

5045E, 5055E, 5065E and 5075E FT4 (MY18-) Tractors (North America)



JOHN DEERE



OPERATOR'S MANUAL

5045E, 5055E, 5065E and 5075E FT4 Tractors
(North America)

OMSJ42016 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 - CAB Tractor

PY39692—UN—07FEB17



John Deere 5E - OOS Tractor

PY39693—UN—07FEB17

NOTE: Tractors shown may have optional equipment.

RP32883,0000FD0-19-14MAY21-1/1

Contents

	Page		Page
Safety		Decommissioning — Proper Recycling and Disposal of Fluids and Components	05-23
Recognize Safety Information	05-1	Safety Signs	
Understand Signal Words	05-1	Danger Decal — Starting Engine (If Equipped)	10-1
Follow Safety Instructions	05-1	Warning Decal — ROPS	10-2
Prepare for Emergencies	05-2	Warning Decal — Avoid Crushing	10-2
Wear Protective Clothing	05-2	Caution Decal — Safety Instructions	10-3
Protect Against Noise	05-2	Safety Decals — Cab	10-4
Handle Fuel Safely—Avoid Fires	05-3	Warning Decal — PTO Shield	10-5
Handle Starting Fluid Safely	05-3	Instructional Seat (If Equipped)	10-6
Fire Prevention	05-3	Controls and Instruments	
In Case of Fire	05-4	Tractor Controls — OOS (PowrReverser™ Transmission)	15-1
Avoid Static Electricity Risk When Refueling	05-4	Tractor Controls — OOS (SyncShuttle™ Transmission)	15-3
Keep ROPS Installed Properly	05-5	Tractor Controls — Cab (SyncShuttle™ Transmission)	15-6
Use Foldable ROPS and Seat Belt Properly	05-5	Tractor Controls — Cab (PowrReverser™ Transmission)	15-8
Stay Clear of Rotating Drivelines	05-6	Instrument Panel	15-10
Use Steps and Handholds Correctly	05-6	Information Display (Roll Mode Switch)	15-12
Read Operator's Manuals for ISOBUS Controllers	05-7	Overhead Control Panel — Cab	15-13
Use Seat Belt Properly	05-7	Lights	
Operating the Tractor Safely	05-8	Light Switch Positions — OOS	20-1
Avoid Backover Accidents	05-9	Light Switch Positions — Cab	20-1
Limited Use in Forestry Operation	05-9	Using Headlights — OOS	20-3
Operating the Loader Tractor Safely	05-9	Using Headlights — Cab	20-4
Keep Riders Off Machine	05-10	High Beam Indicator	20-5
Instructional Seat	05-10	Using Work Lights — OOS	20-6
Use Safety Lights and Devices	05-10	Using Floodlights	
Use a Safety Chain	05-11	Cab	20-7
Transport Towed Equipment at Safe Speeds	05-11	Using Tail Lights — OOS	20-8
Use Caution on Slopes, Uneven Terrain, and Rough Ground	05-12	Using Tail Lights — Cab	20-8
Freeing a Mired Machine	05-12	Using Turn Signals	20-9
Avoid Contact with Agricultural Chemicals	05-13	Using Warning Lights — OOS	20-10
Handle Agricultural Chemicals Safely	05-14	Using Warning Lights — Cab	20-11
Handling Batteries Safely	05-15	Using Seven-Terminal Outlet	20-12
Avoid Heating Near Pressurized Fluid Lines	05-15	Operating Rotating Beacon Light — (If Equipped)	20-13
Remove Paint Before Welding or Heating	05-16	Operator Station — OOS	
Handle Electronic Components and Brackets Safely	05-16	Operate Foldable ROPS	25-1
Practice Safe Maintenance	05-17	Using Seat Belt	25-2
Avoid Hot Exhaust	05-17	Select Seat Position	25-2
Clean Exhaust Filter Safely	05-18	Adjusting Steering Wheel — (If Equipped)	25-2
Work In Ventilated Area	05-19	Adjusting Ride Comfort	25-3
Support Machine Properly	05-19	Using Operator's Manual Holder	25-3
Prevent Machine Runaway	05-19	Use Tool Box	25-3
Park Machine Safely	05-20		
Transport Tractor Safely	05-20		
Service Cooling System Safely	05-20		
Service Accumulator Systems Safely	05-21		
Service Tires Safely	05-21		
Service Front-Wheel Drive Tractor Safely	05-21		
Tightening Wheel Retaining Bolts/Nuts	05-22		
Avoid High-Pressure Fluids	05-22		
Do Not Open High-Pressure Fuel System	05-22		
Store Attachments Safely	05-23		

Continued on next page

Original Instructions. All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

COPYRIGHT © 2023
DEERE & COMPANY
Moline, Illinois
All rights reserved.
A John Deere ILLUSTRATION™ Manual

Contents

	Page		Page
Operator Station—Cab		Driving on Public Roads	50-2
Using Seat Belt	26-1	Using Emergency Exit (Cab)	50-6
Adjusting Seat		Use Caution on Hillsides	50-6
Mechanical Suspension	26-1	Operating Transmission	
Adjusting Steering Wheel	26-2	PowrReverser (PRT) (If Equipped)	50-7
Accessory Electrical Outlets	26-3	PowrReverser (PRT) (If Equipped)	50-8
Use Tool Box	26-3	Using Infinitely Variable Shuttle (If Equipped)	50-9
Opening Windows	26-4	Selecting a Gear	50-9
Opening Door	26-4	Using Brakes	50-10
Emergency Exit	26-5	Use Differential Lock	50-11
Inside Rear View Mirror and Sun Visor	26-5	Operating Mechanical Front Wheel Drive (If	
Adjusting Blower Speed	26-5	Equipped)	50-12
Controlling Temperature	26-6	Stopping Tractor (PowrReverser™)	50-13
Deicing, Demisting or Defrosting Windshield	26-6	Stopping Tractor (SyncShuttle™)	50-14
Optimizing A/C and Heater Performance	26-7	Come-Home Mode	50-15
Operating Windshield Wiper and Washer	26-7	Rockshaft and 3-Point Hitch	
Routing Cables and Harnesses	26-8	Match Tractor Power to Implement	55-1
Operating Radio (If Equipped)	26-8	3-Point Hitch Components	55-1
Setting Clock (If Equipped)	26-9	Rockshaft Control Levers	55-2
Operating Cassette Tape or Compact Disc		Setting Position Control Lever Stop	55-3
Player—If Equipped	26-10	Using Rockshaft Position Control	55-4
Using Dome Light	26-11	Using Draft Control	55-5
Using Courtesy Light	26-11	Adjusting Rockshaft Rate-of-Drop/ Implement/	
Using Monitor Mounts	26-11	Transportation Lock	55-6
Break-In Period		Prepare Implement	55-7
Engine Operation— Break-In Check	30-1	Convert Category II Hitch to a Category I (If	
Break-In Service	30-2	Equipped)	55-7
Prestarting Checks		Position Center Link	55-8
Daily Service Before Starting Engine (OOS and		Attach Implements to 3-Point Hitch	55-8
Cab)	35-1	Adjust Hitch Side Sway	55-11
Operating the Engine		Adjust Hitch Side Sway Bar (If Equipped)	55-11
Operate Key Switch	40-1	Leveling Hitch	55-12
Before Starting the Engine — (PowrReverser™)	40-2	Adjust Lateral Float	55-13
Before Starting the Engine — (SyncShuttle™)	40-3	Warm Hydraulic System Oil	55-13
Start the Engine	40-4	Hydraulics and Selective Control Valves	
Cold-Weather Start Aid	40-5	Open Center Hydraulic System	60-1
Using Engine Coolant Heater (If Equipped)	40-6	Warming Transmission-Hydraulic System Oil	60-1
Check Engine Indicators and Gauges	40-7	Use Correct Hose Tips	60-1
Stop/Operator Alert Indicator	40-8	Control Lever and Coupler Identification — OOS	60-2
Changing Engine Speed	40-8	Control Lever and Coupler Identification — CAB	60-3
Recommended Engine Speeds and Operating		Mid-Mount Valve Coupler Identification (If	
Procedures	40-9	Equipped)	60-4
Working with Speed/Hour Meters	40-9	Rear SCV Dust Plug Identification	60-4
Engines with Turbocharger	40-9	SCV Numbers and Corresponding Colors	60-5
Stopping the Engine — (PowrReverser™)	40-10	Connect Cylinder Hoses	60-5
Stopping the Engine — (SyncShuttle™)	40-11	Connecting Cylinder Hoses	
Use a Booster Battery or Charger	40-12	Mid-Mount Valve (If Equipped)	60-6
Exhaust Filter System Overview	40-13	Connect Single-Acting Cylinder	60-8
Automatic (AUTO) Exhaust Filter Cleaning	40-15	Correct Reversed Cylinder Response	60-8
Disabled Exhaust Filter Cleaning	40-15	Neutral Lever Position	60-9
Parked Exhaust Filter Cleaning	40-17	Extend/Retract Cylinder	60-10
Service Exhaust Filter Cleaning	40-18	Use Power Beyond Attachment (If Equipped)	60-11
Driving the Tractor		Adjust Cylinder Stop	60-11
Operator Training Required	50-1	Disconnect Cylinder Hoses	60-12
Avoid Contact with Agricultural Chemicals - Cab		Drawbar and PTO	
Category 1, 2, 3, and 4 According to EN		Observe Drawbar / Wagon Hitch Load	
15695-1	50-1	Limitations	65-1
Clean Vehicle of Hazardous Pesticides	50-2	Use Swinging Drawbar	65-1
		Adjustable Drawbar	65-2

Continued on next page

	Page	Page	
Proper Use of Drawbar	65-2	Storing Fuel	85-1
Stay Clear of Rotating Drivelines	65-3	Operating in Warm Temperature Climates	85-1
Attach PTO-Driven Implement	65-4	Handling and Storing Diesel Fuel	85-2
Remote PTO Enable Switch Function (If Equipped)	65-5	Diesel Fuel	85-3
Operating Tractor PTO — PowrReverser™	65-6	Minimizing the Effect of Cold Weather on Diesel Engines	85-4
Operating Tractor PTO — SyncShuttle™	65-8	Biodiesel Fuel	85-5
Select Correct PTO Speeds—If Equipped	65-10	Fill Fuel Tank	85-6
Adjust PTO Clutch Operating Cable	65-11	Alternative and Synthetic Lubricants	85-7
Performance Ballast		Lubricant Storage	85-7
Plan for Maximum Productivity	70-1	Diesel Exhaust Fluid (DEF) — Use in Selective Catalytic Reduction (SCR) Equipped Engines	85-7
Selecting Ballast Carefully	70-1	Disposal of Diesel Exhaust Fluid (DEF)	85-7
Ballasting for Front Loader	70-1	Refilling Diesel Exhaust Fluid (DEF) Tank	85-8
Measure Wheel Slip—Manually	70-2	Storing Diesel Exhaust Fluid (DEF)	85-9
Ballast Limitations	70-2	Testing Diesel Exhaust Fluid (DEF)	85-9
Ballast Front End for Transport	70-3	Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V	85-10
Ballast Two-Wheel Drive Tractors	70-3	Engine Oil and Filter Service Intervals — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V Engines	85-11
Ballast MFWD-Equipped Tractors	70-3	John Deere Break-In Plus™ Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V	85-11
Determine Maximum Rear Ballast	70-4	Oil Filters	85-12
Determine Maximum Front Ballast	70-4	Diesel Engine Coolant (engine with wet sleeve cylinder liners)	85-13
Use Cast Iron Weights	70-4	John Deere COOL-GARD™ II Coolant Extender	85-14
Install Rear Cast Iron Weights	70-5	Water Quality for Mixing with Coolant Concentrate	85-14
Use Liquid Weight	70-5	Testing Coolant Freeze Point	85-15
Use Implement Codes	70-6	Transmission and Hydraulic Oil	85-16
Wheels, Tires and Treads		Use Correct Transmission-Hydraulic Filter Element	85-16
Service Tires Safely	75-1	Transmission, Steering, Brake, Hydraulic, and Gear Case Oil	85-17
Check Implement- to- Tire Clearance	75-1	Multipurpose Extreme Pressure (EP) Grease	85-17
Check Tire Inflation Pressure	75-2	Mixing of Lubricants	85-18
Tire Inflation Pressure Chart	75-2	Alternative and Synthetic Lubricants	85-18
Select Front Tire Rolling Direction	75-3	Lubricant Storage	85-18
Tighten Wheel/Axle Hardware Correctly	75-3	Oilscan™ and CoolScan™	85-19
Tighten Bolts—Adjustable Front Axle	75-4	Maintenance and Service Intervals	
Tighten Wheel Bolts—MFWD Axle	75-5	Additional Service Information	90-1
Tighten Wheel Bolts—Rear Axle	75-5	Service Tractor Safely	90-1
Observe Rear Wheel Tread Width Limitations	75-5	Service Interval Chart	
Tread Settings		Daily or 10 Hours / Weekly or 50 Hours / FIRST 100 Hours / 250 Hours	90-2
Two-Position Rear Wheels	75-6	500 Hours / 1000 Hours / Annually / 2000 Hours or Two Years / 5000 Hours or Five Years	90-3
Tread Settings—Multi-Position Rear Wheels	75-6	Service—As Required	90-3
Tread Settings—Adjustable Front Axle	75-7	Observe Service Intervals	90-4
Tread Settings—Multi-Position MFWD Wheels	75-8	Using High-Pressure Washers	90-4
Adjust Front Axle Tread Width	75-9	Using Compressed Air	90-4
Check Toe-In (Two-Wheel Drive Tractor)	75-10	Check and Adjust Clutch Pedal Free Play	90-5
Adjust Toe-In (Two-Wheel Drive Tractor)	75-10	General Maintenance and Inspection	
Check Toe-In — MFWD Axle	75-11	Opening Hood	95-1
Adjust Toe-In—MFWD Axle	75-11	Engine Air Intake Filters	
Steering Angle - CARRARO	75-11	Inspect	95-1
Set MFWD Steering Stops Turning Radius	75-12	Replace	95-3
Use Correct Tire Combinations	75-12	Inspect Engine Air Intake System	95-4
Tire Compatibility Chart	75-13		
Transporting			
Use Safety Lights and Devices	80-1		
Use a Safety Chain	80-1		
Driving Tractor on Roads	80-2		
Transport on Carrier	80-5		
Towing Tractor	80-6		
Fuels, Lubricants, and Coolant			
Handle Fuel Safely—Avoid Fires	85-1		
Handle Fluids Safely—Avoid Fires	85-1		

Continued on next page

Contents

	Page		Page
Clean Engine Crankcase Vent Tube	95-4	Bleed Fuel System	110-5
Check Engine Idle Speeds	95-5		
Cleaning the Exhaust Filter Aftertreatment	95-5	Maintenance—Electrical System	
Diesel Particulate Filter Maintenance and Service	95-5	Electrical Service Precautions	115-1
Exhaust Filter / Diesel Particulate Filter Ash Handling and Disposal	95-6	Inspect Alternator/Fan Belt Tensioner	115-1
Exhaust Filter Disposal	95-6	Replace Alternator/Fan Belt	115-2
Tighten Hose Clamps	95-6	Charge Battery	115-3
Inspect Tractor for Loose Hardware	95-6	Clean Battery	115-3
Check Neutral Start System		Check Battery Condition	115-4
PowrReverser Transmission (If Equipped)	95-7	Remove Battery (IOOS and Cab)	115-5
Inspect Seat Belt	95-9	Battery Replacement Specifications — OOS	115-6
Adjust Hand Throttle Friction	95-9	Battery Replacement Specifications — Cab	115-6
Inspect Tires	95-10	Service Battery	115-7
Tubeless Tire Repair	95-10	Access Fuses and Relays	115-8
Clean Cab Air Filters	95-10	Load Center - 1 Fuses — OOS (PowrReverser™ Transmission)	115-9
Service Air Conditioner (Cab)	95-13	Load Center - 2 Relays — OOS (PowrReverser™ Transmission)	115-10
Cleaning Engine Compartment	95-13	Load Center - Fuses and Relays— OOS (SyncShuttle Transmission)	115-11
Keep ROPS Installed Properly (OOS)	95-14	Load Center Fuses and Relays—Cab (PowrReverser™ Transmission)	115-12
Keep Cab Protection System Installed Properly	95-15	Load Center Fuses and Relays—Cab (Sync Shuttle Transmission)	115-13
Lubrication		Fusible Link Location	115-13
Use Correct Lubricant	100-1	Starter Wiring Connections	115-14
Check Engine Oil Level	100-1	Alternator Wiring Connections	115-14
Change Engine Oil and Filter	100-1	Handling Halogen Light Bulbs Safely	115-15
Check Transmission-Hydraulic Oil Level	100-3	Replace Headlight Element	115-15
Change Transmission-Hydraulic Oil and Filter	100-3	Adjust Headlights	115-16
Clean Transmission-Hydraulic Pickup Screen	100-4	Replace Roof Hazard Light Bulb—Cab	115-18
Lubricate Steering Linkage	100-6	Replace Tail Light and/or Warning Light Bulb—Open Operator's Station	115-18
Lubricate Front Axle Pivot Pins	100-6	Replace Tail and Turn Light Bulbs—Cab	115-19
Lubricate Front Axle Greasing Points	100-7	Replace Work Light Bulb—Open Operator's Station	115-19
Lubricate Hitch Components	100-7	Replace Worklight Element—Cab	115-20
MFWD Axle Wheel Hub		Replace Dome Light Bulb—Cab	115-21
Check Oil Level	100-8	Replacing Controls Illumination Light Bulb (Cab) ..	115-21
Change Oil	100-8	Replacing Rotary Beacon Light Bulb (If Equipped)	115-22
MFWD Axle Housing			
Check Oil Level	100-9	Troubleshooting	
Change Oil	100-9	Engine Troubleshooting	120-1
Pack Front Wheel Bearing, 2WD (If Equipped)	100-9	Transmission Troubleshooting	120-4
Lubricate Rear Axle Bearings	100-10	Hydraulic System Troubleshooting	120-4
Lubricate Operator's Seat Slide Rails (OOS)	100-10	Deluxe SCV (If Equipped)	120-5
Lubricate Hood Latch	100-11	Brakes Troubleshooting	120-5
		Rockshaft and Quick-Coupler 3-Point Hitch Troubleshooting	120-6
Maintenance—Cooling System		Remote Hydraulic Cylinders Troubleshooting	120-7
Clean Grille, Screen Assembly, Intercooler, Fuel Cooler, Oil Cooler and Radiator — OOS	105-1	Electrical System Troubleshooting	120-8
Clean Grille, Fuel Cooler, Vapor Condenser, Oil Cooler, Intercooler and Radiator — Cab	105-2	Heater and A/C System (Cab)	120-9
Check Coolant Level	105-4	Wiper(s), Floodlights, Dome Light and Radio (Cab)	120-11
Check Cooling System for Leaks	105-4		
Flush Cooling System and Replace Thermostat	105-5	Storage	
Flush Cooling System	105-6	Place Tractor in Long-Term Storage	125-1
Winterize Cooling System	105-7	Remove Tractor from Storage	125-2
		Paint Finish Care	125-3
Maintenance—Fuel System			
Do Not Modify Fuel System	110-1		
Drain Water and Sediment from Fuel Filters	110-1		
Drain Water and Sediment from Fuel Tank (OOS)	110-2		
Drain Water and Sediment from Fuel Tank (CAB) ..	110-2		
Replace Fuel Filter / Water Separator	110-3		

Continued on next page

	Page
Specifications	
General Specifications	130-1
Drain and Refill Capacities	130-3
Machine Dimension	130-3
Permissible Load Specifications	130-4
Ground Speed Estimates — PowrReverser™ Transmission	130-5
Ground Speed Estimates — Sync Shuttle Transmission	130-5
Correction Factors For Other Tire Sizes	130-6
Metric Bolt and Screw Torque Values	130-7
Unified Inch Bolt and Screw Torque Values	130-8
Emissions Control System Certification Label	130-9
CARB Non-road Emissions Control Warranty Statement—Compression Ignition	130-10
EPA Non-road Emissions Control Warranty Statement—Compression Ignition	130-16
Limited Battery Warranty	130-18
Identification Numbers	
Identification Plates	135-1
Product Identification Number	135-1
Record Front Axle (2-WD) Serial Number	135-1
Record Mechanical Front Wheel Drive (MFWD) Serial Number	135-1
ROPS Serial Number	135-2
Record Engine Serial Number	135-2
Fuel Injection Pump Serial Number	135-2
Cab Serial Number	135-3
Keep Proof of Ownership	135-3
Keep Machines Secure	135-3
Lubrication and Maintenance Records	
Service Records	
Daily / 10 Hours	140-1
Weekly / 50 Hours	140-2
First 100 Hours	140-2
250 Hours	140-3
500 Hours	140-4
1000 Hours	140-4
Annual	140-5
1000 Hours	140-5
2000 Hours / Two Years	140-5
As Required Service Record	140-6
John Deere Service Literature Available	
Technical Information	JDSL A-1
John Deere Service	
John Deere Parts	145-1
The Right Tools	145-1
Well-Trained Technicians	145-1
Prompt Service	145-2
John Deere Is At Your Service	145-2

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.

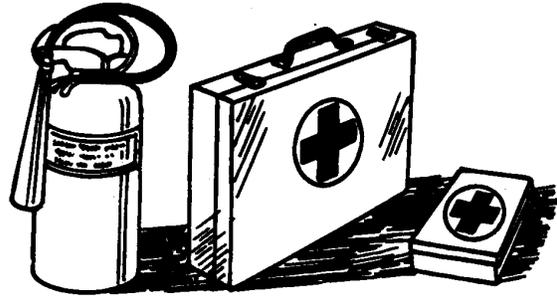
DX,READ-19-01AUG22-1/1

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.



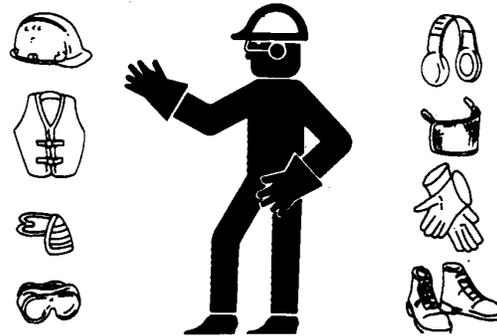
TS291—UN—15APR13

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.

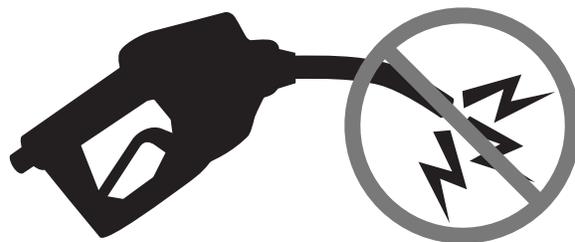
Refineries may have treated the fuel with a static dissipating additive. However, there are many factors that can reduce the effectiveness of the additive over time.

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

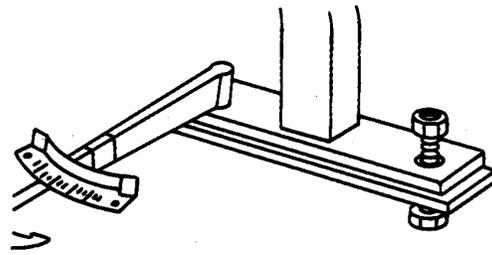
Keep ROPS Installed Properly

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.



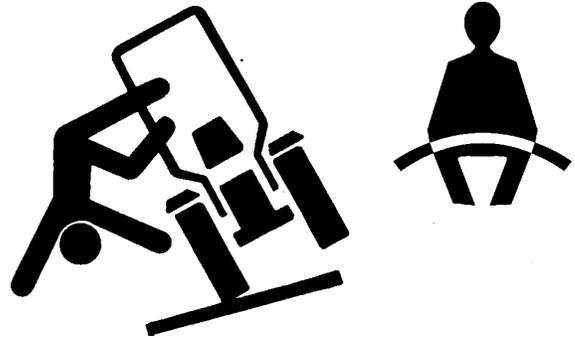
TS212—UN—23AUG88

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.

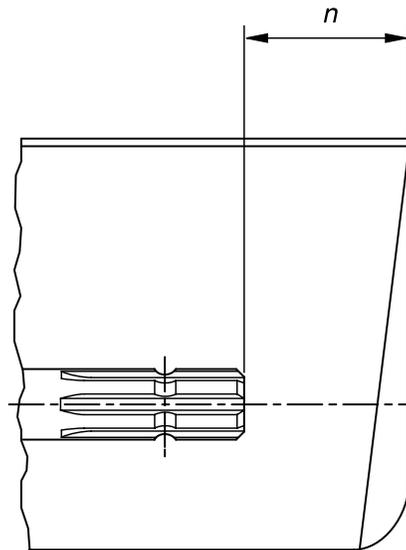
Do not raise implements high enough to damage the tractor master shield or guard of primary implement PTO driveshaft. Detach the PTO driveline shaft if it is necessary to increase implement height. (See Attching/Detaching PTO Driveline)

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



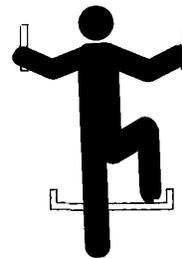
H96219—UN—29APR10

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,VWV,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.

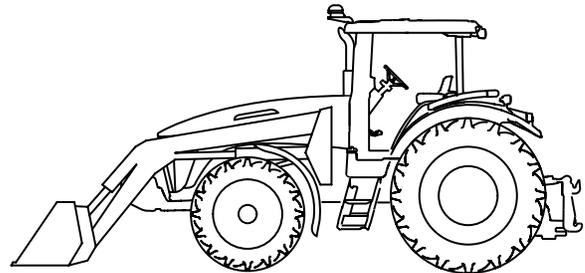
Never allow anyone to walk or work under a raised loader.

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).

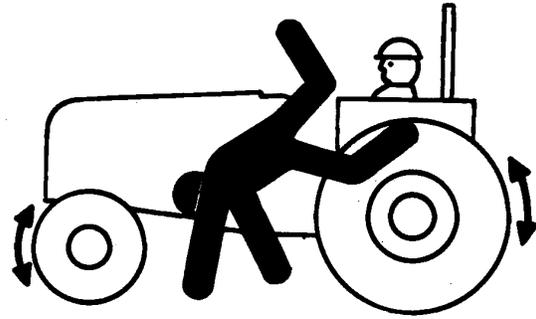
Ballast tractor in accordance to Ballast Recommendations in PREPARE TRACTOR section.

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.



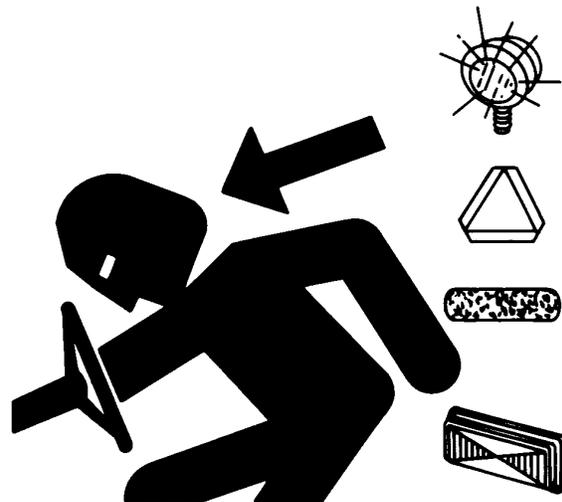
TS1730—UN—24MAY13

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

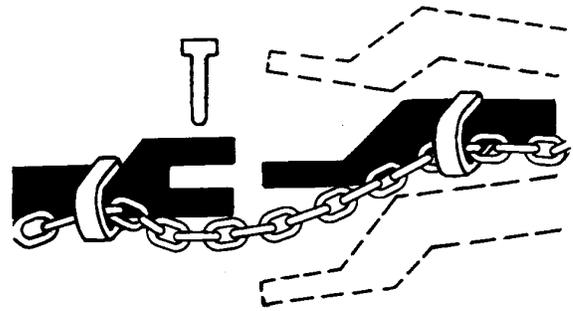
DX,FLASH-19-07JUL99-1/1

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.

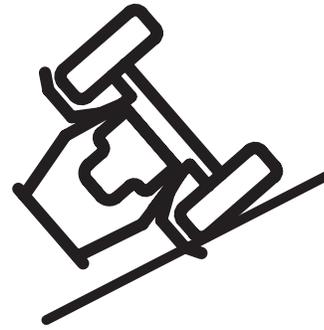
Danger of overturn increases greatly with narrow tread setting, at high speed.

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



RXAC103437—UN—01JUL09

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

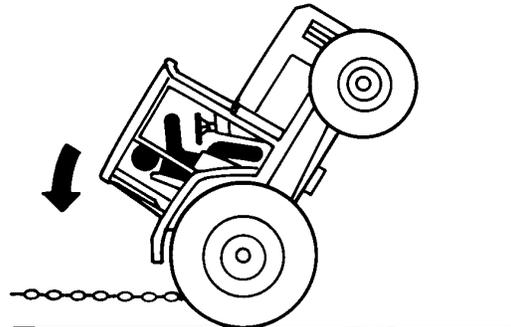
Freeing a Mired Machine

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

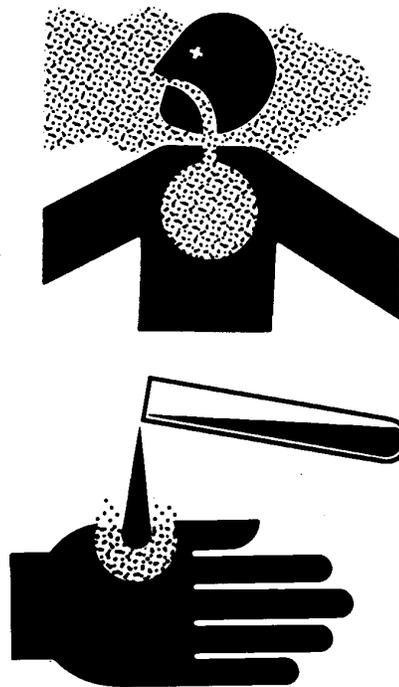
DX,MIREDD-19-07JUL99-1/1

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

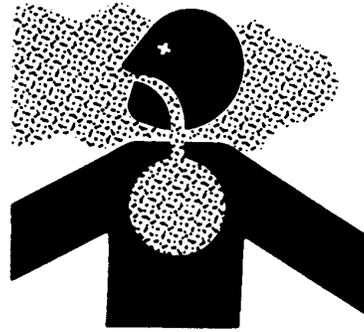
Handle Agricultural Chemicals Safely

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



A34471

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.

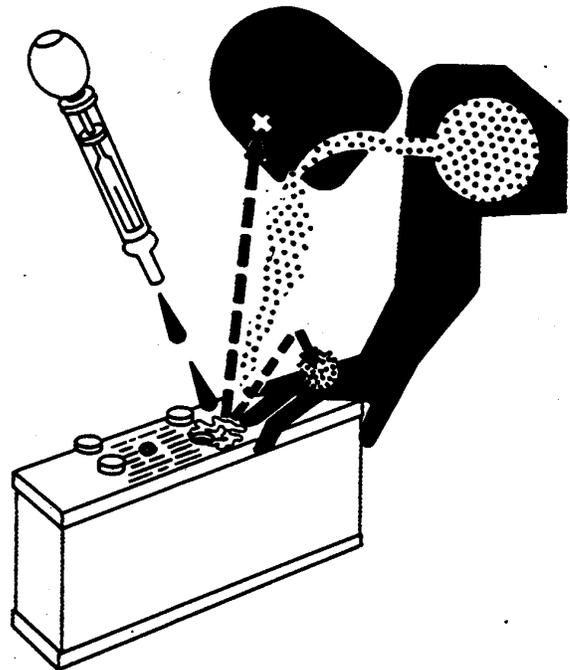
If acid is swallowed:

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

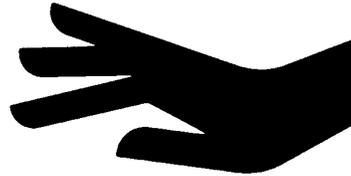
Keep hands, feet, and clothing away from power-driven parts.

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

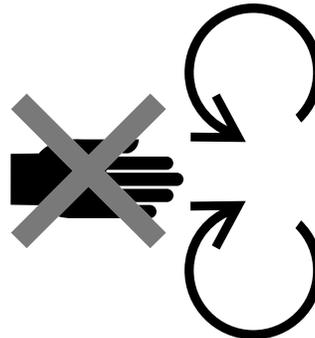
Shut off engine and remove key (if equipped) before leaving the machine unattended.



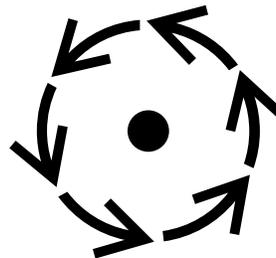
TS227—UN—15APR13



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

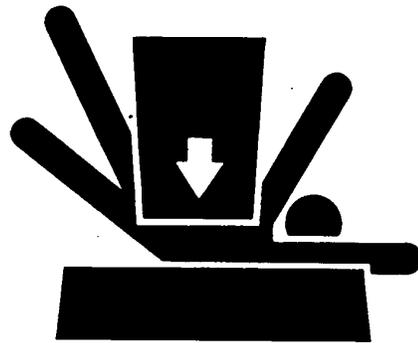
DX,AIR-19-17FEB99-1/1

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.



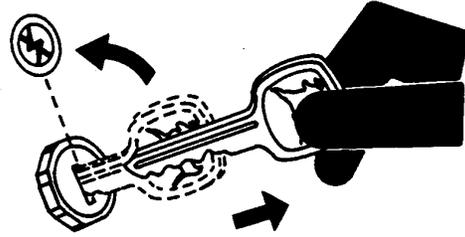
TS177—UN—11JAN89

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

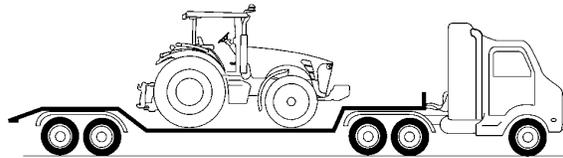
DX,PARK-19-04JUN90-1/1

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.



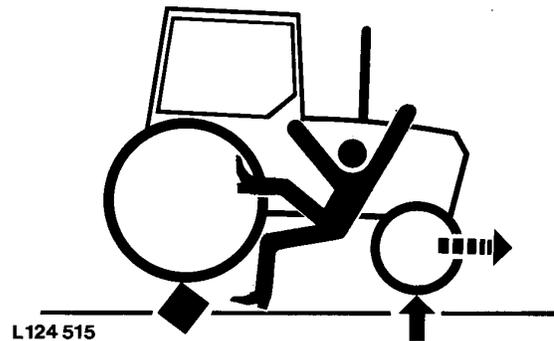
RXA0103438—UN—11JUN09

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.



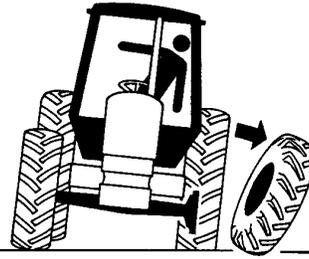
L124 515

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.

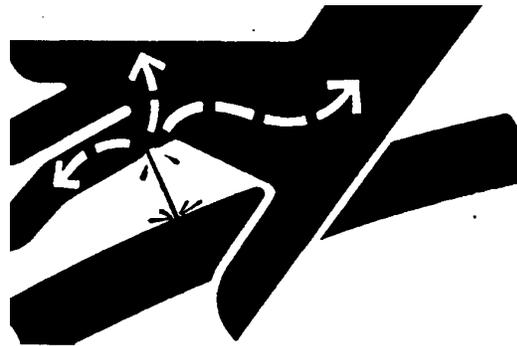
Replace worn or damaged hose assemblies immediately with John Deere approved replacement parts.

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.



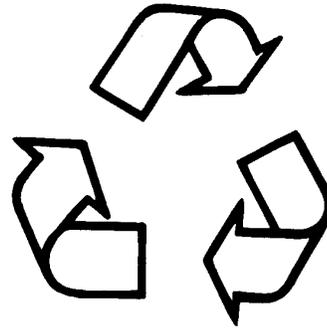
TS219—UN—23AUG88

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);



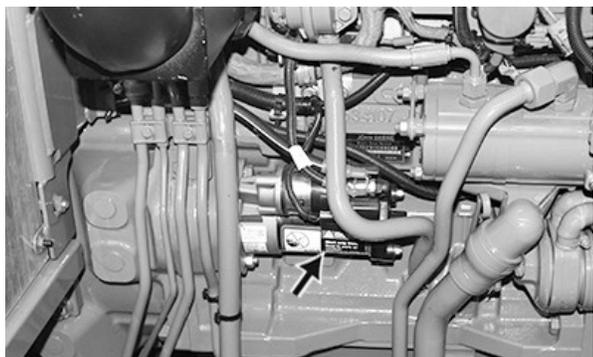
TS1133—UN—15APR13

- 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

Danger Decal — Starting Engine (If Equipped)



On Starter Body (Right Side of Cowl)



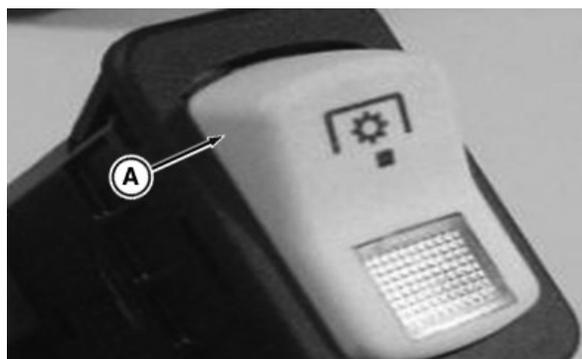
P/N: R140208 (Danger Decal)

Start only from the seat in park or neutral.

Starting in gear kills.

NOTE: The danger decal is NOT installed on tractors with the remote PTO enable switch (A). The addition of the remote PTO enable switch on the tractor and removal of the danger decal coincides with the timing of implementation and are not related to each other. For more information on the remote PTO enable switch, refer to the Drawbar and PTO section.

A—Remote PTO Enable Switch

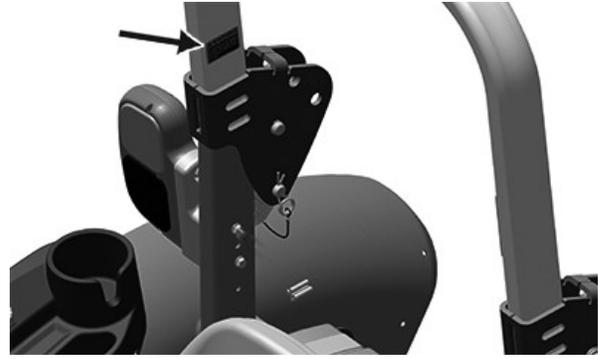


Remote PTO Enable Switch on the Right-Hand Console of Operator Seat

RP32883,0000FA5-19-21APR21-1/1

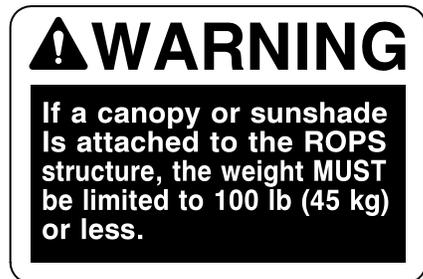
Warning Decal — ROPS

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



On ROPS (Right Side)

PY41761—UN—04JUL17



P/N: R141735

PY15506—UN—21JUN12

MD36154,00001CD-19-04JUL17-1/1

Warning Decal — Avoid Crushing

AVOID CRUSHING

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

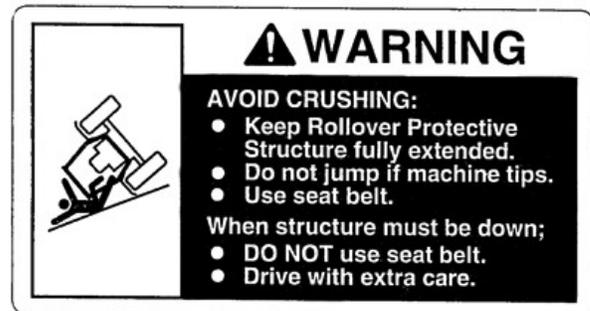
When structure must be down:

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



Left Fender

PY41760—UN—04JUL17



P/N: R114475

PY16318—UN—23AUG12

MD36154,00001D1-19-27JUL17-1/1

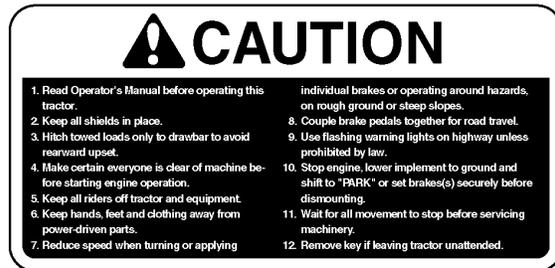
Caution Decal — Safety Instructions

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.



PY41759—UN—14JUL17

Left Fender — Operator Station



PY15508—UN—21JUN12

P/N: R117679

MD36154,00001CE-19-04JUL17-1/1

Safety Decals — Cab



Inside of the Cab

PY20835—UN—03SEP14



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 implement manufacturer does not specify maximum transport speed, observe these transport speed limits:

- Implements without brakes: 32 km/h (20 mph)
- Implements with brakes: 40 km/h (25 mph)

Do not exceed the implement's maximum transport speed.



WARNING

AVOID CRUSHING:

- Do not jump if machine tips.

USE SEAT BELT

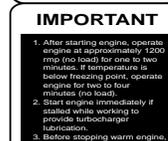
- Pull belt fully from retractors and adjust for best protection.

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 tractors to avoid rearward upset.
 4. Make certain everyone is clear of machine before starting engine or 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 implement to ground and shift to "PARK" or set handbrake securely before dismounting.
 11. Wait for all movement to stop before servicing machinery.
 12. Remove key if leaving tractor unattended.



- IMPORTANT**
1. After starting engine, operate engine at approximately 1200 rpm (no load) for one to two minutes. If temperature is below freezing point, operate engine for two to four minutes (no load).
 2. Start engine immediately if stalled while working to provide turbocharger lubrication.
 3. Before stopping warm engine, idle several minutes under 1000 rpm to cool turbocharger turbine.
 4. After prolonged idle periods, see Operator's Manual for starting instructions.

1. Drive train and tire life can be extended by avoiding high loads at travel speeds below 4.0 mph (6.4 km/h).

2. Refer to Operator's manual prior to towing tractor.

P/N: R223236

PY18149—UN—10MAY13

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 implement manufacturer does not specify maximum transport speed, observe these transport speed limits:

- Implements without brakes: 32 Km/h (20 mph)
- Implements with brakes: 40 Km/h (25 mph)

Continued on next page

SD74272.000054A-19-14AUG14-1/2

Safety Signs

Do not exceed the implement's 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.

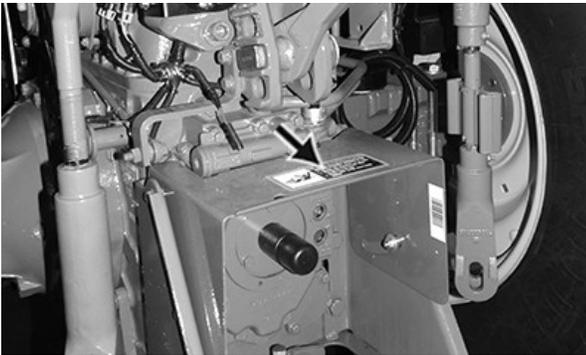
7. Reduce speed when turning or applying individual brakes or operating around hazards, on rough ground or steep slopes.
8. Couple brake pedals together for road travel.
9. Use flashing warning lights on highway unless prohibited by law.
10. Stop engine, lower equipment to ground and shift to "PARK" or set brakes securely before dismounting.
11. Wait for all movement to stop before servicing machinery.
12. Remove key if leaving tractor unattended.

IMPORTANT:

1. After starting engine, operate engine at approximately 1200 rpm (no load) for one to two minutes. If temperature is below freezing point, operate engine for two to four minutes (no load).
 2. Start engine immediately if stalled while working to provide turbocharger lubrication.
 3. Before stopping warm engine, idle several minutes under 1000 rpm to cool turbocharger turbine.
 4. After prolonged idle periods, see Operator's Manual for starting instructions.
1. Drive train and tire life can be extended by avoiding high loads at travel speeds below 4.0 mph (6.4 Km/h).
 2. Refer to Operator's manual prior to towing tractor.

SD74272,000054A-19-14AUG14-2/2

Warning Decal — PTO Shield



P/N: R122717

Avoid injury from PTO

- Keep all shields in place.

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

MD36154,00001CF-19-10APR17-1/1

Instructional Seat (If Equipped)

⚠ CAUTION: Avoid crushing during rollover.

The Instructional seat should not be used while in field operation. Riders are permitted only on a properly installed Instructional seat approved by John Deere. When using the Instructional seat, always use the seat belt.



Instructional Seat Safety Label

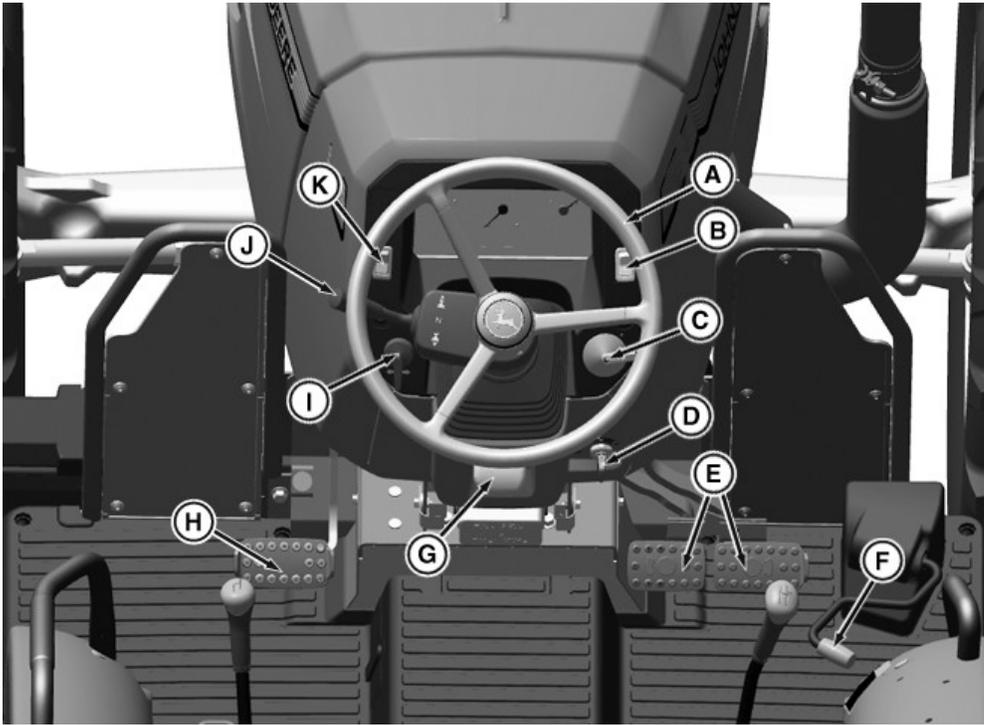
MD36154.00001D0-19-04MAY17-1/1

LV15638—UN—26JUN12

PY41525—UN—04MAY17

Controls and Instruments

Tractor Controls — OOS (PowerReverser™ Transmission)



A—Steering Wheel
B—Regeneration Switch
C—Light Switch
D—Key Switch

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

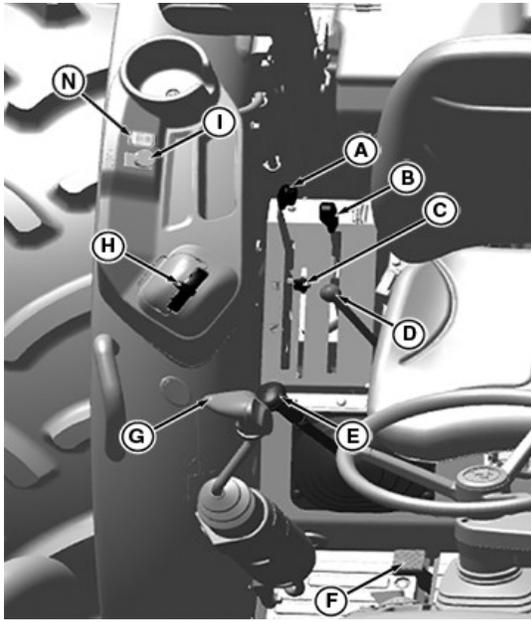
H—Clutch Pedal
I—Turn Signal Switch
J—Forward, Neutral, Reverse (FNR) Lever

K—Roll Mode Switch

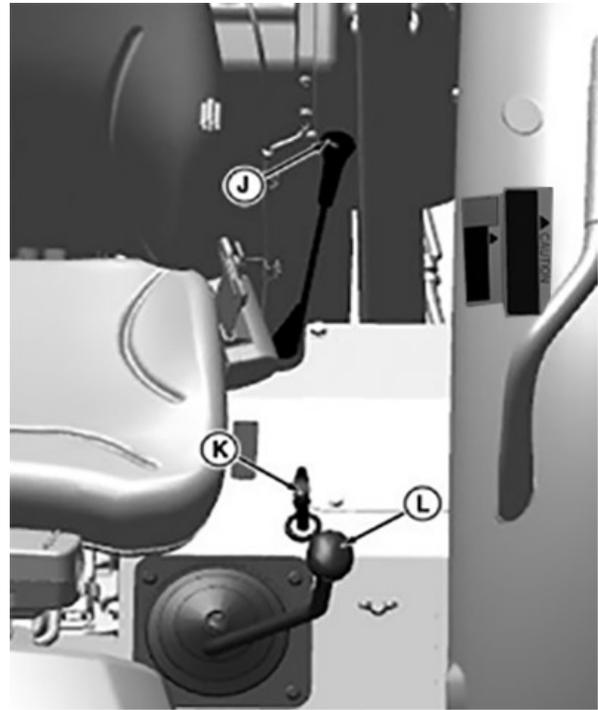
Continued on next page

RP32883,0000E85-19-23FEB21-1/2

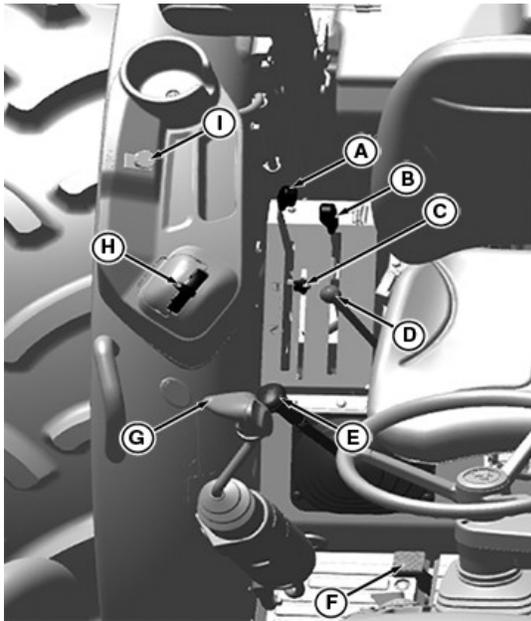
PY32598—UN—07APR17



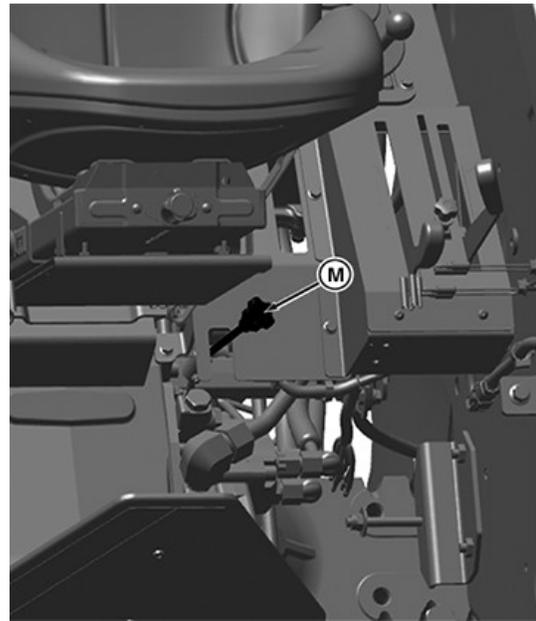
Right-Hand Side of Tractor (With Remote PTO Enable Switch)



Left-Hand Side of Tractor



Right-Hand Side of Tractor (Without Remote PTO Enable Switch)



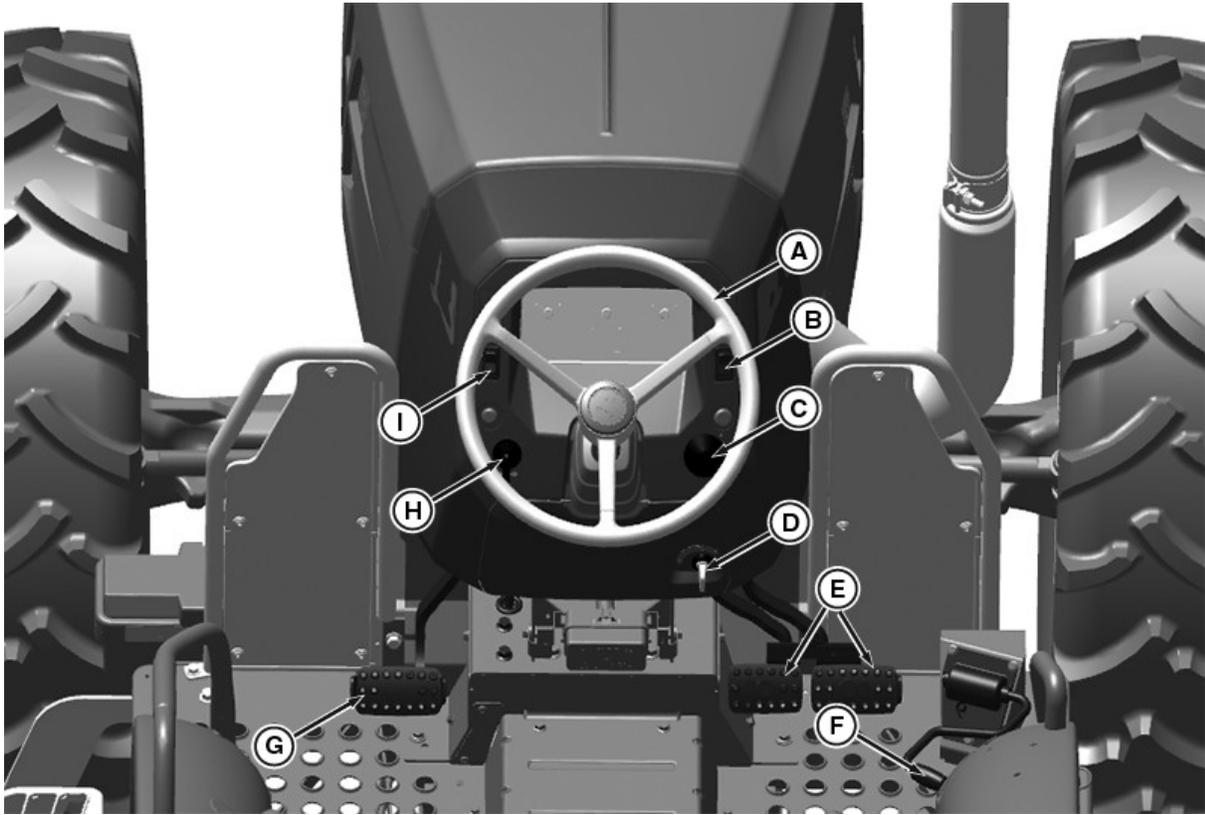
Right Side Back Of The Seat

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

- I—Rear PTO Switch
- J—Dual PTO Lever
- K—MFWD Lever (If Equipped)
- L— Range Shift Lever
- M—Rockshaft Rate-Of-Drop Knob
- N—Remote PTO Enable Switch (If Equipped)

RP32883.0000E85-19-23FEB21-2/2

Tractor Controls — OOS (SyncShuttle™ Transmission)



PY37321—UN—01FEB17

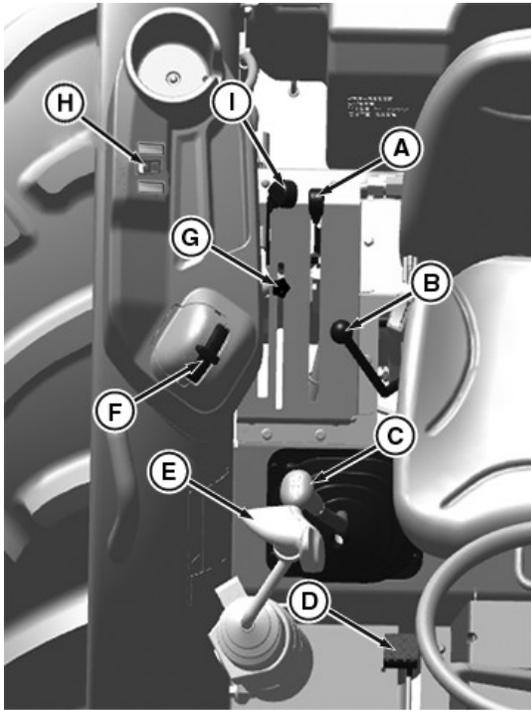
A—Steering Wheel
B—Regeneration Switch
C—Light Switch

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

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

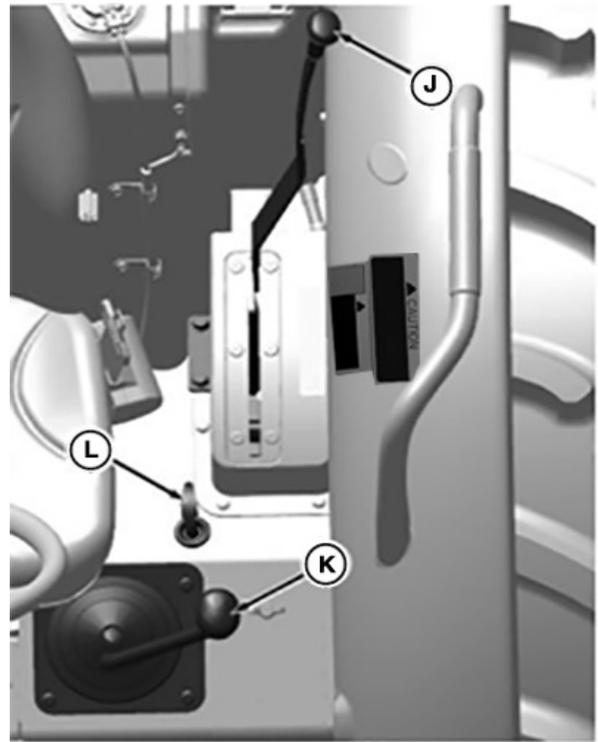
Continued on next page

RP32883,0000E86-19-09FEB21-1/3



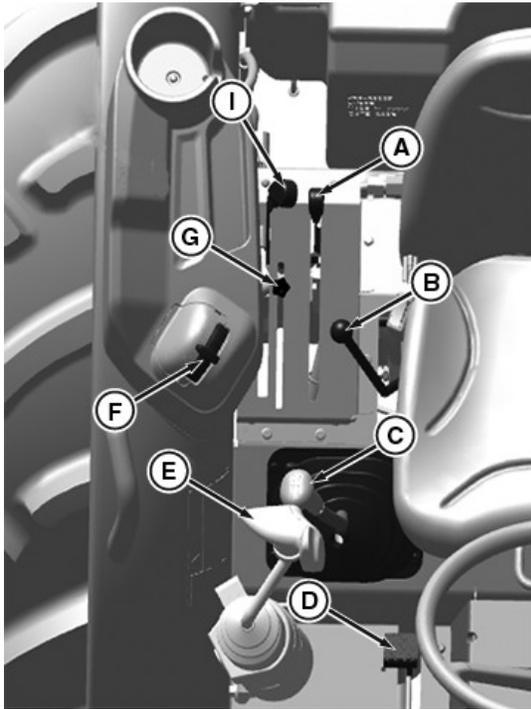
APY38002—UN—06JUL20

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



PY37323—UN—20JUL17

Left-Hand Side of Tractor



PY37322—UN—11JUL17

Right-Hand Side of Tractor (Without Remote PTO Enable Switch)



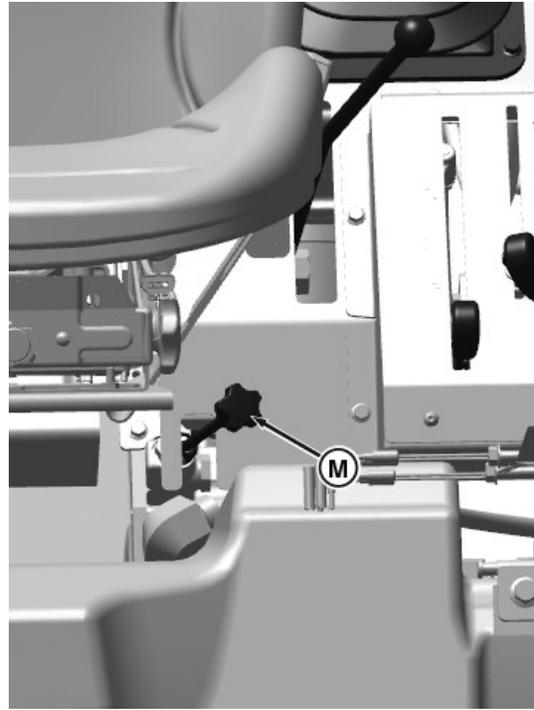
PY32600—UN—20JUL17

Only for 5075E 2WD

Continued on next page

RP32883.0000E86-19-09FEB21-2/3

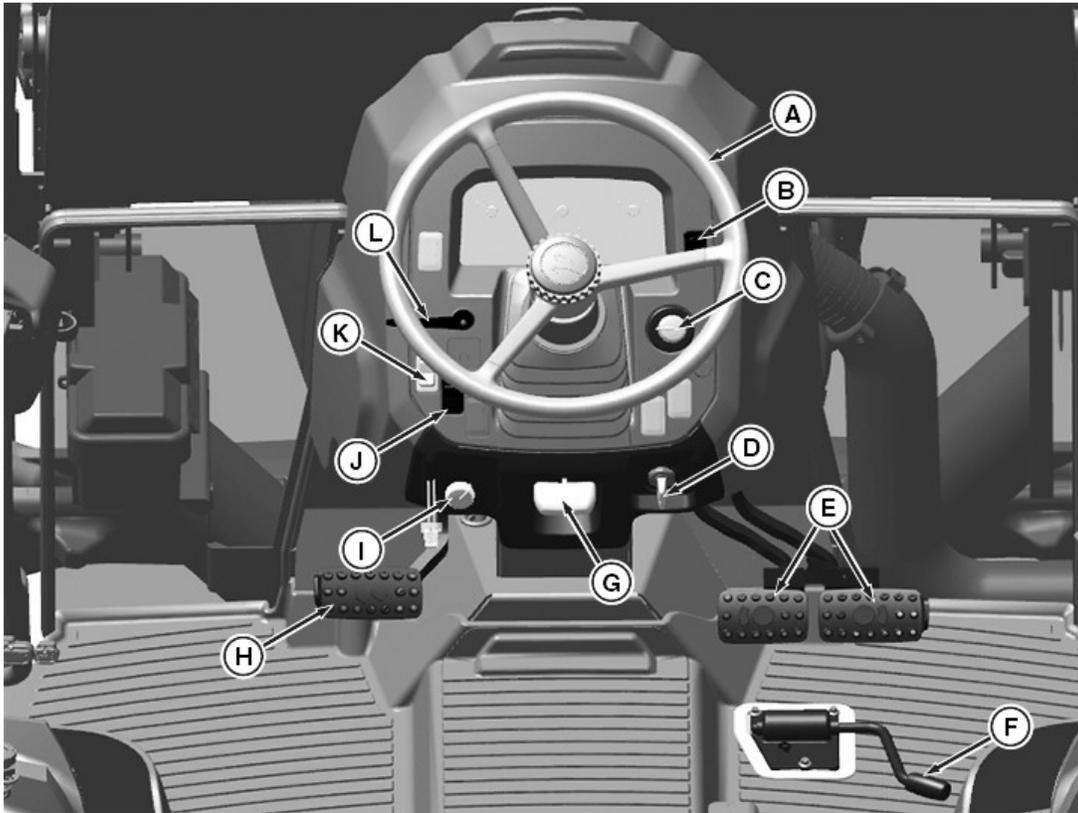
- | | |
|---------------------------------------|--|
| A—Rockshaft Draft Control Lever | H—Remote PTO Enable Switch (If Equipped) |
| B—SCV Lever | I—Rockshaft Position Control Lever |
| C—Gear Shift Lever | J—PTO Lever |
| D—Differential Lock Pedal | K—Range shift Lever |
| E—Midmount SCV Joystick (If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



Right Side Back Of The Seat

RP32883,0000E86-19-09FEB21-3/3

Tractor Controls — Cab (SyncShuttle™ Transmission)



PY37326—UN—07FEB17

A—Steering Wheel
B—Regeneration Switch
C—Wiper Switch
D—Key Switch

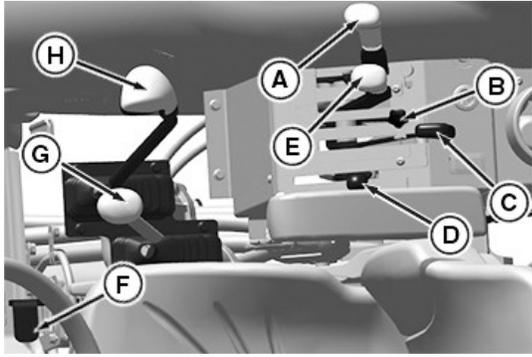
E—Brake Pedals
F—Foot Throttle
G—Steering Wheel Tilt Lever (If Equipped)
H—Clutch Pedal

I—Light Switch
J—High / Low Beam Switch
K—Roll Mode Switch

L—Turn Signal Lever

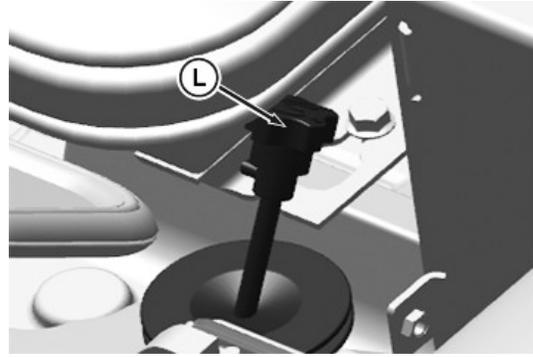
Continued on next page

RP32883,0000E87-19-09FEB21-1/2



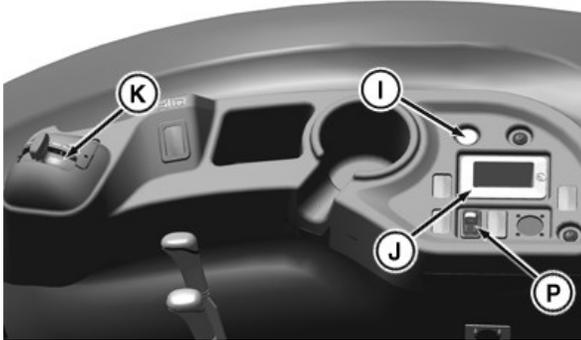
Right-Hand side — SyncShuttleTM

PY37327—UN—07FEB17



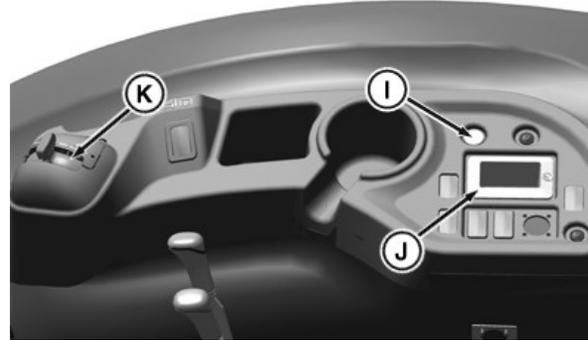
Rockshaft Rate-of-Drop Valve — SyncShuttleTM

PY37329—UN—07FEB17



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

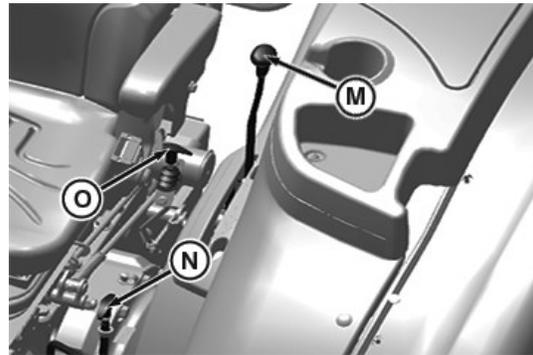
APY38003—UN—03JUL20



Right-Hand side of Tractor— SyncShuttleTM (Without Remote PTO Enable Switch)

PY43066—UN—11JUL17

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

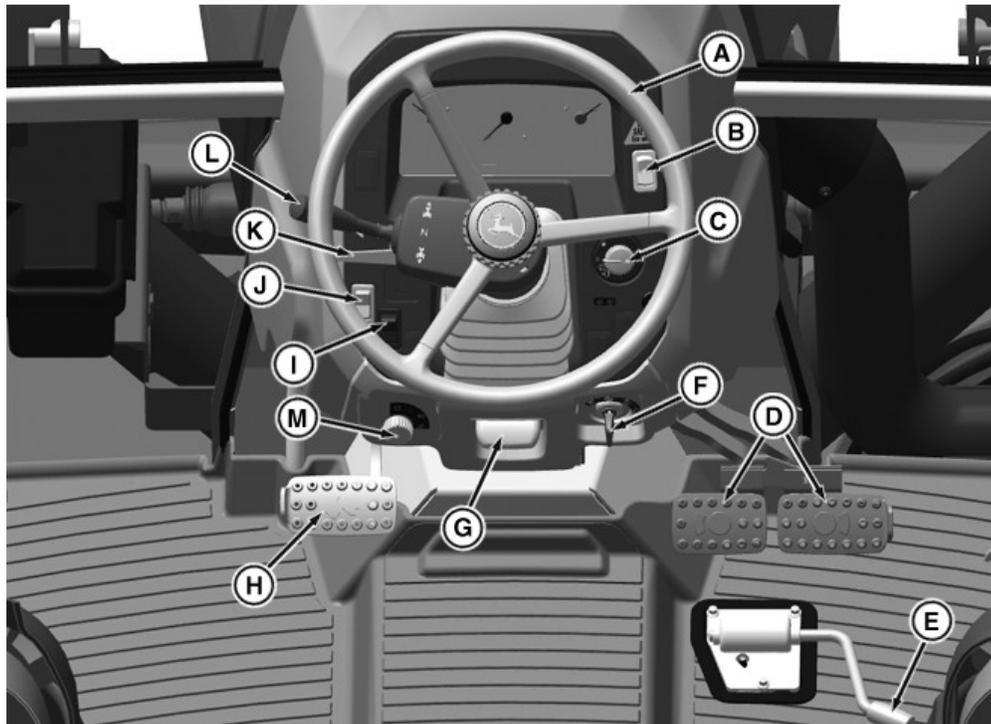


Left-Hand Side — SyncShuttleTM

PY37330—UN—07FEB17

RP32883,0000E87-19-09FEB21-2/2

Tractor Controls — Cab (PowerReverser™ Transmission)



PY32599—UN—07APR17

A—Steering Wheel
B—Regeneration Switch
C—Wiper Switch
D—Brake Pedals

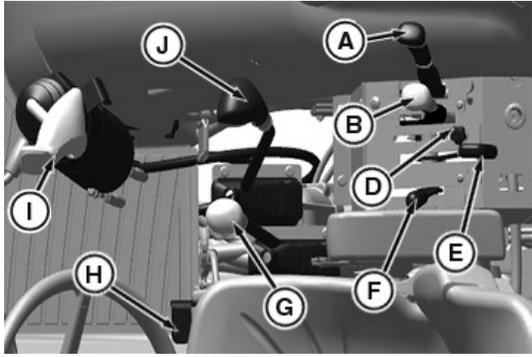
E—Foot Throttle
F—Key Switch
G—Steering Wheel Tilt Lever
H—Clutch Pedal

I—High / Low Beam Switch
J—Roll Mode Switch
K—Turn Signal Lever

L—Forward, Neutral, Reverse
(FNR) Lever
M—Light Switch

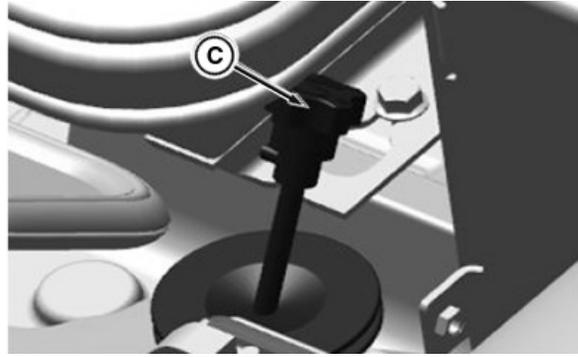
Continued on next page

RP32883,0000E88-19-09FEB21-1/2



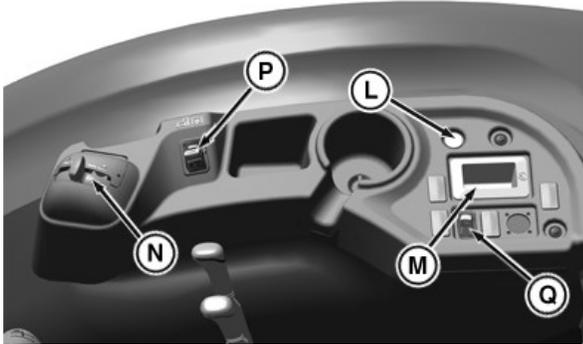
Right-Hand side

PY37332—UN—10FEB17



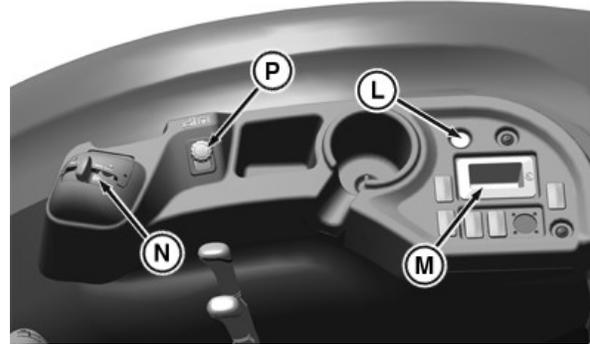
Rockshaft Rate-of-Drop Valve

PY37335—UN—14JUL17



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

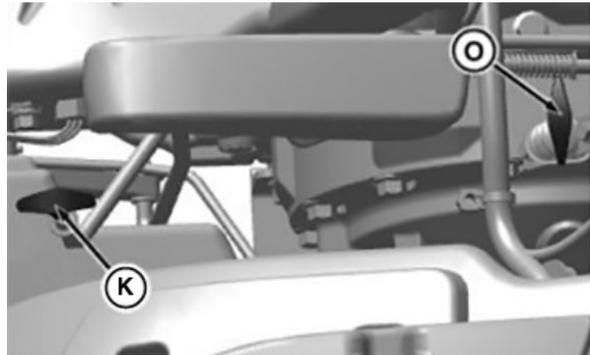
APY38004—UN—08JUL20



Right-Hand Side of Tractor (Without Remote PTO Enable Switch)

PY43065—UN—14JUL17

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

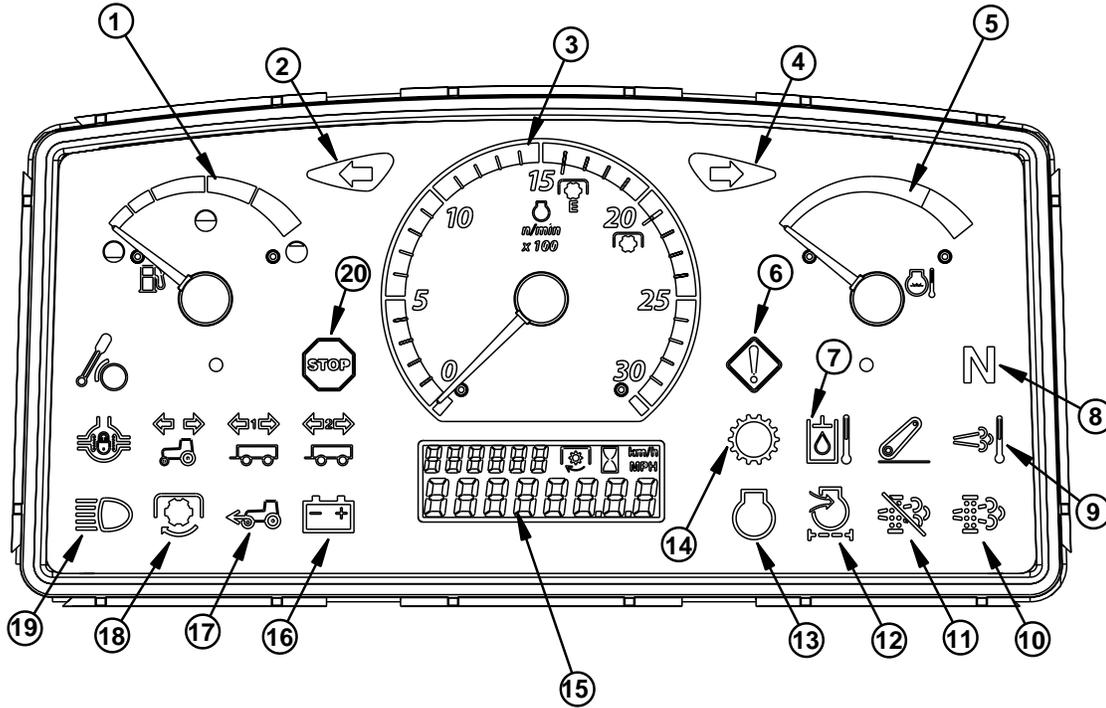


Left-Hand Side

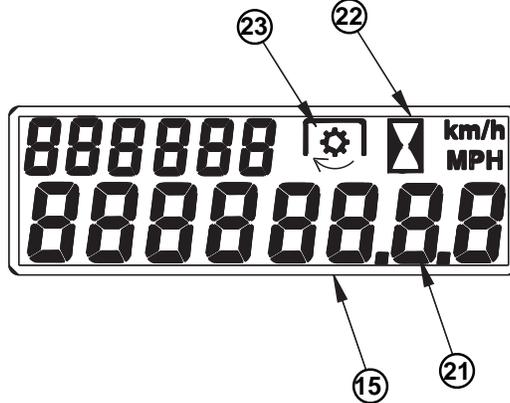
PY37334—UN—14JUL17

RP32883,0000E88-19-09FEB21-2/2

Instrument Panel



Instrument Panel



- | | | | |
|------------------------------------|---|---|------------------------------|
| 1—Fuel Level Gauge | 7—Hydraulic Oil Temperature (For PowrReverser™ Transmission Only) | 11—Exhaust Filter Disable Indicator | 15—Information Display |
| 2—Left Turn Indicator | 8—Transmission Neutral Indicator | 12—Engine Air Cleaner Restriction Indicator | 16—Charging System Indicator |
| 3—Tachometer | 9—High Exhaust Temperature Indicator | 13—Engine Information Indicator | 17—MFWD Indicator |
| 4—Right Turn Indicator | 10—Exhaust Filter Indicator | 14—Transmission Information Indicator (For PowrReverser™ Transmission Only) | 18—PTO Engaged Indicator |
| 5—Engine Coolant Temperature Gauge | | | 19—High Beam Indicator |
| 6—Service Alert Indicator | | | 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

RP32883.0000FB0-19-23APR21-1/2

PY37336—UN—13JUL17

PY37337—UN—13JUL17

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. 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	Oil pressure 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.

