

5050E, 5058E, 5067E, and 5075E (Stage V) Tractors (European Edition)



JOHN DEERE

OPERATOR'S MANUAL

**5050E, 5058E, 5067E and 5075E
(Stage V) Tractors
(European Edition)**

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John Deere India Pvt. Ltd

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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.

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 the direction of forward travel.

WRITE TRACTOR SERIAL (CHASSIS) NUMBER 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.

SETTING FUEL DELIVERY BEYOND PUBLISHED factory specifications or otherwise overpowering results in loss of warranty protection for this machine.

BEFORE DELIVERING THIS MACHINE, your dealer performs a predelivery inspection. After operating for the first 100 hours, schedule an after-sale inspection with your dealer to ensure best performance.

THIS TRACTOR IS DESIGNED SOLELY for use in customary agricultural or similar operations ("INTENDED USE"). Use in any other way is considered as contrary to the intended use. The manufacturer accepts no liability for damage or injury resulting from this misuse, and these risks must be borne solely by the user. Compliance with and strict adherence to the conditions of operation, service and repair as specified by the manufacturer also constitute essential elements for the intended use.

THIS TRACTOR SHOULD BE OPERATED, serviced and repaired only by persons familiar with all its particular characteristics and acquainted with the relevant safety rules (accident prevention). The accident prevention regulations, all other recognized regulations on safety and occupational medicine and the road traffic regulations must be observed at all times. Any arbitrary modifications carried out on this tractor relieves the manufacturer of all liability for any resulting damage or injury.



John Deere 5E - CAB Tractor

PY31523 —UN—20OCT16



John Deere 5E - IOOS for 5050E, 5058E, 5067E and 5075E Only

PY31524 —UN—20OCT16

NOTE: Tractors shown may have optional equipment.

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Safety

Recognize Safety Information

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

Follow recommended precautions and safe operating practices.



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

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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 are located near specific hazards. General

precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.

▲ DANGER

▲ WARNING

▲ CAUTION

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

TS187 —19—30SEP88

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 through John Deere.

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.



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

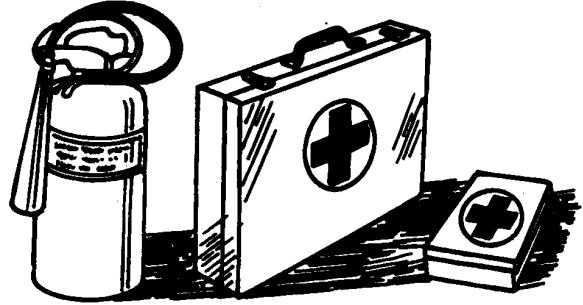
TS201 —UN—15APR13

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.



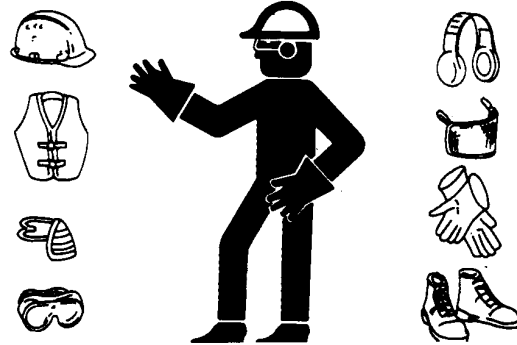
TS291 —UN—15APR13

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.



TS202—JUN—23AUG88

Do not store fuel container where there is an open flame, spark, or pilot light such as within a water heater or other appliance.

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

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,VV,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:

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.



TS227 —UN—15APR13

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

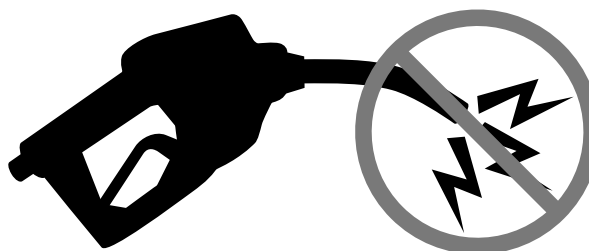
Avoid Static Electricity Risk When Refueling

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

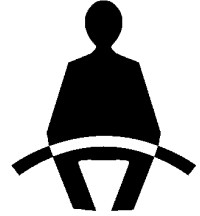
RG21992 —UN—21AUG13

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

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 as soon as the machine is operated under normal conditions.



TS1729—UN—24MAY13

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.

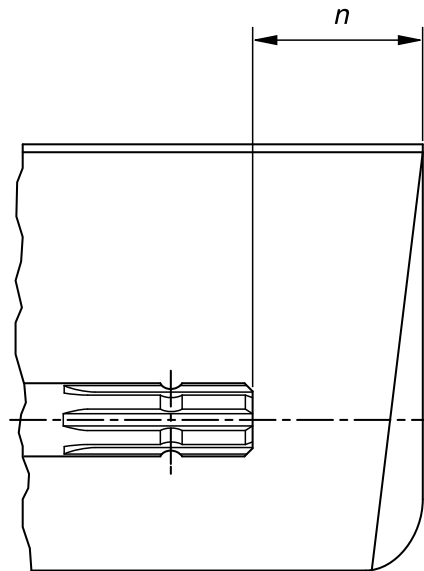
The angle at which the primary implement PTO driveshaft can be inclined may be reduced depending on the shape and size of the tractor master shield and the shape and size of the guard of the primary implement PTO driveshaft.

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 Attaching/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.



TS 1644 —UN—22AUG95



H96219 —UN—29APR10

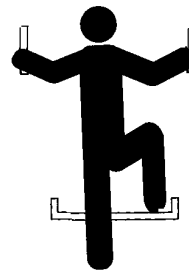
PTO Type	Diameter	Splines	$n \pm 5 \text{ mm (0.20 in.)}$
1	35 mm (1.378 in.)	6	85 mm (3.35 in.)
2	35 mm (1.378 in.)	21	85 mm (3.35 in.)
3	45 mm (1.772 in.)	20	100 mm (4.00 in.)
4	57.5 mm (2.264 in.)	22	100 mm (4.00 in.)

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

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.



T133488 —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

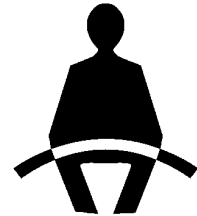
Avoid crushing injury or death during rollover.

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,



TS1729 —UN—24MAY13

discoloration, or abrasion. Replace only with replacement parts that meet specifications for your machine.

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

Vibration

All operator's seats approved by John Deere are component type-approved in accordance with 78/764/EEC or (EU) 1322/2014 Annex XIV, being allocated an average of the vibration acceleration actually measured at the seat (a_{ws}), equivalent to $\leq 1.25 \text{ m/s}^2$.

This value must NOT be used to calculate vibration stress as per 2002/44/EC! Local John Deere dealers can provide assistance in assessing vibration stress.

Measures to reduce vibration may include:

- Appropriate style of driving, e.g. not too fast
- Suspended front axle
- Suspended cab
- Correctly adjusted operator's seat
- Correct tire pressure

DX,VIBRATION,EU -19-28FEB17-1/1

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,WW,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 those specified, such as forwarding and loading, requires fitment of application-specific components including Falling Object Protective Structure (FOPS) and/or Operative Protective Structures (OPS).

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.

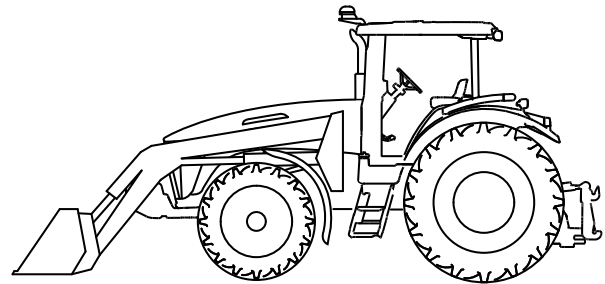
Never allow anyone to walk or work under a raised loader.

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



TS1692 —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).

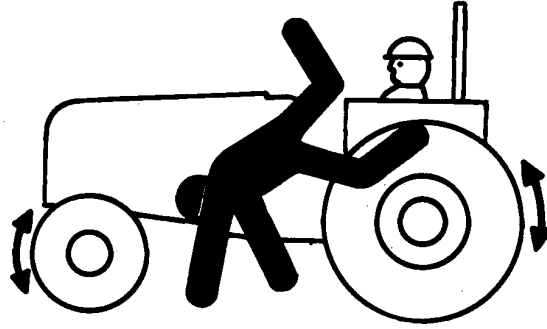
Ballast tractor in accordance to Ballast Recommendations in PREPARE TRACTOR section.

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.



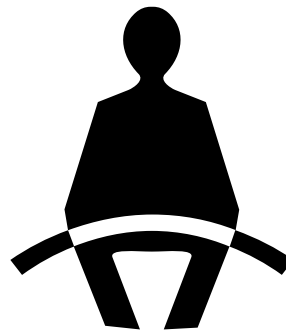
TS290 —UN—23AUG88

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

Passenger Seat

The passenger seat is intended only for transport of a passenger in on-road operations (that is, transport from farm to field).

If it is necessary to transport a passenger, the passenger seat is the only means of transporting a passenger provided by John Deere.



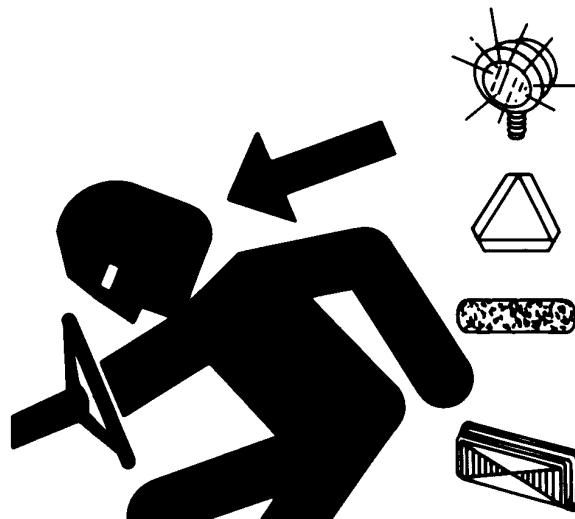
TS1730 —UN—24MAY13

DX,SEAT,EU -19-28FEB17-1/1

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.



TS951 —UN—12APR90

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

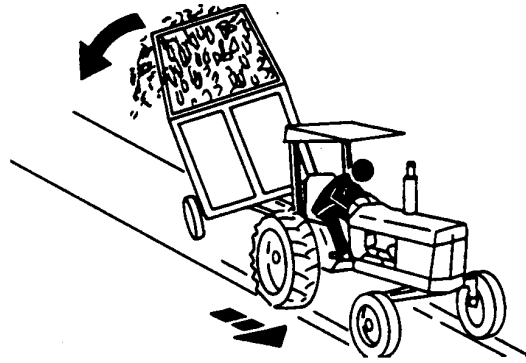
Towing Trailers/Implements Safely

Stopping distance increases with speed and mass of trailer/implement, and when transporting on slopes. Towed mass with or without brakes that is too heavy for the tractor or is towed too fast can cause loss of control. Consider the total weight of the equipment and its load.

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.

Stay clear of area between tractor and trailed vehicle.

Trailer/Implement Brake System	Top Speed
Unbraked	25 km/h (15.5 mph)
Independent.....	25 km/h (15.5 mph)
Overrun brake	25 km/h (15.5 mph)
Single-line hydraulic brake	25 km/h (15.5 mph)
Dual-line hydraulic brake	40 km/h (25 mph)
Single-line air brake	25 km/h (15.5 mph)
Dual-line air brake	Maximum design speed



TS216—UN—23AUG88

There may be legal limits in force that restrict travel speeds to figures lower than those quoted here.

Use additional caution when towing loads under adverse surface conditions, when turning, and on inclines.

DX,TOW3,EU -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.

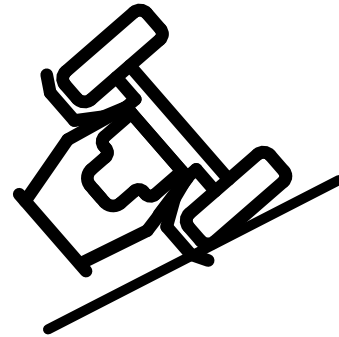
Danger of overturn increases greatly with narrow tread setting, at high speed.

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



RXA0103437—UN—01JUL09

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

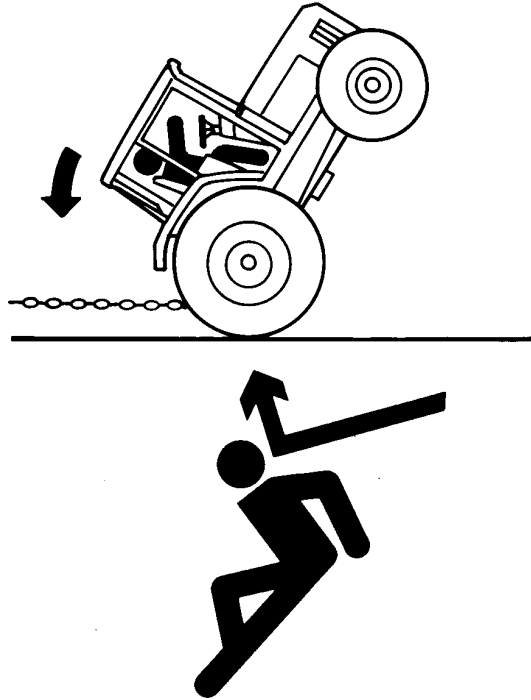
Freeing a Mired Machine

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

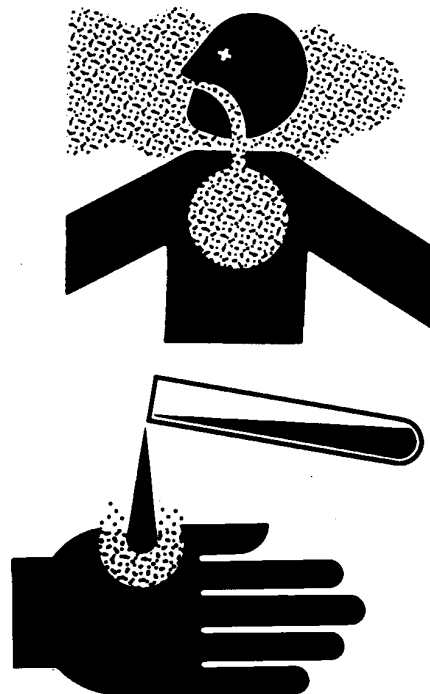
DX,MIREO -19-07JUL99-1/1

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

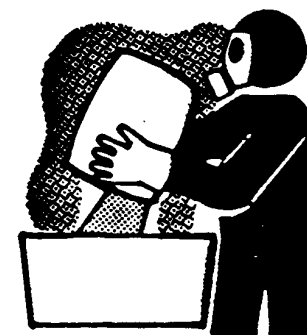
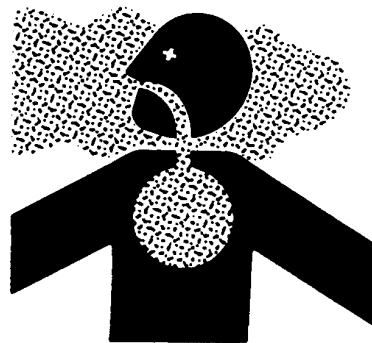
Handle Agricultural Chemicals Safely

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



A34471

- 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.

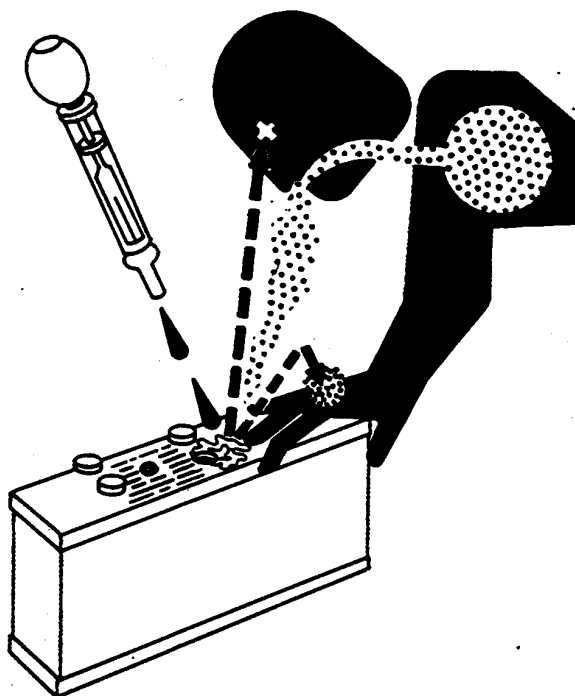
If acid is swallowed:

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

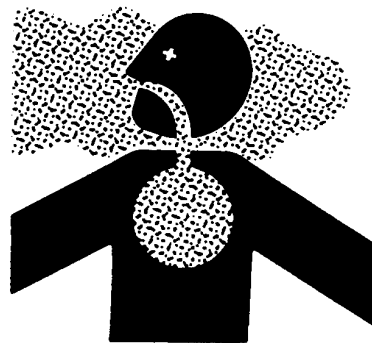
Avoid potentially toxic fumes and dust.

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.



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

TS220 —UN—15APR13

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.



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

TS249 —UN—23AUG88

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.



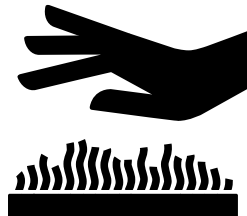
TS218 —UN—23AUG88

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.

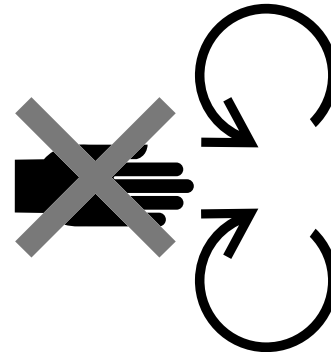
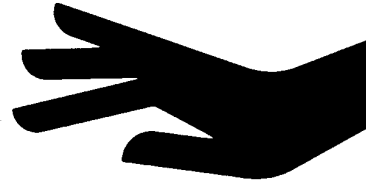
If service procedure requires engine to be running:

- 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—08DEC09

TS1695 —UN—07DEC09

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

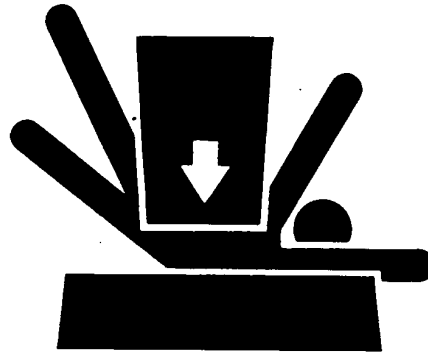
DX,AIR -19-17FEB99-1/1

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

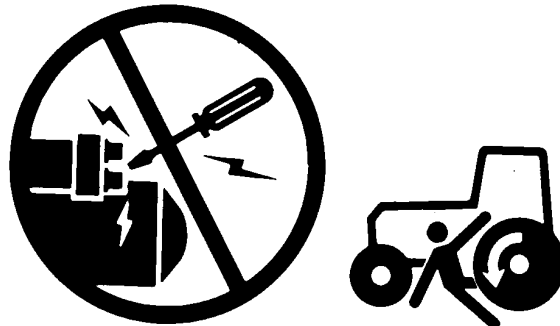
DX,LOWER -19-24FEB00-1/1

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.



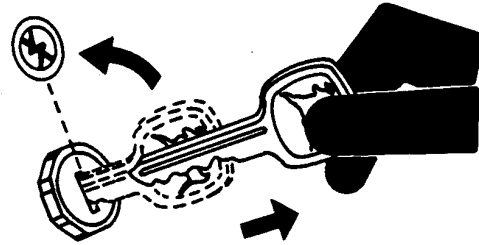
TS177 —UN—11JAN89

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.



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

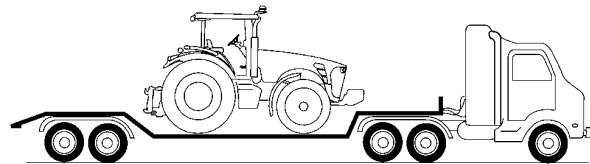
TS230 —UN—24MAY89

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.



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

RXA0103709 —UN—01JUL09

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.



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

TS281 —UN—15APR13

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.



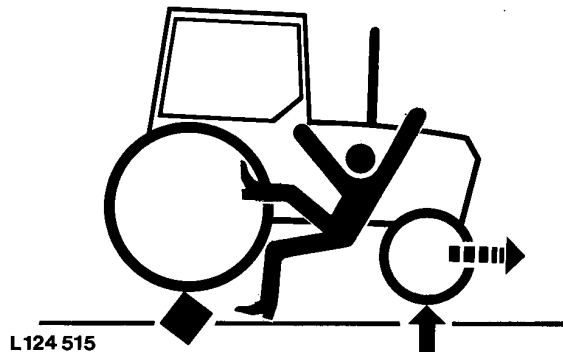
RXA0103438 —UN—11JUN09

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.



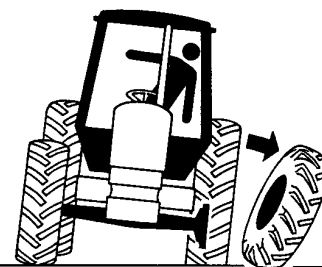
L124 515

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.

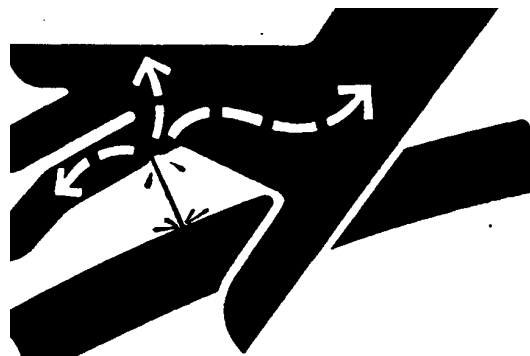
Replace worn or damaged hose assemblies immediately with John Deere approved replacement parts.

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



X9811 —UN—23AUG88

with 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. Only technicians familiar with this type of system should perform repairs. 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.



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.



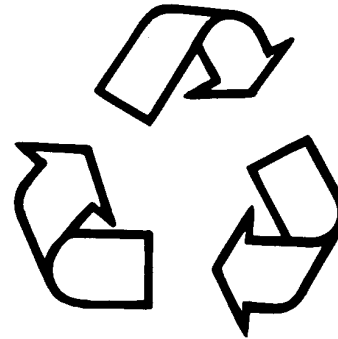
TS219 —UN—23AUG88

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

Pictorial Safety Signs

Safety signs are affixed at several important places on this machine. They are intended to point out potential danger. The hazard is identified by a pictorial in a warning triangle. An adjacent pictorial provides information on how to avoid personal injury. These safety signs, their location on the machine and a brief explanatory text are shown below.



TS231 —19—07OCT88

SA61034.000005B -19-04FEB09-1/1

Operator's Manual



Left-hand Side of the Operator—Cab



On Left Side Fender—IOOS

CAUTION: Avoid the risk of injury.

This Operator's Manual contains important information necessary for safe machine operation and explanation of safety signs. Carefully observe all safety rules to avoid accidents.



Part Number: CC40740

RM87422.00005AE -19-14OCT16-1/1

PY31577 —UN—14OCT16

PY31552 —UN—19SEP16

PY15695 —UN—21DEC12

Use Seat Belt—Cab

Use Seat Belt Properly

⚠ CAUTION: 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.



Left-hand Side of the Operator—Cab



Part Number: T302221

RM87422,00005AF -19-14OCT16-1/1

PY31553 —UN—08AUG17

PY16929 —UN—15JUL13

Use Seat Belt — IOOS

⚠ CAUTION: Avoid crushing injury or death during rollover.

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.

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.

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 as soon as the machine is operated under normal conditions.



Left-hand Side of ROPS—IOOS



Part Number: T302221

VP27597,0000C9F -19-10SEP18-1/1

APY10316 —UN—28AUG18

PY16929 —UN—15JUL13

Riders — IOOS

⚠ CAUTION: Avoid falling and being struck.

Keep riders off.

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



Part Number: L64996

RM87422,000063D -19-10MAR17-1/1

PY18437 —UN—09MAR17

PY11235 —UN—12NOV10

ROPS in Normal Position — IOOS

⚠ CAUTION: 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 latch 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 as soon as the machine is operated under normal conditions.



Right Side of ROPS—IOOS



Part Number: R127350

APY10311—UN—24AUG18

PY35303—UN—27OCT16

VP27597,0000CA0 -19-10SEP18-1/1

Hitch Remote Control



PY21487 —UN—28NOV14

Left Side of the Rear Fender—Cab Tractors



PY41821 —UN—06AUG17

Left Side of the Rear Fender, For 5050E, 5058E, 5067E
and 5075E IOOS Tractors

CAUTION: Avoid crushing.

When attaching or detaching an implement, there is a risk of crushing in the area between the tractor and implement. When attaching the hitch, stay clear of the area where the 3-point hitch rises and do not permit anyone to be in the area.

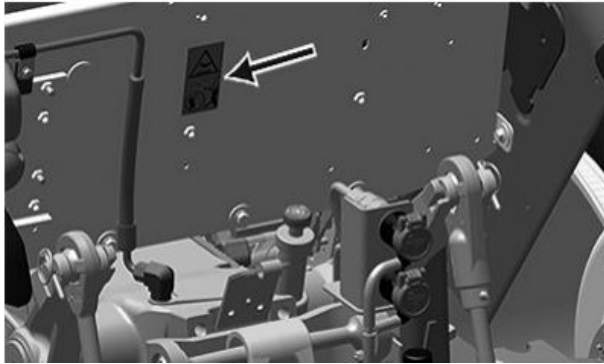


PY18972 —UN—27MAY14

Part Number: L65071

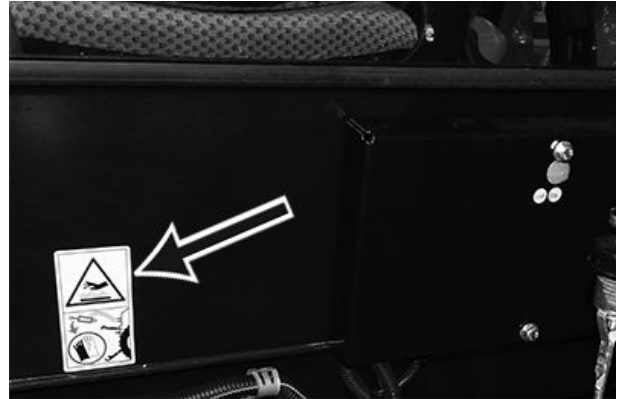
VP27597,00018CC -19-22FEB21-1/1

Hot Surface at Cylinder



On Rear Shield—IOOS

PY41874 —UN—29AUG17



On Rear Shield—Cab

PY33007 —UN—19OCT16

CAUTION: Avoid Contact With Hot Surfaces.

Components of the hydraulic system may become hot. Touching hot surfaces of the hydraulic system, accessories or hoses and lines can cause injury. Wear work gloves or let the hydraulic components cool down before servicing hydraulic system.



Part Number: L218530

PY33008 —UN—13OCT16

RM87422.00005B5 -19-29AUG17-1/1

Passenger Seat (If Equipped)



Shown Left Hand Side

PY33260 —UN—13MAR17



Part Number: L206435

PY35471 —UN—10MAR17

CAUTION: Avoid crushing during rollover.

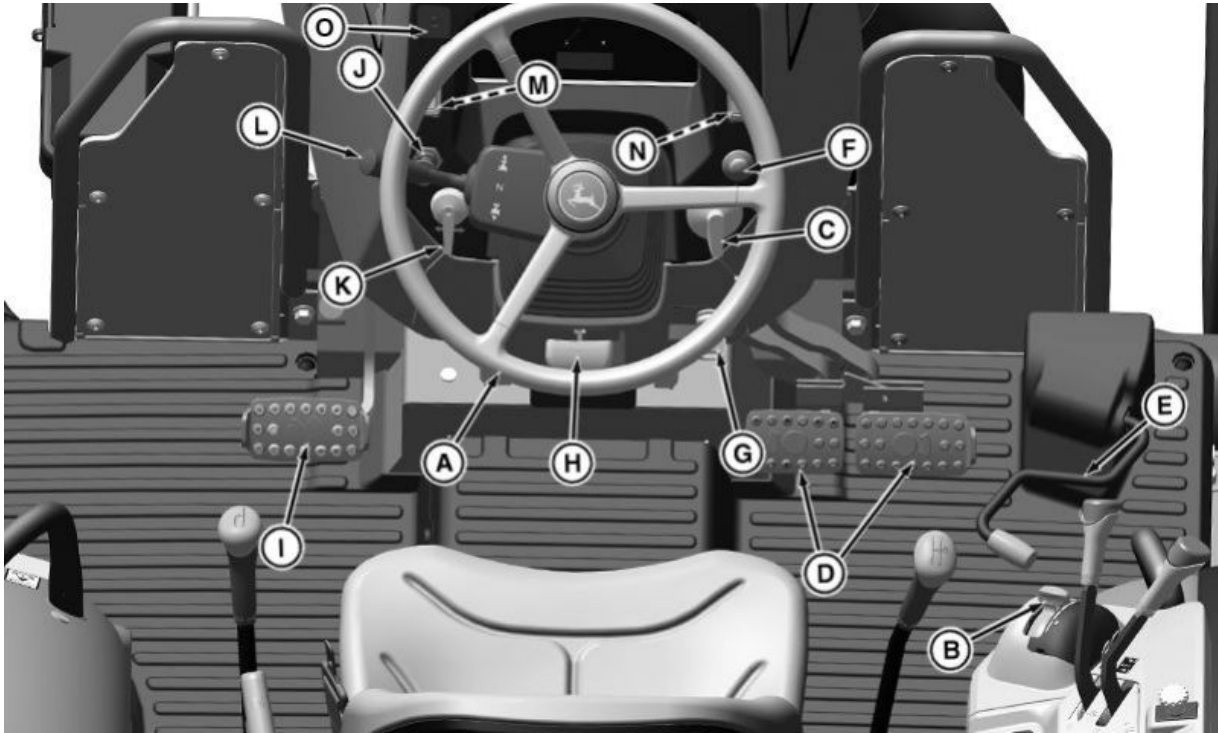
The passenger seat must NOT be used while in field operation. Riders are permitted only on a properly installed

passenger seat that has been approved by John Deere. When using the passenger seat, always use the seat belt.

RM87422,000063C -19-13MAR17-1/1

Controls and Instruments

Tractor Controls — IOOS (PowrReverser™ Transmission) For Models 5058E, 5067E and 5075E



For Models 5058E, 5067E and 5075E

A—Steering Wheel
B—Hand Throttle
C—Light Switch
D—Brake Pedals
E—Foot Throttle

F—Horn Switch
G—Ignition Key Switch
H—Steering Wheel Tilt Lever (If
Equipped)

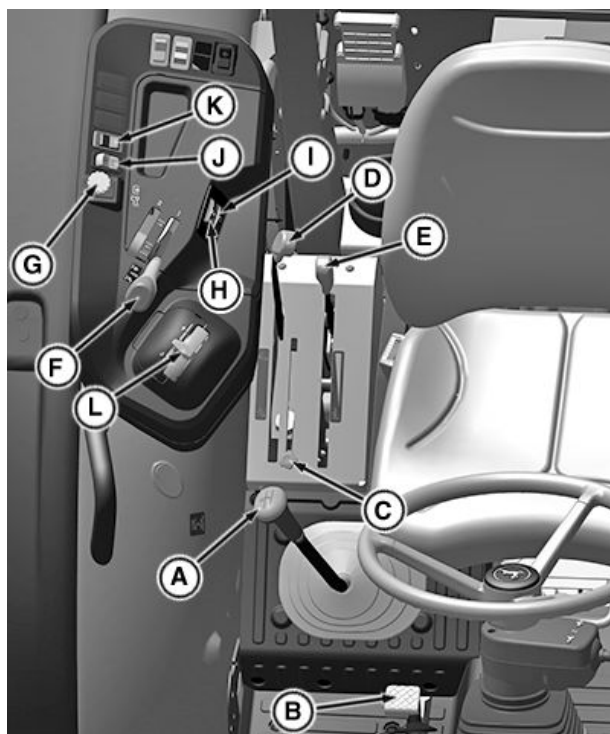
I—Clutch Pedal
J—Hazard Light Switch
K—Turn Indicator Switch
L—FNR Lever
M—Roll Mode Switch

N—Regeneration Switch
O—Power Shuttle Pot (If
Equipped)

VP27597,00018CD -19-22FEB21-1/1

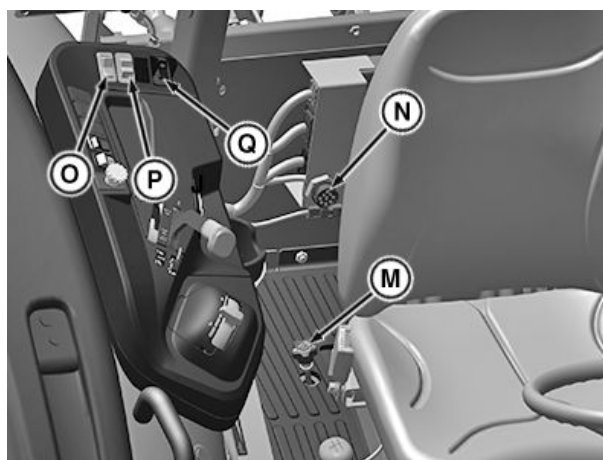
PY41875—UN—29AUG17

Tractor Controls — Right-Hand Console IOOS (PowrReverser™ Transmission) **For Models 5058E, 5067E and 5075E**



Right-Hand side

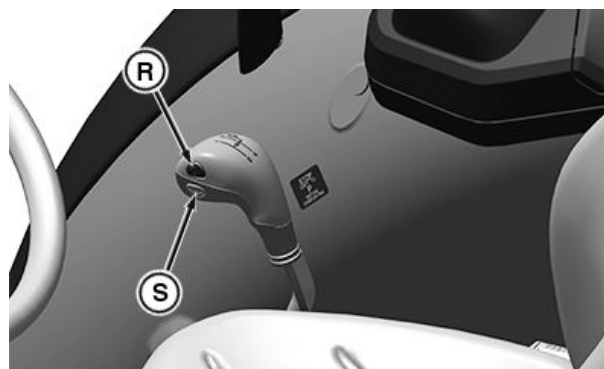
PY44548—UN—07AUG17



Right-Hand side

PY44549—UN—07AUG17

A— Gear Shift Lever	K— Electro-Hydraulic MFWD Switch
B— Differential Lock Pedal	L— Hand Throttle Control
C— Position Control Stop Knob	M— Rockshaft Rate-Of-Drop Knob
D— Position Control Lever	N— Service Advisor Port
E— Draft Control Lever	O— Work Lamp Switch
F— SCV I Lever	P— Beacon Lamp Switch
G— Electro-Hydraulic PTO Switch (Only For PowrReverser™ Transmission)	Q— Trailer Park Test Switch (If Equipped)
H— Quick Raise Switch	R— Push Button (high Speed)
I— Quick Lower Switch	S— Push Button (low Speed)
J— PTO Enable Switch	



For 5067E and 5075E Tractors (24Fx12R Transmission)

PY41835—UN—07AUG17

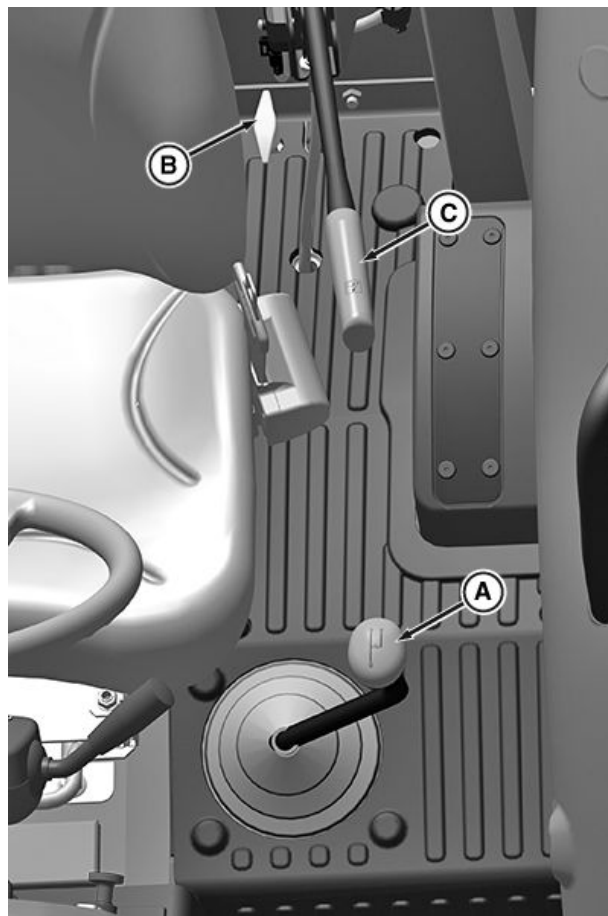
PowrReverser is a trademark of Deere & Company

VP27597,00018CE -19-22FEB21-1/1

Tractor Controls — Left-Hand Console IOOS (PowrReverser™ Transmission)

For Models 5058E, 5067E, and 5075E

A—Range Shift Lever	D—Seven Pin Terminal Outlet
B—Economy PTO Lever	E—Hitch, Remote Control
C—Secondary Brake Lever	



Rear Left Side of Tractor



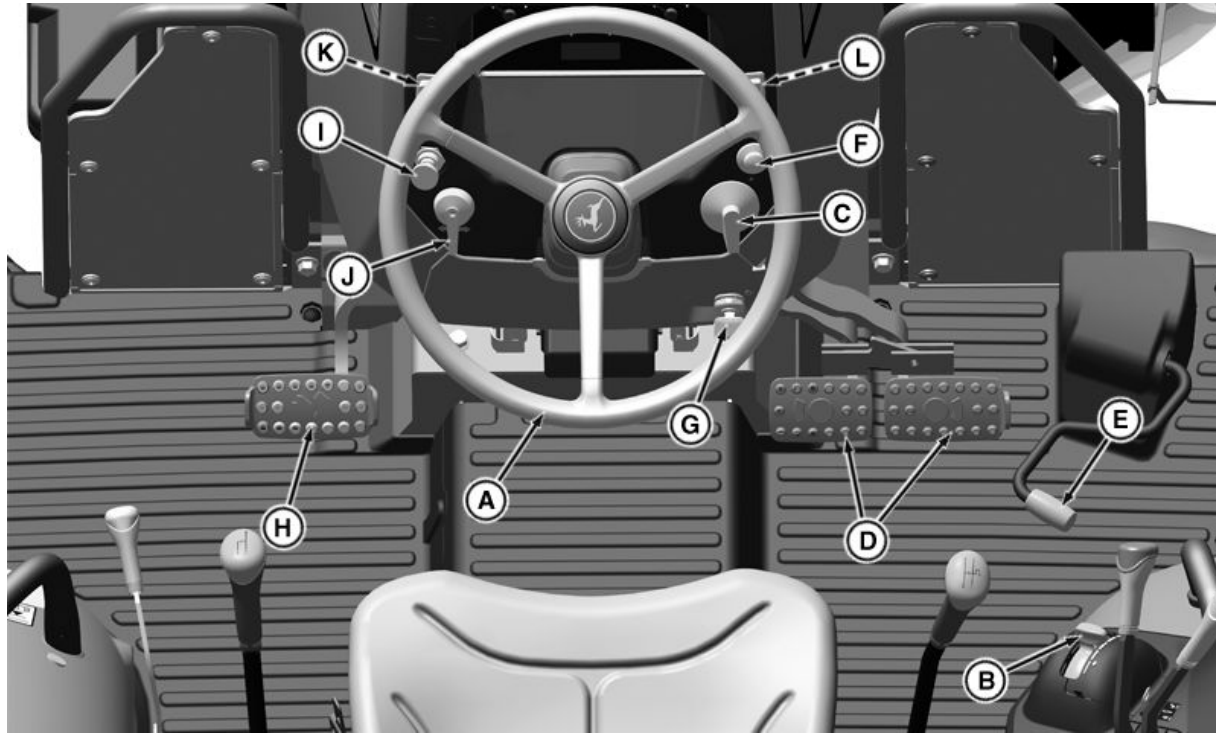
VP27597,00018CF -19-22FEB21-1/1

PY40455 —UN—05JUN17

APY35266 —UN—18SEP20

Tractor Controls — IOOS (SyncShuttle Transmission)

For Models 5050E, 5058E, 5067E and 5075E



A—Steering Wheel
B—Hand Throttle
C—Light Switch
D—Brake Pedals

E—Foot Throttle
F—Horn Switch
G—Ignition Key Switch
H—Clutch Pedal

I— Hazard Light Switch
J— Turn Indicator Switch
K—Roll Mode Switch

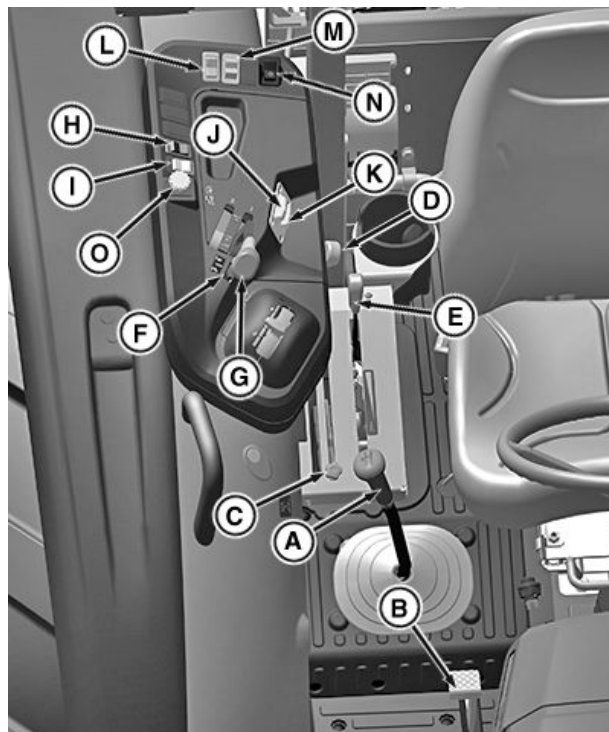
L—Regeneration Switch

VP27597,0000BF2 -19-08AUG18-1/1

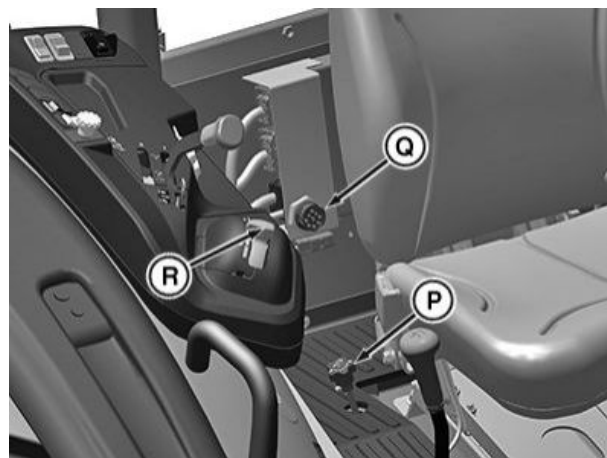
PY31437 —UN—10AUG17

Tractor Controls — Right-Hand Console IOOS (SyncShuttle Transmission)

For Models 5050E, 5058E, 5067E and 5075E



Right-Hand side



Right-Hand side

- A— Gear Shift Lever
- B— Differential Lock Pedal
- C— Position Control Stop Knob
- D— Position Control Lever
- E— Draft Control Lever
- F— SCV Lever Lock
- G— SCV I Lever
- H— Electro-Hydraulic MFWD Switch
- I— PTO Enable switch
- J— Quick Raise Switch
- K— Quick Lower Switch

- L— Work Lamp Switch
- M— Beacon Lamp Switch
- N— Trailer Park Test Switch (If Equipped)
- O— EH PTO ON/OFF Switch
- P— Rockshaft Rate-Of-Drop Knob

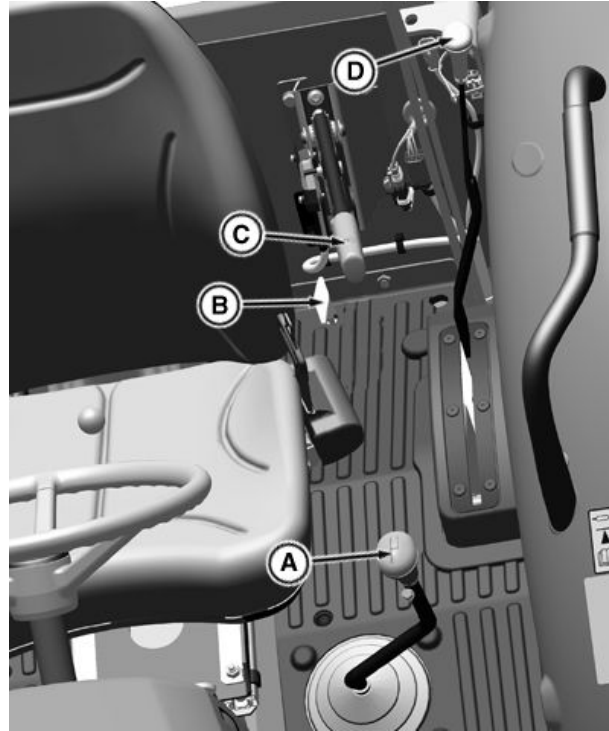
- Q— Service Advisor Port
- R— Hand Throttle Control

VP27597,0000BF3 -19-08AUG18-1/1

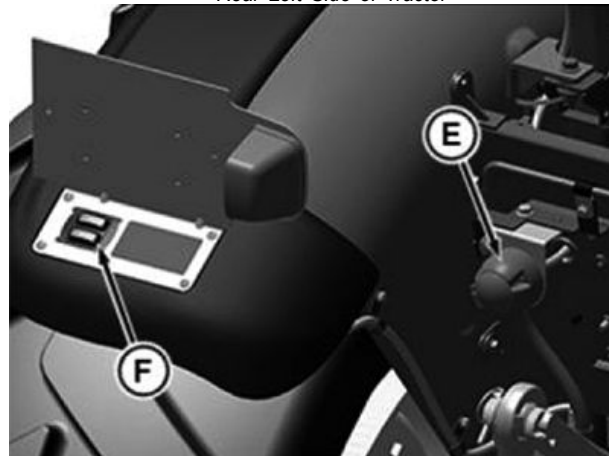
Tractor Controls — Left-Hand Console IOOS (SyncShuttle Transmission)

For Models 5050E, 5058E, 5067E and 5075E

A—Range Shift Lever	D—PTO Lever
B—Economy PTO Lever	E—Seven Pin Terminal Outlet
C—Secondary Brake Lever	F—Hitch, Remote Control



Rear Left Side of Tractor

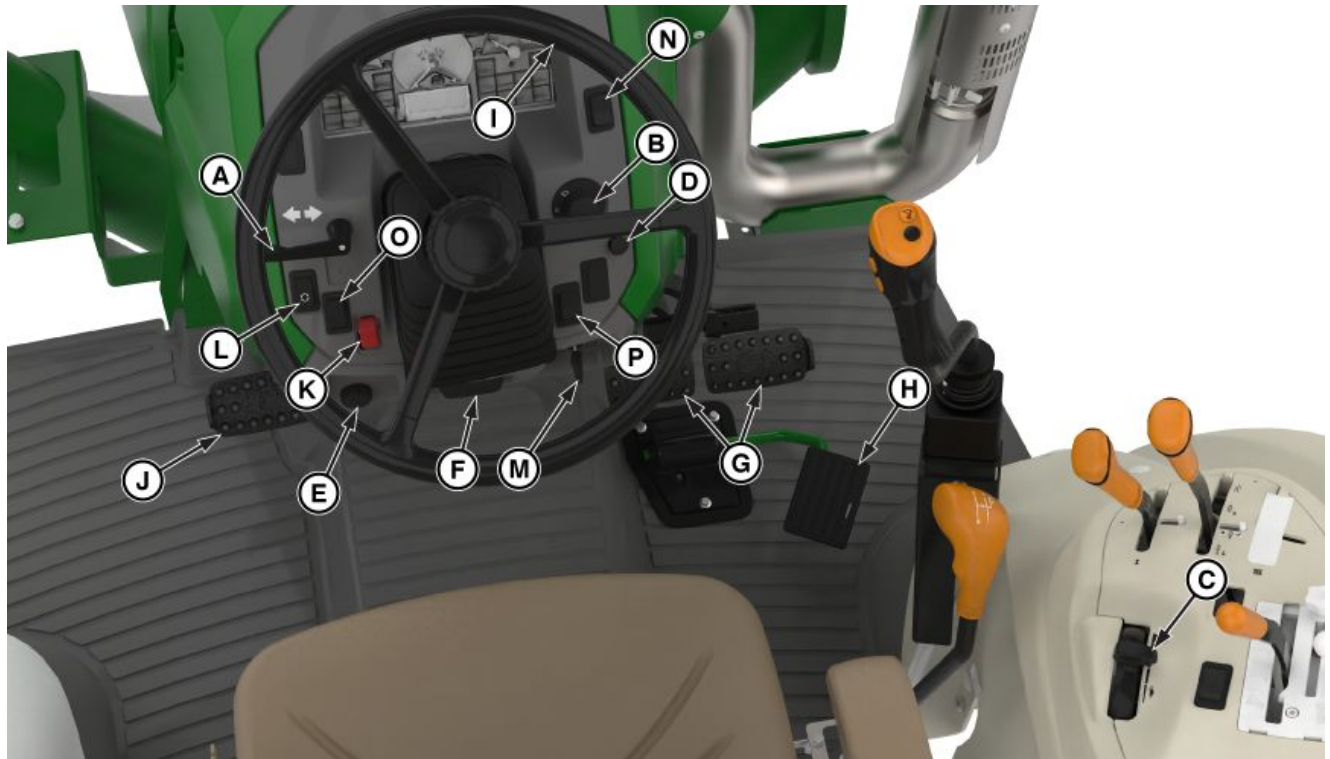


PY31440 —UN—20OCT16

AP Y35265 —UN—18SEP20

WKJQUWJ,0000963 -19-07FEB21-1/1

Tractor Controls — Cab (SyncShuttle Transmission) For Models 5058E, 5067E and 5075E



Tractor Controls

A—Turn Indicator Switch
B—Wiper Switch
C—Hand Throttle Lever
D—Horn Switch
E—Light Switch

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

J—Clutch Pedal
K—Hazard Light Switch
L—Roll Mode Switch
M—Ignition Key Switch
N—Regeneration Switch

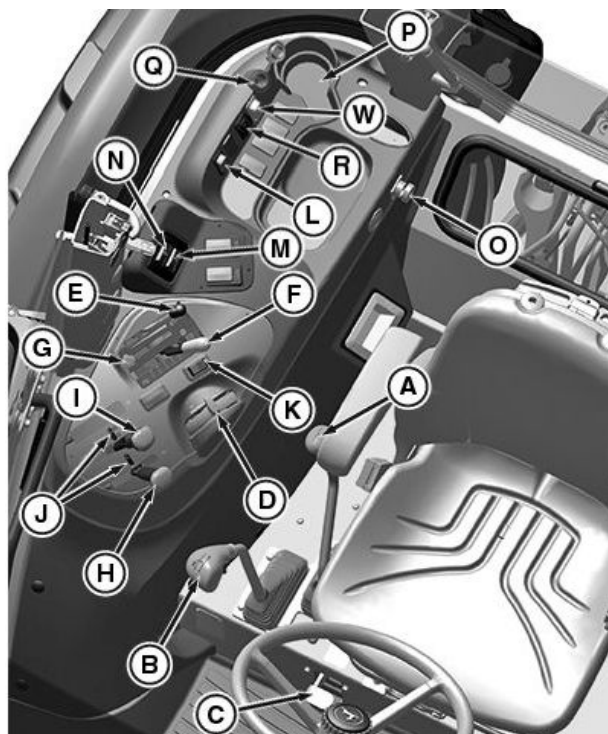
O—High-low Beam Switch
P—EH MFWD Switch

J8Y7B6G,1749443776891 -19-24JUN25-1/1

PY675403—UN—06JUN25

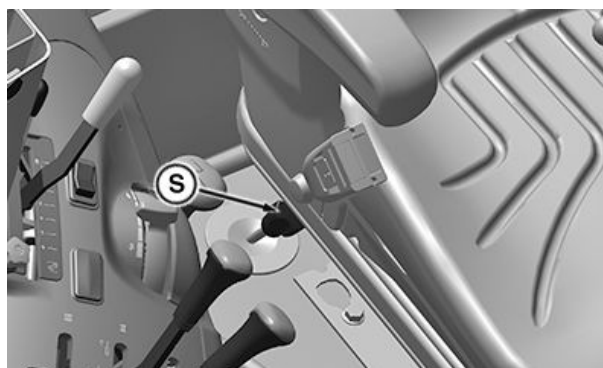
Tractor Controls — Right-Hand Console Cab (SyncShuttle Transmission)

For Models 5058E, 5067E and 5075E



Right Side Control

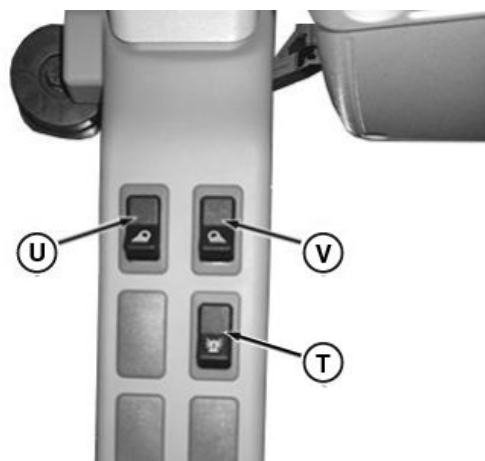
PY41884—UN—29AUG17



PY35444—UN—02FEB17

IMPORTANT: Location of the Position Control Lever (F) and Draft Control Lever (E) are interchanged in Cab as compared to IOOS.

