VP27597,0001F6E-19-02SEP22-1/1

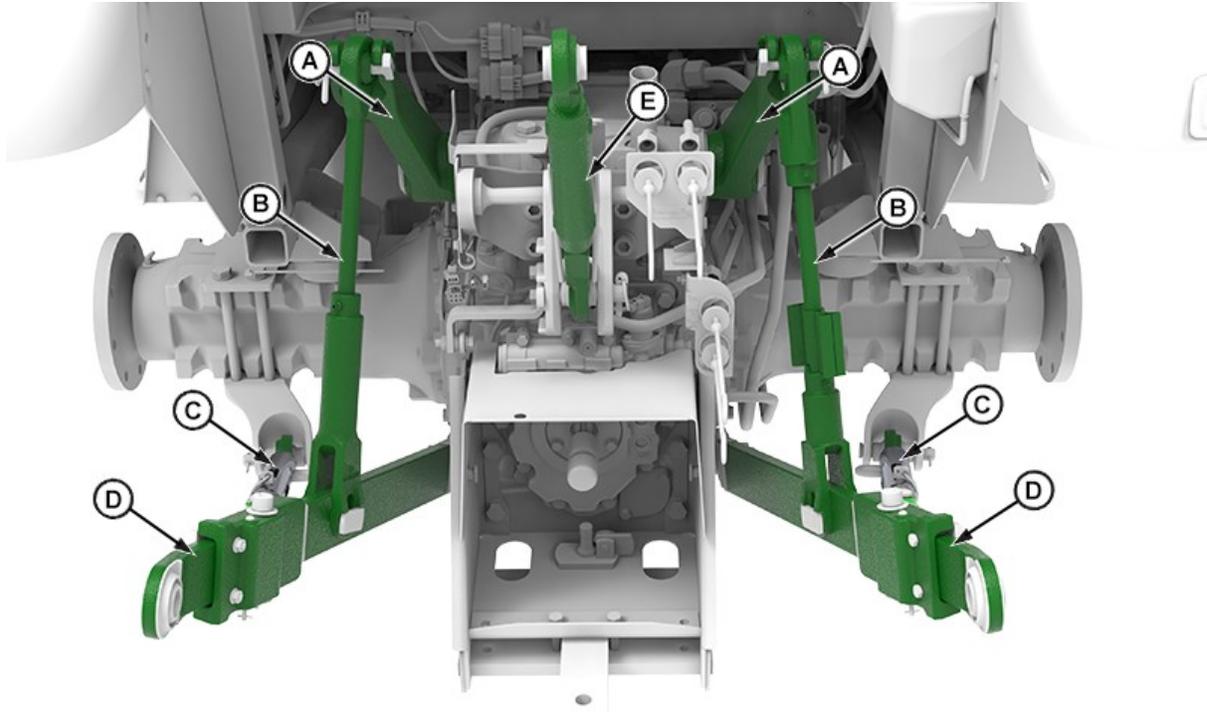
# Rockshaft and 3-Point Hitch

## Match Tractor Power to Implement

**IMPORTANT:** Tractor power must match the size of certain implements. Excessive power can damage an implement, and too large implement can damage the tractor. (Refer to implement operator's manual for minimum and maximum power requirements before attaching an implement.)

PY00013,0000003-19-17JUL23-1/1

## 3-Point Hitch Components



3 - Point Hitch with Sway Chains

A—Lift Arms  
B—Lift Links

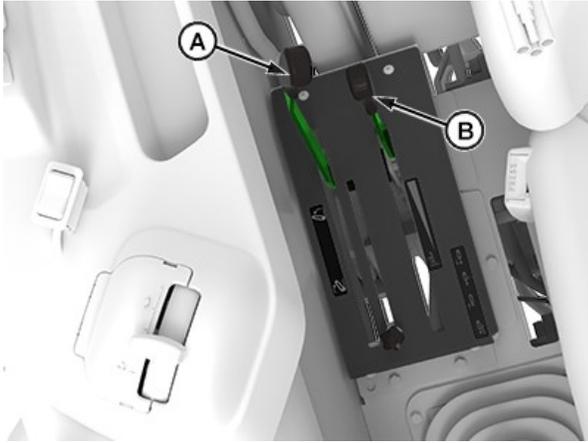
C—Sway Chains/Sway Bars  
D—Draft Links

E—Center Link

APY74293—UN—03MAY22

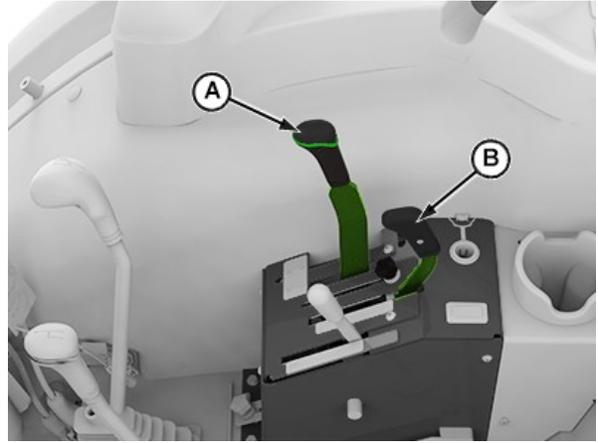
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## Rockshaft Control Levers



APY74299—UN—03MAY22

OOS Shown



APY74300—UN—03MAY22

Standard Cab

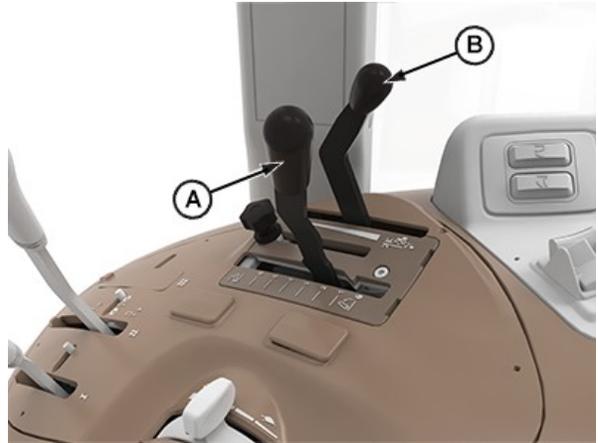
The rockshaft position is controlled by two levers, the position control lever (A) and the draft control lever (B).

The rockshaft position control lever (A) raises the hitch when pulled rearward and lowers the hitch when moved forward.

The draft control lever (B) controls the hitch position relative to draft loads.

**A—Position Control Lever**

**B—Draft Control Lever**

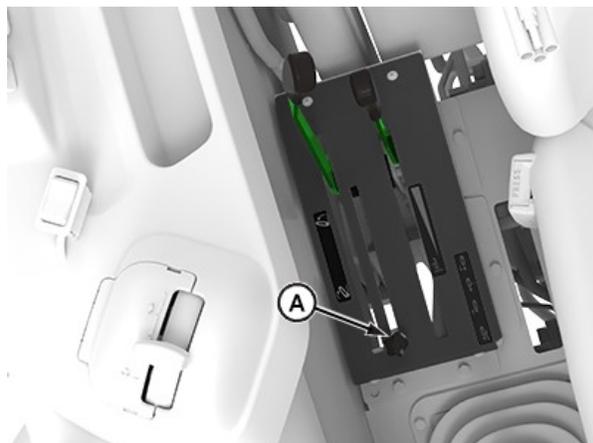


APY74301—UN—03MAY22

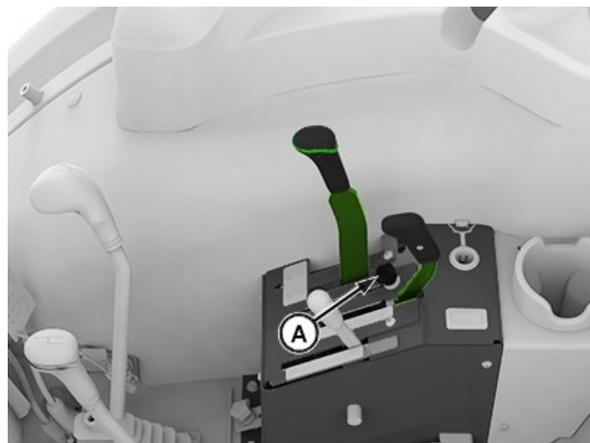
Premium Cab

VP27597,0001F18-19-17JUL23-1/1

## Setting Position Control Lever Stop



OOS Shown

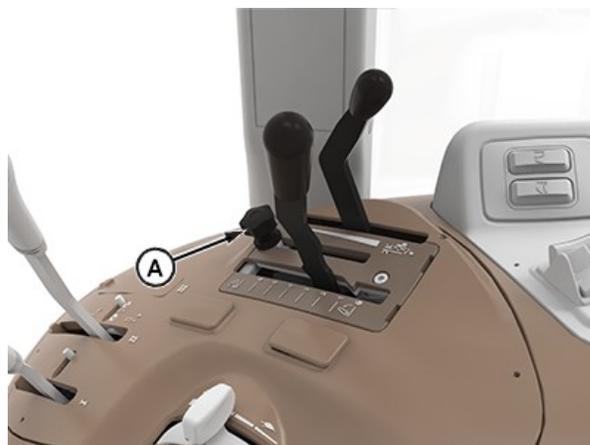


Standard Cab Shown

**NOTE:** Position control lever stop (A) is used when operating depth or height must be repeated often.

1. Operate implement for a few minutes to determine the proper depth or height.
2. Loosen the lever stop (A) and slide against position control lever. Lock the lever stop (A) in any position by turning the lever knob in a clockwise direction. Rockshaft will now lower to the same position each time when control lever is pushed forward to the stop.

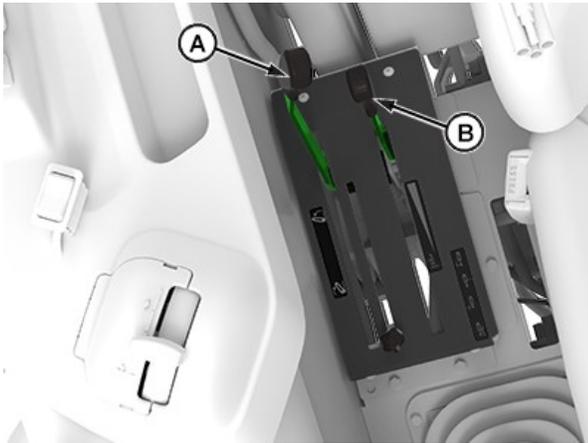
**A—Lever Stop**



Premium Cab Shown

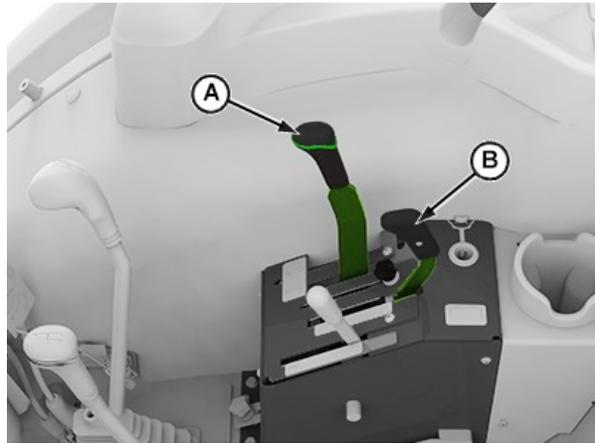
VP27597,0001F19-19-17JUL23-1/1

Using Rockshaft Position Control



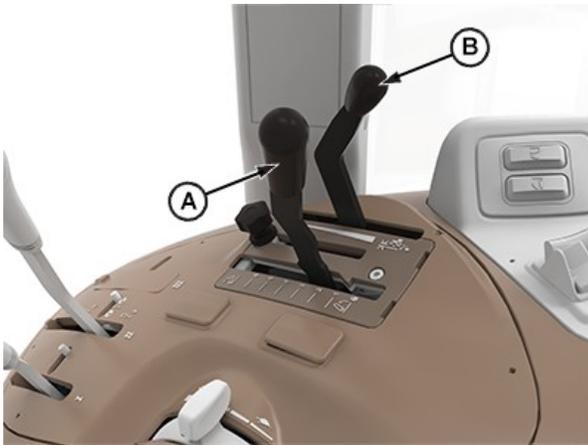
OOS Shown

APY74299—UN—03MAY22



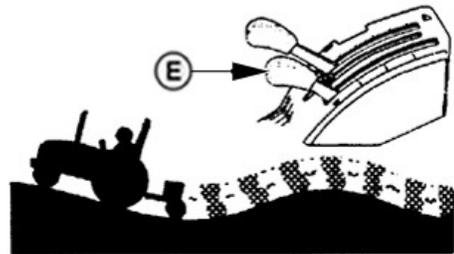
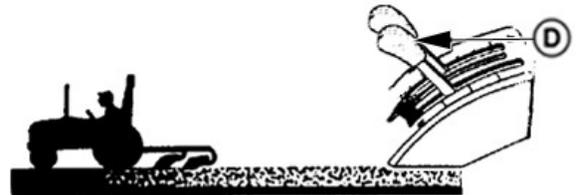
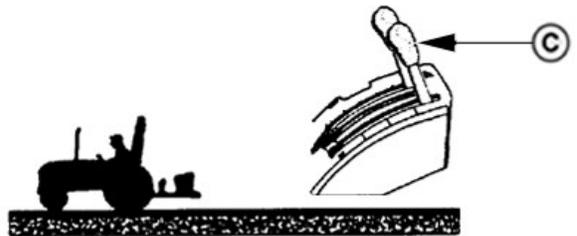
Standard Cab

APY74300—UN—03MAY22



Premium Cab

APY74301—UN—03MAY22



PY18781—UN—17SEP13

A—Position Control Lever  
B—Draft Control Lever

C—Position Control Lever In Rearward Position

D—Position Control Lever In Desired Depth Position

E—Position Control Lever And Draft Control Lever in Float Position

**CAUTION:** To prevent unexpected movement of the rockshaft, place draft control lever (B), in a full forward position before attaching an implement.

Move draft control lever (B) forward when automatic adjustment of hitch according to draft load is not wanted (for example, when attaching implement to tractor).

Use position control lever (A) to control the hitch movement

and depth. Position control must be used for the following applications:

For the transport of implements and end-of-field turnaround, move position control lever fully rearward (C) for both load and non-load sensing usage.

To have constant depth of implements on level terrain and for non-ground engaging implements, position control lever must be at the desired depth position (D).

Continued on next page

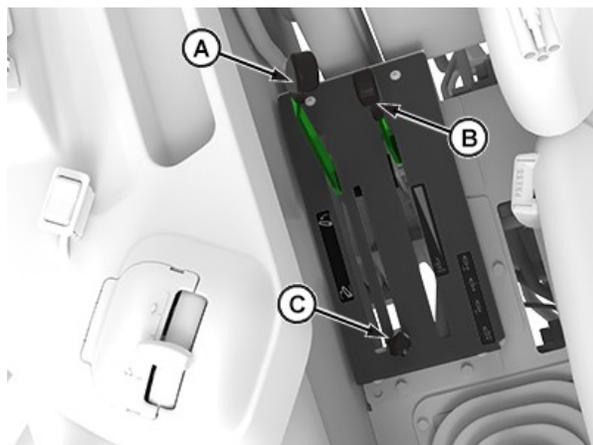
VP27597.0001F1A-19-15JUL22-1/2

Float operation for implements with skids or depth gauge wheels designed to carry the full implement weight. Push both levers all the way forward in the float position (E) so implement can follow the ground contour.

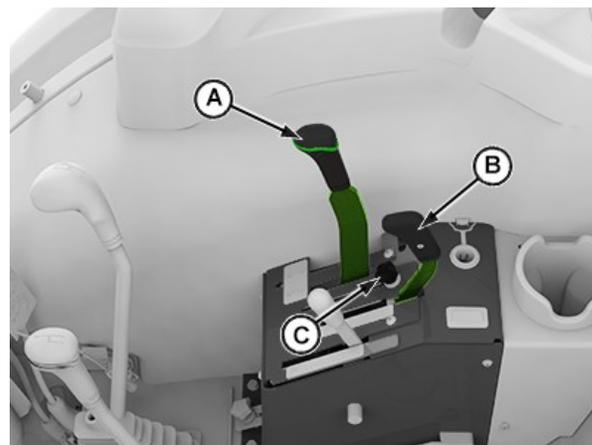
**NOTE:** Lift links can be adjusted for the implement float. (See Adjust Lateral Float in this section.)

VP27597,0001F1A-19-15JUL22-2/2

## Using Draft Control



Control Levers of OOS



Control Levers of Standard Cab

The rockshaft is equipped with variable draft control system.

Use draft load sensing when:

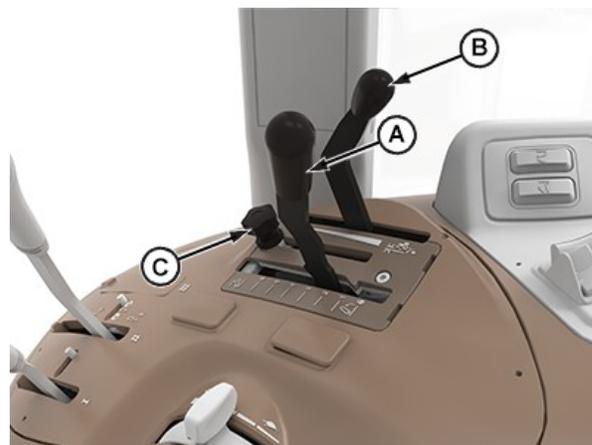
- Operating with a fully mounted implement in hill and swale terrain. The implement will rise and lower to follow the ground contours while maintaining a nearly constant depth.
- Operating in varying soil conditions. The implement is raised slightly to get through tough spots so you do not have to shift to a lower gear.

Draft control lever (B) controls amount of load required before hitch responds. With lever placed fully forward to the position marked "OFF" (C), there is no draft sensing. Placing the lever toward the rear position reduces the amount of draft load required to override the position setting set by the position control lever (A) and raise the rockshaft.

Draft sensitivity ranges can be changed by repositioning the center link. (See Position Center Link in this section for additional information.)

For draft load sensing operation:

- Initially place position control lever (A) in its fully rearward position and the draft control lever (B) in the fully forward (least draft) position.
- With tractor moving, push position control lever (A) forward to set implement operating depth. Set position control lever stop (D) so control lever can be brought back to the same position. The operating depth set-up



Control Levers of Premium Cab

**A—Position Control Lever      C—Position Control Lever Stop**  
**B—Draft Control Lever**

will prevent the rockshaft from lowering all the way when the tractor begins to slip. Then pull draft sensing lever (B) rearward until desired draft sensing sensitivity is obtained.

- The position control lever (A) can also be raised slightly to override the draft control setting to help get through slippery spots without getting stuck.
- The position control lever (A) can be moved fully rearward to raise the hitch at the end of the field.

VP27597,0001F14-19-15JUL22-1/1

### EQRL (Electrical Quick Raise and Lower)

**Definition:** An electrical switches/buttons arrangement to facilitate raising and lowering of implement at headlands or whenever needed without operating the position control (PC) and draft control (DC) levers.

Add on component to existing JD rockshafts.

Electrically controlled mechanical linkages operation.

**Need of EQRL:**

- Ease of headland turns, to increased productivity.

- To increased operators, Comfort.
- To maintains same depth (in place of PC lever actuation).

**Advantages of EQRL:**

Ease of headland turns to increased productivity and comfort.

No need to operate PC lever over the sector that takes time and need operator effort.

Split second (quick) operation.

VP27597,1688632173567-19-17JUL23-1/1

### Operate Electronic Quick Raise and Lower Switch

QRL Motor will be on when all the following conditions are met:

1. Ignition is ON (check key switch position).
2. Engine is running (alternator input must be required).
3. QRL Switch is ON.
4. Depending on the operation of upper and lower EQRL

switch and PC lever position hitch movement must be controlled.

Press the EQRL switch to move the rear hitch.

**⚠ CAUTION: Avoid possible injury or death from tractor movement. Put transmission in PARK before using external raise and lower switches. Stay clear of rotating drive lines and interference points.**

VP27597,1683208061936-19-17JUL23-1/3

### EQRL and PC Lever

To operate the EQRL to full quadrant, PC lever should be at lowermost position.

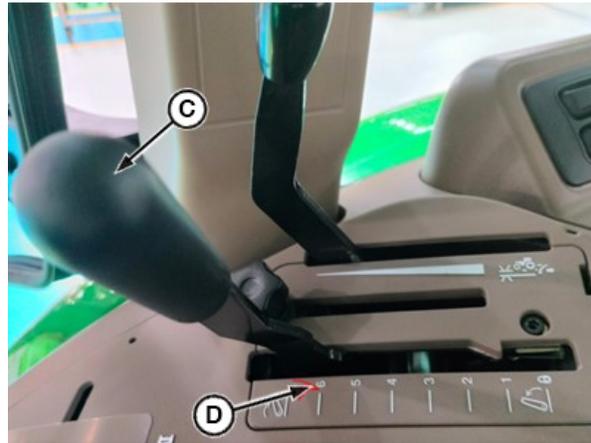
The quadrant movement with EQRL switch will be dependent on Position of the PC lever in the quadrant.

PC lever will always override the hitch movement with EQRL.

If hitch is locked and is not lowering down even after shifting the PC lever to completely lower position. Then press the lower QRL switch once and release, to release the hydraulic pressure and to complete one raise and lower cycle.

**C—Position Lever**

**D—Lower Position**

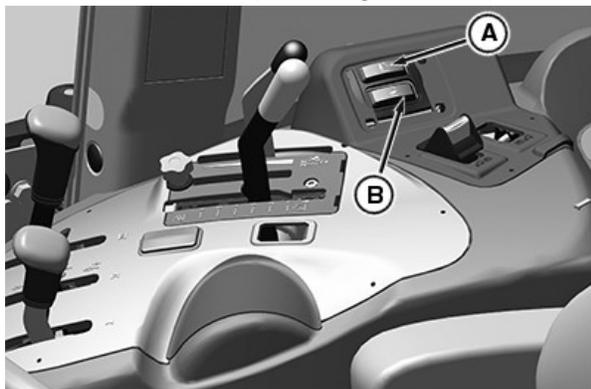


APY75832—UN—07JUL23

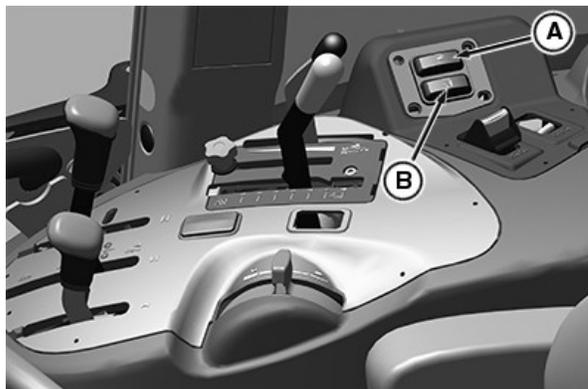
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VP27597,1683208061936-19-17JUL23-2/3

**Hitch Remote Control (Front Right Fender)**



PY33041—UN—18OCT16



PY33043—UN—18OCT16

Premium Cab Only

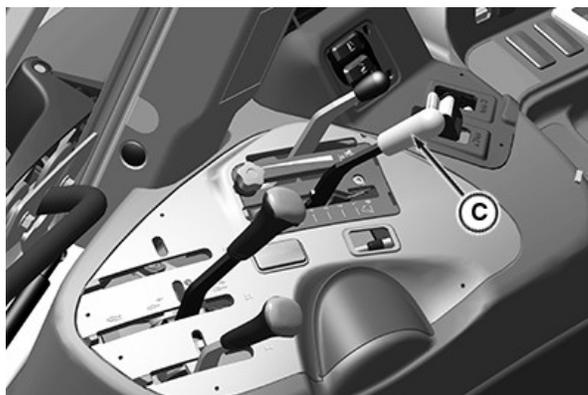
Press the EQRL switch to move the rear hitch.

Switch ON the ignition and wait for the beep from the instrument cluster. Check for any blink codes for the EQRL system in the instrument cluster. If no blink codes present start the engine. Press quick raise switch (A) once to raise the rear hitch and press the quick lower switch (B) once to lower the rear hitch completely or to the level set by position control lever. Hitch lift limit by switch (A) can be adjusted manually to 50%, 75%, or 95% of full lift achieved by position control lever.

**IMPORTANT: Never press and hold the EQRL switch once raise/lower operation is started.**

**Never press the EQRL switch more than 3 times once raise/lower operation is started.**

*NOTE: The system will go in Safe Mode with blink code appearing in instrument cluster if any abnormal operation of EQRL switch is detected, EQRL switch operation will stop. The system will be operational only in the next ignition cycle if there are no blink codes.*



PY33037—UN—18OCT16

Premium Cab

A—Quick Raise Switch  
B—Quick Lower Switch

C—Position Control Lever

VP27597, 1683208061936-19-17JUL23-3/3

## Adjusting Rockshaft Rate-of-Drop/ Implement/ Transportation Lock



APY74297—UN—03MAY22

OOS



APY74298—UN—03MAY22

Cab

A—Rate-Of-Drop Knob/  
Implement Lock

**⚠ CAUTION: Excessive rate-of-drop may cause damage or injury. Fully lowering implement should require at least two seconds.**

Rockshaft drops faster when a heavy implement is attached. Adjust rate-of-drop knob so that it is slow enough to be safe and prevent implement damage.

Turn rate-of-drop knob (A), located under the seat, clockwise to slow rockshaft drop.

Turn knob counterclockwise to increase rate-of-drop.

Rate-of-drop knob is also called implement lock. When knob is fully screw in, implement will not lower down even if position control lever is fully down. Use implement lock while transporting implement.

VP27597,0001F15-19-27APR22-1/1

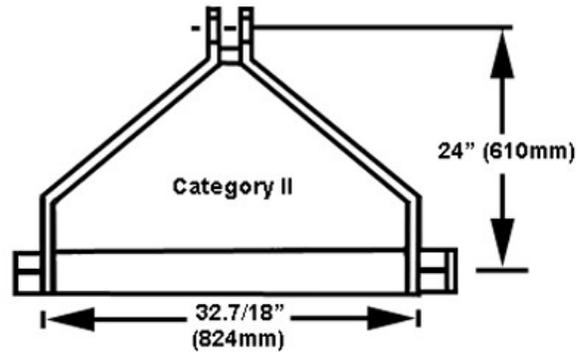
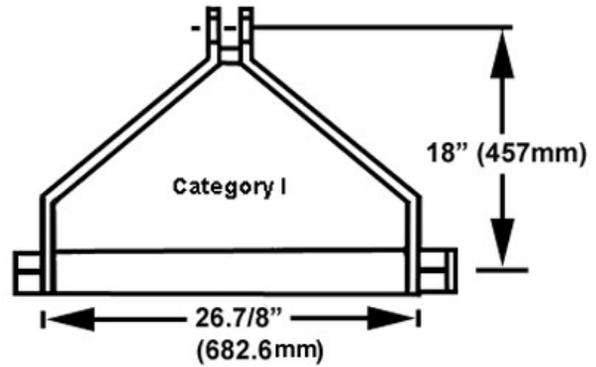
### Prepare Implement

**IMPORTANT:** When attaching Category I implements to the tractor, sway chains/ stabilizer bar need lengthening to prevent binding and limiting full raise of the hitch. (See Adjust Hitch Side Sway in this section.)

Category I three Point Hitch is narrower and is used on smaller implements than Category II implements. Refer to the following chart to identify implement category.

Category II implements have the top hole of the implement mast located 610 mm (24 in) above the lower pins. Drill another hole in top mast or extend top mast if necessary.

Category	Mast Height	Width Between Lower Pins	Pin Size (Diameter)	
			Lower	Upper
I	457 mm (18 in)	682.6 mm (26-7/8 in.)	22 mm (7/8 in)	19 mm (3/4 in)
II	610+/-1.5 mm (24 in)	824 mm (32-7/16 in.)	28.7+0.3 mm (1-1/8 in.)	25.5 mm (1 in)



PY6616

PY6616—19—20DEC06

PP71895,00016FD-19-17MAY21-1/1

### Convert Category II Hitch to a Category I (If Equipped)

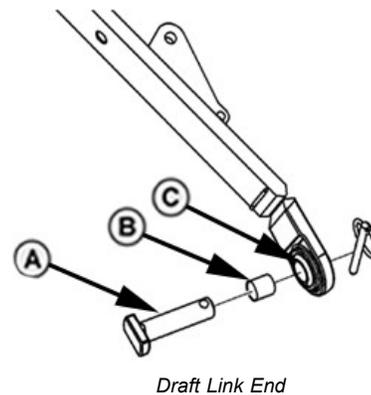
Center link end is sized for Category II implement attaching pin.

If Category I implements are to be used, the Category II hitch can be converted as follows:

1. Insert draft link bushing (B), to the center link end. Smaller implement mast pin (A) is also needed while installing center link bushing.
2. Rotate draft link ball (C) in draft link ends to fit over implement pins.

**NOTE:** The image representation is given only for draft link same bushing required to install in the center link.

See nearest John Deere dealer for parts.



PY7310

Draft Link End

A—Mast Pin  
B—Draft Link Bushing

C—Draft Link Ball

PY7310—UN—29JUN07

VP27597,0001F1B-19-27APR22-1/1

## Position Center Link

The draft sensing center link attaching bracket has holes that allow three different positions for attaching the center link. The position affects the draft sensing sensitivity.

Standard position is (C).

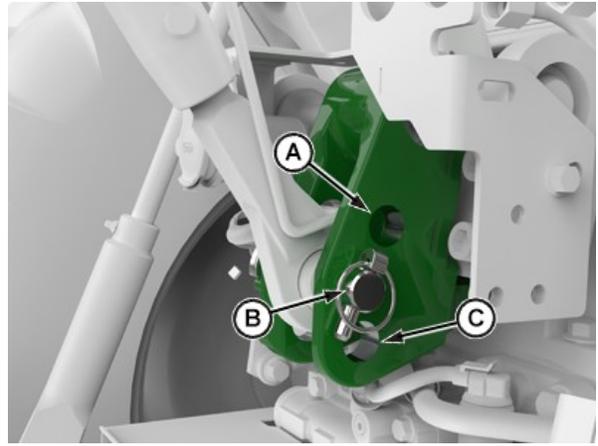
Move the center link attachment to holes (B) if:

- Excessive hitch activity or hunting occurs in the draft control operation.
- The rear of the implement raises too much when lifted. The implement weight, which can be lifted is reduced slightly with the center link attachment in the lower holes.
- The draft control lever range is too small.

Move the center link attachment to holes (C) if:

- The hitch seems unresponsive in draft control operation and allows the engine speed to drop too far before raising the rockshaft.
- The rear of the implement droops and drags the ground as the implement is lifted.

Upper hole (A) eliminates draft sensing.



Center Link

A—Upper Hole  
B—Middle Hole

C—Lower Hole

**NOTE:** Implements with Category I mast height 457 mm (18 in) is normally used for upper two attaching holes. Implements with Category II mast height 610 mm (24 in) is normally used for upper two attaching holes.

VP27597,0001F1C-19-27APR22-1/1

## Attach Implements to 3-Point Hitch

### Fixed Draft Links

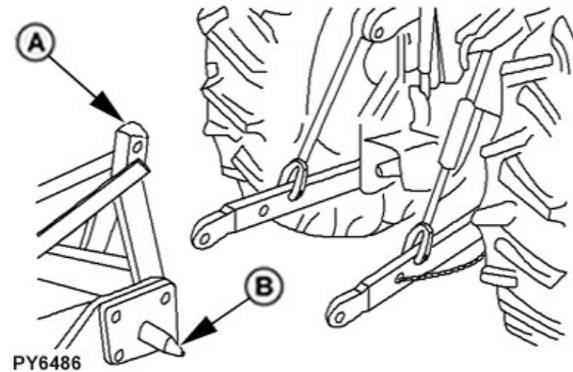
1. Be sure that drawbar will not interfere. If necessary, move the drawbar ahead, or remove it. Check for any other potential interference.

**CAUTION:** Prevent unexpected movement of the rockshaft by placing draft sensing lever in the forward or OFF position before attaching implement to hitch.

2. Back tractor up to implement (A) so that hitch points align. Engage park brake and stop the engine Before leaving the tractor seat.

3. Slip draft links over implement hitch pins (B), and retain with quick-lock pins.

**NOTE:** Locking pins can be stored on draft links (through holes in sway chain ears) when not in use.



A—Implement

B—Implement Hitch Pin

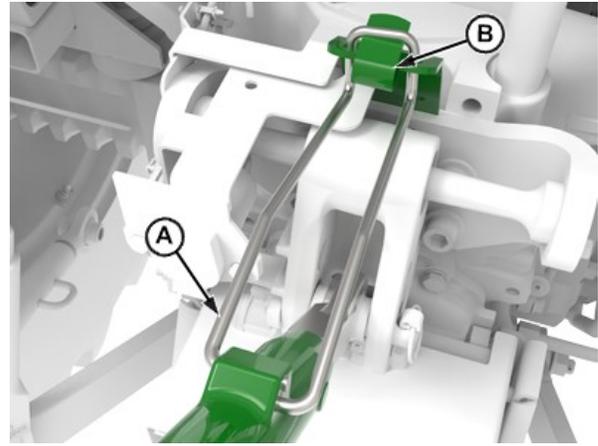
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## Rockshaft and 3-Point Hitch

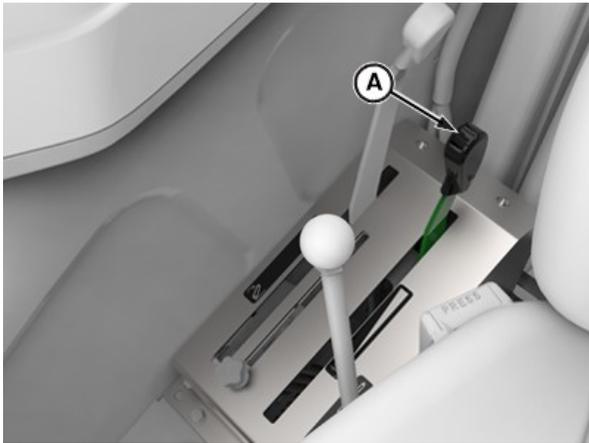
4. To remove center link from the transport hook, lift center link locking clip (A) and rotate the tab (B) to rear of the center link clip.
5. Attach center link to implement top mast.
6. Adjust center link and lift links as necessary. (See Level the Hitch in this section.)

A—Center Link Locking Clip    B—Tab



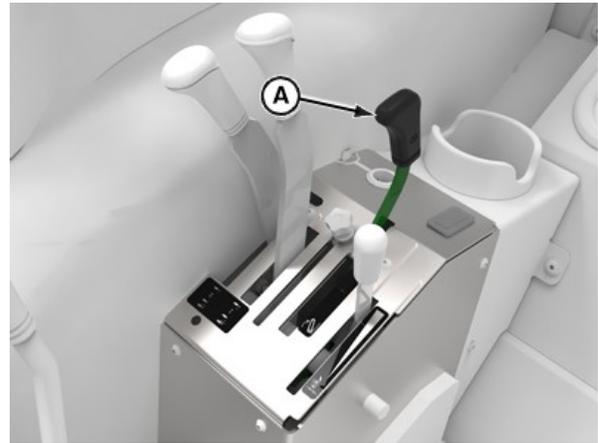
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APY74312—UN—27APR22

OOS Shown



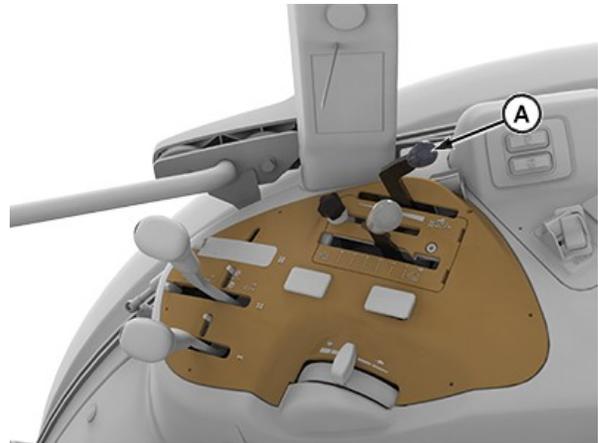
APY74313—UN—27APR22

Standard Cab

**⚠ CAUTION:** To avoid bodily injury or machine damage whenever an implement, implement quick-coupler, or other attachment is connected to the tractor 3-Point Hitch, check the full range of operation for interference, binding, or PTO separation.

7. Using position control lever (A), lower and raise implement slowly and check for any point of interference.

A—Position Control Lever



APY74456—UN—27APR22

Premium Cab

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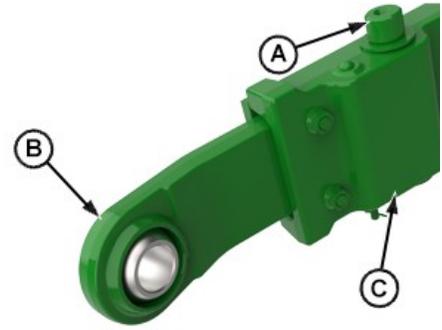
VP27597,0001F1D-19-15JUL22-3/4

**Attaching Implement with Telescoping Draft Links**

1. Position tractor in line with hitch points. Back up the tractor close to implement. Place transmission in PARK and stop engine.
2. Move button (A) toward the center of tractor and pull out draft link end (B). Slip draft link end over the implement hitch pin. Retain with quick-lock pin. Repeat on the other side.
3. Raise or lower draft arms (C) to align ends (B) with arms, then slowly back up the tractor to lock ends in place.
4. Perform steps 4—7 from previous procedure (fixed draft links).

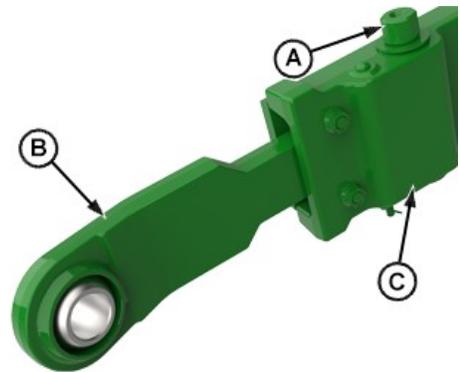
A—Button  
B—Draft Link End

C—Draft Arms



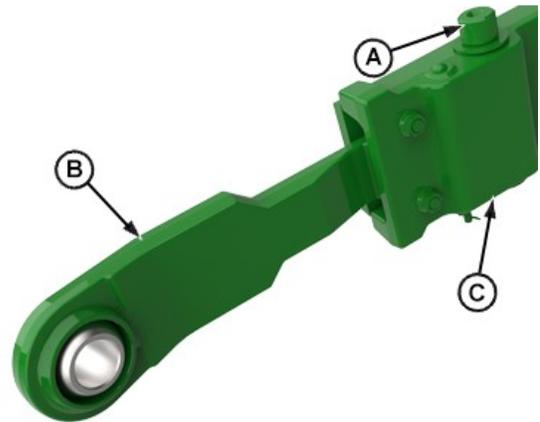
APY74314—UN—27APR22

Link End—Full In



APY74315—UN—27APR22

Link End—Mid-Point



APY74316—UN—27APR22

Link End—Full Out

VP27597,0001F1D-19-15,JUL22-4/4

### Quick Raise and Lower System Indicator (If Equipped)

Indicator (A) warns of a malfunction in the quick raise and lower system. (See your John Deere dealer.)

QRL Error Indication: This will provide the input to Instrument Cluster to indicate errors in the QRL system. The different errors will be indicated through this single tell-tale indicator as defined below:

**NOTE:** *Blink patterns are considered in percentage calculations for 1 second time. Indicator blinks in amber color.*

Any savior error/Motor short/Motor not rotating.	Continuous ON
Switch faulty (switch short/ switch open.)	Blink with 50% duty cycle (Flash rate 2 blinks/sec.)
Switch/Motor not connected.	Blink with duty cycle 30% ON & 70% OFF (Flash rate 2 blinks/sec.)
Motor Overcurrent	Blink with 50% duty cycle (Flash rate 5 blinks/sec.)



Quick Raise and Lower Indicator

A—Quick Raise and Lower Indicator

APY75896—UN—04MAY23

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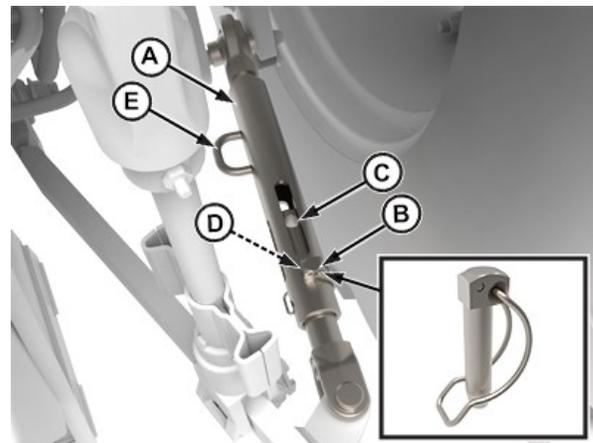
### Adjust Hitch Side Sway Bar

**NOTE:** *Check implement operator's manual for instruction on whether to allow side sway.*

1. If sway is desired, install pin (B) in any of desired fixed position hole (D), ensuring it goes through sway position inner sliding member (C).
2. If sway is not desired, rotate adjusting holder (E) to increase or decrease the length of the stabilizer (A). Install pin (B) in fixed position hole (D) that lines up with one of the inner fixed position holes (F) (not slot) of the inner sliding member (C).
3. Adjust opposite side sway bar to same position.

A—Stabilizer  
B—Pin  
C—Inner Sliding Member

D—Fixed Position Holes  
E—Adjusting Holder



Sway Bar Pin in Sway Position

APY74319—UN—27APR22

VP27597,0001F87-19-03MAY22-1/1

## Leveling Hitch

1. Lower implement to take weight off hitch.

**IMPORTANT: DO NOT attempt to overextend center link beyond limits of locking clip or lift links past the stops. Link body threads could be damaged.**

*NOTE: Maximum adjustment range of the center link can only be obtained if the ends are positioned equally within the body when attached to an implement.*

2. Adjust center link to level implement front-to-rear. Unlatch locking clip (A). Rotate center link body (B) clockwise to lengthen center link or counterclockwise to shorten it. Be sure to latch the locking clip.

3. Adjust right-hand link to level implement side-to-side. Lift locking handle (C) and turn 1/4 turn to engage slot (D) onto roll-pin in the center portion of the lift link.

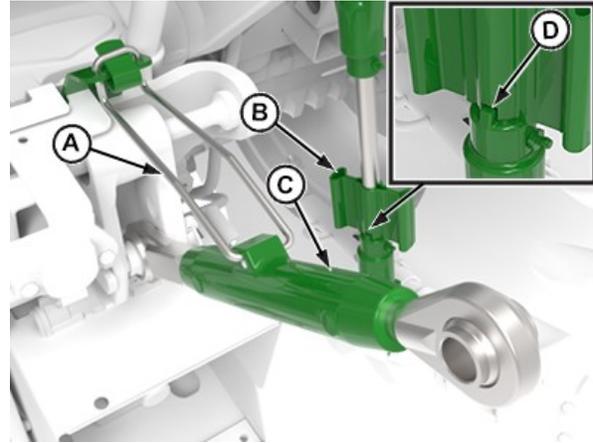
Turn crank handle (C) clockwise to raise draft link.

Turn crank handle (C) counterclockwise to lower draft link.

After adjustment, lift handle (C) and turn to engage slot (D) onto the lower body to prevent change of adjustment during operation.

4. The left-hand lift link is also adjustable in length to accommodate different tire sizes.

To change the left-hand lift link length, remove the upper lift link pin and rotate the upper end assembly clockwise



3-Point Hitch Components

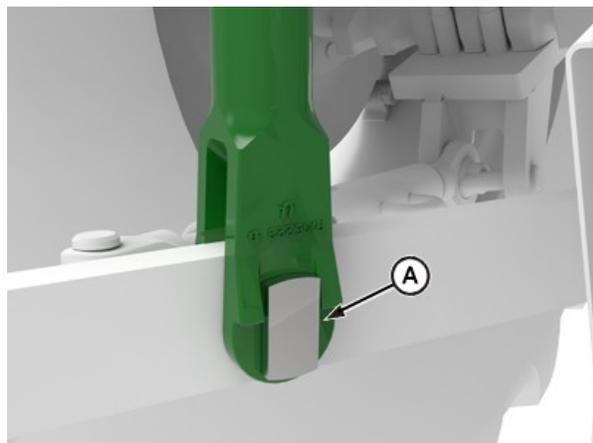
A—Locking Clip  
B—Center Link Body  
C—Locking Handle  
D—Slot

to shorten or counterclockwise to lengthen, and then reinstall the upper pin and locking pin.

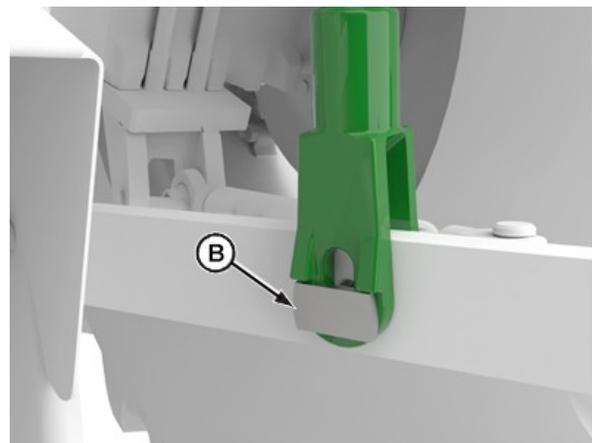
Adjust left and right lift links to accommodate various tire sizes. Set the lift links to have fully-lowered draft link balls approximately 17 cm (7 in.) off the ground for greatest range of usable hitch motion.

VP27597,0001F20-19-27APR22-1/1

## Adjust Lateral Float



Vertical Position



Horizontal Position

**A—Pin In Vertical Position**

**B—Pin In Horizontal Position**

To allow the draft link to raise slightly as implement follows the ground contour, place head of float pin and the rectangular washer on the inside end of the pin in a vertical position (A).

To hold implement rigid, place head of float pin and the rectangular washer in the horizontal position (B).

Use lift link pins in the float position for hitch-mounted

implements such as a cultivator or mower, which have ground gauging skids or wheels which cause the implement to twist relative to the tractor.

Use the rigid position for implements such as plows and ground engaging implements that should not twist relative to the tractor.

VP27597.0001F21-19-27APR22-1/1

# Hydraulics and Selective Control Valves

## Open Center Hydraulic System

**IMPORTANT:** The hydraulic system design used on this tractor is known as an open center system. In general, it is not recommended to use continuous flow hydraulic motors with this type of system. Some hydraulic motors designed for open centered systems (high flow at low pressure) can be used, where a pressure compensated flow control valve is used to control speed. If the tractor is equipped with a dual function SCV, it must control motor speed with an independent pressure compensated flow control valve. Using a non-compensated flow control valve such as a needle valve can cause overheating of the hydraulic system. Consult your nearest John Deere dealer or service facility for more information regarding this type of application.

If the hydraulic motors are not correctly sized for an open center system, then hydraulic motor applications

such as those used in the vacuum blower motors, centrifugal sprayer pumps, hydraulically driven rakes, or other similar applications can cause overheating of the hydraulic system. In such cases, the use of a PTO-driven hydraulic pump is recommended.

Open center systems cannot be used for implements requiring “active” downforce such as no-till, folding, air disk, and no-till air drills as well as used to maintain optimum press wheel downforce on air hoe-drills.

Anytime one of mentioned applications is considered, consult nearest John Deere dealer or service facility for information on how to open center system in these applications.

Failure to observe this application information damages hydraulic system of tractor.

SD74272,000023B-19-17MAR20-1/1

## Warming Transmission-Hydraulic System Oil

**⚠ CAUTION:** Overheated hydraulic oil can cause personal injury and component malfunctions. To prevent hydraulic oil from overheating, Do NOT hold SCV or multifunction control lever (if equipped) in operating position for an extended period of time.

VP27597,0001F4C-19-02SEP22-1/2

Hydraulic system may be slow to function when tractor is started in cold weather. Cold oil will not flow easily through the hydraulic system filter (A).

Steering may be slow until system warms up.

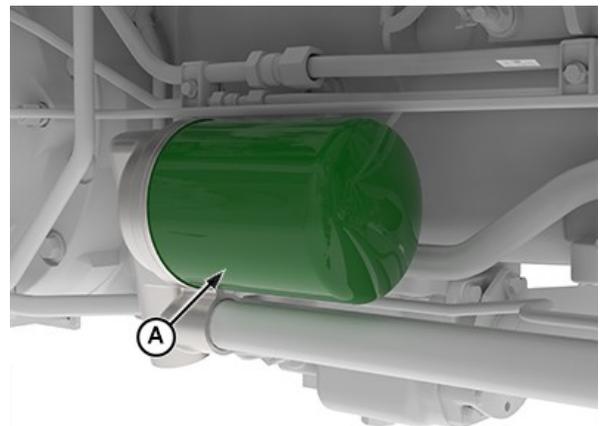
Hydraulic system will function normally when oil warms up.

1. Depress clutch pedal, start engine and idle at about 1000 rpm.

**IMPORTANT:** To prevent damaging hydraulic pump or relief valve, DO NOT exceed 2—3 minutes warm-up time with steering wheel held in full left or full right turn position.

2. Turn and hold steering wheel in full left or full right turn, for no more than 3 minutes.

A—Hydraulic Oil Filter



Hydraulic Oil Filter

APY74325—JUN—27APR22

VP27597,0001F4C-19-02SEP22-2/2

## Use Correct Hose Tips

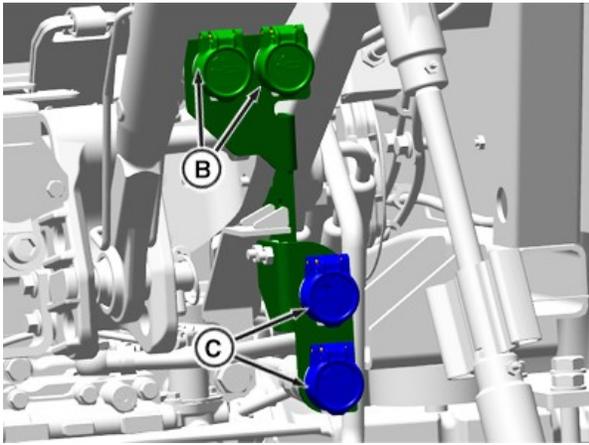
If your tractor is equipped with a selective control valve (SCV), the couplers receptacles accept a standard hose tip

<sup>1</sup> International Standards Organization  
<sup>2</sup> Society of Automotive Engineers

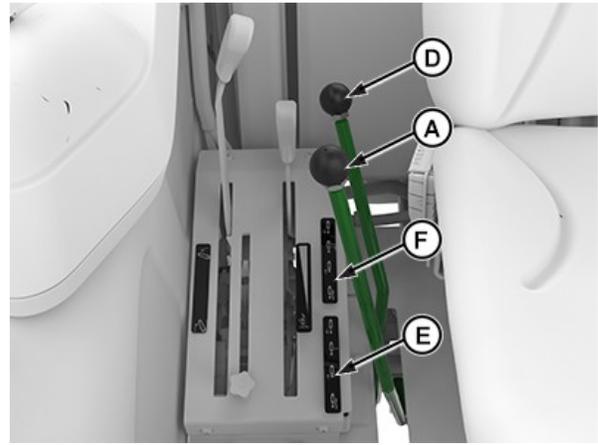
as recommended by ISO<sup>1</sup>, and SAE<sup>2</sup>. Adapters are available to allow connecting the older John Deere hose tips to the ISO couplers on your tractor.

MX,RHIP,AA-19-18MAR92-1/1

**Control Lever and Coupler Identification — OOS**



APY74327—UN—02SEP22



APY74328—UN—02SEP22

A—SCV-I Lever  
B—SCV-I Receptacles

C—SCV-II Receptacles  
D—SCV-II Lever (If Equipped)

E—SCV-I Label  
F—SCV-II Label

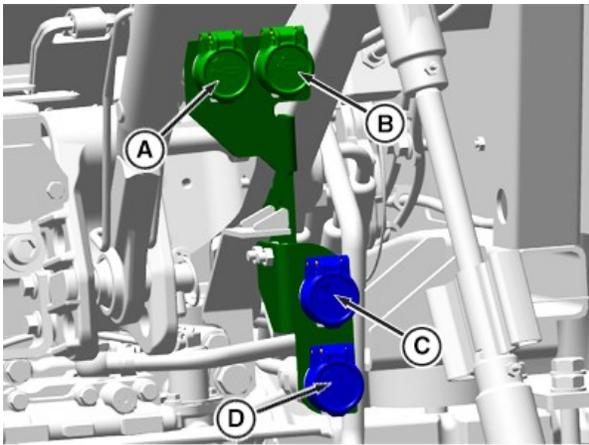
Movement of SCV-I lever (A) fore/aft operates, coupler (No. 1) receptacles (B).

*NOTE: SCV-II is optional and operation of SCV-II is same as SCV-I.*

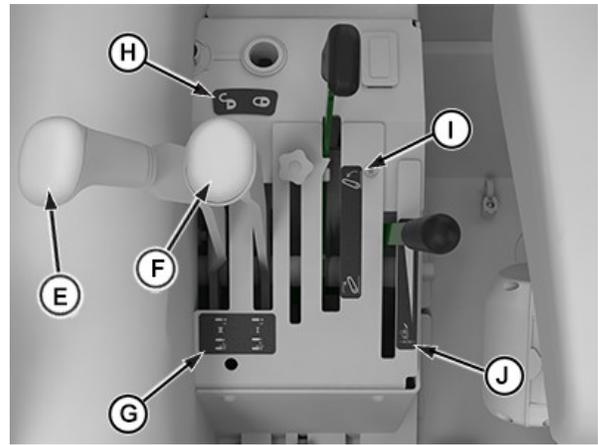
Coupler I has a detented float position when lever (A) is moved in the fully forward direction.

VP27597,0001F4D-19-02SEP22-1/1

**Control Lever and Coupler Identification — CAB**



APY74333—UN—31AUG22



APY74331—UN—31AUG22

SCV Receptacles

SCV Levers

A—SCV-I Coupler (Cylinder in Extract Position)  
B—SCV-I Coupler (Cylinder in Retract Position) SCV-II Lever (If Equipped)

C—SCV-II Coupler (Cylinder in Extract Position)  
D—SCV-II Coupler (Cylinder in Retract Position)  
E—SCV-I Lever

F—SCV-II Lever  
G—Label SCV-I and SCV-II  
H— SCV Lock Label  
I— Position Control Label  
J— Draft Sense Control Label

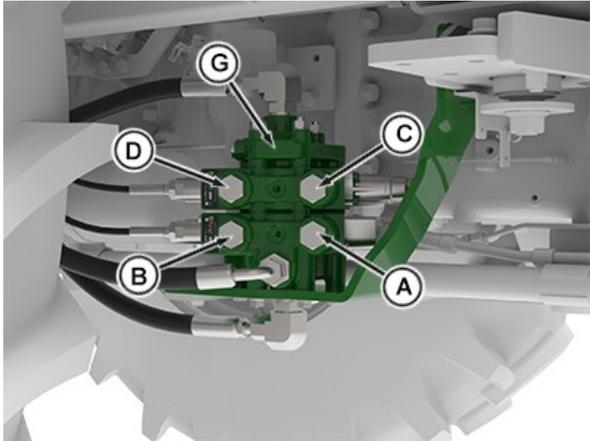
Fore/aft movement of SCV levers (E and F) to operate SCV couplers (C, D, E, and F).

*NOTE: SCV-II is optional and operation of SCV-II is same as SCV-I.*

The SCV has a detented float position when the lever (E and F) is moved in the fully forward direction.

VP27597,0001F4E-19-02SEP22-1/1

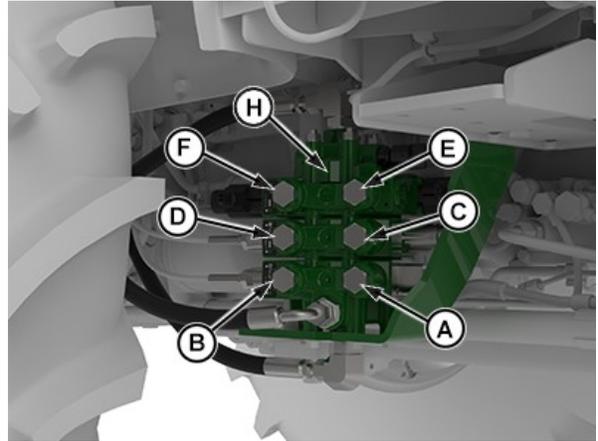
### Mid-Mount Valve Coupler Identification-Bucher (If Equipped)



APY75409—UN—03MAY22

For Dual Stack Mid-Mount SCV Valve

- A—Bucket Cylinder—Rod End    C—Boom Cylinder—Head End  
 B—Bucket Cylinder—Head End    D—Boom Cylinder—Rod End



APY75408—UN—19MAY22

For 3rd Stack Mid-Mount SCV Valve

- E—Bucket Jaw—Head End    G—Dual Stack Mid-Mount Valve  
 F—Boom Cylinder—Rod End    H—Third Stack Mid-Mount Valve

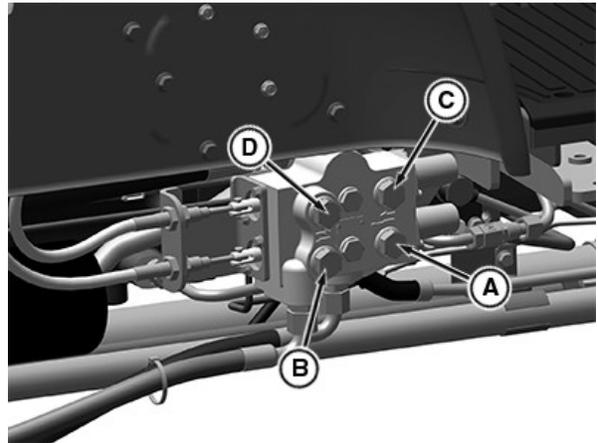
*NOTE: Refer loader Operator's Manual for hose and color identification.*

VP27597,0001F7D-19-06SEP22-1/1

### Mid-Mount Valve Coupler Identification-Danfoss (If Equipped)

*NOTE: Refer loader Operator's Manual for hose and color identification.*

- A—Bucket Cylinder—Rod End    C—Boom Cylinder—Head End  
 B—Bucket Cylinder—Head End    D—Boom Cylinder—Rod End



PY41755—UN—13JUL17

RQNGXK6,1662481734725-19-06SEP22-1/1

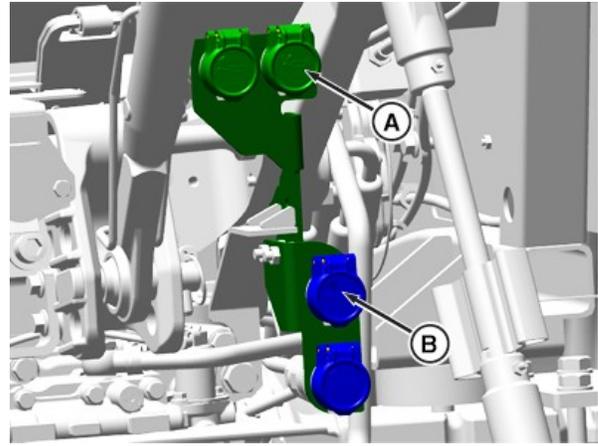
### Rear SCV Dust Plug Identification

SCV I - Colored in Green.

SCV II - Colored in Blue.

A—Green Dust Plug

B—Blue Dust Plug



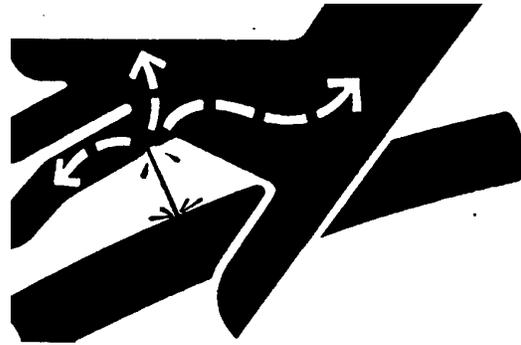
APY74334—UN—31AUG22

VP27597.0001F4F-19-02SEP22-1/1

### Connect Cylinder Hoses

**⚠ CAUTION:** Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high-pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U. S.A.



X9811—UN—23AUG88

VP27597.0001F51-19-02SEP22-1/2

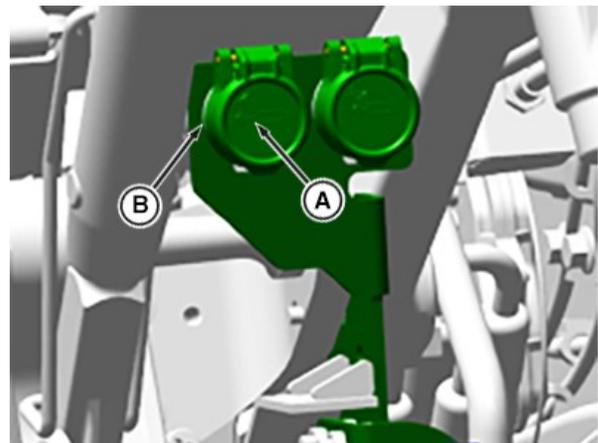
1. Remove dust plugs from hose end.
2. Pull dust plugs (A) from couplers.
3. Make sure that hose end and couplers are clean.
4. Coupler (B) receives cylinder extend hose.
5. Coupler (C) receives cylinder retract hose.

**⚠ CAUTION:** Hydraulic hoses can fail due to physical damage, kinks, age, and exposure. Check hoses regularly. Replace damaged hoses. See your John Deere dealer.

6. To connect each hose, push hose tip firmly into coupler. Pull lightly on hose, make sure that positive connection was made.

A—Dust Plug

B—Coupler



APY74337—UN—02SEP22

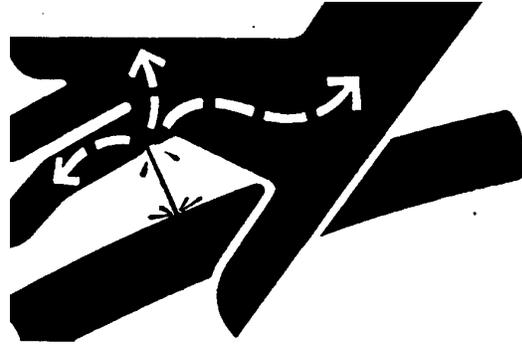
SCV Couplers

VP27597.0001F51-19-02SEP22-2/2

### Connect Cylinder Hoses—Mid-Mount Valve-Bucher (If Equipped)

**⚠ CAUTION:** Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by moving all rear SCV control levers and mid-mount joystick in all directions to relieve pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U. S.A.



X9811—UN—23AUG88

VP27597,0001F7F-19-06SEP22-1/2

**NOTE:** Hose connections at mid-mount valve are color-coded.

1. Match hoses to couplers using color-coded dust caps/plugs.

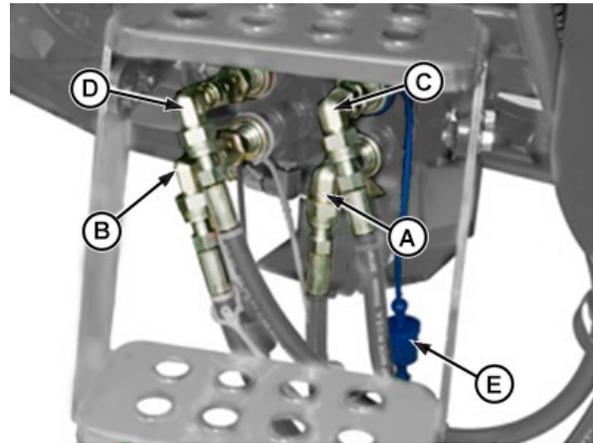
Key	Tie Band/Plug/Cap Color	Hydraulic Function
A	Yellow	Bucket Cylinder—Head End
B	Black	Bucket Cylinder—Rod End
C	Blue	Lift Cylinder—Head End
D	Red	Lift Cylinder—Rod End

Loader Hoses

2. Remove dust caps from hose ends.
3. Pull dust plugs from valve couplers.

**⚠ CAUTION:** Hydraulic hoses can fail due to physical damage, kinks, age and exposure. Check hoses regularly. Replace damaged hoses.

4. Make sure hose end and couplers are clean, push hose tip firmly into coupler. Pull on hose to make sure positive connection is made.



Mid Mount SCV Valve

A—Bucket Cylinder-Rod End    D—Lift Cylinder-Rod End  
 B—Bucket Cylinder-Head End    E—Caps  
 C—Lift Cylinder-Head End

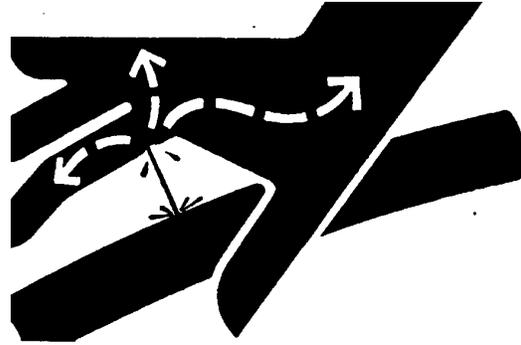
5. Connect mating (color-coded) plugs and caps (E) together.

VP27597,0001F7F-19-06SEP22-2/2

### Connect Cylinder Hoses—Mid-Mount Valve-Danfoss (If Equipped)

**⚠ CAUTION:** Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by moving all rear SCV control levers and mid-mount joystick in all directions to relieve pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U. S.A.



X9811—UN—23AUG88

RQNGXK6,1662483830431-19-06SEP22-1/2

**NOTE:** Hose connections at mid-mount valve are color-coded.

1. Match hoses to couplers using color-coded dust caps/plugs.

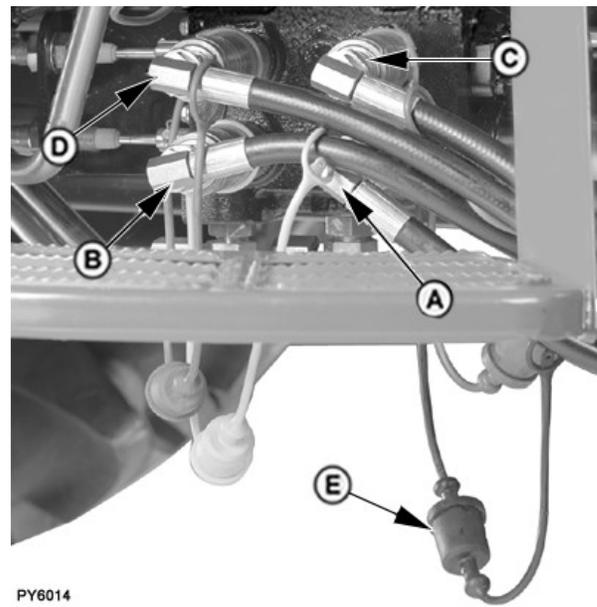
Key	Tie Band/Plug/Cap Color	Hydraulic Function
A	Yellow	Bucket Cylinder—Head End
B	Black	Bucket Cylinder—Rod End
C	Blue	Lift Cylinder—Head End
D	Red	Lift Cylinder—Rod End

Loader Hoses

2. Remove dust caps from hose ends.
3. Pull dust plugs from valve couplers.

**⚠ CAUTION:** Hydraulic hoses can fail due to physical damage, kinks, age and exposure. Check hoses regularly. Replace damaged hoses.