RP32883,0000FB0-19-23APR21-2/2

Information Display (Roll Mode Switch)

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 ^a
PTO Speed ^a
Regeneration Progress Stage 1 ^b
Regeneration Progress Stage 2 ^b
Regeneration Progress Stage 3 ^b

^a If Equipped.

^b Items shall only be available when a valid value is present.

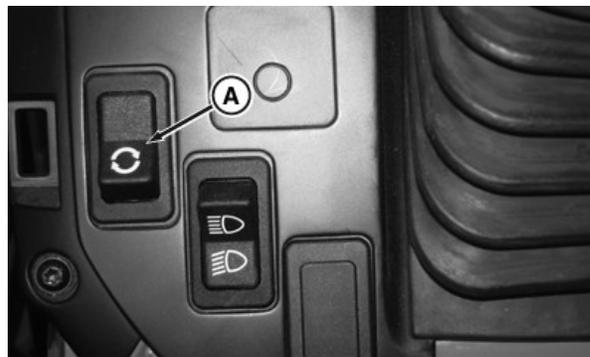
- Engine hours are displayed when the key switch is first turned on.
- Engine hours are displayed for at least 7 seconds before automatically switching to any other value.
- Display (B) automatically transitions to the vehicle speed when the tractor begins moving.
- Display (B) automatically transitions 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.
- During the exhaust filter cleaning process, the display (B) transitions through the various exhaust filter cleaning states.

Information Display – Diagnostic Mode

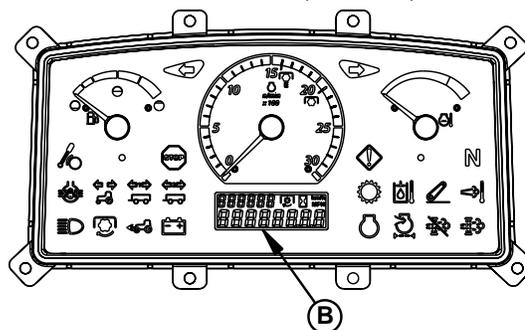
The diagnostic mode has two levels of access; "Customer" and "Technician".

- 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:



Roll Mode Switch (Cab shown)



Instrument Panel

A— Roll Mode Switch

B— Information Display

- 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.
 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.

Continued on next page

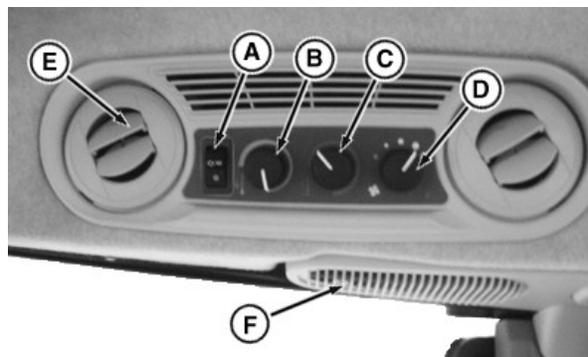
VS70618,000019E-19-06APR17-1/2

11. Proceed to the next desired control unit by repeating steps 1-10.

VS70618,000019E-19-06APR17-2/2

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

VS70618,000019D-19-10JUL17-1/1

Lights

Light Switch Positions — OOS

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

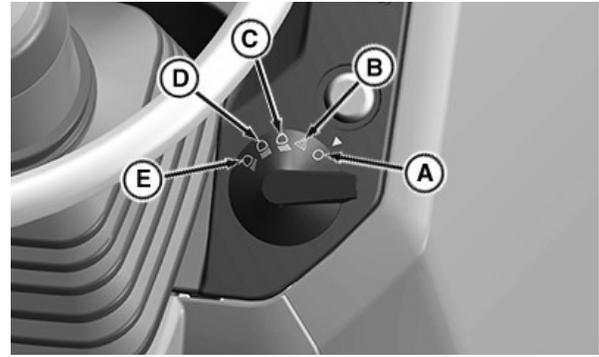
Light switch has four operating positions:

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. Dim headlights for oncoming traffic. Bright lights could blind or confuse other drivers.

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

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



Light Switch

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

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

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

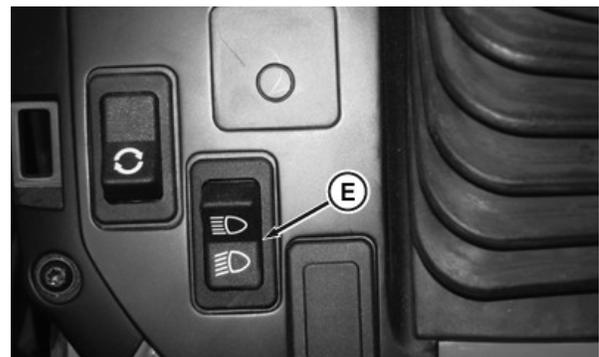
Switch Position	Warning Lights Amber ^a	Tail Lights Red ^a	Field Lights ^b Rear Facing	Field Lights Front Facing (If Equipped)	Headlights Front Grille
A—Off	Off	Off	Off	Off	Off
B—Warning	On Flashing	Off	Off	Off	Off
C—Low-beam headlights position	On Flashing	On Steady	Off	Off	On—Low Beams
D—Full beam headlights position	On Flashing	On Steady	Off	Off	On—High Beams
E—Field Light	Off	Off	On	On	On—High Beams

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

^b Standard equipment. Straddle Mount has a single work light mounted behind the operator seat.

VP27597.0000337-19-29SEP17-1/1

Light Switch Positions — Cab



Continued on next page

VP27597.0000338-19-19MAY17-1/2

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.

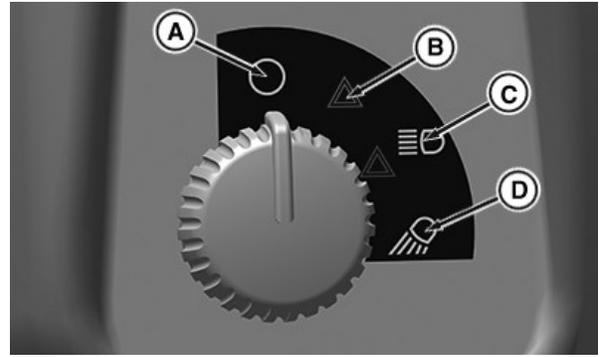
C—Road lights (Position 1) : Head lights and tail lights (red) on, warning lights flash, instrument panel illuminates, turn signal arrows on instrument panel flash and courtesy light (cab) is on. This position is for driving on roads during daytime or nighttime.

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



PY40806—UN—31MAR17

- A—OFF
- B—Warning Light Position
- C—Road Lights Position
- D—Field Light Position
- E—High/Low Beam Switch

- 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 ^a	Tail Lights Red ^a	Field Lights ^b	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

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

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

VP27597,0000338-19-19MAY17-2/2

Using Headlights — OOS

⚠ CAUTION: Never use work lights when driving on roads. Dim headlights for oncoming traffic.

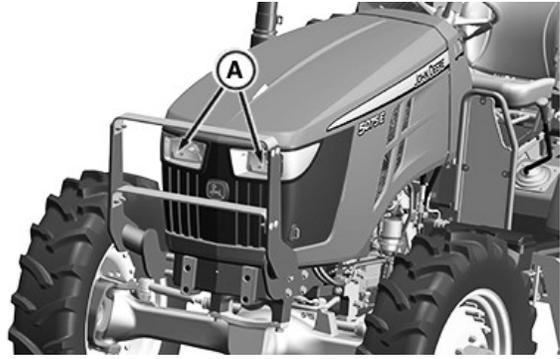
Bright lights could blind or confuse other drivers.

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

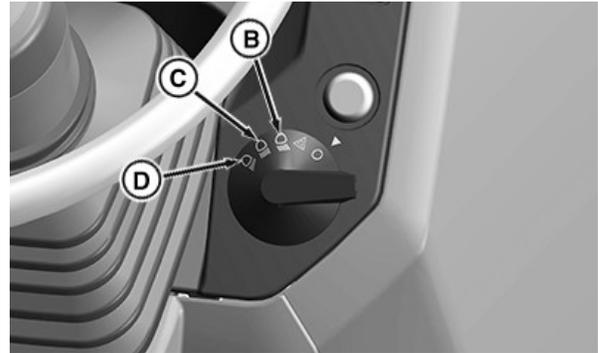
Always use dim headlights (B) when meeting another vehicle.

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

- | | |
|--------------------------------|---------------------------------|
| A—Headlights | C—Full Beam Headlights Position |
| B—Low-Beam Headlights Position | D—Field Lights Position |



Headlights



Light Switch Positions

VP27597,0000339-19-29SEP17-1/1

Using Headlights — Cab

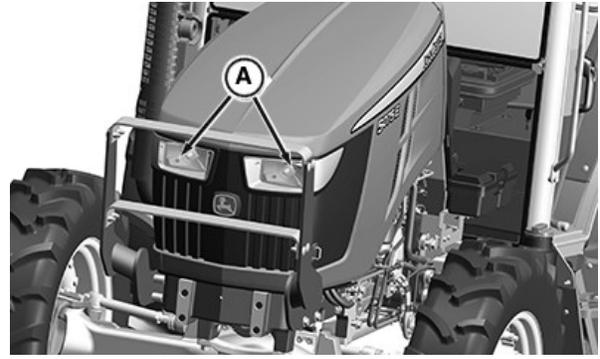
⚠ CAUTION: Never use work lights when driving on roads. Dim headlights for oncoming traffic. Bright lights could blind or confuse other drivers.

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.

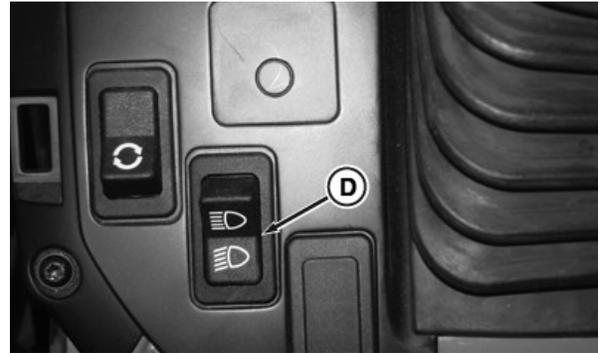
Keep headlights adjusted properly. (See ADJUST HEADLIGHTS in Maintenance—Electrical System section.)

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

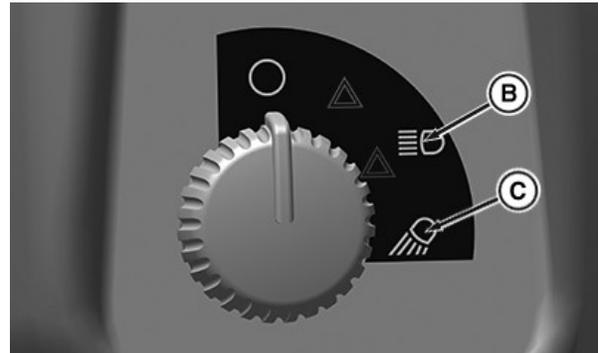


Headlights

PY39675—UN—07FEB17



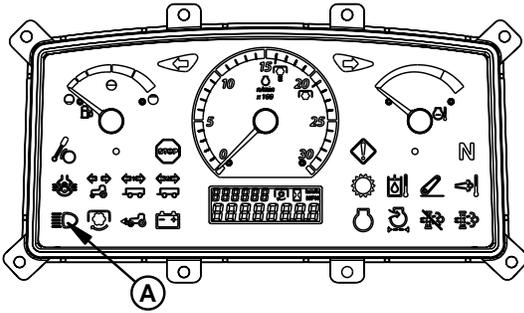
PY14563—UN—07AUG12



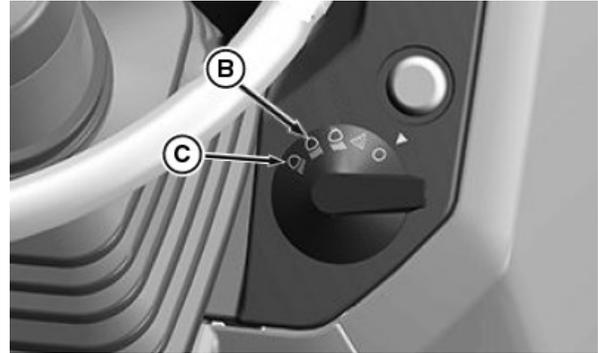
PY40807—UN—31MAR17

VP27597,000033A-19-30MAR17-1/1

High Beam Indicator

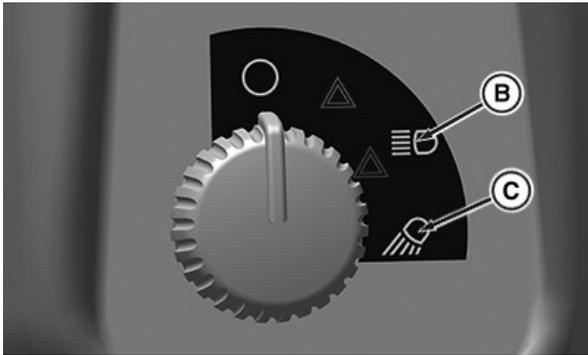


PY39878—UN—22FEB17



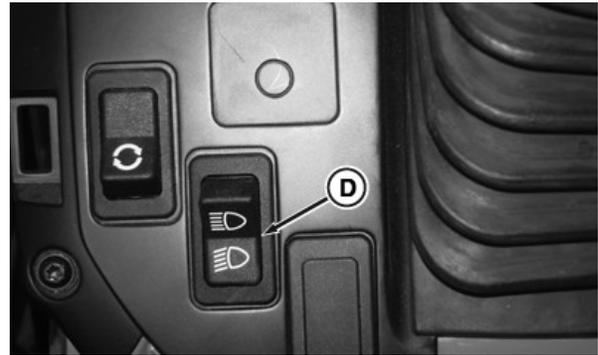
PY41996—UN—28SEP17

OOS - Tractors Only



PY40807—UN—31MAR17

Cab - Tractors Only



PY14593—UN—07AUG12

Cab - Tractors Only

A—High Beam Indicator

B—Road Lights Position

C—Field Lights Position

D—High/Low Beam Switch

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.

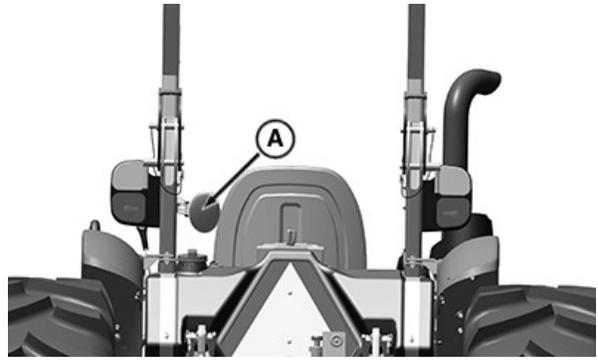
VP27597,000033B-19-29SEP17-1/1

Using Work Lights — OOS

⚠ 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.

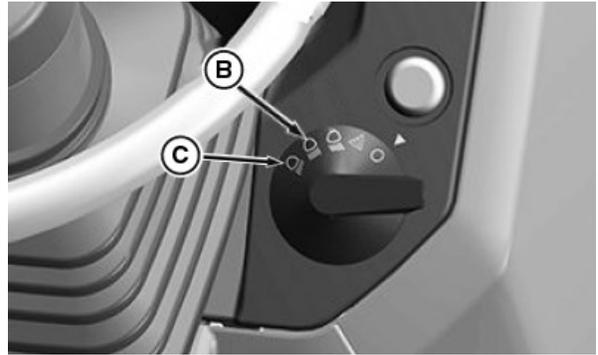
Work lights (A) are for field work only. Do NOT use when driving on public roads. Work lights are on when switch is turned to field light position (C).

- A—Work Lights
- B—Road Lights Position
- C—Field Lights Position



PY3967—UN—07FEB17

Rear Work Lights — PowrReverser™ Shown



PY41998—UN—29SEP17

Switch

VP27597,000033C-19-29SEP17-1/1

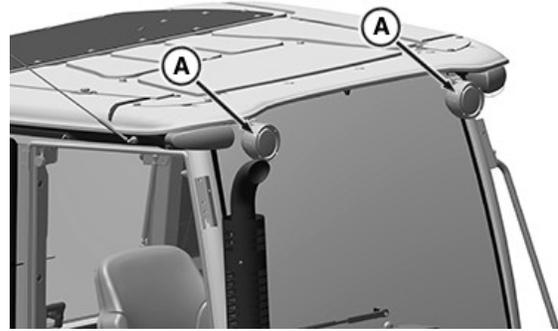
Using Work Lights — Cab (If Equipped)

⚠ 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).

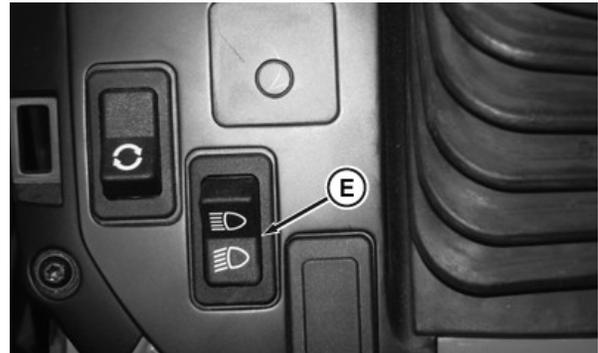
- A—Front Work Lights
- B—Rear Work Lights
- C—Field Lights Position
- D—Road Lights Position
- E—High/Low Beam Switch



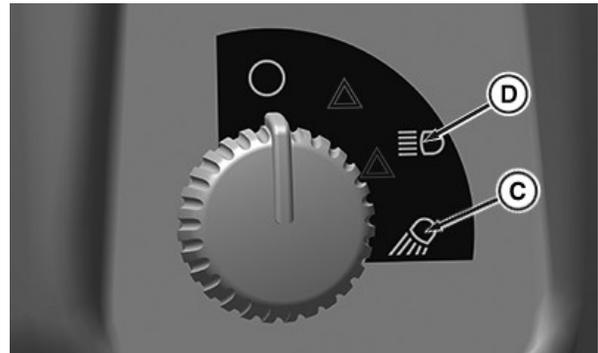
PY39689—UN—07FEB17



PY18004—UN—22MAR13



PY14591—UN—07AUG12



PY40808—UN—31MAR17

Switch

VP27597,000033D-19-30MAR17-1/1

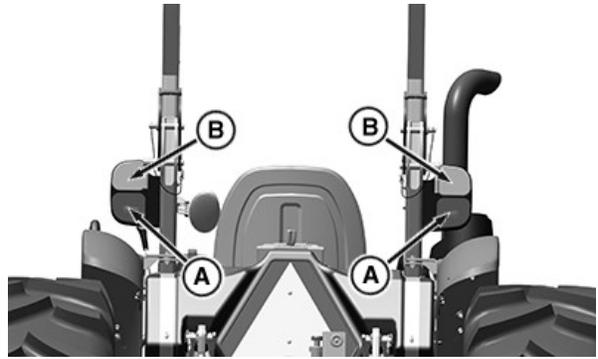
Using Tail Lights — OOS

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.

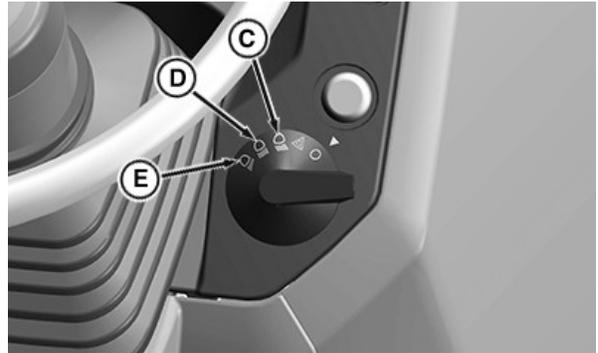
NOTE: If equipped with canopy, warning lights operate same as lights mounted on ROPS.

- | | |
|-------------------------------|--------------------------------|
| A—Tail Lights (Red) | D—High Beam Headlight Position |
| B—Turn Signal Lights (Amber) | E—Field Lights Position |
| C—Low Beam Headlight Position | |



Tail lights

PY39676—UN—07FEB17



Light Switch

PY39672—UN—07FEB17

VP27597,000033E-19-29SEP17-1/1

Using Tail Lights — Cab

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

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

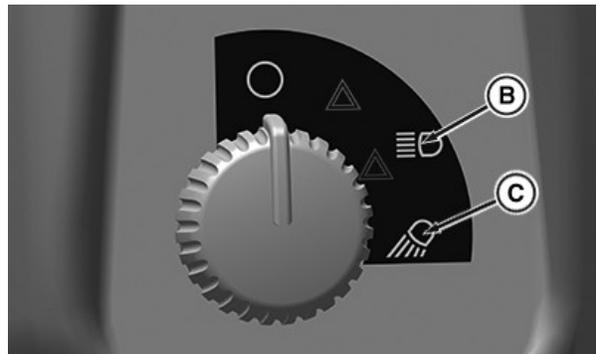
Be sure tail light lenses are clean before driving on a road, so other drivers can see them easily.

- | | |
|------------------------|-------------------------|
| A—Tail Lights (Red) | C—Field Lights Position |
| B—Road Lights Position | |



Tail Lights — CAB

PY18005—UN—30APR14

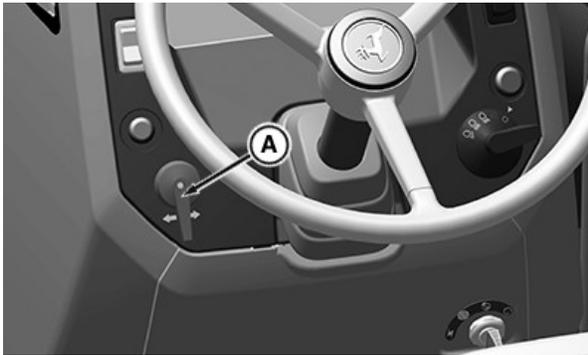


Switch

PY40807—UN—31MAR17

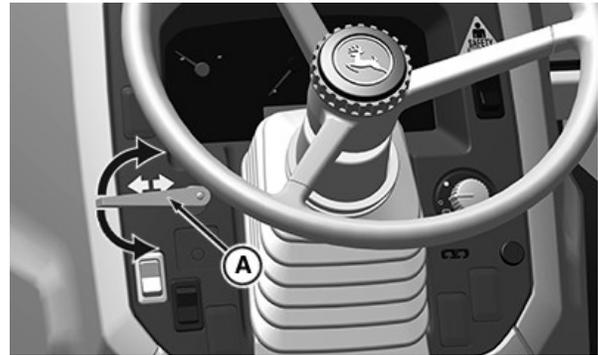
VP27597,000033F-19-30MAR17-1/1

Using Turn Signals



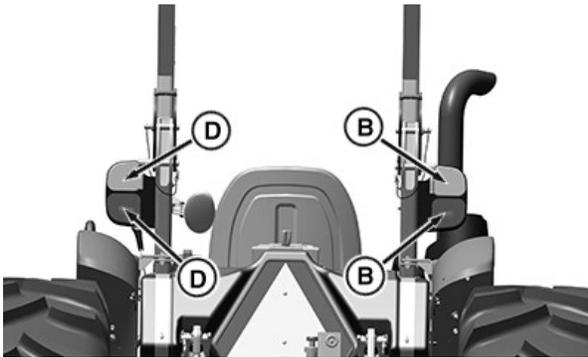
Turn Signal Knob (OOS)

PY39685—UN—07FEB17



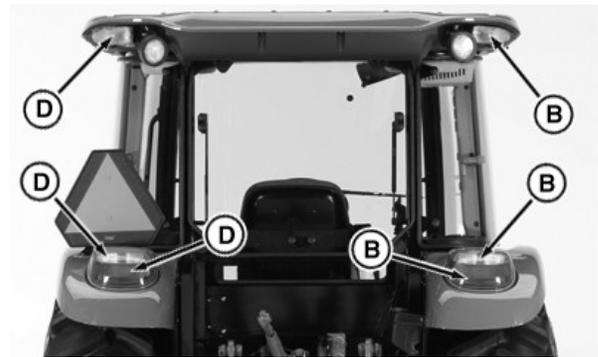
Turn Signal Knob (Cab)

PY39684—UN—07FEB17



OOS Shown

PY39682—UN—22FEB17



Cab Shown

PY18245—UN—08JUL13

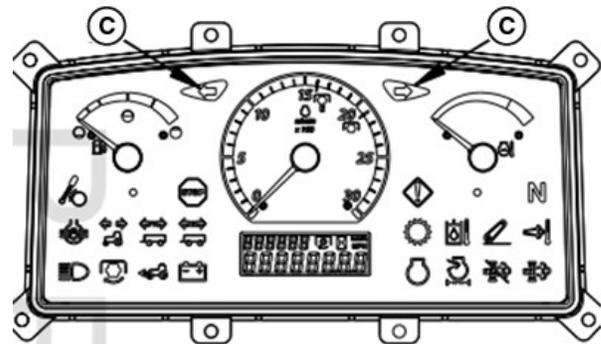
Turn signal knob/Lever (A) position indications:

- 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 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.



PY42000—UN—29SEP17

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

C—Turn Indicator Lights
D—Left-Hand Lights

VP27597.0000340-19-29SEP17-1/1

Using Warning Lights — OOS

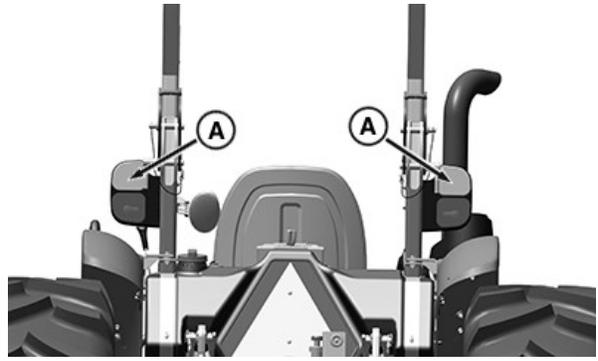
⚠ CAUTION: Prevent collisions between the other road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use hand signals or turn signal lights.

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.

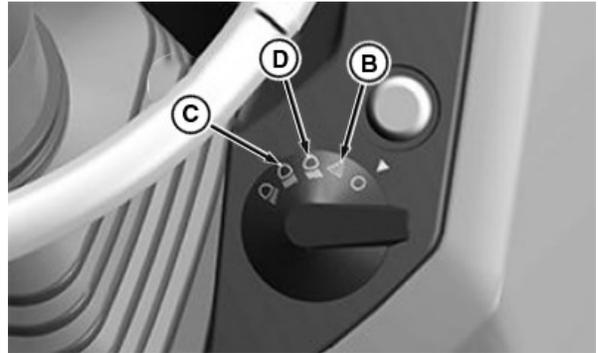
Warning lights (A) are switched on in either warning light (B), full-beam headlight (C), or low-beam headlight (D) light switch position.

A—Warning Lights
B—Warning Light Switch Position

C—Full-Beam Headlight Switch Position
D—Low-Beam Headlight Switch Position



PY39883—UN—22FEB17



PY41989—UN—29SEP17

VP27597,0000341-19-29SEP17-1/1

Using Warning Lights — Cab

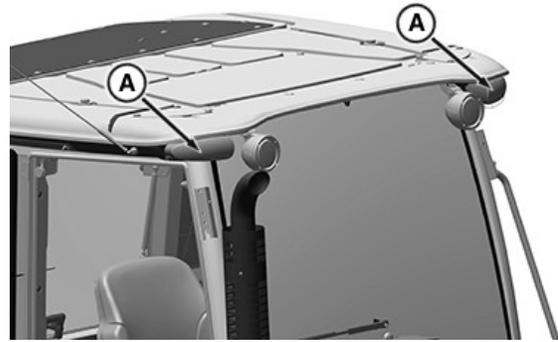
⚠ CAUTION: Prevent collisions between other the road users, slow moving tractors with attachments or towed equipment, and self-propelled machines on public roads. Frequently check for traffic from the rear, especially in turns, and use hand signals or turn signal lights.

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).

A—Front Warning Lights
B—Rear Warning Lights

C—Warning Lights Position
D—Road Lights Position



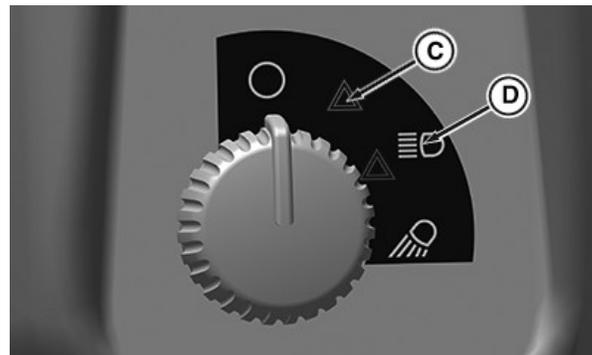
PY39686—UN—07FEB17



PY18008—UN—22AUG13



PY18006—UN—22MAR13



PY40809—UN—31MAR17

Switch

VP27597.0000342-19-30MAR17-1/1

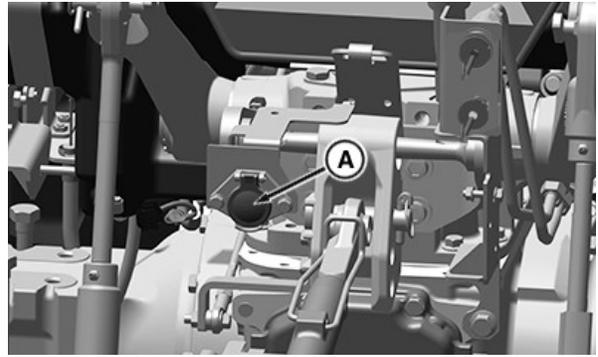
Using Seven-Terminal Outlet

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.

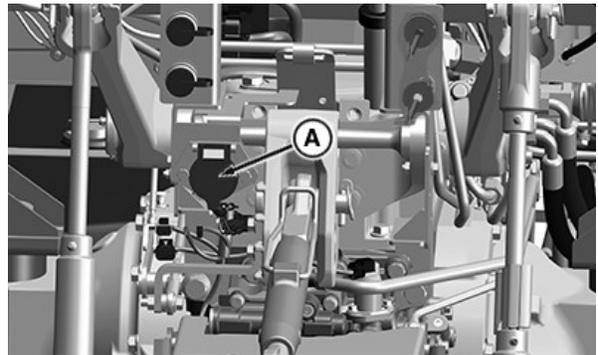
NOTE: Matching plug is available through your John Deere dealer.

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

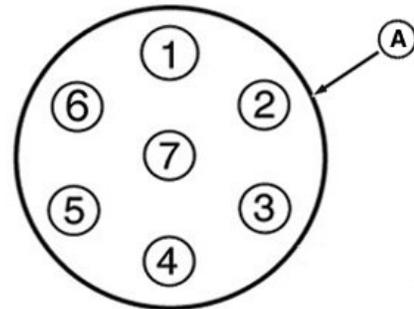
A—Seven-Terminal Outlet



Seven-Terminal Outlet (OOS - Tractors)



Seven-Terminal Outlet (Cab - Tractors)



VP27597,0000343-19-07FEB17-1/1

PY39687-UN-13JUL17

PY39668-UN-13JUL17

PY16094-UN-20JUN12

Operating Rotating Beacon Light — (If Equipped)

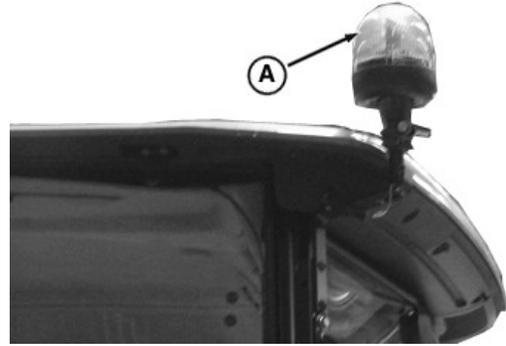
Depress switch (B) to activate light (A).

To remove light for storage or clearance:

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

A—Light

B—Switch



PY16095—UN—22JUN12



PY16096—UN—22JUN12

Right-Hand Post

VP27597,0000344-19-30MAR17-1/1

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):

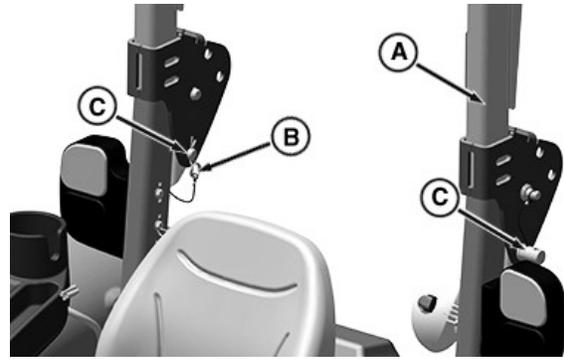
1. Remove quick-lock pins (B) and headed pins (C) on both sides of ROPS.
2. Lower crossbar (A) of ROPS onto stops.
3. Reinstall pins (C and B) into holes in ROPS to lock crossbar down.

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.

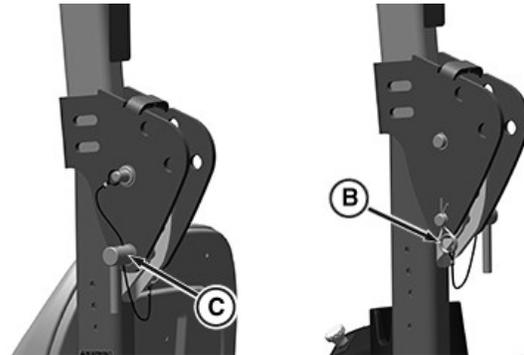
A—ROPS Crossbar
B—Quick-Lock Pins

C—Headed Pins



ROPS—Operating Position

PY39637—UN—30JAN17



Reinstall Pins

PY39638—UN—30JAN17



ROPS—Folded

PY39639—UN—30JAN17

VP27597,0000329-19-30JAN17-1/1

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

PY39631—UN—30JAN17

VP27597,0000323-19-30JAN17-1/1

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

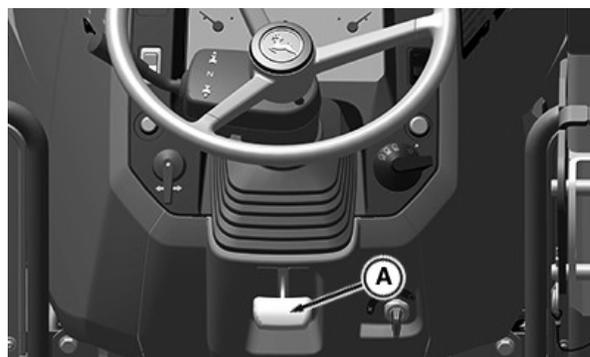
PY39632—UN—30JAN17

VP27597,0000324-19-30JAN17-1/1

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

PY39633—UN—28MAR17

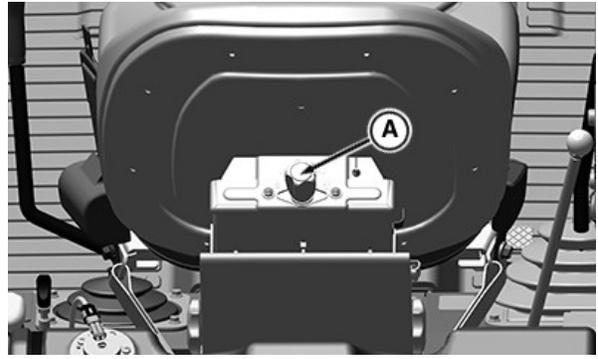
VP27597,0000325-19-28MAR17-1/1

Adjusting Ride Comfort

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.

A—Adjustment Knob



Weight adjustment knob

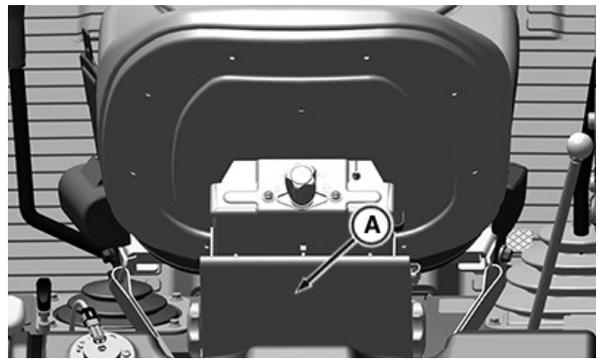
VP27597,0000326-19-30JAN17-1/1

PY39635—UN—30JAN17

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



VP27597,0000327-19-30MAR17-1/1

PY39636—UN—28MAR17

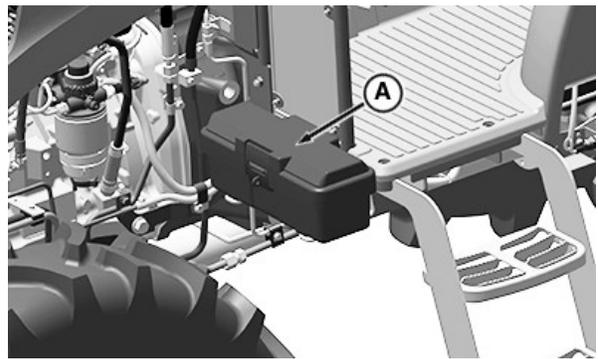
Use Tool Box

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

VP27597,0000328-19-30JAN17-1/1

PY39634—UN—30JAN17

Operator Station—Cab

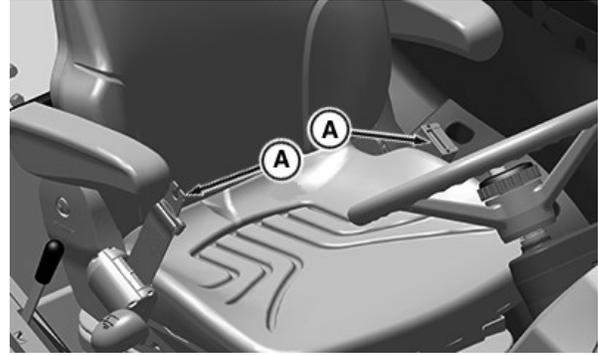
Using Seat Belt

⚠ 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

PY39815—UN—27JAN17

VP27597,0000318-19-27JAN17-1/1

Adjusting Seat

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

Continued on next page

VP27597,0000322-19-31MAR17-1/2

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:

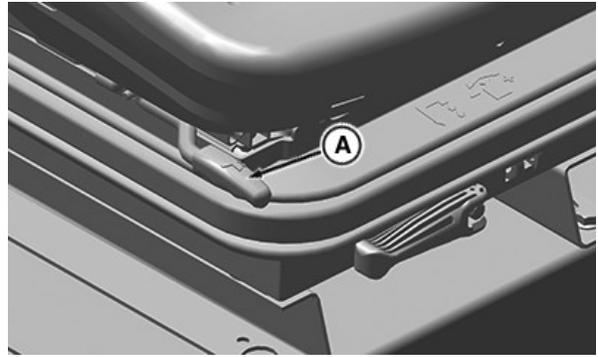
- Clockwise—Increase load
- Counterclockwise—Reduce load

NOTE: Suspension should not bottom out when properly adjusted.

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

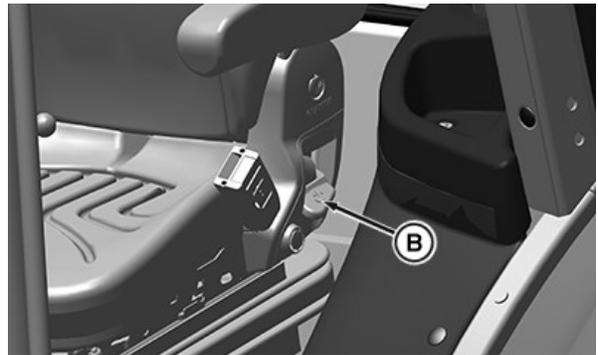
Lift lever (B), to adjust seat backrest angle to desired position and release lever to lock in position.

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

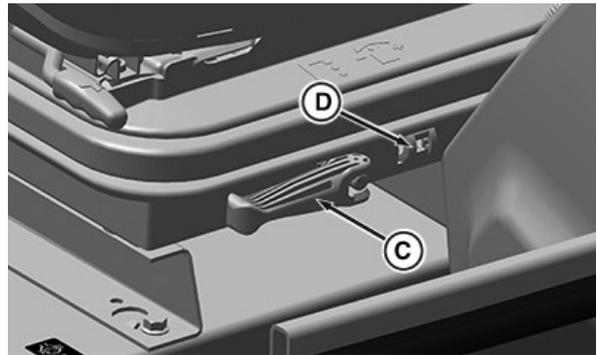


PY39825—UN—27JAN17

Fore/Aft Adjustment



PY39826—UN—27JAN17



PY39828—UN—27JAN17

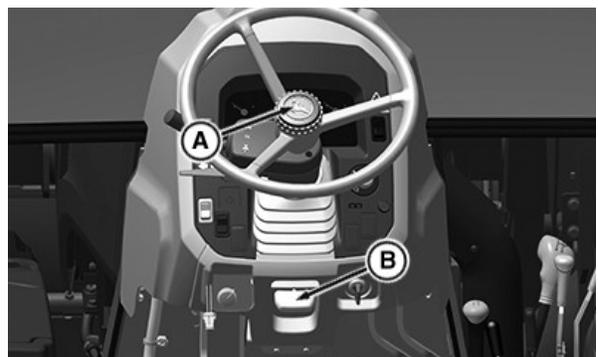
VP27597,0000322-19-31MAR17-2/2

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 |
|---------------------------------|---------------------------------|



PY39816—UN—27JAN17

Steering Column

VP27597,0000319-19-31MAR17-1/1

Accessory Electrical Outlets

NOTE: Outlet is protected by 30 A fuses.

A—12 Volt Power Outlet



Right-Hand Panel

APY38005—UN—03JUL20

RP32883,0000B9A-19-02JUL20-1/1

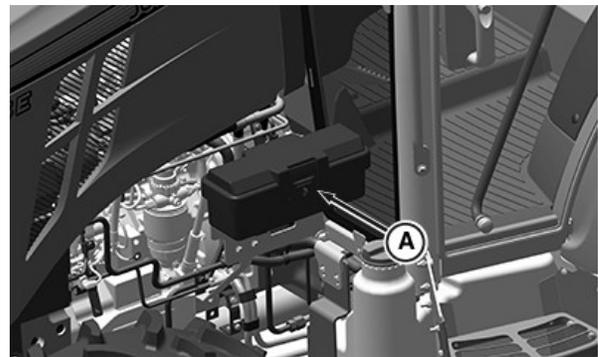
Use Tool Box

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 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

PY39617—UN—27JAN17

VP27597,000031B-19-27JAN17-1/1

Opening Windows

Side and rear windows can be opened for better ventilation.

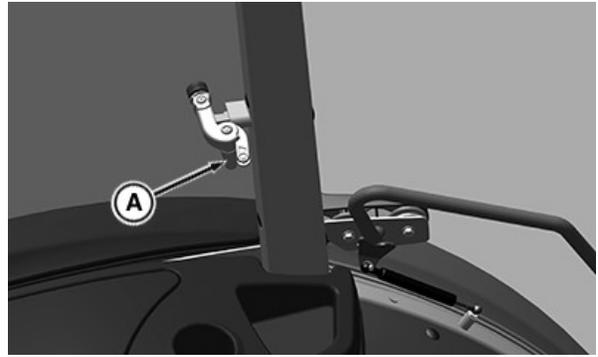
Side: Pull handle (A) toward rear and push to lock open.

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

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

A—Side window handle

B—Rear window handle



Left-Side Window

PY39620—UN—27JAN17



Rear Window

PY39621—UN—27JAN17

VP27597,000031C-19-27JAN17-1/1

Opening Door

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

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

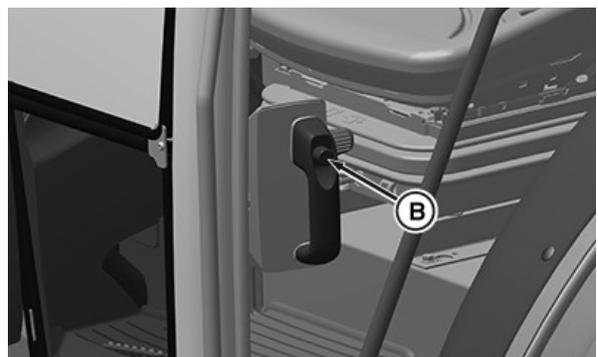
A—Handle

B—Knob



Inside Door Latch

PY39619—UN—27JAN17



Outside Door Handle

PY39618—UN—27JAN17

VP27597,000031D-19-27JAN17-1/1

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



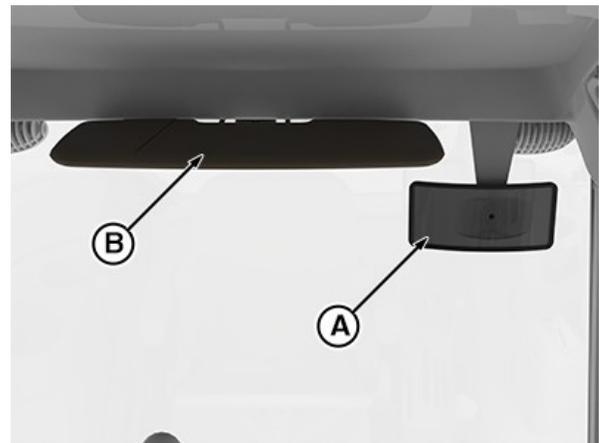
Right-Hand Side Panel

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

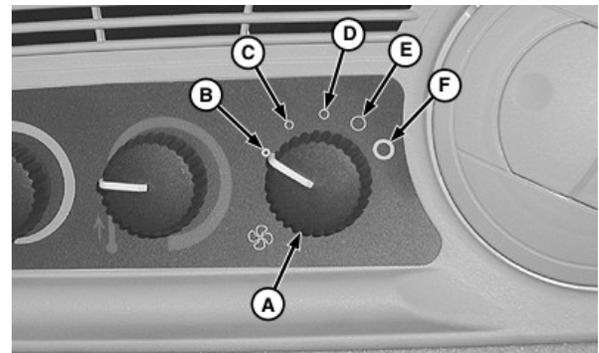
APY72224—UN—03MAY22

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



LV8414—UN—14JUL03

SD74272,00001EB-19-22JUN12-1/1

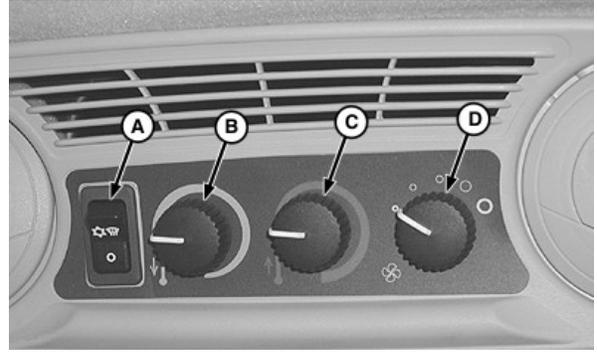
Controlling Temperature

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.

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



LV8415—UN—14JUL03

VP27597,0000332-19-02FEB17-1/1

Deicing, Demisting or Defrosting Windshield

1. Aim two front vents (A) toward windshield.

NOTE: Closing middle and rear vents will help clear windshield faster.

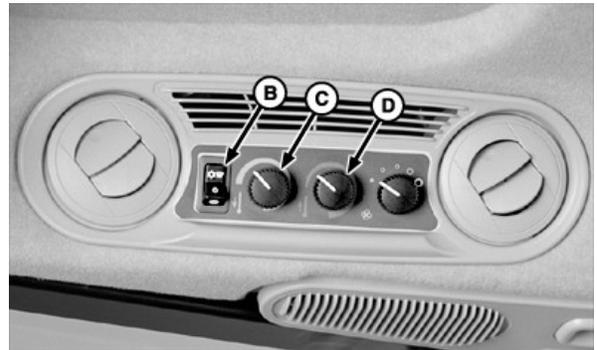
2. Press top half of deicing switch (B) and turn A/C temperature control knob (C) to full counterclockwise position.

3. Turn heater temperature control knob (D) clockwise to obtain desired temperature.

- | | |
|-------------------------|--|
| A—Front Vent | C—A/C Temperature Control Knob |
| B—Deicing Switch | D—Heater Temperature Control Knob |



LV8596—UN—14AUG03



LV10324—UN—21SEP04

SD74272,00001ED-19-22JUN12-1/1

Optimizing A/C and Heater Performance

Adjust individual vents to target heating or cooling:

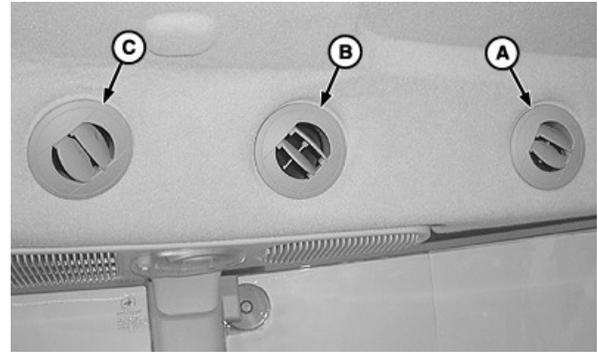
- Position front vents (A) toward legs and mid-body.
- Position middle vents (B) toward your head.
- Position rear vents (C) toward your back.

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

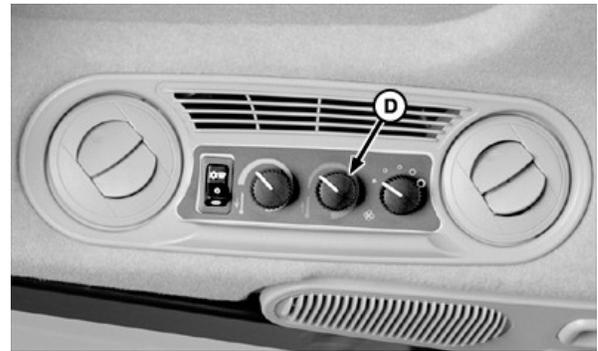
Position all vents (A, B, and C) down to heat the floor and feet.

A—Front Vent
B—Middle Vent

C—Rear Vent
D—Heater Temperature Control Knob



LV10325—UN—21SEP04



LV10326—UN—21SEP04

SD74272.00001EE-19-22JUN12-1/1

Operating Windshield Wiper and Washer

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

Push switch to activate windshield washer.

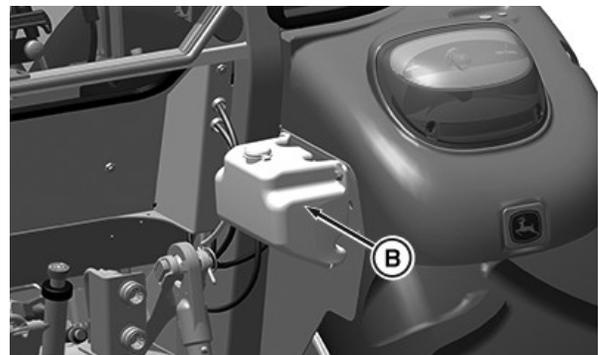
Fill reservoir (B) with non-freezing windshield washer fluid. Reservoir is located behind cab on inside of right rear fender.

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



PY39629—UN—30MAR17

Windshield Wiper Switch



PY39630—UN—27JAN17

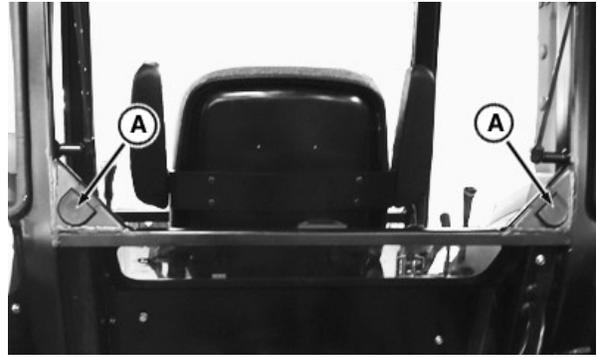
Rear, Right-Hand Side

VP27597.0000313-19-27JAN17-1/1

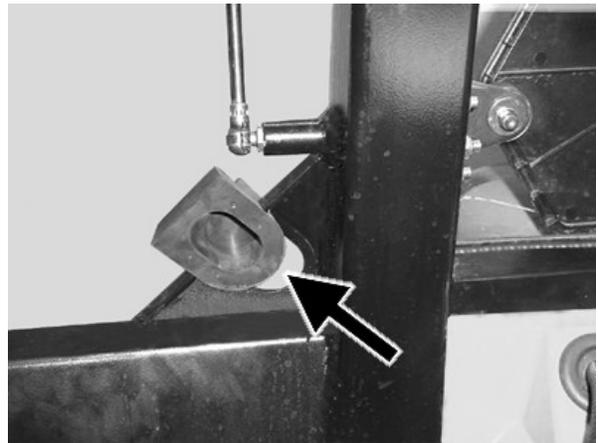
Routing Cables and Harnesses

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.

A—Rubber Plugs



Outside of Cab

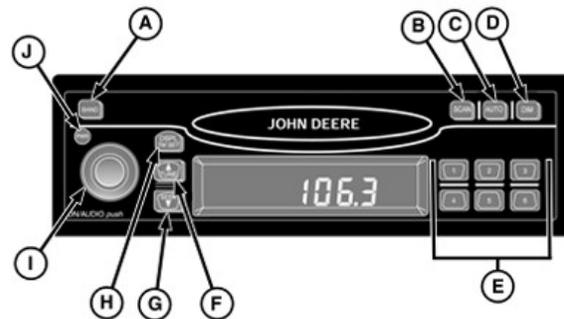


Inside of Cab

PY18011-UN-22MAR13
P12882-UN-24NOV03
VP27597.0000314-19-27JAN17-1/1

Operating Radio (If Equipped)

1. Press BAND (A) to select FM1, FM2, AM, SAT, or WX (Weather).
2. Press TUNE (F) once to turn to the next higher station. Press SEEK (G) once to turn to the next lower station.
3. Press and hold both TUNE (F) and BAND (A) to switch between manual tune mode and “seek” mode.
4. Holding SEEK longer than half a second begins the “seek” function. When a station with a strong enough signal is found, “seek” function will stop at that station.
5. Press SCAN (B) to scan all stations. When a strong enough signal is found, the station will play for 5 seconds then continue to scan until SCAN is pressed again.
6. Adjust volume, bass, treble, fade, and balance by pressing and releasing ON/AUDIO knob (I) repeatedly until desired function appears on display. Rotate ON/AUDIO knob for adjustment.



- | | |
|-------------------|--------------------|
| A—Band | F—Tune |
| B—Scan | G—Seek |
| C—Auto Preset | H—Display/Time Set |
| D—Dim | I—On/Audio/Volume |
| E—Preset Stations | J—Power |

7. Adjust brightness of display by pressing (D) until “DIM” appears on display. Rotate ON/AUDIO knob to adjust.

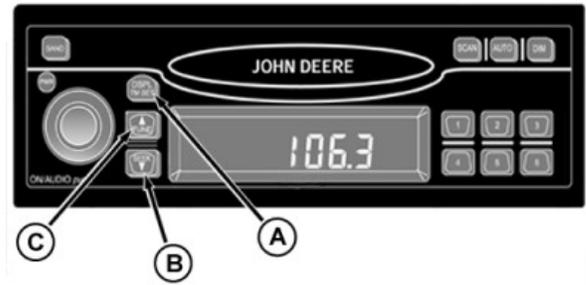
LV12461-UN-12APR05
SD74272.0000448-19-18DEC12-1/1

Setting Clock (If Equipped)

1. Switch ignition to ON position.
2. Press and hold DSPL/TM SET (A) button until the “hours” digits flash.
3. Press SEEK (B) or TUNE (C) to set the correct hour.
4. Press and hold DSPL/TM SET until the “minutes” digits flash.
5. Press SEEK or TUNE to set correct minute. The seconds are reset to zero when minute setting is changed.

A—DSPL/TM SET
B—SEEK

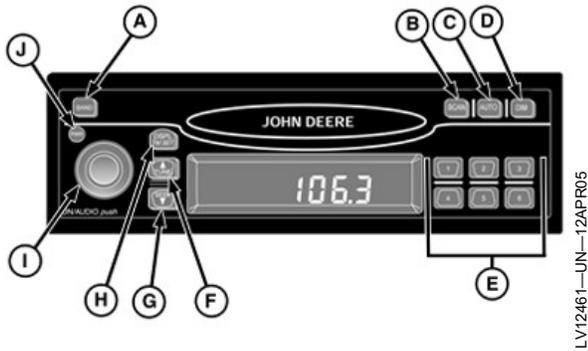
C—TUNE



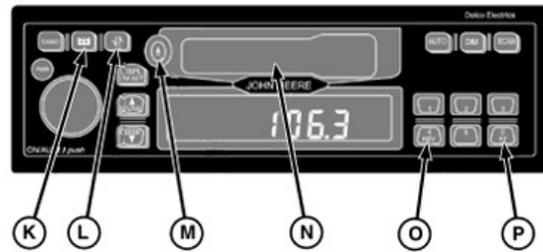
RW26907—UN—05APR00

AI68620,0000206-19-03SEP10-1/1

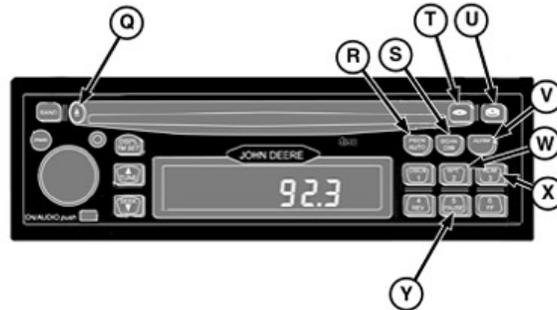
Operating Cassette Tape or Compact Disc Player—If Equipped



LV12461—UN—12APR05



LV12462—UN—12APR05



LV12463—UN—12APR05

- | | | | |
|-------------------|--------------------|---------------------|-------------|
| A—Band | H—Display/Time Set | O—Rewind Tape | V—Alarm |
| B—Scan | I—On/Audio/Volume | P—Fast Forward Tape | W—CD Repeat |
| C—Auto Preset | J—Power | Q—Eject CD | X—CD Random |
| D—Dim | K—Tape | R—Pre-Scan/Auto | Y—CD Pause |
| E—Preset Stations | L—Tape Reverse | S—Scan/Dim | |
| F—Tune | M—Eject Tape | T—CD Mode | |
| G—Seek | N—Tape Slot | U—CD Changer Mode | |

Operating cassette tape player

1. Turn receiver ON.
2. Insert cassette into slot (N). If radio is playing, press (K) to play the cassette.
3. Press (L) to play the opposite side of the tape.
4. Press (O) to rewind.
5. Press (P) to fast forward.
6. Press (M) to eject tape.
7. If receiver detects a defective cassette, "BAD TAPE" will appear on the display and the tape will be ejected.

Operating compact disc player

1. Turn ignition and receiver ON.
2. Insert compact disc into slot, label side up.

3. Press (F) to forward to the next track. Press (G) to reverse to the beginning of the track.
4. Press (W) to repeat the current track. Press (X) for random track selection.
5. Press and hold (O) to fast reverse. Release to play at normal speed.
6. Press (Y) to pause the CD. Press (Y) again to resume play.
7. Press and hold (P) to fast forward. Release button to play at normal speed.
8. Press (Q) to eject CD.
9. Press (S) to advance to the next track on the CD. The CD will play 10 seconds of that track and then play each successive track for 10 seconds. Press again to cancel.