A—Gear Shift Lever	M—Quick Lower Switch
B—Range Shift Lever	N—Quick Raise Switch
C—Differential Lock Pedal	O—Outlet, Wiring Harness
D—Hand Throttle Lever	P—Water Bottle Holder
E—Draft Control Lever	Q—Socket Outlet
F—Position Control Lever	R—Trailer Park Test Switch (If Equipped)
G—Position Control Stop Knob	S—Rockshaft Rate-Of-Drop Knob
H—SCV I Lever	T—Beacon Light Switch
I—SCV II Lever	U—Front Work Light Switch
J—SCV Lever Lock	V—Rear Work Light Switch
K—EH MFWD Switch	W—Rear Wiper Switch (If Equipped)
L—PTO Enable Switch	



PY41885—UN—29AUG17

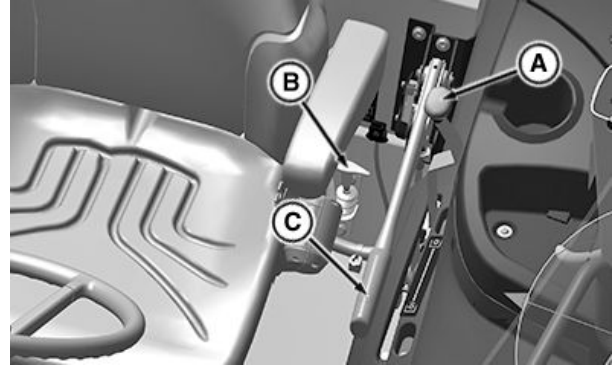
VP27597,00018D1 -19-22FEB21-1/1

Tractor Controls — Left-Hand Console Cab (SyncShuttle Transmission)

For Models 5058E, 5067E and 5075E

A—PTO Lever
B— Economy PTO Lever

C— Secondary Brake Lever

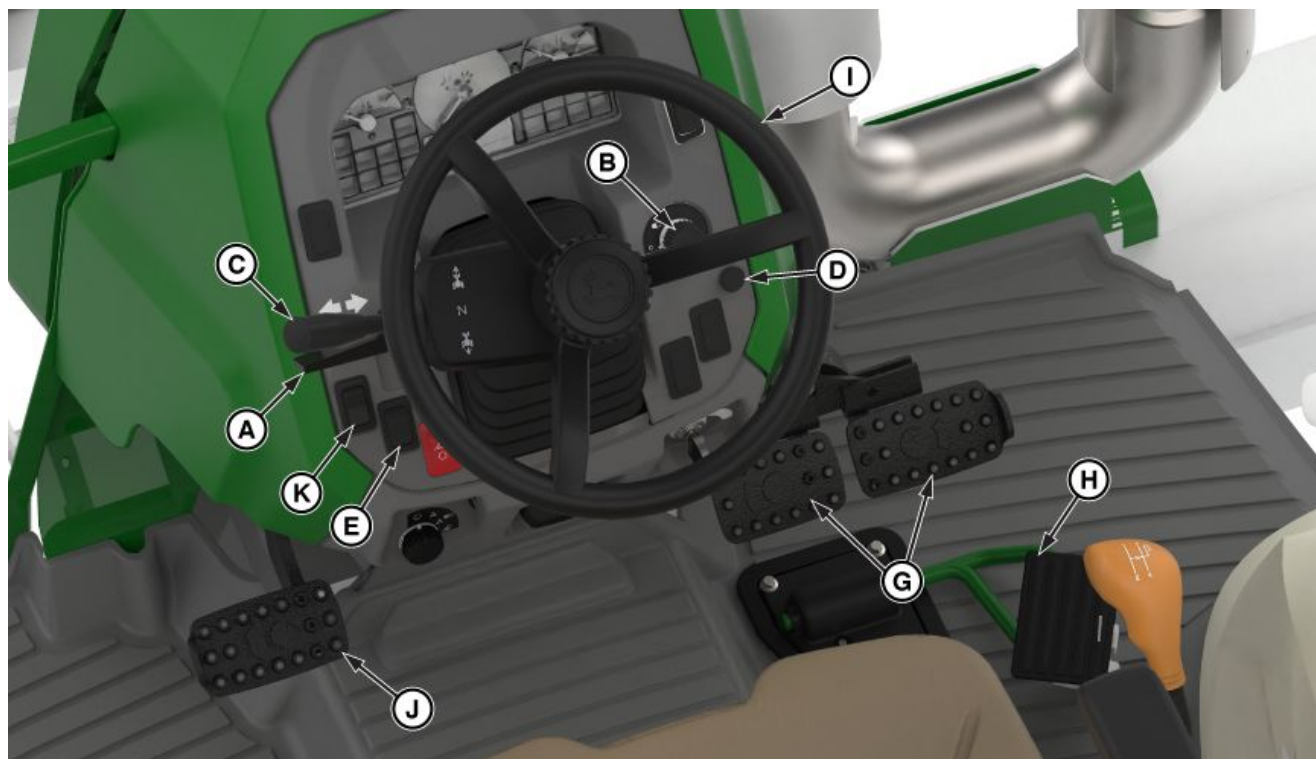


Left-Hand Side

VP27597,00018D2 -19-22FEB21-1/1

PY35447 —UN—02FEB17

Tractor Controls — Cab (PowrReverser™ Transmission) For Models 5058E, 5067E and 5075E



PY675404 —UN—06JUN25

Tractor Controls

A—Turn Indicator Switch	I—Steering Wheel
B—Wiper Switch	J—Clutch Pedal
C—FNR Lever	K—Roll Mode Switch
D—Horn Switch	L—Regeneration Switch
E—High-low Beam Switch	M—Ignition Key Switch
F—Steering Wheel Tilt Lever (If Equipped)	N—Hazard Light Switch
G—Brake Pedals	O—Light Switch
H—Foot Throttle	

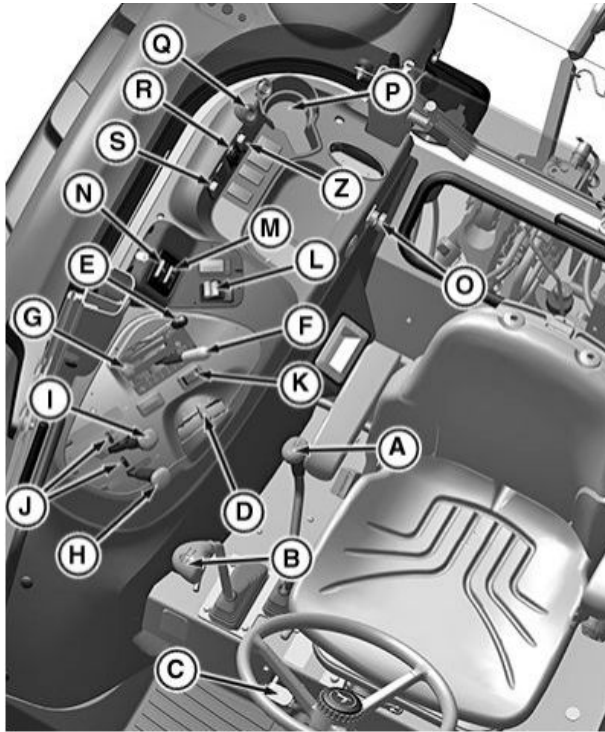


PY44547 —UN—10AUG17

Tractor Controls

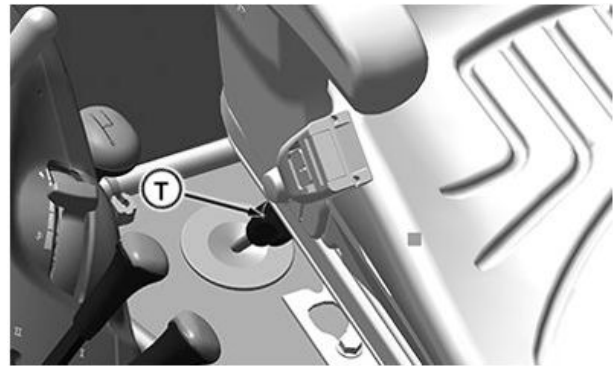
J8Y7B6G,1749443979284 -19-24JUN25-1/1

Tractor Controls — Right-Hand Console Cab (PowrReverser™ Transmission) For Models 5058E, 5067E and 5075E

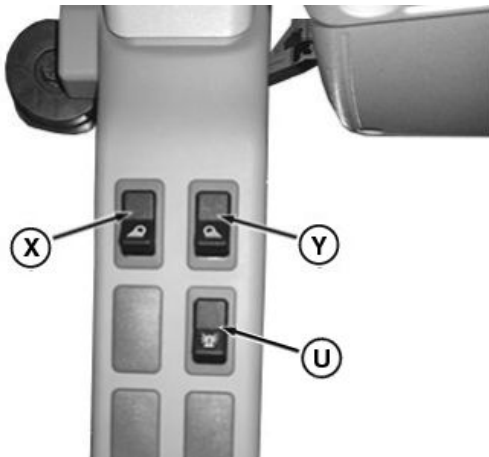


Right Side Control

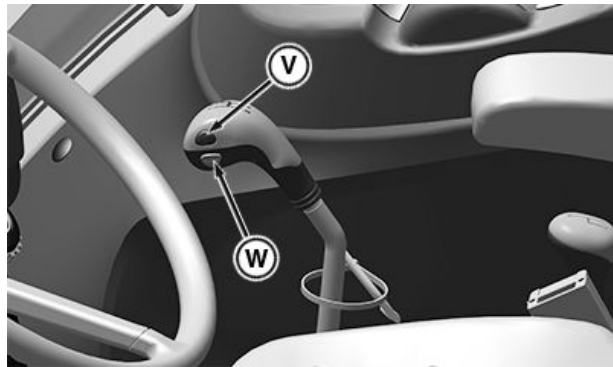
PY41890 —UN—29AUG17



PY41891 —UN—29AUG17



PY41892 —UN—29AUG17



PY41836 —UN—08AUG17

For 5067E and 5075E Tractors (24Fx12R Transmission)

- A—Gear Shift Lever
- B—Range Shift Lever
- C—Differential Lock Pedal
- D—Hand Throttle Lever
- E—Draft Control Lever
- F—Position Control Lever
- G—Position Control Stop Knob
- H—SCV I Lever
- I—SCV II Lever
- J—SCV Lever Lock
- K—EH MFWD Switch
- L—Electro-Hydraulic PTO on-off Switch (Only For PowrReverser™ Transmission)
- M—Quick Lower Switch

- N—Quick Raise Switch
- O—Outlet, Wiring Harness
- P—Water Bottle Holder
- Q—Socket Outlet
- R—Trailer Park Test Switch (If Equipped)
- S—PTO Enable Switch
- T—Rockshaft Rate-Of-Drop Knob

- U—Beacon Light Switch
- V—High Speed
- W—Low Speed
- X—Front Work Light Switch
- Y—Rear Work Light Switch
- Z—Rear Wiper Switch (If Equipped)

IMPORTANT: Location of the Position Control Lever (F) and Draft Control Lever (E) are interchanged in Cab as compared to IOOS.

Continued on next page

VP27597,00018D4 -19-22FEB21-1/2

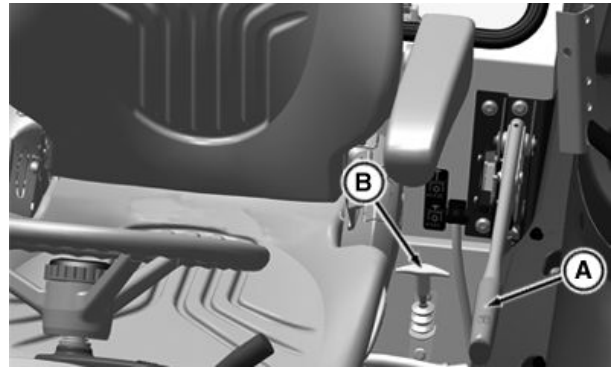
PowrReverser is a trademark of Deere & Company

VP27597,00018D4 -19-22FEB21-2/2

Tractor Controls — Left-Hand Console Cab (PowrReverser™ Transmission)

For Models 5058E, 5067E and 5075E

A— Secondary Brake Lever B— Economy PTO Lever



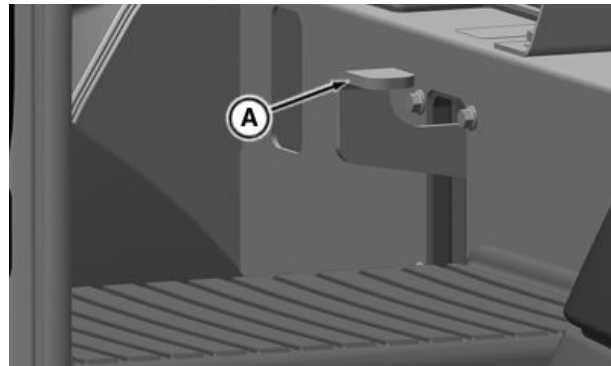
Left-Hand Side

PY32646 —UN—25OCT16

VP27597,00018D5 -19-22FEB21-1/1

Tractor Controls—Differential Lock Pedal

A—Differential Lock Pedal

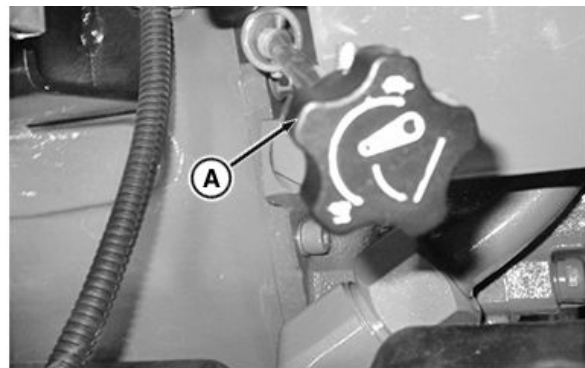


PY32645 —UN—24OCT16

RM87422,000057A -19-24OCT16-1/1

Tractor Controls—Rockshaft Rate-of-Drop Knob

A— Rockshaft Rate-of-Drop Knob



PY35616 —UN—23NOV16

SV86979,000005E -19-23NOV16-1/1

Secondary Brake System

In the event of service brake failure, the secondary brake system can be used to brake the tractor. To do this, pull lever (A) up to obtain a braking effect.

IMPORTANT: The secondary brake system operates only when the engine and hydraulic system are running.

The secondary brake system is **NOT** suitable for use as a parking brake. Park pawl must be engaged when the tractor is parked.

When Parking, the trailer park brake will get automatically actuated when park pawl is applied (if override button not actuated).



A—Secondary Brake Lever

HY01057,00000DF -19-25JAN17-1/1

PY37294 —UN—24JAN17

Trailer Park Test Switch (If Equipped)



For CAB Tractors



For IOOS Tractors 5050E, 5058E, 5067E and 5075E
(TSS and PR Transmission)

A—Trailer Park Test Switch

The parking braking system shall enable the vehicle to be held stationary on an up or down gradient even in the absence of the driver, the working parts of the braking system being then held in the locked position by a purely mechanical device. The driver shall be able to achieve this braking action from his driving seat, subject, in the case of a towed vehicle.

The towed vehicle service braking system (pneumatic or hydraulic) and the parking braking system of the tractor

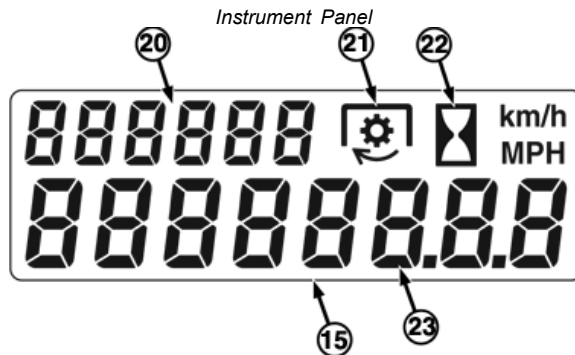
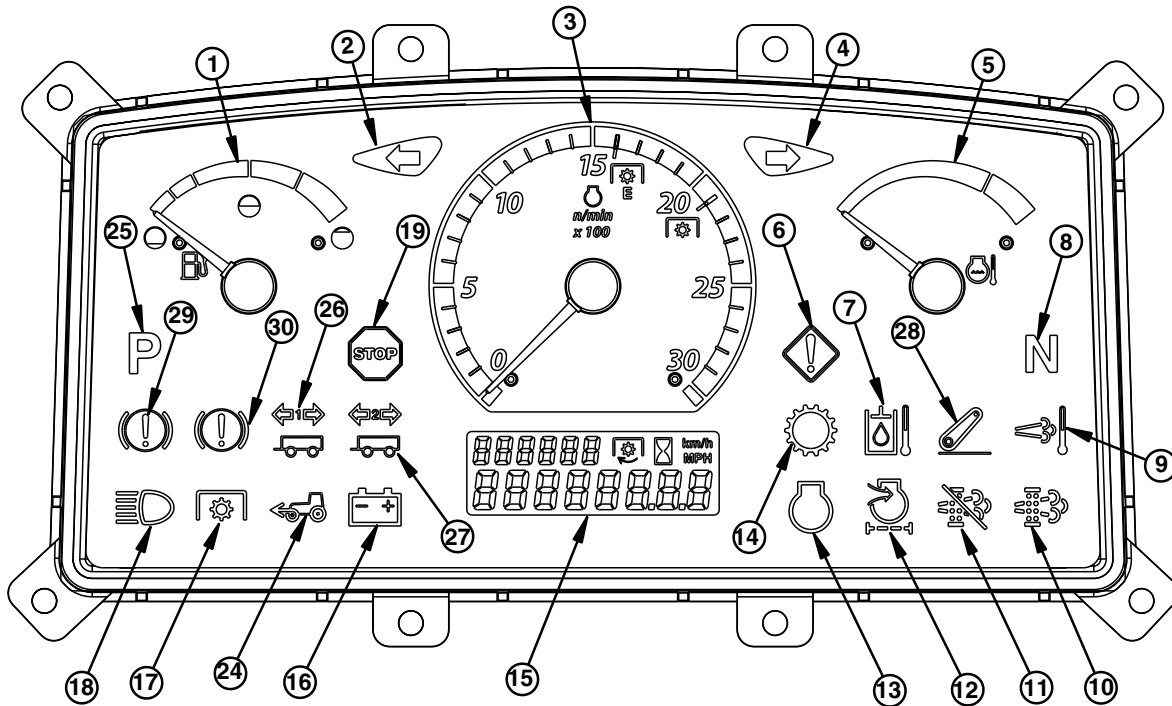
may be operated simultaneously, provided that the driver is able to check, at any time, that the parking braking system performance of the vehicle combination, obtained by the purely mechanical action of the parking braking system, is sufficient.

VP27597,0000BFB -19-08AUG18-1/1

PY40461 —UN—08JUN17

PY41895 —UN—29AUG17

Instrument Panel



1—Fuel Level Gauge	11—Regeneration Filter Disabled Icon	18—High Beam Indicator	25—Park Indicator
2—Left Turn Indicator	12—Engine Air Cleaner Restriction Indicator	19—STOP Indicator	26—Trailer 1 Indicator
3—Tachometer	13—Engine Information Indicator	20—Shows Hi/ Lo (If equipped). When in diagnostic mode, display shows name of controller (i.e. ECU) that is experiencing fault.	27—Trailer 2 Indicator
4—Right Turn Indicator	14—Transmission Information Indicator	21—Rear PTO Icon	28—Rockshaft Indicator
5—Engine Coolant Temperature Gauge	15—Information Display	22—Hour Meter Icon	29—Brake System Failure Indicator (Red Defect Lamp)
6—Service Alert Indicator	16—Charging System Malfunction Indicator	23—Vehicle Information Display	30—Brake System Failure Indicator (Yellow Defect Lamp)
7—Hydraulic Oil Temperature	17—PTO Engaged Indicator	24—MFWD Engaged Indicator	
8—Neutral Indicator			
9—Regeneration Temperature Icon			
10—Regeneration Filter Icon			

NOTE: Hour Meter/Ground Speed (LCD Digital) (22) displays hours when tractor is not moving. When tractor is moving, display switches to

ground speed. When tractor is stopped, display changes back to hours.

1	Fuel Level Gauge	Indicates amount of fuel remaining in tank and illuminates when fuel level indicator moves into red zone.
2	Left Turn Indicator	Flashes when turn signal switch is switched to left-hand side.

Continued on next page

VP27597,000110E-19-20JUN19-1/2

APY18744 —UN—20JUN19

PY18001 —UN—22MAR13

Controls and Instruments

3	Tachometer	Indicates engine speed, revolutions per minute (rpm).
4	Right Turn Indicator	Flashes when turn signal switch is switched to 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). SHUT OFF engine IMMEDIATELY to prevent damage. If necessary, have John Deere dealer diagnose vehicle.
6	Service Alert Indicator	Illuminates when a malfunction occurs (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
7	Hydraulic Oil Temperature	Illuminates when hydraulic oil overheats (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
8	Neutral Indicator	Illuminates to indicate transmission position, 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, this indicates a malfunction (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
9	Regeneration Temperature Icon	Illuminates the regeneration temperature icon, when exhaust gas temperature is high, elevated idle is active, or exhaust filter cleaning is in progress. If necessary, have John Deere dealer diagnose vehicle.
10	Regeneration Filter Icon	Illuminate the regeneration filter icon when filter cleaning is required. If necessary, have John Deere dealer diagnose vehicle.
11	Regeneration Filter Disabled Icon	Illuminate the regeneration filter disable icon when filter cleaning inhibited. If necessary, have John Deere dealer diagnose vehicle.
12	Engine Air Cleaner Restriction Indicator	Illuminates when air cleaner element is clogged (clean or replace element). If necessary, have John Deere dealer diagnose vehicle.
13	Engine Information Indicator	Illuminates when engine malfunction occurs or indicate engine DTC is active, (check oil level and review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
14	Transmission Information Indicator	Illuminates when transmission malfunction occurs or DTC is active (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
15	Information Display	Displays various vehicle information outputs. Displays speedometer, hour meter, transmission speed selection (Hi, Lo, or R) (if equipped), PTO Speed, diagnostic trouble codes, and on-board diagnostics information.
16	Charging System Malfunction Indicator	Illuminates when charging system malfunction occurs. If necessary, have John Deere dealer diagnose vehicle.
17	PTO Engaged Indicator	Illuminates when rear PTO is engaged.
18	High Beam Indicator	Illuminates when the headlights are switched to high beam.
19	STOP Indicator	Illuminates when a serious malfunction occurs. SHUT OFF engine IMMEDIATELY and determine cause (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
20	High-low Indicator	Indicates H (high) or L (low) (if equipped). Display TLA DTC status, diagnostics address.
21	Rear PTO Icon	Illuminates when PTO speed is selected.
22	Engine Hours Indicator	Illuminates when display is indicating engine hours.
23	Vehicle Information Display	Displays engine hours, vehicle wheel speed, diagnostic trouble codes, PTO speed and regeneration status.
24	MFWD Engaged Indicator	Illuminates when mechanical front-wheel drive is engaged.
25	Park Indicator	Illuminates when Transmission has been placed in park.
26	Trailer 1 Indicator	The flashing indicator lights for trailer start flashing when turn signal or hazard warning lights are switched ON.
27	Trailer 2 Indicator	The flashing indicator lights for trailer start flashing when turn signal or hazard warning lights are switched ON.
28	Rockshaft Indicator	Illuminates when rear hitch malfunction occurs / EQRL (Electric Quick Rise-Low) faults (review error message in Information Display). If necessary, have John Deere dealer diagnose vehicle.
29	Brake system failure indicator	Red defect warning indicator, illuminates when brake reservoir oil reaches extreme low level.
30	Brake system failure indicator	Yellow defect warning indicator, illuminates when electrical defect in braking system.

VP27597,000119E -19-20JUN19-2/2

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.

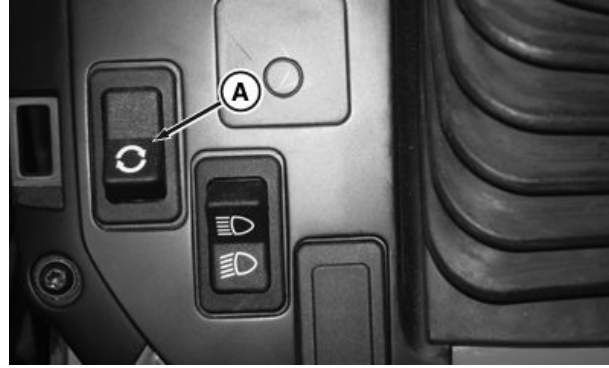
^b Item shall only be available when a valid value is present.

- 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.
- If any page or control (PTO/Hour) selected then vehicle speed stay on LCD after 7 Seconds.
- 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 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 exhaust filter cleaning process, the display (B) transitions through the various exhaust filter cleaning states.

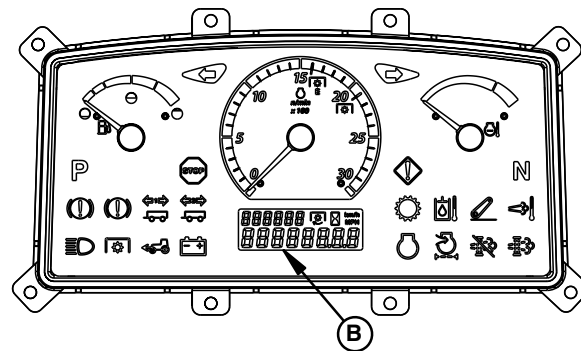
Information Display – Diagnostic Mode

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 amount of diagnostic addresses.
- Technician access — **Only for John Deere dealer use.** Accesses everything in customer mode plus vehicle set up, configuration, and calibration.



Roll Mode Switch (Cab shown)



A— Roll Mode Switch

B— Information Display

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

- Press and hold the roll mode switch for 5 seconds to begin diagnostic session.
- Upon entering diagnostics, any active or previously active codes automatically appear in a scrolling fashion with each one showing the control unit (3 letter abbreviation) and the code number (XXXXXX.XX).
- To view and/or clear diagnostic trouble codes for any given control unit, do the following:
 - Use the right turn signal switch to scroll to the desired control unit.
 - Press and release the roll mode switch to enter the diagnostic addresses for that desired control unit.
 - Use the right turn signal switch to scroll to diagnostic address 001 for that desired control unit.
 - If codes are present the word "codes" appears. If not, the word "none" appears.
 - Press and release the roll mode switch to view all code details for this control unit.
 - Any codes present in that control unit appears there in scrolling fashion for multiple codes.

Continued on next page

RM87422,0000598 -19-10AUG17-1/2

PY16305 —UN—08AUG12

PY31520 —UN—09SEP16

7. To access the option for clearing codes for this selected control unit, press and release the right turn signal switch.
8. The question "CLR ?" appears.
9. To clear the codes, press and release the roll mode switch.

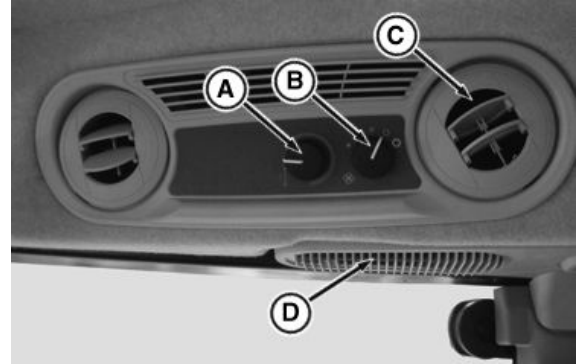
10. To go back to the entire control unit list, press and release the left turn signal switch.
11. Proceed to the next desired control unit by repeating steps 1-10.

RM87422,0000598 -19-10AUG17-2/2

Overhead Control Panel — (For Heater Only)

A— Heater Temperature Control Knob
B— Blower Speed Knob

C— Directional Air Louver (6 used)
D— Recirculating Air Intake (2 used)



Right-Hand Side

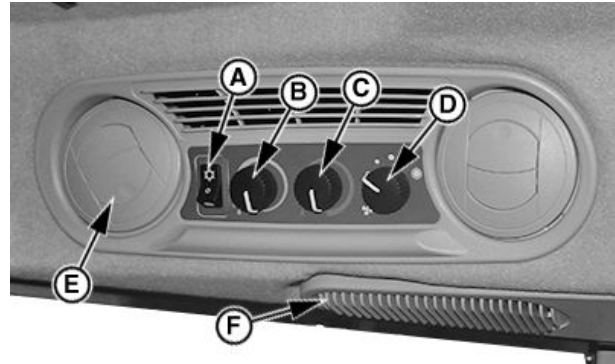
SD74272,00005D0 -19-16SEP13-1/1

PY15623 —UN—28AUG12

Overhead Control Panel For HVAC

A— Air Conditioning/Defrost Switch
B— Air Conditioning Temperature Control Knob
C— Heater Temperature Control Knob

D— Blower Speed Knob
E— Directional Air Louver (6 used)
F— Recirculating Air Intake (2 used)



Right-Hand Side

RM87422,00005AA -19-13SEP16-1/1

PY31543 —UN—13SEP16

Mechanical Joystick with Mid-Mount SCV (If Equipped)

A—Mechanical Joystick
B—Activate Front Loader Suspension
C—Diverter I Button

D—Diverter II Button
E—Loader Lock



vynptis,1729068689039 -19-14NOV24-1/1

APY94778 —UN—12NOV24

Shutoff Valve Operation (If Equipped)

The shutoff valve is on the right side of the loader near the hydraulic coupler.

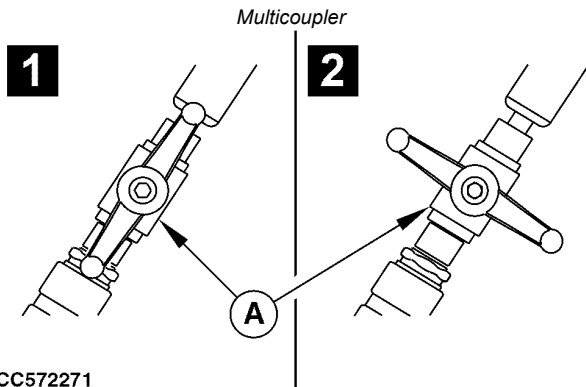
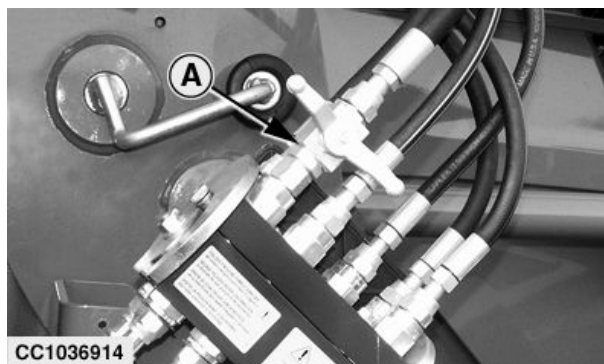
The shutoff valve is dedicated to maintain loader position

IMPORTANT: The shutoff valve (A) must not be in locked position when connecting or disconnecting hydraulic multicoupler.

1. Raise loader to required height
2. Place transmission in PARK, apply park brake, shut off engine and remove key.
3. To lock the position of the loader: Turn shutoff valve (A) clockwise to locked position (2).
4. To unlock the position of the loader: Turn shutoff valve (A) counterclockwise to unlocked position (1).

A—Shutoff Valve
1—Locked Position

2—Unlocked Position



CC1036914 —UN—02FEB12

CC572271 —UN—05MAY23

CC572271

vynptis,1729068690988 -19-17DEC24-1/1

Front Loader Suspension Activation (If Equipped)

RXA0170574 —UN—19SEP19

1. Hold the front loader suspension button (A) and switch on the ignition
2. Hold the front loader suspension button (A) until the LED in the button starts to flash.
3. Release the front loader suspension button (A)
4. Press the front loader suspension button (A) again within 5 seconds to gain access to the programming mode.
5. Current programming of the front loader suspension system is as follows:
 - LED OFF, front loader suspension system deactivated.
 - LED ON, front loader suspension system activated.
6. Press the front loader suspension button (A) to active or deactivate the front loader suspension system.
7. To leave the programming mode and save the setting, press any button on the mid-mount SCV joystick lever or switch off the ignition.

IMPORTANT: Cycle the lift cylinders circuit several times to bleed air before testing.

8. Test the front loader suspension system.

A—Front Loader Suspension Button



Front Loader Suspension Icon



APY94772 —UN—17OCT24

vynptis,1729136919634 -19-17DEC24-1/1

Operate MEMOSYSTEM (If Equipped)

The MEMOSYSTEM allows an automatic return to levelled position of the implement.

NOTE: Before operating MEMOSYSTEM, it is necessary to check:

- Attachment level indicator position. See Attachment Level Indicator in Operate Loader section.
- MEMOSYSTEM sensor. See Adjust MEMOSYSTEM Sensor in Service section.

To operate MEMOSYSTEM proceed as follows:
Continuously press MEMOSYSTEM switch (A) and push multi-function lever in forward position.



CC1036564

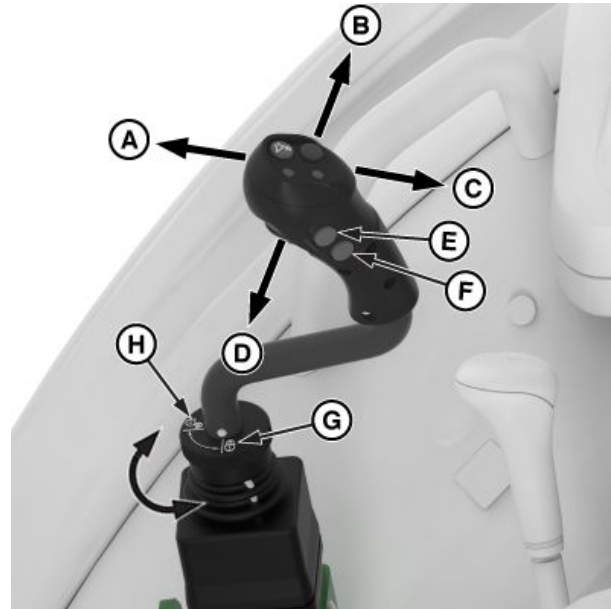
A—MEMOSYSTEM Switch

CC1036564 —UN—01FEB12

vynptis,1729142025821 -19-14JAN25-1/1

Joystick Operation (If Equipped)

CAUTION: The joystick must be locked when the loader is not in use, during transport, or when the operator dismounts the machine. Turn the joystick to the locked position. Check that the loader does not respond after locking. Otherwise, the front loader may be actuated unintentionally, which could lead to serious accidents.



APY94773 —UN—17OCT24

Position	Direction	Loader Function
A	Forward	Boom Lower
B	Right	Bucket or Attachment Dump
C	Backward	Boom Raise
D	Left	Bucket or Attachment Roll Back
E	Top Button	Third Function Cylinder Extend
F	Bottom Button	Third Function Cylinder Retract
G	Turn Lever to Left	Lock the Loader
H	Turn Lever to Right	Unlock the Loader

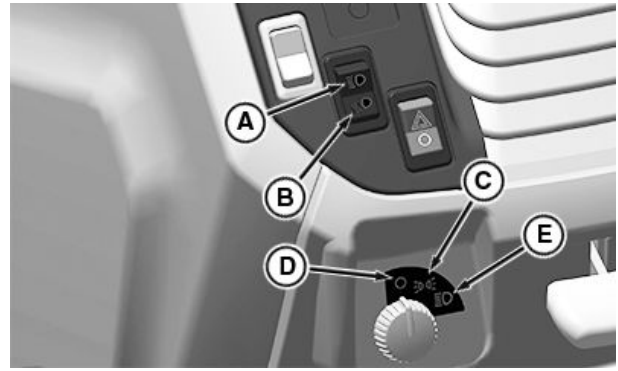
vynptis,1729162972309 -19-22JUL25-1/1

Lights — Cab

Light Switch Positions

Tractor light switch has four positions:

- A— High Beam Headlights
- B— Low Beam Headlights
- C— Parking Lights
- D— Lights Off
- E— Headlight Position



For 5058E, 5067E and 5075E Cab Tractors

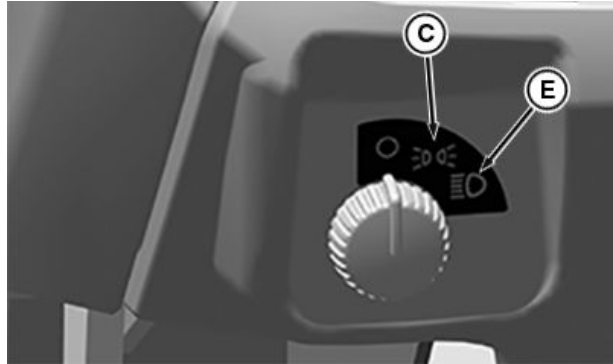
Switch Position	Position Lights	Tail Lights	Head Lights
A— High Beam	On	On	On—High Beams
B—Low Beam	On	On	On—Low Beams
C—Parking	On	On	Off
D—Lights Off	Off	Off	Off

NOTE: For 5058E, 5067E and 5075E Cab Tractors, for low/High beam operation, keep the light switch on headlight position and operate low/High beam switch to select required beam.

VP27597,00018D6 -19-22FEB21-1/1

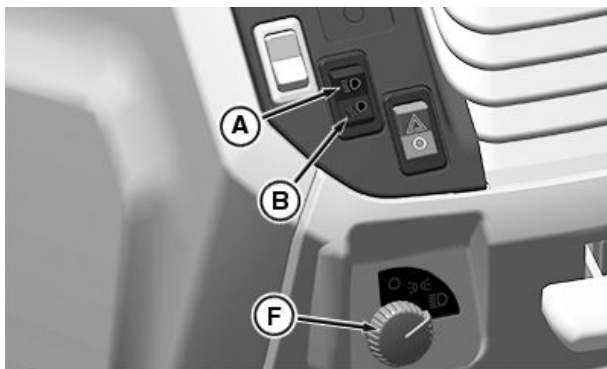
PY41843 —UN—11AUG17

Use Headlights Operations



PY41844 —UN—11AUG17

For 5058E, 5067E and 5075E Cab Tractors



PY41850 —UN—11AUG17

For 5058E, 5067E and 5075E Cab Tractors



PY31561 —UN—23NOV16

A—High Beam Headlight Position C—Parking Position
B—Low Beam Headlight Position D—Head Lights

E—Headlight Position
F—Light Switch

Dual-beam headlights (D) are switched on by turning light switch to either high beam headlight position (A), or low beam headlight position (B).

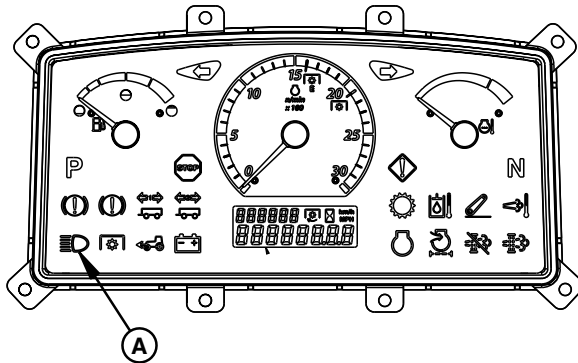
NOTE: For 5058E, 5067E and 5075E Cab Tractors, for low/High beam operation, keep the light switch (F) on headlight position and operate low/High beam switch to select required beam.

Always dim lights before meeting another vehicle.

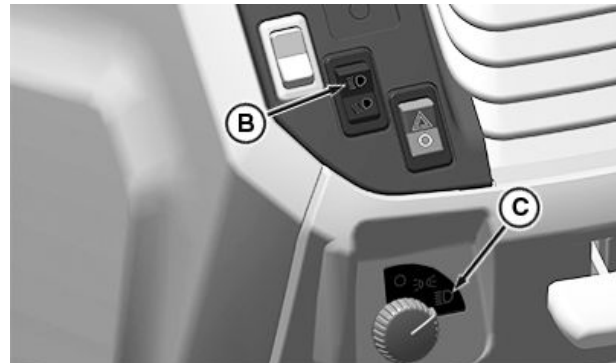
Keep headlights adjusted properly. (See Adjust Headlights in Service section.)

VP27597,00018D7 -19-22FEB21-1/1

High Beam Indicator



For 5058E, 5067E and 5075E Cab Tractors



For 5058E, 5067E and 5075E Cab Tractors

A— High Beam Indicator

B— High Beam Lights Position

C— Headlight Position

High beam indicator (A) will glow when Ignition is in ON position and light switch is in high beam position (B) only.

NOTE: For 5058E, 5067E and 5075E Cab Tractors, for low/High beam operation, keep the light switch

on headlight position (C) and operate low/High beam switch to select required beam.

VP27597,00018D8 -19-22FEB21-1/1

Use Tail Lights

Red tail lights (D) are switched ON when the light switch is on either high beam headlight position (A), low beam headlight position (B), or park Light position (C).

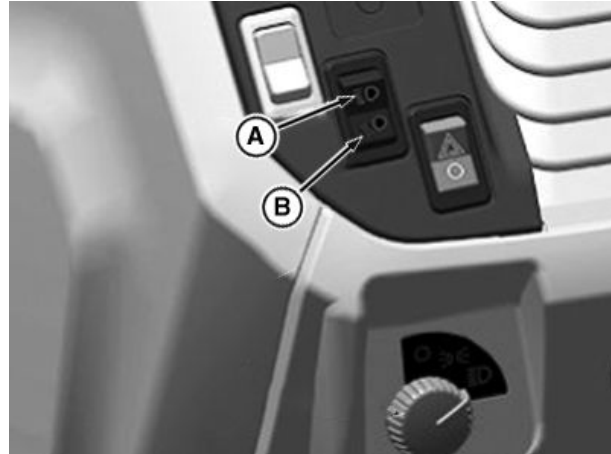
Be sure that tail light lenses are clean before driving on a road, so other drivers can see them easily.

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 turn signal lights.

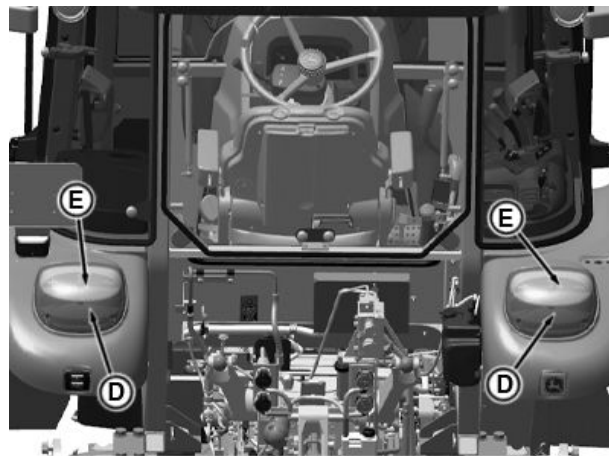
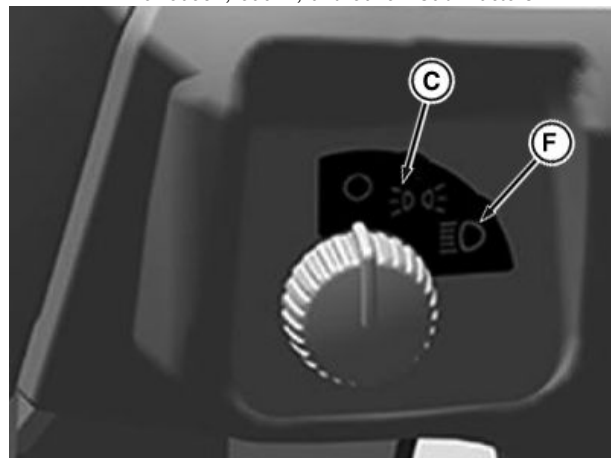
Use headlights, flashing warning lights, and turn signals day and night. Follow local regulations for the equipment lighting and marking. Keep lighting and marking visible, clean, and in good working order. Replace or repair lighting and marking that has been damaged or lost. An implement safety lighting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

A—High Beam Headlight Position
B—Low Beam Headlight Position
C—Park Light Position

D—Tail Lights
E—Turn Signal Lights
F—Headlight Position



For 5058E, 5067E, and 5075E Cab Tractors



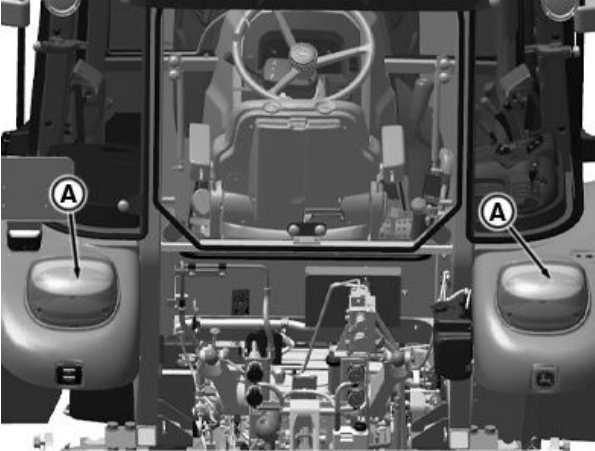
APY41821 —UN—16FEB21

APY41822 —UN—16FEB21

APY64170 —UN—28DEC21

ZY5AXG6,0000BFB -19-28DEC21-1/1

Use Turn Signals



Back Turn Signal Lights

APY64171 —UN—28DEC21



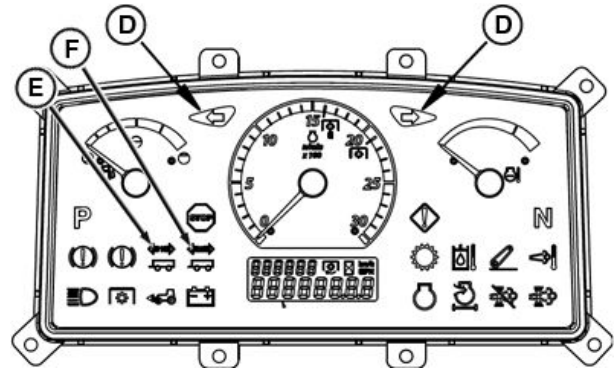
Front Turn Signal Lights

PY15575 —UN—06AUG12



Turn Signal Switch for 5058E, 5067E, and 5075E Only

PY31598 —UN—24OCT16



5058E, 5067E, and 5075E Only

PY41897 —UN—29AUG17

A—Rear Turn Signal Lights
B—Front Turn Signal Light

C—Turn Signal Switch
D—Turn Signal Indicators

E—Trailer-1 Indicator
F—Trailer-2 Indicator

Move turn signal switch (C) left/down to indicate left-hand turn or right/up for right-hand turn. Indicator lights (D) flash to signal turn direction.

When switch is in right/up side position, front and rear turn lights (A and B) ON right-hand side flashes. When switch is in left/down side position, front and rear turn lights (A and B) ON left-hand side flashes.

NOTE: Be sure to manually return switch to center position after turning.

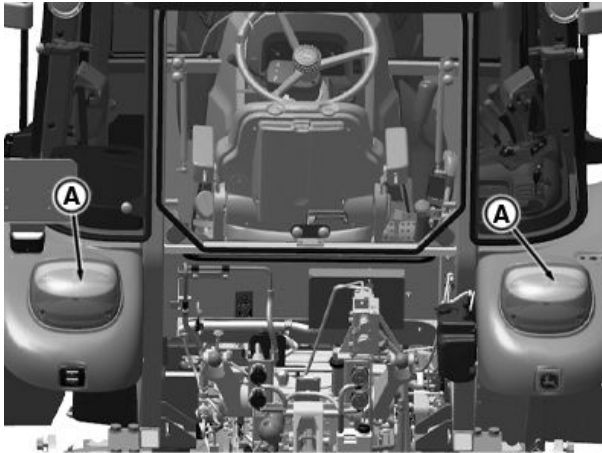
IMPORTANT: Vehicle Only - If any one lamp fail from vehicle then this shall be detected by changing FLASH frequency of the turn signal indication under the cluster.

Vehicle With Trailer - 1 Connected — If Trailer - 1 connected to the vehicle and any one lamp fail either from trailer or vehicle this shall be detected by extinguishing the Trailer - 1 (E) indication in cluster.

Vehicle With Trailer - 2 Connected — If both Trailer connected to the vehicle and any one lamp fail either from trailer's or vehicle this shall be detected by extinguishing the trailer - 2 (F) indication in cluster.

ZY5AXG6,0000BFC -19-29DEC21-1/1

Use Hazard Lights



Rear Turn Light

APY64171 —UN—28DEC21



Front Turn Light

PY15575 —UN—06AUG12

All four turn signal lights (two front lights (B) and two rear lights (A)) start to blink when hazard light switch (C) is in on position. Use hazard lights to warn approaching vehicles when tractor is stopped on the road.

- A—Turn Signal Light on Rear Side
- B—Turn Signal Light on Front Side
- C—Hazard Light Switch



Hazard Switch for 5058E, 5067E, and 5075E Only

PY41899 —UN—29AUG17

ZY5AXG6,0000BFD -19-29DEC21-1/1

Using Work Lights

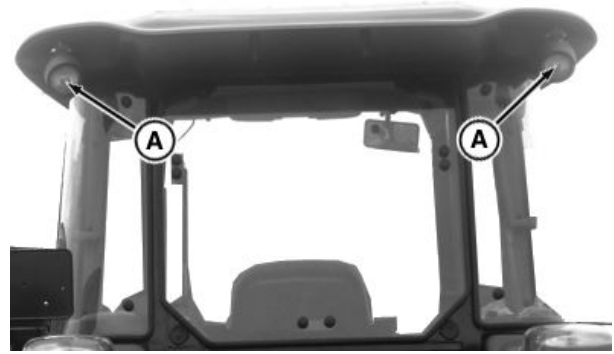
CAUTION: Never use worklights when transporting on roads. Clear, bright lights at the rear of the tractor could confuse drivers of other vehicles as they approach from the rear.

NOTE: Work lights adjust freely by hand.

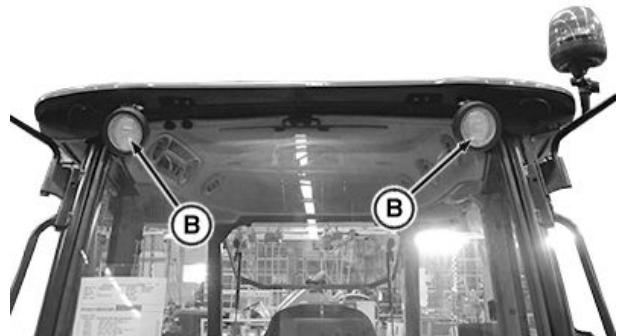
Front worklight switch (C) and rear worklight switch (D) is for field work only. Do not use when driving on public roads. Rear and Front worklights (A and B) are ON when switch is turned to ON position.

A— Rear Work Lights
B— Front Work Lights

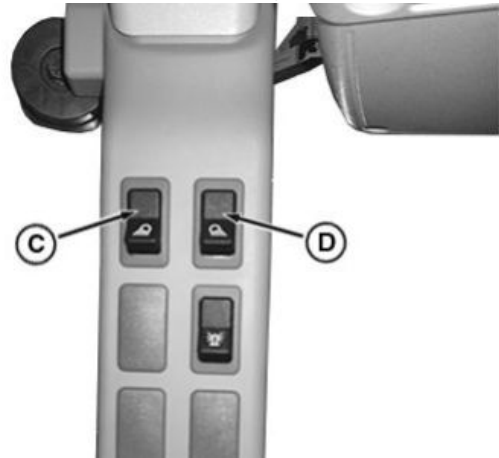
C— Front Work Light Switch
D— Rear Work Light Switch



Rear Work Lights



Front Work Lights



PY15625 —UN—24DEC12

PY31448 —UN—25AUG16

PY41900 —UN—29AUG17

VP27597,00018DC -19-22FEB21-1/1

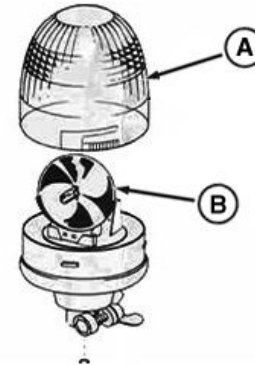
Use Beacon Light

The beacon light can be used as a control and a warning signal for industrial plants and building sites.



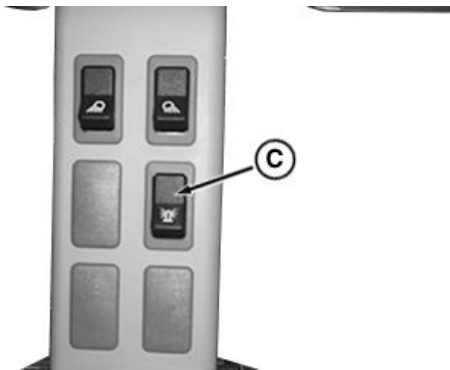
Beacon Light

PY31566 —UN—12OCT16



Beacon Light - Internal

PY31565 —UN—12OCT16



Beacon Light Switch

PY31518 —UN—09SEP16

A—Dome
B—Bulb

C—Beacon Lamp Switch
D—Beacon Light

Changing the bulb – Turn dome (A) counterclockwise and remove from locking tabs. Replace the bulb. Replace the dome if necessary, and turn clockwise until locked with the tabs.

NOTE: To use the beacon light, operate switch (C) on the B post. Avoid operating the beacon light during starting of the tractor.

IMPORTANT: Do not touch or dirty the inside surface of the reflector.

RM87422,0000599 -19-08AUG17-1/1

Use Go Home Feature

NOTE: Go home is feature available with EQRL variants only.

Go home feature is used for tractor parking at a remote side in the darkness.

