

# 9R / 9RT / 9RX SERIES

MAKING THE RIGHT CHOICE



**JOHN DEERE**

NOTHING RUNS LIKE A DEERE



# ULTIMATE POWER IN PRECISION FARMING

COMBINING THE HIGHEST PRODUCTIVITY  
WITH MAXIMUM COMFORT IN LARGE TRACTORS







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# DRIVING UP PRODUCTIVITY, DRIVING DOWN COSTS

9R tractors are designed to tackle the toughest challenges in contemporary agriculture: improving your productivity, reducing costs and mitigating risks. Here are a dozen key benefits that will have a decisive impact on your operation's bottom line:



## 1 | EFFICIENCY AND PERFORMANCE

9R, 9RT and 9RX tractors are powered by highly efficient and high-performance 13.5 l John Deere PSS and 15 l QSX Cummins engines with high power and torque outputs, delivering maximum power up to 670 hp.

## 2 | PRECISION AND PRODUCTIVITY

With the integrated Generation 4 CommandCenter, all you need to get started with AutoTrac is a StarFire receiver and an AutoTrac activation. Move up to the next level in precision and productivity with Section Control and documentation capabilities.



### 5 | REDUCED POWER HOP

The front axle suspension HydraCushion allows the operator to maintain a high level of productivity by reducing the possibility of power hop, to deliver ultimate performance, increased reliability and reduced maintenance costs.

### 6 | REDUCED EFFORT

ActiveCommand Steering (ACS) significantly reduces steering effort. It offers unprecedented line-holding abilities to improve comfort and control. The new Extended Monitor option makes implement management even easier.



### 3 | CENTRAL OPERATIONS MANAGEMENT

With John Deere you are always connected. Our Ag web portal [MyJohnDeere.com](http://MyJohnDeere.com) enables you to plan, run and manage your operations – all from a central location. Go to the Operations Centre to get instant information about ongoing operations, viewing agronomic information from your in-cab display.

### 4 | HIGH FUEL EFFICIENCY

For the highest possible fuel efficiency in all applications: e18 transmission with Efficiency Manager automatically shifts gears and throttles back to reach your desired ground speed.



7 | RIDE QUALITY

John Deere exclusive ActiveSeat, HydraCushion, AirCushion or 4-post Cab Suspension for best in class ride quality both in the field and on the road, raising labour productivity.

8 | SUPERB HYDRAULIC POWER

Up to eight rear SCVs and 435 l/min hydraulic pump flow. The optional high-flow coupler allows for a maximum flow rate from a single SCV of 159 l/min.

9 | POWERFUL FRAME

The massive three-section frame design of John Deere 9R Series tractors provides superior strength and durability, improves vehicle serviceability and reduces downtime.

10 | 24-HOUR VISIBILITY & COMFORT

The spacious CommandView III cab and 24 LED lights provide optimum comfort and visibility, day and night. The CommandARM control centre enables intuitive operation of key tractor functions.

11 | FLEET, FIELD & LABOUR OPTIMISATION

John Deere FarmSight solutions enable you to optimise all operations, raise productivity, increase uptime, and boost profits. All the information you need is accessible from any internet-enabled device.

12 | THE PERFECT FIT FOR THE ROAD

All of this power is packed into machines that meet road regulations with only 2.98 m total vehicle width (762 mm track belts) on 9RX tractors.



MODEL	ENGINE	MAXIMUM ENGINE POWER (97/68 EC)
9420R	13.5 l PSS	462 hp (340 kW)
9470R/RT/RX	13.5 l PSS	517 hp (380 kW)
9520R/RT/RX	13.5 l PSS	572 hp (421 kW)
9570R/RT/RX	15.0 l QSX	628 hp (461 kW)
9620R/RX	15.0 l QSX	670 hp (429 kW)



### 5 | REDUCED POWER HOP

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# MORE HORSEPOWER RIGHT ACROSS THE RANGE

UNIQUE OFFER IN THE INDUSTRY:  
WHEELED, 2-TRACK AND 4-TRACK OPTIONS

The latest John Deere 9R, 9RT and 9RX Series tractors give you a horsepower increase of 50 hp (37 kW) across the range of models, all the way up to 670 hp (429 kW) in wheeled and 4-track tractors. Which of these high performance tractors is the best fit for your business? Only John Deere gives you this wide range of configurations. **It's your choice!**



## **9R WHEELED TRACTORS: THE MOST VERSATILE**

With its ballast flexibility the 9R is highly versatile for applications throughout the year. Its HydraCushion suspension mitigates powerhop and road lope for more uptime and protects components against harsh terrain. With no track components to repair or replace it has the lowest cost of ownership.



### **9RX 4-TRACK TRACTOR: HILLSIDE STABILITY**

Thanks to its four turning undercarriages, the 9RX excels at turning under load and line-holding in hilly and wet conditions. It has less berming than the 9RT due to its positive drive and articulation. The 9RX also has the narrowest form, ideal for road transport, and has the lowest compacted area because of the larger footprint.



***STILL NOT SURE WHICH OF  
THESE HIGH-PERFORMANCE  
TRACTORS IS THE RIGHT ONE  
FOR YOU?***

Take an in-depth look on the pages that follow.



### **9RT 2-TRACK TRACTORS: BEST STRAIGHT-LINE PULL**

The 9RT is the choice for straight-line pulling in flat conditions. It also provides very efficient power transfer from the engine to the ground. 9RT tractors offer a longer track life than the 9RX, the best manoeuvrability in tight areas with a zero degree turn radius, and they excel on dry, loose soils.



# THE 9R

## YOUR POWERFUL ALL-ROUNDER

The 9R is a smart choice if you are looking for flexibility. With a broad range of ballasting and wheel options, it does an excellent job throughout the year on multiple applications and in virtually any conditions.







## 9R SERIES WHEELED TRACTORS

**DIMENSIONS**

**ACTIVESEAT**

**WHEELS AND HUBS**

**HYDRACUSHION SUSPENSION**

**SINGLE AND DOUBLE-REDUCTION AXLES**

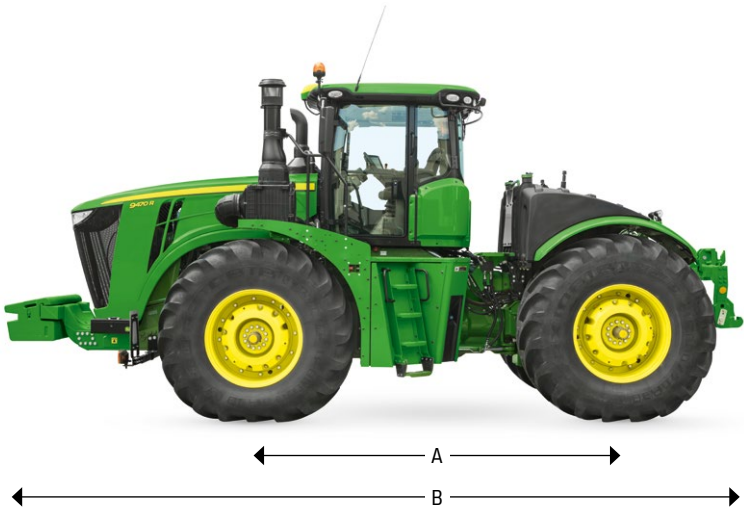
**BALLASTING**





**DIMENSIONS**

Superb engineering design: the roomiest cab on the market on a narrow-gauge wheeled tractor.

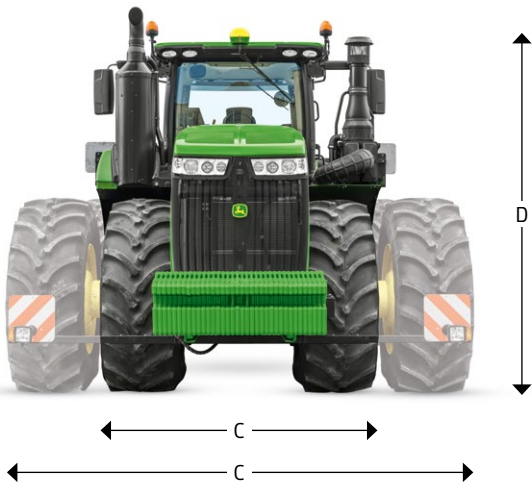


**A | WHEELBASE**

3,807 mm (9420R – 9470R)  
3,912 mm (9520R – 9620R)

**B | OVERALL LENGTH**

(with front weights, excluding hitch and coupler)  
7,593 mm (9420R – 9470R)  
7,697 mm (9520R – 9620R)



**C | WIDTH**

(minimum, depending on tyre settings)  
3,050 mm with 800/70R38 single tyres  
3,860 mm with 620/70R42 dual tyres  
4,300 mm with 710/70R42 dual tyres

**D | TOTAL HEIGHT**

3,979 mm (top of cab)





## ACTIVESEAT

The ActiveSeat utilises electro-hydraulic technology in combination with air suspension. ActiveSeat isolates up to 90% of vertical movement and provides the operator with enhanced ride-quality over standard air suspension seats.



- A | Scissor Suspension
- B | Air Reservoir
- C | Accelerometer
- D | ActiveSeat Actuator
- E | Air Compressor and Air Spring
- F | Lateral Shock



## WHEELS AND HUBS

9R Series tractors offer cast drive wheels with many different tyre sizes and a diameter of 2.05 m. The cast wheels give added strength for greater wheel life, as well as adding weight to the tractor for ballast. In the dual-wheel configuration, the inside four wheels are cast and the outside four dual wheels are steel, accompanied by a spacer in some configurations.

All 9R Wheel Tractors equipped with 120 mm x 3,048 mm diameter (4.72 in. x 120 in.) axles use double-tapered hubs. This design doubles the clamping force by using multiple ramp angles on the wedge.



## TYRE FLAT PLATE AREA

To calculate the kg per cm<sup>2</sup> exerted to the soil by the machine, divide the machine weight by the total flat plate area (indicated in the table).

TYRE SIZE	FLAT PLATE AREA	GROUND PRESSURE
IF800/70R38 (single wheel)	17,703 cm <sup>2</sup>	1,538 kg per cm <sup>2</sup>
520/85R46 (dual wheels)	21,677 cm <sup>2</sup>	1,255 kg per cm <sup>2</sup>
IF710/70R42 (dual wheels)	30,452 cm <sup>2</sup>	0,894 kg per cm <sup>2</sup>

All figures based on fully ballasted 9R at 27,225 kg

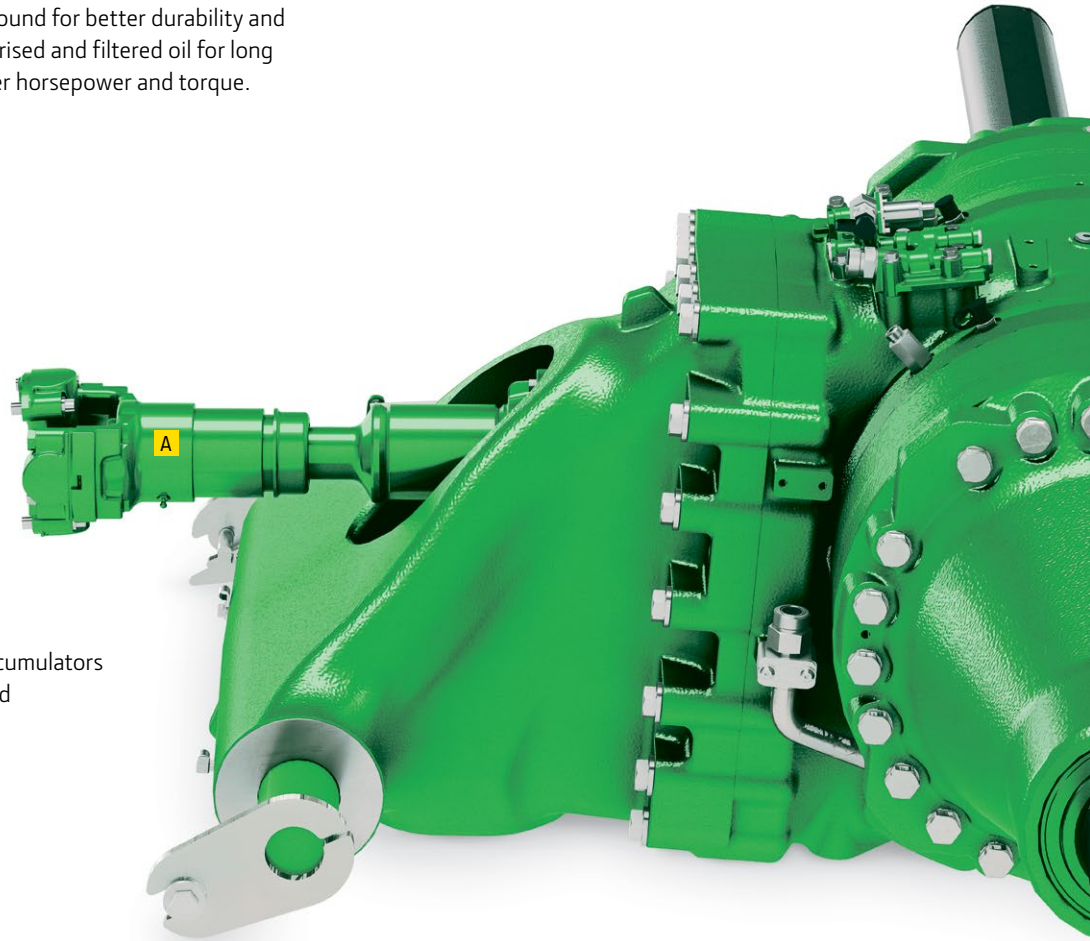




## SINGLE AND DOUBLE-REDUCTION AXLES

Inboard planetary final drives distribute axle loads evenly to reduce stress on individual gears and shafts. Single-reduction axles operate in an oil bath that provides ample cooling and performance. Double-reduction axles feature low sump pressure lubrication, which decreases drag, provides more power to the ground for better durability and reliability. All systems feature pressurised and filtered oil for long component service life even at higher horsepower and torque.