AI68620,0000207-19-03SEP10-1/1

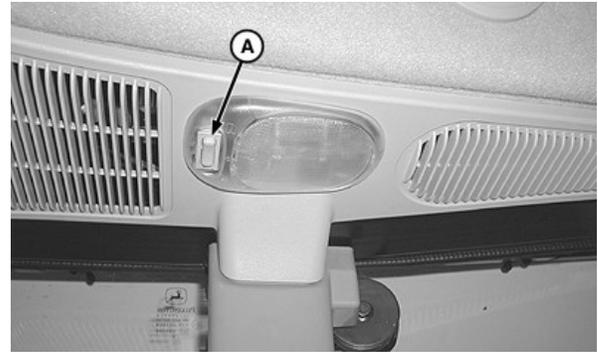
Using Dome Light

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



LV8418—UN—14JUL03

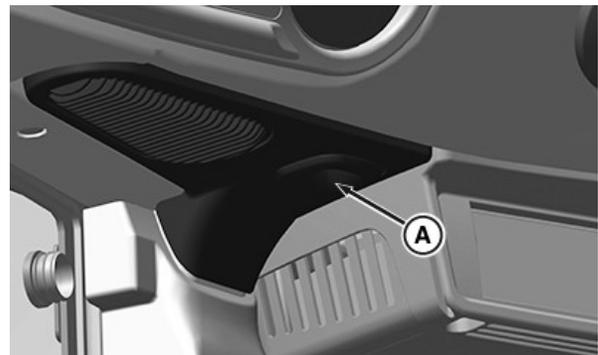
VP27597,0000315-19-27JAN17-1/1

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



PY39627—UN—27JAN17

Light Right-Hand Control Panel

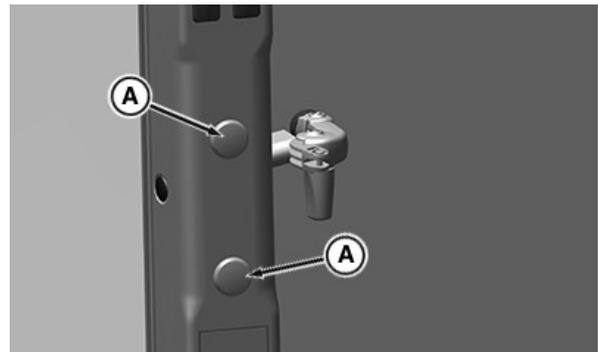
VP27597,0000321-19-27JAN17-1/1

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)



PY39624—UN—27JAN17

Right-Hand Side of Cab

VP27597,0000320-19-27JAN17-1/1

Break-In Period

Engine Operation—Break-In Check

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.

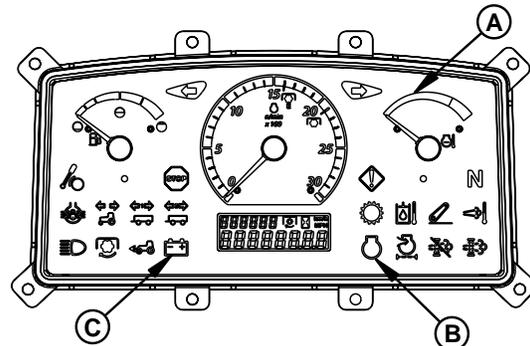
1. Warm up engine at slow rpm. Check coolant temperature gauge (A), engine information (B), and charging (C) warning indicators.
2. Operate the engine at heavy loads with minimal idling during the break-in period.
During the first 20 hours, avoid prolonged periods of engine idling or sustained maximum 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.

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

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.

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



Instrument Display - OOS

- A—Coolant Temperature Gauge
- B—Engine Information Indicator
- C—Charging Indicator

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.

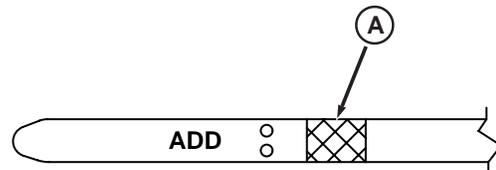
RP32883,0000EB4-19-23FEB21-1/2

PY37357—UN—20FEB17

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

RP32883,0000EB4-19-23FEB21-2/2

P15487—UN—15APR08

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.)

¹ 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.

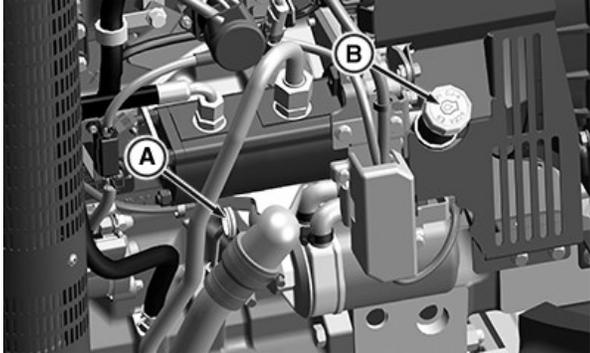
Change engine oil and filter¹.

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

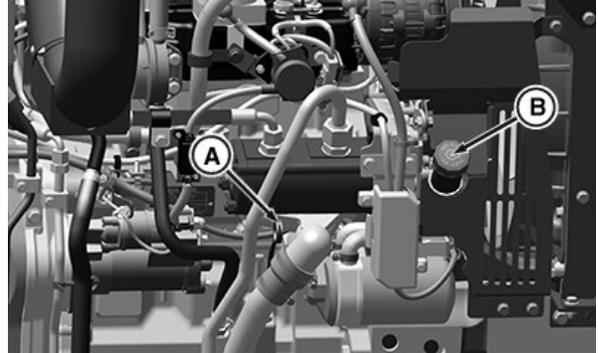
Prestarting Checks

Daily Service Before Starting Engine (OOS and Cab)

VP27597,000035A-19-12JUL17-1/5



For Cab Tractors



For OOS Tractors

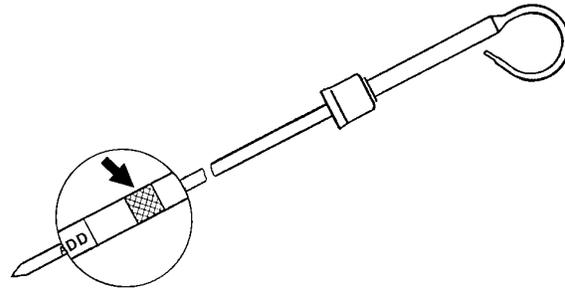
NOTE: Park tractor on level ground before executing checks.

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

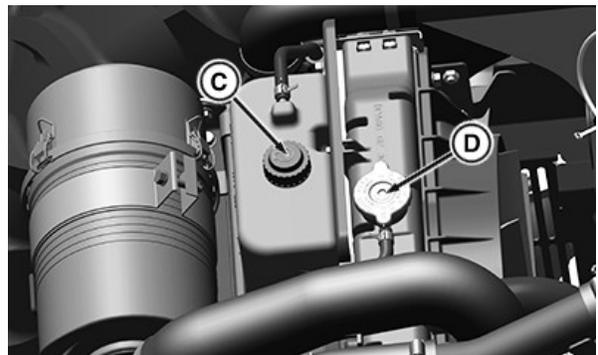


VP27597,000035A-19-12JUL17-2/5

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



C—Radiator Expansion Tank

D—Radiator Cap

Continued on next page

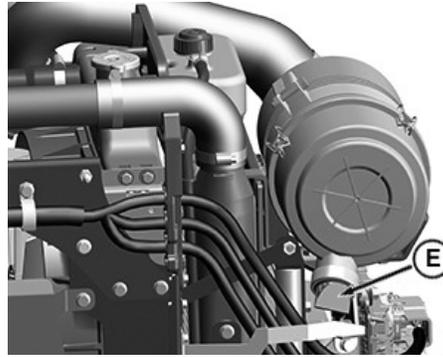
VP27597,000035A-19-12JUL17-3/5

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

5. Remove deposits by squeezing the valve.

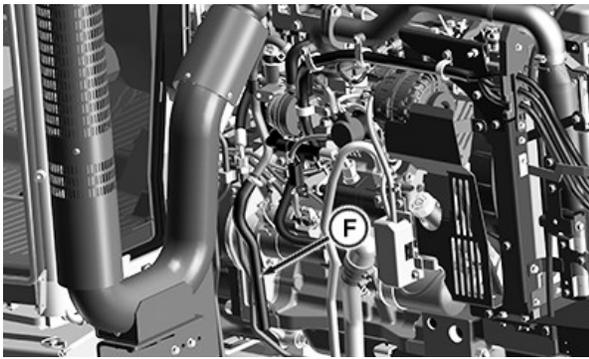
During harvesting, grass and chaff may adversely affect the performance of the dust unloading valve. Remove and clean the dust unloading valve as necessary. Replace damaged valve immediately.

E—Dust Unloading Valve



PY40216—UN—14FEB17

VP27597,000035A-19-12JUL17-4/5

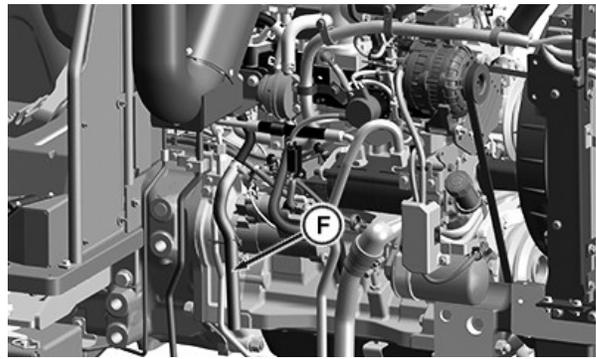


PY40217—UN—14FEB17

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.



PY40218—UN—14FEB17

Rocker Arm Cover Ventilation - For OOS Tractors

Remove any dirt from the hose end.

VP27597,000035A-19-12JUL17-5/5

Operating the Engine

Operate Key Switch

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.

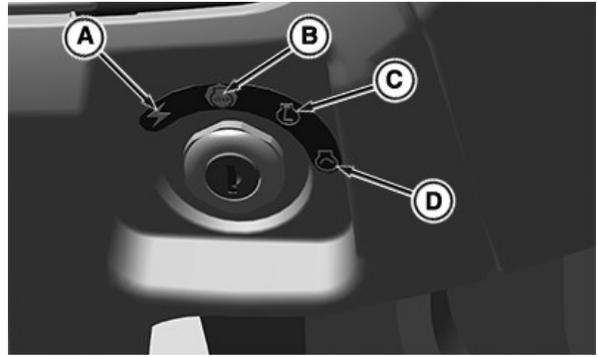
Stop Position (B): Turn key to STOP position to turn off electrical accessories and to shut down engine.

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.

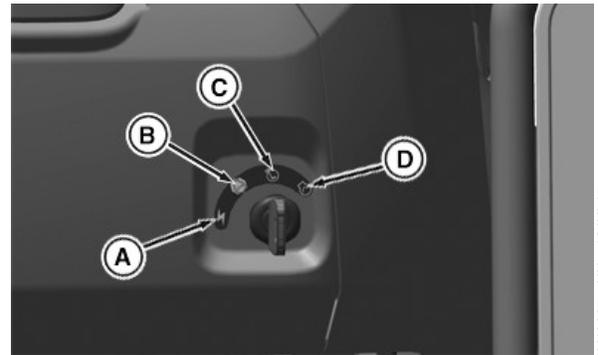
A—Accessory Position
B—Stop Position

C—Run Position
D—Start Position



PY41783—UN—20JUL17

Cab Tractors



PY43067—UN—12JUL17

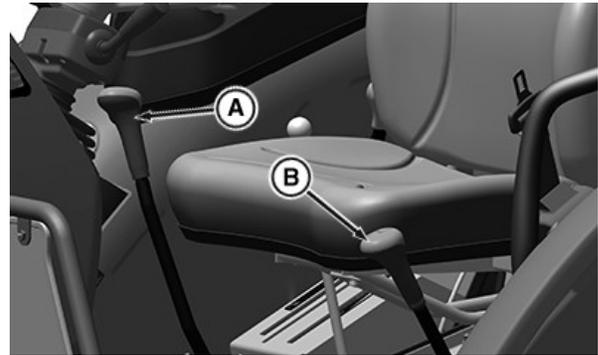
OOS Tractors

NM61126,0000516-19-18SEP17-1/1

Before Starting the Engine — (PowrReverser™)

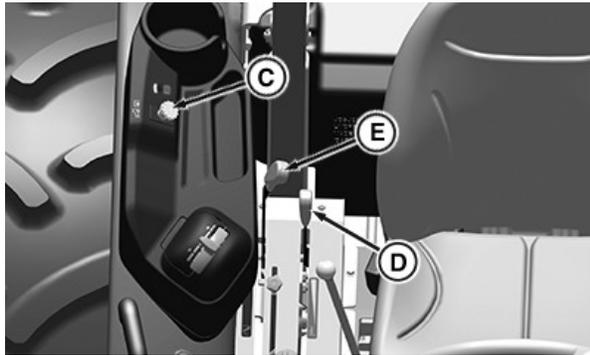


TS220—UN—15APR13



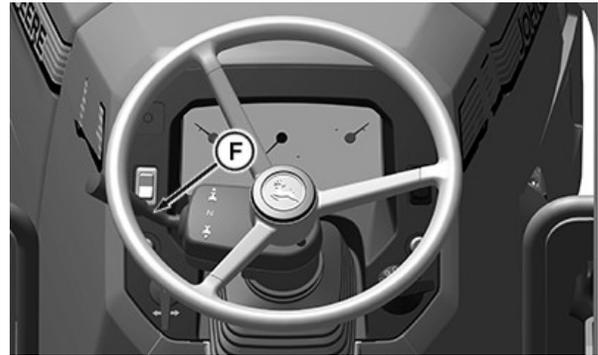
PY39640—UN—01FEB17

OOS



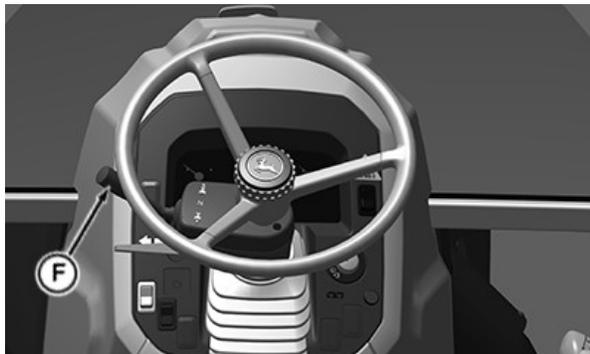
APY42852—UN—09FEB21

OOS



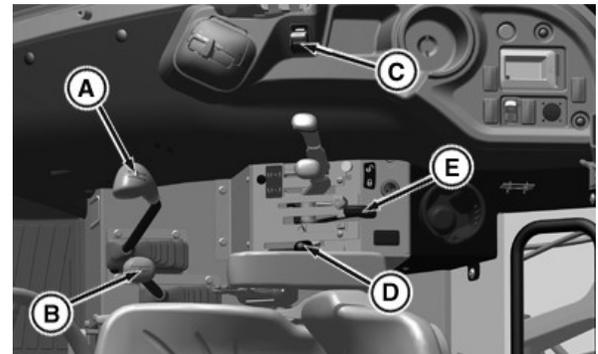
PY39643—UN—01FEB17

OOS



PY39642—UN—30MAR17

Cab



APY42853—UN—09FEB21

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.

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.

Continued on next page

RP32883.0000E78-19-04MAY21-1/2

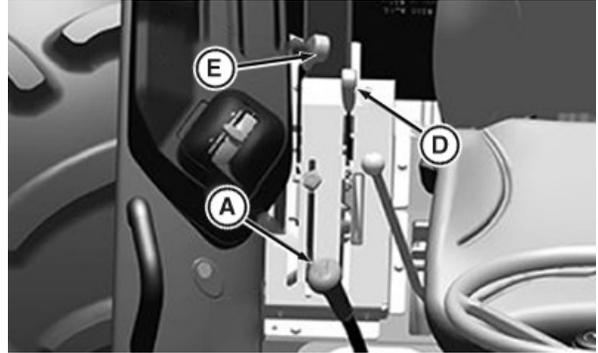
If any indicator does not function properly, see the nearest John Deere dealer.

RP32883,0000E78-19-04MAY21-2/2

Before Starting the Engine — (SyncShuttle™)

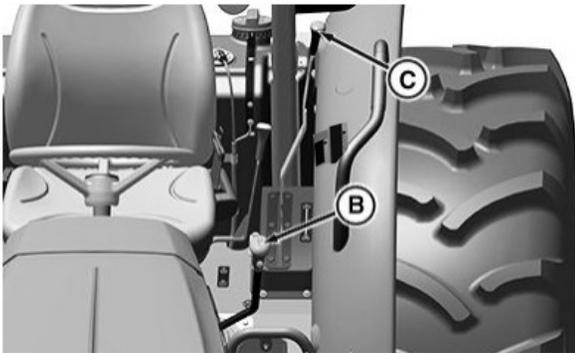


TS220—UN—15APR13



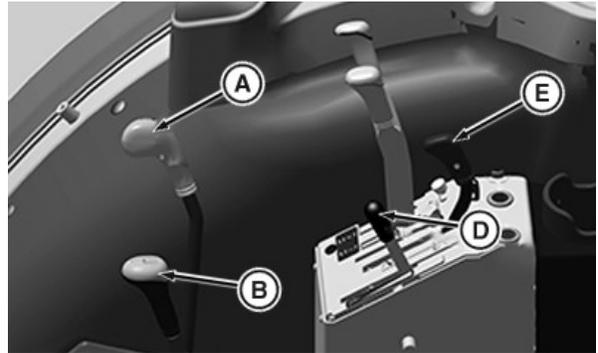
APY42848—UN—14JAN21

OOS



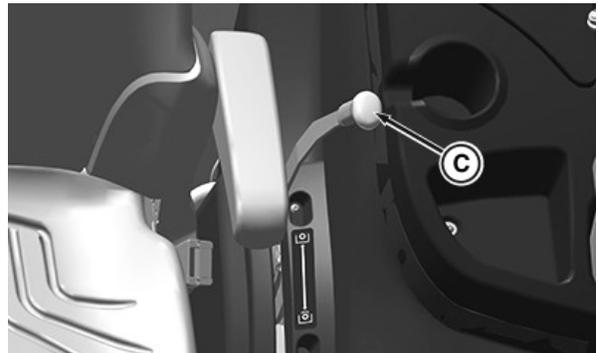
PY39646—UN—20JUL17

OOS



APY42849—UN—14JAN21

Cab



PY40813—UN—31MAR17

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.

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

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

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

RP32883,0000E79-19-13JAN21-1/1

Start the Engine



TS177—UN—11JAN89

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

1. Push hand throttle (A) forward off idle position (1/3 of full throttle). Pull down throttle else engine not get start.

A—Hand Throttle



APY38010—UN—14JAN21

OOS



PY39651—UN—14FEB17

CAB

RP32883,0000FC2-19-04MAY21-1/2

2. Depress clutch pedal and turn the key switch fully clockwise (B) 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.

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

Do not start engine by shorting across starter terminals. Machine starts in gear and move if the normal circuitry is bypassed.

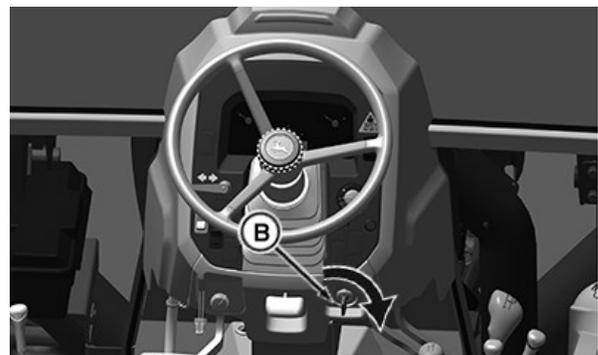
Start engine only from the operator's seat with transmission in NEUTRAL.

NEVER start engine while standing on ground.

IMPORTANT: DO NOT run a cold engine at full throttle.

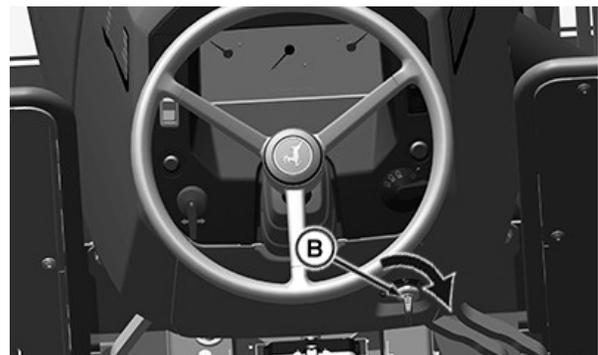
IMPORTANT: DO NOT operate starter more than 20 seconds at a time. If engine does not start, wait at least two minutes for the starter motor to cool before trying again. If engine does not start in four attempts, refer to "Troubleshooting" section.

B—Key Switch On



PY39657—UN—01FEB17

Cab



PY39656—UN—01FEB17

OOS

RP32883,0000FC2-19-04MAY21-2/2

Cold-Weather Start Aid

⚠ 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.

1. 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.

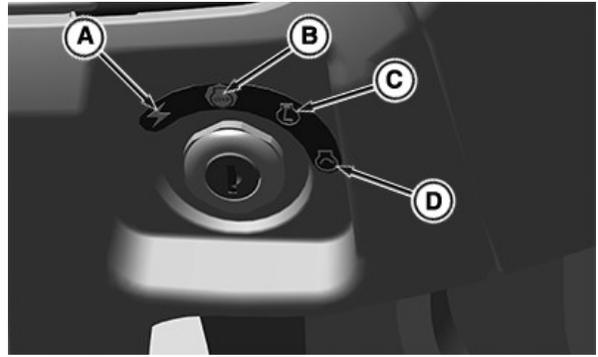
IMPORTANT: Do Not start the engine until the count down timer (E) is completed to zero.

2. Depress clutch pedal and turn key to start position (D).
3. 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.

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.

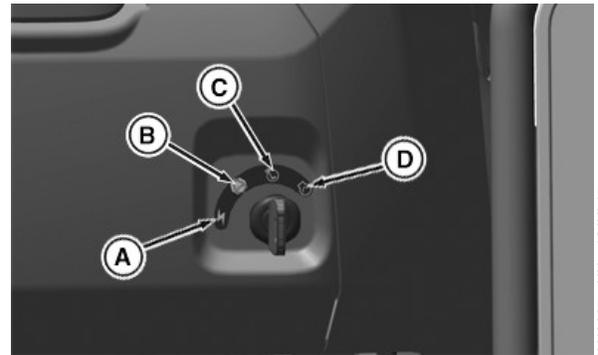
4. Idle engine until it warms to operating temperature.

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



Cab

PY41783—UN—20JUL17



OOS

PY43067—UN—12JUL17



Instrument Cluster

APY19585—UN—13MAR20

RP32883,0000B21-19-20FEB20-1/1

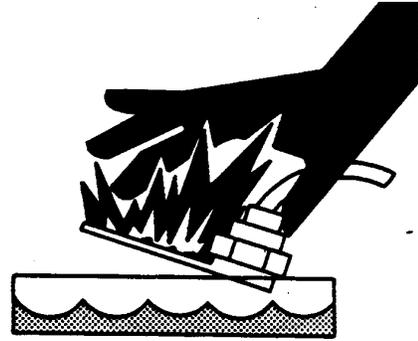
Using Engine Coolant Heater (If Equipped)

⚠ 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

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.

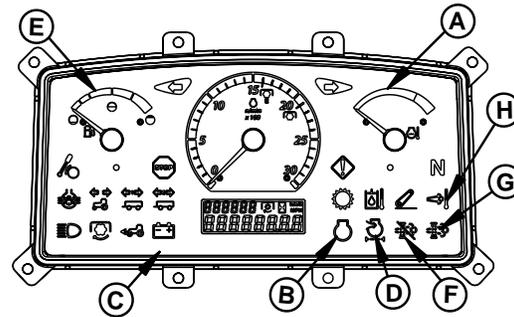
Charging System Indicator (C)

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.



PY40223—UN—16FEB17

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

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.)

Exhaust Filter Inhibit Indicator (F)

If indicator remains illuminated, the exhaust filter cleaning switch has been disabled.

Exhaust Filter Restriction Indicator (G)

If indicator remains illuminated, the exhaust filter needs cleaning.

Exhaust Filter Cleaning Indicator (H)

If indicator remains illuminated, the presence of high temperatures inside the exhaust filter exist, which allow active filter cleaning to occur.

VP27597,0000333-19-30MAR17-1/1

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.

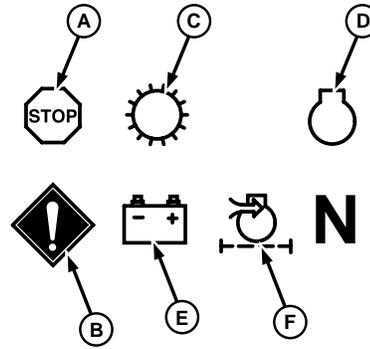
Immediately stop operations, reduce engine speed to idle, then shut down engine. Correct problem before restarting.

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:



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 |

- Low engine oil pressure
- 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

P15313—UN—26MAR08

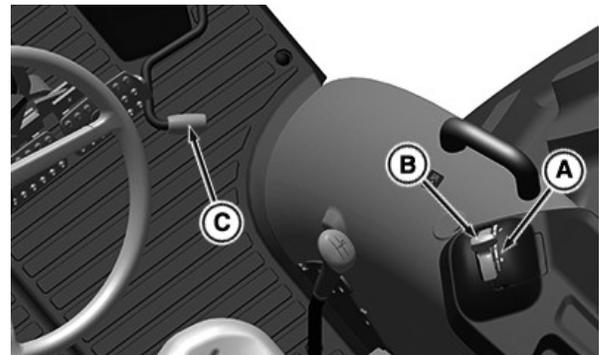
SD74272,00004B9-19-19MAR14-1/1

Changing Engine Speed

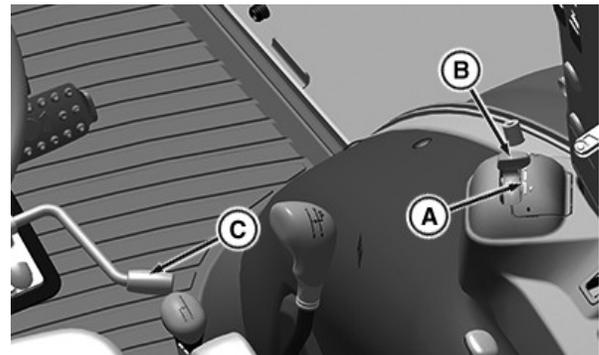
To increase or decrease engine speed, use hand throttle (B). Engine maintains set speed until hand throttle is moved again. Maximum speed is attained with lever all the way up, and minimum speed with lever all the way down, as indicated by the fast/slow indicator (A) on the instrument panel.

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

- | | |
|-----------------------|-----------------|
| A—Fast/Slow Indicator | C—Foot Throttle |
| B—Hand Throttle | |



OOS



Cab

PY41784—UN—20JUL17

PY39659—UN—16FEB17

VP27597,000032D-19-20JUL17-1/1

Recommended Engine Speeds and Operating Procedures

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.

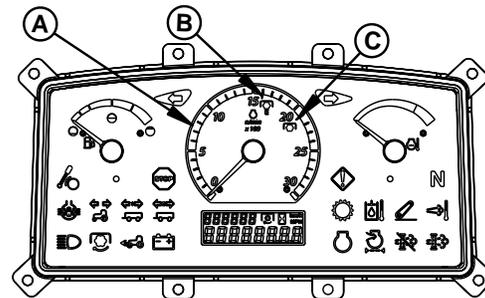
Observe Engine Work and Idle Speeds

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.



Instrument Cluster

- A—Tachometer
 B—1588 rpm Mark (540E PTO rpm)
 C—2083 rpm Mark (Standard PTO rpm)

PY39664—UN—11MAY17

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.*

VP27597,0000334-19-11MAY17-1/1

Working with Speed/Hour Meters

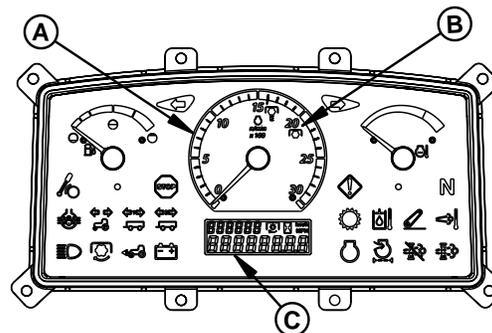
Tachometer (A) shows engine revolutions per minute, read in hundreds.

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.

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.*



- A—Tachometer
 B—2083 rpm Mark
 C—Hour Meter

PY39662—UN—16FEB17

VP27597,0000335-19-11MAY17-1/1

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.

LX,OMMOT 013413-19-01SEP97-1/1

Stopping the Engine — (PowrReverser™)



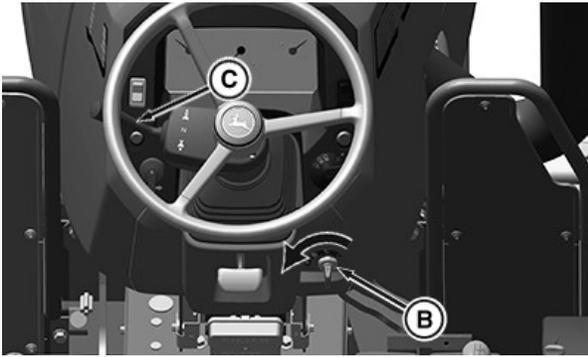
OOS

APY38010—UN—14JAN21



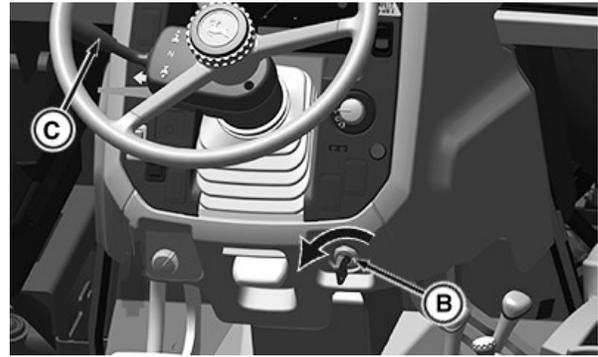
Cab

PY39651—UN—14FEB17



OOS

PY39655—UN—01FEB17



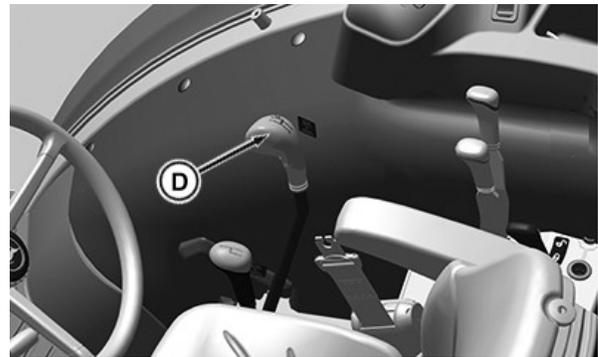
Cab

PY39648—UN—01FEB17



OOS

PY41791—UN—20JUL17



Cab

PY40812—UN—31MAR17

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

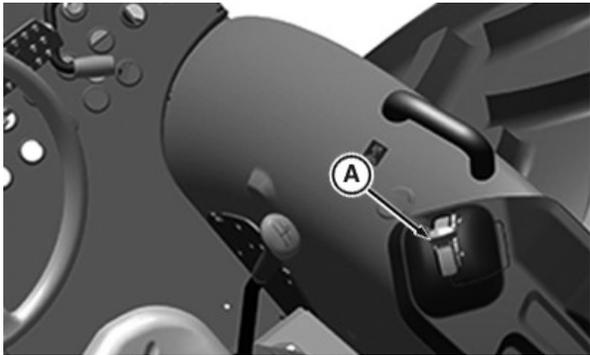
IMPORTANT: Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.

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

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

RP32883,0000BAF-19-03JUL20-1/1

Stopping the Engine — (SyncShuttle™)



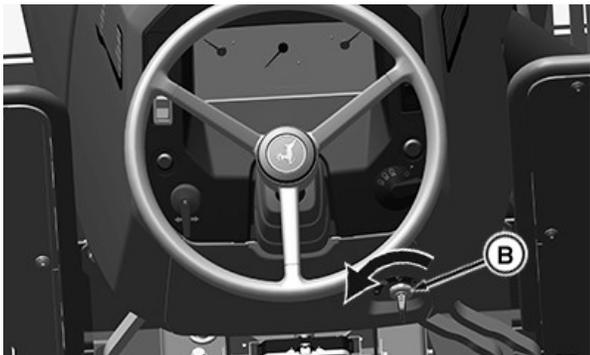
OOS

APY38011—UN—14JAN21



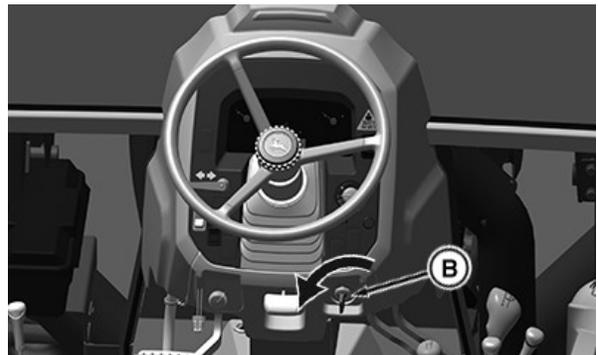
Cab

PY38033—UN—08JUL20



OOS

PY39649—UN—01FEB17



Cab

PY39654—UN—01FEB17



OOS

APY38012—UN—08JUL20



Cab

PY39653—UN—01FEB17

A—Hand Throttle

B—Key Switch OFF

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.
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.

RP32883,0000E98-19-14JAN21-1/1

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

SD74272.000022D-19-05SEP22-1/2

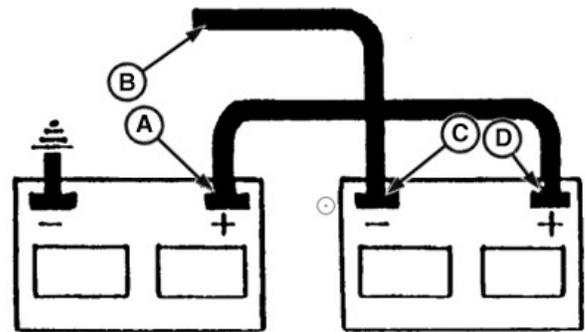
Booster Battery

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.

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**.



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

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

APY75689—UN—05SEP22

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

Exhaust Filter System Overview

Your machine is equipped with an emission-compliant engine, which cleans and filters the engine exhaust. Under normal machine operation and with the system in Automatic (AUTO) mode, the system requires minimal operator interaction. Read the Exhaust Filter Cleaning sections to understand when and where operator interaction may be required.

To avoid the unnecessary buildup of diesel particulates or soot in the exhaust filter system:

- Utilize AUTO exhaust filter cleaning mode.
- Avoid unnecessary idling.
- Use proper engine oil. (See Fuels, Lubricants, and Coolants section for recommendations.)
- Use only ultra low sulfur fuel. (See Fuels, Lubricants, and Coolants section for recommendations.)

Use three position exhaust filter cleaning mode switch (A) to select exhaust filter cleaning modes; Parked (B), AUTO (C), and Disable (D).

IMPORTANT: When vehicle use is not suited for higher temperatures created by exhaust filter cleaning, use the Disable mode (D). Be sure to re-enable Automatic mode (C) as soon as possible to avoid unnecessary soot built up in the exhaust filter.

Remember to select Disable mode (D) when temporarily connected to an indoor ducted exhaust system during the vehicle diagnostic and repair activities.

Exhaust Filter Indicators

Exhaust Filter Indicator (restriction) (A) - Indicates that buildup in the exhaust filter requires cleaning.

High Exhaust Temperature Indicator (B) - Indicates temperature in the exhaust filter high enough to conduct cleaning.

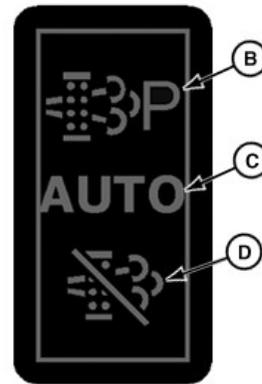
Exhaust Filter Disabled Indicator (C) - Indicates that exhaust filter cleaning system is disabled.

Operator Information



Exhaust Filter Cleaning Mode Switch—Location

PY40222—UN—14FEB17



Exhaust Filter Cleaning Mode Switch

LV14473—UN—27 JUL 11

- A—Exhaust Filter Cleaning Mode Switch
- B—Parked
- C—Automatic (AUTO)
- D—Disable

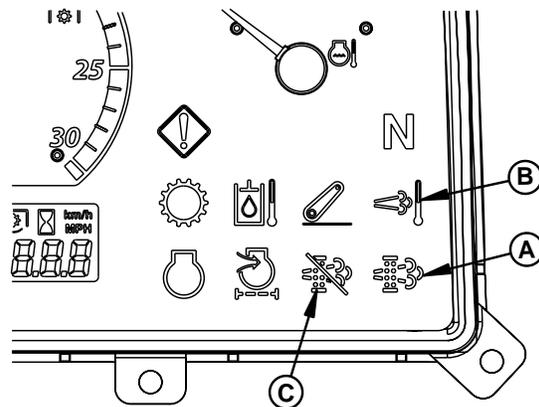
VP27597,0000336-19-14FEB17-1/6

Exhaust Filter Indicator (restriction) (A) - Indicates that buildup in the exhaust filter requires cleaning.

High Exhaust Temperature Indicator (B) - Indicates temperature in the exhaust filter high enough to conduct cleaning.

Exhaust Filter Disabled Indicator (C) - Indicates that exhaust filter cleaning system is disabled.

Operator Information



Exhaust Filter Indicators

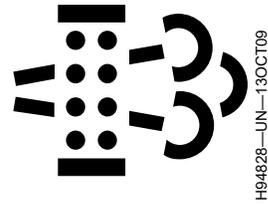
PY39661—UN—03FEB17

Continued on next page

VP27597,0000336-19-14FEB17-2/6

1. Exhaust Filter Indicator

Description	Recommended Procedure
High level of soot at the exhaust filter, the exhaust filter requires cleaning. <i>NOTE: Engine power is reduced if no cleaning is carried out.</i>	Activate automatic filter cleaning; see Automatic Exhaust Filter Cleaning . Alternatively, exhaust filter cleaning with tractor parked may be carried out; see Parked Exhaust Filter Cleaning .

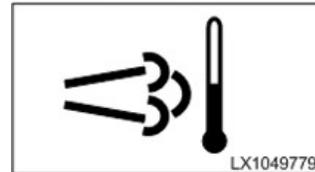


VP27597,0000336-19-14FEB17-3/6

2. High Exhaust Temperature Indicator

LX1049779—UN—22JUL10

Description	Recommended Procedure
Exhaust filter cleaning is taking place. Exhaust temperature may be high.	Do not interrupt automatic exhaust filter cleaning unless necessary; see Automatic Exhaust Filter Cleaning .



VP27597,0000336-19-14FEB17-4/6

3. Parked Exhaust Filter Cleaning Required

LX1049777—UN—22JUL10

Description	Recommended Procedure
High level of soot at the exhaust filter, the exhaust filter requires cleaning. <i>Note: Engine power is reduced.</i>	Perform Parked Exhaust Filter Cleaning .



VP27597,0000336-19-14FEB17-5/6

4. Service Exhaust Filter Cleaning Required

LX1049776—UN—22JUL10

Description	Recommended Procedure
Extreme level of soot in the exhaust filter. When this level of contamination is reached, service cleaning must be performed. <i>Note: Engine power is reduced.</i>	Contact your John Deere dealer and get the dealer to service-clean the exhaust filter. See Service Exhaust Filter Cleaning .



VP27597,0000336-19-14FEB17-6/6

Automatic (AUTO) Exhaust Filter Cleaning

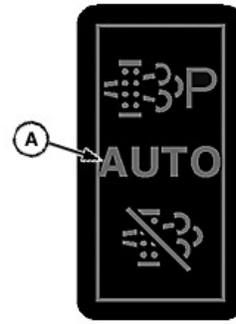
Automatic exhaust filter cleaning is started when soot in the exhaust filter reaches a certain level. This occurs less frequently if the engine is operated for long periods under conditions where passive exhaust filter cleaning takes place. Automatic exhaust filter cleaning is initiated and performed without any intervention on the part of the operator. Automatic exhaust filter cleaning is performed only if the relevant function is activated on the exhaust filter cleaning mode switch. Select center detent of Exhaust Filter Cleaning Switch (A) to enable Automatic (AUTO) Exhaust Filter Cleaning mode.

If the system determines that soot buildup in the exhaust filter requires cleaning, an automatic cleaning is initiated and performed without any intervention on the part of the operator. High Exhaust Temperature Indicator (B) remains illuminated during the exhaust filter cleaning.

Do not disable automatic exhaust filter cleaning unless it is absolutely necessary.

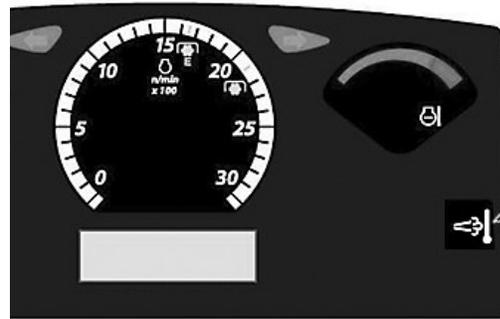
CAUTION: To prevent fires, be sure to routinely clear any combustible materials (crop debris, animal nests, etc.) from the area of the engine and exhaust filter. Exhaust filter cleaning uses extremely high temperature.

IMPORTANT: See also *Clean Exhaust Filter Safely* in Section 05.



LV14382—UN—25MAY11

Exhaust Filter Cleaning Mode Switch



LV14384—UN—25MAY11

A—AUTO mode switch position

B—High Exhaust Temperature Indicator

SD74272.00004BD-19-12MAR13-1/1

Disabled Exhaust Filter Cleaning

IMPORTANT: It is recommended to operate vehicle with the exhaust filter cleaning mode switch in the AUTO position (D).

Continued on next page

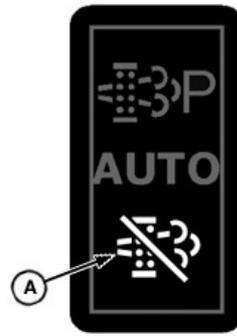
SD74272.00004BE-19-12MAR13-1/2

If your vehicle must be used in a situation not suited for higher temperatures created during exhaust filter cleaning, the system can be temporarily disabled. Be sure to enable automatic (AUTO) mode as soon as possible to avoid soot buildup in the exhaust filter. Select bottom detent of Exhaust Filter Cleaning Switch (A) to engage Disable Exhaust Filter Cleaning mode. Exhaust Filter Disabled Indicator (B) is on.

While in disabled mode, if the system determines that soot buildup in the exhaust filter requires cleaning, Exhaust Filter Indicator - Restriction (C) comes on. Move Exhaust Filter Cleaning Switch (D) to engage Automatic (AUTO) Exhaust Filter Cleaning mode. High Exhaust Temperature Indicator (B) remains illuminated during the exhaust filter cleaning.

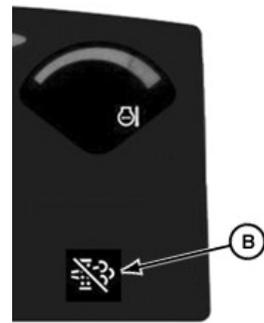
Do not disable automatic exhaust filter cleaning unless it is absolutely necessary. If disabled mode use frequently, the system will eventually activate a parked exhaust filter cleaning. Meaning the vehicle will run a longer cleaning process and can not be unloaded.

- | | |
|--|---|
| A—Exhaust Filter Cleaning Switch - Disable selected | D—Exhaust Filter Cleaning Switch - AUTO selected |
| B—Exhaust Filter Disabled Indicator | E—High Exhaust Temperature Indicator |
| C—Exhaust Filter Indicator - Restriction | |



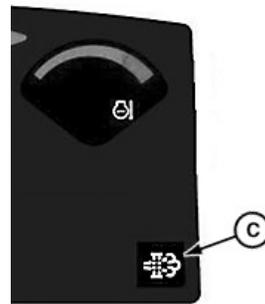
Exhaust Filter Cleaning Switch - Disable selected

LV14390—UN—25MAY11

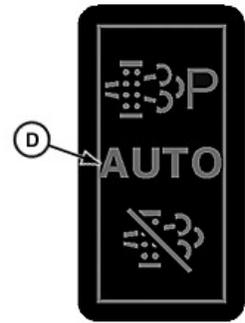


Exhaust Filter Cleaning Disable Indicator

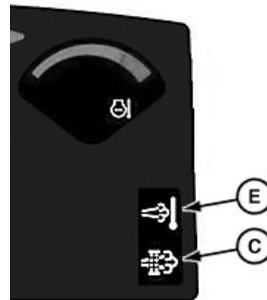
LV14476—UN—27JUL11



LV14385—UN—27JUL11



LV14391—UN—27JUL11



LV14392—UN—27JUL11

SD74272.00004BE-19-12MAR13-2/2

Parked Exhaust Filter Cleaning

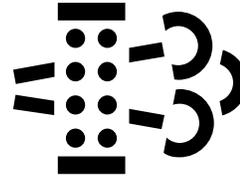
IMPORTANT: If operator disregards indicators and continues to operate vehicle without allowing an automatic cleaning, engine performance will be reduced. A parked exhaust filter cleaning procedure must be performed.

When Service Alert and Exhaust Filter Cleaning Indicator (on dash) are illuminated, Exhaust Filter Cleaning Indicator on switch (top position) is blinking, and engine power is reduced, exhaust filter is restricted, and the system requires a parked cleaning. Operator will hear five consecutive tones.



Service Alert Indicator

H94831—UN—13OCT09



Exhaust Filter Cleaning Indicator (IP) - Restriction

H94828—UN—13OCT09



Exhaust Filter Cleaning Switch - Parked mode

LV14837—UN—03OCT11

Continued on next page

SD74272,00004BF-19-12MAR13-1/2

CAUTION: Comply with *Clean Exhaust Filter Safely* in Section 05.

IMPORTANT: Select a suitable space to park the vehicle and lower any implements all the way down to the ground.

No other vehicle functions may be used while exhaust filter cleaning is taking place with the vehicle parked. Excluded from this are functions that may be required for an emergency shutdown of the vehicle.

Do not start exhaust filter cleaning if the fuel gauge has been showing a low fuel level for a long time.

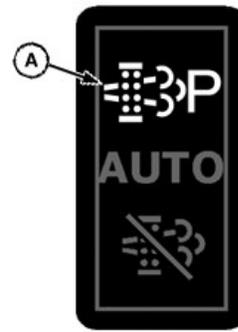
1. Stop tractor, place transmission in park position, disengage PTO, and set engine idle to low 900 RPM.
2. Position and hold the exhaust filter cleaning switch in the parked cleaning position (A) for 3 seconds then release.

IMPORTANT: If necessary, a parked exhaust filter cleaning process can be canceled by manually advancing throttle, or engaging transmission, or stopping engine.

3. The engine speed will ramp up to 1800 RPM and the park cleaning symbol on the switch will blink.
4. During the parked cleaning process the high exhaust temperature indicator (B) and park cleaning symbol on the switch will illuminate.

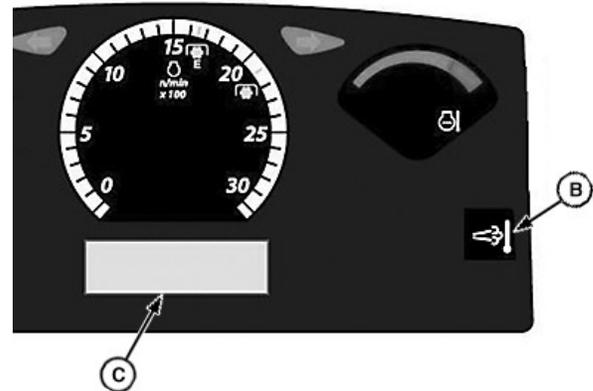
NOTE: The parked exhaust filter cleaning process will take 30 to 45 minutes to complete.

5. A percent numeric value of the parked cleaning process is shown in information display (C). First a preparation stage value increases from 1 to 100. During the preparation stage, the exhaust filter cleaning system increases engine speed to increase exhaust temperature. Second an exhaust filter cleaning value increases from 1 to 100. During the cleaning stage, diesel particulates or soot is cleaned from exhaust filter.
6. When the parked cleaning process is complete the park cleaning symbol on the switch turns off and the high exhaust system temperature indicator (B) remains on for 30 seconds after completion.
7. After high exhaust temperature indicator (B) turns off, continue vehicle operations as normal



Exhaust Filter Cleaning Switch - Parked mode

LV14393—UN—25MAY11



Parked Cleaning In Process

LV14394—UN—25MAY11

A—Parked Cleaning Position C—Information Display
B—Exhaust Filter Indicator

NOTE: The system defaults to Automatic (AUTO) exhaust filter cleaning mode.

If not returning vehicle to operation, allow engine time to return to normal operating temperature before stopping engine.

IMPORTANT: If operator disregards indicators and continues to operate vehicle without allowing a parked cleaning, engine performance will be reduced. A service exhaust cleaning procedure must be performed by John Deere dealer.

SD74272.00004BF-19-12MAR13-2/2

Service Exhaust Filter Cleaning

IMPORTANT: Repeated cancellation or ignoring indicators to perform a parked exhaust filter cleaning procedure will cause additional engine power limitations which eventually lead to a dealer require service.

When STOP indicator (B) and exhaust filter cleaning indicator - restriction (C) are illuminated at the same time; contact your John Deere dealer.

Continued on next page

SD74272.00004C0-19-12MAR13-1/2

LX1049776—UN—22JUL10

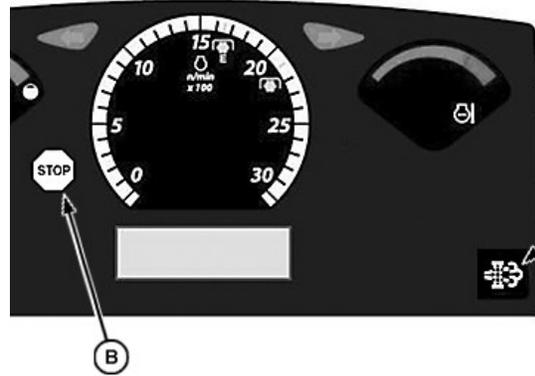
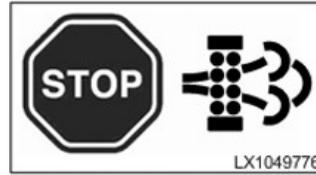
If level of soot at exhaust filter is extreme, the icon shown opposite appears and engine power is reduced. In this case, contact your John Deere dealer and get the dealer to service-clean the exhaust filter.

Automatic exhaust filter cleaning and filter cleaning with tractor parked are no longer possible at this time.

NOTE: *If the tractor is switched off after this icon appears, it will not reappear immediately if the engine is restarted, and the tractor is **briefly** capable of operating, albeit with reduced power. This is intentional, the intention being to allow the dealer to perform service-cleaning.*

Tips for avoiding service-cleaning:

- Do not de-activate exhaust filter cleaning unless it is absolutely necessary.
- Avoid unnecessary idling.
- Do not interrupt cleaning process unless it is absolutely necessary.
- If possible, do not shut off the engine while the indicator light for exhaust filter cleaning is on.
- Take note of information displayed for the operator, and act accordingly.



B—Stop Indicator

C—Exhaust Filter Cleaning Indicator - Restriction

LV14387—UN—25MAY11

SD74272,00004C0-19-12MAR13-2/2

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

Avoid Contact with Agricultural Chemicals - Cab Category 1, 2, 3, and 4 According to EN 15695-1

⚠ CAUTION: Read the information and be aware about the machine cab category stated on the label placed inside the cab.

Category 1 cabs do not provide a specified level of protection against hazardous substances.

Europe Only – tractors or other machines fitted with this cab shall not be used under conditions requiring protection against hazardous substances.

Category 2 cabs provide protection against dust.

Europe Only – tractors or other machines fitted with this cab shall not be used under conditions requiring protection against aerosols and vapors.

Category 3 cabs provide protection against dust and aerosols.

Europe Only – tractors or other machines fitted with this cab shall not be used under conditions requiring protection against vapors.

Category 4 cabs provide protection against dust, aerosols, and vapors.

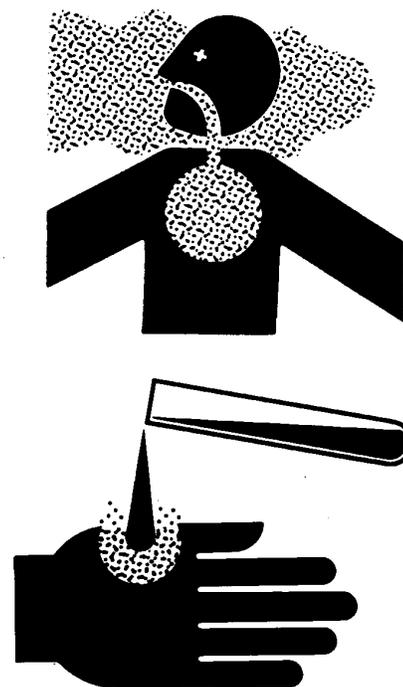
If utilizing a cab with a rating less than Category 4 under conditions requiring protection, the operator must follow the chemical manufacturer label instructions to protect against dust, aerosols, and vapors when the cab does not provide protection.

Follow the product label provided by the chemical manufacturer for proper use of personal protective equipment.

Follow operational and service instructions for cab and recommended filter replacement intervals.

NOTE: EN 15695-1 is a European Union regulation that defines cab requirements. If this machine is used outside of the European Union, consult national, regional, and local regulations.

1. If the pesticide use instructions require respiratory protection and do not specify the cab category according to EN 15695-1, and the filter according to EN 15695-2, wear an appropriate respirator inside the cab.
2. When operating in an environment where pesticides are present, wear a long-sleeved shirt, long-legged pants, shoes, and socks.



TS220—UN—15APR13

TS272—UN—23AUG88

3. Wear personal protective equipment as required by the pesticide use instructions when leaving the enclosed cab:
 - Into a treated area.
 - To work with contaminated application equipment, such as nozzles, which must be cleaned, changed or redirected.
 - To become involved with mixing and loading activities.
4. Before reentering the cab, remove protective equipment and store outside the cab. If the machine is equipped with a protective clothing locker, store protective equipment in the used side of the locker.
5. To prevent soil or other contaminated particles from entering the cab, clean shoes or boots before entering.
6. Never store chemical containers inside the cab.
7. Always close the windows and doors during spraying to generate an overpressure inside the cab, preventing polluted air from entering the cab.

DX,CABS,ALL-19-15FEB21-1/1

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.

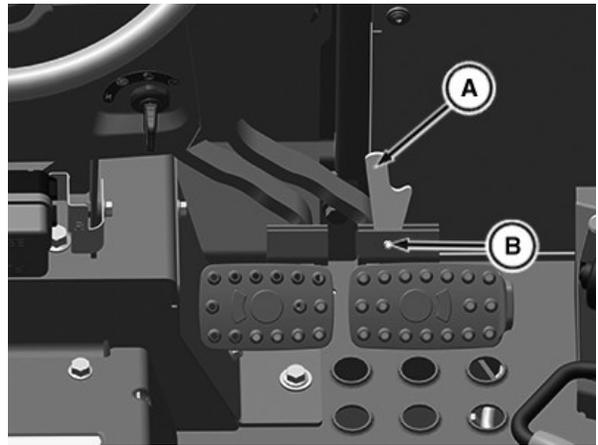
Observe the following precautions when operating the tractor on the road:

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



A—Brake Pedal Locking Bar B—Locking Pin

under adverse surface conditions and when turning or 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.

Continued on next page

RP32883,000032F-19-18JUN19-1/4

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
B—Low Beam Headlights
C—High Beam Headlights

D—Work Light
E—Turn Signal Lever
F—SMV Emblem



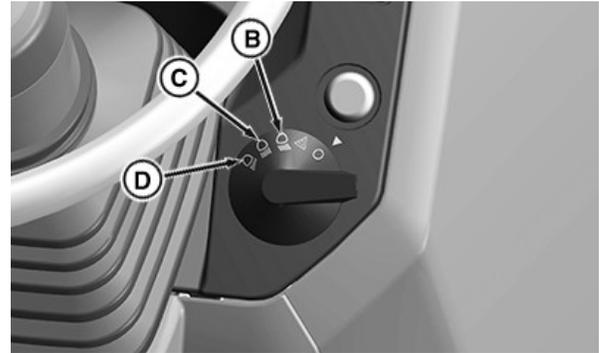
OOS

PY40225—UN—22FEB17



Turn signal lever (OOS)

PY40226—UN—22FEB17



Light switch positions

PY39670—UN—07FEB17

Continued on next page

RP32883,000032F-19-18JUN19-2/4

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.

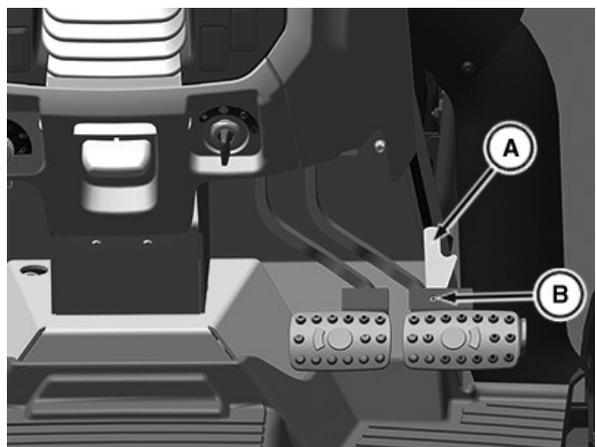
Observe the following precautions when driving tractor on roads:

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



A—Brake Pedal Locking Bar B—Locking Pin

equipped with brakes. (Consult implement operator's manual for recommended transport speeds.)

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

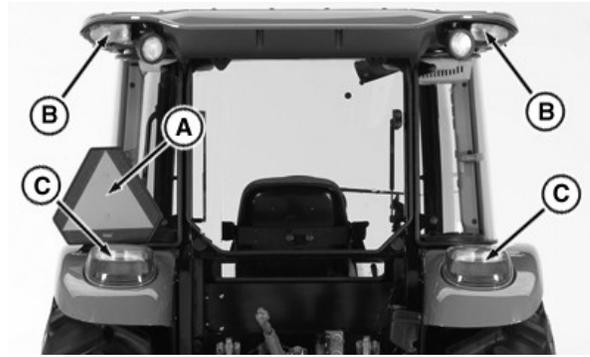
RP32883,000032F-19-18JUN19-3/4

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.)

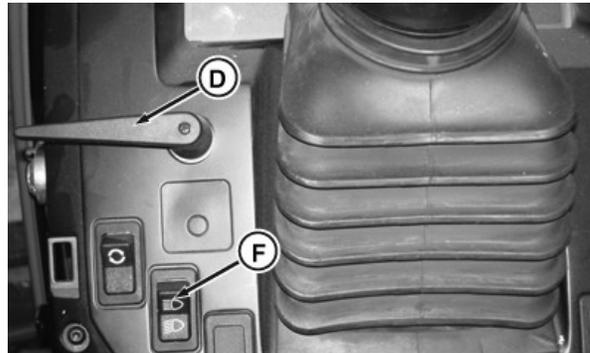
A seven-terminal outlet at rear of tractor supplies power to warning lights on towed or rear-mounted equipment. (See description of the outlet in Lights section.)

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.

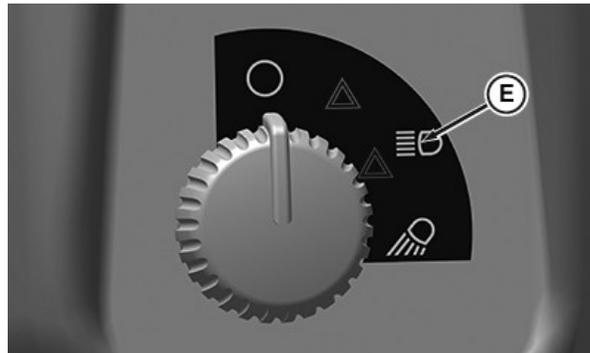
- | | |
|-----------------------|------------------------|
| A—SMV Emblem | D—Turn Signal Lever |
| B—Warning Lights | E—Road Lights |
| C—Tail/Warning Lights | F—High/Low Beam Switch |



PY17964—UN—22MAR13



PY15186—UN—01JUN12



PY40803—UN—31MAR17

RP32883,000032F-19-18JUN19-4/4

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

VP27597,000035C-19-22FEB17-1/1

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.

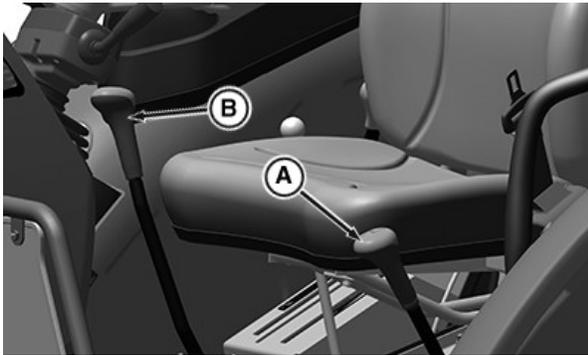
MFWD (if equipped): While mechanical front wheel drive greatly increases traction, it does not increase the stability of the tractor. With MFWD engaged, the tractor can climb steeper slopes, but does NOT become more stable. When this option is used, extra caution is needed on slopes. Compared to 2-wheel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

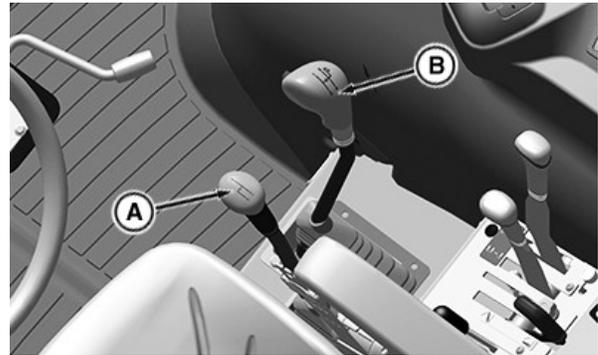
Hitch towed loads only to drawbar. When using a chain, take up the slack slowly.

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

Operating PowrReverser™ Transmission (If Equipped)



Range and Gear Lever - OOS



Range and Gear Lever - Cab



FNR Lever - OOS



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.
5. Increase engine speed once shift is completed.

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

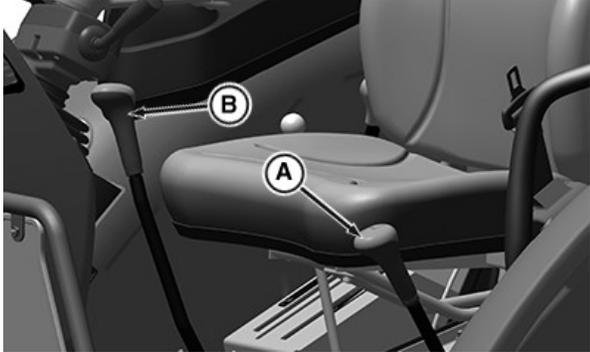
1. With the tractor in motion, depress the clutch pedal (C) FULLY.

2. Select desired speed (1, 2, 3, 4).

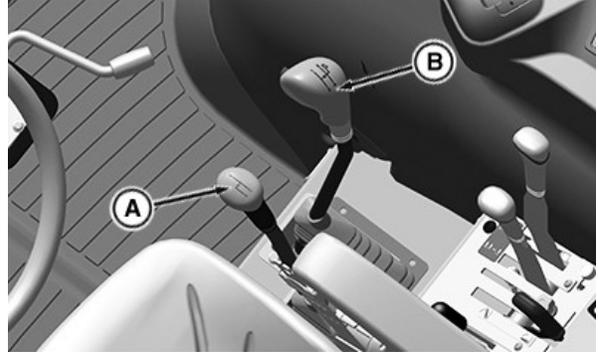
3. Slowly release the clutch pedal to gradually take up load.

RP32883,0000E89-19-11JAN21-2/2

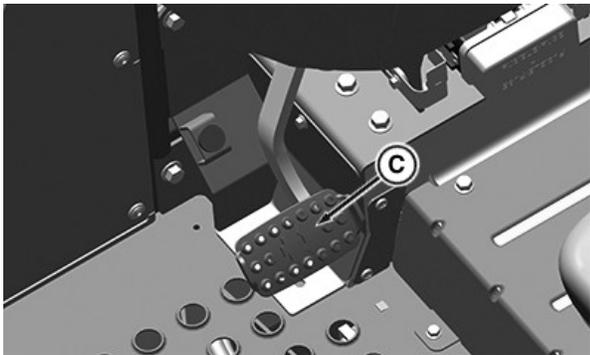
Operating SyncShuttle™ Transmission



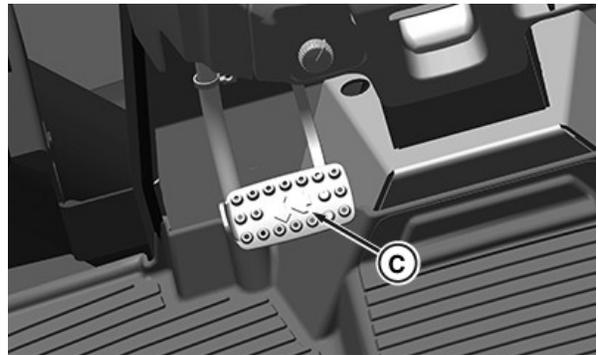
Range and Gear Lever - OOS



Range and Gear Lever - Cab



Clutch - OOS



Clutch - Cab

A—Range Shift Lever

B—Gear Shift Lever

C—Clutch Pedal

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.

RP32883,0000E8A-19-11JAN21-1/1

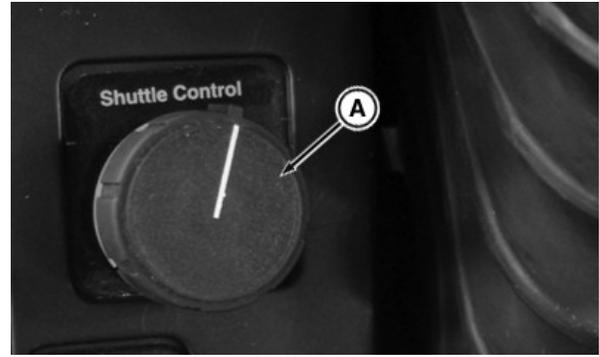
Using Infinitely Variable Shuttle (If Equipped)

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

PY16343—UN—11SEP12

SD74272,0000235-19-11SEP12-1/1

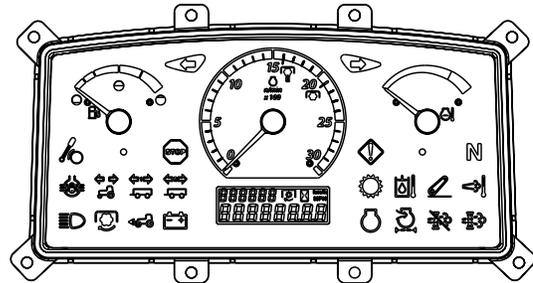
Selecting a Gear

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.



PY40232—UN—22FEB17

VP27597,0000360-19-28MAR17-1/1

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.

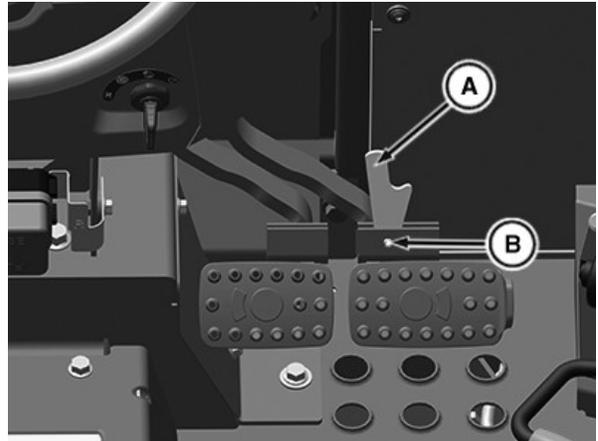
To stop the tractor, depress both brake pedals.

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

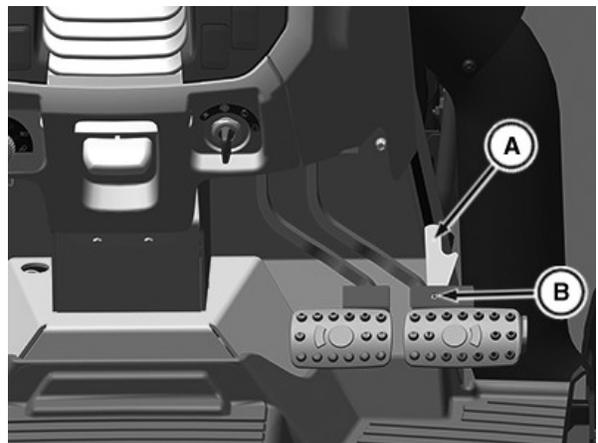
Reduce speed if towed load is not equipped with brakes and weighs more than the tractor. Avoid hard braking applications. Consult implement operator's manual for recommended transport speeds.

Use additional caution when transporting towed loads under adverse conditions, when turning or stopping on inclines.

A—Brake Pedal Locking Bar B— Locking Pin



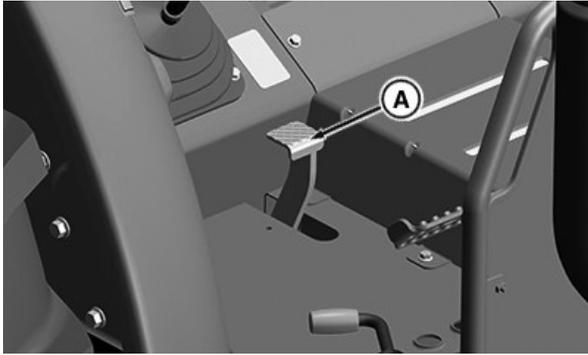
OOS



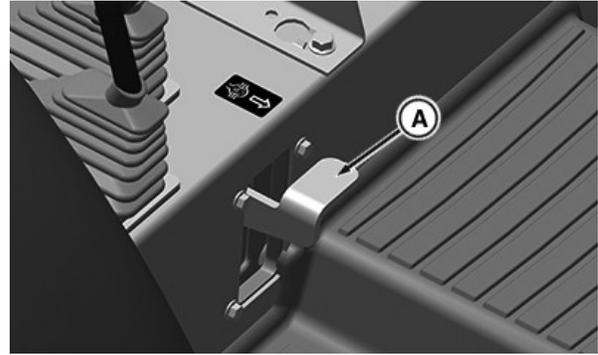
Cab

VP27597,0000361-19-12JUL17-1/1

Use Differential Lock



Differential Lock - OOS



Differential Lock - Cab

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.