Go home feature is provided for the operator to have visibility at night time after the engine is shut off.

The following steps to be used for using go home feature.

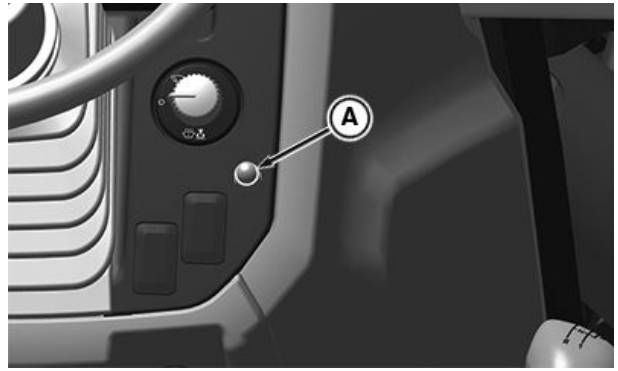
- Park the tractor.
- Shut off engine by turning key switch to off position.
- Keep the horn switch (A) pressed for 3 to 4 seconds.

NOTE: Go home feature activates only when the horn switch is pressed within 10 seconds of turning OFF the key switch.

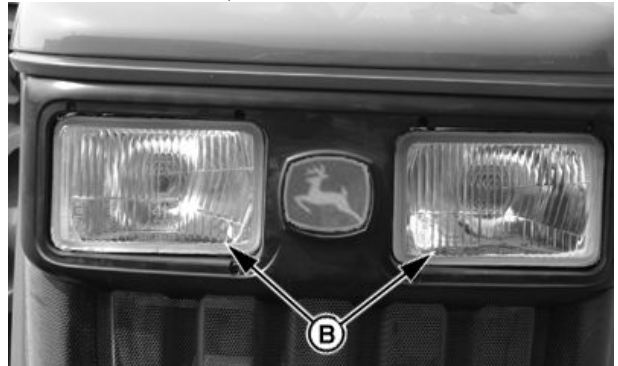
- Head lights (B) glow for about 30 seconds, providing visibility to the operator at night time after the engine is shut off.
- Head lights (B) turn off automatically after 30 seconds.

A—Horn Switch

B—Head Lights



For 5058E, 5067E and 5075E Cab Tractors



RP32883,0000FD9 -19-24MAY21-1/1

PY41810 —UN—04AUG17

PY11267 —UN—27JAN11

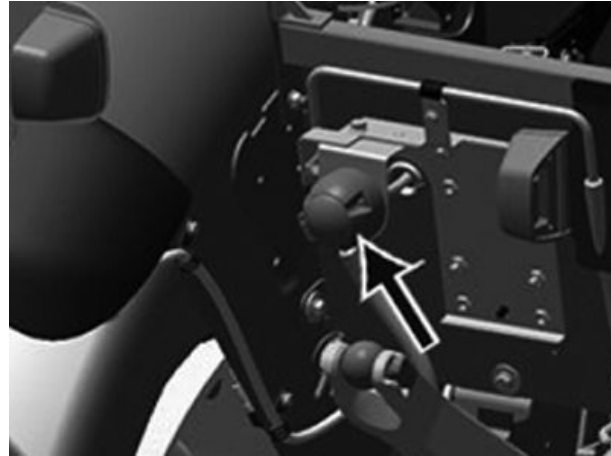
Seven Pin Terminal Outlet

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.

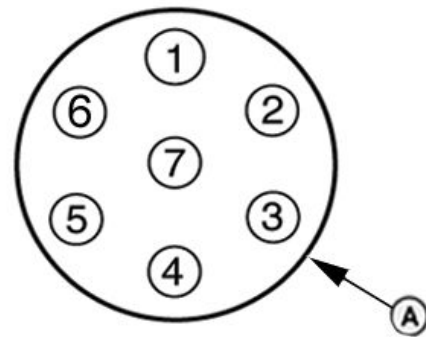
NOTE: Matching plug is available through your John Deere dealer.

Terminal	Function	Wire Color
1	Left Turn Light	Green
2	Accessory	Red
3	Ground	Black
4	Right Turn Light	Green
5	Left Tail Light	Gray
6	Brake Light	Blue
7	Right Tail Light	Gray

A—Seven Pin Terminal Outlet



Shown For Cab Tractors



PY5606

Seven Pin Terminal Outlet

WKJQUWJ,0000967 -19-07FEB21-1/1

APY41818 —UN—08FEB21

PY5606 —UN—06MAR07

Reflector

Reflector (A) glows when light falls on it.

A—Reflector



Rectangle Reflector

ZY5AXG6,0000BF7 -19-23DEC21-1/1

APY64133 —UN—13DEC21

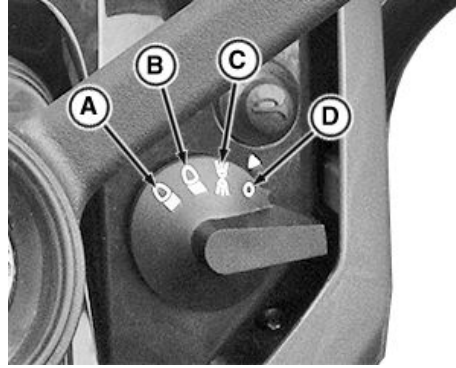
Lights — IOOS

Light Switch Positions

Tractor light switch has five positions:

A—High Beam Headlights
B—Low Beam Headlights

C—Parking Lights
D—Lights Off



PY31491 —UN—12OCT16

Switch Position	Position Lights	Tail Lights	Headlights
A—High Beam	On	On	On—High Beams
B—Low Beam	On	On	On—Low Beams
C—Parking	On	On	Off
D—Lights Off	Off	Off	Off

HS35416,000020F -19-15JUN17-1/1

Use Headlights

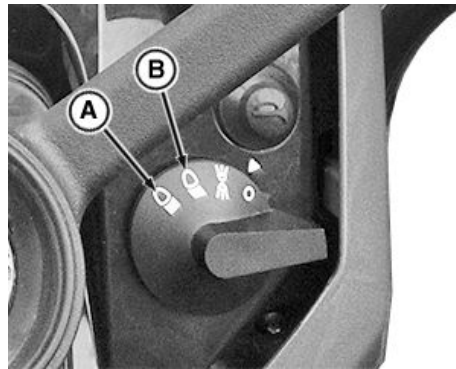
Dual-beam headlights (C) are switched on by turning light switch to either high beam headlight position (A), or low beam headlight position (B).

Always dim lights before meeting another vehicle.

Keep headlights adjusted properly. (See Adjust Headlights in Service section.)

A—High Beam Headlight
Position
B—Low Beam Headlight
Position

C—Headlights



PY31492 —UN—06SEP16



PY31554 —UN—20SEP16

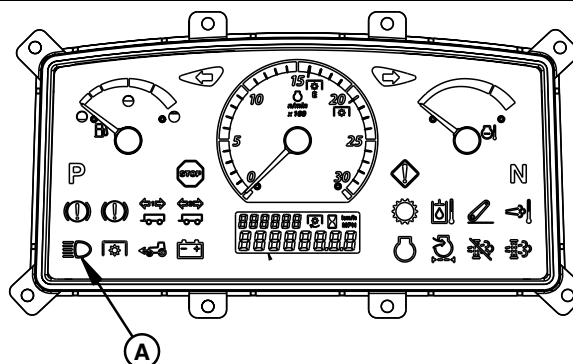
RM87422,0000583 -19-20SEP16-1/1

High Beam Indicator

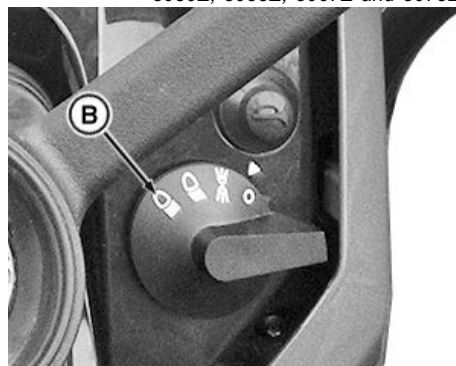
High beam indicator (A) will glow when Ignition is in ON position and light switch is in high beam position (B) only.

A— High Beam Indicator

B— High Beam Lights Position



5050E, 5058E, 5067E and 5075E Only



VP27597,0000C03 -19-08AUG18-1/1

PY31413 —UN—16AUG16

PY31493 —UN—12OCT16

Use Tail Lights

Red tail lights (D) are switched on when the light switch is on either high beam headlight position (A) or low beam headlight position (B) or park position (C).

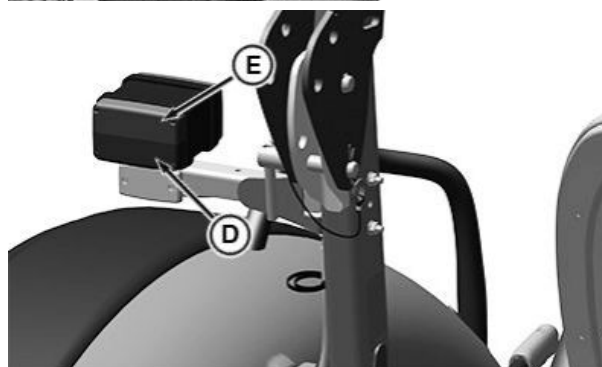
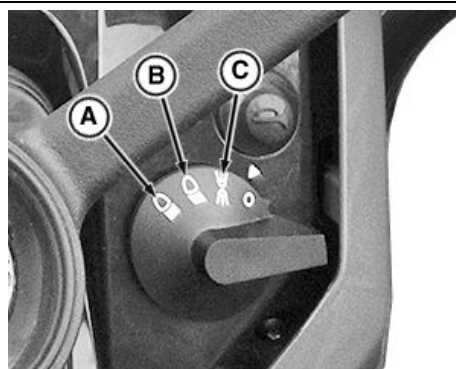
Be sure that tail light lenses are clean before driving on a road, so other drivers can see them easily.

CAUTION: 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.

A—High Beam Headlight Position
B—Low Beam Headlight Position
C—Park Position

D—Tail Lights
E—Turn Signal Lights



Left Side Tail Lights Shown for Models 5050E, 5058E, 5067E and 5075E

VP27597,0000C04 -19-08AUG18-1/1

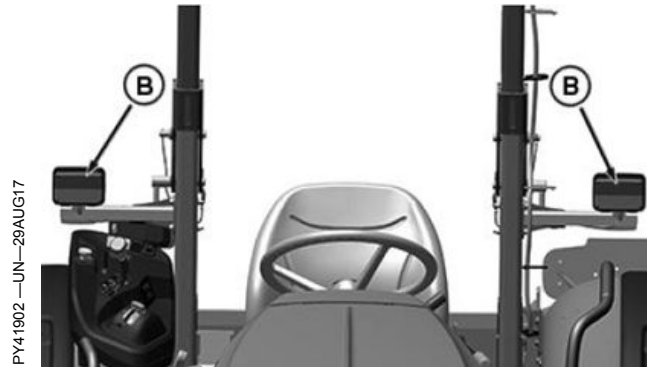
PY31567 —UN—12OCT16

PY41901 —UN—29AUG17

Use Turn Signals



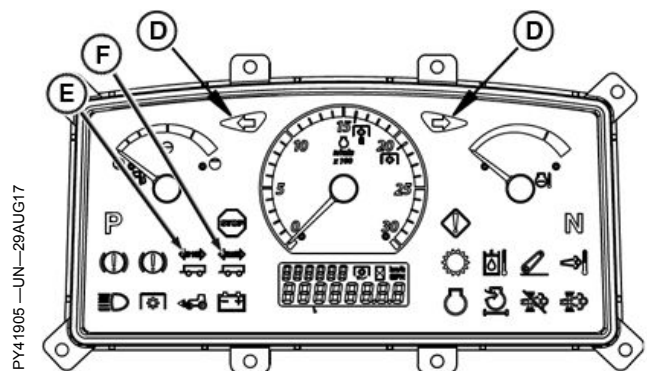
Turn Signal Switch for 5050E, 5058E, 5067E and 5075E Only



Front Turn Signal Lights for 5050E, 5058E, 5067E and 5075E Only



Rear Turn Signal Lights for 5050E, 5058E, 5067E and 5075E Only



5050E, 5058E, 5067E and 5075E Only

- A— Turn Signal Switch
B— Front Turn Signal Lights
C— Rear Turn Signal Lights
D— Turn Signal Indicators

- E—Trailer-1 Indicator
F—Trailer-2 Indicator

Move turn signal switch (A) left to indicate left-hand turn or right for right-hand turn. Indicator lights (D) flashes to signal turn direction.

When switch is in right side position, front turn and rear turn lights (B and C) ON right-hand side flashes. When switch is in left side position, front and rear turn lights (B and C) ON left-hand side flashes.

NOTE: Be sure to manually return switch to center position after turning.

IMPORTANT: Vehicle Only - If any one lamp fail from vehicle then this shall be detected by changing flash frequency of the turn signal indication under the cluster.

Vehicle With Trailer - 1 Connected — If Trailer - 1 connected to the vehicle and any one lamp fail either from trailer or vehicle this shall be detected by extinguishing the Trailer - 1 (E) indication in cluster.

Vehicle With Trailer - 2 Connected — If both Trailer connected to the vehicle and any one lamp fail either from trailer's or vehicle this shall be detected by extinguishing the trailer - 2 (F) indication in cluster.

VP27597,0000C05 -19-08AUG18-1/1

Use Hazard Lights



PY41908 —UN—29AUG17

Left Side Front Turn Light for 5050E, 5058E, 5067E and 5075E Only



PY41907 —UN—29AUG17

Hazard Switch for 5050E, 5058E, 5067E and 5075E Only

All four turn signal lights (two front lights (B) and two rear lights (C)) start to blink when hazard light switch (A) is pulled out. Use hazard lights to warn approaching vehicles when tractor is stopped on the road.

- A— Hazard Light Switch
B— Turn Signal Light on Front Side
C— Turn Signal Light on Rear Side



PY41910 —UN—29AUG17

Rear Turn Lights for 5050E, 5058E, 5067E and 5075E Only

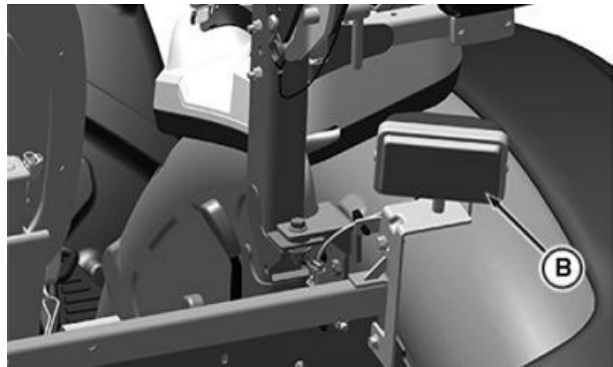
VP27597,0000C06 -19-08AUG18-1/1

Use Work Light



PY40463 —UN—08JUN17

Work Light Switch for 5050E, 5058E, 5067E and 5075E Only



PY41912 —UN—29AUG17

Work Light for 5050E, 5058E, 5067E and 5075E Only

- A—Work Lamp Switch
B—Work Light

Work light (B) is switched on by work light position (A) of light switch.

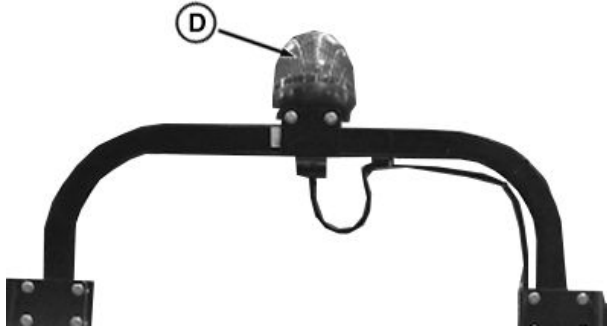
CAUTION: When operating on a road, Never use work light when transporting. A clear, bright light

at the rear of the tractor could confuse drivers of other vehicles as they approach from the rear.

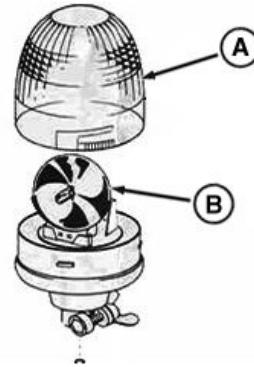
VP27597,0000C07 -19-08AUG18-1/1

Use Beacon Light

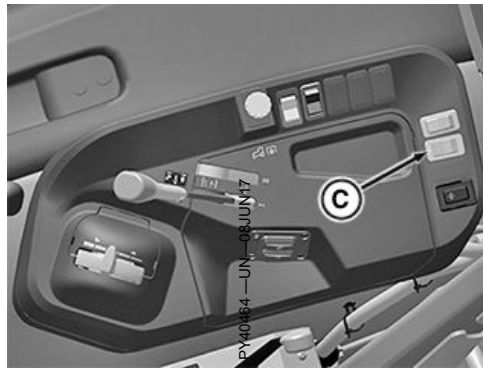
The beacon light (D) can be used as a control and a warning signal for industrial plants and building sites.



Beacon Light



Beacon Light - Internal



Beacon Light Switch for 5050E, 5058E, 5067E and 5075E Only

A—Dome
B—Bulb

C—Beacon Lamp Switch
D—Beacon Light

Changing the bulb – Turn dome (A) counterclockwise and remove from locking tabs. Replace the bulb (B). Replace the dome if necessary, and turn clockwise until locked with the tabs.

IMPORTANT: Do not touch or dirty the inside surface of the reflector.

NOTE: To use the beacon light, operate switch (C) on the right side of the panel on fender (for stage III B). Avoid operating the beacon light during starting of the tractor.

VP27597,0000C08 -19-14AUG18-1/1

Use Go Home Feature

NOTE: Go home is feature available with EQRL variants only.

Go home feature is used for tractor parking at a remote side in the darkness.

Go home feature is provided for the operator to have visibility at night time after the engine is shut off.

The following steps to be used for using go home feature.

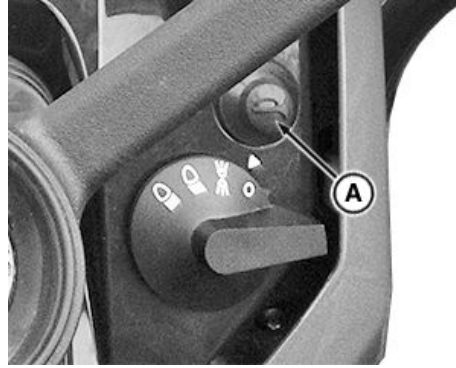
- Park the tractor.
- Shut off engine by turning key switch to off position.
- Keep the horn switch (A) pressed for 3 to 4 seconds.

NOTE: Go home feature activates only when the horn switch is pressed within 10 seconds of turning OFF the key switch.

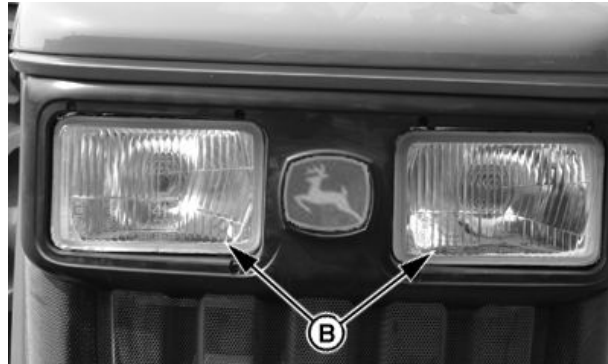
- Head lights (B) glow for about 30 seconds, providing visibility to the operator at night time after the engine is shut off.
- Head lights (B) turn off automatically after 30 seconds.

A—Horn Switch

B—Head Lights



Horn Switch for 5050E, 5058E, 5067E and 5075E Only



PY31500 —UN—06SEP16

PY11267 —UN—27JAN11

RP32883,0000FDA -19-24MAY21-1/1

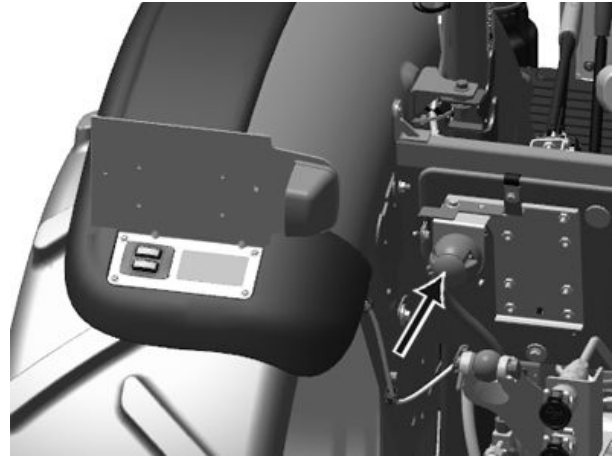
Seven Pin Terminal Outlet

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 signals and other lights are obscured.

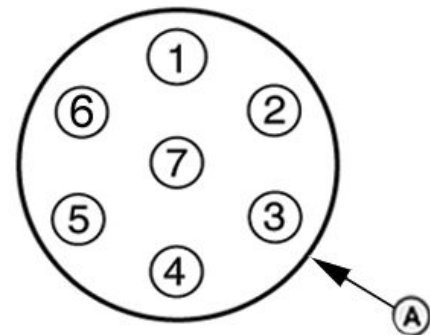
NOTE: Matching plug is available through your John Deere dealer.

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

A—Seven Pin Terminal Outlet



Rear Side of Tractor for 5050E, 5058E, 5067E, and 5075E Only



PY5606

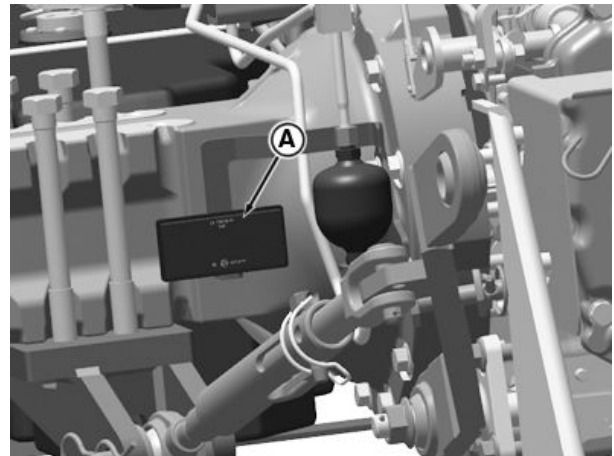
Seven Pin Terminal Outlet

ZY5AXG6,0000C0C -19-29DEC21-1/1

Reflector

Reflector (A) glows when the light falls on it.

A—Reflector



Rectangular Reflector

ZY5AXG6,0000C0D -19-29DEC21-1/1

Operator Station—Cab

Cab Classification According to EN 15695-1 (When Applying Plant Protection Products and Liquid Fertilizers)

Cab classification according to EN 15695-1 provides information on the effectiveness of protection against harmful substances offered by the cab.

Categories 1—4 are used for classification and specified on a label inside the cab.

Replace label if missing or damaged. See your John Deere dealer.

Category 1 — The cab does not offer any protection against substances which are harmful to health.

Category 2 — The cab offers protection against solid airborne particles such as dust, but not against aerosols and vapors.

Category 3 — The cab offers protection against dust and aerosols (liquid airborne substances such as spray), but not against vapors.

Category 4 — The cab offers protection against dust, aerosols, and vapors.

CAUTION: Before working in an environment containing hazardous substances, that is, when using pesticides, check whether the cab offers sufficient protection. Refer to the product data sheets of the spraying liquid manufacturer specifying the category required for the cab.

CAUTION: In case of category 3 and 4 cabs, find out whether the installed filters have been checked according to EN 15695-1:2009 and whether they are suitable for the chemical being used (refer to the manufacturer information)



Back, left side of the operator

before working in an environment containing hazardous substances.

CAUTION: The cab air filters must be serviced as specified. See Section “Lubrication and Periodic Service” or “Service - As Required” and “Service - Once a Year” in this Operator's Manual.

CAUTION: Refer to product data sheets and product identification of the crop protection chemicals. These contain important information on how to avoid hazards.

The following requirements must be met to offer best protection:

1. All seals (on door, windows and roof) in good condition
2. Doors, windows, and roof closed
3. Grommets for cables in the cab sealed properly
4. Fan ON
5. Cab air filters must be in good condition.

SD74272,00005D4 -19-13AUG13-1/1

PY18275 —UN—14AUG13

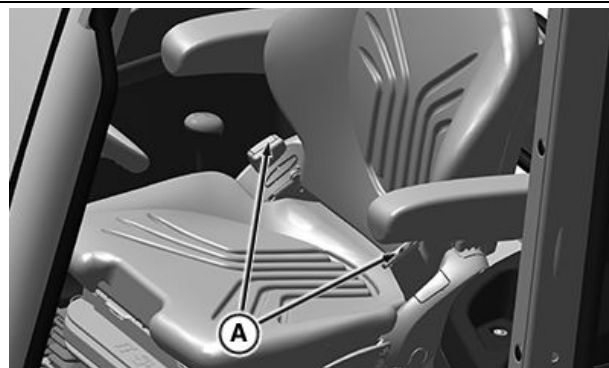
Using Seat Belt

CAUTION: Use a seat belt when you operate with a rollover protective structure (ROPS) to minimize injuries from the accidents 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



PY31583 —UN—23NOV16

RM87422,00005BA -19-17OCT16-1/1

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

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

Adjust Seat—Mechanical Suspension (Cab)

CAUTION: To avoid accidents, adjust seat before driving.

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

Adjust to suit operator. Four seat adjustments are available:

Weight Adjustment

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

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

NOTE: Adjustable weight range is 50-130 kg (110-285 lb). Suspension should not bottom out when properly adjusted.

3. Return lever (A) to lock seat in position.

Forward/Backward Adjustment

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

Backrest Tilt Adjustment



Cab Mechanical Seat

A—Weight Adjustment Lever
B—Forward/Backward Adjustment Lever
C—Backrest Tilt Adjustment Lever

1. Lift backrest tilt adjustment lever (C).
2. Tilt backrest forward or rearward as desired.
3. Release backrest tilt adjustment lever (C) to lock seat in position.

Height Adjustment

1. Lift seat pan up until a click is heard.

NOTE: There are three height positions.

2. Lift seat pan up past highest position, then lower into desired position.

PULV007205—UN—11NOV10

RM87422,00004B6 -19-28JUN16-1/1

Adjust Seat—Air Suspension (If Equipped) (Cab)

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

IMPORTANT: While adjusting seat, make sure that all controls are easily accessed.

Adjust to suit operator. Six seat adjustments are available:

Forward-Backward Adjustment

1. Lift forward-backward adjustment lever (A) up.
2. Slide seat to desired position.
3. To lock seat in position, release forward-backward adjustment lever.

Forward-Backward Suspension Adjustment

- Flip lever (B) forward for forward-backward suspension.
- Flip lever (B) rearward for NO forward-rearward suspension.

Weight Adjustment

1. Lift weight adjustment lever (C).
2. Reach desired suspension travel for operator weight.

NOTE: When properly adjusted, suspension does not bottom out

3. Release weight adjustment lever to lock seat in position.

Backrest Tilt Adjustment

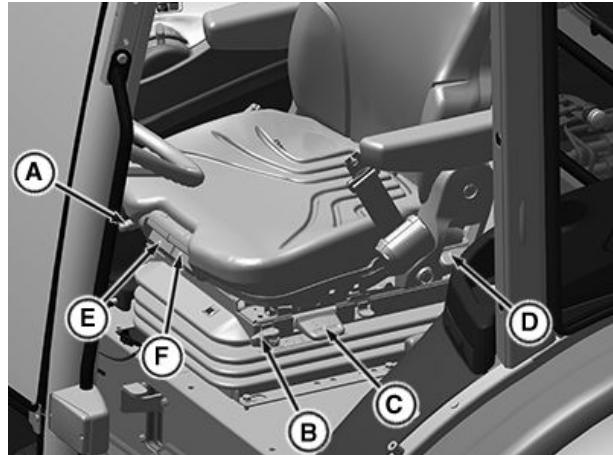
1. Lift backrest tilt adjustment lever (D).
2. Tilt backrest forward or rearward as desired.
3. Release backrest tilt adjustment lever to lock seat in position.

Cushion Position

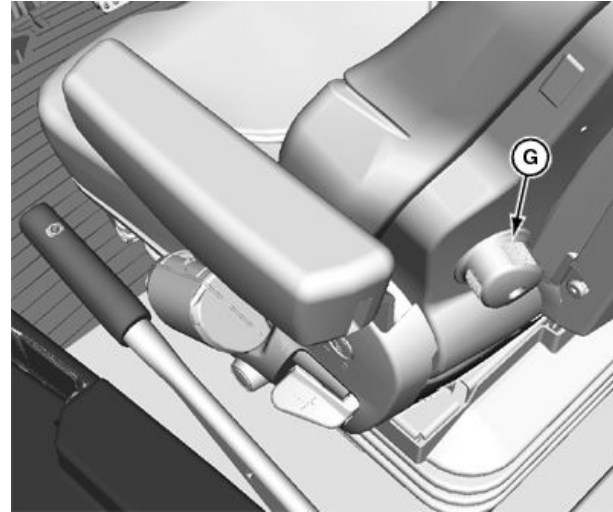
1. Lift cushion position lever (E) to tilt up seat cushion.
2. Lift cushion position lever (F) to lower tilt of the cushion.

Lumbar Adjustment

Turn lumbar adjustment knob (G) to increase or decrease support to lower back.



Air Suspension Seat



Lumbar Adjustment

A—Forward-Backward Adjustment Lever
 B—Forward-Backward Suspension Adjustment Lever
 C—Weight Adjustment Lever
 D—Backrest Tilt Adjustment Lever

E—Cushion Position Lever
 F—Cushion Position Lever
 G—Lumbar Support Adjustment Knob

RM87422,00004B7 -19-18OCT16-1/1

PY31585—UN—24NOV16

LV22465—UN—16JUL14

Instructional Seat— (If Equipped) (Cab)

Release lock lever (A) and fold down seat bottom.

A—Lock Lever



LV15643 —UN—11APR12

RM87422,00004B8 -19-17OCT16-1/1

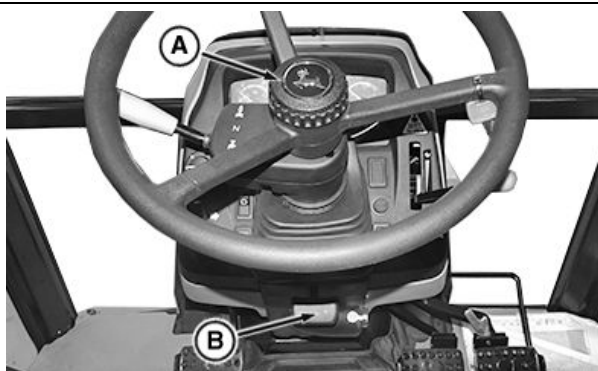
Adjusting Steering Wheel — (If Equipped)

Tilt: Lift lever (B) and move steering column to 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



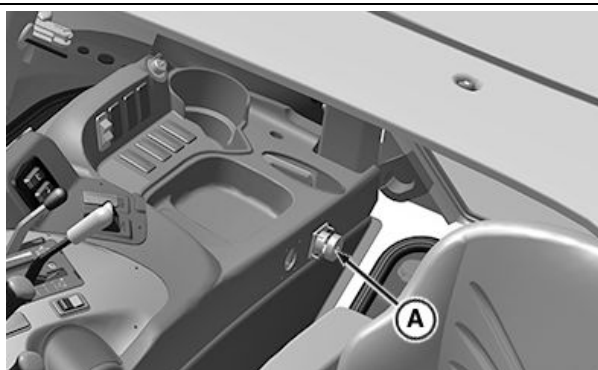
PY29536 —UN—31MAY16

RM87422,00004EF -19-31MAY16-1/1

Accessory Electrical Outlets

NOTE: Outlet is protected by 30-amp fuses.

A—12-Volt Power Outlet



PY31596 —UN—21OCT16

RM87422,00005BD -19-21OCT16-1/1

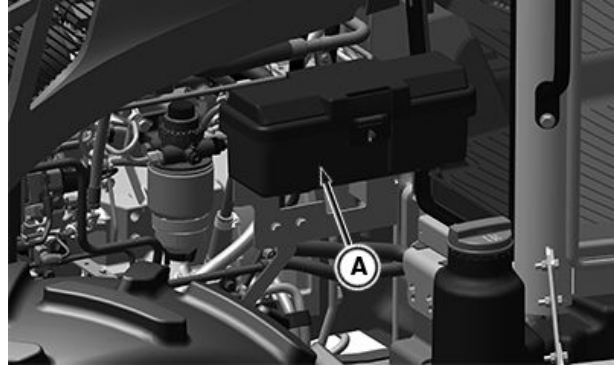
Use Tool Box

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



5058E, 5067E and 5075E Only

VP27597,00018DE -19-22FEB21-1/1

PY33103 —UN—24NOV16

Opening Windows

Front, Side and rear windows can be opened for better ventilation.

NOTE: Front window opening option is available for heater only cab.

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

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

Front: Rotate handle (C) 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

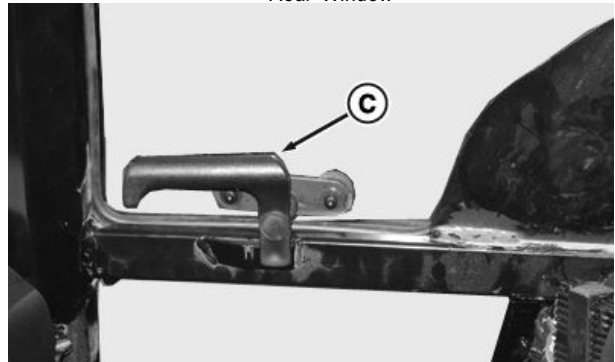
C—Front Window Handle
(Heater Only)



Left-Side Window



Rear Window



Front Window (Heater Only)

SV86979,0000068 -19-26SEP13-1/1

PY16142 —UN—23JUN12

PY16143 —UN—23JUN12

PY18790 —UN—01OCT13

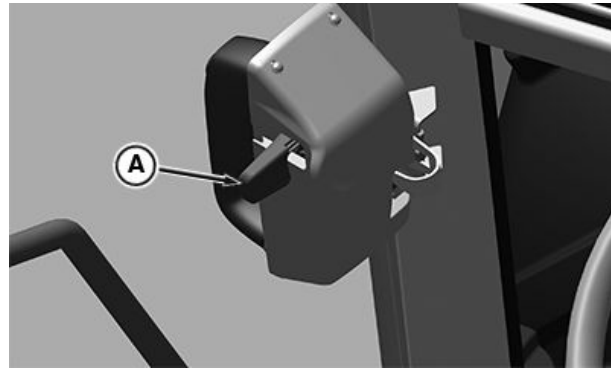
Opening Door

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



Outside Door Handle

PY41823 —UN—07AUG17

PY16145 —UN—23JUN12

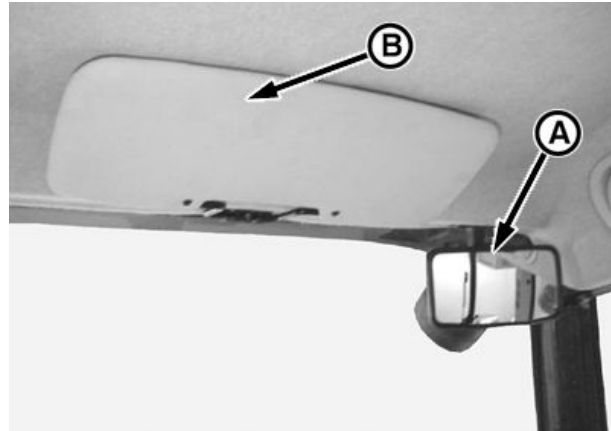
NM61126,00004F9 -19-06AUG17-1/1

Inside Rear View Mirror and Sun Visor

NOTE: Inside rear view mirror (A) used as a field installation kit.

A—Inside Rear View Mirror (If Equipped)

B—Sun Visor



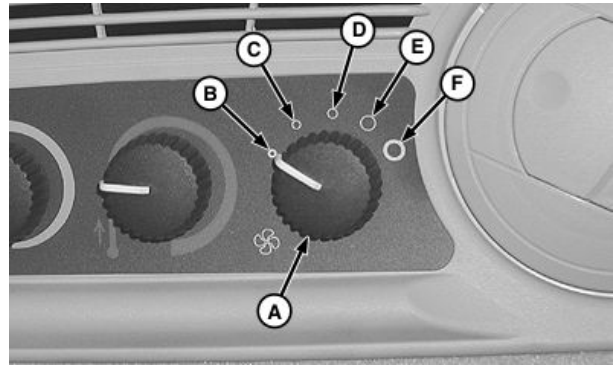
P12679 —UN—24NOV03

RM87422,00004E9 -19-24NOV16-1/1

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

SV86979,000006C -19-08AUG12-1/1

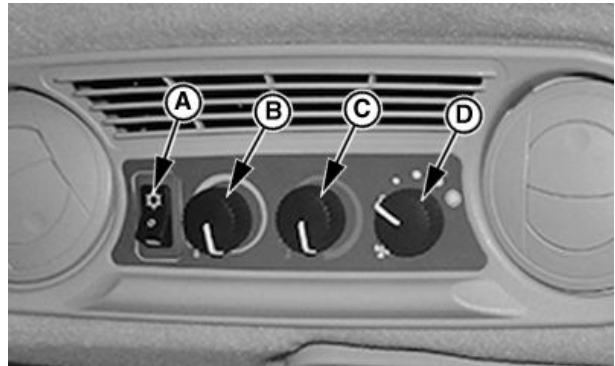
Controlling Temperature

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 (If Equipped)	C—Heater Temperature Control Knob
B—Air Conditioning Temperature Control Knob (If Equipped)	D—Blower Speed Control Knob



PY29534 —UN—31MAY16

RM87422,00004EB -19-31MAY16-1/1

Deicing, Demisting or Defrosting Windshield (HVAC Only)

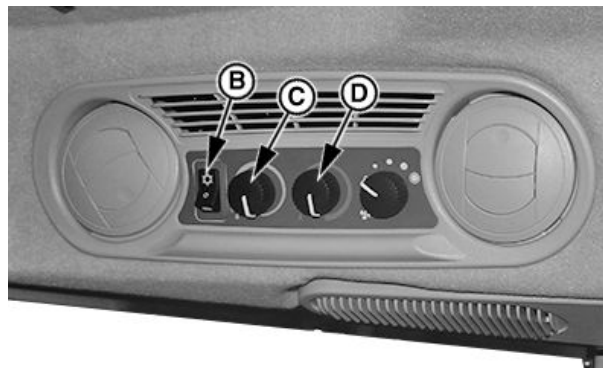
1. Aim two front vents (A) toward windshield.

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
B—Deicing Switch

C—A/C Temperature Control Knob
D—Heater Temperature Control Knob



LV8596 —UN—14AUG03

PY29532 —UN—31MAY16

RM87422,00004EC -19-31MAY16-1/1

Optimizing A/C and Heater Performance

Adjust individual vents to target heating or cooling:

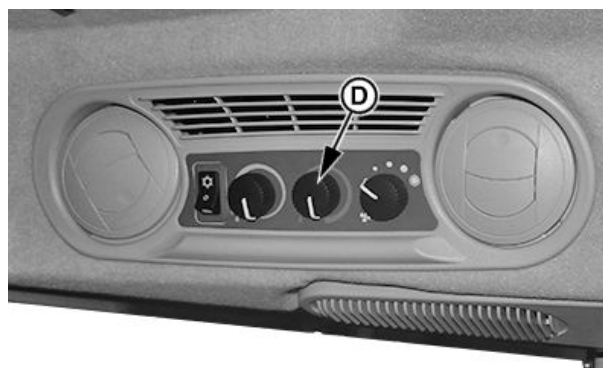
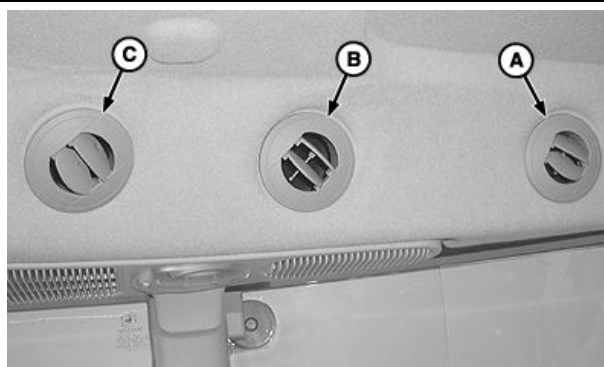
- Position front vents (A) toward legs and mid-body.
- Position middle vents (B) toward your head.
- Position rear vents (C) toward your back.

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

PY29533 —UN—31MAY16

RM87422,00004ED -19-31MAY16-1/1

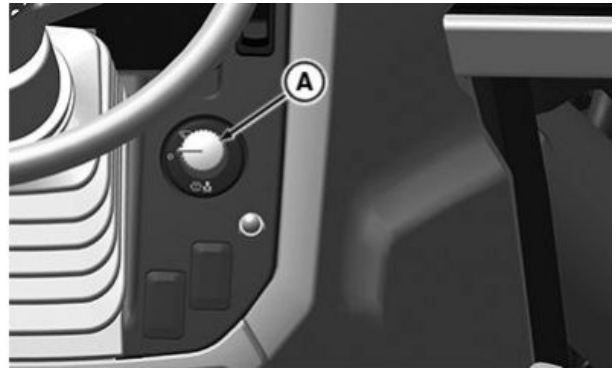
Operating Windshield Wiper and Washer

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

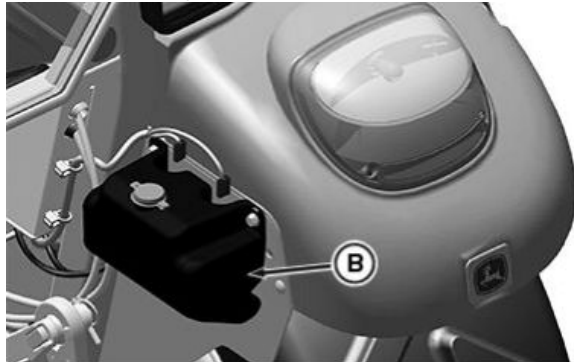
Push switch to activate windshield washer.

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

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



Windshield Wiper Switch for 5058E, 5067E and 5075E Only



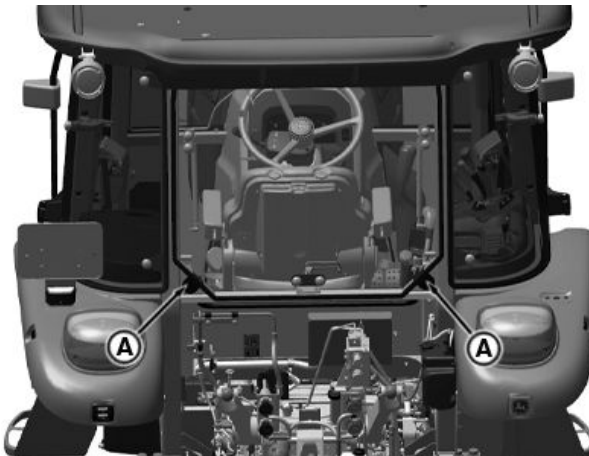
Rear, Right-Hand Side

VP27597,00018DF -19-22FEB21-1/1

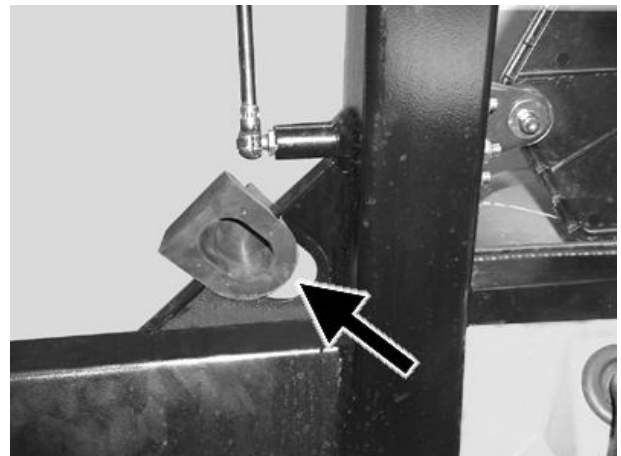
PY41916 —UN—29AUG17

PY41917 —UN—29AUG17

Routing Cables and Harnesses



Outside of Cab



Inside of Cab

A—Rubber Plugs

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

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

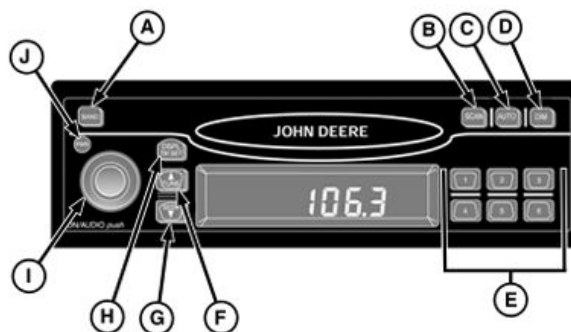
ZY5AXG6,0000BFE -19-29DEC21-1/1

APY64172 —UN—28DEC21

P12662 —UN—24NOV03

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



A—Band
B—Scan
C—Auto Preset
D—Dim
E—Preset Stations

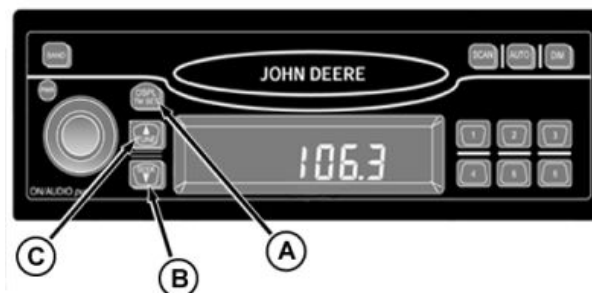
F—Tune
G—Seek
H—Display/Time Set
I— On/Audio/Volume
J— Power

LV12461—UN—12APR05

SV86979,0000150 -19-24DEC12-1/1

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.



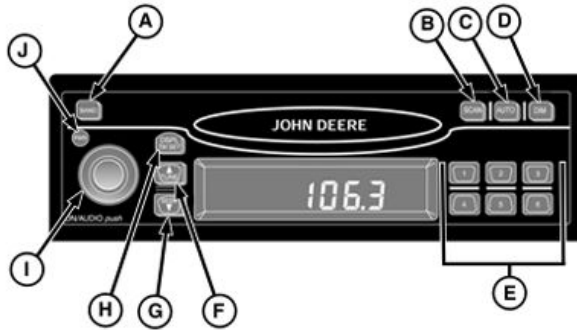
A—DSPL/TM SET
B—SEEK

C—TUNE

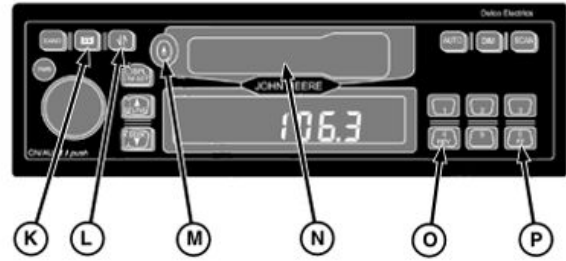
RW26907—UN—05APR00

SV86979,0000151 -19-12SEP12-1/1

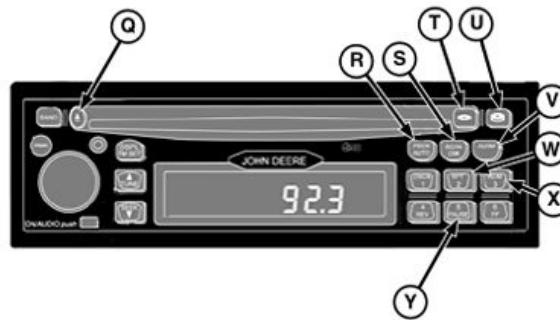
Operating Cassette Tape or Compact Disc Player—If Equipped



LV12461—UN—12APR05



LV12462—UN—12APR05



LV12463—UN—12APR05

A—Band
B—Scan
C—Auto Preset
D—Dim
E—Preset Stations
F—Tune
G—Seek
H—Display/Time Set

I— On/Audio/Volume
J— Power
K—Tape
L— Tape Reverse
M—Eject Tape
N—Tape Slot
O—Rewind Tape

P—Fast Forward Tape
Q—Eject CD
R—Pre-Scan/Auto
S—Scan/Dim
T—CD Mode
U—CD Changer Mode

V—Alarm
W—CD Repeat
X—CD Random
Y—CD Pause

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.

SV86979,0000152 -19-12SEP12-1/1

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

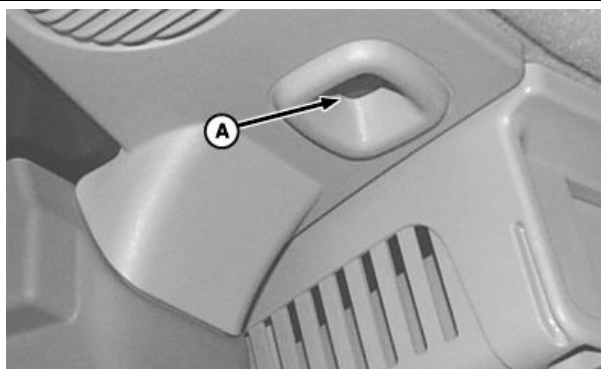
SV86979,0000076 -19-08AUG12-1/1

Using Courtesy Light

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

- Position 1 (High Beam Lights)
- Position 2 (Low Beam Lights)
- Position 4 (Parking Lights)

A—Courtesy Light or RH Console Lamp



Light above Right-Hand Control Panel

LV09217 —UN—22JUL04

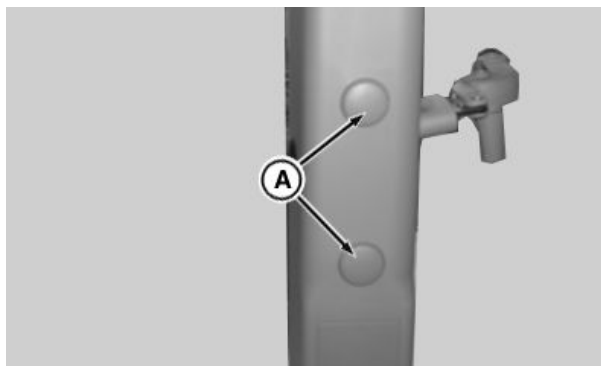
NM61126,0000503 -19-23AUG17-1/1

Using Monitor Mounts

There is locations to attach monitors and controls in the cab:

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

A—Plugs (Mounting Locations)



PY18276 —UN—14AUG13

SD74272,00005D6 -19-13AUG13-1/1

Adjust Rearview Mirrors (Cab)

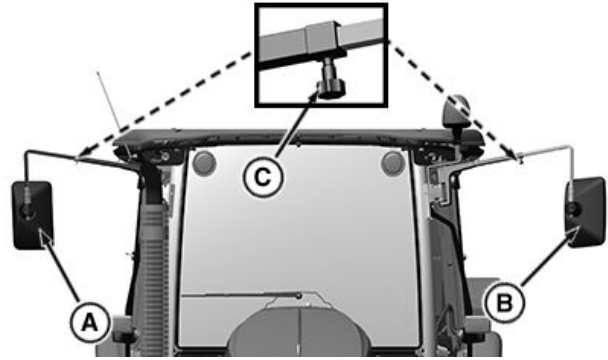
Adjust right-hand cab mirror (A) and left-hand cab mirror for desired rear visibility by loosen the clamp screw (C) and re-tighten the clamp screw (C) again.

CAUTION: Make sure that the mirrors are always clean and correctly adjusted.

NOTE: Ensure to fold the cab mirrors when vehicle has parked.

A—Right-Hand Cab Mirror
B—Left-Hand Cab Mirror

C—Clamp Screw



PY35318 —UN—07DEC16

RM87422,00005DD -19-06DEC16-1/1

Operator Station — IOOS

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 will be 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.

Always keep upper part of ROPS pinned in vertical position (as pictured) when operating tractor. If tractor is operated with ROPS folded (e.g. 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):

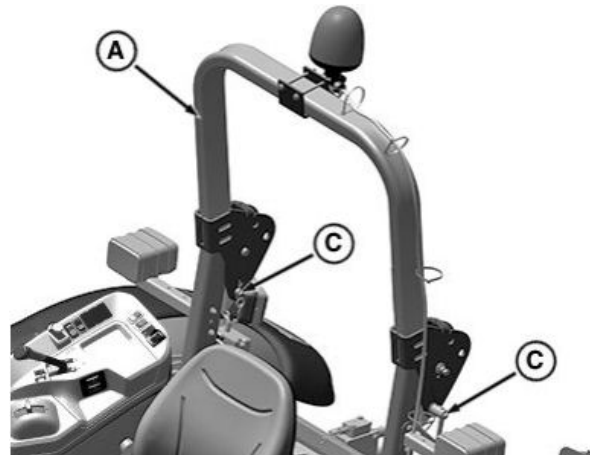
1. Remove quick-lock pins (B) and headed pins (C) on both sides of ROPS.
2. Lower crossbar (A) of ROPS onto stops.
3. Reinstall pins (C and B) into holes in ROPS to lock crossbar down.