- A | Transmission Output Shaft
- B | Double Reduction Front Axle
- C | Front Suspension Cylinder
- D | Front Suspension Head Side Accumulators
- E | Front Suspension Valve Manifold



## HYDRACUSHION SUSPENSION

Designed specifically for heavy equipment usage, the John Deere HydraCushion suspension system combines with the four-wheel drive (4WD) axle components to deliver unsurpassed productivity gains. It reduces the possibility of power hop, thereby ensuring that the tractor will put more power to the ground, while giving the operator a more comfortable ride.

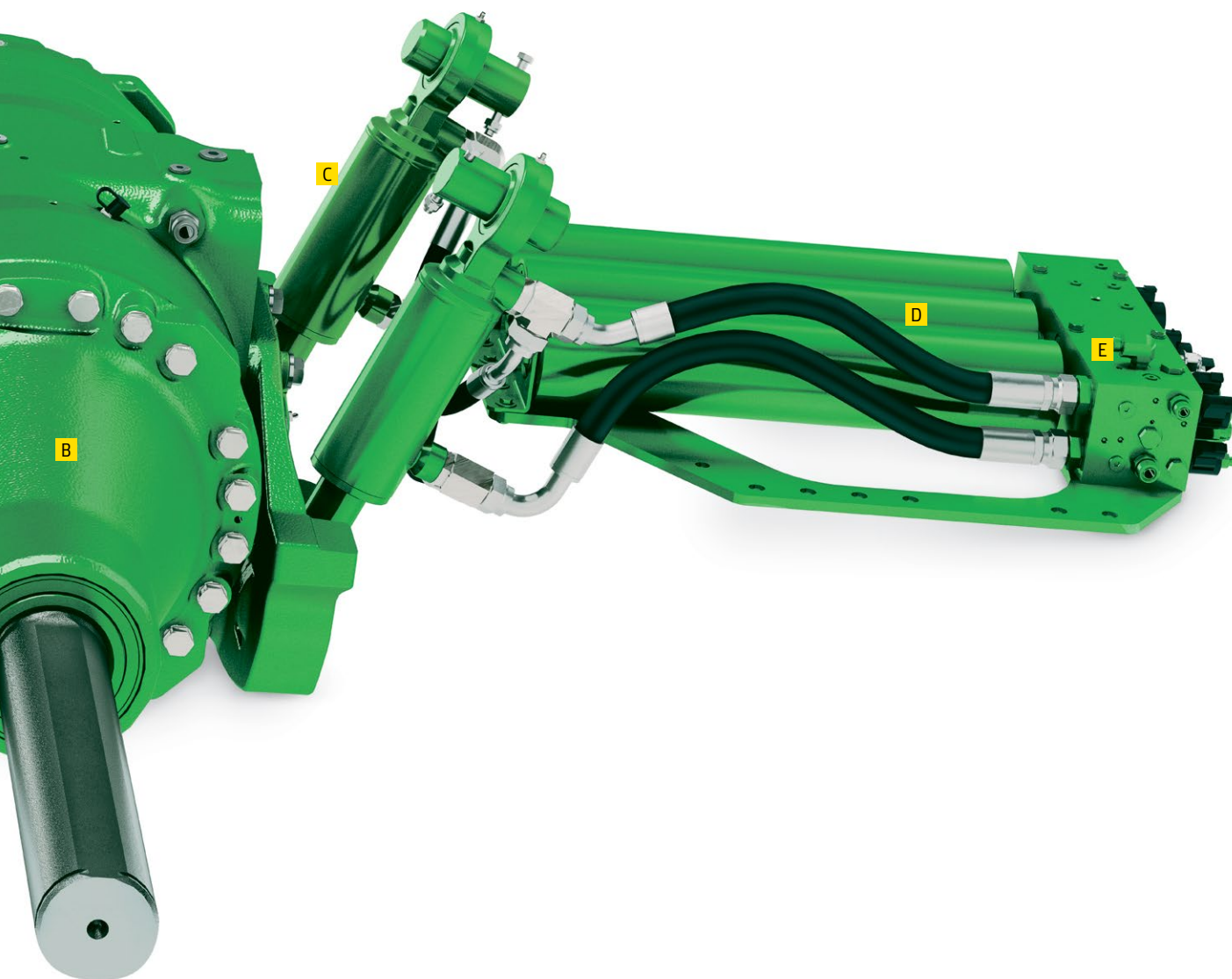
It also significantly reduces physical swaying and bouncing of the machine during road transport. This hydraulically suspended front axle system is available on the 9520R and 9570R, and is standard on the 9620R.





## BALLASTING

Properly ballasting a 9R Series tractor to take into account tyre size, total tractor weight, front/rear axle weight distribution and weight placement will maximise productivity and fuel efficiency. Your John Deere dealer will provide detailed advice on proper ballast management between different applications at the time of purchase and during operational usage, ensuring that the tractor achieves peak performance.



### BALLAST TYPES:

- 9R tractor with front weight support
- 9R with inner rear cast weights
- 9R with outer rear cast weights
- 9R with rear drawbar support

# THE 9RT

## MAXIMUM POWER TO THE GROUND

Turning just one axle, the 9RT puts most power to the ground and delivers excellent straight-line pulling. With a 0° turning radius it is also highly manoeuvrable.







## 9RT SERIES 2-TRACK TRACTORS

### DIMENSIONS

### WORLD-CLASS STEERING

### DURABILITY WITH OUTBOARD PLANETARY FINAL DRIVES

### TRACK DRIVE WHEEL AND FRONT IDLER

### AIRCUSHION SUSPENSION SYSTEM

### STRATEGICALLY LOCATED MID-ROLLERS

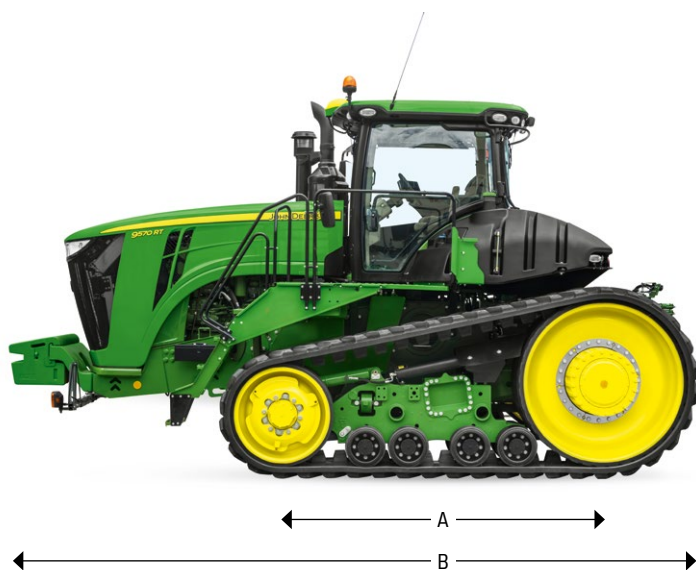
### BALLASTING

### TRACK BELT OPTIONS



## DIMENSIONS

The 9RT offers the ideal compromise between compactness and high ground contact area.



### A | WHEELBASE

2,956 mm

### B | OVERALL LENGTH

7,274 mm



### C | WIDTH

3,454 mm with 762 mm / 30 in. tracks

3,607 mm with 914 mm / 36 in. tracks

### D | TOTAL HEIGHT

3,972 mm (top of cab)



## WORLD-CLASS STEERING

9RT tractors feature speed-sensitive steering to improve performance and durability across a wide range of applications: the steering control unit adjusts the steering rate according to the vehicle's ground speed while the steering sensitivity can be adjusted by the operator. All 9RT tractors are fitted with a 130 cc heavy-duty steering pump for solid steering performance in tough working conditions.





### DURABILITY WITH OUTBOARD PLANETARY FINAL DRIVES

A five-pinion outboard planetary drive set and stronger axle housing improve handling for the increased horsepower used in deep tillage applications. The lubrication system features pressurised, cooled and filtered oil for greater component reliability and service life. Axle bearings are internally lubricated, eliminating the need for external grease fittings.



### TRACK DRIVE WHEEL AND FRONT IDLER

9RT tractors use a 1,524 mm friction drive wheel to provide a high-contact area (with more than 180° of wrap), minimising belt-to-drive wheel slippage. A track tension cylinder ensures friction between the drive wheel and the track, allowing you to put more power to the ground.

9RT tractors feature industry-leading track tension for unsurpassed contact between the drive wheel and belt. The front idler wheel is mounted on a pivoting link that is attached to the front of the track frame.

### TRACK FLAT PLATE AREA

To calculate the kg per cm<sup>2</sup> exerted to the soil by the machine, divide the machine weight by the total flat plate area (indicated in the table).

TRACK SIZE	FLAT PLATE AREA	GROUND PRESSURE
762 mm (30 in.) tracks	44,903 cm <sup>2</sup>	0.545 kg per cm <sup>2</sup>
914 mm (36 in.) tracks	53,884 cm <sup>2</sup>	0.455 kg per cm <sup>2</sup>

All figures based on fully ballasted 9RT at 24,517 kg



## AIRCUSHION SUSPENSION SYSTEM

All 9RT tractors are equipped with the exclusive AirCushion suspension system. It isolates the entire front chassis from harsh inputs due to uneven terrain and allows each track to operate independently for maximum ground contact. The system also allows the vehicle to travel much faster over rough terrain while providing increased operator comfort.

- Massive centre pin allows the swing arm and walking beam to pivot
- Two air bags and a heavy duty shock absorber minimise bump impact
- Heavy-duty bushing provides a pivot point for movement to provide extra cushioning
- The large reaction arm connects the axle of the tractor and pivots up and down

- A | Air Bags
- B | Air System Components
- C | Damping Cylinder
- D | Swing arm / walking beam
- E | Pillow Block / rear pivot point
- F | Track Frame



## STRATEGICALLY LOCATED MID-ROLLERS

Mid-rollers are strategically spaced to prevent vibration and to keep the mid-rollers from being vertically aligned with a traction lug at the same time. The two-piece mid-roller design also reduces costs when replacing worn components. Heavy-duty polyurethane mid-rollers, available as a factory-installed option, generate less heat under high loads and are longer lasting than rubber-coated mid-rollers. They are specifically designed for applications requiring frequent transport at higher speeds and with heavy loads, and are highly resistant to rock chipping.







## BALLASTING

The 9RT tractor's base weight alone will be adequate for putting power to the ground for nearly all applications. Additional ballast is however likely to be necessary to obtain the optimum weight split of 60 percent front and 40 percent rear. Proper weight split ensures maximum in-field performance by maintaining ground contact over the entire length of the track belt as well as optimising ride quality.



### BALLAST TYPES:

- 9RT with front suitcase weights
- 9RT with front idler wheel weights
- 9RT with side weight support

- G | Track Tension Cylinder
- H | Accumulators
- I | Rear Drive Wheel
- J | Mid-Rollers
- K | Front Idler
- L | Track Belt

## TRACK BELT OPTIONS

John Deere offers the Camso Durabuilt® 4500 and 6500 Series rubber track options exclusively in 762 mm and 914 mm widths. The Durabuilt 6500 Series track is the most durable for 9RT tractors. It provides improved rubber and more woven steel threads for extended tread and guide-lug life in severe applications.



# THE 9RX

EXCELLENT PERFORMANCE IN ALL CONDITIONS

Superb turning under load and low berming: the 9RX is also the narrowest format for transportability among the John Deere 9 family.







## 9RX SERIES 4-TRACK TRACTORS

**DIMENSIONS**

**TRACK BELT OPTIONS**

**REDUCED SLIPPAGE**

**LARGE MID-ROLLERS**

**MUD SCRAPERS AND DEBRIS  
SHIELDS**

**MID-ROLLER DESIGN FOR  
COMFORT**

**QUICK & EASY TENSIONING AND  
ALIGNMENT**

**SUPERB PERFORMANCE ON  
EXTREME TERRAIN**

**STRESS-FREE CAB SUSPENSION**

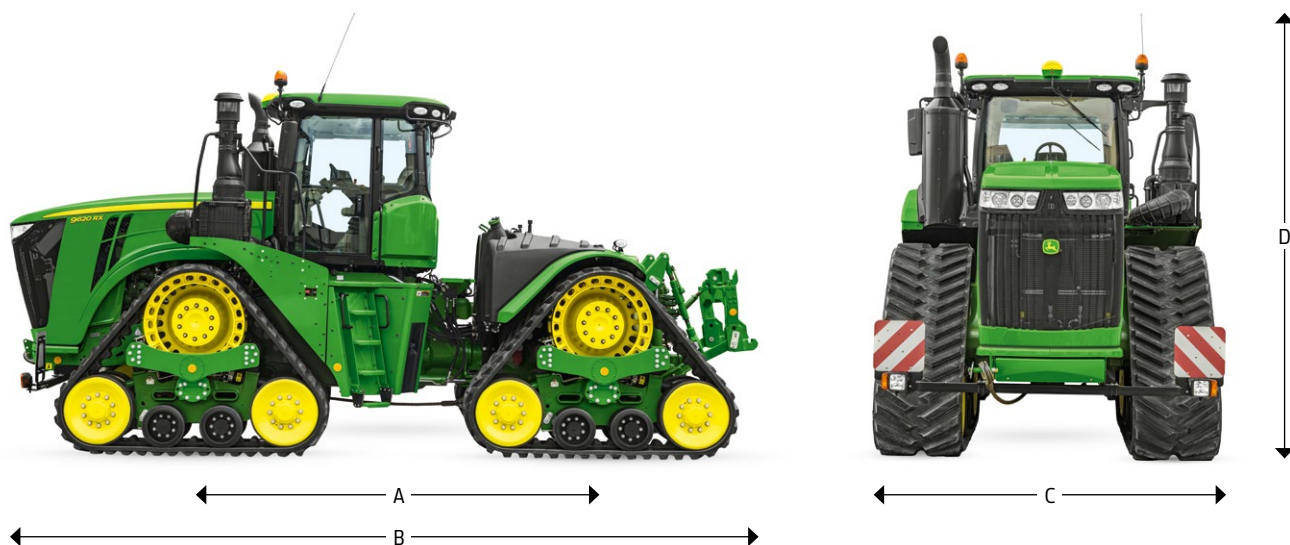
**MINIMAL MAINTENANCE**

**PRECISE STEERING**



## DIMENSIONS

The narrow format of the 9RX makes it ideal for applications involving a lot of road transport.