4. Make sure hose end and couplers are clean, push hose tip firmly into coupler. Pull on hose to make sure positive connection is made.
5. Connect mating (color-coded) plugs and caps (E) together.



PY6014

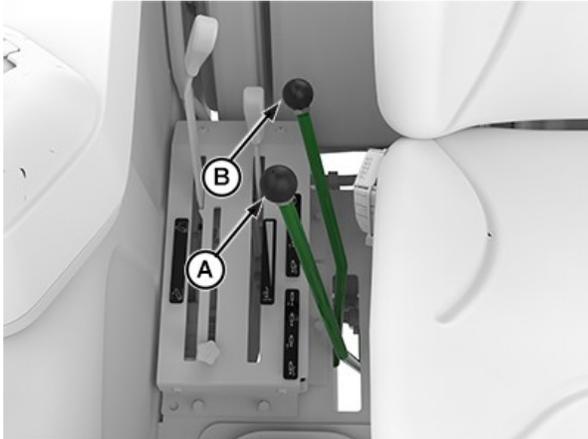
Mid Mount SCV Valve

A—Bucket Cylinder-Rod End    D—Lift Cylinder-Rod End  
 B—Bucket Cylinder-Head End    E—Caps  
 C—Lift Cylinder-Head End

PY6014—UN—27JUL06

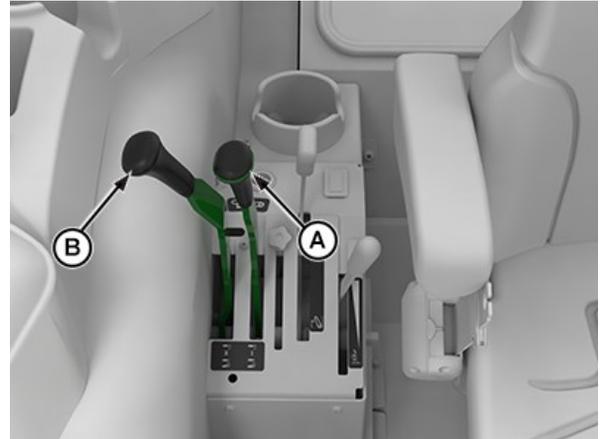
RQNGXK6,1662483830431-19-06SEP22-2/2

## Connect Single-Acting Cylinder



APY74344—UN—28APR22

Right Side Controls, OOS



APY74329—UN—21APR22

Right Side Controls, CAB

In order for lever (A and B) to work properly, a single-acting cylinder should be connected only to extend hose SCV outlet.

**IMPORTANT: Volume of oil required to extend cylinder must not lower transmission-hydraulic oil level. Check oil level with cylinder fully extended. (See Transmission-Hydraulic System )**

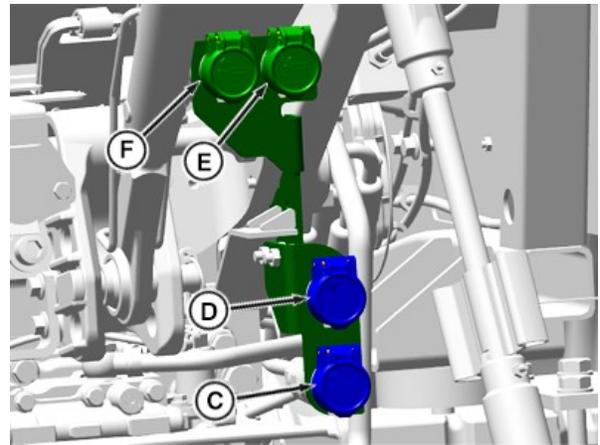
Push SCV control lever full forward to use “float” position to lower single-acting cylinder.

“Float” position allows a cylinder to extend and retract freely and uses no engine power.

SCV-I - Colored in Green.

SCV-II - Colored in Blue.

*NOTE: SCV-II is optional and operation of SCV-II is same as SCV-I.*



APY74330—UN—31AUG22

SCV Couplers

- A—SCV-I Lever
- B—SCV-II Lever (If Equipped)
- C—SCV-I Coupler (Cylinder in Extract Position)
- D—SCV-I Coupler (Cylinder in Retract Position)
- E—SCV-II Coupler (Cylinder in Extract Position)
- F—SCV-II Coupler (Cylinder in Retract Position)

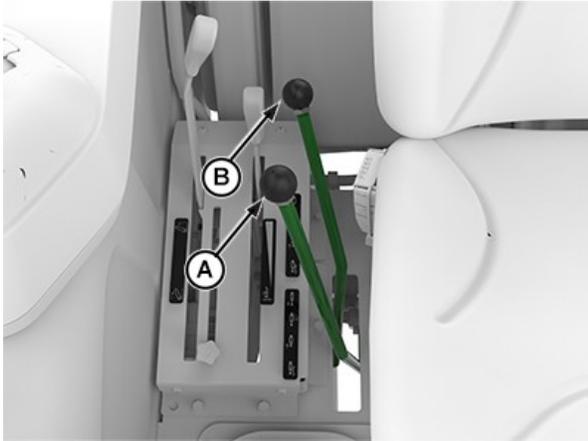
VP27597,0001F53-19-02SEP22-1/1

## Correct Reversed Cylinder Response

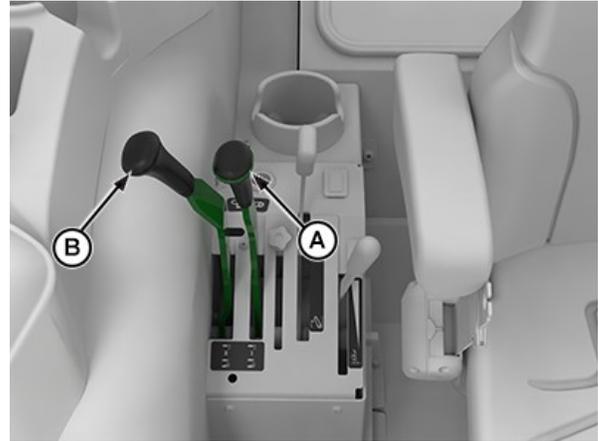
**⚠ CAUTION: If cylinder response is reversed, extending when it should retract, reverse cylinder hose connections at coupler.**

SA61034,000022A-19-29FEB08-1/1

### Neutral Lever Position



SCV Levers — OOS



SCV Lever — Cab

**B—SCV-I Lever**

**C—SCV-II Lever (If Equipped)**

SCV-I lever (B) or SCV-II lever (C), spring pressure returns lever (B or C) to a centered position (except when lever is fully forward in the “Float” position). When the control levers are in the centered position, the remote cylinder is hydraulically locked in position.

*NOTE: SCV-II is optional and operation of SCV-II is same as SCV-I.*

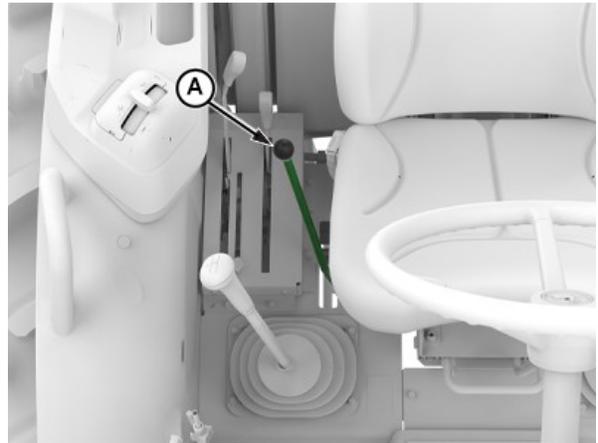
VP27597,0001F54-19-02SEP22-1/1

## Extend/Retract Cylinder



APY74346—UN—28APR22

Cylinder



APY74326—UN—15APR22

OOS

### Extend Cylinder

Pull lever (A) to the rear of neutral and hold it against spring pressure. This extends cylinder (B) (up arrow) connected to couplers I and in most cases raises implement. Lever returns to neutral when released.

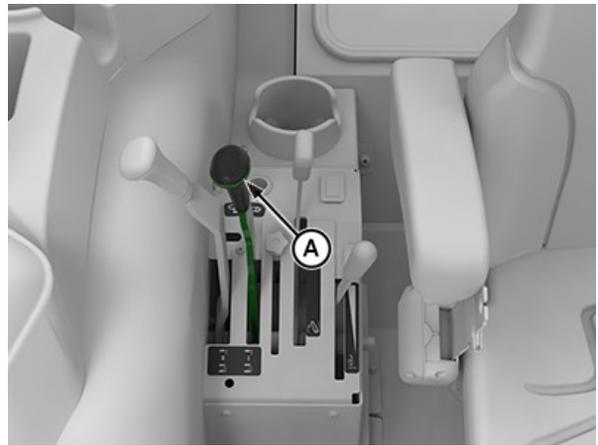
### Retract Cylinder

Push lever (A) forward and hold it against spring pressure. This retracts cylinder (B) connected to SCV couplers and in most cases lowers implement. Lever returns to neutral when released.

### Float Position

Push lever full forward into detent to operate Float feature. Float operation allows cylinder to extend and retract freely, such as when an implement follows ground contour.

**IMPORTANT: When FLOAT is not needed, manually move lever back to neutral position to prevent accidental use of "Float".**



APY74348—UN—28APR22

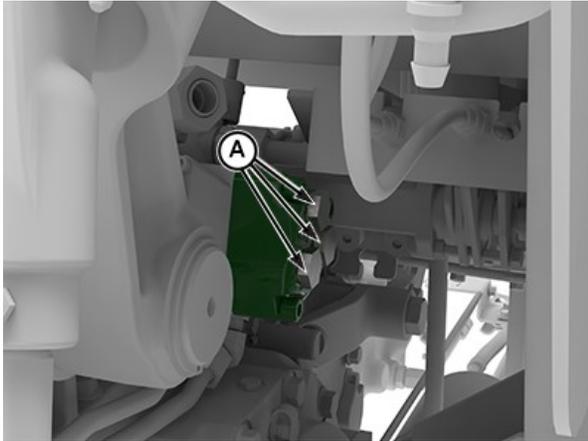
Cab

A—Control Lever

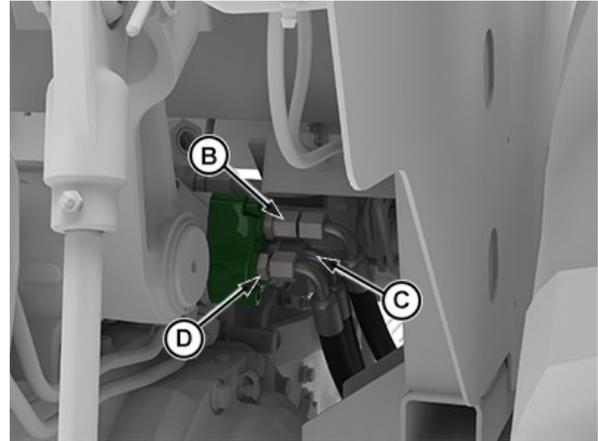
B—Extend and Retract Cylinder

VP27597,0001F55-19-28APR22-1/1

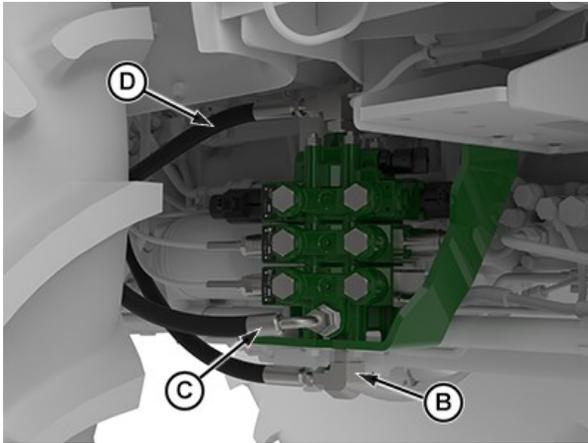
**Use Power Beyond Attachment-Bucher (If Equipped)**



APY74346—UN—02MAY22

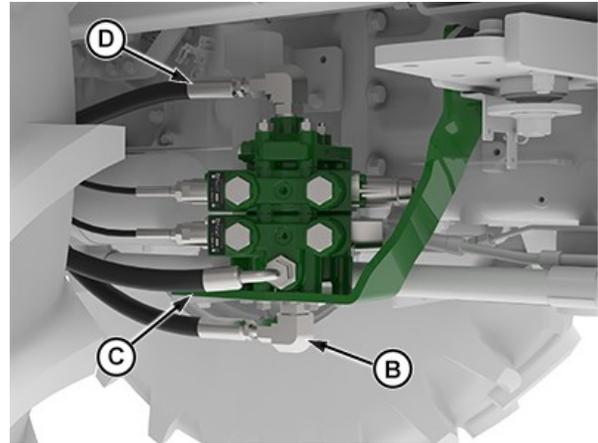


APY74350—UN—28APR22



APY74351—UN—19MAY22

For 3rd Stack Mid-Mount SCV Valve



APY74452—UN—28APR22

For Dual Stack Mid-Mount SCV Valve

**A—Plug**

**B—Hydraulic hose (PBP port power beyond to mid mount SCV)**

**C—Hydraulic hose (Outlet port power beyond to mid mount SCV)**

**D—Hydraulic hose (Inlet port of power beyond to mid mount SCV)**

Power beyond is designed for operations of orbital motors or any application where continuous high volume hydraulic oil flow is needed.

To use power beyond remove three plugs (A), connect hose (B) from power beyond to mid mount SCV, power beyond

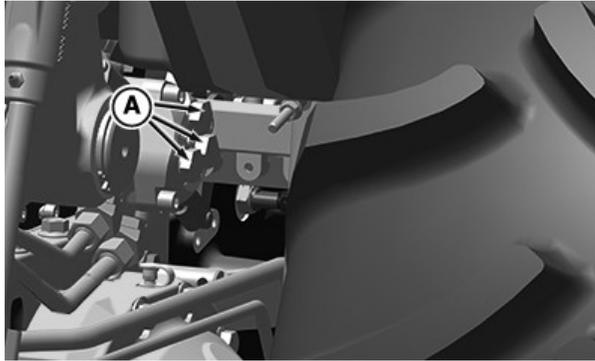
outlet hose (C) to mid mount SCV, and connect inlet hose (D) from power beyond to mid mount SCV.

When not in use, plug power beyond and mid mount valve.

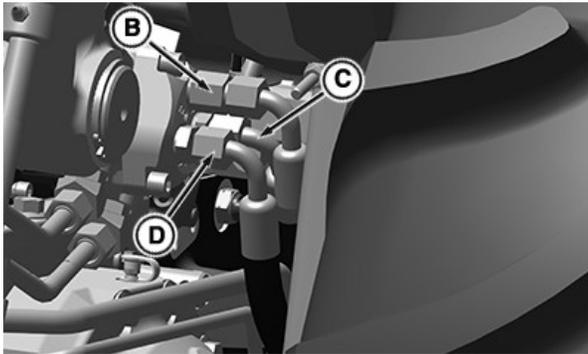
*NOTE: Images shown for OOS tractors, for CAB tractors hydraulic hose connection same as OOS tractor.*

VP27597,0001F80-19-06SEP22-1/1

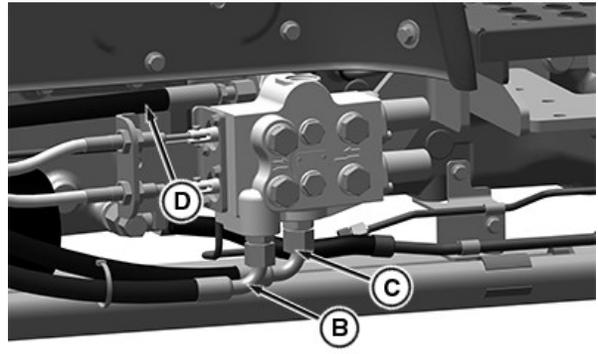
### Use Power Beyond Attachment-Danfoss (If Equipped)



PY41777—UN—18JUL17



PY41776—UN—18JUL17



PY41780—UN—18JUL17

A—Plug

B—Hydraulic hose (PBP port power beyond to mid mount SCV)

C—Hydraulic hose (Outlet port power beyond to mid mount SCV)

D—Hydraulic hose (Inlet port power beyond to mid mount SCV)

Power beyond is designed for operations of orbital motors or any application where continuous high volume hydraulic oil flow is needed.

To use power beyond remove three plugs (A), connect hose (B) from power beyond to mid mount SCV, power beyond

outlet hose (C) to mid mount SCV, and connect inlet hose (D) from power beyond to mid mount SCV.

When not in use, plug power beyond and mid mount valve.

*NOTE: Images shown for OOS tractors, for CAB tractors hydraulic hose connection same as OOS tractor.*

RQNGXK6,1662484423488-19-06SEP22-1/1

### Adjust Cylinder Stop

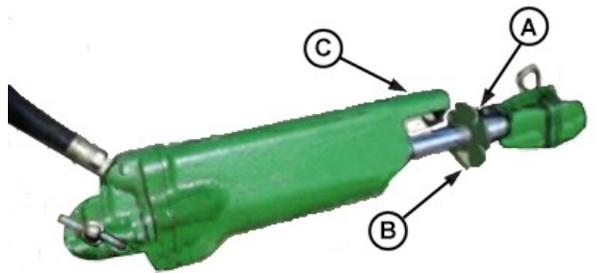
Working stroke of remote cylinder is adjustable. Cylinder retracts only until it contacts movable stop, then stops automatically.

1. Lift lever (A).
2. Slide adjustable stop (B) to desired position.
3. Push lever down firmly. Be sure lever will not contact stop rod arm (C).

**IMPORTANT:** Be sure stop clamps securely on rod. If it does not, lift lever and rotate it clockwise, then push it down firmly.

A—Lever  
B—Adjustable Stop

C—Stop Rod Arm



APY74352—UN—28APR22

Adjust Cylinder Stop

VP27597,0001F57-19-28APR22-1/1

## Disconnect Cylinder Hoses

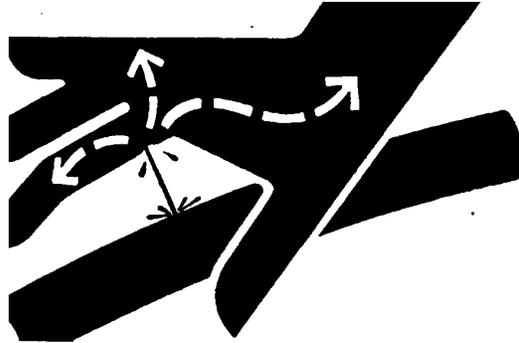
1. If possible, RETRACT the remote cylinder as much as possible to protect the cylinder rod from damage.

**⚠ CAUTION:** Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Relieve hydraulic pressure by moving the control lever/joystick through all the positions. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high-pressure fluids.

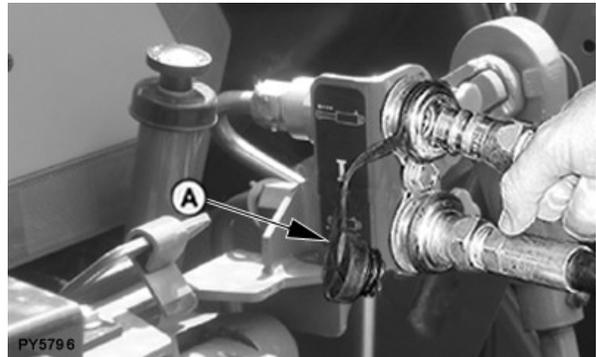
If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene can result. Doctors unfamiliar with this type of injury must refer a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.

2. With as much hydraulic pressure relieved as possible from hoses, pull hoses from couplers.
3. Make sure dust plugs (A) for receptacles and dust caps for hoses are clean, then install dust plugs (A).

A—Dust Plug



X9811—UN—23AUG88



PY5796

PY5796—UN—06JUN06

SA61034,000067A-19-18MAR20-1/1

# Drawbar and PTO

## Observe Drawbar / Wagon Hitch Load Limitations

**IMPORTANT:** Certain heavy equipment, such as a loaded single-axle trailer, can place excessive strain on drawbar. Strain is greatly increased by speed and rough ground.

Static vertical load on drawbar/wagon hitch should not exceed 250 kg (552 lb).

Drive slowly with heavy loads.

MX,DRIP,JJA1-19-10JAN08-1/1

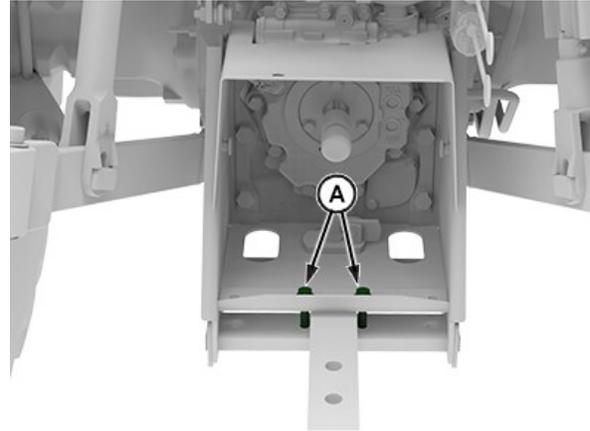
## Use Swinging Drawbar

Drawbar cap screws (A) can be removed to let drawbar swing free. This is helpful when turning under load.

Drawbar cap screws must be installed and tightened at all other times.

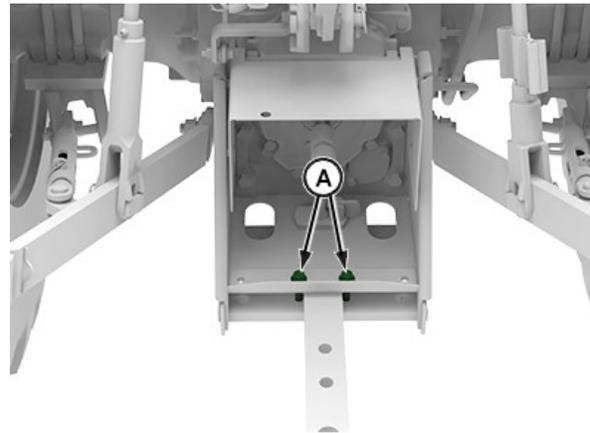
**IMPORTANT:** Install drawbar cap screws to prevent the drawbar from swinging free during the transport of towed loads.

A—Drawbar Cap Screw



APY74354—UN—03MAY22

Power Reverser™



APY74355—UN—03MAY22

SyncShuttle™

VP27597,0001F48-19-27APR22-1/1

### Adjustable Drawbar

The drawbar (A) is used to pull the drawn equipment of all types, particularly PTO-driven implements.

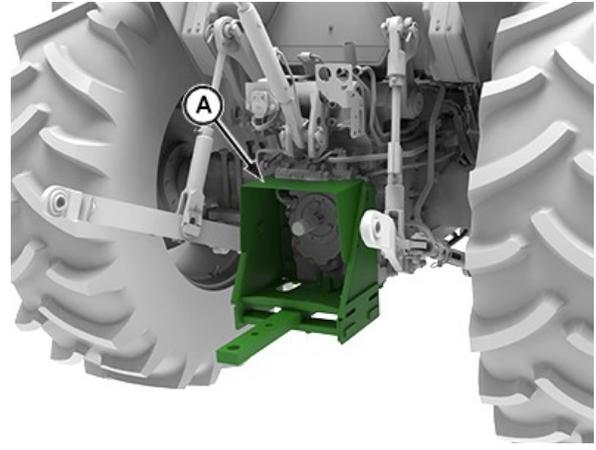
The drawbar (A) hitch is located to increase the rear axle load and at the same time slightly reduce load on the front axle.

Besides having a variable swinging range, the drawbar (A) can also be adjusted lengthwise.

Maximum permissible static vertical loads and towable drawbar (A) loads are stated in the "Specifications" section.

**NOTE:** Towing on public roads with the swinging drawbar (A) set to one side is not permitted!

A—Drawbar

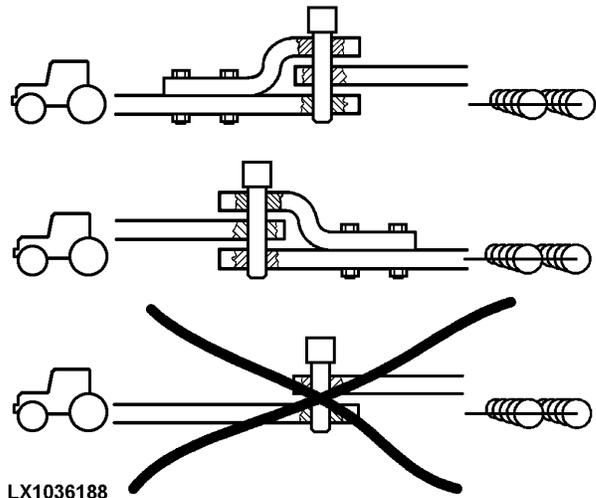


APY74356—UN—03MAY22

VP27597,0001F72-19-28JUL22-1/1

### Proper Use of Drawbar

**IMPORTANT:** Comply with local traffic regulations when using the drawbar. Use suitable, approved hitch pins only. Combine drawbars as shown only.



LX1036188

LX1036188—UN—02MAY05

HY01057,000010B-19-14FEB17-1/1

### Stay Clear of Rotating Drivelines

Entanglement in rotating driveline can cause serious injury or death.

Keep tractor master shield and driveline shields in place at all times. Make sure rotating shields turn freely.

Only use power take-off driveshafts with adequate guards and shields.

Wear close fitting clothing. Stop the engine and be sure that PTO driveline is stopped before making adjustments, connections, or cleaning out PTO driven equipment.

Do not install any adapter device between the tractor and the primary implement PTO driveshaft that will allow a 1000 rpm tractor shaft to power a 540 rpm implement at speeds higher than 540 rpm.

Do not install any adapter device that results in a portion of the rotating implement shaft, tractor shaft, or the adapter to be unguarded. The tractor master shield shall overlap the end of the splined shaft and the added adaptor device as outlined in the table.

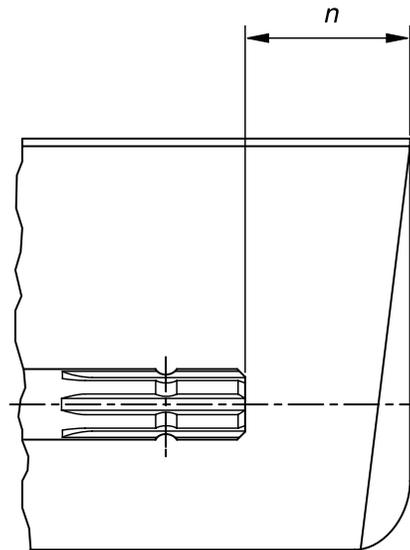
The angle at which the primary implement PTO driveshaft can be inclined may be reduced depending on the shape and size of the tractor master shield and the shape and size of the guard of the primary implement PTO driveshaft.

Do not raise implements high enough to damage the tractor master shield or guard of primary implement PTO driveshaft. Detach the PTO driveline shaft if it is necessary to increase implement height. (See Attching/Detaching PTO Driveline)

When using Type 3/4 PTO, inclination and turning angles may be reduced depending on type of PTO master shield and coupling rails.



TS1644—UN—22AUG95



H96219—UN—29APR10

PTO Type	Diameter	Splines	$n \pm 5 \text{ mm (0.20 in.)}$
1	35 mm (1.378 in.)	6	85 mm (3.35 in.)
2	35 mm (1.378 in.)	21	85 mm (3.35 in.)
3	45 mm (1.772 in.)	20	100 mm (4.00 in.)
4	57.5 mm (2.264 in.)	22	100 mm (4.00 in.)

DX,PTO-19-28FEB17-1/1

### Attach PTO-Driven Implement

**⚠ CAUTION:** Entanglement in rotating driveline can cause serious injury or death.

Keep tractor PTO shield and driveline shields in place at all times. Make sure rotating shields turn freely.

Before making adjustments, connections or cleaning PTO driven equipment, STOP the engine and wait for PTO drivelines to stop.



TS1644—UN—22AUG95

Continued on next page

VP27597,0001F49-19-27APR22-1/2

1. Turn key to STOP position to shut off the engine.
2. Put the drawbar (A) in the extended position. If implement is connected to 3-point hitch, be sure that drawbar will not interfere. Remove the drawbar if it is necessary.
3. Install the drawbar lock pin.
4. Attach implement to tractor (drawbar or 3-point hitch) before connecting PTO driveline. Raise the hitch to full-up (transport) position if it is not to be used.
5. Flip PTO master shield (B) up for clearance. With engine off, turn the PTO shaft by hand to line up splines. Connect driveline to PTO shaft. Pull driveline to be sure it is locked to the PTO shaft. Return PTO shield to down position.

**IMPORTANT: Maintain the gap 12-15 mm by closing the PTO master shield (B) in such way that PTO shield must rest on cap screw (C) on both sides shown in graphic.**

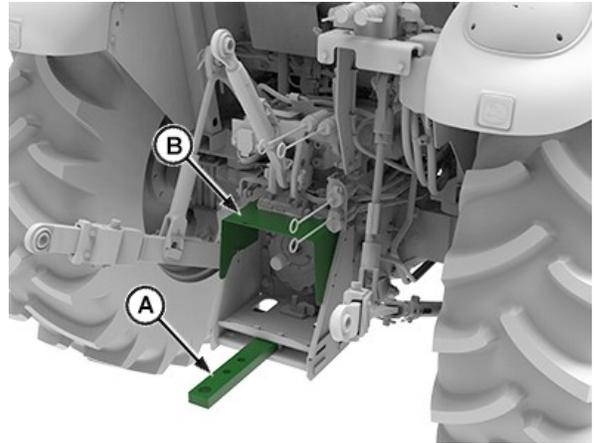
6. Check that all shields are in place and in the good condition. With engine stopped, check driveline shields on the driveline by making sure they rotate freely on shaft. Lubricate or repair as necessary.

**⚠ CAUTION: Do not operate PTO unless master shield is properly installed.**

7. Check carefully for any interference, make sure that hitch is raised to the upper position if it is not used.

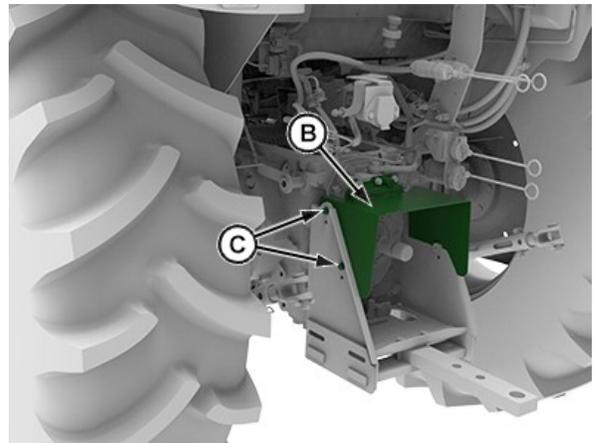
A—Drawbar  
B—PTO Master Shield

C—Cap Screw



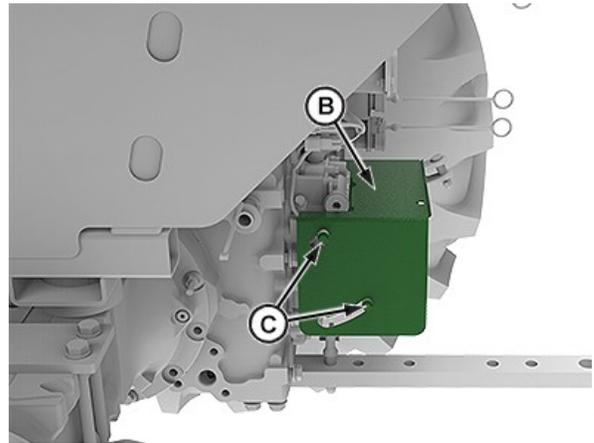
Drawbar and PTO Shield

APY74358—UN—03MAY22



Drawbar and PTO Shield

APY74358—UN—03MAY22

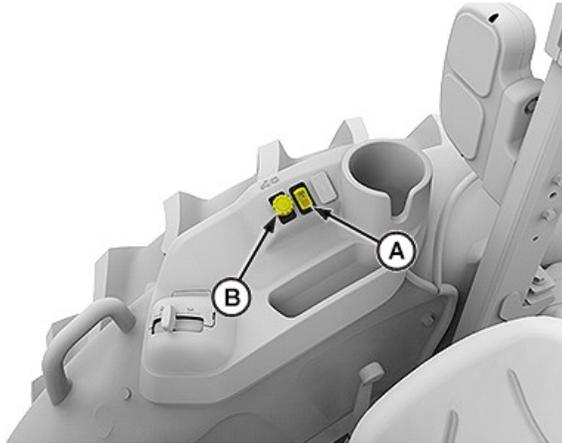


Drawbar and PTO Shield

APY74360—UN—03MAY22

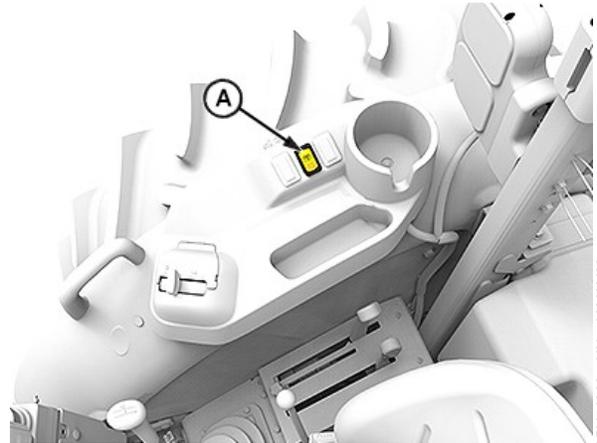
VP27597.0001F49-19-27APR22-2/2

### Remote PTO Enable Switch Function



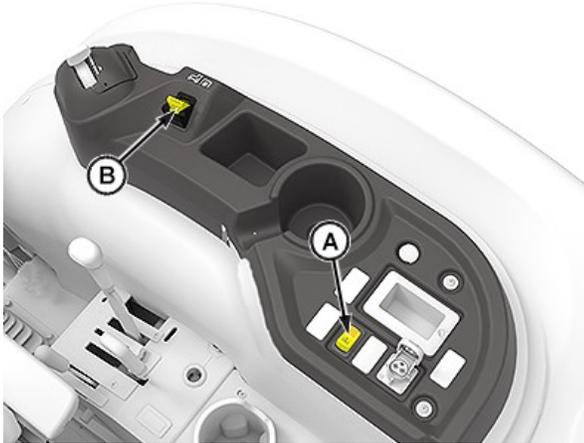
APY74361—UN—03MAY22

PowerReverser<sup>TM</sup>- OOS



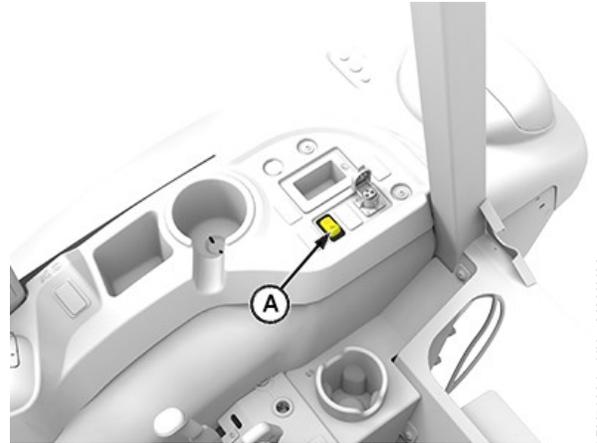
APY74362—UN—03MAY22

SyncShuttle<sup>TM</sup>- OOS



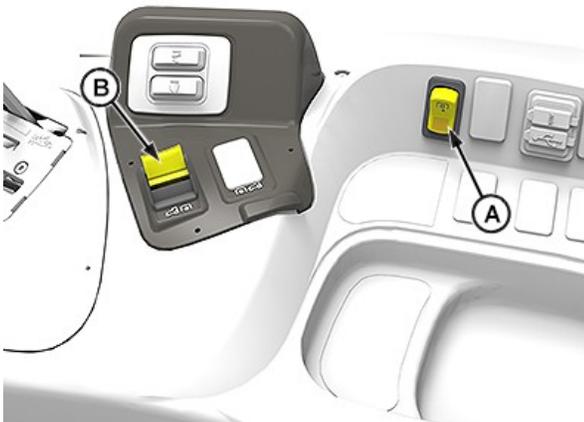
APY74363—UN—03MAY22

PowerReverser<sup>TM</sup>- Cab



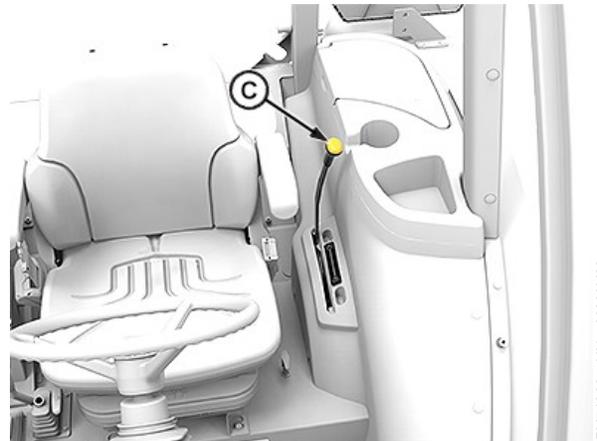
APY74364—UN—03MAY22

SyncShuttle<sup>TM</sup>- Cab



APY74365—UN—03MAY22

PowerReverser<sup>TM</sup>- Premium Cab

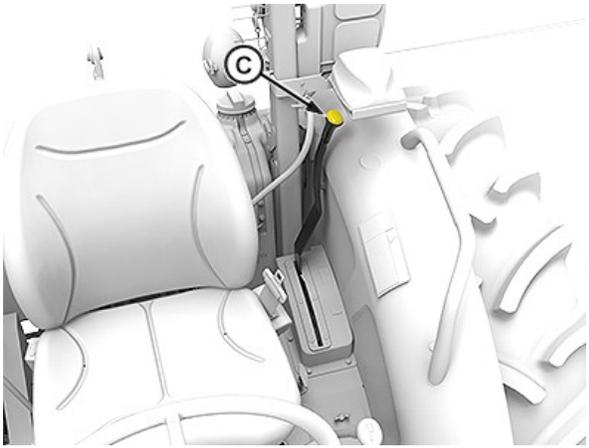


APY74366—UN—03MAY22

SyncShuttle<sup>TM</sup>- Standard Cab

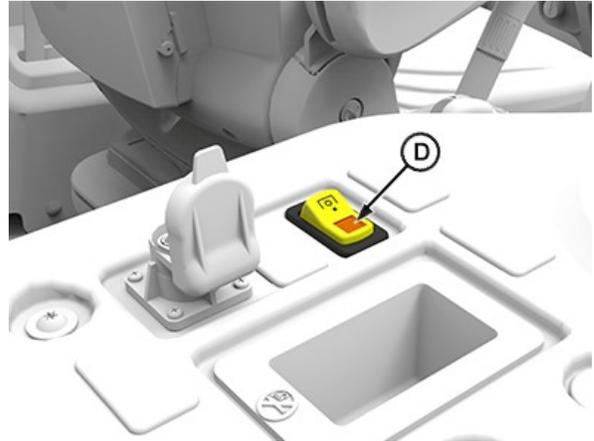
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VP27597,0001EAB-19-02SEP22-1/2



SyncShuttle™- OOS

APY74367—UN—03MAY22



Remote PTO Enable Switch

APY74368—UN—11MAY22

**A—Remote PTO Enable Switch**    **B—PTO Switch (PowrReverser™)**

**C—PTO Lever (SyncShuttle™)**  
**D—Light Indication**

1. If operator is on the seat, turns on PTO switch (B)/ lever (C), and operator leaves the seat then,
  - In PowrReverser™ due to electrohydraulic PTO, PTO would shutoff.
  - In SyncShuttle™ due to mechanically actuating PTO, engine would shutoff.
2. If operator leaves the seat and wishes the PTO to continue operating then depress the remote PTO enable switch (A) within 7 seconds.
3. Once the operator returns to the seat, remote PTO

enable function is disabled. If function is needed again, repeat step 2.

*NOTE: Remote PTO enable switch function is disabled each time the key switch is turned off.*

**⚠ CAUTION: PTO enable switch is provided for operators intended requirement/ operation only. Light indication (D) would glow once the PTO enable switch function is activated, PTO would continue to run even if the operator goes out of seat.**

*PowrReverser is a trademark of Deere & Company  
SyncShuttle is a trademark of Deere & Company*

VP27597,0001EAB-19-02SEP22-2/2

## Operating Tractor PTO — PowrReverser™



OOS

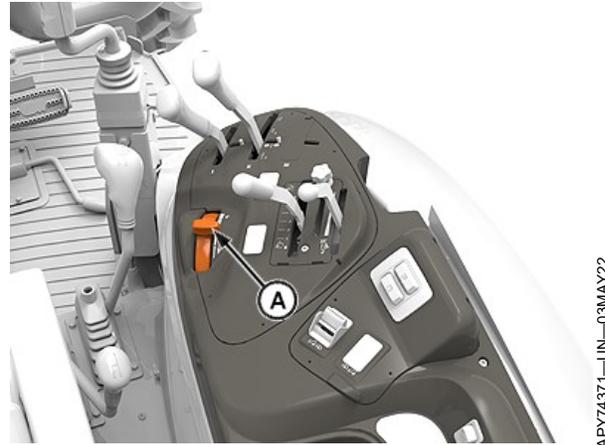


Standard Cab

1. Start engine and push hand throttle (A) forward until the tachometer indicates PTO rated speed.

PTO Rated Speed	
PTO	Engine rpm Speed
540	2083
540E	1588

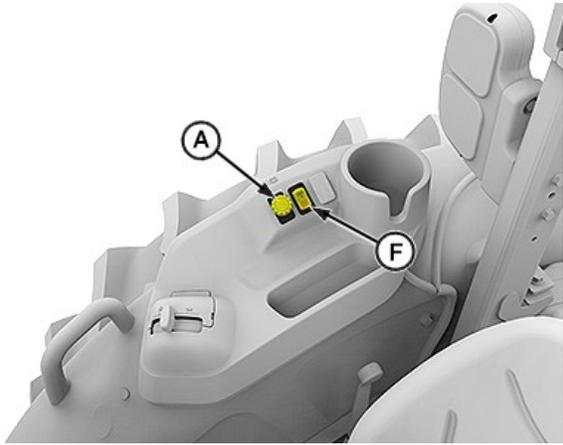
A—Hand Throttle Lever



Premium Cab

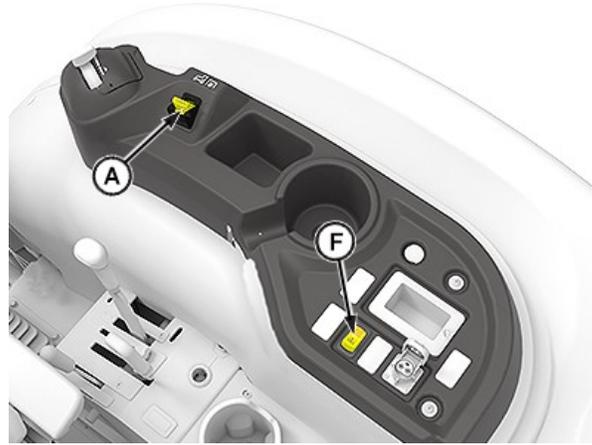
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VP27597,0001F73-19-02SEP22-1/3



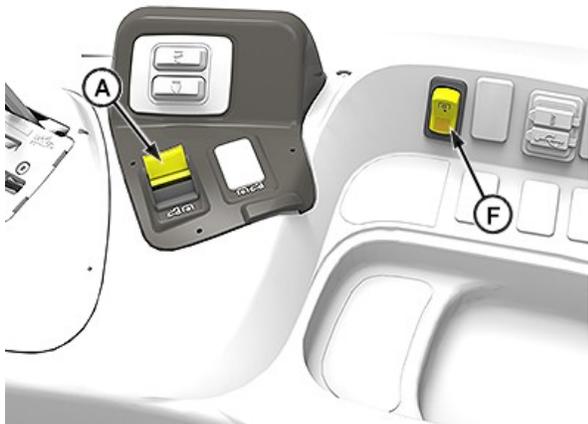
APY74372—UN—03MAY22

OOS



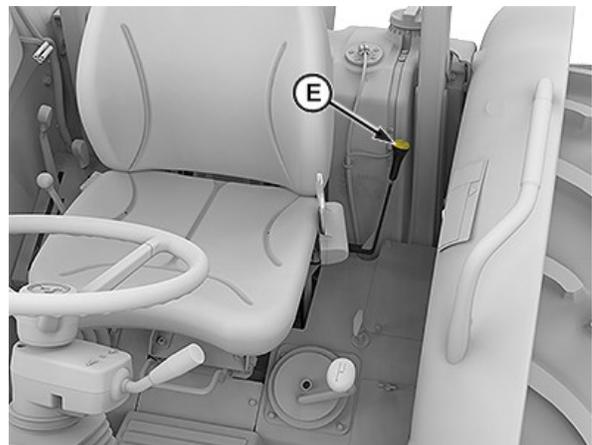
APY74373—UN—03MAY22

Standard Cab



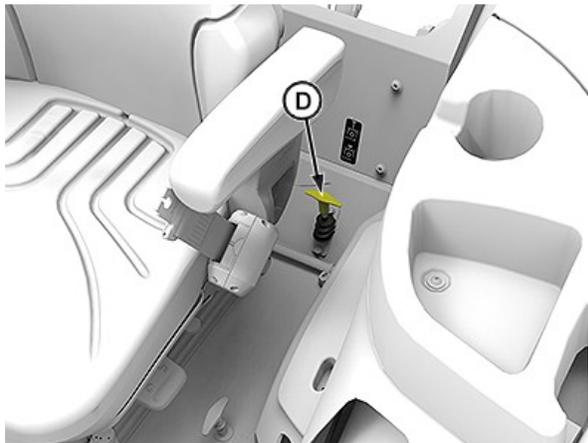
APY74374—UN—03MAY22

Premium Cab



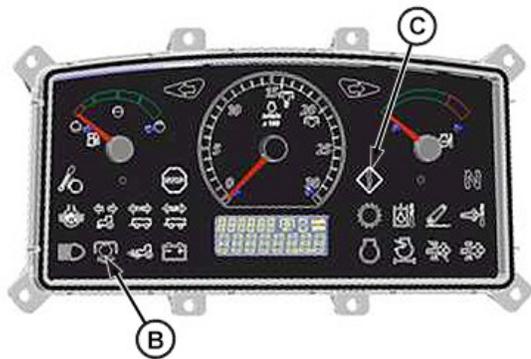
APY74375—UN—03MAY22

PTO 540/540E Shift Lever (OOS)



APY74376—UN—03MAY22

PTO 540/540E Shift Lever (Cab)



APY74377—UN—03MAY22

PTO Indicator Light

A—PTO Switch  
B—PTO Indicator Light  
C—Operator Alert Indicator

D—PTO 540/540E Shift Lever for Cab

E—PTO 540/540E Shift Lever for OOS  
F—Remote PTO Enable Switch

**NOTE:** If the operator is NOT on the seat when the PTO switch is ON:

- **OOS:** Operator alert indicator (C) turns ON.
- **Cab:** Audible alarm sounds.

2. **OOS:** Pull the PTO switch (A) outward to engage PTO. Indicator light (B) turns on when PTO is engaged.

Continued on next page

VP27597.0001F73-19-02SEP22-2/3

**Cab:** Pull the PTO switch (A) up to engage PTO. Indicator light (B) turns on when PTO is engaged.

3. **For Cab:** Pull the lever (D) up for economical 540 operation and push it down for 540 standard operation.
4. **For OOS:** Move shift lever (E) forward for economical 540 operation and pull shift lever back for 540 standard operation.

*NOTE: Applicable only for tractors with the remote PTO enable switch (F).*

*In case, PTO is ON and operator leaves the seat without activating the remote PTO enable switch (F) within 7 seconds then PTO operation turns OFF due to electrohydraulic PTO. The disabled PTO operation can be resumed by switching ON the rear PTO switch by the operator sitting on the seat.*

**CAUTION: Avoid personal injury. Stop engine and allow PTO driveline to stop before adjusting, connecting, or cleaning PTO-driven implement. To avoid the entanglement with rotating shaft, always disengage PTO when not in use.**

5. **OOS:** Push the PTO switch inward to disengage PTO.

**Cab:** Push the PTO switch down to disengage PTO.

VP27597,0001F73-19-02SEP22-3/3

### Operating Tractor PTO — SyncShuttle™



OOS Shown



Cab Shown

**A—Hand Throttle Lever**

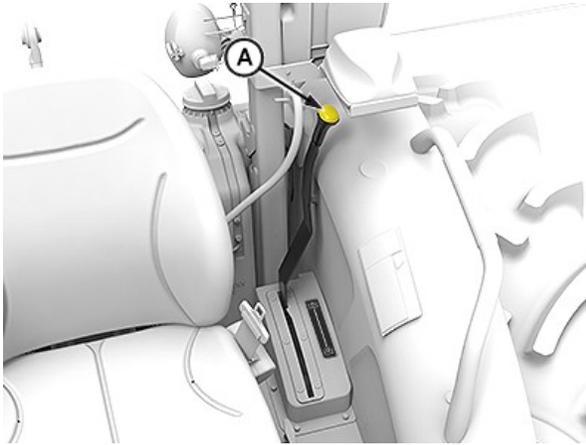
*NOTE: The engine does not start with the PTO control lever in the engaged position.*

1. Depress clutch pedal, start engine, and push hand

throttle (A) forward until the engine tachometer indicates PTO rated speed of 2083 rpm.

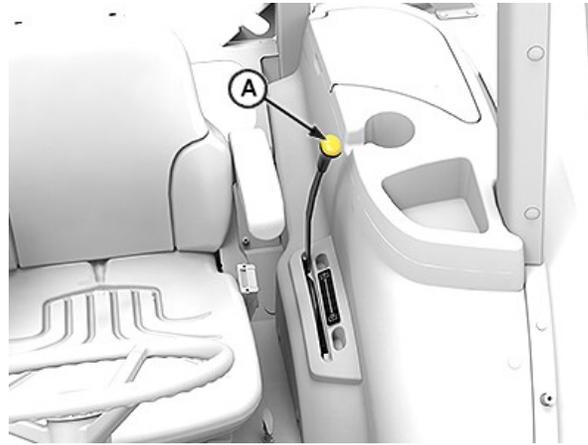
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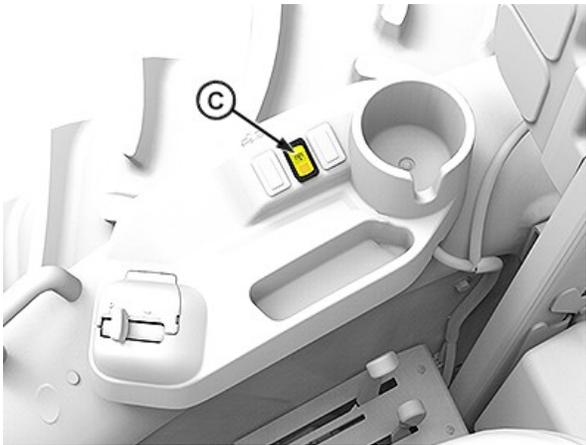
APY74380—UN—03MAY22

OOS



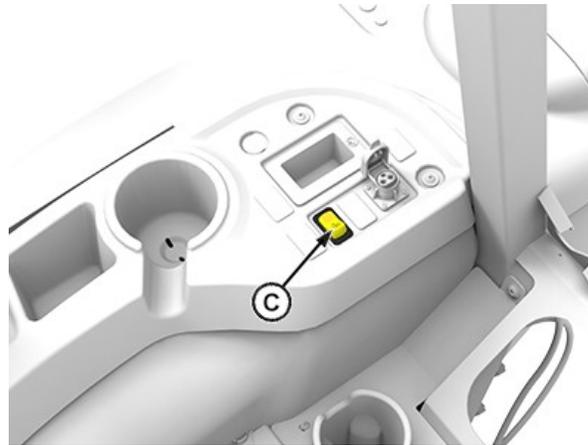
APY74381—UN—03MAY22

Cab



APY74383—UN—03MAY22

OOS



APY74384—UN—03MAY22

Cab

2. Move the PTO lever (A) forward to engage PTO. Indicator light (B) turns on when PTO is engaged.

**NOTE:** In case PTO is ON and operator leaves the seat without activating the remote PTO enable switch (C), within 7 seconds then engine shuts OFF due to mechanically actuating PTO. Make sure to follow the procedure of “Before Starting the Engine- (SyncShuttle™)”, “Start the Engine” in group 40 and “Operating Tractor PTO- SyncShuttle™” to resume the PTO operation.

Remote PTO enable switch function is disabled each time the key switch is turned off.

**⚠ CAUTION: Avoid personal injury. Stop engine and allow PTO driveline to stop before adjusting, connecting, or cleaning PTO-driven implement.**

**To avoid the entanglement with rotating shaft, always disengage PTO when not in use.**

3. Pull the PTO lever back to disengage PTO.

SyncShuttle is a trademark of Deere & Company



APY74455—UN—03MAY22

PTO Indicator Light

A—PTO Lever  
B—PTO Indicator Light

C—Remote PTO Enable Switch

Select Correct PTO Speeds (If Equipped)



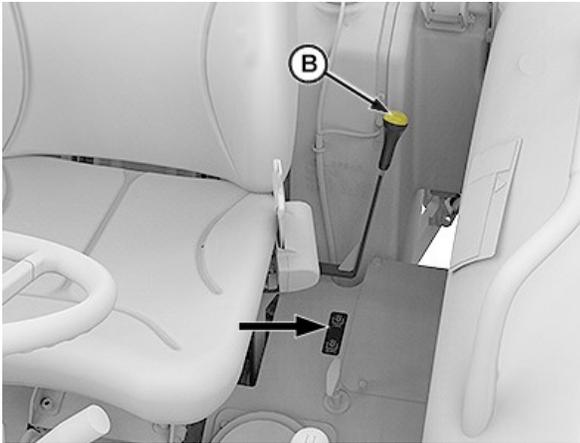
APY74386—UN—03MAY22

PowrReverser™ OOS (Tractor With Remote PTO Enable Switch)



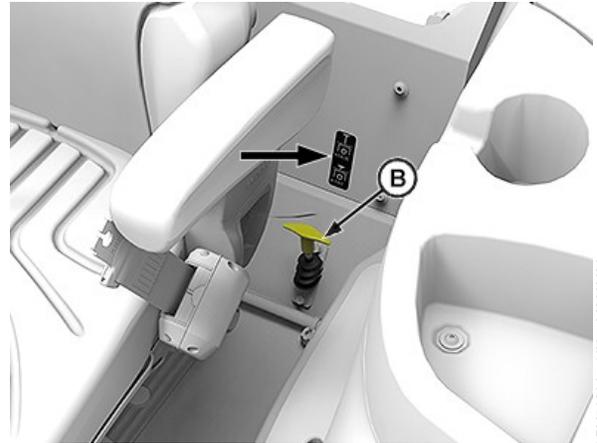
APY74385—UN—03MAY22

Power Reverser™ Cab (Tractor With Remote PTO Enable Switch)



APY74387—UN—03MAY22

PTO 540/540E Shift Lever (OOS)



APY74388—UN—03MAY22

PTO 540/540E Shift Lever (Cab)



APY74389—UN—03MAY22

PTO Label, For OOS Tractors



APY74390—UN—03MAY22

PTO Label, For Cab Tractors

A—PTO Switch

B—PTO Shift Lever

**IMPORTANT:** Disengage PTO with switch (A) before changing PTO speed with lever (B). **NEVER** use the shiftable PTO lever (B) to engage or disengage PTO.

**Standard 540 Operation**

No PTO speed selection is required. Engage standard 540 PTO with the PTO switch (A).

Continued on next page

VP27597.0001F4B-19-28JUL22-1/2

**NOTE:** Standard 540 rpm power take-off speed is reached 2083 rpm engine speed.

**540E Operation**

To obtain economy 540 PTO operation (lighter load):

**For Cab:** Pull the PTO shift lever (B) up for economical 540 operation and push it down for 540 standard operation.

**For OOS:** Move PTO shift lever (B) forward for economical

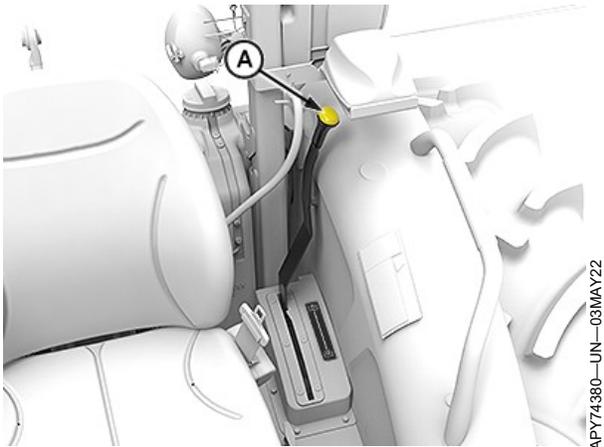
540 operation and move shift lever rearward for 540 standard operation.

In economic mode, engine operates at lower rpm to conserve fuel and reduce the overall operating noise while still turning PTO shaft at 540 rpm.

**NOTE:** Economy 540 rpm power take-off speed is reached 1588 rpm engine speed.

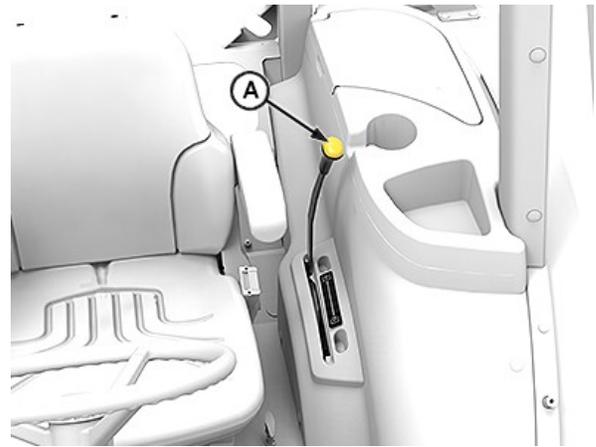
VP27597,0001F4B-19-28JUL22-2/2

**Adjust PTO Clutch Operating Cable**



SyncShuttle™ OOS

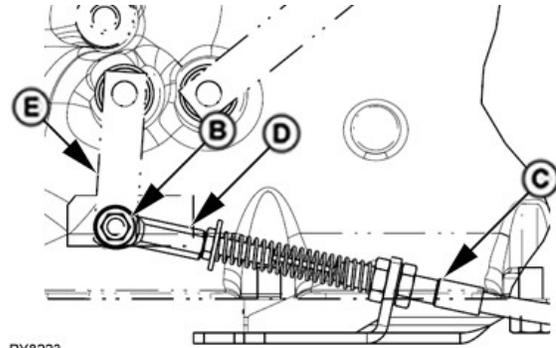
APY74380—UN—03MAY22



SyncShuttle™ Cab

APY74381—UN—03MAY22

1. Push the PTO lever (A) to rearward (disengaged) position.
2. Remove the spring lock screw (B).
3. Rotate the PTO clutch shift linkage (E) counterclockwise until the free play is removed (slight resistance encountered).
4. Adjust the yoke (D) until the spring lock screw (B) can be installed through yoke and lever.
5. Install the spring lock screw (B) through yoke and shift linkage.



PY8223

PY8223—UN—06MAR08

- |                     |                            |
|---------------------|----------------------------|
| A—PTO Lever         | D—Yoke                     |
| B—Spring Lock Screw | E—PTO Clutch Shift Linkage |
| C—Cable             |                            |

VP27597,0001F4A-19-27APR22-1/1

# Performance Ballast

## Plan for Maximum Productivity

Proper ballasting is an important factor in tractor performance. Maximum productivity can be achieved only if tractor weight is appropriate for the job.

John Deere provides additional information on performance ballasting in two of the manuals in the series Fundamentals of Machine Operations.

See John Deere Service Literature Available in this manual:

- Tractor provides information on determining correct tractor weight and ballast selection.
- Machinery Management provides information on implement matching and increasing productivity.
- For more information on these subjects, see the nearest John Deere dealer.

SD74272,0000325-19-29AUG22-1/1

## Selecting Ballast Carefully

Match amount of ballast needed for each job. What is right for one job could be wrong for another job. Ballast for traction and stability.

Factors determining amount of ballast:

- Soil surface—loose or firm
- Type of implement—integral/semi-integral or towed
- Travel speed—slow or fast
- Tractor power output—partial or full load
- Tire size

### Ballasting MFWD-Equipped Tractors

Ideal tire slippage for MFWD-equipped tractors is 8—12%. To reduce wheel slip to this level, more weight is needed on the front of MFWD-equipped tractor than on two-wheel drive tractor. The ideal weight split is 40% front and 60% rear, of total tractor weight. In some cases, liquid ballast is needed in front tires to obtain this weight split.

If equipped with a loader, provide adequate ballast to rear wheels.

*NOTE: Implement codes are used to determine proper ballast for stability and steering control. Refer to the implement code in implement operator's manual, along with Use Implement Codes in this section, to determine the minimum number of front weights that are required for tractor model. In some cases, additional front ballast is required for optimum field performance. If more assistance is needed, see nearest John Deere dealer.*

### Matching Ballast to Work Load

Do NOT use more ballast than necessary, and remove ballast when it is no longer needed.

Rather than weighing tractor down to pull heavy loads, try to reduce load. Pulling a lighter load at a higher speed is more economical and more efficient.

Too Little Ballast		Too Much Ballast	
1.	Excessive wheel slip	1.	Increased load
2.	Power loss due to churning soil	2.	Power loss due to carrying extra weight
3.	Tire wear	3.	Tire strain
4.	Fuel waste	4.	Soil compaction
5.	Lower productivity	5.	Fuel waste
6.		Lower productivity	

### Ballast Limitations

Ballast is limited by either tire capacity or tractor capacity. Each tire has a recommended carrying capacity which must not be exceeded. See *Wheels, Tires and Treads* section. If a greater amount of weight is needed for traction, a larger single tire must be considered.

Ballast can be added as either liquid or cast iron.

### Checking for Correct Ballast

The best way to check for correct ballast is to measure amount of travel reduction (percent slip) of the drive wheels. Under normal field conditions, travel reduction must be 10—15% (8—12% for MFWD tractors).

Add more weight to drive wheels if slip is excessive. If there is less than minimum recommended slip, weight must be removed.

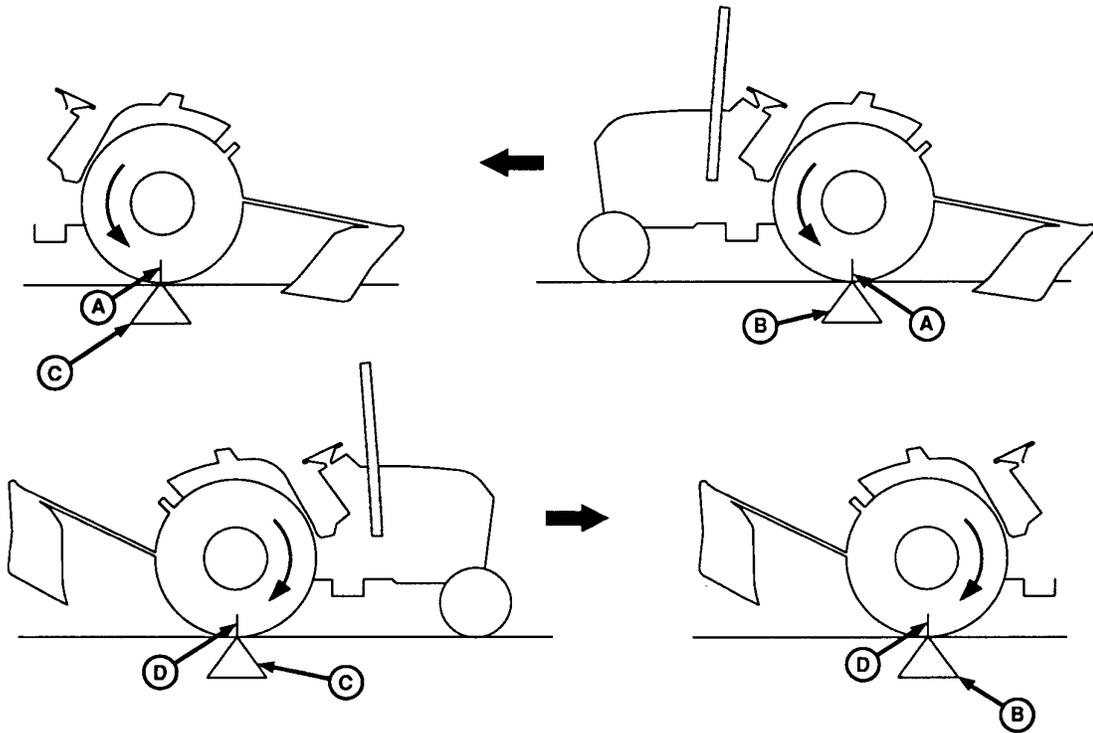
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## Ballasting for Front Loader

Follow ballasting instructions of the front loader operator's manual.

VP27597,0001F98-19-29AUG22-1/1

### Measure Wheel Slip—Manually



A—Tire Mark

B—Ground Starting Point

C—10 Revolutions Ground Mark

D—Second Tire Mark

1. Draw a visible tire mark (A) on one rear tire (a chalk mark is recommended).
2. With tractor working, mark a starting point (B) on the ground at the place where tire mark (A) meets the ground.
3. Mark the ground again where tire mark (A) completes 10 full revolutions (C).
4. With implement raised, return in the opposite direction. At the second mark on the ground (C) remark tire (D).
5. While driving the tractor along the same path (implement raised), count the tire revolutions required to reach starting point (B).
6. Use the return tire revolution count and wheel slippage chart.

7. Adjust ballast or load to give correct slippage.

**NOTE:** Available horsepower is greatly reduced when wheel slip drops below 10%.

WHEEL SLIPPAGE CHART		
Non-Loaded Wheel Revolutions (Step 5)	Estimated % Slip	Recommended Action
10	0	Remove Ballast
9-1/2	5	Remove Ballast
9	10	Correct Ballast
8-1/2	15	Correct Ballast
8	20	Add Ballast
7-1/2	25	Add Ballast
7	30	Add Ballast

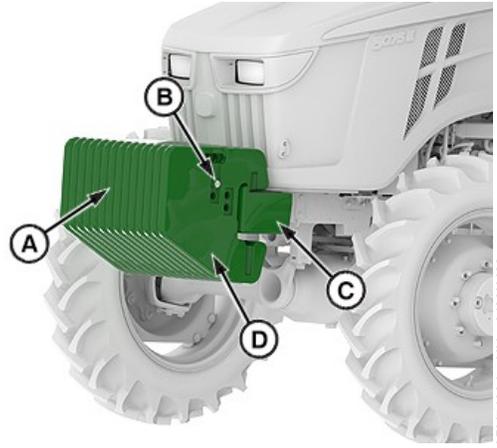
**NOTE:** Ideal wheel slippage: 10-15 % for two-wheel drive tractors or 8-12 % for MFWD tractors.