To Put ROPS in Operating Position:

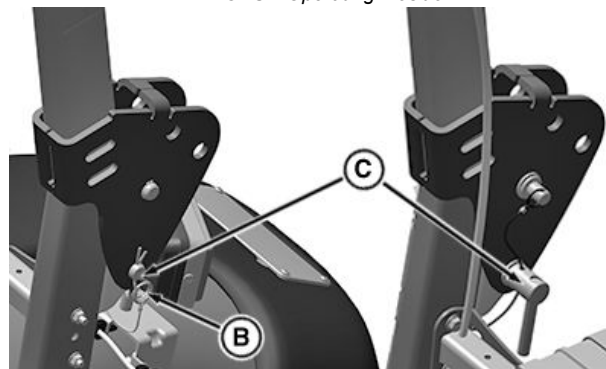
1. Lift crossbar (A) of ROPS to position shown.
2. Reinstall pins (C and B) into bottom holes in ROPS to lock in position.

A—ROPS Crossbar
B—Quick-Lock Pins

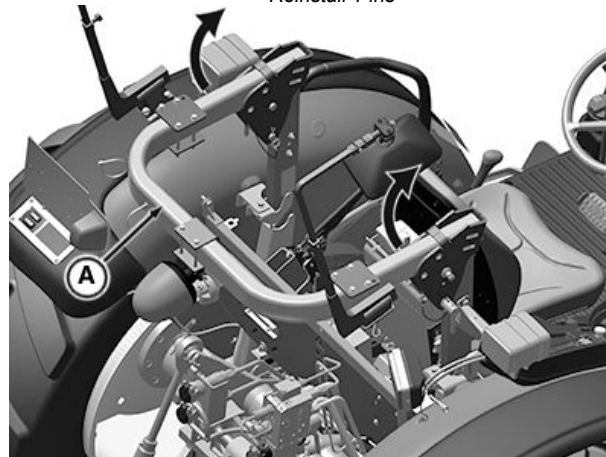
C—Headed Pins



ROPS—Operating Position



Reinstall Pins



ROPS—Folded

PY41918 —UN—29AUG17

PY31588 —UN—18OCT16

PY31592 —UN—20OCT16

WKJQUWJ,0000961 -19-07FEB21-1/1

Operate Fixed 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 should 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.

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. During drive with extreme caution and **DO NOT** use seat belt.

The ROPS crossbar (A) on this tractor is equipped with a bolt (C) and nut (B) to keep the structure fixed in an upright position.

A—ROPS Crossbar
B—Nut

C—Bolt



Fixed ROPS—Operating Position



APY10309 —UN—24AUG18

APY10308 —UN—24AUG18

VP27597,0000C76 -19-28AUG18-1/1

ROPS in Normal Position

⚠ CAUTION: Avoid crushing injury or death during rollover.

Use Fixed ROPS and Seat Belt Properly.

This machine is equipped with a fixed roll-over protective structure (ROPS), Make sure that bolts and nuts tightened properly.

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 latch to make sure that the belt is securely fastened.
- Snug the seat belt across the hips.

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. During drive with extreme caution and **DO NOT** use seat belt.



Right Side of ROPS—IOOS



Part Number: R127350

APY10311 —UN—24AUG18

PY35303 —UN—27OCT16

VP27597,0000C78 -19-28AUG18-1/1

ROPS in Normal Position (Fixed ROPS)

CAUTION: Avoid crushing injury or death during rollover.

Use Fixed ROPS and Seat Belt Properly.

This machine is equipped with a fixed roll-over protective structure (ROPS), Make sure that bolts and nuts tightened properly.

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 latch to make sure that the belt is securely fastened.
- Snug the seat belt across the hips.

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. During drive with extreme caution and **DO NOT** use seat belt.



Right Side of ROPS—IOOS



Part Number: R127350

VP27597,0000C9A -19-10SEP18-1/1

APY10311 —UN—24AUG18

PY35303 —UN—27OCT16

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. During drive with extreme caution and **DO NOT** use seat belt.

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



VP27597,0000C77 -19-28AUG18-1/1

PY31521 —UN—09SEP16

Select Seat Position (IOOS)

There are two seat adjustments available:

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

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

A—Seat Adjustment
Knob—Lower or Raise

B—Seat Adjustment
Lever—Fore or Aft



PY31522 —UN—09SEP16

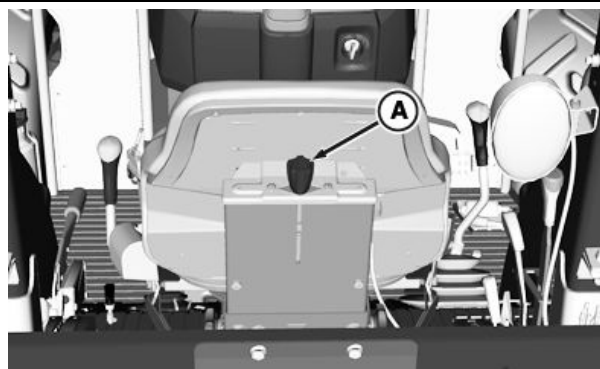
RM87422,0000526 -19-18OCT16-1/1

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 will function properly relative to operator's weight.

A—Adjustment Knob



PY18848 —UN—17FEB14

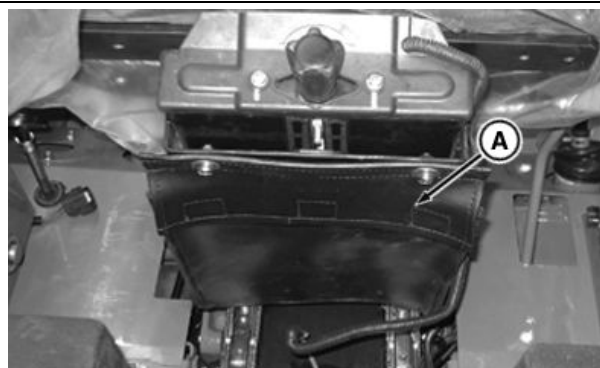
SK35149,0000336 -19-06FEB14-1/1

Using Operator's Manual Holder

Store operator's manual in the OM holder (A).

OM holder (A) location is back side of the operator seat.

A—OM Holder



PY17904 —UN—17MAR14

RM87422,000066D -19-19APR17-1/1

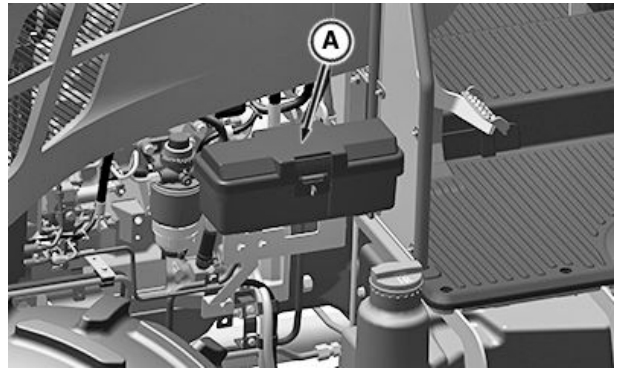
Use Tool Box

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

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

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

A—Tool Box



5050E, 5058E, 5067E and 5075E Only

VP27597,0000C0D -19-08AUG18-1/1

PY31517—UN—08SEP16

ROPS Mounted Mirror (If Applicable)

To adjust the mirror (A), loosen the clamp screw (B), move the mirror to the desired position and re-tighten the clamp screw (B).

Mirror (A) mounts on the ROPS for rear visibility.

CAUTION: Make sure that the mirrors are always clean and correctly adjusted.

A—Mirror

B—Clamp Screw



RM87422,00005D8 -19-29AUG17-1/1

PY41919—UN—29AUG17

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.

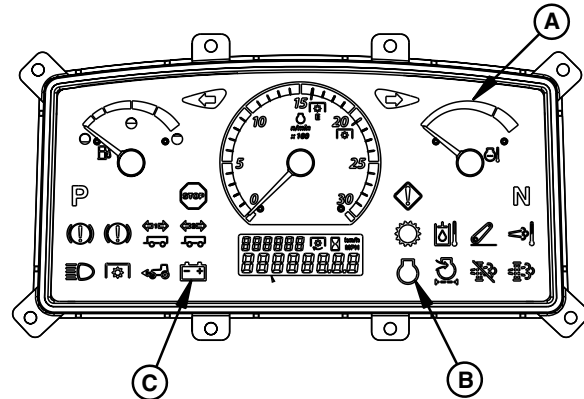
1. Warm up engine at slow rpm. Check coolant temperature gauge (A), engine information (B), and charging (C) warning indicators.
2. **Operate the engine at heavy loads with minimal idling during the break-in period.** During the first 20 hours, avoid prolonged periods of engine idling or sustained maximum load operation. If engine idles longer than 5 minutes, stop the engine.
3. Check engine oil, coolant, transmission/hydraulic, and Electro Hydraulic Mechanical Front Wheel Drive (EH MFWD) fluid levels frequently. Watch for fluid leaks.

NOTE: Some increase in oil consumption may be 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 may be required. In these



5050E, 5058E, 5067E, and 5075E Only

A—Coolant Temperature Gauge
B—Engine Information Indicator

C—Charging Indicator

situations, an additional 100-hour break-in period is recommended, using a new change of John Deere Engine Break-In OIL and a new John Deere oil filter.

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

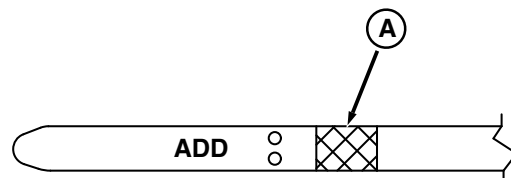
Do not add make-up oil until the oil level is **BELOW** the ADD mark on dipstick. If make-up oil is required during the break-in period, John Deere Engine Break-In Plus oil should be used whenever possible.

RP32883,0000EB5 -19-23FEB21-1/2

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

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

A—Crosshatch Pattern



Dipstick Crosshatch Pattern

RP32883,0000EB5 -19-23FEB21-2/2

Break-In Service

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

During the First 10 Hours of Operation:

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

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

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

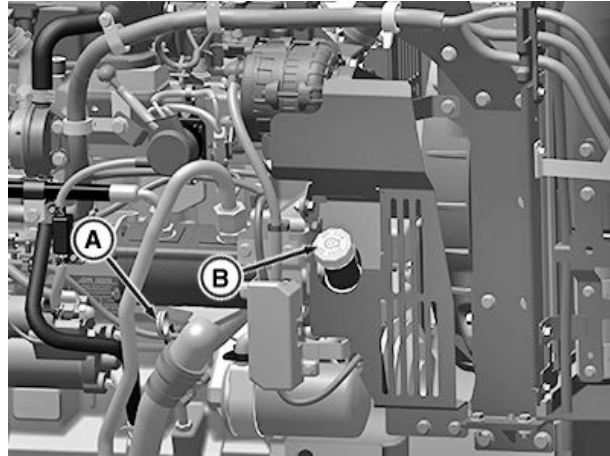
NOTE: Park tractor on level ground before executing checks.

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.

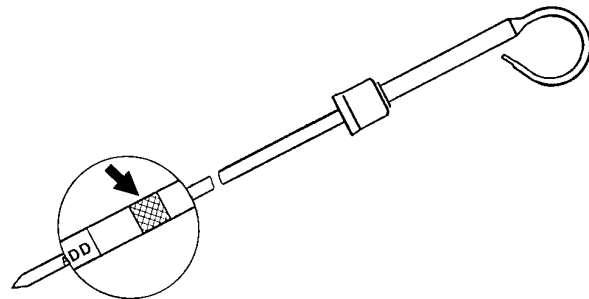
Do not operate the engine if oil level is below the minimum mark. In this case, add recommended oil through the oil filler cap (B). (See "Fuels, Lubricants, Coolant" section.)

A—Dipstick

B—Oil Filler Cap



For 5050E, 5058E, 5067E and 5075E Tractors



PY35617 —UN—24NOV16

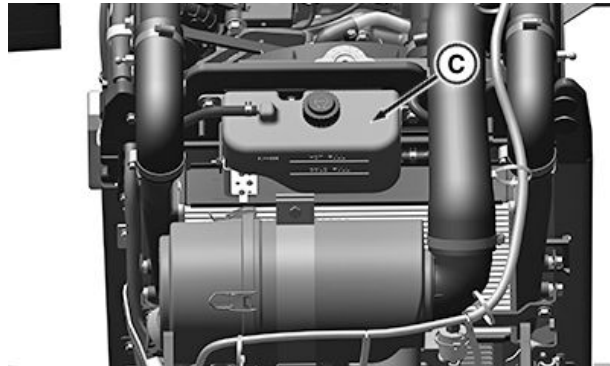
PY6494 —UN—09MAY07

VP27597,0000C0F -19-08AUG18-1/4

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 should be at the LOW mark. At operating temperature coolant level of a tractor should 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's seat slide rails



For 5050E, 5058E, 5067E and 5075E Tractors

C—Radiator Expansion Tank

PY35620 —UN—24NOV16

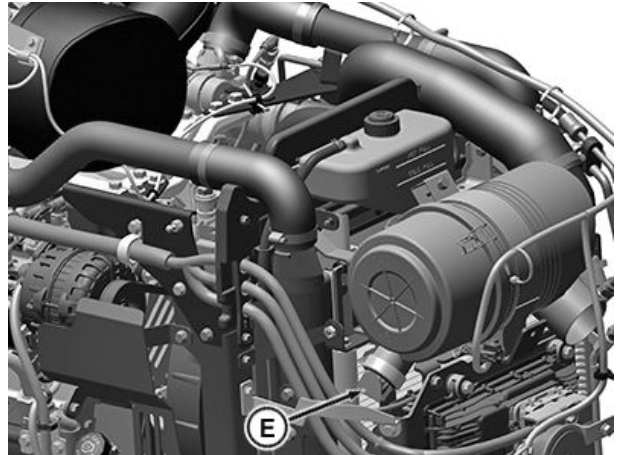
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VP27597,0000C0F -19-08AUG18-2/4

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

5. Remove deposits by dust unloading valve (E).
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



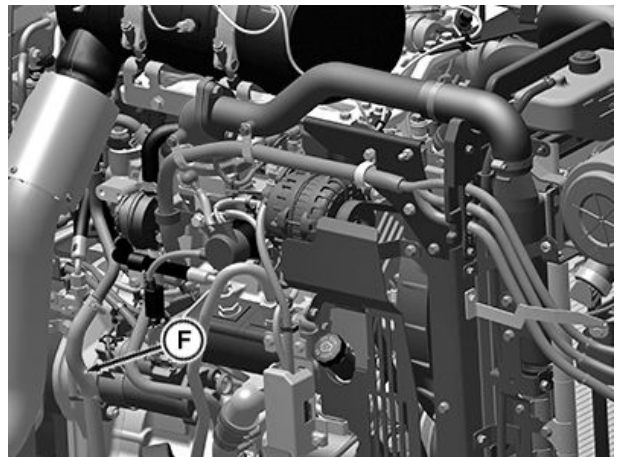
Dust Unloading Valve for 5050E, 5058E, 5067E, and 5075E Tractors

VP27597,0000C0F -19-08AUG18-3/4

PY35622 —UN—24NOV16

6. Ensure the vent hose (F) of the rocker arm cover ventilation is not pinched.
Remove any dirt from the hose end.

F—Vent hose



Rocker Arm Cover Ventilation for 5050E, 5058E, 5067E, and 5075E Tractors

VP27597,0000C0F -19-08AUG18-4/4

PY35624 —UN—24NOV16

Operating the Engine

Operate Key Switch

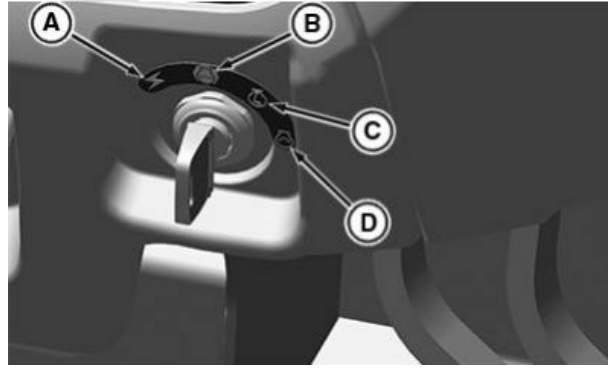
NOTE: If temperature is below 5°C (41°F), refer to Cold Weather Starting procedure in this section.

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.



5050E, 5058E, 5067E and 5075E

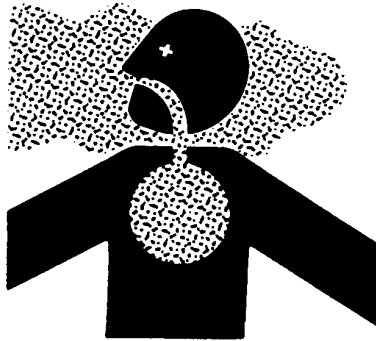
A—Accessory Position
B—Stop Position

C—Run Position
D—Start Position

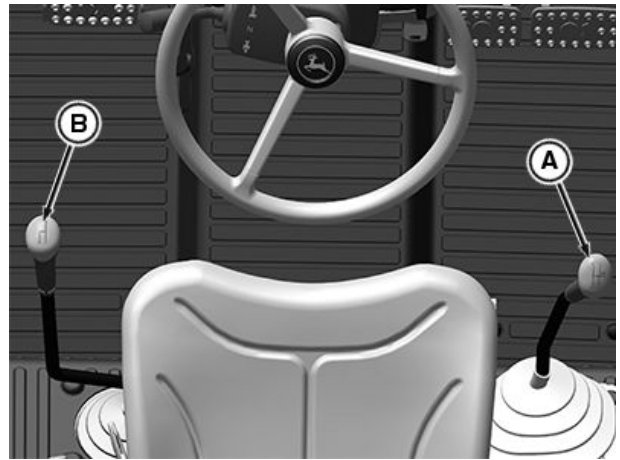
PY41921 —UN—29AUG17

VP27597,0000C10 -19-08AUG18-1/1

Before Starting the Engine — (PowrReverser™ Transmission)

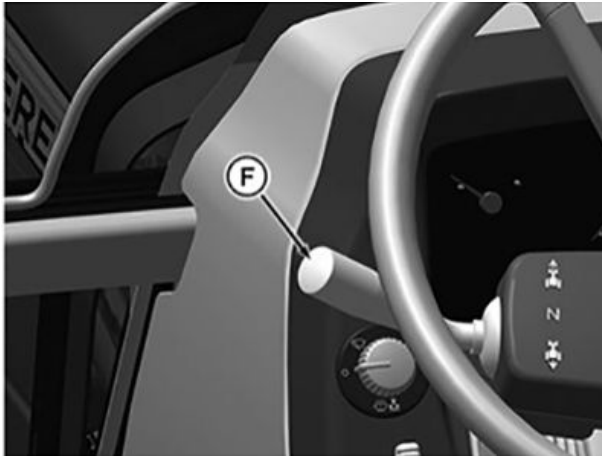


TS220 —UN—15APR13



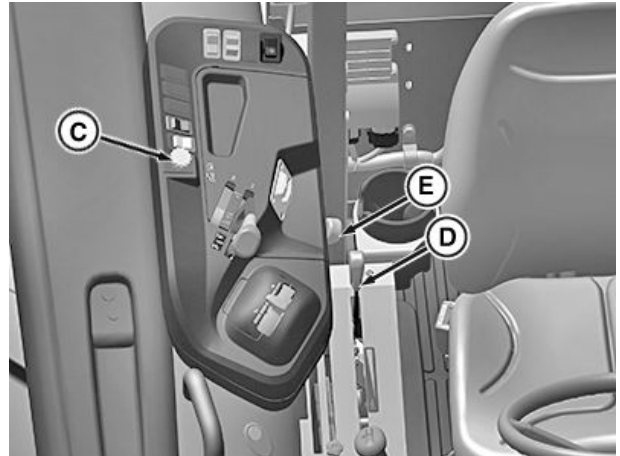
PY41813 —UN—05AUG17

IOOS



PY41922 —UN—29AUG17

Cab



PY40465 —UN—08JUN17

IOOS

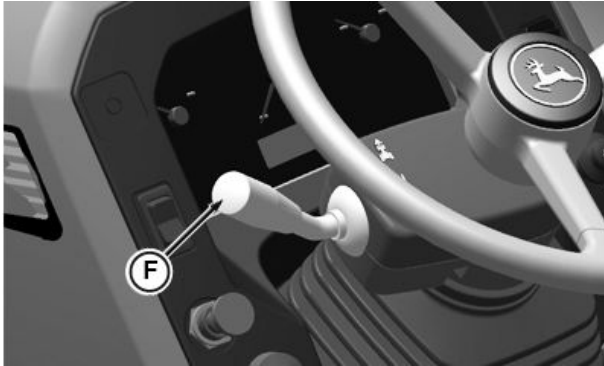
A—Gear Shift Lever
B—Range Shift Lever

C—Electro-Hydraulic PTO Switch
D—Rockshaft Draft Control Lever

E—Rockshaft Position Control Lever
F—FNR Lever

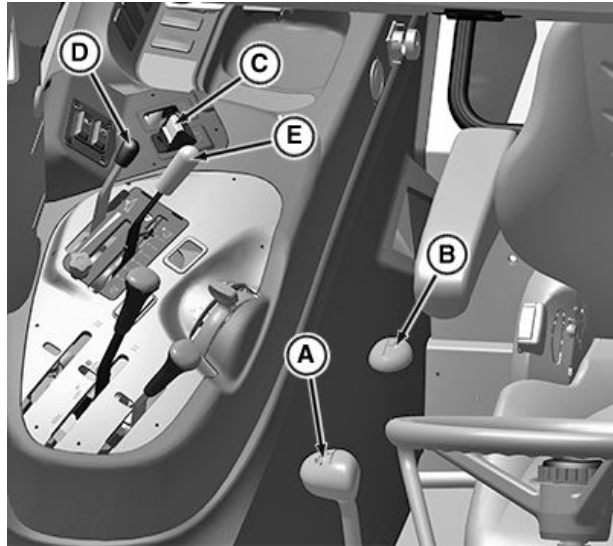
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HS35416,0000212 -19-29AUG17-1/2



IOOS

PY41859—UN—22AUG17



Cab

PY31589—UN—19OCT16

A—Gear Shift Lever
B—Range Shift Lever

C—Electro-Hydraulic 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.

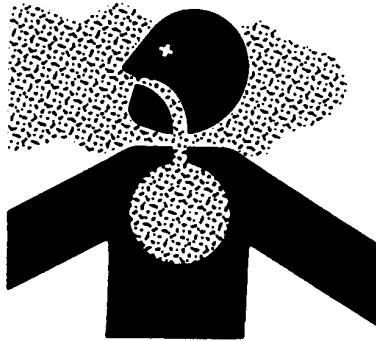
1. Check fuel gauge to be sure tractor has plenty of fuel.
2. Place FNR lever in neutral position, if not in neutral position starter will not start.
3. For PR tractors starting interlock has given with FNR lever position and not with gear lever and PTO switch.

4. Place rockshaft control levers (D and E) in lowered position.
5. Place FNR lever (F) in NEUTRAL (N)
6. Check indicator lights. When ignition key ON / engine start, all applicable indications in the display should turn ON and then turn OFF. Indicators should illuminate when key switch is turned to the ON position (more information refer Lights section in this operator manual).

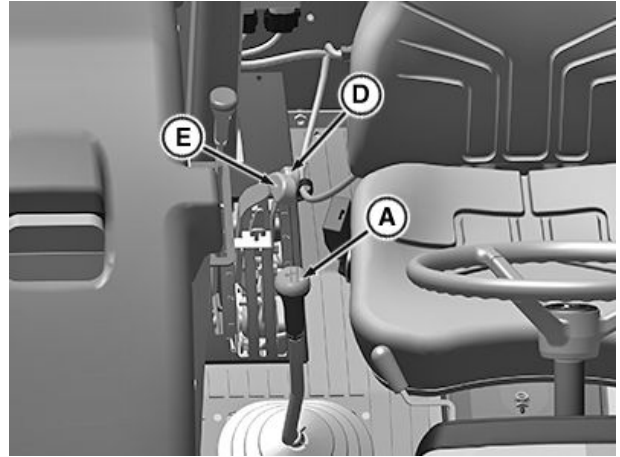
If any indicator does not function properly, see your John Deere dealer.

HS35416,0000212 -19-29AUG17-2/2

Before Starting the Engine — (SyncShuttle Transmission)

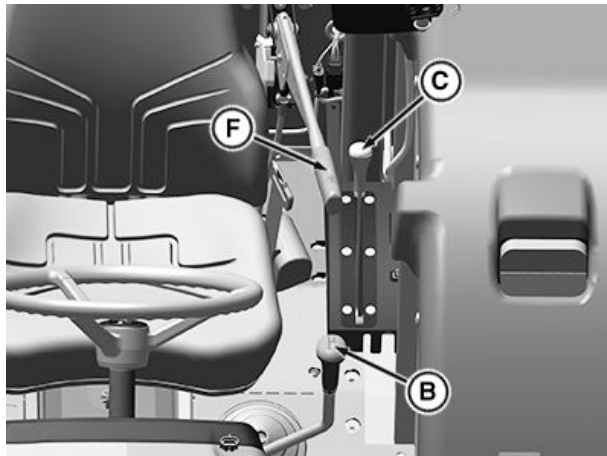


TS220 —UN—15APR13



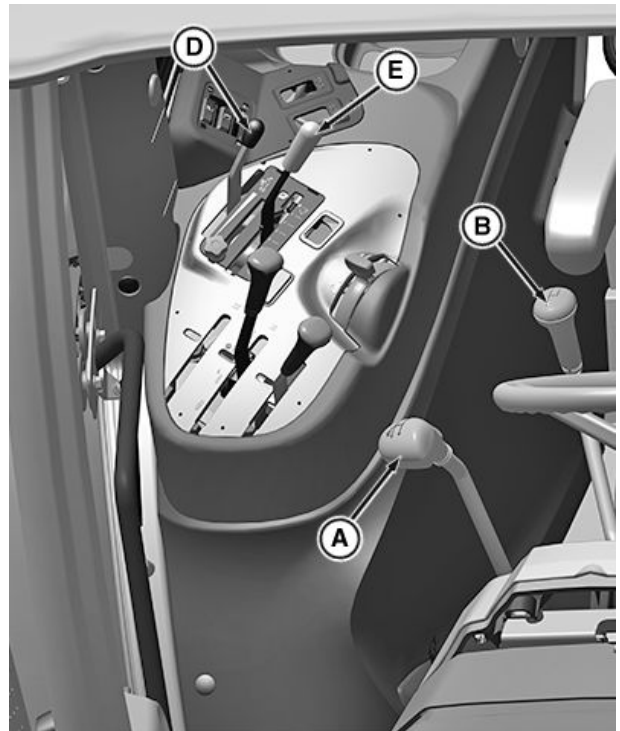
PY29571 —UN—29JUN16

IOOS



PY29572 —UN—29JUN16

IOOS



PY29573 —UN—21OCT16

Cab

A—Gear Shift Lever
B—Range Shift Lever

C—PTO Lever
D—Rockshaft Draft Control Lever

E—Rockshaft Position Control Lever
F—Secondary Brake Lever

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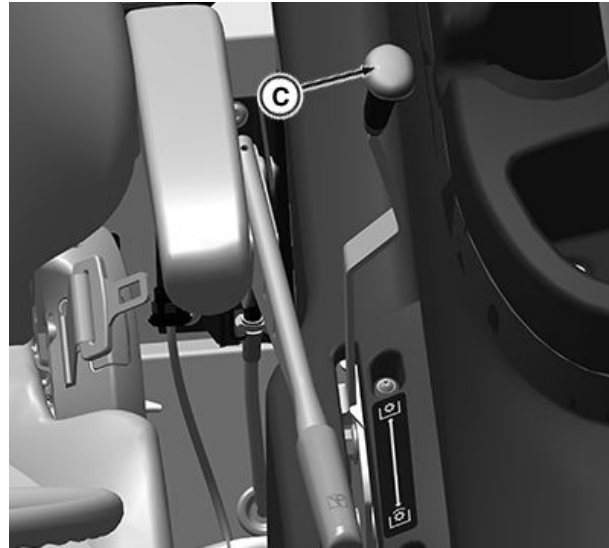
RM87422,0000528 -19-29AUG17-1/2

⚠ 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 tractor has plenty of fuel.
2. Place gear shift lever (A) and range shift lever (B) in NEUTRAL (N) and PTO lever (C) in OFF position. Starter will not operate if gear shift lever and PTO lever are not in these positions.
3. Place rockshaft control levers (D and E) in lowered position.
4. Check indicator lights. When ignition key ON / engine start, all applicable indications in the display should turn ON and then turn OFF. Indicators should illuminate when key switch is turned to the ON position (more information refer Lights section in this operator manual).

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



Cab

C—PTO Lever

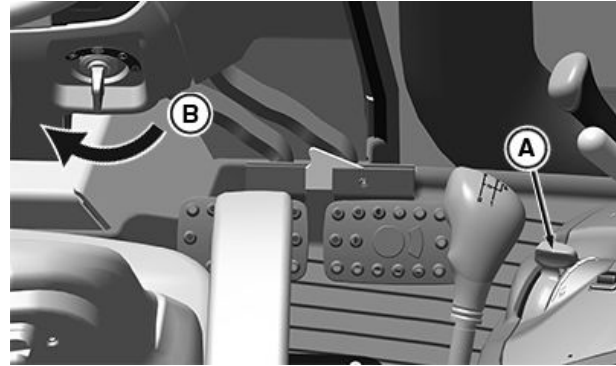
PY17952 —UN—21OCT16

RM87422,0000528 -19-29AUG17-2/2

Start the Engine



TS177 —UN—11JAN89



PY41840 —UN—07AUG17

For 5050E, 5058E, 5067E and 5075E Cab and IOOS Tractors

A—Hand Throttle

B—Key Switch On

1. Push hand throttle (A) forward off idle position (1/3 of full throttle). Engine may not start with throttle pulled down.

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 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.

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

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

VP27597,0000C11 -19-08AUG18-1/1

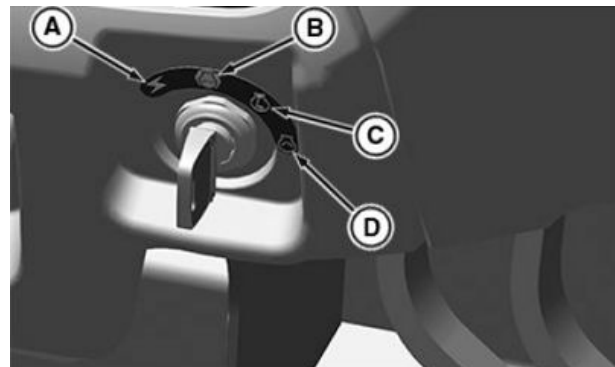
Cold Weather Starting Procedure Using Intake Air Heater System

Key switch positions are as shown in the figure

CAUTION: DO NOT use starting fluid in tractor equipped with an intake air heater system. (See your John Deere dealer for a complete list of other starting aids available.)

A—Accessory Position
B—Stop Position

C—Run Position
D—Start Position



5050E, 5058E, 5067E and 5075E

PY41924 —UN—29AUG17

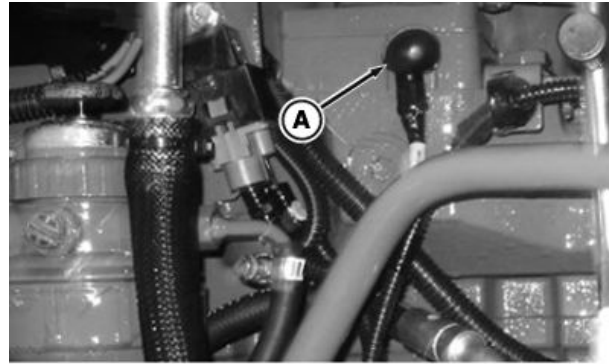
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VP27597,0000C12 -19-08AUG18-1/2

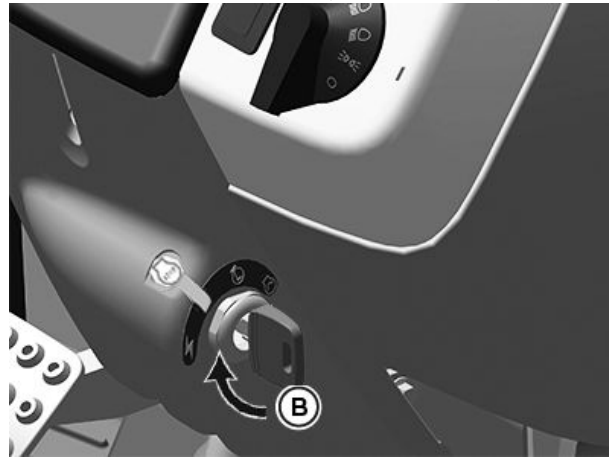
Tractors are equipped with an intake air heater system. An electric heating element (A) warms the intake air.

1. To activate cold weather starting device, turn key (B) to RUN position, push in and hold for:
 - 10 or 15 seconds for temperatures above 0°C (32°F)
 - 30 seconds for temperatures below 0°C (32°F)
2. Turn key switch clockwise (B) to start engine.
3. If engine runs rough, activate the intake air heater system by holding in on the key switch (B) until engine runs smoothly.

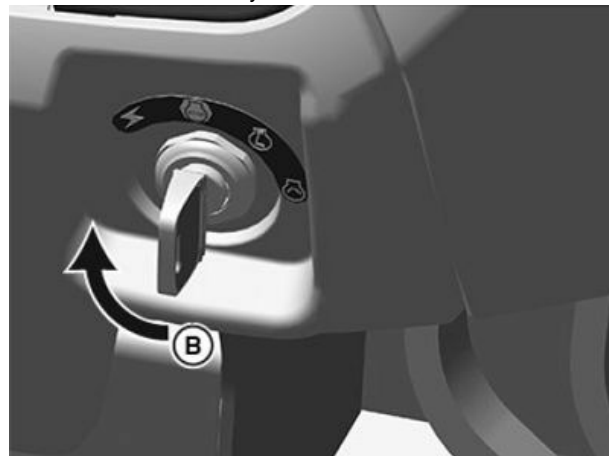
A— Electric Heating Element B— Key Switch



Air Intake Heater - Right Side of the Engine



Turn Key Switch Clockwise - Cab



Turn Key Switch Clockwise - IOOS

PY18966 —UN—21MAY14

PY41818 —UN—05AUG17

PY41925 —UN—29AUG17

VP27597,0000C12 -19-08AUG18-2/2

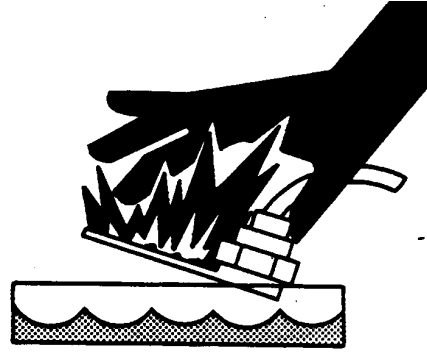
Using Engine Coolant Heater (If Equipped)

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.



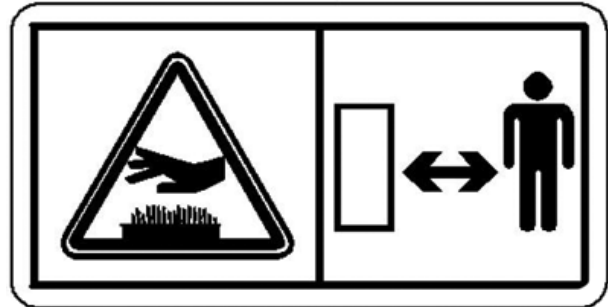
TS210 —UN—23AUG88

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

Avoid Injury from Hot Surfaces

Warning - Hot Surfaces

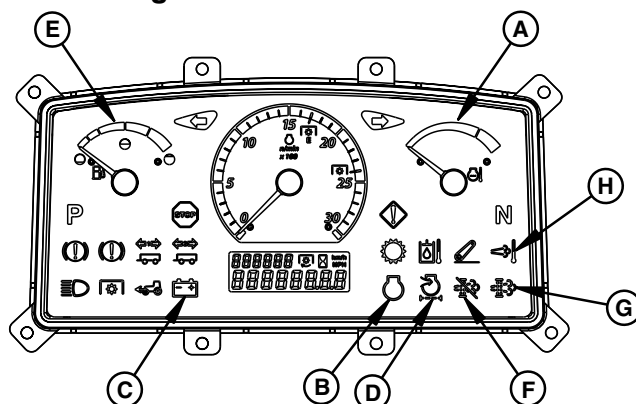
- Keep away from hot surfaces.



PY20032 —UN—18FEB14

JS86122,0000280 -19-18FEB14-1/1

Check Engine Indicators and Gauges



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

D—Engine Air Cleaner
Restriction Indicator
E—Fuel Level Gauge
F—Exhaust Filter Disabled

G—Exhaust Filter Restriction
Indicator
H—Exhaust Filter Cleaning
Indicator

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

Coolant Temperature Gauge (A)

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

Check coolant level in recovery tank and radiator when engine cools. Also check grille, radiator and radiator screen for plugging. Check fan belt tension. If 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. If necessary, have John Deere dealer diagnose vehicle.

IMPORTANT: NEVER operate engine without sufficient oil pressure. If indicator stays lit for longer than five seconds under 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)

If electrical charge indicator remains illuminated after engine started, for more than 5 seconds, stop engine immediately. Check battery connections. Check fan belt tension.

Engine Air Cleaner Restriction Indicator (D)

If air filter restriction indicator illuminates while engine is running, stop the engine immediately. Clean out plugged air cleaner..

Fuel Level Gauge (E)

Refuel before fuel level gauge needle reaches empty. Check fuel lines, fuel filter, and in-line screen. If run completely empty, bleed air out of fuel system.

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 fuel system. (See Bleed Fuel System in Maintenance—Fuel System section.)

Exhaust Filter Disabled Indicator (F)

The exhaust filter disable indicator remain illuminated, the regenerations switch remain at the exhaust filter inhibit position. The exhaust filter auto cleaning process has been disable. For more information refer the section "Operating the Engine".

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.

PY31421 —UN—08SEP16

RM87422,000058C -19-25AUG17-1/1

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.

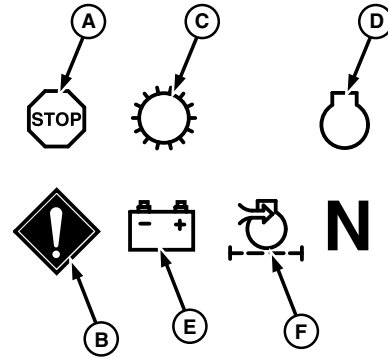
Immediately stop operations, reduce engine speed to idle, then shut down engine. Correct problem before restarting.

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

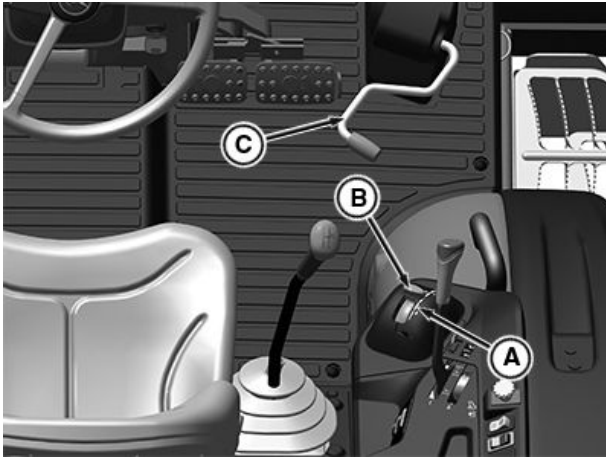
A—STOP Indicator	D—Engine Information Indicator
B—Operator Alert Indicator	E—Charging System Indicator
C—Transmission Information Indicator (PowrReverser/Wet Clutch Tractors)	F—Engine Air cleaner Restriction indicator

- 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

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

P15313 —UN—26MAR08

Changing Engine Speed

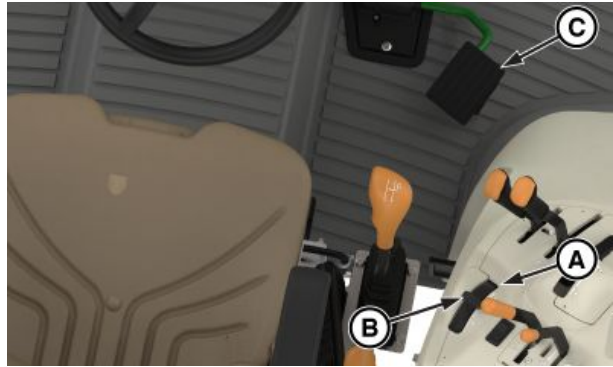


IOOS - for 5050E, 5058E, 5067E and 5075E Only

A—Fast/Slow Indicator

B—Hand Throttle

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



Cab - for 5058E, 5067E and 5075E Only

C—Foot Throttle

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

J8Y7B6G,1749444223565 -19-24JUN25-1/1

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 3 or 4 minutes, minimum engine speed should be 1200 rpm.

Observe Engine Work and Idle Speeds

For 5050E, 5058E, 5067E and 5075E Only

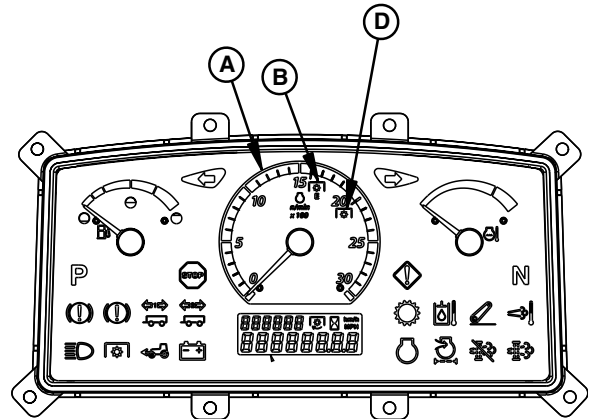
Slow idle speed should be 890—910 rpm. At light or no load, full throttle speed increases to 2190—2210 rpm.

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

For correct PTO speed, run engine at:

For 5050E, 5058E, 5067E and 5075E Only

- 1588 rpm for economy 540E rpm operation
- 2084 rpm for standard 540 rpm operation



Instrument Cluster — 5050E, 5058E, 5067E and 5075E Only

A—Tachometer
B—1588 rpm Mark (Economy PTO rpm)

D—2084 rpm Mark (Standard PTO rpm)

Restarting Stalled Engine

Should 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 1 or 2 minutes before stopping.

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

VP27597,0000C14 -19-08AUG18-1/1

Use Tachometer/Hour Meter

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

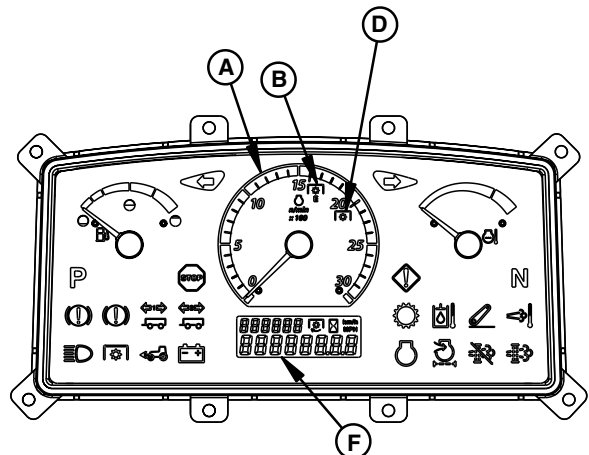
For 5050E, 5058E, 5067E and 5075E Only

- For Economy 540 rpm PTO speed, increase engine speed until tachometer needle is aligned with 1588 rpm mark (B).
- For Standard 540 rpm PTO speed, increase engine speed until tachometer needle is aligned with 2084 rpm mark (D).

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

A—Tachometer
B—1588 rpm Mark

D—2084 rpm Mark
F—Hour Meter



Instrument Cluster — 5050E, 5058E, 5067E and 5075E Only

VP27597,0000C15 -19-08AUG18-1/1

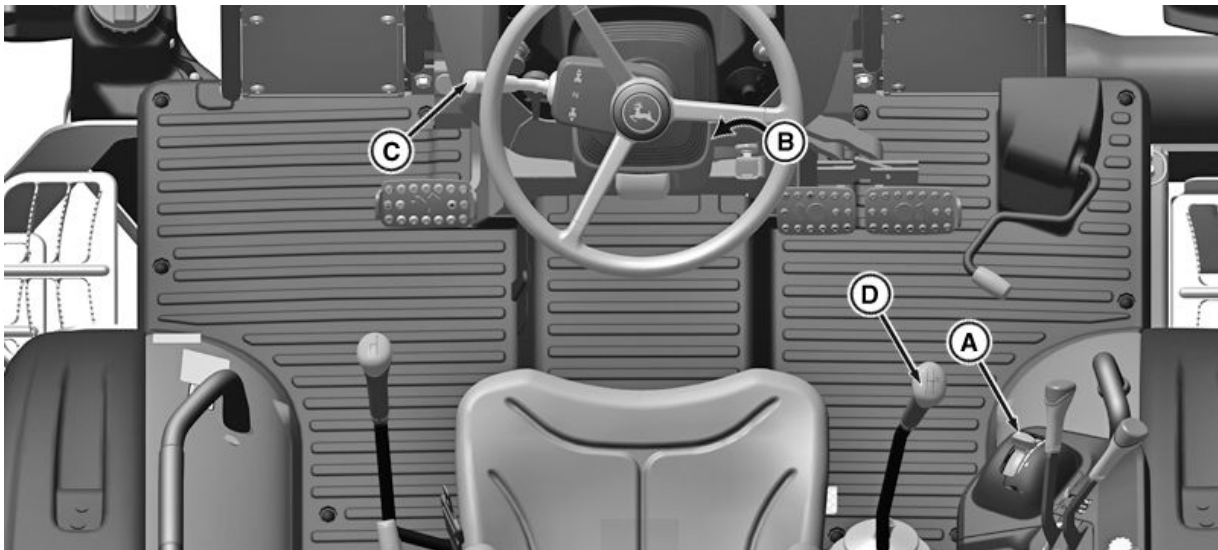
Engines with Turbocharger

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

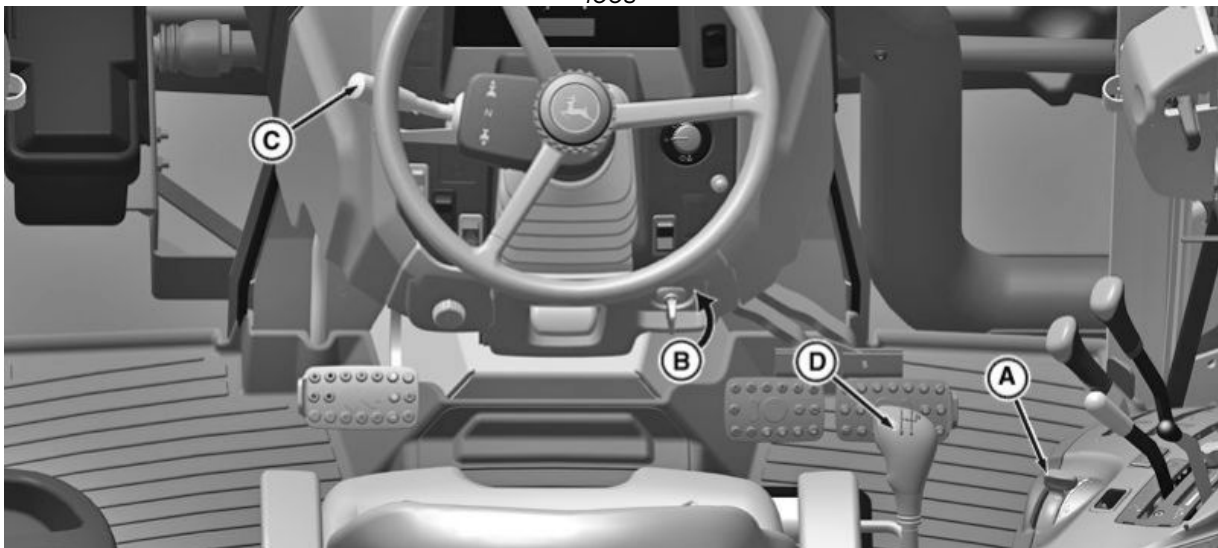
Most damage to the turbocharger is caused by not following the correct procedure when starting and shutting off the engine. After starting and before shutting off, idle the engine without load for at least 30 seconds.

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

Stopping the Engine — (PowrReverser™ Transmission)



IOOS



CAB

A—Hand Throttle
B—Key Switch OFF

C—FNR Lever
D—Gear Shift Lever

1. Pull hand throttle (A) back to slow idle position.
2. Put gear shift lever (D) and FNR lever (C) in NEUTRAL.
3. Lower all equipment to the ground, put all SCV levers in NEUTRAL and disengage PTO.
4. Allow engine to idle for one to two minutes.

IMPORTANT: Cooling of 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.

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

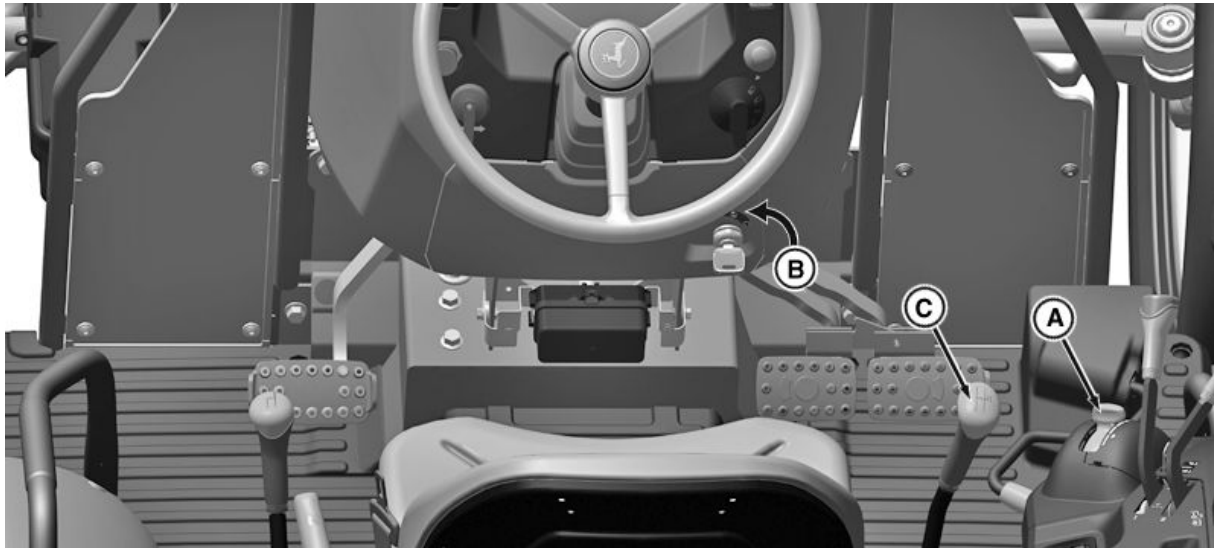
CAUTION: Remove key from key switch to prevent operation by untrained personnel.

NM61126,00002C1 -19-29AUG17-1/1

PY29173—UN—07DEC16

PY41929—UN—29AUG17

Stopping the Engine — (SyncShuttle Transmission)



IOOS



CAB

A—Hand Throttle

B—Key Switch OFF

C—Gear Shift Lever

1. Pull hand throttle (A) back to slow idle position. Allow engine to idle for one to two minutes.
2. Put gear shift lever (C) in NEUTRAL position.
3. Lower all equipment to the ground, put all SCV levers in NEUTRAL and disengage PTO.
4. Allow engine to idle for one to two minutes.

suddenly could cause damage to these parts by overheating or lack of lubrication.

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

CAUTION: Remove key from key switch to prevent operation by untrained personnel.

IMPORTANT: Cooling of certain engine parts is provided by engine oil. Stopping a hot engine

NM61126,00002C2 -19-29AUG17-1/1

PY29175—UN—20OCT16

PY41930—UN—29AUG17

Using a Booster Battery or Charger

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

IMPORTANT: Be sure polarity is correct before making connections. Reversed polarity may 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**.

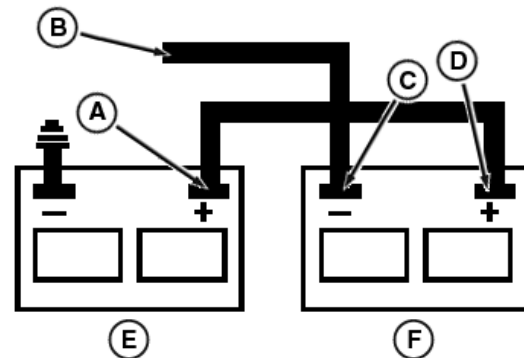


NM61126,0000500 -19-18AUG17-1/2

TS204—JUN—15APR13

Booster Battery

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



A—Vehicle Battery Positive (+) Post
B—Engine Ground
C—Booster Battery Negative (—) Post
D—Booster Battery Positive (+) Post
E—Vehicle Battery
F—Booster Battery

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.

Avoid damage Electric charge from the booster battery can damage machine components. Do not install negative booster cable to the machine frame. Install only to the engine block.

Install negative booster cable away from moving parts in the engine compartment, such as belts and fan blades

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

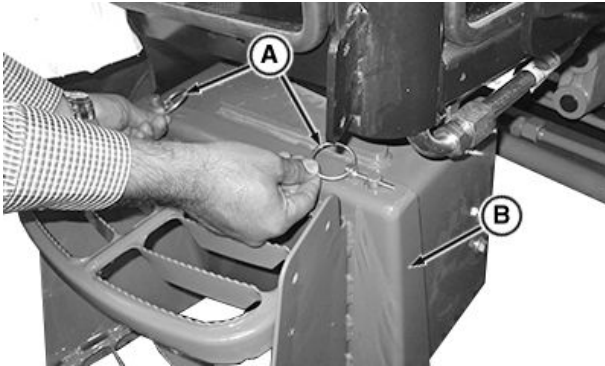
NM61126,0000500 -19-18AUG17-2/2

PY41854—JUN—18AUG17

Disconnect Battery Connection (IOOS and Cab)

For Models 5050E, 5058E, 5067E and 5075E (IOOS and Cab)

⚠ CAUTION: To avoid sparks, disconnect negative (—) cable first and connect it last.