### A | WHEELBASE

4,128 mm

### B | OVERALL LENGTH

7,637 mm (less hitch)

8,234 mm (including hitch and coupler)

### C | WIDTH

2,980 mm with 762 mm / 30 in. tracks

3,130 mm with 914 mm / 36 in. tracks

### D | TOTAL HEIGHT

3,720 mm (top of cab)



## TRACK BELT OPTIONS

Camso is the single supplier for the 9RX Series Tractor undercarriage system, including tracks and rubberized wheels. John Deere offers the Camso Durabuilt 3500 and Camso Durabuilt 6500 Series options exclusively in 762 mm and 914 mm widths.

The Durabuilt 6500 Series track is the most durable available for 9RX tractors. It provides improved rubber and more woven steel threads for extended tread and guide-lug life in severe applications, such as those with higher road requirements and side-slope operations.







### REDUCED SLIPPAGE

The 9RX has drive lugs that are 12% wider than on rival machines, as well as a wrap angle 24 degrees larger and 60% more belt tension. This prevents belt slippage.

### LARGE MID-ROLLERS

The two large-diameter 427 mm mid-rollers keep the track belts in contact with the ground over the entire length of the undercarriage. They are spaced to prevent vibration during transport and in the field. The design also ensures that shocks are not transmitted as the tractor drives over obstacles.

A sealed cartridge design contributes to the low maintenance requirements: a hydraulic oil level check at 1,500 hours and an oil change at 10,000 hours. The mid-rollers can be easily replaced by simply removing eight cap screws from the hub.

Heavy-duty polyurethane mid-rollers, available as a factory-installed option, generate less heat under high loads and are longer lasting than rubber-coated mid-rollers. They are designed for applications requiring frequent transport at higher speeds, and at the upper limit of the tractor's ballasted weight and at higher vertical drawbar loads. Resistance to rock chipping is also significantly increased in abrasive conditions.



### TRACK FLAT PLATE AREA

To calculate the kg per cm<sup>2</sup> exerted to the soil by the machine, divide the machine weight by the total flat plate area (indicated in the table).

TRACK SIZE	FLAT PLATE AREA	GROUND PRESSURE
762 mm tracks	55,747 cm <sup>2</sup>	0.505 kg per cm <sup>2</sup>
914 mm tracks	66,890 cm <sup>2</sup>	0.420 kg per cm <sup>2</sup>

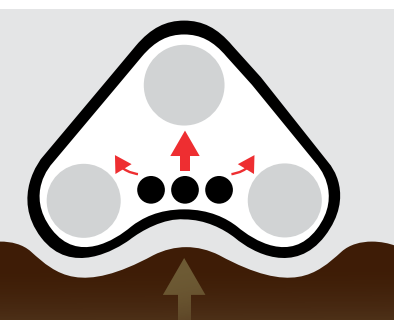
All figures based on fully ballasted 9RX at 28,150 kg



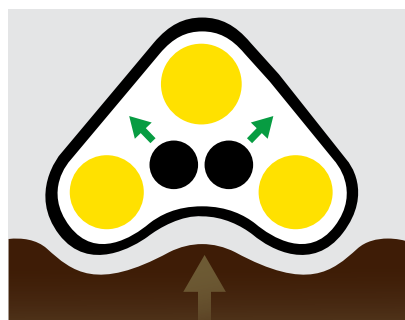
## MUD SCRAPERS AND DEBRIS SHIELDS

The 9RX Series undercarriage includes mud scrapers on the exterior of the drive sprocket as standard. The inner drive sprocket mud scraper continuously removes bulk debris from the sprocket hub and discards it to the outside of the track assembly. The idler debris shield is attached to the rearward idler and continuously removes bulk debris from the idler as well as protecting the track-tensioning cylinders from light impact and debris build-up.

- A | Outer Idler Wheel
- B | Track
- C | Guide Lugs
- D | Drive Wheel
- E | Outer Support
- F | Track Alignment Adjustment
- G | Track Tension Accumulator
- H | Track Tension Cylinder
- I | Mid-rollers
- J | Mud scrapers



**Alternative design:** With 3 mid-rollers, vibration is transferred directly upwards into the drive sprocket and axle. This results in an uncomfortable ride.



**9RX design:** The innovative 2 mid-roller design of the 9RX helps dissipate vibration, diverting it away from the axle and ensuring a safer, more comfortable ride.

## MID-ROLLER DESIGN FOR COMFORT

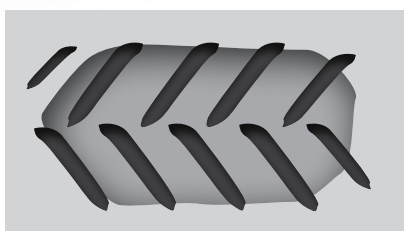
The two mid-roller design of the 9RX helps to dissipate vibration, diverting it away from the axle and ensuring a more comfortable ride. By contrast, the use of smaller, three mid-rollers on other four-tracked tractors transfers vibration directly upwards into the drive sprocket and axle. The 9RX remains firmly on the ground in very uneven conditions. Fewer and larger mid-rollers also means an extended wear life and longer maintenance intervals!



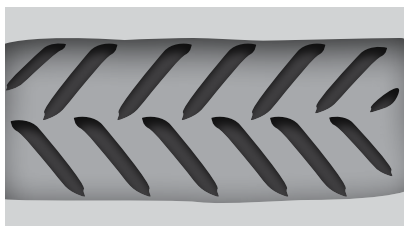


### QUICK & EASY TENSIONING AND ALIGNMENT

The procedures for tensioning and aligning the tracks on the 9RX undercarriage are quick and simple, as they are on all John Deere tracked tractors. This ensures maximum performance and reduced maintenance downtime.



**Wheeled Tractor:** Smaller contact point, weight is distributed less efficiently resulting in slightly higher ground compaction.

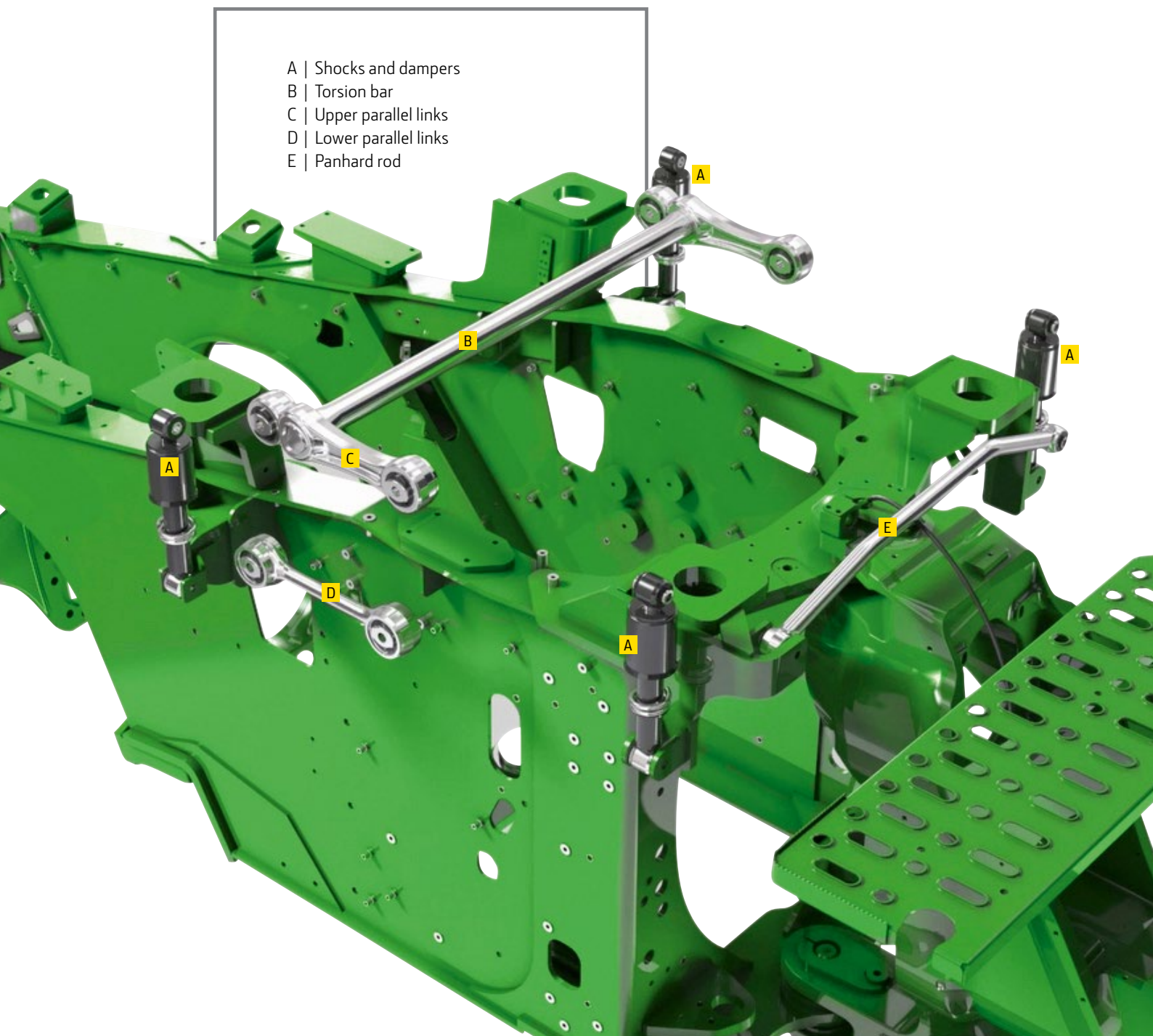


**9RX 4-Track Tractor:** Larger footprint helps to spread weight more evenly, minimising soil compaction and maximising traction.

### SUPERB PERFORMANCE ON EXTREME TERRAIN

The 9RX undercarriage maximises performance in any conditions: its large footprint ensures better grip, flotation and handling for increased stability, especially in the wet. The unique design offers a perfect torque transfer to the belts, while the maintenance-free mid-rollers deliver the best possible transfer of power to the ground.

9RX tractors use a positive drive undercarriage system. Drive lugs on the inside of the track belt mesh with the spoked exterior of the drive sprocket, producing positive engagement. The 9RX engages 41 percent more vulcanised drive lugs during transit than rival machines, delivering more grip, more torque and more power to the ground in any conditions.



- A | Shocks and dampers
- B | Torsion bar
- C | Upper parallel links
- D | Lower parallel links
- E | Panhard rod

### STRESS-FREE CAB SUSPENSION

The 9RX four-post cab suspension system automatically isolates the cab from shocks to provide maximum comfort and ride quality for the operator, both in the field and at transport speeds. Four coil-over shock absorbers optimise ride performance with 100 mm of travel – 40 mm more than any competitor. The rubber bushings at all joints require no maintenance.

Parallel plane four-bar linkage controls cab movements and provides near-vertical motion inputs to the cab, so that the operator experiences no pitching. The Panhard rod provides roll stiffness – a feature not offered in any competitor's tractor.





## PRECISE STEERING

9RX tractors are equipped with power steering, which provides smooth, precise steering control of both the tractor and implement. A 42° turn angle to left and right provides excellent manoeuvrability. Greasable steering cylinder pins are available for exceptionally harsh conditions.



## BALLASTING

9RX tractors require no additional ballast options. In a few cases, some additional weight may be required at the rear drawbar support.



## MINIMAL MAINTENANCE

Longer tracks reduce ground contact time, extending wear life by up to 20 percent compared to competitive four-tracked tractors. The undercarriage is constructed using super durable, hardened steel.

# INCREDIBLE POWER

## HIGHLY FUEL-EFFICIENT

John Deere 9R Series tractors deliver high levels of performance through efficient, reliable and powerful engines.

The models from 470 up to 520 rated hp feature the proven PowerTech PSS 13.5 l engine. These air-to-air aspirated engines deliver constant power over a wide range of engine rpm with a 38 percent torque rise and 10 percent power bulge above rated power.

All other models feature the Stage IV Cummins QSX15 15.0 l inline engine. It incorporates the Cummins Xtra-High Pressure Injection (XPI) fuel system – delivering cleaner combustion and improved engine response while meeting the latest emission regulations. Combined with Cummins variable geometry turbo (VGT), this fuel system provides optimal performance with a precise match of engine rpm and load demands.