SD74272.00004C3-19-29AUG22-1/1

LV733—UN—25JUN94

### Ballast Front End for Transport

- ⚠ CAUTION:** Additional front ballast may be needed for transporting rear-mounted implements. When implement is raised, drive slowly over rough ground, regardless of how much ballast is used.
- ⚠ CAUTION:** Weights are heavy. Use proper lifting equipment. Approximate weight of starter weight (C). Approximate weight of QUIK-TATCH™ weights (D).



A—Ballast Center  
B—Ballast Retaining Bolts  
C—Starter Weight  
D—QUIK-TATCH Weights

**Specification**

C - Starter Weight (Ballast)—Weight. . . . . 55 kg (121 lb) Each  
D - QUIK-TATCH™ Weight (Ballast)—Weight. . . . . 45 kg (99 lb) Each

Installing QUIK-TATCH™ Weights: QUIK-TATCH™ weights can be installed on the front of the tractor.

One starter weight and up to eight QUIK-TATCH™ weights can be installed.

1. Install weights in pairs, one on each side of ballast center (A).
2. To hold weights in place, run retaining bolts (B) through holes from side-to-side. Tighten to specification.

**Specification**

Ballast Weights Retaining Bolts—Torque. . . . . 230 N·m (170 lb-ft)  
Starter Weight Bolts—Torque. . . . . 385 N·m (284 lb-ft)

QUIK-TATCH is a trademark of Deere & Company

VP27597,0001F99-19-29AUG22-1/1

### Ballast Two-Wheel Drive Tractors

Add weight to the front end if needed for stability. Heavy pulling and heavy rear-mounted implements tend to lift front wheels. To maintain steering control and prevent the tip-over, add enough amount of ballast.

Refer to the implement Operator's Manual, along with Use Implement Codes in this section. This section determines the minimum number of front weights that are required for the tractor model

SA61034,0000239-19-29AUG22-1/1

### Determine Maximum Rear Ballast

**IMPORTANT: DO NOT** overload tires. If maximum weight shown in chart is not enough for safety, reduce load or install heavier ply tires.

To extend drive train life, avoid excessive soil compaction and rolling resistance, avoid adding too much ballast. Ballast should never exceed the weight required to provide traction for continuous full power loads in 3rd gear for 2-WD tractors. Remove ballast if tractor engine labors when pulling heavy loads in the first three gears. When using mechanical front wheel drive, ballasting to one gear slower is appropriate.

MAXIMUM LOAD PER WHEEL			
Tire Size Bias Ply Tires	Ply Rating	Capacity kg (lb)	Speed kph (mph)
14.9-28	6	1451 (3200)	40 (25)
16.9-28	6	1651 (3640)	40 (25)
16.9-24	6	1551 (3419)	40 (25)
16.9-30	6	1700 (3748)	40 (25)
21.5L-16	6	1252 (2760)	40 (25)
21.5L-16.1	6	1700 (3748)	15 (09)

Chart shows carrying capacity per tire.

RM87422,00006B3-19-29AUG22-1/1

### Determine Maximum Front Ballast

Use appropriate front ballast for a particular operating condition. MFWD equipped tractors should have adequate ballast to properly load front wheels. Remove ballast when it is no longer needed.

Chart shows carrying capacity per tire.

**IMPORTANT: Do NOT overload tires. If maximum weight shown in chart is not enough for safety, reduce load or install tires with a higher load rating.**

MAXIMUM LOAD PER WHEEL				
Drive	Tire Size	Ply Rating	Capacity kg (lb)	Speed kph (mph)
	11L-15	8	948 (2090)	40 (25)
MFWD	9.5-24	10	848 (1870)	40 (25)
	9.5-16	6	630 (1690)	40 (25)
	12.4-24	8	1450 (3200)	40 (25)
	11.2-24	10	1360 (2998)	40 (25)
	12.5/80-18	6	1470 (3240)	15 (09)

MAXIMUM LOAD PER WHEEL				
Drive	Tire Size	Ply Rating	Capacity kg (lb)	Speed kph (mph)
2WD	27/12LL-15	6	1180 (2601)	15 (09)

RM87422.00006B4-19-29AUG22-1/1

### Use Cast Iron Weights

Cast iron weights are available in a 48 kg (106 lb) size. Weights can be installed on the inside or outside of wheel. See nearest John Deere dealer for more information and recommendations on weight use and placement.

**Specification**

Cast Iron Weights—Weight. . . . . 48 kg (106 lb)



Cast Iron Weights

VP27597.0001F9A-19-06MAY22-1/1

APY74457—UN—04MAY22

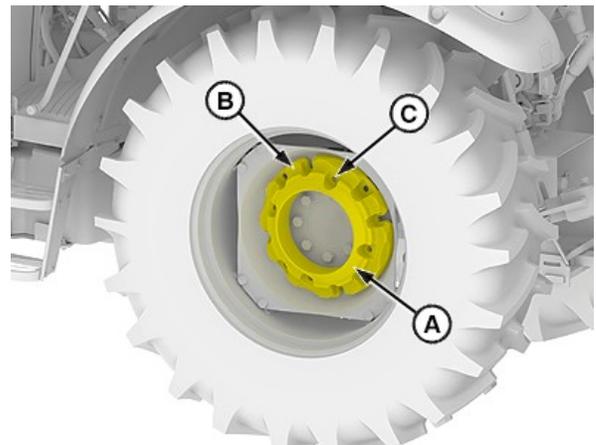
### Install Rear Cast Iron Weights

**CAUTION:** Optional cast iron weight weighs 48 kg (106 lb). Handle with care. Use appropriate equipment or have the job done by nearest John Deere dealer.

1. To install additional weight (A) on wheel, it is necessary to remove wheel. See Wheels, Tires, and Treads section.
2. Attach first weight to wheel disks.
3. To install additional weights (A), install bolts in previous weight (B). To align bolts with weight holes (C), rotate the added weight.
4. Tighten attaching bolts securely. Tighten again after a few hours service. Check tightness regularly.

A—Additional Weight  
B—Weight

C—Weight Holes



Rear Cast Iron Weights

VP27597.0001F04-19-29AUG22-1/1

APY74395—UN—25APR22

### Use Liquid Weight

**CAUTION:** Installing liquid ballast requires special equipment and training. Have the job done by nearest John Deere dealer or a tire service store.

**IMPORTANT:** NEVER fill tire to more than 90% full. More solution would leave too little air space to absorb shocks. Damage to tire could occur.

A solution of water and calcium chloride provides safe, economical ballast. Proper use of liquid ballast will not damage tires, tubes, or rims.

Use calcium chloride to prevent water from freezing. A

mixture of 0.4 kg per liter (3.5 lb of calcium chloride per gal) does not freeze solid above -45°C (-50°F).

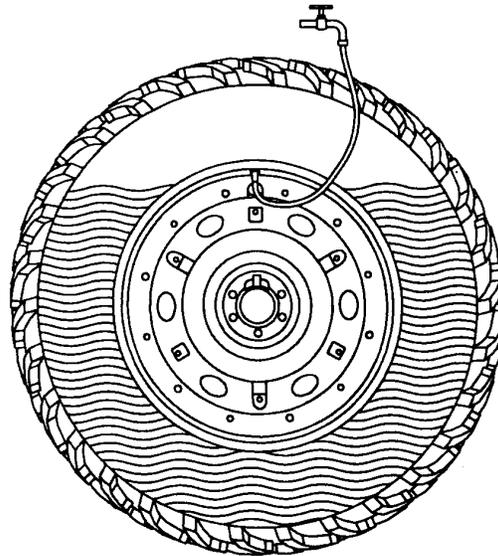
*NOTE: Use of alcohol as liquid ballast is not recommended. Calcium chloride solution is heavier and more economical.*

Fill tubeless tires slightly above the valve level (minimum 70% full). Less solution would expose part of rim, possibly causing corrosion. Tube-type tires can be filled to any level below 90%.

Charts on this page show how much each tire size holds, if filled to 75% full.

RM87422.00006B5-19-29AUG22-1/2

LIQUID WEIGHT FOR TIRES With 0.6 kg/L (5 lb/gal) Calcium Chloride Solution		
Drive	Tire Size	Liquid Weight per Tire kg (lb)—75% Full
2WD	27/12LL-15	37 (82)
	11L-15	67 (147)
MFWD	9.5-24	85 (187)
	11.2-24	115 (253)
	12.4-24	125 (275)
	12.5/8-18	--
Rear	14.9-28	260 (574)
	16.9-28	339 (747)
	16.9-24	297 (654)
	16.9-30	357 (787)
	21.5L-16.1	306 (675)
	22.5LL-16.1	--



RW25003—UN—07 JUL 93

RM87422.00006B5-19-29AUG22-2/2

### Use Implement Codes

**⚠ CAUTION: Do NOT attempt to transport an implement without adequate front ballast. It results in lack of steering control.**

John Deere engineers have developed a code to determine how much front ballast is needed for stability and steering control.

1. Find implement code in implement Operator's Manual.
2. Use the following chart to determine how many QUIK-TATCH™ front weights are required on your tractor model.

To use chart, find the implement code range in the left column on which implement code fits. Then move to the right until you are beneath the column that identifies tractor configuration. The number given in the chart corresponds to the QUIK-TATCH™ weights needed.

For example, A code 100 implement used on an MFWD tractor with a quick-coupler (but without liquid in the front tires) requires four front weights.

With maximum front ballast, do not attempt to transport an implement whose code exceeds:

- 115 for 2-WD Tractor

- 137 for MFWD Tractor

NUMBER OF QUIK-TATCH™ WEIGHTS NEEDED		
2-WD		
Implement Code	Without Liquid in Front Tires	With Liquid in Front Tires
0—65	0	—
66—75	2	0
76—85	4	2
86—95	6	4
96—105	8	6
106—115	—	8
MFWD		
Implement Code	Without Liquid in Front Tires	With Liquid in Front Tires
0—87	0	—
88—97	2	0
98—107	4	2
108—117	6	4
118—127	8	6
128—137	—	8

QUIK-TATCH is a trademark of Deere & Company.

QUIK-TATCH is a trademark of Deere & Company.

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# Wheels, Tires and Treads

## Service Tires Safely

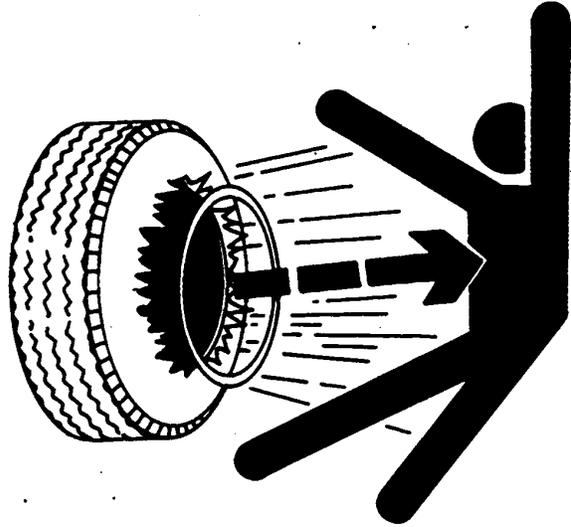
Explosive separation of a tire and rim parts can cause serious injury or death.

Do not attempt to mount a tire unless you have the proper equipment and experience to perform the job.

Always maintain the correct tire pressure. Do not inflate the tires above the recommended pressure. Never weld or heat a wheel and tire assembly. The heat can cause an increase in air pressure resulting in a tire explosion. Welding can structurally weaken or deform the wheel.

When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly. Use a safety cage if available.

Check wheels for low pressure, cuts, bubbles, damaged rims or missing lug bolts and nuts.



TS211—UN—15APR13

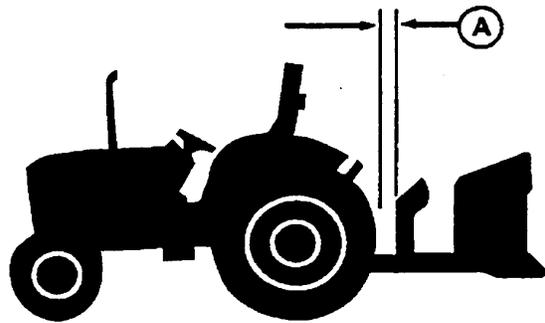
DX,RIM-19-24AUG90-1/1

## Check Implement- to- Tire Clearance

**IMPORTANT:** Check for adequate clearance (A) between outside diameter of the tire and implement with hitch in the raised position.

When large diameter rear tires are installed on a tractor with a 3-Point Hitch, a quick-coupler or similar device is required to provide the adequate implement-to-tire clearance.

A—Clearance



M47177—UN—31,JAN92

MX,WTIP,AA1-19-15JUL22-1/1

### Check Tire Inflation Pressure

Check tires daily for damage or noticeably low pressure.

At least every 100 hours of operation, check inflation pressure with a gauge. Use an accurate gauge having 10 kPa (0.1 bar) (1 psi) graduations.

If tires contain liquid ballast, use a special air-water gauge and measure with valve stem at bottom.

*NOTE: When furrow plowing or during hillside operation, tire pressure can be increased 28 kPa (0.28 bar) (4 psi) ABOVE maximum to prevent tire wrinkling or buckling.*

**IMPORTANT: Always check inflation pressure with an accurate tire gauge to prevent over-inflation. Over-inflation reduces performance and increases strain of both tire and rim.**

*NOTE: Following inflation information applies to both front and rear tires and Tire Inflation Pressure Chart.*

- All inflation pressures are calculated for 29 km/h (18 mph) travel speeds for both diagonal (bias) ply and radial ply tires.
- Operation of tires at the inflation pressures listed on chart

will result in optimum tractive performance of the tire/vehicle system. Correctly inflated radial tires will show a large deflection of the sidewall or “cheeks”. This is normal and will not hurt the tire if the inflation pressure is maintained.

- Inflation pressures less than 80 kPa (12 psi) should be monitored regularly because of the increased risk of low-pressure air leaks (especially due to leaking valve cores).
- Tractors operating on steep side slopes should increase inflation pressures 28 kPa (4 psi) above the values listed to compensate for lateral weight transfer.
- Tires run as singles in high traction conditions sometimes experience bead slip if the bead was not fully seated or if too much lubricant was used to mount the tire. Increasing the inflation pressure will compensate for this condition but will not cause reduced traction. Consult tire dealer if this problem occurs.
- If higher load capacities are needed, contact John Deere dealer for tire manufacturers load and inflation table information.

MX,WTIP,BA1-19-29AUG22-1/1

### Tire Inflation Pressure Chart

Front Tires			With Little or No Added Weight			With Maximum Ballast or Heavy Mounted Implement		
Tire Size	Ply Rating	Tread	kPa	(bar)	(psi)	kPa	(bar)	(psi)
<b>2WD</b>								
11L-15	8	F3	170	1.7	24	303	3	44
27/12-15	6	Turf Special	69	0.69	10	220	2.2	32
<b>MFWD</b>								
9.5-24	10	R1	83	0.83	12	207	2.1	30
11.2-24	10	R1	83	0.83	12	179	1.8	26
12.5/80-18	6	R4	103	1.03	15	193	1.93	28
12.4-24	8	R1	83	0.83	12	179	1.8	26
Rear Tires			With Little or No Added Weight			With Maximum Ballast or Heavy Mounted Implement		
Tire Size	Ply Rating	Tread	kPa	(bar)	(psi)	kPa	(bar)	(psi)
14.9-28	6	R1	83	0.83	12	140	1.4	20
16.9-28	6	R1	83	0.83	12	124	1.24	18
16.9-24	6	R4	83	0.83	12	179	1.79	22
16.9-30	6	R1	83	0.83	12	179	1.8	26
21.5L-16	6	R3	83	0.83	12	83	0.83	12
22.5LL-16.1	6	R3	41	0.41	6	124	1.24	18

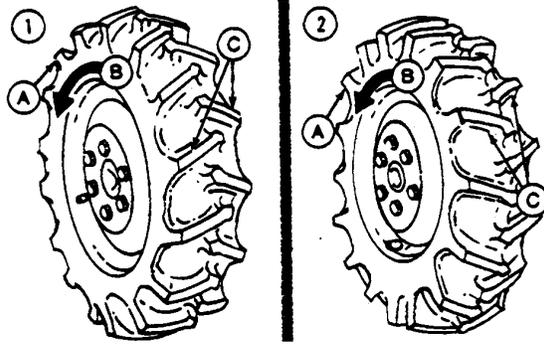
RM87422,0000699-19-15JUL22-1/1

### Select Front Tire Rolling Direction

**NOTE:** 1. Under most conditions, front tires (A) are mounted with the direction of tire lugs (C) the same as the rolling direction of tire (B).

2. If the tractor is used for loader operations, lug direction can be reversed on the MFWD axle to reduce tire wear.

- A—Front Tire (viewed from rear)
- B—Rolling Direction of Tire
- C—Tire Lugs



Left Tire (viewed from rear)

SD74272,0000332-19-05SEP22-1/1

RW510—UN—06APR88

### Tighten Wheel/Axle Hardware Correctly

**CAUTION:** NEVER operate tractor with a loose rim, wheel, hub, or axle.

Regularly check if hardware is loosened, and tighten to specified torque if necessary.

**NOTE:** Follow checking procedure when a new tractor is first used, or wheels have been off.

1. Tighten hardware to the specified torque after driving tractor about 100 m (109 yd) and before placing it under load.
2. Check hardware after working for 3 hours and again after 10 hours.
3. Check all hardware frequently and ensure its tightness.

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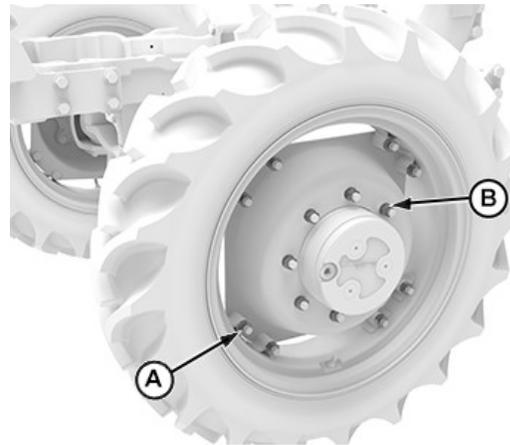
### Tighten Wheel Bolts—MFWD Axle

Tighten MFWD wheel rim-to-disk nuts (A and B) to specifications.

#### Specification

MFWD Wheel Rim-to-Disk Nuts	
(A)—Torque.....	225 +/- 49 N·m (166 +/- 36 lb·ft)
MFWD Wheel Disk-to-Hub Nuts	
(B)—Torque.....	300 N·m (221 lb·ft)

- A—MFWD Wheel Rim-to-Disk Nut (8 used)
- B—MFWD Wheel Disk-to-Hub Nut (8 used)



MFWD Wheel Nuts

VP27597,0001F08-19-05SEP22-1/1

APY74399—UN—29MAR23

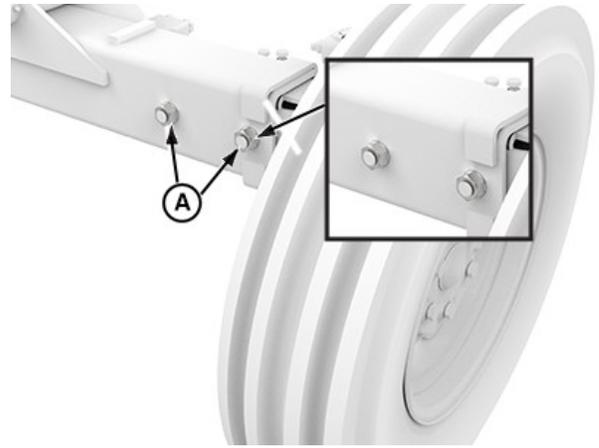
### Tighten Bolts—Adjustable Front Axle

Tighten nuts and bolts in the following locations to specifications.

**Specification**

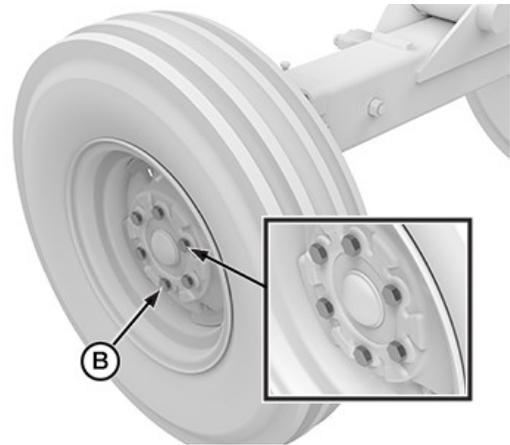
Adjustable Front Axle—Axle-to-Knee	
Nuts (A)—Torque. . . . .	400 N·m (295 lb·ft)
Adjustable Front Axle—Disk-to-	
Flange Bolts (B)—Torque. . . . .	175 N·m (129 lb·ft)

**A—Axle-to-Knee Nut (2 used)    B—Disk-to-Flange Bolt (6 used)**



Axle-to-Knee Nuts

APY75587—UN—29AUG22



Disk-to-Flange Bolts

APY74398—UN—02MAY22

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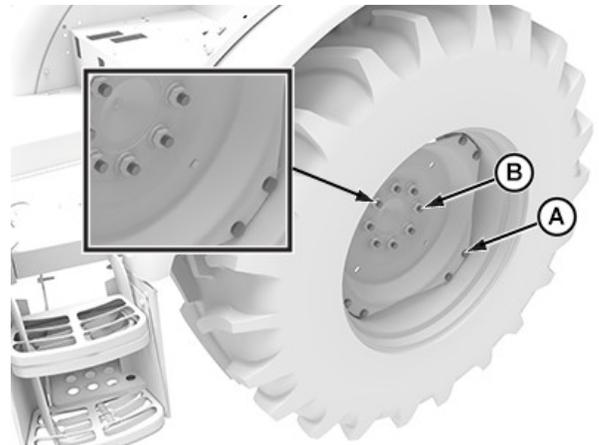
### Tighten Wheel Bolts—Rear Axle

Tighten bolts in the following locations to specifications.

**Specification**

Rear Wheel Rim-to-Disk Bolts	
(A)—Torque. . . . .	245 N·m (180 lb·ft)
Rear Steel Wheel Disk-to-Hub Bolts	
(B)—Torque. . . . .	510 N·m (376 lb·ft)

**A—Rear Wheel Rim-to-Disk Bolt (8 used)    B—Rear Wheel Disk-to-Hub Bolt (8 used)**



Rear Wheel Bolts

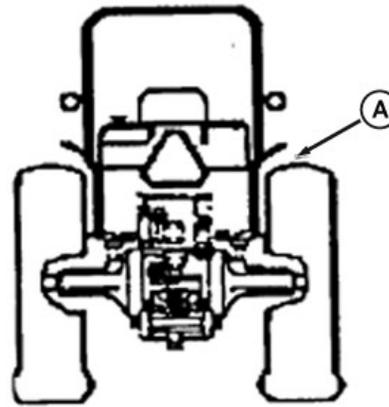
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### Observe Rear Wheel Tread Width Limitations

**IMPORTANT:** Clearance between tires and fenders (A) must be at least 25 mm (1 in). When large diameter rear tires are installed, check clearance between the tire and fenders.

A—Clearance between Tires and Fender



APY75553—UN—15 JUL 22

AH98466,0000971-19-05SEP22-1/1

### Tread Settings—Two-Position Rear Wheels

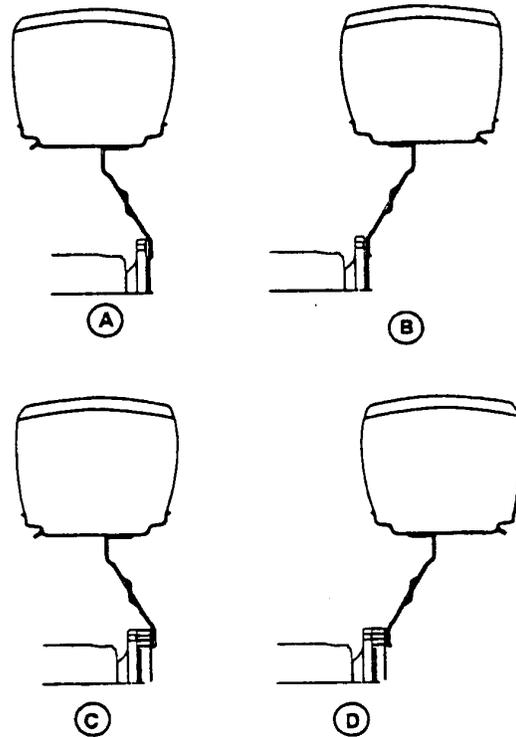
Wheel tread can be adjusted by exchanging the wheels from side-to-side using spacers.

The alignment of wheels in relation to each other is shown in the diagrams.

**IMPORTANT:** After setting wheel spacing, tighten rear wheel disk-to-hub bolts to specification. Drive tractor 100 m (109 yd) and tighten again.

**Specification**

Rear Wheel Rim-to-Disk	
Nuts—Torque.....	245 N·m (180 lb·ft)
Rear Wheel Disk-to- Flange	
Bolts—Torque.....	550 N·m (406 lb·ft)



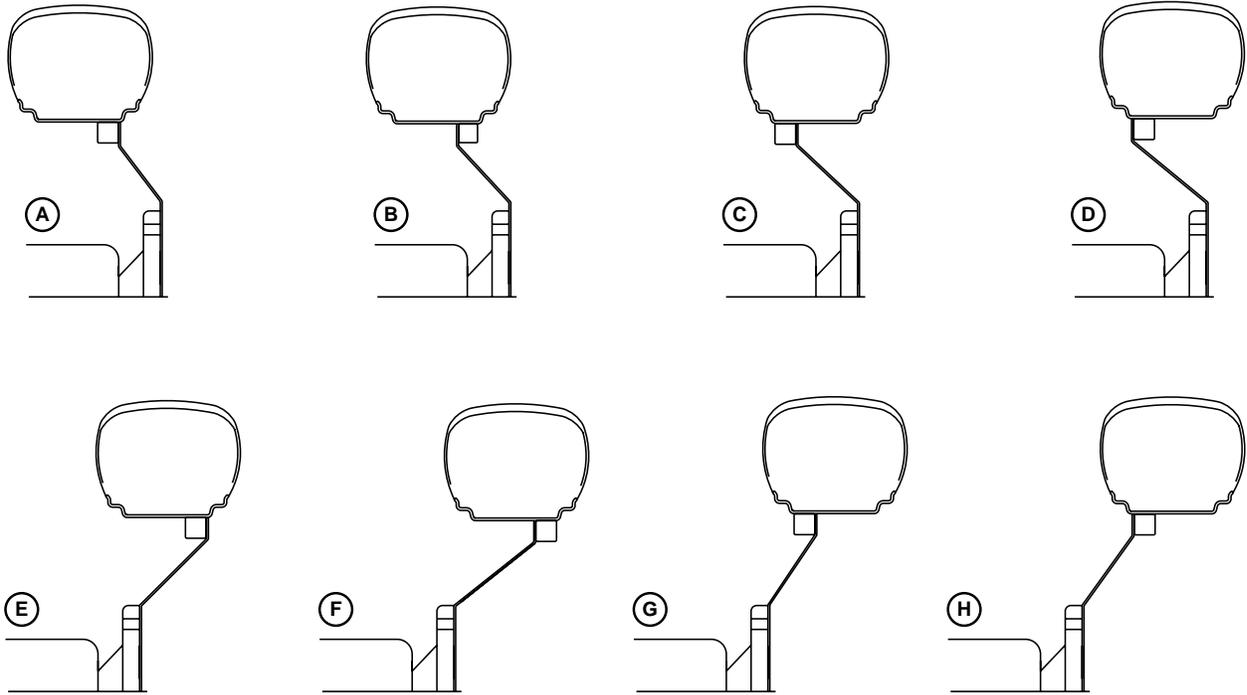
MA7178—UN—31 JAN 92

TWO-POSITION REAR WHEELS—TREAD WIDTH (Centerline-to-Centerline)								
Tire	No Spacer		30 mm Spacer		44 mm Spacer		111 mm Spacer	
	A	B	C	D	C	D	C	D
21.5L-16.1 6PR R3	INT <sup>a</sup>	1658 mm (65.3 in)	INT <sup>a</sup>	1718 mm (67.6 in)	INT <sup>a</sup>	1746 mm (68.7 in)	1495 mm (58.9 in)	1880 mm (74.0 in)

<sup>a</sup>Interference (do not use)

VP27597,0001F0A-19-05SEP22-1/1

**Tread Settings—Multi-Position Rear Wheels**



LV8610—UN—28AUG03

Tread Settings—Multi-Position Rear Wheels

Wheel tread on rear axle with multi-position wheels can be adjusted by repositioning or exchanging the rims, or by reversing the wheel disks.

Wheel tread can also be adjusted by moving the complete wheel to the opposite side of the tractor. When changing rear wheels from one side to the other, the arrow on side wall of tire points in the direction of forward rotation.

*NOTE: This maneuver permits the change from disk-dished-in to disk-dished-out operations without disassembling the wheel.*

The diagrams above show different tread settings depending on the position of the wheel disk relative to the rim.

A study of these diagrams, before attempting to change tread settings, saves unnecessary labor.

**IMPORTANT: After setting wheel spacing, tighten rim-to-disk and disk-to-flange bolts. Drive tractor 100 m (109 yd) and tighten again.**

Item	Measurement	Specification
Rear Wheel Specification		
Rear Wheel Rim-to-Disk	Torque	245 N·m (180 lb·ft)
Rear Wheel Disk-to-Hub	Torque	550 N·m (406 lb·ft)

*NOTE: Tread settings are measured at bottom of center-line.*

*NOTE: 30 mm, 44 mm, and 111 mm spacer are available. If necessary, adjust dimensions accordingly.*

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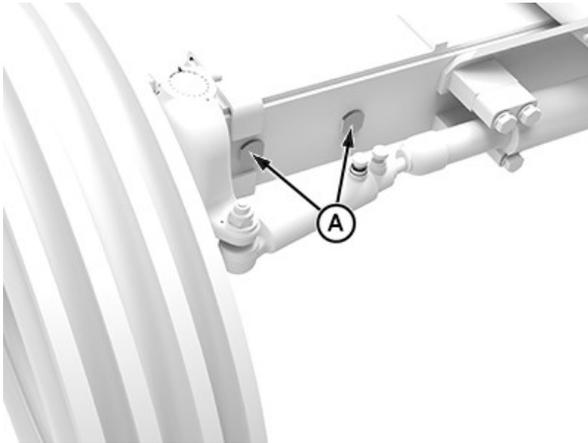
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*Wheels, Tires and Treads*

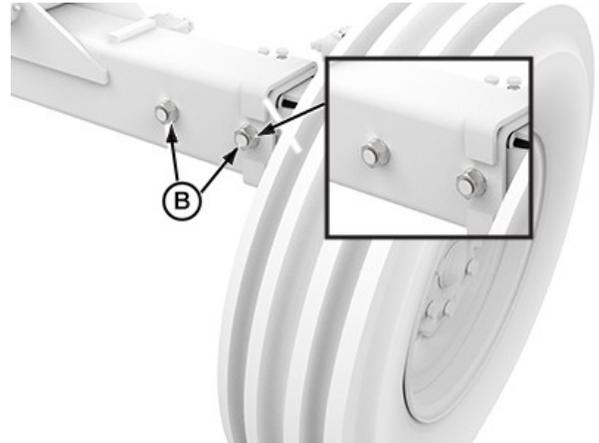
<b>MULTI-POSTION REAR WHEELS—TREAD WIDTH (Centerline-to-Centerline)</b>								
Tire	Diagram							
	A	B	C	D	E	F	G	H
14.9-28	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	1414 mm (55.7 in)	1515 mm (59.6 in)	1614 mm (63.5 in)	1715 mm (67.5 in)	1814 mm (71.4 in)
16.9-28	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	1515 mm (59.6 in)	1614 mm (63.5 in)	1715 mm (67.5 in)	1814 mm (71.67 in)
16.9-24	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	1420 mm (55.90 in)	1506 mm (59.29 in)	1602 mm (63.07 in)	1724 mm (67.87 in)	1820 mm (71.1 in)
16.9-30	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	INT <sup>a</sup>	1524 mm (60.0 in)	1624 mm (63.9 in)	1710 mm (67.3 in)	1810 mm (71.3 in)
21.5L-16.1	INT <sup>a</sup>	N/A	N/A	N/A	N/A	N/A	N/A	1658 (65.27 in)
<sup>a</sup> Interference (do not use)								
<i>Rear Tread Width</i>								

VP27597,1677760560873-19-02MAR23-2/2

**Tread Settings—Adjustable Front Axle**



APY74396—UN—15APR22



APY74397—UN—29AUG22

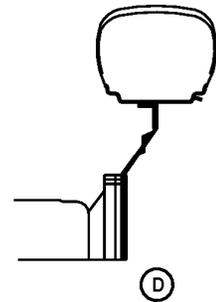
For certain tire types, front rims are offset to provide two tread spacings, one at each axle setting

A—Axle-To-Knee Pin

B—Axle-To-Knee Nut



C



D

LV1515—UN—05MAR96

**ADJUSTABLE FRONT AXLE TREAD SETTINGS**  
Diagram C  
Centerline-to-Centerline

Tire	Tread Position <sup>a</sup>					
	1	2	3	4	5	6
27/12-15 11L-15	1488 mm (58.6 in)	1588 mm (62.5 in)	1688 mm (66.5 in)	1788 mm (70.4 in)	1888 mm (74.3 in)	1988 mm (78.3 in)

<sup>a</sup>Tread position 1 is with axle adjustment at its most inward location. See adjust Front Axle Tread Width in this section.

**ADJUSTABLE FRONT AXLE TREAD SETTINGS**  
Diagram D  
Centerline-to-Centerline

Tire	Tread Position <sup>a</sup>					
	1	2	3	4	5	6
27/12-15 11L-15	1571 mm (61.9 in)	1671 mm (65.8 in)	1771 mm (69.7 in)	1871 mm (73.7 in)	1971 mm (77.6 in)	2071 mm (81.5 in)

<sup>a</sup>Tread position 1 is with axle adjustment at its most inward location. See adjust Front Axle Tread Width in this section.

VP27597,0001F75-19-05SEP22-1/1

**Tread Settings—Multi-Position MFWD Wheels**

Wheel tread on MFWD axle with multi-position wheels can be adjusted by repositioning or exchanging the rims, or by reversing the wheel disks.

Wheel tread can also be adjusted by moving the complete wheel to the opposite side of the tractor. When changing MFWD wheels from one side to the other, the arrow on side wall of tire points in the direction of forward rotation. In certain applications, tractors equipped with MFWD may operate with the arrows in the opposite direction. (See Selecting Front Tire Rolling Direction in this section.)

*NOTE: This maneuver permits the change from disk-dished-in to disk-dished-out operations without disassembling the wheel.*

The diagrams show different tread settings depending on the position of the wheel disk relative to the rim.

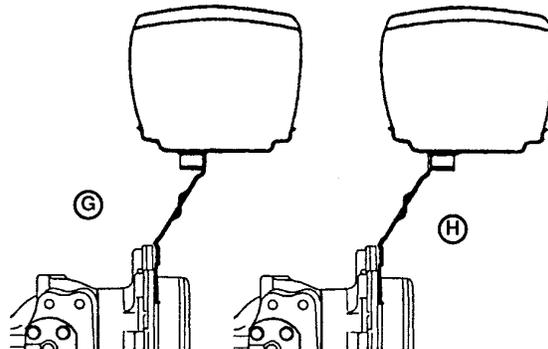
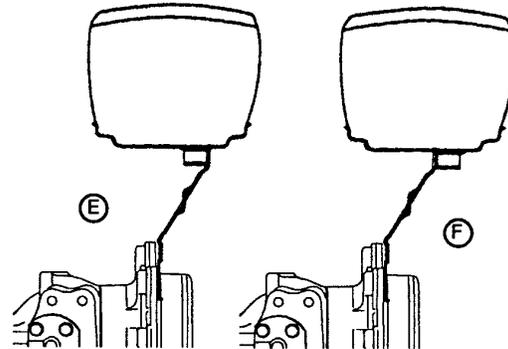
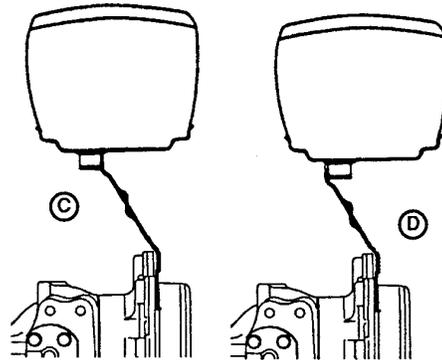
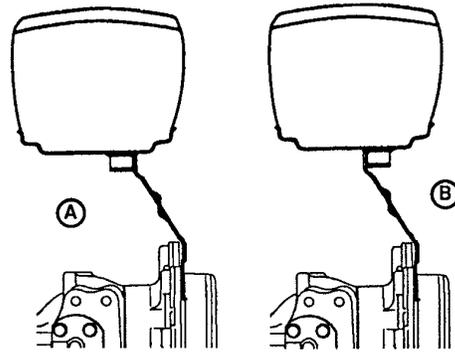
*NOTE: Read the diagrams carefully before starting the procedure.*

Tread settings are measured at the middle of the tires at axle height.

**IMPORTANT: After setting wheel spacing, tighten MFWD wheel rim-to-disk bolts and MFWD wheel disk-to-hub bolts to specification. Drive tractor 100 m (109 yd) and tighten again.**

**Specification**

MFWD Wheel Rim-to-Disk	
Bolts—Torque.....	245 N·m (180 lb·ft)
MFWD Wheel Disk-to-Hub	
Nuts—Torque.....	310 N·m (228 lb·ft)



LV601—UN—22APR94

LV602—UN—22APR94

Continued on next page

SK35149,00003D4-19-05SEP22-1/2

**MULTI-POSITION MFWD WHEELS—TREAD WIDTH (Centerline-to-Centerline)**

Tire	Diagram							
	A	B	C	D	E	F	G	H
9.5-24 10PR R1	1370 mm (53.9 in)	1466 mm (57.7 in)	1430 mm (56.3 in)	1526 mm (60.1 in)	1770 mm (69.7 in)	1866 mm (73.5 in)	1830 mm (70.04 in)	1926 mm (75.8 in)
11.2-24 10PR R1	1393 mm (54.8 in)	1502 mm (59.1 in)	1594 mm (62.8 in)	1703 mm (67.0 in)	1593 mm (62.7 in)	1702 mm (67.0 in)	1794 mm (70.6 in)	1903 mm (74.9 in)
12.4-24 8PR R1	1393 mm (54.8 in)	1502 mm (59.1 in)	1594 mm (62.8 in)	1703 mm (67.0 in)	1593 mm (62.7 in)	1702 mm (67.0 in)	1794 mm (70.6 in)	1903 mm (74.9 in)
12.5/80-18 10PR R4	1577 mm (62.1 in)	N/A	N/A	N/A	N/A	N/A	N/A	1722 mm (67.8 in)

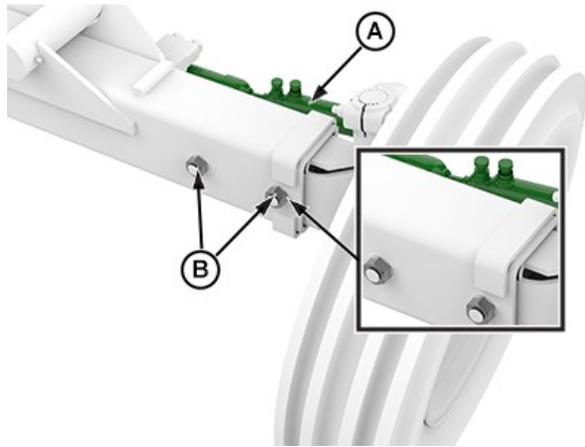
\*Interference (do not use)

**NOTE:** Loader is compatible only with track width of 1700 mm.

For loader application, restrict steering angle to 35 degrees and restrict oscillation by installing stoper.

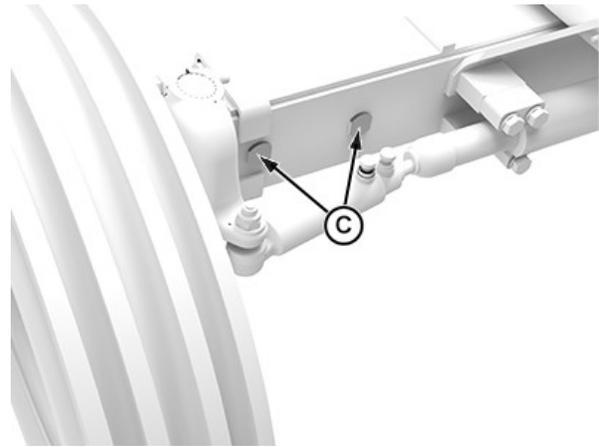
SK35149,00003D4-19-05SEP22-2/2

**Adjust Front Axle Tread Width**



Tie Rod and Nuts

APY74403—UN—02MAY22



Pins and Adjusting Holes

APY74404—UN—15APR22

**A—Tie Rod**

**B—Nut (4 used)**

**C—Tapered Bolt (4 used)**

**IMPORTANT: DO NOT place jack under the engine oil pan.**

1. Jack up the front end of tractor.
2. change the length of the tie rod (A) before or during axle adjustments, as necessary when making large tread adjustments. (See Check and Adjust Toe-In applicable to a given type of axle.)
3. Remove four axle nuts (B) and tapered bolts (C) from the front axle (2 on each side).

4. Slide axle knees to desired position. Both sides must be adjusted to the same spacing.

5. Reinstall axle nuts (B) and bolts (C) on each side. Tighten bolts to specification.

**Specification**

Front Axle Nuts—Torque. . . . . 400 N·m (295 lb·ft)

6. Set toe-in. (See Check and Adjust Toe-In applicable to a given type of axle.)

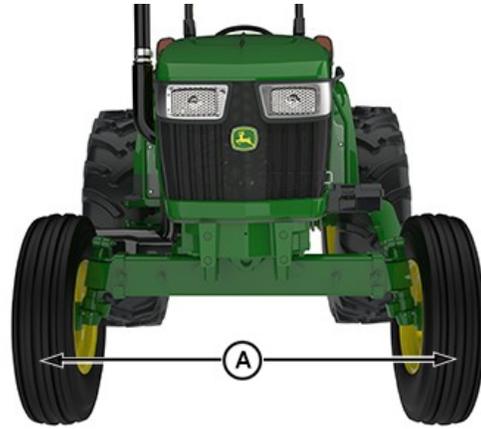
VP27597,0001F0B-19-05SEP22-1/1

### Check Toe-In—(Two-Wheel Drive Tractor)

1. Park machine on a flat, level surface.
2. Turn steering wheel so that the front wheels are in the straight-ahead position. Stop the engine.
3. Measure front axle toe-in distance (A) between tires at the hub level in the front of axle. Record measurement and mark the tires.
4. Move tractor back about 1 m (3 ft) so that the mark is at the hub level behind the axle. Measure distance again between tires at same point on tire. Record measurement.
5. Determine the difference between front and rear measurements. If the front measurement is smaller, toe is "in". If the rear is smaller, toe is "out".

**NOTE:** Front axle toe-in distance (A) between the front of tires must be 3—6 mm (1/8—1/4 in) less than distance measured at rear of the tires.

6. Adjust toe-in if necessary.



Two-Wheel Drive Axle

A—Front Axle Toe-In Distance

APY74405—UN—04MAY22

VP27597,0001F0C-19-05SEP22-1/1

### Adjust Toe-In—(Two-Wheel Drive Tractor)

1. Loosen lock nuts (A) and take out the tie rod bolts (B) on tie rod tubes by several turns.
2. Adjust the length of the tie rods on both sides of the tractor by rotating the inner tube (C) to lengthen or shorten tie rod so that they are equal. Adjust toe-in to 8 to 16 mm (5/16 to 5/8 in).

Tie Rod Rotation	Approximate Change in Toe-In
1/2 turn	8 mm (5/16 in)
1 turn	16 mm (5/8 in)

3. Tighten tie rod bolts (B) to specification.

**IMPORTANT: Do NOT over-tighten; it damages to the tie rod bolts (B).**

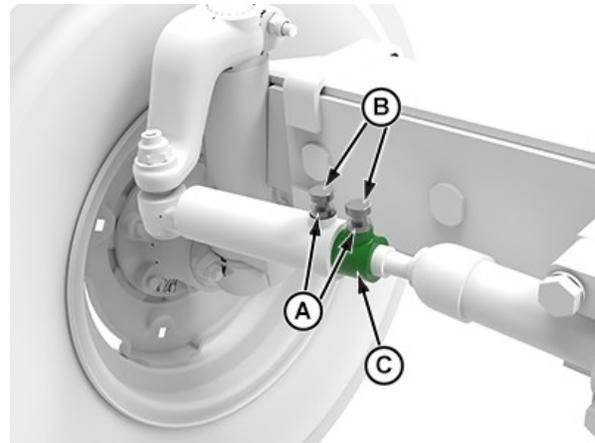
**Specification**

Tie Rod Bolts—Torque. . . . . 90 N·m (66 lb·ft)

4. Tighten the lock nuts (A) to specification.

**Specification**

Tie Rod Lock Nuts—Torque. . . . . 60 N·m (44 lb·ft)



Lock Nuts, Bolts, and Inner Tube

A—Lock Nut (4 used)  
B—Tie Rod Bolt (4 used)

C—Inner Tube

APY74406—UN—15APR22

VP27597,0001F0D-19-05SEP22-1/1

### Check Toe-In—MFWD Axle

1. Disengage MFWD and park tractor on level surface. Steer front wheels straight ahead. Stop the engine.
2. Measure MFWD axle toe-in distance (A) between the center-line of tires at the hub level in the front of the axle using an outside bar of each tire or an inside bar of each tire. Record measurement and mark the tires.
3. Move tractor back about 1 m (3 ft) so that the mark is at the hub level behind the axle. Measure distance again between tires at same point on tire. Record measurement.
4. Determine the difference between front and rear measurements. If the front measurement is smaller, toe is "in". If the rear is smaller, toe is "out".

**NOTE:** MFWD axle toe-in distance (A) between the front of tires must be 3–6 mm (1/8–1/4 in) less than distance measured at rear of the tires.

5. Adjust toe-in if necessary.



Distance Between Center Line

A—MFWD Axle Toe-In Distance

APY74407—UN—04MAY22

VP27597.0001F0E-19-05SEP22-1/1

### Adjust Toe-In—MFWD Axle

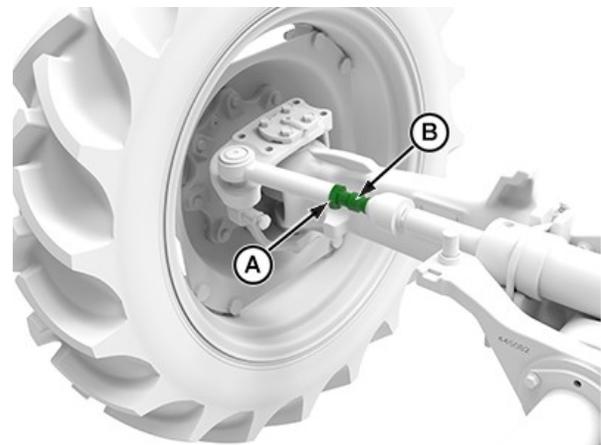
1. Loosen tie rod lock nuts (A) on both ends of tie rod.
2. Adjust the tie rod length on both sides of the tractor equally by rotating the inner tube (B) to lengthen or shorten the tie rod as needed to obtain toe-in or toe-out of less than 3 mm (1/8 in).

Tie Rod Rotation	Approximate Change
1/8 turn	4 mm (3/16 in)
1/4 turn	8 mm (3/8 in)
1/2 turn	16 mm (5/8 in)

3. Tighten tie rod nuts lock nuts (A) to specification.

**Specification**

Tie Rod Lock Nuts—Torque. . . . . 220–240 N·m  
(162–177 lb·ft)



Adjust Toe-In—MFWD Axle

A—Tie Rod Lock Nut

B—Inner Tube

APY74408—UN—15APR22

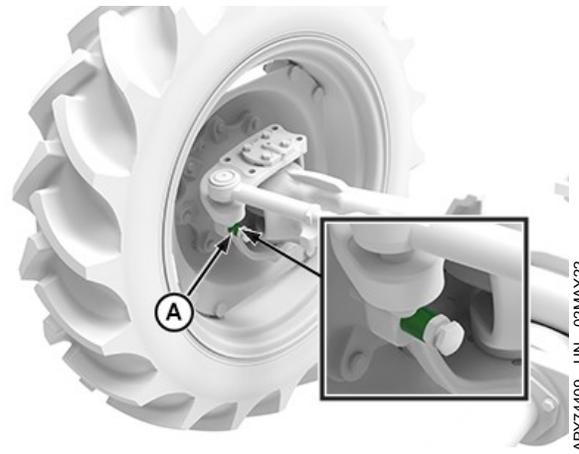
VP27597.0001F0F-19-05SEP22-1/1

### Steering Angle—CARRARO

**IMPORTANT:** Remove bushing (A) to increase the steering angle from 46 degrees up to 60 degrees.

For 11.2-24 and 12.4 R24 front tires, restrict the oscillation angle up to 6 degrees and steering angle up to 35 degrees.

A—Bushing



APY74409—UN—02MAY22

VP27597,0001F10-19-05SEP22-1/1

### Set MFWD Steering Stop Turning Radius

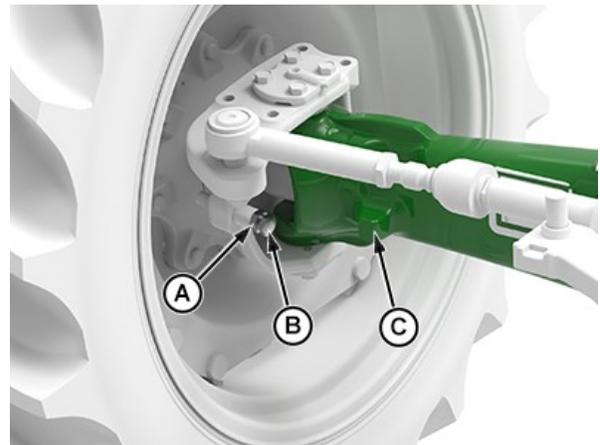
1. Raise and support the front of the tractor so the MFWD axle stops oscillating.
2. Slowly turn the steering wheel to the left until the steering cylinder travel has reached its limit, the steering stops, or the tires are within 25 mm (1 in.) of the grille screen or the side panels.
3. Raise the left side of the axle against its stop and measure the clearance between the tire and the nearest tractor component. The distance cannot be OR should not less than 25 mm (1 in.).
4. Loosen the steering stop lock nut (A) on the steering stop (C) and adjust the steering stop bolt (B) so it touches the steering stop (C).

**NOTE:** It may be necessary to shorten the steering stop bolt (B) in order to obtain the maximum turning angle.

5. Tighten steering stop locking nut (A) as per specification.
6. Turn wheel fully to the left. Impact the knuckle housing to steering stop five times.
7. Tighten steering stop locking nut (A) again to specification.

**Specification**

Steering Stop Lock Nut—Torque. . . . . 125 N·m (92 lb·ft)



APY74410—UN—29AUG22

A—Steering Stop Locking Nut C—Steering Stop  
B—Steering Stop Bolt

8. Repeat the steps for the right side.

**IMPORTANT:** For 11.2-24 and 12.4 R24 front tires, restrict the oscillation angle up to 6 degrees and steering angle up to 35 degrees.

**NOTE:** Wide tread settings and large tire size slightly increase turn radius.

VP27597,0001F11-19-05SEP22-1/1

### Use Correct Tire Combinations

In order to achieve maximum drawbar pull, maintain proper steerability, reduce tire wear and fuel consumption, comply with the correct tire combinations shown on Tire Compatibility Chart.

**IMPORTANT: If mechanical front wheel drive front tires show excessive wear in comparison with rear tire, the front tires must be replaced in order to maintain the predetermined tire ratio.**

**IMPORTANT: When replacing tires, consult your tire dealer. Mixing worn and new tires, bias and radial tires or tires of different diameters or loaded radii can reduce tire life and overall tractor performance.**

**Using any tire combination other than those listed on the Tire Compatibility Chart could result in premature tire and driveline wear due to overspeed and underspeed.**

MX,WTIP,OA1A-19-05SEP22-1/1

### Tire Compatibility Chart

*NOTE: This Tire Compatibility Chart shows which front tire options are compatible with rear tires.*

Rear Tire	Front Tire	5050E	5060E	5067E	5075E
<b>2WD</b>					
14.9-28 6PR R1 Bias	11LL-15 8PR F2-M Bias	Yes	Yes	-	-
16.9-28 6PR R1 Bias		Yes	Yes	Yes	Yes
16.9-30 6PR R1 Bias		Yes	Yes	Yes	Yes
14.9-28 6PR R1 Bias	11LL-15 10PR F3 (Truck Bias)	Yes	Yes	-	-
16.9-24 6PR R4 Bias		Yes	Yes	Yes	Yes
16.9-28 6PR R1 Bias		Yes	Yes	Yes	Yes
16.9-30 6PR R1 Bias		Yes	Yes	Yes	Yes
21.5L-16.1 6PR R3 (Turf Special) Bias	27/12LL-15 In. PR (Turf Special) Bias	Yes	Yes	Yes	Yes
22.5LL-16.1 6PR R3 (Turf Special)		Yes	Yes	Yes	Yes
<b>MFWD</b>					
14.9-28 6PR R1 Bias	9.5-24 10PR R1 Bias	Yes	Yes	-	-
16.9-24 6PR R4 Bias	12.5/80-18 6PR I3 (R4 Type) Bias	Yes	Yes	Yes	Yes
16.9-28 6PR R1 Bias	11.2-24 10PR R1 Bias	Yes	Yes	Yes	Yes
420/85R25 (16.9R28) R1W Radial	280.85R24 (11.2R24) R1W Radial	Yes	Yes	Yes	Yes
16.9-30 6PR R1 Bias	11.2-24 10PR R1 Bias	Yes	Yes	Yes	Yes
16.9-30 6PR R1 Bias	12.4-24 8PR R1 Bias	Yes	Yes	Yes	Yes

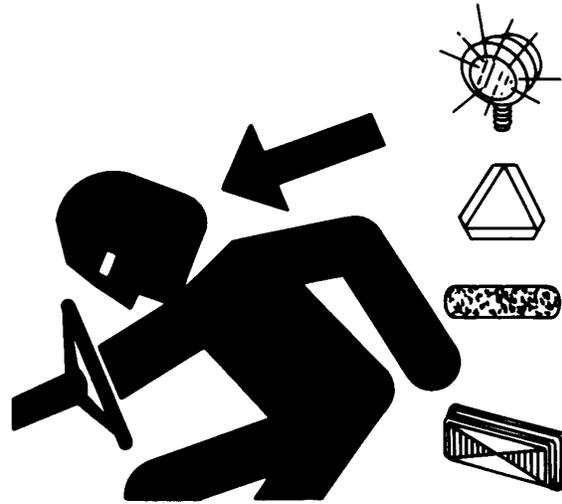
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# Transporting

## Use Safety Lights and Devices

Prevent collisions between other road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use turn signal lights.

Use headlights, flashing warning lights, and turn signals day and night. Follow local regulations for equipment lighting and marking. Keep lighting and marking visible, clean, and in good working order. Replace or repair lighting and marking that has been damaged or lost. An implement safety lighting kit is available from your John Deere dealer.



TS951—UN—12APR90

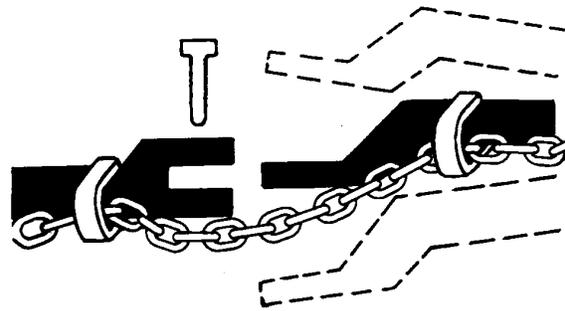
DX\_FLASH-19-07JUL99-1/1

## Use a Safety Chain

A safety chain will help control drawn equipment should it accidentally separate from the drawbar.

Using the appropriate adapter parts, attach the chain to the tractor drawbar support or other specified anchor location. Provide only enough slack in the chain to permit turning.

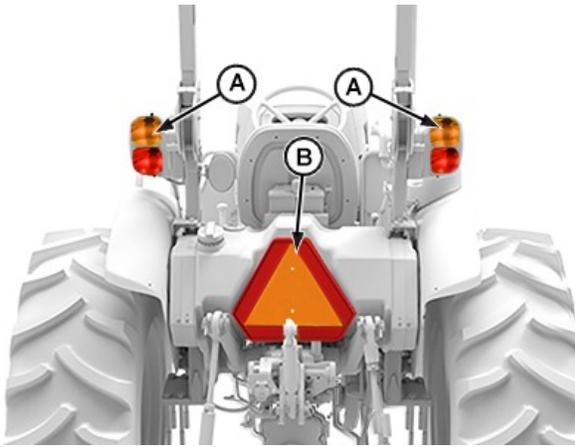
See your John Deere dealer for a chain with a strength rating equal to or greater than the gross weight of the towed machine. Do not use safety chain for towing.



TS217—UN—23AUG88

DX\_CHAIN-19-03MAR93-1/1

### Driving Tractor on Roads



APY74411—UN—20JUL22

OOS



APY74412—UN—03MAY22

Cab

A—Warning Lights                      B—Slow Moving Vehicle Emblem

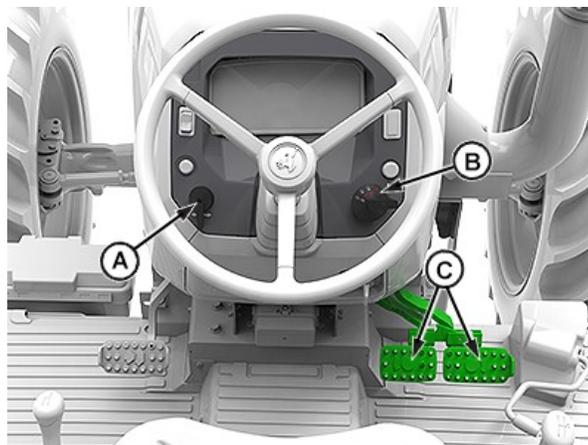
**⚠ CAUTION: Observe the following precautions when operating on a road.**

1. Before operating tractor on highway be sure flashing warning lights (A) work properly. Install and use Slow

Moving Vehicle (SMV) emblems (B), reflectors, and auxiliary lighting to equipment as required for safety and by local regulations. Clean the SMV emblem for the best visibility.

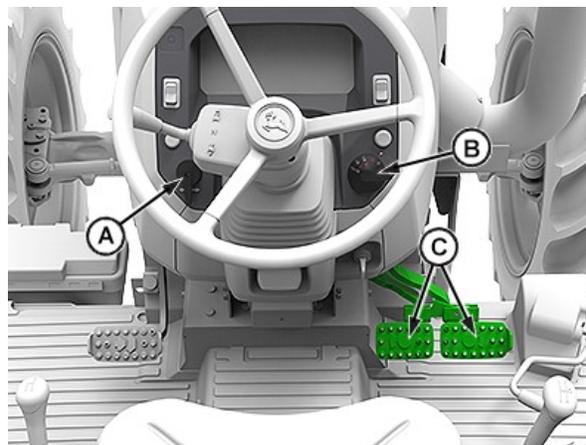
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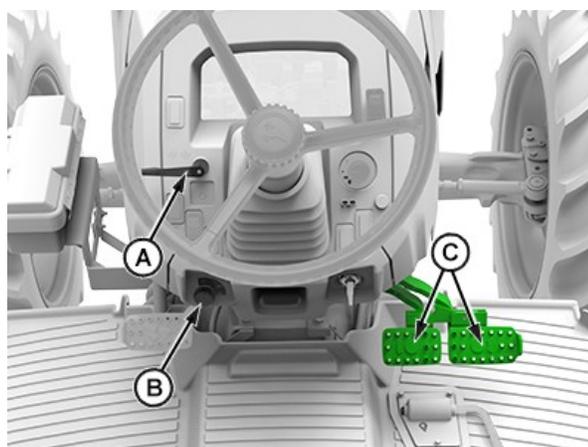
APY74413—UN—03MAY22

OOS With TSS Transmission



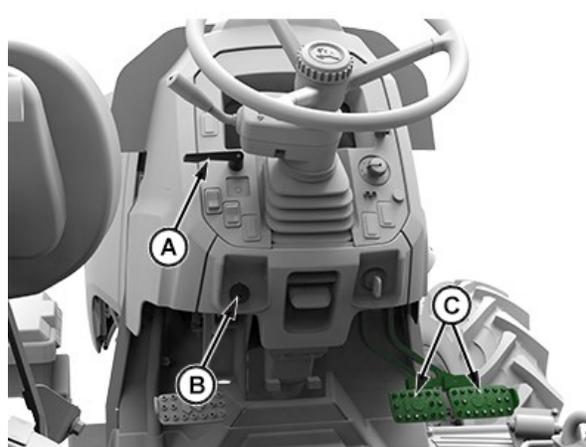
APY74414—UN—03MAY22

OOS With PR Transmission



APY74415—UN—03MAY22

Cab With TSS Transmission



APY74416—UN—03MAY22

Cab With PR Transmission

A—Turn Signal Control Lever    B—Light Switch

C—Brake Pedals

**IMPORTANT: Refer to Lights section for detailed descriptions of lighting operations and functions.**

2. Turn light switch (B) to warning, full beam headlights or low beam headlights position. Never use bright lights which are visible from the rear. Always dim headlights before meeting another vehicle. Keep headlights properly adjusted.

3. Use turn signals when turning. Be sure to return control lever (A) to center position after turning.

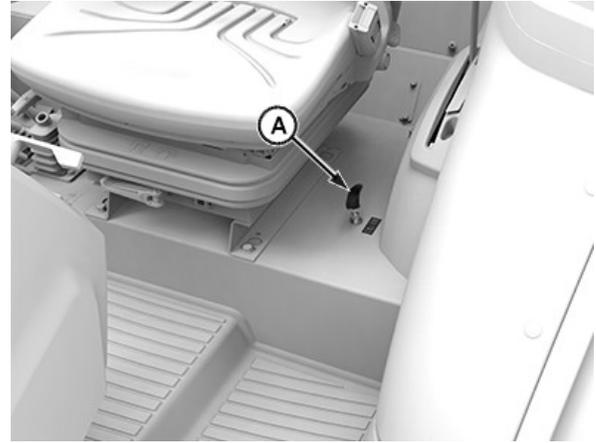
4. Couple brake pedals (C) together before driving on a road. Avoid hard applications of brakes.

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VP27597,0001F05-19-27APR22-2/5



OOS



Cab

**A—MFWD Lever**

5. Disengage mechanical front wheel drive lever (A) (if Equipped) when transporting on hard surface with the MFWD engaged.
6. Drive slowly enough to maintain safety control at all times. Slow down for hillsides, rough ground, and sharp turns, especially when transporting heavy, rear-mounted equipment.
7. Before going down a hill, shift to a gear low enough to control speed without using brakes. Never coast down hill.
8. When transporting downhill on icy or graveled grades, be alert for skids which could result in loss of steering control. To decrease chance of skids, reduce speed and be sure tractor has proper ballast.

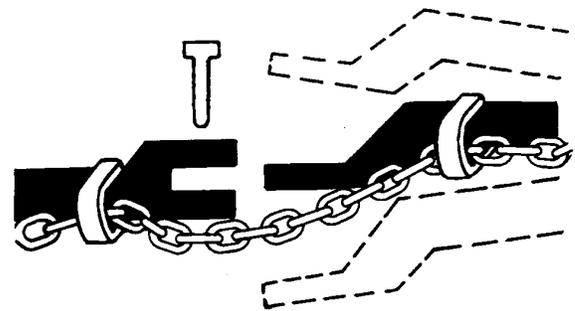
VP27597.0001F05-19-27APR22-3/5

**CAUTION:** A safety chain will help drawn equipment should it accidentally separate from the drawbar. Using the appropriate adapter parts, attach the chain to the tractor drawbar support or other specified anchor location. Provide only enough slack in the chain to permit turning. See your John Deere dealer for a chain with a strength rating equal to or greater than the gross weight of the towed machine. **DO NOT** use safety chain for towing.

**IMPORTANT:** Safety chain is provided for transport only. It must not be used for pulling or towing implements, or other items, not attached to drawbar, or damage to your tractor may result.

*NOTE: Attach trailer brakes (if equipped) and check for proper operation.*

9. Transporting Towed Loads:  
Lock drawbar pin in place, and use safety chain to help



control drawn equipment should it accidentally separate from drawbar while transporting.

Continued on next page

VP27597.0001F05-19-27APR22-4/5

**CAUTION:** Stopping distance increases with speed and weight of towed loads, and on slopes. Towed loads with or without brakes that are too heavy for the tractor or are towed too fast can cause loss of control. Consider the total weight of the equipment and its load.

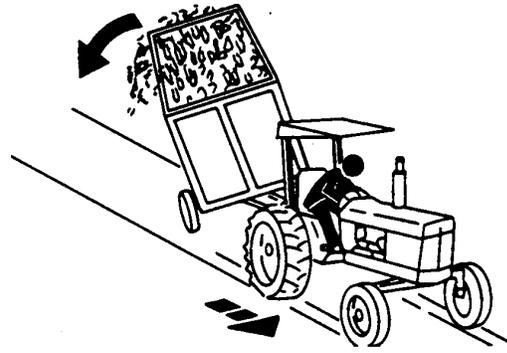
Observe these recommended maximum road speeds, or local speed limits which may be lower:

If towed equipment does not have brakes, do not travel more than 32 km/h (20 mph) and do not tow loads more than 1.5 times the tractor weight.

If towed equipment has brakes, do not travel more than 40 km/h (25 mph) and do not tow loads more than 4.5 times the tractor weight.

Ensure the load does not exceed the recommended weight ratio. Add ballast to recommended maximum for tractor, lighten the load, or get a heavier towing unit. The tractor must be heavy and powerful enough with adequate braking power for the towed load. Use additional caution when towing loads under adverse surface conditions, when turning, and on inclines.

10. Use caution when operating tractor at transport speeds. Reduce speed if towed load weighs more than tractor



TS216—UN—23AUG88

and is not equipped with brakes. (See Towed Equipment operator's manual for recommended transport speeds.)

11. Use additional caution when transporting towed loads under adverse surface conditions, when turning and on inclines.
12. Heavy towed or rear mounted implements may start swaying in transport. Excessive swaying will result in loss of steering control. Drive slowly and avoid quick turns of steering wheel. Refer to your implement operator's manual regarding maximum travel speed limitations.