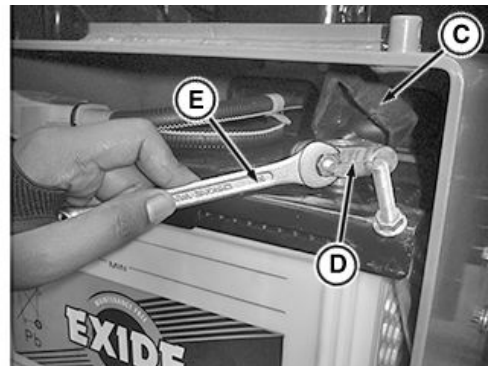
PY29583 —UN—07JUL16



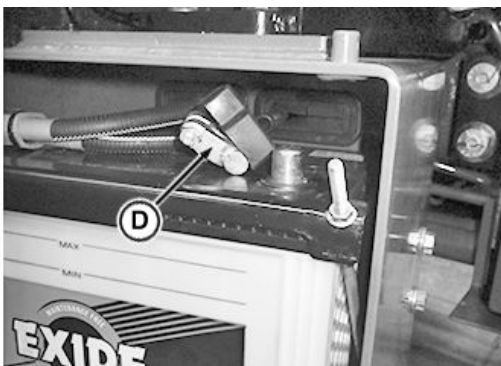
PY29584 —UN—07JUL16



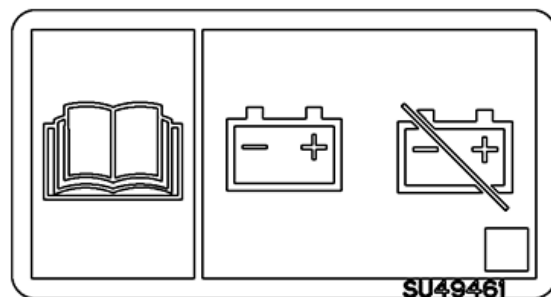
PY29586 —UN—07JUL16



PY29590 —UN—30NOV16



PY29588 —UN—30NOV16



PY31597 —UN—24OCT16

Part Number: SU49461

A—Quick-Lock Pin
B—Battery Cover
C—Rubber Boot (Black)
D—Negative Terminal (—)
E—Spanner (10 mm)

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 towards outside from the battery tray.
4. Remove rubber boot (C) away from negative (—) battery cable (D).

Continued on next page

VP27597,0000C16 -19-08AUG18-1/2

5. Loosen nut on negative (—) battery cable (D) using spanner (E) as shown.

6. Disconnect negative (—) battery cable (D) from battery.

VP27597,0000C16 -19-08AUG18-2/2

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 system in Automatic (AUTO) mode, the system requires minimal operator interaction. Please read the Exhaust Filter Cleaning sections to understand when and where operator interaction may be required.

To avoid 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).

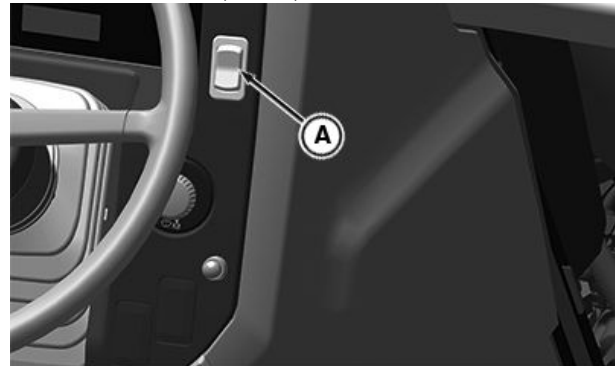
IMPORTANT: When vehicle use is not suited for higher temperatures created by exhaust filter cleaning, use the Disable mode (D). Be sure to re-enable Automatic mode (C) as soon as possible to avoid unnecessary soot built up in exhaust filter.

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

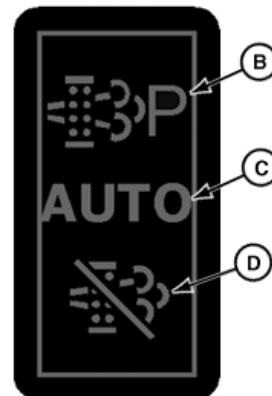
A—Exhaust Filter Cleaning Mode Switch (Regeneration Switch)	C—Automatic (AUTO)
B—Parked	D—Disable



Shown For 5050E, 5058E, 5067E and 5075E IOOS Tractors



Shown For 5058E, 5067E and 5075E Cab Tractors



Exhaust Filter Cleaning Mode Switch

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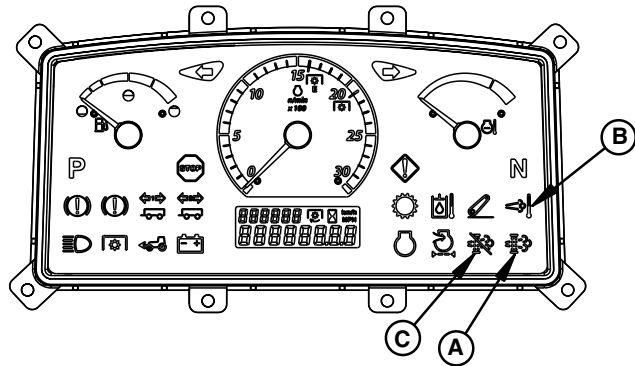
VP27597,00018E1 -19-22FEB21-1/6

PY41814 —UN—05AUG17

PY41815 —UN—05AUG17

LV14473 —UN—27JUL11

Exhaust Filter Indicators



A— Exhaust Filter Indicator (restriction)

B— High Exhaust Temperature Indicator

C— Exhaust Filter Disabled Indicator

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 exhaust filter cleaning system is disabled.

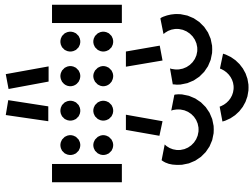
VP27597,00018E1 -19-22FEB21-2/6

Operator Information

H94828 —UN—13OCT09

1. Exhaust Filter Indicator

Description	Recommended Procedure
High level of soot at 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 .

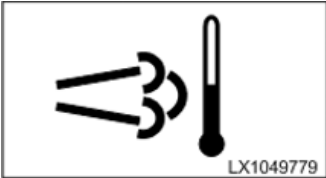


VP27597,00018E1 -19-22FEB21-3/6

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 absolutely necessary; see Automatic Exhaust Filter Cleaning .



VP27597,00018E1 -19-22FEB21-4/6

3. Parked Exhaust Filter Cleaning Required

LX1049777 —UN—22JUL10

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



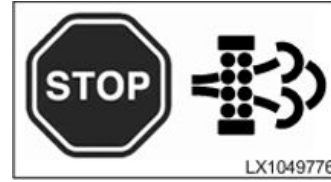
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VP27597,00018E1 -19-22FEB21-5/6

4. Service Exhaust Filter Cleaning Required

LX1049776 —UN—22JUL10

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



VP27597,00018E1 -19-22FEB21-6/6

Aftertreatment Indicators Overview

IMPORTANT: The operator will be informed by the operator warning system when the emission control system does not function correctly and/or an engine malfunction is detected by the engine control unit. Ignoring the operator warning signals will lead to an emission related derate, resulting in an effective disablement of non-road mobile machinery operation.

It is essential to take prompt action to rectify any incorrect operation, use or maintenance of the emissions control system in accordance with the rectification measures indicated by the warnings referenced below.

The Diesel Exhaust Fluid (DEF) indicator illuminates when the DEF is low. Fill DEF tank.

When the DEF indicator is combined with the warning indicator or engine stop indicator engine performance is reduced by the Engine Control Unit (ECU) because the DEF is below a measurable level. Fill DEF tank.

When engine emissions temperature indicator illuminates exhaust gas temperature is high, elevated idle is active, or exhaust filter cleaning is in process. The machine can be operated as normal unless the operator determines the machine is not in a safe location for high exhaust temperatures and disables auto cleaning.

When engine emissions temperature indicator is combined with the warning indicator or engine stop indicator engine performance is reduced by the ECU because the exhaust gas temperature is higher than expected. Follow Diagnostic Trouble Code (DTC) procedure or see your authorized servicing dealer.

When the exhaust filter indicator illuminates the exhaust filter cleaning is in process, aftertreatment system has a fault, or the exhaust filter is in need of cleaning and the operator has disabled auto exhaust filter cleaning. If conditions are safe, the operator should enable the auto exhaust filter clean setting or perform manual service regeneration or follow DTC procedure.

When the exhaust filter indicator is combined with the warning indicator engine performance is reduced by the ECU because there is an aftertreatment system fault or the soot level of the exhaust filter is moderately high. If conditions are safe, the operator should enable the auto exhaust filter clean function. If conditions are not safe, the operator should move the machine to a safe location and engage the auto exhaust filter cleaning mode. Perform manual service regeneration or follow DTC procedure.

When the exhaust filter indicator is combined with the engine stop indicator engine performance is further reduced by the ECU because there is an aftertreatment system fault or the soot level of the exhaust filter is extremely high. If this combination is present, see your authorized servicing dealer.

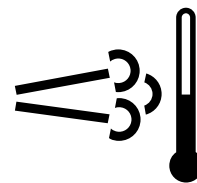
The auto cleaning disabled indicator illuminates when the operator has engaged the request to disable the

RG22487 —UN—21AUG13



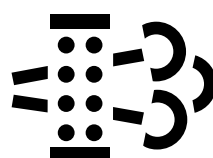
Diesel Exhaust Fluid Indicator

RG22488 —UN—21AUG13



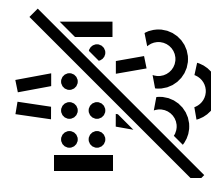
Engine Emissions Temperature Indicator

RG22489 —UN—21AUG13



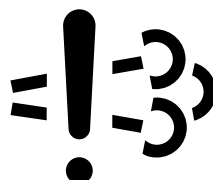
Exhaust Filter Indicator

RG22490 —UN—21AUG13



Auto Cleaning Disabled Indicator

RG22491 —UN—21AUG13



Engine Emissions System Malfunction Indicator

RG22492 —UN—21AUG13



Warning Indicator

RG22493 —UN—21AUG13



Engine Stop Indicator

auto exhaust filter cleaning function. This icon remains illuminated until the operator re-engages automatic exhaust filter cleaning from the diagnostic gauge. Disabling auto mode is not recommended for any situation unless it is safety-related or if the fuel tank lacks the required fuel to complete the cleaning process.

The engine emissions system malfunction indicator illuminates when engine emissions are outside of normal operating range or engine emissions system fault. Follow DTC procedure or see your authorized servicing dealer.

When the engine emissions system malfunction indicator is combined with the warning indicator engine performance is reduced by the ECU because the engine emissions are outside of normal operating range or engine emissions system fault. Follow DTC procedure or see your authorized servicing dealer.

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DX,AFTRTREAT,INDCATRS -19-12FEB18-1/2

Automatic (AUTO) Exhaust Filter Cleaning

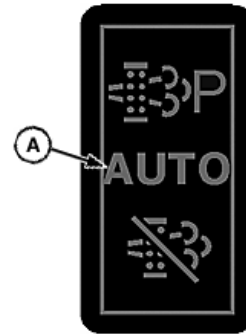
Automatic exhaust filter cleaning is started when soot in the exhaust filter reaches a certain level. This occurs less frequently if the engine is operated for long periods under conditions where passive exhaust filter cleaning takes place. Automatic exhaust filter cleaning is initiated and performed 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.

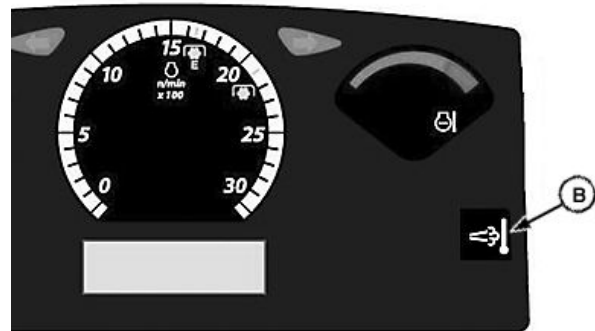
Do not disable automatic exhaust filter cleaning unless it is absolutely necessary.

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.



Exhaust Filter Cleaning Mode Switch



A—AUTO mode switch position B—High Exhaust Temperature Indicator

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

LV14382—UN—25MAY11

LV14384—UN—25MAY11

Disabled Exhaust Filter Cleaning

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

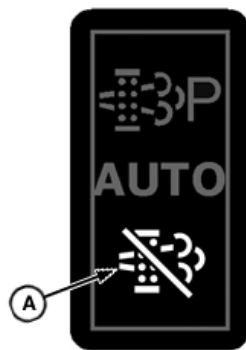
If your vehicle must be used in a situation not suited for higher temperatures created during exhaust filter cleaning, the system can be temporarily disabled. Be sure to enable automatic (AUTO) mode as soon as possible to avoid soot buildup in the exhaust filter. Select bottom detent of Exhaust Filter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

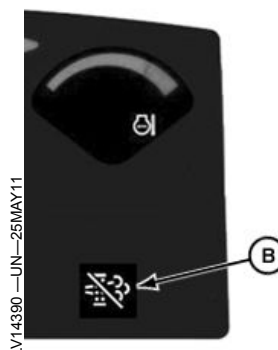
Do not disable automatic exhaust filter cleaning unless it is absolutely necessary. If disabled mode use frequently, the system will eventually activate a parked exhaust filter cleaning. Meaning the vehicle will run a longer cleaning process and can not be unloaded.

A—Exhaust Filter Cleaning Switch - Disable selected
B—Exhaust Filter Disabled Indicator
C—Exhaust Filter Indicator - Restriction

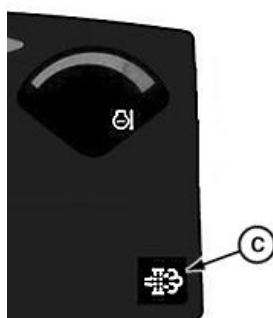
D—Exhaust Filter Cleaning Switch - AUTO selected
E—High Exhaust Temperature Indicator



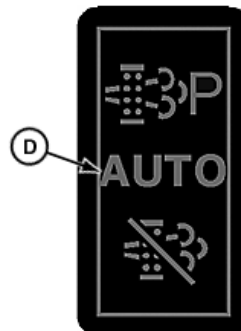
Exhaust Filter Cleaning Switch - Disable selected



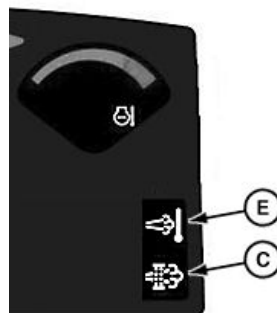
Exhaust Filter Cleaning Disable Indicator



LV14385 —UN—27JUL11



LV14391 —UN—27JUL11



LV14392 —UN—27JUL11

SD74272,00004BE -19-12MAR13-1/1

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.

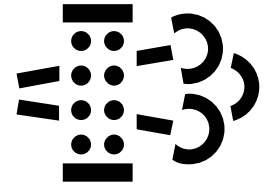
When Service Alert and Exhaust Filter Cleaning Indicator (on dash) are illuminated, Exhaust Filter Cleaning Indicator on switch (top position) is blinking, and engine power is reduced, exhaust filter is restricted, and the system requires a parked cleaning. Operator will hear five consecutive tones.

H94831 —UN—13OCT09



Service Alert Indicator

H94828 —UN—13OCT09



Exhaust Filter Cleaning Indicator (IP) - Restriction



Exhaust Filter Cleaning Switch - Parked mode

Continued on next page

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

LV14837 —UN—03OCT11

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.

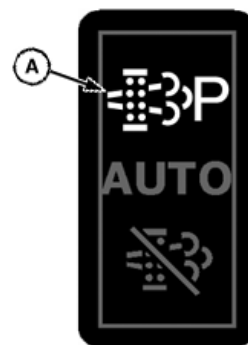
1. Stop tractor, place transmission in park position, disengage PTO, and set engine idle to low 900 RPM.
2. Position and hold the exhaust filter cleaning switch in the parked cleaning position (A) for 3 seconds then release.

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



Parked Cleaning In Process

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

LV14393 —UN—25MAY11

LV14394 —UN—25MAY11

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

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.

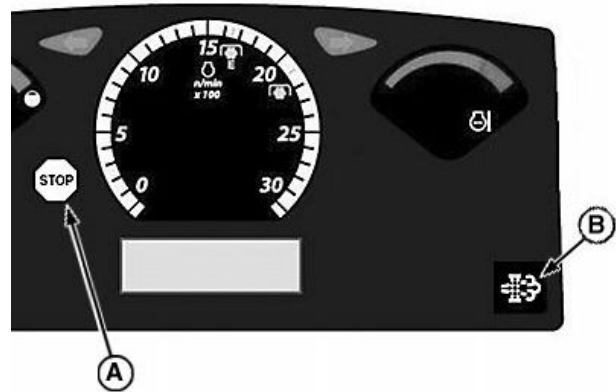
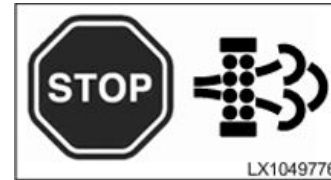
Automatic exhaust filter cleaning and filter cleaning with tractor parked are no longer possible at this time.

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.

LX1049776 —UN—22JUL10



A—Stop Indicator

B—Exhaust Filter Cleaning Indicator - Restriction

- 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.

RM87422,00005B3 -19-30SEP16-1/1

PY31559 —UN—30SEP16

Driving the Tractor

Operator Training Required

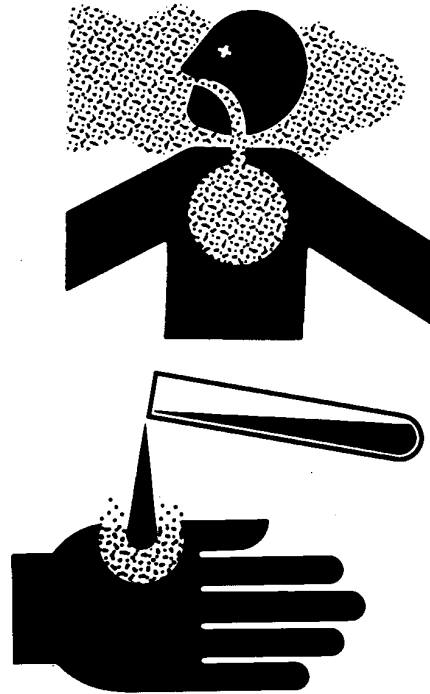
- Study the Operation section of this manual before operating tractor.
- Operate tractor in an open, unobstructed area under direction of an experienced operator.
- Learn use of all controls.
- Operator experience is required to learn moving, stopping, turning and other operating characteristics of tractor.

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

Avoid Contact with Agricultural Chemicals

CAUTION: This enclosed cab does not protect against inhaling vapor, aerosol or dust.

1. When operating in an environment where pesticides are present, wear a long-sleeved shirt, long-legged pants, shoes, and socks.
2. If pesticide use instructions require respiratory protection, wear an appropriate respirator inside the cab.
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 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.
5. Clean your shoes or boots to remove soil or other contaminated particles prior to entering the cab.



TS220 —UN—15APR13

TS272 —UN—23AUG88

SD74272,0000233 -19-09JUL12-1/1

Cleaning Tractor of Hazardous Pesticides

CAUTION: Avoid personal injury. Clean inside of cab and outside of tractor after application of hazardous pesticides. Pesticide residue can build up.

Clean exterior and interior of tractor daily to prevent contamination:

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

SD74272,0000234 -19-09JUL12-1/1

Driving on Public Roads

Driving on Public Roads — IOOS

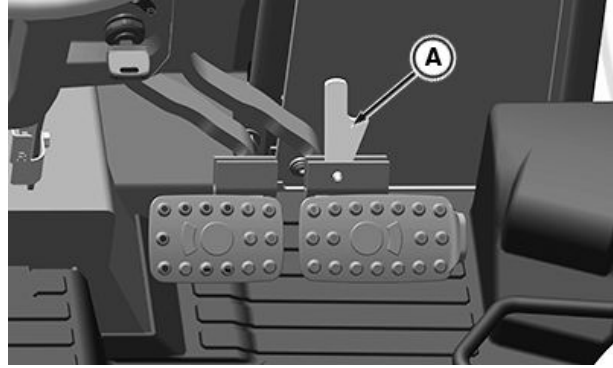
CAUTION: When transporting on a public road or highway, use accessory lights and devices for the adequate warning to operators of other vehicles. Check local governmental regulations. Various safety devices are available from your John Deere dealer. Keep safety items in good condition. Replace missing 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 pedal locking bar (A). Avoid hard applications of brakes. Reduce speed if towed load weighs more than the tractor and is not equipped with brakes.



For 5050E, 5058E, 5067E, and 5075E IOOS Tractors

A—Brake Pedal Locking Bar

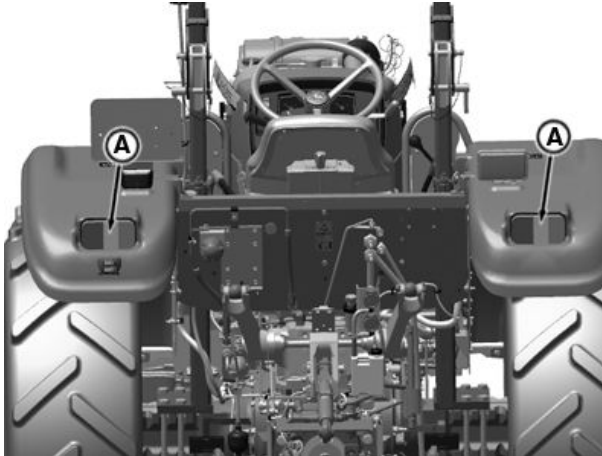
Use additional caution when transporting towed loads under adverse surface conditions and when turning or braking on inclines. Be sure that wheel tread is adjusted wide to provide maximum stability.

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

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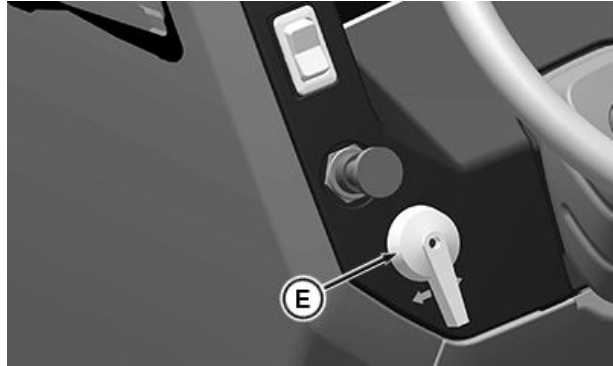
ZY5AXG6,0000BFF -19-29DEC21-1/4

PY41827—UN—07AUG17



For 5050E, 5058E, 5067E, and 5075E IOOS Tractors

APY64174 —UN—28DEC21



For 5050E, 5058E, 5067E, and 5075E IOOS Tractors

PY41830 —UN—07AUG17

4. Check local laws and regulations for lighting requirements. Be sure Slow Moving Vehicle (SMV) emblem 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)

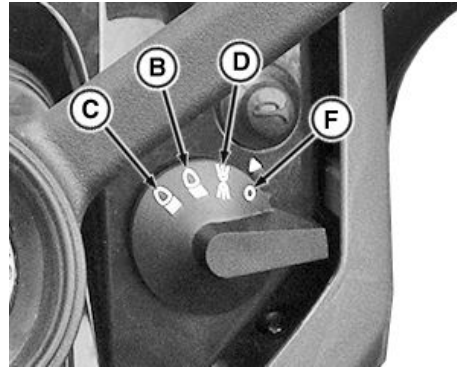
A seven-terminal outlet at rear of tractor supplies power to warning lights on towed or rear-mounted equipment. (See description of the outlet in Lights section.)

5. **EH 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 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 the parking lights (D).

Always turn the light switch to the low beam headlights (B) when meeting another vehicle. Never use any other light which could blind or confuse other drivers.

9. Use turn signal when turning. Be sure to return lever (E) to center position after turning.



A—Reflex Reflector
B—Low Beam Headlights
C—High Beam Headlights

D—Parking Lights
E—Turn Signal Lever
F—Lights Off

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.

PY41842 —UN—07AUG17

Continued on next page

ZY5AXG6,0000BFF -19-29DEC21-2/4

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.

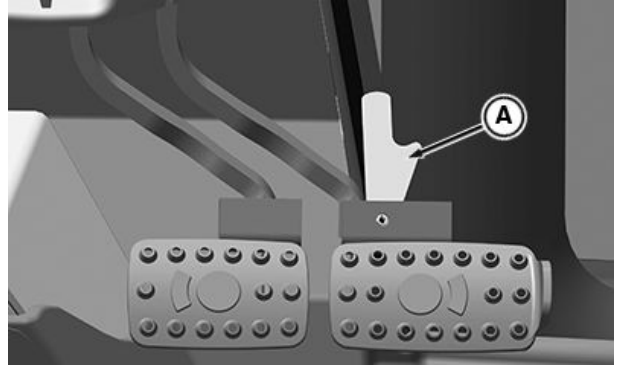
Observe the following precautions when driving tractor on roads:

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.



For 5058E, 5067E and 5075E Cab Tractors

A—Brake Pedal Locking Bar

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

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.

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ZY5AXG6,0000BFF -19-29DEC21-3/4

PY41824—UN—07AUG17

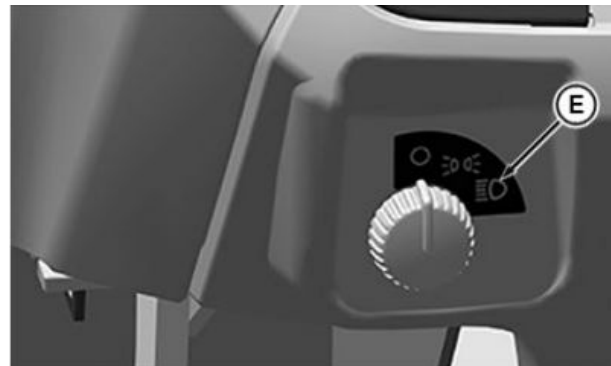
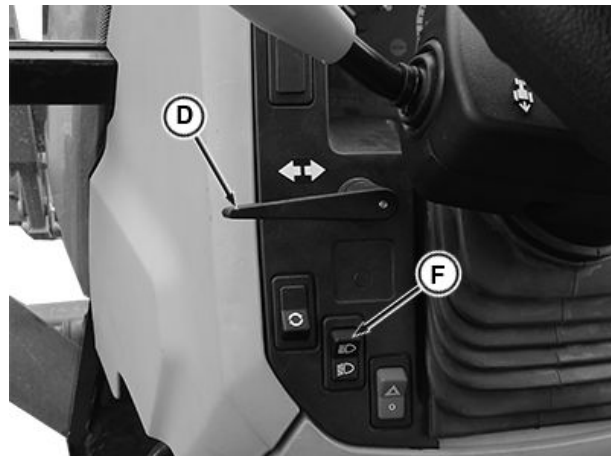
5. Check local laws and regulations for lighting requirements. Clean Slow Moving Vehicle (SMV) emblem (A), warning lights (B), and tail/warning lights (C). If towed or rear-mounted equipment obstructs view of safety devices, install SMV emblem and warning lights on equipment. (See your John Deere dealer.)

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. **EH 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 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 headlight position (E).
11. Move switch (F) to low beam position (down) when meeting another vehicle. Never use floodlights or any other 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
B—Warning Lights
C—Tail/Warning Lights

D—Turn Signal Lever
E—Headlight Position
F—High/Low Beam Switch



APY41805 —UN—08FEB21

PY29275 —UN—20SEP16

PY41932 —UN—29AUG17

ZY5AXG6,0000BFF -19-29DEC21-4/4

Using Emergency Exit (Cab)

Rear window opening provides a large exit path if the cab door(s) or sides of cab are blocked in an emergency situation.



PY16154 —UN—25JUN12

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

Use Caution on Hillsides

IOOS: 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.

SK35149,00003B1 -19-10JUL14-1/1

Operating PowrReverser™ Transmission (If Equipped)

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 twelve reverse speeds are available when using range and gear shift 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.

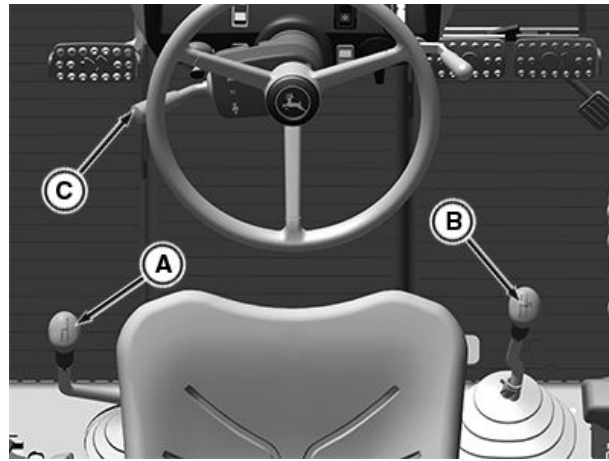
The clutch pedal must be FULLY depressed in order to make a gear (speed) shift. If the clutch pedal is not fully depressed, the shift lever can not be moved beyond neutral. Should this occur, depress the clutch pedal further. If the clutch pedal free travel is out of specification, see your John Deere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

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

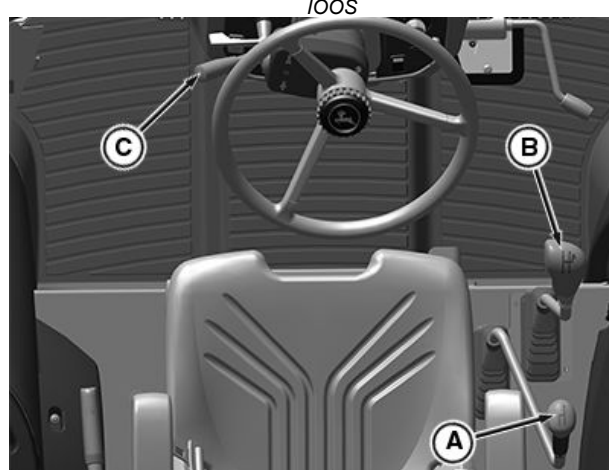
FNR lever: With tractor stopped, select desired travel direction (forward or reverse). Travel direction change can be done without depressing the clutch pedal.

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.



PY33081 —UN—24OCT16



PY33082 —UN—07DEC16

A—Range Shift Lever
B—Gear Shift Lever

C—FNR Lever

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

NM61126,00002FF -19-27OCT16-1/1

Operating SyncShuttle Transmission

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

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

- Nine forward speeds are available when using range and gear shift 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 can not 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.

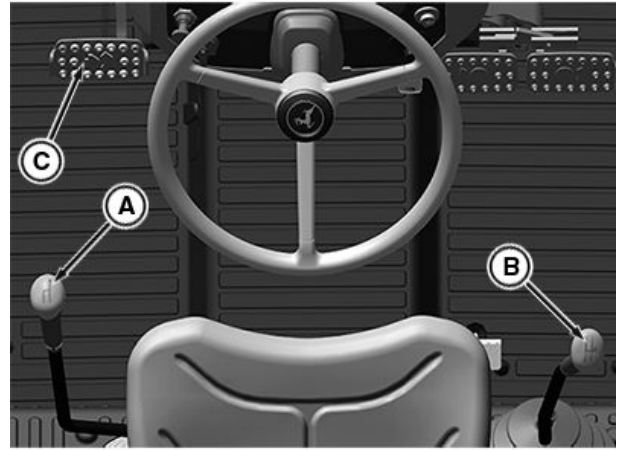
To prevent unnecessary clutch wear, never "ride" the clutch by resting foot on the pedal.

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

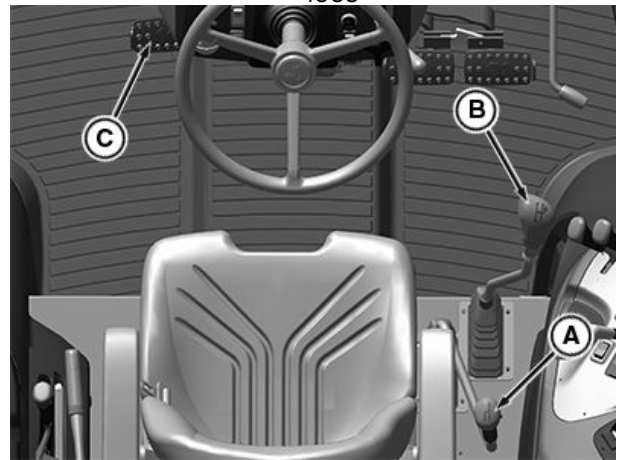
1. After the tractor has stopped, lower engine rpm to idle speed.
2. Depress clutch pedal FULLY.
3. Select desired speed range (A, B, C).
4. Slowly release clutch pedal to gradually take up load.
5. Increase engine speed once shift is completed.

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

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



100S



CAB

A—Range Shift Lever
B—Gear Shift Lever

C—Clutch Pedal

2. Select desired speed (1, 2, 3, R).
3. Slowly release clutch pedal to gradually take up load.

NM61126,0000300 -19-21OCT16-1/1

PY33083 —UN—24OCT16

PY33084 —UN—24OCT16

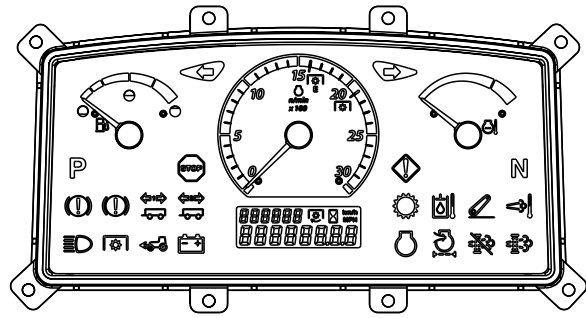
Selecting a Gear

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 1400 rpm and 2100 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.



5050E, 5058E, 5067E and 5075E Only

VP27597,0001910 -19-08MAR21-1/1

PY31558—UN—28SEP16

Using Brakes

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

Use individual brakes to assist in making sharp turns. Disengage brake pedal locking bar (A) and depress only one brake pedal.

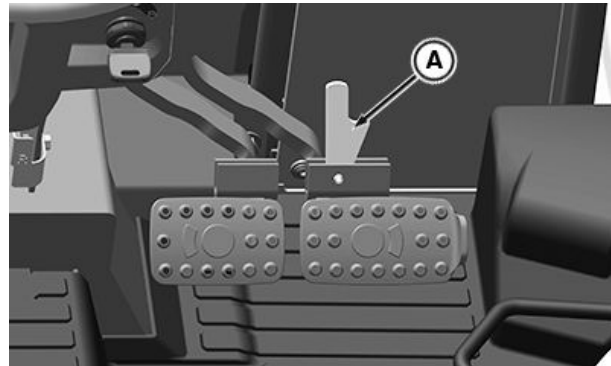
To stop tractor, depress both brake pedals.

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

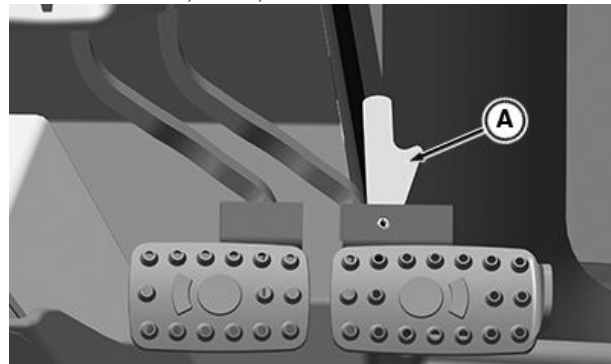
Reduce speed if towed load is not equipped with brakes and weighs more than the tractor. Avoid hard braking applications. Consult implement operator's manual for recommended transport speeds.

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

A—Brake Pedal Locking Bar



For 5050E, 5058E, 5067E and 5075E IOOS Tractors



For 5058E, 5067E and 5075E Cab Tractors

VP27597,00018E3 -19-22FEB21-1/1

PY41827—UN—07AUG17

PY41824—UN—07AUG17

Use Differential Lock



IOOS, 5050E, 5058E, 5067E and 5075E

A—Differential Lock Pedal



CAB, 5058E, 5067E and 5075E

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 disengages itself by spring action. If lock does not disengage, depress one brake pedal and then the other.

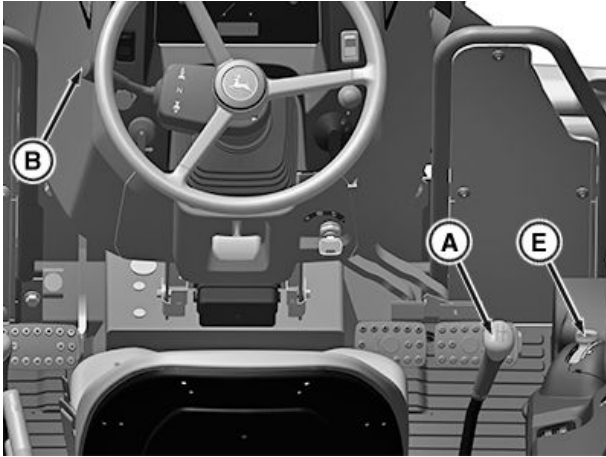
If tires repeatedly slip, then get traction, and then slip again, hold pedal in the engaged position.

VP27597.00018E4 -19-22FEB21-1/1

PY33086—UN—22OCT16

PY33087—UN—22OCT16

Stopping Tractor (PowrReverser™ Transmission)



5058E, 5067E and 5075E IOOS

PY29270 —UN—24OCT16



5058E, 5067E and 5075E IOOS

PY41933 —UN—29AUG17

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.

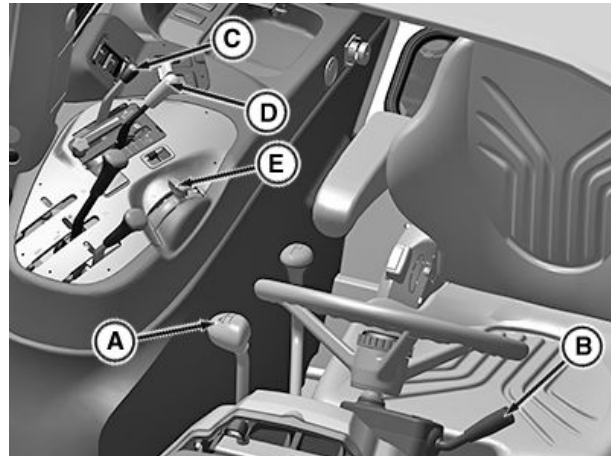
IMPORTANT: Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.

3. Pull hand throttle (E) down to low idle position. Allow engine to idle for 1—2 minutes.

IMPORTANT: Location of the Position Control Lever (D) and Draft Control Lever (C) are interchanged in Cab as compared to IOOS.

4. Lower all equipment to ground using position control lever (C and D).
5. Put all SCV levers in NEUTRAL.
6. Disengage PTO.

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



5058E, 5067E and 5075E Cab

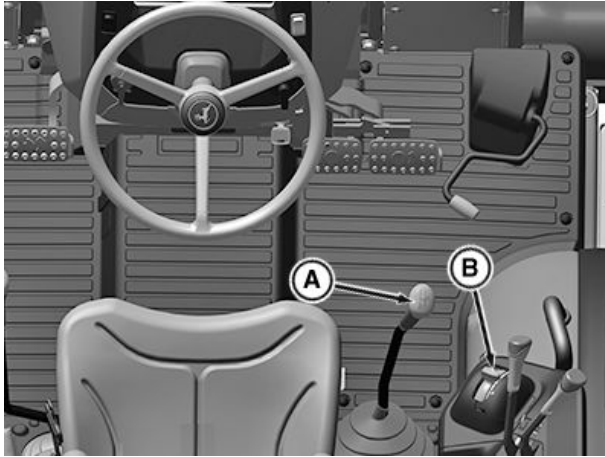
PY32036 —UN—07DEC16

A—Gear Shift Lever
B—PowrReverser™ Lever
C—Draft Control Lever
D—Position Control Lever
E—Hand Throttle

7. Turn key to STOP position and remove from switch.

VP27597,00018E5 -19-22FEB21-1/1

Stopping Tractor (SyncShuttle Transmission)



5050E, 5058E, 5067E and 5075E IOOS

PY29267 —UN—25NOV16



5050E, 5058E, 5067E and 5075E IOOS

PY41934 —UN—29AUG17

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.

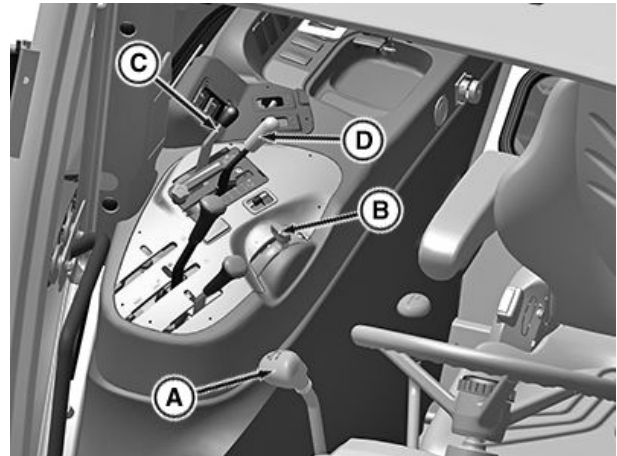
IMPORTANT: Cooling of the certain engine parts is provided by engine oil. Stopping a hot engine suddenly could cause damage to these parts by overheating or lack of lubrication.

3. Pull hand throttle (B) down to low idle position. Allow engine to idle for 1—2 minutes.

IMPORTANT: Location of the Position Control Lever (D) and Draft Control Lever (C) are interchanged in Cab as compared to IOOS.

4. Lower all equipment to ground using position control lever (C and D).
5. Put all SCV levers in NEUTRAL.
6. Disengage PTO.

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



5058E, 5067E and 5075E Cab

A—Gear Shift Lever
B—Hand Throttle

C—Draft Control Lever
D—Position Control Lever

7. Turn key to STOP position and remove from switch.

PY32038 —UN—25OCT16

VP27597.00018E6 -19-22FEB21-1/1

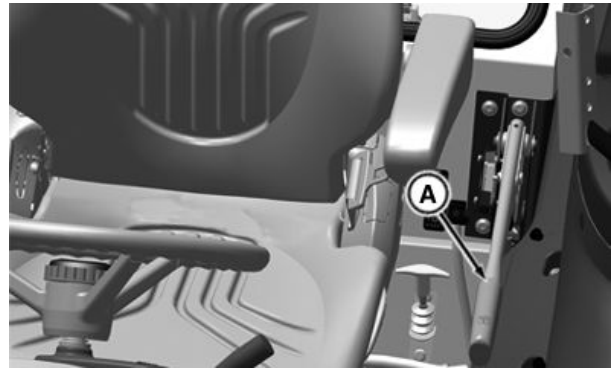
Secondary Brake System

In the event of service brake failure, the secondary brake system can be used to brake the tractor. To do this, pull lever (A) up to obtain a braking effect.

IMPORTANT: The secondary brake system operates only when the engine and hydraulic system are running.

The secondary brake system is NOT suitable for use as a parking brake. Park pawl must be engaged when the tractor is parked.

When Parking, the trailer park brake will get automatically actuated when park pawl is applied (If override button not actuated).



PY37294 —UN—24JAN17

A—Secondary Brake Lever

HY01057,00000DE -19-25JAN17-1/1

Loader Operation Speed Limit

CAUTION: 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).

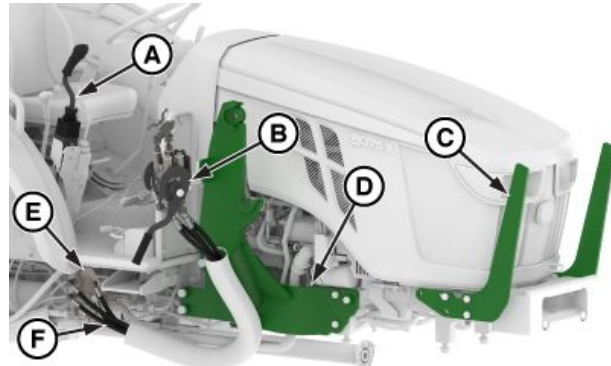
Reduce speed as required to ensure good tractor and loader stability.

NM61126,000032B -19-20SEP16-1/1

Loader Component (If Equipped)

A—Joystick
B—Multicoupler
C—Hood Guard

D—Loader Mounting Frame
E—Mid-Mount SCV Valve
F—Hydraulic Hoses

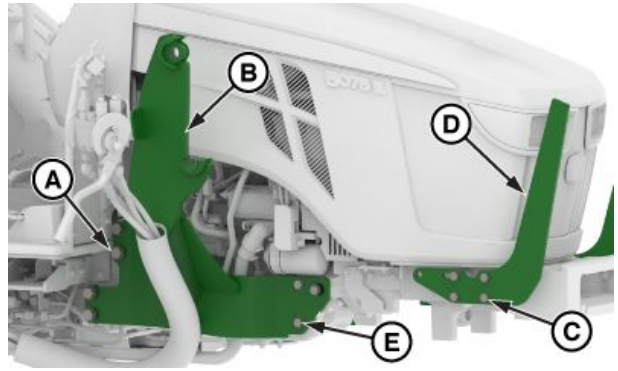


APY94764 —UN—17OCT24

vynptis,1729055485991 -19-17DEC24-1/1

Loader Fixation Points (If Equipped)

To attach loader to the tractor loader brackets are mounted on tractor at various points as shown.



APY94763—UN—17OCT24

- A—Loader Mounting Frame Cap Screw (8 used)
- B—Loader Bracket
- C—Hood Guard Mounting Cap Screw (6 used)
- D—Hood Guard
- E—Loader Bracket Mounting Cap Screw (6 used)

Item	Measurement	Specification
Loader Bracket Mounting Cap Screw (A)	Torque	580 N·m (427.78 lb-ft)
Loader Bracket Mounting Cap Screw (E)	Torque	265 N·m (195.45 lb-ft)
Hood Guard Mounting Cap Screw (C)	Torque	320 N·m (236 lb-ft)

vynptis,1729001751310 -19-17DEC24-1/1

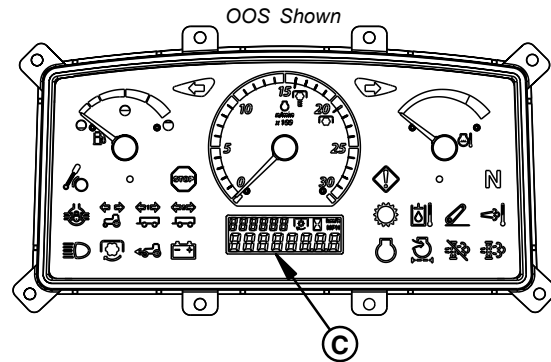
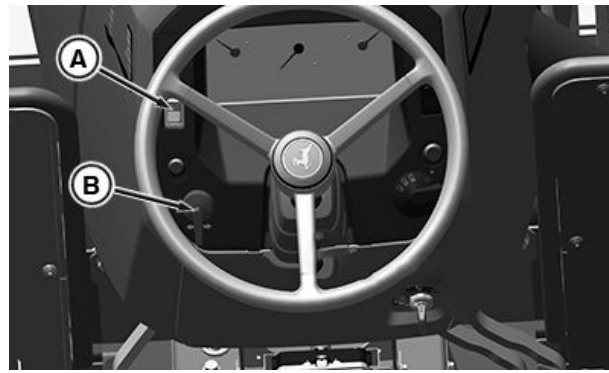
Come-Home Mode

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.



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.

APY33269 —UN—01 APR20

APY35461 —UN—18 APR20

LGCKF7U,0000563 -19-17MAY20-1/1

Rockshaft and 3-Point Hitch

Match Tractor Power to Implement

IMPORTANT: Tractor power should be matched to the size of certain implements. Excessive power can damage an implement, and too

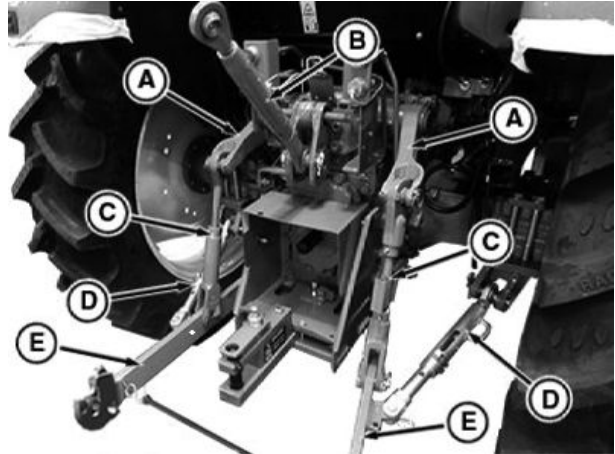
large an implement can damage the tractor. (Refer to your implement operator's manual for minimum and maximum power requirements before attaching an implement.)

PU00210,0000267 -19-14JUL06-1/1

3-Point Hitch Components

A—Lift Arms
B—Center Link
C—Lift Links

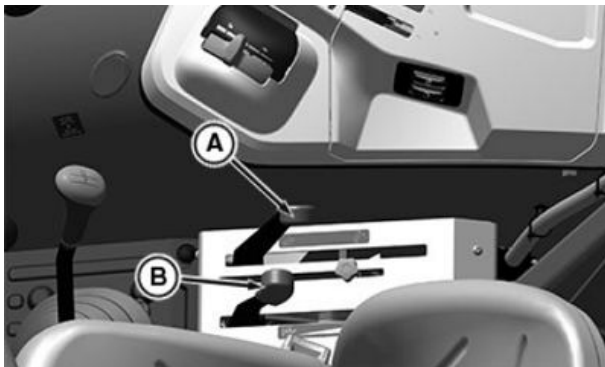
D—Stabilizer Bars
E—Draft links (Hook Type)



APY41830 —UN—09MAR21

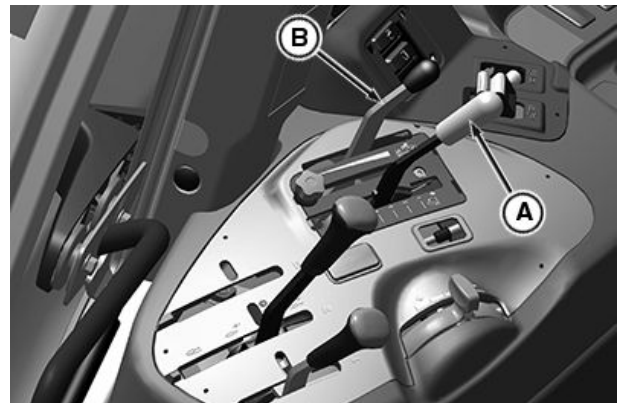
WKJQUWJ,00009B1 -19-26APR21-1/1

Rockshaft Control Levers



Control levers for IOOS, 5050E, 5058E, 5067E and 5075E

PY41935 —UN—29AUG17



Control levers for CAB, 5058E, 5067E and 5075E

PY33022 —UN—18OCT16

A—Position Control Lever

B—Draft Control Lever

IMPORTANT: Location of the Position Control Lever (A) and Draft Control Lever (B) are interchanged in Cab as compared to IOOS.

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.)

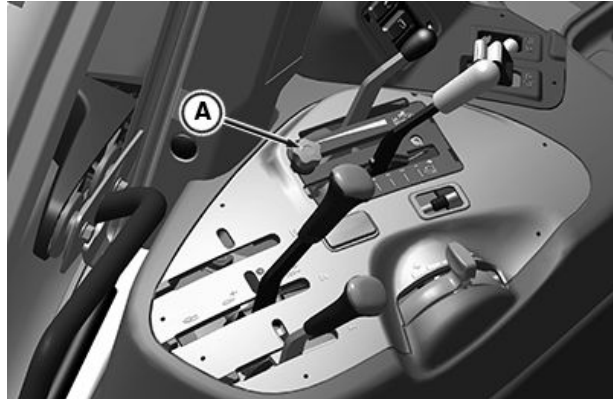
VP27597,00018E7 -19-22FEB21-1/1

Setting Position Control Lever Stop



Control levers for IOOS, 5050E, 5058E, 5067E and 5075E

PY41936 —UN—29AUG17



Control levers for CAB, 5058E, 5067E and 5075E

PY33028 —UN—18OCT16

A—Lever Stop

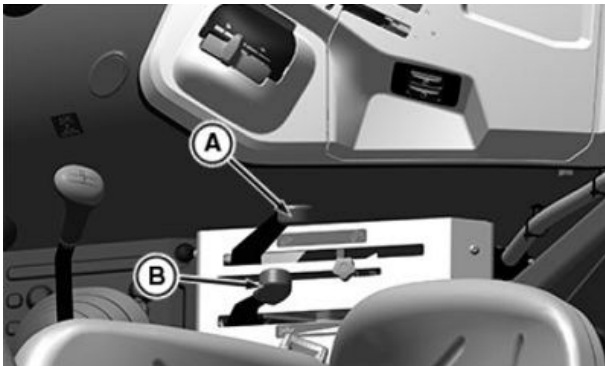
NOTE: Position control lever stop is used when operating depth or height needs to be repeated often.

1. Operate implement for a few minutes to determine proper depth or height.
2. Loosen lever stop (A), and slide against the 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.