### **CATALYSED EXHAUST FILTER WITH DOC/DPF**

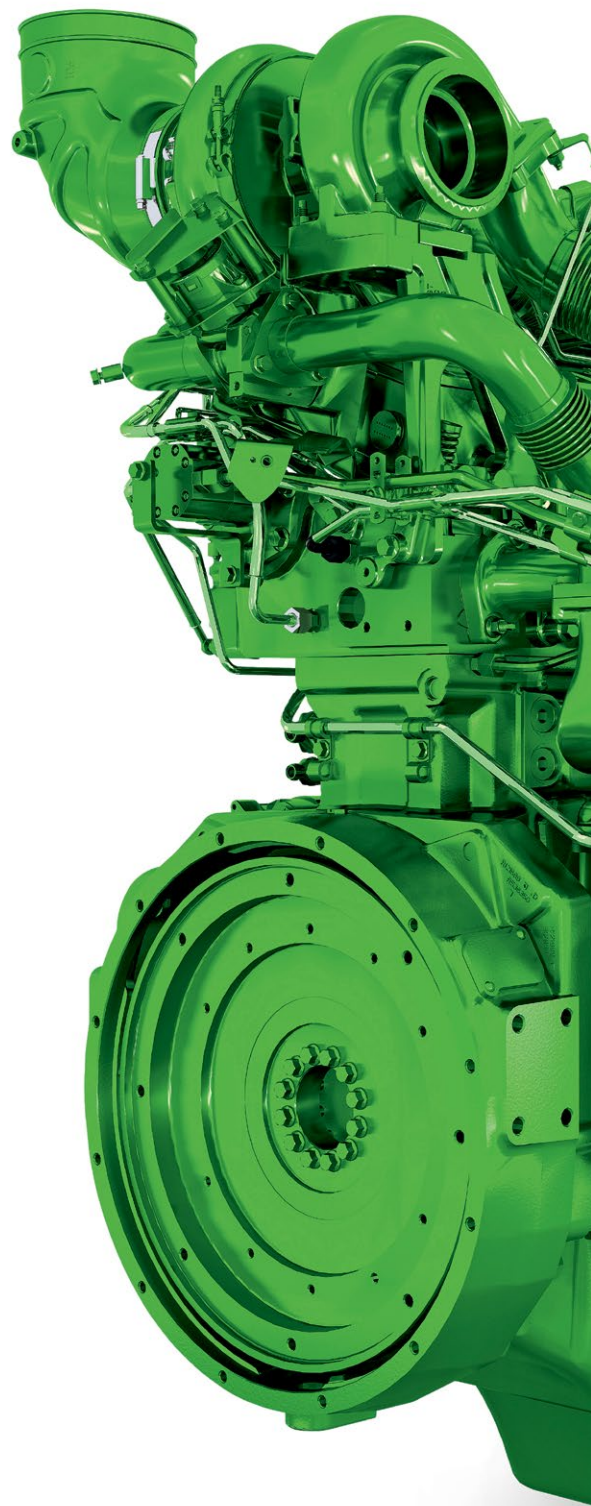
The diesel oxidation catalyst (DOC) and diesel particulate filter (DPF) remove particles down to 2.5 µm.

### **COOLED EXHAUST GAS RECIRCULATION (EGR)**

Precise amounts of cooled exhaust gases are mixed with incoming fresh air, lowering combustion temperatures to reduce NOx emissions. This also improves fuel economy – meaning you can go further, for longer, for less.

### **SELECTIVE CATALYTIC REDUCTION (SCR)**

Diesel exhaust fluid mixes with engine exhaust gases in the catalyst to reduce NOx further. The DEF consumption is just 2-3% of diesel use.





## SERIES TURBOCHARGERS

The series turbochargers deliver more low-speed torque and engine responsiveness to meet varying load requirements.



## VARI-COOL SYSTEM

The Vari-Cool fan drive system precisely controls the speed of the fan in relation to the cooling requirements to maximise engine efficiency. The Vari-Cool system is efficient for two primary reasons:

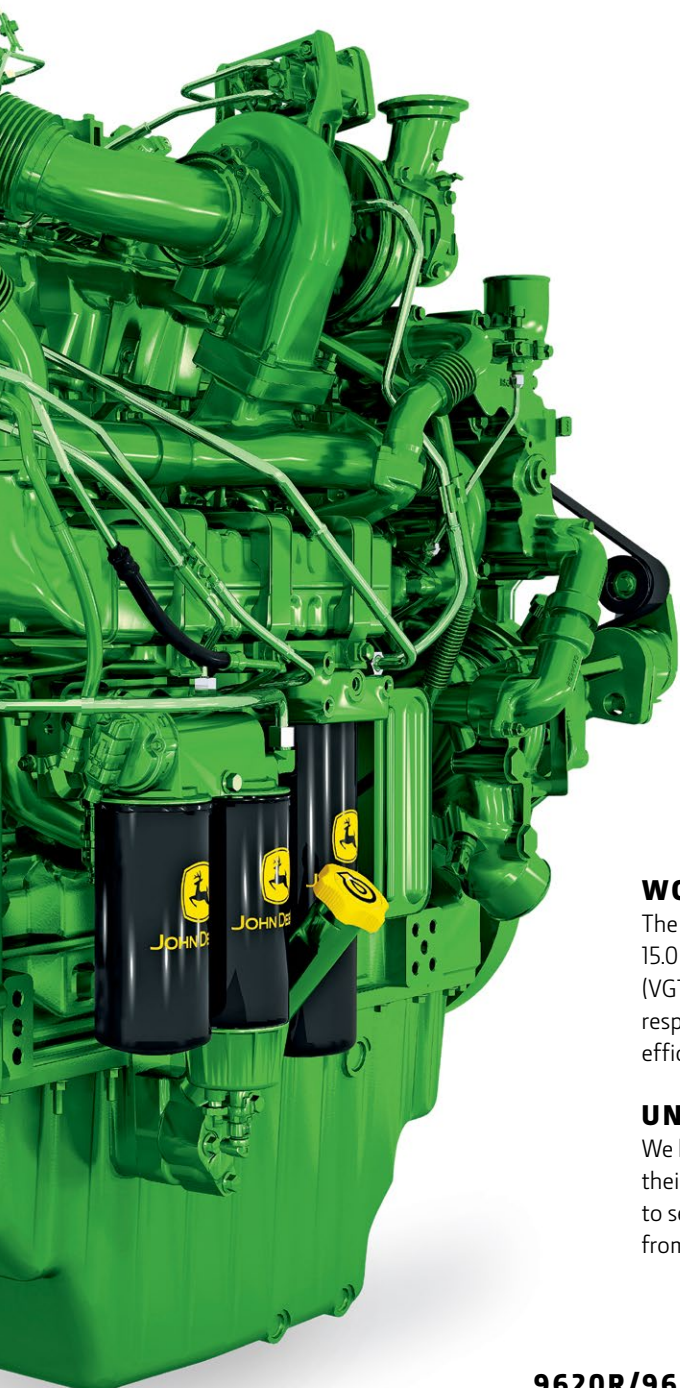
- The belt drive used in the Vari-Cool system transfers almost 100 percent of the power from the engine to the fan
- The variable fan speed sheave is electronically controlled, only operating at the necessary speed to cool the engine and other auxiliary components

## WORKS HARDER

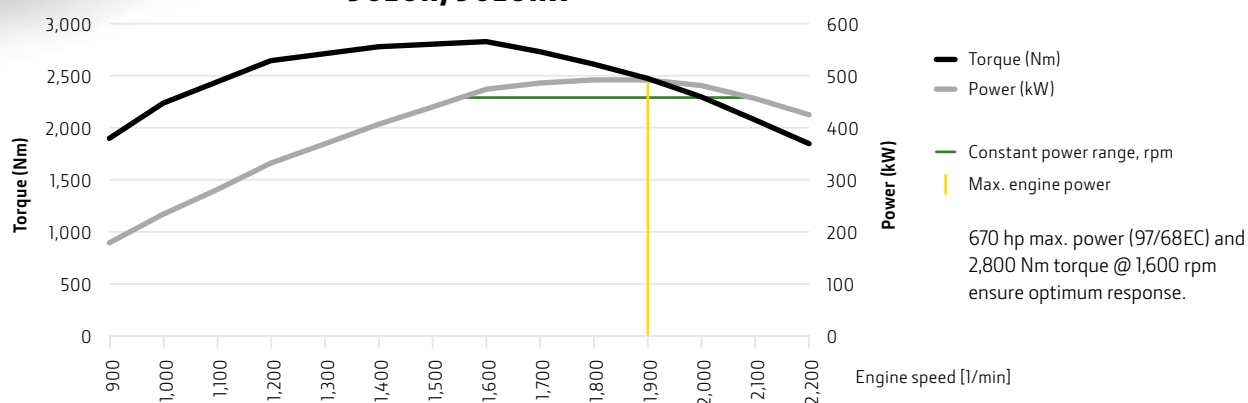
The 13.5 l PowerTech PSS engine utilises two turbochargers and the 15.0 l Cummins QSX engine has a Variable-Geometry Turbocharger (VGT). Both options offer excellent power density, torque and transient response. They also deliver more air to the engine, keeping it running efficiently and pushing your performance further.

## UNBEATABLE SUPPORT

We have a longstanding relationship with Cummins and already use their engines in many John Deere tractors. Our technicians are trained to service Cummins engines – so you can get all the support you need from your John Deere dealer.



### 9620R/9620RX



# FUEL ECONOMY ON ANY TERRAIN

Exclusively designed for all tractors in the 9 family, e18 PowerShift transmission delivers maximum fuel economy and productivity.

The e18, an 18-speed full PowerShift transmission, provides 18 forward gears in total, including 10 gears in the 4.8-12.9 km/h main working range. This robust, John Deere designed transmission system allows you to select the right gear for the operation to obtain maximum fuel economy and productivity.

## ALSO WITH FULL MANUAL

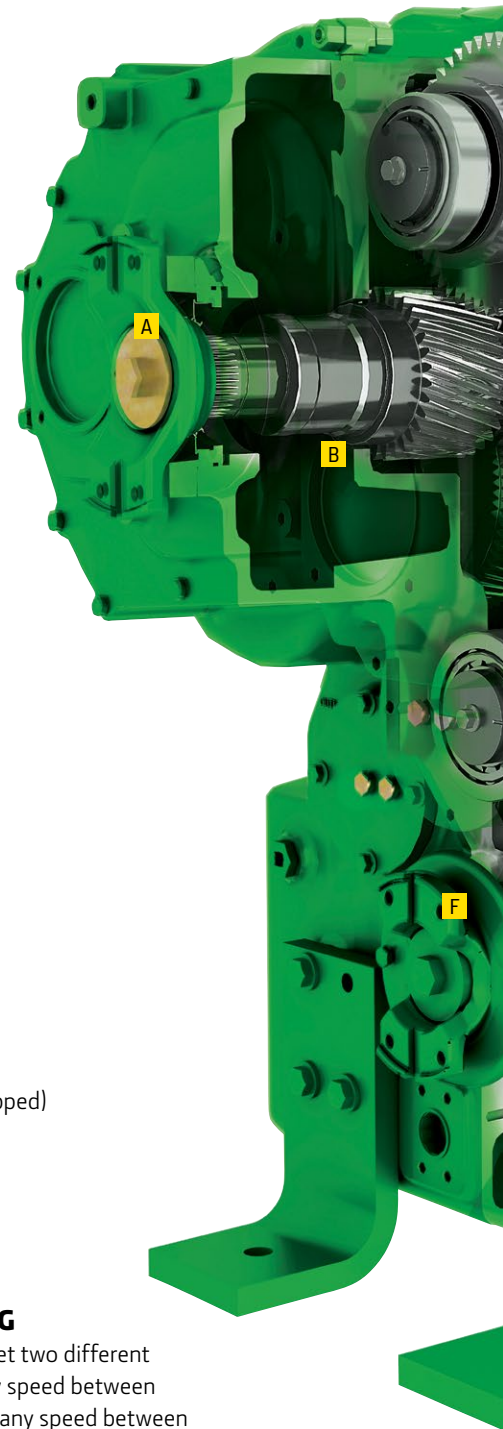
If the operator wants full manual control, the automatic PowerShift feature can be shut off by depressing a touch pad on the CommandCenter or manually shifting the transmission with the shift control lever on the CommandARM.

- A | Input from engine
- B | Pump drive housing
- C | Directional clutch
- D | Speed clutch
- E | Range clutches
- F | Output to front axle (not 9RT)
- G | Output to rear axle
- H | Park brake
- I | Transmission sump
- J | Output drive rear PTO (if equipped)

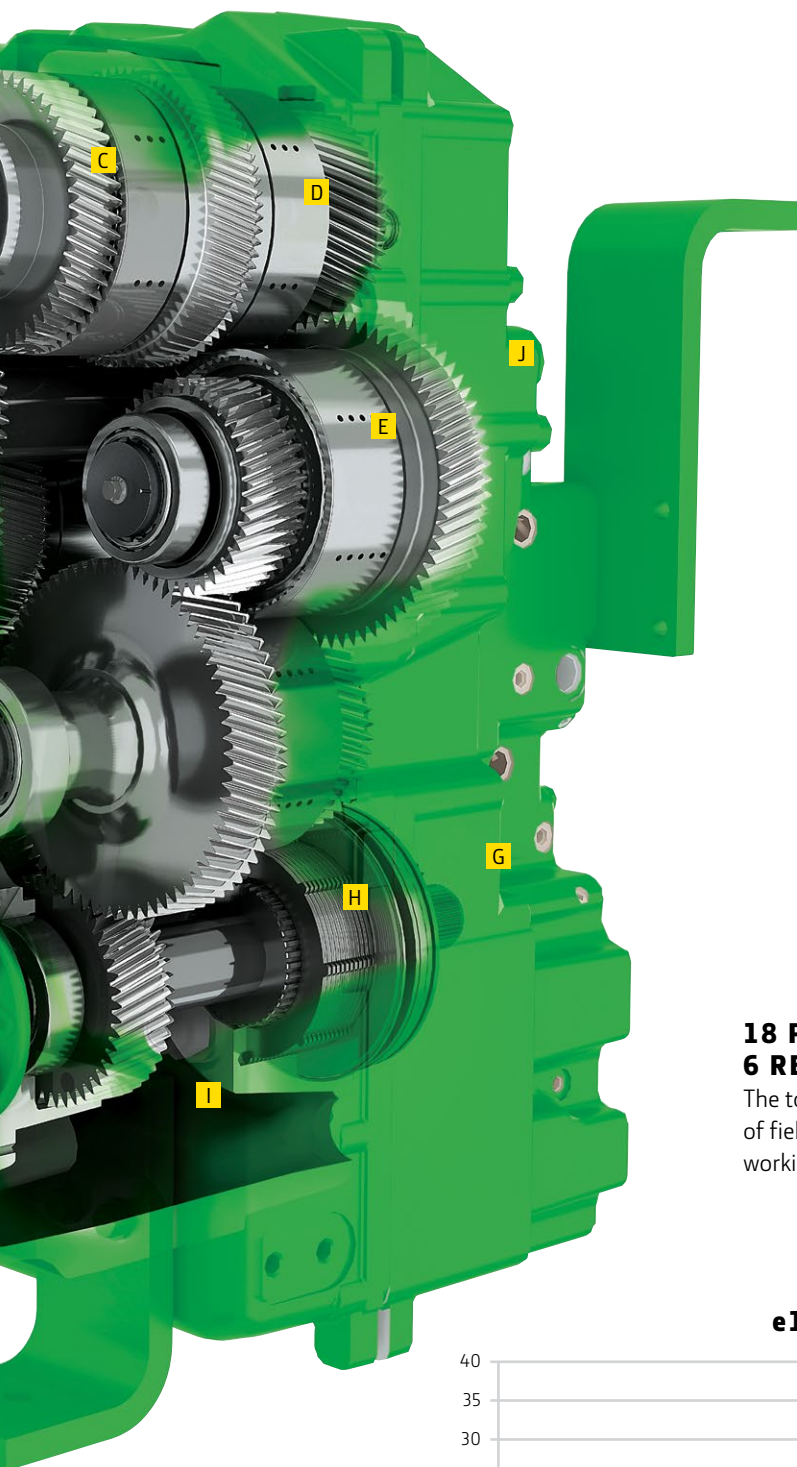
## EASY SPEED SWITCHING

With Efficiency Manager you can set two different ground speeds. F1 can be set at any speed between 3.2 and 20.3 km/h. F2 can be set at any speed between 3.2 and 40\* km/h. You can change between the two at the flick of a switch on the CommandARM.