VP27597,0000362-19-23FEB17-1/1

Operating Mechanical Front Wheel Drive (If Equipped)

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.

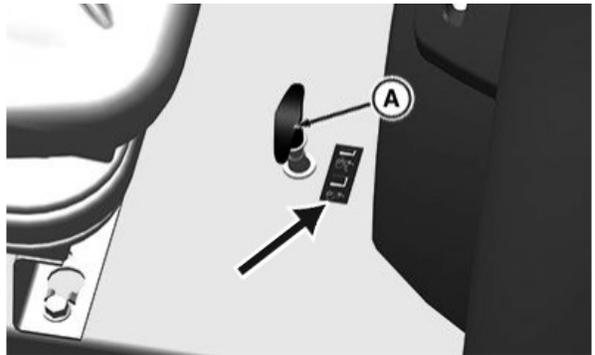
Front-wheel drive may be engaged and disengaged while in motion

1. To engage, pull up on MFWD lever (A).
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.



OOS

PY41983-UN-18SEP17



Cab

PY41984-UN-18SEP17



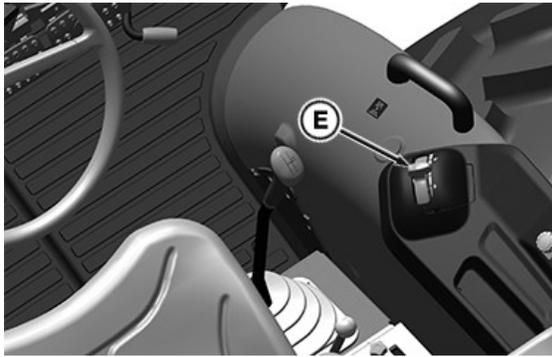
MFWD Label

PY41985-UN-18SEP17

A—MFWD Lever

VP27597,0000363-19-18SEP17-1/1

Stopping Tractor (PowrReverser™)



Hand Throttle - OOS

APY38013—UN—14JAN21



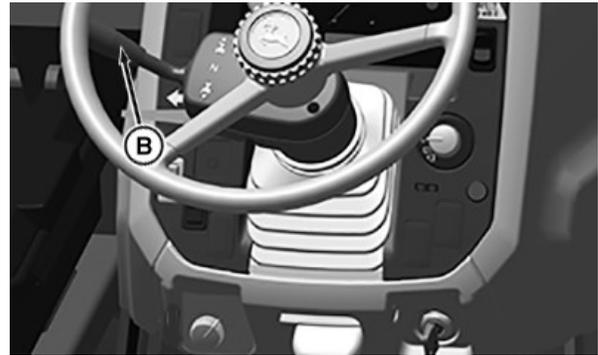
Hand Throttle - Cab

PY40235—UN—22FEB17



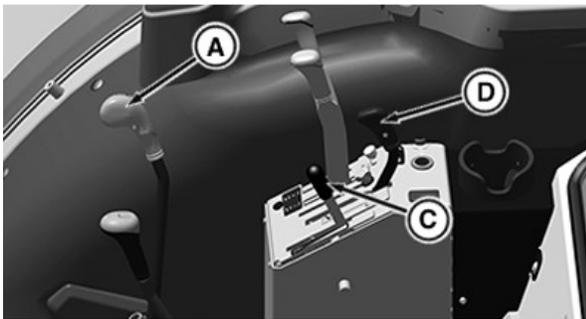
Lever - OOS

PY40240—UN—22FEB17



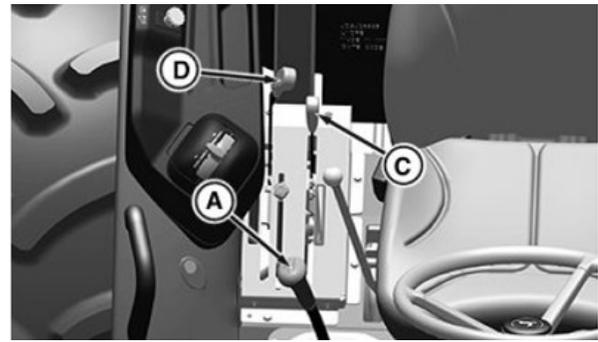
Lever - Cab

PY40241—UN—22FEB17



Lever - Cab

APY38024—UN—14JAN21



Lever - OOS

APY38025—UN—08JUL20

A—Gear Shift Lever
B—PowrReverser™ 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 PowrReverser lever (B) (if equipped) 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 (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.

RP32883,0000E99-19-14JAN21-1/1

Stopping Tractor (SyncShuttle™)

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.

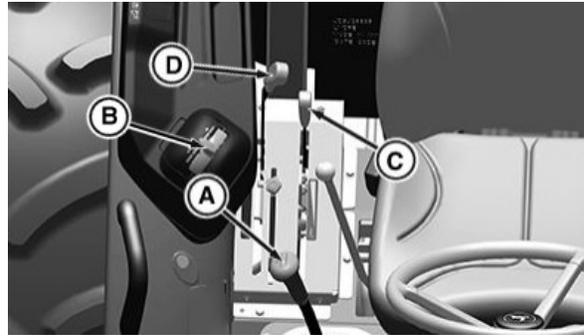
3. Pull hand throttle (B) down to low idle position. Allow engine to idle for 1—2 minutes.
4. Lower all equipment to ground using position control lever (C and D).
5. Put all SCV levers in NEUTRAL.
6. Disengage PTO.

⚠ 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.

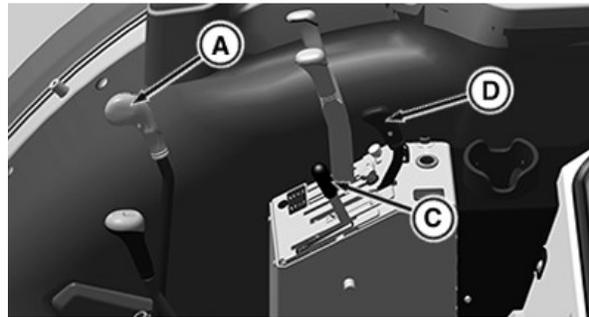
A—Gear Shift Lever
B—Hand Throttle

C—Draft Control Lever
D—Position Control Lever



Lever - OOS

APY38014—UN—14JAN21



Lever - CAB

APY38024—UN—14JAN21



Hand Throttle - Cab

APY38030—UN—08JUL20

RP32883,0000E9A-19-14JAN21-1/1

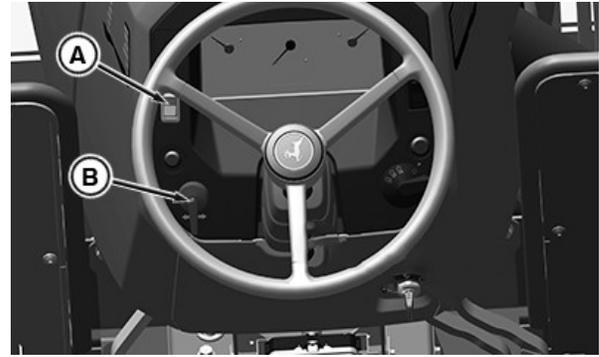
Come-Home Mode

⚠ 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.

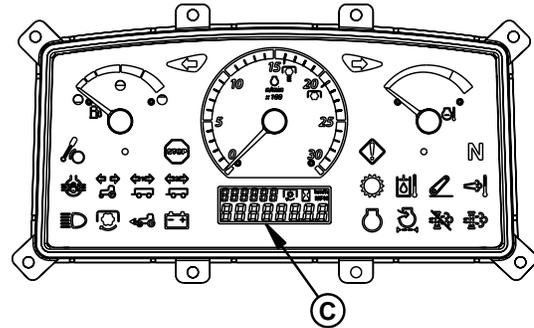
1. Turn key switch to START position.
2. Press and hold roll mode switch (A) for 5 seconds to display first control unit screen.
3. Stored diagnostic trouble codes (DTC) appear on instrument cluster control (ICC) LCD display (C). If codes appear, record the code information.
4. Move turn signal switch (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.



APY33269—UN—01APR20

OOS Shown



APY35461—UN—18APR20

A—Roll Mode Switch
B—Turn Signal Switch

C—LCD Display

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.
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.

LGCKF7U.00005B9-19-17MAY20-1/1

Rockshaft and 3-Point Hitch

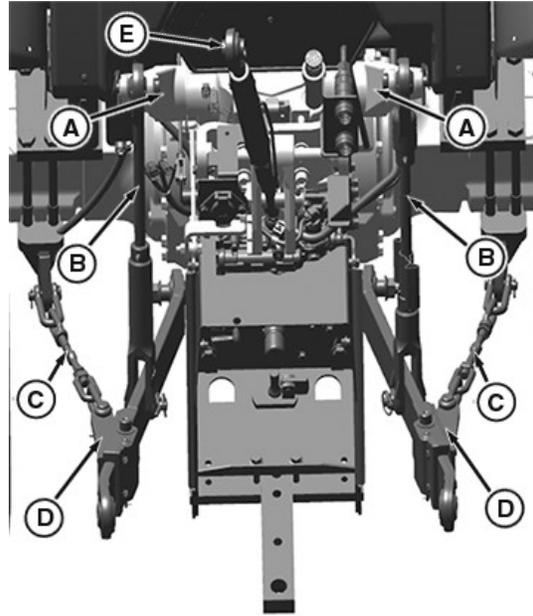
Match Tractor Power to Implement

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

- | | |
|-------------------------|---------------|
| A—Lift Arms | D—Draft Links |
| B—Lift Links | E—Center Link |
| C—Sway Chains/Sway Bars | |



PY37350—UN—16FEB17

3 - Point Hitch with Sway Chains

MD36154,00001C7-19-06APR17-1/1

Rockshaft Control Levers

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. (See Use Position Control in this section for more information.)

The draft control lever (B), controls hitch position relative to draft loads. (See Use Draft Control in this section for more information.)

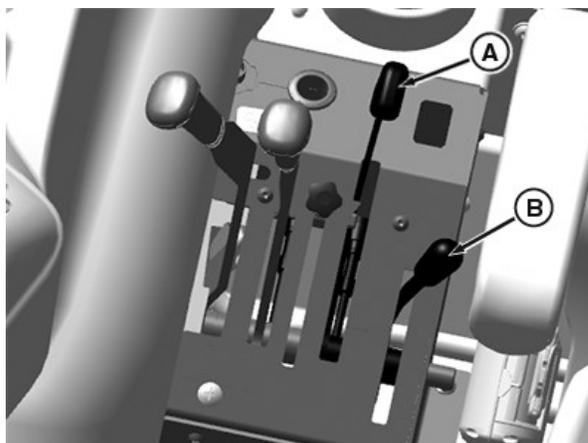
A—Position Control Lever

B—Draft Control Lever



PY37340—UN—16FEB17

Control levers for OOS



PY37341—UN—16FEB17

Control levers for Cab

MM12389,0000037-19-15FEB17-1/1

Setting Position Control Lever Stop

NOTE: Position control lever stop is used when operating depth or height needs to be repeated often.

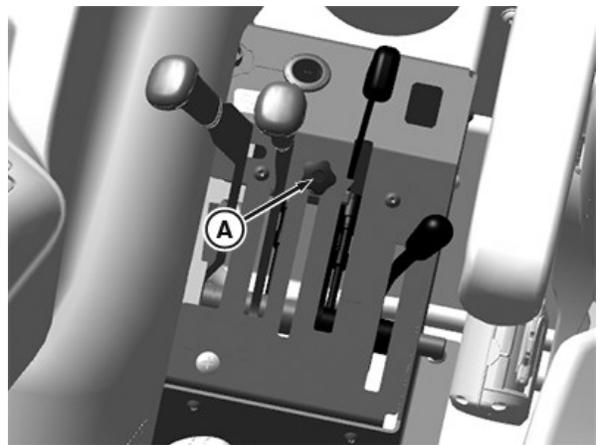
1. Operate implement for a few minutes to determine proper depth or height.
2. Loosen lever stop (A), and slide against position control lever. Lock stop in position by turning in a clockwise direction. Rockshaft will now lower to same position each time control lever is pushed forward to the stop.

A—Lever Stop



PY37342—UN—16FEB17

OOS

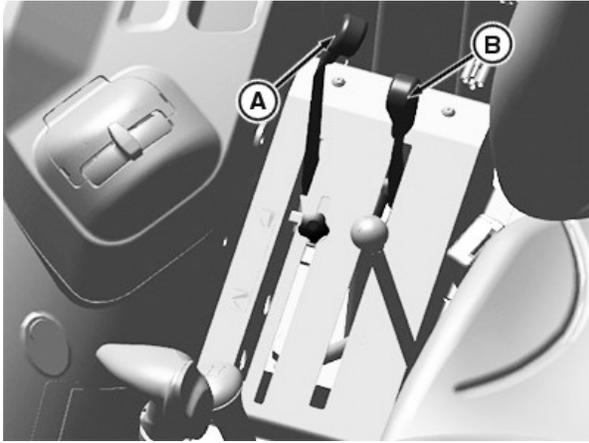


PY37343—UN—16FEB17

Cab

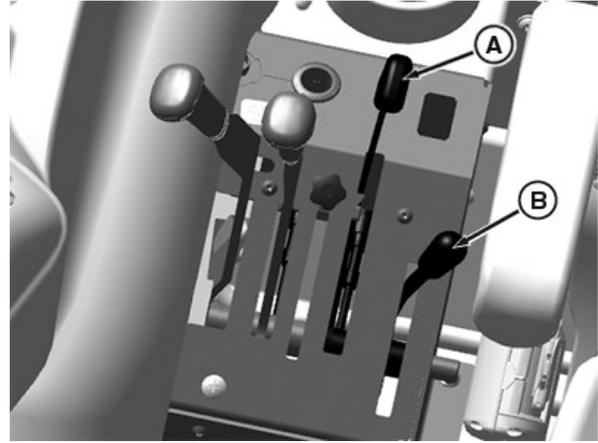
MM12389,0000038-19-15FEB17-1/1

Using Rockshaft Position Control



Control Levers of OOS

PY37340—UN—16FEB17



Control Levers of Cab

PY37341—UN—16FEB17

⚠ CAUTION: To prevent unexpected movement of rockshaft, place draft control lever (B), in a full forward position before attaching an implement.

Put draft control lever (B), forward when you DO NOT want rockshaft to adjust automatically to draft load, such as attaching implement to tractor.

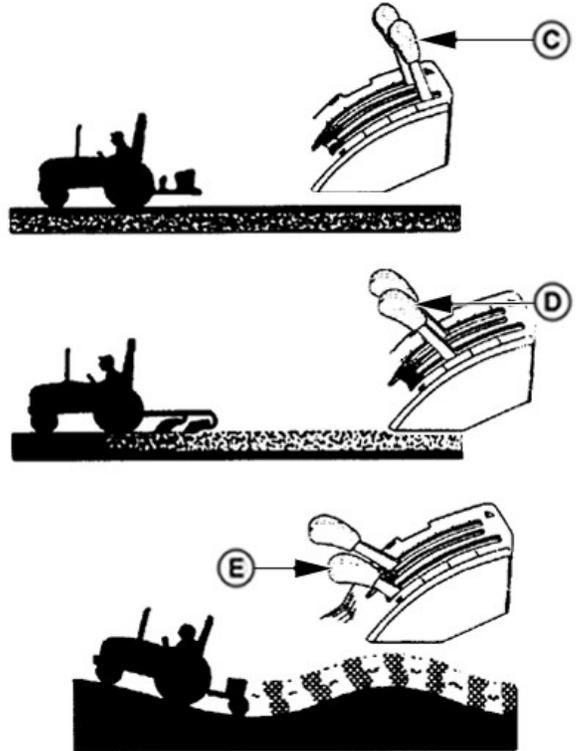
Use position control lever (A) to control hitch movement and depth. Position control should be used for the following applications:

TRANSPORT of implements and end of field turn-around. Position control lever should be moved fully rearward (C) for transport for both load and non-load sensing usage.

CONSTANT DEPTH of implements on level terrain and for non-ground engaging implements such as spreaders or sprayers. Place position control lever at depth desired (D).

FLOAT operation for implements with skids or depth gauge wheels designed to carry full implement weight. Push both levers all the way forward (E) so implement can follow the ground contour.

NOTE: Lift links can be adjusted for implement float. (See ADJUSTING IMPLEMENT FLOAT in this section.)



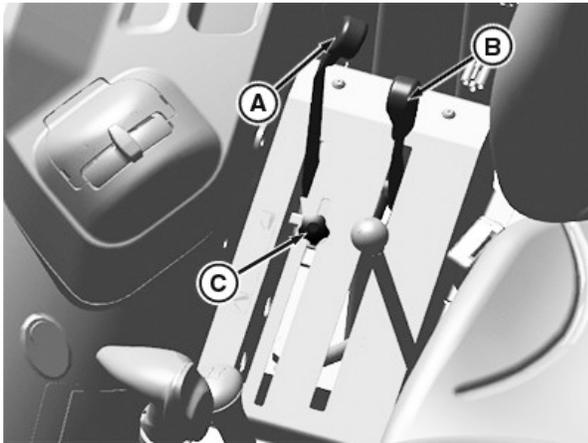
PY18781—UN—17SEP13

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

MM12389,0000039-19-15FEB17-1/1

Using Draft Control



Control Levers of OOS

A—Position Control Lever

B—Draft Control Lever

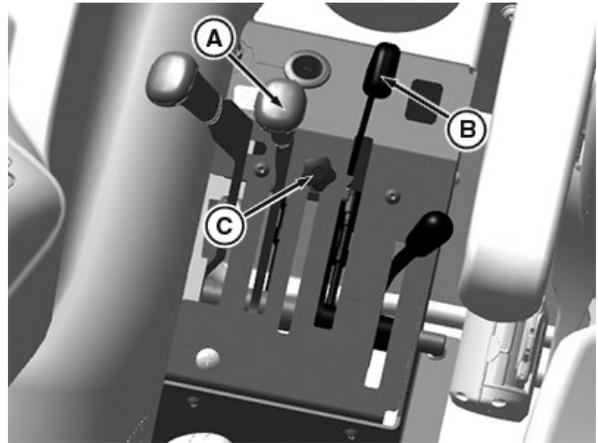
The rockshaft is equipped with variable draft control system.

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



Control Levers of Cab

C—Position Control Lever Stop

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 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.

MM12389,000003A-19-15FEB17-1/1

Adjusting Rockshaft Rate-of-Drop/ Implement/ Transportation Lock

⚠ CAUTION: Excessive rate-of-drop may cause damage or injury. Fully lowering implement should require at least two seconds.

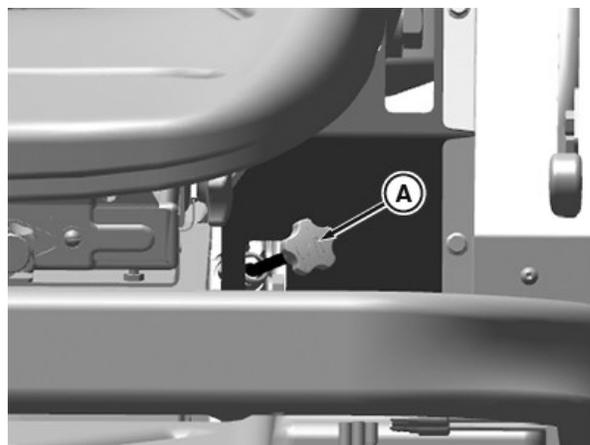
Rockshaft drops faster when a heavy implement is attached. Adjust rate-of-drop knob so that it is slow enough to be safe and prevent implement damage.

Turn rate-of-drop knob (A), located under the seat, clockwise to slow rockshaft drop.

Turn knob counterclockwise to increase rate-of-drop.

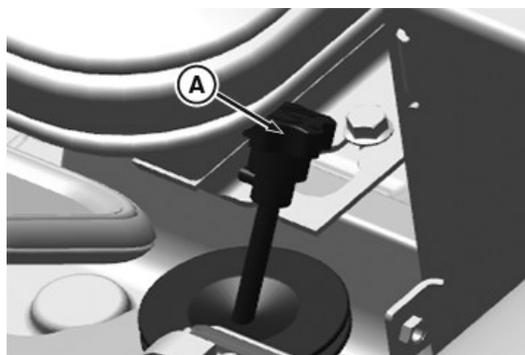
Rate-of-drop knob is also called implement lock. When knob is fully screw in, implement will not lower down even if position control lever is fully down. Use implement lock while transporting implement.

**A—Rate-Of-Drop Knob/
Implement Lock**



PY37346—UN—16FEB17

OOS



PY37347—UN—16FEB17

Cab

MM12389,000003B-19-15FEB17-1/1

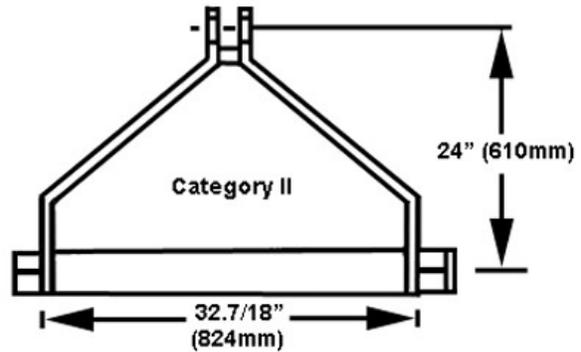
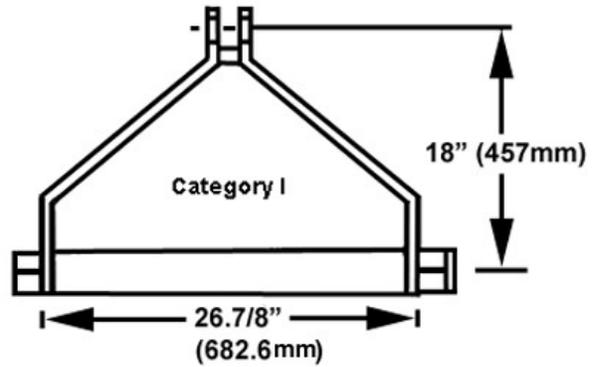
Prepare Implement

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

SA61034,0000209-19-18MAR20-1/1

Convert Category II Hitch to a Category I (If Equipped)

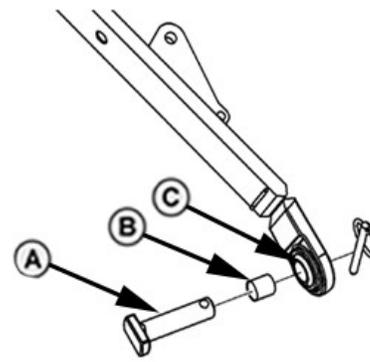
Center link end is sized for Category II implement attaching pin.

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

SA61034,000020A-19-18MAR20-1/1

Position Center Link

The draft sensing center link attaching bracket has holes which allow three different positions for attaching the center link. The position affects the draft sensing sensitivity.

Standard position is (C).

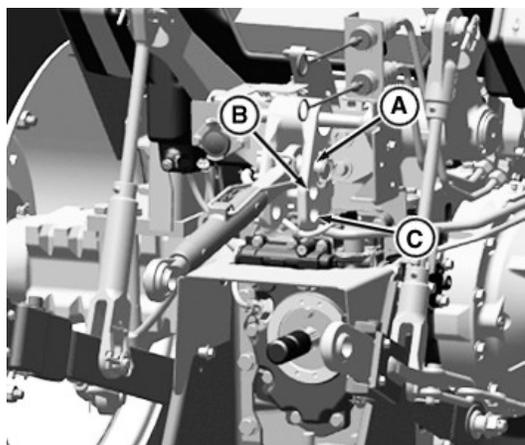
Move the center link attachment to holes (B) if:

- Excessive hitch activity or hunting occurs in 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 nearly all draft sensing.



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.

MD36154,00001C8-19-06APR17-1/1

Attach Implements to 3-Point Hitch

Fixed Draft Links

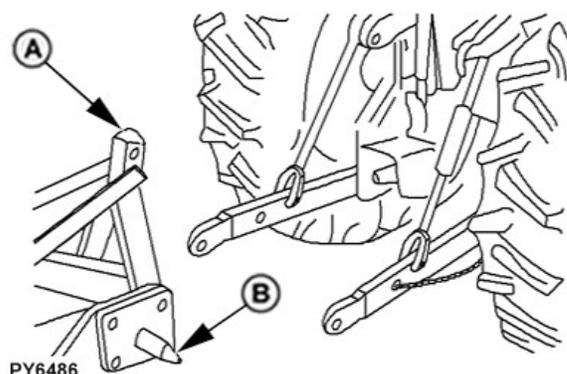
1. Be sure drawbar will not interfere. If necessary, move drawbar ahead, or remove it. Check for any other potential interference.

CAUTION: Prevent unexpected movement of 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 parking 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

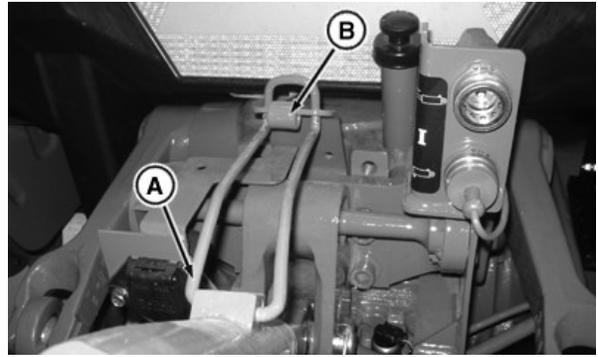
B—Implement Hitch Pins

Continued on next page

MM12389,000003D-19-17FEB17-1/4

4. To remove center-link from transport hook, lift center link locking clip (A) and rotate tab (B) to rear of 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



PY17662-UN-21DEC12

MM12389,000003D-19-17FEB17-2/4

⚠ 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 full range of operation for interference, binding or PTO separation.

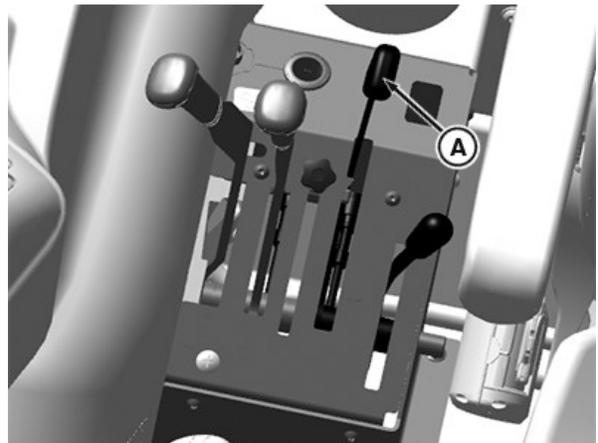
7. Using position control lever (A), lower and raise implement slowly and check for any point of interference.

A—Position Control Lever



PY37348-UN-16FEB17

OOS Only



PY37349-UN-16FEB17

Cab Only

Continued on next page

MM12389,000003D-19-17FEB17-3/4

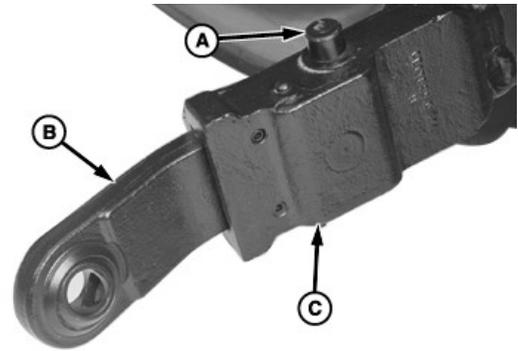
Attaching Implement with Telescoping Draft Links

1. Position tractor in line with hitch points. Back tractor up close to implement. Place transmission in PARK and stop engine.
2. Move button (A) toward 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 tractor to lock ends in place.
4. Perform steps 4—7 from previous procedure (fixed draft links).

A—Button

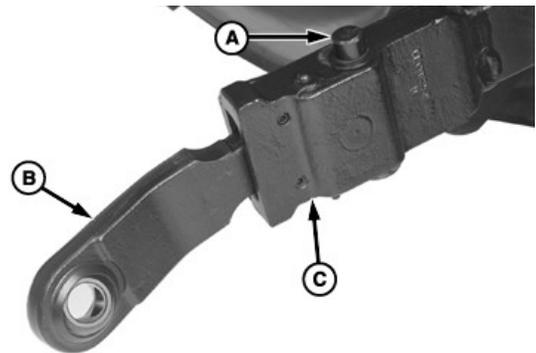
B—Draft Link End

C—Draft Arms



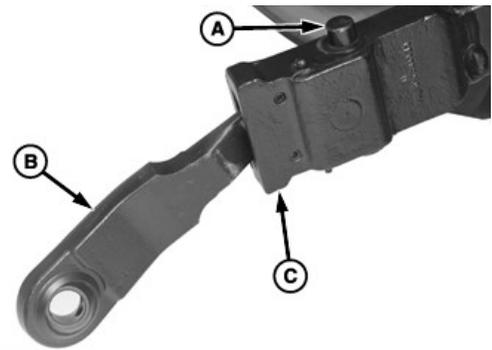
LV9643—UN—11AUG04

Link End—Full In



LV9644—UN—11AUG04

Link End—Mid-Point



LV9645—UN—11AUG04

Link End—Full Out

MM12389.000003D-19-17FEB17-4/4

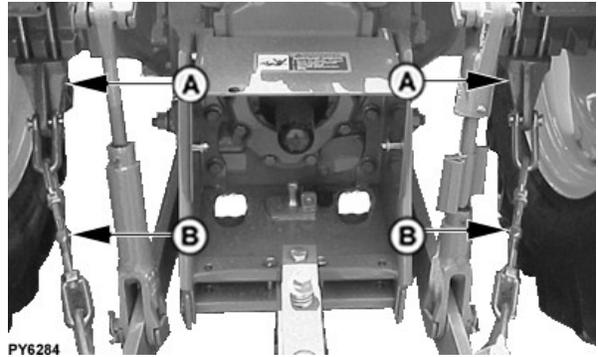
Adjust Hitch Side Sway

NOTE: Check implement operator's manual for instruction on whether to allow side sway.

IMPORTANT: DO NOT shorten chains so short that they do not allow hitch to be raised completely. If chain prevents hitch from raising, hydraulic relief valve will open, causing excessive oil heating, pump damage or equipment damage.

NOTE: Use spring or rubber strap to keep draft links out of rear tires when draft links are not attached to implement.

Implement side sway should be adjusted when the rockshaft is raised for transport by loosening the jam nut on the threaded link (B) and turning the center rod to increase or decrease the length of chain. Tighten jam nut again when adjusted.



A—Stabilizer Bracket

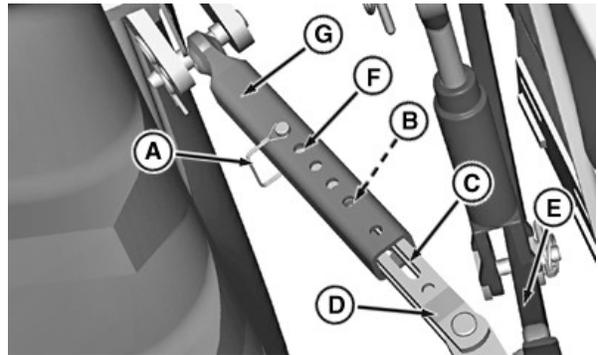
B—Threaded link

SD74272,0000306-19-11SEP12-1/1

Adjust Hitch Side Sway Bar (If Equipped)

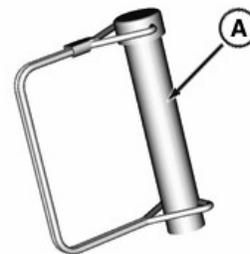
NOTE: Check implement operator's manual for instruction on whether to allow side sway.

1. If sway is desired, install pin (A) in any of desired fixed position hole (F), ensuring it goes through sway position inner slot (C).
2. If sway is not desired, move draft link (E) to desired position. Install pin (A) in fixed position hole (F) that lines up with one of the inner fixed position holes (B) (not slot) of the inner sliding member (D).
3. Adjust opposite side sway bar to same position.



Sway Bar Pin in Sway Position

- | | |
|------------------------------|------------------------|
| A—Pin | E—Draft Link |
| B—Inner Fixed Position Holes | F—Fixed Position Holes |
| C—Sway Position Inner Slot | G—Stabilizer |
| D—Inner Sliding Member | |



Pin

SD74272,0000016-19-10JUN14-1/1

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.

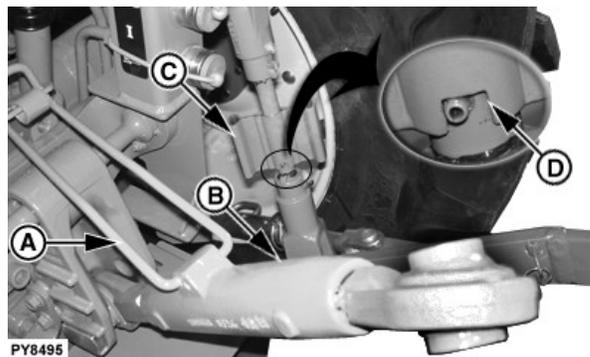
3. Adjust right-hand link to level implement side-to-side. Lift locking handle (C) and turn 1/4 turn to engage slot (D) onto roll-pin in the center portion of the lift link.

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.



A—Locking Clip
B—Center Link Body
C—Locking Handle
D—Slot

To change the left-hand lift link length, remove the upper lift link pin and rotate the upper end assembly clockwise 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.

SA61034.0000715-19-16DEC08-1/1

Adjust Lateral Float

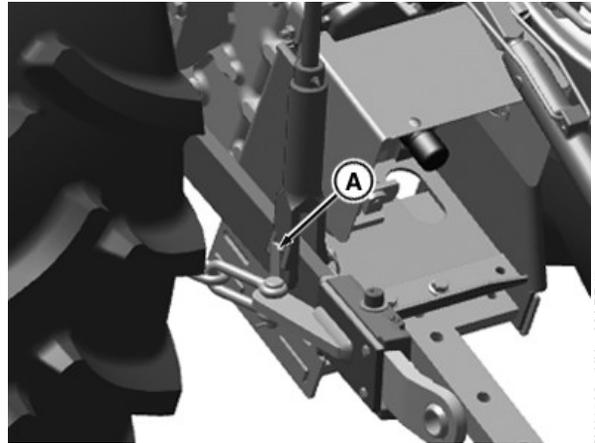
To allow the draft link to raise slightly as implement follows the ground contour, place head of float pin and the rectangular washer on the inside end of the pin in a vertical position (A).

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.

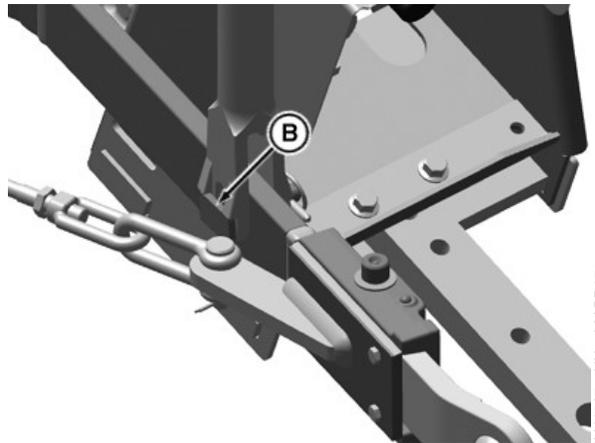
Use the rigid position for implements such as plows and ground engaging implements that should not twist relative to the tractor.

A—Pin In Vertical Position B—Pin In Horizontal Position



PY41508—UN—06APR17

Vertical Position



PY41507—UN—06APR17

MD36154,00001C9-19-06APR17-1/1

Warm Hydraulic System Oil

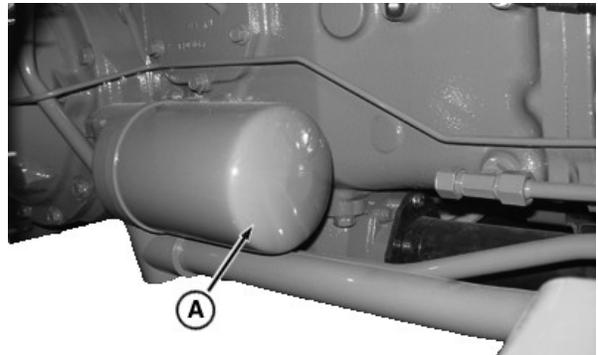
Hydraulic system may be slow to function when tractor is started in cold weather. This is because cold oil will not flow easily through the filter screen or hydraulic system filter (A).

Steering will slow until system warms up.

Hydraulic system will function normally when oil warms up.

IMPORTANT: To prevent damaging hydraulic pump or relief valve, DO NOT exceed two to three minutes warm up time.

1. Depress clutch pedal, start engine and idle at about 1000 rpm.
2. Turn and hold steering wheel in full left or right turn.



PY16176—UN—26JUN12

A—Hydraulic Oil Filter

SD74272,0000217-19-26JUN12-1/1

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.

SD74272,000023C-19-10JUL12-1/2

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).

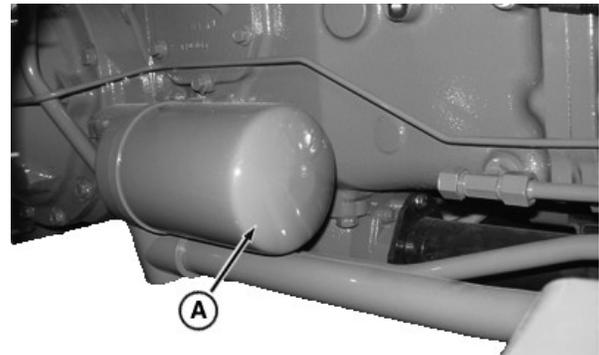
Steering may be slow until system warms up.

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

SD74272,000023C-19-10JUL12-2/2

Use Correct Hose Tips

If your tractor is equipped with a selective control valve (SCV), the couplers receptacles accept a standard hose tip

¹ International Standards Organization

² Society of Automotive Engineers

as recommended by ISO¹ and SAE². 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

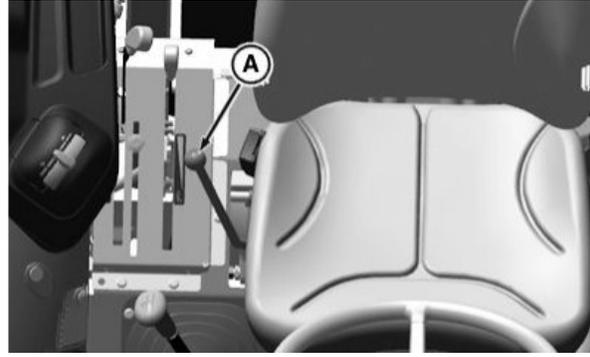
Control Lever and Coupler Identification — OOS

Movement of SCV I lever (A) fore/aft operates coupler (No. 1) receptacles (B).

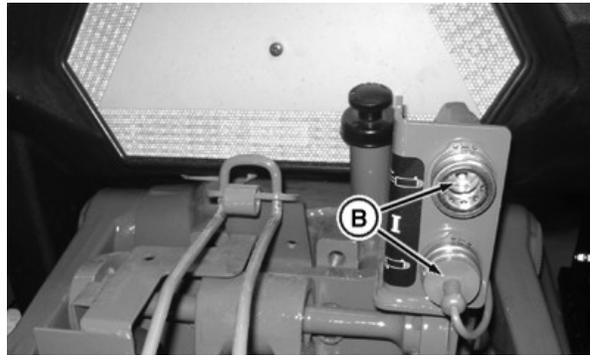
Coupler I has a detented float position when lever (A) is moved in the fully forward direction.

NOTE: SCV II is optional and operation of SCV II is same as SCV I.

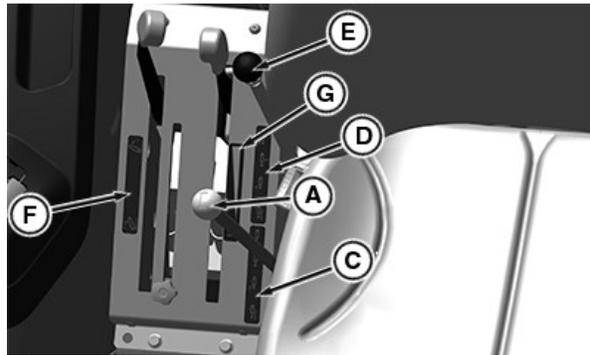
- | | |
|------------------------------|-----------------------------|
| A—SCV I Lever | E—SCV II Lever |
| B—SCV I Receptacles | F—Position Control Label |
| C—Label SCV I | G—Draft Sense Control Label |
| D—Label SCV II (If Equipped) | |



PY39872—UN—20JUL17



PY18356—UN—07APR14



PY41991—UN—18SEP17

HY01057,0000123-19-18SEP17-1/1

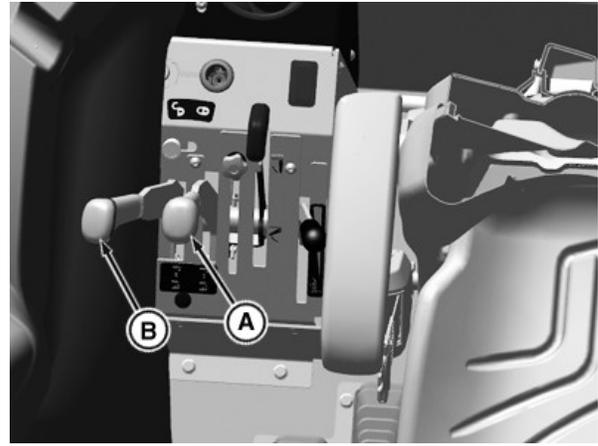
Control Lever and Coupler Identification — CAB

Fore/aft movement of SCV levers (A and B) to operate SCV couplers (C, D, E, and F).

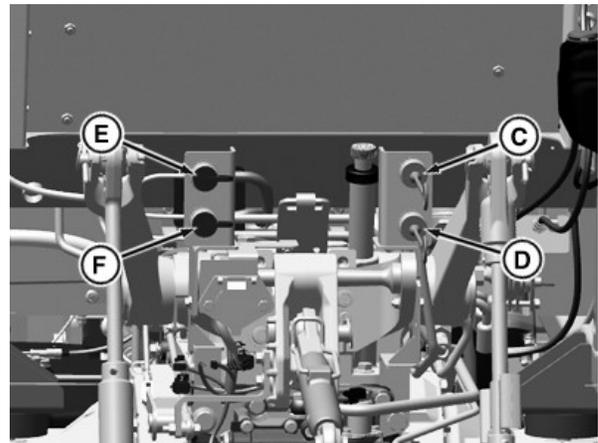
The SCV has a detented float position when the lever (A and B) is moved in the fully forward direction.

NOTE: SCV II is optional and operation of SCV II is same as SCV I.

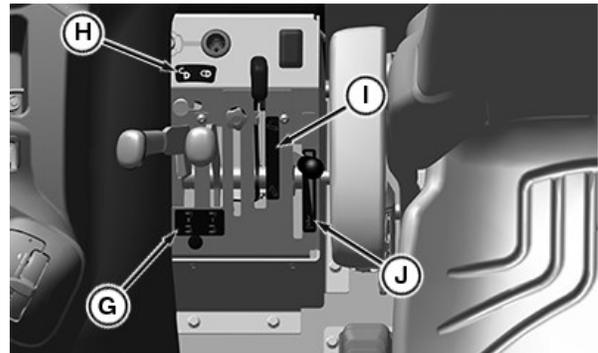
- | | |
|--|--|
| A—SCV I Lever | F— SCV II Coupler (Cylinder in Retract Position) |
| B—SCV II Lever (If Equipped) | G— Label SCV I and SCV II |
| C— SCV I Coupler (Cylinder in Extract Position) | H— SCV Lock Label |
| D— SCV I Coupler (Cylinder in Retract Position) | I— Position Control Label |
| E— SCV II Coupler (Cylinder in Extract Position) | J— Draft Sense Control Label |



PY39874—UN—20MAR17



PY39875—UN—20MAR17



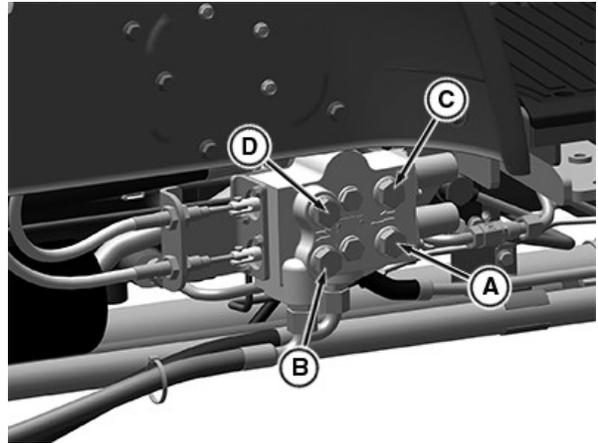
PY41990—UN—18SEP17

NM61126,00004E0-19-18SEP17-1/1

Mid-Mount Valve Coupler Identification (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

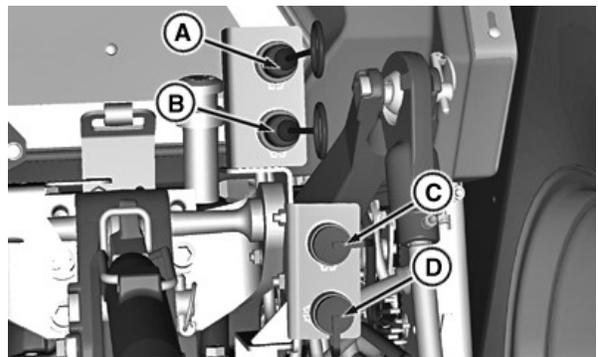
NM61126,00004DF-19-14JUL17-1/1

Rear SCV Dust Plug Identification

SCV I - Colored in Green.

SCV II - Colored in Blue.

A—Red Dust Plug C—Black Dust Plug (If Equipped)
B—Blue Dust Plug D—Yellow Dust Plug (If Equipped)

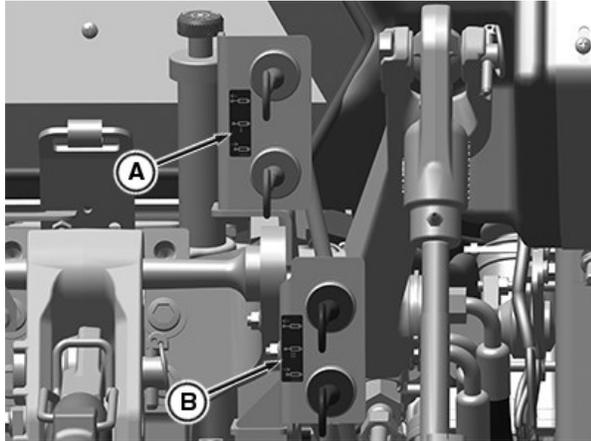


PY18424—UN—17JUN14

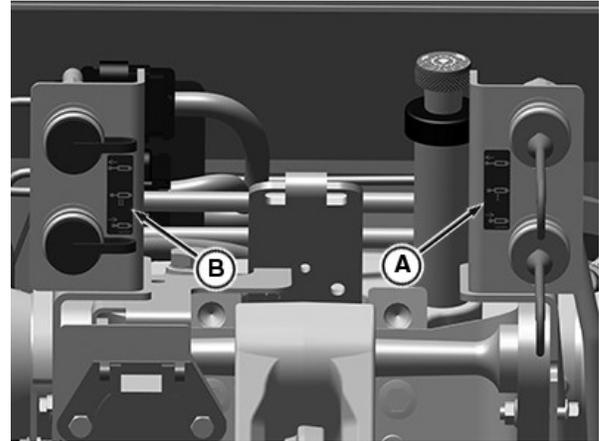
OOS shown

NM61126,00004CC-19-04JUL17-1/1

SCV Numbers and Corresponding Colors



For OOS Tractors



For Cab Tractors

A—SCV I Label

B—SCV II Label (If Equipped)

SCV Numbers and Corresponding Colors	
SCV Numbers	Colors
SCV I	Green
SCV II	Blue

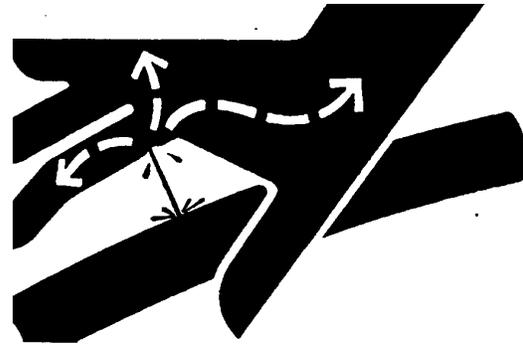
NOTE: SCV II is optional and operation of SCV II is same as SCV I.

NM61126,0000517-19-18SEP17-1/1

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

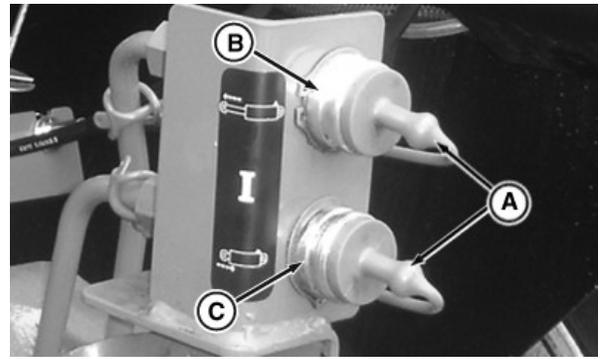
Continued on next page

SV86979,00000A0-19-20AUG14-1/2

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

C—Coupler

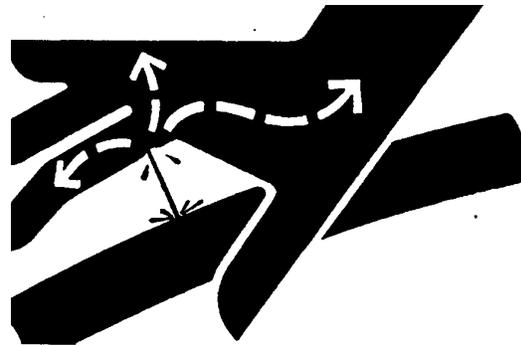
PY16806—UN—16AUG12

SV86979,00000A0-19-20AUG14-2/2

Connect Cylinder Hoses—Mid-Mount Valve (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

Continued on next page

AH98466,0000EBA-19-05MAR10-1/2

NOTE: Hose connections at mid-mount valve are color-coded.

1. Match hoses to couplers using color-coded dust caps/plugs.

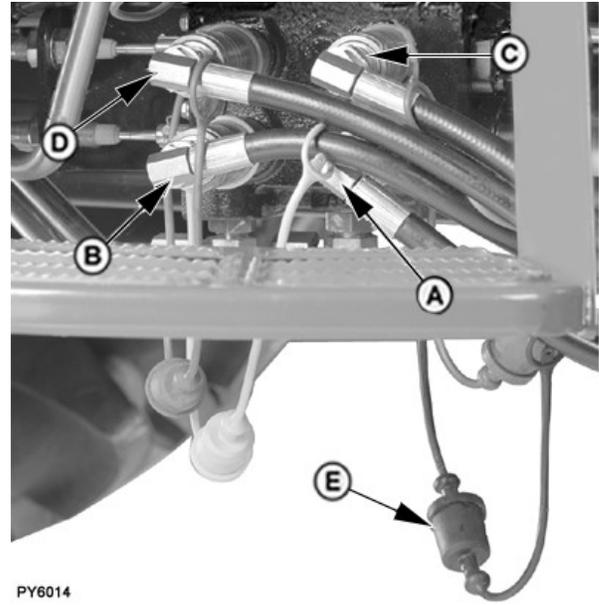
Key	Tie Band/Plug/Cap Color	Hydraulic Function
A	Yellow	Bucket Cylinder—Head End
B	Black	Bucket Cylinder—Rod End
C	Blue	Lift Cylinder—Head End
D	Red	Lift Cylinder—Rod End

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

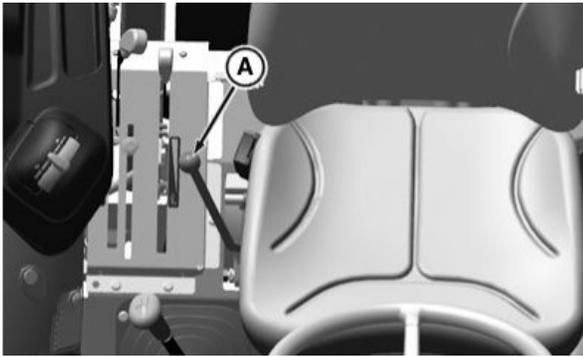
Mid Mount SCV Valve

- 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

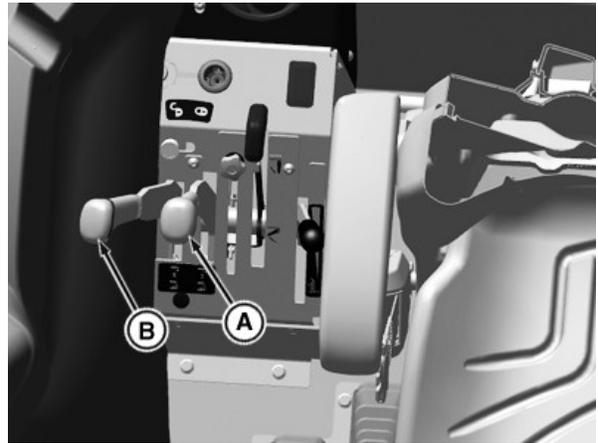
AH98466,0000EBA-19-05MAR10-2/2

Connect Single-Acting Cylinder



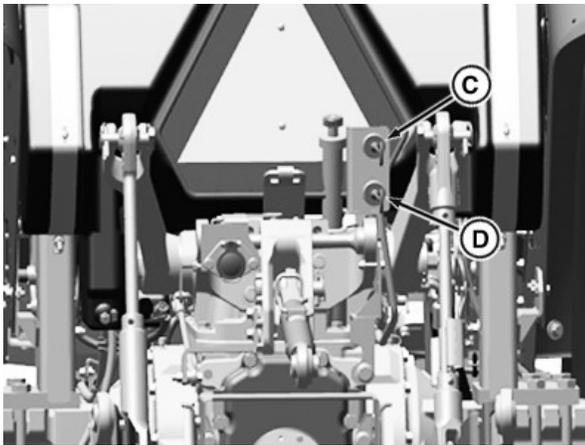
Right Side Controls, IOOS

PY39872—UN—20JUL17



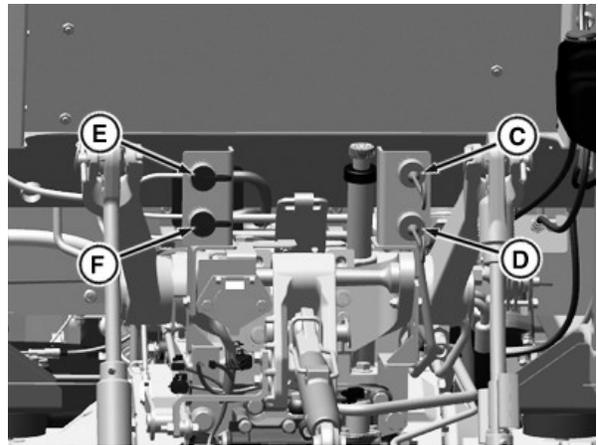
Right Side Controls, CAB

PY39874—UN—20MAR17



SCV Couplers, OOS

PY39876—UN—20MAR17



SCV Couplers, CAB

PY39875—UN—20MAR17

- 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)

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.

HY01057,0000122-19-13JUL17-1/1

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

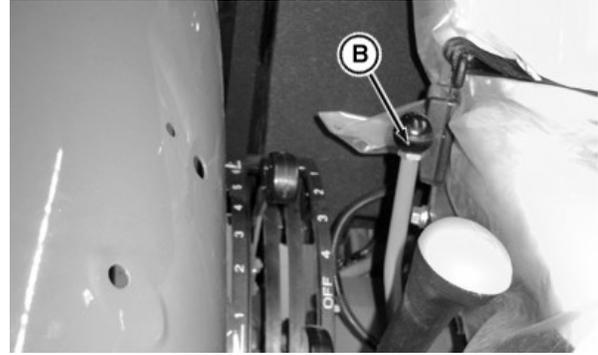
Neutral Lever Position

SCV 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.

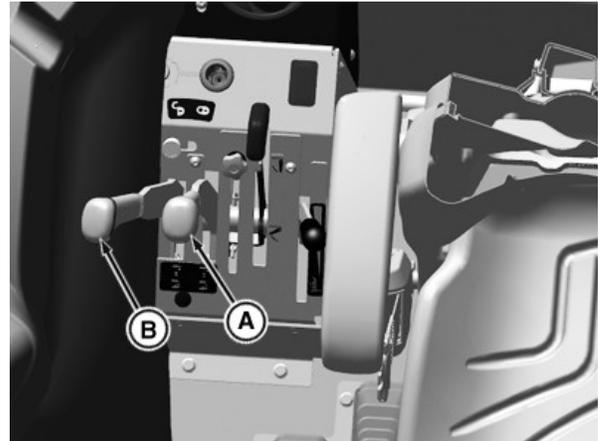
B—SCV I Lever

C—SCV II Lever (If Equipped)



PY17940—UN—11JUN14

SCV Levers — OOS

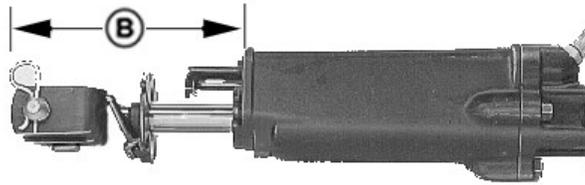


PY39874—UN—20MAR17

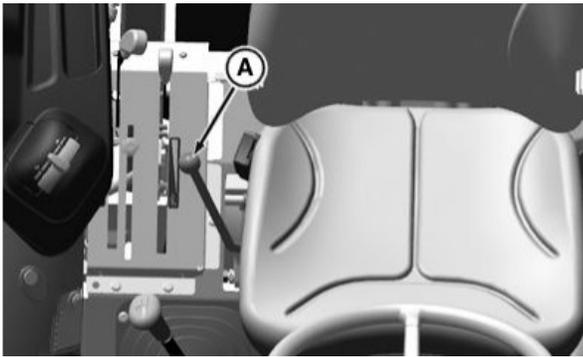
SCV Lever — Cab

HY01057,0000121-19-14JUL17-1/1

Extend/Retract Cylinder

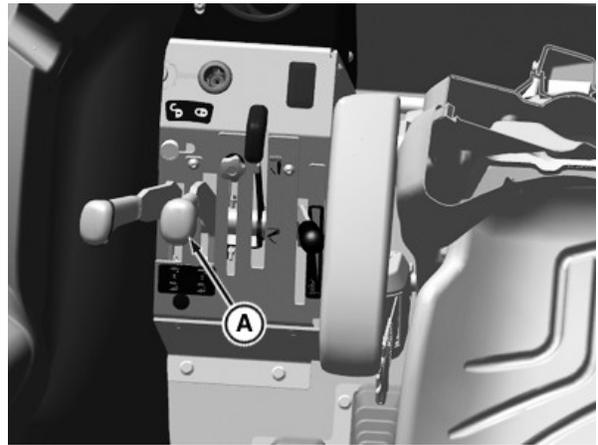


Cylinder



OOS

PY39872—UN—20JUL17



Cab

PY39873—UN—20MAR17

PY6487—UN—20NOV18

A—Control Lever

B—Extend and Retract Cylinder

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.

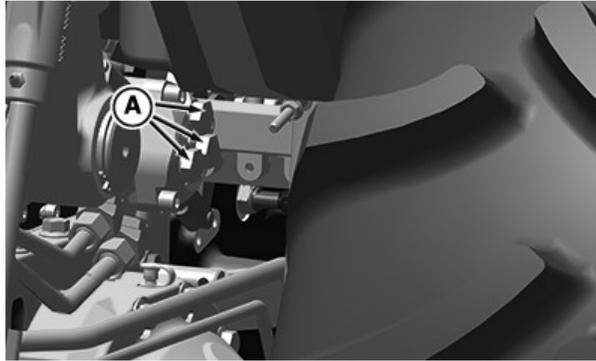
Float Position

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.

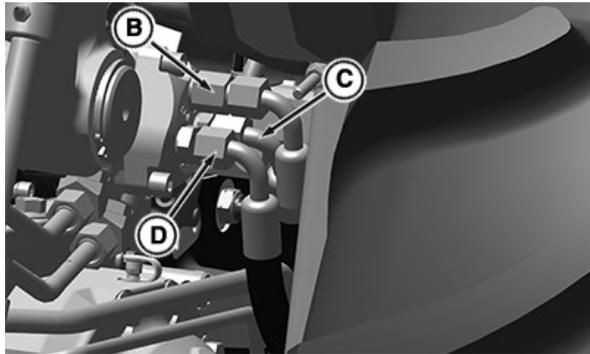
IMPORTANT: When FLOAT is not needed, manually move lever back to neutral position to prevent accidental use of "Float".

HY01057,0000120-19-14MAR17-1/1

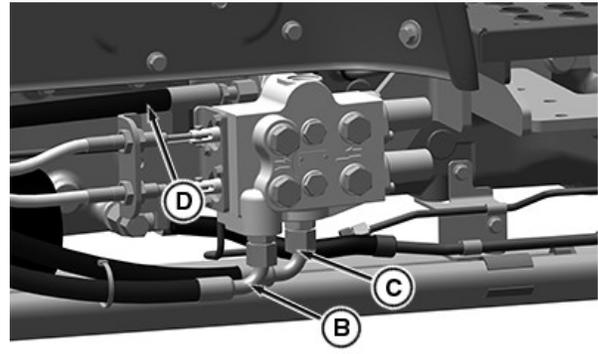
Use Power Beyond Attachment (If Equipped)



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 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.

outlet hose (C) to mid mount SCV, and connect inlet hose (D) from power beyond to mid mount SCV.

To use power beyond remove three plugs (A), connect hose (B) from power beyond to mid mount SCV, power beyond

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.

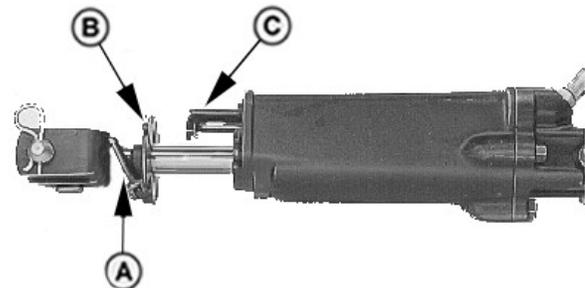
NM61126,00004E1-19-18JUL17-1/1

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.



PY6986

A—Lever
B—Adjustable Stop

C—Stop Rod Arm

PY6986—UN—17MAY07

SA61034,000022D-19-29FEB08-1/1

Disconnect Cylinder Hoses

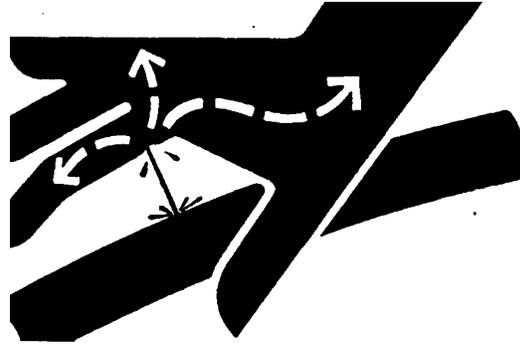
1. If possible, RETRACT the remote cylinder as much as possible to protect the cylinder rod from damage.

⚠ 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.

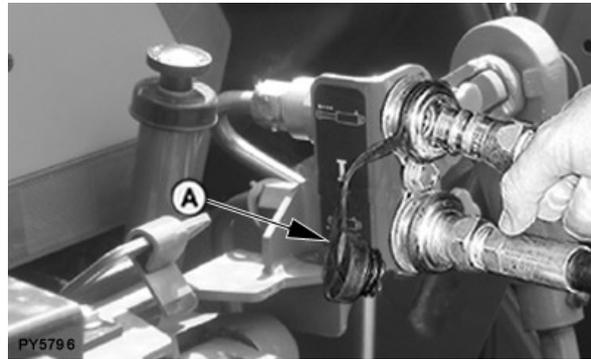
If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene can result. Doctors unfamiliar with this type of injury must refer a knowledgeable medical source. Such information is available from Deere & Company Medical Department 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—UN—06JUN06

PY5796

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

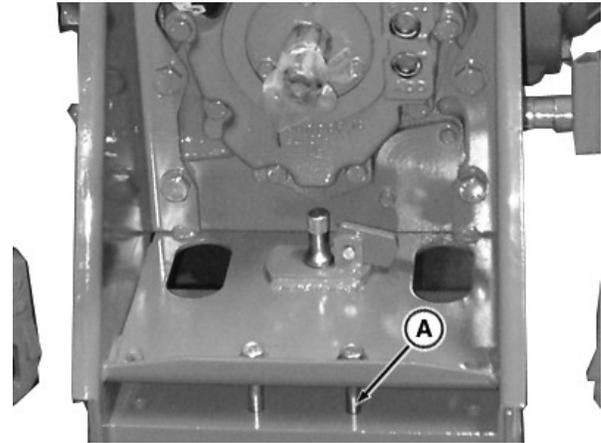
Use Swinging Drawbar

Drawbar cap screws (A) can be removed to let drawbar swing free. This is helpful when turning under load.

Drawbar cap screws should be installed and tightened at all other times.

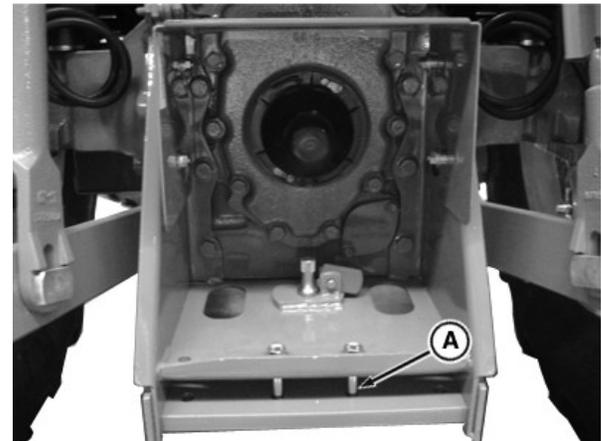
IMPORTANT: Install drawbar cap screws to prevent drawbar from swinging free during transport of towed loads.

A—Drawbar Cap Screws



PowrReverser™

PY16044—UN—31MAR14



Sync Shuttle

PY16187—UN—26JUN12

HY01057,0000109-19-14FEB17-1/1

Adjustable Drawbar

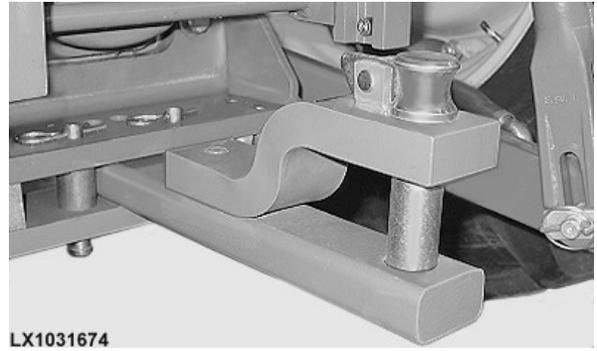
The drawbar is used to pull drawn equipment of all types, particularly PTO-driven implements.

The drawbar hitch is located so as 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 can also be adjusted lengthwise.

Maximum permissible static vertical loads and towable drawbar loads are stated in the "Specifications" section.

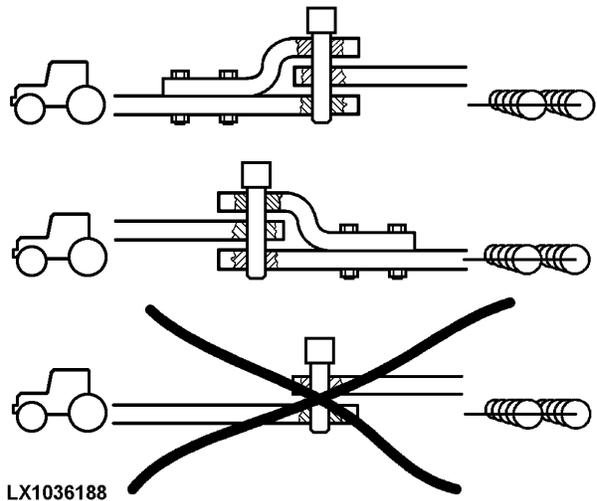
NOTE: Towing on public roads with the swinging drawbar set to one side is not permitted!



HY01057,000010A-19-14FEB17-1/1

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.



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.

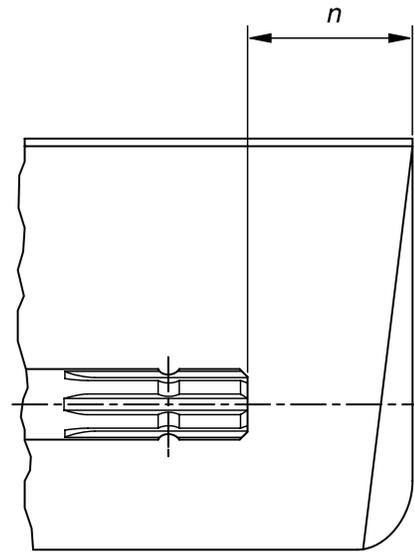
Do not install any adapter device between the tractor and the primary implement PTO driveshaft that will allow a 1000 rpm tractor shaft to power a 540 rpm implement at speeds higher than 540 rpm.