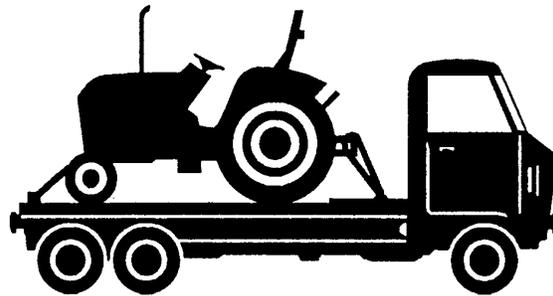
VP27597,0001F05-19-27APR22-5/5

### Transport on Carrier

**CAUTION:** Chain tractor to carrier securely. Drive carrier slowly.

The best method of transporting a disabled tractor is to haul it on a flatbed carrier.

**IMPORTANT:** Seal exhaust to prevent dirt from entering and damaging engine and/or turbocharger.



LV610—UN—22APR84

MX,TRIP,FA2-19-24JUL95-1/1

## Towing Tractor

**⚠ CAUTION:** Remove MFWD drive shaft if towing tractor with front wheels on a carrier. Loss of transmission-hydraulic system pressure will engage the MFWD and pull tractor off the carrier, even with lever in the **DISENGAGED** position.

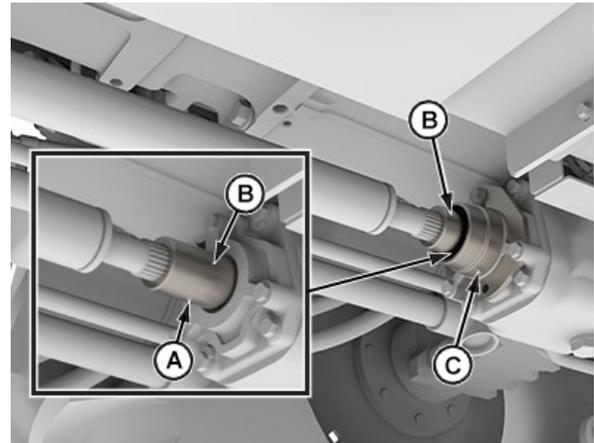
**IMPORTANT:** To avoid transmission and drive train component damage, **NEVER** attempt to start tractor by towing; engine will not start.

1. When towing tractor with front wheels on a carrier, remove drive shaft:
  - a. Remove three cap screws and slide drive shaft shield (C) away from drop housing. Repeat on opposite end.
  - b. Remove spring pin (A) using a punch and hammer.
  - c. Support drive shaft and slide coupler (B) toward drop housing.
  - d. Remove drive shaft, shields and couplers.
2. **Sight glass ( If Equipped ):** Check transmission-hydraulic oil level (it must be visible in the top sight glass (D)). Add 1 L (1 qt) for each 90 mm (3-1/2 in.) front wheels are raised off the ground. **DO NOT** raise front wheels more than 305 mm (12 in.). Drain excess oil after transporting.
3. **Dipstick ( If Equipped ):** Be sure transmission-hydraulic system oil is to the full mark on the dipstick (E). If the tractor is to be towed with the front wheels raised, add 1 liter of oil for each 90 mm (3-1/2 in.) the wheels are raised. **DO NOT** raise front wheels more than 305 mm (12 in.) above ground. Drain excess oil after transporting.
4. Tap brake pedals to make sure differential lock is not engaged.
5. Disengage PTO and move range and gear shift levers to **NEUTRAL**.
6. For PowrReverser™ Transmission, put EH directional reverser lever in **NEUTRAL**.
7. If possible, operate engine above 1250 rpm to provide lubrication, power steering, and power brakes. Have an operator steer and brake tractor.
8. Do not tow a tractor faster than 8 km/h (5 mph). Do not exceed 3 km/h (2 mph) for the first 10 minutes in below freezing temperatures.

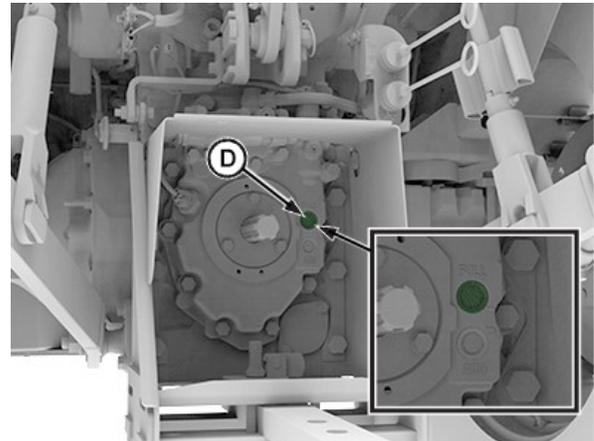
### After Towing

Apply multipurpose grease to MFWD couplers and shaft splines, and install drive shaft assembly.

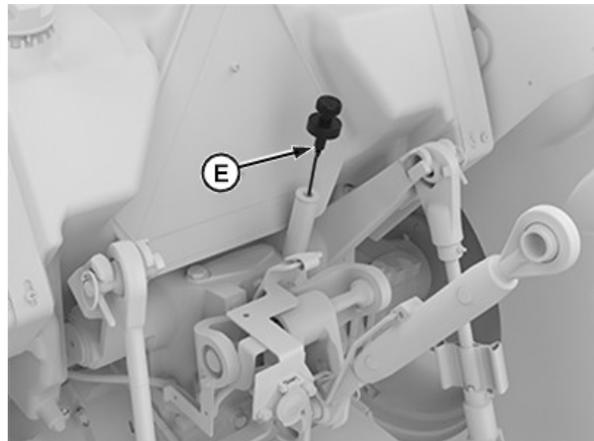
Drain excess transmission-hydraulic oil to lower level back to full.



MFWD Drive Shaft-to-Drop Housing



Sight Glass



Dipstick

A—Spring Pin  
B—Coupler  
C—Drive Shaft Shield

D—Sight Glass  
E—Transmission/Hydraulic Oil Dipstick

*PowrReverser is a trademark of Deere & Company*

VP27597.0001F06-19-27APR22-1/1

# Fuels, Lubricants, and Coolant

## Handle Fuel Safely—Avoid Fires

Use only diesel fuel.

Handle fuel with care, it is highly flammable.

DO NOT refuel machine:

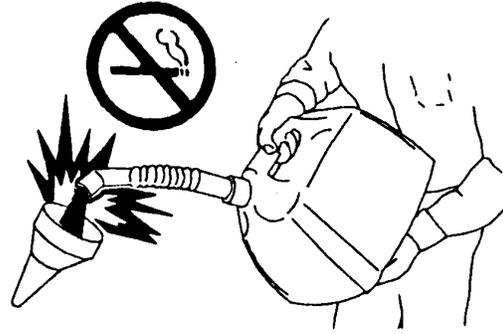
- While you smoke.
- When machine is near open flame or sparks.
- When engine is running. STOP engine.

Fill fuel tank outdoors.

Help prevent fires:

- Clean oil, grease and dirt from machine.
- Clean up spilled fuel immediately.

Do not store machine with fuel in tank in a building where fumes may reach an open flame or spark.



M73115—UN—09MAR90

MX,FIRE,5A1-19-22JUL94-1/1

## Handle Fluids Safely—Avoid Fires

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227—UN—15APR13

DX,FLAME-19-29SEP98-1/1

## Storing Fuel

If there is a very slow turnover of fuel in the fuel tank or supply tank, it may be necessary to add a fuel conditioner to

prevent water condensation. Contact your John Deere dealer for proper service or maintenance recommendations.

DX,FUEL-19-03MAR93-1/1

## Operating in Warm Temperature Climates

John Deere engines are designed to operate using recommended engine coolants.

Always use a recommended engine coolant, even when operating in geographical areas where freeze protection is not required.

**IMPORTANT: Water may be used as coolant in emergency situations only.**

**Foaming, hot surface aluminum and iron corrosion, scaling, and cavitation occur when water is used as the coolant, even when coolant conditioners are added.**

**Drain cooling system and refill with recommended engine coolant as soon as possible.**

DX,COOL6-19-17FEB20-1/1

## Handling and Storing Diesel Fuel

**⚠ CAUTION: Reduce the risk of fire. Handle fuel carefully. DO NOT fill the fuel tank when engine is running. DO NOT smoke while you fill the fuel tank or service the fuel system.**

Fill the fuel tank at the end of each day's operation to prevent water condensation and freezing during cold weather.

Keep all storage tanks as full as practical to minimize condensation.

Ensure that all fuel tank caps and covers are installed properly to prevent moisture from entering. Monitor water content of the fuel regularly.

When using biodiesel fuel, the fuel filter may require more frequent replacement due to premature plugging.

Check engine oil level daily prior to starting engine. A rising oil level may indicate fuel dilution of the engine oil.

**IMPORTANT: The fuel tank is vented through the filler cap. If a new filler cap is required, always replace it with an original vented cap.**

When fuel is stored for an extended period or if there is a slow turnover of fuel, add a fuel conditioner to stabilize the fuel. Keeping the free water drained and treating the bulk fuel storage tank quarterly with a maintenance dose of a biocide will prevent microbial growth. Contact your fuel supplier or John Deere dealer for recommendations.

DX,FUEL4-19-13JAN18-1/1

## Diesel Fuel

Consult your local fuel distributor for properties of the diesel fuel available in your area.

In general, diesel fuels are blended to satisfy the low temperature requirements of the geographical area in which they are marketed.

Diesel fuels specified to EN 590 or ASTM D975 are recommended. Renewable diesel fuel produced by hydrotreating animal fats and vegetable oils is basically identical to petroleum diesel fuel. Renewable diesel that meets EN 590, ASTM D975, or EN 15940 is acceptable for use at all percentage mixture levels.

### Required Fuel Properties

In all cases, the fuel shall meet the following properties:

**Cetane number of 40 minimum.** Cetane number greater than 47 is preferred, especially for temperatures below  $-20^{\circ}\text{C}$  ( $-4^{\circ}\text{F}$ ) or elevations above 1675 m (5500 ft.).

**Cloud Point** should be below the expected lowest ambient temperature or **Cold Filter Plugging Point (CFPP)** should be a maximum  $10^{\circ}\text{C}$  ( $18^{\circ}\text{F}$ ) below the fuel cloud point.

**Fuel lubricity** should pass a maximum scar diameter of 0.52 mm as measured by ASTM D6079 or ISO 12156-1. A maximum scar diameter of 0.45 mm is preferred.

**Diesel fuel quality and sulfur content** must comply with all existing emissions regulations for the area in which the engine operates. DO NOT use diesel fuel with sulfur content greater than 10 000 mg/kg (10 000 ppm).

**Materials** such as copper, lead, zinc, tin, brass and bronze should be avoided in fuel handling, distribution and storage equipment as these metals can catalyze fuel oxidation reactions which can lead to fuel system deposits and plugged fuel filters.

### E-Diesel fuel

DO NOT use E-Diesel (Diesel fuel and ethanol blend). Use of E-Diesel fuel in any John Deere machine may void the machine warranty.

**⚠ CAUTION: Avoid severe injury or death due to the fire and explosion risk from using E-Diesel fuel.**

<sup>1</sup> See DX,ENOIL12,OEM, DX,ENOIL12,T2,STD, or DX,ENOIL12,T2,EXT for more information on Engine Oil and Filter Service Intervals.

### Sulfur Content for Interim Tier 4, Final Tier 4, Stage III B, Stage IV, and Stage V Engines Above 560 kW

- Use ONLY diesel fuel with a maximum of 500 mg/kg (500 ppm) sulfur content.

### Sulfur Content for Interim Tier 4, Final Tier 4, Stage III B, Stage IV Engines, and Stage V Engines

- Use ONLY ultra low sulfur diesel (ULSD) fuel with a maximum of 15 mg/kg (15 ppm) sulfur content.

### Sulfur Content for Tier 3 and Stage III A Engines

- Use of diesel fuel with sulfur content less than 1000 mg/kg (1000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content 1000—2000 mg/kg (1000—2000 ppm) REDUCES the oil and filter change interval.
- BEFORE using diesel fuel with sulfur content greater than 2000 mg/kg (2000 ppm), contact your John Deere dealer.

### Sulfur Content for Tier 2 and Stage II Engines

- Use of diesel fuel with sulfur content less than 2000 mg/kg (2000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content 2000—5000 mg/kg (2000—5000 ppm) REDUCES the oil and filter change interval.<sup>1</sup>
- BEFORE using diesel fuel with sulfur content greater than 5000 mg/kg (5000 ppm), contact your John Deere dealer.

### Sulfur Content for Other Engines

- Use of diesel fuel with sulfur content less than 5000 mg/kg (5000 ppm) is RECOMMENDED.
- Use of diesel fuel with sulfur content greater than 5000 mg/kg (5000 ppm) REDUCES the oil and filter change interval.

**IMPORTANT: Do not mix used diesel engine oil or any other type of lubricating oil with diesel fuel.**

**Improper fuel additive usage may cause damage on fuel injection equipment of diesel engines.**

## Minimizing the Effect of Cold Weather on Diesel Engines

John Deere diesel engines are designed to operate effectively in cold weather.

However, for effective starting and cold-weather operation, a little extra care is necessary. The following information outlines steps that can minimize the effect that cold weather may have on starting and operation of your engine. See your John Deere dealer for additional information and local availability of cold-weather aids.

### Use Winter Grade Fuel

When temperatures fall below 0°C (32°F), winter grade fuel (No. 1-D in North America) is best suited for cold-weather operation. Winter grade fuel has a lower cloud point and a lower pour point.

**Cloud point** is the temperature at which wax begins to form in the fuel. This wax causes fuel filters to plug. **Pour point** is the lowest temperature at which movement of the fuel is observed.

*NOTE: On average, winter grade diesel fuel has a lower Btu (heat content) rating. Using winter grade fuel may reduce power and fuel efficiency, but should not cause any other engine performance effects. Check the grade of fuel being used before troubleshooting for low-power complaints in cold-weather operation.*

### Air Intake Heater

An air intake heater is an available option for some engines to aid cold weather starting.

### Ether

An ether port on the intake is available to aid cold weather starting.

**CAUTION: Ether is highly flammable. Do not use ether when starting an engine equipped with glow plugs or an air intake heater.**

### Coolant Heater

An engine block heater (coolant heater) is an available option to aid cold weather starting.

### Seasonal Viscosity Oil and Proper Coolant Concentration

Use seasonal grade viscosity engine oil based on the expected air temperature range between oil changes and a proper concentration of low silicate antifreeze as recommended. (See DIESEL ENGINE OIL and ENGINE COOLANT requirements in this section.)

### Diesel Fuel Cold Flow Additive

Use John Deere Fuel-Protect Diesel Fuel Conditioner (winter formula), which contains anti-gel chemistry, or equivalent fuel conditioner to treat non-winter grade fuel (No. 2-D in North America) during the cold-weather season. This generally extends operability to about 10°C (18°F) below the fuel cloud point. For operability at even lower temperatures, use winter grade fuel.

**IMPORTANT: Treat fuel when outside temperature drops below 0°C (32°F). For best results, use with untreated fuel. Follow all recommended instructions on label.**

### Biodiesel

When operating with biodiesel blends, wax formation can occur at warmer temperatures. Begin using John Deere Fuel-Protect Diesel Fuel Conditioner (winter formula) or equivalent at 5°C (41°F) to treat biodiesel fuels during the cold-weather season. Use B5 or lower blends at temperatures below 0°C (32°F). Use only winter grade petroleum diesel fuel at temperatures below -10°C (14°F).

### Winterfronts

Use of fabric, cardboard, or solid winterfronts is not recommended with any John Deere engine. Their use can result in excessive engine coolant, oil, and charge air temperatures. This can lead to reduced engine life, loss of power and poor fuel economy. Winterfronts may also put abnormal stress on fan and fan drive components potentially causing premature failures.

If winterfronts are used, they should never totally close off the grill frontal area. Approximately 25% area in the center of the grill should remain open at all times. At no time should the air blockage device be applied directly to the radiator core.

### Radiator Shutters

If equipped with a thermostatically controlled radiator shutter system, this system should be regulated in such a way that the shutters are completely open by the time the coolant reaches 93°C (200°F) to prevent excessive intake manifold temperatures. Manually controlled systems are not recommended.

If air-to-air aftercooling is used, the shutters must be completely open by the time the intake manifold air temperature reaches the maximum allowable temperature out of the charge air cooler.

For more information, see your John Deere dealer.

DX,FUEL10-19-13JAN18-1/1

## Biodiesel Fuel

Biodiesel fuel is comprised of monoalkyl esters of long chain fatty acids derived from vegetable oils or animal fats. Biodiesel blends are biodiesel mixed with petroleum diesel fuel on a volume basis.

Before using fuel containing biodiesel, review the Biodiesel Use Requirements and Recommendations in this Operator's Manual.

Environmental laws and regulations can encourage or prohibit the use of biofuels. Operators should consult with appropriate governmental authorities prior to using biofuels.

### John Deere Stage V Engines Operating in the European Union

Where the engine is to be operated within the Union on diesel or non-road gas-oil, a fuel with a FAME content not greater than 8% volume/volume (B8) shall be used.

### John Deere Engines with Exhaust Filter Except Stage V Engines Operating in the European Union

Biodiesel blends up to B20 can be used ONLY if the biodiesel (100% biodiesel or B100) meets ASTM D6751, EN 14214, or equivalent specification. Expect a 2% reduction in power and a 3% reduction in fuel economy when using B20.

Biodiesel concentrations above B20 can harm the engine's emission control systems and should not be used. Risks include, but are not limited to, more frequent stationary regeneration, soot accumulation, and increased intervals for ash removal.

John Deere Fuel conditioners or equivalent, which contain detergent and dispersant additives, are required when using biodiesel blends from B10 to B20, and are recommended when using lower biodiesel blends.

### John Deere Engines Without Exhaust Filter

Biodiesel blends up to B20 can be used ONLY if the biodiesel (100% biodiesel or B100) meets ASTM D6751, EN 14214, or equivalent specification. Expect a 2% reduction in power and a 3% reduction in fuel economy when using B20.

These John Deere engines can operate on biodiesel blends above B20 (up to 100% biodiesel). Operate at levels above B20 ONLY if the biodiesel is permitted by law and meets the EN 14214 specification (primarily available in Europe). Engines operating on biodiesel blends above B20 might not fully comply with or be permitted by all applicable emissions regulations. Expect up to a 12% reduction in power and an 18% reduction in fuel economy when using 100% biodiesel.

John Deere fuel conditioners or equivalent, which contain detergent and dispersant additives, are required when using biodiesel blends from B10 to B100, and are recommended when using lower biodiesel blends.

## Biodiesel Use Requirements and Recommendations

The petroleum diesel portion of all biodiesel blends must meet the requirements of ASTM D975 (US) or EN 590 (EU) commercial standard.

Biodiesel users in the U.S. are strongly encouraged to purchase biodiesel blends from a BQ-9000 Certified Marketer and sourced from a BQ-9000 Accredited Producer (as certified by the National Biodiesel Board). Certified Marketers and Accredited Producers can be found at the following website: <http://www.bq9000.org>.

Biodiesel contains residual ash. Ash levels exceeding the maximums allowed in either ASTM D6751 or EN14214 can result in more rapid ash loading and require more frequent cleaning of the Exhaust Filter (if present).

The fuel filter can require more frequent replacement when using biodiesel fuel, particularly if switching from diesel. Check engine oil level daily prior to starting engine. A rising oil level can indicate fuel dilution of the engine oil. Biodiesel blends up to B20 must be used within 90 days of the date of biodiesel manufacture. Biodiesel blends above B20 must be used within 45 days from the date of biodiesel manufacture.

When using biodiesel blends up to B20, the following must be considered:

- Cold-weather flow degradation
- Stability and storage issues (moisture absorption, microbial growth)
- Possible filter restriction and plugging (usually a problem when first switching to biodiesel on used engines)
- Possible fuel leakage through seals and hoses (primarily an issue with older engines)
- Possible reduction of service life of engine components

Request a certificate of analysis from your fuel distributor to ensure that the fuel is compliant with the specifications provided in this Operator's Manual.

Consult your John Deere dealer for John Deere fuel products to improve storage and performance with biodiesel fuels.

The following must also be considered if using biodiesel blends above B20:

- Possible coking or blocked injector nozzles, resulting in power loss and engine misfire if John Deere fuel additives and conditioners or equivalent containing detergent/dispersants are not used
- Possible crankcase oil dilution (requiring more frequent oil changes)
- Possible lacquering or seizure of internal components
- Possible formation of sludge and sediments
- Possible thermal oxidation of fuel at elevated temperatures
- Possible compatibility issues with other materials

(including copper, lead, zinc, tin, brass, and bronze) used in fuel handling, distribution, and storage equipment

- Possible reduction in water separator efficiency
- Possible damage to paint if exposed to biodiesel
- Possible corrosion of fuel injection equipment
- Possible elastomeric seal and gasket material degradation (primarily an issue with older engines)
- Possible high acid levels within fuel system

- Because biodiesel blends above B20 contain more ash, using blends above B20 can result in more rapid ash loading and require more frequent cleaning of the Exhaust Filter (if present)

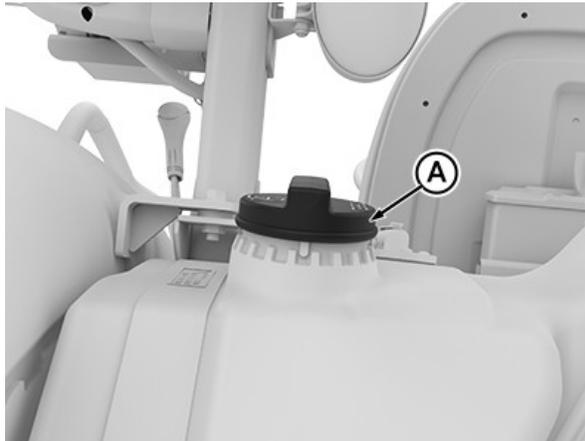
**IMPORTANT: Raw pressed vegetable oils are NOT acceptable for use as fuel in any concentration in John Deere engines. Their use could cause engine failure.**

DX,FUEL7-19-13JAN18-2/2

## Fill Fuel Tank



TS202—UN—23AUG88



APY70909—UN—25MAR22

OOS



APY75557—UN—21JUL22

Cab

### A—Fuel Tank Cap

**CAUTION:** Handle fuel with care. It is highly flammable. Do NOT refuel the machine while smoking or when near open flame or sparks.

Always stop engine before refueling machine. Fill the fuel tank outdoors.

Prevent fires by keeping machine clean of the accumulated trash, grease, and debris. Always clean up spilled fuel.

Fill the fuel tank at the end of each day of operation. This process prevents condensation in the tank as the moist air cools.

### Specification

OOS Fuel Tank (A)—Capacity. . . . 68 ± 3 L (18 ± 0.79 gal) Approximate

Cab Fuel Tank (A)—Capacity. . . . 82 ± 4 L (21.6 ± 1.06 gal) Approximate

**IMPORTANT:** The fuel tank uses a sealed filler cap. If a new filler cap is required, always replace it with a sealed cap.

**NOTE:** To reduce fuel gelling and control wax separation during cold weather, John Deere Fuel Flow Improver, or equivalent is added to fuel or bulk storage tank.

VP27597,0001E7F-19-29AUG22-1/1

### Alternative and Synthetic Lubricants

Conditions in certain geographical areas may require lubricant recommendations different from those printed in this manual.

Some John Deere brand coolants and lubricants may not be available in your location.

Consult your John Deere dealer to obtain information and recommendations.

Synthetic lubricants may be used if they meet the performance requirements as shown in this manual.

The temperature limits and service intervals shown in this manual apply to John Deere branded fluids or fluids that have been tested and/or approved for use in John Deere equipment.

Re-refined base stock products may be used if the finished lubricant meets the performance requirements.

DX,ALTER-19-13JAN18-1/1

### Lubricant Storage

Your equipment can operate at top efficiency only when clean lubricants are used.

Use clean containers to handle all lubricants.

Store lubricants and containers in an area protected from dust, moisture, and other contamination. Store containers on their side to avoid water and dirt accumulation.

Make certain that all containers are properly marked to identify their contents.

Properly dispose of all old containers and any residual lubricant they may contain.

DX,LUBST-19-11APR11-1/1

### Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V

Failure to follow applicable oil standards and drain intervals can result in severe engine damage that might not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere oils, parts, or service.

Use oil viscosity based on the expected air temperature range during the period between oil changes.

**John Deere Plus-50™ II is the recommended engine oil.**

Extended service intervals may apply when John Deere Plus-50™ II engine oil is used. Refer to the engine oil drain interval table and consult your John Deere dealer for more information.

If John Deere Plus-50™ II engine oil is not available, engine oil meeting one or more of the following may be used:

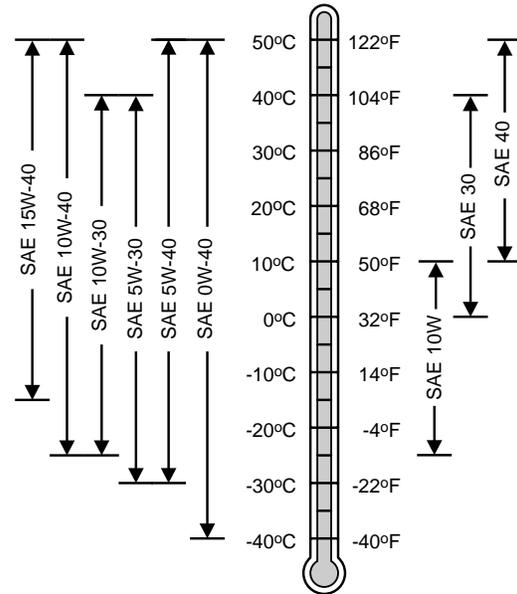
- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

DO NOT use engine oil containing more than 1.0% sulfated ash, 0.12% phosphorus, or 0.4% sulfur.

**Multi-viscosity diesel engine oils are preferred.**

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.

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Oil Viscosities for Air Temperature Ranges

TS1743—UN—25APR19

**IMPORTANT: Use only ultra low sulfur diesel (ULSD) fuel with a maximum sulfur content of 15 mg/kg (15 ppm).**

DX,ENOIL14-19-23APR19-1/1

## Engine Oil and Filter Service Intervals — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V Engines

Failure to follow applicable oil standards and drain intervals can result in severe engine damage that might not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere oils, parts, or service.

Recommended oil and filter service intervals are based on a combination of oil pan capacity, type of engine oil and filter used, and sulfur content of the diesel fuel. Actual service intervals also depend on operation and maintenance practices.

### Approved Oil Types:

- John Deere Plus-50™ II
- “Other Oils” include API CK-4, API CJ-4, ACEA E9, and ACEA E6

Use oil analysis to evaluate the condition of the oil and to aid in selection of the proper oil and filter service interval. Contact your John Deere dealer or other qualified service provider for more information on engine oil analysis.

Change the oil and oil filter at least once every 12 months even if the hours of operation are fewer than the otherwise recommended service interval.

**Diesel fuel sulfur content** affects engine oil and filter service intervals. Higher fuel sulfur levels reduce oil and filter service intervals.

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Use of diesel fuel with sulfur content less than 15 mg/kg (15 ppm) is REQUIRED.

**Engine operation at high altitude** decreases oil change intervals. See Diesel Engine Oil Service Interval for Operation at High Altitude for additional information.

**NOTE:** The 500 hour extended oil and filter change interval is only allowed if all of the following conditions are met:

- Use of diesel fuel with sulfur content less than 15 mg/kg (15 ppm)
- Use of John Deere Plus-50™ II oil
- Use of an approved John Deere oil filter

Engine Oil and Filter Service Intervals	
John Deere Plus-50™ II	500 hours
Other Oils	250 hours
Oil analysis may extend the service interval of “Other Oils” to a maximum not to exceed the interval of Plus-50™ II oils. Oil analysis means taking a series of oil samples at 50-hour increments beyond the normal service interval until either the data indicates the end of useful oil life or the maximum service interval of John Deere Plus-50 II oils is reached.	

### IMPORTANT: To avoid engine damage:

- **Reduce oil and filter service intervals by 50% when using biodiesel blends greater than B20. Oil analysis may allow longer service intervals.**
- **Use only approved oil types.**

DX,ENOIL15,IT4,120TOMAX-19-13JAN18-1/1

## John Deere Break-In Plus™ Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V

New engines are filled at the factory with John Deere Break-In Plus™ Engine Oil. During the break-in period, add John Deere Break-In Plus™ Engine Oil, as needed to maintain the specified oil level.

Operate the engine under various conditions, particularly heavy loads with minimal idling, to help seat engine components properly.

During the initial operation of a new or rebuilt engine, change the oil and filter between a minimum of 100 hours and maximum equal to the interval specified for John Deere Plus-50™ II oil.

After engine overhaul, fill the engine with John Deere Break-In Plus™ Engine Oil.

If John Deere Break-In Plus™ Engine Oil is not available, use an SAE 10W-30 viscosity grade diesel engine oil meeting one of the following:

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*Plus-50 is a trademark of Deere & Company.*

- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

If one of these oils is used during the initial operation of a new or rebuilt engine, change the oil and filter between a minimum of 100 hours and a maximum of 250 hours.

### IMPORTANT: Do not use any other engine oils during the initial break-in of a new or rebuilt engine.

John Deere Break-In Plus™ Engine Oil can be used for all John Deere diesel engines at all emission certification levels.

After the break-in period, use John Deere Plus-50™ II or other diesel engine oil as recommended in this manual.

DX,ENOIL16-19-13JAN18-1/1

## **Oil Filters**

Filtration of oils is critically important for proper operation and lubrication. John Deere brand oil filters have been designed and produced specifically for John Deere applications.

John Deere filters adhere to engineering specifications for quality of the filter media, filter efficiency rating, strength of

the bond between the filter media and the element end cap, fatigue life of the canister (if applicable), and pressure capability of the filter seal. Non-John Deere branded oil filters might not meet these key John Deere specifications.

Always change oil filters regularly as specified in this manual.

DX,FILT1-19-11APR11-1/1

## Diesel Engine Coolant (engine with wet sleeve cylinder liners)

Failure to follow applicable coolant standards and drain intervals can result in severe engine damage that may not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere coolants, parts, or service.

### Preferred Coolants

The following pre-mix engine coolants are preferred:

- John Deere COOL-GARD™II
- John Deere COOL-GARD II PG

COOL-GARD II pre-mix coolant is available in several concentrations with different freeze protection limits as shown in the following table.

COOL-GARD II Pre-Mix	Freeze Protection Limit
COOL-GARD II 20/80	-9°C (16°F)
COOL-GARD II 30/70	-16°C (3°F)
COOL-GARD II 50/50	-37°C (-34°F)
COOL-GARD II 55/45	-45°C (-49°F)
COOL-GARD II PG 60/40	-49°C (-56°F)
COOL-GARD II 60/40	-52°C (-62°F)

Not all COOL-GARD II pre-mix products are available in all countries.

Use COOL-GARD II PG when a non-toxic coolant formulation is required.

### Additional Recommended Coolants

The following engine coolant is also recommended:

- John Deere COOL-GARD II Concentrate in a 40—60% mixture of concentrate with quality water.

**IMPORTANT: When mixing coolant concentrate with water, do not use less than 40% or greater than 60% concentration of coolant. Less than 40% gives inadequate additives for corrosion protection. Greater than 60% can result in coolant gelation and cooling system problems.**

### Other Coolants

Other ethylene glycol or propylene glycol base coolants may be used if they meet the following specification:

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<sup>1</sup> Coolant analysis may extend the service interval of other "Coolants" to a maximum not to exceed the interval of Cool-Gard II coolants. Coolant analysis means taking a series of coolant samples at 1000 hour increments beyond the normal service interval until either the data indicate the end of useful coolant life or the maximum service interval of Cool-Gard II is reached.

- Pre-mix coolant meeting ASTM D6210 requirements
- Is formulated with a 2-ethylhexanoic acid (2-EHA) free additive package
- Coolant concentrate meeting ASTM D6210 requirements in a 40—60% mixture of concentrate with quality water

If coolant meeting one of these specifications is unavailable, use a coolant concentrate or pre-mix coolant that has a minimum of the following chemical and physical properties:

- Provides cylinder liner cavitation protection according to either the John Deere Cavitation Test Method or a fleet study run at or above 60% load capacity
- Is formulated with a nitrite-free additive package
- Is formulated with a 2-ethylhexanoic acid (2-EHA) free additive package
- Protects the cooling system metals (cast iron, aluminum alloys, and copper alloys such as brass) from corrosion

### Water Quality

Water quality is important to the performance of the cooling system. Deionized or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

### Coolant Drain Intervals

Drain and flush the cooling system and refill with fresh coolant at the indicated interval, which varies with the coolant used.

When COOL-GARD II or COOL-GARD II PG is used, the drain interval is 6 years or 6000 hours of operation.

If a coolant other than COOL-GARD II or COOL-GARD II PG is used, reduce the drain interval to 2 years or 2000 hours of operation.<sup>1</sup>

**IMPORTANT: Do not use cooling system sealing additives or antifreeze that contains sealing additives.**

**Do not mix ethylene glycol and propylene glycol base coolants.**

**Do not use coolants that contain nitrites.**

DX,COOL3-19-25AUG20-1/1

## John Deere COOL-GARD™ II Coolant Extender

Some coolant additives gradually deplete during engine operation. For COOL-GARD™ II pre-mix and COOL-GARD II Concentrate, replenish coolant additives between drain intervals by adding COOL-GARD II Coolant Extender.

COOL-GARD II Coolant Extender should not be added unless indicated by COOL-GARD II Test Strips. These test strips provide a simple, effective method to check the freeze point, additive levels, and pH of your engine coolant.

Test the coolant solution at intervals of 12 months and whenever excessive coolant is lost through leaks or overheating.

**IMPORTANT: Do not use COOL-GARD II Test Strips with COOL-GARD II PG.**

COOL-GARD II Coolant Extender is a chemically matched  
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additive system for use with all COOL-GARD II coolants. COOL-GARD II Coolant Extender is not intended for use with nitrite-containing coolants.

**IMPORTANT: Do not add a supplemental coolant additive when the cooling system is drained and refilled with any of the following:**

- John Deere COOL-GARD II
- John Deere COOL-GARD II PG

The use of non-recommended supplemental coolant additives can result in additive drop-out, gelation of the coolant, or corrosion of cooling system components.

Add the recommended concentration of COOL-GARD II Coolant Extender. DO NOT add more than the recommended amount.

DX,COOL16-19-15MAY13-1/1

## Water Quality for Mixing with Coolant Concentrate

Engine coolants are a combination of three chemical components: ethylene glycol (EG) or propylene glycol (PG) antifreeze, inhibiting coolant additives, and quality water.

Water quality is important to the performance of the cooling system. Deionized or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

All water used in the cooling system should meet the following minimum specifications for quality:

Chlorides	<40 mg/L
Sulfates	<100 mg/L
Total solids	<340 mg/L
Total dissolved hardness	<170 mg/L
pH	5.5—9.0

**IMPORTANT: Do not use bottled drinking water because it often contains higher concentrations of total dissolved solids.**

### Freeze Protection

The relative concentrations of glycol and water in the engine coolant determine its freeze protection limit.

Ethylene Glycol	Freeze Protection Limit
40%	-24°C (-12°F)
50%	-37°C (-34°F)
60%	-52°C (-62°F)
Propylene Glycol	Freeze Protection Limit
40%	-21°C (-6°F)
50%	-33°C (-27°F)
60%	-49°C (-56°F)

DO NOT use a coolant-water mixture greater than 60% ethylene glycol or 60% propylene glycol.

DX,COOL19-19-13JAN18-1/1

## Testing Coolant Freeze Point

The use of a handheld coolant refractometer is the quickest, easiest, and most accurate method to determine coolant freeze point. This method is more accurate than a test strip or a float-type hydrometer which can produce poor results.

A coolant refractometer is available through your John Deere dealer under the SERVICEGARD™ tool program. Part number 75240 provides an economical solution to accurate freeze point determination in the field.

To use this tool:

1. Allow cooling system to cool to ambient temperatures.
2. Open radiator cap to expose coolant.
3. With the included dropper, collect a small coolant sample.
4. Open the lid of the refractometer, place one drop of coolant on the window and close the lid.
5. Look through the eyepiece and focus as necessary.
6. Record the listed freeze point for the type of coolant (ethylene glycol coolant or propylene glycol) being tested.



SERVICEGARD™ Part Number 75240

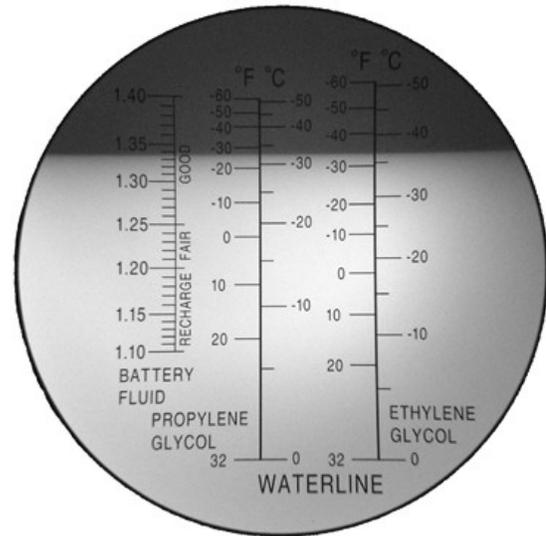


Image with a Drop of 50/50 Coolant Placed on the Refractometer Window

SERVICEGARD is a trademark of Deere & Company

DX,COOL,TEST-19-13JUN13-1/1

TS1732—UN—04SEP13

TS1733—UN—04SEP13

## Transmission and Hydraulic Oil

Use oil viscosity based on the expected air temperature range during the period between oil changes.

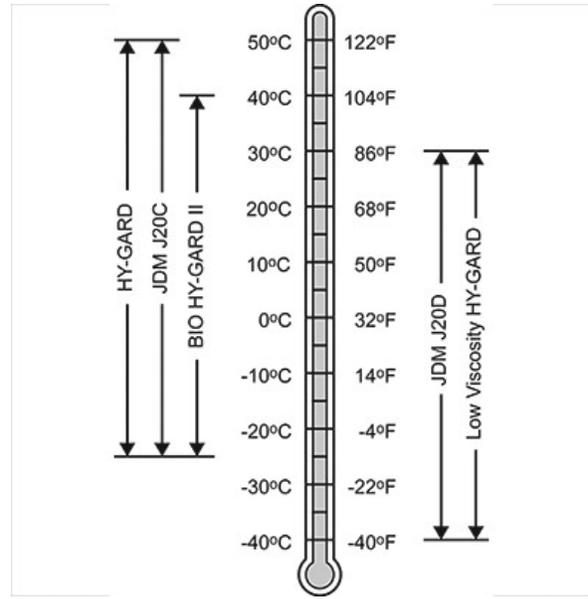
The following oils are preferred:

- John Deere Hy-Gard™
- John Deere Low Viscosity Hy-Gard™

Other oils may be used if they meet one of the following:

- John Deere Standard JDM J20C
- John Deere Standard JDM J20D

Use John Deere Bio Hy-Gard™ II oil when a biodegradable fluid is required.<sup>1</sup>



RG30204—JUN—08MAR18

Oils for Air Temperature Ranges

Hy-Gard is a trademark of Deere & Company  
Bio Hy-Gard is a trademark of Deere & Company

<sup>1</sup> Bio Hy-Gard II meets or exceeds the minimum biodegradability of 80% within 21 days according to CEC-L-33-T-82 test method. Bio Hy-Gard II should not be mixed with mineral oils, because this reduces the biodegradability and makes proper oil recycling impossible.

DX,ANTI-19-01JAN18-1/1

## Use Correct Transmission-Hydraulic Filter Element

To protect the system, replace the transmission-hydraulic oil filter with a John Deere service filter element.

See service interval chart in Maintenance and Service Intervals section for recommended filter change intervals.

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### Transmission, Steering, Brake, Hydraulic, and Gear Case Oil

Use oil viscosity based on the expected air temperature range during the period between oil changes.

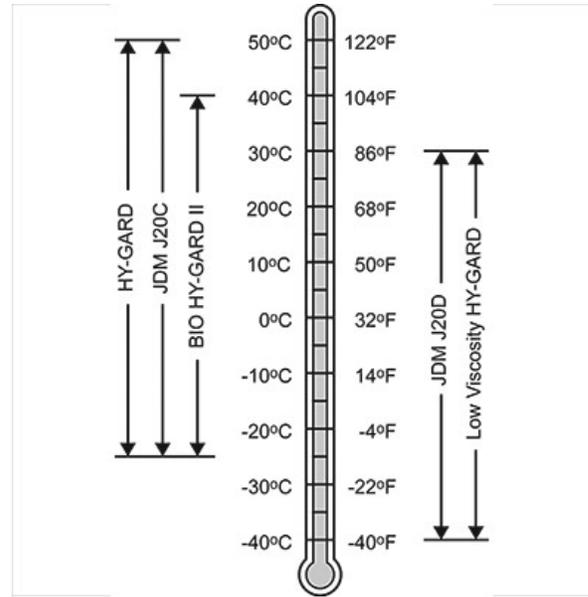
The following oils are preferred:

- John Deere Hy-Gard™
- John Deere Low Viscosity Hy-Gard™

Other oils may be used if they meet one of the following:

- John Deere Standard JDM J20C
- John Deere Standard JDM J20D

Use John Deere Bio Hy-Gard™ II oil when a biodegradable fluid is required.<sup>1</sup>



Oils for Air Temperature Ranges

RG30204—UN—08MAR18

Hy-Gard is a trademark of Deere & Company  
Bio Hy-Gard is a trademark of Deere & Company

<sup>1</sup> Bio Hy-Gard II meets or exceeds the minimum biodegradability of 80% within 21 days according to CEC-L-33-T-82 test method. Bio Hy-Gard II should not be mixed with mineral oils, because this reduces the biodegradability and makes proper oil recycling impossible.

DX,OIL1-19-13JAN18-1/1

### Multipurpose Extreme Pressure (EP) Grease

**IMPORTANT: For automated lubrication systems different ambient air temperatures need to be considered.**

Use grease based on NLGI consistency numbers and the expected air temperature range during the service interval.

John Deere SD Polyurea Grease is preferred.

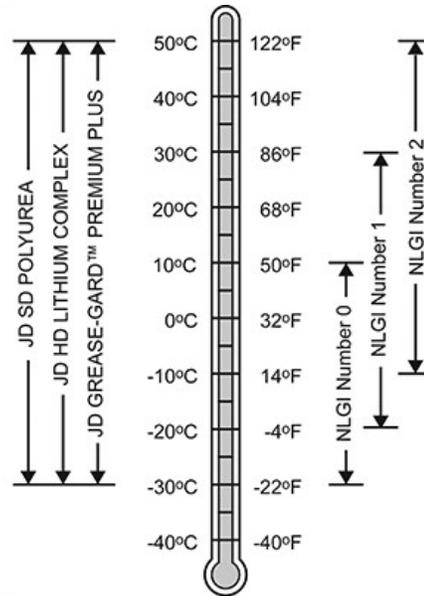
The following greases are also recommended:

- John Deere HD Lithium Complex Grease
- John Deere Grease-Gard™ Premium Plus

Other greases may be used if they meet the following:

- NLGI Performance Classification GC-LB
- ISO-L-X-BDHB 2 or DIN KP 2 N-10 Lithium Complex, Non-Synthetic Base Oil (100 to 220 mm<sup>2</sup>/s @ 40°C)

**IMPORTANT: Some types of thickeners, base oils, and additives used in greases are not compatible with others. Mixing greases should be avoided. Consult your grease supplier before mixing different types of grease.**



Greases for Air Temperature Ranges

RG30199—UN—08MAR18

Grease-Gard is a trademark of Deere & Company

DX,GREA1-19-13JAN18-1/1

### Mixing of Lubricants

In general, avoid mixing different brands or types of oil. Oil manufacturers blend additives in their oils to meet certain specifications and performance requirements.

Mixing different oils can interfere with the proper functioning of these additives and degrade lubricant performance.

Consult your John Deere dealer to obtain specific information and recommendations.

DX,LUBMIX-19-18MAR96-1/1

### Alternative and Synthetic Lubricants

Conditions in certain geographical areas may require lubricant recommendations different from those printed in this manual.

Some John Deere brand coolants and lubricants may not be available in your location.

Consult your John Deere dealer to obtain information and recommendations.

Synthetic lubricants may be used if they meet the performance requirements as shown in this manual.

The temperature limits and service intervals shown in this manual apply to John Deere branded fluids or fluids that have been tested and/or approved for use in John Deere equipment.

Re-refined base stock products may be used if the finished lubricant meets the performance requirements.

DX,ALTER-19-13JAN18-1/1

### Lubricant Storage

Your equipment can operate at top efficiency only when clean lubricants are used.

Use clean containers to handle all lubricants.

Store lubricants and containers in an area protected from dust, moisture, and other contamination. Store containers on their side to avoid water and dirt accumulation.

Make certain that all containers are properly marked to identify their contents.

Properly dispose of all old containers and any residual lubricant they may contain.

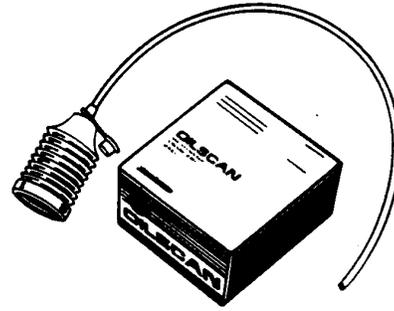
DX,LUBST-19-11APR11-1/1

## Oilscan™ and CoolScan™

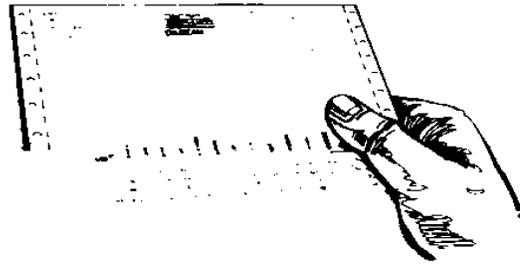
Oilscan™ and CoolScan™ are John Deere sampling programs to help you monitor machine performance and identify potential problems before they cause serious damage.

Oil and coolant samples should be taken from each system before its recommended change interval.

Check with your John Deere dealer for the availability of Oilscan™ and CoolScan™ kits.



T6629AB—UN—15JUN89



T6629AB—UN—26AUG11

*Oilscan is a trademark of Deere & Company*  
*CoolScan is a trademark of Deere & Company*

DX,OILSCAN-19-13SEP11-1/1

# Maintenance and Service Intervals

## Additional Service Information

This is not a detailed service manual. It contains only information needed for operation and routine maintenance.

If more detailed service information is required, refer to Parts Catalog and/or the Technical Manual available at John Deere Dealership.

SD74272,000023D-19-29AUG22-1/1

## Service Tractor Safely



John Deere 5E - OOS MFWD Tractor

APY70988—UN—25MAR22



John Deere 5E - OOS 2WD Tractor

APY74431—UN—28APR22



John Deere 5E - CAB MFWD Tractor

APY70989—UN—15JUL22



John Deere 5E - CAB 2WD Tractor

APY74432—UN—28APR22

Disengage power to attachments and STOP engine before making any repairs or adjustments.

Do NOT overspeed engine.

Keep the vehicle and attachments in good operating condition.

Keep safety devices in place and in working condition.

Keep all nuts, bolts, and screws tight to be sure the equipment is in safe working condition.

Before working on any part of the engine, STOP the engine

and let it cool-down. Hot engine parts can burn skin on contact.

NEVER start engine unless gearshift lever or PowrReverser™ lever (if equipped) is in NEUTRAL position.

Be careful to prevent clothing, jewelry, or long hair from getting caught in the fan blades, drive belt, or any other moving engine parts.

Unauthorized modifications to the machine can impair performance or safety and affect machine life.

VP27597,0001E7D-19-29AUG22-1/1

**Service Interval Chart—Daily or 10 Hours/Every 50 Hours/First 100 Hours/Every 250 Hours or Annually**

Item	Daily or 10 Hours	Every 50 Hours	First 100 Hours	250 Hours/Annually
Check engine oil level	•			
Check coolant level	•			
Drain water and sediment from fuel tank and fuel filter <sup>a</sup>	•			
Lubricate front axle pivot pins <sup>b</sup>	•			
Lubricate rear axle bearings <sup>b</sup>	•			
Lubricate tie rod ends (2WD) <sup>b</sup>	•			
Lubricate Steering Linkage (2WD) <sup>b</sup>	•			
Clean and check battery		•		
Inspect all tires		•		
Check Tire Inflation Pressure		•		
Lubricate front axle pivot pins		•		
Check transmission-hydraulic system oil level		•		
Check MFWD axle hub oil level		•		
Inspect tractor for loose nuts and bolts		•		
Lubricate Steering Linkage (2WD)		•		
Replace transmission-hydraulic oil filter			•	
Change engine break-in oil and filter			• <sup>c</sup>	
Inspect hose clamps on the air intake system and coolant system			•	
Service air cleaner <sup>d</sup>				•
Check oil level in MFWD axle and wheel hubs				•
Check Coolant Properties				•
Inspect alternator/fan belt				•
Lubricate 3-point hitch				•
Replace transmission-hydraulic filter				•
Adjust clutch free play <sup>e</sup>				•
Check neutral start system				•
Brake Bleeding				•
Inspect seat belt				•

<sup>a</sup> The fuel filter must be drained when water or debris is evident in the sediment bowl. If this reoccurs more than three days in a row, then drain the sediment from the fuel tank. Run engine for a minimum of 20 seconds, re-check and if more water collects, drain the fuel tank.

<sup>b</sup> Only necessary in extremely wet or muddy conditions

<sup>c</sup> Oil w/standard JD oil

<sup>d</sup> Service more often if operated in extremely dusty conditions.

<sup>e</sup> For Mechanical dry clutch

VP27597,0001EC7-19-05SEP22-1/1

**Service Interval Chart—Every 500 Hours or 1 Year/Every 1000 Hours/Every 1250 Hours or Three Years/6000 Hours or Six Years**

Item	500 Hours/1 Year	1000 Hours	1250 Hours/3 years	6000 Hours/Six Years
Clean operator enclosure/cab air filters <sup>a</sup>	•			
Replace engine oil and filter	• <sup>b</sup>			
Replace both fuel filters	•			
Re-pack front wheel bearing (2WD)	•			
Check and tighten all hoses and hose clamps	•			
Clean engine crankcase vent tube (OCV)	•			
Change MFWD axle and wheel hub oil	•			
Check cooling system for leaks	•			
Lubricate rear axle bearings	•			
Check engine idle speeds	•			
Check front axle pivot pin	•			
Replace air cleaner elements		•		
Replace operator enclosure/cab air filters		•		
Engine valve lash setting		•		
Change transmission-hydraulic oil and filter			•	
Clean transmission-hydraulic pickup screen			•	
Clean PowrReverse™ hydraulic pressure valve strainer			•	
Drain, flush and refill engine cooling system <sup>c</sup>				•

<sup>a</sup> Service more often if operated in extremely dusty conditions.

<sup>b</sup> Oil w/Standard or Premium JD oil

<sup>c</sup> See nearest John Deere dealer for service.

VP27597,0001EC8-19-25NOV22-1/1

**Service—As Required**

- Adjust hand throttle lever friction
- Inspect engine air cleaner elements<sup>1</sup>
- Inspect engine air Intake system<sup>1</sup>
- Check operator enclosure/cab air filters
- Service air-conditioning system
- Clean front grille, side screens, radiator, condenser (cab) and oil, fuel, or air coolers (if equipped)
- Clean and check battery
- Drain water and sediment from fuel tank and fuel filter
- Lubricate operator seat slide rails
- Replace bulbs; floodlights, headlights, tail/turn lights and warning lights
- Adjust headlights
- Service exhaust filter

<sup>1</sup> Service more often if operated in extremely dusty conditions.

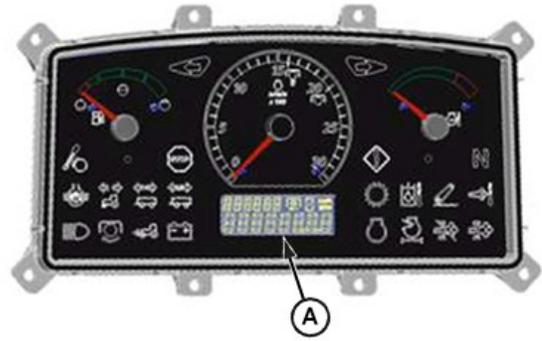
VP27597,0001EC6-19-05SEP22-1/1

**Observe Service Intervals**



APY75406—UN—02MA Y22

For SyncShuttle™ Transmission



APY75407—UN—02MA Y22

For PowrReverser™ Transmission

**A—Hour Meter**

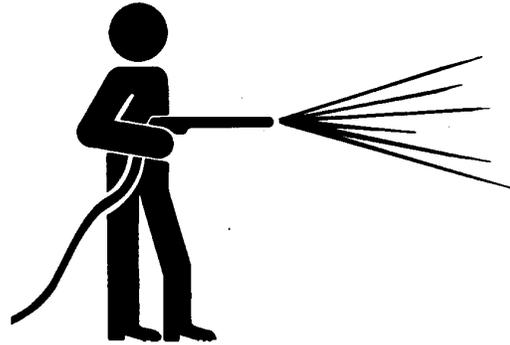
Using hour meter (A) as a guide, perform all services at the hourly intervals indicated on the following pages. Keep a service record on charts provided in the Lubrication and Maintenance Record Charts section.

**IMPORTANT: Recommended service intervals are for average conditions. Service more often if tractor is operated under adverse conditions.**

VP27597.0001F76-19-29AUG22-1/1

**Using High-Pressure Washers**

**IMPORTANT: Directing pressurized water at electronic/electrical components or connectors, bearings and hydraulic seals, fuel injection pumps, or other sensitive parts and components can cause product malfunctions. Reduce pressure and spray at a 45 to 90 degree angle.**

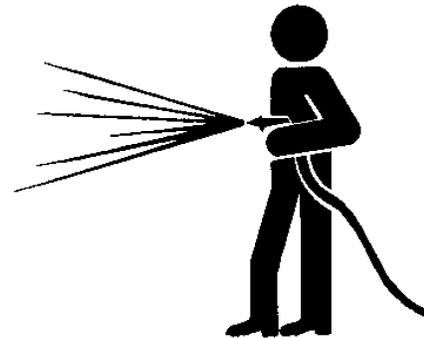


T6642EJ—UN—18OCT88

SD74272.0000244-19-05SEP22-1/1

**Using Compressed Air**

**IMPORTANT: Directing pressurized air at electronic/electrical components or connectors can cause buildup of static electricity and product malfunctions.**



RW56455—UN—30JUN97

SD74272.0000245-19-29AUG22-1/1

## Check and Adjust Clutch Pedal Free Play

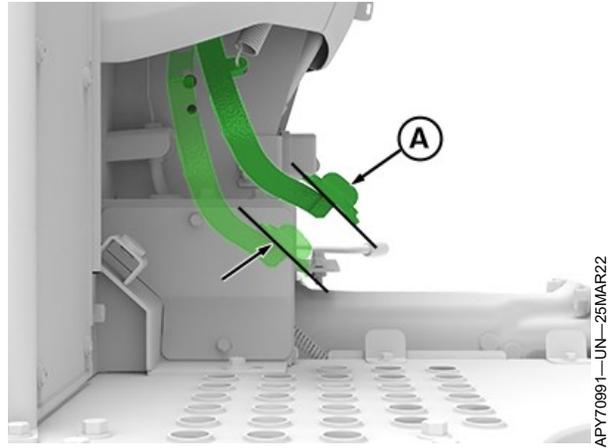
### For Mechanical Dry Clutch

Measure clutch pedal free play (A) at top of pedal stroke. Adjust linkage to obtain 20 mm to 25 mm free play.

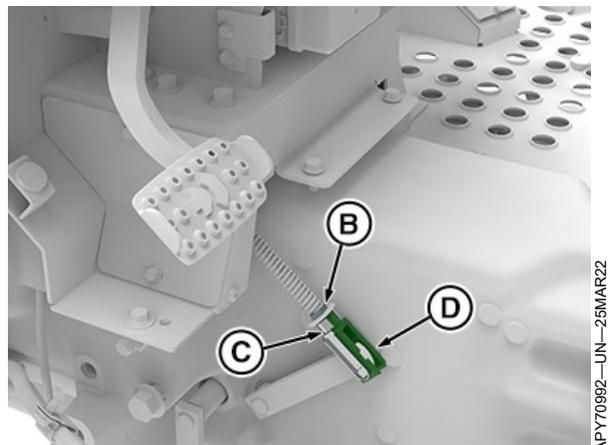
To adjust linkage, loosen lock nut (B), unlatch the connecting clip pin (C) and remove. Rotate clevis (D). After making adjustment, replace clip and recheck free play. When free play is correct, tighten lock nut.

A—Clutch Pedal Free Play  
B—Lock Nut

C—Clip Pin  
D—Clevis



Clutch pedal free play



Pedal linkages

VP27597,0001E7E-19-29AUG22-1/1

APY70991—UN—25MAR22

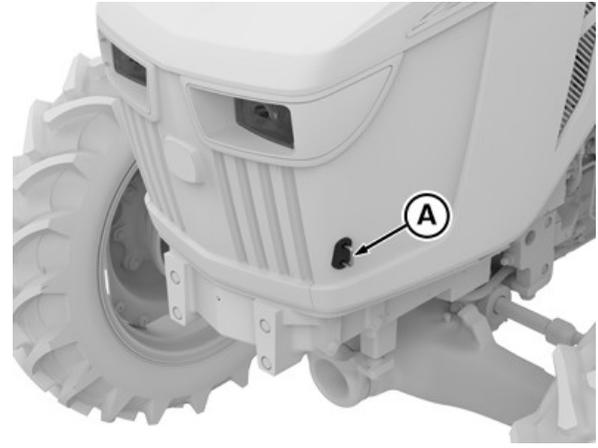
APY70992—UN—25MAR22

# General Maintenance and Inspection

## Opening Hood

Pull latch handle (A) and lift hood up.

A—Handle



Opening the Hood

VP27597,0001E72-19-25MAR22-1/1

APY70912—UN—25MAR22

## Inspect Engine Air Intake Filters

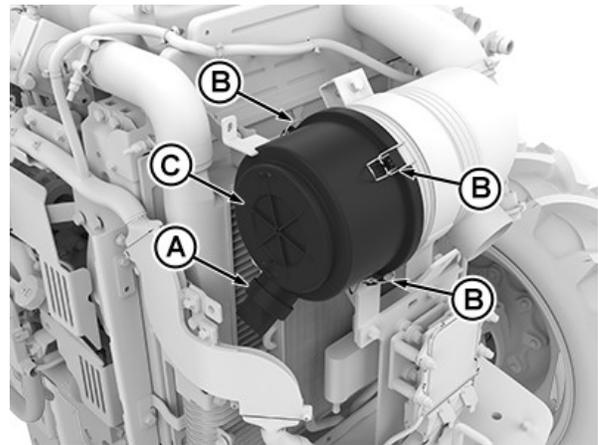
Service Interval—250 Hours

A dual element air cleaner is standard. A dirty primary element is indicated when air filter restriction indicator on instrument panel illuminates. A dirty element results in loss of power or excessive smoke.

Clean primary element when indicator on instrument panel illuminates or every 250 hours.

Replace both elements at the same time annually, regardless of condition.

1. Raise hood.
2. Release Latch (B) and remove Cover (C) from sideways.



Open Air Intake Cover

A—Lug  
B—Latch

C—Cover

Continued on next page

VP27597,0001E73-19-25MAR22-1/3

APY70875—UN—25MAR22



## Replace Engine Air Intake Filters

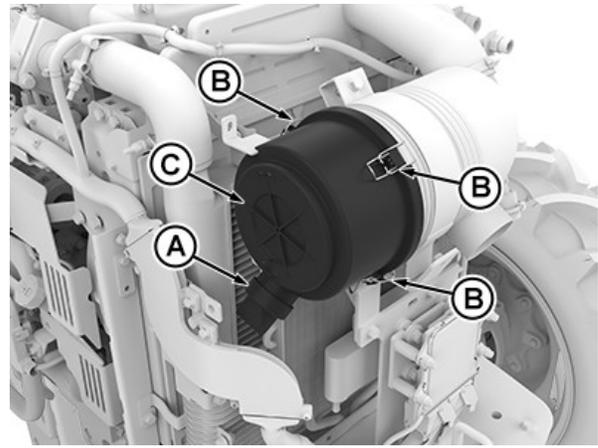
**Service Interval—1000 Hours\***

\* Interval varies according to operating conditions

1. Raise hood.
2. Release Latch (B) and remove Cover (C) from sideways.

A—Lug  
B—Latch

C—Cover



Open Air Intake Cover

VP27597,0001EC9-19-18APR22-1/3

APY70875—UN—25MAR22

3. Rotate primary element filter (A) anticlockwise to remove. Do not use excessive force. If the filter does not pull out with ease, move side-to-side to remove safely.
4. Removal of secondary filter (B) is similar to removal of the primary filter (A).

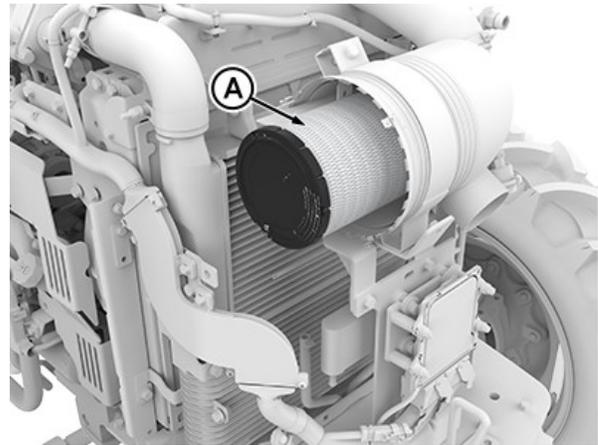
*NOTE: When installing the air cleaner canister, make sure that the dust unloader valve is facing down.*

5. Install new secondary filter element (B) carefully and lock the filter by rotating the 1/4 turn in clockwise direction.
6. Installation of new primary filter element (A) is similar to installation of the secondary filter element (B).

*NOTE: Make sure that both of the primary filter and secondary filter are sealed, seated, and installed properly. Also clips on the outer cover of the air cleaner are fixed properly.*

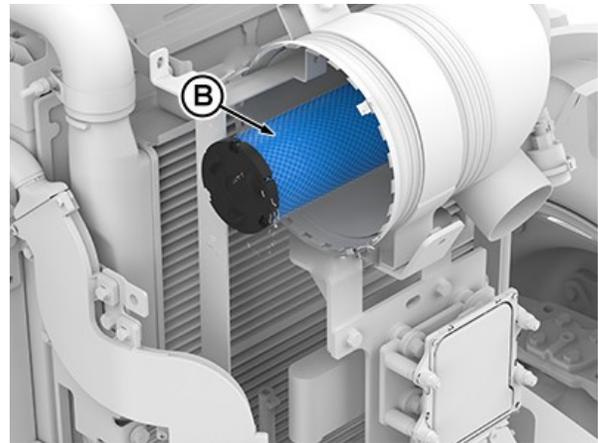
A—Primary Filter Element

B—Secondary Filter Element



Primary Element

APY70876—UN—25MAR22



Secondary Element

APY70877—UN—25MAR22

Continued on next page

VP27597,0001EC9-19-18APR22-2/3

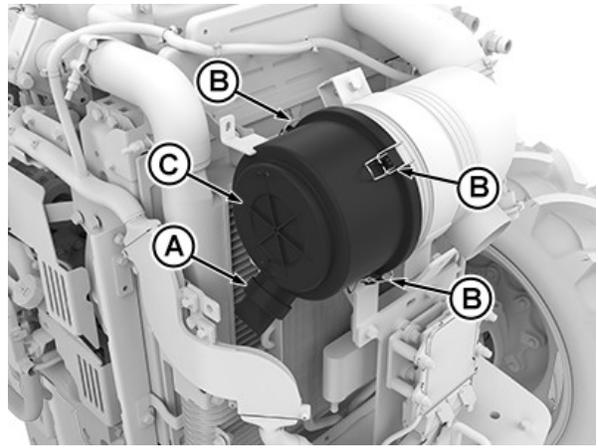
7. Close cover (C) and raise the latch (B).

*NOTE: Make sure that, the arrow on cover points downwards (not be exactly vertical down) and maintain no gap between cover and canister.*

8. Lower hood.

A—Lug  
B—Latch

C—Cover



Install Filter Element

VP27597,0001EC9-19-18APR22-3/3

### Inspect Engine Air Intake System

**IMPORTANT: Do not overtighten clamps.**

Make sure all air intake clamps are tight.

Check all pipes for dents and other imperfections. Replace as necessary.

Check all hoses for cracks that may cause leaks or possible failure. Replace as necessary.

VP27597,0001E76-19-25MAR22-1/1

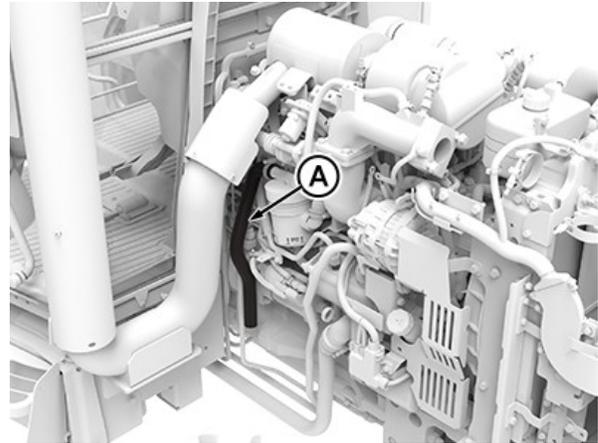
## Clean Engine Crankcase Vent Tube

Service Interval — 500 Hours/1 year

**CAUTION:** Reduce compressed air to less than 210 kPa (2 bar) (30 psi) when using for cleaning purposes. Clear area of bystanders, guard against flying chips and wear the personal protection equipment, including eye protection.

1. Locate crankcase vent port on the top right-hand side of engine.
2. Remove crankcase vent tube (A) from the open crankcase ventilation filter.
3. Wash in solvent or blow clean with compressed air. Inspect tube for damage, replace if necessary.
4. Install the vent tube. Make sure that vent tube is not kinked or pinched.

A—Crankcase Vent Tube (OCV)



Left-Hand Side Shown For Cab Tractors



Left-Hand Side Shown For OOS Tractors

VP27597,0001ECA-19-25NOV22-1/1

## Check Engine Idle Speeds

Service Interval— 500 Hours/1 year

Slow (turtle) idle speed is attained with hand throttle lever all the way down.

Fast (rabbit) idle speed is attained with hand throttle lever all the way up.

**NOTE:** Hand throttle position directly relate with label on the right-hand side of instrument panel.

If idle speeds are not correct, see your John Deere dealer.