\*Depending on model and country regulation.







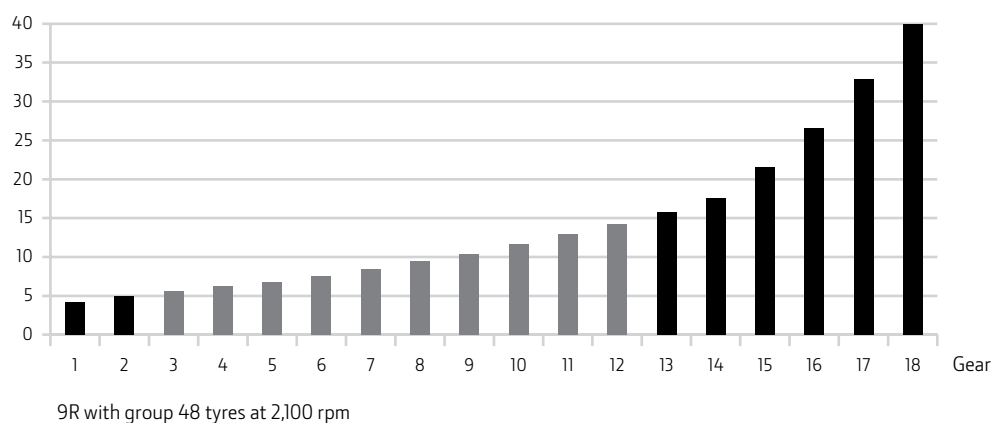
### STRESS-FREE SHIFTING

e18 transmission with enhanced Efficiency Manager is standard equipment on all tractors in the 9R/9RT/9RX family. It can shift gears automatically to maintain engine ground speed, relieving the operator from shifting during significant load changes for a stress-free ride. The operator just sets the maximum speed and the transmission will shift, depending on the load, to reach the set speed at minimum engine rpm for minimum fuel consumption.

### 18 POWERSHIFT FORWARD AND 6 REVERSE GEARS

The top speed of 40 km/h enables faster changing of fields to be more productive. 10 gears in the main working range of 4.8-12.9 km/h.

### e18 TRANSMISSION 9R



# SUPERSIZE COMFORT

The CommandView III Cab is one of the quietest and most comfortable on the market. And it's fitted to meet your every need during the working day.



## 40 DEGREE SWIVEL SEAT

Visibility and comfort is better than ever, especially when you rotate the seat 40 degrees for a nearly unobstructed view of your attachments. You will feel the difference after a day's work.



## WIDE ANGLE MIRRORS

All tractors in the John Deere 9 family feature manual telescoping wide-angle mirrors. An optional power telescoping function on 9R and 9RX tractors provides an even wider field of vision. All mirrors are heated for greater visibility in cold or foggy conditions.



## LEATHER FURNISHING

Sheer luxury: the leather seat option includes leather operator seat, leather instruction seat, leather-wrapped steering wheel, rear window decal and carpet floor mat.



## RELAX AND ENJOY THE VIEW

When you climb into the CommandView III cab the first thing you notice is the space you have and the premium fit and finish quality. Thanks to the laminated glass and front sound barrier, you will enjoy minimal noise intrusion. 360° anti-glare windows, a streamlined bonnet and an improved cooling system to reduce heat haze combine to give you an unparalleled view of your field – all day, every day.

## ROOM FOR LUNCH

We like to look after you when you're working long hours. That's why the onboard refrigerator and storage space lets you pack enough to keep you going all day.





# FINGERTIP CONTROLS

## HANDS-ON EXPERIENCE

With the CommandCenter built into the tractor's CommandARM you are perfectly positioned to control every function at the touch of a finger.



### CLEAR DISPLAYS

Navigation is made easy with logical menus and a comprehensive shortcut bar. Using the QuickLine function you can now record an AB line with just one button press. Brightness can be lowered for better comfort and performance at night.



### INTUITIVE CONTROL

John Deere technology is intuitive even for beginners, making it even easier to push your performance further – whether it's optimising transmission speed, adjusting selective control valves or setting guidance lines.



## CUSTOMISED FOR YOU

Select the 4100 CommandCenter (7") with CommandCenter AutoTrac or choose the 4600 CommandCenter (10") which also allows you to upgrade to the CommandCenter Premium activation, which now includes Section Control and basic documentation capabilities.

## ISOBUS AEF CERTIFIED

The Generation 4 CommandCenter is AEF ISOBUS compliant. You can control your ISOBUS-ready implement through Universal Terminal (UT) and run automatic section control through Task Controller (TC-SC, TC-BAS) – depending on the AEF certification level of the implement.

## SETTINGS MANAGER

The Settings Manager allows you to reduce the set-up time for all your applications – for example engine SCVs and rear hitch, as well as configuration settings for the electronic joystick. This allows you to instantly recall settings for implements and operators.

- A | Transmission shift lever with thumb wheel for speed adjustment
- B | ISOBUS shortcut button / SCV control lever lock
- C | Rear hitch control lever (if equipped)
- D | SCV control levers with re-configuration capability for rear hitch and SCVs
- E | Set speed 1&2
- F | 4 iTEC options and AutoTrac buttons
- G | Hand throttle, ECO-function, foot pedal lock button, FieldCruise ON/OFF button
- H | Differential lock and mechanical front-wheel drive (MFWD) (availability depending on the model)
- I | CommandCenter 4  
Including 7/10 inch touch screen display, which allows the operator to view selected pages required to operate the tractor
- J | Shortcut keys/buttons  
Allow the operator to access specific functions without going through the CommandCenter menu
- K | Climate, radio and lighting controls
- L | Rear hitch control (if equipped)
- M | PTO control lever (if equipped)
- N | SCV control levers (if equipped)
- O | Secondary brake lever



## EVEN FASTER ACCESS TO ADVANCED FUNCTIONS

The CommandCenter works just like a tablet: navigating through the options is simplified via menus and shortcuts, with context-sensitive help. AMS applications can be operated directly.



## DOCUMENTATION MADE EASY

The 4600 CommandCenter can be connected to the John Deere Operations Center on MyJohnDeere.com through wireless data transfer. You can conveniently send set-up files from the office to the field as well as applied maps and totals from the field to the office. Documentation made easy.

## REMOTE SUPPORT

You or your John Deere dealer can remotely log on to the Generation 4 CommandCenter to assist operators with machine and ISOBUS implement set-up and operation. In addition, on-screen help files enable operators to become familiar with all functions.

## FIELD-PROVEN AUTOTRAC

Fit a StarFire receiver and CommandCenter AutoTrac activation to your tractor and you're ready for hands-free precision steering. Choose between three accuracy levels:

- SF1: +/- 15 cm pass-to-pass, free of charge
- SF3: +/- 3 cm pass-to-pass, in-season repeatability with flexible activation periods
- RTK: +/- 2.5 cm accuracy and long-term repeatability



**CUSTOMISED FOR YOU**

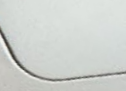
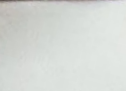
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# EFFORTLESS STEERING

ActiveCommand Steering (ACS) reduces steering effort at headland and gives superior handling capabilities during transport speeds.

ActiveCommand Steering is a factory option on all 9R and 9RX Series tractors. With ACS, John Deere has designed one of the most robust and full-encompassing steering systems in the industry. Whether in the field or on the road, ACS reduces steering effort, which can result in reduced operator fatigue and can improve operator comfort. The ACS system is fail-operational, which means steering is still functional in the event of any single-point failure.

## VARIABLE RATIO STEERING

Provides light, agile steering at slower speeds and heavier steering for higher speeds. ACS automatically reduces to 3.5 lock-to-lock steering wheel turns for quick headland turns and lowers hand-wheel motion by 75 percent.

## DYNAMIC ROAD WHEEL OFFSET CONTROL

Keeps your tractor on track with minimum effort. Dynamic road wheel offset control automatically adjusts the road wheel angle based on the lateral acceleration of the tractor.



## ELIMINATION OF STEERING SLOPE AND HAND WHEEL DRIFT:

Full electronic steering control removes all the drawbacks of a conventional steering column-to-wheel set-up. It reduces vibration significantly and eliminates free play completely.





### **VARIABLE EFFORT STEERING:**

Steering wheel resistance automatically changes with ground speed to deliver light steering effort at slower speeds for less effort during headland turns, and higher steering wheel torque at transport speeds for better comfort and line holding.

## **FUEL TANK**

The new sloped composite fuel tank design gives all 9 Series tractors a sleeker look and allows filling on both sides.



### **REFUELLING**

The 9R's fuel tank is located over the rear axle and features a dual fill design, which allows the machine to be filled from either side of the fuel tank. The diesel exhaust fluid (DEF) tank is located on the left-hand side of the tractor. It can be filled from ground level and has a protective shield to keep debris out of the fill neck.

The 9RT's fuel tank is located on the left-hand main platform. 9RT tractors all feature a DEF tank with the fill location near the diesel fill location.

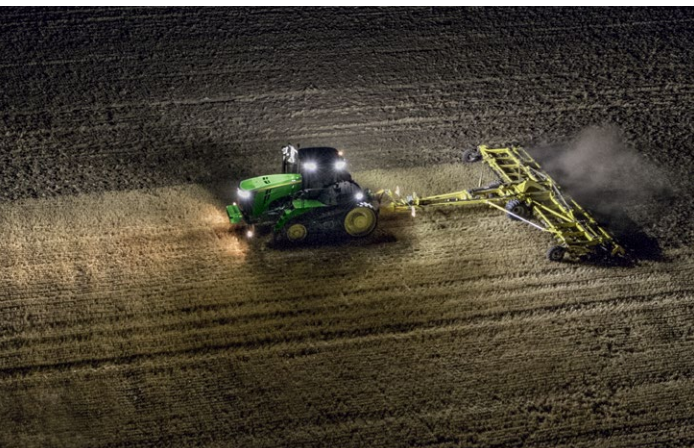
# ENHANCED NIGHT-TIME VISION

Operators can see more, concentrate better and work longer with the dazzling new lighting system on all tractors in the John Deere 9 family.

The cab lighting pattern and hood lighting provides 360° coverage for completely programmable, stadium-style lighting. This ensures there are no dead zones or lighting adjustments needed. The 24 LED lights deliver 40 percent greater coverage width and 10 percent more rear light coverage. Yet they use 45 percent fewer amps than standard halogen lights.

Result: night becomes day, putting less strain on the eye. LEDs are virtually indestructible, with a minimum 10,000 hours life expectancy and high resistance to vibration and extreme temperature.

CommandCenter controls allow operators to customise light settings. Operators can select only the lights they need or want for a given application and store these settings. The operator-programmed configurations can then be turned on or off with the push of a button on the CommandARM.



## YOU'VE NEVER SEEN ANYTHING LIKE IT!

Up to 24 lights provide 360° visibility – working lights wisely integrated into the front, rear and sides of the roofline to prevent possible damage from over-hanging branches. 9R, 9RT and 9RX tractors feature Standard and Premium lighting package options.



## HIGH-CAPACITY ALTERNATOR

The high-capacity alternator provides plenty of power to handle the increasing electrical loads of today's auxiliary functions and implements. A 200 amp alternator is supplied as standard on all models and is powered by an auxiliary drive from the transmission input shaft. An optional higher capacity, 240 amp alternator provides more readily available power to the tractor, implements and monitors.



## PREVENTING UNAUTHORISED MOVEMENT

For added security an immobiliser feature is available, which prevents unauthorised movement of the vehicle.

## STANDARD LIGHTING

- A | Eight front grille-mounted halogen floodlights
- B | Twelve cab roof-mounted halogen floodlights
- C | Four rear fender halogen floodlights
- D | Rotary beacon light
- E | Two extremity lights
- F | Two rear turn signal and brake lights

## PREMIUM LIGHTING

All halogen lights will be replaced by LED lights (except for two low beam road lights).

## OPTIONAL

- G | Second rotary beacon light

# LIFT ANYTHING – AND EVERYTHING

Tractors in the John Deere 9 family offer a wide range of hitch, PTO and drawbar options, combining incredible pulling power with versatility across a huge variety of applications.