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.

1. Turn key to STOP position to shut off engine.
2. Put drawbar (A) in extended position. If implement will be connected to 3-point hitch, be sure drawbar will not interfere. Fully retract drawbar or remove it if necessary. (See "Select Drawbar Position" in this section.)
3. Install drawbar lock pin.
4. Attach implement to tractor (drawbar or 3-point hitch) before connecting PTO driveline. Raise 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 PTO shaft by hand to line up splines. Connect driveline to PTO shaft. Pull driveline to be sure it is locked to 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 should rest on cap screw (D) on both sides shown in graphic.

6. Check that all shields are in place and in good condition. WITH ENGINE STOPPED, check driveline shields on driveline by making sure they rotate freely on shaft. Lubricate or repair as necessary.

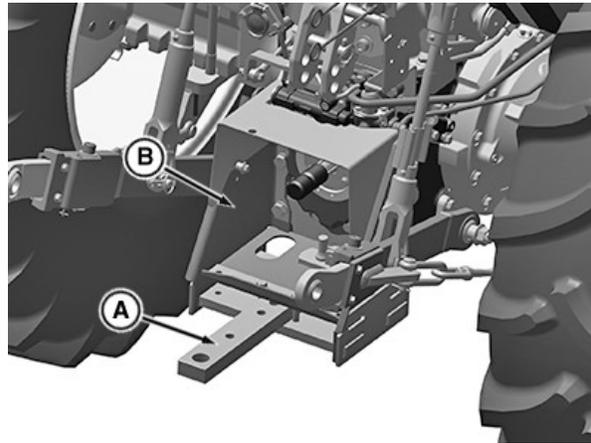
⚠ CAUTION: Never operate PTO unless master shield is properly installed.

7. Check for interference.

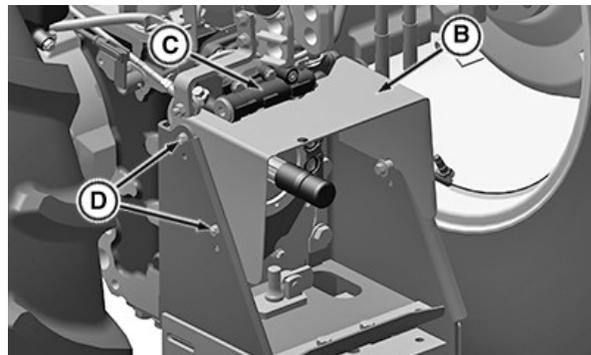
A—Drawbar
B—PTO Master Shield
C—EH Control Valve
D—Cap Screw



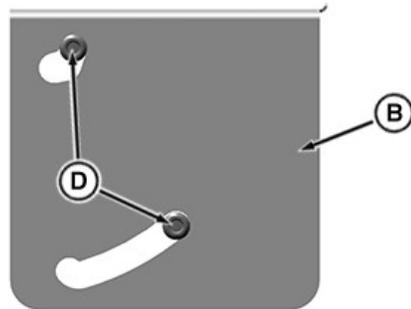
TS1644—UN—22AUG95



PY44501—UN—22JUN17



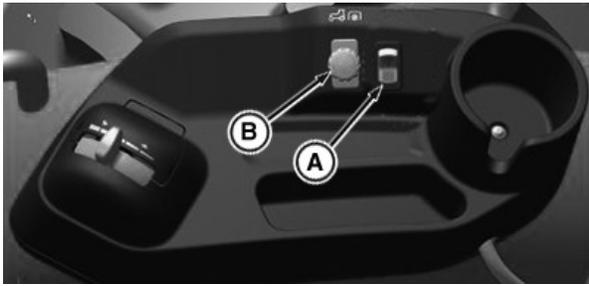
PY44502—UN—22JUN17



PY35519—UN—19APR17

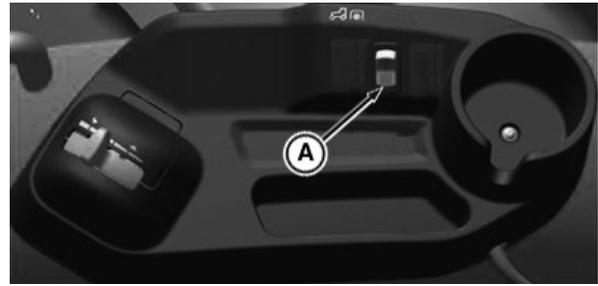
RM87422,00007B1-19-22JUN17-1/1

Remote PTO Enable Switch Function (If Equipped)



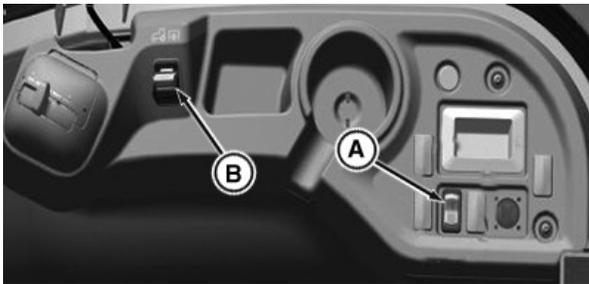
APY38026—UN—08JUL20

PowerReverser™- OOS



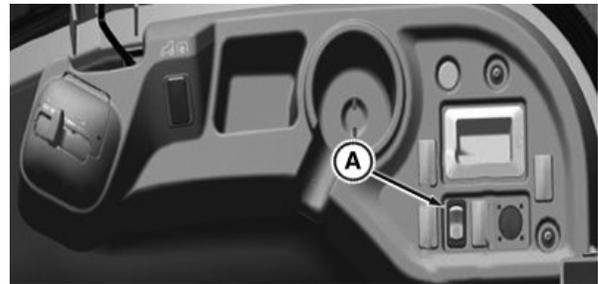
APY38027—UN—08JUL20

SyncShuttle™- OOS



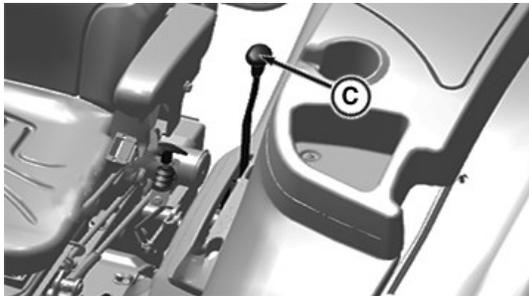
APY38028—UN—08JUL20

PowerReverser™- Cab



APY38029—UN—08JUL20

SyncShuttle™- Cab



APY38047—UN—24JUL20

SyncShuttle™- Cab



APY38046—UN—24JUL20

SyncShuttle™- OOS



APY38048—UN—31JUL20

Remote PTO Enable Switch (If Equipped)

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 shut off.
 - In SyncShuttle™ due to mechanically actuating PTO, engine would shut off.
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*

A—Remote PTO Enable Switch (If Equipped)
B—PTO Switch (PowrReverser™)
C—PTO Lever (SyncShuttle™)
D—Light Indication

RP2883.0000E71-19-14MAY21-1/1

Operating Tractor PTO — PowrReverser™



OOS



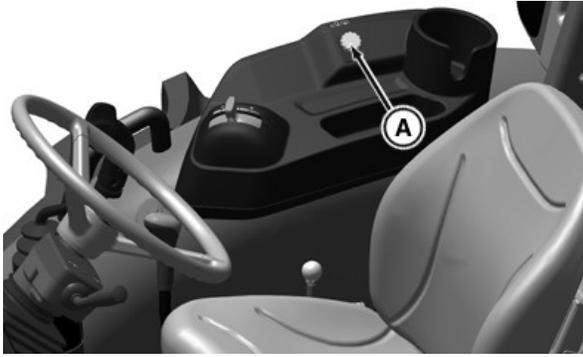
Cab

A—Hand Throttle Lever

1. Start engine and push hand throttle (A) forward until the tachometer indicates PTO rated speed of 2100 rpm for 540 operation.

Continued on next page

RP32883,0000E7A-19-09FEB21-1/3



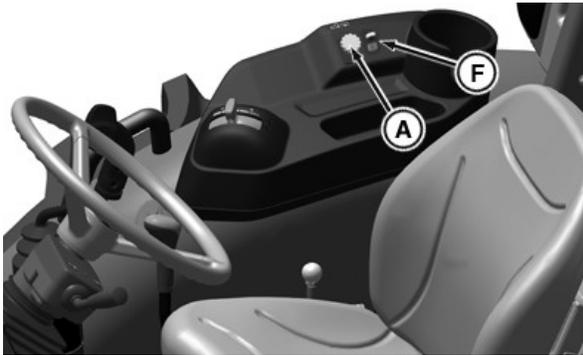
PY43072—UN—13JUL17

OOS (Without Remote PTO Enable Switch)



PY43073—UN—13JUL17

Cab (Without Remote PTO Enable Switch)



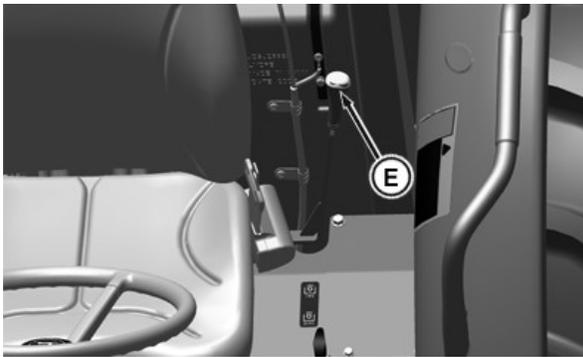
APY38016—UN—03JUL20

OOS (With Remote PTO Enable Switch)



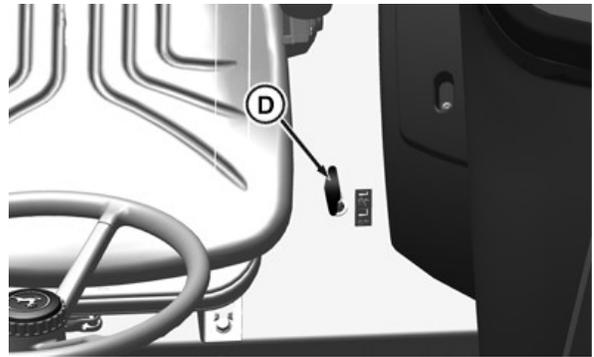
APY38023—UN—08JUL20

Cab (With Remote PTO Enable Switch)



PY43070—UN—13JUL17

PTO 540/540E Shift Lever (OOS)



PY43071—UN—13JUL17

PTO 540/540E Shift lever (Cab)

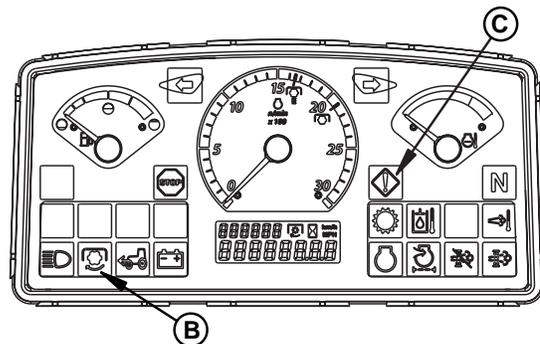
- A—PTO Switch
- B—PTO Indicator Light
- C—Operator Alert Indicator
- D—PTO 540/540E Shift Lever
- E—PTO 540/540E Shift Lever
- F—Remote PTO Enable Switch (If Equipped)

NOTE: If 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.

Cab: Pull the PTO switch (A) up, to engage PTO. Indicator light (B) turns on when PTO is engaged.



PY18020—UN—31MAR14

Continued on next page

RP32883.0000E7A-19-09FEB21-2/3

3. **For Cab:** Pull 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 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.

RP32883,0000E7A-19-09FEB21-3/3

Operating Tractor PTO — SyncShuttle™

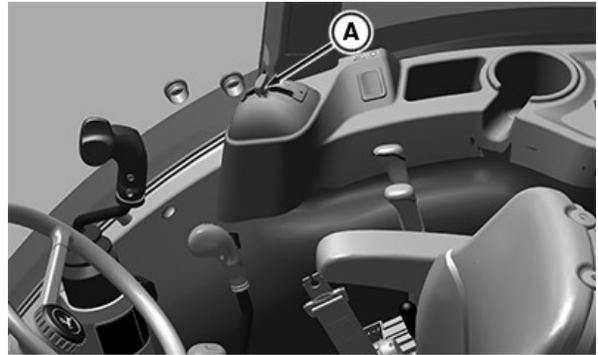
NOTE: Engine does not start with the PTO control lever in engaged position.

1. Depress clutch pedal, start engine, and push hand throttle (A) forward until the engine tachometer indicates PTO rated speed of 2100 rpm.

A—Hand Throttle Lever



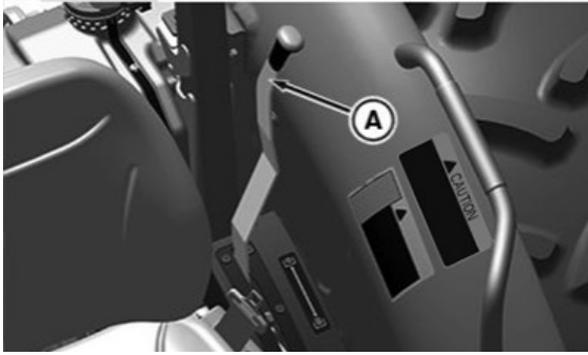
Hand Throttle Lever — OOS



Hand Throttle Lever — Cab

Continued on next page

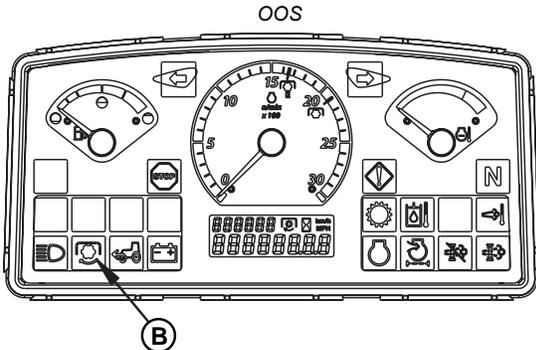
RP32883,0000E7B-19-14MAY21-1/2



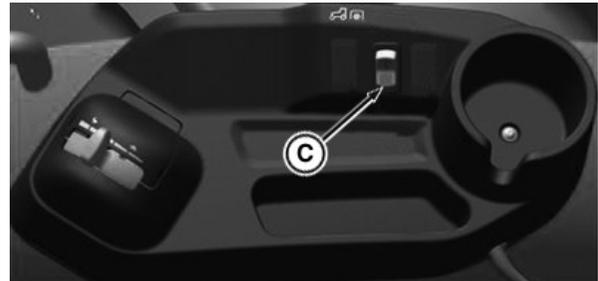
PY41758—UN—20JUL17



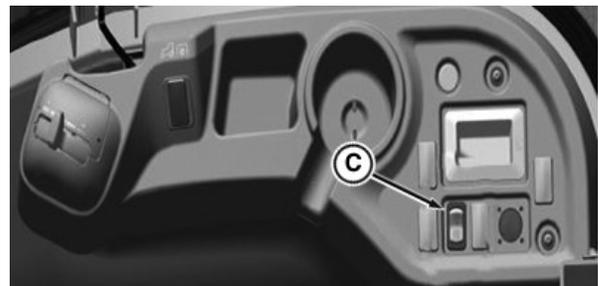
PY16190—UN—04SEP12



PY18073—UN—31MAR14



APY38038—UN—09JUL20



APY38039—UN—09JUL20

OOS

Cab

OOS (With Remote PTO Enable Switch)

Cab (With Remote PTO Enable Switch)

2. Move PTO lever (A) forward, to engage PTO. Indicator light (B) turns on when PTO is engaged.

NOTE: Applicable only for tractors with the remote PTO enable switch (C).

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 PTO operation.

CAUTION: Avoid personal injury. Stop engine and allow PTO driveline to stop before adjusting, connecting, or cleaning PTO-driven implement.

To avoid entanglement with rotating shaft, always disengage PTO when not in use.

A—PTO Lever
B—PTO Indicator Light

C—Remote PTO Enable Switch
(If Equipped)

3. Pull the PTO lever back to disengage PTO.

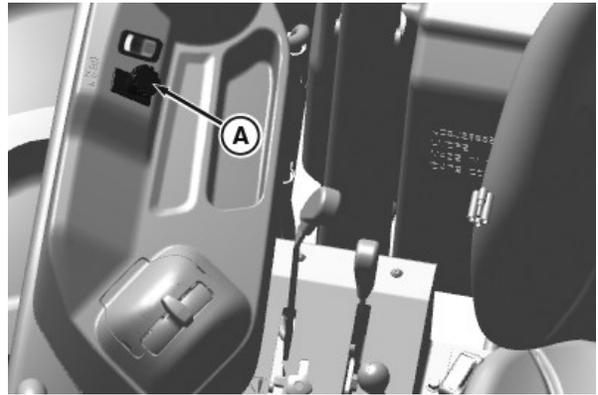
RP32883,0000E7B-19-14MAY21-2/2

Select Correct PTO Speeds—If Equipped



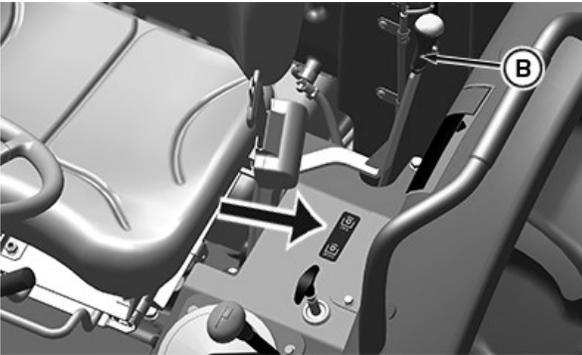
APY38020—UN—14JAN21

PowrReverser™ Cab (Tractor With Remote PTO Enable Switch)



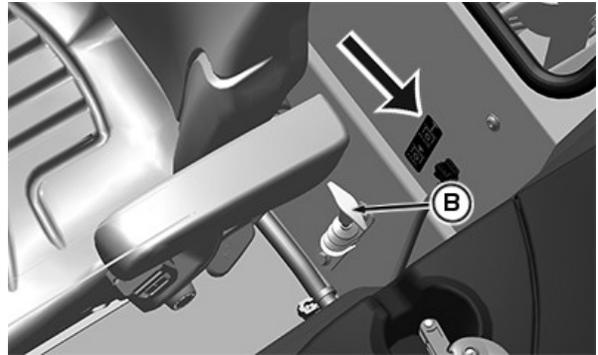
APY38021—UN—14JAN21

PowrReverser™ OOS (Tractor With Remote PTO Enable Switch)



PY41986—UN—18SEP17

PTO 540/540E Shift lever (OOS)



PY41987—UN—18SEP17

PTO 540/540E Shift lever (Cab)



PY41988—UN—18SEP17

PTO Label, For OOS Tractors



PY41989—UN—18SEP17

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 shiftable PTO lever (B) to engage or disengage PTO.

Standard 540 Operation

No PTO speed selection required. Engage standard 540 PTO with switch (A).

NOTE: Standard 540 rpm power take-off speed is reached at 2083 rpm engine speed.

540/540E Operation

For economy 540 PTO operation (lighter load),

For Cab: Pull lever (B) up for economical 540 operation and push it down for 540 standard operation.

For OOS: Move 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 overall operating noise while still turning PTO shaft at 540 rpm.

NOTE: Economy 540 rpm power take-off speed is reached at 1588 rpm engine speed.

RP32883.0000E7C-19-14JAN21-2/2

Adjust PTO Clutch Operating Cable

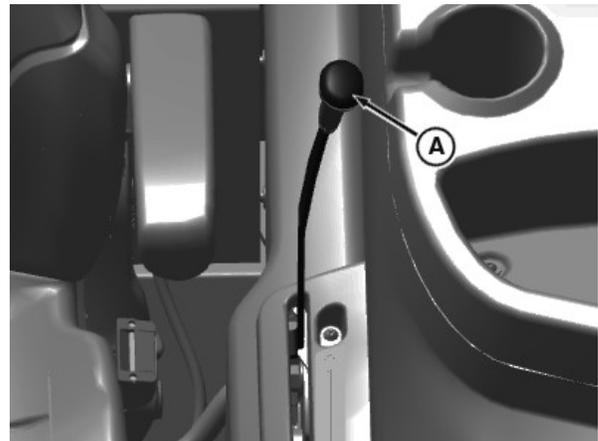
1. Push PTO Lever (A) to rearward (disengaged) position.
2. Remove spring lock screw (B).
3. Rotate PTO lever (E) counterclockwise until free play is removed (slight resistance encountered).
4. Adjust yoke (D) until spring lock screw can be installed through yoke and lever.
5. Install spring lock screw through yoke and lever.

A—PTO Clutch Lever	D—Yoke
B—Spring Lock Screw	E—PTO Lever
C—Cable	



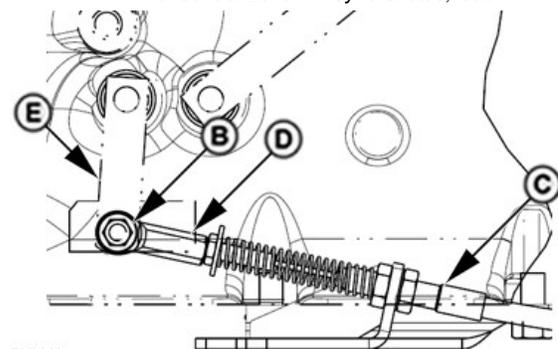
PY37365—UN—27JUL17

PTO Control Lever — Sync Shuttle, OOS



PY37366—UN—22FEB17

PTO Control Lever — Sync Shuttle, Cab



PY8223

PY8223—UN—06MAR08

VP52664.0000669-19-04NOV19-1/1

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.

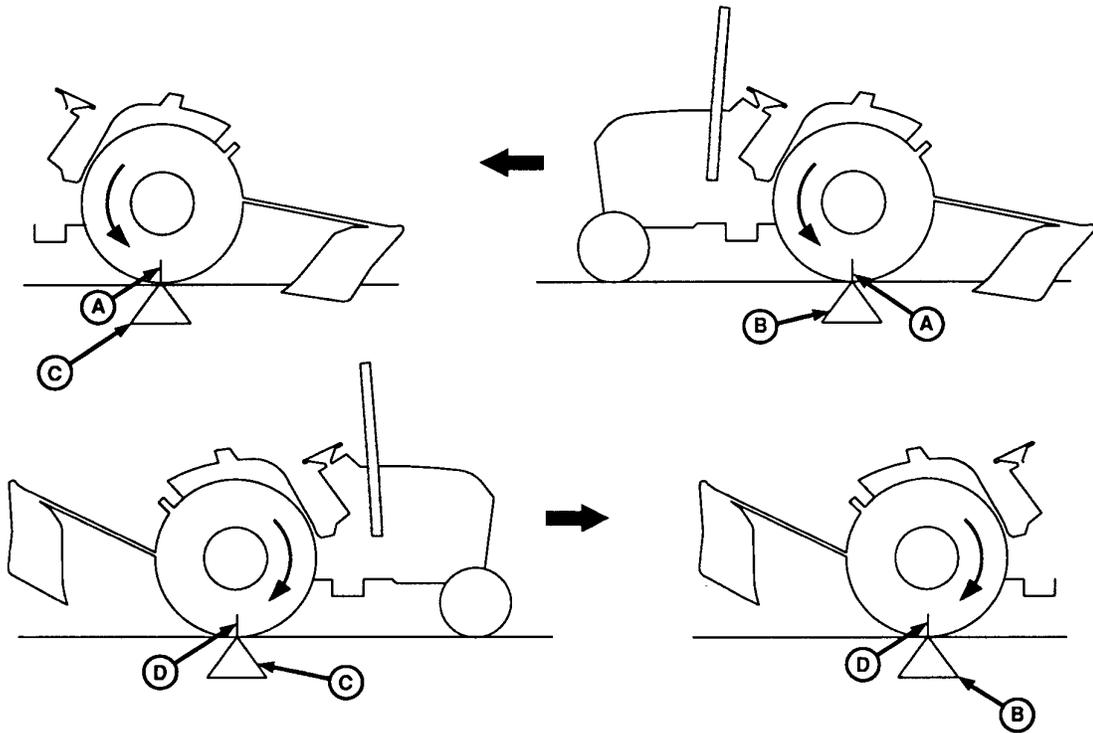
SD74272,0000326-19-05SEP22-1/1

Ballasting for Front Loader

Follow ballasting instructions of the front loader operator manual.

SD74272,0000327-19-17MAR20-1/1

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 Limitations

Tire or tractor capacity must not exceed ballast limitation. 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 is considered.

Ballast can be added as either liquid or cast iron.

SD74272.0000329-19-17MAR20-1/1

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).

Specification

C - Starter Weight (Ballast)—Weight. 55 kg (121 lb) Each

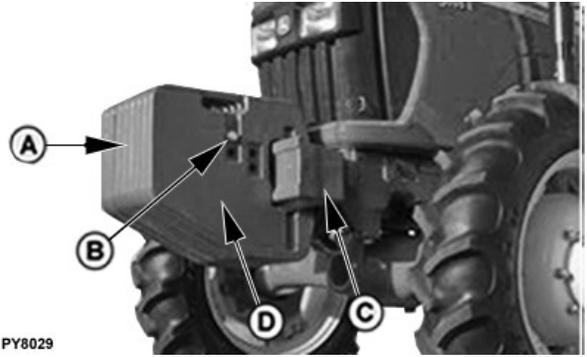
D - QUIK-TATCH™ Weight (Ballast)—Weight. 45 kg (99 lb) Each

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 center (A).
2. To hold weights in place, run retaining bolts (B) through holes from side-to-side. Tighten to specification.

QUIK-TATCH is a trademark of Deere & Company



A—Ballast Center C—Starter Weight
B—Ballast Retaining Bolts D—QUIK-TATCH Weights

Specification

Ballast Weights Retaining Bolts—Torque. 230 N·m (170 lb-ft)
 Starter Weight Bolts—Torque. 385 N·m (284 lb-ft)

RM87422,0000695-19-29JUN17-1/1

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

Ballast MFWD-Equipped Tractors

Ideal tire slippage for MFWD-equipped tractors is 8—12 %. To reduce the wheel slip to this level, more weight is needed on the front than with two-wheel-drive tractors. 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.

NOTE: Implement codes are used to determine proper ballast for stability and steering control. Refer to the implement code in the implement operator's manual, along with Use Implement Codes in this section, it determines the minimum number of front weights that are required for the tractor model. In some cases, additional front ballast is required for optimum field performance. If more assistance is needed, see nearest John Deere dealer.

PY05032,0000132-19-29AUG22-1/1

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)

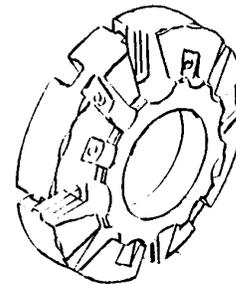
RM87422.00006B4-19-29AUG22-1/1

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

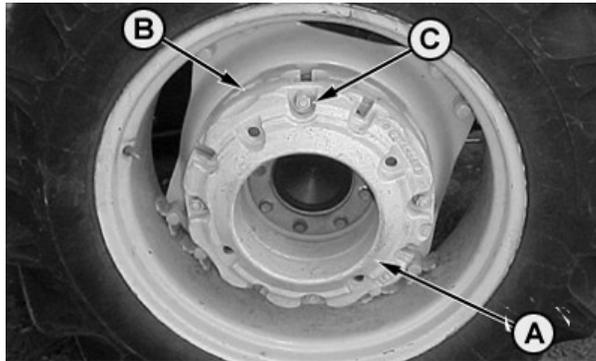
Cast Iron Weights—Weight. 48 kg (106 lb)



M47215—UN—29JAN92

SA61034.000023C-19-17MAR20-1/1

Install Rear Cast Iron Weights



PY1635—UN—17FEB06

A—Additional Weight

B—Weight

C—Weight Holes

⚠ 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.

LV,5010B,B-19-18MAR20-1/1

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.

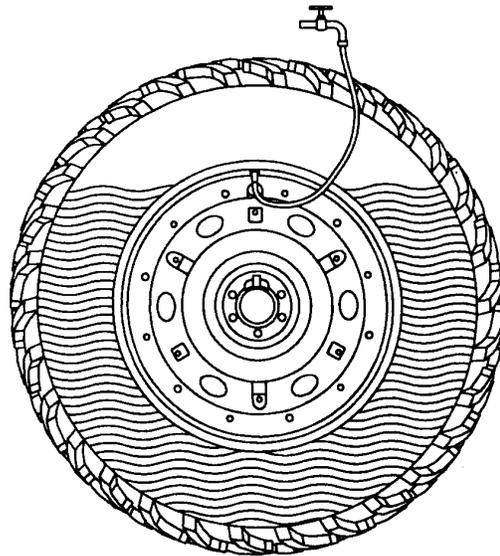
Fill tubeless tires slightly above the valve level (minimum 70% full). Less solution would expose part of rim, possibly causing corrosion. Tube-type tires can be filled to any level below 90%.

Charts on this page show how much each tire size holds, if filled to 75% full.

Continued on next page

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—JUN—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

QUIK-TATCH is a trademark of Deere & Company.

- 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.

SA61034.000023E-19-05SEP22-1/1

Wheels, Tires and Treads

Service Tires Safely

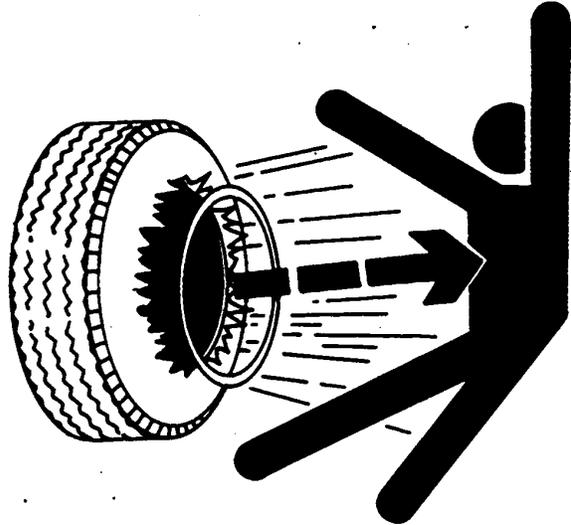
Explosive separation of a tire and rim parts can cause serious injury or death.

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

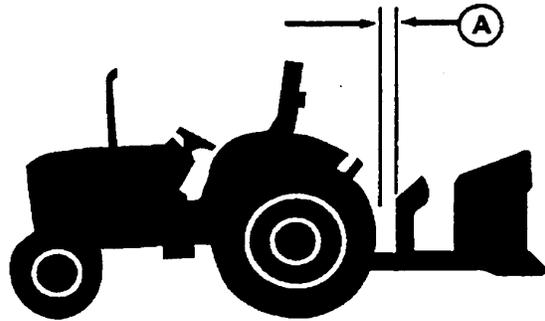
DX,RIM-19-24AUG90-1/1

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—31JAN92

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)
2WD								
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
MFWD								
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

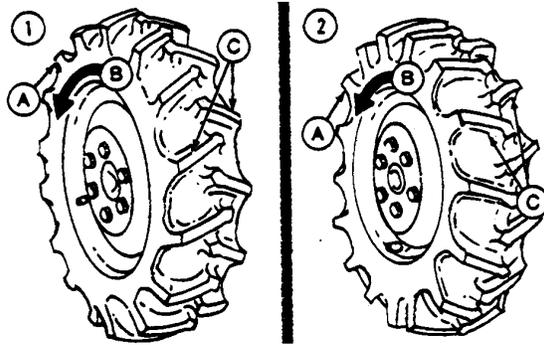
RM87422,0000699-19-15JUL22-1/1

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) C—Tire Lugs
 B—Rolling Direction of Tire



Left Tire (viewed from rear)

SD74272,0000332-19-05SEP22-1/1

RW510—UN—06APR89

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.

LV,5010WT,I-19-05SEP22-1/1

Tighten Bolts—Adjustable Front Axle

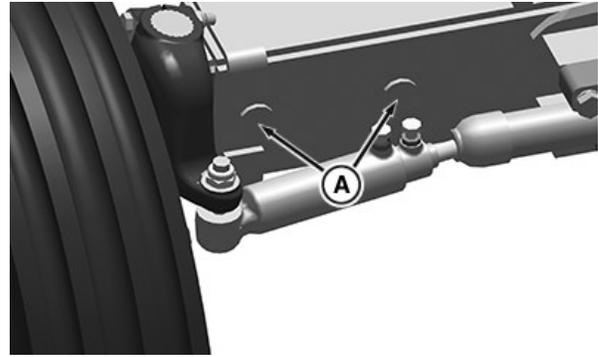
Tighten bolts in the following locations to specifications:

Specification

Adjustable Front Axle—Axle-to-Knee	
Nuts—Torque.	400 N·m (295 lb·ft)
Adjustable Front Axle—Disk-to-	
Flange Bolts—Torque.	175 N·m (129 lb·ft)

A—Axle-To-Knee

B—Disk-To-Flange



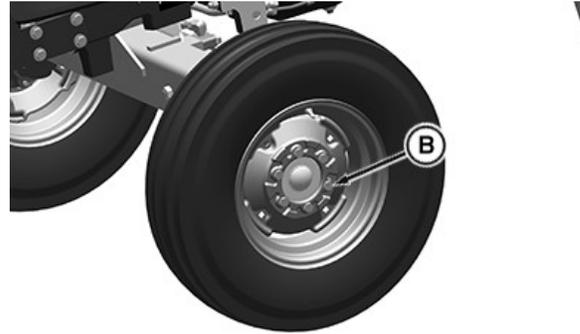
PY40203—UN—13FEB17

Axle-to-Knee Bolts



PY40212—UN—13FEB17

Axle-to-Knee Nuts



PY40202—UN—13FEB17

Disk-to-Flange Bolts

VP27597,0000350-19-13FEB17-1/1

Tighten Wheel Bolts—MFWD Axle

Tighten hardware (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 Nuts **B—MFWD Wheel Disk-to-Hub Nuts**



MFWD Wheel Nuts

VP27597,0000351-19-13FEB17-1/1

PY40201—UN—13FEB17

Tighten Wheel Bolts—Rear Axle

Tighten bolts (A and B) 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 Bolts **B—Rear Wheel Disk-to-Hub Bolts**



Rear Wheel Bolts

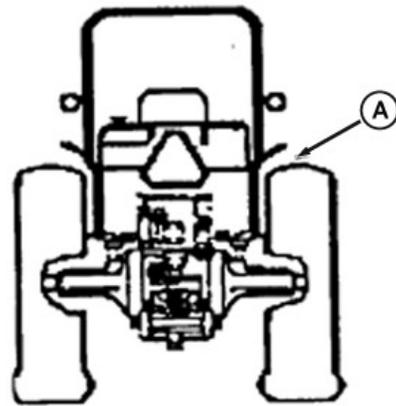
VP27597,0000352-19-13FEB17-1/1

PY40204—UN—13FEB17

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



AH98466,0000971-19-05SEP22-1/1

APY75553—UN—15JUL22

Tread Settings—Two-Position Rear Wheels

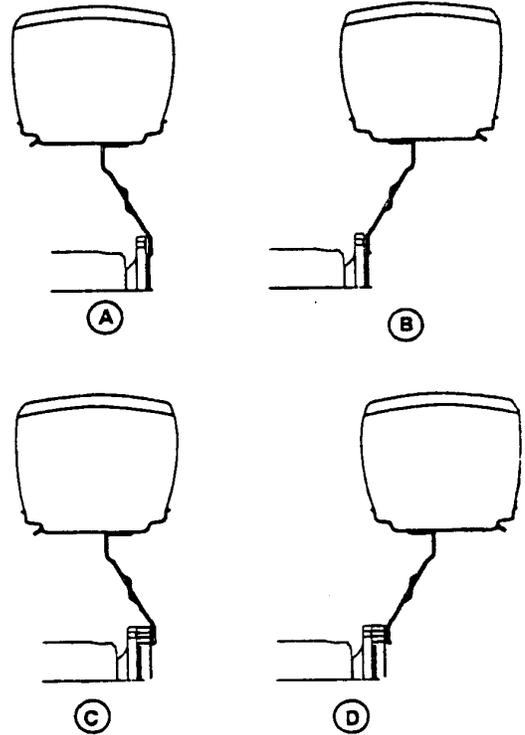
Wheel tread can be adjusted by exchanging the wheels from side-to-side and by using spacers.

The relationship of the wheels 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.

Rear Wheel -Specification — 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)



M47176—UN—31 JAN92

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 ^a	1658 mm (65.3 in.)	INT ^a	1718 mm (67.6 in.)	INT ^a	1746 mm (68.7 in.)	1495 mm (58.9 in.)	1880 mm (74.0 in.)
^a Interference (Do not use)								

SA61034,000029E-19-06MAR08-1/1

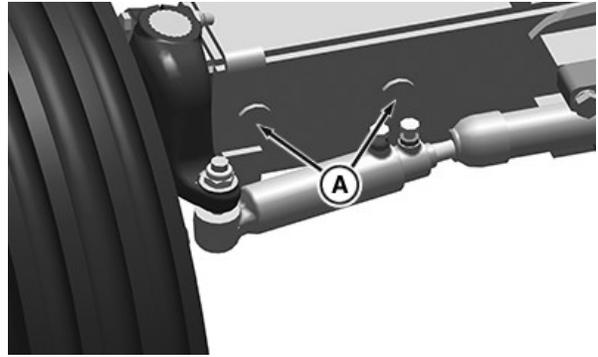
Tread Settings—Multi-Position Rear Wheels

NM61126,000050D-19-02MAR23-1/1

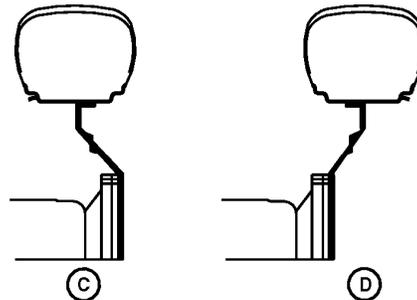
Tread Settings—Adjustable Front Axle

Front rims are offset. With some tires, this provides two tread spacings, at each axle setting.

A—Beam Adjustment Nut



Axle Pin Position



PY40203—UN—13FEB17

LV1515—UN—05MAR96

ADJUSTABLE FRONT AXLE TREAD SETTINGS Diagram C Centerline-to-Centerline						
Tire	Tread Position ^a					
	1	2	3	4	5	6
7.5-16	1449 mm (57.0 in.)	1549 (61.0 in.)	1649 (64.9 in.)	1749 (68.9 in.)	1849 (72.8 in.)	1949 (76.7 in.)
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.)

^aTread 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 ^a					
	1	2	3	4	5	6
7.5-16	1583 (62.3 in.)	1683 mm (66.3 in.)	1783 mm (70.2 in.)	1883 mm (74.1 in.)	1983 mm (78.1 in.)	2083 mm (82.0 in.)
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.)

^aTread position 1 is with axle adjustment at its most inward location. See adjust Front Axle Tread Width in this section.

VP27597,0000353-19-13FEB17-1/1

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.

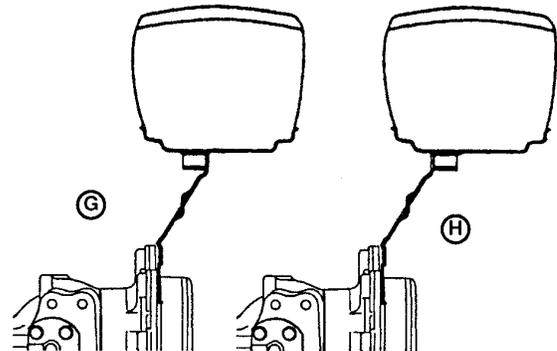
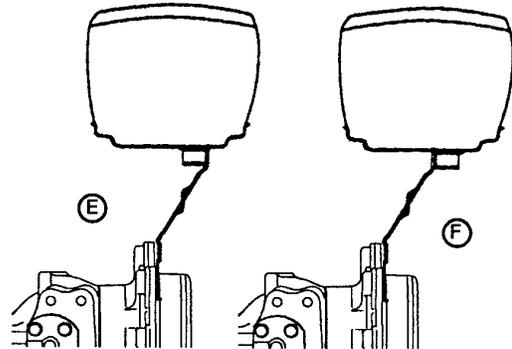
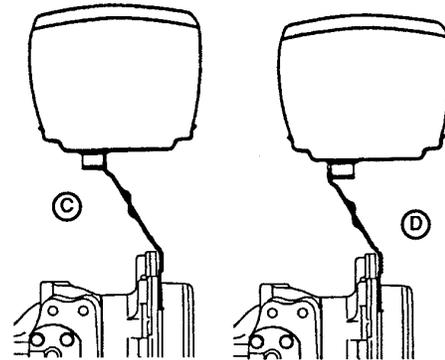
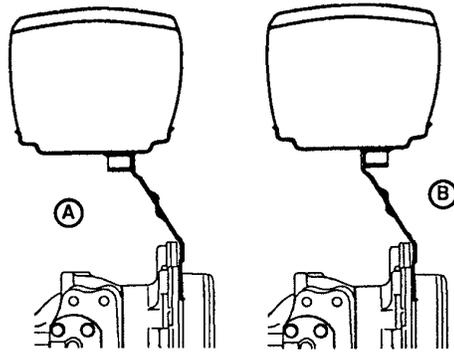
NOTE: Read the diagrams carefully before starting the procedure.

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

IMPORTANT: DO NOT place jack under the engine oil pan.

1. Jack up the front end of tractor.
2. When making large tread adjustments it may be necessary to change the tie rod length (A) before or during axle adjustments. (See Check and Adjust Toe-In for your axle type.)
3. Remove four 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 same spacing.
5. Reinstall axle nuts (B) and bolts (C) on each side. Tighten bolts to specification.

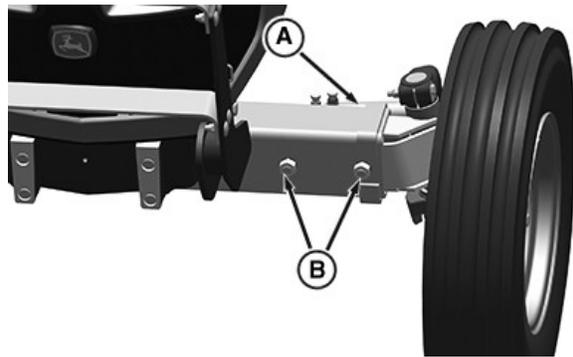
Specification

Front Axle Nuts—Torque. 400 N·m (295 lb·ft)

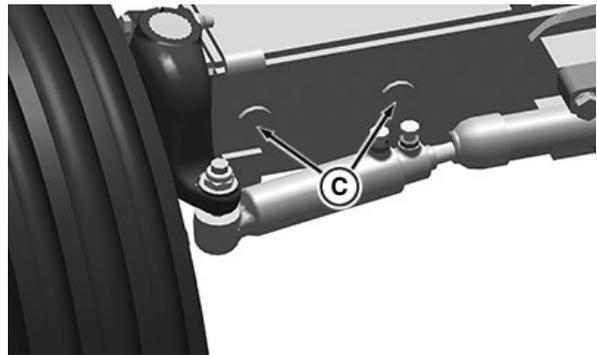
6. Set toe-in. (See Check and Adjust Toe-In for your axle type.)

A—Tie Rod
B—Nuts (4 used)

C—Tapered Bolt (4 used)



Tie Rod Length and Nuts



Pins and Companion Holes

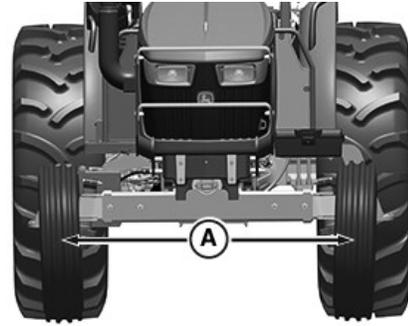
VP27597,0000354-19-13FEB17-1/1

PY40211—UN—13FEB17

PY40210—UN—13FEB17

Check Toe-In (Two-Wheel Drive Tractor)

1. Park machine on the level surface.
2. Turn steering wheel so front wheels are in the straight-ahead position. Stop engine.
3. Measure distance (A) between tires at the hub level in the front of the axle. Record measurement and mark the tires.
4. Move tractor back about 1 m (3 ft), so mark is at the hub level behind the axle. Again, measure distance 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".
6. 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



Two-Wheel Drive Axle

A—Front Axle Toe-In Distance

tires. Adjust toe-in if necessary. (See procedure in this section.)

VP27597,0000355-19-13FEB17-1/1

PY40208—UN—13FEB17

Adjust Toe-In (Two-Wheel Drive Tractor)

1. Loosen lock nuts (A) and back out the bolts (B) on tie rod tubes several turns.
2. Adjust tie rods on both sides of the tractor equally by rotating the inner tube (C) to lengthen or shorten tie rod. 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 bolts (B) to specification. Do not overtighten as damage to the tube may occur.

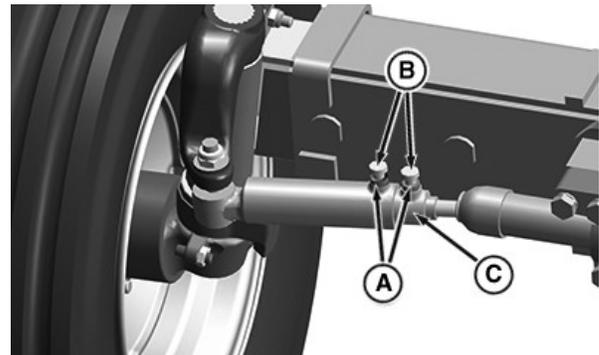
Specification

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 Nuts
B—Tie Rod Bolts

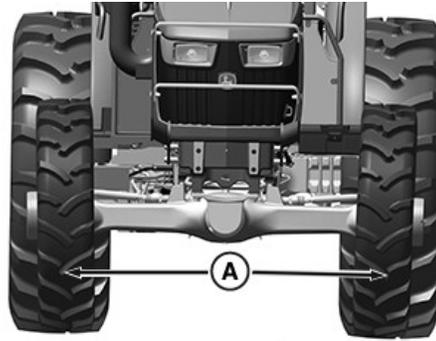
C—Inner Tube

VP27597,0000356-19-13FEB17-1/1

PY40209—UN—13FEB17

Check Toe-In — MFWD Axle

1. Disengage MFWD and park tractor on smooth, level surface. Steer front wheels straight ahead. Stop engine.
2. Measure distance (A) between the centerline 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 mark is at the hub level behind the axle. Again, measure distance 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. The difference may be in either direction (toe-in or toe-out), but it must be less than 3 mm (1/8 in.). Adjust toe-in if necessary. (See procedure in this section.)



Distance Between Centerline

A—MFWD Axle Toe-In Distance

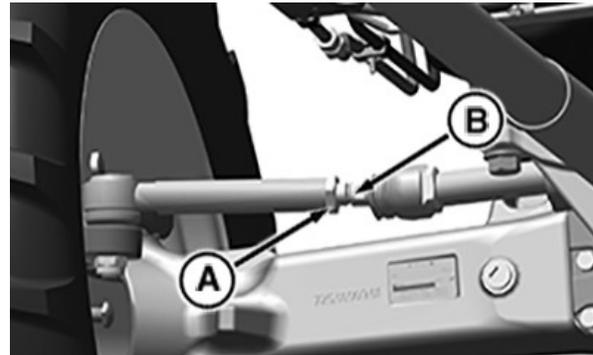
PY40205—UN—13FEB17

VP27597,0000357-19-13FEB17-1/1

Adjust Toe-In—MFWD Axle

1. Loosen lock nuts (A) on both ends of tie rod.
2. Adjust both sides equally by rotating the inner rod (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.)



Adjust Toe-In—MFWD Axle

A—Tie Rod Lock Nuts

B—Inner Rod

PY40206—UN—13FEB17

3. Tighten lock nuts to specification.

Specification

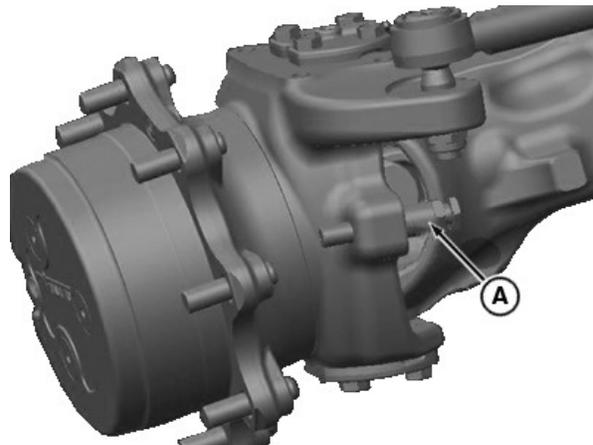
Lock Nuts—Torque 220 – 240 N·m
(162 – 177 lb·ft)

VP27597,0000358-19-13FEB17-1/1

Steering Angle - CARRARO

IMPORTANT: Bush needs to be removed to increase the steering angle from 46 degree till 60 degree.

A—Bushing

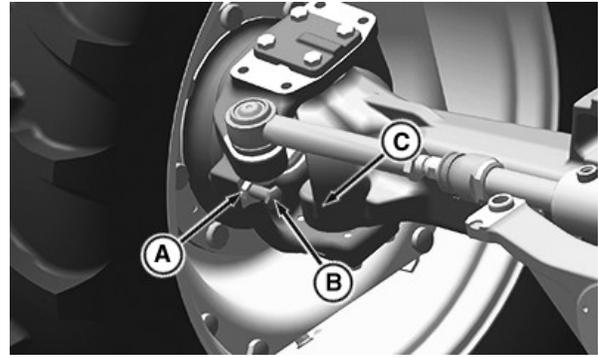


PY44480—UN—03AUG17

SJ15074,0000302-19-04AUG17-1/1

Set MFWD Steering Stops Turning Radius

1. Raise and support the front of the tractor so the MFWD axle can be oscillated to its stops.
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 might not be less than 25 mm (1 in.).
4. Loosen the locking nut (A) on the steering stop and adjust the steering stop bolt (B) so it touches the steering stop (C). It may be necessary to shorten the stop bolt (B) in order to obtain the maximum turning angle.
5. Tighten steering stop bolt retaining lock nut (A) as per specification.
6. Turn wheel fully to the left. Impact knuckle housing to steering stop five times.
7. Tighten steering stop bolt retaining nuts again to specification.



Set MFWD Steering Stops Turning Radius

A—Steering Stop Locking Nut C—Steering Stop
B—Steering Stop Bolt

Specification

Steering Stop Bolt Retaining Lock
Nut—Torque. 125 N·m (92 lb·ft)

8. Repeat the steps for the right side.

NOTE: Wide tread settings and large tire sizes increase turn radius slightly.

VP27597,0000359-19-13FEB17-1/1

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: The following chart details which front tires are compatible with an available rear tire. The rear tires are indicated above the compatible front tires, for MFWD along with the relevant tractor model.

Rear Tire	Front Tire	5050E	5060E	5067E	5075E
2WD					
13.6-28 In. 6PR R1 Bias	7.50-16 In. 6PR F2 Bias	Yes	--	--	--
14.9-28 In. 6PR R1 Bias		Yes	Yes	--	--
16.9-28 In. 6PR R1 Bias		Yes	Yes	Yes	Yes
16.9-24 In. 6PR R4 Bias	11LL-15 In. 8PR F3 (Truck Type) Bias	Yes	Yes	--	--
21.5L-16.1 In. 6PR R3 Bias	27/12LL-15 In. 6PR Turf Special Bias	Yes	Yes	Yes	Yes
22.5LL-16.1 In. 6PR R3 (Turf Special) Bias		Yes	Yes	Yes	Yes
MFWD					
13.6-28 In. 6PR R1 Bias	9.5-24 In. 6PR R1 Bias	Yes	--	--	--
14.9-28 In. 6PR R1 Bias		Yes	Yes	--	--
16.9-28 In. 6PR R1 Bias		Yes	Yes	Yes	Yes
16.9-24 In. 6PR R4 Bias	12.5/80-18 In. 6PR I3(R4 Type) Bias	Yes	Yes	Yes	Yes
21.5L-16.1 In. 6PR R3 Bias	9.5-16 In. 6PR R3 Bias	Yes	Yes	Yes	Yes

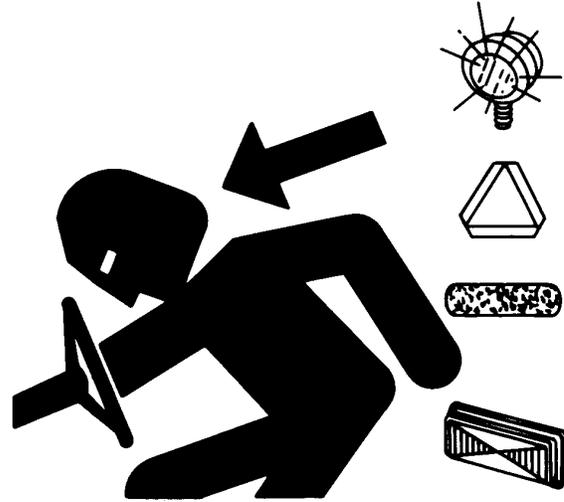
RM87422,00006B6-19-10JUN22-1/1

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

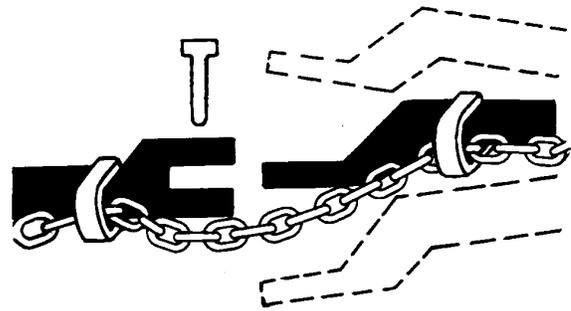
DX,FLASH-19-07JUL99-1/1

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

⚠ CAUTION: Observe the following precautions when operating on a road.

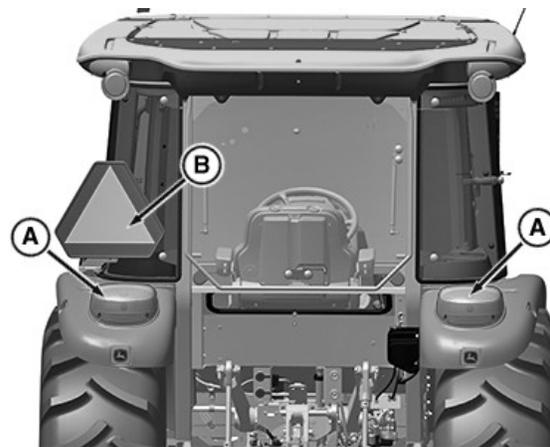
1. Before operating tractor on highway be sure flashing warning lights (A) work properly. Install and use Slow Moving Vehicle (SMV) emblems (B), reflectors, and auxiliary lighting to equipment as required for safety and by local regulations. Clean the SMV emblem for the best visibility.

A—Warning Lights

B—Slow Moving Vehicle Emblem



PY39756—UN—09FEB17



PY39757—UN—09FEB17

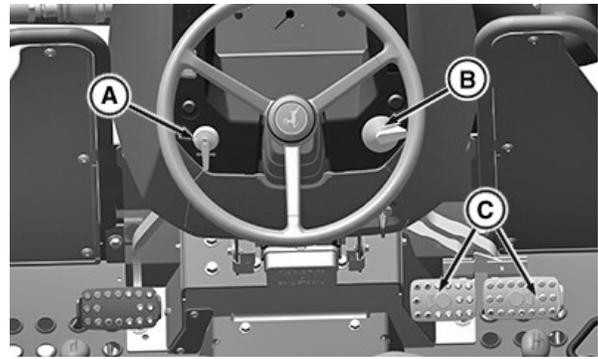
Continued on next page

HS35416,0000160-19-09FEB17-1/5

IMPORTANT: Refer to Lights section for detailed descriptions of lighting operations and functions.

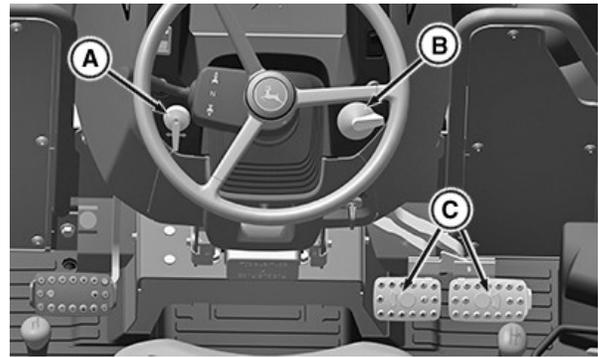
2. Turn light switch (B) to warning, full beam headlights or low beam headlights position. Never use bright lights which are visible from the rear. Always dim headlights before meeting another vehicle. Keep headlights properly adjusted.
3. Use turn signals when turning. Be sure to return control lever (A) to center position after turning.
4. Couple brake pedals (C) together before driving on a road. Avoid hard applications of brakes.

A—Turn Signal Control Lever C—Brake Pedals
B—Light Switch



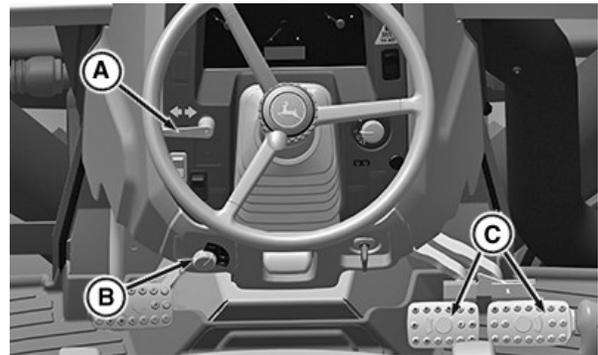
OOS With TSS Transmission

PY39758—UN—09FEB17



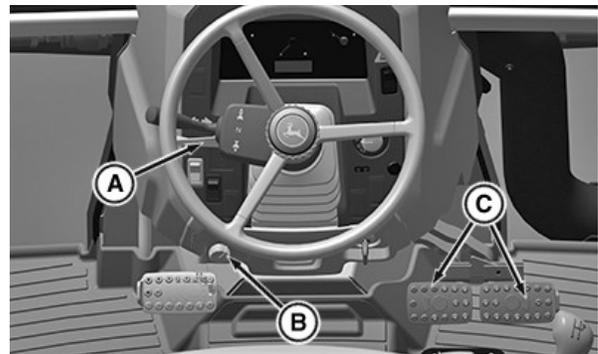
OOS With PR Transmission

PY39759—UN—09FEB17



Cab With TSS Transmission

PY39761—UN—09FEB17



Cab With PR Transmission

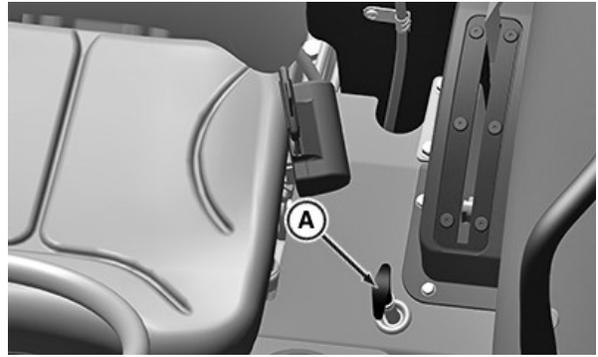
PY39760—UN—09FEB17

Continued on next page

HS35416,0000160-19-09FEB17-2/5

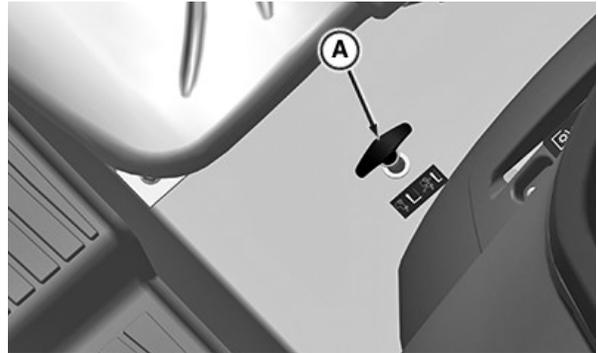
5. Disengage mechanical front wheel drive lever (A) (if Equipped) when transporting on hard surface with the MFWD engaged.
6. Drive slowly enough to maintain safety control at all times. Slow down for hillsides, rough ground, and sharp turns, especially when transporting heavy, rear-mounted equipment.
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.

A—MFWD Lever



PY39763—UN—09FEB17

OOS



PY39762—UN—09FEB17

Cab

HS35416,0000160-19-09FEB17-3/5

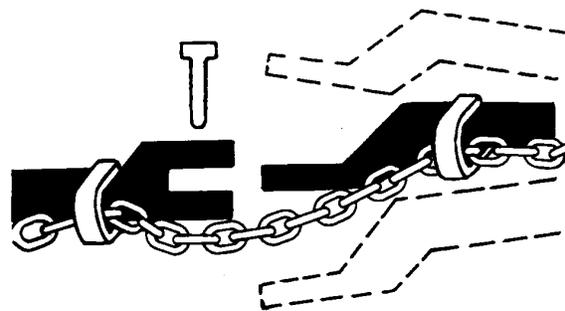
CAUTION: A safety chain will help draw equipment should it accidentally separate from the drawbar. Using the appropriate adapter parts, attach the chain to the tractor drawbar support or other specified anchor location. Provide only enough slack in the chain to permit turning. See your John Deere dealer 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



T5217—UN—23AUG88

control drawn equipment should it accidentally separate from drawbar while transporting.

Continued on next page

HS35416,0000160-19-09FEB17-4/5

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.

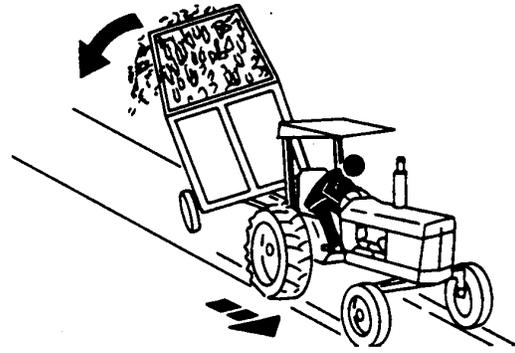
Observe these recommended maximum road speeds, or local speed limits which may be lower:

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.

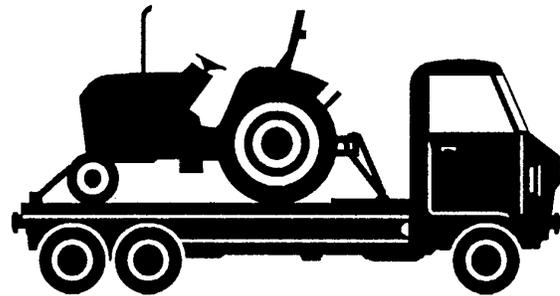
HS35416,0000160-19-09FEB17-5/5

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—22APR94

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.

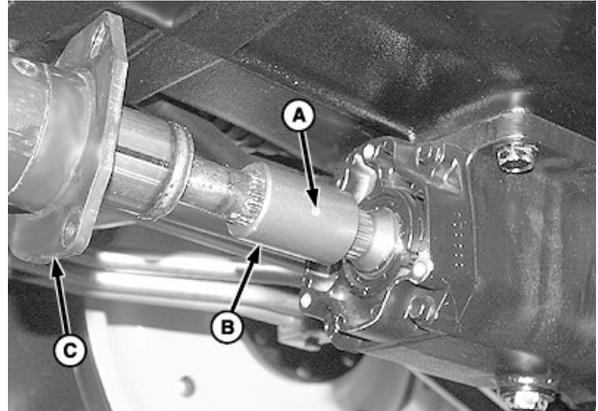
IMPORTANT: To avoid transmission and drive train component damage, NEVER attempt to start tractor by towing; engine will not start.

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.

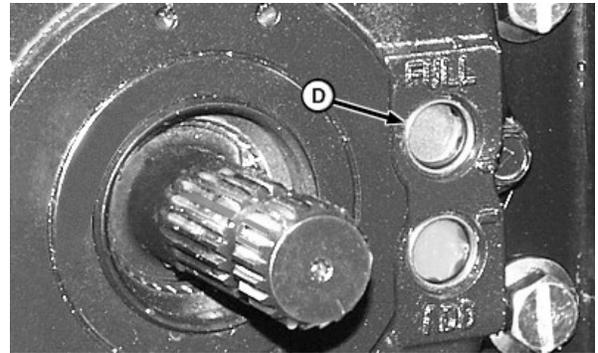
After Towing

Apply multipurpose grease to MFWD couplers and shaft splines, and install drive shaft assembly.

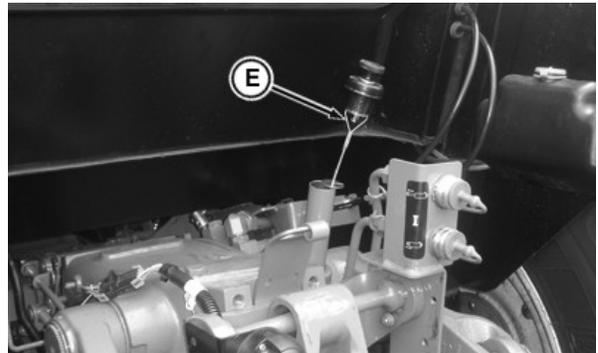
PowrReverser is a trademark of Deere & Company



MFWD Drive Shaft-to-Drop Housing



Sight Glass



A—Spring Pin
B—Coupler
C—Drive Shaft Shield

D—Sight Glass
E—Transmission/Hydraulic Oil Dipstick

Drain excess transmission-hydraulic oil to lower level back to full.

HS35416,000015F-19-09FEB17-1/1

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:

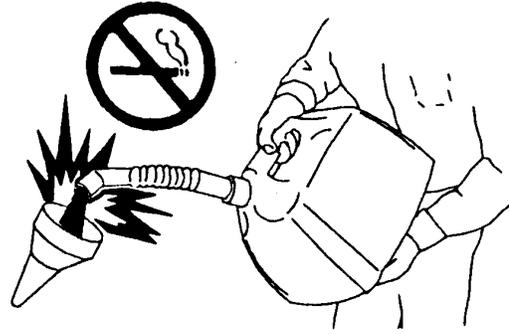
- While you smoke.
- When machine is near open flame or sparks.
- When engine is running. STOP engine.

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°C (-4°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°C (18°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.

¹ 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.¹
- 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)

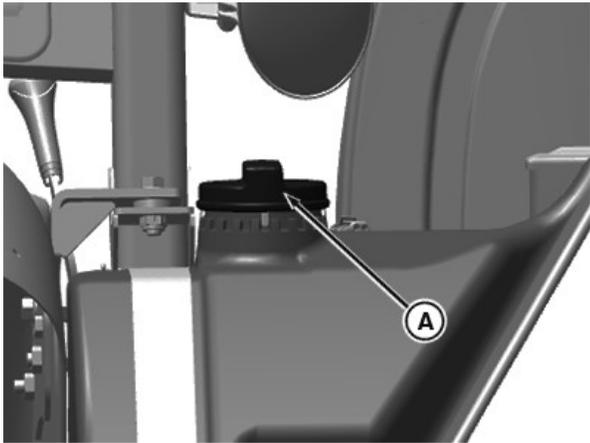
IMPORTANT: Raw pressed vegetable oils are NOT acceptable for use as fuel in any concentration in John Deere engines. Their use could cause engine failure.

DX,FUEL7-19-13JAN18-2/2

Fill Fuel Tank

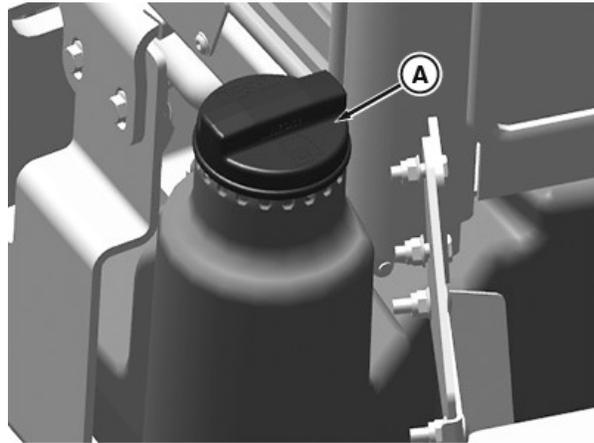


TS202—UN—23AUG88



PY37359—UN—20FEB17

OOS



PY37360—UN—20FEB17

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 fuel tank outdoors.

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

Fill fuel tank at end of each days operation. This prevents condensation in tank as moist air cools.

Specification

OOS Fuel Tank—Capacity. 68 ± 3 L (18 ± 0.79 gal) Approximate

Cab Fuel Tank—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, may be added to fuel or bulk storage tank.

MM12389,000003F-19-20FEB17-1/1

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 Exhaust Fluid (DEF) — Use in Selective Catalytic Reduction (SCR) Equipped Engines

In order to maintain the emissions performance of the engine, it is essential to use and refill DEF in accordance with the specification.

Diesel exhaust fluid (DEF) is a high purity liquid that is injected into the exhaust system of engines equipped with selective catalytic reduction (SCR) systems. Maintaining the purity of DEF is important to avoid malfunctions in the SCR system. Engines requiring DEF shall use a product that meets the requirements for aqueous urea solution 32 (AUS 32) according to ISO 22241-1.

AdBlue is a trademark of VDA, the German Association of the Automotive Industry.

The use of John Deere Diesel Exhaust Fluid is recommended. John Deere Diesel Exhaust Fluid is available at your John Deere dealer in a variety of package sizes to suit your operational needs.

If John Deere Diesel Exhaust Fluid is not available, use DEF that is certified by the American Petroleum Institute (API) Diesel Exhaust Fluid Certification Program or by the AdBlue™ Diesel Exhaust Fluid Certification Program. Look for the API certification symbol or the AdBlue™ name on the container.