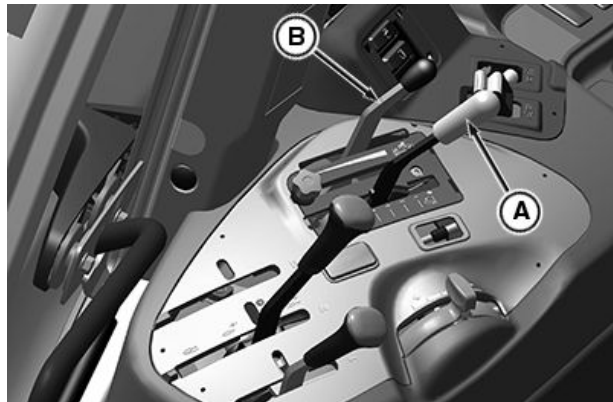
VP27597,00018E8 -19-22FEB21-1/1

Using Rockshaft Position Control



Control levers for IOOS, 5050E, 5058E, 5067E and 5075E

PY41937 —UN—29AUG17



Control levers for CAB, 5058E, 5067E and 5075E

PY33022 —UN—18OCT16

A—Position Control Lever

B—Draft Control Lever

Continued on next page

VP27597,00018E9 -19-22FEB21-1/2

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

IMPORTANT: Location of the Position Control Lever (A) and Draft Control Lever (B) are interchanged in Cab as compared to IOOS.

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

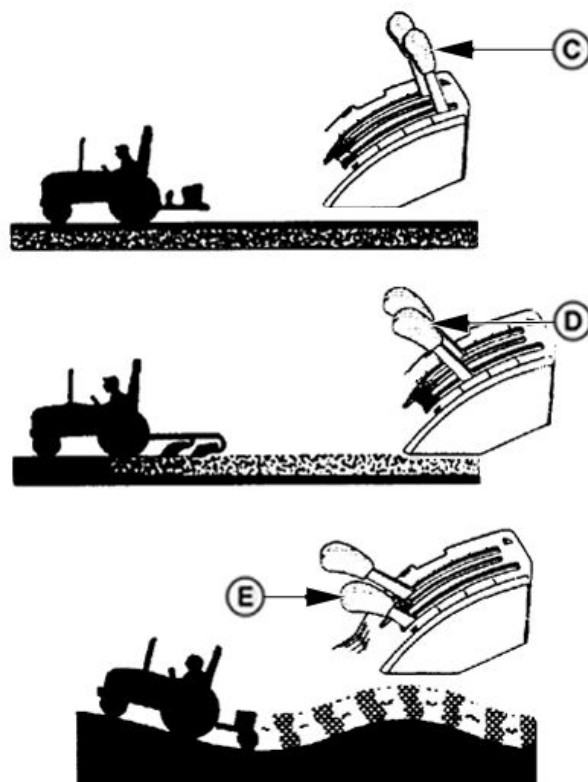
Use position control lever (A) to control hitch movement and depth. Position control should be used for the following applications:

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 the implement float. (See ADJUSTING IMPLEMENT FLOAT in this section.)



Rockshaft position control

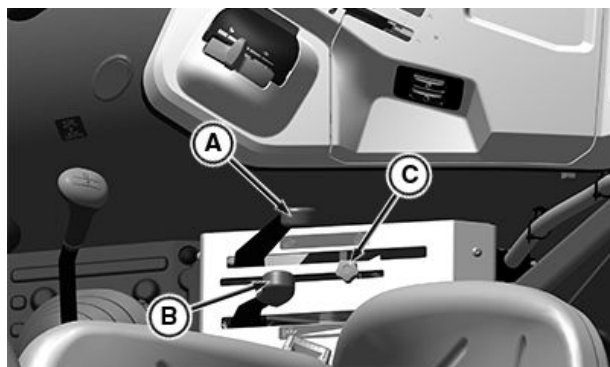
C—Position Control Lever In Rearward Position
D—Position Control Lever In Desired Depth Position

E—Position Control Lever And Draft Control Lever In Float Position

VP27597.00018E9 -19-22FEB21-2/2

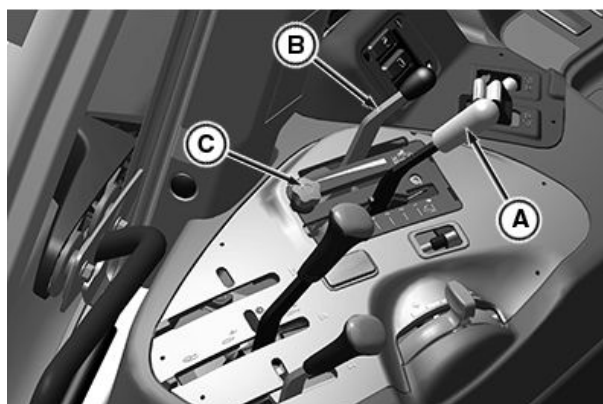
PY18781 — UN—17SEP13

Use Draft Control



Control levers for IOOS, 5050E, 5058E, 5067E and 5075E

PY41938 —UN—29AUG17



Control levers for CAB, 5058E, 5067E and 5075E

PY33032 —UN—18OCT16

A—Position Control Lever

B—Draft Control Lever

C—Position Control Lever Stop

IMPORTANT: Location of the Position Control Lever (A) and Draft Control Lever (B) are interchanged in Cab as compared to IOOS.

The hitch is equipped with the variable draft control system.

Use draft load sensing when:

- Operating with a fully mounted implement in hill and swale terrain. The implement raises 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. When the lever is moved all the way down, there is no draft sensing. Pulling the lever up reduces the amount of draft load required to override the position set by lever (A) and to raise the hitch.

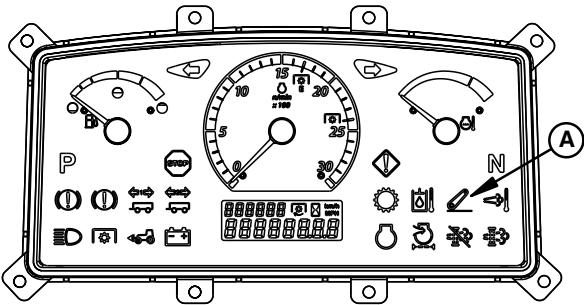
Draft sensitivity ranges can be changed by repositioning the center link. (See Position Center Link, in this section, for additional information.)

For draft load sensing operation:

- Initially place position control lever (A) in its fully rearward position and the draft control lever (B) in the fully forward (least draft) position.
- With tractor moving, pull position control lever (A) backward to set implement operating depth. Set position control lever stop (C) so control lever can be brought back to the same exact position. When the tractor begins to slip, pull draft control lever (B) upward until desired draft sensing level is obtained.
- Position control lever (A) can also be raised slightly to override the draft control setting to help get through slippery spots without getting stuck.
- Position control lever (A) can be moved fully rearward to raise the hitch at the end of the field.

VP27597,00018EA -19-22FEB21-1/1

Quick Raise and Lower System Indicator (If Equipped)



Quick Raise and Lower Indicator

A—Quick Raise and Lower Indicator

Indicator (A) warns of a malfunction in the Quick raise and lower system. (See your John Deere dealer.)

QRL Error Indication: This will provide the input to Instrument Cluster to indicate errors in the QRL system. The different errors will be indicated through this single tell tale indicator as defined below:

NOTE: Blink patterns are considered in percentage calculations for 1 second time. Indicator blinks in amber color.

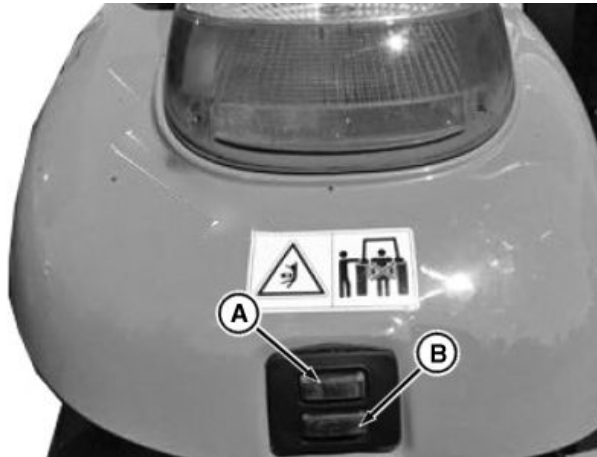
Any saviour error/Motor short/Motor not rotating	Continuous ON
Switch faulty (switch short/ switch open)	Blink with 50% duty cycle (Flash rate 2 blinks/sec)
Switch/Motor not connected	Blink with duty cycle 30% ON & 70% OFF (Flash rate 2 blinks/sec)
Motor Overcurrent	Blink with 50% duty cycle (Flash rate 5 blinks/sec)

NM61126,0000316 -19-14SEP16-1/1

PY29248 —UN—14SEP16

Operate Electronic Quick Raise and Lower Switch

CAUTION: Avoid possible injury or death from tractor movement. Put transmission in **PARK** before using external raise and lower



Left Rear Fender Side Cab, 5058E, 5067E, and 5075E

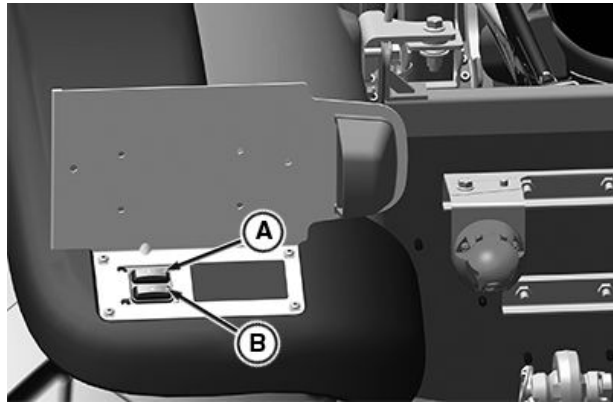
A—Rear Hitch Raise Switch
B—Rear Hitch Lower Switch

C—Position Control Lever

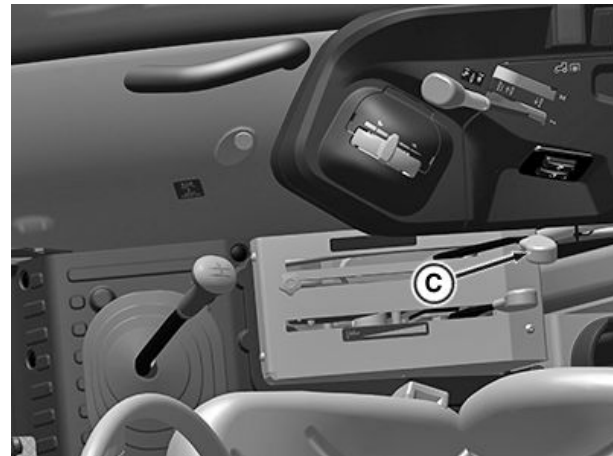
switches. Stay clear of rotating drive lines and interference points.

Hitch Remote Control (Rear Left Fender)

Press the EQRL switch to move the rear hitch.



Left Rear Fender Side, 100S, 5050E, 5058E, 5067E, and 5075E



Control lever for 100S, 5050E, 5058E, 5067E, and 5075E

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VP27597,00018ED -19-22FEB21-1/3

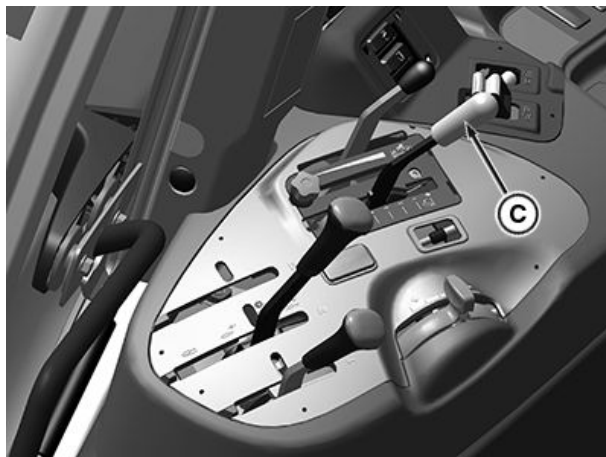
IMPORTANT: Location of the Position Control Lever (C) is interchanged in Cab as compared to IOOS.

- Hitch is raised when raise switch (A) is pressed.
- Hitch is lowered when lower switch (B) is pressed.
- Switch can be pressed any number of times till the desired full raise/lower position is attained.

NOTE: External position control (fender mounted) raises or lowers rear hitch at a slower rate and ignores height/depth settings.

IMPORTANT: Once the rear hitch control switch is activated, do not operate hitch through the position control lever (C) at same time.

C—Position Control Lever



Control lever for Cab, 5058E, 5067E, and 5075E

VP27597,00018ED -19-22FEB21-2/3

PY33039 —UN—18OCT16

Hitch Remote Control (Front Right Fender)



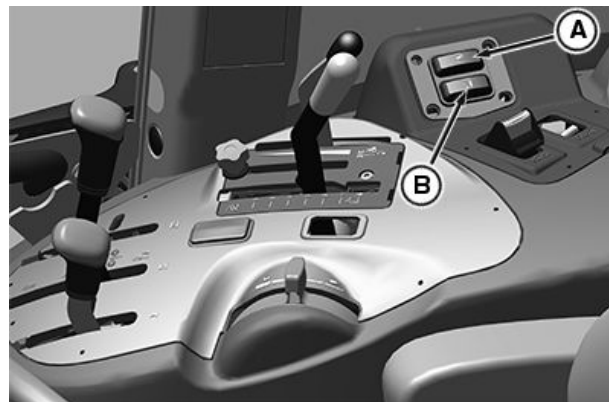
IOOS, 5050E, 5058E, 5067E, and 5075E

A—Quick Raise Switch

B—Quick Lower Switch

Switch ON the ignition and wait for the beep from the instrument cluster. Check for any blink codes for the EQRL system in the instrument cluster. If no blink codes present start the engine. Press quick raise switch (A) once to raise the rear hitch and press the quick lower switch (B) once to lower the rear hitch completely or to the level set by position control lever. Hitch lift limit by switch (A) can be adjusted manually to 50%, 75%, or 95% of full lift achieved by position control lever.

IMPORTANT: Never press and hold the EQRL switch once raise/lower operation is started.



CAB, 5058E, 5067E, and 5075E

Never press the EQRL switch more that 3 times once raise/lower operation is started.

NOTE: The system goes in Safe Mode with blink code appearing in the instrument cluster, if any abnormal operation of EQRL Switch is detected and EQRL switch operation stops. The system will be operational only in the next ignition cycle if there is no blink codes.

VP27597,00018ED -19-22FEB21-3/3

PY33043 —UN—18OCT16

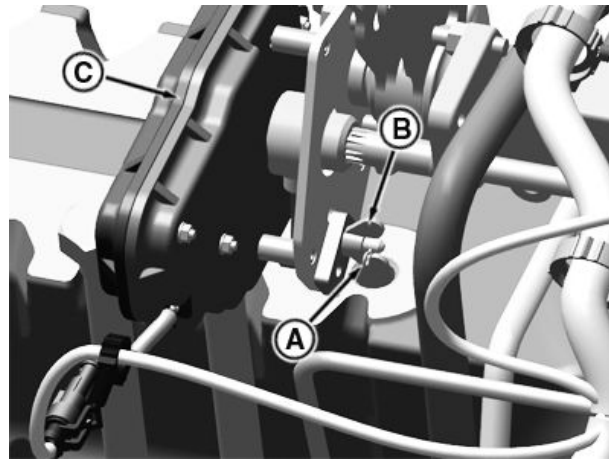
PY40467 —UN—12JUN17

Hitch Limit Adjustment for EQRL (If Equipped)

IMPORTANT: 3-point linkage height setting or change percentage of lift can be done when 3-point linkage is at down position. If it is not at the down position press quick lower switch to bring 3-point linkage to down position and then start changing lift height setting.

NOTE: This adjustment is applicable for quick raise switch. Hitch lift height by position control lever remains unaltered.

1. Rear hitch lift height can be adjusted to a total of 50%, 75%, or 95% of total lift height depending upon the operational requirements.
2. Remove split pin (A).
3. Remove wing nut (B).



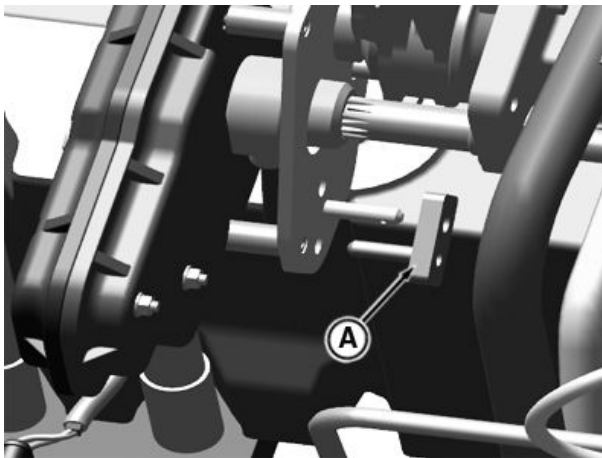
EQRL Adjustment

A—Split Pin
B—Wing Nut

C—EQRL Motor

zy5axg6,1658141285479 -19-18JUL22-1/3

APY70507 —UN—18JUL22



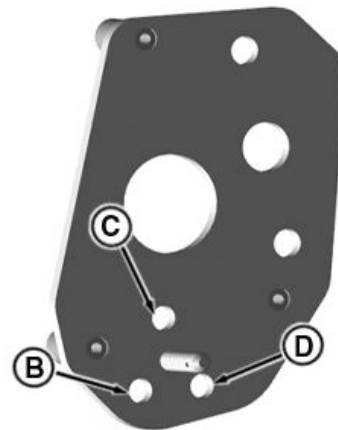
Lock Pin

A—Lock Pin
B—50% of Height Limit

C—75% of Height Limit

D—95% of Height Limit

4. Remove lock pin (A) and insert it at the required height range hole.
5. Put lock pin (A) in the hole (B) for 50% lift height of the hitch.
6. Put lock pin (A) in the hole (C) for 75% lift height of the hitch.
7. Put lock pin (A) in the hole (D) for 95% lift height of the hitch.



Stopper Plate

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zy5axg6,1658141285479 -19-18JUL22-2/3

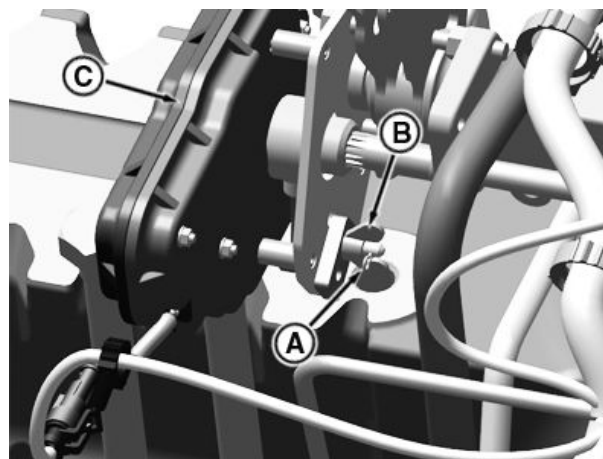
APY70508 —UN—18JUL22

APY70509 —UN—19JUL22

8. Install wing nut (B) and split pin (A).

A—Split Pin
B—Wing Nut

C—EQRL Motor

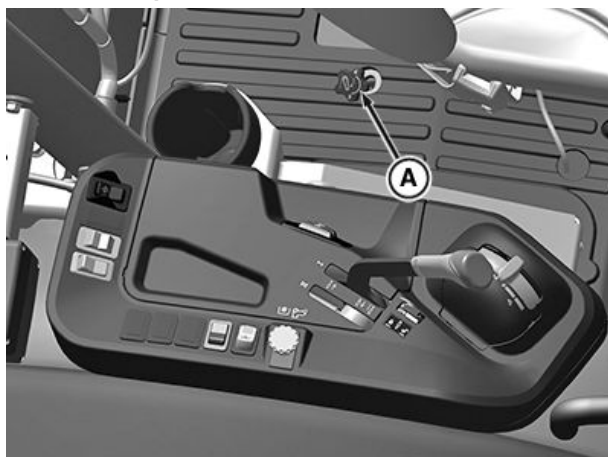


APY70507 —UN—18JUL22

zy5axg6,1658141285479 -19-18JUL22-3/3

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.



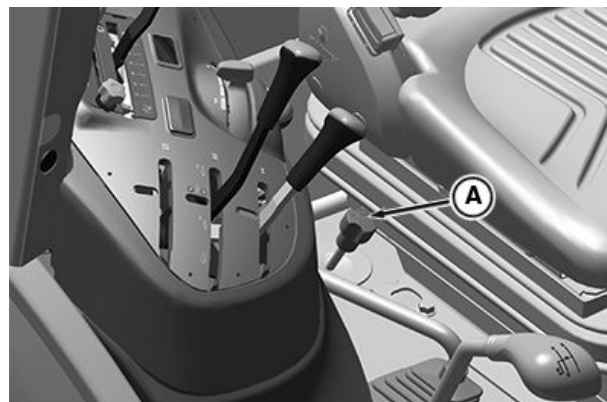
IOOS, 5050E, 5058E, 5067E and 5075E

A—Rate-Of-Drop Knob/
Implement Lock

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 the rate-of-drop.



CAB, 5058E, 5067E and 5075E

PY40468 —UN—12JUN17

PY33045 —UN—18OCT16

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

VP27597,00018EB -19-22FEB21-1/1

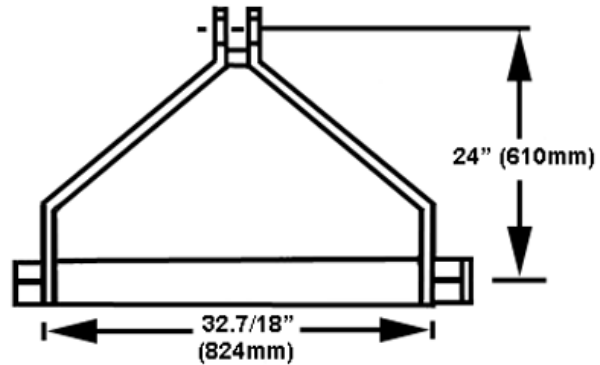
Prepare Implement

IMPORTANT: When attaching Category I implements to the tractor, sway chain / sway bar may 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 chart below to identify implement category.

Category II implements should 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
II	610+/-1.5 mm (24 in.)	825 mm (32-7/16 in.)	28 mm (1-1/8 in.)	25.5 mm (1 in.)



Category II

PY39896 —UN—28MAR17

HY01057,0000129 -19-01AUG17-1/1

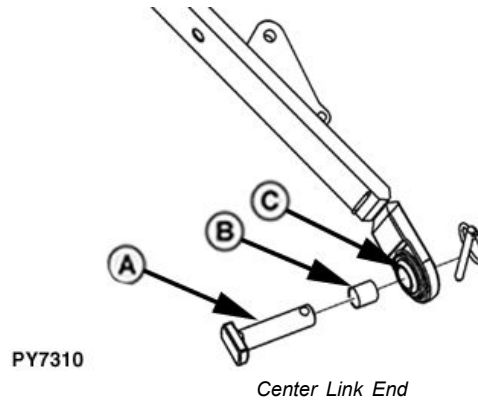
Convert Category II Hitch to Category I (If Equipped)

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 reducer bushing (B) in center link end. Smaller implement mast pin (A) is also needed when bushing is installed.
2. Rotate balls (C) in draft link ends to fit over implement pins.

See your John Deere dealer for parts.



PY7310

Center Link End

A—Mast Pin
B—Center Link Bushing

C—Draft Link Balls

PY7310 —UN—29JUN07

NM61126,0000340 -19-20OCT16-1/1

Position Center Link

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

Standard position is (C).

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

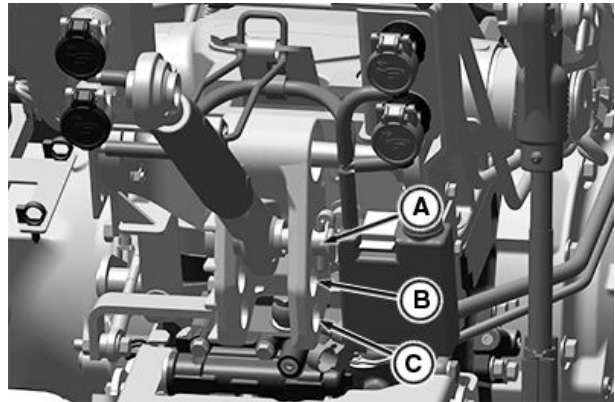
- Excessive hitch activity or hunting occurs in draft control operation.
- The rear of the implement raises too much when lifted. The implement weight which can be lifted is reduced slightly with the center link attachment in the lower holes.
- The draft control lever range is too small.

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.

NOTE: Implements with Category I mast height 457 mm (18 in.) will normally use the upper two



A—Upper Hole
B—Middle Hole

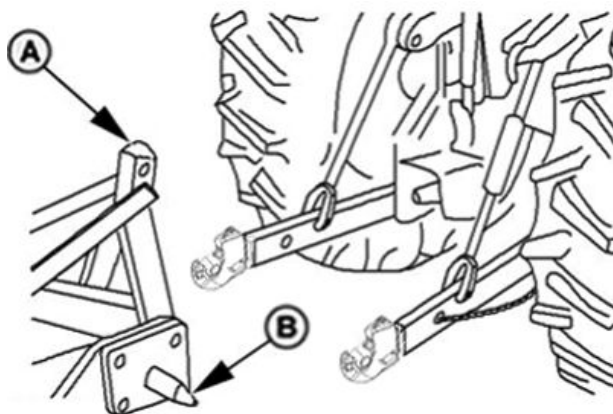
C—Lower Hole

attaching holes. Implements with Category II mast height 610 mm (24 in.) will normally use the upper two attaching holes.

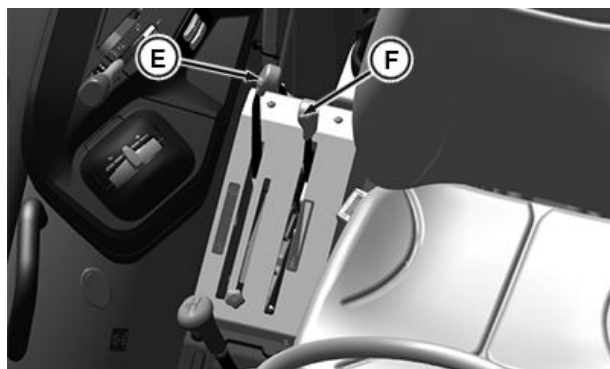
PY33077—UN—01DEC16

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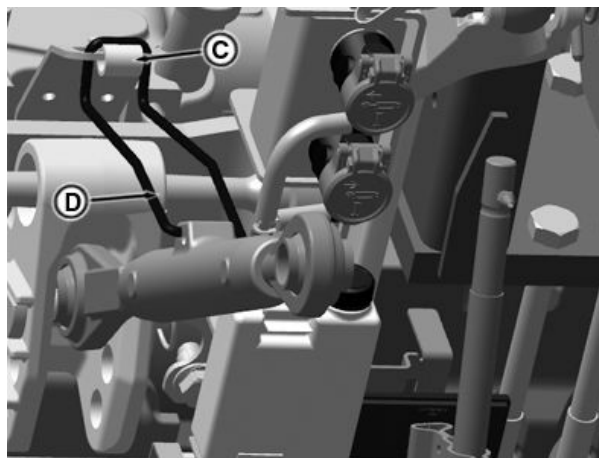
Attach Implements to 3-Point Hitch



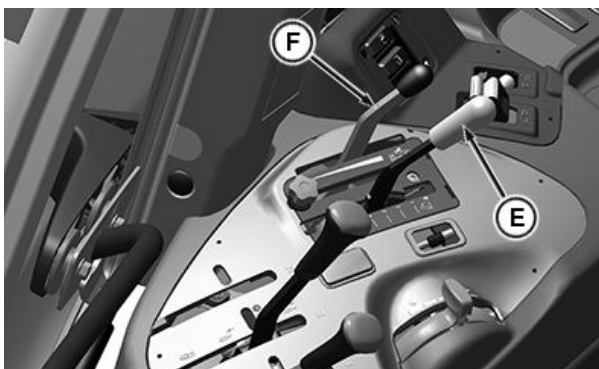
Align Hitch Points



Control levers for IOOS, 5050E, 5058E, 5067E, and 5075E



Locking Tap and Clip



Control levers for CAB, 5058E, 5067E, and 5075E

A—Implement
B—Implement Hitch Pins

C—Tab
D—Center Link Locking Clip

E—Position Control Lever
F—Draft Control Lever

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

CAUTION: Prevent unexpected movement of hitch by placing draft sensing lever in the forward or OFF position before attaching implement to hitch.

2. Back tractor up to implement (A) so hitch points align. Place transmission in neutral (N), stop the engine and apply secondary brakes BEFORE leaving the tractor seat. And place transmission in park position.

IMPORTANT: Be sure to stop the engine and engage park brake before entering the area between tractor and implement.

3. Slip draft links over implement hitch pins (B), and retain with quick-lock pins.

NOTE: Quick-lock pins can be stored on draft links (through-holes in the sway chain/sway bar ears) when not in use. Hitch Point alignment can be done also by Rear Fender Switch.

4. To remove the center link from the transport hook, lift center link locking clip (D), and rotate the tab (C) to rear of the center link clip.
5. Attach center link to implement top mast.
6. Adjust center link and lift links as necessary. (See Leveling Hitch, in this section.)

CAUTION: To avoid the 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.

IMPORTANT: Location of the Position Control Lever (E) and Draft Control Lever (F) are interchanged in Cab as compared to IOOS.

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

Continued on next page

ZY5AXG6,0000C03 -19-29DEC21-1/2

Adjust Hitch Side Sway

The stabilizer bar can be used to adjust the draft links to Category I (bar length 444 mm; 17.5 in.) or Category II (bar length 425 mm; 16.7 in.). Do this by turning adjuster (A) until its end is level with the groove in threaded rod (B).

When properly adjusted for Category I, the shorter slot is uppermost. For Category II, the longer slot is uppermost.

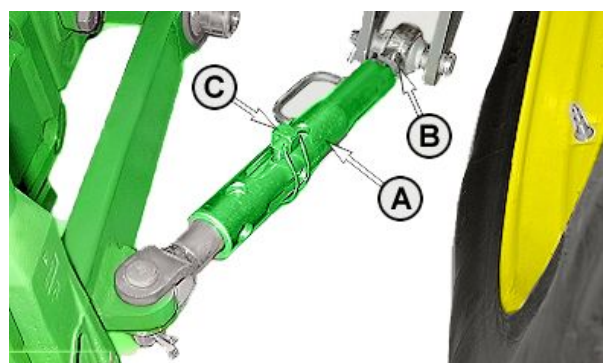
Pin (C) can be used to fix the draft link or to set it for lateral sway.

Even in position 1 (as shown), the draft links can sway to a slight extent. If special circumstances require even this sway to be eliminated, install pin (C) behind the end of rod (D) and turn the adjuster until the draft links are rigid.

- Position 1 = fixed (no lateral sway)
- Position 2 = lateral sway

A—Adjuster
B—Threaded Rod

C—Pin
D—Rod



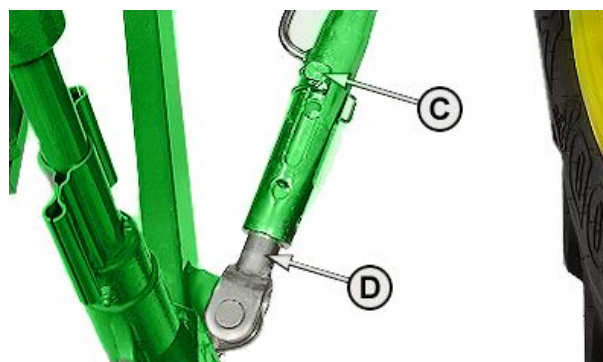
Stabilizer Bar



Position 1



Position 2



SV86979,000009D -19-03SEP12-1/1

LX1031675 —UN—22MAR24

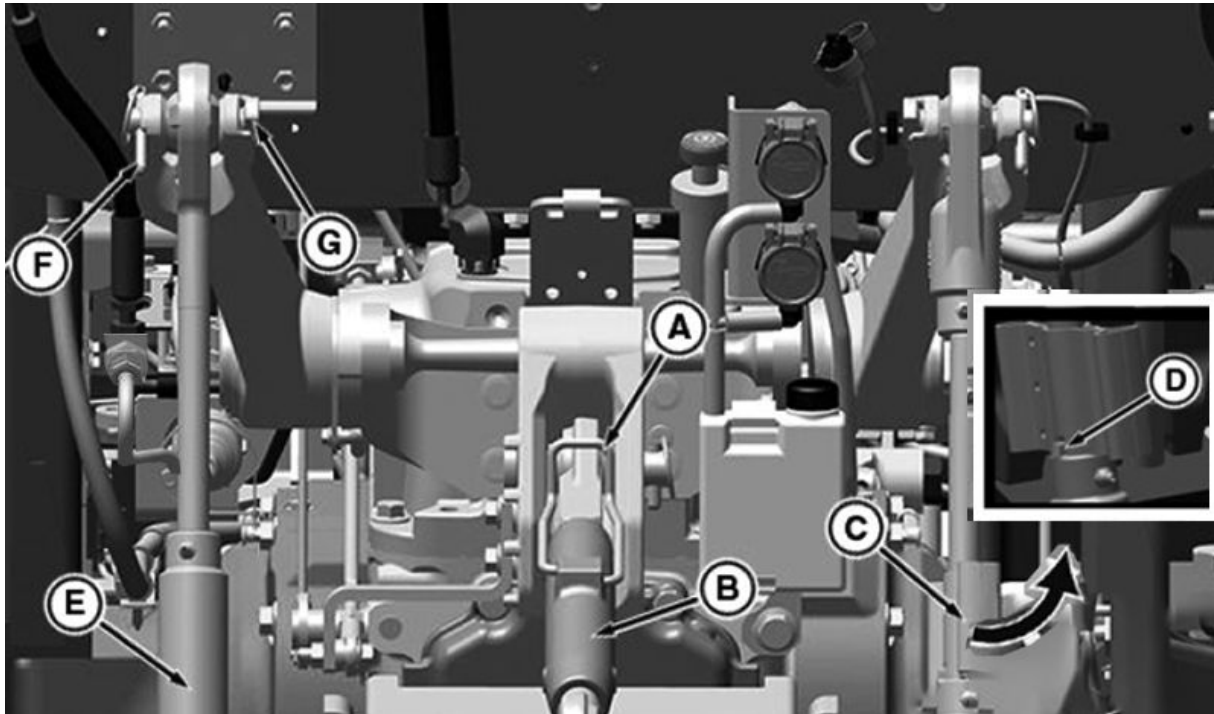
LX1031676 —UN—22MAR24

LX1031677

LX1031677 —UN—19FEB03

LX1033523 —UN—22MAR24

Leveling Hitch



3-Point Hitch Components

A—Locking Clip	C—Locking Handle	F—Pin
B—Center Link Body	D—Slot	G—Locking Pin
E—Left-Hand Lift Link		

1. Lower implement to take the 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 the 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 the 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 the change of adjustment during operation.

4. The left-hand lift link (E) is also adjustable in length to accommodate different tire sizes.

To change the left-hand lift link length, remove the upper lift link locking pin (G), pin (F) 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.

ZY5AXG6,0000C0A -19-29DEC21-1/1

APY64190—UN—29DEC21

Adjust Lateral Float

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

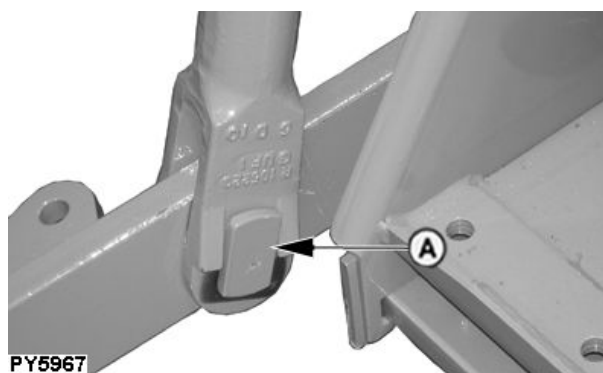
To hold implement in rigid position, place head of float pin and rectangular washer in horizontal position (B).

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 may cause the implement to twist in relation to the tractor.

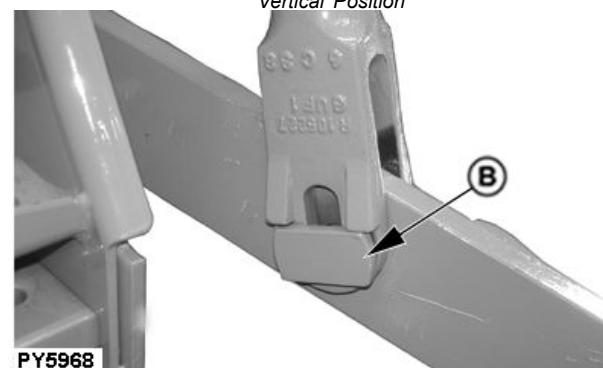
Use the rigid position for implements such as plows and ground engaging implements that should not twist.

A—Pin in Vertical Position

B—Pin in Horizontal Position



Vertical Position



Horizontal Position

PU00210,000028D -19-17JUL07-1/1

PY5967—UN—20JUL06

PY5968—UN—20JUL06

Adjust Hitch Lever Friction Adjustment

REASON:

To keep the hitch position and draft-sensing levers in their set positions.

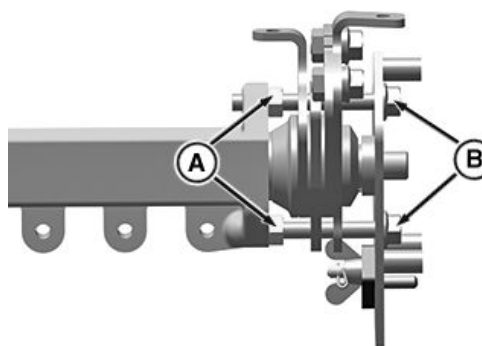
PROCEDURE:

NOTE: SCV levers, right-hand fender and console removed for clarity.

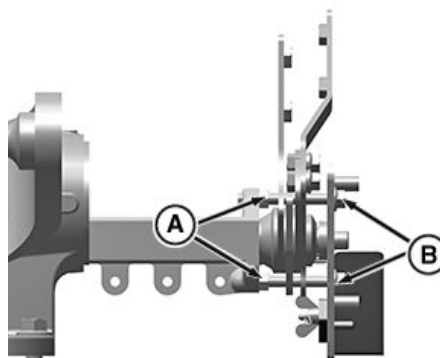
1. Loosen jam nuts (A).
2. Turn adjusting cap screws (B) clockwise to increase friction, counterclockwise to decrease friction. Turn cap screws equal number of times.
3. Retighten jam nuts (A) when adjustment is complete.

A—Jam Nut

B—Cap Screw



Friction Adjustment for Cab



Friction Adjustment IOOS

HS35416,00000FC -19-16NOV16-1/1

PY35605—UN—16NOV16

PY35606—UN—16NOV16

Warm up Hydraulic System Oil

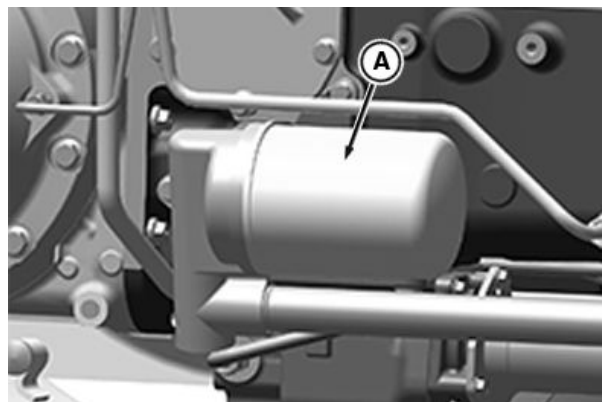
Hydraulic system may be slow to function when tractor is started in cold weather. This is because cold oil will not flow as easily through hydraulic oil filter (A).

Steering may be 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 with steering wheel held in full left or full right turn position.

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



Below Right Side of Operator' Platform (Near Rear Axle)

A—Hydraulic Oil Filter

PY33048—UN—01DEC16

NM61126,000033D -19-19OCT16-1/1

Hydraulics and Selective Control Valves

Use Correct Hose Tips

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

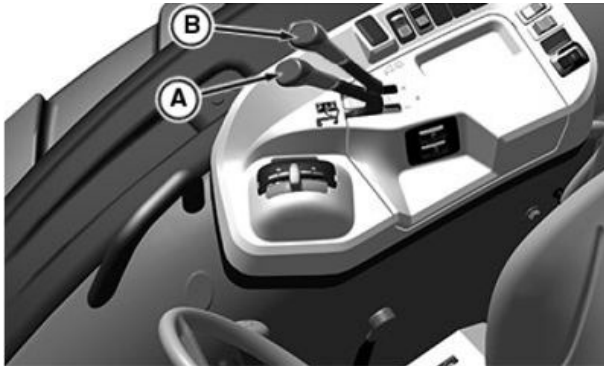
¹International Standards Organization

²Society of Automotive Engineers

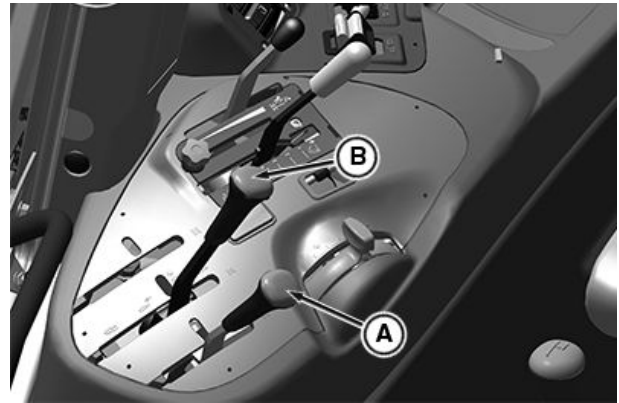
tip as recommended by ISO¹ and SAE². Adapters are available to allow connecting the older John Deere hose tips to the ISO couplers on your tractor.

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

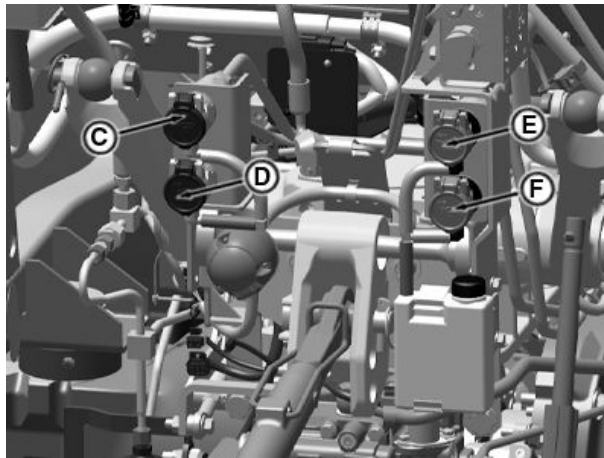
Control Lever and Coupler Identification



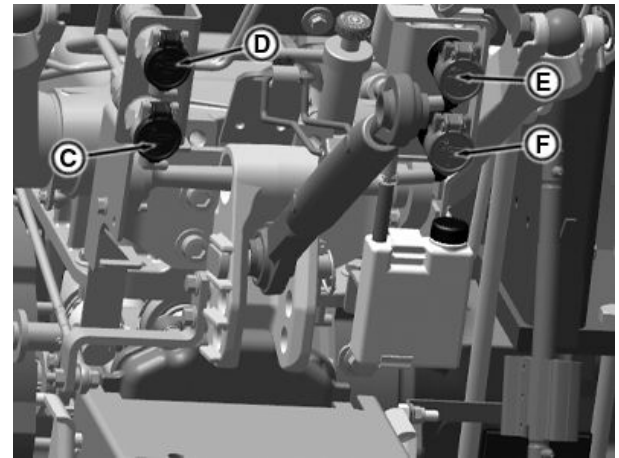
Right Side Controls IOOS, 5050E, 5058E, 5067E, and 5075E



Right Side Controls CAB, 5058E, 5067E, and 5075E



SCV Couplers, CAB



SCV Couplers, IOOS

A—SCV I Lever
B—SCV II Lever (If Equipped)
C—SCV II Coupler (Cylinder in Extract Position), (If Equipped)

D—SCV II Coupler (Cylinder in Retract Position), (If Equipped)
E—SCV I Coupler (Cylinder in Extract Position)

F—SCV I Coupler (Cylinder in Retract Position)

To operate the SCV couplers (C, D, E, and F) move the SCV levers (A and B) fore/aft.

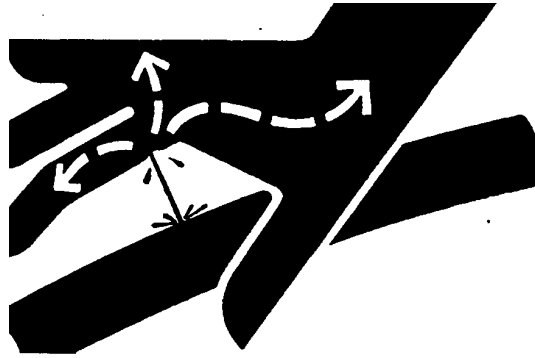
The SCV has a detented float position when the lever (A and B) is moved in the fully forward direction.

ZY5AXG6,0000C04 -19-29DEC21-1/1

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.



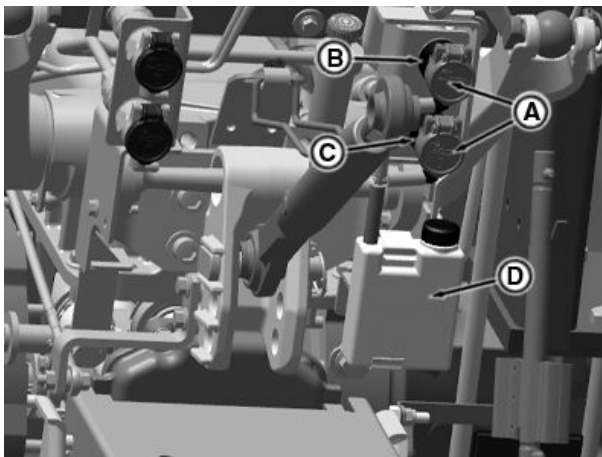
X9811 —UN—23AUG88

NM61126,00002CA -19-12OCT16-1/1

Selective Control Valve I

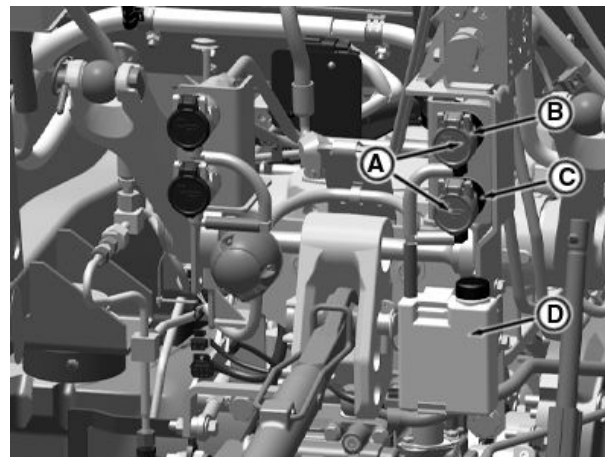
NOTE: Make sure that hose end and couplers are clean.

CAUTION: Hydraulic hoses can fail due to physical damage, kinks, age, and exposure. Check hoses regularly. Replace damaged hoses.



APY64185 —UN—29DEC21

For 5050E, 5058E, 5067E, and 5075E IOOS Tractors



APY64184 —UN—29DEC21

For 5058E, 5067E and 5075E CAB Tractors

A—Dust Caps
B—Coupler
C—Coupler
D—Oil Collecting Reservoir

1. Remove dust caps (if equipped) from hose end.
2. Open dust caps (A) from couplers.
3. Connect implement hose to couplers (B and C).
4. To connect each hose, push hose tip firmly into coupler. Pull lightly on hose, make sure that positive connection was made.

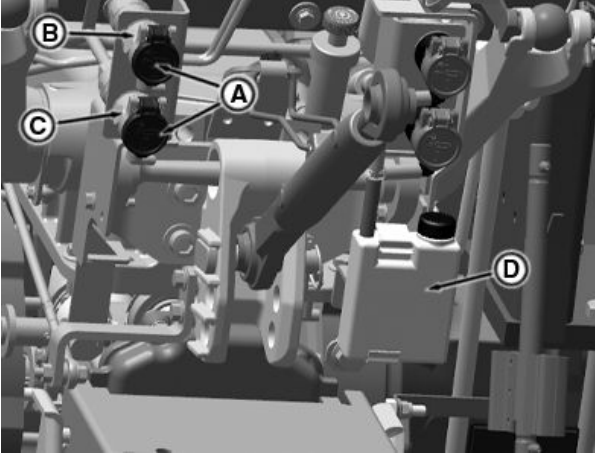
NOTE: Make sure to empty the oil collecting reservoir once it is filled.

ZY5AXG6,0000C05 -19-29DEC21-1/1

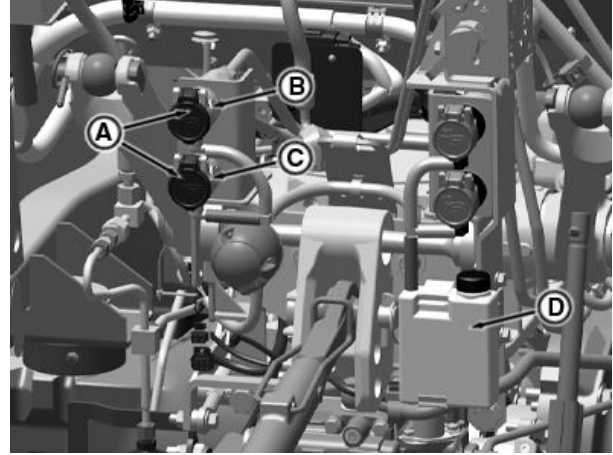
Selective Control Valve II

NOTE: Make sure that hose end and couplers are clean.

CAUTION: Hydraulic hoses can fail due to physical damage, kinks, age, and exposure. Check hoses regularly. Replace damaged hoses.



For 5050E, 5058E, 5067E, and 5075E IOOS Tractors
(SCV-II if equipped)



For 5058E, 5067E and 5075E CAB Tractors

A—Dust Caps
B—Coupler
C—Coupler
D—Oil Collecting Reservoir

1. Remove dust caps (if equipped) from hose end.
2. Open dust caps (A) from couplers.
3. Connect implement hose to couplers (B and C).
4. To connect each hose, push hose tip firmly into coupler. Pull lightly on hose, make sure that positive connection was made.

NOTE: Make sure to empty the oil collecting reservoir once it is filled.

SCV II is optional kit for 5050E, 5058E, 5067E, and 5075E IOOS Tractors.

SCV II is factory fitted for 5058E, 5067E, and 5075E CAB Tractors.

ZY5AXG6,0000C06 -19-29DEC21-1/1

Selective Control Valve III (If Equipped)

NOTE: Make sure that hose end and couplers are clean.

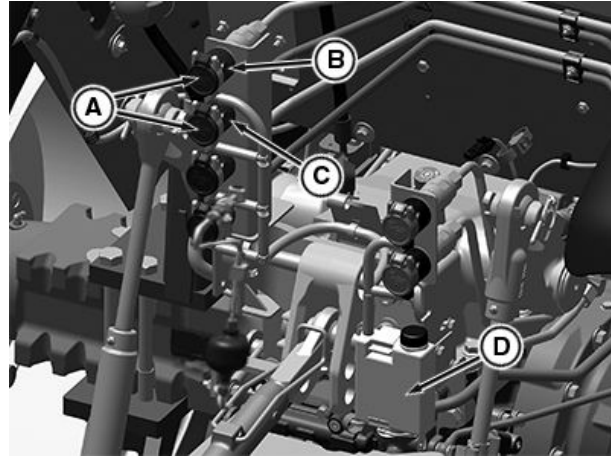
CAUTION: Hydraulic hoses can fail due to physical damage, kinks, age and exposure. Check hoses regularly. Replace damaged hoses.

1. Remove dust caps (if equipped) from hose end.
2. Open dust caps (A) from couplers.
3. Connect implement hose to couplers (B and C).
4. To connect each hose, push hose tip firmly into coupler. Pull lightly on hose, make sure that positive connection was made.

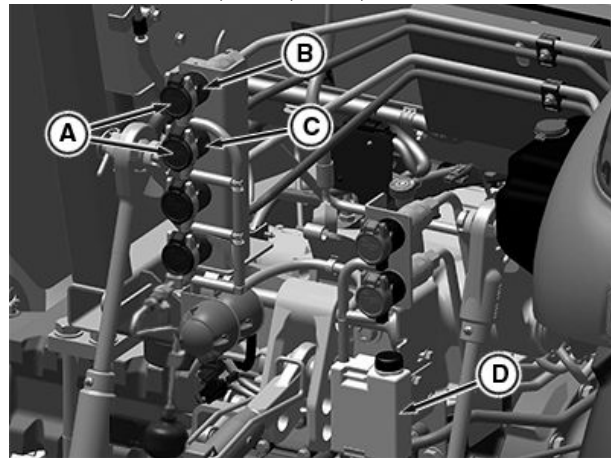
NOTE: Make sure to empty the oil collecting reservoir once it is filled.