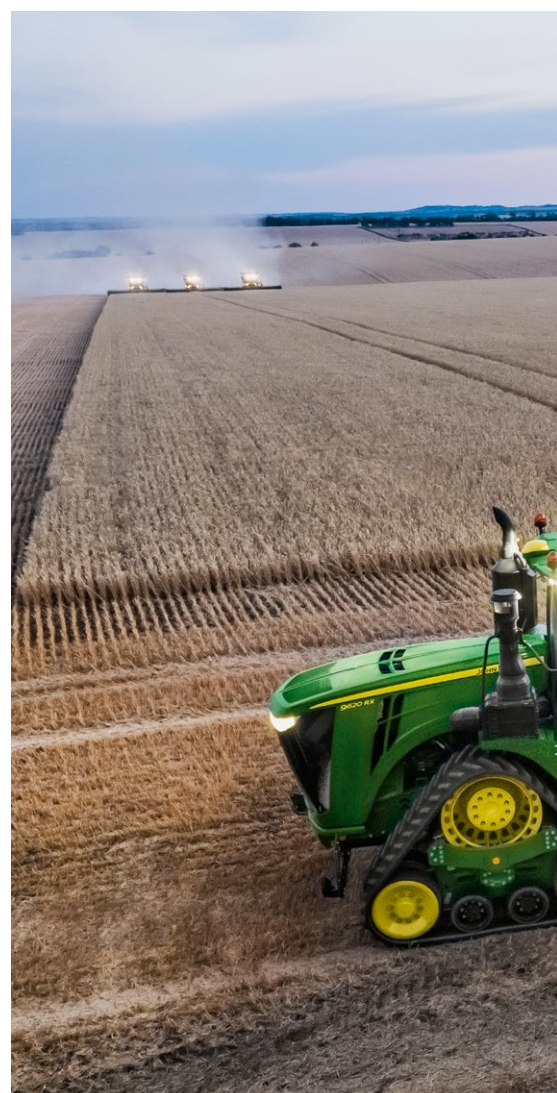


## HITCH OPTIONS

To ensure ultimate pulling power the 9R, 9RT and 9RX Series tractors offer two different hitch options:

- Category 4N/3 with quick-coupler (available for 9420R, 9470R/RT/RX)
- Category 4/4N with quick-coupler (available for 9520R/RT/RX, 9570R/RT/RX, 9620R/RX)

Both rear hitch options are available with a hitch lift capacity of either 6.9 tonnes or 9.0 tonnes, especially for heavy fully mounted implements.





## CATEGORY 5 DRAWBARS

Many implements require Category 5 drawbars to maximise their potential while increasing reliability. The John Deere Category 5 drawbar features a 70 mm drawbar pin, a 35 percent larger bottom support on the drawbar clevis and up to 5,443 kg vertical load carrying capacity. 9RT models are optionally built with a Category 5 drawbar with wide-swing drawbar support.



## EFFICIENT & VERSATILE PTO

All tractors in the 9 family utilise an electro-hydraulic PTO-engagement switch to activate the optional 1,000 rpm PTO with 45 mm diameter shaft. This allows you to run the equipment longer per season, for example operating large grain trailers during the harvest season.

## TOW CABLE

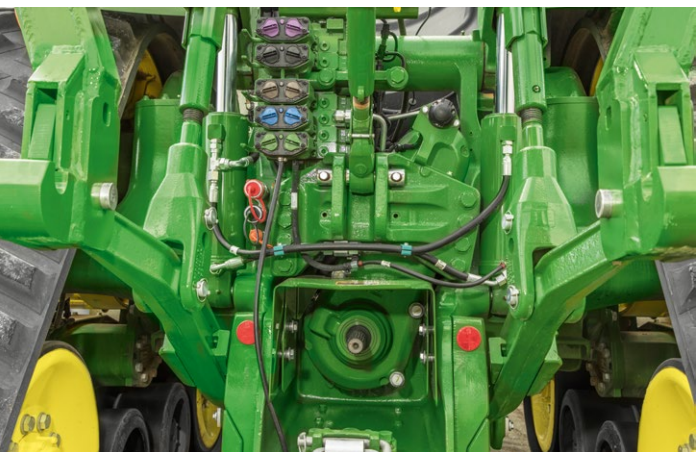
The front tow cable, for pulling tractors should assistance be required, attaches to the area in front of the drawbar. It is available as both a factory-installed and a field-installed option.



# AMAZING IMPLEMENT PERFORMANCE

There's plenty of power to go around with the closed-centre, pressure and flow-compensated hydraulic system. All the way up to a breath-taking 435 l/min at reduced RPM to save fuel.

John Deere's advanced hydraulic technology helps reduce the load on the engine and improves fuel efficiency – which in turn reduces costs and boosts productivity.



## **FINE-TUNED FLOW**

The SCVs provide excellent adjustability of hydraulic flow, enabling you to adjust flow rates minutely, whatever the application. Best of all, you can control all hydraulic settings from the comfort of your cab.







### **ALL THE SCVS YOU NEED**

Tractors in the 9 family can be equipped with up to eight electro-hydraulic selective control valves (SCVs) that can be controlled through the CommandCenter. Each SCV has its own controller, making field installation of additional SCVs easier.

### **POWER BEYOND**

Power Beyond auxiliary hydraulic connections provide live hydraulic power to equipment. This enables the supply of hydraulic oil to implements with their own control valves or hydraulic motors (for example, on large air seeders or on planters). The system includes one motor return coupler, one flat-face sump coupler, one Power Beyond pressure coupler and one load sense coupler.

### **HYDRAULIC POWER MANAGEMENT**

In certain situations, such as running fan motors with air seeders and planters, the hydraulic power requirements of the pump reduce the lugging capacity of the tractor. They are programmed to allow an additional 25 hp (18.6 kW), up to the maximum tractor model horsepower.

The hydraulic pump delivers high flow rates at lower rpm for low fuel consumption and a quieter ride.



# MAKE THE MOST OF YOUR DAY

## AUTOTRAC

AutoTrac hands-free steering adds more comfort: It reliably steers your tractor from day to night, through dust or on hilly terrain. This prevents costly overlaps or gaps and enables every operator to run at peak performance. With the Generation 4 CommandCenter and a StarFire receiver, all you need is a CommandCenter AutoTrac activation and you're ready to start. Using AutoTrac you can expect up to 8\* percent input savings and up to 14\*\* percent productivity increase.

### THE NEW STARFIRE 6000 RECEIVER

Fascinating with yet a new level of accuracy, signal stability and repeatability:

#### RTK WITH 2.5 CM

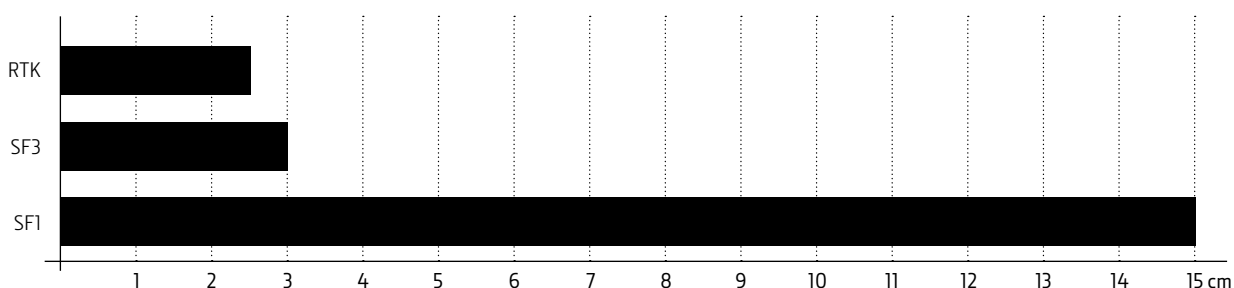
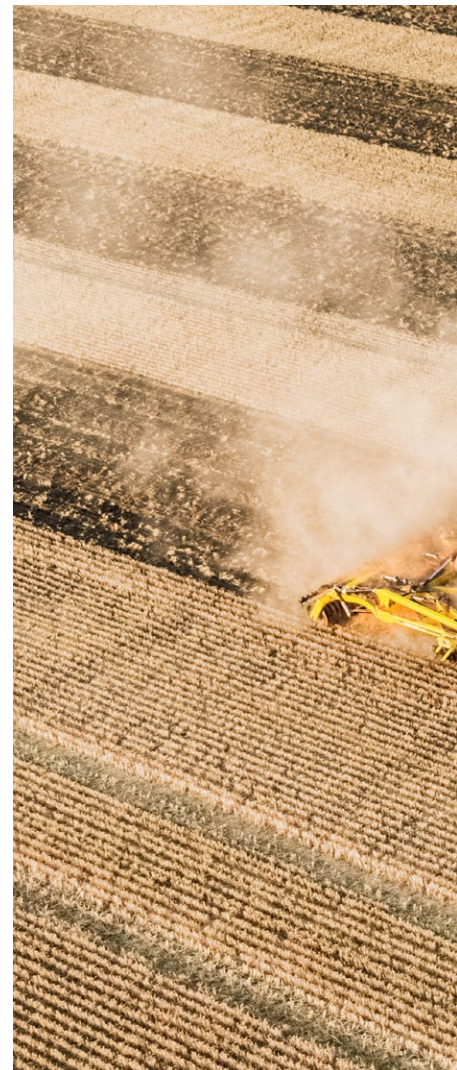
pass-to-pass accuracy, featuring long-term repeatability including 14 days RTK Extend if you lose line of sight or mobile network.

#### SF3 ENABLING 3 CM

pass-to-pass accuracy and 9-month in-season-repeatability.

#### IMPROVED SF1 WITH 15 CM

pass-to-pass accuracy, free of charge.





### COMMANDCENTER 4600 DISPLAY

With the CommandCenter 4600 Display, you can easily upgrade to the CommandCenter Premium Activation, adding section control and documentation functionality at any time. This configuration will also allow you to leverage the benefits of wireless data transfer and therefore automatic data exchange with the Operations Center on MyJohnDeere.com.



### NEW PRECISION

The John Deere Mobile RTK Signal can be operated via the machine's in base JDLink system. Saving you the extra cost for an mRTK Modem and the annual cost for a SIM-card with data plan. (check country availability)



# PRECISION FARMING SOLUTIONS – PERFECT RESULTS

Take the next step in precision productivity with iTEC Pro, enhancing AutoTrac with automated headland turns. Spray, spread and seed with perfection even on wedge-shaped fields using John Deere Section Control.







## GEN 4 EXTENDED MONITOR

The new Gen4 Extended Monitor doubles the screen area so you can monitor more functions at once and have direct access to make adjustments when needed. For example, you can view vehicle control functions on your primary display and Precision Ag applications on the Extended Monitor.



## iTEC PRO

Enjoy picture-perfect headlands with consistent crop growth and reduced soil compaction. iTEC Pro fully automates headland turns, taking over steering and tractor controls so you can stay relaxed.

## JOHN DEERE SECTION CONTROL

Benefit from precision productivity: John Deere Section Control minimises skips and overlaps automatically on-the-go. As a result, you can do a better job faster – and save money on fertiliser, chemicals and seed.

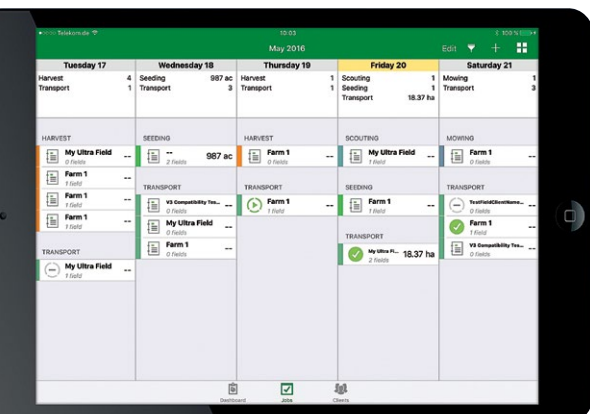


# YOUR GATEWAY TO BETTER BUSINESS DECISIONS

You're managing a complex enterprise. That's why optimising the overall business depends on being well connected to your ongoing operations. The Operations Center on our Ag web portal MyJohnDeere.com makes it simple. It connects you to your machines, your operators and your fields from one central location. It also allows you to exchange information seamlessly with your John Deere dealer, your contractor or other trusted partners.

## JDLINK

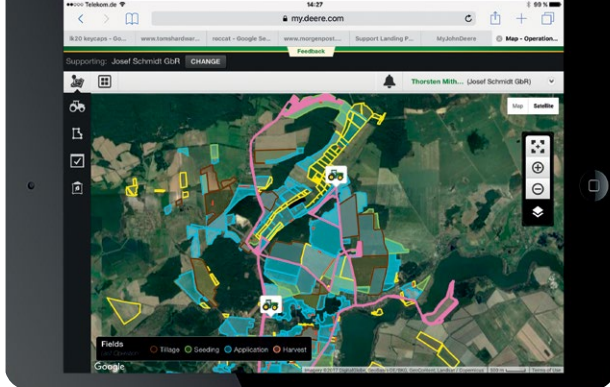
JDLINK Access plus Remote Display Access (RDA) shows you where your machines are, what they're doing and how they perform. You or your dealer can remotely assist your operators with machine set-up and operation leveraging RDA.



## JOB MANAGEMENT MADE EASY

Eliminate paperwork and endless phone calls during job planning, execution and reporting. With MyJobConnect you can assign clearly defined tasks to your operators on-the-go, utilising the MyJobsManager App. Your operators can view the work orders in real-time and execute accordingly using the MyJobs App on their mobile device. And once the job is done you have instantly accurate and complete data at hand for quicker job reporting and professional invoicing.