DX,DEF-19-13JAN18-1/2

In some cases, DEF is referred to by one or more of these names:

- Urea
- Aqueous Urea Solution 32
- AUS 32
- AdBlue™
- NOx Reduction Agent
- Catalyst Solution

RG30211—UN—08MAR18



DX,DEF-19-13JAN18-2/2

Disposal of Diesel Exhaust Fluid (DEF)

Although there is little issue with minor spillage of DEF on the ground, large amounts of DEF should be contained. If large spills occur, contact local environmental authorities for assistance with clean-up.

If a substantial quantity of DEF is not within specification, contact the DEF supplier for assistance with disposal. Do not dump substantial quantities of DEF onto the ground or send DEF to wastewater treatment facilities.

DX,DEF,DISPOSE-19-13JUN13-1/1

Refilling Diesel Exhaust Fluid (DEF) Tank

⚠ CAUTION: Avoid contact with eyes. In case of contact, immediately flush eyes with large amounts of water for a minimum of 15 minutes. Reference the Materials Safety Data Sheet (MSDS) for additional information.

Do not ingest DEF. In the event DEF is ingested, contact a physician immediately. Reference the Materials Safety Data Sheet (MSDS) for additional information.

IMPORTANT: Use only distilled water to rinse components that are used to deliver DEF. Tap water can contaminate DEF. If distilled water is not available, rinse with clean tap water, then thoroughly rinse with ample amounts of DEF.

If DEF is spilled or contacts any surface other than the storage tank, immediately clean the surface with clear water. DEF is corrosive to painted and unpainted metallic surfaces and can distort some plastic and rubber components.

If DEF is filled into engine fuel tank or other fluid compartment, do not operate engine until system is properly purged of DEF. Contact your John Deere dealer immediately to determine how to clean and purge the system.

Reasonable care should be taken when refilling the DEF tank. Ensure that the DEF tank cap area is free of debris before removing the cap. Seal containers of DEF between use to prevent contamination and evaporation.

Avoid splashing DEF and do not allow DEF to come into contact with skin, eyes, or mouth.

DEF is not harmful to handle, but DEF can be corrosive to materials such as steel, iron, zinc, nickel, copper,

aluminum, and magnesium. Use suitable containers to transport and store DEF. Containers made of polyethylene, polypropylene, or stainless steel are recommended.

Avoid prolonged contact with skin. In case of accidental contact, wash skin immediately with soap and water.

Keep anything used to store or dispense DEF clean of dirt and dust. Wash and rinse containers or funnels thoroughly with distilled water to remove contaminants.

If an unapproved fluid, such as diesel fuel or coolant is added to the DEF tank, contact your John Deere dealer immediately to determine how to clean and purge the system.

If water has been added to the DEF tank, a tank cleaning is necessary. See Cleaning DEF Tank in this manual. After refilling the tank, check the DEF concentration. See Testing Diesel Exhaust Fluid (DEF).

The operator must maintain appropriate DEF levels at all times. Check the DEF level daily and refill the tank as needed. The filling port is identified by a blue colored cap embossed with the following DEF symbol.



TS1731—UN—23AUG13

DX,DEF,REFILL-19-15JUL20-1/1

Storing Diesel Exhaust Fluid (DEF)

⚠ CAUTION: Avoid contact with eyes. In case of contact, immediately flush eyes with large amounts of water for a minimum of 15 minutes. Reference the Materials Safety Data Sheet (MSDS) for additional information.

Do not ingest DEF. In the event DEF is ingested, contact a physician immediately. Reference the Materials Safety Data Sheet (MSDS) for additional information.

IMPORTANT: It is unlawful to tamper with or remove any component of the aftertreatment system. Do not use DEF that does not meet the required specifications or operate the engine with no DEF.

Never attempt to create DEF by mixing agricultural grade urea with water. Agricultural grade urea does not meet the necessary specifications and can damage the aftertreatment system.

Do not add any chemicals or additives to DEF in an effort to prevent freezing. Any chemicals or additives added to DEF can damage the aftertreatment system.

Never add water or any other fluid in place of, or in addition to DEF. Operating with a modified DEF or using an unapproved DEF can damage the aftertreatment system.

Storage information provided below is for reference and is to be used as a guideline only.

It is preferred to store DEF out of extreme ambient temperatures. DEF freezes at -11°C (12°F). Exposure to temperatures greater than 30°C (86°F) can degrade DEF over time. Do not store DEF in direct sunlight.

Dedicated DEF storage containers must be sealed between uses to prevent evaporation and contamination. Containers made of polyethylene, polypropylene, or stainless steel are recommended to transport and store DEF.

Ideal conditions for storage of DEF are:

- Store at temperatures between -5°C and 30°C (23°F and 86°F)
- Store in dedicated containers sealed to avoid contamination and evaporation

Under these conditions, DEF is expected to remain useable for a minimum of 18 months. Storing DEF at higher temperatures can reduce its useful life by approximately 6 months for every 5°C (9°F) temperature above 30°C (86°F).

If unsure how long or under what conditions DEF has been stored, test DEF. See Testing Diesel Exhaust Fluid (DEF).

Long-term storage in the DEF tank (over 12 months) is not recommended. If long-term storage is necessary, test DEF prior to operating engine. See Testing Diesel Exhaust Fluid (DEF).

It is recommended to purchase DEF in quantities that will be consumed within 12 months.

DX,DEF,STORE-19-15JUL20-1/1

Testing Diesel Exhaust Fluid (DEF)

IMPORTANT: Using DEF with the correct concentration is critical to engine and aftertreatment system performance. Extended storage and other conditions can adversely alter the DEF concentration.

If DEF quality is questionable, draw a sample out of the DEF tank or storage tank into a clear container. DEF must be crystal clear with a light ammonia smell. If DEF appears cloudy, has a colored tint, or has a profound ammonia smell, it is likely not within specification. DEF in this condition should not be used. Drain tank, flush with distilled water and refill with new or good DEF. After refilling the tank, check the DEF concentration.

If the DEF passes the visual and smell test, check the DEF concentration with a handheld refractometer calibrated to measure DEF.

DEF concentration should be checked when the engine has

been stored for extended periods, or if there is suspicion the engine or packaged DEF fluid has been contaminated with water.

Two approved tools are available through your John Deere dealer:

- JDG11594 Digital DEF Refractometer—A digital tool providing an easy to read concentration measurement
- JDG11684 DEF Refractometer—Low-cost alternative tool providing an analog reading

Follow instructions included with either tool to obtain the measurement.

The correct DEF concentration is 31.8—33.2% urea. If the DEF concentration is not within specification, drain the DEF tank, flush with distilled water and fill with new or good DEF. If packaged DEF is not within specification, dispose of DEF packages and replace with new or good DEF.

DX,DEF,TEST-19-13JUN13-1/1

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:

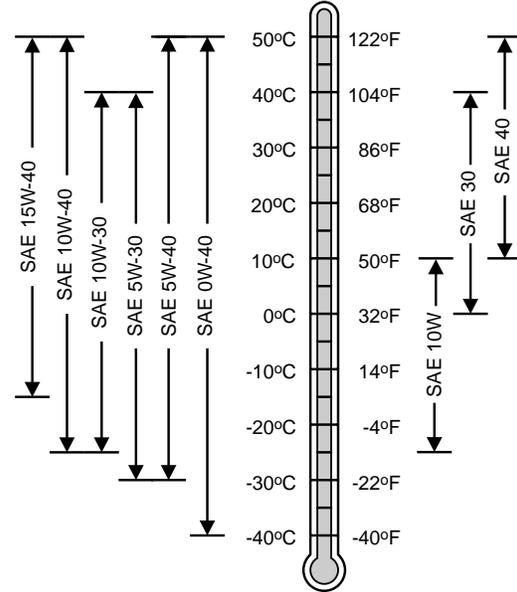
- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

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.

Plus-50 is a trademark of Deere & Company



Oil Viscosities for Air Temperature Ranges

IMPORTANT: Use only ultra low sulfur diesel (ULSD) fuel with a maximum sulfur content of 15 mg/kg (15 ppm).

TS1743—UN—25APR19

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.

Plus-50 is a trademark of Deere & Company

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:

Break-In Plus is a trademark of Deere & Company
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:

COOL-GARD is a trademark of Deere & Company

¹ 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.¹

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

COOL-GARD is a trademark of Deere & Company

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

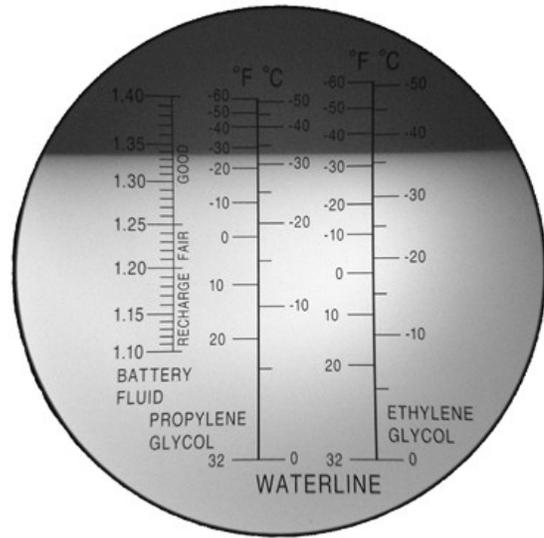


Image with a Drop of 50/50 Coolant Placed on the Refractometer Window

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.

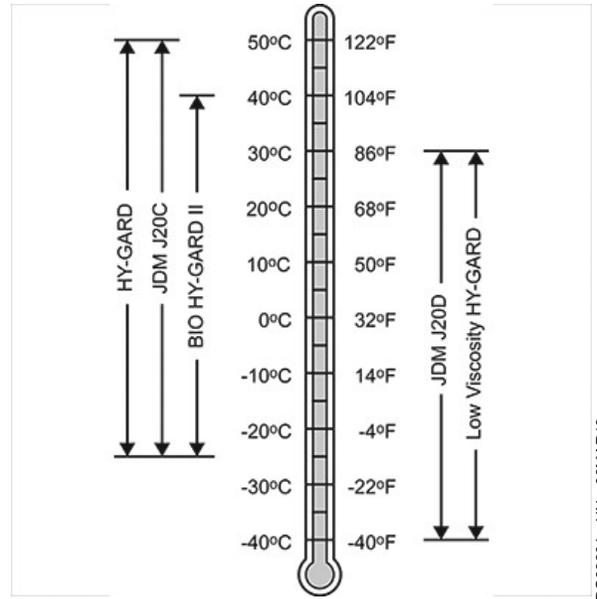
The following oils are preferred:

- 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.¹



Oils for Air Temperature Ranges

RG30204—JUN—08MAR18

Hy-Gard is a trademark of Deere & Company
Bio Hy-Gard is a trademark of Deere & Company

¹ 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.

SD74272,000033D-19-17MAR20-1/1

Transmission, Steering, Brake, Hydraulic, and Gear Case Oil

Use oil viscosity based on the expected air temperature range during the period between oil changes.

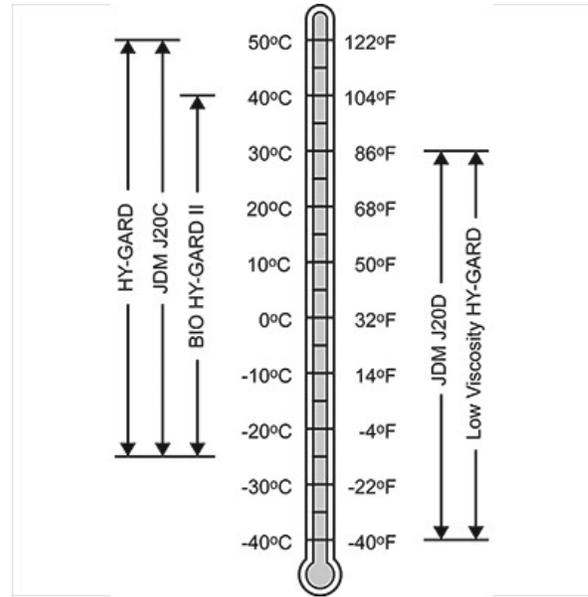
The following oils are preferred:

- 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.¹



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

¹ 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.

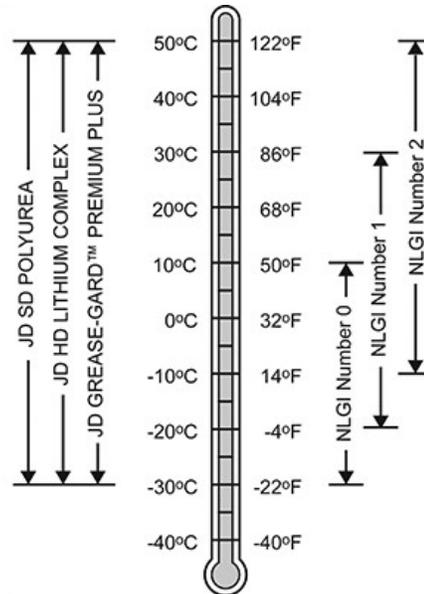
The following greases are also recommended:

- 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 mm²/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.

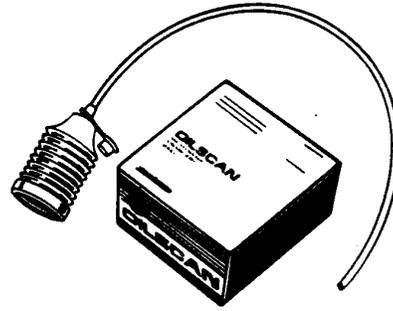
DX,LUBST-19-11APR11-1/1

Oilscan™ and CoolScan™

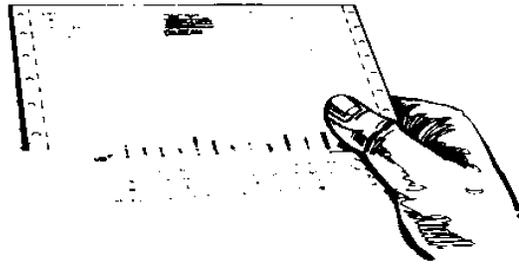
Oilscan™ and CoolScan™ are John Deere sampling programs to help you monitor machine performance and identify potential problems before they cause serious damage.

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.



T6628AB—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



Cab

PY39682—UN—07FEB17



OOS

PY39683—UN—07FEB17

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 you work on any part of the engine, stop the engine and let it cool. Hot engine parts can burn skin on contact.

Never start engine unless gear shift 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 may impair performance and/or safety and affect machine life.

VP27597,0000346-19-07FEB17-1/1

Service Interval Chart—Daily or 10 Hours / Every 50 Hours / First 100 Hours / Every 250 Hours / Every 375 Hours

Item	Daily or 10 Hours	Every 50 Hours	First 100 Hours	250 Hours	375 Hours
Check engine oil level	•				
Check coolant level	•				
Drain water and sediment from fuel tank and fuel filter ^a	•				
Lubricate front axle pivot pins ^b	•				
Lubricate rear axle bearings ^b	•				
Lubricate tie rod ends(2WD) ^b	•				
Lubricate Steering Linkage(2WD) ^b	•				
Clean and check battery		•			
Inspect all tires		•			
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			• ^c		
Inspect hose clamps on the air intake system & coolant system			•		
Service air cleaner ^d				•	
Check oil level in MFWD axle and wheel hubs				•	
Inspect alternator/fan belt				•	
Lubricate 3-point hitch				•	
Replace transmission-hydraulic filter				•	
Adjust clutch free play ^e				•	
Check neutral start system				•	
Brake Bleeding				•	

^a 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.

^b Only necessary in extremely wet or muddy conditions

^c Oil w/ standard JD oil

^d Service more often if operated in extremely dusty conditions.

^e For Mechanical dry clutch

Service Interval Chart—Every 500 Hours / Every 600 Hours / Every 1200 Hours / Annually / 2000 Hours or Two Years / 3000 Hours or Three Years

Item	500 Hours	600 Hours	1200 Hours	Annually	2000 Hours / Two Years	3000 Hours / Three Years
Clean operator enclosure/cab air filters ^a	•					
Replace engine oil and filter	• ^b					
Replace fuel filter	•					
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		•				
Change transmission-hydraulic oil and filter			•			
Clean transmission-hydraulic pickup screen			•			
Engine valve lash setting			•			
Clean PowrReverse™ hydraulic pressure valve strainer			•			
Replace air cleaner elements				•		
Inspect seat belt				•		
Replace operator enclosure/cab air filters				•		
Drain, flush and refill engine cooling system ^c					•	
Clean Diesel Particulate Filter (DPF)						•

^a Service more often if operated in extremely dusty conditions.

^b Oil w/ Standard or Premium JD oil

^c See your John Deere dealer for service.

RP32883,0000F7E-19-19MAR21-1/1

Service—As Required

- Adjust Hand Throttle Friction
- Inspect Engine Air Cleaner Elements¹
- Inspect Engine Air Intake System¹
- 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

¹ Service more often if operated in extremely dusty conditions.

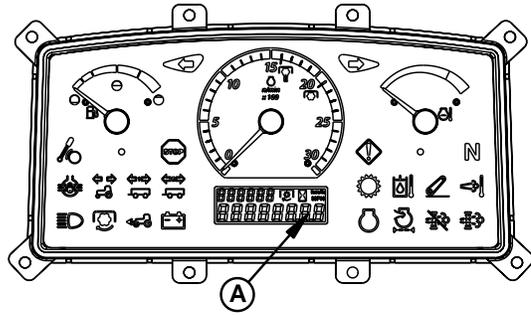
SD74272,00004CA-19-13MAR13-1/1

Observe Service Intervals

Using hour meter (A) as a guide, perform all services at the hourly intervals indicated. 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.

A—Hour Meter

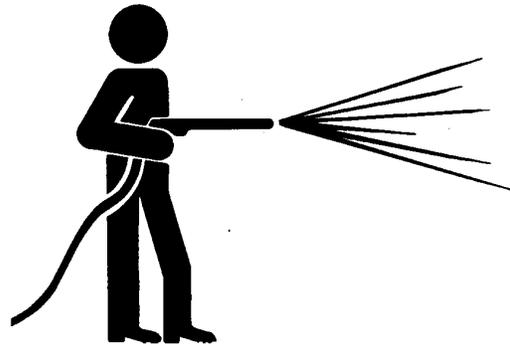


PY39690—UN—07FEB17

VP27597,0000345-19-12JUL17-1/1

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.

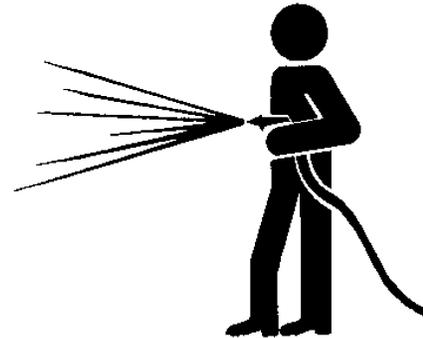


T6642EJ—UN—18OCT88

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

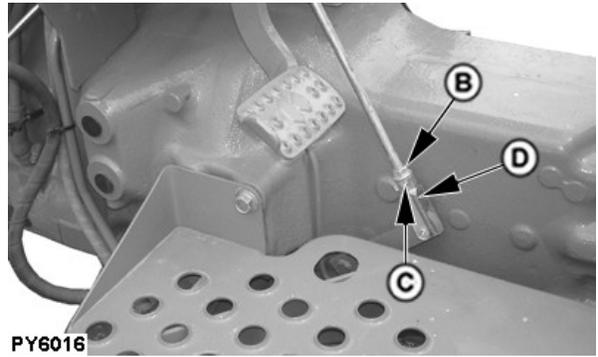
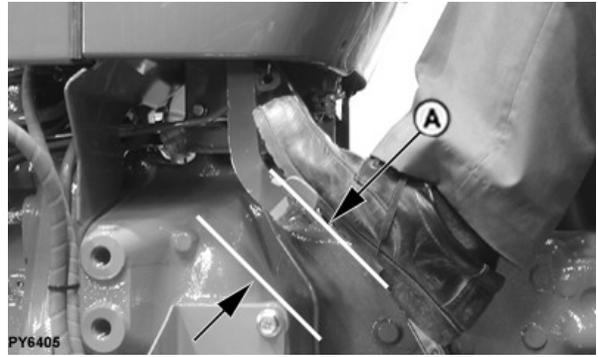
For Mechanical Dry Clutch

Measure 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



Pedal linkages

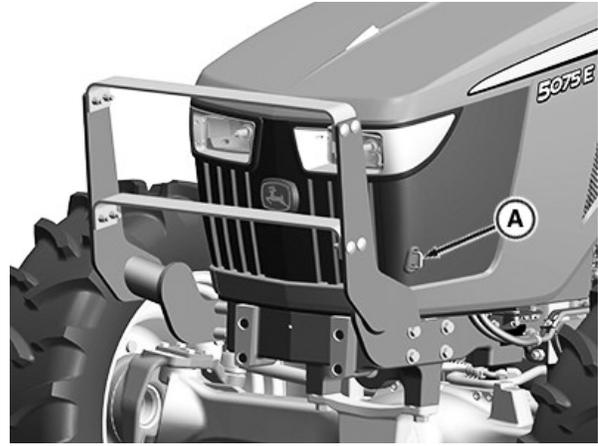
RP32883,0000BC7-19-21JUL20-1/1

General Maintenance and Inspection

Opening Hood

Pull latch handle (A) and lift hood up.

A—Handle



Opening the Hood

VP27597,0000461-19-21MAR17-1/1

PY40783—UN—22MAR17

Inspect Engine Air Intake Filters

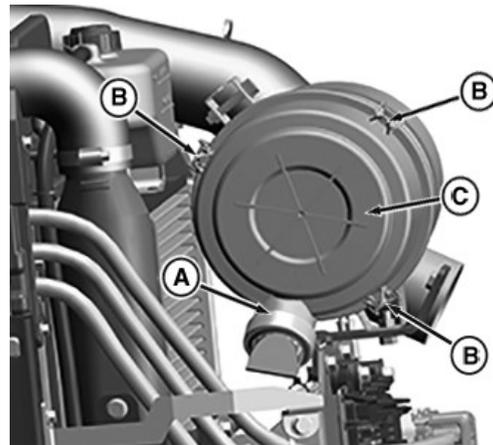
Service Interval—250 Hours

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

VP27597,0000462-19-12JUL17-1/3

PY40784—UN—22MAR17

3. Rotate Primary filter element anticlock wise to remove. Do not use excessive force. If filter does not pull out with ease, check for unlock position to remove safely.
4. Clean primary element by tapping gently on palm of your hand. DO NOT tap element against a hard surface. Clean element with blowing compressed air (Max pressure of 1.3 Bar / 20 PSI). Hold nozzle next to inner surface, and move up and down pleats.

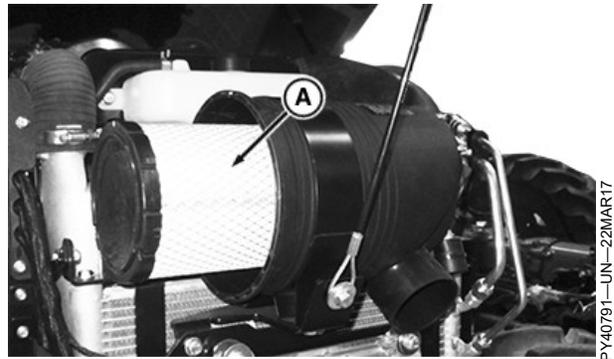
IMPORTANT: DO NOT direct air against outside of element, as it forces dirt through to inside.

5. Clean out any dirt in canister taking care not to damage the secondary filter element (B).
6. Secondary filter element (B) is removed only when being replaced. If it looks dirty or damaged do not attempt to clean, replace it. Removal of the secondary element (B) is similar to removal of the primary element.
7. Install secondary filter element (B) carefully and lock the filter by rotating the ¼ turn in clockwise direction.

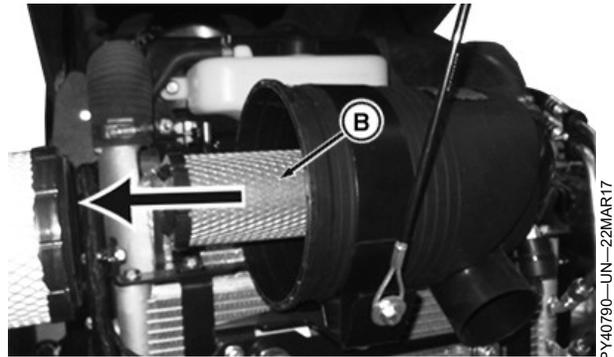
IMPORTANT: If primary filter is not damaged and indicator on instrument panel remains illuminated, replace both filters.

8. Installation of the primary filter element (A) is similar to installation of the secondary filter element (B).

A—Primary Filter Element B—Secondary Filter Element



Primary Element



Secondary Element

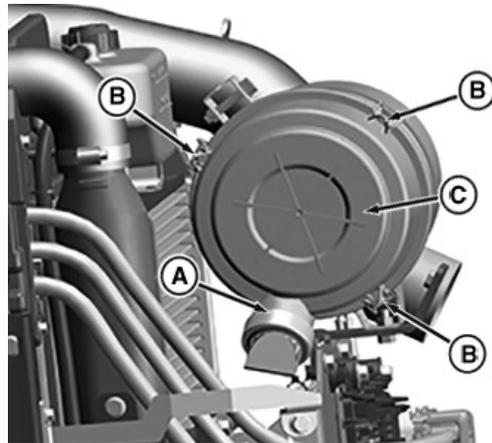
VP27597,0000462-19-12JUL17-2/3

9. Close the cover (C) and raise the latch (B).

NOTE: Make sure arrow on cover points downwards (not be exactly vertical down) and there should not be gap between cover and canister.

10. Lower hood.

A—Lug C—Cover
B—Latch



Install Filter Element

VP27597,0000462-19-12JUL17-3/3

Replace Engine Air Intake Filters

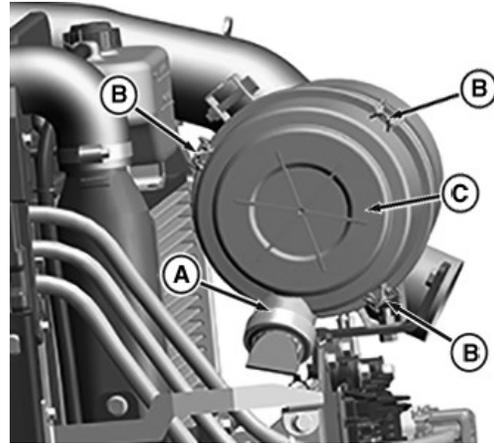
Service Interval—Annually*

* 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

VP27597,0000463-19-12JUL17-1/3

PY40784—UN—22MAR17

3. Rotate Primary element filter (A) anticlock wise to remove. Do not use excessive force. If 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 Primary filter (A).

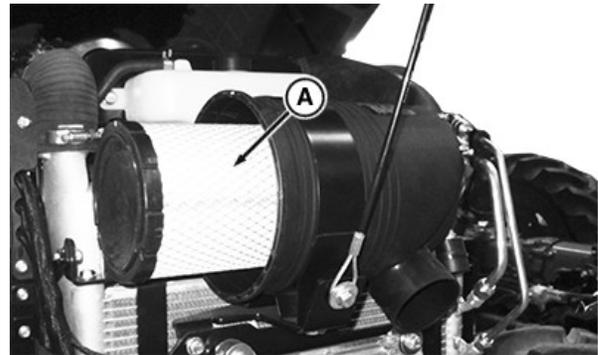
NOTE: When installing the air cleaner canister, make sure that the dust unloader valve is facing down.

5. Install new secondary filter element (B) carefully and lock the filter by rotating the ¼ turn in clockwise direction.
6. Installation of new primary filter element (A) is similar to installation of the secondary filter element (B).

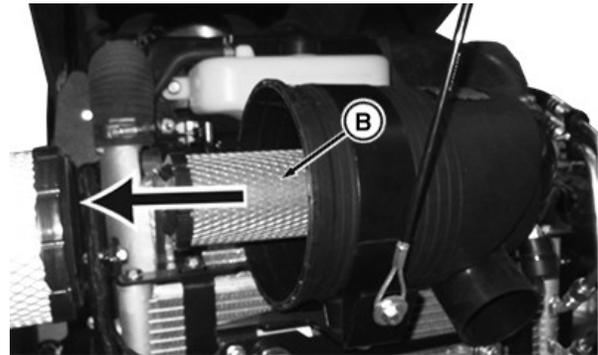
NOTE: Make sure that both of the primary filter and secondary filter are sealed, seated and installed properly. Also clips on the outer cover of the air cleaner are fixed properly.

A—Primary Filter Element

B—Secondary Filter Element



Primary Element



Secondary Element

Continued on next page

VP27597,0000463-19-12JUL17-2/3

PY40791—UN—22MAR17

PY40790—UN—22MAR17

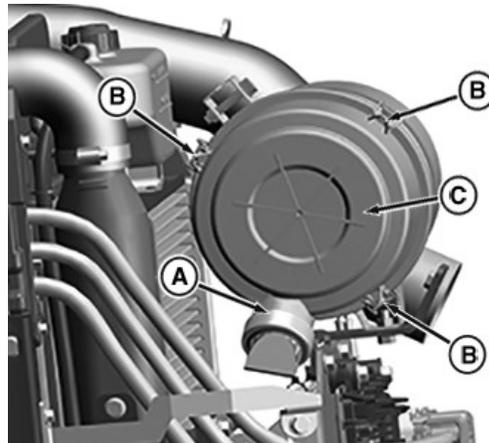
7. Close cover (C) and raise the latch (B).

NOTE: Make sure 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

PY40764—UN—22MAR17

VP27597,0000463-19-12JUL17-3/3

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.

SD74272,00002F4-19-24JUL12-1/1

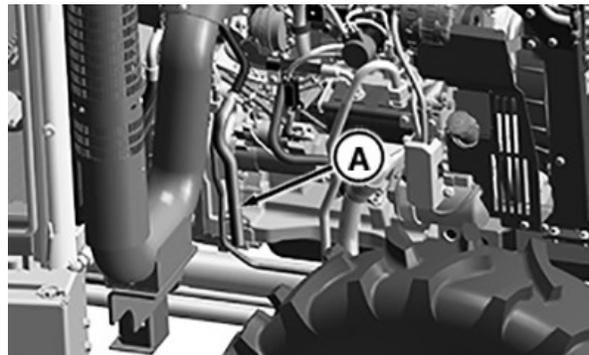
Clean Engine Crankcase Vent Tube

Service Interval — 600 Hours

⚠ 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.

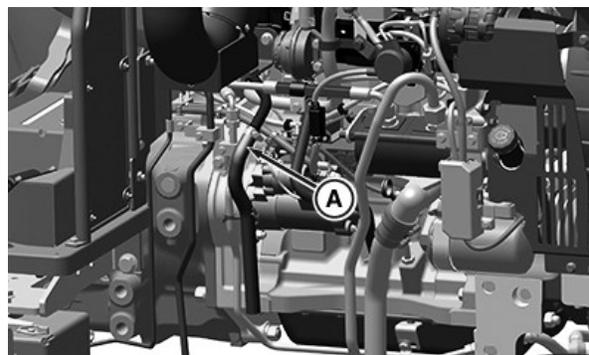
1. Locate crankcase vent port on top right-hand side of engine.
2. Remove crankcase vent tube (A) from open crankcase ventilation filter.
3. Wash in solvent or blow clean with compressed air. Inspect tube for damage, replace if necessary.
4. Install vent tube. Make sure vent tube is not kinked or pinched.

A—Crankcase Vent Tube



Left-Hand Side Shown For Cab Tractors

PY40765—UN—22MAR17



Left-Hand Side Shown For OOS Tractors

PY40766—UN—22MAR17

VP27597,0000464-19-12JUL17-1/1

Check Engine Idle Speeds

Service Interval— 600 Hours

Slow (turtle) idle speed is attained with hand throttle all the way down.

Fast (rabbit) idle speed is attained with hand throttle all the way up.

NOTE: Hand throttle position will directly relate with label on right-hand side of instrument panel.

If idle speeds are not correct, see your John Deere dealer.

5045E, 5055E, 5065E and 5075E — Specification

Slow Idle—Speed. 890—910 rpm
Fast Idle—Speed. 2190—2210 rpm Maximum

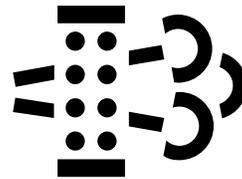
SD74272.00004D0-19-02MAR15-1/1

Cleaning the Exhaust Filter Aftertreatment

The exhaust filter will require maintenance periodically. Some of the maintenance will be transparent to the operator. During continuous heavy loads and other conditions, the engine may create enough heat to naturally remove accumulated soot in the exhaust filter. When the exhaust filter has accumulated higher levels of soot, the display panel may request (depending on predefined user settings) an exhaust filter cleaning. During this request, the equipment is required to be located or moved to a suitable location with adequate ventilation.

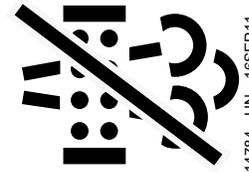
To the right are symbols which may be seen on the operator interface.

IMPORTANT: The area above and surrounding the engine during a manual exhaust filter cleaning should be free of any flammable objects as temperatures can reach as high as 550 °C (1022 °F).



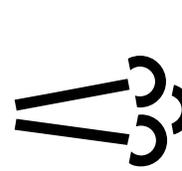
H94828—UN—13OCT09

Exhaust Filter Cleaning is Needed



LV14784—UN—16SEP11

Exhaust Filter Cleaning is Disabled



H94829—UN—13OCT09

Emission System Temperature is High or Exhaust Filter Cleaning is Underway

SP21231.00002A3-19-30MAY12-1/1

Diesel Particulate Filter Maintenance and Service

The Exhaust Filter includes the Diesel Oxidation Catalyst and Diesel Particulate Filter (DPF). The DPF is designed to retain residual ash, which is a noncombustible result of additives used in crankcase lubrication oils and the fuel. The DPF provides many hours of maintenance free operation. At some point the DPF will require professional service to remove the accumulated ash. The exact number of hours of operation before service is required will vary depending upon the engine's power category, duty cycle and operating conditions, engine oil ash content, and fuel quality. Adhering to John Deere's recommended oil and fuel specifications will maximize the hours of operation before professional DPF service is required.

As the engine owner, you are responsible for performing the required maintenance described in your Operator's manual. The exhaust filter's dash lamp indicator or the diagnostic codes will indicate when the DPF needs ash removal

service. The ash removal service interval for engines below 175 hp/130kW will be at least 3,000 hours while engines at or above 175 hp/130 kW will be at least 4,500 hours.

The removal of DPF ash must be done by removing the DPF from the machine and placing it into specialized equipment. Do not remove ash by using water or other chemicals. Removing ash by these methods may damage the material securing the DPF in its canister, resulting in the loosening of the DPF element in the canister and subjecting it to damage from vibration.

Failure to follow the approved ash removal methods may violate U.S. federal, state and local hazardous waste laws, along with damage to the DPF resulting in potential denial of the Diesel Exhaust Filter emissions warranty. It is strongly recommended you take the DPF to an authorized John Deere service location or other qualified service provider for servicing.

SP21231.00002A4-19-18JUN12-1/1

Exhaust Filter / Diesel Particulate Filter Ash Handling and Disposal

CAUTION: Under federal, state, and/or local laws or regulations, Diesel Particulate Filter ash may be classified as a hazardous waste. Hazardous wastes must be disposed of in accordance with all applicable federal, state and local laws or regulations governing hazardous waste disposal. Only a qualified service provider should remove ash from the DPF. Personal protective equipment and clothing, maintained in a sanitary and reliable condition, should be used when handling and cleaning a DPF. See your John Deere dealer or qualified service provider for assistance.

SP21231,00002A5-19-30MAY12-1/1

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.)

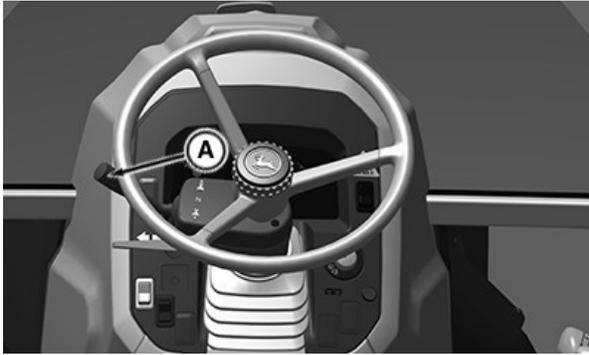
Front Axle Bolts—Torque. 480 N·m
(350 lb.-ft.)

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)



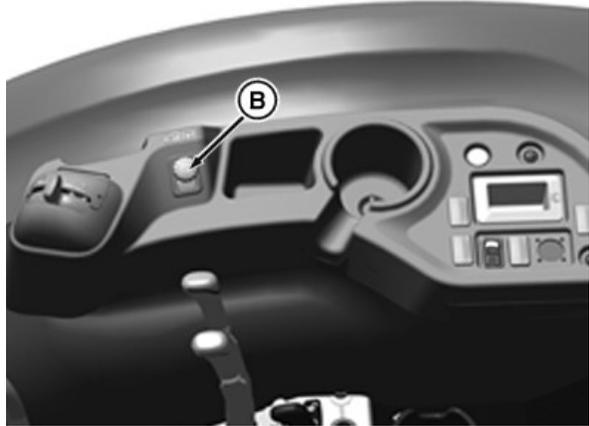
FNR Lever Shown For Cab Tractors

PY40780—UN—22MAR17



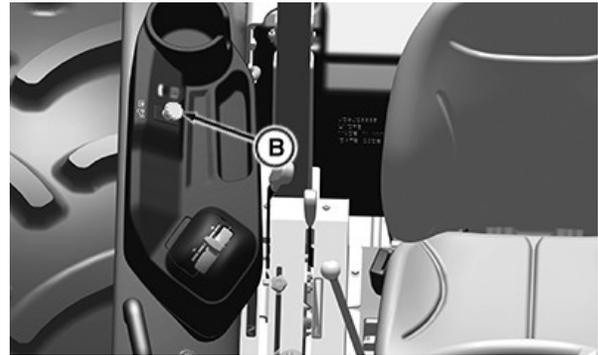
FNR Lever Shown For OOS Tractors

PY40779—UN—22MAR17



Cab

APY42854—UN—09FEB21



OOS

APY42855—UN—09FEB21

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.
3. **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.

RP32883,0000E7D-19-09FEB21-1/1

Continued on next page

RP32883,0000E7D-19-09FEB21-2/1

Inspect Seat Belt

Service Interval—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 should 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 need to be replaced, see your John Deere dealer.

A—Seat Belt



For OOS Tractors

PY39631—UN—30JAN17



For Cab Tractors

PY40789—UN—22MAR17

VP27597.0000466-19-21MAR17-1/1

Adjust Hand Throttle Friction

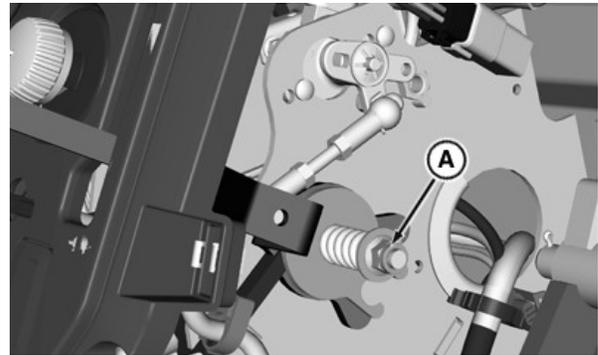
Adjust spring tension by loosening or tightening cap screw and lock nut (A) until throttle lever movement is smooth throughout range of travel with only slight drag.

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



Under Dashboard

PY18377—UN—14APR14

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

Tubeless Tire Repair

Certain sizes of tires are tubeless. Small tubeless tire punctures can be temporarily repaired without dismounting tire, avoiding down time during busy season. (See your

John Deere dealer or tire service store for repair kits and instructions.)

IMPORTANT: A permanent, inside-out repair should be made as soon as possible to prevent tire damage.

SD74272,00002FF-19-24JUL12-1/1

Clean Cab Air Filters

Service Interval—500 Hours*

* 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 those 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

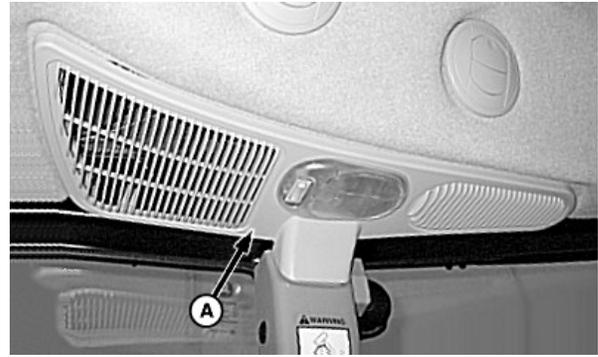
VP27597,000036E-19-23FEB17-1/3

1. Pry off cover (A). (Pull down along window.)
2. Remove 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.

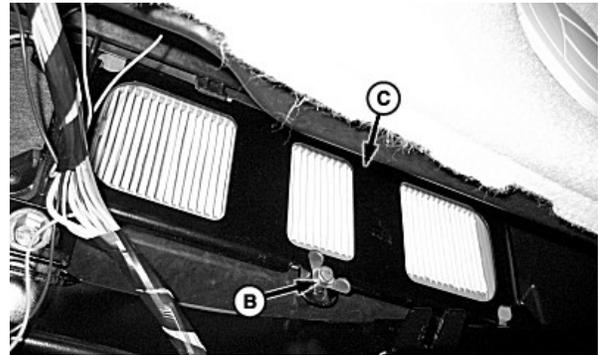
NOTE: Do not clean filter with water or compressed air.
Cleaning the filter is not recommended and should be replaced as needed.

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



P14487—UN—30OCT07



P14488—UN—30OCT07



P14490—UN—30OCT07

Continued on next page

VP27597,000036E-19-23FEB17-2/3

Fresh Air Filters (Outside Cab)

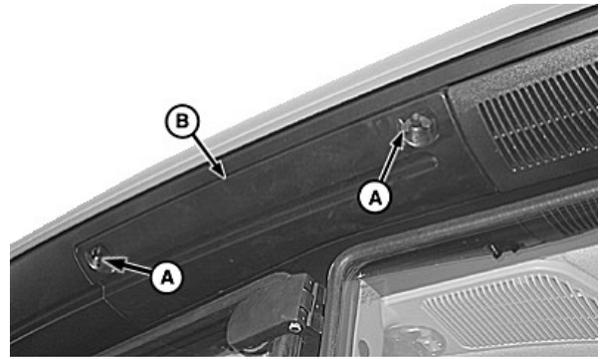
1. Remove two wing screws (A) and cover (B).
2. Remove wing screws (C), retainer (D) and filter (E).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

NOTE: Do not clean filter with water or compressed air. Cleaning the filter is not recommended and should 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.

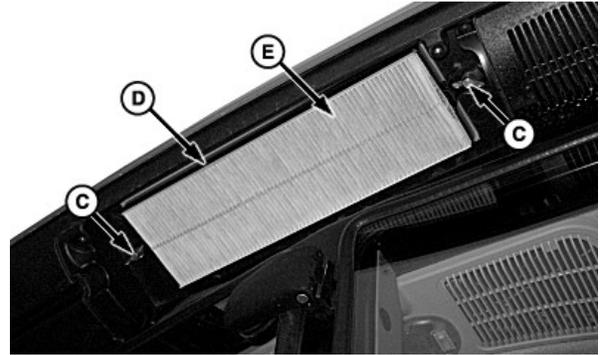
A—Wing Screws
B—Filter Cover
C—Wing Screws

D—Filter Retainer
E—Filter

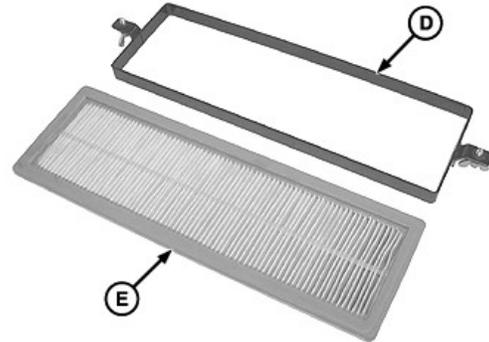


P14491—UN—30OCT07

Under Roof, Above Cab Door



P14489—UN—30OCT07



P14492—UN—30OCT07

VP27597,000036E-19-23FEB17-3/3

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.

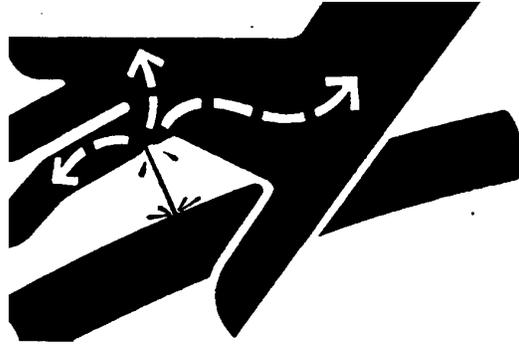
NOTE: Some oil seepage from compressor shaft seal is normal.

Check the following if air conditioner will not cool, or if cooling is intermittent:

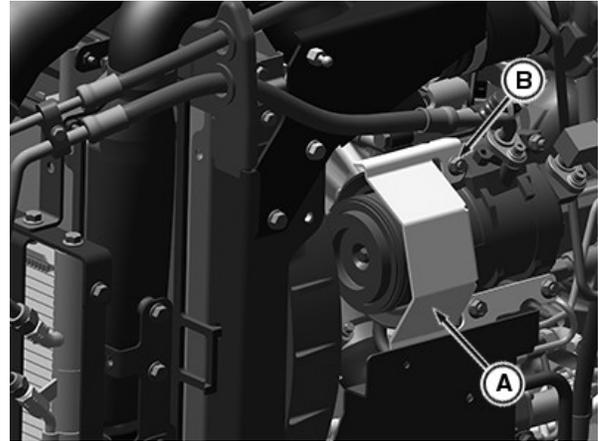
- If air conditioner clutch slips after tractor has been in storage, compressor may be stuck. Stop engine and turn key switch to OFF position. Remove nut (B) and clutch cover (A). Rotate clutch hub back and forth to free compressor.

A—Clutch Cover

B—Nut (3 Used)



X9811—UN—23AUG88



PY41726—UN—11MAY17

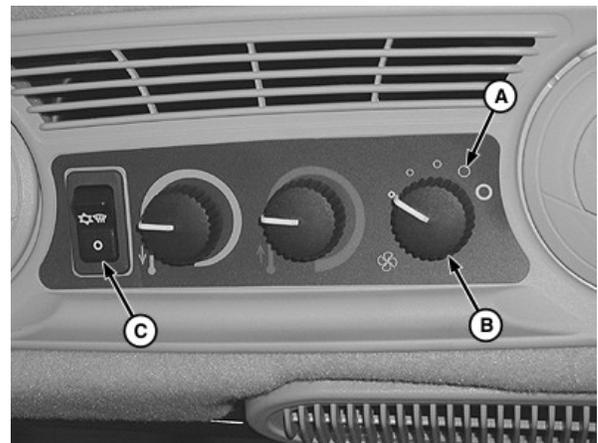
VP27597.000036F-19-11MAY17-1/2

- 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



LV8577—UN—14AUG03

VP27597.000036F-19-11MAY17-2/2

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.

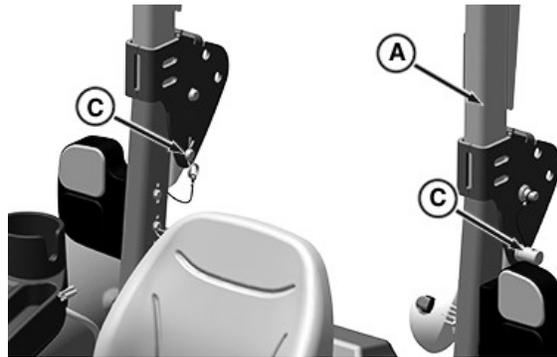
TO LOWER ROPS CROSSBAR (A):

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.

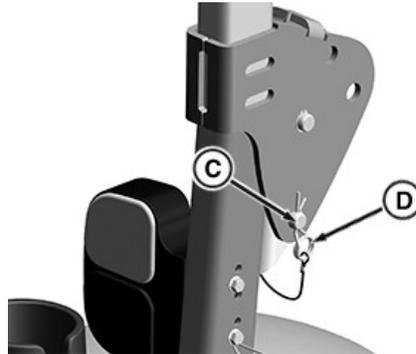
Fold the ROPS up again as soon as the tractor is operated under normal conditions.

- | | |
|---------------------------|------------------------|
| A—ROPS Crossbar | C—Headed Pins (2 used) |
| B—Mounting Bolts (8 used) | D—Quick-Lock Pin |



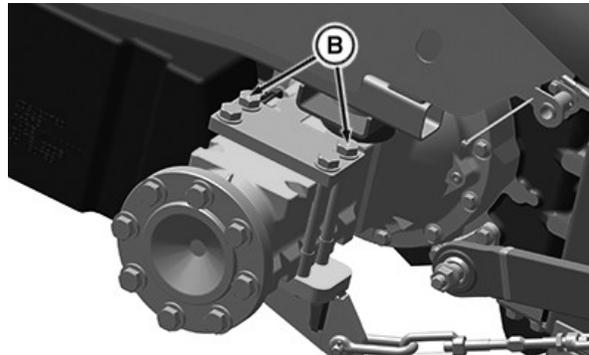
ROPS Crossbar and Headed Pins

PY40778—UN—22MAR17



Headed Pins and Quick-Lock Pin

PY40788—UN—22MAR17



Mounting Bolts (8 Used)

PY40787—UN—22MAR17

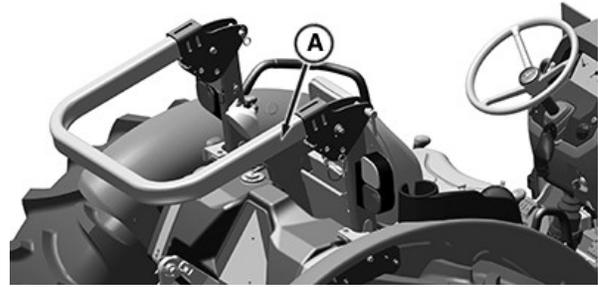
Continued on next page

VP27597,0000467-19-12JUL17-1/2

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

VP27597,0000467-19-12JUL17-2/2

PY39639—UN—30JAN17

Keep Cab Protection System Installed Properly

⚠ 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

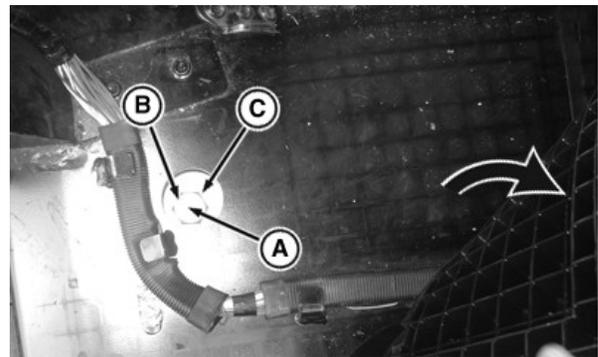
Lift up rubber floor mat and pry out plugs to access FRONT mounting hardware.

Check front and rear mounting hardware (A—C) for proper torque.

Specification

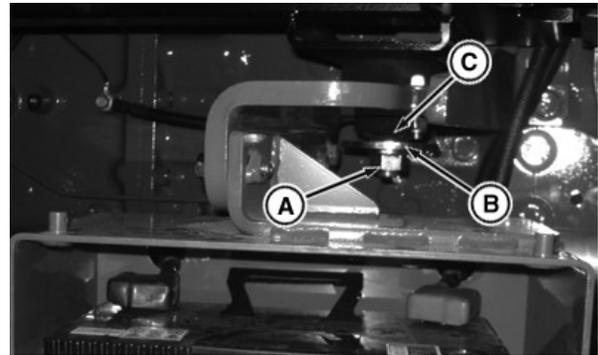
Cab Protection System Mounting	
Cap Screws—Torque	350 N·m (258 lb.-ft.)

- A—Cap Screw
- B—Washer
- C—Isolator



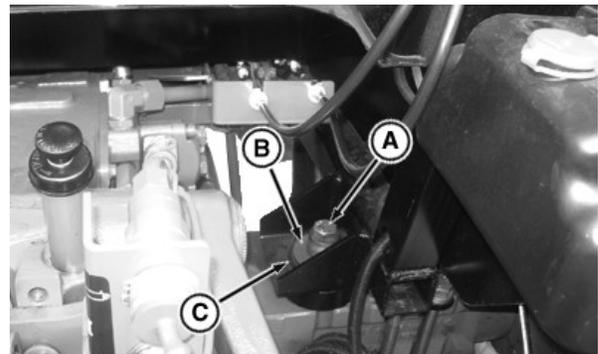
Front Cab Mount (Left-Hand Side)

PY16228—UN—17JUL12



Front Cab Mount (Right-Hand Side)

PY16228—UN—04SEP12



Rear Cab Mount (Right-Hand Side)

PY16300—UN—17JUL12

VP27597,0000371-19-23FEB17-1/1

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

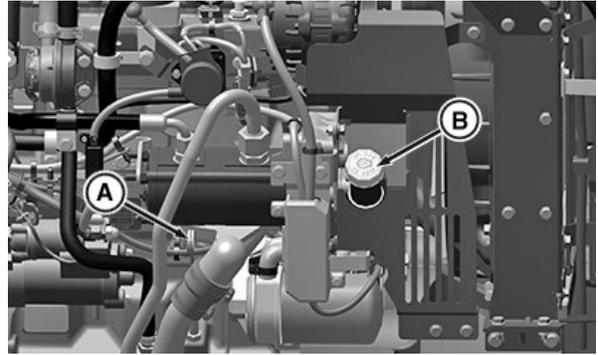
Check Engine Oil Level

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 check oil level.

1. Park tractor on level ground and shut off engine. Remove key.
2. Pull out Engine oil dipstick (A). Oil level should 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.)

Break-In Plus is a trademark of Deere & Company



A—Engine Oil Dipstick

B—Engine Oil Filler Cap

IMPORTANT: Do not operate engine with the oil level below the low mark on dipstick.

HS35416,0000163-19-23FEB17-1/1

Change Engine Oil and Filter

SERVICE INTERVAL
Initial — 100 Hours — Engine Oil and Filter
Regular — 500 Hours— Engine Oil, Engine Oil Filter, and Fuel Filter

Continued on next page

RP32883,0000A93-19-02DEC19-1/2

IMPORTANT: Change engine oil every 125 hours if diesel fuel has a high sulfur content, refer to Diesel Engine Oil in section 85 Fuel, Lubricants, and Coolant.

NOTE: Engine oil and filter should be changed at least once a year.

1. Operate engine to warm oil.
2. Park tractor on level ground and SHUT OFF 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 a 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.)

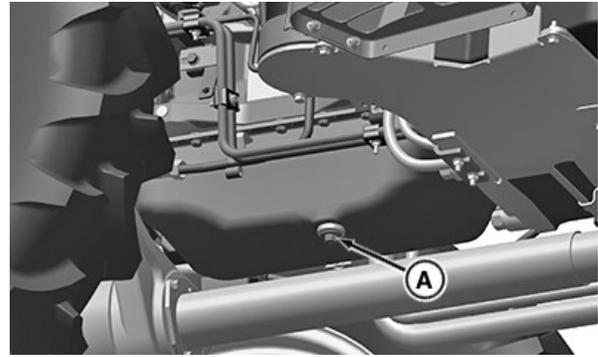
Specification

Engine Crankcase Oil—Capacity. 8.5 L
(2.38 gal)

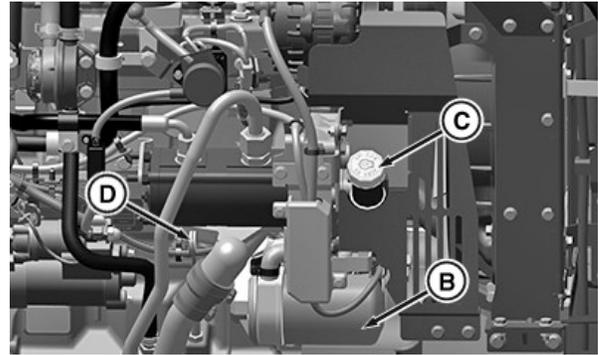
9. Start engine and inspect drain plug (A) and filter (B) for leaks.
10. Stop engine and remove key.

NOTE: If oil leaks in excess see your John Deere dealer.

12. Recheck oil level, add if necessary.



Drain Plug



Oil Filter

A—Drain Plug
B—Engine Oil Filter

C—Engine Oil Filler Cap
D—Dipstick

13. Lower hood.

RP32883,0000A93-19-02DEC19-2/2

Check Transmission-Hydraulic Oil Level

Service Interval—Every 50 Hours

IMPORTANT: Routine checks will 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 very 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 :

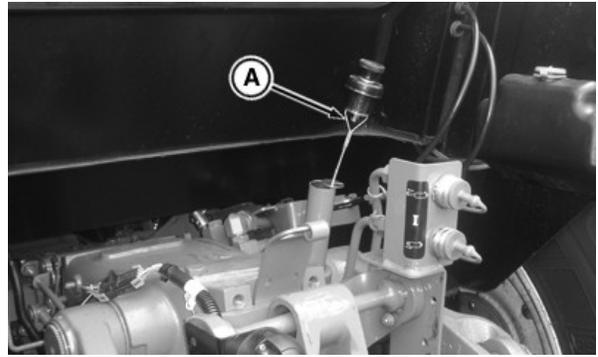
Wipe sight glass clean and check oil level. Oil level should be in between the Full mark (B) in upper window and Add mark (C) in lower window.

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.

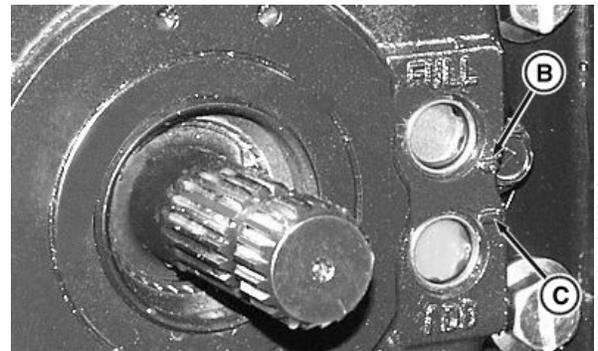
Add oil from oil filling port (D) if oil level is low.

6. Install transmission-hydraulic oil filling cap.

A—Transmission-Hydraulic Oil dipstick
 B—Full mark/Upper sight glass
 C—Add mark/Lower sight glass
 D—Transmission-Hydraulic Oil filling port

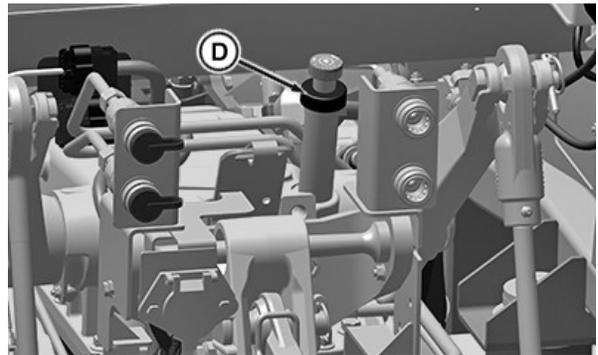


PY16230—UN—17JUL12



PY17689—UN—24JAN13

Sight Glass



PY39767—UN—13FEB17

Oil Filling Port

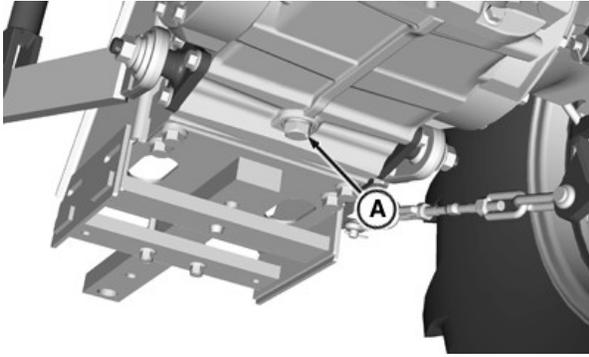
HS35416,0000165-19-23FEB17-1/1

Change Transmission-Hydraulic Oil and Filter

Service Interval—1200 Hours

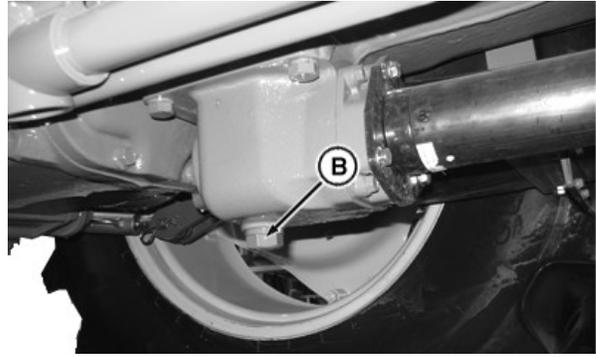
Continued on next page

HS35416,0000166-19-23FEB17-1/2



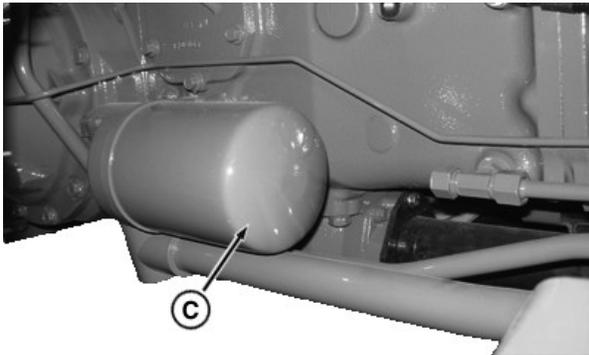
Transmission Drain Plug

PY16333—UN—29AUG12



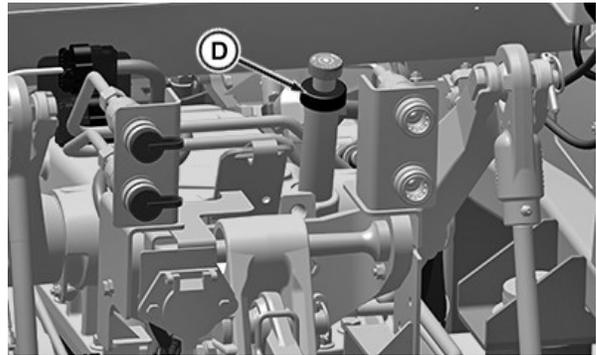
Drop Housing Drain Plug

PY16334—UN—29AUG12



Oil Filter

PY16231—UN—17JUL12



Dipstick

PY39767—UN—13FEB17

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

HS35416,0000166-19-23FEB17-2/2

Clean Transmission-Hydraulic Pickup Screen

Service Interval—1200 Hours

Continued on next page

HS35416,0000167-19-23FEB17-1/3

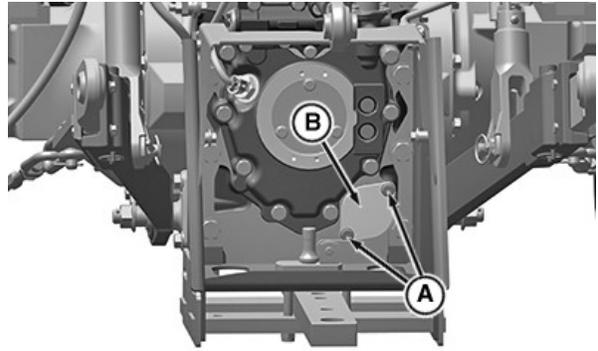
1. Drain transmission-hydraulic oil. (See Change Transmission-Hydraulic Oil and Filter in this section.)

NOTE: The approximate oil capacity of transmission case for Sync Shuttle 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.)

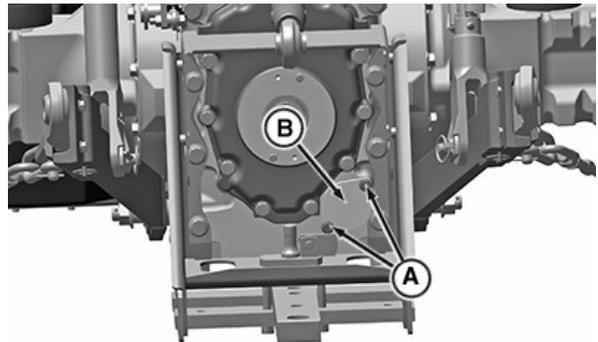
A—Cap Screws

B—Screen Cover



PowrReverser™

PY39769—UN—13FEB17



SyncShuttle™

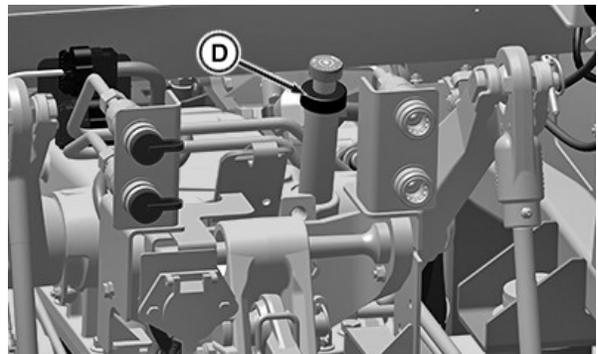
PY39768—UN—13FEB17

PowrReverser is a trademark of Deere & Company

HS35416,0000167-19-23FEB17-2/3

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



PY39767—UN—13FEB17

HS35416,0000167-19-23FEB17-3/3

Lubricate Steering Linkage

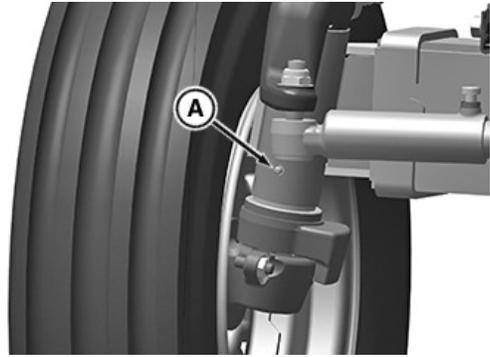
Service Interval—Weekly / 50 Hours*

** 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



2WD Axle

PY39770—UN—13FEB17

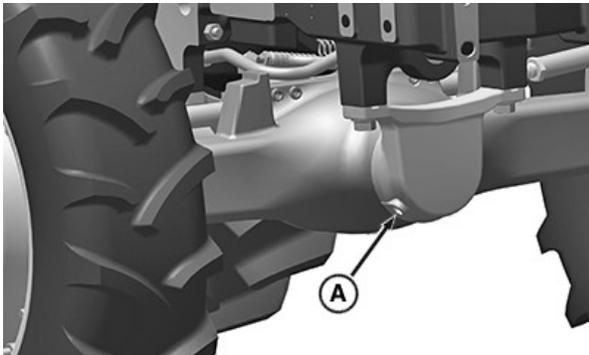
HS35416,0000168-19-23FEB17-1/1

Lubricate Front Axle Pivot Pins

Service Interval—Weekly / 50 Hours*

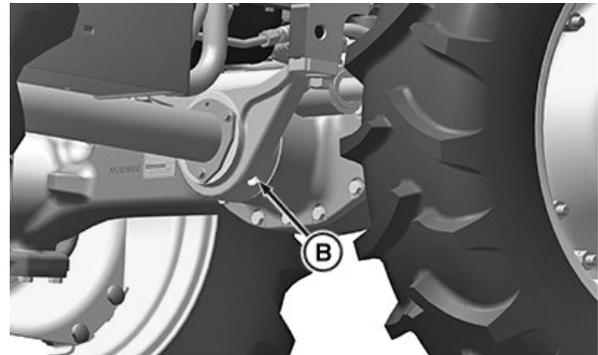
** Daily / 10 Hours if operated in extremely wet or muddy conditions*

HS35416,0000169-19-23FEB17-1/2



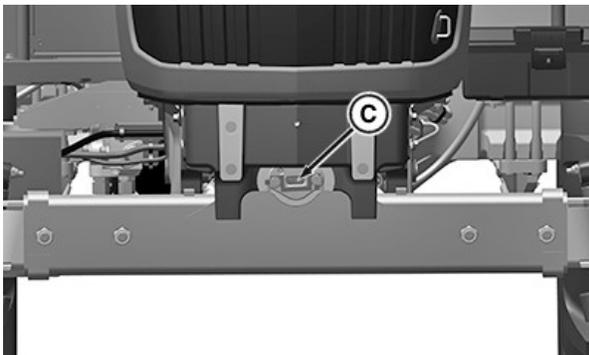
PY39771—UN—10MAR17

Right Side of MFWD Axle - DANA



PY39772—UN—10MAR17

Back Side of MFWD Axle - DANA



PY39773—UN—10MAR17

Right Side of 2WD Axle



PY39774—UN—10MAR17

Back Side of Under Front Support

A—MFWD Front Pivot Jerk

B—MFWD Rear Pivot Jerk

C—2WD Axle Pivot Pin

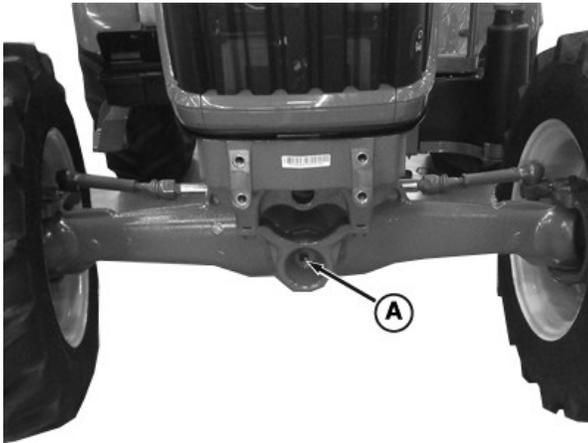
D—2WD Rear Pivot Jerk

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

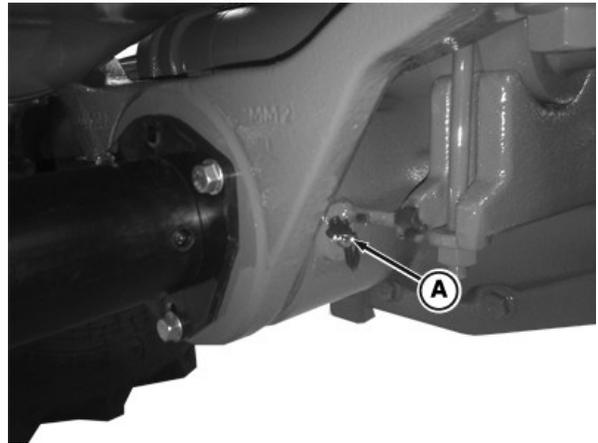
bushing jerks with multipurpose grease. (See Fuels, Lubricants, and Coolant section.)