### 5050E, 5060E, 5067E, and 5075E — Specification

Slow Idle—Speed. . . . . 890—910 rpm  
Fast Idle—Speed. . . . . 2190—2210 rpm Maximum

SP21231,00002A6-19-30MAY12-1/1

## Exhaust Filter Disposal

**CAUTION:** Proper management of an Exhaust Filter that has reached the end of its useful life is required, since the ash or catalyst material in the device may be classified as hazardous waste under federal, state, and/or local laws or regulations. Used Exhaust Filters, which include the Diesel Particulate Filter, may be exchanged at any John Deere dealer or qualified service provider.

SP21231,00002A6-19-30MAY12-1/1

## Tighten Hose Clamps

**Service Interval—100 Hours**

**IMPORTANT: Do not overtighten clamps causing washers to be over compressed.**

Check the following system hose clamps. Tighten as necessary.

### Specification

Hose Clamps—Torque. . . . . 5 N·m  
(44 lb.-in.)

- Engine Air Induction System
- Engine Cooling System
- Hydraulic System
- Fuel System

SD74272,00004D2-19-14MAR13-1/1

## Inspect Tractor for Loose Hardware

**Service Interval—Weekly/50 Hours**

### Specification

Front Ballast Weight Retaining Bolts—Torque. . . . . 230 N·m  
(170 lb.-ft.)

Rear Axle Rim-to-Disk Bolts (Steel Disk) —Torque. . . . . 245 N·m  
(180 lb.-ft.)

Rear Axle Disk-to-Flange Bolts (Steel Disk) —Torque. . . . . 550 N·m  
(406 lb.-ft.)

Multi-Position Rear Wheels Rim-to-Disk Bolts (Steel Disk)—Torque. . . . . 245 N·m  
(180 lb.-ft.)

Multi-Position Rear Wheels Disk-to-Flange Bolts (Steel Disk)—Torque. . . . . 175 N·m  
(130 lb.-ft.)

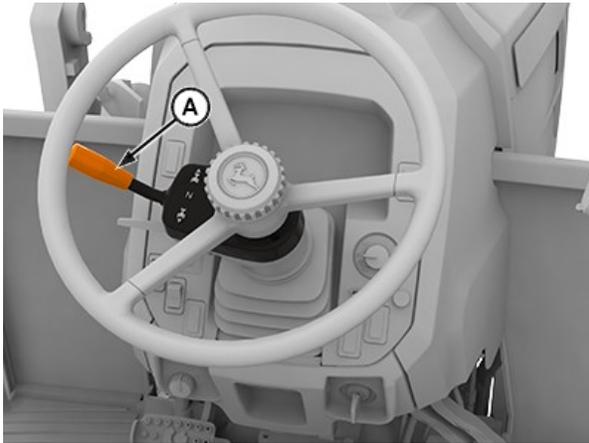
Front Axle Bolts—Torque. . . . . 480 N·m  
(350 lb.-ft.)

ROPS Mounting Bolts—Torque. . . . . 410 N·m  
(302 lb.-ft.)

Cab Mounting Bolts—Torque. . . . . 350 N·m  
(258 lb.-ft.)

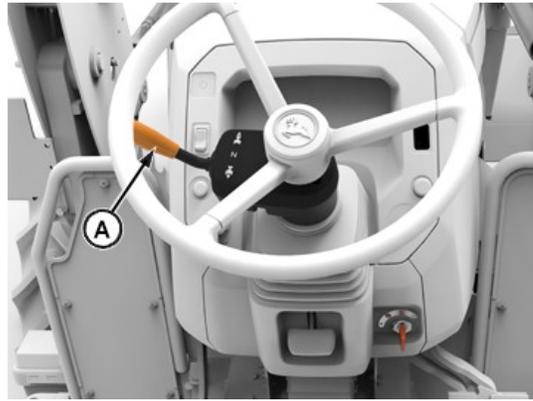
SD74272,00002F9-19-25NOV22-1/1

## Check Neutral Start System—PowrReverser™ Transmission (If Equipped)



APY70890—UN—04MAY22

FNR Lever



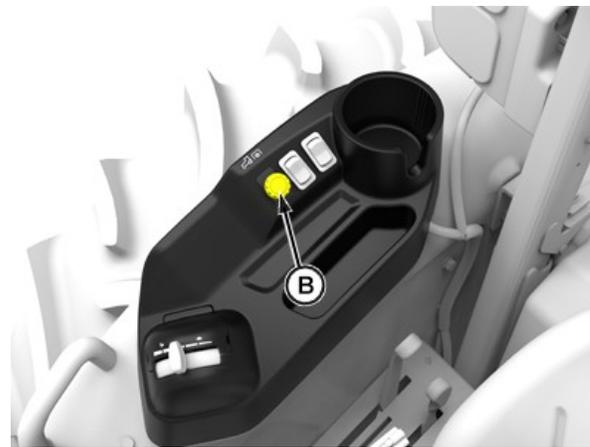
APY75554—UN—15JUL22

FNR Lever Shown For OOS Tractors



APY75555—UN—15JUL22

Cab



APY75556—UN—15JUL22

OOS

A—FNR Lever

B—PTO Control Switch

Service Interval—250 Hours

### Transmission Control

1. Make sure that everyone is clear of tractor.
2. Fully depress clutch and brake pedals.
3. Move FNR lever (A) to FORWARD or REVERSE position.
4. Start engine. If engine starts in either of these positions, neutral start system should be repaired. See the nearest John Deere dealer **immediately**.

Engine should start with FNR lever (A) in NEUTRAL position only.

### PTO Switch

1. Fully depress clutch and brake pedals.
2. **Cab:** Pull PTO control switch (B) upward to ENGAGED position.
- OOS:** Pull PTO control switch (B) outward to ENGAGED position.
3. Start engine. If engine starts in this position, neutral start system should be repaired. See your John Deere dealer **immediately**.

Engine should start with lever in DISENGAGED position only.

VP27597,0001E77-19-15JUL22-1/1

Continued on next page

VP27597,0001E77-19-15JUL22-2/1

## Inspect Seat Belt

Service Interval—250 Hours/Annually

**CAUTION:** If the seat belt system, including the mounting hardware, buckle, belt, or retractor show any sign of damage such as cuts, fraying, extreme or unusual wear, discoloration or abrasion, the entire seat belt system must be replaced immediately. Replace the belt system only with replacement parts approved for your machine.

Inspect seat belts (A) and mounting hardware. If seat belts must be replaced, see your John Deere dealer.

A—Seat Belt



APY70885—UN—25MAR22

For OOS Tractors



APY72212—UN—27APR22

For Cab Tractors

VP27597,0001F89-19-03MAY22-1/1

## Adjust Hand Throttle Friction

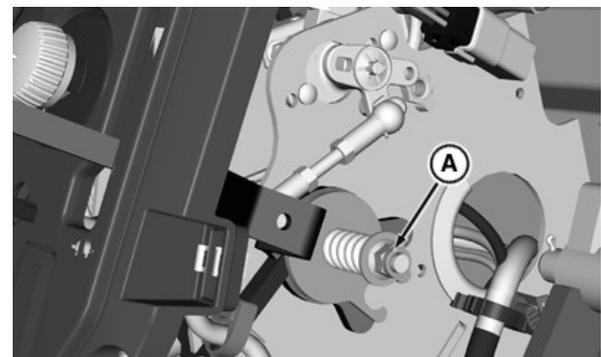
Adjust spring tension by loosening or tightening cap screw and lock nut (A) until throttle lever movement is smooth throughout range of travel with only slight drag.

Adjust throttle friction cap screw until specified amount of resistance is measured at throttle lever knob.

### Specification

Throttle Friction Cap	
Screw—Resistance	49 N (11 lb. - force)

A—Cap Screw and Lock Nut



PY18377—UN—14APR14

Under Dashboard

VP27597,0000468-19-21MAR17-1/1

## Inspect Tires

Service Interval—Weekly/50 Hours

- Check tires daily for damage or noticeably low pressure.
- Have any cuts or breaks repaired as soon as possible.
- Protect tires from exposure to sunlight, petroleum products and chemicals.
- Drive carefully. Try to avoid rocks and sharp objects.

**IMPORTANT:** Minimum pressures may be used only for light loads and only if tractor has no added weight. If you install ballast or mounted implements, or if you pull heavy loads, increase pressure.

- Check tires with an accurate gauge having 10 kPa (0.1 bar) (1 psi) graduations. If tires contain liquid ballast, use a special air-water gauge and measure with valve stem positioned toward bottom.

Refer to TIRE INFLATION PRESSURE CHART in Wheels, Tires and Treads section.

SD74272,00002FE-19-24JUL12-1/1

## Clean Cab Air Filters

Service Interval—500 Hours/1 Year

\* Interval can vary according to operating conditions

*Recirculation Filters (Inside Cab)*



**CAUTION:** The air quality system air filters are not designed to filter out harmful chemicals. Follow the instructions in the implement operator's manual and instructions given by the chemical manufacturer when using agricultural chemicals.

*NOTE:* There are filters on BOTH sides of cab. Left-hand side is shown.

Continued on next page

VP27597,0001ECE-19-25NOV22-1/3

1. Pry off cover (A). (Pull down along window.)
2. Remove the wing screw (B), retainer (C) and filter (D).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

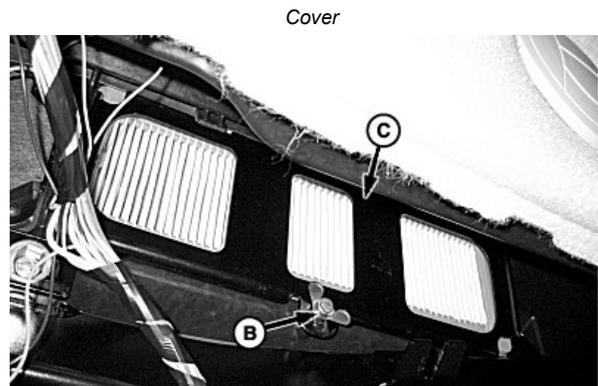
**NOTE:** Do not clean filter with water or compressed air. Cleaning the filter is not recommended and must be replaced as needed.

4. Replace filter when it becomes dirty. It may require replacing filter more often in dusty conditions.
5. Install filter with rubber seal toward retainer (C).
6. Install retainer, wing screw, and cover.
7. Repeat procedure on opposite side.

A—Cover  
 B—Wing Screw  
 C—Filter Retainer  
 D—Filter



APY70891—UN—25MAR22



P14488—UN—30OCT07



P14489—UN—30OCT07

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VP27597,0001ECE-19-25NOV22-2/3

### Fresh Air Filters (Outside Cab)

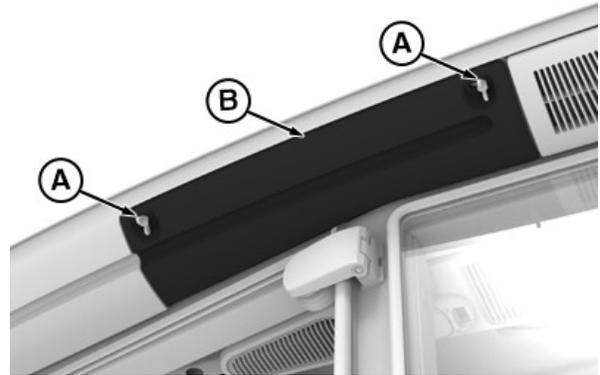
1. Remove two wing screws (A) and cover (B).
2. Remove wing screws (C), retainer (D), and filter (E).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

*NOTE: Do not clean filter with water or compressed air. Cleaning the filter is not recommended and must be replaced as needed.*

4. Replace filter when it becomes dirty. It may require replacing filter more often in dusty conditions.
5. Install filter with rubber seal toward cab.
6. Install retainer and wing screws.
7. Install cover and wing screws.
8. Repeat procedure on opposite side.

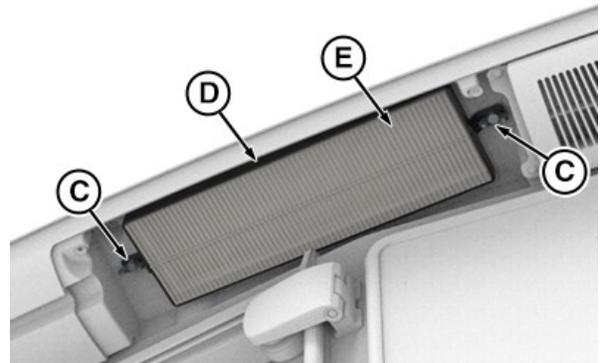
A—Wing Screws  
B—Filter Cover  
C—Wing Screws

D—Filter Retainer  
E—Filter



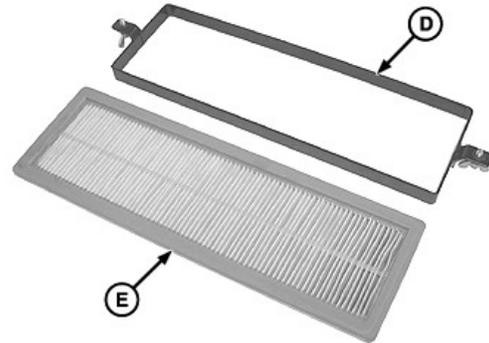
Under Roof, Above Cab Door

APY70887—UN—25MAR22



Filter Installed

APY70888—UN—25MAR22



P14492—UN—30OCT07

VP27597.0001ECE-19-25NOV22-3/3

### Service Air Conditioner (Cab)

**⚠ CAUTION:** Refrigerant under pressure. Improper servicing may cause refrigerant to penetrate eyes and skin or cause burns.

**IMPORTANT:** R134a refrigerant must be used. This requires special equipment and procedures. See your John Deere dealer.

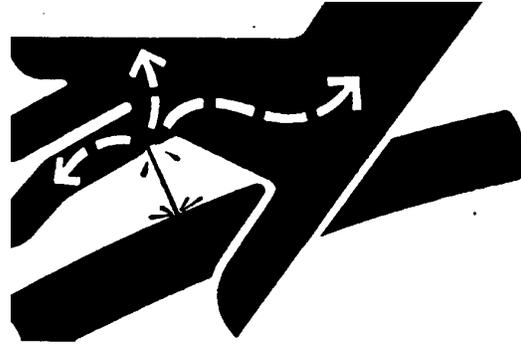
*NOTE:* Some oil seepage from compressor shaft seal is normal.

Check the following if air conditioner will not cool, or if cooling is intermittent:

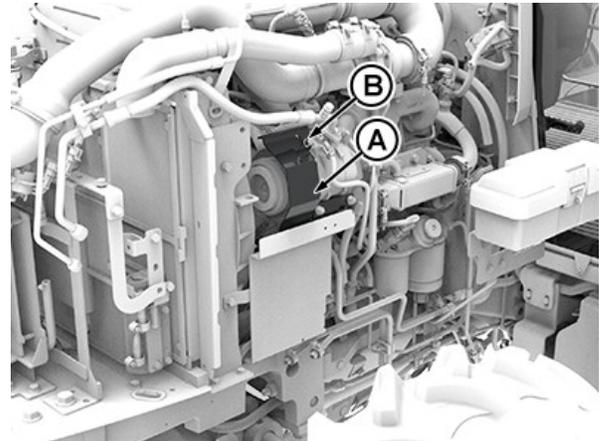
- If air conditioner clutch slips after tractor has been in storage, compressor may be stuck. Stop engine and turn key switch to OFF position. Remove nut (B) and clutch cover (A). Rotate clutch hub back and forth to free compressor.

A—Clutch Cover

B—Nut (3 Used)



X9811—UN—23AUG88



APY70880—UN—25MAR22

A/C Clutch

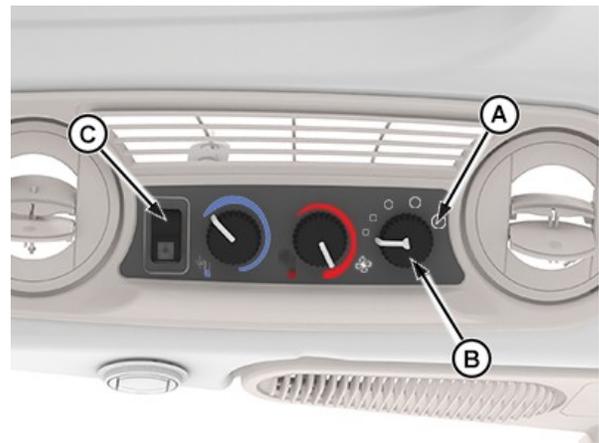
VP27597,0001E7A-19-25MAR22-1/2

- Run engine at 2000 rpm. Push top half of A/C and defrost switch (C) and set blower control knob (B) to HIGH position (A). If air flow is not cool, system may be low on refrigerant. See your John Deere dealer.
- If cooling is intermittent, clean front grille, side vents, radiator and condenser. If problem is not solved, see your John Deere dealer.
- Inspect operator enclosure (cab) filters for restriction. (See **Clean cab air filters** in this section). If problem persists, see your John Deere dealer.

A—High Position

C—A/C and Defrost Switch

B—Blower Control Knob



APY70881—UN—15JUL22

Controls—Overhead Panel

VP27597,0001E7A-19-25MAR22-2/2

### Cleaning Engine Compartment

Clean as necessary, especially around potential hot spots such as turbocharger, exhaust manifold and muffler.

**IMPORTANT:** DO NOT use steam cleaner or high pressure washer in area of fan drive. High pressure could force dirt past seals in drive hub.

**Never steam clean or pour cold water on an injection pump that is operating or hot. Pump could seize.**

SD74272,0000302-19-24JUL12-1/1

## Keep ROPS Installed Properly (OOS)

**CAUTION:** Make certain all parts are installed correctly if roll-over protective structure (ROPS) is loosened or removed for any reason. Tighten mounting bolts to proper torque.

The protection offered by ROPS is impaired if ROPS is subjected to structural damage, as in an overturn incident, or is in anyway altered by welding, bending, drilling, or cutting. A damaged ROPS should be replaced, not reused. Any alteration to the ROPS must be approved by the manufacturer.

When installation of equipment on a machine necessitates loosening or removing Roll-Over Protective Structure (ROPS) (A), mounting bolts (B) should be tightened to specification.

### Specification

ROPS Mounting Bolts—Torque. . . . . 420 +/-10 N·m (310 lb·ft)

Inspect ROPS mounting hardware every 250 hours for proper torque or replacement.

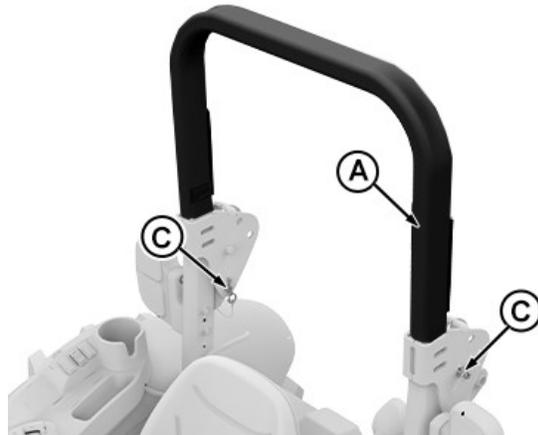
### TO LOWER ROPS CROSSBAR (A):

1. Remove quick-lock pins (D) and headed pins (C) on both side of ROPS.
2. Lower crossbar (A) of ROPS onto stops.
3. Reinstall pins (C and D) into bottom holes in ROPS to lock down crossbar.

**CAUTION:** Always keep upper part of ROPS pinned in vertical position (as pictured) when operating tractor. If tractor is operated with ROPS folded (for example, to enter a low building) drive with extreme caution and DO NOT use seat belt.

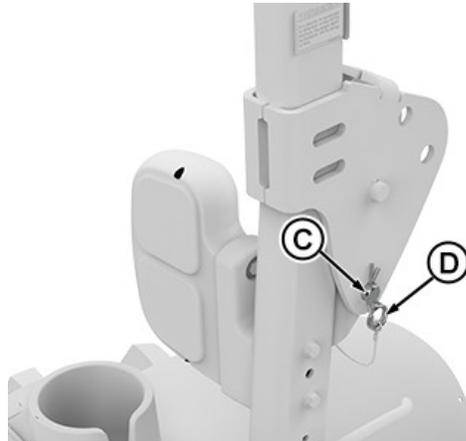
Fold the ROPS up again as soon as the tractor is operated under normal conditions.

- |                           |                        |
|---------------------------|------------------------|
| A—ROPS Crossbar           | C—Headed Pins (2 used) |
| B—Mounting Bolts (8 used) | D—Quick-Lock Pin       |



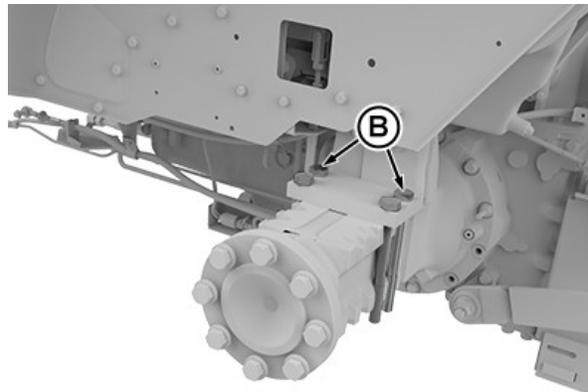
ROPS Crossbar and Headed Pins

APY70904—UN—25MAR22



Headed Pins and Quick-Lock Pin

APY70905—UN—25MAR22



Mounting Bolts (8 Used)

APY70906—UN—25MAR22

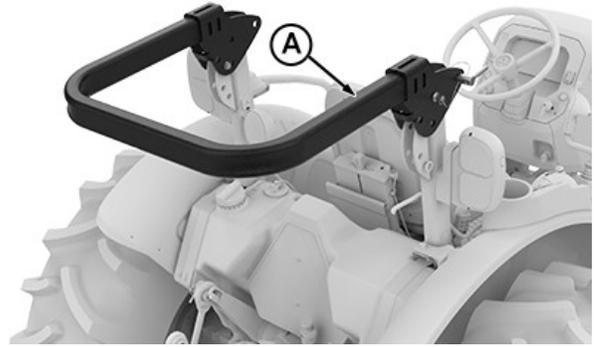
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VP27597.0001E7B-19-25MAR22-1/2

**TO PUT ROPS IN OPERATING POSITION:**

Lift crossbar (A) of ROPS to vertical position. Install pins (C) and quick-lock pins (D) into bottom holes in ROPS to lock in position.

**A—ROPS Crossbar**

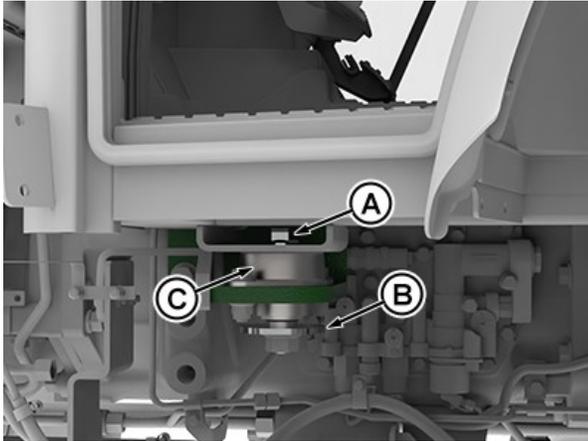


*ROPS crossbar*

VP27597,0001E7B-19-25MAR22-2/2

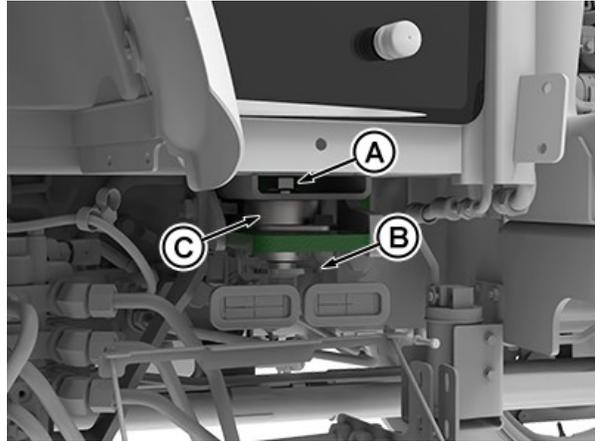
APY70907—UN—25MAR22

**Keep Cab Protection System Installed Properly**



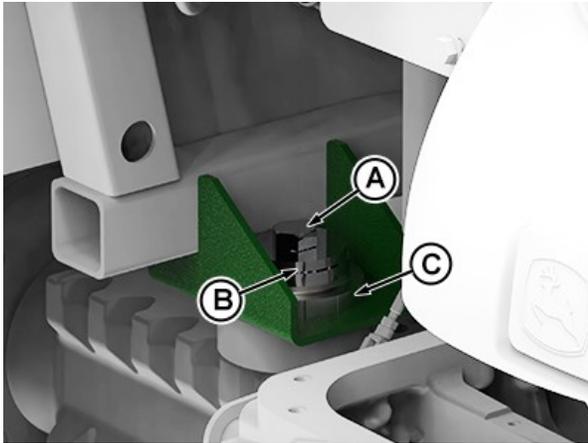
APY70883—UN—25MAR22

Front Cab Mount (Left-Hand Side)



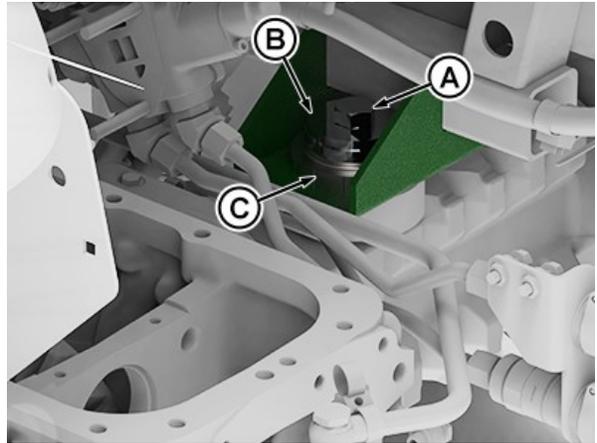
APY70882—UN—25MAR22

Front Cab Mount (Right-Hand Side)



APY70889—UN—25MAR22

Rear Cab Mount (Light-Hand Side)



APY70884—UN—25MAR22

Rear Cab Mount (Right-Hand Side)

A—Cap Screw

B—Washer

C—Isolator

**CAUTION:** Make certain all parts are installed correctly if cab protection system is loosened or removed for any reason. Tighten mounting cap screws to specification.

The protection offered by cab protection system will be impaired if cab protection system is subjected to structural damage, as in an overturn incident, or is in any way altered by welding, bending, drilling, or cutting. A damaged cab protection system should be replaced, not reused. Any alteration to the cab protection system must be approved by the manufacturer.

When installation of equipment on a machine necessitates

loosening or removing cab protection system, mounting cap screws should be tightened to specification

Lift up rubber floor mat and pry out plugs to access FRONT mounting hardware.

Check front and rear mounting hardware (A—C) for proper torque.

**Specification**

Cab Protection System Mounting	
Cap Screws—Torque	350 N•m (258 lb.-ft.)

VP27597,0001E7C-19-25MAR22-1/1

# Lubrication

## Use Correct Lubricant

**IMPORTANT:** Use only lubricants meeting specifications outlined in Fuels, Lubricants, and Coolant section when performing tractor service.

SD74272,000025F-19-17MAR20-1/1

## Check Engine Oil Level

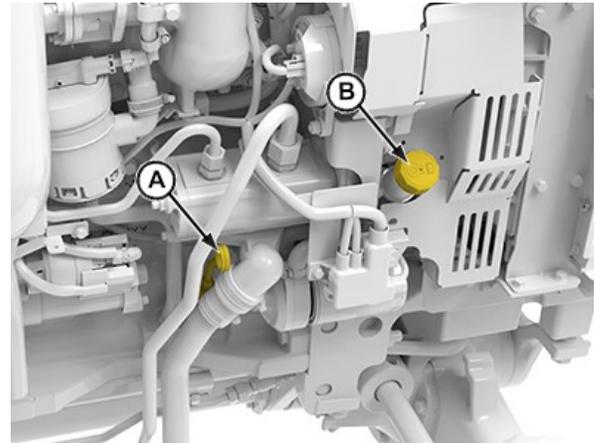
**IMPORTANT:** Tractor engine comes from the factory, filled with John Deere Diesel Engine Break-In Plus.™ Oil. (See Fuel, Lubricants, and Coolant Section 85 for oil specifications.)

*NOTE:* Make sure to insert the dipstick all the way in to checking oil level.

1. Park tractor on level ground and shut off engine. Remove key.
2. Pull out Engine oil dipstick (A). Oil level must be between two marks on dipstick.
3. If level is low, add oil through the oil filler hole until even with the upper mark. DO NOT overfill. Use seasonal viscosity grade oil. (See Diesel Engine Oil in Section 85 Fuel, Lubricants, and Coolant.)

**IMPORTANT:** Do not operate engine with the oil level below the low mark on dipstick.

*Break-In Plus is a trademark of Deere & Company*



A—Engine Oil Dipstick

B—Engine Oil Filler Cap

APY72245—UN—03MAY22

VP27597,0001F77-19-02MAY22-1/1

## Change Engine Oil and Filter

SERVICE INTERVAL
Initial — 100 Hours — Engine Oil and Filter
Regular — 500 Hours/1 year— Engine Oil, Engine Oil Filter, and Fuel Filter

Continued on next page

VP27597,0001ED7-19-25NOV22-1/2

**IMPORTANT:** Change engine oil every 125 hours if diesel fuel has high sulfur content, refer to Diesel Engine Oil in section 85 Fuel, Lubricants, and Coolant.

*NOTE:* Engine oil and filter must be changed at least once a year.

1. Operate engine to warm oil.
2. Park tractor on level ground and shutoff engine. Remove key.
3. Remove oil drain plug (A) and drain oil.
4. Open hood.
5. Remove engine oil filter (B).

*NOTE:* Make sure that old filter gasket is removed from housing before installing new filter.

6. Apply film of oil on the new oil filter gasket and install new filter. Hand-tighten plus 1/2 turn.
7. Install drain plug (A).
8. Add oil to filler (C). (See Diesel Engine Oil in section 85 Fuel, Lubricants, and Coolant.)

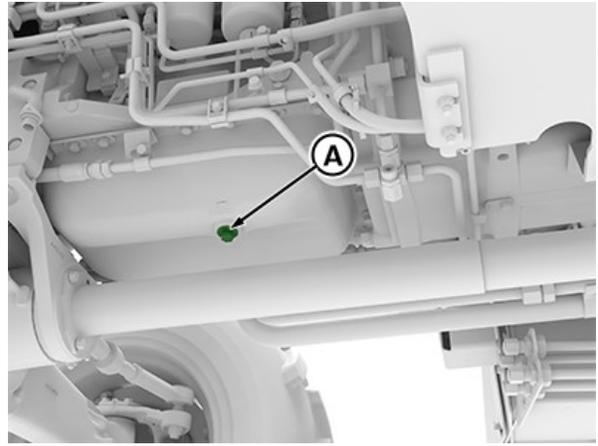
**Specification**

Engine Crankcase Oil—Capacity. . . . . 8.5 L  
(2.38 gal)

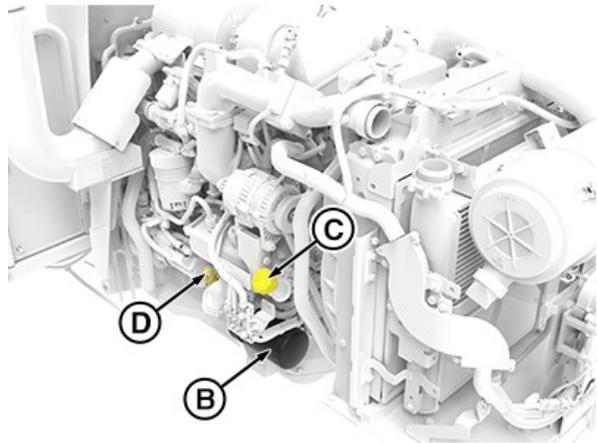
9. Start engine and inspect drain plug (A) and filter (B) for leaks.
10. Stop engine and remove key.
- 11.

*NOTE:* If oil leaks in excess see your John Deere dealer.

12. Recheck oil level, add if necessary.
13. Lower hood.



Drain Plug



Oil Filter

- A—Drain Plug
- B—Engine Oil Filter
- C—Engine Oil Filler Cap
- D—Dipstick

VP27597,0001ED7-19-25NOV22-2/2

APY72109—UN—03MAY22

APY72110—UN—03MAY22

## Check Transmission-Hydraulic Oil Level

Service Interval—Every 50 Hours

**IMPORTANT:** Routine checks help prevent downtime. The operator can aid in preventive maintenance by documenting all leak and malfunction problems. Since the transmission operates in oil, it is important to keep oil clean and at the correct level at all times.

1. Operate engine at approximately 1000 rpm for at least one minute.
2. Move rockshaft lever full forward to lower hitch all the way down.
3. Stop engine and wait an additional three minutes before checking oil level.

### 4. For SyncShuttle transmission only:

Remove dipstick (A) and wipe it clean. Insert dipstick fully. Oil level should be between the full mark and end of dipstick.

If oil level is below the lower mark, remove filler cap and add oil.

### 5. For PowrReverser™ transmission only:

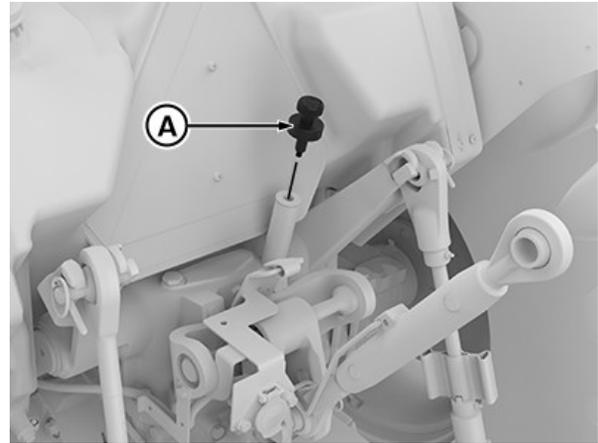
Wipe sight glass clean and check oil level. Oil level should be in between the Full mark (B) in upper window and Add mark (C) in lower window.

**NOTE:** As long as Add mark (C) in lower window is full, there is no requirement of the oil top-up. Full mark (B) in upper window is the full oil level indicator, beyond that oil is not required to be filled.

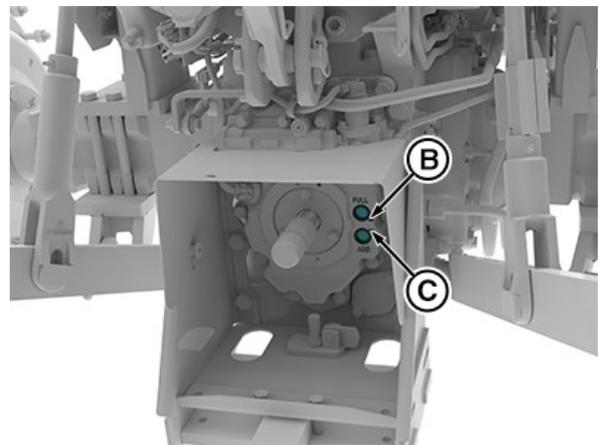
Add oil from oil filling port (D) if oil level is low.

6. Install transmission-hydraulic oil filling cap.

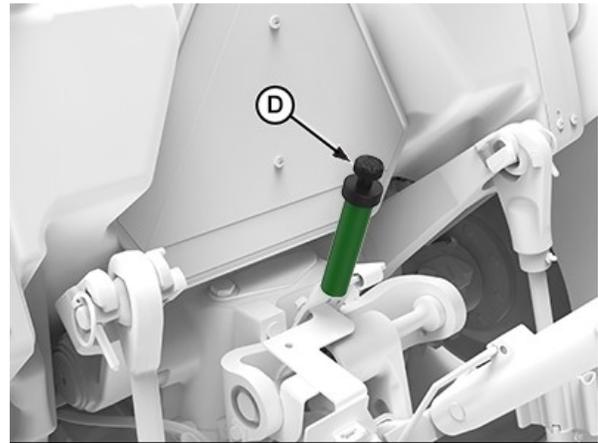
A—Transmission-Hydraulic Oil dipstick	C—Add mark/Lower sight glass
B—Full mark/Upper sight glass	D—Transmission-Hydraulic Oil filling port



Dipstick



Sight Glass



Oil Filling Port

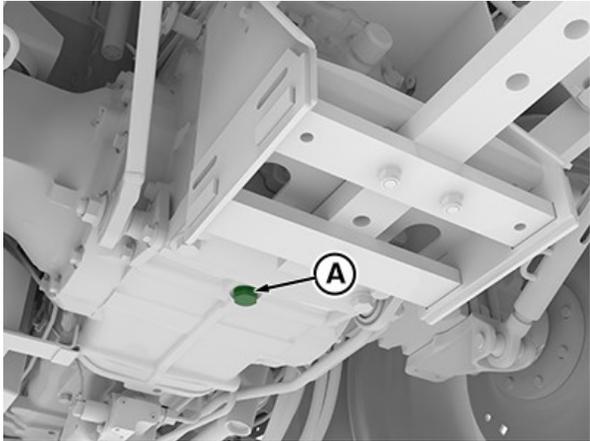
VP27597.0001ED8-19-27APR22-1/1

## Change Transmission-Hydraulic Oil and Filter

Service Interval—1250 Hours/3 Years

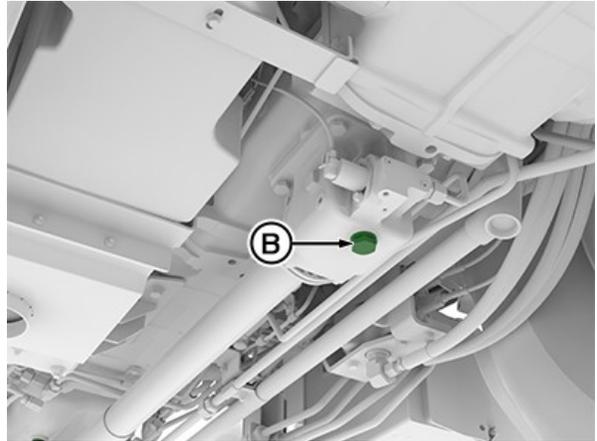
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VP27597.0001ED9-19-25NOV22-1/2



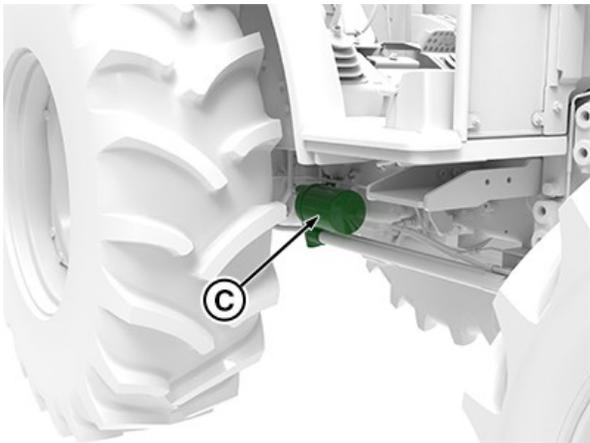
APY72114—UN—03MAY22

Transmission Drain Plug



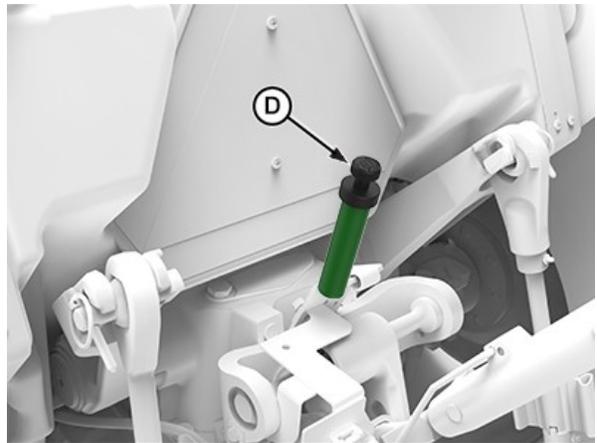
APY72115—UN—03MAY22

Drop Housing Drain Plug



APY72116—UN—03MAY22

Oil Filter



APY72120—UN—15APR22

Dipstick

**A—Transmission Case Drain Plug**

**B—MFWD Drop Housing Drain Plug**

**C—Oil Filter**

**D—Dipstick**

1. Lower rockshaft to remove trapped oil.

*NOTE: The approximate oil capacity of transmission case for SyncShuttle is 38 L (10 gal) and for PowrReverser.™ Is 43.5 L (11.54 gal).*

2. Remove drain plug (A) from transmission case and drain out oil. Dispose of waste oil properly.

3. If equipped with the MFWD axle, also remove drain plug (B) in the drop housing.

4. Replace oil filter (C) while changing oil. Apply a film of oil to the new filter gasket and install new filter. Hand tighten only.

5. Fill system with transmission-hydraulic oil. (See Fuels, Lubricants, and Coolant section.)

**Specification**

SyncShuttle Transmission Oil (MFWD)—Capacity. . . . .	38 L (10 gal)
PowrReverser Transmission Oil (MFWD)—Capacity. . . . .	43.5 L (11.54 gal)

6. Check oil level at dipstick (D) or sight glass (If equipped) after filling, and again after operating for five minutes.

*PowrReverser is a trademark of Deere & Company*

VP27597,0001ED9-19-25NOV22-2/2

**Clean Transmission-Hydraulic Pickup Screen**

Service Interval—1250 Hours/3 Years

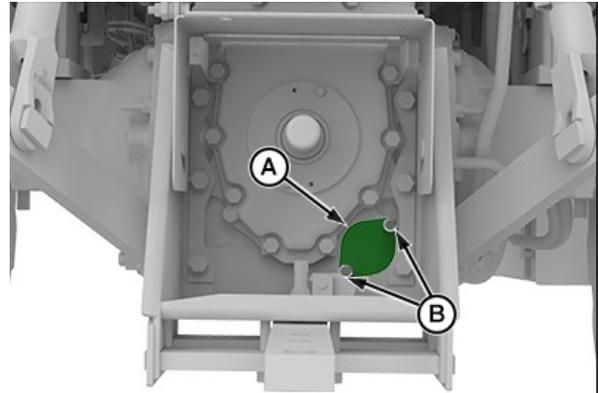
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VP27597,0001EDA-19-25NOV22-1/3

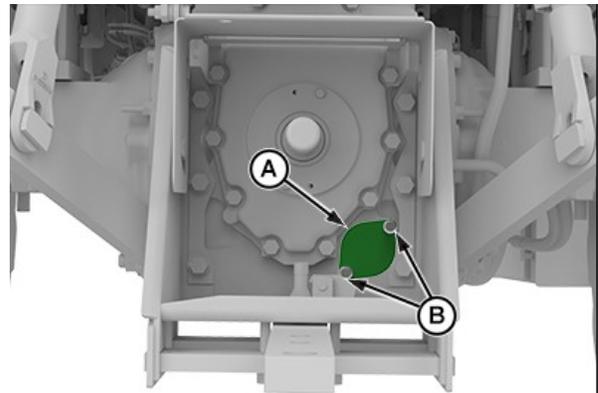
1. Drain transmission-hydraulic oil. (See Change Transmission-Hydraulic Oil and Filter in this section.)
- NOTE: The approximate oil capacity of transmission case for SyncShuttle is 38 L (10 gal) and for PowrReverser.™ Is 43.5 L (11.54 gal).*
2. Remove two cap screws (A) and remove screen cover (B).
3. Remove screen and examine it for damage. Replace if necessary. Clean screen in solvent and blow dry with compressed air.
4. Carefully install the screen so the front of screen is inserted in the hole at the front of differential case.
5. Fill system with transmission-hydraulic oil. (See Change Transmission-Hydraulic Oil and Filter in this section.)

**A—Cap Screws**

**B—Screen Cover**



*PowrReverser™*



*SyncShuttle™*

APY72118—UN—15APR22

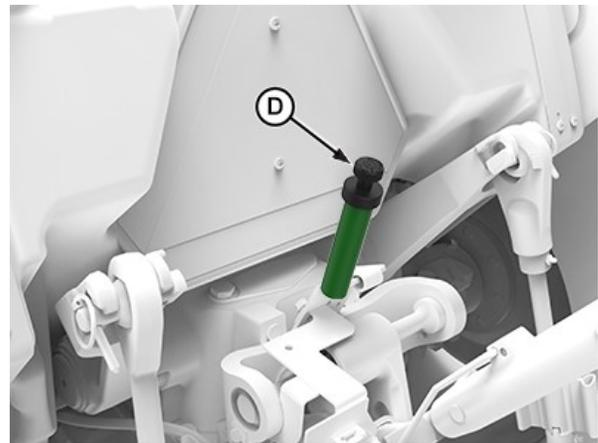
APY72118—UN—15APR22

*PowrReverser is a trademark of Deere & Company*

VP27597,0001EDA-19-25NOV22-2/3

6. Check oil level at dipstick (D) or at sight glass (If equipped) after filling, and again after operating for five minutes.

**D—Transmission - Hydraulic Oil Dipstick**



*Dipstick*

APY72120—UN—15APR22

VP27597,0001EDA-19-25NOV22-3/3

## Lubricate Steering Linkage

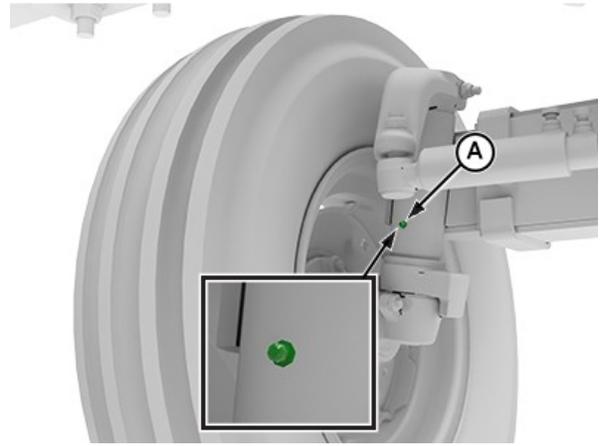
**Service Interval—Weekly/50 Hours\***

*\* Daily / 10 Hours if operated in extremely wet or muddy conditions*

### 2WD Axle (If Equipped)

Apply several shots of grease to steering spindle fittings, on both left and right-hand sides.

**A—Spindle Grease Fitting**



APY72121—UN—02MAY22

2WD Axle

VP27597.0001EDB-19-25NOV22-1/1

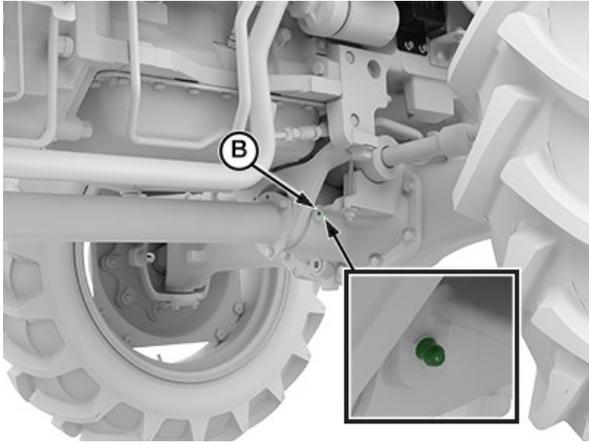
## Lubricate Front Axle Pivot Pins

**Service Interval—Weekly/50 Hours\***

*\* Daily / 10 Hours if operated in extremely wet or muddy conditions*

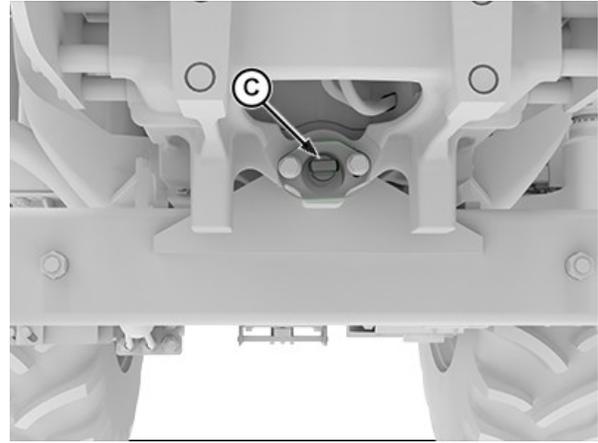
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APY72123—UN—02MAY22

Back Side of MFWD Axle - DANA



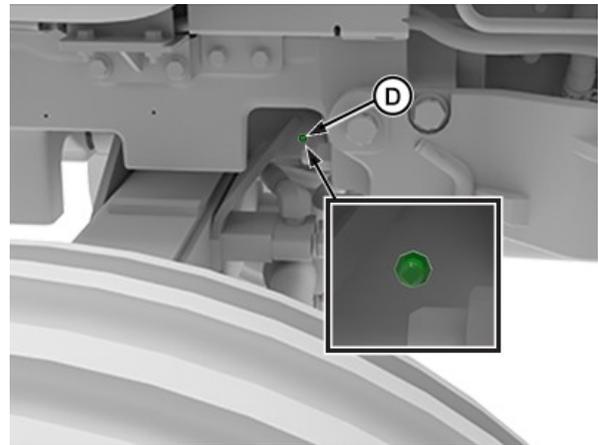
APY72124—UN—15APR22

Right Side of 2WD Axle

Lubricate MFWD front pivot (A) and rear pivot (B) with several shots of multipurpose grease. Adjustable axle pivot pin (C) also requires lubrication of the front and rear pivot bushing jerks with multipurpose grease. (See Fuels, Lubricants, and Coolant section.)

**B**—MFWD Rear Pivot Jerk  
**C**—2WD Axle Pivot Pin

**D**—2WD Rear Pivot Jerk

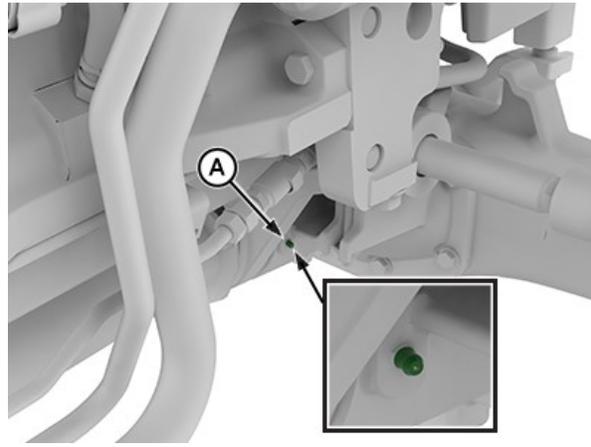
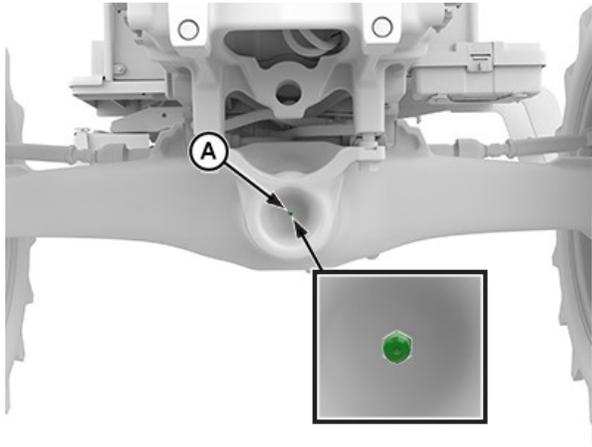


APY72125—UN—02MAY22

Back Side of Under Front Support

VP27597,0001EDC-19-25NOV22-2/2

### Lubricate Front Axle Greasing Points

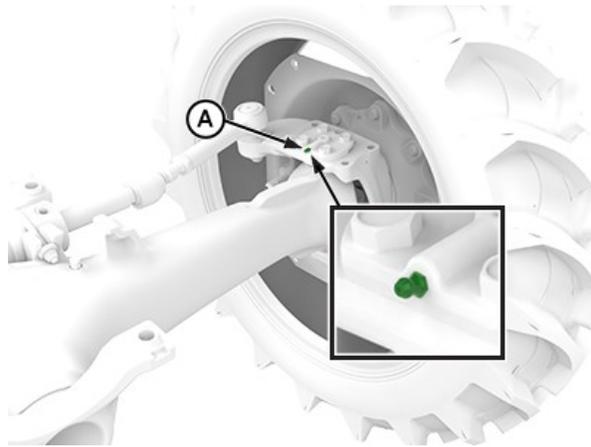


Apply several shots of multi-purpose grease (see Grease, in Section 100) to trunnion.

**NOTE:** Daily service is necessary when operating in wet and muddy conditions.

Greasing too frequently can cause seal fatigue.

**A**—Greasing Points



Both Side

VP27597.0001EDD-19-27APR22-1/1

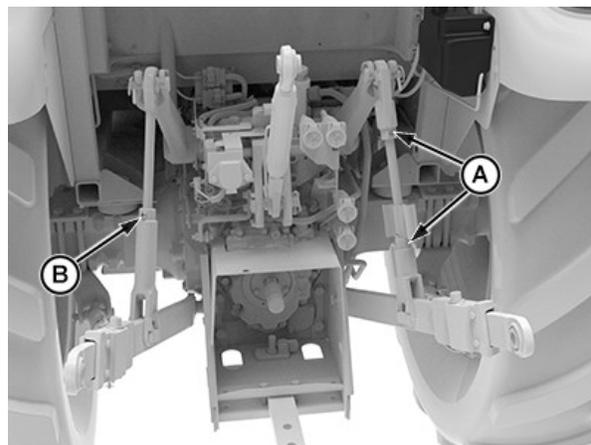
### Lubricate Hitch Components

Lubricate right lift link (A) and left lift link (B) with several shots of multipurpose grease. (See Fuels, Lubricants and Coolant section.)

**Service Interval—250 Hours**

**A**—Right Lift Link

**B**—Left Lift Link



Right Lift Link

VP27597.0001EDE-19-27APR22-1/1

### Check MFWD Axle Wheel Hub Oil Level

**Service Interval—50 Hours**

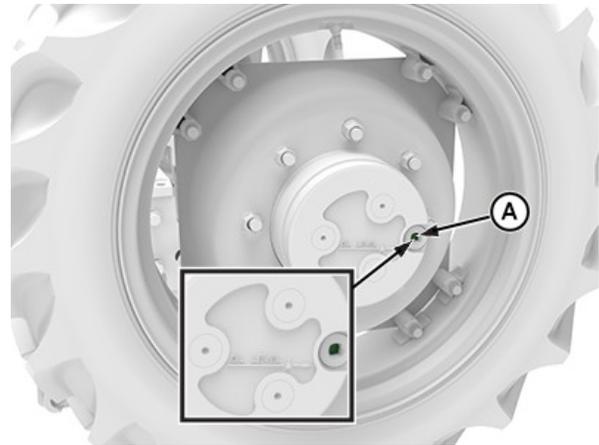
1. Park tractor on level surface.
2. Turn wheel hubs until the words OIL LEVEL are horizontal.
3. Remove drain/fill port plug (A). Oil level should be just below plug hole.
4. If low, add oil through same hole. Add John Deere Hy-Gard™ or its equivalent. (See Fuels, Lubricants and Coolant section.)
5. Apply pipe sealant with TEFLON®, or equivalent, to threads of plug.
6. Install plug and tighten to specifications.

**Specification**

Plug-to-Hub—Torque. . . . . 70 N·m  
(52 lb-ft)

7. Repeat procedure on opposite wheel hub.

*Hy-Gard is a trademark of Deere & Company  
TEFLON is a trademark of Du Pont Co.*



Wheel Hub Oil Level

**A—Drain/Fill Port Plug**

APY72130—UN—27APR22

VP27597.0001F79-19-02MAY22-1/1

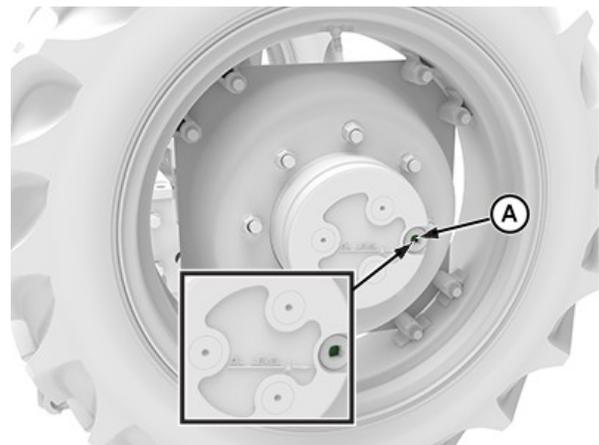
### Change MFWD Axle Wheel Hub Oil

**Service Interval**  
**Regular—500 Hours/1 Year**

*NOTE: Approximate wheel hub oil level is 0.8 L (0.21 gal) each.*

1. Park tractor on level surface.
2. Rotate wheel until drain/fill port plug (A) is at bottom of hub.
3. Remove plug and drain oil.
4. After oil has drained, rotate wheel until drain/fill port is positioned horizontally.
5. Add oil until level is just below edge of hole. John Deere Hy-Gard™ Transmission/Hydraulic Oil is recommended. (See Fuels, Lubricants, and Coolant section.)
6. Apply pipe sealant with TEFLON.®, or equivalent, to threads of plug.
7. Install plug and tighten to specifications.

*Hy-Gard is a trademark of Deere & Company  
TEFLON is a trademark of Du Pont Co.*



Plug Position to Drain Oil

**A—Drain/Fill Port Plug**

**Specification**

Plug-to-Hub—Torque. . . . . 70 N·m  
(52 lb-ft)

8. Repeat procedure on opposite wheel hub.

APY72130—UN—27APR22

VP27597.0001F78-19-25NOV22-1/1

## Check MFWD Axle Housing Oil Level

**Service Interval—50 Hours**

1. Park tractor on the level surface.
2. Remove plug (A). Oil level should be approximately 12 mm (1/2 in.) below the edge of the plug hole.
3. If low, add oil through the same hole. John Deere Hy-Gard™ oil is recommended. (See Fuels, Lubricants, and Coolant section.)

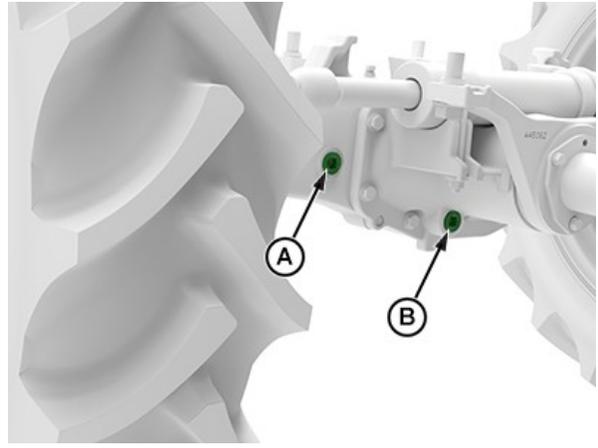
**NOTE:** Approximate MFWD axle housing oil capacity is 4.5 L (1.19 gal).

5. Apply pipe sealant with TEFLON®, or equivalent, to threads of plug.
6. Install plug and tighten to specifications.

**Specification**

Plug-to-Axle Housing—Torque . . . . . 70 N·m  
(52 lb-ft)

*Hy-Gard is a trademark of Deere & Company*  
*TEFLON is a trademark of Du Pont Co.*



MFWD Axle Level

**A—Inspection/Fill Plug      B—Drain Plug**

VP27597,0001F7A-19-02MAY22-1/1

## Change MFWD Axle Housing Oil

**Service Interval**  
**Regular—600 Hours**

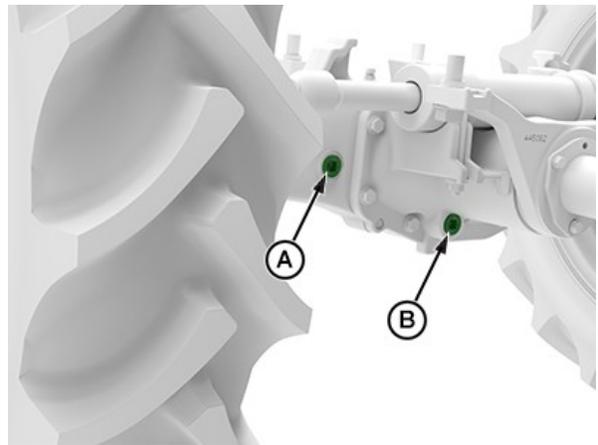
**NOTE:** Approximate MFWD axle housing oil capacity is 4.5 L (1.19 gal).

1. Park tractor on level surface.
2. Remove plugs (A and B).
3. After oil has drained, apply pipe sealant with TEFLON®, or equivalent, to threads of plug (B).
4. Install plug and tighten to specifications.
5. Add oil until approximately 12 mm (1/2 in.) below edge of plug port (A). John Deere Hy-Gard™ Transmission/Hydraulic Oil is recommended. (See Fuels, Lubricants and Coolant section.)
6. Install plug and tighten to specifications.

**Specification**

Plugs-to-Axle Housing—Torque . . . . . 70 N·m  
(52 lb-ft)

*TEFLON is a trademark of Du Pont Co.*  
*Hy-Gard is a trademark of Deere & Company*



MFWD Drain/Fill Port

**A—Inspection/Fill Plug      B—Drain Plug**

**IMPORTANT: To avoid damage to internal axle components, check oil level after 30 minutes.**

7. After approximately 30 minutes of operation, recheck oil level. (See procedure in this section.)

VP27597,0001EE2-19-27APR22-1/1

## Pack Front Wheel Bearing, 2WD (If Equipped)

**Service Interval—500 Hours/1 Year**

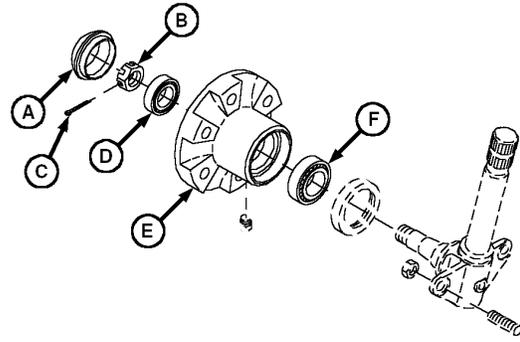
Continued on next page

VP27597,0001F7B-19-25NOV22-1/2

1. Loosen front wheel cap screw.
2. Raise front end of tractor.

**⚠ CAUTION: Support tractor securely on stands before removing a wheel.**

3. Remove wheel.
4. Remove cover (A), cotter pin (C) and nut (B) to remove wheel hub (E).
5. Pack inner bearing (F) and outer bearing (D) with multipurpose grease. (See Fuels, Lubricants and Coolant section.)
6. Install hub assembly and retaining nut. Tighten nut until a slight drag is felt while turning hub. Back off nut just enough to install cotter pin in hole of spindle.
7. Apply flexible sealant to mating surface of cover (A) and hub (E). Install cover.
8. Install hub cap and wheels. Tighten lug bolts to specification. Tighten bolts again after driving tractor 100 m (109 yd) and again after three hours and 10 hours use.



A—Cover  
 B—Retaining Nut  
 C—Cotter Pin  
 D—Outer Bearing  
 E—Wheel Hub  
 F—Inner Bearing

**Specification**

Adjustable Front Axle Lug Bolts—Torque. . . . . 175 N·m (130 lb-ft)

VP27597,0001F7B-19-25NOV22-2/2

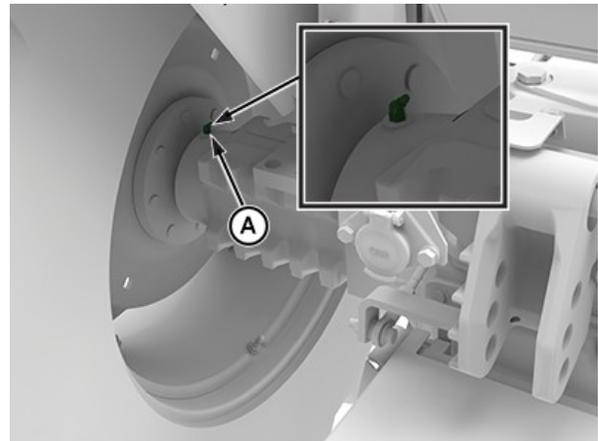
LV8746—UN—17OCT03

**Lubricate Rear Axle Bearings**

Lubricate rear axle fittings (A), both sides, with several shots of multi-purpose grease. (See Fuels, Lubricants, and Coolant section.)

**Service Interval—500 Hours/1 Year**  
 \* Weekly/10 Hours if operated in extremely wet or muddy conditions

A—Rear Axle Fittings



Left-Hand Side Shown

VP27597,0001EE4-19-25NOV22-1/1

APY72135—UN—04MAY22

### Lubricate Operator's Seat Slide Rails (OOS)

*NOTE: This procedure is only necessary after pressure washing.*

Move seat full forward and apply multipurpose grease to slide rails.



Seat Slide Rails

VP27597,0001EE5-19-27APR22-1/1

### Lubricate Hood Latch

*NOTE: This procedure is only necessary after pressure washing.*

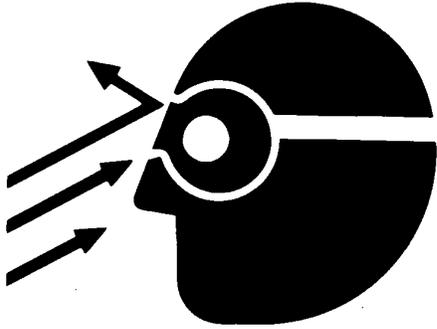


Hood Latch

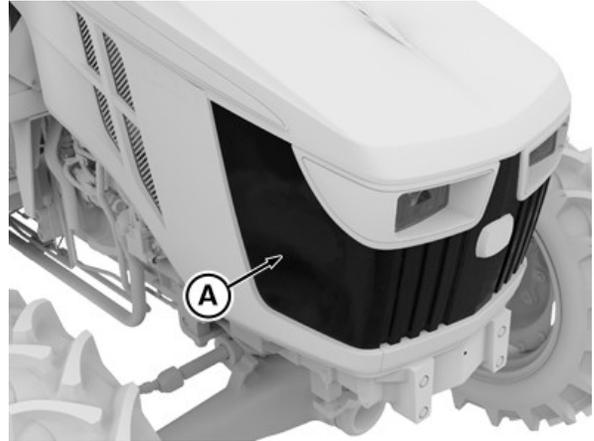
VP27597,0001EE6-19-27APR22-1/1

# Maintenance—Cooling System

## Clean Grille, Screen Assembly, Intercooler, Fuel Cooler, Oil Cooler and Radiator — OOS



TS266—UN—23AUG68



APY70911—UN—25MAR22

Screen (OOS)

### A—Screen

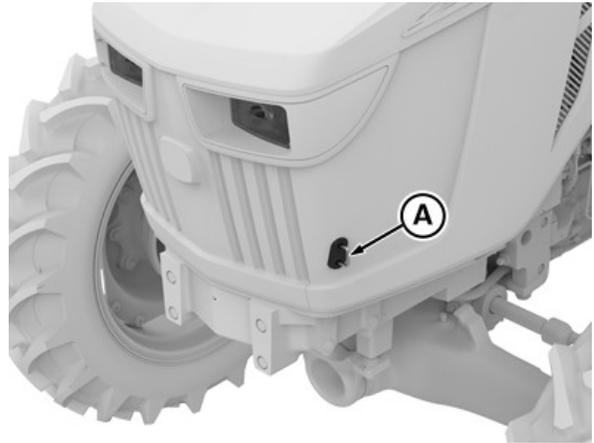
1. Whenever dirt builds up on front screen (A), stop engine and brush clean.