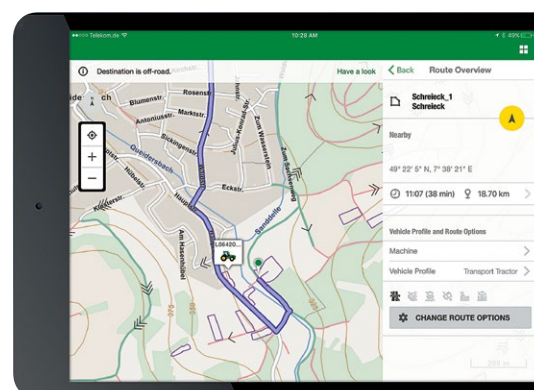
## JOHN DEERE OPERATIONS CENTER

Go to the John Deere Operations Center on [MyJohnDeere.com](http://MyJohnDeere.com) to allocate exact field locations for the next jobs, track the work progress of your machines, easily assign work orders to your operators, view as-applied maps automatically sent from the field as well as create, analyse and share application reports with trusted partners and customers.



## INTELLIGENT AG NAVIGATION & FLEET LOGISTICS

Getting the right equipment at the right time to the right place is key to maximising the efficiency and timeliness of multi-machine operations. MyJobConnect Premium extends MyJobConnect to a true mixed fleet logistics solution. It features fleet overview, turn-by-turn navigation based on a comprehensive field road database including estimated arrival times for vehicles at the predefined destination.



# ALWAYS THERE FOR YOU. GUARANTEED

## EXPERIENCE THE POWERGARD FEELING

When it comes to protecting your machines and your business, peace of mind is not something that somehow happens if you're lucky. Peace of mind is a choice that you can make.

PowerGard agreements protect you against unexpected repair costs and keep your maintenance on track with genuine parts. Three fixed rate packages provide increasingly comprehensive levels of coverage to keep your machine running at peak performance with steady uptime.

### Financing

Our goal is simple: Empower you to purchase what you need to take your business to the next level. This includes financing your PowerGard agreements at competitive rates, with flexible payments.\*

### PowerGard Maintenance

Preventative maintenance work – it's essential for keeping equipment in good working order based on factory recommended intervals.

### PowerGard Protection

Base level of protection that covers unusual events that can lead to costly repairs, less a deductible for each repair.

### PowerGard Protection Plus

The ultimate in protection – the total peace of mind package that covers electrical, cooling, hydraulics and more.



## FARMSIGHT SERVICES – PROFIT FROM INSIGHT

John Deere FarmSight services support you in the daily use of your 9R, 9RT and 9RX tractors with the latest AMS technology. Your 9 family is equipped with JDLink and Service ADVISOR Remote as standard. You can participate for a 1 year test period of JDLink Access.

### Uptime

Remote monitoring and service support designed to maximise machine uptime.

### Performance

Monitoring of key performance indicators of individual machines to maximise productivity and efficiency.

### Logistics

Monitoring of multiple machines to optimise the efficiency of larger fleets.

### Agronomics

Help and advice for making more informed business decisions to improve productivity and profitability.

\*Financing for PowerGard Maintenance is currently only available with participating dealers. Country regulations apply.





## INVESTING IN YOUR 9 FAMILY PAYS DIVIDENDS

Personalise your 9R, 9RT and 9RX tractors with genuine John Deere attachments. They will support you in making each working day more efficient, more convenient and less fatiguing. Designed and engineered by John Deere, you can be sure they'll fit properly and are built to last.



### ADD MORE

More performance and productivity with front and rear ballasting solutions.

More versatility with genuine hitch solutions and hydraulic options.

More comfort and convenience with a wide range of mounting brackets, a refrigerator and front and rear fenders which perfectly match your tyres.



### GENUINE FOR A REASON

- Excellent parts availability
- Assured high performance quality
- Manufactured to OE standards





# MULTI-FUNCTIONAL POWER

## FOR NON-AGRICULTURAL OPERATIONS

Whether it's construction, road building, forestry, winter clearance or public maintenance: John Deere 9 family scraper special tractors make light work of the heavy lifting.





## 9 SERIES SCRAPER SPECIALS:

MODEL	ENGINE	MAXIMUM ENGINE POWER
9470R/RT/RX	13.5 l PSS	517 hp (380 kW)
9520R/RT/RX	13.5 l PSS	572 hp (421 kW)
9570R/RT/RX	15.0 l QSX	628 hp (461 kW)
9620R	15.0 l QSX	670 hp (429 kW)

Please check the local availability of 9 Series Scraper Special Tractors with your John Deere Dealer.

## PURE POWER

With huge torque output of 2,800 Nm, up to 670 hp and the most durable components, Scraper Special tractors from the John Deere 9 family are more than a match for rock-hard grading work and heavy-duty earthmoving projects with levelling blades and tractor-drawn scrapers.

## JOHN DEERE EXCLUSIVE AUTOLOAD

AutoLoad is exclusive to John Deere and is a major innovation in the earthmoving industry, automating the scraper's hydraulic lift functions during the loading cycle. AutoLoad allows novice and experienced operators alike to be more consistent, efficient and productive while operating John Deere Scraper Specials.

## MOUNTING OF DOZER BLADES

The mounting of dozer blades is approved on 9R Series and 9RX Series agricultural tractors for typical agricultural applications, such as packing silage and non-commercial dirt-moving blade work. The additional frame supports supplied by the dozer manufacturer are required.

## SPECIFICATION 9R SERIES TRACTORS

	9420R	9470R	9520R	9570R	9620R
ENGINE PERFORMANCE					
Rated Engine Power (97/68 EC), hp (kW)	420 (309)	470 (346)	520 (382)	570 (419)	620 (456)
Max Engine Power at 1,900 rpm (97/68 EC), hp (kW)	462 ( 340)	517 (380)	572 (421)	627 (461)	670 (492)
Rated Engine Power (ECE-R24), hp (kW)	403 (297)	451 (332)	499 (367)	547 (402)	595 (438)
Max Engine Power at 1,900 rpm (ECE-R24), hp (kW)	444 (326)	496 (365)	549 (404)	602 (443)	643 (473)
Constant Power Range (rpm)	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100
PTO Torque Rise, %	38	38	38	38	36
PTO Power Bulge, %	10	10	10	10	8
Engine Peak Torque @ 1,600 rpm (Nm)	1,938	2,169	2,400	2,631	2,800
ENGINE					
Manufacturer	John Deere Power Systems			Cummins	
Type	John Deere PowerTech PSS 13.5 L (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head			Cummins QSX15 (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head	
Rated Engine Speed, rpm	2,100				
Aftertreatment	longlife & maintenance-free dieselparticlefilter (DPF), Dieseloxygenationfilter (DOC), Selective Catalytic Reduction (SCR)				
Engine Air Filter	Dual stage with exhaust aspiration				
Aspiration	Dual Series Turbocharger with fixed geometry first stage & variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation			Single Variable geometry turbocharger - air-to-air aftercooling and cooled exhaust gas recirculation	
Cylinder / displacement, l	6 / 13.5			6 / 15.0	
Bore and stroke, mm	132 x 165			137 x 169	
Fuel Injection	Electronically controlled, electronic unit injectors (self priming)			High Pressure Common Rail (self priming)	
Fuel filter System	Two Stage with water separator and service indicator light				
TRANSMISSION OPTION					
e18 18-speed PowerShift with Efficiency Manager					
18 Forward- / 6 Reverse Gears, right hand reverser	42.7 km/h @ 2,100 rpm with 205 cm tyres				
AXLES					
Axles					
110 x 3,048 mm diameter, Single Reduction	Available	Not Available			
120 x 3,048 mm diameter, Single Reduction	Available	Not Available			
120 x 3,048 mm diameter, Double Reduction	Not Available	Available			Not Available
120 x 3,048 mm diameter, Double Reduction with Axle Flats	Not Available	Available			Not Available
120 x 3,048 mm diameter, Double Reduction with HydraCushion	Not Available	Available			
120 x 3,048 mm diameter, Double Reduction with HydraCushion and Axle Flats	Not Available	Available			
Axle Final Drives					
Axle final drives	Inboard planetary		Inboard planetary with double-reduction axle		
Suspension System					
HydraCusion Front Axle Suspension System	Not Available		Available		Standard
Differential Lock					
Differential Lock	Full-Locking electrohydraulic, front and rear axle, with AutoMode for disengagement for various selectable turn angles				
Brakes					
Tractor Brake System	Hydraulic power, wet disk, self adjusting on front and rear axle				
Implement Brake System	Optional; Hydraulic Single Line System				
ELECTRICAL SYSTEM					
Alternator/Battery	200 amps / 12 Volt or 240 amps / 12 Volt optional				
Total cold cranking amps	2,775 (3 batteries in parallel - 925 CCA)			3,700 (4 batteries in parallel - 925 CCA)	
STEERING					
Hydraulic power-steering	Standard				
Active Command Steering (ACS)	Optional				
HYDRAULIC SYSTEM					
Type	Closed-center, pressure & flow compensated system (PFC) with load sensing				
Maximum pressure	200 bar / 20,000 kPa				
Rear Selective control valves	4 - 6 factory installed, up to 8 field installed				
Rated flow, Single Pump, l/min	220				
Rated flow, Dual Pump, l/min	435				
Maximum flow at a single 1/2 inch Rear SCV, l/min	132				
Maximum flow at a single 3/4 inch Rear SCV, l/min	159 (Field Installed Option)				
Power beyond couplers	Optional; 1/2 or 3/4 inch couplers				
REAR HITCH					
Type	Electric-Hydraulic 3-Point Hitch with Draft Sensing				
Category 4N/3 with Quik-Coupler - All Axle Diameters	Optional: 6,800 kg		Not Available		
Category 4N/3 with Quik-Coupler - 120 mm Axle	Optional: 9,100 kg		Not Available		
Category 4N/4 with Quik-Coupler - All Axle Diameters			Optional: 6,800 kg		
Category 4N/4 with Quik-Coupler - 120 mm Axle			Optional: 9,100 kg		
Lower Link Stabilization	Sway Blocks				





		9420R	9470R	9520R	9570R	9620R
DRAWBAR & TRAILER HITCH						
Category 4 with 50 mm pin and Standard Drawbar Support		Base - 2,470 kg Maximum Vertical Load*		Not Available		
Category 4 with 50 mm pin and Heavy Duty Drawbar Support		Optional - 2,470 kg Maximum Vertical Load*		Not Available		
Category 5 with 70 mm pin and Heavy Duty Drawbar Support		Optional - 5,440 kg Maximum Vertical Load*		Base - 5,440 kg Maximum Vertical Load*		
* Please check country specific limitations						
REAR PTO						
Type		Optional - Fully-independent PTO				
Stub 1-3/4 in. (45 mm diameter), 20-spline, 1,000 rpm		Base				
CAB						
Specifications		CommandView III Cab, LH Door, Automatic Aircondition and Generation 4 CommandCenter Display				
ActiveSeat		Optional - active, electrohydraulic suspended seat with air suspension				
Cab glass area, m²		6.5				
Cab volume, m³		3.6				
Display		Generation 4 Command Center 4100 with 7 inch or 4600 with 10 inch Touchscreen Display, optional Extended Display				
MISCELLANEOUS						
GreenStar Ready		Base				
ISOBUS Implement Connection (ISO 11783)		Base				
AutoTrac Ready		Base				
JDLink with Ethernet Harnesses for CommandCenter		Base				
ServiceADVISOR Remote, capable with JDLink Access & Connect		Optional				
Modular Telematics Gateway (MTG)		Base				
Video input in CommandCenter for camera		1 Video input for 4100 Display, 4 Video inputs for 4600 Display, Using PAL or NTSC signal				
Immobilizer		Optional (check country availability)				
CAPACITIES						
Fuel tank, l		1,215		1,490		
DEF tank, l		83				
Cooling System, l		56.5			62.0	
Engine oil capacity, l		48.0			43.5	
Hydraulic, Transmission, Axle Oil without 3-point rear hitch and without PTO, l		276		220		
Hydraulic, Transmission, Axle Oil with 3-point rear hitch and PTO, l		284		227		
DIMENSIONS AND WEIGHTS						
Wheelbase, mm		3,807		3,912		
Overall Length, mm						
Maximum length, measured with front weights, excluding hitch and coupler		7,593		7,697		
Overall Height, mm						
Minimum height, measured to the top of the cab, with 205 cm (SRI 975) rear tires		3,979				
Overall Width, mm¹						
Minimum width with 800/70R38 in Single Wheel Configuration		3,050				
Minimum width with 620/70R42 in Dual Wheel Configuration		3,860				
Minimum width with 710/70R42 in Dual Wheel Configuration		4,300				
Tire Flat Plate Area and Ground Pressure²						
with IF800/70R38 in Single Wheel Configuration		17,700 cm² / 1.54 kg per cm²				
with 520/70R42 in Dual Wheel Configuration		21,680 cm² / 1.25 kg per cm²				
with IF710/70R42 in Dual Wheel Configuration		30,450 cm² / 0.89 kg per cm²				
Turning Radius						
with 800/70R38, m		5.9		6.0		
Weights³						
Average Shipping Weight, kg		18,800	19,200	19,700		
Maximum Ballasting Weight, kg		22,100	24,720	27,220		
TYRE SIZES						
Max. tyre sizes, (diameter in cm)		800/70R38 (205)				

<sup>1</sup> Width is depending on tyre settings

<sup>2</sup> Calculated with a fully ballasted 9R at 27,220 kg. Total flat plate areas are different for each tire manufacturer. The figures used are averages and should be used only to estimate flat plate area.