HS35416,0000169-19-23FEB17-2/2

Lubricate Front Axle Greasing Points



APY10353—UN—25OCT18



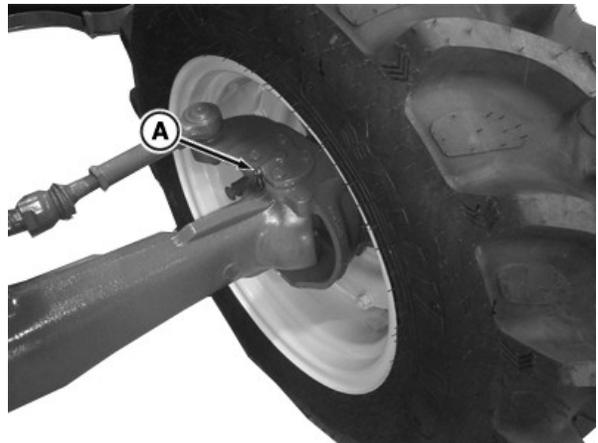
APY10354—UN—25OCT18

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



APY10355—UN—25OCT18

Both Side

VP27597,0000F0C-19-26OCT18-1/1

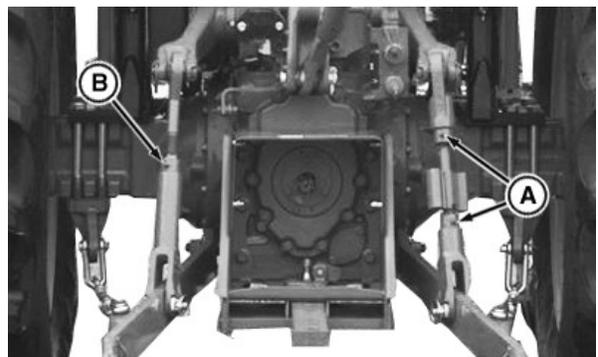
Lubricate Hitch Components

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



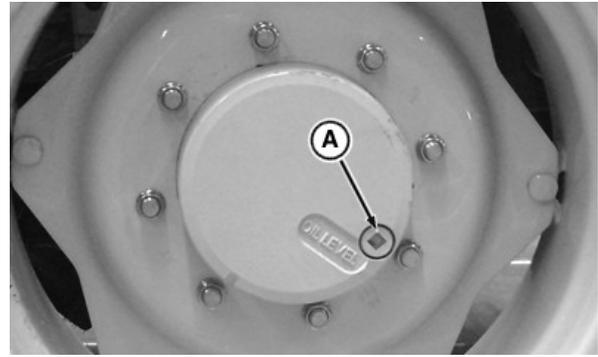
PY16235—UN—18DEC12

SD74272,0000268-19-17JUL12-1/1

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 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.



A—Plug

7. Repeat procedure on opposite wheel hub.

Specification

Plug-to-Hub—Torque. 70 N·m
(52 lb-ft)

*Hy-Gard is a trademark of Deere & Company
TEFLON is a trademark of Du Pont Co.*

HS35416.000016A-19-20FEB17-1/1

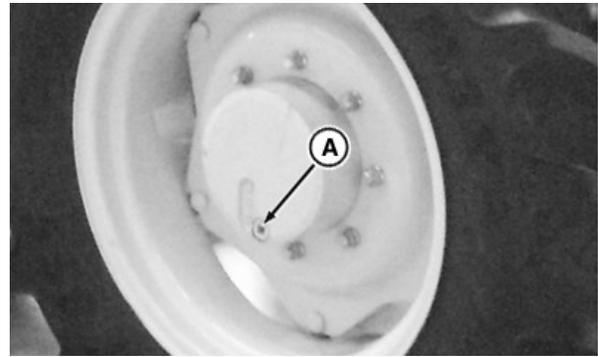
PY16236—UN—17JUL12

Change MFWD Axle Wheel Hub Oil

Service Interval
Regular—600 Hours

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.



A—Drain/Fill Port Plug

Specification
Plug-to-Hub—Torque. 70 N·m
(52 lb-ft)

8. Repeat procedure on opposite wheel hub.

*Hy-Gard is a trademark of Deere & Company
TEFLON is a trademark of Du Pont Co.*

SD74272.000026A-19-26SEP13-1/1

PY16237—UN—17JUL12

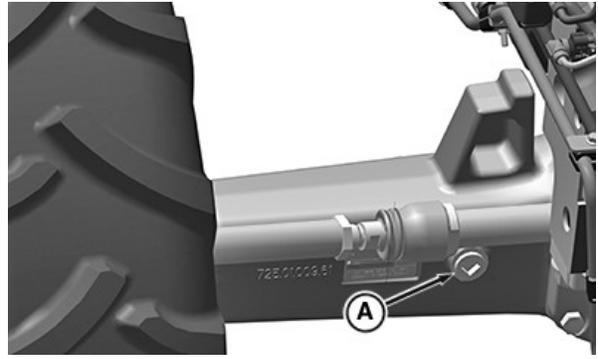
Check MFWD Axle Housing Oil Level

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.



A—Plug

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.*

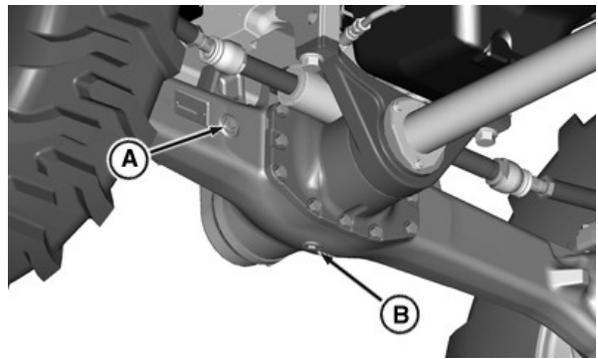
HS35416,000016B-19-23FEB17-1/1

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.



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.)

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*

SD74272,000026C-19-26SEP13-1/1

Pack Front Wheel Bearing, 2WD (If Equipped)

Service Interval—500 Hours

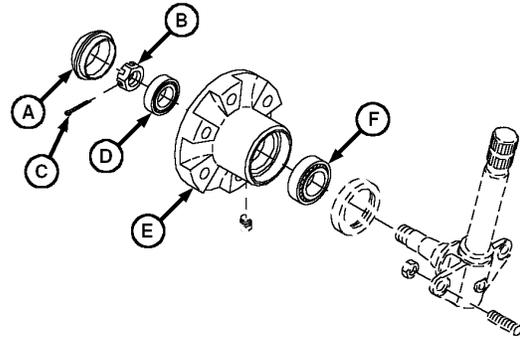
Continued on next page

SD74272,00004D5-19-14MAR13-1/2

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)

SD74272.00004D5-19-14MAR13-2/2

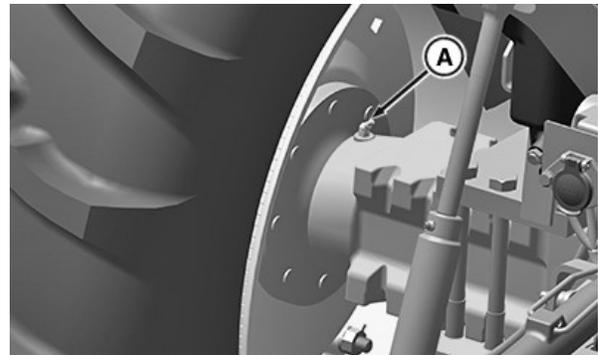
LV8746—UN—17OCT03

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—600 Hours*
 * Weekly / 10 Hours if operated in extremely wet or muddy conditions

A—Rear Axle Fittings



Left-Hand Side Shown

HS35416.000016C-19-23FEB17-1/1

PY39776—UN—13FEB17

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.

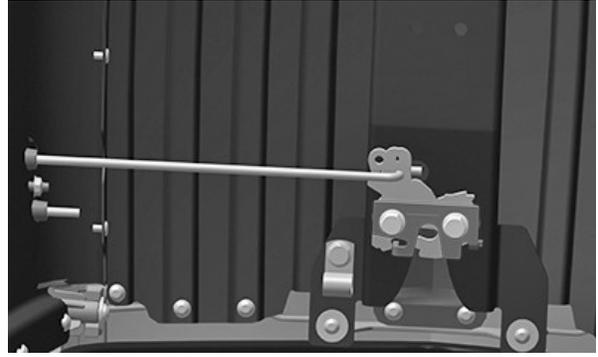


HS35416.000016D-19-23FEB17-1/1

PY39777—UN—13FEB17

Lubricate Hood Latch

NOTE: This procedure is only necessary after pressure washing.

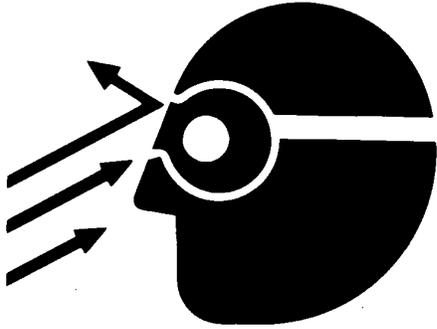


PY39778-UN-13FEB17

HS35416,000016E-19-23FEB17-1/1

Maintenance—Cooling System

Clean Grille, Screen Assembly, Intercooler, Fuel Cooler, Oil Cooler and Radiator — OOS



TS266—UN—23AUG68



PY39818—UN—07FEB17

Screen (OOS)

A—Screen

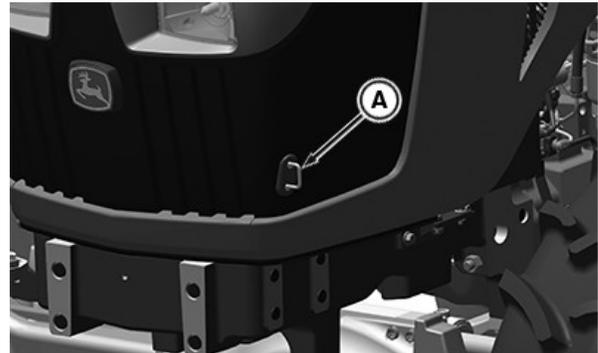
1. Whenever dirt builds up on front screen (A), stop engine and brush clean.

⚠ 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.

HY01057,00000F5-19-04JUL17-1/3

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



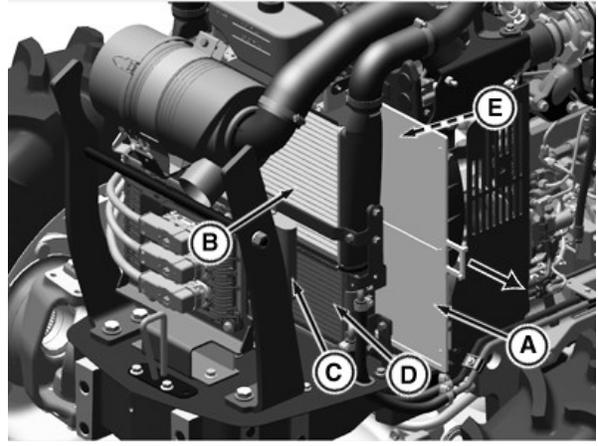
PY41757—UN—04JUL17

Continued on next page

HY01057,00000F5-19-04JUL17-2/3

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.

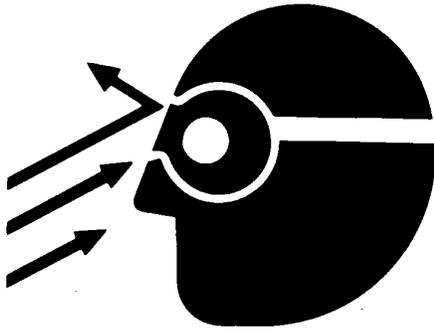
A—Radiator Screen	D— Oil Cooler
B— Intercooler	E— Radiator
C— Fuel Cooler	



Cooling System, OOS

HY01057,00000F5-19-04JUL17-3/3

Clean Grille, Fuel Cooler, Vapor Condenser, Oil Cooler, Intercooler and Radiator — Cab



TS266—UN—23AUG88



PY39818—UN—07FEB17

A—Screen

1. Whenever dirt builds up on front screen (A), stop engine and brush clean.

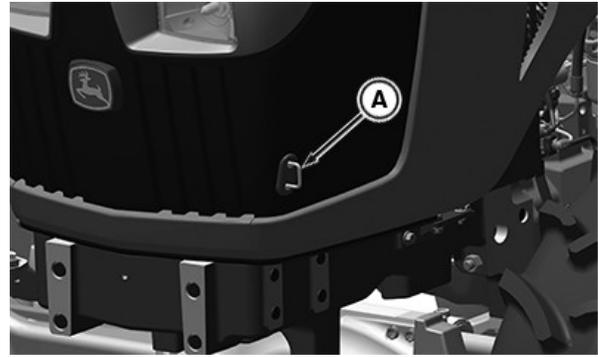
⚠ CAUTION: Reduce compressed air to less than 210 kPa (2 bar) (30 psi) when using for cleaning purposes. Clear area of bystanders, guard against flying chips, and wear personal protection equipment including eye protection.

Continued on next page

HY01057,00000F6-19-04JUL17-1/3

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



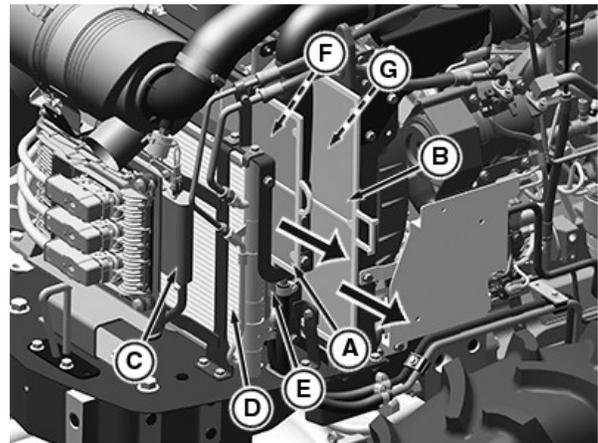
PY41757—UN—04JUL17

HY01057,00000F6-19-04JUL17-2/3

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



PY39820—UN—04JUL17

Cooling System, Cab

HY01057,00000F6-19-04JUL17-3/3

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.

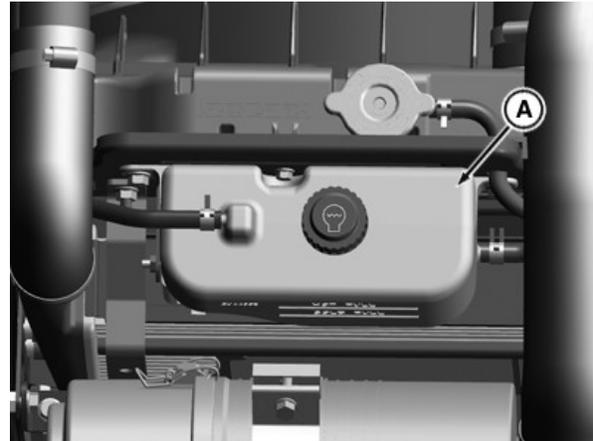
3. If engine is **COOL** and level is below **MIN COLD** mark, remove cap and add coolant to reservoir to bring level between **MIN** and **MAX COLD** mark.

4. Install cap and lower hood.

A—Coolant Reservoir



Safety—Explosive Release of Fluids



Coolant Overflow Reservoir

HY01057,00000F7-19-08FEB17-1/1

TS281—UN—15APR13

PY39821—UN—07FEB17

Check Cooling System for Leaks

Service Interval—600 Hours

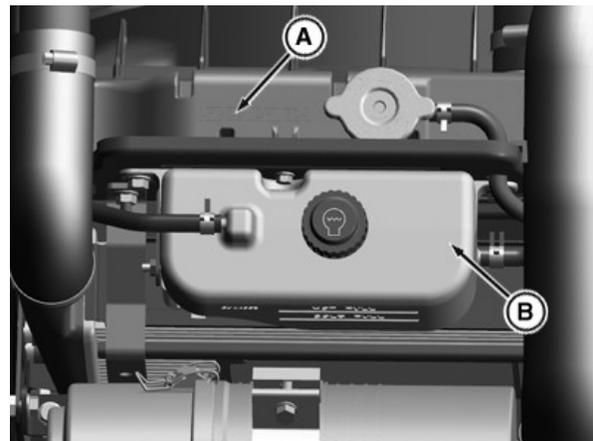
HY01057,00000F8-19-08FEB17-1/3

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

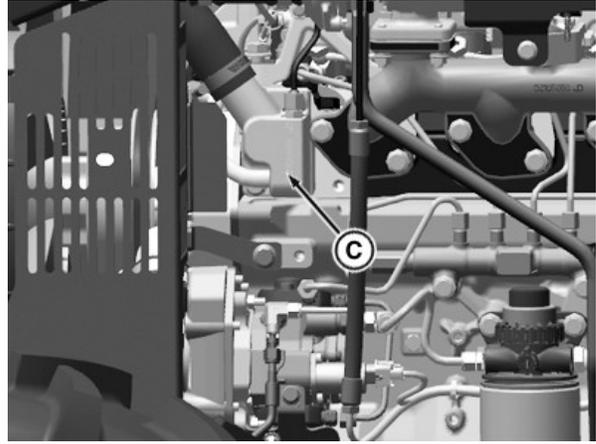
Continued on next page

HY01057,00000F8-19-08FEB17-2/3

PY39822—UN—07FEB17

3. Inspect area around thermostat housing (C) for cracks, or any sign of coolant leakage.

C—Thermostat Housing



Thermostat

HY01057.00000F8-19-08FEB17-3/3

Flush Cooling System and Replace Thermostat

Service Interval —2000 Hours / 2 Years*

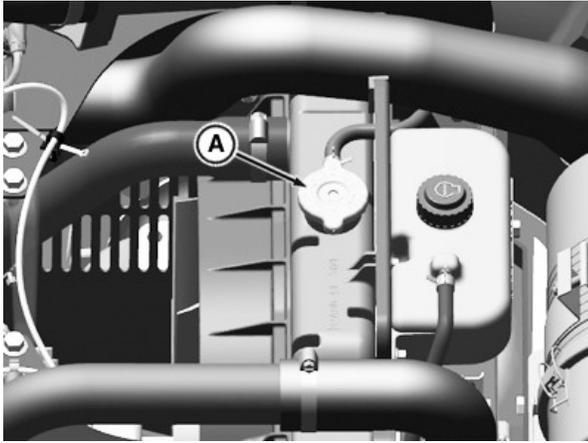
*** 6000 hours / 6 Years :** if John Deere Cool-Gard™ II is used.

Cool-Gard is a trademark of Deere & Company

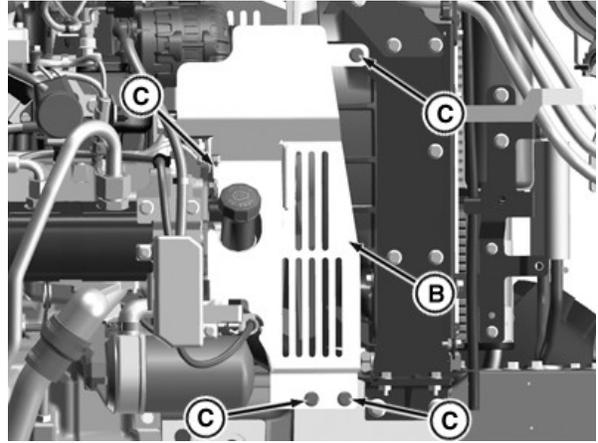
Have your John Deere dealer drain old coolant, flush the entire system, install new thermostat and fill with clean coolant.

HY01057.00000F9-19-07FEB17-1/1

Flush Cooling System

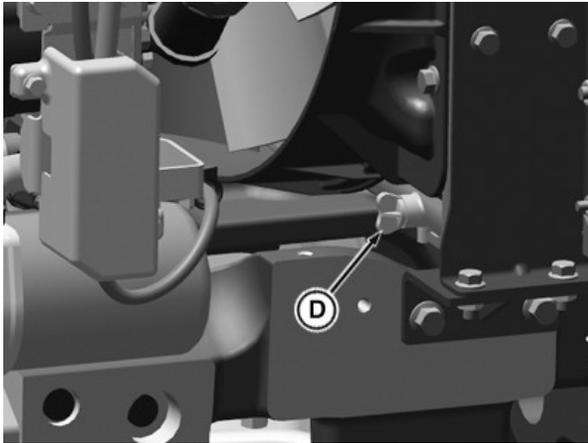


PY39824—UN—07FEB17



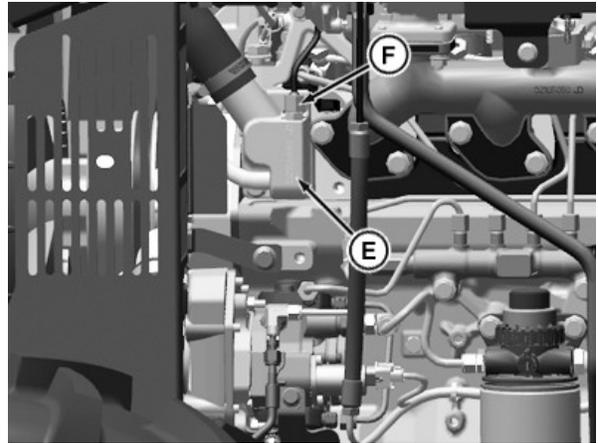
PY39825—UN—07FEB17

Guard



PY39826—UN—07FEB17

Drain Plug



PY39827—UN—07FEB17

Cold Start Aid Switch

A— Radiator Cap
B— Guard

C— Screws
D— Drain Plug

E— Thermostat Cover
F— Cold Start Aid Switch

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 (F) 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 (F) and fill with clean water to flush the system. Run the engine about 10 minutes, then drain out flushing water.

Continued on next page

HY01057,00000FA-19-08FEB17-1/3

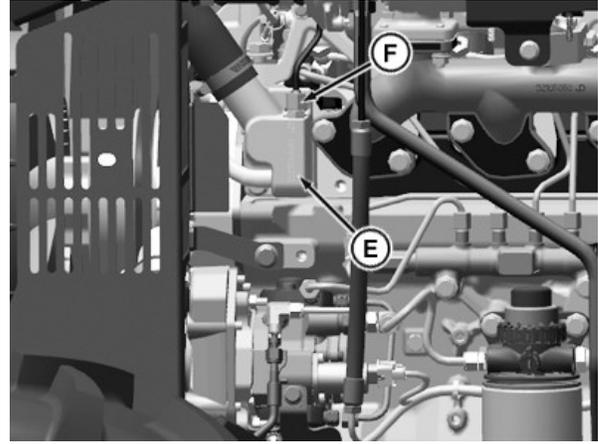
- Remove thermostat cover (E) and clean off the gasket material. Apply gasket sealant to new gasket and install thermostat and cover. Tighten cap screws to specification.

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

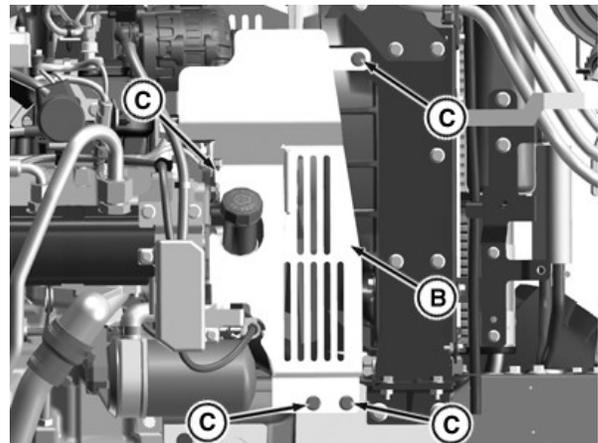
F— Cold Start Aid Switch

HY01057.00000FA-19-08FEB17-2/3

- Install guard (A) using screws (B).

A— Guard

B— Screws



HY01057.00000FA-19-08FEB17-3/3

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

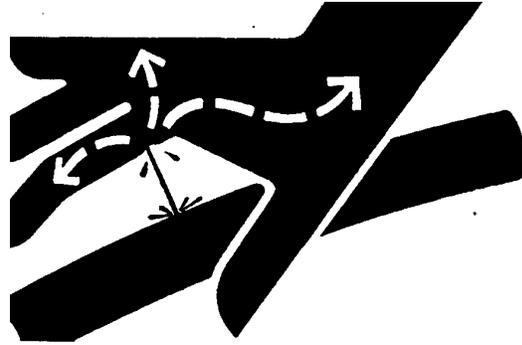
Do Not Modify Fuel System

⚠ 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.)

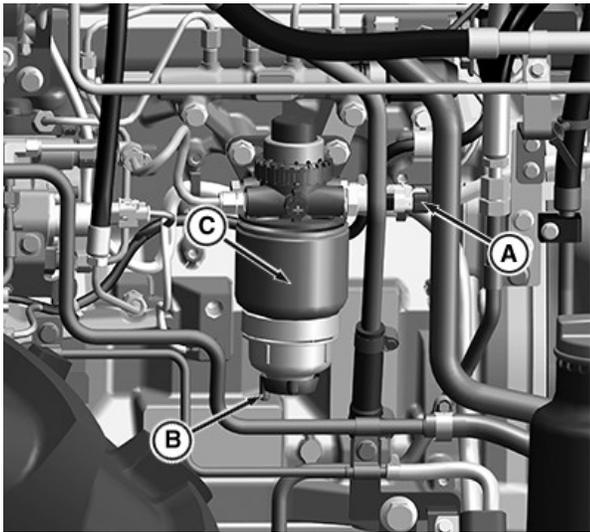


X9811—UN—23AUG88

Do not attempt to service injection pump or fuel injectors yourself. Special training and special tools are required. (See your John Deere dealer.)

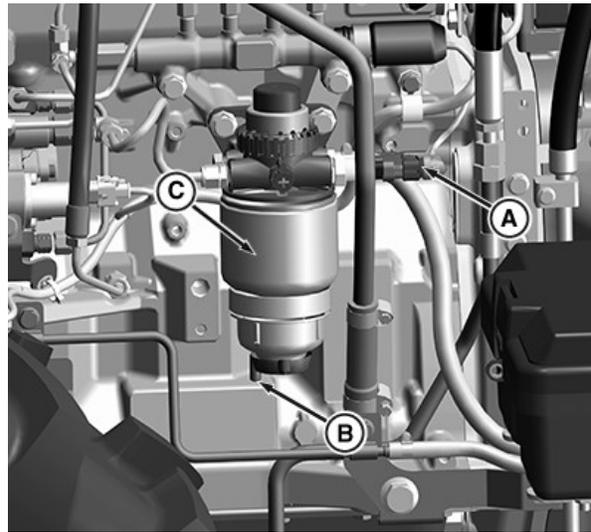
SD74272,0000275-19-17JUL12-1/1

Drain Water and Sediment from Fuel Filters



PY39694—UN—09FEB17

Left-Hand Side of Engine - Cab Tractors



PY39696—UN—09FEB17

Left-Hand Side of Engine - OOS Tractors

A—Wiring Harness Connector B—Drain Plug

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.

C—Fuel Filter

4. Open drain plug (B) to drain moisture and sediment from the fuel filter (C).
5. Tighten drain plug (B) when fuel runs clear.
6. Remove drain hose and connect wiring harness connector (A).

VP27597,0000349-19-09FEB17-1/1

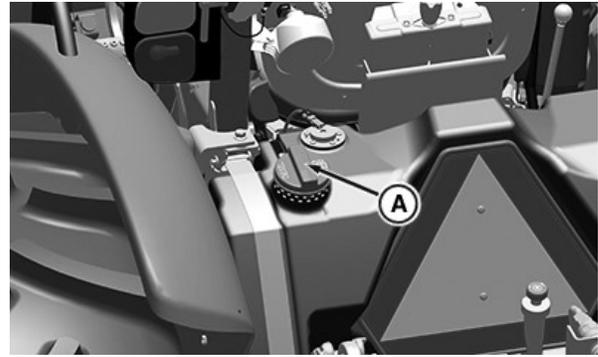
Drain Water and Sediment from Fuel Tank (OOS)

Service Interval— Daily / 10 Hrs

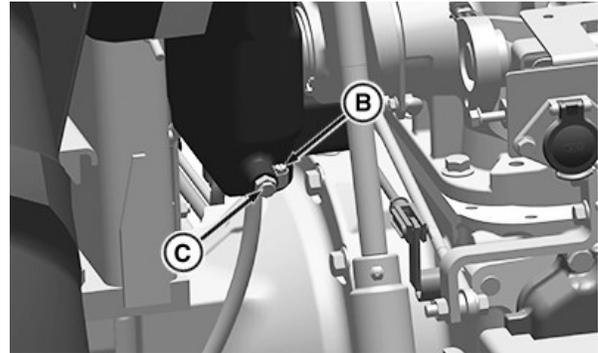
1. Remove filler cap (A).
2. Place suitable container under the drain plug (C) covering area.
3. Loosen the screw (B) and drain plug (C) to drain moisture and sediment from the fuel tank.
4. Tighten drain plug (C) and Screw (B) when fuel runs clear.
5. Inspect and thoroughly clean all filler cap vents.
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 OOS Tractors



Drain Plug OOS Tractors

VP27597,000034E-19-09FEB17-1/1

PY38042—UN—09FEB17

PY38044—UN—09FEB17

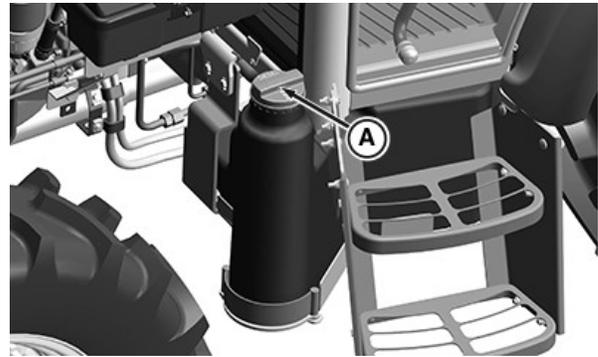
Drain Water and Sediment from Fuel Tank (CAB)

Service Interval— Daily / 10 Hrs

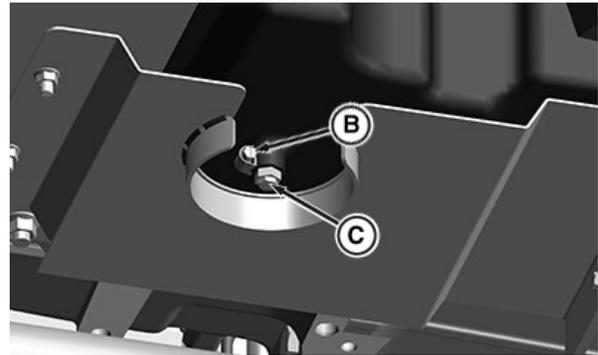
1. Remove filler cap (A).
2. Place suitable container under the drain plug (C) covering area.
3. Loosen the screw (B) and drain plug (C) to drain moisture and sediment from the fuel tank.
4. Tighten drain plug (C) and Screw (B) when fuel runs clear.
5. Inspect and thoroughly clean all filler cap vents.
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



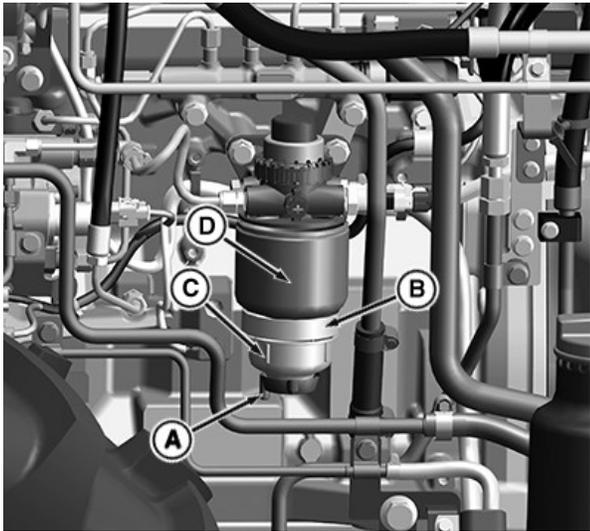
Drain Plug OOS Tractors

VP27597,000034F-19-09FEB17-1/1

PY38041—UN—09FEB17

PY38043—UN—09FEB17

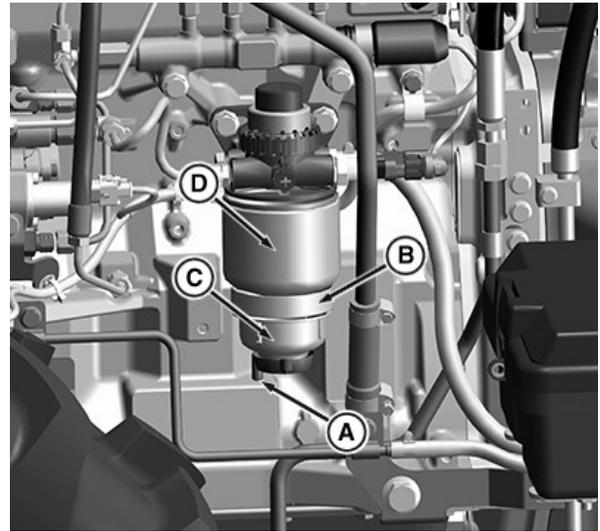
Replace Fuel Filter / Water Separator



Primary Fuel Filter Cab - Tractors

A—Drain Port

B—Bottom Retaining Ring



Primary Fuel Filter OOS - Tractors

C—Water Separator Bowl

D—Fuel Filter

Service Interval—500 Hrs

1. Connect a drain line to drain port (A) and place a suitable container under drain.
2. Loosen drain and drain fuel from filter.
3. Loosen bottom retaining ring (B). Remove water separator bowl (C). Disconnect wiring harness.
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 water separator bowl (C).
7. Install water separator bowl on the new primary fuel filter. Tighten retaining ring (B) until it snaps into place. Do not overtighten.
8. Install new primary fuel filter and filter seal to machine. Tighten retaining ring (D) until it snaps into place. Do not overtighten.
9. Connect wiring harness.

10. Bleed fuel system. (See procedure in this section.)

VP27597,0000348-19-09FEB17-1/1

Continued on next page

VP27597,0000348-19-09FEB17-2/1

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

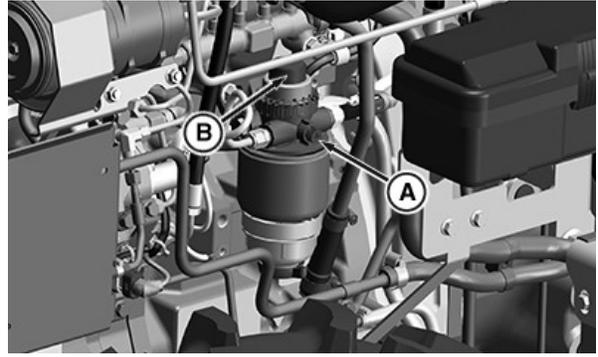
VP27597,0000347-19-09FEB17-1/3

Final Fuel Filter

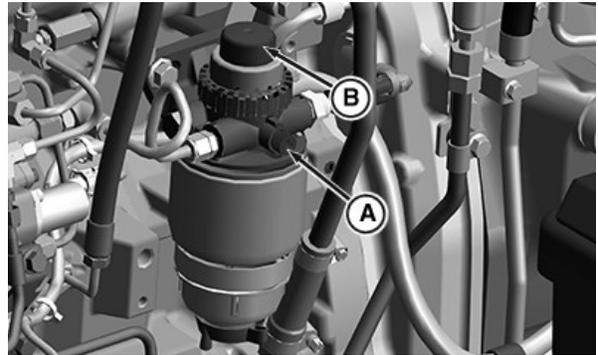
1. Open bleed vent screw (A).
2. Take the help from the second person for pump the hand primer (B) until fuel runs out smoothly without spitting.
3. When no air bubbles are seen close vent screw.
4. Pump the hand primer until resistance is felt.
5. Repeat until no air bubbles flow from vent screw. Then tighten the bleed screw (A).

A—Bleed Vent Screw

B—Hand Primer



Left-hand Side Cab - Tractors



Left-hand Side OOS - Tractors

Continued on next page

VP27597,0000347-19-09FEB17-2/3

Fuel Injection Pump

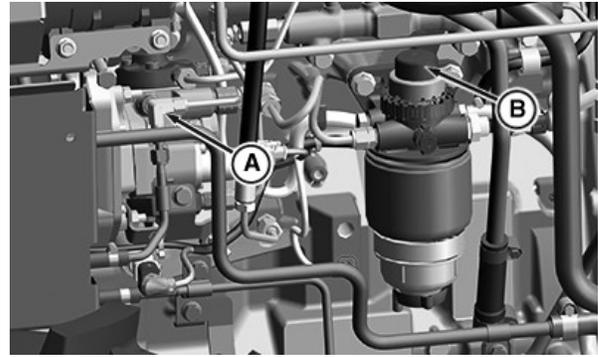
1. Loosen fuel return line (A) at the fuel injection pump.
2. Take the help from the second person for pump the hand primer (B).
3. When no air bubbles are seen tighten fuel return line.
4. Pump the hand primer until resistance is felt.
5. Repeat until no air bubbles flow from the fuel return line. Then tighten fuel return line (A).

Specification

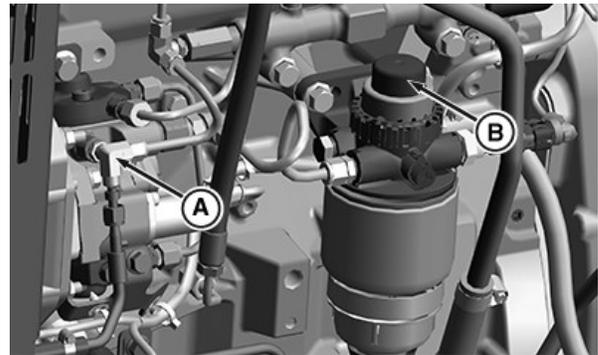
Fuel Return Line—Torque. 27 N·m
(20 lb·ft)

A—Fuel Return Line

B—Hand Primer



Left-hand Side Cab - Tractors



Left-hand Side OOS - Tractors

VP27597,0000347-19-09FEB17-3/3

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.

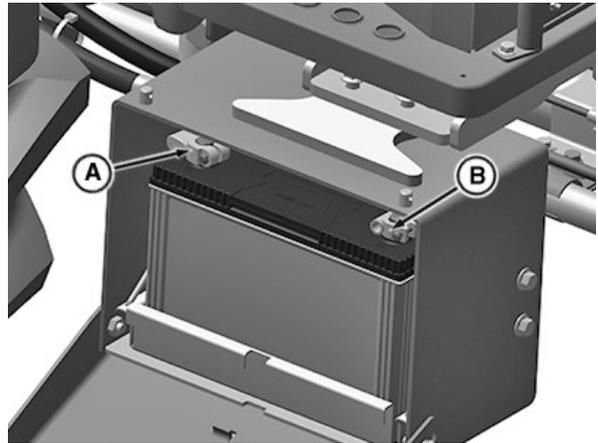
To avoid shocks and burns, disconnect negative (-) cable (B) before servicing any part of the electrical system.

Keep battery cover (not shown) and all electrical shields in place.

A—Positive (+) Battery Cable B—Negative (–) Battery Cable

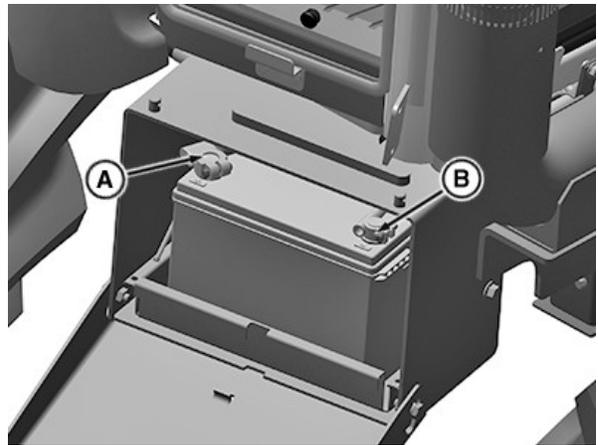


TS204—UN—15APR13



Battery With Box (OOS)

PY35473—UN—20MAR17



Battery With Box (Cab)

PY35474—UN—20MAR17

RM87422,000063E-19-20MAR17-1/1

Inspect Alternator/Fan Belt Tensioner

Service Interval—250 Hours

Continued on next page

RM87422,000063F-19-27JUL17-1/2

Replace if worn or damaged. (See procedure in Service section.)

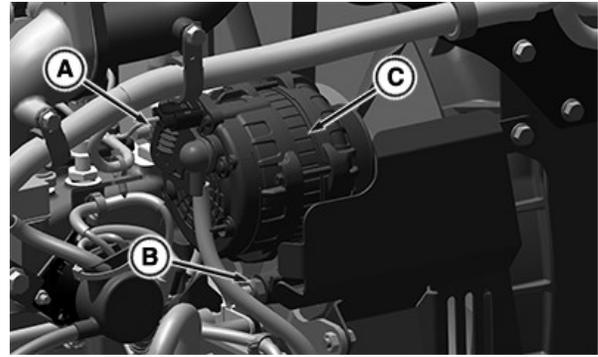
NOTE: Run engine for five minutes to warm a cold belt. Let a hot belt cool for 15 minutes before adjustment.

Check tension by pressing belt midway between pulleys. Belt should deflect about 19 mm (3/4 in.) at 89 N (20 lb force).

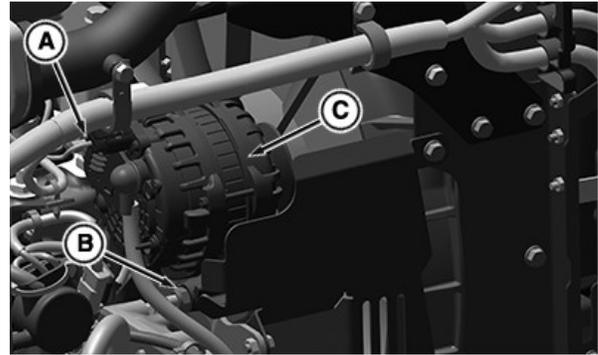
IMPORTANT: Pry against alternator frame only.

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
 B—Alternator Mounting Lock Nut
 C—Alternator Frame



Adjust Alternator/Fan Belt For OOS



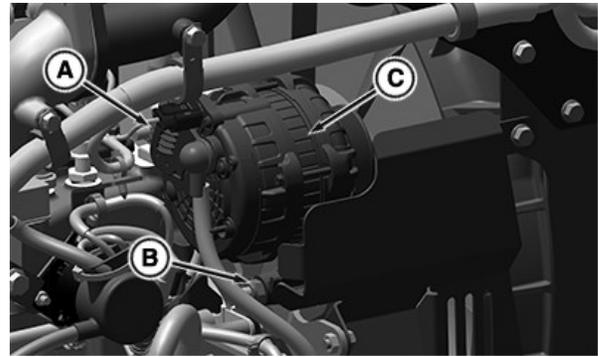
Adjust Alternator/Fan Belt For Cab

RM87422,000063F-19-27JUL17-2/2

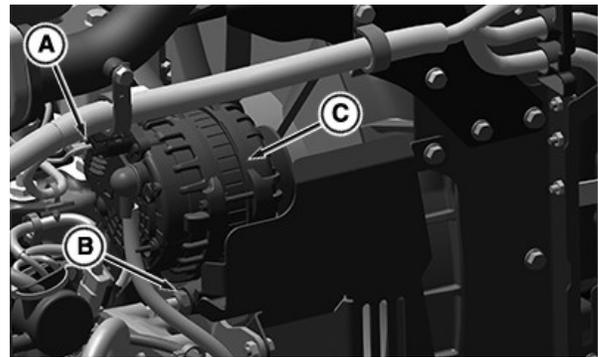
Replace Alternator/Fan Belt

1. Raise hood.
2. Loosen flange nut (A) and lock nut (B). Remove alternator (C).
3. Remove belt from drive pulley.
4. Install new belt in reverse order of removal.
5. Install alternator (C) by tightening flange nut (A) and lock nut (B).
6. Adjust belt tension.

- A—Tension Adjustment Flange Nut
 B—Alternator Mounting Lock Nut
 C—Alternator



Replace Alternator/Fan Belt For OOS



Replace Alternator/Fan Belt For Cab

RM87422,0000640-19-27JUL17-1/1

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.

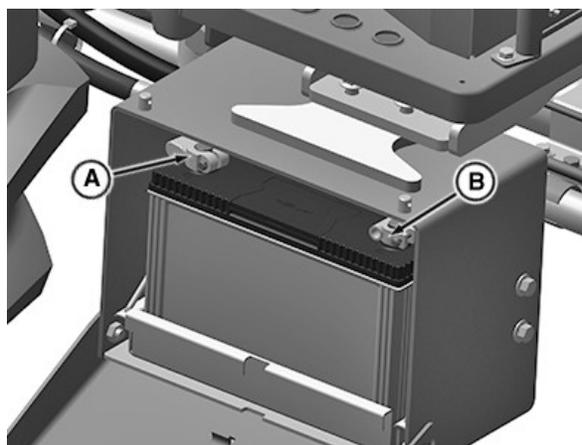
1. With charger off, attach positive battery charger lead to positive (+) battery terminal (A). Attach negative charger lead to tractor frame, away from the battery.
2. Follow the instructions provided by the charger.
3. To disconnect battery charger, turn charger off. Remove negative charger lead first, then positive lead.

A—Positive (+) Battery Terminal

B—Negative (-) Battery Terminal

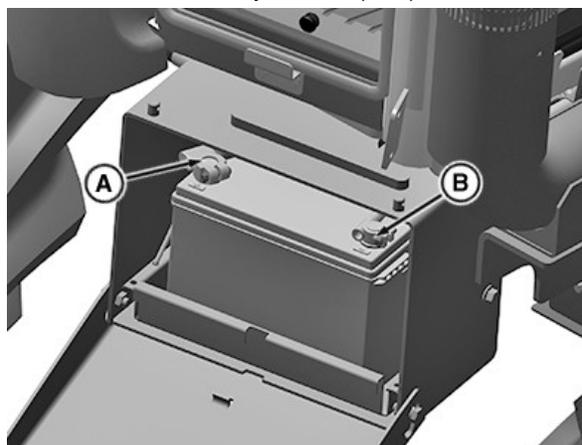


TS204—UN—15APR13



Battery With Box (OOS)

PY35473—UN—20MAR17



Battery With Box (Cab)

PY35474—UN—20MAR17

RM87422,0000641-19-20MAR17-1/1

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



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.

TS204—UN—15APR13

SD74272,0000280-19-17JUL12-1/1

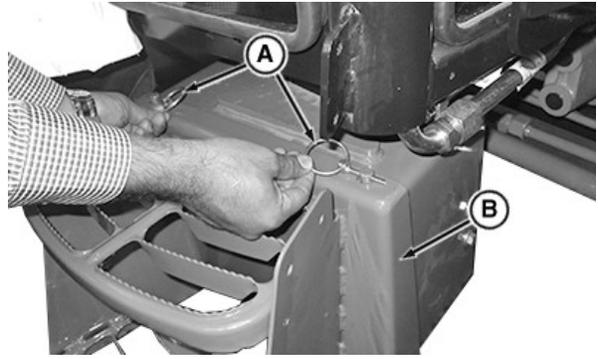
Remove Battery (IOOS and Cab)

⚠ 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).

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)



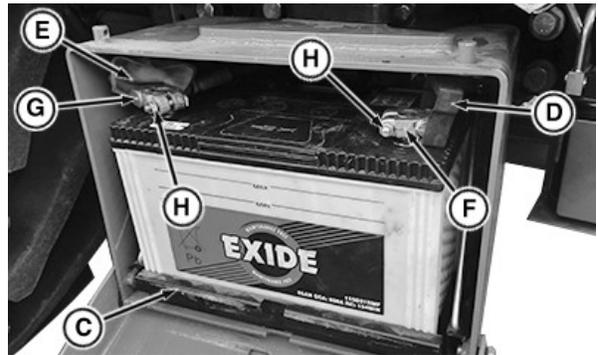
PY29583—UN—07JUL16



PY29584—UN—07JUL16



PY31463—UN—31AUG16



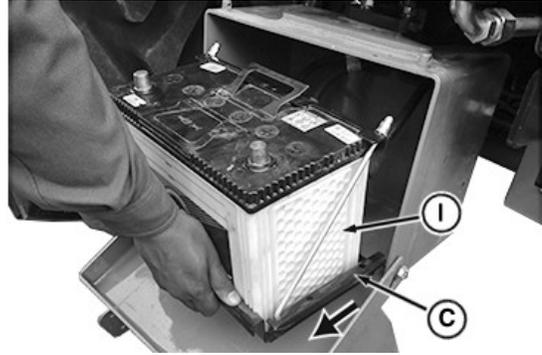
PY31465—UN—31AUG16

Continued on next page

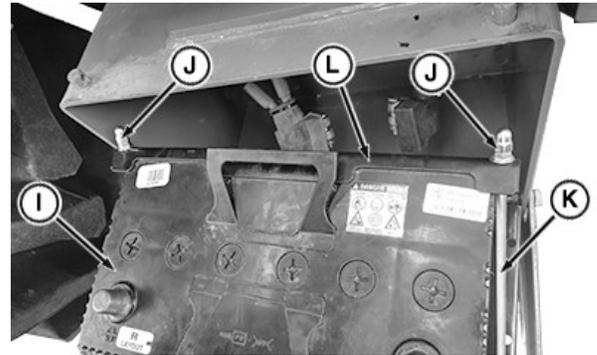
RM87422,0000644-19-20MAR17-1/2

7. Slide the battery tray (C) with battery (I) towards outside from battery cover.
8. Remove cap 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.

I—Battery
 J—Cap Screw (2 used) K—Rod
 L—Holding Bracket



PY31464—UN—31AUG16



PY31466—UN—31AUG16

RM87422,0000644-19-20MAR17-2/2

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.

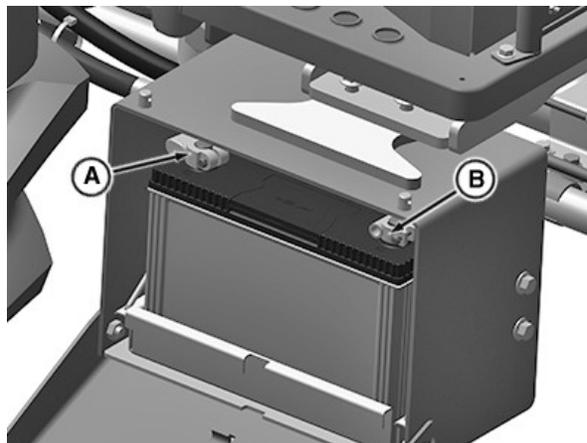
⚠ CAUTION: To avoid sparks, disconnect negative (ground) cable first and connect it last.

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.

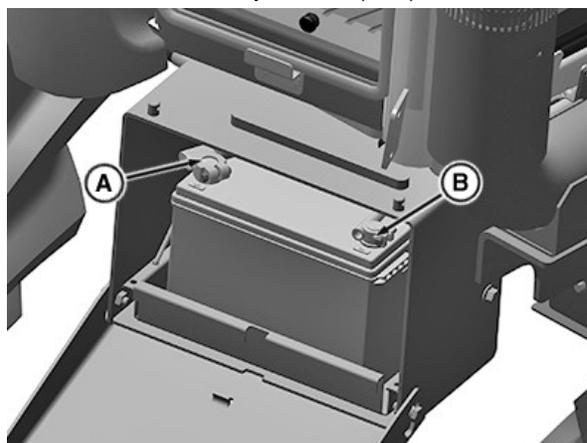
A—Positive (+) Battery Terminal

B—Negative (–) Battery Terminal



Battery With Box (OOS)

PY35473—UN—20MAR17



Battery With Box (Cab)

PY35474—UN—20MAR17

RM87422,0000643-19-20MAR17-1/1

Access Fuses and Relays

To remove fuse box cover:

- **OOS** — Pinch tabs and pull off cover (A).
- **Cab** — Pry off cover (B).

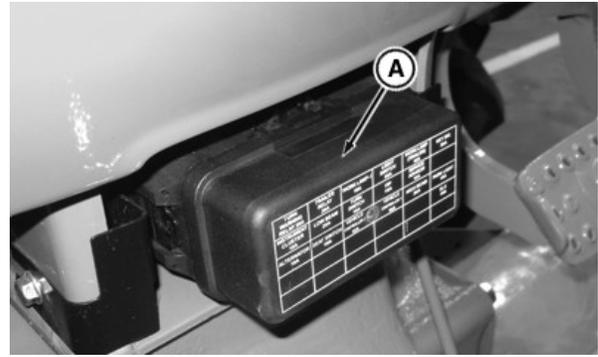
Fuse Rating	Color
5 Amp	Orange
10 Amp	Red
15 Amp	Blue
20 Amp	Yellow
30 Amp	Green

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.

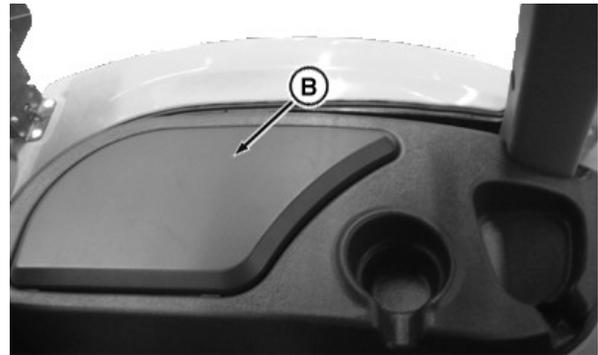
A—Fuse Box Cover (OOS)

B—Fuse Box Cover (Cab)



OOS Fuse Box Location

PY18054—UN—22MAR13



Cab Fuse Box Location

PY16262—UN—19JUL12

SD74272,00004E6-19-18MAR13-1/1

Load Center - 1 Fuses — OOS (PowrReverser™ Transmission)

A12			A1		
INSTRUMENT CLUSTER 10A	LIGHT SW 20A	HAZARD 15A	STARTER RELAY 15A	ECU 20A	KEY SW 30A
IGNITION 15A	WORK LIGHT 15A	LOADER JOYSTICK 10A	FCC 10A	SEAT SW 5A	TRAILER POWER 20A
LOW BEAM 15A	HIGH BEAM 15A	ELX POWER 10A	TAIL LIGHT 5A	TURN SW 10A	WORK LIGHT-TRAILER 10A
		EH SYSTEM 1A ←	EH SYSTEM 10A	EH SYSTEM 10A	STARTER RELAY 1A ←
					BACKUP ALARM 5A
E12			E1		

Load Center Cover Printing Details For Tractors With Remote PTO Enable Switch

A12			A1		
INSTRUMENT CLUSTER 10A	LIGHT SW 20A	HAZARD 15A	BRAKE LIGHT 10A	ECU 20A	KEY SW 30A
IGNITION 15A	WORK LIGHT 15A	LOADER JOYSTICK 10A	FCC 20A	SEAT SW 5A	TRAILER POWER 20A
LOW BEAM 15A	HIGH BEAM 15A	ELX POWER 10A	TAIL LIGHT 5A	TURN SW 10A	WORK LIGHT-TRAILER 10A
86 BRAKE LIGHT RELAY	30	EH SYSTEM 1A ←	EH SYSTEM 10A	EH SYSTEM 10A	STARTER RELAY 1A ←
87 87A	85				BACKUP ALARM 5A
E12			E1		

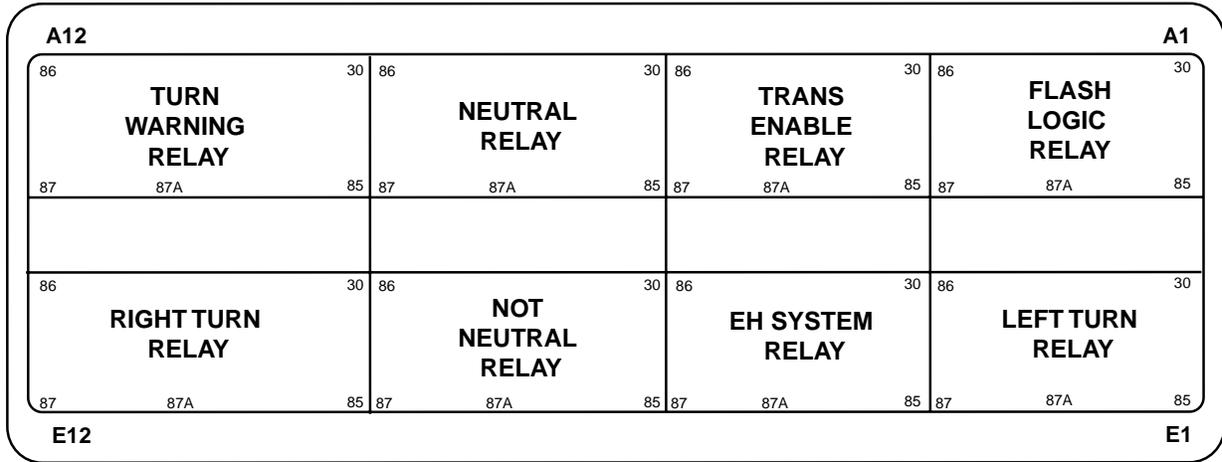
Load Center Cover Printing Details For Tractors Without Remote PTO Enable Switch

RP32883,0000FC7-19-10MAY21-1/1

APY038037—UN—08JUL20

APY01534—UN—03OCT18

Load Center - 2 Relays — OOS (PowrReverser™ Transmission)

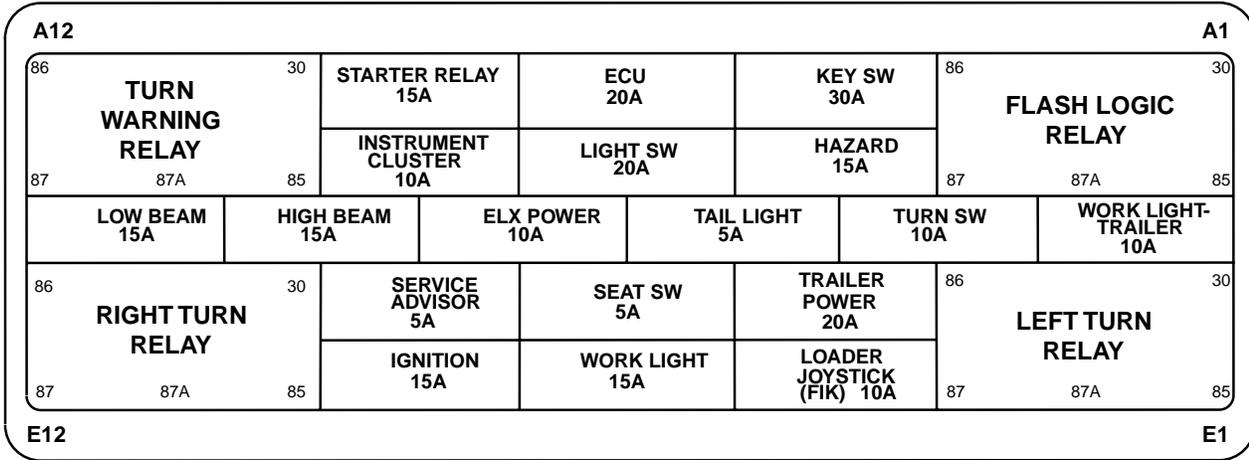


Load Center Cover Printing Details

SB57389,00006CC-19-04OCT18-1/1

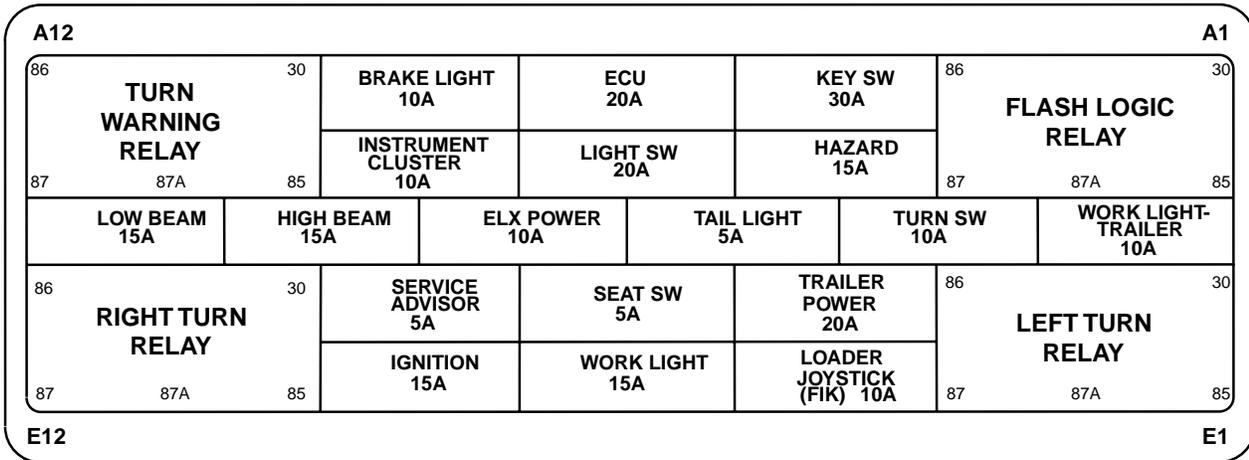
APY01536—JUN—03OCT18

Load Center - Fuses and Relays— OOS (SyncShuttle Transmission)



APY38018—UN—03JUL20

Load Center Cover Printing Details For Tractors With Remote PTO Enable Switch



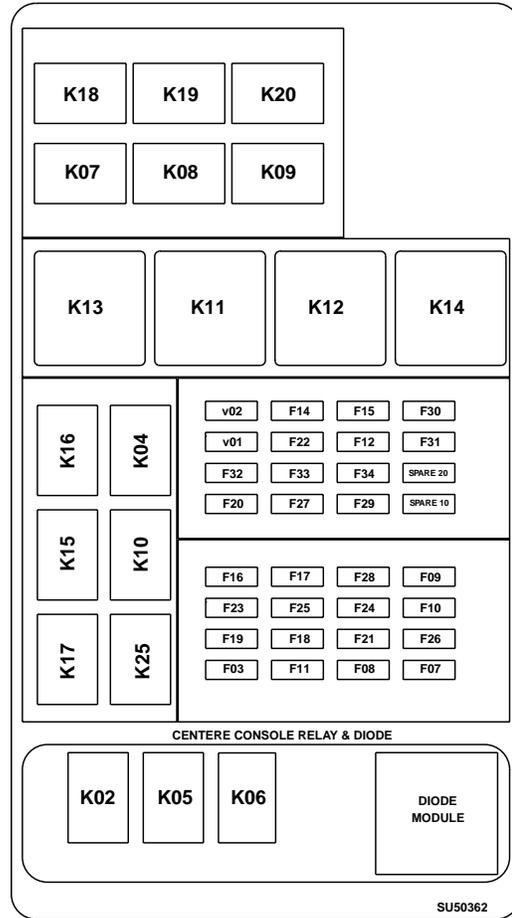
APY01532—UN—03OCT18

Load Center Cover Printing Details For Tractors Without Remote PTO Enable Switch

RP32883,0000FC8-19-10MAY21-1/1

**Load Center Fuses and Relays—Cab
(PowrReverser™ Transmission)**

- | | |
|---------------------------------------|----------------------------------|
| F03—Key Switch, 30 Amp | F33—ECU, 20 Amp |
| F07—Horn, 10 Amp | F34—Loader Joystick, 10 Amp |
| F08—Light Switch, 20 Amp | SPARE 20—Spare Fuse, 20 Amp |
| F09—Head Light, 10 Amp | SPARE 10—Spare Fuse, 10 Amp |
| F10—Turn Switch, 10 Amp | K02—Neutral Start Relay |
| F11—Hazard, 30 Amp | K04—Accessory Relay |
| F12—Brake Light, 20 Amp | K05—Head Light Relay |
| F14—RH Tail, 10 Amp | K06—Turn Hazard Relay |
| F15—LH Tail, 10 Amp | K07—Left Turn Relay |
| F16—RR Work, 30 Amp | K08—Right Turn Relay |
| F17—FR Work, 30 Amp | K09—Flash Logic Relay |
| F18—Cluster, 20 Amp | K10—Tail / Clearance Relay |
| F19—Junction Block Battery,
30 Amp | K11—Rear Work Light Relay |
| F20—Junction Block Acc, 30
Amp | K12—Front Work Light Relay |
| F21—Trailer Power, 20 Amp | K13—Trailer Power Relay |
| F22—Trailer Flood, 10 Amp | K14—HVAC Relay |
| F23—Right Blower, 30 Amp | K15—Left Blower Relay |
| F24—Left Blower, 20 Amp | K16—Right Blower Relay |
| F25—Wiper, 20 Amp | K17—Wiper Relay |
| F26—Dome Lamp, 10 Amp | K18—EH System Relay |
| F27—Radio, 10 Amp | K19—Not Neutral Relay |
| F28—Seat Switch, 10 Amp | K20—Transmission Enable
Relay |
| F29—Backup Alarm, 05 Amp | K25—Brake Light Relay |
| F30—EH System, 10 Amp | V01—Diode, Start Relay |
| F31—EH System, 10 Amp | V02—Diode, EH System |
| F32—FCC, 10 Amp | |

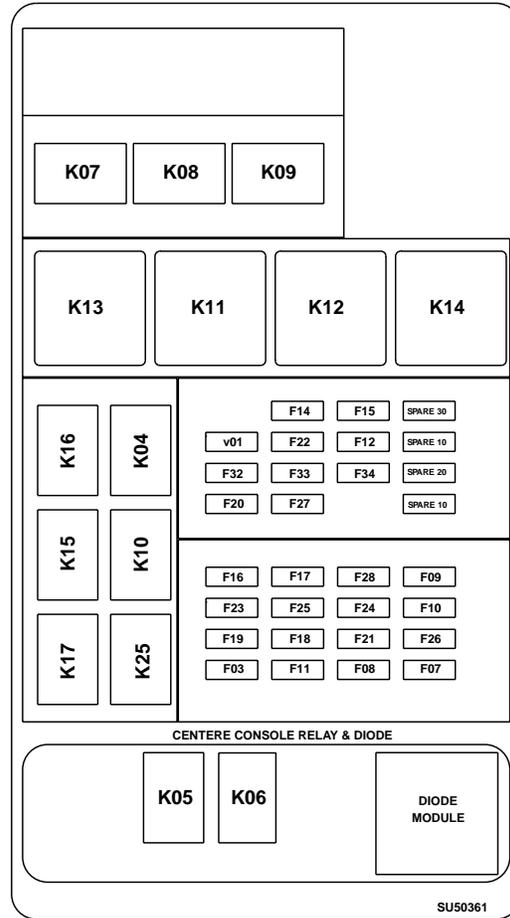


PY35479—UN—22MART17

RM87422.0000648-19-29SEP17-1/1

Load Center Fuses and Relays—Cab (Sync Shuttle Transmission)

- | | |
|------------------------------------|-----------------------------|
| F03—Key Switch, 30 Amp | F32—FCC, 10 Amp |
| F07—Horn, 10 Amp | F33—ECU, 20 Amp |
| F08—Light Switch, 20 Amp | F34—Loader Joystick, 10 Amp |
| F09—Head Light, 10 Amp | SPARE 10—Spare Fuse, 10 Amp |
| F10—Turn Switch, 10 Amp | SPARE 20—Spare Fuse, 20 Amp |
| F11—Hazard, 30 Amp | SPARE 30—Spare Fuse, 30 Amp |
| F12—Brake Light, 20 Amp | K04—Accessory Relay |
| F14—RH Tail, 10 Amp | K05—Head Light Relay |
| F15—LH Tail, 10 Amp | K06—Turn Hazard Relay |
| F16—RR Work, 30 Amp | K07—Left Turn Relay |
| F17—FR Work, 30 Amp | K08—Right Turn Relay |
| F18—Cluster, 20 Amp | K09—Flash Logic Relay |
| F19—Junction Block Battery, 30 Amp | K10—Tail / Clearance Relay |
| F20—Junction Block Acc, 30 Amp | K11—Rear Work Light Relay |
| F21—Trailer Power, 20 Amp | K12—Front Work Light Relay |
| F22—Trailer Flood, 10 Amp | K13—Trailer Power Relay |
| F23—Right Blower, 30 Amp | K14—HVAC Relay |
| F24—Left Blower, 20 Amp | K15—Left Blower Relay |
| F25—Wiper, 20 Amp | K16—Right Blower Relay |
| F26—Dome Lamp, 10 Amp | K17—Wiper Relay |
| F27—Radio, 10 Amp | K25—Brake Light Relay |
| F28—Seat Switch, 10 Amp | V01—Diode, Start Relay |



PY35480—UN—22MAR17

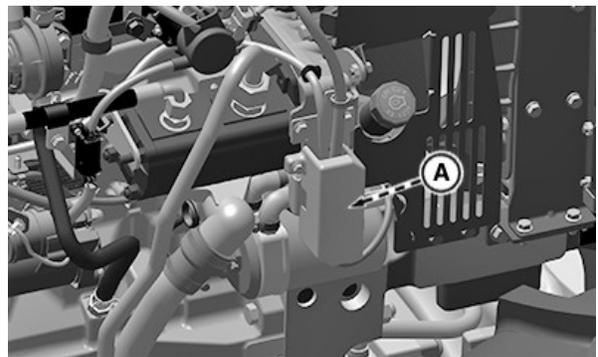
RM87422,0000649-19-22MAR17-1/1

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



PY35481—UN—22MAR17

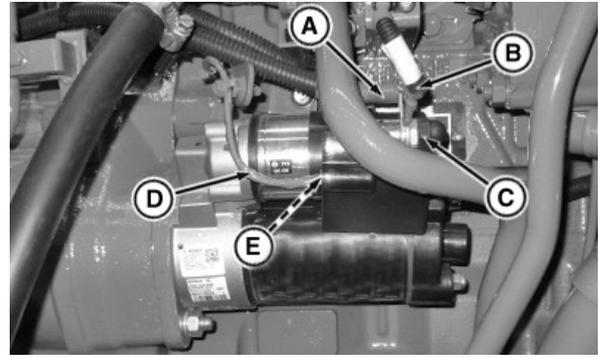
RM87422,000064A-19-22MAR17-1/1

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 (A) and alternator cable (B) to solenoid post (C). Connect the small white wire (D) to solenoid terminal (E).