**CAUTION:** Reduce compressed air to less than 210 kPa (2 bar) (30 psi) when using for cleaning purposes. Clear area of bystanders, guard against flying chips, and wear personal protection equipment including eye protection.

VP27597,0001E80-19-25MAR22-1/3

2. Pull hood latch release (A), and unlock the hood.
3. Raise hood. The cylinders will help raise the hood and keep it in this position once it is completely up.

### A—Hood Latch Release



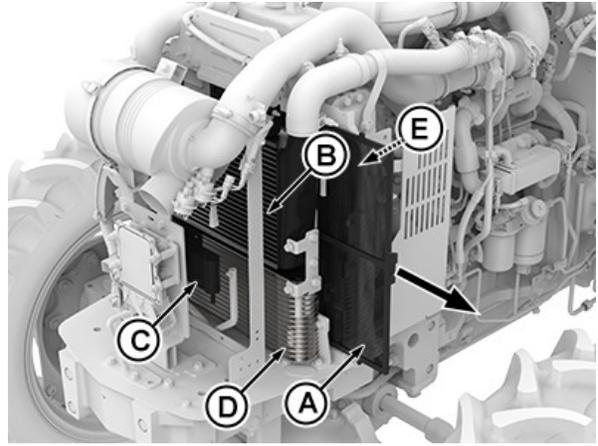
APY70912—UN—25MAR22

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VP27597,0001E80-19-25MAR22-2/3

4. Remove screen (A) as shown direction.
5. Clean intercooler (B), fuel cooler (C), oil cooler (D) and radiator (E) at the installed condition.
6. If more cleaning is necessary, clean radiator from behind with compressed air or water. Straighten any bent fins.
7. Clean screen (A) and install.

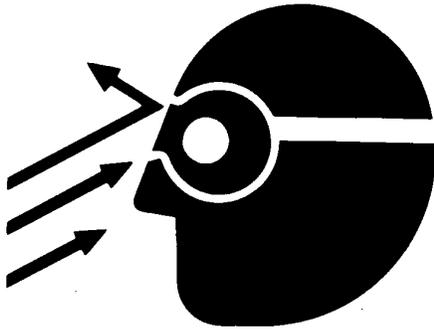
A—Radiator Screen	D— Oil Cooler
B— Intercooler	E— Radiator
C— Fuel Cooler	



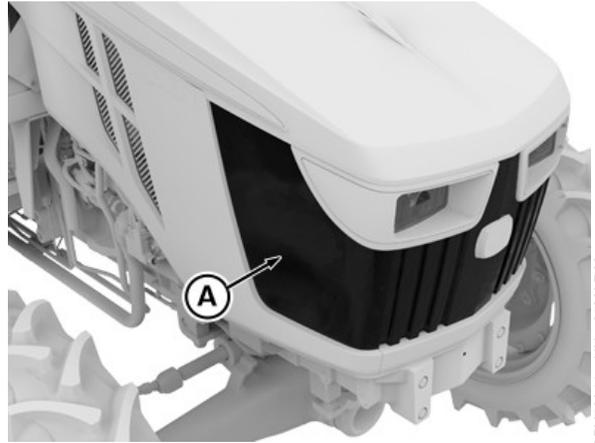
Cooling System, OOS

VP27597,0001E80-19-25MAR22-3/3

### Clean Grille, Fuel Cooler, Vapor Condenser, Oil Cooler, Intercooler and Radiator — Cab



TS266—UN—23AUG88



Screen (OOS)

APY70911—UN—25MAR22

A—Screen

1. Whenever dirt builds up on front screen (A), stop engine and brush clean.

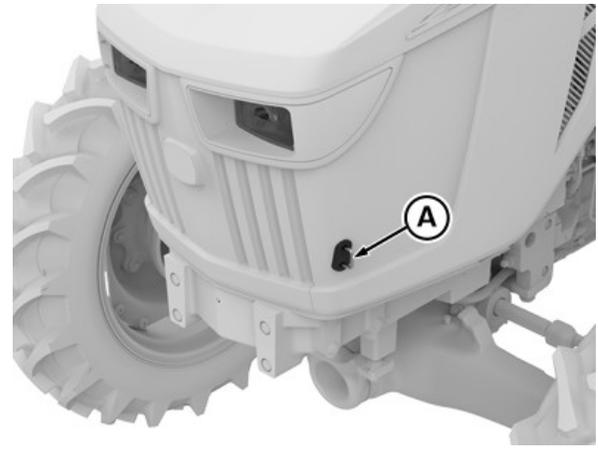
**⚠ CAUTION:** Reduce compressed air to less than 210 kPa (2 bar) (30 psi) when using for cleaning purposes. Clear area of bystanders, guard against flying chips, and wear personal protection equipment including eye protection.

Continued on next page

VP27597,0001E81-19-25MAR22-1/3

2. Pull the hood latch release (A) and unlock the hood.
3. Raise hood. The cylinders will help raise the hood and keep it in this position once it is completely up.

**A— Hood Latch Release**



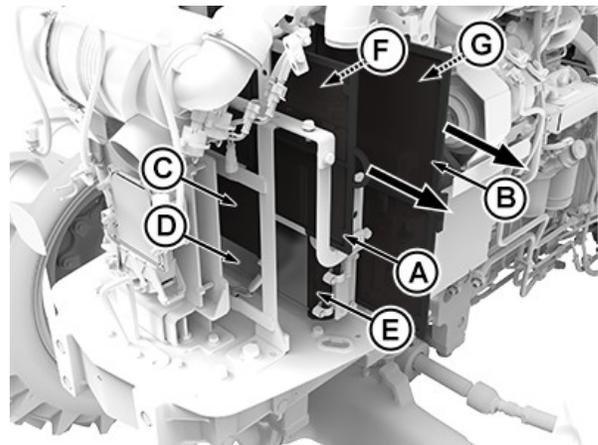
APY70912—UN—25MAR22

VP27597,0001E81-19-25MAR22-2/3

4. Remove screens (A and B) as shown direction.
5. Clean fuel cooler (C), vapor condenser (D), oil cooler (E), intercooler (F) and radiator (G) at the installed condition.
6. If more cleaning is necessary, clean radiator from behind with compressed air or water. Straighten any bent fins.
7. Clean screens (A and B) and install.

**A—CAC Screen**  
**B—Radiator Screen**  
**C—Fuel Cooler**  
**D—Vapor Condenser**

**E—Oil Cooler**  
**F—Intercooler**  
**G—Radiator**



APY70919—UN—25MAR22

Cooling System, Cab

VP27597,0001E81-19-25MAR22-3/3

## Check Coolant Level

Service Interval—Daily/10 Hours

**⚠ CAUTION:** Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

Never pour cold water into the cooling system of a hot engine, as it might crack cylinder block or head. Do not operate engine without coolant for even a few minutes.

1. Raise hood.

*NOTE: Coolant level should be checked when engine is COOL.*

2. Check level in coolant reservoir (A) BEFORE starting tractor.

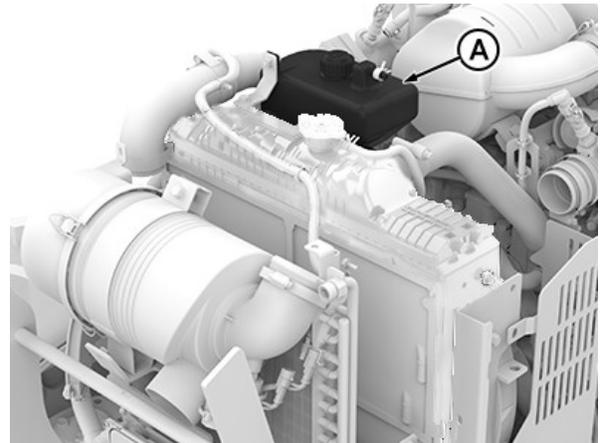
3. If engine is COOL and level is below **MIN COLD** mark, remove cap and add coolant to reservoir to bring level between **MIN** and **MAX COLD** mark.

4. Install cap and lower hood.

A—Coolant Reservoir



Safety—Explosive Release of Fluids



Coolant Overflow Reservoir

VP27597,0001E82-19-25NOV22-1/1

TS281—UN—15APR13

APY70920—UN—06MAY22

## Check Cooling System for Leaks

Service Interval—500 Hours/1 Year

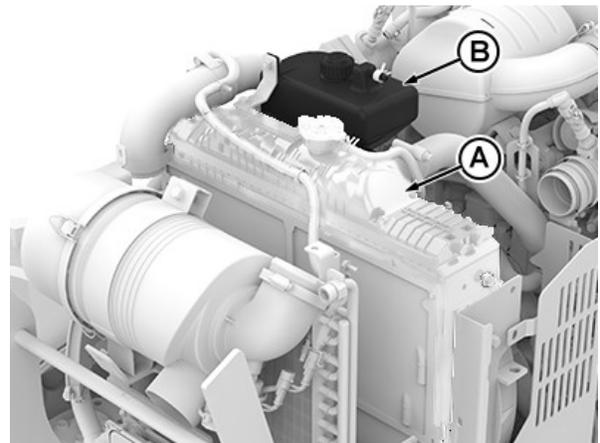
VP27597,0001EC0-19-25NOV22-1/3

1. Check around base of radiator (A) for pinholes, cracks, or any sign of coolant leakage.

2. Inspect coolant reservoir (B) for holes, cracks, or any sign of coolant leakage.

A—Radiator

B—Coolant Reservoir



Cooling Reservoir

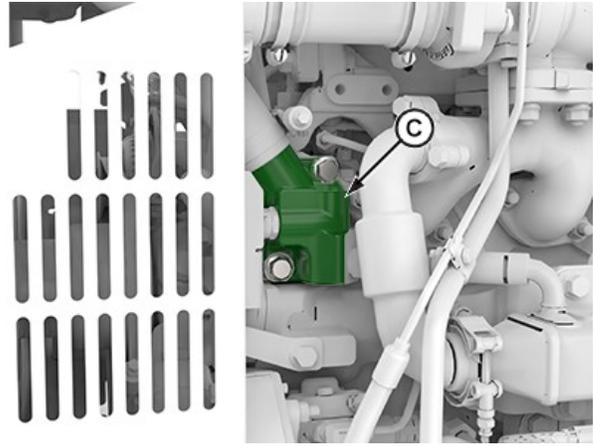
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VP27597,0001EC0-19-25NOV22-2/3

APY70917—UN—04MAY22

3. Inspect the area around thermostat housing (C) for cracks, or any sign of coolant leakage.

**C—Thermostat Housing**



*Thermostat*

VP27597,0001EC0-19-25NOV22-3/3

AFY75558—UN—26-JUL-22

### Flush Cooling System and Replace Thermostat

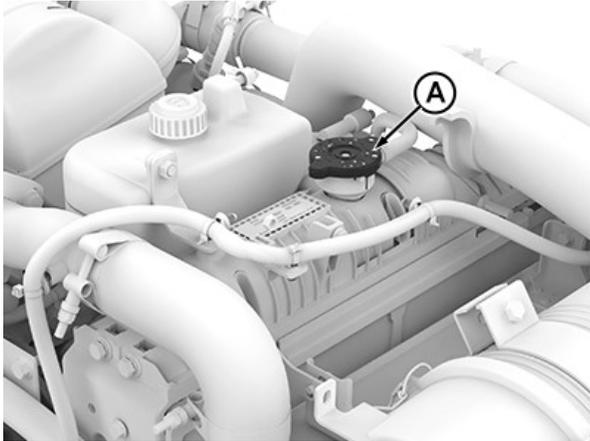
\* **6000 hours/6 Years:** if John Deere Cool-Gard™ II is used.

*Cool-Gard is a trademark of Deere & Company*

Have your John Deere dealer drain old coolant, flush the entire system, install new thermostat and fill with clean coolant.

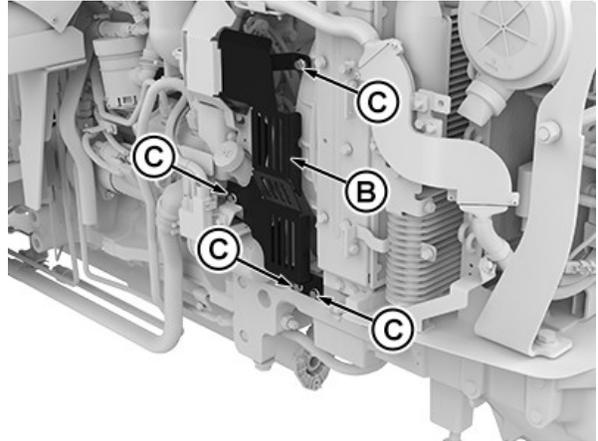
VP27597,0001ED2-19-18APR22-1/1

## Flush Cooling System



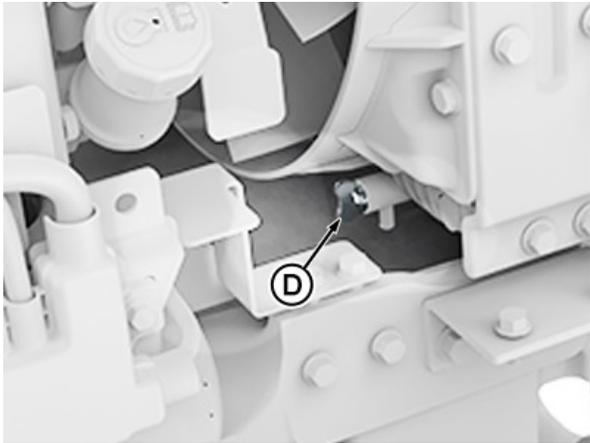
Radiator Cap

APY70914—UN—04MAY22



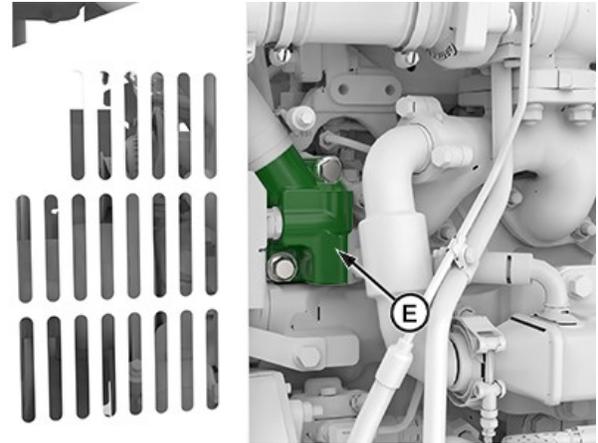
Guard

APY70915—UN—25MAR22



Drain Plug

APY70916—UN—04MAY22



Cold Start Aid Switch

APY75559—UN—26JUL22

A— Radiator Cap  
B— Guard

C— Screws  
D— Drain Plug

E— Thermostat Cover

For efficient operation, drain old coolant, flush the entire system, and fill with clean coolant at least once every two years.

1. Remove guard (B) by loosening screws (C).

**⚠ CAUTION: DO NOT remove radiator cap or drain coolant until coolant is cold (temperature gauge should be below the green striped zone). Always loosen radiator cap or drain valve slowly to relieve any excess pressure.**

2. Drain coolant - Remove radiator cap (A). Open drain plug (D) on radiator and drain coolant from radiator. Drain coolant from engine block.

**IMPORTANT: Thermostat must be removed to ensure a thorough flush.**

3. Remove thermostat cover (E), remove thermostat, and install cover (without thermostat). Tighten cap screws to specification.

### Specification

Thermostat Cover Cap

Screws—Torque. . . . . 47 N·m (35 lb-ft)

4. Flush system with water - Close all drain valves/plugs and fill system with clean water. Run engine about 10 minutes to stir up possible rust or sediment. Stop engine and drain water from system before rust and sediment settle.
5. Flush system with radiator cleaner - Close all drain valve/plugs, reinstall cold start aid switch and fill the cooling system with a good commercial radiator cleaner and water. Follow instructions provided with cleaner. Stop engine and immediately drain system.
6. Flush system with water - Close all drain valves/plugs, reinstall cold start aid switch and fill with clean water to flush the system. Run the engine about 10 minutes, then drain out flushing water.

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VP27597,0001ED1-19-28JUL22-1/3

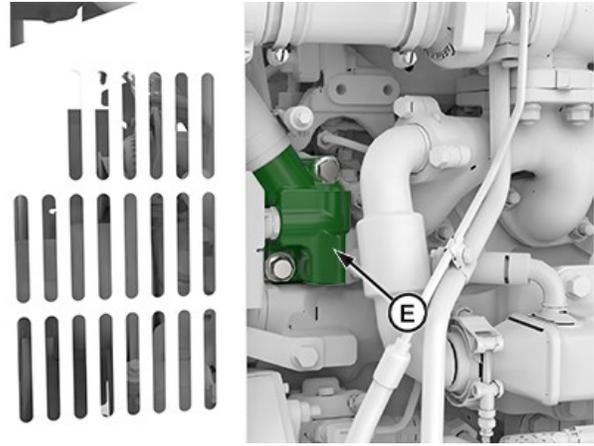
- Remove thermostat cover (E) and clean off the gasket material. Apply gasket sealant to new gasket and install thermostat and cover. Tighten cap screws to specification.

**Specification**

Thermostat Cover Cap

Screws—Torque. . . . . 47 N·m (35 lb-ft)

- Fill with fresh coolant - Close all drain valves/plugs and fill with coolant as specified in the Fuels, Lubricants, and Coolant section.
- Check coolant level - Fill radiator to the top of the filler neck and fill the recovery tank to the “LOW” mark. Run the engine until operating temperature is reached. Let the engine cool (preferably overnight) and recheck the coolant level. Coolant level with a cold engine should be at the “LOW” mark. An engine at operating temperature should have a coolant level at the “FULL” mark. When filling the cooling system it may require several operating/cooling periods to stabilize the coolant level in the system. Add make-up coolant to the recovery tank as needed to bring the coolant level to the correct mark.



Thermostat Cover

E— Thermostat Cover

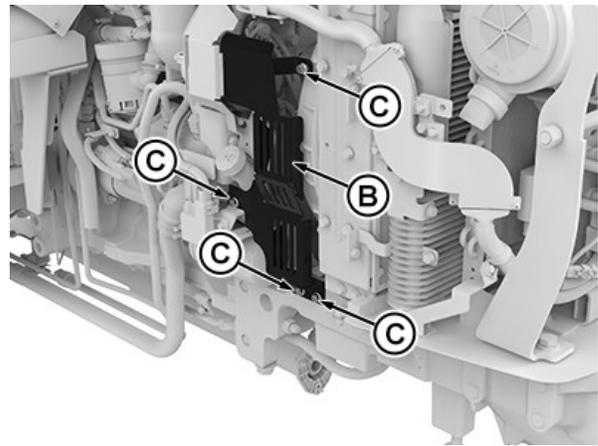
APY75559—UN—26JUL22

VP27597.0001ED1-19-28JUL22-2/3

- Install guard (A) using screws (B).

A— Guard

B— Screws



APY70815—UN—25MAR22

VP27597.0001ED1-19-28JUL22-3/3

**Winterize Cooling System**

**IMPORTANT: Draining cooling system WILL NOT protect against freezing if antifreeze is weak, since system does not get drain completely.**

- Prior to cold weather, be sure that cooling system contains 50 to 67 percent antifreeze. (See **Testing**

**Coolant Freeze Point** in Fuels, Lubricants, and Coolant section.)

- After adding antifreeze, run engine until it reaches operating temperature. This mixes solution uniformly and circulates it through the entire system.

HY01057.00000FB-19-07FEB17-1/1

# Maintenance—Fuel System

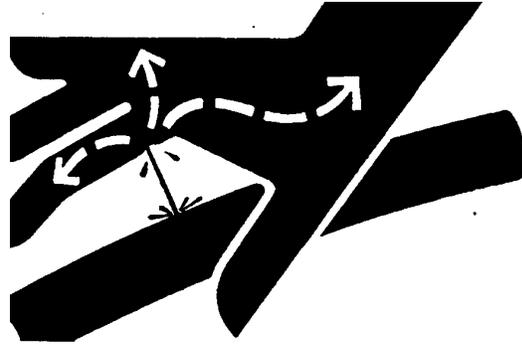
## Do Not Modify Fuel System

**⚠ CAUTION:** Escaping fluid under pressure can penetrate the skin, causing serious injury. Avoid the hazard by relieving system pressure before disconnecting pressurized lines. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U. S.A.

**IMPORTANT:** Use only Fuel outlined in “Fuels, Lubricants and Coolant” section.

Modification or alteration of the injection pump, the injection pump timing, or the fuel injectors in ways not recommended by the manufacturer will terminate the warranty obligation to the purchaser. (See warranty information inside front cover.)



X9811—UN—23AUG88

Do not attempt to service injection pump or fuel injectors yourself. Special training and special tools are required. (See your John Deere dealer.)

SD74272,0000275-19-17JUL12-1/1

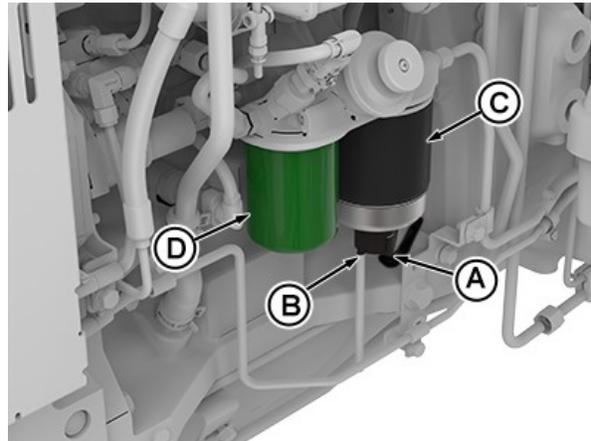
## Drain Water and Sediment from Fuel Filters

Service Interval—Daily/10 Hrs

**NOTE:** Place a small container under the drain fitting to collect the draining fuel. Dispose of waste properly.

1. Disconnect wiring harness connector (A).
2. Connect a small hose to end of the drain plug (B).
3. Place a suitable container under drain.
4. Open drain plug (B) to drain moisture and sediment from the primary fuel filter (C).
5. Tighten drain plug (B) when fuel runs clear.
6. Remove drain hose and connect wiring harness connector (A).

A—Wiring Harness Connector    C—Primary Fuel Filter  
B—Drain Plug                      D—Secondary Fuel Filter

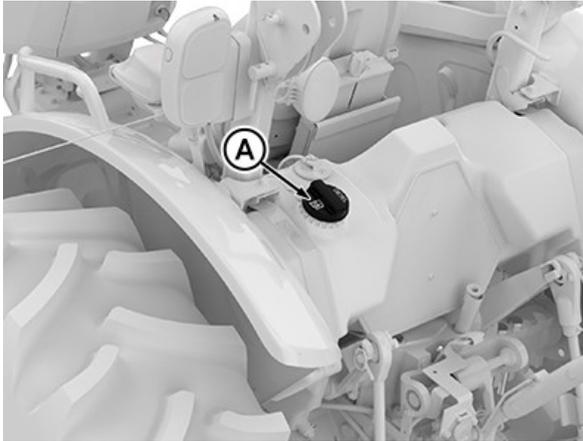


Left-Hand Side of Engine

APY70983—UN—15JUL22

VP27597,0001E85-19-25NOV22-1/1

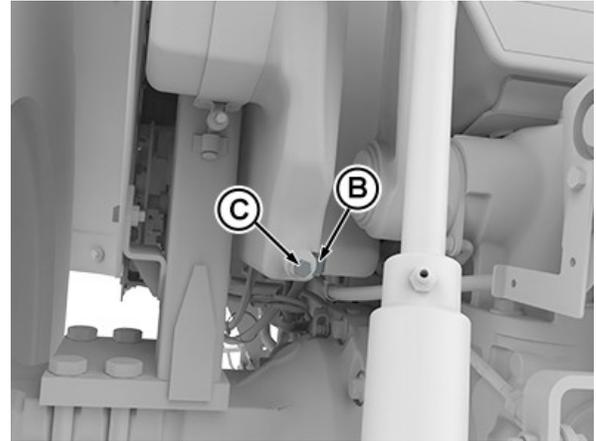
## Drain Water and Sediment from Fuel Tank (OOS)



APY70980—UN—25MAR22

For OOS Tractors

A—Filler Cap



APY70981—UN—25MAR22

Drain Plug OOS Tractors

C—Drain Plug

**Service Interval— Daily/10 Hrs**

1. Remove filler cap (A).
2. Place suitable container under the drain plug (C) covering area.
3. Loosen the screw (B) and drain plug (C) to drain moisture and sediment from the fuel tank.
4. Tighten drain plug (C) and Screw (B) when fuel runs clear.
5. Inspect and thoroughly clean all filler cap vents.
6. Inspect rubber seal for cracks or other imperfections. Replace if necessary

7. Install filler cap (A).

VP27597,0001E86-19-25NOV22-1/1

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VP27597,0001E86-19-25NOV22-2/1

## Drain Water and Sediment from Fuel Tank (CAB)

Service Interval— Daily/10 Hrs

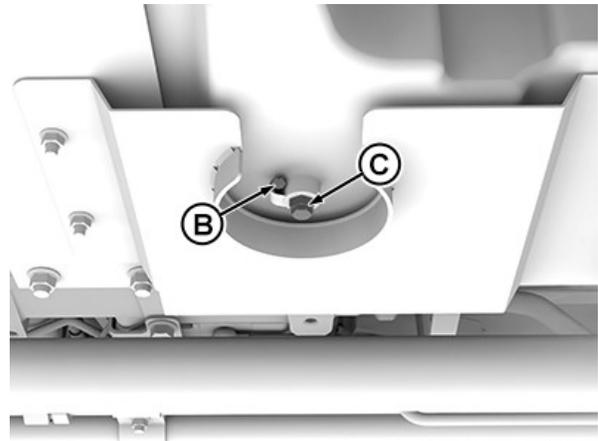
1. Remove filler cap (A).
2. Place suitable container under the drain plug (C) covering area.
3. Loosen the screw (B) and drain plug (C) to drain moisture and sediment from the fuel tank.
4. Tighten drain plug (C) and Screw (B) when fuel runs clear.
5. Inspect and thoroughly clean all filler cap vents.
6. Inspect rubber seal for cracks or other imperfections. Replace if necessary
7. Install filler cap (A).

A—Filler Cap  
B—Screw

C—Drain Plug



For Cab Tractors



Drain Plug Cab Tractors

VP27597.0001E87-19-25NOV22-1/1

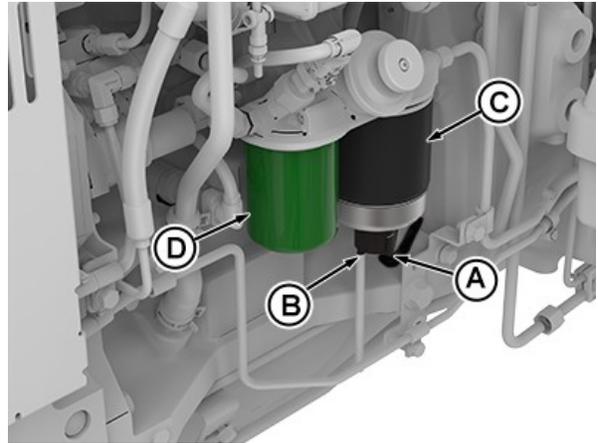
APY75552—UN—21JUL22

APY70982—UN—25MAR22

## Replace Fuel Filters

Service Interval—500 Hrs/1 Year

1. Place a suitable container under drain plug (B).
2. Open drain plug (B) to drain moisture and sediment from the secondary fuel filter (C).
3. Disconnect wiring harness connector (A). Loosen bottom retaining ring. Remove secondary fuel filter (C).
4. Remove fuel filter (D) and filter seal.
5. Discard old filter. Inspect filter seal for cracks, breaks, or other signs of leaking. Replace as necessary.
6. Clean and dry secondary fuel filter (C).
7. Install water separator bowl on the new primary fuel filter. Tighten retaining ring until it snaps into place. Do NOT overtighten.
8. Install new primary fuel filter and filter seal to machine. Tighten retaining ring until it snaps into place. DO NOT overtighten.
9. Connect wiring harness connector (A).



APY70883—UN—15JUL22

Left-Hand Side of Engine

A—Wiring Harness Connector C—Primary Fuel Filter  
B—Drain Plug D—Secondary Fuel Filter

10. Bleed fuel system. (See procedure in this section.)

VP27597,0001E88-19-25NOV22-1/1

## Bleed Fuel System

**IMPORTANT:** Any time the fuel system has been opened up for service (lines disconnected or filters removed), it is necessary to bleed air from the system.

*NOTE: A second person is needed for the following procedure.*

The fuel system can be bled at two locations:

- Final Fuel Filter
- Fuel Injection Pump

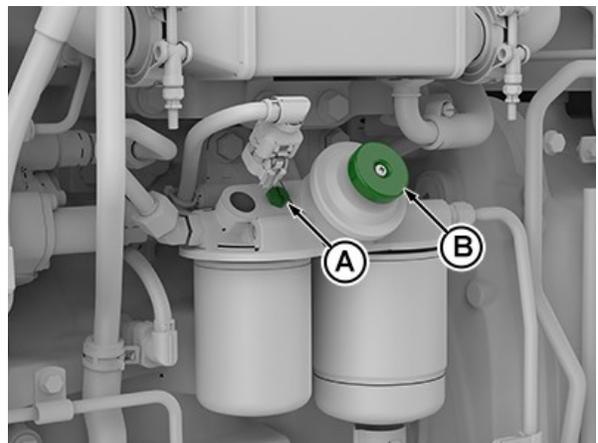
VP27597,0001E89-19-25MAR22-1/3

## Final Fuel Filter

1. Open bleed vent screw (A).
2. Take the help from the second person for pump the hand primer (B) until fuel runs out smoothly without spitting.
3. When no air bubbles are seen close vent screw.
4. Pump the hand primer until resistance is felt.
5. Repeat until no air bubbles flow from vent screw. Then tighten the bleed screw (A).

A—Bleed Vent Screw

B—Hand Primer



APY70879—UN—25MAR22

Left-hand Side Tractors

Continued on next page

VP27597,0001E89-19-25MAR22-2/3

### Fuel Injection Pump

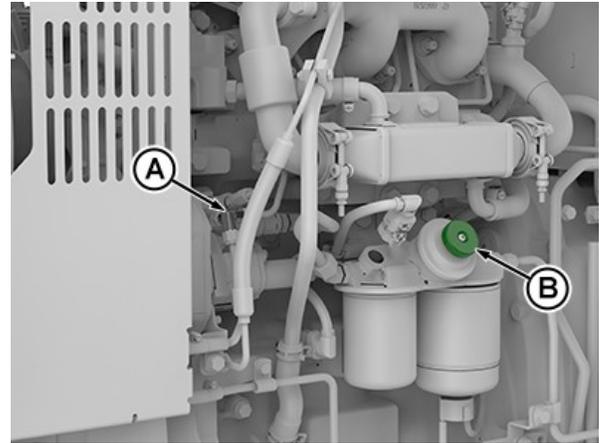
1. Loosen fuel return line (A) at the fuel injection pump.
2. Take the help from the second person for pump the hand primer (B).
3. When no air bubbles are seen tighten fuel return line.
4. Pump the hand primer until resistance is felt.
5. Repeat until no air bubbles flow from the fuel return line. Then tighten fuel return line (A).

#### Specification

Fuel Return Line—Torque. . . . . 27 N·m  
(20 lb·ft)

**A—Fuel Return Line**

**B—Hand Primer**



AFY70978—UN—25MAR22

Left-hand Side Tractors

VP27597,0001E89-19-25MAR22-3/3

# Maintenance—Electrical System

## Electrical Service Precautions

**⚠ CAUTION:** Keep all sparks and flames away from batteries, as gas given off by electrolyte is explosive. When using a booster battery, follow instructions in Operating the Engine section.

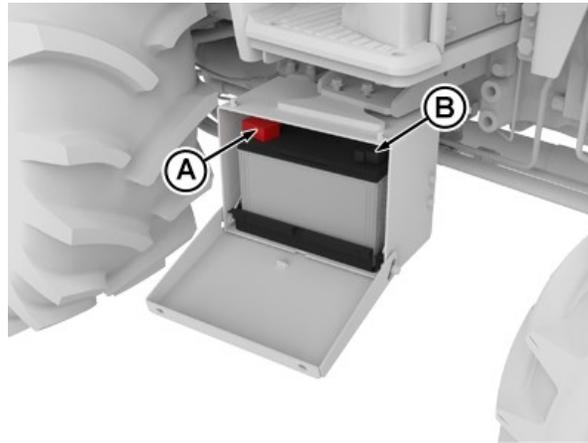
To avoid shocks and burns, disconnect negative (-) cable (B) before servicing any part of the electrical system.

Keep battery cover (not shown) and all electrical shields in place.

A—Positive (+) Battery Cable    B—Negative (-) Battery Cable



TS204—UN—15APR13



APY70933—UN—25MAR22

Battery With Box

VP27597,0001E91-19-25MAR22-1/1

## Inspect Alternator/Fan Belt Tensioner

Service Interval—250 Hours

Continued on next page

VP27597,0001E92-19-25MAR22-1/2

Replace if worn or damaged. (See procedure in Service section.)

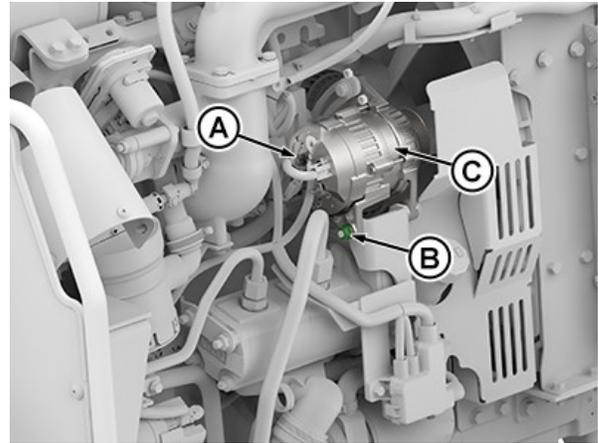
**NOTE:** Run engine for five minutes to warm a cold belt. Let a hot belt cool for 15 minutes before adjustment.

Check tension by pressing belt midway between pulleys. Belt should deflect about 19 mm (3/4 in.) at 89 N (20 lb force).

**IMPORTANT:** Pry against alternator frame only.

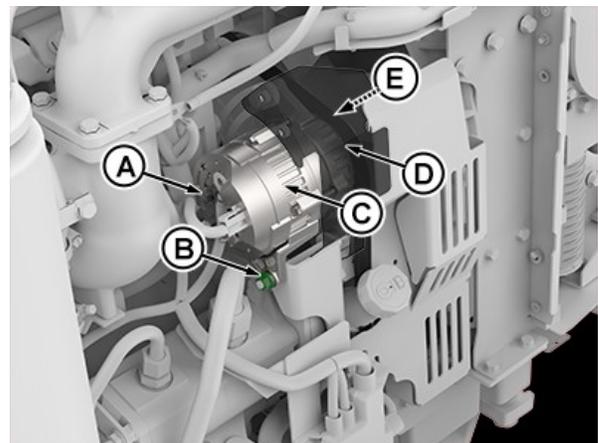
Adjust tension by loosening flange nut (A) and mounting lock nut (B). Apply force to alternator frame (C) until belt tension is correct. Tighten cap screw and bolt.

- |                                 |            |
|---------------------------------|------------|
| A—Tension Adjustment Flange Nut | D—Cover    |
| B—Alternator Mounting Lock Nut  | E—Fan Belt |
| C—Alternator Frame              |            |



APY70928—UN—25MAR22

Adjust Alternator/Fan Belt For OOS



APY70929—UN—25MAR22

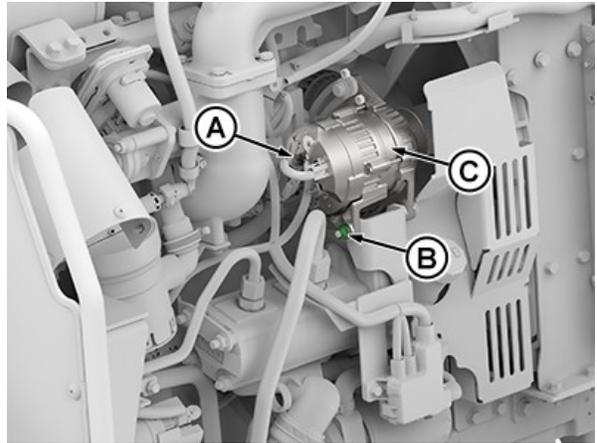
Adjust Alternator/Fan Belt For Cab

VP27597,0001E92-19-25MAR22-2/2

### Replace Alternator/Fan Belt

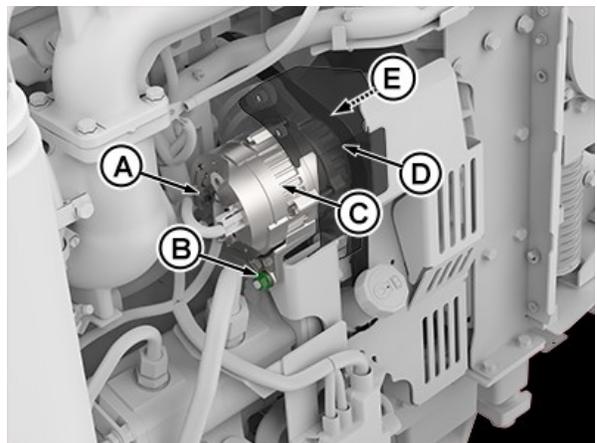
1. Raise hood.
2. Remove the cover (D) if equipped.
3. Loosen flange nut (A) and lock nut (B). Remove alternator (C).
4. Remove belt from drive pulley.
5. Install new belt in reverse order of removal.
6. Install alternator (C) by tightening flange nut (A) and lock nut (B).
7. Adjust fan belt (E) tension.

**A**—Tension Adjustment Flange Nut  
**B**—Alternator Mounting Lock Nut  
**C**—Alternator  
**D**—Cover  
**E**—Fan Belt



APY70928—UN—25MAR22

Replace Alternator/Fan Belt For OOS



APY70929—UN—25MAR22

Replace Alternator/Fan Belt For Cab

VP27597,0001E93-19-25MAR22-1/1

## Charge Battery

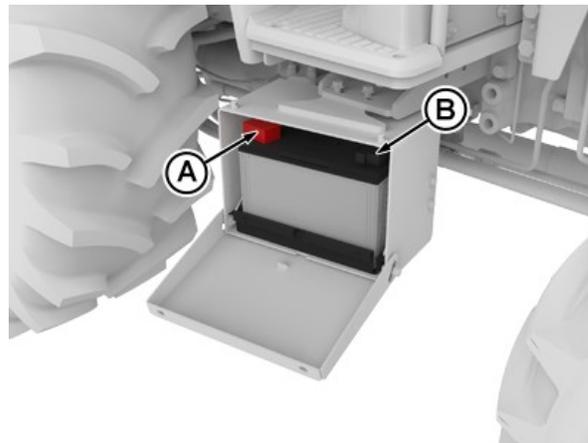
**⚠ CAUTION:** Gas given off by battery is explosive. Keep sparks and flames away from battery. Before connecting or disconnecting a battery charger, turn charger off. Make last connection and disconnection at a point away from battery.

1. With charger off, attach positive battery charger lead to positive (+) battery terminal (A). Attach negative charger lead to tractor frame, away from the battery.
2. Follow the instructions provided by the charger.
3. To disconnect battery charger, turn charger off. Remove negative charger lead first, then positive lead.

A—Positive (+) Battery Cable    B—Negative (-) Battery Cable



TS204—UN—15APR13



APY70933—UN—25MAR22

Battery With Box

VP27597,0001E94-19-25MAR22-1/1

## Clean Battery

Service Interval—50 Hours / Weekly

1. Stop engine. (See procedure in Operating the Engine section.)

2. Remove battery cover. (See ACCESS BATTERY in this section.)
3. Wipe battery with a damp cloth. Clean and tighten connections, if needed.
4. Install cover and lower hood.

SD74272,000027F-19-17JUL12-1/1

## Check Battery Condition

Service Interval—50 Hours / Weekly

**⚠ CAUTION:** Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded (—) battery clamp first and replace it last.

1. Use a battery hydrometer to check specific gravity of electrolyte in each cell. Charge battery if reading is below 1.215. Replace battery if difference between cells is more than 0.050 or if battery will not charge above 1.225.
2. Always correct specific gravity reading for electrolyte temperature variation. Add 0.004 to the reading obtained in step one for every 10 °F above 80 °F (add 0.007 to the reading for every 10° above 27 °C). Subtract at same rate



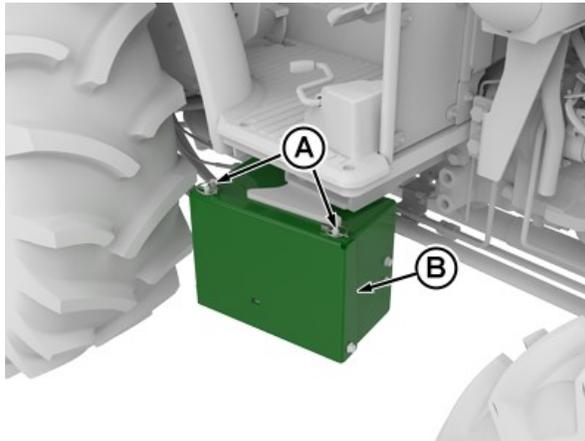
TS204—UN—15APR13

if electrolyte temperature is below 80 °F (27 °C). Correct specific gravity of a fully charged battery is 1.265 to 1.280.

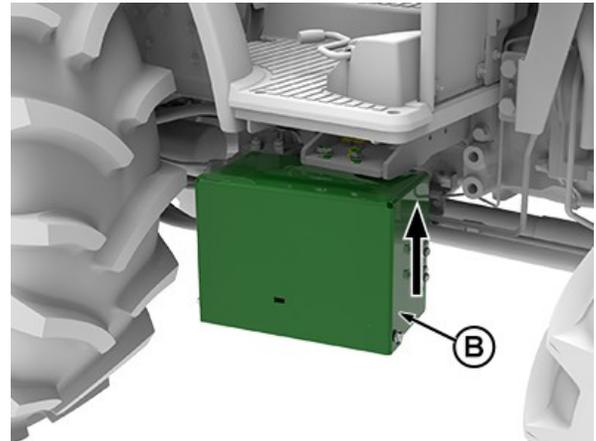
3. A battery is considered fully charged when three consecutive hydrometer readings, taken at hourly intervals, show no rise in specific gravity.

SD74272.0000280-19-17JUL12-1/1

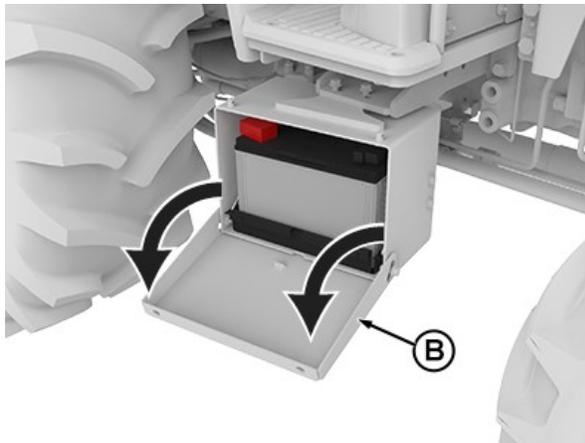
## Remove Battery (OOS and Cab)



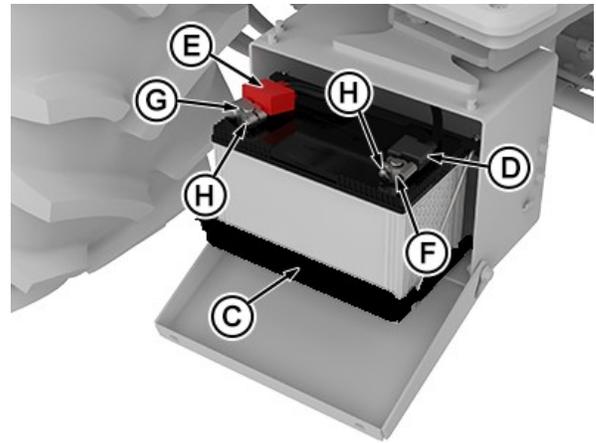
Remove Quick-Lock Pin



Remove Battery Cover



Remove Battery Cover



A—Quick-Lock Pin  
B—Battery Cover

C—Battery Tray  
D—Rubber Boot (Black)

E—Rubber Boot (Red)  
F—Negative Terminal (—)

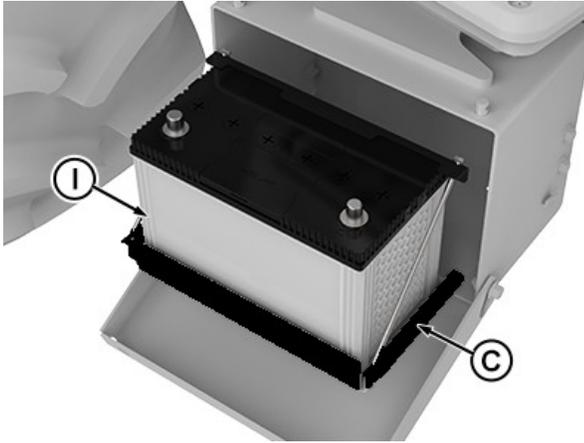
G—Positive Terminal (+)  
H—Nut (2 used)

**CAUTION:** To avoid sparks, disconnect negative (—) cable first and connect it last.

1. Remove and retain quick-lock pins (A) on both sides from battery cover (B) as shown.
2. Hold footstep with battery cover (B) and pull towards up from pins on both sides as shown and hang battery cover (B) towards down.
3. Slide the battery tray (C) with battery towards outside.
4. Remove rubber boots (D and E) away from negative (—) and positive (+) battery cable (F and G).
5. Loosen nut (H) on negative (—) and positive (+) battery cable (F and G) using spanner (10 mm).
6. Disconnect negative (—) and positive (+) battery cable (F and G) from battery (I).

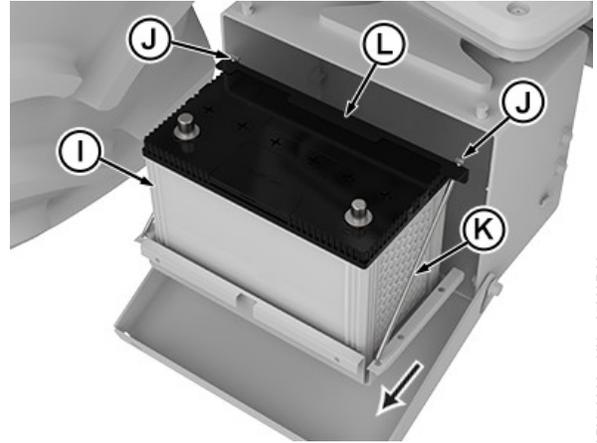
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VP27597.0001F8A-19-04MAY22-1/2



Remove Battery Cover

APY70937—JUN—25MAR22



APY70938—JUN—25MAR22

I—Battery

J—Cap Screw (2 used)

K—Rod

L—Holding Bracket

7. Slide the battery tray (C) with battery (I) towards outside from battery cover.
8. Remove screw (J) on both sides of holding bracket (L).

9. Remove holding bracket (L) and rods (K) from battery (I).
10. Remove battery (I) from machine.

VP27597,0001F8A-19-04MAY22-2/2

### Battery Replacement Specifications — OOS

When replacing battery, use John Deere battery or equivalent. See your John Deere dealer.

**Specification**

Battery—Volts. . . . . 12 Volts

Ampere Rating. . . . . 85 AH  
Cold Cranking Amps at -18 °C (0 °F) . . . . . 800 CCA

RM87422,000064F-19-29SEP17-1/1

### Battery Replacement Specifications — Cab

When replacing battery, use John Deere battery or equivalent. See your John Deere dealer.

**Specification**

Battery—Volts. . . . . 12 Volts

Ampere Rating. . . . . —85 AH  
Cold Cranking Amps at -18°C (0 °F). . . . . 770 CCA

RM87422,0000650-19-02SEP22-1/1

### Service Battery

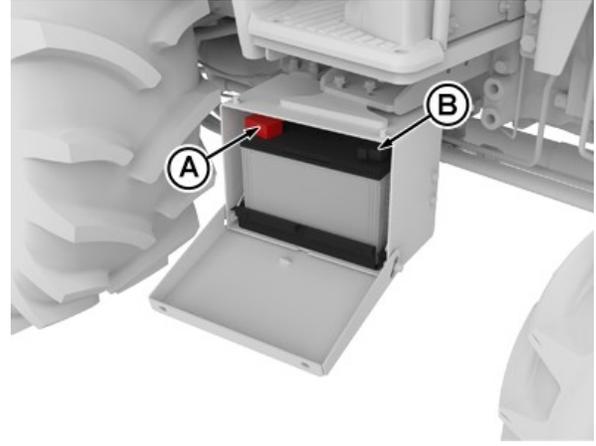
1. Keep battery clean by wiping with a damp cloth. Keep terminals (A and B) clean and tight. To remove any corrosion, wash terminals with a solution of four parts water to one part baking soda.

**⚠ CAUTION: To avoid sparks, disconnect negative (ground) cable first and connect it last.**

2. Keep battery fully charged, especially during cold weather. If a battery charger is connected, attach positive cable to the positive (+) battery terminal (A). Connect the negative (-) battery charger cable to a good ground on tractor frame.

3. Coat terminals with a small amount of grease.

A—Positive (+) Battery Cable    B—Negative (-) Battery Cable



Battery With Box

VP27597,0001E96-19-25MAR22-1/1

APY70933—UN—25MAR22

### Access Fuses and Relays

To remove fuse box cover:

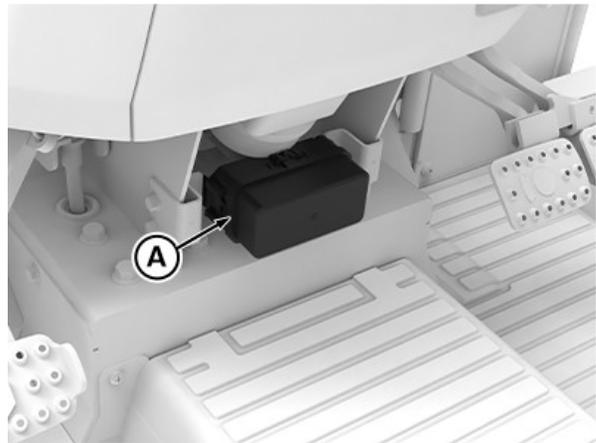
- **OOS** — Pinch tabs and pull off cover (A).
- **Cab** — Pry off cover (B).

Fuse Rating	Color
5 Amp	Orange
10 Amp	Red
15 Amp	Blue
20 Amp	Yellow
25 Amp	White
30 Amp	Green

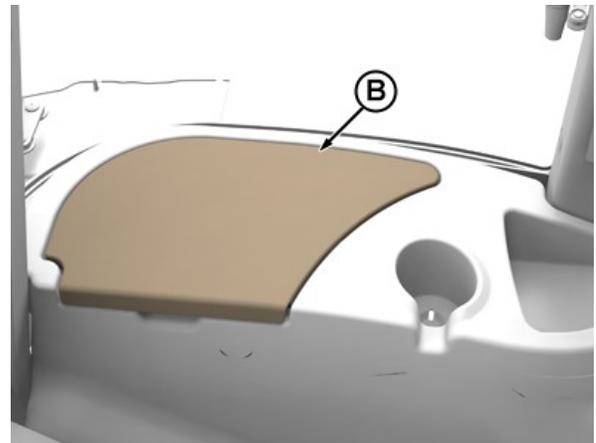
**IMPORTANT: Do not replace original fuse with higher rated fuse or machine damage may occur.**

**If original size fuse will not carry electrical load and continues to blow contact your John Deere dealer.**

A—Fuse Box Cover (OOS)    B—Fuse Box Cover (Cab)



OOS Fuse Box Location



Cab Fuse Box Location

VP27597,0001E97-19-02SEP22-1/1

APY70926—UN—25MAR22

APY70930—UN—25MAR22

**Load Center - 1 Fuses — OOS (PowrReverser™ Transmission)**



**LOCATION DETAILS OF FUSES & RELAYS**

<b>A 12</b>						<b>A 1</b>
BACKUP ALARM 5A		TRANSMISSION CONTROLLER 10A	ECU 20A	KEY SW 15A		
EH SYSTEM 1A		INSTRUMENT CLUSTER 10A	LIGHT SW 20A	FLASHER 20A		
LOW BEAM 15A	HIGH BEAM 15A	ELX POWER 10A	TAIL LIGHT 5A	TURN SW 5A	WORK LIGHT-TRAILER 10A	
STARTER RELAY 25A	SERVICE ADVISOR 5A	SEAT & HORN 5A	TRAILER POWER 20A	ACCESSORY FUSE 5A	START 10A	
EH SYSTEM 10A	IGNITION 10A	WORK LIGHT 15A	LOADER JOYSTICK 10A	ECU + BB 5A	EH SYSTEM 10A	
<b>E 12</b>						<b>E 1</b>

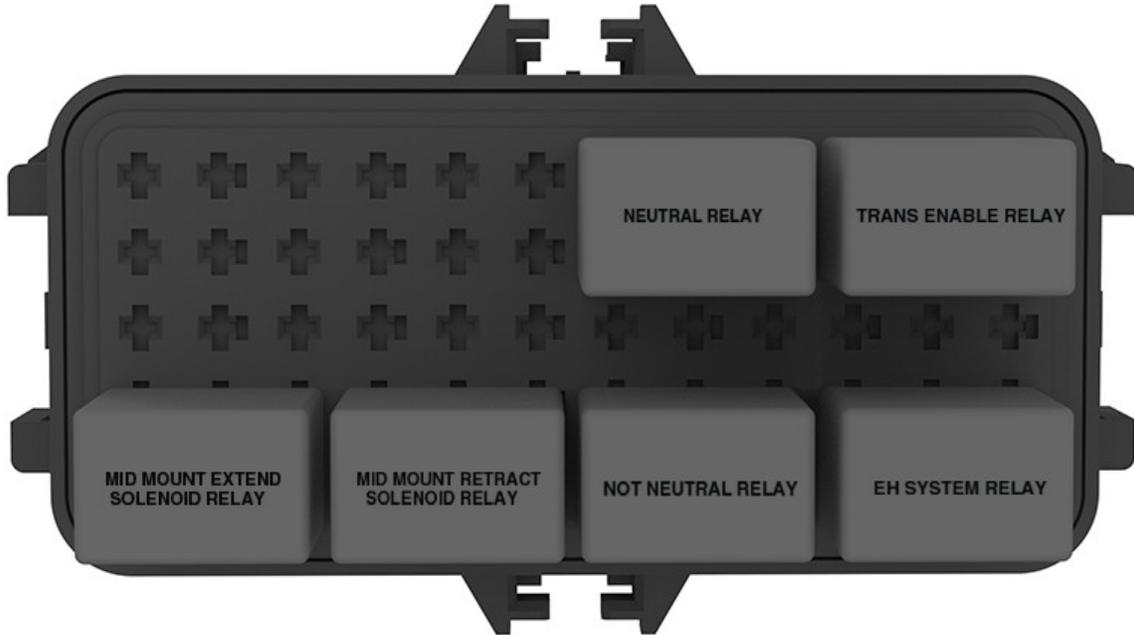
**FRONT SIDE VIEW**

APY75417—UN—07SEP22

APY75418—UN—06MAY22

VP27597,0001F8B-19-06MAY22-1/1

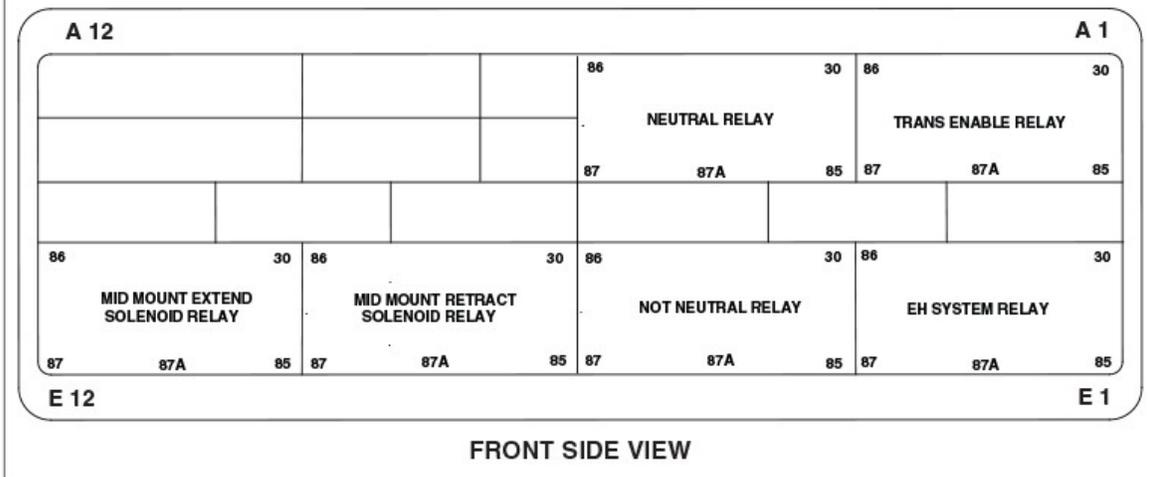
**Load Center - 2 Relays — OOS (PowrReverser™ Transmission)**



*With Mid Mount SCV Relays (if equipped)*

APY75419—UN—06MAY22

**LOCATION DETAILS OF FUSES & RELAYS**



**FRONT SIDE VIEW**

*With Mid Mount SCV Relays (if equipped)*

APY75420—UN—06MAY22

VP27597,0001F8C-19-06MAY22-1/1

Load Center - Fuses and Relays— OOS (SyncShuttle Transmission)



Without Mid Mount SCV Relays



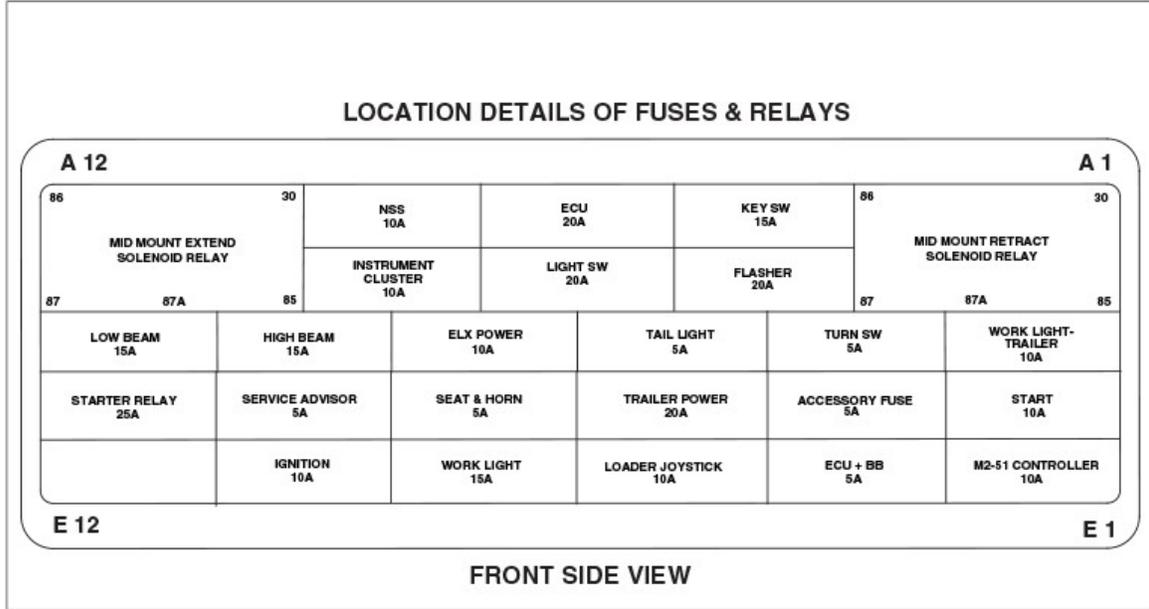
With Mid Mount SCV Relays (if equipped)

APY75425—UN—17MAY22

APY75427—UN—17MAY22

Continued on next page

VP27597,0001FA3-19-12MAY22-1/2

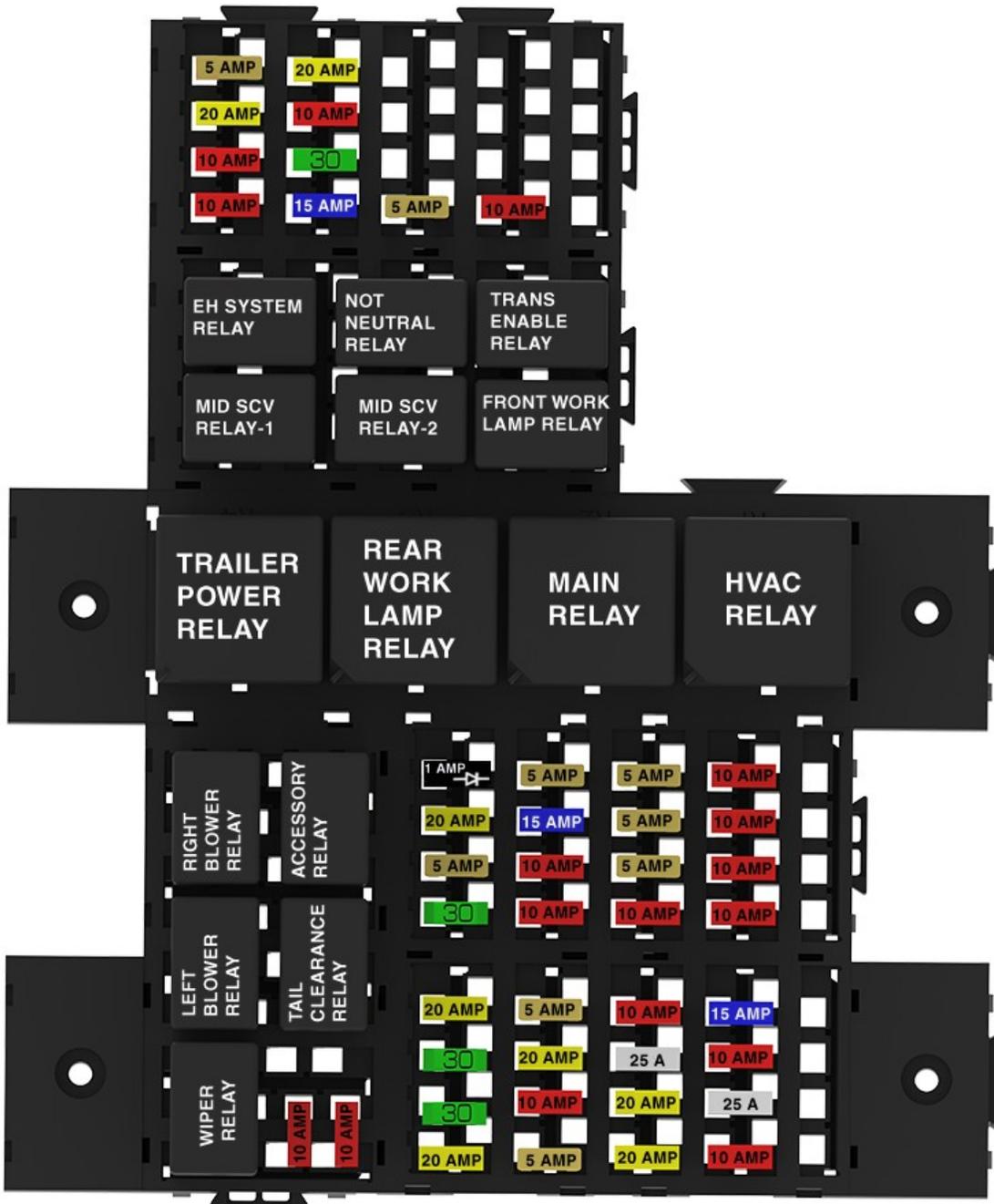


*With Mid Mount SCV Relays (if equipped)*

VP27597,0001FA3-19-12MAY22-2/2

APY75426—UN—06MAY22

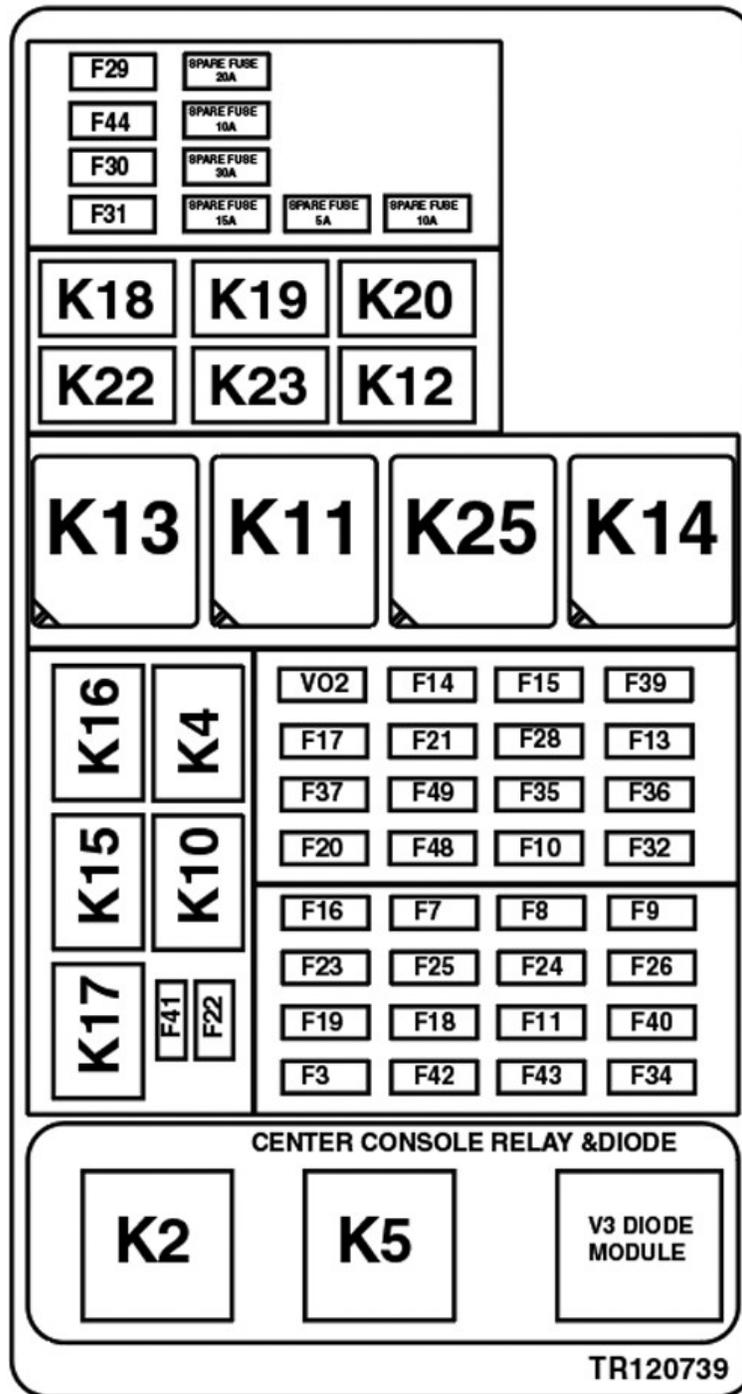
Load Center Fuses and Relays—Cab (PowrReverser™ Transmission)