<sup>3</sup> Equipped with 800/70R38 single wheel tires, with no PTO, with no rear hitch

## SPECIFICATION 9RT SERIES TRACTORS

	9470RT	9520RT	9570RT
ENGINE PERFORMANCE			
Rated Engine Power (97/68 EC), hp (kW)	470 (346)	520 (382)	570 (419)
Max Engine Power at 1,900 rpm (97/68 EC), hp (kW)	517 (380)	572 (421)	627 (461)
Rated Engine Power (ECE-R24), hp (kW)	451 (332)	499 (367)	547 (402)
Max Engine Power at 1,900 rpm (ECE-R24), hp (kW)	496 (365)	549 (404)	602 (443)
Constant Power Range (rpm)	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100
PTO Torque Rise, %	38	38	38
PTO Power Bulge, %	10	10	10
Engine Peak Torque @ 1,600 rpm (Nm)	2,169	2,400	2,631
ENGINE			
Manufacturer	John Deere Power Systems		Cummins
Type	John Deere PowerTech PSS 13.5 L (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head		Cummins QSX15 (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head
Rated Engine Speed, rpm	2,100		
Aftertreatment	longlife & maintenance-free dieselparticlefilter (DPF), Dieseloxygenationfilter (DOC), Selective Catalytic Reduction (SCR)		
Engine Air Filter	Dual stage with exhaust aspiration		
Aspiration	Dual Series Turbocharger with fixed geometry first stage & variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation		Single Variable geometry turbocharger - air-to-air aftercooling and cooled exhaust gas recirculation
Cylinder / displacement, l	6 / 13.5		6 / 15.0
Bore and stroke, mm	132 x 165		137 x 169
Fuel Injection	Electronically controlled, electronic unit injectors (self priming)		High Pressure Common Rail (self priming)
Fuel filter System	Two Stage with water separator and service indicator light		
TRANSMISSION OPTION			
e18 18-speed PowerShift with Efficiency Manager			
18 Forward- / 6 Reverse Gears, right hand reverser	40.0 km/h @ 2,100 rpm		
AXLES			
Track Belts			
Types	Camso® Durabuilt® 4500 and Camso® Durabuilt 6500 Series Track Belts		
760 mm (30-in.) wide belt	Base		
915 mm (36-in.) wide belt	Optional		
Track Spacing	Fixed Spacing at 2,690 mm (106 inch)		
Final Drives			
Final drives	Outboard planetary		
Suspension System			
AirCushion Suspension System	Base		
Suspension Travel at front idlers, mm	340		
Differential Lock			
Differential Lock	Not Available		
Brakes			
Tractor Brake System	Hydraulic power, wet disk, self adjusting		
Implement Brake System	Optional; Hydraulic Single Line System		
ELECTRICAL SYSTEM			
Alternator/Battery	200 amps / 12 Volt or 240 amps / 12 Volt optional		
Total cold cranking amps	2,775 (3 batteries in parallel - 925 CCA)		3,700 (4 batteries in parallel - 925 CCA)
STEERING			
Type	Speed-sensitive, hydrostatic, differential		
Steering Pump	Heavy Duty Steering Pump - 130 cm³		
HYDRAULIC SYSTEM			
Type	Closed-center, pressure & flow compensated system (PFC) with load sensing		
Maximum pressure	200 bar / 20,000 kPa		
Rear Selective control valves	4 - 6 factory installed, up to 8 field installed		
Rated flow, Single Pump, l/min	220		
Rated flow, Dual Pump, l/min	435		
Maximum flow at a single 1/2 inch Rear SCV, l/min	132		
Maximum flow at a single 3/4 inch Rear SCV, l/min	159 (Field Installed Option)		
Power beyond couplers	Optional: 1/2 or 3/4 inch couplers		





	9470RT	9520RT	9570RT
REAR HITCH			
Type	Electric-Hydraulic 3-Point Hitch with Draft Sensing		
Category 4N/3 with Quik-Coupler	Optional: 6,800 kg	Not Available	
Category 4N/3 with Quik-Coupler	Optional: 9,100 kg	Not Available	
Category 4N/4 with Quik-Coupler	Optional: 6,800 kg		
Category 4N/4 with Quik-Coupler	Optional: 9,100 kg		
Lower Link Stabilization	Sway Blocks		
DRAWBAR & TRAILER HITCH			
Category 5 with 70 mm pin and Heavy Duty Drawbar Support	Base - 5,440 kg Maximum Vertical Load*		
Category 5 with 70 mm pin and Wide-Swing Drawbar Support	Optional - 4,581 kg Maximum Vertical Load*		
* Please check country specific limitations			
REAR PTO			
Type	Optional - Fully-independent PTO		
Stub 1-3/4 in. (45 mm diameter), 20-spline, 1,000 rpm	Base		
CAB			
Specifications	CommandView III Cab, LH Door, Automatic Aircondition and Generation 4 CommandCenter Display		
Cab glass area, m²	6.5		
Cab volume, m³	3.6		
Display	Generation 4 Command Center 4100 with 7 inch or 4600 with 10 inch Touchscreen Display, optional Extended Display		
MISCELLANEOUS			
GreenStar Ready	Base		
ISOBUS Implement Connection (ISO 11783)	Base		
AutoTrac Ready	Base		
JDLink with Ethernet Harnesses for CommandCenter	Base		
ServiceADVISOR Remote, capable with JDLink Access & Connect	Optional		
Modular Telematics Gateway (MTG)	Base		
Video input in CommandCenter for camera	1 Video input for 4100 Display, 4 Video inputs for 4600 Display, Using PAL or NTSC signal		
Immobilizer	Optional (check country availability)		
CAPACITIES			
Fuel tank, l	1,325		
DEF tank, l	94		
Cooling System, l	56.5	62.0	
Engine oil capacity, l	48.0	43.5	
Hydraulic, Transmission, Axle Oil without 3-point rear hitch and without PTO, l	300		
Hydraulic, Transmission, Axle Oil with 3-point rear hitch and PTO, l	308		
DIMENSIONS AND WEIGHTS			
Wheelbase, mm	2,956		
Overall Length, mm			
Maximum length, measured with front weights, including hitch and coupler	7,274		
Overall Height, mm			
Minumum height, measured to the top of the exhaust extension	3,872		
Overall Width, mm			
Minimum width with 760 mm (30-in.) belts	3,454		
Minimum width with 915 mm (36-in.) belts	3,607		
Track Flat Plate Area and Ground Pressure¹			
with 760 mm (30-in.) belts	44,903 cm² / 0.55 kg per cm²		
with 915 mm (36-in.) belts	53,884 cm² / 0.45 kg per cm²		
Weights²			
Average Shipping Weight, kg	20,370		
Maximum Operating Weight, kg	24,500		

<sup>1</sup> Calculated with a fully ballasted 9RT at 24,500 kg. The figures used are averages and should be used only to estimate flat plate area.

<sup>2</sup> Equipped with 760 mm (30-in.) belts, with no PTO, with no rear hitch

## SPECIFICATION 9RX SERIES TRACTORS

	9470RX	9520RX	9570RX	9620RX
ENGINE PERFORMANCE				
Rated Engine Power (97/68 EC), hp (kW)	470 (346)	520 (382)	570 (419)	620 (456)
Max Engine Power at 1,900 rpm (97/68 EC), hp (kW)	517 (380)	572 (421)	627 (461)	670 (492)
Rated Engine Power (ECE-R24), hp (kW)	451 (332)	499 (367)	547 (402)	595 (438)
Max Engine Power at 1,900 rpm (ECE-R24), hp (kW)	496 (365)	549 (404)	602 (443)	643 (473)
Constant Power Range (rpm)	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100	1,550 - 2,100
PTO Torque Rise, %	38	38	38	36
PTO Power Bulge, %	10	10	10	8
Engine Peak Torque @ 1,600 rpm (Nm)	2,169	2,400	2,631	2,800
ENGINE				
Manufacturer	John Deere Power Systems		Cummins	
Type	John Deere PowerTech PSS 13.5 L (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head		Cummins QSX15 (B20 Diesel Compatible), Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head	
Rated Engine Speed, rpm	2,100			
Aftertreatment	longlife & maintenance-free dieselparticlefilter (DPF), Dieseloxygenationfilter (DOC), Selective Catalytic Reduction (SCR)			
Engine Air Filter	Dual stage with exhaust aspiration			
Aspiration	Dual Series Turbocharger with fixed geometry first stage & variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation		Single Variable geometry turbocharger - air-to-air aftercooling and cooled exhaust gas recirculation	
Cylinder / displacement, l	6 / 13.5		6 / 15.0	
Bore and stroke, mm	132 x 165		137 x 169	
Fuel Injection	Electronically controlled, electronic unit injectors (self priming)		High Pressure Common Rail (self priming)	
Fuel filter System	Two Stage with water separator and service indicator light			
TRANSMISSION OPTION				
e18 18-speed PowerShift with Efficiency Manager				
18 Forward - / 6 Reverse Gears, right hand reverser	30.0 km/h @ 1,587 rpm			
AXLES				
Axles				
Rear Axle Supports	Available with 760 or 915 mm (30 or 36 inch) belts			
Front Axle Supports	Available with 760 or 915 mm (30 or 36 inch) belts			
Track Belts				
Types	Camso® Durabuilt® 3500 and Camso® Durabuilt 6500 Series Track Belts with Duradrive Technology			
760 mm (30-in.) wide belt	Base			
915 mm (36-in.) wide belt	Optional			
Track Spacing	Fixed Spacing at 2,218 mm (87 inch)			
Axle Final Drives				
Axle final drives	Bull gear and double idler with floating pinion			
Differential Lock				
Differential Lock	Full-Locking electrohydraulic, front and rear axle, with AutoMode for disengagement for various selectable turn angles			
Brakes				
Tractor Brake System	Hydraulic power, wet disk, self adjusting on front and rear axle			
Implement Brake System	Optional; Hydraulic Single Line System			
ELECTRICAL SYSTEM				
Alternator/Battery	200 amps / 12 Volt or 240 amps / 12 Volt optional			
Total cold cranking amps	2,775 (3 batteries in parallel - 925 CCA)		3,700 (4 batteries in parallel - 925 CCA)	
STEERING				
Hydraulic power-steering	Standard			
Active Command Steering (ACS)	Optional			
HYDRAULIC SYSTEM				
Type	Closed-center, pressure & flow compensated system (PFC) with load sensing			
Maximum pressure	200 bar / 20,000 kPa			
Rear Selective control valves	4 - 6 factory installed, up to 8 field installed			
Rated flow, Single Pump, l/min	220			
Rated flow, Dual Pump, l/min	435			
Maximum flow at a single 1/2 inch Rear SCV, l/min	132			
Maximum flow at a single 3/4 inch Rear SCV, l/min	159 (Field Installed Option)			
Power beyond couplers	Optional; 1/2 or 3/4 inch couplers			
REAR HITCH				
Type	Electric-Hydraulic 3-Point Hitch with Draft Sensing			
Category 4N/3 with Quik-Coupler	Optional: 6,800 kg	Not Available		
Category 4N/3 with Quik-Coupler	Optional: 9,100 kg	Not Available		
Category 4N/4 with Quik-Coupler	Optional: 6,800 kg			
Category 4N/4 with Quik-Coupler	Optional: 9,100 kg			
Lower Link Stabilization	Sway Blocks			





	9470RX	9520RX	9570RX	9620RX
<b>DRAWBAR &amp; TRAILER HITCH</b>				
Category 5 with 70 mm pin and Heavy Duty Drawbar Support	Base - 5,440 kg Maximum Vertical Load*			
* Please check country specific limitations				
<b>REAR PTO</b>				
Type	Optional - Fully-independent PTO			
Stub 1-3/4 in. (45 mm diameter), 20-spline, 1,000 rpm	Base			
<b>CAB</b>				
Specifications	CommandView III Cab, LH Door, Automatic Aircondition and Generation 4 CommandCenter Display			
4-Post Mechanical Cab Supsension System	Base			
Cab glass area, m²	6.5			
Cab volume, m³	3.6			
Display	Generation 4 Command Center 4100 with 7 inch or 4600 with 10 inch Touchscreen Display, optional Extended Display			
<b>MISCELLANEOUS</b>				
GreenStar Ready	Base			
ISOBUS Implement Connection (ISO 11783)	Base			
AutoTrac Ready	Base			
JDLink with Ethernet Harnesses for CommandCenter	Base			
ServiceADVISOR Remote, capable with JDLink Access & Connect	Optional			
Modular Telematics Gateway (MTG)	Base			
Video input in CommandCenter for camera	1 Video input for 4100 Display, 4 Video inputs for 4600 Display, Using PAL or NTSC signal			
Immobilizer	Optional (check country availability)			
<b>CAPACITIES</b>				
Fuel tank, l	1,490			
DEF tank, l	83			
Cooling System, l	56.5		62.0	
Engine oil capacity, l	48.0		43.5	
Hydraulic, Transmission, Axle Oil without 3-point rear hitch and without PTO, l	220			
Hydraulic, Transmission, Axle Oil with 3-point rear hitch and PTO, l	227			
<b>DIMENSIONS AND WEIGHTS</b>				
Wheelbase, mm	4,154			
<b>Overall Length, mm</b>				
Maximum length, measured with front weights, excluding hitch and coupler	7,637			
Maximum length, measured with front weights, including hitch and coupler	8,234			
<b>Overall Height, mm</b>				
Minumum height, measured to the top of the cab	3,720			
Minumum height, measured to the top of the beacon light	3,933			
Minumum height, measured to the top of the exhaust extension	4,124			
<b>Overall Width, mm</b>				
Minimum width with 760 mm (30-in.) belts	2,985			
Minimum width with 915 mm (36-in.) belts	3,130			
<b>Track Flat Plate Area and Ground Pressure¹</b>				
with 760 mm (30-in.) belts	55,742 cm² / 0.50 kg per cm²			
with 915 mm (36-in.) belts	66,890 cm² / 0.42 kg per cm²			
<b>Turning Radius</b>				
with 30 inch belts, m	6.4			
Degrees of Articulation	36° of Articulation			
Degrees of Oscillation	Gudgeon area oscillation is 15°			
Degrees of Undercarriage Oscillation	±10°			
<b>Weights²</b>				
Average Shipping Weight, kg	24,500		24,950	
Maximum Operating Weight, kg	28,125			

<sup>1</sup> Calculated with a fully ballasted 9RX at 28,125 kg. The figures used are averages and should be used only to estimate flat plate area.

<sup>2</sup> Equipped with 760 mm (30-in.) belts, with no PTO, with no rear hitch.



# NOTHING RUNS LIKE A DEERE



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