- | | |
|---|---------------------|
| A—Positive Battery Cable Wiring Harness | D—Small White Wire |
| B—Alternator Cable | E—Solenoid Terminal |
| C—Solenoid Post | |

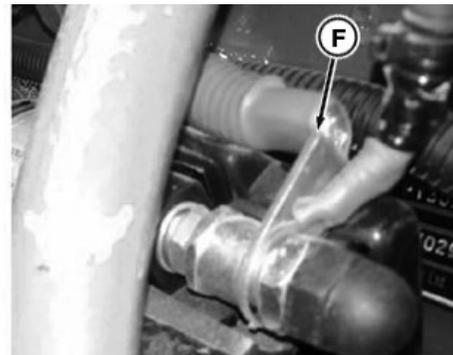


APY42875—UN—08APR21

RP32883,0000F9C-19-08APR21-1/2

CAUTION: Maintain the orientation of battery to starter wiring terminal (F) towards engine whenever removed for Service.

- F—Battery To Starter Wire Terminal



PY20824—UN—04AUG14

RP32883,0000F9C-19-08APR21-2/2

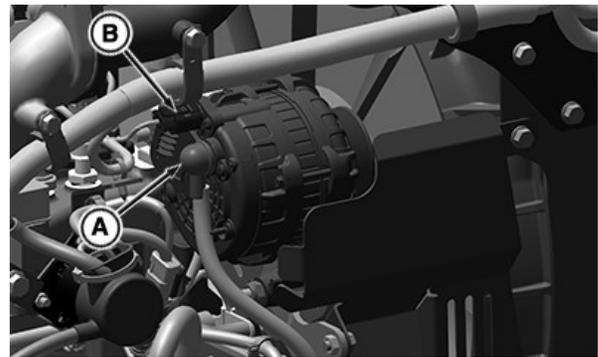
Alternator Wiring Connections

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 |
|--------------------------|------------------------------------|



Connect Wires

PY35483—UN—27JUL17

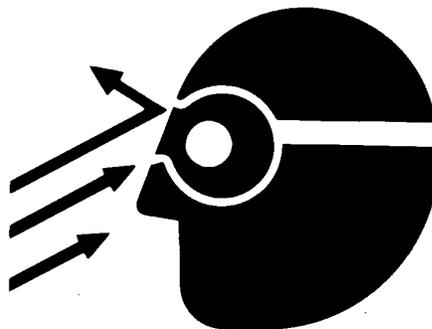
RM87422,000064C-19-22MAR17-1/1

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

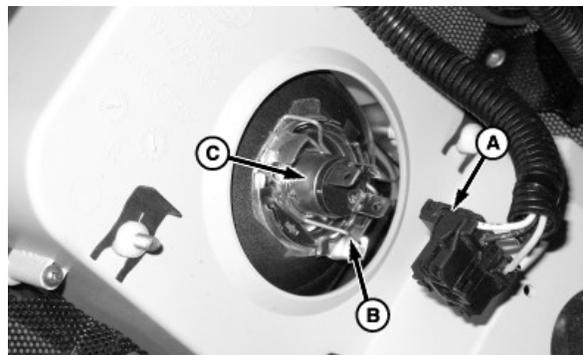
Replace Headlight Element

⚠ 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.



A—Connector
B—Clip

C—Bulb

P14574—UN—05NOV07

NS43404,000054D-19-20NOV07-1/1

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.



Right Side Headlight Shown

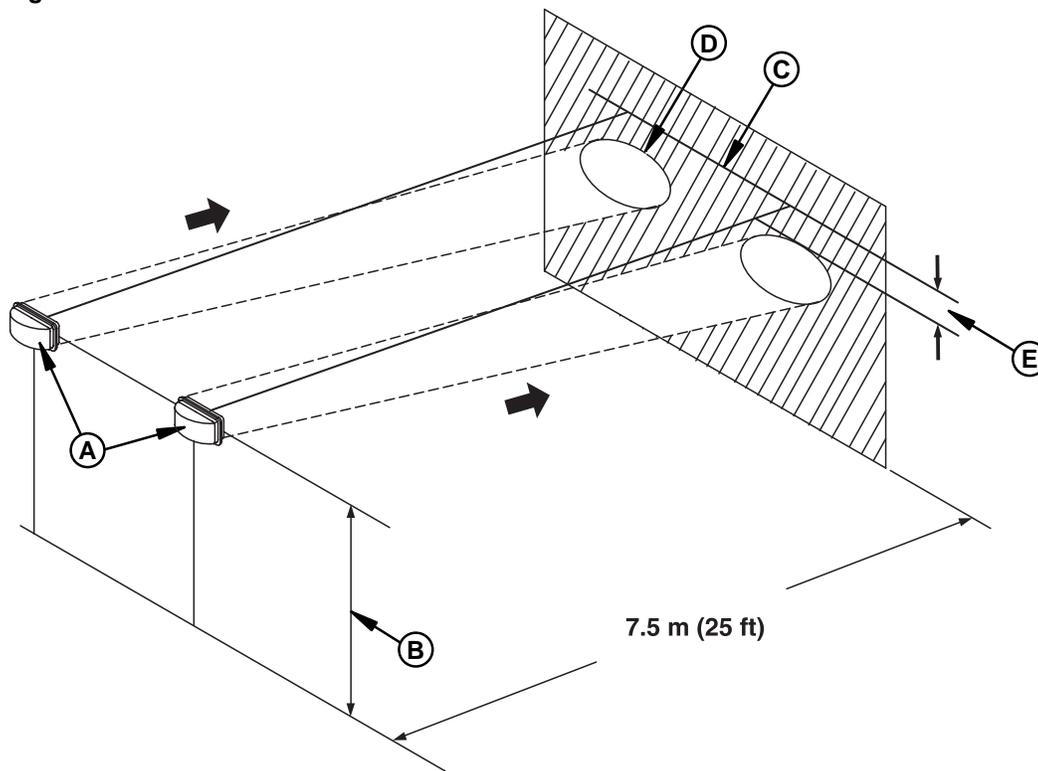
A—Top Adjusting Screws

B—Bottom Adjusting Screws

SD74272,00004EF-19-25MAR13-1/3

PY18068—UN—25MAR13

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.

Continued on next page

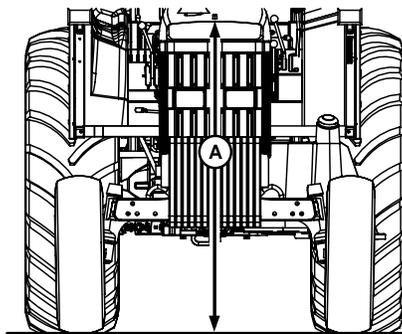
SD74272,00004EF-19-25MAR13-2/3

PULV000659—UN—05MAY08

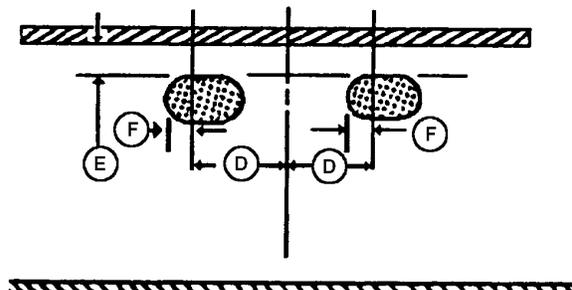
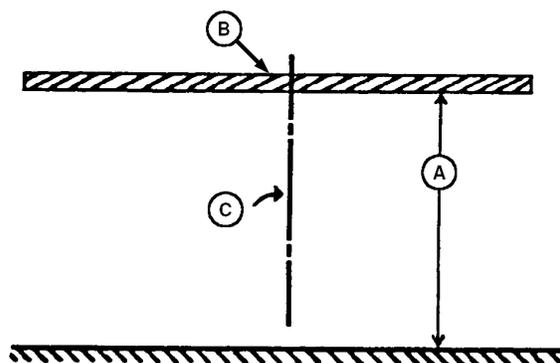
Aim Headlights

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

SD74272,00004EF-19-25MAR13-3/3

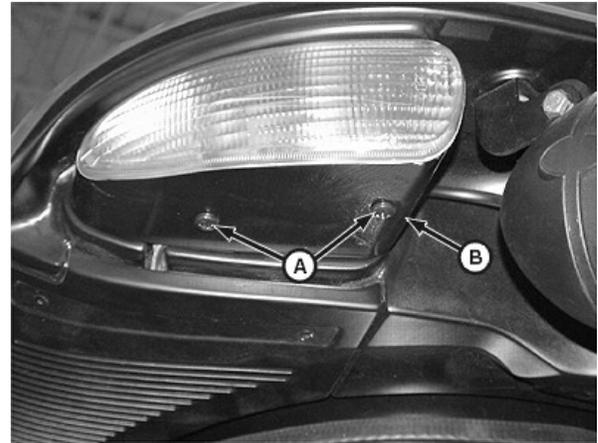
Replace Roof Hazard Light Bulb—Cab

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).

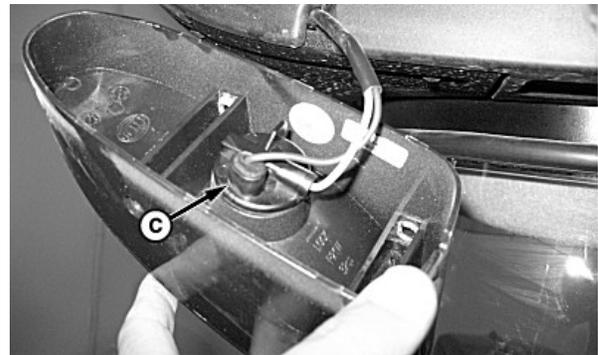
A—Socket Head Screws
B—Lens

C—Bulb Socket
D—Bulb



LV5559—UN—29NOV00

Left Rear Shown



P14710—UN—05NOV07



P14711—UN—05NOV07

SD74272.000028F-19-17JUL12-1/1

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.

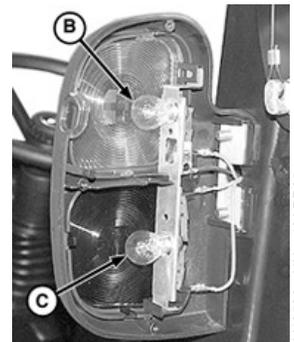
1. Remove screws and lens housing (A).
2. Push and twist bulb (B or C) to remove from socket.
3. Install new bulb, lens housing and screws.

A—Lens Housing
B—Warning Light Bulb

C—Tail Light Bulb



LV12521—UN—13APR05



LV12522—UN—13APR05

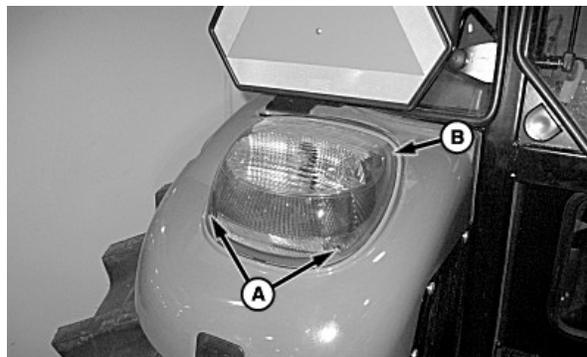
RM87422.000064D-19-22MAR17-1/1

Replace Tail and Turn Light Bulbs—Cab

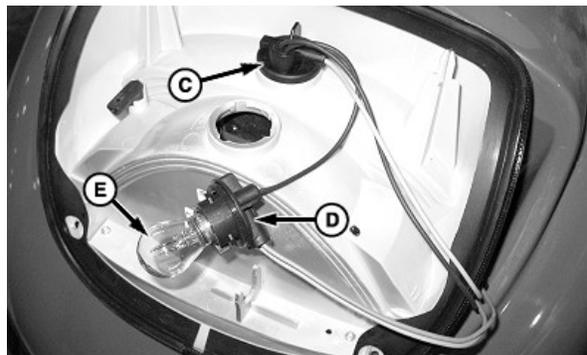
NOTE: Procedure is the same for both sides of machine.

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).

A—Screws	D—Tail Light Socket
B—Lens	E—Bulb
C—Turn Signal Socket	



Left Rear Shown

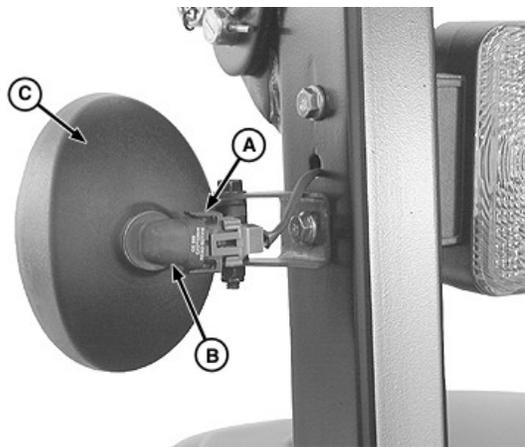


SD74272,0000291-19-25JUL12-1/1

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

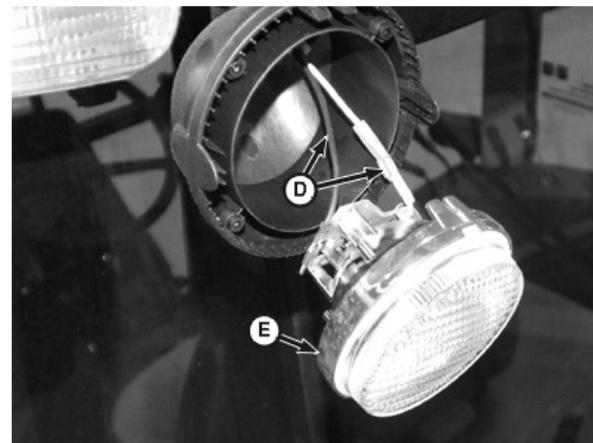
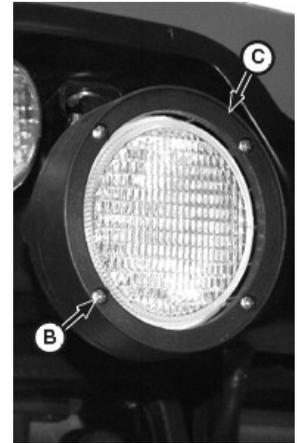
RM87422,000064E-19-22MAR17-1/1

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



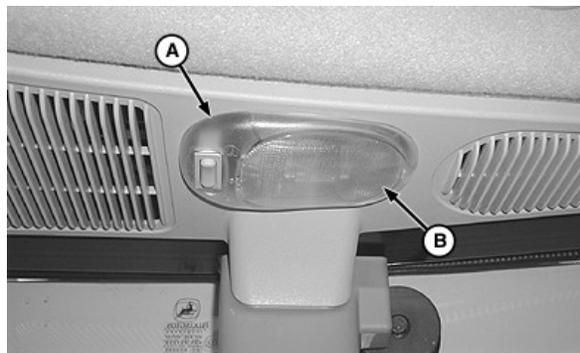
SD74272,0000293-19-30AUG12-1/1

Replace Dome Light Bulb—Cab

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.

A—Dome Light Housing
B—Dome Light Cover

C—Dome Light Bulb



LV8588—UN—14AUG03



LV8587—UN—14AUG03

SD74272,0000294-19-17JUL12-1/1

Replacing Controls Illumination Light Bulb (Cab)

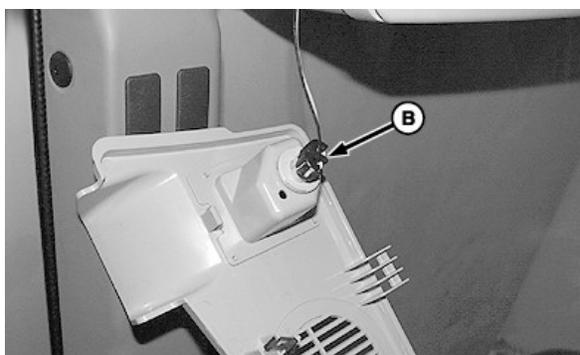
1. Pry off panel (A).
2. Rotate light bulb retainer (B) counterclockwise approximately 1/4 turn and remove.
3. Pull out light bulb.
4. Install new bulb in reverse order of removal.

A—Panel

B—Light Bulb Retainer



LV9515—UN—07AUG04



LV9588—UN—07AUG04

SD74272,0000295-19-17JUL12-1/1

Replacing Rotary Beacon Light Bulb (If Equipped)

⚠ 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.)

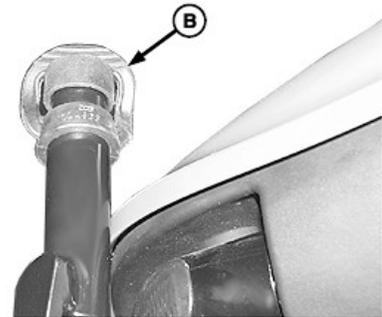
1. Loosen wing nut (A) and remove rotary beacon light assembly.
2. Install rubber cap (B).

A—Wing Nut

B—Rubber Cap



LV9693—UN—19AUG04



LV9694—UN—19AUG04

SD74272,0000296-19-17JUL12-1/2

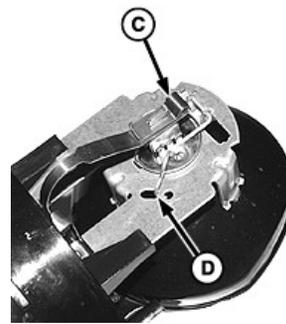
3. Depress tab (A) and rotate lens (B) counterclockwise to remove.
4. Pull tab (C) away from bulb.
5. Unlatch retaining spring (D) and remove light bulb (E).
6. Install new bulb in reverse order of removal.

A—Tab
B—Lens
C—Tab

D—Retaining Spring
E—Bulb



LV9695—UN—19AUG04



LV9696—UN—19AUG04



LV9697—UN—19AUG04

SD74272,0000296-19-17JUL12-2/2

Troubleshooting

Engine Troubleshooting

Symptom	Problem	Solution
Engine hard to start or will not start	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.
	Engine knocks	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".
Engine runs irregularly or stalls frequently	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.
Below normal engine temperature	Defective temperature gauge or sender.	Check gauge, sender, and conditions.
Lack of power	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.
Low oil pressure	Low oil level.	Add oil.
	Improper type of oil.	Drain, fill crankcase with oil of proper viscosity and quality.
High oil consumption	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.
Engine emits white smoke	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.
Engine emits black or gray exhaust smoke	Improper type of fuel.	Use proper fuel.

Continued on next page

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.
Engine overheats	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.
High fuel consumption.	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
Transmission oil overheats	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.
Low transmission pressure.	Low oil supply.	Fill system with correct oil.
	Clogged transmission-hydraulic oil filter.	Replace filter.
Transmission stuck in neutral or it is hard to shift any gear	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
Entire hydraulic system fails to function	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.
Hydraulic oil overheats	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
Flow control knob will not turn	Dirt build-up.	Clean dirt from flow control knob and shaft.
Remote cylinder rate-of-travel too fast or too slow	Incorrect flow control adjustment.	Adjust flow control.
Detent does not hold SCV lever or releases too soon	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.
SCV lever does not release	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
No solid pedal feel	Air in system.	See your John Deere dealer.
Pedal settles	Rear brake piston seal leaking.	See your John Deere dealer.
Excessive pedal travel	Air in system.	See your John Deere dealer.
Brakes drag during transport	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
Insufficient transport clearance	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.
Hitch drops slowly	Rockshaft rate-of-drop control not properly set.	Adjust rate-of-drop knob.
Hitch fails to lift or lifts slowly	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.
Implement will not operate at desired depth	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.
Insufficient or no hitch response to draft load	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.
Hitch too responsive	Front attachment on center link in lower bracket holes.	Move center link attachment to upper bracket holes.
	Improper draft sensing adjustment.	Move lever forward.
Hitch drops too fast	Rate-of-drop set too fast.	Adjust rate-of-drop.

Continued on next page

SD74272,0000345-19-05SEP12-1/2

Troubleshooting

Symptom	Problem	Solution
Rockshaft control levers “drift”. Levers too loose.	Friction disks are loose.	Adjust rockshaft control lever friction. See procedures in “Rockshaft and 3-Point Hitch” section or see your John Deere dealer.
Hitch settles too fast after tractor is parked and engine shut off	Internal system leakage.	See your John Deere dealer.

SD74272,0000345-19-05SEP12-2/2

Remote Hydraulic Cylinders Troubleshooting

Symptom	Problem	Solution
Direction of remote cylinder travel is reversed	Improper hose connections.	Reverse hose connections
Hoses will not couple	Improper hose male tips.	Replace tip with ISO standard tips.
Remote cylinder will not lift load	Excessive load.	Reduce load.
	Hoses not completely installed.	Attach hoses correctly.
	Incorrect remote cylinder size.	Use correct size cylinder.
Direction of travel reverses on II SCV.	SCV lever moved to regenerate position.	Reverse hose couplings.

SD74272,0000346-19-05SEP12-1/1

Electrical System Troubleshooting

Symptom	Problem	Solution
Battery will not charge	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.
Charging system indicator glows with engine running	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.
Starter inoperative	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.
	Starter cranks slowly	Low battery output.
Crankcase oil too heavy.		Use proper viscosity oil.
Loose or corroded connections.		Clean and tighten loose connections.
Light system does not function; rest of electrical system functions	Blown fuse.	Replace fuse.
Entire electrical system does not function	Faulty battery connections.	Clean and tighten connections.
	Sulfated or worn-out battery.	Check electrolyte level and specific gravity.
	Blown fuse.	Replace fuse.
Relay(s) sticking or nonfunctional; repeated failures	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
All cab electrical switches do not work	Loose, defective or blown fusible link.	See your John Deere dealer.
Blower malfunctioning	Blower does not work.	Check both blower fuses.
Blower operates only in purge position	One of two fuses blown.	Replace fuse.
	Blown blower resistance assembly.	See your John Deere dealer.
Heater does not work	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.
	Heater core or hoses clogged or damaged.	Flush cooling system. Replace heater core or hoses. See your John Deere dealer.
Air conditioning does not work	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.
	Defective compressor clutch.	See your John Deere dealer.
Drafts	Poor air distribution	Adjust directional air louvers. Set blower switch to medium or low positions.
Inadequate air flow	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.
Water leaking or dripping from evaporator core compartment	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.
Strange odors inside operator's cab	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.
Partial frosting and sweating of lines combined with poor cooling	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.
Ice flecks blowing from evaporator	Control dial set too low.	Adjust the temperature control to a warmer position.
Failure to cool	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
Hissing noise at expansion valve	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
All cab electrical switches do not work	Loose, defective or blown fusible link.	See your John Deere dealer.
Window wiper(s) and washer will not run	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.
Floodlights do not work	Blown fuse.	Replace fuse.
	Defective switch.	See your John Deere dealer.
	Faulty wiring or loose connections.	See your John Deere dealer.
Dome light does not work	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.
Radio does not work	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

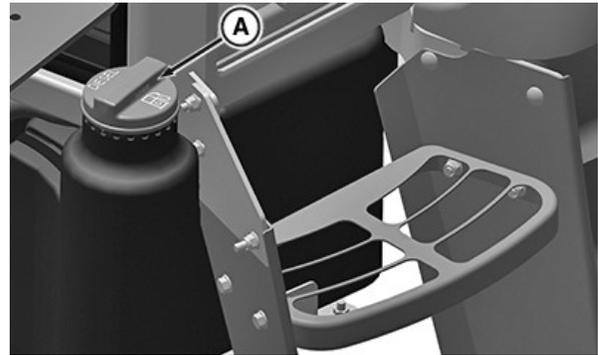
INTAKE AND PRE-CLEANER in General Maintenance and Inspection section.)

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).

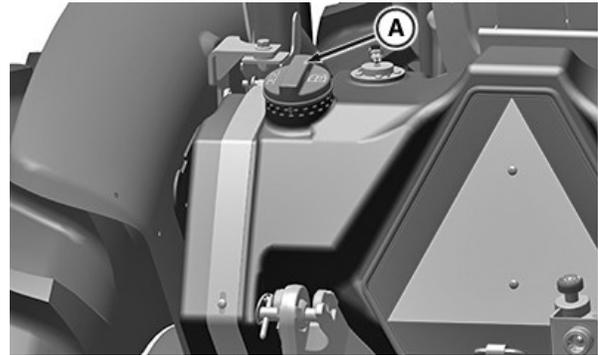
LGCKF7U,0000588-19-27APR20-1/3

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.¹
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

¹ Disconnect battery ground cable for short-term storage periods (20 to 90 days).

Continued on next page

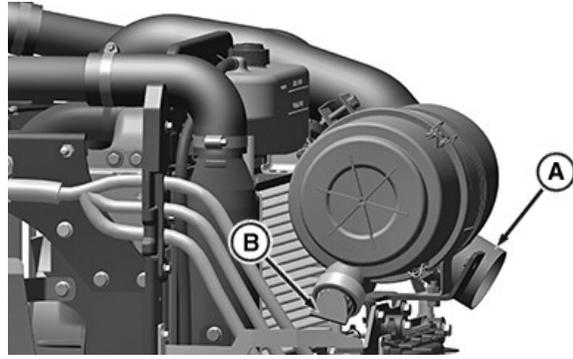
LGCKF7U,0000588-19-27APR20-2/3

Storage

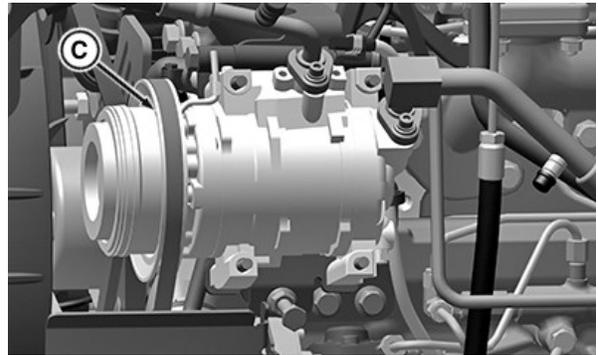
- Use tape to seal air cleaner inlet (A), dust unloader valve (B), exhaust pipe, crankcase fill cap, fuel fill cap, coolant recovery tank, and transmission/hydraulic system fill cap.
- Cover dash with opaque material to prevent gauges from fading.
- Raise tires off ground. Protect from heat and sunlight.
- Thoroughly clean tractor. Touch up any painted surfaces that are scratched or chipped.
- If the tractor must be stored outside, cover it with a waterproof material.
- Cab:** Rotate air conditioner compressor pulley (C) several turns once a month to prevent seizure of compressor.

A—Air Cleaner Inlet
B—Dust Unloader Valve

C—Air Conditioner Compressor
Pulley (Cab)



PY39746—UN—06FEB17



PY39747—UN—06FEB17

LGCKF7U,0000588-19-27APR20-3/3

Remove Tractor from Storage

Perform the following steps to remove the tractor from storage:

- Check tire inflation pressure. (See Wheels, Tires, and Treads section.) Lower tires to ground.
- Remove all coverings.
- Unseal all openings sealed during storage.
- Install battery.
- Remove ties or block which secured clutch pedal down.

IMPORTANT: Cab tractor: If air conditioner compressor is seized, engine operation with compressor clutch engaged damages belt or compressor.

- Cab:** Check that air-conditioning compressor pulley moves freely and is not seized.
- Install alternator/fan belt.
- Check levels of engine oil, transmission/hydraulic oil, and engine coolant. Add fluids as needed.
- Drain a small amount of fuel from the fuel tank to purge any moisture condensation that has collected.
- Fill fuel tank.
- Perform all appropriate services listed in Maintenance and Service Intervals section, as dictated by elapsed storage period.
- Check instruments and indicators by turning key switch to RUN position.

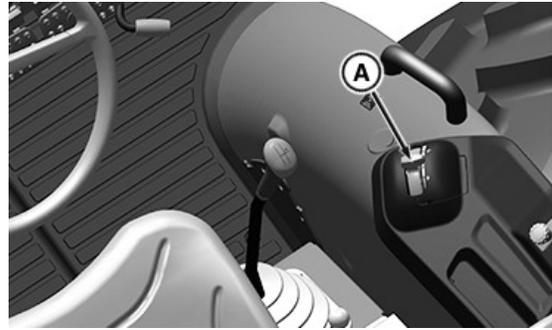
Continued on next page

HS35416,0000157-19-20JUL17-1/2

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.

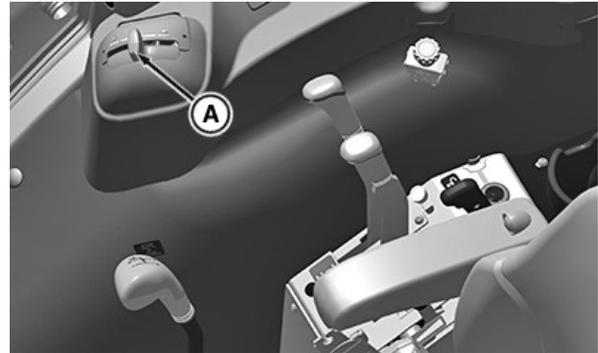
13. Make sure gearshift lever and PowrReverser™ lever (if equipped) is in neutral ("N") and PTO control lever is in disengaged position. Pull hand throttle (A) all the way back, depress clutch pedal and crank engine until oil pressure rises. Turn key switch to OFF position.
14. Connect fuel shut-off 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



OOS only

PY40567—UN—20JUL17



Cab Only

PY39749—UN—06FEB17

HS35416,0000157-19-20JUL17-2/2

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	5045E	5055E	5065E	5075E
Engine & Engine Auxiliary				
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 (37.4 kw)	59.5 (44.4 kw)	67.6 (50.4 kw)	73.7 (55 kw)
PTO HP @ rated rpm, HP (OOS)	37 (27.6 kw)	45 (33.6 kw)	53 (39.6 kw)	60.3 (45 kw)
PTO HP @ rated rpm, HP (Cab)		41 (30.6 kw)	49 (36.6 kw)	57.6 (43 kw)
Rated ERPM	2100	2100	2100	2100
Nominal Engine Torque	185 Nm @ 1600 RPM	230 Nm @ 1600 RPM	263 Nm @ 1700 RPM	304 Nm @ 1600 RPM
No. of cylinders	3			
Bore, mm	106.5			
Stroke, mm	110			
Displacement, Liters	2.9			
Compression Ratio	16.9:1			
Firing Order	1 - 2 - 3			
Intake Valve Clearance, mm	0.35			
Exhaust Valve Clearance, mm	0.45			
Low Idle, rpm	900, ±10			
High Idle, rpm	2200, ±10			
Operating Range, rpm	1700—2100			
Fuel Shut Off	Electric			
Injection Pump Timing	0.5° BTDC			
Cooling Package	Liquid cooled with overflow reservoir			
Radiator	56 mm	56 mm	56 mm	56 mm
FIP	Electronically controlled, high-pressure common rail with mechanical fuel transfer pump (manual priming)			
Muffler	Under hood			
Air Cleaner	FKB 06			
Engine shut off	Electrical Shut Off			
Anti-Freeze	50:50			
Transmission : SyncShuttle				
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			
Standard PTO Speed @ Rated ERPM	540, Independent			
PTO - Standard	540 @2083 engine rpm			
Differential Controls	Pedal , Mechanical			
Dual PTO	No			
Park brake	Park Pawl			
Transmission : PowrReverser™				
Shift Pattern	H			
Reversal	Left-hand side of Steering Wheel			
Clutch Type	Dual			

Continued on next page

NM61126,000051A-19-29SEP17-1/2

Specifications

Tractor Model	5045E	5055E	5065E	5075E
Clutch size, in.	11"			
Service brake	Hydraulic Actuated Oil Immersed Disc Brake.			
No of speeds	12 Forward Gears 12 Forward 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			
Dual PTO	Yes			
Park brake	Park Pawl			
Hydraulic				
Pump				
Single or Tandem	Tandem			
Pump discharge (l/min) at Engine rated rpm	68.8			
Pump rpm @ engine rpm	1:1			
Hydraulic system				
Pump Displacement—Steering	11.9 cu cm (0.73 cu in.)			
Pump Displacement—Implement	23 cu cm (1.40 cu in.)			
Steering	25.7 L/min. (6.8 gpm)			
Implement	43.1 L/min. (11.4 gpm)			
Pump Output Hitch + steering, L / Min	68.8 L/min. (18.2 gpm)			
Rockshaft & SCV				
Rockshaft Make	JD			
SCV make	Eaton			
Rock shaft pressure, bar	195 ± 5			
Controls	Draft & Position			
Rate of drop	Available			
Hitches				
Lift capacity at hitch points, Kg	1800 @hitch Ball			
Lift capacity at 24" behind hitch balls, Kg	1448			
Steering system				
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			
Electrical				
Battery for OOS				
Battery voltage	12 Volt			
Battery Cold Cranking Amps	800 CCA			
Ampere Rating	85 Ah			
Alternator	70 Amp			
Battery for Cab				
Battery voltage	12 Volt			
Battery Cold Cranking Amps	770 CCA			
Ampere Rating	— Ah			
Alternator	110 Amp			
Starter - All	12 v , 2.5 kw			

PowrReverser is a trademark of Deere & Company

NM61126.000051A-19-29SEP17-2/2

Specifications

Drain and Refill Capacities

NOTE: (Specifications and design subject to change without notice.)

Drain and Refill Capacities	
Fuel Tank	Open Operator's Station—68 ± 3 L (18 ± 0.8 gal) Cab—82 ± 4 L (21.6 ± 1.06 gal)
Cooling System	Open Operator's Station — 11.5 L (3.04 gal) Cab — 12.5 L (3.30 gal)
Crankcase with Filter	8.5 L (9.0 qt.)
Transmission Hydraulic System	39 L (10.30 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)

ZY5AXG6,0000106-19-21JAN21-1/1

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.).

Permissible Load Specifications	
Maximum Permissible Static Vertical Load	
Drawbar Fully Extended (PTO)	760 kg (1675 lb)
Drawbar Short Position	1120 kg (2470 lb)
Maximum Permissible Axle Loads—2 Wheel Drive, No Loader	
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
Maximum Permissible Axle Loads—2 Wheel Drive, with Loader	
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)
Maximum Permissible Axle Loads—2 Wheel Drive and Mechanical Front Wheel Drive	
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)
Maximum Permissible Mechanical Front Wheel Drive Axle Loads—WITHOUT Loader	
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)
Maximum Permissible Mechanical Front Wheel Drive Axle Loads—WITH Loader	
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.

Gear	Rear tire size : 16.9 x 28 (R 671 mm)
	Speed - km/h (mph)
A1	1.5 (0.9)
A2	2.1 (1.3)
A3	2.9 (1.8)
A4	3.9 (2.4)
B1	4.5 (2.7)
B2	6.2 (3.8)
B3	8.3 (5.1)
B4	11.0 (6.8)
C1	13.1 (8.1)
C2	17.8 (11.0)
C3	23.9 (14.8)
C4	31.8 (19.7)
Rev A1	1.7 (1.0)
Rev A2	2.3 (1.4)
Rev A3	3.2 (1.9)
Rev A4	4.2 (2.6)
Rev B1	4.9 (3.0)
Rev B2	6.7 (4.1)
Rev B3	9.1 (5.6)
Rev B4	12.0 (7.4)
Rev C1	14.3 (8.8)
Rev C2	19.3 (11.9)
Rev C3	26.2 (16.2)
Rev C4	34.7 (21.5)

NM61126,0000508-19-23AUG17-1/1

Ground Speed Estimates — Sync Shuttle Transmission

NOTE: Ground Speed (km/h) at 2100 rpm engine speed.

Gear	Rear tire size : 16.9-28 (R 671 mm)
	Speed - km/h (mph)
A1	2.3 (1.4)
A2	3.1 (1.9)
A3	4.3 (2.6)
B1	5.8 (3.6)
B2	7.9 (4.9)
B3	10.9 (6.7)
C1	14.9 (9.2)
C2	20.3 (12.6)
C3	27.9 (17.3)
A-R	3.4 (2.1)
B-R	8.6 (5.3)
C-R	22.1 (13.7)

NM61126,0000509-19-23AUG17-1/1

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.

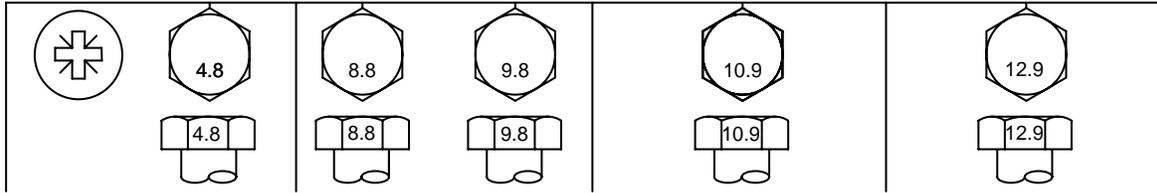
Example: Ground speed of 14.9-28 (Rolling circumference: 162.9 inches) at B-2, 2100 engine RPM, 6.2 km/h * (162.9/171.3) = 5.8 km/h (3.6 mph).

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

NM61126,000050A-19-13JUL22-1/1

Metric Bolt and Screw Torque Values



TS1742—UN—31MAY18

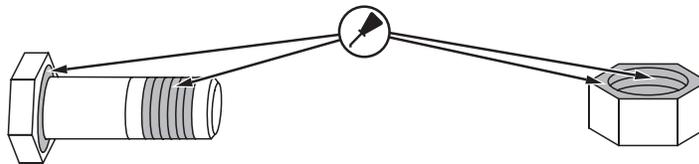
Bolt or Screw Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b	
	N·m	lb·in	N·m	lb·in												
M6	3.6	31.9	3.9	34.5	6.7	59.3	7.3	64.6	9.8	86.7	10.8	95.6	11.5	102	12.6	112
									N·m	lb·ft	N·m	lb·ft	N·m	lb·ft	N·m	lb·ft
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
			N·m	lb·ft	N·m	lb·ft	N·m	lb·ft								
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
	N·m	lb·ft														
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



^a Hex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

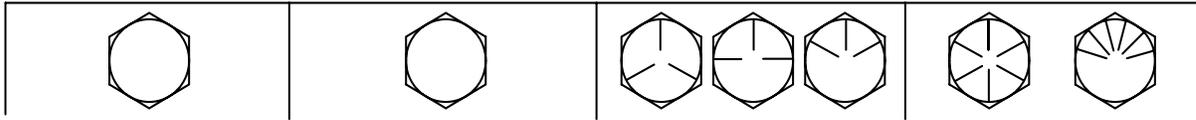
^b Hex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

DX.TORQ2-19-09MAY22-1/1

Specifications

Unified Inch Bolt and Screw Torque Values

TS1671—UN—01MAY03



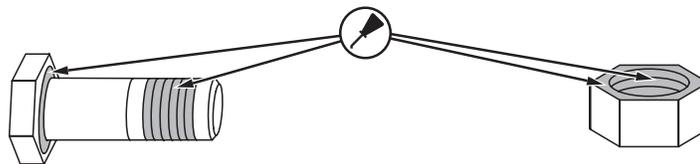
Bolt or Screw Size	SAE Grade 1 ^a				SAE Grade 2 ^b				SAE Grade 5, 5.1 or 5.2				SAE Grade 8 or 8.2			
	Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
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



^a 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.

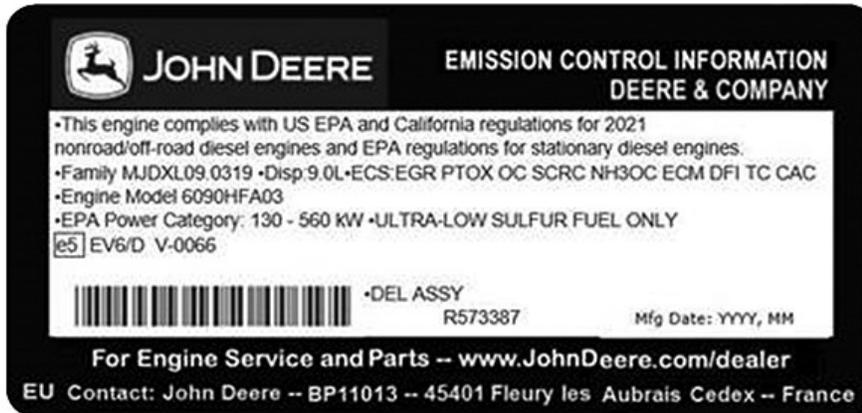
^b Grade 2 applies for hex cap screws (not hex bolts) up to 6 in (152 mm) long.

^c Hex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

^d 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 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)

Continued on next page

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.

Continued on next page

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>Air Induction System</p> <ul style="list-style-type: none"> • Intake manifold • Turbocharger • Charge air cooler <p>Fuel Metering system</p> <ul style="list-style-type: none"> • Fuel injection system <p>Exhaust Gas Recirculation</p> <ul style="list-style-type: none"> • EGR valve <p>Catalyst or Thermal Reactor Systems</p> <ul style="list-style-type: none"> • Catalytic converter • Exhaust manifold 	<p>Emission control labels</p> <p>Particulate Controls</p> <ul style="list-style-type: none"> • Any device used to capture particulate emissions • Any device used in the regeneration of the capturing system • Enclosures and manifolding • Smoke Puff Limiters <p>Positive Crankcase Ventilation (PCV) System</p> <ul style="list-style-type: none"> • PCV valve • Oil filler cap 	<p>Advanced Oxides of Nitrogen (NOx) Controls</p> <ul style="list-style-type: none"> • NOx absorbers and catalysts <p>SCR systems and urea containers/dispensing systems</p> <p>Miscellaneous Items used in Above Systems</p> <ul style="list-style-type: none"> • 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)

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.

Continued on next page

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>Air Induction System</p> <ul style="list-style-type: none"> • Intake manifold • Turbocharger • Charge air cooler <p>Fuel Metering system</p> <ul style="list-style-type: none"> • Fuel injection system <p>Exhaust Gas Recirculation</p> <ul style="list-style-type: none"> • EGR valve <p>Catalyst or Thermal Reactor Systems</p> <ul style="list-style-type: none"> • Catalytic converter • Exhaust manifold 	<p>Emission control labels</p> <p>Particulate Controls</p> <ul style="list-style-type: none"> • Any device used to capture particulate emissions • Any device used in the regeneration of the capturing system • Enclosures and manifolding • Smoke Puff Limiters <p>Positive Crankcase Ventilation (PCV) System</p> <ul style="list-style-type: none"> • PCV valve • Oil filler cap 	<p>Advanced Oxides of Nitrogen (NOx) Controls</p> <ul style="list-style-type: none"> • NOx absorbers and catalysts <p>SCR systems and urea containers/dispensing systems</p> <p>Miscellaneous Items used in Above Systems</p> <ul style="list-style-type: none"> • 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.

Continued on next page

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

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)

Continued on next page

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)

TSS1721—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

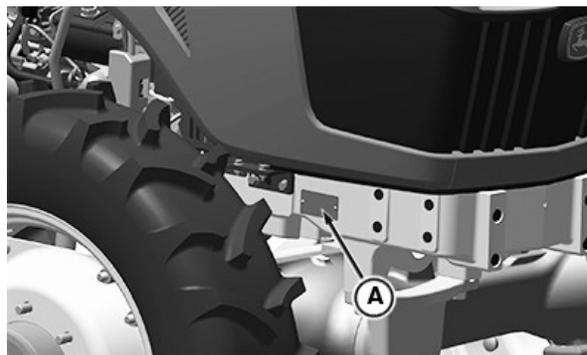
Product Identification Number

Product identification number (PIN) plate (A) is located on the left front support member of the tractor.

Record serial number below.

Tractor Serial Number _____

A—Serial Number Plate



PY41756—UN—04JUL17

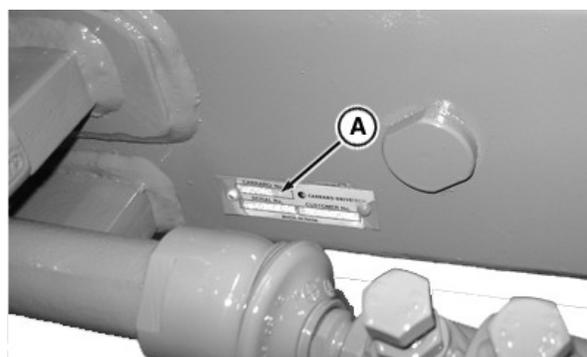
HS35416,000015B-19-04JUL17-1/1

Record Front Axle (2-WD) Serial Number

The front-axle serial number plate (A) is located on rear side of right-hand axle housing.

Front Axle Serial Number _____

A—Front Axle Serial Number Plate



PY18069—UN—26MAR13

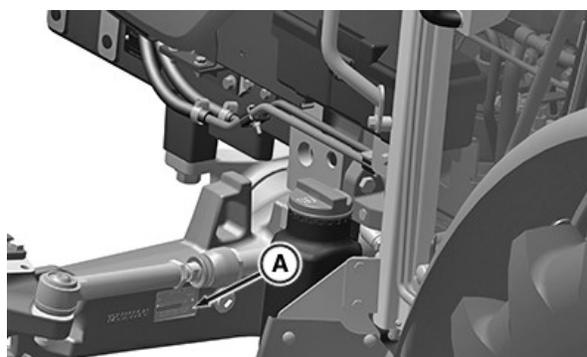
SD74272,000073F-19-07APR14-1/1

Record Mechanical Front Wheel Drive (MFWD) Serial Number

The MFWD serial number plate (A) is located on the rear side of the right-hand axle housing.

MFWD Serial Number _____

A—MFWD Serial Number Plate



PY39753—UN—07FEB17

HS35416,000015C-19-07FEB17-1/1

ROPS Serial Number

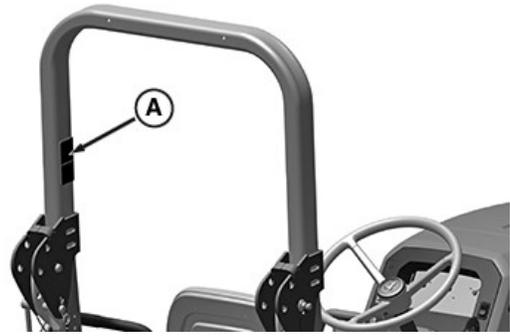
IMPORTANT: Ensure that ROPS serial number plate is visible all the time, **DO NOT** mount mirror on the certification plate.

ROPS serial number plate (A) is located on the ROPS (inner side).

Record serial number below.

ROPS Serial Number _____

A—ROPS Serial Number Plate



PY39754—UN—07FEB17

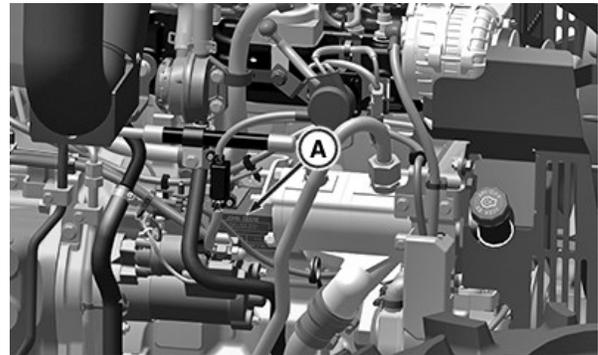
HS35416.000015D-19-07FEB17-1/1

Record Engine Serial Number

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



PY39755—UN—07FEB17

HS35416.000015E-19-07FEB17-1/1

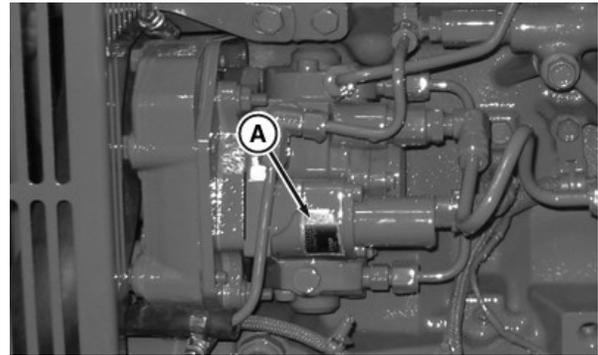
Fuel Injection Pump Serial Number

Serial number plate (A) is located on the side of pump.

Record serial number below.

Fuel Injection Pump Serial Number _____

A—FIP serial number plate



PY17812—UN—26MAR13

SD74272.0000742-19-07APR14-1/1

Cab Serial Number

Serial number is located on rear left-hand post.

Record serial number below.

Cab Serial Number _____

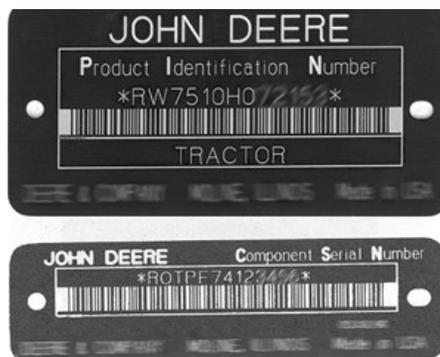


P12668—UN—24NOV03

SD74272,00002E2-19-19JUL12-1/1

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

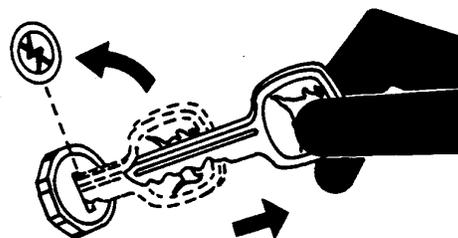


TS1680—UN—09DEC03

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 Hour Service Record

- Check engine oil level
- Check coolant level
- Drain water and sediment from fuel tank and fuel filter ¹
- Lubricate front axle pivot pins²
- Lubricate rear axle bearings²
- Lubricate tie rod ends(2WD)²
- Lubricate Steering Linkage(2WD)²

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

¹ 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.

² Only necessary in extremely wet or muddy conditions

SD74272.00004FF-19-26MAR13-1/1

Every 50 Hour Service Record

- Clean and check battery
- Inspect all tires
- 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)

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

SD74272,0000500-19-26MAR13-1/1

First 100 Hours Service Record

- Replace the transmission-hydraulic oil filter. Date: _____
- Change engine break-in oil and filter. Hours: _____
- Inspect hose clamps on the air intake system & coolant system.

SD74272,00002D8-19-25MAR20-1/1

250 Hour Service Record

- Service air cleaner ¹
- Check oil level in MFWD axle and wheel hubs
- Inspect alternator/fan belt
- Lubricate 3-point hitch
- Check neutral start system
- Replace transmission-hydraulic filter
- Change engine oil²
- Adjust clutch free play ³

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

¹ Service more often if operated in extremely dusty conditions.
² When using any lubricant other than TorqGARD or PLUS 50, service interval is 250 hours.
³ For Mechanical dry clutch.

RP32883,0000A94-19-21NOV19-1/1

500 Hour Service Record

- Replace engine oil and filter
- Replace fuel filters
- Clean operator enclosure/cab air filters ¹

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

¹ Service more often if operated in extremely dusty conditions.

RP32883,0000A95-19-21NOV19-1/1

600 Hour Service Record

- 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
- Re-pack front wheel bearing (2WD)

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

SD74272,0000501-19-20NOV13-1/1

1200 Hour Service Record

- Change transmission-hydraulic oil and filter
- Clean transmission-hydraulic pickup screen
- Engine valve lash adjustment

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

SK35149,0000406-19-21AUG14-1/1

Annual Service Record

- Change engine oil and filter
- Replace air cleaner elements
- Inspect seat belt
- Service Exhaust Filter
- Replace operator enclosure/cab air filters

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

SD74272,0000504-19-26MAR13-1/1

2000 Hour / Two Year Service Record

- Drain, flush and refill engine cooling system ¹
- Adjust engine valve clearance ¹

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

¹ See your John Deere dealer for service.

SD74272,00002DE-19-23JAN13-1/1

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

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				

SD74272.0000503-19-26MAR13-1/1

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
- 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.

TS1663—UN—10OCT97

DX.SERVLIT-19-07DEC16-5/5

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/.

DX,IBC,2-19-02APR02-1/1

Index

	Page		Page
A			
Accessory electrical outlets		Blower speed (cab), adjusting	26-5
Cab	26-3	Bolt and screw torque values	
Adjust rockshaft speed-of-drop		Metric	130-7
Implement lock	55-6	Unified inch	130-8
Air conditioner, service	95-13	Bolts	
Air conditioning		Front axle, tighten	75-4
Performance, optimizing	26-7	Brakes	
Air conditioning system		Use	50-10
Troubleshooting	120-9	Brakes troubleshooting	120-5
Air filters, cab, clean	95-10	Break-in engine oil	
Air intake filters		Interim tier 4, final tier 4, stage IIIB, stage IV, and stage	
Inspect	95-1	V	85-11
Replace	95-3	Break-in service	30-2
Air intake system, inspect	95-4	C	
Alternator wiring		Cab	
Connect	115-14	A/C and heater performance, optimizing	26-7
Alternator/fan belt		Air filters, clean	95-10
Inspect and adjust (5410 and 5510)	115-1	Blower speed, adjusting	26-5
Replace	115-2	Controls	
Attach implements to three point hitch	55-8	Lights	20-1
Attach PTO-Driven Implement	65-4	Courtesy light	26-11
Automatic (AUTO) Exhaust Filter Cleaning	40-15	Dome light	26-11
Avoid static electricity risk when fueling	05-4	Heater and A/C performance, optimizing	26-7
B			
Ballast	70-1	Lights	20-1
Front end for transport	70-3	Floodlights	20-7
Limitations	70-2	Tail lights	20-8
Liquid weight	70-5	Warning lights	20-11
Maximum front	70-4	Mounting	95-15
Maximum rear	70-4	Mounting hardware	
Selecting	70-1	Torque values	95-6
Two-wheel drive tractors	70-3	Serial number	135-3
Ballast weight		Temperature, controlling	26-6
Torque values	95-6	Windshield, deicing, demisting or defrosting	26-6
Battery		Wiper, operating	
Booster or charger, using	40-12	Windshield	26-7
Charging	115-3	Cable	
Clean	115-3	PTO clutch	
Inspection	115-4	Adjust	65-11
Remove	115-5	Cables and harnesses, routing (Cab)	26-8
Replacement	115-6	Capacities, drain and refill	130-3
Specifications	115-6	Cassette player	
Warranty	130-18	Operating	26-10
Battery		Cast iron weights	70-4
Service	115-7	Install rear	70-5
Battery Handling, Safety		CD player	
Safety, Battery Handling	05-15	Operating	26-10
Before starting the engine	40-2, 40-3	Center link	
Biodiesel fuel	85-5	Position	55-8
		Change Engine Oil and Filter	100-1
		Check Toe-In	75-10
		Clock, setting (cab)	26-9

Continued on next page

Index

	Page		Page
Clutch		Diesel fuel	85-3
PTO Cable		Diesel Particulate Filter	
Adjust	65-11	Maintenance and Service	95-5
Clutch pedal free play		Diesel Particulate Filter Maintenance and Service ..	95-5
Check and adjust	90-5	Differential lock	
Connect single acting cylinder	60-8	Use	50-11
Control lever and coupler identification	60-2, 60-3	Disabled Exhaust Filter Cleaning	40-15
Controls		Disposal, Exhaust Filter	95-6
Instrument panel	15-1, 15-3, 15-10	Dome light	
Lights	20-1	Troubleshooting	120-11
Overhead control panel (Cab)	15-13	Dome light (cab)	
Controls illumination light bulb, replacing (Cab) ..	115-21	Using	26-11
Controls, Information Display		Door, opening (Cab)	26-4
Roll Mode Switch	15-12	Draft control, use	55-5
Coolant		Drain and refill capacities	130-3
Diesel engine		Drawbar	65-2
Engine with wet sleeve cylinder liners	85-13	Load limitations	65-1
John deere COOL-GARD II coolant extender ..	85-14	Swinging	65-1
Level, checking	105-4	Driving on public roads	50-2, 80-2
Mixing with concentrate, water quality	85-14		
Testing freeze point	85-15	E	
Warm temperature climates	85-1	Effect of cold weather on diesel engines	85-4
Cooling system		Electrical	
Alternator/fan belt, replace	115-2	Battery	
Check for leaks	105-4	Charging	115-3
Flush	105-5	Clean	115-3
Flush every two years	105-6	Inspection	115-4
Thermostat, replace	105-5	Remove	115-5
Winterize	105-7	Replacement	115-6
CoolScan	85-19	Service	115-7
Correct hose tips	60-1	Specifications	115-6
Courtesy light (cab)	26-11	Fuses	
Crankcase		Location	115-8
Vent tube, cleaning	95-4	Fusible link	115-13
Cylinder hoses, disconnect	60-12	Lights	
Cylinder stop, adjust	60-11	Cab dome light	115-21
Cylinder, extend/retract		Headlights	
No. 1 SCV	60-10	Adjustment	115-16
		Aim	115-17
D		Bulb	115-15
DEF		Tail lights	
Disposal	85-7	Cab	115-19
Storing	85-9	Turn signal	
Tank, refilling	85-8	Cab	115-19
Testing	85-9	Warning lights	
Use in SCR equipped engines	85-7	Cab	115-18
Deluxe SCV		Warnings	115-1
Troubleshooting	120-5	Electrical outlets, accessories	
Diesel engine oil		Cab	26-3
Interim tier 4, final tier 4, stage IIIB, stage IV, and stage		Electrical system troubleshooting	120-8
V	85-10	Emergency exit (cab)	50-6
Diesel engines, cold weather effect	85-4	Emergency exit (Cab)	26-5

Continued on next page

Index

	Page		Page
Emission system		Engine air intake	
Certification label.....	130-9	Inspect	95-1
Engine		Replace	95-3
Changing speed.....	40-8	Filters, Oil	
Coolant heater, using.....	40-6	Oil Filters.....	85-12
Crankcase		Floodlights	
Vent tube, cleaning	95-4	Cab	
Idle speeds.....	95-5	Using	20-7
Indicators and gauges, checking.....	40-7	OOS	
Speeds and operating procedures (recommended) ...	40-9	Using	20-6
Stopping.....	40-10, 40-11	Troubleshooting	120-11
Thermostat, replace.....	105-5	Front axle	
Troubleshooting	120-1	Wheel bearings, lubricate	100-9
Engine air intake filters		Front Axle	
Inspect.....	95-1	Steering linkage, lubricate	100-6
Replace	95-3	Front axle pivot pin	
Engine air intake system, inspect.....	95-4	Lubricate	100-6
Engine compartment, cleaning	95-13	Fuel	
Engine oil		Biodiesel	85-5
Break-In		Diesel.....	85-3
Interim tier 4, final tier 4, stage IIIB, stage IV, and		Fill tank.....	85-6
stage V.....	85-11	Handling and storing.....	85-2
Diesel		Storage	85-1
Interim tier 4, final tier 4, stage IIIB, stage IV, and		Warning	110-1
stage V.....	85-10	Fuel cooler, clean	105-1, 105-2
Engine oil and filter service intervals		Fuel filters	
Interim tier 4, final tier 4, stage IIIB, stage IV, and stage V		Drain water and sediment.....	110-1
0.12 L/kW or greater oil pan.....	85-11	Replace	
Engine Oil level Check	100-1	Primary	110-3
Engine operation		Fuel injection pump	
Break-in	30-1	Serial number.....	135-2
Engine speed		Fuel system.....	110-1
Changing.....	40-8	Bleed	110-5
Exhaust Filter		Fuel tank	
Ash Handling and Disposal	95-6	Drain water and sediment.....	110-2
Exhaust Filter Aftertreatment		Fuels and lubricants	85-1
Filter, Exhaust	95-5	Fuses	
Exhaust Filter Ash Handling and Disposal		Location	115-8
Diesel Particulate Filter Ash Handling and Disposal ...	95-6	Fusible Link	115-13
Exhaust Filter Disposal	95-6	G	
Exhaust Filter System Overview	40-13	Gear case oil.....	85-17
Exhaust Filter, Safety		Grease	
Safety, Exhaust Filter	05-18	Multipurpose Extreme Pressure (EP).....	85-17
F		Grille screens, clean	105-1, 105-2
Fan/alternator belt		Ground speed estimates	130-5
Replace	115-2	Correction factors for other tires	130-6
Filters		H	
Air		Hand throttle friction, adjust.....	95-9
Clean	95-10		

Continued on next page

Index

	Page		Page
Hardware		Light switch	
Wheel/axle, tighten.....	75-3	Operation.....	20-1
Hardware torque values		Lighting	
Metric.....	130-7	Tail Light Replacement.....	115-18
Unified inch.....	130-8	Work Light Bulb Replacement.....	115-19
Harnesses and cables, routing (Cab).....	26-8	Lighting and signals.....	20-1
Heater		Lights.....	20-1
Performance, optimizing.....	26-7	Cab dome light.....	115-21
Heating system		Floodlights	
Troubleshooting.....	120-9	Cab.....	20-7
High beam indicator.....	20-5	OOS.....	20-6
Hillside operation.....	50-6	Halogen light bulbs	
Hitch		Handling safely.....	115-15
Adjust side sway.....	55-11	Headlights	
Attach implements to.....	55-8	Adjustment.....	115-16
Components.....	55-1	Aim.....	115-17
Leveling.....	55-12	Bulb.....	115-15
Hitch, lubricate.....	100-7	Rotating beacon light	
Hood latch, lubricate.....	100-11	Cab.....	20-13
Hood, opening.....	95-1	Tail lights	
Hose clamps, tighten.....	95-6	Cab.....	20-8, 115-19
Hydraulic cylinder hoses, connect.....	60-5	OOS.....	20-8
Hydraulic oil.....	85-16, 85-17	Turn signal	
Hydraulic system		Cab.....	115-19
Power beyond, use.....	60-11	Warning lights	
Hydraulic system design		Cab.....	20-11, 115-18
Incompatibility, continuous hydraulic motor use ..	60-1	OOS.....	20-8
Hydraulic system troubleshooting.....	120-4	Lubricant	
Hydraulic-transmission system oil, warming.....	60-1	Mixing.....	85-18
Hydraulics		Lubricant Storage	
Oil		Storage, Lubricant.....	85-7, 85-18
Level, check.....	100-3	Lubricants, correct	
		Using.....	100-1
I		Lubricants, safety.....	85-7, 85-18
Identification numbers.....	135-1		
Idle speeds.....	95-5	M	
Implement codes.....	70-6	Metric bolt and screw torque values.....	130-7
Implement to tire clearance.....	75-1	MFWD axle	
Implement, prepare.....	55-7	Housing	
Infinitely variable shuttle, using (if equipped).....	50-9	Oil level, check.....	100-9
Inside rear view mirror (Cab).....	26-5	Oil, change.....	100-9
Instrument panel.....	15-1, 15-3, 15-6, 15-8, 15-10	Toe-In	
		Adjust.....	75-11
K		Wheel bolts, tighten.....	75-5
Key Switch.....	40-1	Wheel hub	
		Oil level, check.....	100-8
L		Oil, change.....	100-8
Lateral float, adjust.....	55-13	Mid-mount SCV cylinder hoses, connect.....	60-6
		Mirror, inside rear view (Cab).....	26-5
		Mixing lubricants.....	85-18
		Monitor locations, installing.....	26-11

Continued on next page

Index

	Page		Page
Multi-function control		Clutch Cable	
Lever and couplers identification.....	60-4	Adjust.....	65-11
Multipurpose Extreme Pressure (EP) grease	85-17	Operating.....	65-6, 65-8
		Select Correct Speed.....	65-10
N		PTO Speed Selection.....	65-10
Neutral lever position	60-9	R	
Neutral start system, check		Radiator, clean.....	105-1, 105-2
PowrReverser transmission (if equipped).....	95-7	Radio	26-8
		Rear axle	
O		Bearings, lubricate	100-10
Oil		Rear axle wheel bolts	
Engine		Bolts, tighten.....	75-5
Interim tier 4, final tier 4, stage IIIB, stage IV, and		Refueling, avoid static electricity risk	05-4
stage V.....	85-10	Remote hydraulic cylinders troubleshooting	120-7
Gear case.....	85-17	Reversed cylinder response, correct.....	60-8
Hydraulic	85-16, 85-17	Ride comfort, adjust.....	25-3
Steering	85-17	Rockshaft	
Transmission.....	85-16, 85-17	Postion control.....	55-4
Transmission-hydraulic		Rate-of-drop adjustment.....	55-6
Level, check	100-3	Rockshaft and quick-coupler 3-point hitch	
Warm hydraulic system.....	55-13	troubleshooting	120-6
Oil cooler, clean	105-1, 105-2	Rockshaft control levers.....	55-2
Oil, transmission-hydraulic system		ROPS.....	95-14
Warming.....	60-1	Operate foldable	25-1
Oilscan.....	85-19	Torque values.....	95-6
OOS		Rotating beacon light (cab)	
Lights		Bulb, replacing.....	115-22
Floodlights	20-6	Operating.....	20-13
Tail lights	20-8	S	
Warning lights	20-8	Safety	
Operate foldable ROPS	25-1	Protect against noise	05-2
Operator training	50-1	Rotating drivelines, stay clear	05-6, 65-3
Overhead control panel (Cab)	15-13	Safe maintenance, practice.....	05-17
		Tires, service safely.....	05-21
P		Towed equipment, transport at safe speeds	05-11
Paint care	125-3	Tractor, operating safely.....	05-8
Parked Exhaust Filter Cleaning	40-17	Use caution on slopes, uneven terrain, and rough	
Position center link.....	55-8	ground.....	05-12
Position control lever stop, setting	55-3	Safety, Avoid High-Pressure Fluids	
Position control, use	55-4	Avoid High-Pressure Fluids.....	05-22
Power beyond attachment, use	60-11	Safety, Fire Prevention	
Power reverser transmission (PRT) (if equipped)		Fire Prevention	05-3
Infinity variabe shuttle.....	50-9	Safety, Forestry Operations	
PowrReverser transmission (PRT) (if equipped),		Limited Use in Forestry Operation	05-9
operating	50-7	Safety, Handle Fuel Safely, Avoid Fires	
Prepare implement.....	55-7	Avoid Fires, Handle Fuel Safely.....	05-3
Prestart checks	35-1	Safety, lubricants	85-7, 85-18
PTO		Safety, ROPS	
Attach Implements	65-4	ROPS, Keep Installed Properly	05-5

Continued on next page

Index

	Page		Page
Ballast weight.....	95-6	Remote hydraulic cylinders	120-7
Cab mounts.....	95-6	Rockshaft	120-6
Front axle	95-6	Transmission.....	120-4
MFWD axle wheel bolts	75-5	Wiper(s)	120-11
Rear axle.....	95-6	Turn signals.....	20-9
Rear wheels	95-6		
ROPS.....	95-6	U	
Wheel bolts rear axle	75-5	Unified inch bolt and screw torque values	130-8
Wheels/axles	75-3	Use	
Towed equipment, transport at safe speeds	05-11	Brakes	50-10
Towing		Cast iron weights.....	70-4
Tractor.....	80-6	Differential lock	50-11
Tractor PTO		Draft control.....	55-5
Operating.....	65-6, 65-8	Position control.....	55-4
Tractor service		Turn signals.....	20-9
Safely	90-1	Warning lights	20-10
Tractor, operating safely.....	05-8	Use Operator's Manual Holder	25-3
Tractor, stopping.....	50-13, 50-14	Using Headlights — Cab	20-4
Transmission		Using Headlights — OOS	20-3
Oil			
Level, check	100-3	V	
Operating		Vent tube	
PowerReverser transmission (PRT) (if equipped)	50-7	Cleaning.....	95-4
Infinity variabe shuttle	50-9		
Transmission oil	85-16, 85-17	W	
Transmission troubleshooting.....	120-4	Warm hydraulic system oil	55-13
Transmission-hydraulic filter element	85-16	Warning lights.....	20-10
Transmission-hydraulic system		Cab	
Change oil and filter	100-3	Using	20-11
Clean pickup screen	100-4	Warranty	
Transmission-hydraulic system oil, warming	60-1	Non-road emissions control warranty statement--	
Transport	80-5	compression ignition	
Transporting		CARB.....	130-10
Tractor, towing.....	80-6	EPA.....	130-16
Tread settings		Weights	
Adjustable front axle	75-7	Cast iron	70-4
Multi-position MFWD wheels	75-8	Install rear cast iron.....	70-5
Multi-position rear wheels.....	75-6	Wheel Bolts, tighten	
Two-position rear wheels.....	75-6	MFWD axle	75-5
Tread width		Rear axle.....	75-5
Adjusting front axle	75-9	Wheel slip	
Tread width		Measuring manually	70-2
Rear wheel limitations	75-5	Windows, opening (Cab).....	26-4
Troubleshooting		Windshield wiper	
Brakes	120-5	Operating.....	26-7
Deluxe SCV.....	120-5	Windshield, deicing, demisting or defrosting	26-6
Electrical system	120-8	Wiper(s)	
Engine.....	120-1	Troubleshooting	120-11
Floodlights and dome light.....	120-11		
Heater and A/C system	120-9		
Hydraulic system.....	120-4		
Quick-coupler 3-point hitch	120-6		
Radio	120-11		

Continued on next page