APY75421—UN—07SEP22

Continued on next page

VP27597,0001F96-19-07SEP22-1/3



APY75430—UN—07SEP22

F03—Key Switch, 20 Amp  
 F07—Horn, 5 Amp  
 F08—Light Switch, 10 Amp  
 F09—Head Light, 15 Amp  
 F10—Turn Switch, 10 Amp  
 F11—Flasher, 20 Amp  
 F13—Beacon Light 10 Amp

F14—Right-hand Tail, 5 Amp  
 F15—Left-hand Tail, 5 Amp  
 F16—Rear Work Light, 20 Amp  
 F17—Front Work Light, 20 Amp  
 F18—Cluster Battery, 10 Amp  
 F19—Junction Block Battery, 30 Amp

F20—Junction Block Acc, 30 Amp  
 F21—Trailer Power, 15 Amp  
 F22—Trailer Work Lamp, 10 Amp  
 F23—HVAC, 30 Amp  
 F24—Blower, 25 Amp  
 F25—Wiper, 20 Amp

F26—Dome Lamp, 10 Amp  
 F28—Air Seat Power, 5 Amp  
 F29—Backup Alarm, 5 Amp  
 F30—Electrohydraulic System-1, 10 Amp  
 F31—Electrohydraulic System-2, 10 Amp

Continued on next page

VP27597.0001F96-19-07SEP22-2/3

Maintenance—Electrical System

F32—Transmission Controller, 10 Amp  
F34—Loader Joystick, 10 Amp  
F35—ELX, 5 Amp  
F36—Ignition, 10 Amp  
F37—Accessory, 5 Amp  
F39—Start, 10 Amp  
F40—Starter Relay, 25 Amp  
F41—AC Compressor, 10 Amp  
F42—ECU Battery, 5 Amp

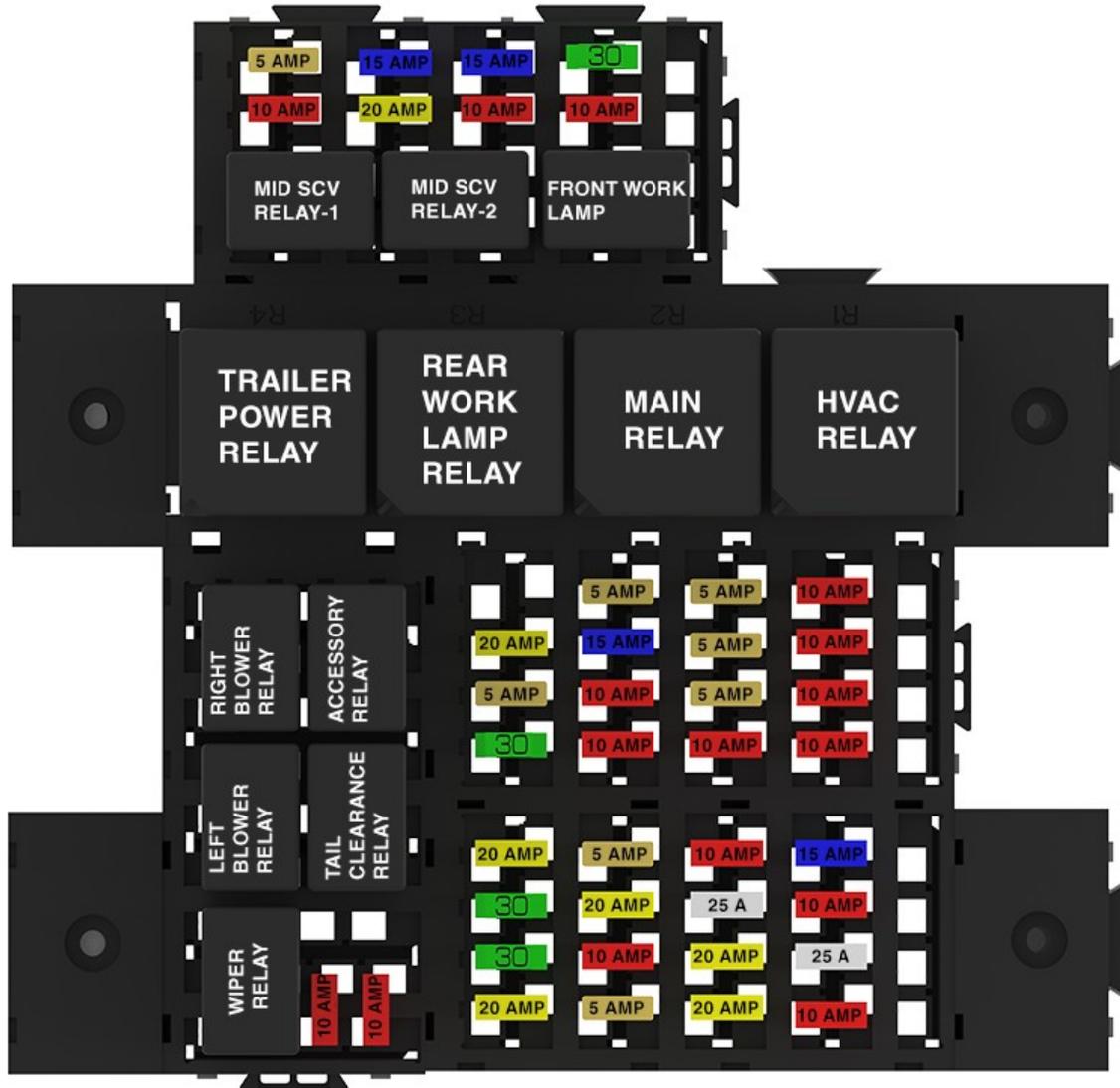
F43—ECU Battery, 20 Amp  
F44—EQRL, 20A  
F48—Radio Acc, 10 Amp  
F49—Radio Battery, 10 Amp  
SPARE—Spare Fuse, 5 Amp  
SPARE—Spare Fuse, 10 Amp (2 used)  
SPARE—Spare Fuse, 15 Amp  
SPARE—Spare Fuse, 20 Amp  
SPARE—Spare Fuse, 30 Amp

K04—Accessory Relay  
K10—Tail/Clearance Relay  
K11—Rear Work Light Relay  
K12—Front Work Light Relay  
K13—Trailer Power Relay  
K14—HVAC Relay  
K15—Left Blower Relay  
K16—Right Blower Relay  
K17—Wiper Relay

K18—Electrohydraulic System Relay  
K19—Not Neutral Relay  
K20—Trans Enable Relay  
K22—MID SCV Relay-1 (if equipped)  
K23—MID SCV Relay-2 (if equipped)  
K25—Main Relay

VP27597,0001F96-19-07SEP22-3/3

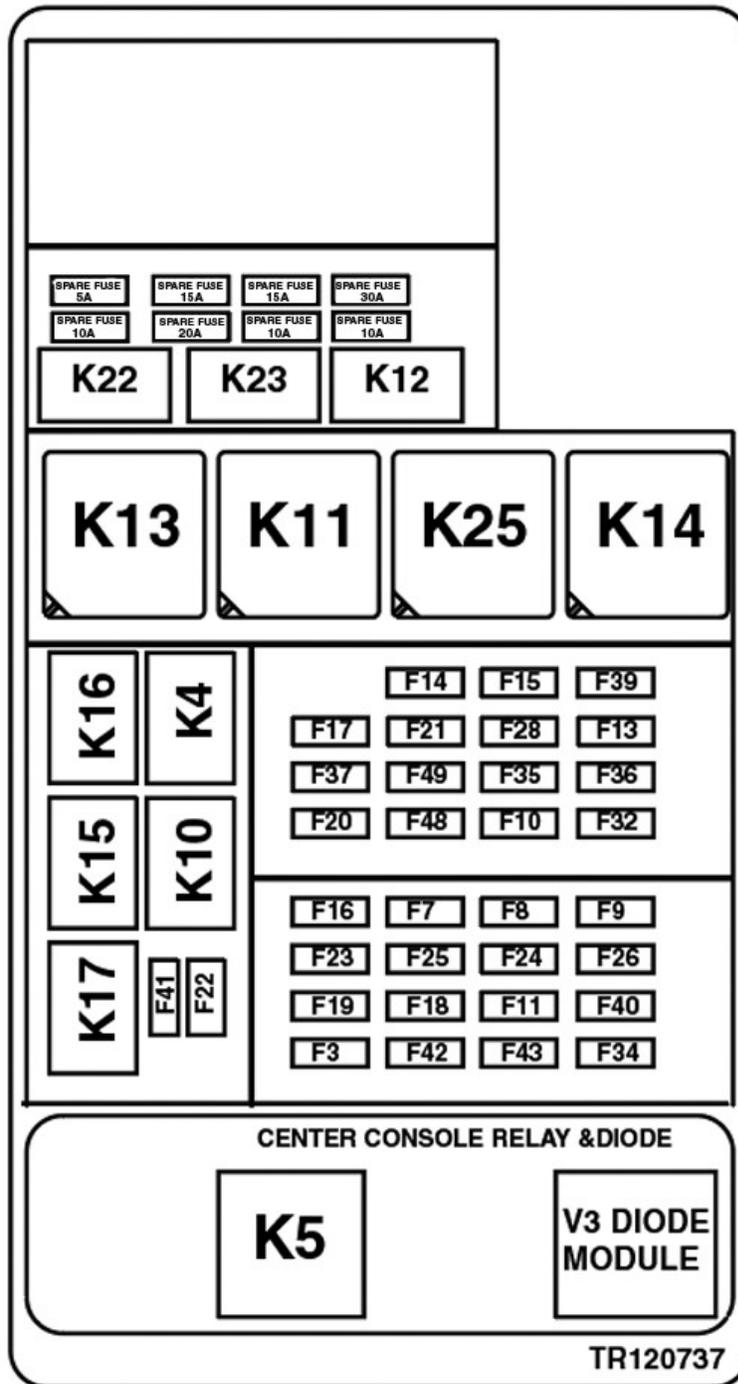
Load Center Fuses and Relays—Cab (SyncShuttle Transmission)



APY75422—UN—08MAY22

Continued on next page

VP27597.0001F97-19-07SEP22-1/3



Load Center Fuses

F03—Key Switch, 20 Amp  
 F07—Horn, 5 Amp  
 F08—Light Switch, 10 Amp  
 F09—Head Light, 15 Amp  
 F10—Turn Switch, 10 Amp  
 F11—Flasher, 20 Amp  
 F13—Beacon Light 10 Amp

F14—Right-hand Tail, 5 Amp  
 F15—Left-hand Tail, 5 Amp  
 F16—Rear Work, 20 Amp  
 F17—Front Work, 20 Amp  
 F18—Cluster Battery, 10 Amp  
 F19—Junction Block Battery, 30 Amp

F20—Junction Block Acc, 30 Amp  
 F21—Trailer Power, 15 Amp  
 F22—Trailer Work Lamp, 10 Amp  
 F23—HVAC, 30 Amp  
 F24—Blower, 25 Amp  
 F25—Wiper, 20 Amp

F26—Dome Lamp, 10 Amp  
 F28—Air Seat Power, 5 Amp  
 F32—Transmission Controller, 10 Amp  
 F34—Loader Joystick, 10 Amp  
 F35—ELX, 5 Amp  
 F36—Ignition, 10 Amp

Continued on next page

VP27597,0001F97-19-07SEP22-2/3

APY75431—UN—07SEP22

F37—Accessory, 5 Amp  
 F39—Start, 10 Amp  
 F40—Starter Relay, 25 Amp  
 F41—AC Compressor, 10 Amp  
 F42—ECU Battery, 5 Amp  
 F43—ECU Battery, 20 Amp  
 F48—Radio Acc, 10 Amp  
 F49—Radio Battery, 10Amp

SPARE—Spare Fuse, 5 Amp  
 SPARE—Spare Fuse, 10 Amp (3 used)  
 SPARE—Spare Fuse, 15 Amp (2 used)  
 SPARE—Spare Fuse, 20 Amp  
 SPARE—Spare Fuse, 30 Amp  
 K04—Accessory Relay

K10—Tail/Clearance Relay  
 K11—Rear Work Light Relay  
 K12—Front Work Light Relay  
 K13—Trailer Power Relay  
 K14—HVAC Relay  
 K15—Left Blower Relay  
 K16—Right Blower Relay  
 K17—Wiper Relay

K22—MID SCV Relay-1 (if equipped)  
 K23—MID SCV Relay-2 (if equipped)  
 K25—Main Relay

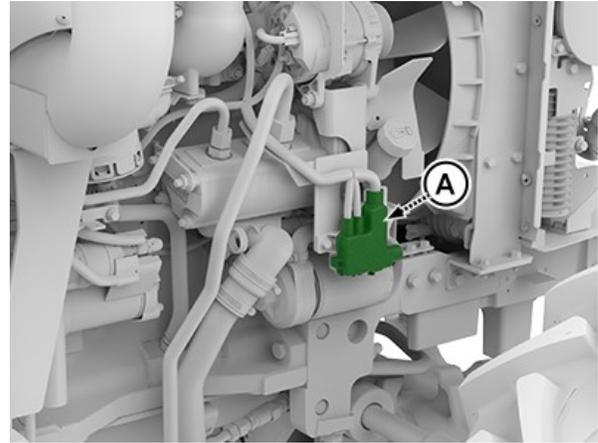
VP27597,0001F97-19-07SEP22-3/3

### Fusible Link Location

Electrical circuits are protected by a fusible link.

Raise hood. Fusible link junction block (A) is located on right-hand side of engine.

A—Fusible Link Junction Block



Fusible link location

VP27597,0001E98-19-25MAR22-1/1

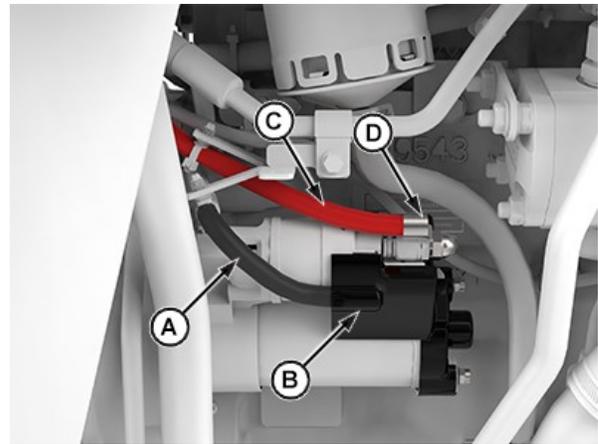
### Starter Wiring Connections

**IMPORTANT: Disconnect battery negative (ground) cable before servicing any part of electrical system. Make all other connections before connecting ground cable.**

Connect positive battery cable (C) to solenoid post (D). Connect the starter solenoid cable (A) to solenoid terminal (B).

A—Starter Solenoid Cable  
 B—Solenoid Terminal

C—Positive Battery Cable  
 D—Solenoid Post

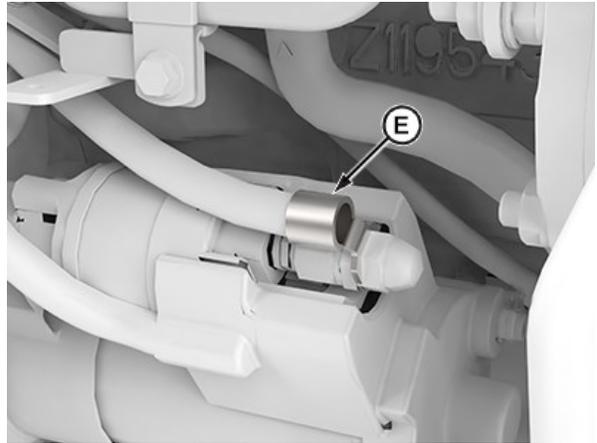


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VP27597,0001E99-19-02SEP22-1/2

**⚠ CAUTION:** Maintain the orientation of battery to starter wiring terminal (F) towards engine whenever removed for Service.

E—Battery To Starter Wire Terminal



APY75661—UN—26JUL22

VP27597,0001E99-19-02SEP22-2/2

### Alternator Wiring Connections

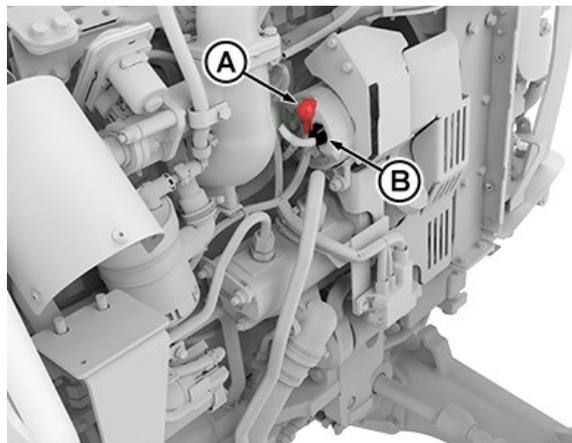
**IMPORTANT:** Disconnect battery negative (ground) cable before servicing any part of electrical system. Make all other connections before connecting ground cable.

To prevent damage to electrical system, disconnect alternator before making any electrical weld repairs. If an attached implement needs weld repair, disconnect it from tractor before welding, to prevent damage to tractor electrical system.

If alternator is disconnected for any reason, connect wires (A) and (B) as shown at right.

A—Alternator Power Cable

B—Alternator Jumper Wiring Harness



APY70853—UN—25MAR22

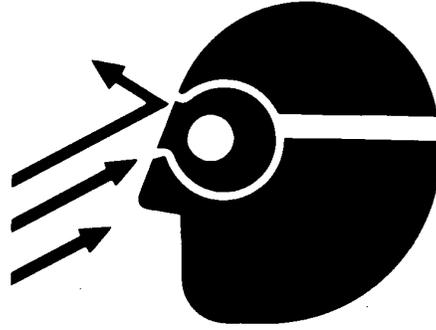
Connect Wires

VP27597,0001E9A-19-25MAR22-1/1

### Handling Halogen Light Bulbs Safely

**⚠ CAUTION:** Halogen bulbs (A) contain gas under pressure. Handling a bulb improperly could cause it to shatter into flying fragments. To avoid possible injury:

- Handle bulb by its base. Keep bulb oil free; wear gloves to avoid touching glass.
- Turn off light switch and allow bulbs to cool before changing. Leave switch off until bulb change is done.
- Wear eye protection.
- Do not drop or scratch bulb. Keep away from moisture.
- Place used bulb in the new bulb's carton and dispose of properly. Keep out of reach of children.



A—Halogen Bulb



TS266—UN—23AUG88

H39474—UN—30JUN00

SD74272,000028C-19-17JUL12-1/1

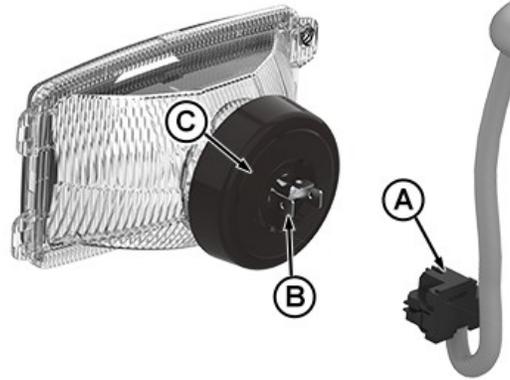
### Replace Headlight Element

**⚠ CAUTION:** To guard against personal injury, wear protective eyeglasses and clothing when handling bulb. Turn power off when installing and before removing bulb. Dispose of bulb with care.

Allow bulb to cool before removing.

Read and follow all bulb manufacturer's installation instructions.

1. Raise hood.
2. Remove connector (A).
3. Remove retaining clip (B).
4. Remove and discard old bulb (C).
5. Insert new bulb and close retaining clip.
6. Reattach connector (A) to new bulb and close hood.



Replace Headlight Bulb

A—Connector  
B—Clip

C—Bulb

APY70948—UN—25MAR22

VP27597,0001E9B-19-25MAR22-1/1

### Adjust Headlights

**IMPORTANT:** Apply penetrating spray lubricant to the threads of top and bottom adjusting screws before starting procedure. If this is not done, it will be quite hard to turn adjusting screws in either direction.

- To raise light beam, turn top adjusting screws (A) counterclockwise.
- To lower light beam, turn top adjusting screws (A) clockwise.
- To turn light beam inward, turn bottom adjusting screw (B) counterclockwise.
- To turn light beam outward, turn bottom adjusting screw (B) clockwise.

A—Top Adjusting Screws

B—Bottom Adjusting Screws

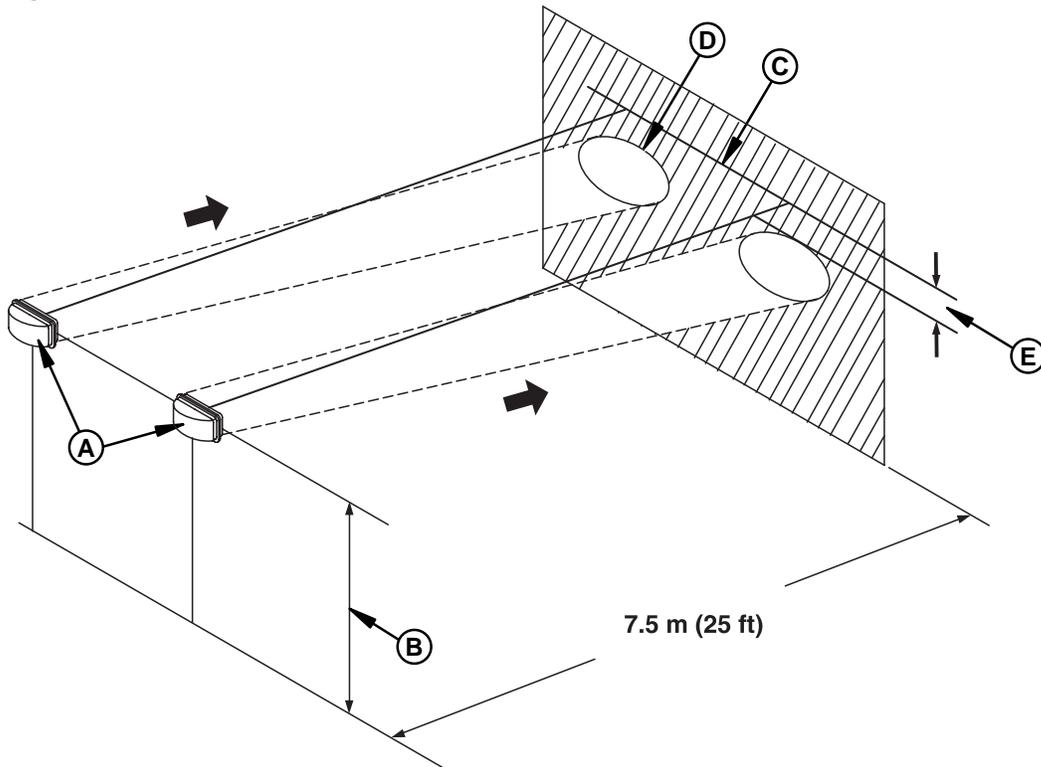


APY70927—UN—25MAR22

Right Side Headlight Shown

VP27597.0001E9C-19-25MAR22-1/3

### Adjust Headlight



Headlight Aiming Diagram

A—Headlights

B—Distance from Center of Headlight to Ground

C—Horizontal Line on Wall  
D—Border of Bright Area

E—10% of Distance (B)

1. Park the tractor on a level surface with headlights (A) 7.5 m (25 ft) from a vertical wall.
2. Measure the distance (B) from the center of a headlight to the ground.
3. Mark a horizontal line (C) on the wall, the same distance from the ground as (B).
4. Set headlights on low beam and observe bright areas on the wall.
5. Use screws at the back of lights for adjustment.

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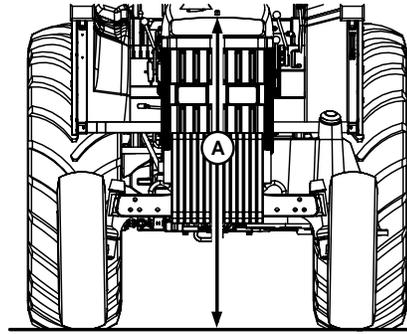
VP27597.0001E9C-19-25MAR22-2/3

PULV000659—UN—05MAY08

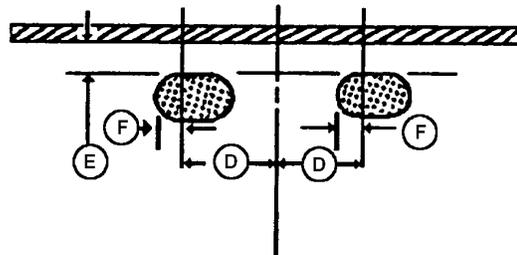
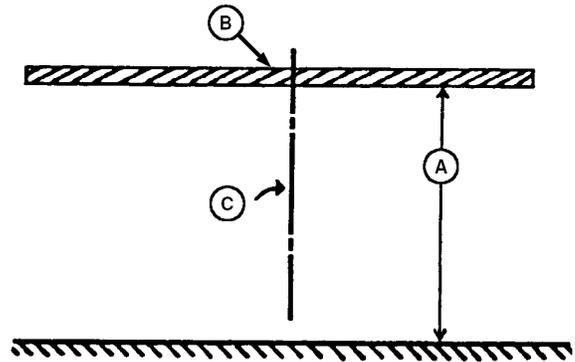
### Aim Headlights

1. Park tractor on level ground, with lights 8 m (25 ft) from a wall.
2. Measure from top of hood to the ground (A). Place a strip of masking tape (B) on the wall at the same height.
3. Place a piece of tape, folded in the middle to make a point, on the top front center of the hood.
4. Using the hood tape as a guide, sight across steering wheel and hood to locate tractor centerline. Mark tractor centerline (C) on wall.
5. From tractor centerline (C), mark a point 130 mm (5 in.) out in each direction (D). This mark locates a point directly in front of each headlight center.
6. Turn light switch to road lights position, then set headlight dimmer switch to low beam.
7. Locate small zone of bright light projected by each lamp. Cover other lamps if necessary. Top of zone (E) should be 130 mm (5 in.) below the tape. Left edge of zone (F) should be 130 mm (5 in.) left of lamp location marked (D).
8. Adjust as necessary.

A—Hood-to-Ground Distance	D—Center of Headlight
B—Masking Tape	E—Top of Zone
C—Tractor Centerline	F—Left Edge of Zone



P9136—UN—22SEP00



LV3020—UN—10JUN99

VP27597,0001E9C-19-25MAR22-3/3

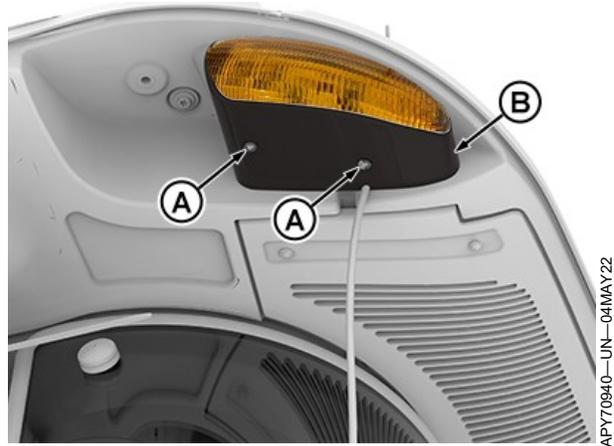
### Replace Roof Hazard Light Bulb—Cab

*NOTE: Procedure is the same for all warning lights on machine.*

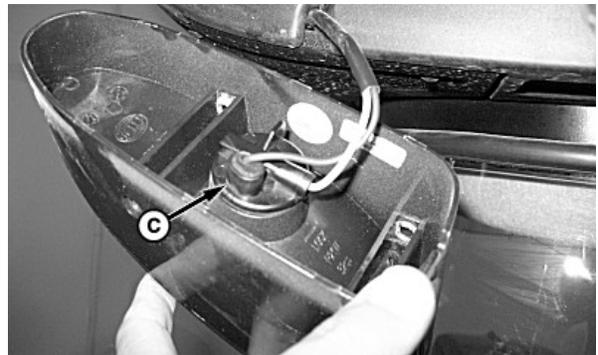
1. Remove socket head screws (A) and lens (B).
2. Twist and pull to remove bulb socket (C) from lens.
3. Gently push and turn bulb (D) to remove.
4. Install new bulb.
5. Reinstall bulb sockets to lens.
6. Inspect rubber seal for cracks that may cause leaks. Replace if necessary.
7. Reinstall lens (B) with previously removed socket head screws (A).

A—Socket Head Screws  
B—Lens

C—Bulb Socket  
D—Bulb



Left Rear Shown



VP27597,0001E9D-19-25MAR22-1/1

### Replace Tail Light and/or Warning Light Bulb—Open Operator's Station

*NOTE: Bulb replacement is the same for tail light and warning light. Left side shown.*

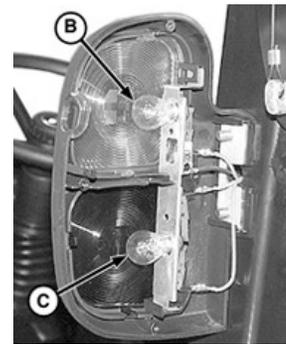
1. Remove screws and lens housing (A).
2. Push and twist bulb (B or C) to remove from socket.
3. Install new bulb, lens housing and screws.

A—Lens Housing  
B—Warning Light Bulb

C—Tail Light Bulb



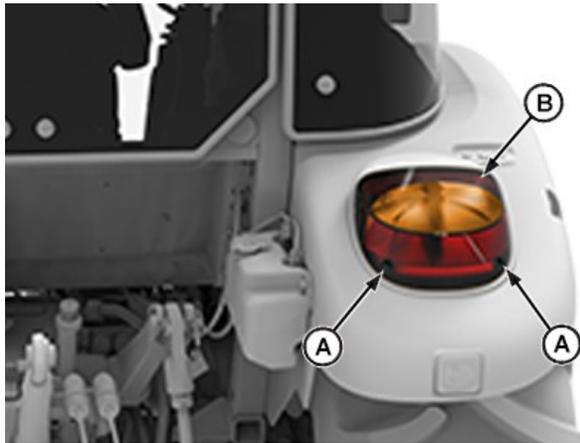
LV12521—UN—13APR05



LV12522—UN—13APR05

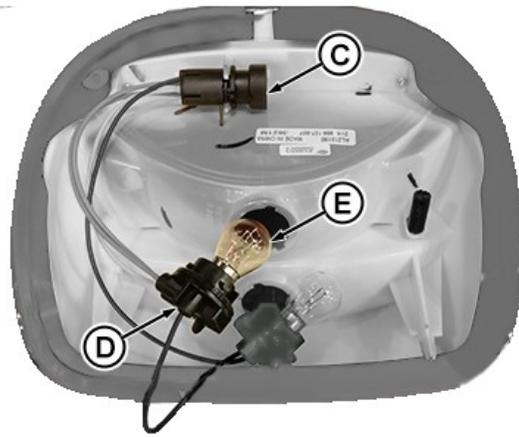
VP27597,0001E9F-19-25MAR22-1/1

## Replace Tail and Turn Light Bulbs—Cab



Left Rear Shown

APY70941—UN—04MAY22



Bulb

APY70950—UN—25MAR22

A—Screws  
B—Lens

C—Turn Signal Socket  
D—Tail Light Socket

E—Bulb

*NOTE: Procedure is the same for both sides of machine.*

1. Remove screws (A) and cover (B).
2. Twist and pull to remove sockets (C) and (D) from lens.
3. Gently push and turn bulb (E) to remove.
4. Install new bulb.

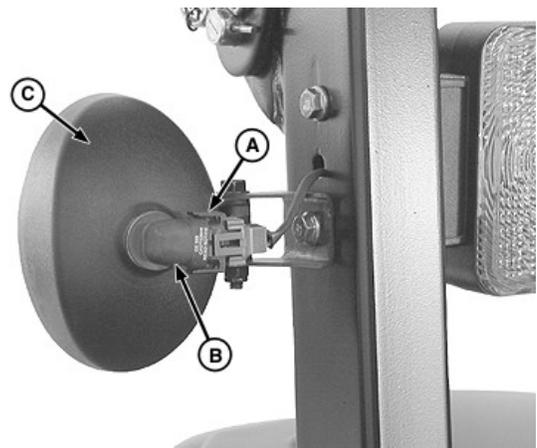
5. Reinstall sockets to lens.
6. Inspect rubber seal for cracks that may cause leaks. Replace if necessary.
7. Reinstall lens (B) with previously removed screws (A).

VP27597,0001E9E-19-25MAR22-1/1

## Replace Work Light Bulb—Open Operator's Station

1. Disconnect wiring harness connector (A).
2. Rotate bulb (B) counterclockwise and remove from housing (C).
3. Install new bulb into housing and rotate clockwise.
4. Connect wiring harness connector.

A—Wiring Harness Connector    C—Housing  
B—Bulb



Open Operator's Station

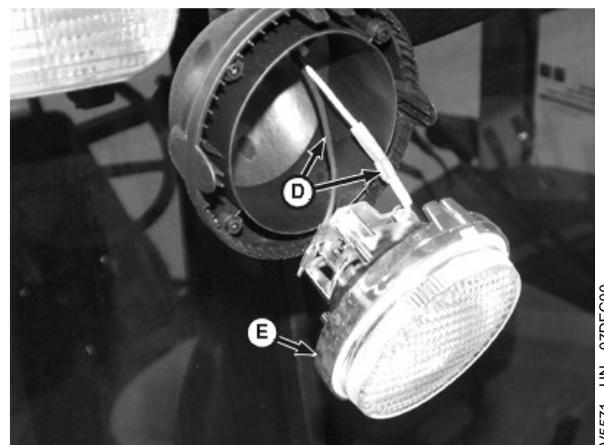
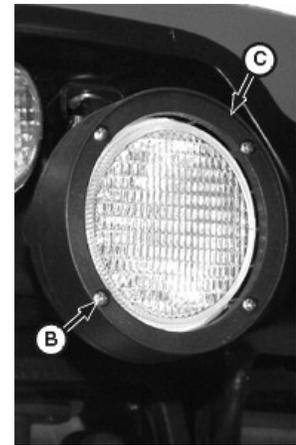
LV8585—UN—14AUG03

RM87422,000064E-19-22MAR17-1/1

### Replace Worklight Element—Cab

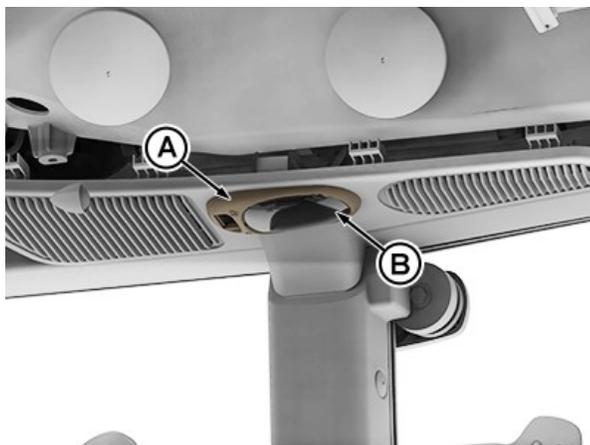
1. Pry off cover (A).
2. Remove screws (B), retaining ring (C) and floodlight bezel (E) from housing.
3. Disconnect connectors (D).
4. Release clip. Remove and discard old bulb.
5. Inspect rubber seal for cracks that may cause leaks. Replace if necessary.
6. Slide new bulb into floodlight bezel (E) and reapply clip.
7. Connect bezel to connector.
8. Reinstall bezel, screws, and cover.

A—Cover  
 B—Screw (4 used)  
 C—Retaining Ring  
 D—Wiring Connector  
 E—Floodlight Bezel



SD74272,0000293-19-30AUG12-1/1

### Replace Dome Light Bulb—Cab



Dome Light



Replace Bulb

A—Dome Light Housing  
 B—Dome Light Cover  
 C—Dome Light Bulb

1. Remove dome light cover (B) from dome light housing (A) using a screwdriver.
2. Pull dome light bulb (C) from socket. Replace dome light bulb.
3. Install dome light cover to dome light housing.

VP27597,0001EA0-19-25MAR22-1/1

### Replacing Controls Illumination Light Bulb (Cab)

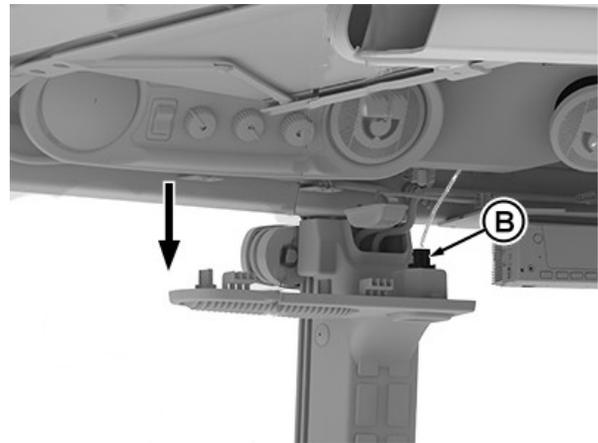
1. Pry off panel (A).
2. Rotate light bulb retainer (B) counterclockwise approximately 1/4 turn and remove.
3. Pull out light bulb.
4. Install new bulb in reverse order of removal.

A—Panel

B—Light Bulb Retainer



Remove Panel



Remove Bulb

APY70842—UN—25MAR22

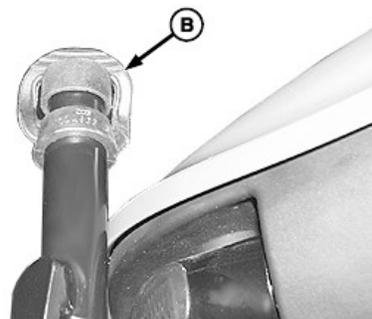
APY70945—UN—25MAR22

VP27597,0001EA1-19-25MAR22-1/1

### Replacing Rotary Beacon Light Bulb (If Equipped)



APY70848—UN—15JUL22



LY9684—UN—19AUG04

A—Wing Nut

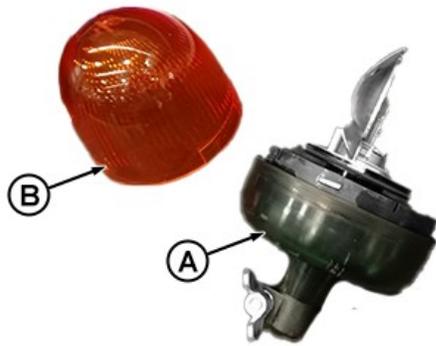
B—Rubber Cap

**⚠ CAUTION:** Halogen bulbs contain gas under pressure. Handling a bulb improperly could cause it to shatter into flying fragments. (See **HANDLING HALOGEN LIGHT BULBS SAFELY** in this section.)

1. Loosen wing nut (A) and remove rotary beacon light assembly.
2. Install rubber cap (B).

Continued on next page

VP27597.0001EA2-19-25MAR22-1/2



Remove Lens

APY70952—UN—25MAR22



Remove Bulb

APY70954—UN—25MAR22

3. Depress tab (A) and rotate lens (B) counterclockwise to remove.
4. Pull tab (C) away from bulb.
5. Unlatch retaining spring (D) and remove light bulb (E).
6. Install new bulb in reverse order of removal.

A—Tab  
B—Lens  
C—Tab

D—Retaining Spring  
E—Bulb



Bulb

APY70951—UN—25MAR22

VP27597,0001EA2-19-25MAR22-2/2

# Troubleshooting

## Engine Troubleshooting

Symptom	Problem	Solution
<b>Engine hard to start or will not start</b>	Improper starting procedure.	Reviewing starting procedure.
	No fuel.	Check fuel tank.
	Air in fuel tank.	Bleed fuel tank.
	Hand primer left raised.	Push primer down.
	Cold weather.	Use cold weather starting procedure.
	Slow starter speed.	See "Starter Cranks Slowly".
	Crankcase oil too heavy.	Use oil of proper viscosity.
	Improper type of fuel.	Consult fuel supplier; use proper type fuel for operating conditions.
	Water, dirt, or air in fuel system.	Drain, flush, fill and bleed system.
	Clogged fuel filter.	Replace filter element.
	Dirty or faulty injectors.	Have John Deere dealer check injectors.
	Injection pump shut-off not reset.	Turn key switch to OFF then to ON.
	Fuel shut-off valve closed.	Open fuel shut-off valve.
	<b>Engine knocks</b>	Insufficient oil.
Injection pump out of time.		See your John Deere dealer.
Low coolant temperature.		See your John Deere dealer.
Engine overheating.		See "Engine Overheats".
<b>Engine runs irregularly or stalls frequently</b>	Low coolant temperature.	See your John Deere dealer.
	Clogged fuel filter.	Replace filter element.
	Water, dirt, or air in fuel system.	Drain, flush, fill, and bleed system.
	Dirty or faulty injectors.	Have John Deere dealer check injectors.
	Improper type of fuel.	Use proper fuel.
<b>Below normal engine temperature</b>	Defective temperature gauge or sender.	Check gauge, sender, and conditions.
<b>Lack of power</b>	Engine overloaded.	Reduce load or shift to lower gear.
	Low fast idle speed.	See your John Deere dealer.
	Intake air restriction.	Service air cleaner.

Continued on next page

AH98466,0000978-19-15JUL08-1/3

## Troubleshooting

Symptom	Problem	Solution
	Clogged fuel filter.	Replace filter element.
	Improper type of fuel.	Use proper fuel.
	Overheated engine.	See "Engine Overheats".
	Below normal engine temperature.	See your John Deere dealer.
	Improper valve clearance.	See your John Deere dealer.
	Dirty or faulty injectors.	Have John Deere dealer check injectors.
	Injection pump out of time.	See your John Deere dealer.
	Turbocharger not functioning .	See your John Deere dealer.
	Leaking exhaust manifold gasket .	See your John Deere dealer.
	Implement improperly adjusted.	See implement operator's manual.
	Restricted fuel line.	See your John Deere dealer.
	Restricted return line.	See your John Deere dealer.
	Improper ballast.	Adjust ballast to load.
<b>Low oil pressure</b>	Low oil level.	Add oil.
	Improper type of oil.	Drain, fill crankcase with oil of proper viscosity and quality.
<b>High oil consumption</b>	Crankcase oil too light.	Use proper viscosity oil.
	Oil leaks.	Check for leaks in lines, around gaskets and drain plugs.
	Restricted crankcase vent tube.	Clean vent tube.
	Defective turbocharger .	See your John Deere dealer.
<b>Engine emits white smoke</b>	Improper type fuel.	Use proper fuel.
	Low engine temperature.	Warm up engine to normal operating temperature.
	Defective thermostat.	See your John Deere dealer.
	Defective injection nozzles.	See your John Deere dealer.
	Engine out of time.	See your John Deere dealer.
	Cold start advance or light load advance not functioning.	See your John Deere dealer.
<b>Engine emits black or gray exhaust smoke</b>	Improper type of fuel.	Use proper fuel.

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AH98466,0000978-19-15JUL08-2/3

## Troubleshooting

Symptom	Problem	Solution
	Clogged or dirty air cleaner.	Service air cleaner.
	Engine overloaded.	Reduce load or shift to a low gear.
	Injection nozzles dirty.	See your John Deere dealer.
	Engine out of time.	See your John Deere dealer.
	Turbocharger not functioning.	See your John Deere dealer.
<b>Engine overheats</b>	Dirty radiator core, or grille screens.	Remove all trash.
	Engine overloaded.	Shift to lower gear or reduce load.
	Low engine oil level.	Check oil level. Add oil as required.
	Low coolant level.	Fill radiator to proper level, check radiator, coolant recovery tank, and hoses for loose connection or leaks.
	Faulty radiator cap.	Replace cap.
	Loose or defective fan belt.	Adjust belt tension.
	Cooling system needs flushing.	Flush cooling system.
	Defective thermostat.	See your John Deere dealer.
	Defective temperature gauge or sender.	See your John Deere dealer.
	Incorrect grade of fuel.	Use proper fuel.
<b>High fuel consumption.</b>	Improper type of fuel.	Use proper fuel.
	Clogged or dirty air cleaner.	Service air cleaner.
	Engine overloaded.	Reduce load or shift to a lower gear.
	Improper valve clearance.	See your John Deere dealer.
	Injection nozzles dirty.	See your John Deere dealer.
	Engine out of time.	See your John Deere dealer.
	Implement improperly adjusted.	See implement operator's manual.
	Low engine temperature.	See your John Deere dealer.
	Excessive ballast.	Adjust ballast to load.
	Defective turbocharger .	See your John Deere dealer.
	Restricted air intake system.	Check system.
	Plugged crankcase vent tube.	Clean vent tube.

AH98466,0000978-19-15JUL08-3/3

### Transmission Troubleshooting

Symptom	Problem	Solution
<b>Transmission oil overheats</b>	Low oil supply.	Fill system with correct oil.
	Clogged transmission-hydraulic oil filter.	Replace filter.
	Internal hydraulic leak.	See your John Deere dealer.
	Hitch feedback linkage improperly adjusted.	Reset linkage. See your John Deere dealer.
	Hydraulic motor not plumbed correctly.	See your John Deere dealer.
<b>Low transmission pressure.</b>	Low oil supply.	Fill system with correct oil.
	Clogged transmission-hydraulic oil filter.	Replace filter.
<b>Transmission stuck in neutral or it is hard to shift any gear</b>	Speed shift linkage stuck or rusty.	Clean or lubricate the speed shift lever linkages
	Interlock cable misadjusted	Adjust interlock cable per technical repair manual

SD74272,00002A9-19-19JUL12-1/1

### Hydraulic System Troubleshooting

Symptom	Problem	Solution
<b>Entire hydraulic system fails to function</b>	Low oil supply.	Fill system with correct oil.
	Clogged transmission-hydraulic filter.	Replace filter.
	Clogged transmission-hydraulic pickup screen.	Clean pickup screen.
	High-pressure internal leak.	See your John Deere dealer.
<b>Hydraulic oil overheats</b>	Low oil supply.	Fill system with correct oil.
	Clogged transmission-hydraulic oil filter.	Replace filter.
	Internal hydraulic leak.	See your John Deere dealer.
	Hitch feedback linkage improperly adjusted.	Reset linkage. See your John Deere dealer.
	Implement mounted hydraulic motor not plumbed correctly.	See your John Deere dealer.
	Basic Valve: SCV lever held in extend or retract position.	Return SCV lever to neutral position.

SD74272,0000344-19-05SEP12-1/1

### Deluxe Selective Control Valve Troubleshooting (If Equipped)

Symptom	Problem	Solution
<b>Flow control knob will not turn</b>	Dirt build-up.	Clean dirt from flow control knob and shaft.
<b>Remote cylinder rate-of-travel too fast or too slow</b>	Incorrect flow control adjustment.	Adjust flow control.
<b>Detent does not hold SCV lever or releases too soon</b>	Detent selector in wrong position.	Turn selector to correct position.
	Pressure restriction with some implements.	Reduce oil flow by changing flow control setting.
	Flow control or detent setting incorrect.	Adjust flow control and/or detent setting.
<b>SCV lever does not release</b>	Detent selector not in automatic detent position.	Turn selector to correct position.
	Built-in pressure leakage with some implements.	Increase oil flow by changing flow control setting.
	Flow control or detent setting incorrect.	Adjust flow control and/or detent setting.

SD74272,0000190-19-09JUN12-1/1

### Brakes Troubleshooting

Symptom	Problem	Solution
<b>No solid pedal feel</b>	Air in system.	See your John Deere dealer.
<b>Pedal settles</b>	Rear brake piston seal leaking.	See your John Deere dealer.
<b>Excessive pedal travel</b>	Air in system.	See your John Deere dealer.
<b>Brakes drag during transport</b>	Brakes out of adjustment.	See your John Deere dealer.

MX,TSIP,DA1-19-24JUL95-1/1

## Rockshaft and Quick-Coupler 3-Point Hitch Troubleshooting

Symptom	Problem	Solution
<b>Insufficient transport clearance</b>	Center link too long.	Adjust center link.
	Lift links too long.	Adjust lift links.
	Implement not level.	Level implement.
	Implement not properly adjusted.	See implement operator's manual.
	Front of center link in upper holes.	Move center link to lower holes.
	Sway chains adjusted to short.	Lengthen sway chains.
<b>Hitch drops slowly</b>	Rockshaft rate-of-drop control not properly set.	Adjust rate-of-drop knob.
<b>Hitch fails to lift or lifts slowly</b>	Excessive load on hitch.	Reduce load.
	Low oil level.	Fill system with proper oil.
	Hydraulic oil too cold.	Allow oil to warm.
	Transmission-hydraulic oil filter clogged.	Replace filter.
	Transmission-hydraulic pickup screen clogged.	Clean or replace pickup screen.
<b>Implement will not operate at desired depth</b>	Lift links too short.	Adjust lift links.
	Lack of penetration.	See implement operator's manual.
	Improper setting of limit stop.	Reset position limit.
	Improper setting of draft control.	See Rockshaft and 3-Point Hitch section.
<b>Insufficient or no hitch response to draft load</b>	Front attachment of center link in upper holes.	Move center link attachment to lower bracket holes.
	Draft control lever in "Off" position.	Move lever desired position.
	Lift links too short.	Adjust lift links.
	Lack of penetration.	See implement operator's manual.
	Rate-of-drop too slow.	Adjust rate-of-drop valve.
<b>Hitch too responsive</b>	Front attachment on center link in lower bracket holes.	Move center link attachment to upper bracket holes.
	Improper draft sensing adjustment.	Move lever forward.
<b>Hitch drops too fast</b>	Rate-of-drop set too fast.	Adjust rate-of-drop.

Continued on next page

SD74272,0000345-19-05SEP12-1/2

## Troubleshooting

Symptom	Problem	Solution
<b>Rockshaft control levers “drift”. Levers too loose.</b>	Friction disks are loose.	Adjust rockshaft control lever friction. See procedures in “Rockshaft and 3-Point Hitch” section or see your John Deere dealer.
<b>Hitch settles too fast after tractor is parked and engine shut off</b>	Internal system leakage.	See your John Deere dealer.

SD74272,0000345-19-05SEP12-2/2

<b>Electrical Quick Raise and Lower (EQRL) Troubleshooting</b>		
Symptom	Problem	Solution
<b>EQRL switches are not working</b>	Loose or false wiring connection at switch end	Check and connect wiring harness properly at switch end
	EQRL ECU have a problem	Check EQRL ECU for its proper functioning and contact John Deere dealer  Check EQRL ECU wiring connections
<b>3 point linkages not responding to EQRL switch functions</b>	Low transmission/hydraulic oil	Fill transmission/hydraulic oil to its desired quantity
	Transmission/hydraulic oil not circulating in the rockshaft system	Start engine and keep it in idle condition for few seconds so that transmission/hydraulic oil starts circulating I the rockshaft system
<b>EQRL motor not running</b>	Loose or false wiring connection at motor end	Check and connect wiring harness properly at motor end
	Motor damaged	check and replace motor if damaged
<b>EQRL Indicator not giving any indication when EQRL problem occurs</b>	Loose or false wiring connection at EQRL indicator end	Check instrument cluster and EQRL indicator wiring connections and connect them properly
	EQRL ECU not sending signals to EQRL indicator	Check EQRL ECU for its proper functioning and contact John Deere dealer  Check EQRL ECU wiring connections

VP27597,1683207755202-19-04MAY23-1/1

## Remote Hydraulic Cylinders Troubleshooting

Symptom	Problem	Solution
<b>Direction of remote cylinder travel is reversed</b>	Improper hose connections.	Reverse hose connections
<b>Hoses will not couple</b>	Improper hose male tips.	Replace tip with ISO standard tips.
<b>Remote cylinder will not lift load</b>	Excessive load.	Reduce load.
	Hoses not completely installed.	Attach hoses correctly.
	Incorrect remote cylinder size.	Use correct size cylinder.
<b>Direction of travel reverses on II SCV.</b>	SCV lever moved to regenerate position.	Reverse hose couplings.

SD74272.0000346-19-05SEP12-1/1

## Electrical System Troubleshooting

Symptom	Problem	Solution
<b>Battery will not charge</b>	Loose or corroded connections.	Clean and tighten connections.
	Sulfated or worn-out battery.	Check electrolyte level and specific gravity.
	Loose or defective alternator/fan belt.	Adjust belt tension or replace belt.
<b>Charging system indicator glows with engine running</b>	Low engine speed.	Increase speed.
	Defective battery.	Check electrolyte level and specific gravity.
	Defective alternator.	See your John Deere dealer.
	Slipping alternator/fan belt.	Adjust belt tension.
	100 Amp Maxi Fuse Blown Off.	Replace the fuse.
<b>Starter inoperative</b>	Gear shift lever not in PARK	Move lever to PARK.
	PowrReverser™ Transmission: EH directional reverser lever in forward or reverse.	Move lever to NEUTRAL.
	PTO lever engaged.	Disengage PTO.
	Low battery output.	See your John Deere dealer.
	Blown fuse.	Replace fuse.
<b>Starter cranks slowly</b>	Low battery output.	Check electrolyte level and specific gravity.
	Crankcase oil too heavy.	Use proper viscosity oil.
	Loose or corroded connections.	Clean and tighten loose connections.
<b>Light system does not function; rest of electrical system functions</b>	Blown fuse.	Replace fuse.
<b>Entire electrical system does not function</b>	Faulty battery connections.	Clean and tighten connections.
	Sulfated or worn-out battery.	Check electrolyte level and specific gravity.
	Blown fuse.	Replace fuse.
<b>Relay(s) sticking or nonfunctional; repeated failures</b>	Diode to protect circuit from arcing has failed.	See your John Deere dealer.

NM61126,00004E2-19-28FEB23-1/1

## Heater and A/C System (Cab) Troubleshooting

Symptom	Problem	Solution
<b>All cab electrical switches do not work</b>	Loose, defective or blown fusible link.	See your John Deere dealer.
<b>Blower malfunctioning</b>	Blower does not work.	Check both blower fuses.
<b>Blower operates only in purge position</b>	One of two fuses blown.	Replace fuse.
<b>Heater does not work</b>	Blown blower resistance assembly.	See your John Deere dealer.
	Low coolant level.	Check coolant level; add if necessary.
	Faulty thermostat.	See your John Deere dealer.
	Heater control valve not functioning properly.	See your John Deere dealer.
<b>Air conditioning does not work</b>	Heater core or hoses clogged or damaged.	Flush cooling system. Replace heater core or hoses. See your John Deere dealer.
	Compressor belt loose or slipping.	Replace belt if necessary.
	Blown fuse.	Replace fuse.
	Defective switch.	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
<b>Drafts</b>	Defective compressor clutch.	See your John Deere dealer.
	Poor air distribution	Adjust directional air louvers. Set blower switch to medium or low positions.
<b>Inadequate air flow</b>	Clogged air filters.	Clean filters.
	Evaporator core air flow restricted.	Clean evaporator and housing with compressed air.
	Faulty blower fan motors.	See your John Deere dealer.
	Defective blower switch.	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
<b>Water leaking or dripping from evaporator core compartment</b>	Loose hose clamp.	Tighten clamp.
	A/C drip pan dirty.	Clean evaporator pan and outlet with compressed air.
	A/C drain tubes plugged.	Clean drain tubes.
<b>Strange odors inside operator's cab</b>	Dirty air filters.	Clean filters.

Continued on next page

SD74272,00002AA-19-19JUL12-1/3

## Troubleshooting

Symptom	Problem	Solution
	Evaporator condenser pan dirty.	Clean pan and outlet with compressed air.
	Drain tubes plugged.	Clean drain tubes.
	Tobacco smoke and tar on evaporator exterior.	Clean filters.
<b>Partial frosting and sweating of lines combined with poor cooling</b>	Compressor belt slipping.	Replace belt.
	Loss of refrigerant.	Check system for leaks. See your John Deere dealer.
	Restricted or clogged liquid line.	See your John Deere dealer.
	Expansion valve malfunctioning.	See your John Deere dealer.
<b>Ice flecks blowing from evaporator</b>	Control dial set too low.	Adjust the temperature control to a warmer position.
<b>Failure to cool</b>	Insufficient blower speed.	Increase blower speed.
	Dirty air filters.	Clean filters.
	Debris on front grille and side screens.	Clean grille and screens.
	Lint or dirt on condenser fins.	Blow out condenser fins with compressed air.
	Refrigerant is lost or extremely low.	See your John Deere dealer.
	Loose compressor drive belt.	Replace belt.
	Compressor clutch not engaging.	See your John Deere dealer.
	Expansion valve not functioning.	See your John Deere dealer.
	Restriction in refrigerant system.	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
	Defective temperature control switch.	See your John Deere dealer.
	Outside temperature too low. Below 21 °C (70 °F).	Wait until day gets warmer. If there is a malfunction in system, see your John Deere dealer.
	Condenser is overheating.	Clean condenser screens, cores and fins of condenser and radiator.
	Severe restriction in high side.	See your John Deere dealer.
	Burned out clutch field or faulty field.	See your John Deere dealer.
	Short circuit in control circuit or failure of a switch in circuit.	See your John Deere dealer.

Continued on next page

SD74272.00002AA-19-19JUL12-2/3

## Troubleshooting

Symptom	Problem	Solution
<b>Hissing noise at expansion valve</b>	Loss of refrigerant.	Check system for leaks. See your John Deere dealer.
	Restriction in refrigerant system.	Check for kinks in hoses.  Check receiver-dryer for uniformity of temperature. If temperature is not uniform, see your John Deere dealer.

SD74272.00002AA-19-19JUL12-3/3

### **Wiper(s), Worklights, Dome Light and Radio (Cab) Troubleshooting**

Symptom	Problem	Solution
<b>All cab electrical switches do not work</b>	Loose, defective or blown fusible link.	See your John Deere dealer.
<b>Window wiper(s) and washer will not run</b>	Blown fuse.	Replace fuse.
	Defective switch(es).	See your John Deere dealer.
	Defective motor(s).	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
<b>Floodlights do not work</b>	Blown fuse.	Replace fuse.
	Defective switch.	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
<b>Dome light does not work</b>	Blown fuse.	Replace fuse.
	Defective bulb or switch.	Replace bulb or see your John Deere dealer.
	Defective door switch(es).	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
<b>Radio does not work</b>	Blown fuse.	Replace fuse.

SD74272.00002AB-19-30AUG12-1/1

# Storage

## Place Tractor in Long-Term Storage

**IMPORTANT:** If the tractor will not be used for several months, the following recommendations for storage and removal from storage minimizes corrosion and deterioration.

*NOTE: Use Engine Storage Kit available from your John Deere dealer.*

Perform the following steps for long-term tractor storage:

1. Service engine air cleaner. (See SERVICE ENGINE AIR

INTAKE AND PRE-CLEANER in General Maintenance and Inspection section.)

2. If coolant in tractor is more than 2 years old, flush cooling system. (See DRAIN, FLUSH AND REFILL COOLING SYSTEM in Maintenance—Cooling System section). Add 50% antifreeze water mixture. Test coolant for adequate cold-weather protection.
3. Change engine oil and filter (See procedure in Lubrication section).

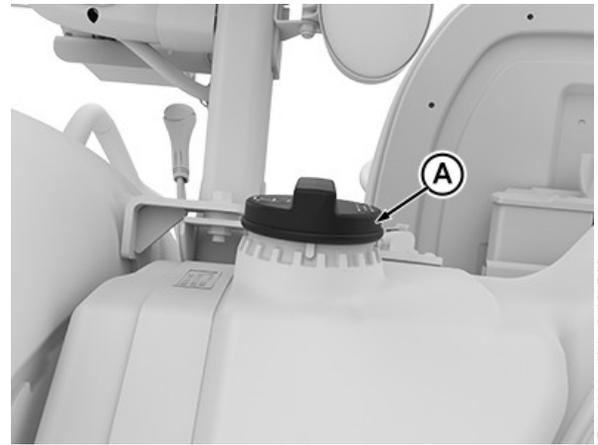
VP27597,0001ED3-19-28JUL22-1/3

4. Drain fuel tank. Remove fuel tank fill cap (A) and add 4 L (1 gal) of fuel. Install cap.
5. Remove alternator/fan belt after it has cooled.
6. Remove and clean battery. Store in a cool, dry place. Keep it charged.<sup>1</sup>
7. Tie or block clutch pedal in the disengaged position.
8. Coat exposed metal surfaces such as the adjustable front axles, if extended, with grease or a corrosion inhibitor.

**A—Fuel Tank Fill Cap**



Left-Hand Side of Tractor—Cab

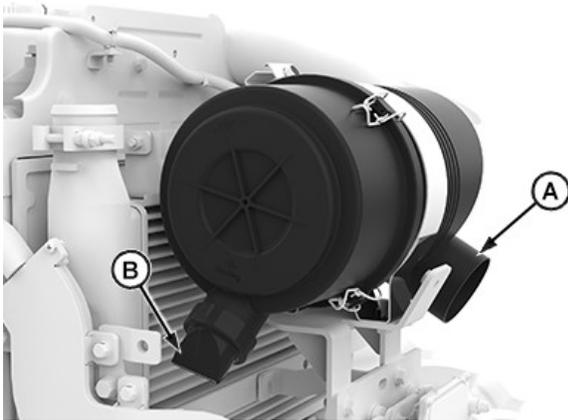


Back Side of Tractor—OOS

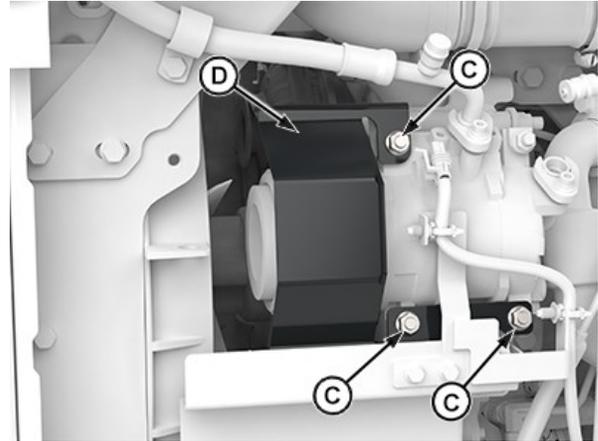
<sup>1</sup> Disconnect battery ground cable for short-term storage periods (20 to 90 days).

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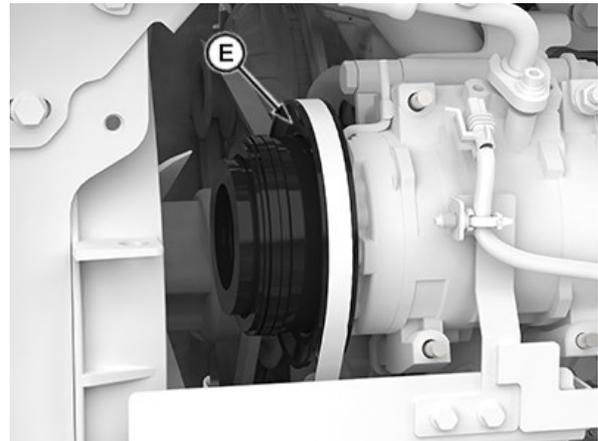
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APY75562—UN—26JUL22



APY75563—UN—28JUL22



APY75564—UN—28JUL22

9. Use tape to seal air cleaner inlet (A), dust unloader valve (B), exhaust pipe, crankcase fill cap, fuel fill cap, coolant recovery tank, and transmission/hydraulic system fill cap.
10. Cover dash with opaque material to prevent gauges from fading.
11. Raise tires off ground. Protect from heat and sunlight.
12. Thoroughly clean tractor. Touch up any painted surfaces that are scratched or chipped.
13. If the tractor must be stored outside, cover it with a waterproof material.
14. **Cab:** Rotate air conditioner compressor pulley (E) several turns once a month to prevent seizure of compressor.

A—Air Cleaner Inlet  
B—Dust Unloader Valve  
C—Nut (3 used)

D—Air Conditioner Compressor Cover  
E—Air Conditioner Compressor Pulley (Cab)

VP27597,0001ED3-19-28JUL22-3/3

### Remove Tractor from Storage

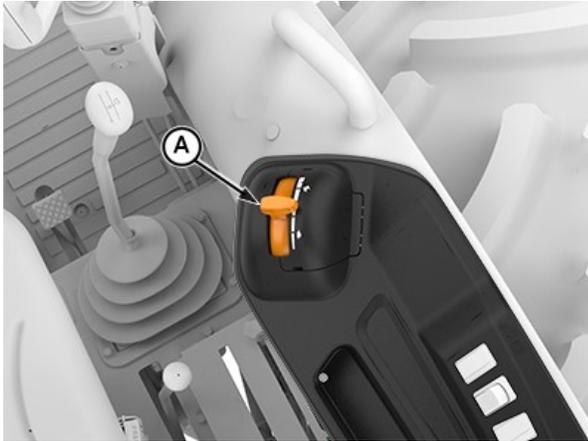
Perform the following steps to remove the tractor from storage:

1. Check tire inflation pressure. (See Wheels, Tires, and Treads section.) Lower tires to ground.
2. Remove all coverings.
3. Unseal all openings sealed during storage.
4. Install battery.
5. Remove ties or block which secured clutch pedal down.
6. **Cab:** Check that air-conditioning compressor pulley moves freely and is not seized.
7. Install alternator/fan belt.
8. Check levels of engine oil, transmission/hydraulic oil, and engine coolant. Add fluids as needed.
9. Drain a small amount of fuel from the fuel tank to purge any moisture condensation that has collected.
10. Fill fuel tank.
11. Perform all appropriate services listed in Maintenance and Service Intervals section, as dictated by elapsed storage period.
12. Check instruments and indicators by turning key switch to RUN position.