A— Dust Caps
B— Coupler

C— Coupler
D— Oil Collecting Reservoir



Shown For 5050E, 5058E, 5067E, and 5075E IOOS Tractors



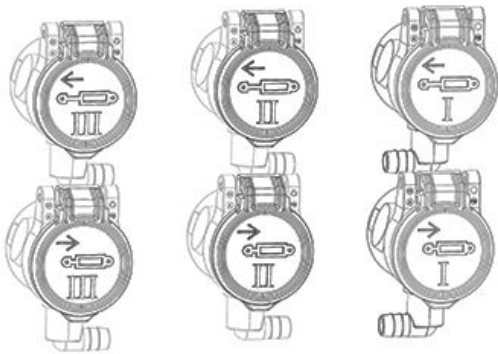
Shown For 5058E, 5067E, and 5075E CAB Tractors

APY64191 —UN—29DEC21

APY64192 —UN—29DEC21

ZY5AXG6,0000C07 -19-29DEC21-1/1

SCV Numbers and Corresponding Colors

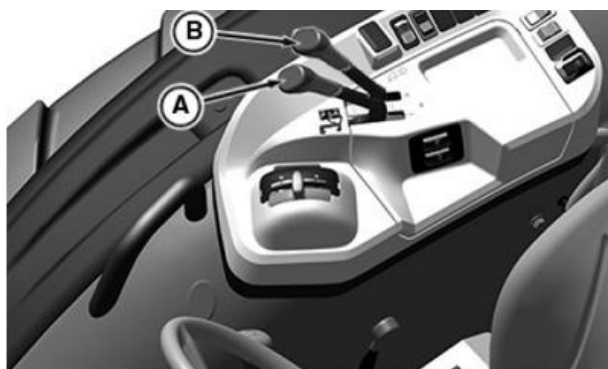


SCV Numbers and Corresponding Colors	
SCV Numbers	Colors
SCV I	Green
SCV II	Blue
SCV III	Brown

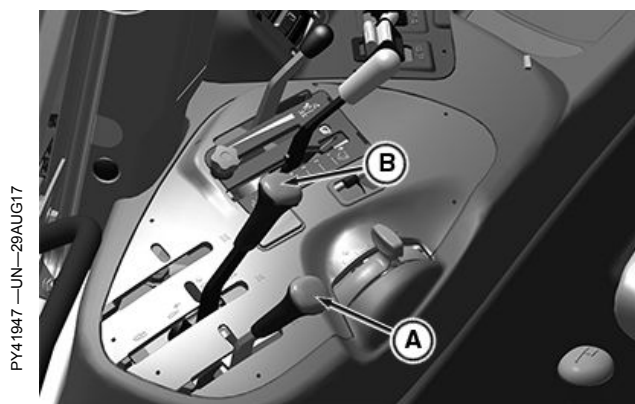
NM61126,000033A -19-02DEC16-1/1

PY33110—UN—02DEC16

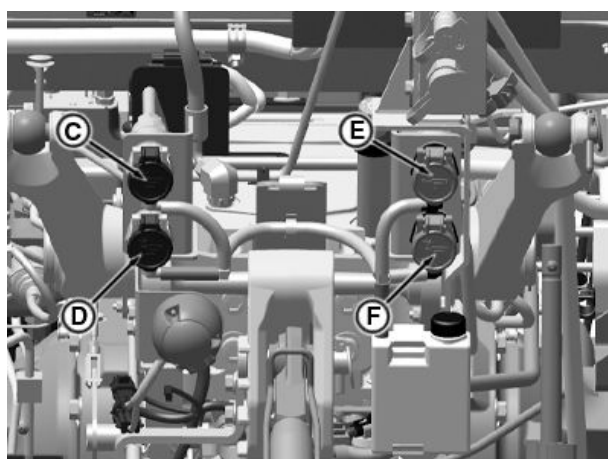
Connect Single-Acting Cylinder



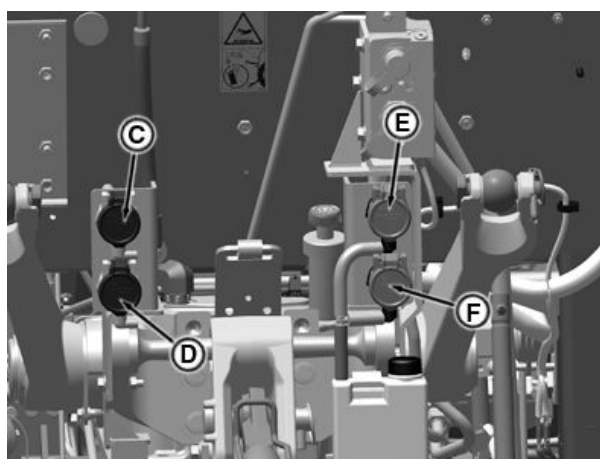
Right Side Controls IOOS, 5050E, 5058E, 5067E, and 5075E



Right Side Controls CAB, 5058E, 5067E, and 5075E



SCV Couplers, CAB



SCV Couplers, IOOS

- A—SCV I Lever
 B—SCV II Lever
 C—SCV II Coupler (Cylinder in Extract Position)
 D—SCV II Coupler (Cylinder in Retract Position)
 E—SCV I Coupler (Cylinder in Extract Position)
 F—SCV I 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 below lower sight glass. Check oil level with cylinder fully extended. (See Check

Transmission-Hydraulic System Oil Level in Service—50 Hours in section 90.)

Push SCV control lever full forward to use float position to the lower single-acting cylinder.

Float position allows a cylinder to extend and retract freely and uses no engine power.

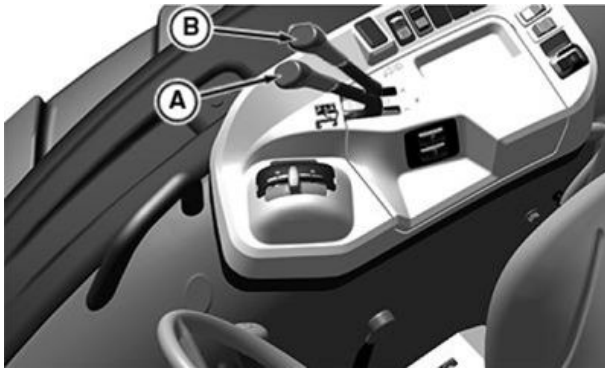
ZY5AXG6,0000C00 -19-29DEC21-1/1

Correcting Reversed Cylinder Response

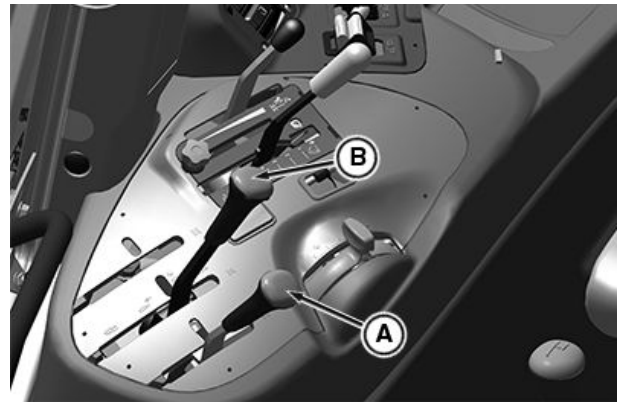
CAUTION: If cylinder response is reversed, extending when it should retract, reverse cylinder hose connections at coupler.

MX,RHIP,IA1 -19-24JUL95-1/1

Neutral Lever Position



Right Side Controls IOOS, 5050E, 5058E, 5067E and 5075E



Right Side Controls CAB, 5058E, 5067E and 5075E

A—SCV I Lever

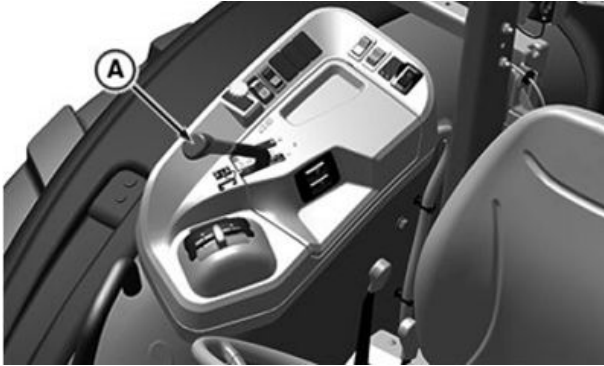
B—SCV II Lever (If Equipped)

Spring pressure brings lever (A and B) back to 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.

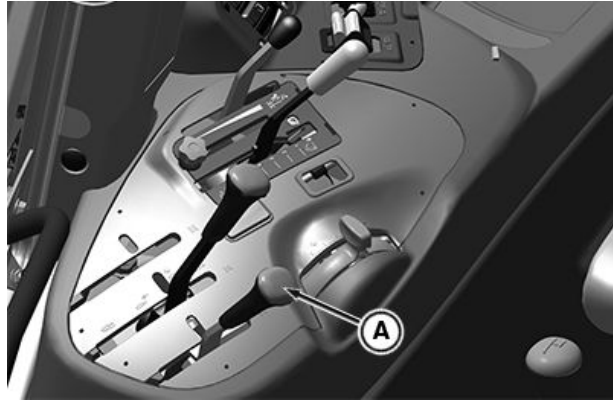
VP27597.00018F3 -19-22FEB21-1/1

Extend/Retract Cylinder



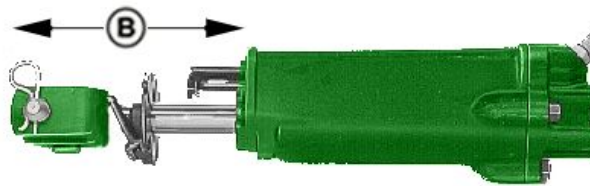
Right Side Controls, IOOS, 5050E, 5058E, 5067E and 5075E

PY41950 —UN—29AUG17



Right Side Controls, CAB, 5058E, 5067E and 5075E

PY33013 —UN—15OCT16



Cylinder

PY6495 —UN—15MAR24

A—Control Lever

B—Extend and Retract Cylinder

Extending Cylinder

Pull lever (A) to the rear of neutral and hold it against spring pressure. This extends cylinder (B) (up arrow) connected to couplers and in most cases raises implement. Lever returns to neutral when released.

Retracting 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".

VP27597,00018F4 -19-22FEB21-1/1

Hydraulic Trailer Brake Valve (If Equipped)

1. Remove dust plugs (B and D) from supplementary line port (C) and control line port (E) on trailer brake valve (A) as shown.
2. Connect trailer brake pressure hoses to the supplementary line port (C) and control line port (E), making sure that all connections are clean & fixed properly.
3. Depress brake pedals to operate hydraulic trailer brake. The braking effect depends on pressure applied to the brake pedals.

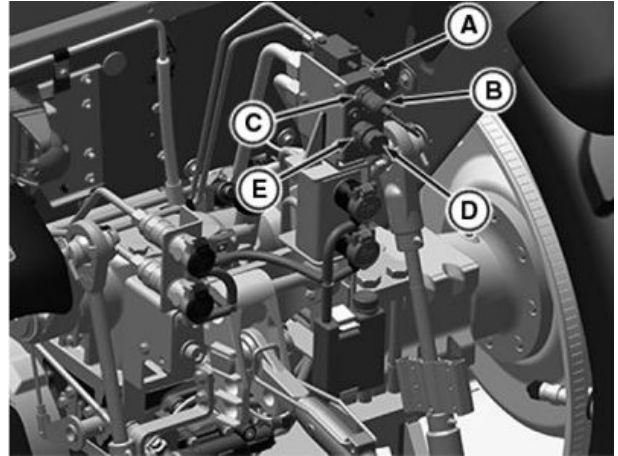
CAUTION: Never exceed a speed of 25 km/h (15 mph) when travelling with hydraulically braked trailers.

IMPORTANT: To prevent undue wear on the brakes, observe the following points:

Make sure that the pressure hose is connected properly.

When driving downhill, select the same gear you would for driving uphill.

Check the hydraulic trailer brake regularly to make sure that it is functioning correctly.



Hydraulic Trailer Brake Valve

A— Trailer Brake Valve	D— Control Line Dust Plug
B— Supplementary Line Dust Plug	E— Control Line Port
C— Supplementary Line Port	

PY41951 —UN—29AUG17

Continued on next page

NM61126,00004EE -19-29AUG17-1/2

Trailer brake valve Function/Operating Flow

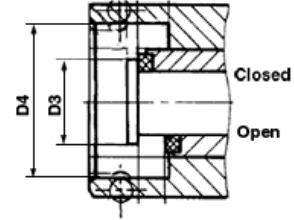
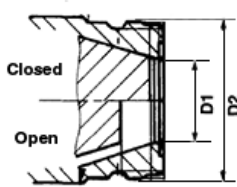
1. The function of the trailer brake valve is to receive the higher of service and secondary brake pressures and to pass on to trailer brake.
2. These valves have to be used on normally braked trailers.
3. In case of failure in control line, the pressure in supplementary line will fall to 10 bar within 2 seconds after the service brakes control device is fully actuated when service brake control is released, the supplementary line will be repressurized.
4. Main control spool is to be actuated by a hydraulic pilot.
5. The valve is plug and brake type.

NOTE: 1. Control Line Hose union must be in accordance to ISO 5676.

2. Supplementary Line Hose union must be in accordance to ISO 16028 Size 10.

D1— Ø Min 12.50, Max 12.57 (mm)
D2— Ø Min 16.10, Max 16.20 (mm)

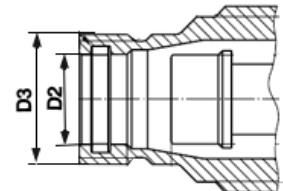
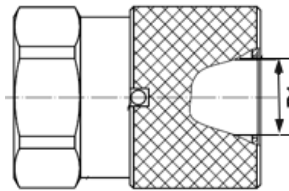
D3— Ø Min 12.65, Max 12.70 (mm)



Control Line Hose Union (ISO 5676)

D1— Ø 16.5 + 0.01 (mm)
D2— Ø 30 (mm)

D3— Ø 16.4 - 0.01 (mm)
D4— Ø 30 (mm)



Supplementary Line Hose Union (ISO 16028 Size 10)

NM61126,00004EE -19-29AUG17-2/2

PY41852 —UN—14AUG17

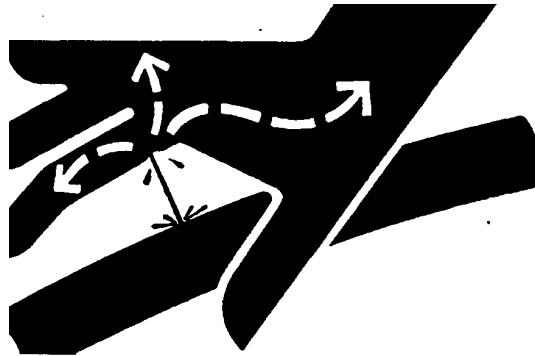
PY41853 —UN—14AUG17

Disconnect Cylinder Hoses

1. If possible, retract remote cylinder as much as possible to protect 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. 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.



2. With as much hydraulic pressure relieved as possible from hoses, pull hoses from couplers.
3. Make sure that dust plugs for couplers and dust caps for hoses are clean. Install dust plugs and caps on hoses.

JB06590,00004FF -19-19JUN09-1/1

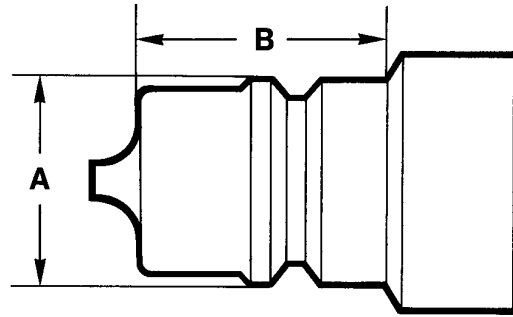
X9811 —UN—23AUG88

Hose Unions

The hose unions used must comply with ISO standards.

Dimension (A) must be between 23.66 and 23.74 mm (0.931 and 0.934 in.).

Dimension (B) must be at least 24 mm (0.945 in.).

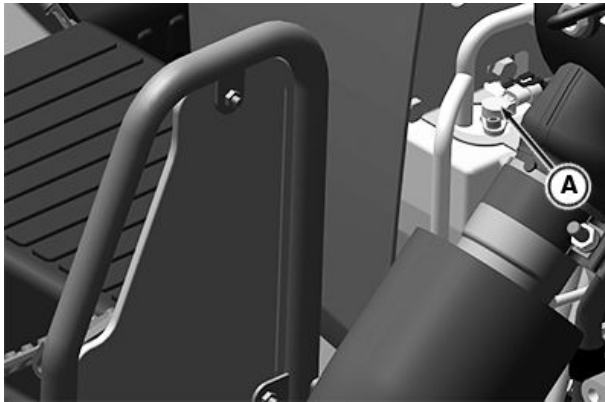


LX 006613

LX006613 —UN—15AUG94

JB06590,000059D -19-23JUL09-1/1

Hydraulic Brake Fluid Level Switch



Brake Fluid Level Switch (Shown IOOS)



PY33088 —UN—27JAN17

PY33090 —UN—23DEC16

A— Fluid Level Switch

B— Yellow Warning Lamp

C— Red Warning Lamp

- Extremely Low Brake Oil Level is detected when the Brake Oil Level Switch input voltage is greater than or equal to the Low Oil Level Minimum voltage and less than or equal to the Low Oil Level Maximum voltage for at least 1.5 seconds.
- The DTC will not be reported in the first 5 seconds after controller start-up or if the engine is not running.
- The Brake Oil Level Switch has 2 valid voltage ranges; Adequate and Low. Also there are 2 Out Of Range (OOR) voltage ranges; Low and High.

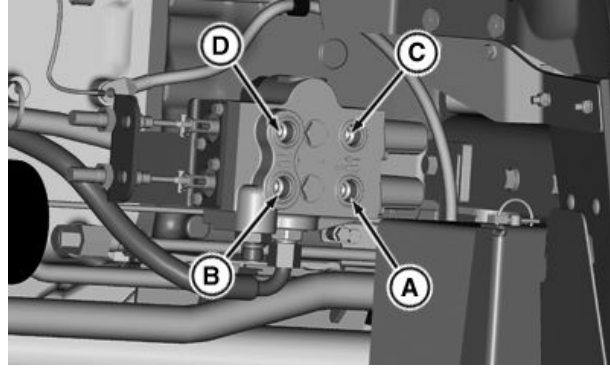
Switch Ranges	Minimum (Volts)	Maximum (Volts)	Duration (seconds)
OOR Low or Short To Ground	NA	0.1	5
Adequate Oil Level	2.75	3.25	1.5
Low Oil Level	1.75	2.25	1.5
OOR High or Open Circuit	4.9	NA	5

- Yellow warning lamp (B), braking system failure for braking electrical fault.
- Red Warning lamp (C), braking system failure when Oil level low.
- If red warning lamp is "ON" then tractor needs to be stop.

RM87422,0000672 -19-25APR17-1/1

Mid-Mount Valve Coupler Identification (If Equipped)

A—Bucket Cylinder—Rod End (Yellow)	C—Boom Cylinder—Head End (Blue)
B—Bucket Cylinder—Head End (Black)	D—Boom Cylinder—Rod End (Red)



Two-Function Mid-Mount Valve

vynptis,1729056005345 -19-18OCT24-1/1

PY16180 —UN—26JUN12

Drawbar and PTO

Match Tractor Power to Implement

IMPORTANT: Tractor power should be matched to the size of the implement. Excessive power can damage an implement, and too large an

implement can damage the tractor. Refer to your implement operator's manual for minimum and maximum power requirements before attaching implement to tractor.

NM61126,0000332 -19-29SEP16-1/1

Observe Drawbar Load Limitations

IMPORTANT: Certain heavy equipment, such as a loaded single-axle trailer, can place excessive strain on drawbar (A). Strain is greatly increased by speed and rough terrain. Do not exceed maximum static vertical load on drawbar.

Drive slowly with heavy loads.

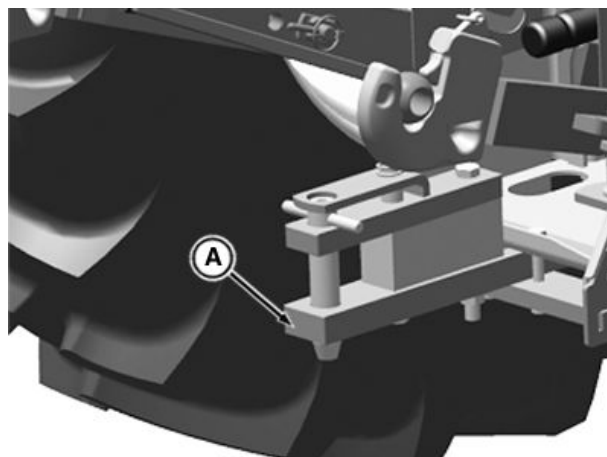
Drawbar MAXIMUM Static Vertical Load—Specification

Fully Extended	
Position—Static Vertical	
Load.....	760 kg
	(1675 lb)

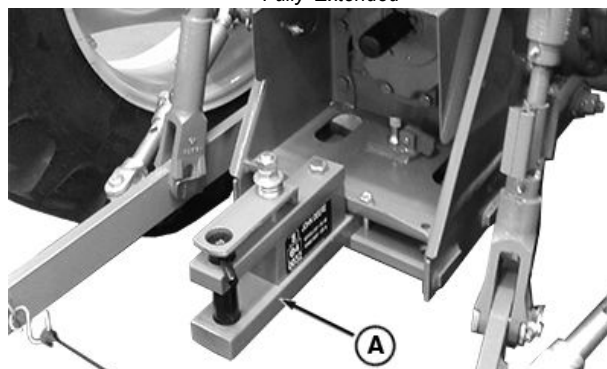
Fully Retracted	
Position—Static Vertical	
Load.....	970 kg
	(2138.48 lb)

NOTE: Offset and heavy duty drawbars are available as an option. See your John Deere dealer for detailed information on optional drawbars.

A—Drawbar



Fully Extended



Fully Retracted

WKJQUWJ,00009BB -19-29MAR21-1/1

APY41833—UN—23MAR21

PY29294—UN—29SEP16

Select Drawbar Position

For maximum traction and efficiency, drawbar (A) should be positioned in center, fully retracted position. (See implement operator's manual for more information.)

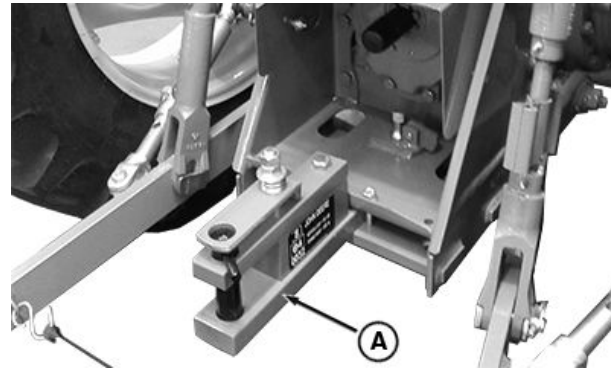
If needed, drawbar can be offset from center using slots provided in the drawbar support.

IMPORTANT: For drawn PTO-driven implements, drawbar must be extended to proper position.

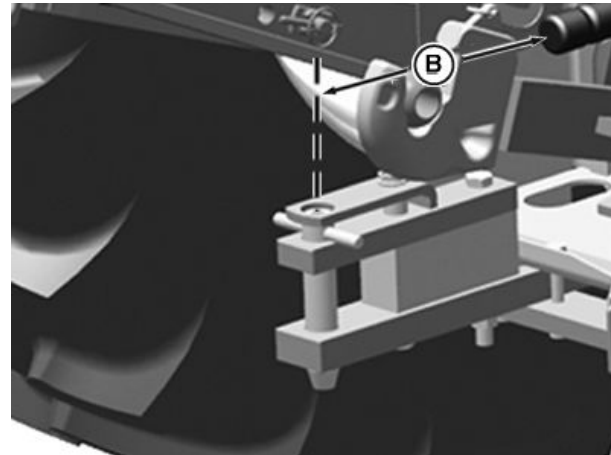
Drawbar Positions	
PTO Shaft	PTO Shaft End-to-Hitch Pin Hole (B)
540 rpm (6 spline)	356 mm (14 in.), Fully Retracted Position 397 mm (15.62 in.), Fully Extended Position

A—Drawbar

B—Distance



Fully Retracted



Fully Extended

PY29294 —UN—29SEP16

APY41870 —UN—29MAR21

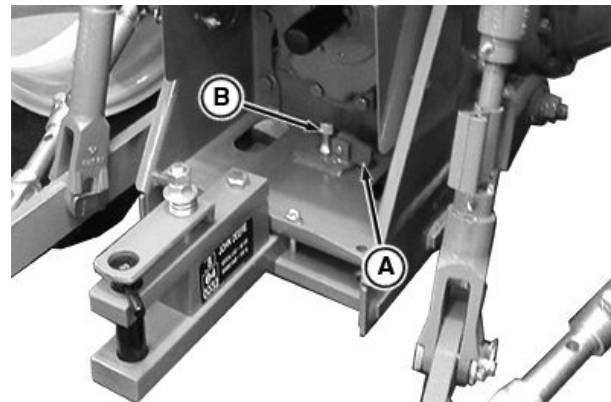
WKJQUWJ,00009BA -19-29MAR21-1/1

Adjust Drawbar Length and Offset

1. Lift retaining latch (A).
2. Remove drawbar pin (B).
3. Slide drawbar to desired position.
If moving from centered to offset position, remove drawbar and slide through offset slots in support.
4. Install drawbar pin and rotate latch to retain in-place.

A—Retaining Latch

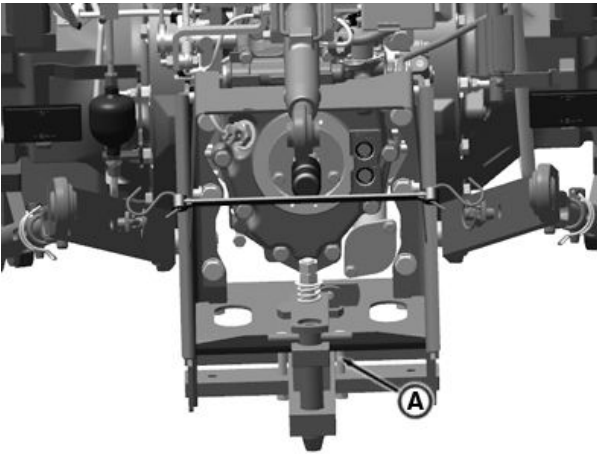
B—Drawbar Pin



PY29297 —UN—29SEP16

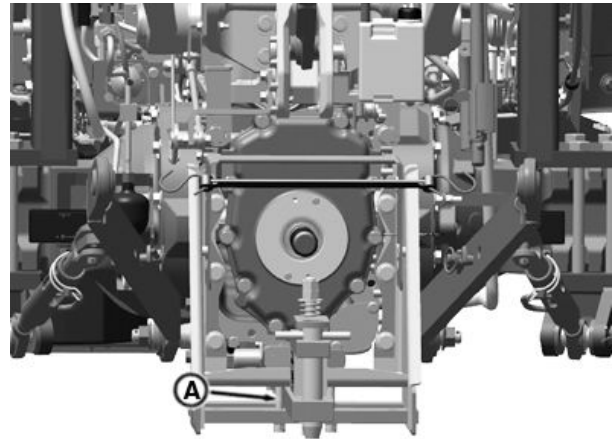
NM61126,0000331 -19-29SEP16-1/1

Use Swinging Drawbar



PowrReverser™

APY64188 —UN—29DEC21



SyncShuttle™

APY64189 —UN—29DEC21

A—Drawbar Cap Screws

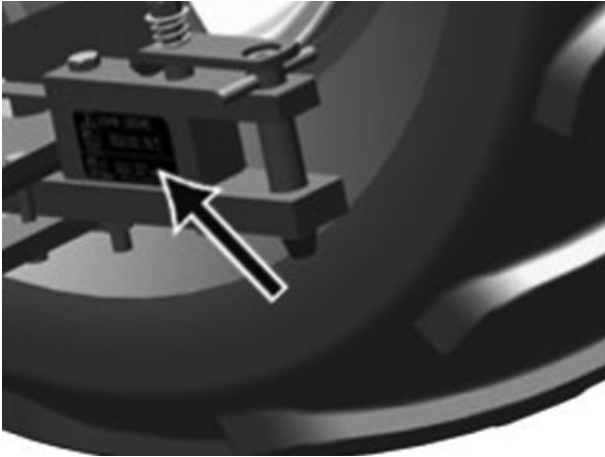
Drawbar cap screws (A) can be removed to let drawbar swing free. This is helpful when turning under load.

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

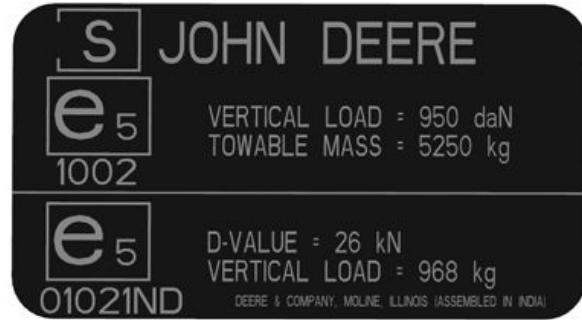
IMPORTANT: Install drawbar cap screws to prevent drawbar from swinging free during transport of towed loads.

ZY5AXG6,0000C08 -19-29DEC21-1/1

Adjustable Drawbar



APY41879 —UN—26APR21



APY15934 —UN—25MAR19

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

The drawbar hitch is located to increase the rear axle load and at the same time slightly reduce load on the front axle.

Besides having a variable swinging range, the drawbar can also be adjusted lengthwise.

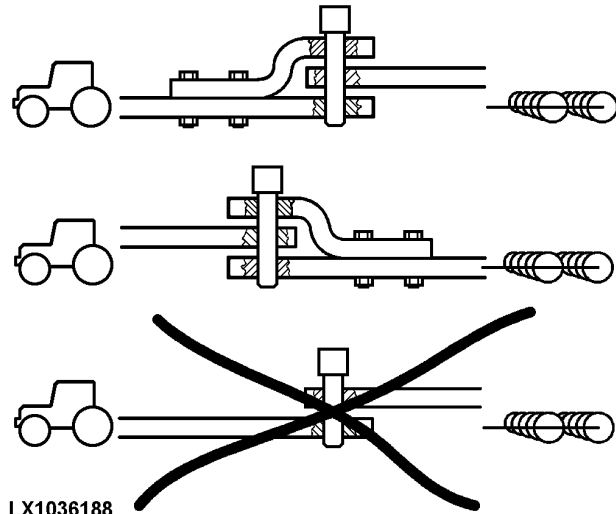
Maximum permissible static vertical loads and towable loads are stated in the Specifications section.

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

WKJQUWJ,0000A73 -19-26APR21-1/1

Proper Use of Drawbar

IMPORTANT: Comply with local traffic regulations when using the drawbar. Use suitable, approved hitch pins only. Combine drawbars as shown only.



LX1036188

LX1036188 —UN—02MAY05

MK41968,000016E -19-09MAY07-1/1

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.

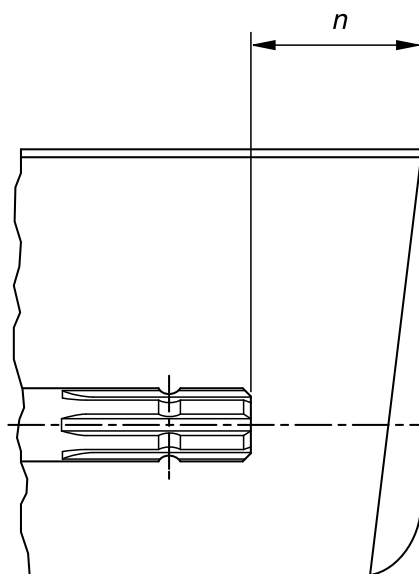
Do not install any adapter device between the tractor and the primary implement PTO driveshaft that will allow a 1000 rpm tractor shaft to power a 540 rpm implement at speeds higher than 540 rpm.

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.)

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

TS1644 —UN—22AUG95

H96219 —UN—29APR10

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.

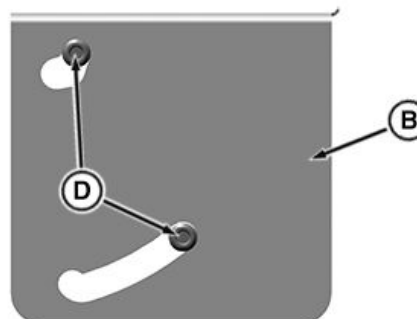
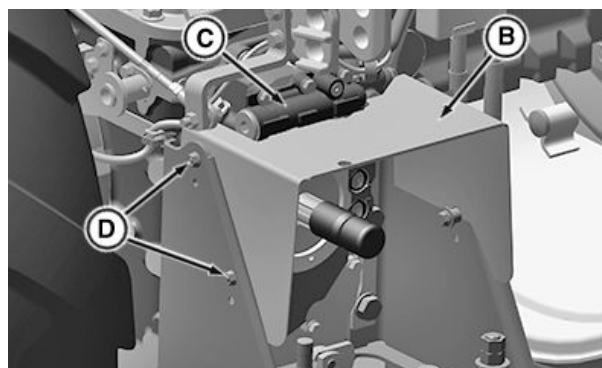
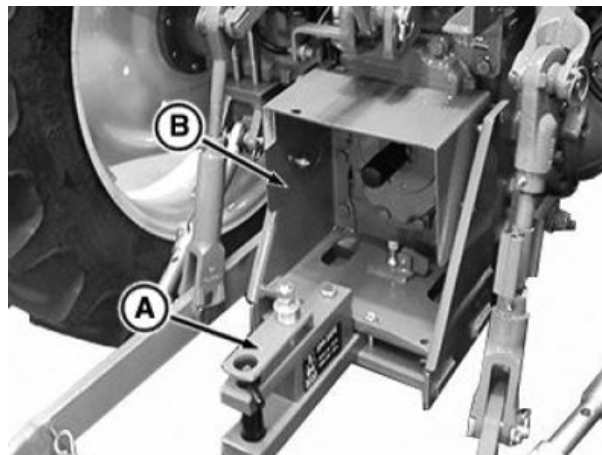
6. Check that all shields are in place and in good condition. WITH ENGINE STOPPED, check driveline shields on driveline by making sure they rotate freely on shaft. Lubricate or repair as necessary.

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



TS 1644 —UN—22AUG95

APY41832 —UN—09MAR21

PY35512 —UN—19APR17

PY35513 —UN—19APR17

WKJQUWJ,00009B8 -19-29MAR21-1/1

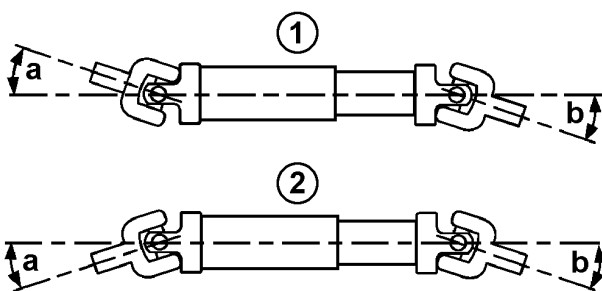
Match Tractor Power to Implement

IMPORTANT: Tractor power should be matched to the size of the implement. Excessive power can damage an implement and too large an implement can damage the tractor.

Refer to your implement operator's manual for minimum and maximum power requirements before attaching implement to tractor.

RM87422,00004D3 -19-12MAY16-1/1

Operating Instructions



LX1049749

Articulation on drive shaft

1— Z-shaped layout

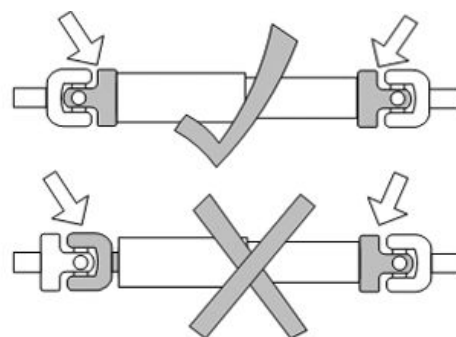
2— W-shaped layout

As far as possible, angles (a) and (b) at the universal joints should be the same at both ends of the drive shaft.

In applications where this is not the case (e.g. sharp turns with PTO engaged), it is recommended to use a continuous-velocity drive shaft.

NOTE: The two schematic drawings do not show any guards on the drive shaft. A guard is mandatory when using drive shafts.

IMPORTANT: Only operating conditions described in the Operator's Manuals of the various implements are permitted. This applies particularly to maximum permissible angle of articulation, to the use of freewheel clutches and overload clutches, and to the



LX1049900

Align forks correctly

prescribed amount of overlap when shaped pipes are pushed together.

IMPORTANT: Before using a PTO-driven implement, take action to ensure that the drive shaft is lubricated regularly. Comply with instructions in the Operator's Manual provided by the manufacturer.

IMPORTANT: On multi-component, telescopic drive shafts, the yokes at each end must be aligned as shown. The yokes at each end must NOT be at 90° to one another (see arrows in illustration on the right).

RM87422,00004D4 -19-12MAY16-1/1

Rear PTO — PTO Guard

CAUTION: Remove protective cap (A) only when a PTO-driven implement is to be attached.

As soon as the implement is removed, re-install protective cap!

The master shield (B) can be folded up to allow an implement to be connected, but it must be folded down again afterwards. *There are various versions of PTO guard that are not shown here.*

CAUTION: Never operate PTO unless the master shield is in the position shown. Switch off the PTO before raising the implement.

CAUTION: Before using the PTO, the maximum permissible angle of articulation on the u.j. shaft must be determined. During operation, there must be no contact between the PTO guard and the u.j. shaft. This is particularly important when turning corners.

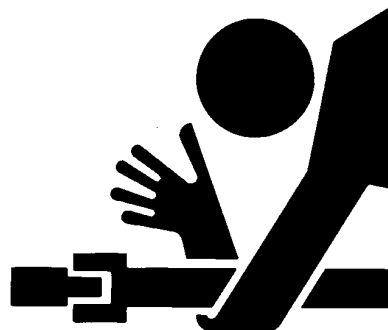
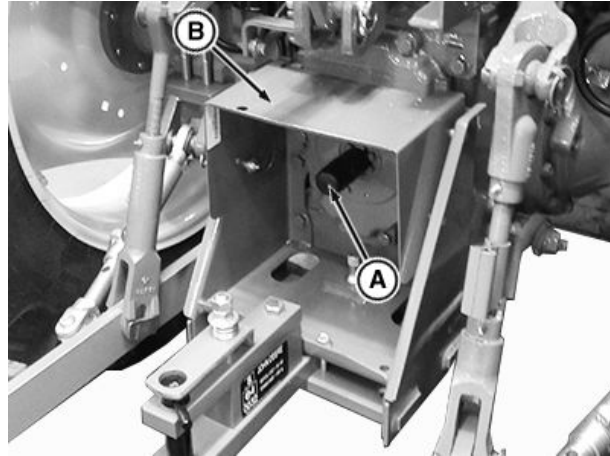
With Type 3 PTOs (dia. 45 mm, 20 splines), clearance in the area of the PTO guard may be restricted. Bear this in mind when operating; avoid unnecessary damage.

When connecting the PTO, wear gloves.

CAUTION: Always put a guard (C) on the u.j. shaft and take action to prevent it from turning with the shaft. Do not operate the u.j. shaft unless a guard is installed that covers the PTO shaft completely and does not turn with the shaft.

A— Protective Cap
B— Master Shield

C— Guard



PY29593 —UN—08JUL16

LX1049906 —UN—18FEB11

TS276 —UN—23AUG88

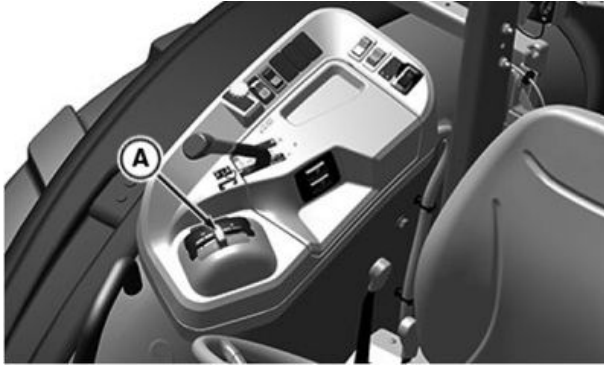
RM87422,00004D5 -19-08JUL16-1/1

PTO Speeds

The engine speeds at which standard PTO speeds are achieved are listed under Engine in the Specifications section.

RM87422,00004D6 -19-13MAY16-1/1

Operating Tractor PTO — (PowrReverser™ Transmission)



IOOS, 5058E, 5067E and 5075E Tractors



CAB, 5058E, 5067E and 5075E Tractors

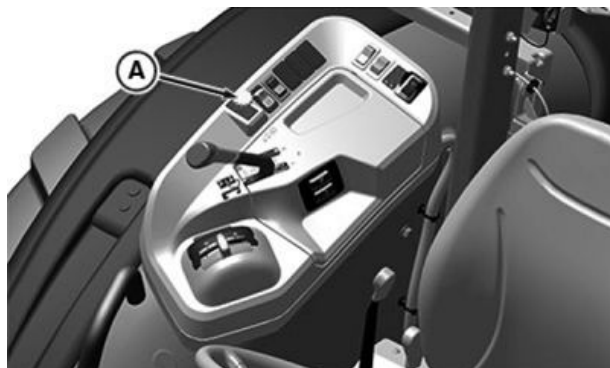
A—Hand Throttle Lever

1. Start engine and push hand throttle lever (A) forward until the tachometer indicates PTO rated speed.

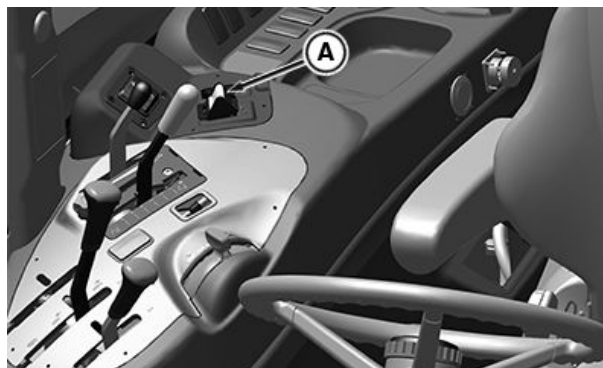
For 5058E, 5067E and 5075E Tractors - Engine 1588 rpm for economy PTO 540E rpm operation and Engine 2084 rpm for standard PTO 540 rpm operation.

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VP27597,00018F5 -19-22FEB21-1/2



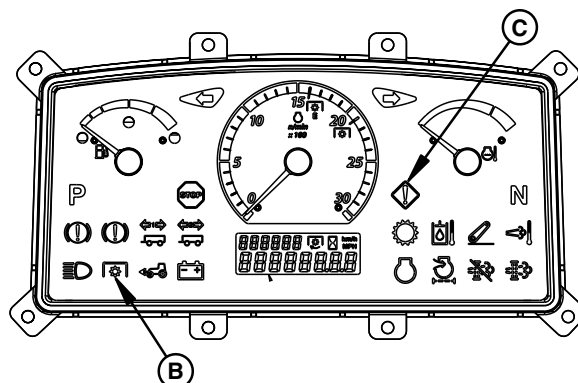
IOOS, 5058E, 5067E and 5075E Tractors



CAB, 5058E, 5067E and 5075E Tractors



PTO 540/540E Shift lever



PY17685 —UN—10JAN13

PY31401 —UN—11JUL16

A—Electro-Hydraulic PTO Switch B—PTO Indicator Light
C—Operator Alert Indicator

D—PTO 540/540E Shift Lever

NOTE: For PR Transmission - If PTO is operated and operators leave seat then PTO operation turn OFF in 7 seconds when PTO enable switch not turn ON.

2. **IOOS - PR Transmission:** Pull the PTO Switch (A) outward, to engage PTO. Indicator light (B) turns on when PTO is engaged.

Cab - PR Transmission: To switch on the PTO, press switch (A) down and then forward. Indicator light (B) turns on when PTO is engaged.

3. Pull lever (D) up for economical 540 operation and push it down for 540 standard 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.

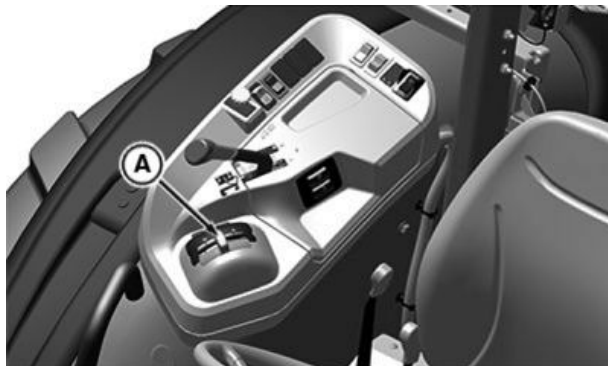
4. **Cab:** Push the PTO switch (A) inward to disengage PTO.

IOOS: Push the PTO switch (A) down to disengage PTO.

VP27597,00018F5 -19-22FEB21-2/2

Operating Tractor PTO — (SyncShuttle Transmission)

NOTE: Engine will not start, if PTO control lever is engaged.



IOOS, 5050E, 5058E, 5067E and 5075E Tractors



Cab, 5058E, 5067E and 5075E Tractors

A—Hand Throttle Lever

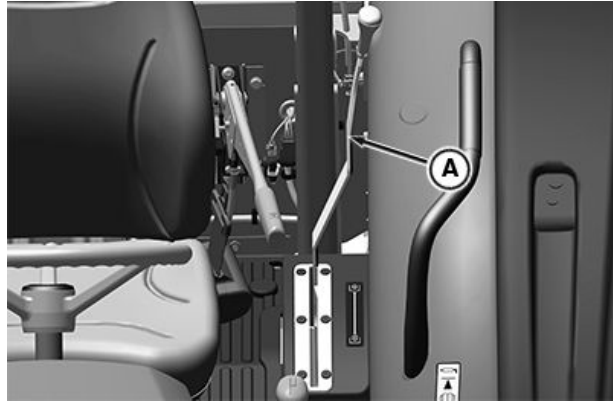
1. Depress clutch pedal, start engine, and push hand throttle lever (A) forward until the engine tachometer indicates PTO rated speed.

For 5050E, 5058E, 5067E and 5075E Tractors - Engine 1588 rpm for economy PTO 540E rpm operation and Engine 2084 rpm for standard PTO 540 rpm operation.

NOTE: For TSS Transmission - If PTO is operated and operators leave seat then engine shutoff t in 7 seconds when PTO enable switch not turn ON.

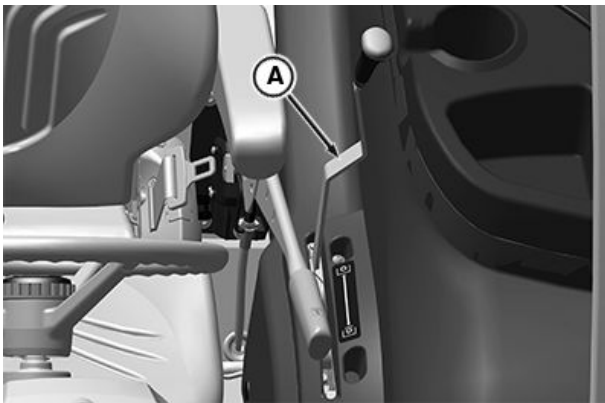
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VP27597,00018F6 -19-22FEB21-1/2

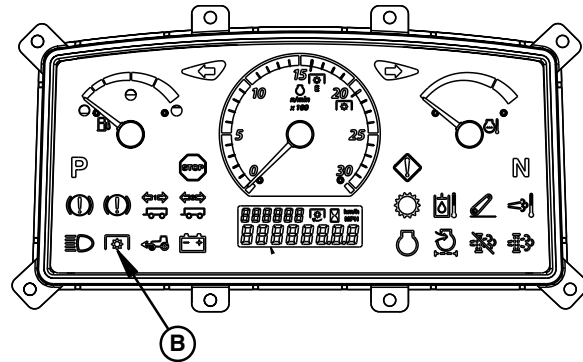


PY33066 —UN—20OCT16

IOOS, 5050E, 5058E, 5067E and 5075E Tractors



Cab, 5058E, 5067E and 5075E Tractors



PY33067 —UN—20OCT16

PY29600 —UN—11JUL16

A—PTO Lever

B—PTO Indicator Light

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

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.

3. Pull the PTO lever back to disengage PTO.

VP27597,00018F6 -19-22FEB21-2/2

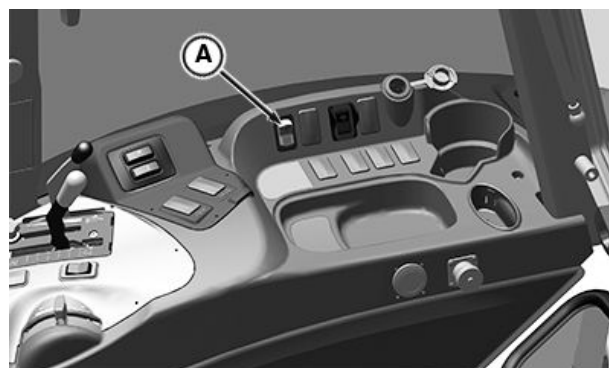
Remote PTO Enable Switch Function

A momentary PTO enable control, allows to control the status of the PTO system between ON and OFF. The

status of the PTO enable control is displayed with an indicator on the switch. Below are the three sequence to define functionality.



For 5050E, 5058E, 5067E and 5075E IOOS Tractors



For 5058E, 5067E and 5075E Cab Tractors

A—PTO Enable Switch

1. Operator on the seat / switch-on PTO / switch-on PTO Enable = PTO keeps on running when Operator out of seat.
2. Operator on the seat / switch-on PTO / Operator out of seat / switch-on PTO Enable within 7 seconds = PTO keeps on running when Operator out of seat.
3. Operator out of seat / switch-on PTO = PTO keeps on running when Operator out of seat.

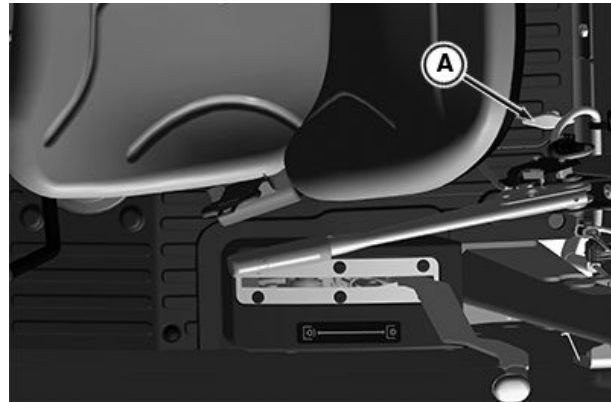
VP27597,00018F7 -19-22FEB21-1/1

Adjust 540/540E PTO Lever and Linkage

1. Move economy PTO lever (A) to downward (standard PTO) position.
2. Remove spring locking Pin (B).
3. Rotate clutch arm (F) until free play is removed (slight resistance).
4. Loosen lock nut (C).
5. Adjust rod (D) length and yoke (E).
6. Tighten lock nut (C).
7. Install spring locking pin through yoke and arm.

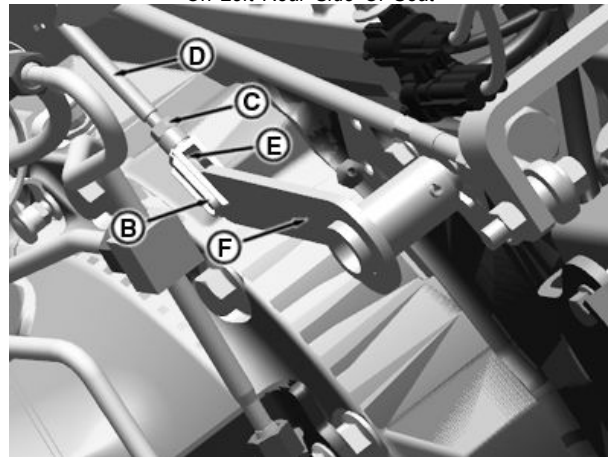
A—Economy PTO Lever
B—Spring Locking Pin
C—Lock Nut

D—Rod
E—Yoke
F—Arm



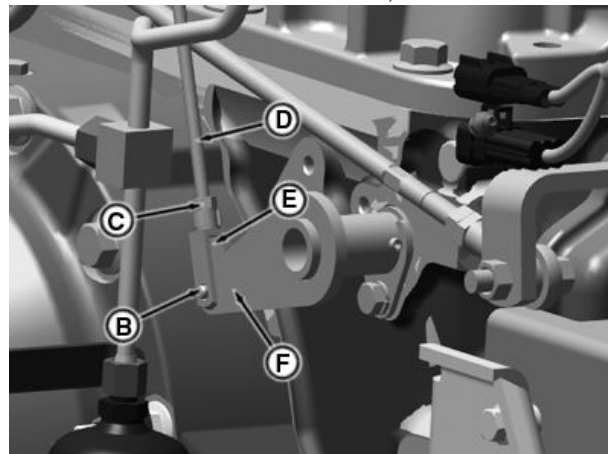
PY33069—UN—21OCT16

On Left Rear Side Of Seat



APY64194—UN—29DEC21

Near Rear Axle - Left Side, For Cab



APY64193—UN—29DEC21

Near Rear Axle - Left Side, For IOOS

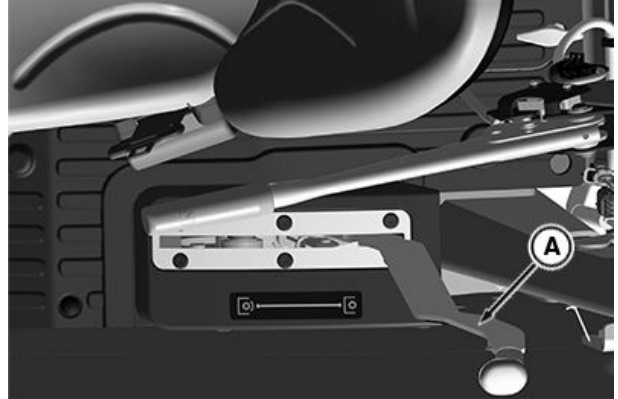
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Adjust PTO Clutch Operating Cable — (SyncShuttle)

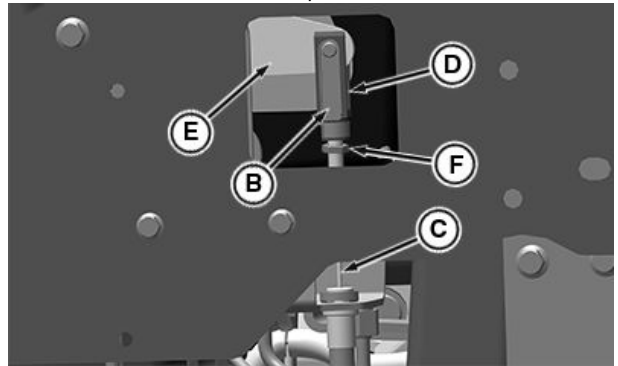
1. Move PTO clutch lever (A) to rear (disengaged) position.
2. Remove spring locking pin (B).
3. Rotate clutch arm (E) counterclockwise until free play is removed (slight resistance).
4. Adjust yoke (D) until spring locking pin can be installed through yoke and arm.
5. Adjust cable (C) length, and tighten lock nut (F) as shown.
6. Install spring locking pin through yoke and arm.