**IMPORTANT: Cab tractor: If air conditioner compressor is seized, engine operation with compressor clutch engaged damages belt or compressor.**

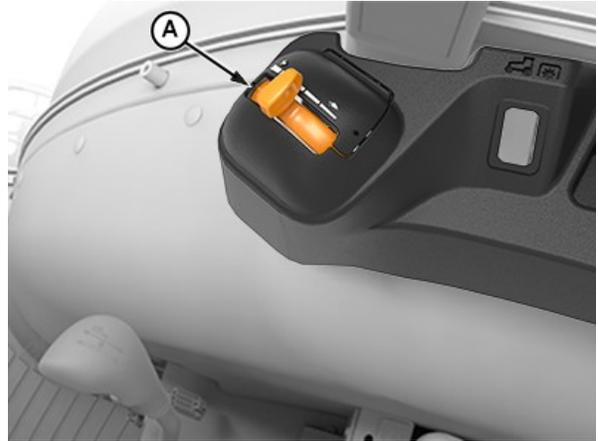
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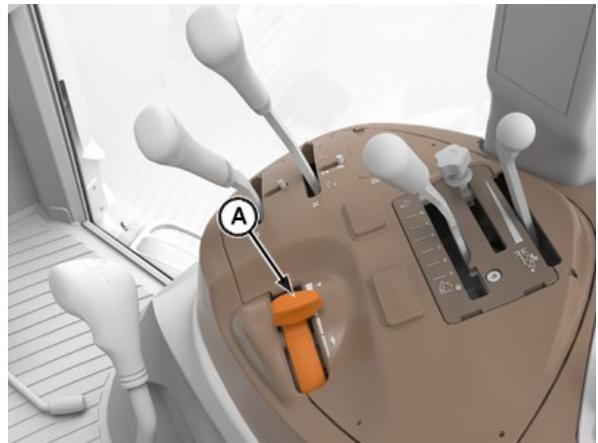
OOS

APY72264—UN—15APR22



Standard Cab

APY72266—UN—28APR22



Premium Cab

APY72278—UN—27APR22

VP27597,0001F7C-19-15JUL22-2/2

**IMPORTANT: Do not operate the starter more than 20 seconds at a time, and wait at least two minutes for starter to cool before trying again.**

13. Make sure gearshift lever and PowrReverser™ lever (if equipped) is in neutral (“N”) and PTO control lever is in disengaged position. Pull hand throttle (A) all the way back, depress clutch pedal and crank engine until oil pressure rises. Turn key switch to OFF position.
14. Connect fuel shut-off solenoid wiring leads/connectors.
15. Depress clutch pedal and start engine. Operate engine at slow idle for several minutes. Warm up carefully and check all systems before placing tractor under load.

**A—Hand Throttle Lever**

## Paint Finish Care

Washing tractor regularly preserves the finish. Wash tractor in indirect sunlight. All cleaning agents should be flushed promptly and not allowed to dry on the paint surface.

**IMPORTANT: Do not use hot water, strong soaps, or chemical detergents. Use liquid hand, dish, or car washing (non-detergent) soaps. Cleaning agents containing acid or abrasives should not be used.**

Waxing tractor occasionally may be necessary to remove

residue from the paint finish. Do not use waxes containing abrasive compounds.

Inspect paint surface, during washing or waxing, for chips and scratches. Repaint any areas where paint has been removed. Paint materials are available from your John Deere dealer.

HS35416,0000158-19-06FEB17-1/1

# Specifications

## General Specifications

*NOTE: Specifications and design subject to change without notice.*

-Tractor Model	5050E	5060E	5067E	5075E
<b>Engine &amp; Engine Auxiliary</b>				
Engine Model	3029 H	3029 H	3029 H	3029 H
Latest Emission Compliance	Final Tier 4	Final Tier 4	Final Tier 4	Final Tier 4
Aspiration	Turbocharged and Aftercooled	Turbocharged and Aftercooled	Turbocharged and Aftercooled	Turbocharged and Aftercooled
Gross Flywheel power @ rated rpm, SAE, HP	50.9 (37.4 kw)	61.2 (45 kw)	68.6 (50.4 kw)	74.8 (55 kw)
PTO HP @ rated rpm, HP (OOS)	37 (27.6 kw)	43 (32 kw)	49 (36.6 kw)	57.6 (43 kw)
PTO HP @ rated rpm, HP (Cab)	NA	43 (32 kw)	49 (36.6 kw)	57.6 (43 kw)
Rated ERPM	2100	2100	2100	2100
Peak Engine Torque	209 Nm @ 1500 RPM	250 Nm @ 1500 RPM	279 Nm @ 1500 RPM	304 Nm @ 1500 RPM
No. of cylinders	3			
Bore, mm	106.5			
Stroke, mm	110			
Displacement, Liters	2.9			
Compression Ratio	16.9:1			
Low Idle, rpm	850 ±10			
High Idle, rpm	2200 ±10			
Operating Range, rpm	1500—2100			
Fuel Shut Off	Electric			
Cooling Package	Liquid Cooled with Overflow Reservoir			
Radiator	74 mm	74 mm	74 mm	74 mm
FIP	Electronically Controlled, High-Pressure Common Rail			
Muffler	Under Hood			
Air Cleaner	Dry Type			
Engine shut off	Key Switch			
Anti-Freeze	50:50			
<b>Transmission : SyncShuttle</b>				
Shift Pattern	H			
Clutch Type	Dual			
Clutch size, in.	11"			
Service brake	Hydraulic Actuated Oil Immersed Disc Brake.			
No of speeds	9 Forward Gears 3 Reverse Gears			
Type of gearbox	SyncShuttle			
Creeper	FIK			
Standard PTO Speed @ Rated ERPM	540, Independent			
PTO - Standard	540 @2083 engine rpm			
PTO Shift	Mechanical			
MFWD Shift	Mechanical			
MFWD Ratio	1.187:1			
Differential Controls	Pedal , Mechanical			
Dual PTO	No			
Park brake	Park Pawl			
<b>Transmission :PowrReverser™</b>				
Shift Pattern	H			
Reversal	Left-Hand Side of Steering Wheel			
Clutch Type	Dual			
Clutch size, in.	11"			

Continued on next page

VP27597,0001EC4-19-25NOV22-1/2

*Specifications*

-Tractor Model	5050E	5060E	5067E	5075E
Service brake	Hydraulic Actuated Oil Immersed Disc Brake.			
No of speeds	-	12 Forward Gears 12 Reverse Gears		
Type of gearbox	PowrReverser™			
Standard PTO Speed @ Rated ERPM	540/540E, Independent			
PTO- Economy	540E @1588 engine rpm			
PTO - Standard	540 @2083 engine rpm			
Differential Controls	Pedal , Mechanical			
PTO Shift	Electro-Hydraulic			
MFWD Control	Electro-Hydraulic			
Dual PTO	Yes			
Park brake	Park Pawl			
<b>Hydraulic</b>				
<b>Pump</b>				
Single or Tandem	Tandem			
Pump discharge (l/min) at Engine rated rpm	68.8			
Pump rpm @ engine rpm	1:1			
<b>Hydraulic system</b>				
Pump Displacement—Steering	11.9 cu cm (0.73 cu in.)			
Pump Displacement—Implement	23 cu cm (1.40 cu in.)			
Steering	22.7 L/min			
Implement	48.3 L/min			
Pump Output Hitch + steering, L /min	71.0 L/min			
Pump Drive	Spur			
<b>Rockshaft and SCV</b>				
Rockshaft Make	JD			
SCV make	Eaton			
Rock shaft pressure, bar	195 ± 5			
Controls	Draft and Position			
Rate of drop	Available			
Number of SCV's	1 SCV standard /2 SCV optional			
Power Beyond Option	Available			
<b>Hitches</b>				
Lift capacity at hitch points, Kg	1800 @hitch Ball			
Lift capacity at 24" behind hitch balls, Kg	1450			
<b>Steering system</b>				
Steering Type	Hydrostatic			
Steering column - OOS and Cab (SyncShuttle)	Standard, Non-Collapsible, and Non-tilt able			
Steering column - OOS and Cab (PowrReverser™)	Standard, Non-Collapsible and with Tilt option			
<b>Electrical</b>				
<b>Battery for OOS</b>				
Battery voltage	12 Volt			
Battery Cold Cranking Amps	800 CCA			
Ampere Rating	85 Ah			
Alternator	60 Amp			
<b>Battery for Cab</b>				
Battery voltage	12 Volt			
Battery Cold Cranking Amps	770 CCA			
Ampere Rating	85 Ah			
Alternator	110 Amp			
Starter - All	12 v , 2.5 kw			

*PowrReverser is a trademark of Deere & Company*

VP27597,0001EC4-19-25NOV22-2/2

## Specifications

### Drain and Refill Capacities

*NOTE: (Specifications and design subject to change without notice.)*

Drain and Refill Capacities	
Fuel Tank	Open Operator's Station—71 ± 2L (15.6 ± 0.44 gal) Cab—80 ± 2L (17.59 ± 0.44 gal)
Coolant Capacity	Open Operator's Station — 13 L (2.85 gal) Cab — 14 L (3.08 gal)
Crankcase with Filter	8.5 L (9.0 qt.)
Transmission Hydraulic System (9X3)	38 L (8.36 gal)
Transmission Hydraulic System (12X12)	43 L (9.46 gal)
Mechanical Front Wheel Drive (MFWD) Axle - DANA	
Differential Housing	4.5 L (1.18 gal)
Wheel Hub (Each)	0.8 L (0.21 gal)
Mechanical Front Wheel Drive (MFWD) Axle - Carraro	
Differential Housing	3.9 L (1.03 gal)
Epicyclic Reduction Gear Oil Quantity (each side)	0.6 L (0.15 gal)

VP27597,0001EC5-19-13APR22-1/1

### Machine Dimension

*NOTE: (Specifications and design subject to change without notice.)*

Overall Dimension	5050E	5060E	5067E	5075E
Wheelbase, mm	2050			
Front Tread Range, mm	1447-2082			
Rear Tread Range, mm	1417 - 1821			
Turning Radius with Brake, mm (2WD)	3100			
Turning Radius with Brake, mm (4WD)	3940			
Turning Radius with Brake, mm (4WD) (Carraro Axle)	3150 mm			
Turning Radius without Brake, mm (2WD)	3500 mm			
Turning Radius without Brake, mm (4WD)	4650 mm			
Turning Radius without Brake, mm (4WD) (Carraro Axle)	3900 mm			

VP52664,000052F-19-11OCT22-1/1

Specifications

**Permissible Load Specifications**

**IMPORTANT: Maximum permissible travel is 8 km/h (5 mph). Maximum front wheel tread is 1.80 m (71 in.).**

<b>Permissible Load Specifications</b>	
<b>Maximum Permissible Static Vertical Load</b>	
Drawbar Fully Extended (PTO)	760 kg (1675 lb)
Drawbar Short Position	1120 kg (2470 lb)
<b>Maximum Permissible Axle Loads—2 Wheel Drive, No Loader</b>	
Front Tires: 11L-15 8PR	2650 kg (5844 lb)
Front Tires: 27/12LL-15 6PR	2340 kg (5160 lb)
Front Tire 11.2-24 10PR R1	2860 kg (6305 lb)
Front Tire: 11.2 R24	2600 kg (5732 lb) with No Loader and 3640 kg (8025 lb) W/Loader
<b>Maximum Permissible Axle Loads—2 Wheel Drive, with Loader</b>	
Front Tires: 11L-15 8PR	3210 kg (7050 lb)
Front Tires: 27/12LL-15 6PR	NA
Front Tires: 11.2-24 10PR R1	3860 kg (8510 lb)
<b>Maximum Permissible Axle Loads—2 Wheel Drive and Mechanical Front Wheel Drive</b>	
Rear Tires: 14.9-28 6PR R1	3540 kg (7804 lb)
Rear Tires: 16.9-28 6PR R1	3660 kg (8069 lb)
Rear Tires: 16.9-24 6PR R4	N/A
Rear Tires: 16.9-30 6PR R1	3780 kg (8333 lb)
Rear Tires: 21.5L-16.1 6PR R3	2876 kg (6340 lb)
<b>Maximum Permissible Mechanical Front Wheel Drive Axle Loads—WITHOUT Loader</b>	
Front Tires: 9.5-24 10PR R1	2560 kg (5644 lb)
Front Tires: 11.2R24	2600 kg (5732 lb)
Front Tires: 12.5/80-18 10PR	1260 kg (2760 lb)
<b>Maximum Permissible Mechanical Front Wheel Drive Axle Loads—WITH Loader</b>	
Front Tires: 9.5-24 10PR R1	3460 kg (7628 lb)
Front Tires: 12.5/80-18 10PR	N/A
Front Tires: 11.2R24	3640 kg (8025 lb)
Front Tires: 12.4-24 8PR R1	100 kg (6834 lb) with No Loader and 4360 kg (9612 lb) W/Loader

SD74272,00004F7-19-13JUL22-1/1

Specifications

**Ground Speed Estimates — PowrReverser™ Transmission**

NOTE: Ground Speed (km/h) at 2100 rpm engine speed.

5E_12X12 (2100 ERPM) 2WD			
	Rear tire size : 16.9-30 (R 695 mm)	Rear tire size : 16.9-28 (R 672 mm)	Rear tire size : 14.9-28 (R 639 mm)
Gear	Speed - km/h (mph)	Speed - km/h (mph)	Speed - km/h (mph)
A1	1.6 (1.0)	1.5 (0.9)	1.5 (0.9)
A2	2.2 (1.4)	2.1 (1.3)	2.0 (1.2)
A3	2.9 (1.8)	2.9 (1.8)	2.7 (1.7)
A4	3.6 (2.4)	3.8 (2.4)	3.6 (2.3)
B1	4.6 (2.9)	4.5 (2.8)	4.3 (2.7)
B2	6.3 (3.9)	6.2 (3.8)	5.8 (3.6)
B3	8.5 (5.3)	8.3 (5.1)	7.9 (4.9)
B4	11.4 (7.0)	11.0 (6.8)	10.5 (6.5)
C1	13.5 (8.4)	13.1 (8.1)	12.5 (7.8)
C2	18.3 (11.4)	17.8 (11.0)	16.9 (10.5)
C3	24.8 (15.4)	24.0 (14.9)	22.8 (14.2)
C4	25.0 (15.5)	25.0 (15.5)	25.0 (15.5)
Rev A1	1.7 (1.1)	1.7 (1.0)	1.6 (1.0)
Rev A2	2.4 (1.5)	2.3 (1.4)	2.2 (1.4)
Rev A3	3.2 (2.0)	3.2 (1.9)	2.9 (1.7)
Rev A4	4.3 (2.6)	4.2 (2.6)	4.0 (4.7)
Rev B1	5.1 (3.1)	4.9 (3.0)	4.7 (2.9)
Rev B2	6.9 (4.3)	6.7 (4.1)	6.4 (4.0)
Rev B3	9.3 (5.8)	9.1 (5.6)	8.6 (5.4)
Rev B4	12.4 (7.7)	12.0 (7.4)	11.4 (7.1)
Rev C1	14.8 (9.2)	14.3 (8.8)	13.6 (8.5)
Rev C2	20.0 (12.4)	19.3 (12.0)	18.4 (11.5)
Rev C3	25 (15.5)	25 (15.5)	24.9 (15.5)
Rev C4	25 (15.5)	25 (15.5)	25.0 (15.5)

5E_12X12_R4 (2100 ERPM) 4WD			
	Rear tire size : 16.9-30 (R 695 mm)	Rear tire size : 16.9-28 (R 672 mm)	Rear tire size : 14.9-28 (R 639 mm)
Gear	Speed - km/h (mph)	Speed - km/h (mph)	Speed - km/h (mph)
A1	1.6 (1.0)	1.5 (0.9)	1.5 (0.9)
A2	2.2 (1.4)	2.1 (1.3)	2.0 (1.2)
A3	2.9 (1.8)	2.9 (1.8)	2.7 (1.7)
A4	3.6 (2.4)	3.8 (2.4)	3.6 (2.3)
B1	4.6 (2.9)	4.5 (2.8)	4.3 (2.7)
B2	6.3 (3.9)	6.2 (3.8)	5.8 (3.6)
B3	8.5 (5.3)	8.3 (5.1)	7.9 (4.9)
B4	11.4 (7.0)	11.0 (6.8)	10.5 (6.5)
C1	13.5 (8.4)	13.1 (8.1)	12.5 (7.8)
C2	18.3 (11.4)	17.8 (11.0)	16.9 (10.5)
C3	24.8 (15.4)	24.0 (14.9)	22.8 (14.2)
C4	32.9 (20.5)	31.9 (19.8)	30.3 (18.8)
Rev A1	1.7 (1.1)	1.7 (1.0)	1.6 (1.0)
Rev A2	2.4 (1.5)	2.3 (1.4)	2.2 (1.4)
Rev A3	3.2 (2.0)	3.2 (1.9)	2.9 (1.7)
Rev A4	4.3 (2.6)	4.2 (2.6)	4.0 (4.7)
Rev B1	5.1 (3.1)	4.9 (3.0)	4.7 (2.9)
Rev B2	6.9 (4.3)	6.7 (4.1)	6.4 (4.0)
Rev B3	9.3 (5.8)	9.1 (5.6)	8.6 (5.4)

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VP27597.0001EC3-19-13JUL22-1/2

Specifications

5E_12X12_R4 (2100 ERPM) 4WD			
	Rear tire size : 16.9-30 (R 695 mm)	Rear tire size : 16.9-28 (R 672 mm)	Rear tire size : 14.9-28 (R 639 mm)
Rev B4	12.4 (7.7)	12.0 (7.4)	11.4 (7.1)
Rev C1	14.8 (9.2)	14.3 (8.8)	13.6 (8.5)
Rev C2	20.1 (12.4)	19.3 (12.0)	18.4 (11.5)
Rev C3	27.1 (16.8)	26.2 (16.3)	24.9 (15.5)
Rev C4	36.0 (22.3)	34.7 (21.6)	33.1 (20.5)

VP27597,0001EC3-19-13JUL22-2/2

### Ground Speed Estimates — Sync Shuttle Transmission

*NOTE: Ground Speed (km/h) at 2100 rpm engine speed.*

5E_9x3 R4 (2100 ERPM) 2WD and 4WD			
Gear	Rear tire size : 16.9-30 (R 695 mm)	Rear tire size : 16.9-28 (R 672 mm)	Rear tire size : 14.9-28 (R 639 mm)
	Speed - km/h (mph)	Speed - km/h (mph)	Speed - km/h (mph)
A1	2.4 (1.5)	2.3 (1.4)	2.2 (1.3)
A2	3.2 (2.0)	3.1 (1.9)	2.9 (1.8)
A3	4.4 (2.7)	4.3 (2.6)	4.1 (2.5)
B1	6.0 (3.7)	5.8 (3.6)	5.5 (3.4)
B2	8.2 (5.1)	7.9 (4.9)	7.5 (4.7)
B3	11.3 (7.0)	10.9 (6.8)	10.4 (6.5)
C1	15.1 (9.6)	14.9 (9.2)	14.2 (8.8)
C2	21.0 (13.0)	20.3 (12.6)	19.3 (12.0)
C3	25.0 (15.5)	25.0 (15.5)	25.0 (15.5)
A-R	3.5 (2.2)	3.4 (2.1)	3.2 (2.0)
B-R	8.9 (5.5)	8.6 (5.3)	8.2 (5.1)
C-R	22.8 (14.2)	22.1 (13.7)	21.0 (13.0)

*NOTE: Creeper: available for R4 as Field installed Kit with following speeds in kph. It is available only for 5E 9X3 transmission for R4 market.*

Gear	Speed - km/h
Creeper 1	0.40
Creeper 2	0.54
Creeper 3	0.75
Creeper Reverse	-0.59

VP27597,0001EC2-19-13JUL22-1/1

**Correction Factors For Other Tire Sizes**

To calculate ground speeds for tractors equipped with rear tires other than 16.9-28 (Rolling circumference: 171.3 inches), R1 tires, multiply the ground speeds shown for the 16.9-28 (171.3 inches), R1 tires from above chart with correction factor.

Correction factor is calculated by: Rolling radius or circumference of new tire / Rolling radius of tire for which ground speeds are known.

Example: Correction factor for 14.9-28 (Rolling

circumference: 162.9 inches) with respect to 16.9-28 (171.3 inches) = 162.9/171.3 inches.

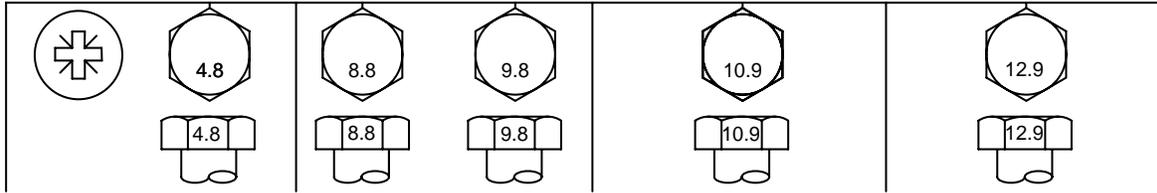
Example: Ground speed of 14.9-28 (Rolling circumference: 162.9 inches) at B-2, 2100 engine RPM, 6.2 km/h \* (162.9/171.3 ) = 5.8 km/h (3.6 mph).

*NOTE: Speed and correction factor information is based on rolling circumference information which vary with tire manufacturer.*

Tire size	Ground Speed Correction Factor
14.9-28	0.95
16.9-28	1.00
16.9-24	0.89
16.9-30	1.034
21.5L-16	0.69
22.5L-16.1	0.73

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**Metric Bolt and Screw Torque Values**



TS1742—UN—31MAY18

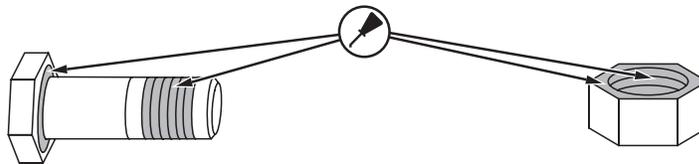
Bolt or Screw Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Hex Head <sup>a</sup>		Flange Head <sup>b</sup>		Hex Head <sup>a</sup>		Flange Head <sup>b</sup>		Hex Head <sup>a</sup>		Flange Head <sup>b</sup>		Hex Head <sup>a</sup>		Flange Head <sup>b</sup>	
	N·m	lb·in	N·m	lb·in												
M6	3.6	31.9	3.9	34.5	6.7	59.3	7.3	64.6	9.8	86.7	10.8	95.6	11.5	102	12.6	112
M8	8.6	76.1	9.4	83.2	16.2	143	17.6	156	23.8	17.6	25.9	19.1	27.8	20.5	30.3	22.3
M10	16.9	150	18.4	13.6	31.9	23.5	34.7	25.6	46.8	34.5	51	37.6	55	40.6	60	44.3
M12	—	—	—	—	55	40.6	61	45	81	59.7	89	65.6	95	70.1	105	77.4
M14	—	—	—	—	87	64.2	96	70.8	128	94.4	141	104	150	111	165	122
M16	—	—	—	—	135	99.6	149	110	198	146	219	162	232	171	257	190
M18	—	—	—	—	193	142	214	158	275	203	304	224	322	245	356	263
M20	—	—	—	—	272	201	301	222	387	285	428	316	453	334	501	370
M22	—	—	—	—	365	263	405	299	520	384	576	425	608	448	674	497
M24	—	—	—	—	468	345	518	382	666	491	738	544	780	575	864	637
M27	—	—	—	—	683	504	758	559	973	718	1080	797	1139	840	1263	932
M30	—	—	—	—	932	687	1029	759	1327	979	1466	1081	1553	1145	1715	1265
M33	—	—	—	—	1258	928	1398	1031	1788	1319	1986	1465	2092	1543	2324	1714
M36	—	—	—	—	1617	1193	1789	1319	2303	1699	2548	1879	2695	1988	2982	2199

The nominal torque values listed are for general use only with the assumed wrenching accuracy of 20%, such as a manual torque wrench. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application.

Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original.

- Make sure that fastener threads are clean.
- Apply a thin coat of Hy-Gard™ or equivalent oil under the head and on the threads of the fastener, as shown in the following image.
- Be conservative with the amount of oil to reduce the potential for hydraulic lockup in blind holes due to excessive oil.
- Properly start thread engagement.

TS1741—UN—22MAY18



<sup>a</sup> Hex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

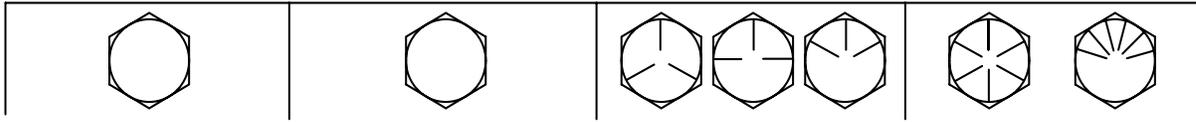
<sup>b</sup> Hex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

DX.TORQ2-19-09MAY22-1/1

Specifications

**Unified Inch Bolt and Screw Torque Values**

TS1671—UN—01MAY03



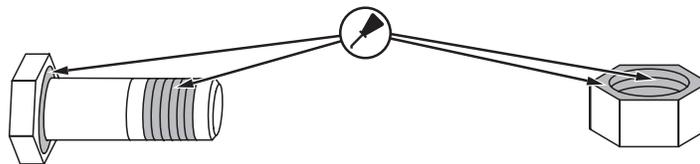
Bolt or Screw Size	SAE Grade 1 <sup>a</sup>				SAE Grade 2 <sup>b</sup>				SAE Grade 5, 5.1 or 5.2				SAE Grade 8 or 8.2			
	Hex Head <sup>c</sup>		Flange Head <sup>d</sup>		Hex Head <sup>c</sup>		Flange Head <sup>d</sup>		Hex Head <sup>c</sup>		Flange Head <sup>d</sup>		Hex Head <sup>c</sup>		Flange Head <sup>d</sup>	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
1/4	3.1	27.3	3.2	28.4	5.1	45.5	5.3	47.3	7.9	70.2	8.3	73.1	11.2	99.2	11.6	103
5/16	6.1	54.1	6.5	57.7	10.2	90.2	10.9	96.2	15.7	139	16.8	149	22.2	16.4	23.7	17.5
3/8	10.5	93.6	11.5	102	17.6	156	19.2	170	27.3	20.1	29.7	21.9	38.5	28.4	41.9	30.9
7/16	16.7	148	18.4	163	27.8	20.5	30.6	22.6	43	31.7	47.3	34.9	60.6	44.7	66.8	49.3
1/2	25.9	19.1	28.2	20.8	43.1	31.8	47	34.7	66.6	49.1	72.8	53.7	94	69.3	103	75.8
9/16	36.7	27.1	40.5	29.9	61.1	45.1	67.5	49.8	94.6	69.8	104	77	134	98.5	148	109
5/8	51	37.6	55.9	41.2	85	62.7	93.1	68.7	131	96.9	144	106	186	137	203	150
3/4	89.5	66	98	72.3	149	110	164	121	230	170	252	186	325	240	357	263
7/8	144	106	157	116	144	106	157	116	370	273	405	299	522	385	572	422
1	216	159	236	174	216	159	236	174	556	410	609	449	785	579	860	634
1-1/8	305	225	335	247	305	225	335	247	685	505	751	554	1110	819	1218	898
1-1/4	427	315	469	346	427	315	469	346	957	706	1051	775	1552	1145	1703	1256
1-3/8	564	416	618	456	564	416	618	456	1264	932	1386	1022	2050	1512	2248	1658
1-1/2	743	548	815	601	743	548	815	601	1665	1228	1826	1347	2699	1991	2962	2185

The nominal torque values listed are for general use only with the assumed wrenching accuracy of 20%, such as a manual torque wrench. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application.

Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original.

- Make sure that fastener threads are clean.
- Apply a thin coat of Hy-Gard™ or equivalent oil under the head and on the threads of the fastener, as shown in the following image.
- Be conservative with the amount of oil to reduce the potential for hydraulic lockup in blind holes due to excessive oil.
- Properly start thread engagement.

TS1741—UN—22MAY18



<sup>a</sup> Grade 1 applies for hex cap screws over 6 in (152 mm) long, and for all other types of bolts and screws of any length.

<sup>b</sup> Grade 2 applies for hex cap screws (not hex bolts) up to 6 in (152 mm) long.

<sup>c</sup> Hex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

<sup>d</sup> Hex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

DX,TORQ1-19-09MAY22-1/1

**Emissions Control System Certification Label**



RG33429—UN—04FEB21

SAMPLE - Engine Emissions Label

**⚠ CAUTION: Statutes providing severe penalties for tampering with emissions controls may apply to the user or dealer.**

The emissions warranty applies to those engines marketed by John Deere that have been certified by the United States Environmental Protection Agency (EPA) and/or California Air Resources Board (CARB); and used in the United States and Canada in Non-road equipment. The presence of an emissions label like the one shown signifies that the engine has been certified with the EPA and/or CARB. The EPA and CARB warranties only apply to new engines having the certification label affixed to the engine and sold as stated above in the geographic areas. The presence of an EU number signifies that the engine has been certified with the European Union countries per Regulation (EU) 2016/1628 and supplementing legislation. The EPA and/or CARB emissions warranties do not apply to the EU countries.

The emissions label has applicable US EPA and/or CARB regulatory year. The regulatory year determines which warranty statement is applicable to engine. See “EPA Non-road Emissions Control Warranty Statement—Compression Ignition” and “CARB Non-road Emissions Control Warranty Statement—Compression Ignition”. For additional regulatory year warranty statements, see [www.JohnDeere.com](http://www.JohnDeere.com) or contact the nearest John Deere service dealer for assistance.

**Emission Control System(s) Laws**

The U.S. EPA and California ARB prohibit the removal or rendering inoperative of any device or element of design installed on or in engines/equipment in compliance with applicable emission regulations prior to or after the sale and delivery of the engines/equipment to the ultimate purchaser.

DX,EMISSIONS,LABEL-19-07MAY21-1/1

## CARB Non-road Emissions Control Warranty Statement—Compression Ignition Emissions Control Warranty Statement 2022 through 2024

DXLOGOV1—UN—28APR09



JOHN DEERE

### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

#### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

#### EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

#### JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Continued on next page

DX,EMISSIONS,CARB-19-15DEC23-1/6

## Specifications

### Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

### Fuel Metering system

- Fuel injection system

### Exhaust Gas Recirculation

- EGR valve

### Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

### Emission control labels

#### Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

#### Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

### Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts

#### SCR systems and urea containers/dispensing systems

#### Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

### OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

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DX,EMISSIONS,CARB-19-15DEC23-2/6

**Emissions Control Warranty Statement 2022 through 2024**

DXLOGOV1 —UN—28APR09



**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

**EMISSIONS WARRANTY EXCLUSIONS:**

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

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DX,EMISSIONS,CARB-19-15DEC23-3/6

RG32758—UN—19AUG20

**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p><b>SCR systems and urea containers/dispensing systems</b></p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

**OWNER'S WARRANTY RESPONSIBILITIES:**

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

**Emissions Control Warranty Statement 2025 through 2027**

DXLOGOV1—UN—28APR09



**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

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DX.EMISSIONS,CARB-19-15DEC23-4/6

RG32759—UN—19AUG20

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

**EMISSIONS WARRANTY EXCLUSIONS:**

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p>SCR systems and urea containers/dispensing systems</p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

**OWNER'S WARRANTY RESPONSIBILITIES:**

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

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DX,EMISSIONS,CARB-19-15DEC23-5/6

# Specifications

## CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

### EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

### JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System	Emission control labels	Advanced Oxides of Nitrogen (NOx Controls)
Intake manifold	Particulate Controls	NOx absorbers and catalysts
Turbocharger	Any device used to capture particulate emissions	SCR systems and urea containers / dispensing systems
Charge air cooler	Any device used in the regeneration of the capturing system	Miscellaneous Items used in Above Systems
Fuel Metering System	Enclosures and manifolding	Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware
Fuel injection system	Smoke Puff Limiters	
Exhaust Gas Recirculation	Positive Crankcase Ventilation (PCV) System	
EGR valve	PCV valve	
Catalyst or Thermal Reactor Systems	Oil filler cap	
Catalytic converter		
Exhaust manifold		

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

### OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

RG595770—UN—07DEC23

RG595771—UN—07DEC23

DX,EMISSIONS,CARB-19-15DEC23-6/6

## CARB Non-road Emissions Control Warranty Statement—Compression Ignition Emissions Control Warranty Statement 2022 through 2024

DXLOGOV1—UN—28APR09



JOHN DEERE

### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

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Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

#### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

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Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

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#### EMISSIONS WARRANTY EXCLUSIONS:

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#### JOHN DEERE'S WARRANTY RESPONSIBILITY:

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DX,EMISSIONS,CARB-19-15DEC23-1/6

## Specifications

### Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

### Fuel Metering system

- Fuel injection system

### Exhaust Gas Recirculation

- EGR valve

### Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

### Emission control labels

#### Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

#### Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

### Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts

SCR systems and urea containers/dispensing systems

#### Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

### OWNER'S WARRANTY RESPONSIBILITIES:

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The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

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DX,EMISSIONS,CARB-19-15DEC23-2/6

**Emissions Control Warranty Statement 2022 through 2024**

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**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

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**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

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Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

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**EMISSIONS WARRANTY EXCLUSIONS:**

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DX,EMISSIONS,CARB-19-15DEC23-3/6

RG32758—UN—19AUG20

**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p><b>SCR systems and urea containers/dispensing systems</b></p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

**OWNER'S WARRANTY RESPONSIBILITIES:**

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

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Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

**Emissions Control Warranty Statement 2025 through 2027**

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**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

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DX.EMISSIONS.CARB-19-15DEC23-4/6

RG32759—UN—19AUG20

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

**EMISSIONS WARRANTY EXCLUSIONS:**

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**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

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<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p>SCR systems and urea containers/dispensing systems</p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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**OWNER'S WARRANTY RESPONSIBILITIES:**

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DX,EMISSIONS,CARB-19-15DEC23-5/6

# Specifications

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Air Induction System	Emission control labels	Advanced Oxides of Nitrogen (NOx Controls)
Intake manifold	Particulate Controls	NOx absorbers and catalysts
Turbocharger	Any device used to capture particulate emissions	SCR systems and urea containers / dispensing systems
Charge air cooler	Any device used in the regeneration of the capturing system	Miscellaneous Items used in Above Systems
Fuel Metering System	Enclosures and manifolding	Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware
Fuel injection system	Smoke Puff Limiters	
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EGR valve	PCV valve	
Catalyst or Thermal Reactor Systems	Oil filler cap	
Catalytic converter		
Exhaust manifold		

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

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DX,EMISSIONS,CARB-19-15DEC23-6/6

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RG595771—UN—07DEC23

## CARB Non-road Emissions Control Warranty Statement—Compression Ignition Emissions Control Warranty Statement 2022 through 2024

DXLOGOV1—UN—28APR09



JOHN DEERE

### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

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Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

#### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

#### EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

#### JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

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DX,EMISSIONS,CARB-19-15DEC23-1/6

## Specifications

### Air Induction System

- Intake manifold
- Turbocharger
- Charge air cooler

### Fuel Metering system

- Fuel injection system

### Exhaust Gas Recirculation

- EGR valve

### Catalyst or Thermal Reactor Systems

- Catalytic converter
- Exhaust manifold

### Emission control labels

#### Particulate Controls

- Any device used to capture particulate emissions
- Any device used in the regeneration of the capturing system
- Enclosures and manifolding
- Smoke Puff Limiters

#### Positive Crankcase Ventilation (PCV) System

- PCV valve
- Oil filler cap

### Advanced Oxides of Nitrogen (NOx) Controls

- NOx absorbers and catalysts

#### SCR systems and urea containers/dispensing systems

#### Miscellaneous Items used in Above Systems

- Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

### OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

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DX,EMISSIONS,CARB-19-15DEC23-2/6

**Emissions Control Warranty Statement 2022 through 2024**

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**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty on 2022 through 2024 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB. John Deere warrants that this engine is free from defects in materials and workmanship which would cause the failure of emissions warranted parts to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. This applies to all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

**EMISSIONS WARRANTY EXCLUSIONS:**

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

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DX,EMISSIONS,CARB-19-15DEC23-3/6

RG32758—UN—19AUG20

**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts or labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p><b>SCR systems and urea containers/dispensing systems</b></p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

**OWNER'S WARRANTY RESPONSIBILITIES:**

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

Emission\_CI\_CARB (14Apr20)

**Emissions Control Warranty Statement 2025 through 2027**

DXLOGOV1—UN—28APR09



**JOHN DEERE**

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

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DX.EMISSIONS,CARB-19-15DEC23-4/6

RG32759—UN—19AUG20

**CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:**

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

**EMISSIONS WARRANTY EXCLUSIONS:**

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

**JOHN DEERE'S WARRANTY RESPONSIBILITY:**

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

<p><b>Air Induction System</b></p> <ul style="list-style-type: none"> <li>• Intake manifold</li> <li>• Turbocharger</li> <li>• Charge air cooler</li> </ul> <p><b>Fuel Metering system</b></p> <ul style="list-style-type: none"> <li>• Fuel injection system</li> </ul> <p><b>Exhaust Gas Recirculation</b></p> <ul style="list-style-type: none"> <li>• EGR valve</li> </ul> <p><b>Catalyst or Thermal Reactor Systems</b></p> <ul style="list-style-type: none"> <li>• Catalytic converter</li> <li>• Exhaust manifold</li> </ul>	<p><b>Emission control labels</b></p> <p><b>Particulate Controls</b></p> <ul style="list-style-type: none"> <li>• Any device used to capture particulate emissions</li> <li>• Any device used in the regeneration of the capturing system</li> <li>• Enclosures and manifolding</li> <li>• Smoke Puff Limiters</li> </ul> <p><b>Positive Crankcase Ventilation (PCV) System</b></p> <ul style="list-style-type: none"> <li>• PCV valve</li> <li>• Oil filler cap</li> </ul>	<p><b>Advanced Oxides of Nitrogen (NOx) Controls</b></p> <ul style="list-style-type: none"> <li>• NOx absorbers and catalysts</li> </ul> <p>SCR systems and urea containers/dispensing systems</p> <p><b>Miscellaneous Items used in Above Systems</b></p> <ul style="list-style-type: none"> <li>• Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware</li> </ul>
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Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

**OWNER'S WARRANTY RESPONSIBILITIES:**

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

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DX,EMISSIONS,CARB-19-15DEC23-5/6

# Specifications

## CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emission Control Information" label located on the engine. If the engine is operated in the United States or Canada and the engine label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine complies with US EPA regulations for stationary emergency diesel engines", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the engine label states: "This engine complies with US EPA and California regulations for nonroad/off-road diesel engines" also refer to the "California Emissions Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emission-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

### CALIFORNIA EMISSIONS CONTROL WARRANTY STATEMENT:

The California Air Resources Board (CARB) is pleased to explain the emission-control system warranty in 2025 through 2027 off-road diesel engines. In California, new off-road engines must be designed, built and equipped to meet the State's stringent anti-smog standards. John Deere must warrant the emission control system on your engine for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your engine.

Your emission control system may include parts such as the fuel injection system and the air induction system. Also included may be hoses, belts, connectors and other emission-related assemblies.

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine was designed, built, and equipped so as to conform at the time of sale with all applicable regulations adopted by CARB and is free from defects in materials and workmanship which would cause the failure of a warranted part to be identical in all material respects to the part as described in John Deere's application for certification for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first for all engines rated at 19 kW and greater. In the absence of a device to measure hours of use, the engine shall be warranted for a period of five years.

### EMISSIONS WARRANTY EXCLUSIONS:

John Deere may deny warranty claims for failures caused by the use of an add-on or modified part which has not been exempted by the CARB. A modified part is an aftermarket part intended to replace an original emission-related part which is not functionally identical in all respects and which in any way affects emissions. An add-on part is any aftermarket part which is not a modified part or a replacement part.

In no event will John Deere, any authorized engine distributor, dealer, or repair facility, or any company affiliated with John Deere be liable for incidental or consequential damage.

### JOHN DEERE'S WARRANTY RESPONSIBILITY:

Where a warrantable condition exists, John Deere will repair or replace, as it elects, your off-road diesel engine at no cost to you, including diagnosis, parts and labor. Warranty coverage is subject to the limitations and exclusions set forth herein. The off-road diesel engine is warranted for a period of five years from the date the engine is delivered to an ultimate purchaser or 3,000 hours of operation, whichever occurs first. The following are emissions-related parts:

Air Induction System	Emission control labels	Advanced Oxides of Nitrogen (NOx Controls)
Intake manifold	Particulate Controls	NOx absorbers and catalysts
Turbocharger	Any device used to capture particulate emissions	SCR systems and urea containers / dispensing systems
Charge air cooler	Any device used in the regeneration of the capturing system	Miscellaneous Items used in Above Systems
Fuel Metering System	Enclosures and manifolding	Electronic control units, sensors, actuators, wiring harnesses, hoses, connectors, clamps, fittings, gasket, mounting hardware
Fuel injection system	Smoke Puff Limiters	
Exhaust Gas Recirculation	Positive Crankcase Ventilation (PCV) System	
EGR valve	PCV valve	
Catalyst or Thermal Reactor Systems	Oil filler cap	
Catalytic converter		
Exhaust manifold		

Any warranted emissions-related part scheduled for replacement as required maintenance is warranted by John Deere for the period of time prior to the first scheduled replacement point for the part. Any warranted emissions-related part not scheduled for replacement as required maintenance or scheduled only for regular inspection is warranted by John Deere for the stated warranty period.

### OWNER'S WARRANTY RESPONSIBILITIES:

As the off-road diesel engine owner you are responsible for the performance of the required maintenance listed in your Operator's Manual. John Deere recommends that the owner retain all receipts covering maintenance on the off-road diesel engine, but John Deere cannot deny warranty solely for the lack of receipts or for the owner's failure to ensure the performance of all scheduled maintenance. However, as the off-road diesel engine owner, you should be aware that John Deere may deny you warranty coverage if your off-road diesel engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel may result in the engine no longer operating in compliance with applicable emissions requirements.

The owner is responsible for initiating the warranty process, and should present the machine to the nearest authorized John Deere dealer as soon as a problem is suspected. The warranty repairs should be completed by the authorized John Deere dealer as quickly as possible.

Emissions regulations require the customer to bring the unit to an authorized servicing dealer when warranty service is required. As a result, John Deere is NOT liable for travel or mileage on emissions warranty service calls.

DX,EMISSIONS,CARB-19-15DEC23-6/6

RG595770—UN—07DEC23

RG595771—UN—07DEC23

## EPA Non-road Emissions Control Warranty Statement—Compression Ignition

DXLOGOV1—UN—28APR09



JOHN DEERE

### U.S. AND CANADA EMISSION CONTROL WARRANTY STATEMENT YOUR WARRANTY RIGHTS AND OBLIGATIONS

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emissions Control Information" label located on the engine. If the engine is operated in the United States or Canada and the Emissions Control information label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine conforms to US EPA nonroad compression-ignition regulations", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the label states: "This engine complies with US EPA and CARB regulations for nonroad diesel engines", or "This engine conforms to US EPA and California nonroad compression-ignition emission regulations", also refer to the "California Emission Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emissions-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

#### JOHN DEERE'S WARRANTY RESPONSIBILITY

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine including all parts of its emission-control system was designed, built and equipped so as to conform at the time of the sale with Section 213 of the Clean Air Act and is free from defects in materials and workmanship which would cause the engine to fail to conform with applicable US EPA regulations for a period of five years from the date the engine is placed into service or 3,000 hours of operation, whichever first occurs.

Where a warrantable condition exists, John Deere will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase the engine's emissions of any regulated pollutant within the stated warranty period at no cost to you, including expenses related to diagnosing and repairing or replacing emission-related parts. Warranty coverage is subject to the limitations and exclusions set forth herein. Emission-related components include engine parts developed to control emissions related to the following:

Air-Induction System	Aftertreatment Devices
Fuel System	Crankcase Ventilation Valves
Ignition System	Sensors
Exhaust Gas Recirculation Systems	Engine Electronic Control Units

#### EMISSION WARRANTY EXCLUSIONS

John Deere may deny warranty claims for malfunctions or failures caused by:

- Non-performance of maintenance requirements listed in the Operator's Manual
- The use of the engine/equipment in a manner for which it was not designed
- Abuse, neglect, improper maintenance or unapproved modifications or alterations
- Accidents for which it does not have responsibility or by acts of God

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel can harm the emissions control system of the engine/equipment and is not approved for use.

To the extent permitted by law John Deere is not liable for damage to other engine components caused by a failure of an emission-related part, unless otherwise covered by standard warranty.

**THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN. WHERE PERMITTED BY LAW, NEITHER JOHN DEERE NOR ANY AUTHORIZED JOHN DEERE ENGINE DISTRIBUTOR, DEALER, OR REPAIR FACILITY OR ANY COMPANY AFFILIATED WITH JOHN DEERE WILL BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.**

Emission\_CI\_EPA (18Dec09)

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DX,EMISSIONS,EPA-19-12DEC12-1/2



**JOHN DEERE**

**U.S. AND CANADA EMISSION CONTROL WARRANTY STATEMENT  
YOUR WARRANTY RIGHTS AND OBLIGATIONS**

To determine if the John Deere engine qualifies for the additional warranties set forth below, look for the "Emissions Control Information" label located on the engine. If the engine is operated in the United States or Canada and the Emissions Control information label states: "This engine complies with US EPA regulations for nonroad and stationary diesel engines", or "This engine conforms to US EPA nonroad compression-ignition regulations", refer to the "U.S. and Canada Emission Control Warranty Statement." If the engine is operated in California, and the label states: "This engine complies with US EPA and CARB regulations for nonroad diesel engines", or "This engine conforms to US EPA and California nonroad compression-ignition emission regulations", also refer to the "California Emission Control Warranty Statement."

Warranties stated on this certificate refer only to emissions-related parts and components of your engine. The complete engine warranty, less emissions-related parts and components, is provided separately. If you have any questions about your warranty rights and responsibilities, you should contact John Deere at 1-319-292-5400.

**JOHN DEERE'S WARRANTY RESPONSIBILITY**

John Deere warrants to the ultimate purchaser and each subsequent purchaser that this off-road diesel engine including all parts of its emission-control system was designed, built and equipped so as to conform at the time of the sale with Section 213 of the Clean Air Act and is free from defects in materials and workmanship which would cause the engine to fail to conform with applicable US EPA regulations for a period of five years from the date the engine is placed into service or 3,000 hours of operation, whichever first occurs.

Where a warrantable condition exists, John Deere will repair or replace, as it elects, any part or component with a defect in materials or workmanship that would increase the engine's emissions of any regulated pollutant within the stated warranty period at no cost to you, including expenses related to diagnosing and repairing or replacing emission-related parts. Warranty coverage is subject to the limitations and exclusions set forth herein. Emission-related components include engine parts developed to control emissions related to the following:

Air-Induction System	Aftertreatment Devices
Fuel System	Crankcase Ventilation Valves
Ignition System	Sensors
Exhaust Gas Recirculation Systems	Engine Electronic Control Units

**EMISSION WARRANTY EXCLUSIONS**

John Deere may deny warranty claims for malfunctions or failures caused by:

- Non-performance of maintenance requirements listed in the Operator's Manual
- The use of the engine/equipment in a manner for which it was not designed
- Abuse, neglect, improper maintenance or unapproved modifications or alterations
- Accidents for which it does not have responsibility or by acts of God

The off-road diesel engine is designed to operate on diesel fuel as specified in the Fuels, Lubricants and Coolants section in the Operators Manual. Use of any other fuel can harm the emissions control system of the engine/equipment and is not approved for use.

To the extent permitted by law John Deere is not liable for damage to other engine components caused by a failure of an emission-related part, unless otherwise covered by standard warranty.

**THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. REMEDIES UNDER THIS WARRANTY ARE LIMITED TO THE PROVISIONS OF MATERIAL AND SERVICES AS SPECIFIED HEREIN. WHERE PERMITTED BY LAW, NEITHER JOHN DEERE NOR ANY AUTHORIZED JOHN DEERE ENGINE DISTRIBUTOR, DEALER, OR REPAIR FACILITY OR ANY COMPANY AFFILIATED WITH JOHN DEERE WILL BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.**

Emission\_CI\_EPA (18Dec09)

TS1721—UN—15JUL13

DX,EMISSIONS,EPA-19-12DEC12-2/2

## Limited Battery Warranty

*NOTE: Applicable in North America only. For complete machine warranty, reference a copy of the John Deere warranty statement. Contact your John Deere dealer to obtain a copy.*

### To Secure Warranty Service

The purchaser must request warranty service from a John Deere dealer authorized to sell John Deere batteries, and present the battery to the dealer with the top cover plate codes intact.

### Replacement

Any new battery which becomes unserviceable (not merely discharged) due to defects in material or workmanship will be eligible for warranty consideration.

### This Warranty Does Not Cover

Breakage of the container, cover, or terminals.

Depreciation or damage caused by lack of reasonable and necessary maintenance or by improper maintenance.

Transportation, mailing, or service call charges for warranty service.

### Limitation of Implied Warranties and Purchaser's Remedies

To the extent permitted by law, neither John Deere nor any

company affiliated with it makes any warranties, representations or promises as to the quality, performance or freedom from defect of the products covered by this warranty. IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, TO THE EXTENT APPLICABLE, SHALL BE LIMITED IN DURATION TO THE APPLICABLE ADJUSTMENT PERIOD SET FORTH HERE. THE PURCHASER'S ONLY REMEDIES IN CONNECTION WITH THE BREACH OR PERFORMANCE OF ANY WARRANTY ON JOHN DEERE BATTERIES ARE THOSE SET FORTH HERE. IN NO EVENT WILL THE DEALER, JOHN DEERE OR ANY COMPANY AFFILIATED WITH JOHN DEERE BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES. (Note: Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitation of incidental or consequential damages. So these limitations and exclusions may not apply to you.) This warranty gives you specific legal rights, and you may also have some rights which vary from state to state.

### No Dealer Warranty

The selling dealer makes no warranty of it's own and the dealer has no authority to make any representation or promise on behalf of John Deere, or to modify the terms or limitations of this warranty in any way.

DX,BATWAR,NA-19-06AUG21-1/1

# Identification Numbers

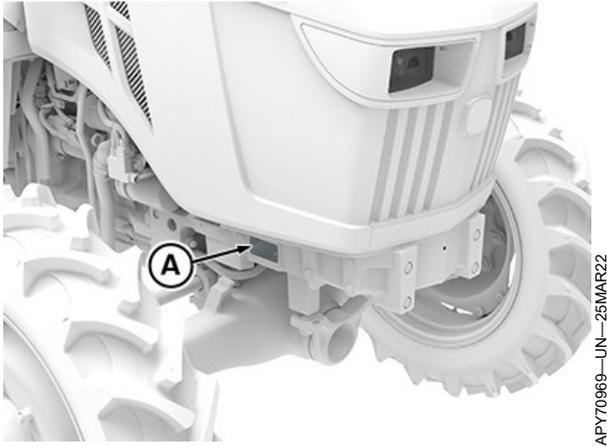
## Identification Plates

Each tractor has the identification plates shown on these pages. The letters and numbers stamped on the plates identify a component or assembly. All these characters are needed when ordering parts, or identifying a tractor or component for any John Deere product support program.

Also, they are needed for law enforcement to trace your tractor if it is ever stolen. Accurately record these characters in the spaces provided in each of the following photographs.

SD74272,00002CE-19-05SEP22-1/1

## Product Identification Number



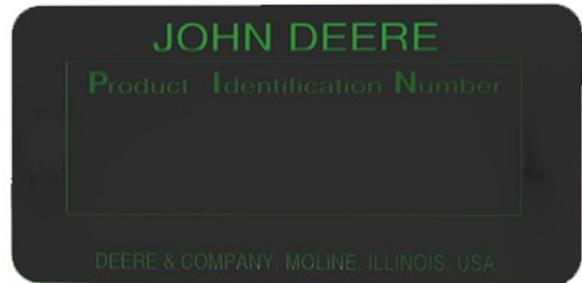
VP27597,0001E8A-19-30AUG22-1/2

Product identification number (PIN) plate (A) is located on the right-side front support member of the tractor.

Record the serial number.

Tractor Serial Number \_\_\_\_\_

**A—Product Identification  
Number Plate**



*Product Identification Number Plate*

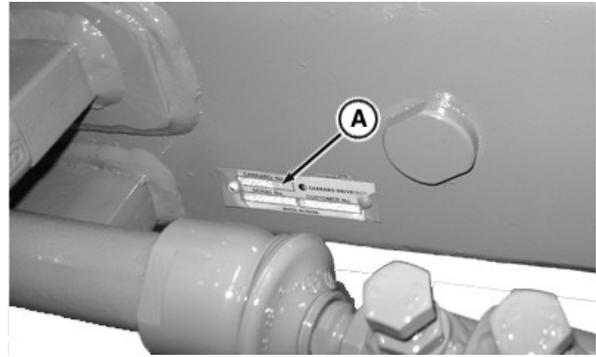
VP27597,0001E8A-19-30AUG22-2/2

### Record Front Axle (2-WD) Serial Number

The front-axle serial number plate (A) is located on the right rear side of the axle housing.

Front-Axle (2-WD) Serial Number \_\_\_\_\_

**A—Front-Axle Serial Number Plate**



Front-Axle Serial Number Plate

VP27597,0001E8D-19-29AUG22-1/1

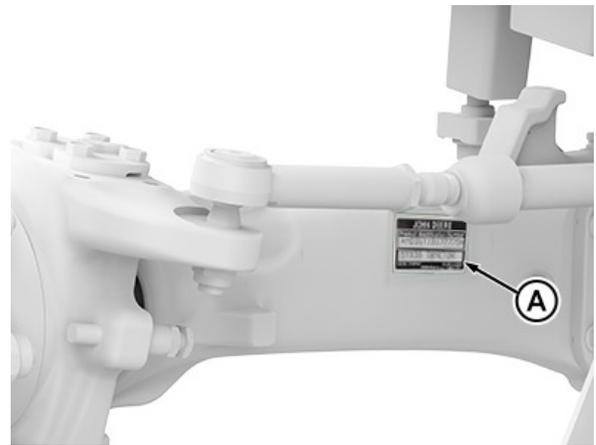
PY18069—UN—26MAR13

### Record Mechanical Front Wheel Drive (MFWD) Serial Number

The MFWD serial number plate (A) is located on the rear side of the left-hand side axle housing.

MFWD Serial Number \_\_\_\_\_

**A—MFWD Serial Number Plate**

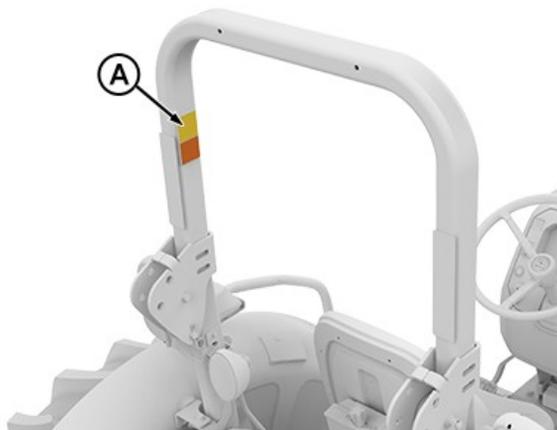


MFWD Serial Number Plate

VP27597,0001E8B-19-05SEP22-1/1

APY70973—UN—25MAR22

## ROPS Serial Number



ROPS Serial Number Plate



A—ROPS Serial Number Plate

**IMPORTANT: Ensure that ROPS serial number plate is visible all the time, Do NOT mount mirror on the certification plate.**

Record the serial number .

ROPS Serial Number \_\_\_\_\_

ROPS serial number plate (A) is located on the ROPS on the inner right side.

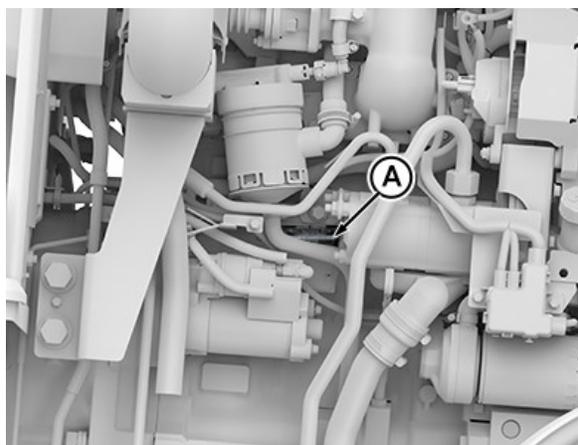
VP27597,0001E8C-19-13SEP22-1/1

## Record Engine Serial Number

Engine serial number plate (A) is located on the right-hand side of the engine block between the starter solenoid and the hydraulic pump.

Engine Serial Number \_\_\_\_\_

A—Engine Serial Number Plate



Engine Serial Number Plate

VP27597,0001E8E-19-29AUG22-1/1

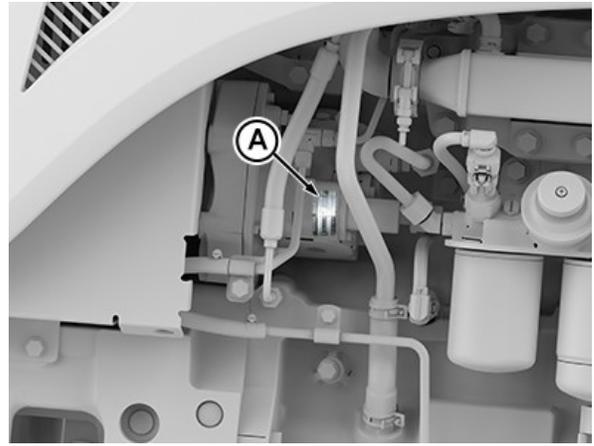
### High-Pressure Fuel Pump Serial Number

High-pressure fuel pump serial number plate (A) is located on the side of the pump.

Record the serial number.

High-Pressure Fuel Pump Serial Number \_\_\_\_\_

**A—High-Pressure Fuel Pump  
Serial Number Plate**



APY70975—UN—25MAR22

High-Pressure Fuel Pump Serial Number Plate

VP27597,0001E8F-19-29AUG22-1/1

### Cab Serial Number

Cab serial number is located on the rear implement window, behind the operator seat.

Record the serial number.

Cab Serial Number \_\_\_\_\_



APY70970—UN—25MAR22

Cab Serial Number

VP27597,0001E90-19-29AUG22-1/1

### Keep Proof of Ownership

1. Maintain in a secure location an up-to-date inventory of all product and component serial numbers.
2. Regularly verify that identification plates have not been removed. Report any evidence of tampering to law enforcement agencies and order duplicate plates.
3. Other steps you can take:
  - Mark your machine with your own numbering system
  - Take color photographs from several angles of each machine



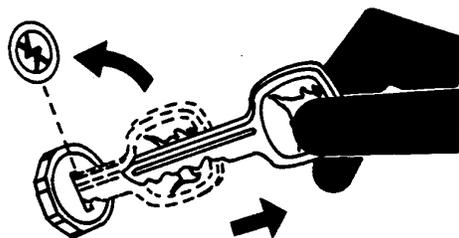
TS1680—UN—09DEC03



DX,SECURE1-19-18NOV03-1/1

## Keep Machines Secure

1. Install vandal-proof devices.
2. When machine is in storage:
  - Lower equipment to the ground
  - Set wheels to widest position to make loading more difficult
  - Remove any keys and batteries
3. When parking indoors, put large equipment in front of exits and lock your storage buildings.
4. When parking outdoors, store in a well-lighted and fenced area.
5. Make note of suspicious activity and report any thefts immediately to law enforcement agencies.
6. Notify your John Deere dealer of any losses.



TS230—UN—24MAY89

DX,SECURE2-19-18NOV03-1/1

# Lubrication and Maintenance Records

## Daily/10 Hours Service Record

- Check engine oil level.
- Check coolant level.
- Drain water and sediment from the fuel tank and fuel filter <sup>1</sup>
- Lubricate front axle pivot pins.<sup>2</sup>
- Lubricate rear axle bearings.<sup>2</sup>
- Lubricate tie rod ends(2WD).<sup>2</sup>
- Lubricate Steering Linkage(2WD).<sup>2</sup>

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<sup>1</sup> The fuel filter must be drained when water or debris is evident in the sediment bowl. If water or debris reoccurs more than three days in a row, then drain the sediment from the fuel tank. Run the engine for a minimum of 20 seconds, recheck and if more water collects, drain the fuel tank.

<sup>2</sup> Only necessary in wet or muddy conditions

VP27597,0001EAF-19-12APR22-1/1

*Lubrication and Maintenance Records*

**Every 50 Hours Service Record**

- Clean and check battery.
- Inspect all tires.
- Check Tire Inflation Pressure.
- Lubricate front axle pivot pins.
- Check transmission-hydraulic system oil level.
- Check MFWD axle hub oil level.
- Inspect tractor for loose nuts and bolts.
- Lubricate Steering Linkage (2WD).

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VP27597,0001EB0-19-12APR22-1/1

**First 100 Hours Service Record**

- Replace the transmission-hydraulic oil filter.
- Change engine break-in oil and filter.
- Inspect hose clamps on the air intake system and coolant system.

Date: \_\_\_\_\_

Hours: \_\_\_\_\_

VP27597,0001EB1-19-12APR22-1/1

**250 Hours Service Record/Annually**

- Service air cleaner <sup>1</sup>
- Check oil level in MFWD axle and wheel hubs.
- Inspect alternator/fan belt.
- Check Coolant Properties
- Lubricate 3-point hitch.
- Check neutral start system.
- Replace transmission-hydraulic filter.
- Adjust clutch free play. <sup>2</sup>
- Brake Bleeding <sup>3</sup>
- Inspect seat belt.

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<sup>1</sup> Service more often if operated in dusty conditions.  
<sup>2</sup> For Mechanical dry clutch.  
<sup>3</sup> See your John Deere dealer for service.

VP27597,0001EB2-19-12APR22-1/1

**500 Hours/1 Years Service Record**

- Replace engine oil and filter.
- Replace both fuel filters.
- Clean operator enclosure/cab air filters <sup>1</sup>
- Repack front wheel bearing (2WD).
- Check and tighten all hoses and hose clamps.
- Clean engine crankcase vent tube (OCV).
- Change MFWD axle and wheel hub oil.
- Check cooling system for leaks.
- Lubricate rear axle bearings.
- Check engine idle speeds.
- Check front axle pivot pin.

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<sup>1</sup> Service more often if operated in dusty conditions.

VP27597,0001EB3-19-25NOV22-1/1

**1000 Hours Service Record**

- Replace air cleaner elements.
- Replace operator enclosure/cab air filters.
- Engine valve lash setting.

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ZY5AXG6,1669293049101-19-24NOV22-1/1

**1250 Hours/Three Years Service Record**

- Replace transmission-hydraulic oil filter.
- Clean transmission-hydraulic pickup screen.
- Clean PowrReverse™ hydraulic pressure valve strainer.

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ZY5AXG6,1669293109431-19-25NOV22-1/1

**Annual Service Record**

- Change engine oil and filter.
- Replace air cleaner elements.
- Inspect seat belt.
- Service Exhaust Filter.
- Replace operator enclosure/cab air filters.

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VP27597,0001EB7-19-12APR22-1/1

**6000 Hours/Six Years Service Record**

- Drain, flush, and refill engine cooling system. <sup>1</sup>
- Adjust engine valve clearance. <sup>1</sup>

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<sup>1</sup> See your John Deere dealer for service.

VP27597,0001EB6-19-24NOV22-1/1

**As Required Service Record**

**Service as Required**

- Adjust Hand Throttle Friction.
- Inspect Engine Air Cleaner Elements.
- Service Exhaust Filter.
- Inspect Engine Air Intake System.
- Check operator enclosure/cab air filters.
- Service air-conditioning system.
- Clean and Check Battery.

- Clean Front Grille, Side Screens, Radiator, Condenser (cab) and Oil, Fuel, or Air Coolers (if equipped).
- Drain water and sediment from fuel tank and fuel filter.
- Replace Bulbs; Floodlights, Headlights, Tail/Turn Lights and Warning Lights.
- Lubricate Operator Seat Slide Rails.
- Adjust Headlights.

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VP27597,0001EB8-19-12APR22-1/1

# John Deere Service Literature Available

## Technical Information

Technical information can be purchased from John Deere. Publications are available in print or CD-ROM format.

Orders can be made using one of the following:

- John Deere Technical Information Store: [www.JohnDeere.com/TechInfoStore](http://www.JohnDeere.com/TechInfoStore)
- Call 1-800-522-7448
- Contact your John Deere dealer

Available information includes:

DX,SERVLIT-19-07DEC16-1/5

**PARTS CATALOGS** list service parts available for your machine with exploded view illustrations to help you identify the correct parts. It is also useful in assembling and disassembling.



TS189—UN—17JAN89

DX,SERVLIT-19-07DEC16-2/5

**OPERATOR'S MANUALS** providing safety, operating, maintenance, and service information.



TS191—UN—02DEC88

DX,SERVLIT-19-07DEC16-3/5

**TECHNICAL MANUALS** outlining service information for your machine. Included are specifications, illustrated assembly and disassembly procedures, hydraulic oil flow diagrams, and wiring diagrams. Some products have separate manuals for repair and diagnostic information. Some components, such as engines, are available in a separate component technical manual.



TS224—UN—17JAN89

Continued on next page

DX,SERVLIT-19-07DEC16-4/5

EDUCATIONAL CURRICULUM including five comprehensive series of books detailing basic information regardless of manufacturer:

- Agricultural Primer series covers technology in farming and ranching.
- Farm Business Management series examines “real-world” problems and offers practical solutions in the areas of marketing, financing, equipment selection, and compliance.
- Fundamentals of Services manuals show you how to repair and maintain off-road equipment.
- Fundamentals of Machine Operation manuals explain machine capacities and adjustments, how to improve machine performance, and how to eliminate unnecessary field operations.
- Fundamentals of Compact Equipment manuals provide



instruction in servicing and maintaining equipment up to 40 PTO horsepower.

DX.SERVLIT-19-07DEC16-5/5

TS1663—UN—10OCT97

# John Deere Service

## John Deere Parts

We help minimize downtime by putting genuine John Deere parts in your hands in a hurry.

That's why we maintain a large and varied inventory—to stay a jump ahead of your needs.



TS100—UN—23AUG88

DX,IBC,A-19-04JUN90-1/1

## The Right Tools

Precision tools and testing equipment enable our Service Department to locate and correct troubles quickly . . . to save you time and money.



TS101—UN—23AUG88

DX,IBC,B-19-04JUN90-1/1

## Well-Trained Technicians

School is never out for John Deere service technicians.

Training schools are held regularly to be sure our personnel know your equipment and how to maintain it.

Result?

Experience you can count on!



TS102—UN—23AUG88

DX,IBC,C-19-04JUN90-1/1

## Prompt Service

Our goal is to provide prompt, efficient care when you want it and where you want it.

We can make repairs at your place or at ours, depending on the circumstances: see us, depend on us.

JOHN DEERE SERVICE SUPERIORITY: We'll be around when you need us.



TS103—UN—23AUG88

DX,IBC,D-19-04JUN90-1/1

## John Deere Is At Your Service

CUSTOMER SATISFACTION is important to John Deere.

Our dealers strive to provide you with prompt, efficient parts and service:

- Maintenance and service parts to support your equipment.
- Trained service technicians and the necessary diagnostic and repair tools to service your equipment.

### CUSTOMER SATISFACTION PROBLEM RESOLUTION PROCESS

Your John Deere dealer is dedicated to supporting your equipment and resolving any problem you may experience.

1. When contacting your dealer, be prepared with the following information:

- Machine model and product identification number
- Date of purchase
- Nature of problem

2. Discuss problem with dealer service manager.



TS201—UN—15APR13

3. If unable to resolve, explain problem to dealership manager and request assistance.

4. If you have a persistent problem your dealership is unable to resolve, ask your dealer to contact John Deere for assistance. Or contact the Ag Customer Assistance Center at 1-866-99DEERE (866-993-3373) or e-mail us at [www.deere.com/en\\_US/ag/contactus/](http://www.deere.com/en_US/ag/contactus/).

DX,IBC,2-19-02APR02-1/1

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