A—PTO Clutch Lever
B—Spring Locking Pin
C—Cable

D—Yoke
E—Clutch Arm
F—Lock Nut



Left of Operator's Seat



View through Left Rear Tire Rim

NM61126,0000336 -19-07DEC16-1/1

PY33068—UN—20OCT16

PY33107—UN—07DEC16

Performance Ballasting

Planning 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.):

- "Tractors" provides information on determining correct tractor weight and ballast selection.
- "Machinery Management" provides information on implement matching and increasing productivity.
- Your John Deere dealer can assist you with information on these subjects.

SV86979,00000AB -19-18AUG12-1/1

Use Proper Ballast

The amount of ballast required and especially the locations of ballast weights depend very much on type of implement being used and operating speed. Ballasting is required to:

1. Assure front axle carries sufficient weight for steering security and stability with the field draft loads as well as transport in field and on road.
2. Provide sufficient traction to pull efficiently high draft loads.
3. Provide proper fore/aft balance to minimize occurrence of a power hop in MFWD tractors.
4. Assure rear axle carries sufficient weight for traction, braking, and stability when a loader or other front implement is attached to front of tractor.
5. When changing from one implement or attachment to another it is necessary to reconfigure ballast on tractor.

SD74272,0000215 -19-17MAR20-1/1

Select Ballast Carefully

Match amount of ballast needed for each job. What is right for one job may be wrong for another job. Ballast for traction and stability.

CAUTION: When determining front and rear axle ballast, ensure that permissible axle loads and maximum permissible machine weight (including mounted implements) are not exceeded (see Specifications Section in Operator's Manual). Comply with local regulations regarding installation and maximum permissible number of weights. In order to maintain steerability, at least 20% of unladen mass must be on front axle. Unladen mass is mass of tractor without special equipment, attachments, trailer, or ballast,

but with hydraulic oil and lubricants, a full fuel tank and an operator weighing 75 kg.

CAUTION: Use suitable lifting tackle/hoists when handling weights. Safety and performance of your tractor depend on correct ballasting of front axle (front weights) and rear axle (wheel weights, filling tires with liquid ballast, pick-up weight).

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
- Tires-single, oversize, or dual

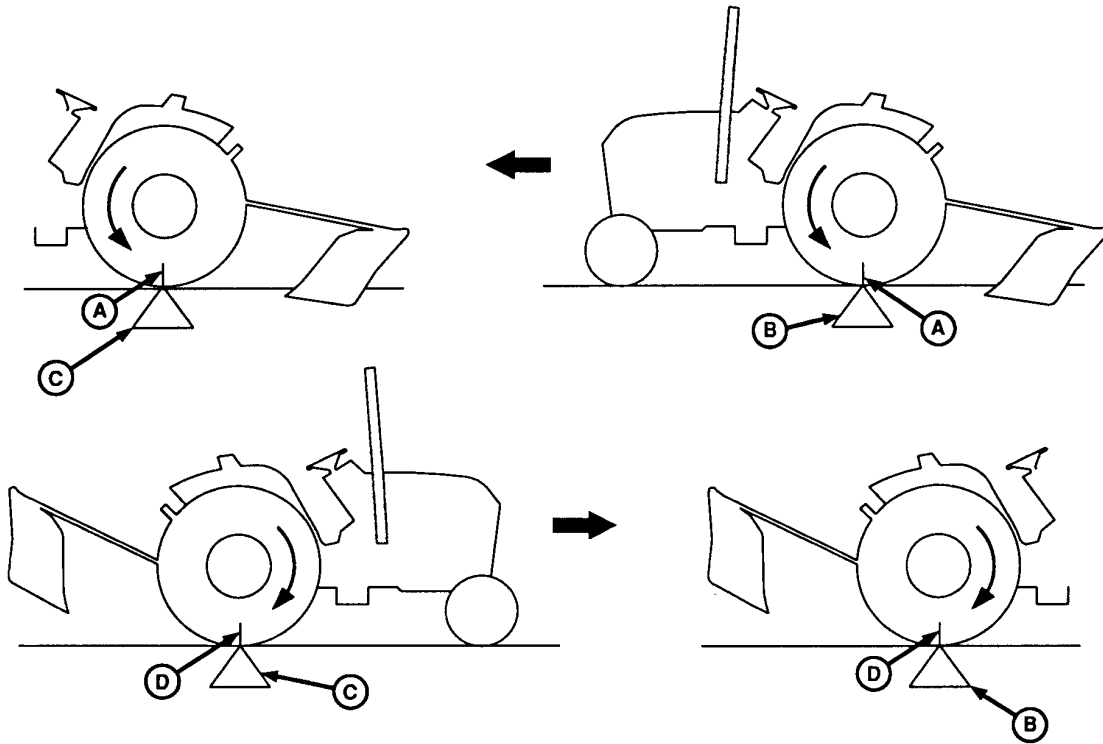
SD74272,0000216 -19-23APR15-1/1

Ballasting for Front Loader

Follow ballasting instructions of the front loader operator's manual.

JB06590,0000599 -19-21JUL09-1/1

Measure Wheel Slip—Manually



1. Draw a visible 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.

NOTE: Ideal wheel slippage. 10—15 percent for two-wheel drive tractors or 8—12 percent for four-wheel drive tractors.

7. Adjust ballast or load to give correct slippage.

NOTE: Available horsepower is greatly reduced when wheel slip drops below 10 percent.

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	Proper Ballast
8-1/2	15	Proper Ballast
8	20	Add Ballast
7-1/2	25	Add Ballast
7	30	Add Ballast

PU00210,0000279 -19-18AUG12-1/1

Ballast Limitations

Ballast should be limited by either tire capacity or tractor capacity. Each tire has a recommended carrying capacity which should not be exceeded (see Wheels, Tires and

Treads section). If a greater amount of weight is needed for traction, a larger single tire should be considered.

Ballast can be added as either liquid or cast iron.

MX,BAIP,QA2 -19-24JUL95-1/1

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.

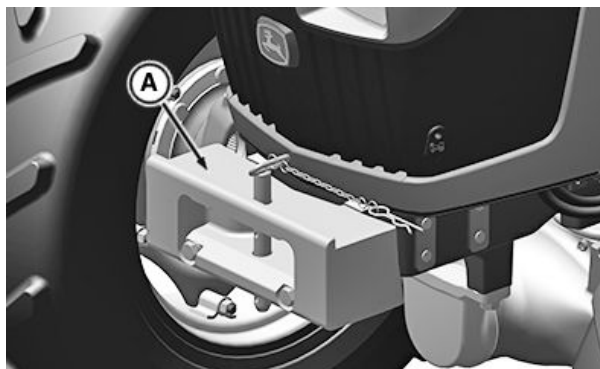
Specification

For 5050E, 5058E,
5067E and 5075E, Basic
Weight—Weight..... 65 kg (143.3 lb)

1. Install basic weight (A).
2. Install and tighten weight retaining bolts to specification.

Specification

Basic Weight
Bolts—Torque..... 385 N·m (284 lb-ft)



Basic Weight for 5050E, 5058E, 5067E and 5075E

A—Basic Weight

PY31513—UN—08SEP16

VP27597,0000C2F -19-08AUG18-1/1

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 power train life, avoid excessive soil compaction and rolling resistance, avoid adding too much ballast. 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.

Chart shows carrying capacity per tire.

Tire Size	Index	Load Rating per Tyre at 40 km/h, kg	Load Rating per Tyre at 40 km/h, lb-ft
160/95R46 (6.6R46)	117A8 / 114B	1285	2833
340/85R28 (13.6R28)	127A8 / 127B	1750	3858
380/85R28 (14.9R28)	133A8 / 133B	2060	4542
420/85R28 (16.9R28)	139A8 / 139B	2430	5357
420/85R30 (16.9R30)	140A8 / 140B	2500	5512
480/70R30	141A8 / 141B	2575	5677

SJ15074,00001DE -19-14JUN17-1/1

Determine Maximum Front Ballast

Use appropriate front ballast for a particular operating condition. Tractors equipped with MFWD must have adequate ballast to balance front wheel load. 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.

Tire Size	Index	Load Rating per Tyre at 40 km/h, kg	Load Rating per Tyre at 40 km/h, lb·ft
210/95R28 (8.3R28)	116A8 / 116B	1250	2756
280/85R20 (11.2R20)	112A8 / 112B	1120	2469
250/85R24 (9.5R24)	115A8 / 115B	1215	2679
280/85R24 (11.2R24)	115A8 / 115B	1215	2679
320/85R20 (12.4R20)	119A8 / 119B	1360	2998
320/85R24 (12.4R24)	122A8 / 122B	1500	3307
320/70R24	116A8 / 116B	1250	2756

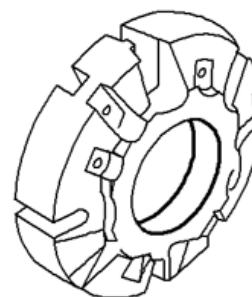
RM87422,000052C -19-26OCT16-1/1

Use Cast Iron Weights

Cast iron weights are available in 48 kg (106 lb) version. See your John Deere dealer for more information and recommendations on weight use and placement.

Specification

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



PY6488

PY6488 —UN—13MAR07

RM87422,0000590 -19-08SEP16-1/1

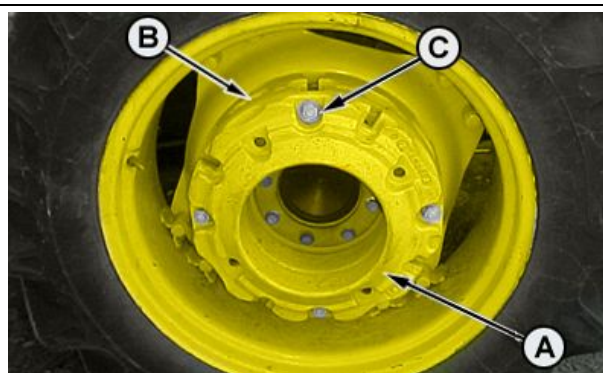
Install Rear Cast Iron Weights

CAUTION: Optional cast iron weight weighs 48 kg (106 lb.). Handle with care! Use appropriate equipment or have the job done by John Deere dealer.

NOTE: Tractors have one cast iron weights at each rear tire as a standard installation.

1. Attach first weight to wheel disk.
2. To install more weights (A), install bolts in previous weight (B). Rotate the added weight for aligning bolts with weight holes (C).
3. Tighten attaching bolts securely. Tighten again after a few hours service. Check tightness regularly.

NOTE: No additional ballast weight with 160/95 R 46 tire size.



A—Additional Weight
B—Weight

C—Weight Holes

PY1635 —UN—22MAR24

HY01057,00000C9 -19-23JAN17-1/1

Use Liquid Weight

CAUTION: Installing liquid ballast requires special equipment and training. See John Deere dealer or a tire service store.

IMPORTANT: NEVER fill tire to more than 90 percent full. More solution would leave too little air space to absorb shocks. Damage to tire could occur.

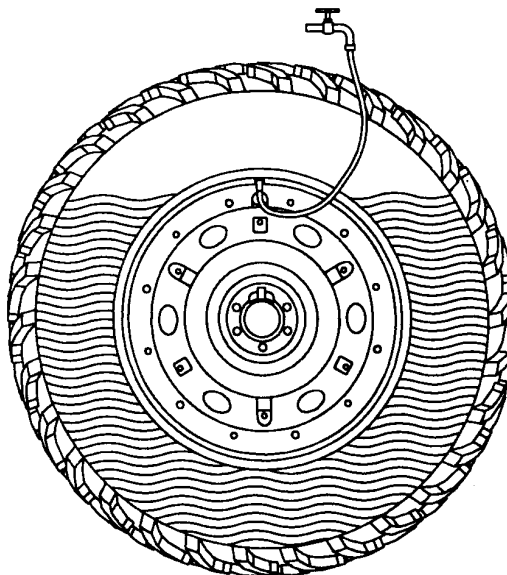
A solution of water and calcium chloride provides safe, economical ballast. Used properly, it will not damage tires, tubes, or rims.

Use calcium chloride to prevent water from freezing. A mixture of 0.4 kg/L (3.5 lb./gal.) of calcium chloride not freezes 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 valve level (minimum 75 percent full). Less solution would expose part of rim, possibly causing corrosion. Tube-type tires filled to any level below 90 percent.

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



RW25003 —UN—07JUL93

LIQUID WEIGHT FOR FRONT TIRES With 0.6 kg/L (5 lb./gal.) Calcium Chloride Solution	
MFWD	
Tire Size	Liquid Weight per Tire kg (lb.)—75% Full
210/95R28 (8.3R28)	Not Applicable
280/85R20 (11.2R20)	125 (275)
250/85R24 (9.5R24)	95 (209)
280/85R24 (11.2R24)	115 (253)
320/85R20 (12.4R20)	121 (267)
320/85R24 (12.4R24)	150 (330)
320/70R24	150 (330)

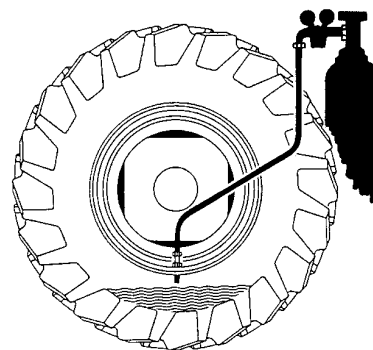
LIQUID WEIGHT FOR REAR TIRES With 0.6 kg/L (5 lb./gal.) Calcium Chloride Solution	
Tire Size	Liquid Weight per Tire kg (lb.)—75% Full
160/95R46 (6.6R46)	Not Applicable
380/85R28 (14.9R28)	261 (575)
420/85R28 (16.9R28)	339 (747)
420/85R30 (16.9R30)	355 (782)
340/85R28 (13.6R28)	200 (440)
480/70R30	420 (924)

SJ15074,00001DF -19-14JUN17-1/1

Draining Tires

Jack up tractor. Remove air valve from tire and allow water to drain out.

To clear remainder of water from tire, insert drain tube with hose extension and pump air into tire. The air pressure pushes remaining water out of tire.



LX009451

RM87422,00004F3 -19-02JUN16-1/1

LX009451—UN—03JAN95

Using Implement Codes

CAUTION: DO NOT attempt to transport an implement without adequate front ballast. Lack of steering control may result.

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 into which your implement code fits. Then move to the right until you are beneath the column which identifies your tractor configuration. The number you find at this point in the chart is the number of Quik-Tatch™ weights needed.

Example: An implement with a code 100 to be used on an MFWD tractor with a quick-coupler, but without liquid in the front tires, requires 4 front weights.

Quik-Tatch is a trademark of Deere & Company

With maximum front ballast, do not attempt to transport an implement whose code exceeds:

- 137 for MFWD Tractor

NUMBER OF Quik-Tatch™ WEIGHTS NEEDED		
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

SD74272,000032A -19-04SEP12-1/1

Wheels, Tires and Treads

Service Tires Safely

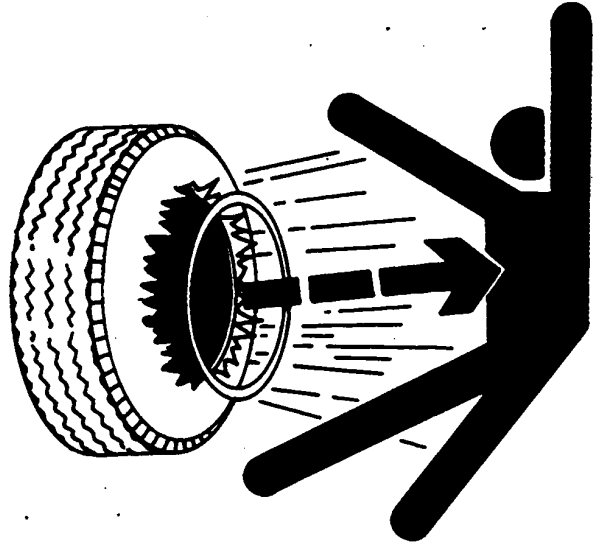
Explosive separation of a tire and rim parts can cause serious injury or death.

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

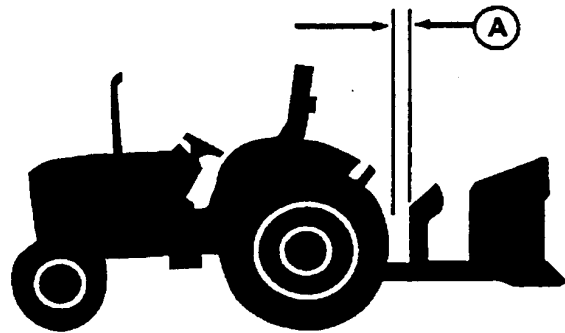
DX,RIM -19-24AUG90-1/1

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



IM47177 —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.

1. All inflation pressures are calculated for 29 km/h (18 mph) travel speeds for both diagonal (bias) ply and radial ply tires.
2. Operation of tires at the inflation pressures listed on chart will result in optimum tractive performance of the
3. 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.
3. 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).
4. Tractors operating on steep side slopes should increase inflation pressures 28 kPa (4 psi) above the values listed to compensate for lateral weight transfer.
5. 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.
6. 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	kPa	bar	psi	kPa	bar	psi
210/95R28 (8.3R28)	100	1.00	14.5	240	2.4	35
280/85R20 (11.2R20)	100	1.00	14.5	160	1.6	23
250/85R24 (9.5R24)	100	1.00	14.5	160	1.6	23
280/85R24 (11.2R24)	100	1.00	14.5	160	1.6	23
320/85R20 (12.4R20)	100	1.00	14.5	160	1.6	23
320/85R24 (12.4R24)	83	0.83	12	160	1.6	23
320/70R24	100	1.00	14.5	160	1.6	23
Rear Tires	With Little or No Added Weight			With Maximum Ballast or Heavy Mounted Implement		
Tire Size	kPa	bar	psi	kPa	bar	psi
160/95R46 (6.6R46)	240	2.40	35	500	5	72
340/85R28 (13.6R28)	100	1.00	14	160	1.6	23
380/85R28 (14.9R28)	100	1.00	14	160	1.6	23
420/85R28 (16.9R28)	83	0.83	12	160	1.6	23
420/70R30	100	1.00	14	160	1.6	23
420/85R30 (16.9R30)	83	0.83	12	160	1.6	23
480/70R30	100	1.00	14	160	1.6	23

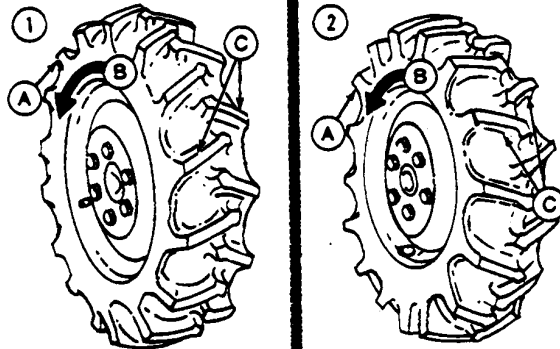
NM61126,00004FE -19-14AUG17-1/1

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)

RW510 —UN—06APR89

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

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 Wheel Bolts—MFWD Axle

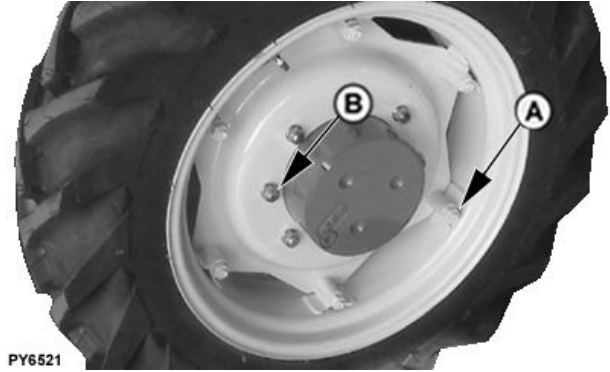
Tighten hardware (A and B) to specifications.

Specification

MFWD Wheel	
Rim-to-Disk Bolts	
(A)—Torque.....	245 N•m (180 lb-ft)
MFWD Wheel	
Disk-to-Hub Nuts	
(B)—Torque.....	310 N•m (228 lb-ft)

**A—MFWD Wheel Rim-to-Disk
Bolts**

**B—MFWD Wheel Disk-to-Hub
Nuts**



PY6521

PY6521—UN—06NOV06

SD74272,0000335 -19-25SEP12-1/1

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.....	550 N•m (406 lb-ft)

**A—Rear Wheel Rim-to-Disk
Bolts**

**B—Rear Wheel Disk-to-Hub
Bolts**



PY4426

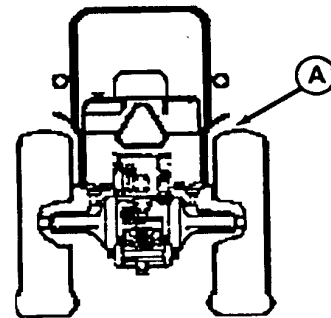
PY4426—UN—15JUN06

SD74272,0000336 -19-25SEP12-1/1

Observe Rear Wheel Tread Width Limitations

IMPORTANT: Tires must have at least 40 mm (1.6 in.) clearance with fenders (A). When large diameter rear tires are installed, check clearance between tire and fenders.

**A—Rear Wheel-to-Fender
Clearance**



M4779—UN—31JAN92

JZ81662,0001107 -19-30JUL13-1/1

Tread Settings—Multi-Position Rear Wheels

Wheel tread on rear axle with multi-position wheels can be adjusted by repositioning or exchanging the rims or by reversing the wheel disks.

Wheel tread can also be adjusted by exchanging the complete wheel to the opposite side of the tractor (this allows the disk to be changed from dished-in to dished-out position without disassembling the wheel). When changing rear wheels from one side to the other, the arrow on side wall of tire points in the direction of forward rotation.

The diagrams below show the position of the wheel disk according to the rim to provide a different tread setting.

A study of these diagrams, before attempting to change tread settings, will avoid unnecessary work.

IMPORTANT: After setting wheel spacing, tighten rim-to-disk and disk-to-flange bolts. Drive tractor 100 m (109 yd.) and tighten again.

Specification

Multi-Position	
Rear Wheels	
Rim-to-Disk—Torque.....	245 N·m (180 lb.-ft.)
Multi-Position Rear	
Wheels Disk-to-	
Flange—Torque.....	550 N·m (406 lb.-ft.)

NOTE: Tread settings are measured at bottom of centerline.

STEEL AND CAST DISKS REAR TREAD WIDTH Centerline-to-Centerline

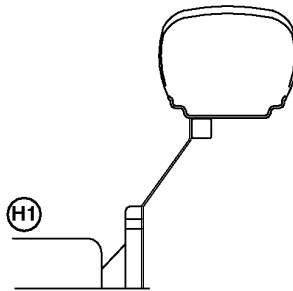
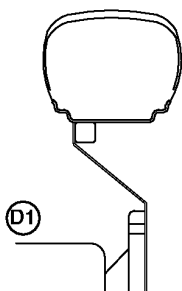
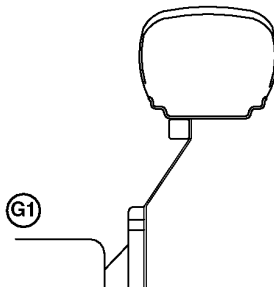
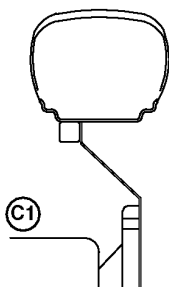
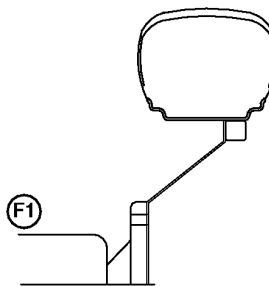
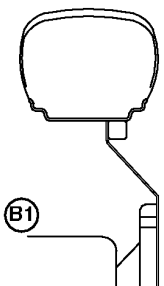
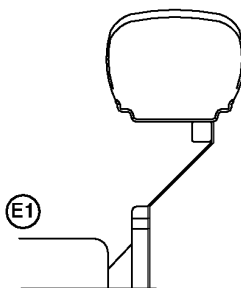
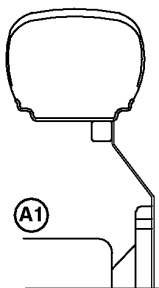
STEEL DISK

			Narrow Track Tractor
Diagram	Tread Setting		Tread Setting
Tire Sizes	340/85R28 (13.6R28) 380/85R28 (14.9R28) 420/85R28 (16.9R28)	420/85R30 (16.9R30) 480/70R30	160/95R46 (6.6R46)
A1	Not available	Not available	Not available
B1	Not available	Not available	Not available
C1	Not available	Not available	Not available
D1	Not available	Not available	Not available
E1	1513 mm (59.6 in.)	1563 mm (61.5 in.)	Not available
F1	1617 mm (63.7 in.)	1665 mm (65.6 in.)	Not available
G1	1716 mm (67.6 in.)	1668 mm (65.7 in.)	Not available
G1 ^a	1919 mm (75.6 in.)	1871 mm (73.7 in.)	Not available
H1	1820 mm (71.7 in.)	1770 mm (69.7 in.)	Not available
H1 ^a	2024 mm (79.7 in.)	1973 mm (77.7 in.)	Not available
Special Settings	Not available	Not available	1148 mm (45.20 in.)

^aRequires 102 mm (4.0 in.) axle spacers.

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SJ15074.0000353 -19-29DEC17-1/2



SJ15074,0000353 -19-29DEC17-2/2

PY15897 —LUN—24DEC12

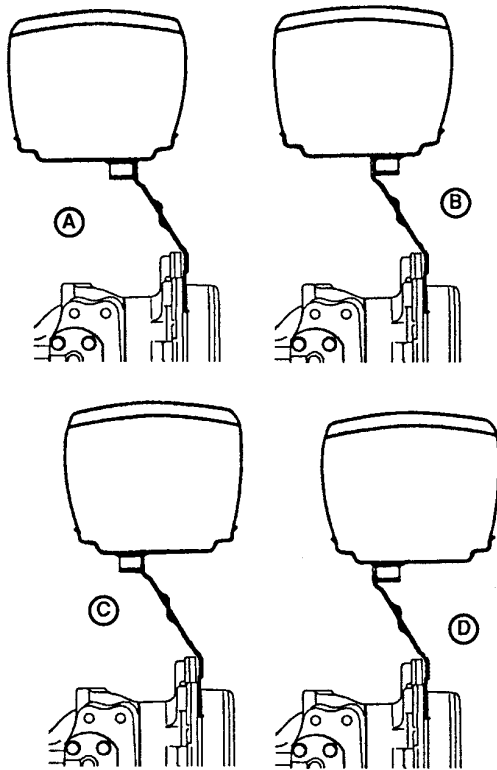
Tread Setting—Multi-Position MFWD Wheels

Wheel tread on MFWD axle with multi-position wheels can be adjusted by repositioning or exchanging the rims or by reversing the wheel disks.

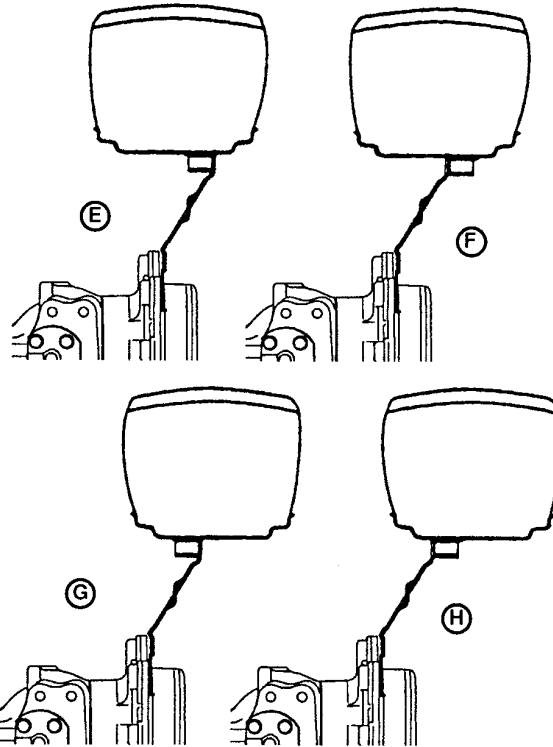
Wheel tread can also be adjusted by exchanging the complete wheel to the opposite side of the tractor. This allows the disk to be changed from dished-in to dished-out position without disassembling the wheel. When changing MFWD wheels from one side to the other, the arrow on

side wall of tire points in the direction of forward rotation. In certain applications, MFWD equipped tractors may operate with the arrows in the opposite direction. See Selecting Front Tire Rolling Direction.

The diagrams show the position of the wheel disk according to the rim to provide a different tread setting. Perform this procedure before changing tread width in order to avoid unnecessary work.



Tread Setting—Multi-Position MFWD Wheels



Tread Setting—Multi-Position MFWD Wheels

IMPORTANT: After setting wheel spacing, tighten MFWD wheel rim-to-disk bolts and MFWD wheel

disk-to-hub nuts to specification. Drive tractor 100 m (109 yd.) and tighten again.

Item	Measurement	Specification
MFWD Wheel Rim-to-Disk Nuts	Torque	245 N·m (180 lb.-ft.)
MFWD Wheel Disk-to-Hub Nuts	Torque	310 N·m (228 lb.-ft.)

NOTE: Tread settings are measured at bottom centerline of tire.

MULTI-POSITION MFWD WHEELS TREAD WIDTH Centerline-to-centerline								
Diagram								
Tire	A	B	C	D	E	F	G	H
250/85R24 (9.5R24)	1426 mm (56.14 in.)	1524 mm (60 in.)	1539 mm (60.5 in.)	1637 mm (64.4 in.)	1656 mm (65.1 in.)	1724 mm (67.8 in.)	1739 mm (68.4 in.)	1837 mm (72.3 in.)

Continued on next page

NM61126,0000359 -19-08DEC16-1/2

Wheels, Tires and Treads

280/85R24 (11.2R24)	—	1454 mm (57.2 in.)	1545 mm (60.8 in.)	1657 mm (65.2 in.)	1642 mm (64.6 in.)	1754 mm (69.1 in.)	1845 mm (72.6 in.)	—
320/70R24	—	1510 mm (59.4 in.)	1600 mm (63 in.)	1702 mm (67.0 in.)	1603 mm (63.1 in.)	1700 mm (66.9 in.)	1795 mm (70.66 in.)	—
320/85R20 (12.4R20)	—	1482 mm (58.3 in.)	1592 mm (62.7 in.)	1630 mm (64.2 in.)	1666 mm (65.6 in.)	1704 mm (67.1 in.)	1814 mm (71.4 in.)	—
280/85R20 (11.2R20)	1408 mm (55.4 in.)	1482 mm (58.3 in.)	1592 mm (62.7 in.)	1630 mm (64.2 in.)	1666 mm (65.6 in.)	1704 mm (67.1 in.)	1814 mm (71.4 in.)	1888 mm (74.3 in.)
320/85R24 (12.4R24)	—	1510 mm (59.44 in.)	1600 mm (62.99 in.)	1702 mm (67.0 in.)	1603 mm (63.11 in.)	1700 mm (66.90 in.)	1795 mm (70.7 in.)	—
8.3 X 28 ^a	—	—	—	—	—	—	—	—

^a1140 mm track width axle oscillation of 6.5 degree and inner wheel turning angle of 26 degree

NM61126,0000359 -19-08DEC16-2/2

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 centerline of tires at hub level in front of 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 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 should be less than 3 mm (1/8 in.). Adjust toe-in if necessary. (See procedure in this section.)



A—MFWD Axle Toe-In Distance

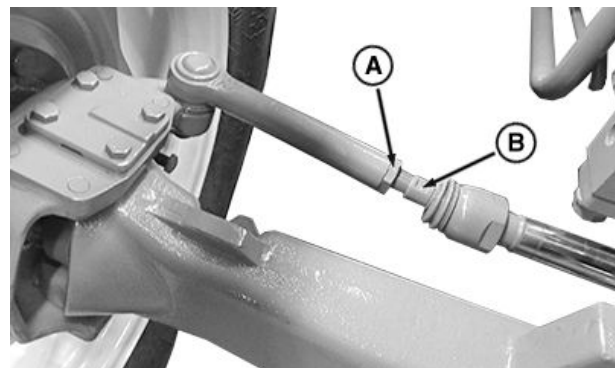
PY31514—UN—08SEP16

RM87422,0000596 -19-08SEP16-1/1

Adjust Toe-In—MFWD Axle

1. Loosen jam nuts (A) on both ends of tie rod.
2. Adjust both sides equally by rotating the inner rod (B) to lengthen or shorten 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.)



A—Tie Rod Jam Nuts

B—Inner Rod

PY31515—UN—08SEP16

3. Tighten jam nuts to specification.

Specification

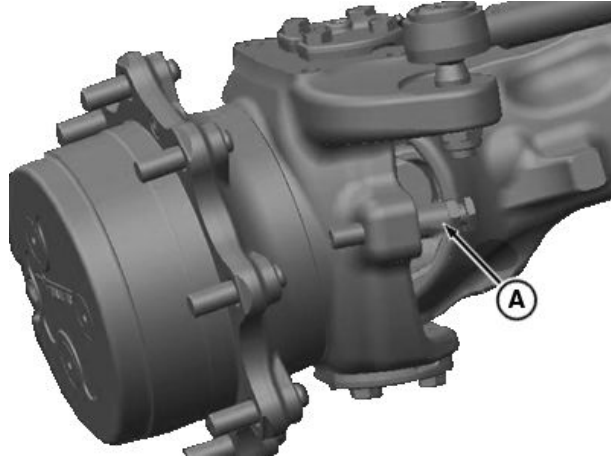
Jam Nuts—Torque.....220 – 240 Nm
(162 – 177 lb-ft)

RM87422,0000595 -19-08SEP16-1/1

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

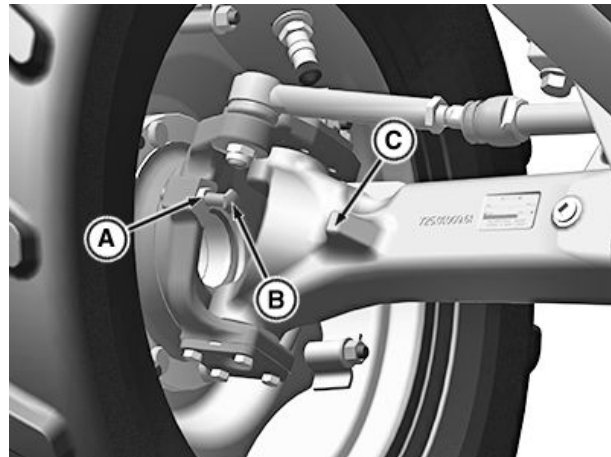
SJ15074,0000302 -19-04AUG17-1/1

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 should 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.

Specification

Steering Stop Bolt
Retaining Lock
Nut—Torque..... 125 Nm (92 lb-ft)



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

8. Repeat above steps for the right side.

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

PY31516 —UN—08SEP16

RM87422,0000594 -19-08SEP16-1/1

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 and 5058E MFWD	5067E MFWD	5075E MFWD
340/85R28 (13.6R28)	280/85R20 (11.2R20)	X	X	X
380/85R28 (14.9R28)	320/85R20 (12.4R20)	X	X	X
380/85R28 (14.9R28)	250/85R24 (9.5R24)	X	X	X
420/85R28 (16.9R28)	280/85R24 (11.2R24)	X	X	X
420/85R30 (16.9R30)	320/85R24 (12.4R24)	X	X	X
420/85R30 (16.9R30)	280/85R24 (11.2R24)	X	X	X
480/70R30	320/70R24	-	X	X
160/95R46 (6.6R46)	210/95R28 (8.3R28)	X	X	X

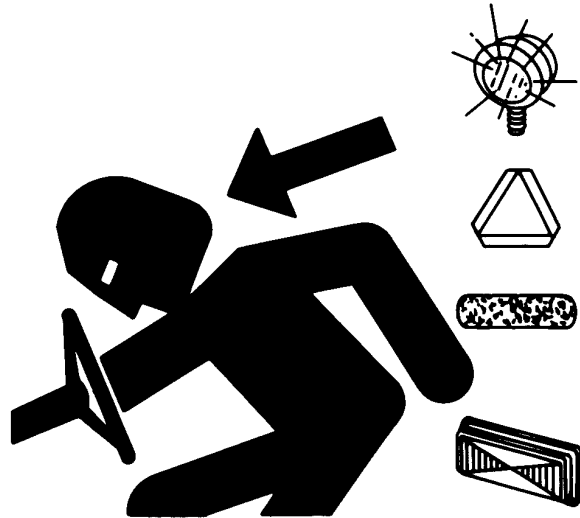
VP27597.00018F8 -19-22FEB21-1/1

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.



TS951 —UN—12APR90

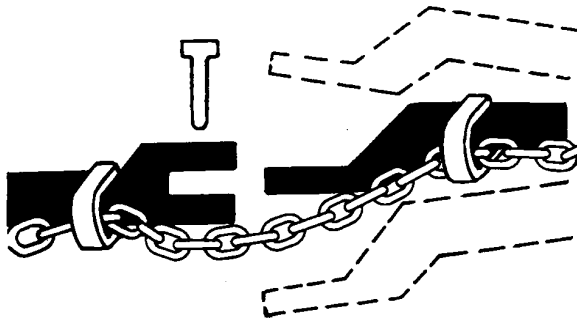
DX,FLASH -19-07JUL99-1/1

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.

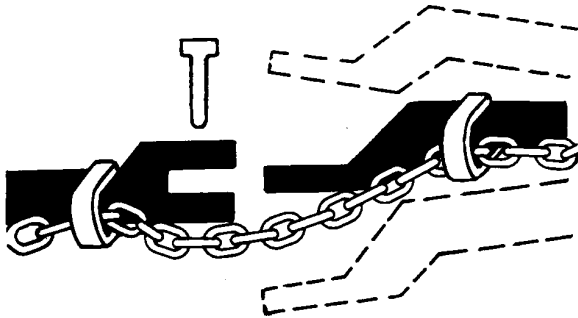
Use chain with a strength rating equal to or greater than the gross weight of the towed machine. Do not use safety chain for towing.



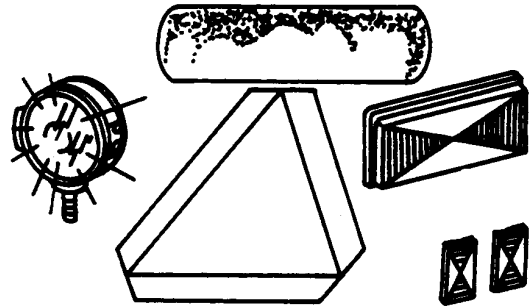
TS217 —UN—23AUG88

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

Deliver Safely



TS217 —UN—23AUG88



TS949 —UN—22MAR90

The best method for delivering tractors, self-propelled equipment, and most implements or attachments is on a flatbed truck or trailer. Secure loads with tie down chains, straps, and binders.

Be aware of height and width restrictions to avoid collision with overpasses, bridge abutments, or other road users. Check with local authorities regarding oversized load transport restrictions and requirements.

When towing, remember that towed loads can swerve, upset or cause loss of control when towed with an undersized towing unit.

Never tow an implement behind a truck or other motor vehicle. The ability to maintain control and brake the implement and vehicle mass is compromised. The ability to properly attach the implement hitch and safety chain to the motor vehicle may be marginal. With most motor vehicles it is not possible to properly operate the warning, tail and turn signal lights on the implement, and in most cases the implement tires are not rated for highway speeds.

Tow drawn implements only with a properly sized and weighted tractor equipped with a stationary drawbar. (See tractor operator's manual for ballast requirements.)

Integral and semi-integral implements should be attached to a tractor with a three-point hitch as specified in the implement operator's manual. The tractor should have

the proper size rear tires and the sway blocks should be in the down position. Do not transport unless the tractor front end is ballasted to the weight levels specified in the tractor operator's manual for the correct implement code.

Before transporting, attach a properly sized safety tow chain between the implement and tractor.

Stopping distance increases with speed and weight of towed loads, and when transporting on slopes. Observe these recommended maximum road speeds, or local speed limits that may be lower:

- If towed equipment does not have brakes, do not transport at speeds above 32 km/h (20 mph) and do not tow loads that weigh more than 1.5 times the weight of the tractor.
- If the towed equipment has brakes, do not transport at speeds above 40 km/h (25 mph) and do not tow loads more than 4.5 times the weight of the tractor.

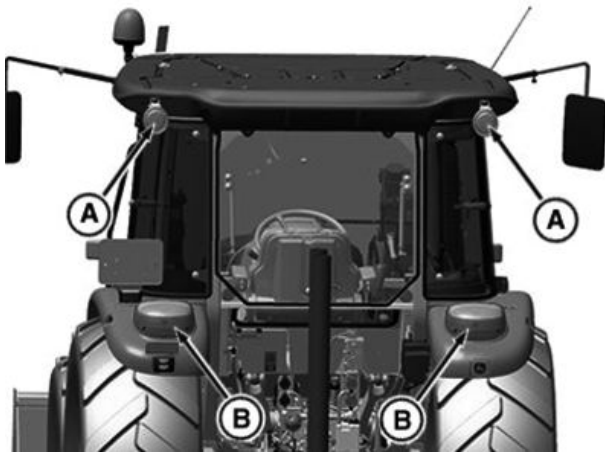
Use additional caution and reduce speed when towing under adverse surface conditions, when turning, and when on inclines.

Attach the implement lighting harness to the tractor and make sure that the warning and taillights on both the tractor and implement are on and functioning properly.

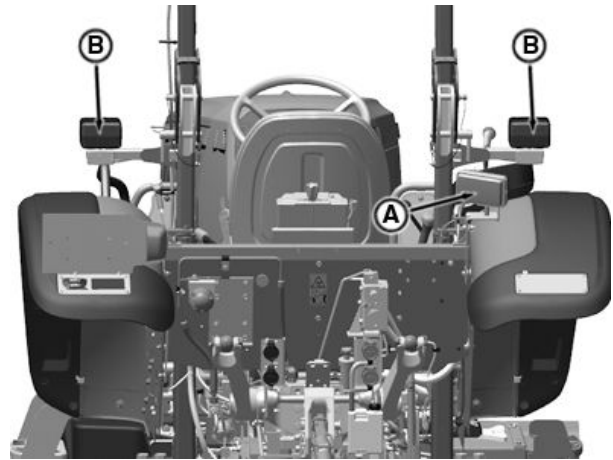
Make sure that the SMV and other markings on the implement are clean and visible.

DX,DELIVER -19-26JUL19-1/1

Driving Tractor on Roads



Cab



IOOS

A—Work Lights

B—Tail Lights

CAUTION: When operating on a road, move light switch to either high beam lights position or low (dim) beam lights position. Never use worklight 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.

1. Before operating tractor on highway be sure flashing hazard lights work properly. Install auxiliary lighting to equipment as required for safety and by local regulations.

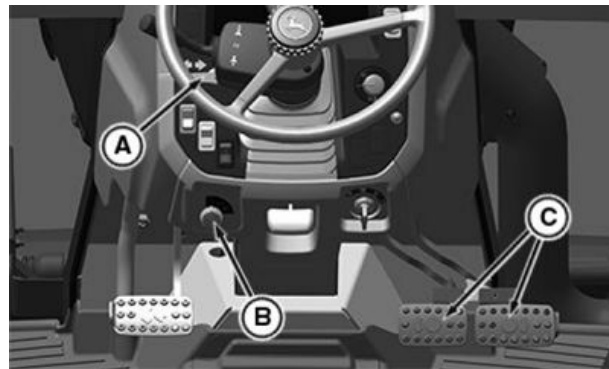
ZY5AXG6,0000C01 -19-29DEC21-1/5

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

2. Turn indicator switch (B) to the high 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 turn signal 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 Indicator Switch
B—Light Knob Switch

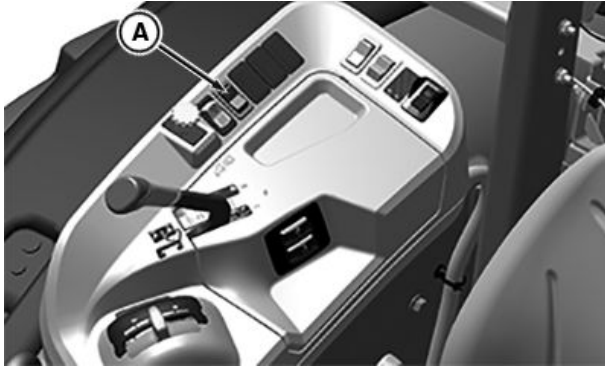
C—Brake Pedals



Cab Shown

Continued on next page

ZY5AXG6,0000C01 -19-29DEC21-2/5



For 5050E, 5058E, 5067E, and 5075E IOOS Tractors



For 5058E, 5067E and 5075E Cab Tractors

A—EH MFWD Switch

5. Disengage mechanical front wheel drive (A) when transporting tractor with EH MFWD. Excessive front tire wear results from transporting on hard surfaces with the EH 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 with clutch disengaged. This can overspeed clutch disc and cause severe clutch damage.
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 that tractor has proper ballast.

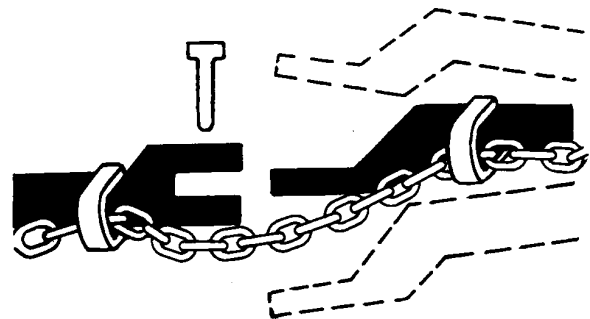
ZY5AXG6,0000C01 -19-29DEC21-3/5

CAUTION: A safety chain helps drawn equipment should it accidentally separate from the drawbar. Using the appropriate adapter parts, attach the chain to the tractor drawbar support or other specified anchor location. Provide only enough slack in the chain to permit turning. See your John Deere dealer for a chain with a strength rating equal to or greater than the gross weight of the towed machine. **DO NOT** use safety chain for towing.

IMPORTANT: Safety chain is provided for transport only. It must not be used for pulling or towing implements, or other items, not attached to drawbar, or damage to your tractor may result.

NOTE: Attach trailer brakes (if equipped) and check for proper operation.

9. Transporting Towed Loads:



Lock drawbar pin in place, and use safety chain to help control drawn equipment should it accidentally separate from drawbar while transporting.

Continued on next page

ZY5AXG6,0000C01 -19-29DEC21-4/5

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.

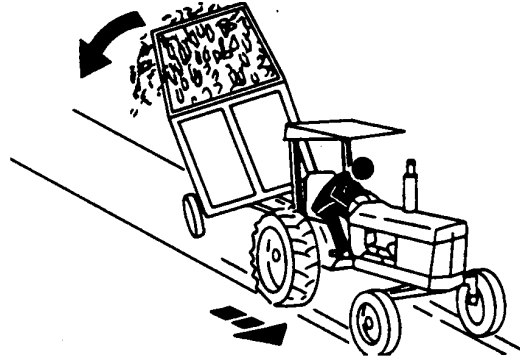
Observe these recommended maximum road speeds, or local speed limits which may be lower:

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 that 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



TS216 —UN—23AUG88

tractor 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 results in loss of steering control. Drive slowly and avoid quick turns of the steering wheel. Refer to your implement operator's manual regarding maximum travel speed limitations.

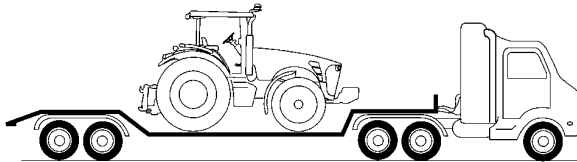
ZY5AXG6,0000C01 -19-29DEC21-5/5

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

Towing Tractor

CAUTION: Remove MFWD drive shaft if towing tractor with front wheels on a carrier. Loss of electrical power or transmission-hydraulic system pressure will engage the MFWD and pull tractor off the carrier, even with switch 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. If equipped with MFWD and towing tractor with front wheels on a carrier, remove drive shaft:
 - a. Remove three cap screws and slide drive shaft shield (C) away. Repeat on opposite end.
 - b. Remove spring pin (A) using a punch and hammer.
 - c. Support drive shaft and slide coupler (B) toward shield (C) to disengage.
 - d. Remove drive shaft, shields, and couplers.
2. If possible, operate engine above 1250 rpm to provide lubrication, power steering, and power brakes. Have an operator steer and brake tractor.
3. If not possible to run engine, add 40 L (10 gal.) of transmission-hydraulic oil to transmission. Drain excess oil after transporting.
4. Tap brake pedals to make sure differential lock is not engaged.
5. Disengage PTO and move range and speed shift levers to NEUTRAL.
6. **PowrReverser™ Transmission:** Move reverser lever to NEUTRAL.
7. 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 at temperatures below freezing point.

After Towing

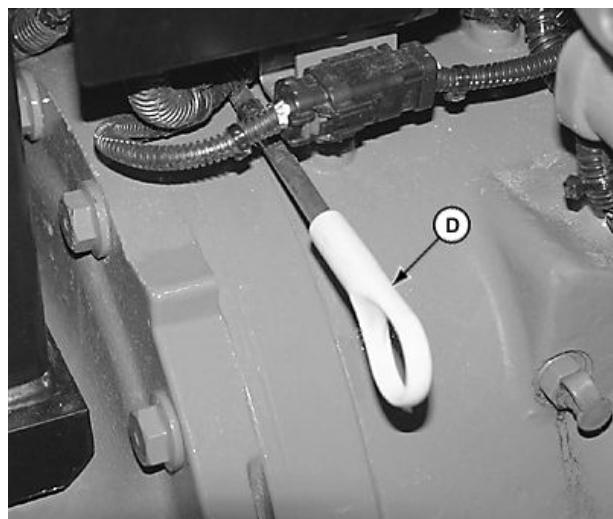
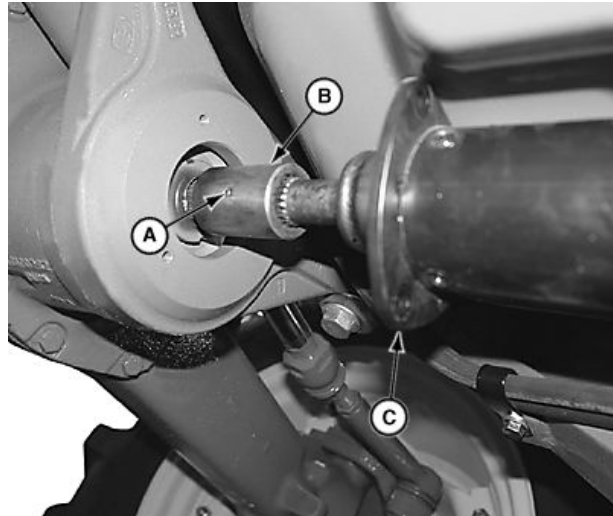
If equipped with MFWD, apply multipurpose grease to couplers and shaft splines, and reinstall drive shaft assembly.

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

Check oil level with dipstick (D) after draining and again after operating for five minutes.

A—Spring Pin
B—Coupler

C—Drive Shaft Shield
D—Dipstick



LV14557—UN—03AUG11

LV14558—UN—03AUG11

LV14559—UN—03AUG11

NM61126,00002C7 -19-05SEP16-1/1

Tow Points- Front

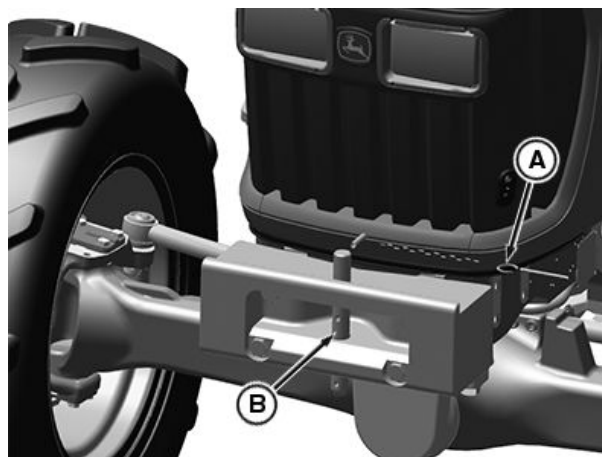
IMPORTANT: Avoid damage to steering cylinders or tie rods.

Below are a list of the following tow points also could be used to free a machine if mired;

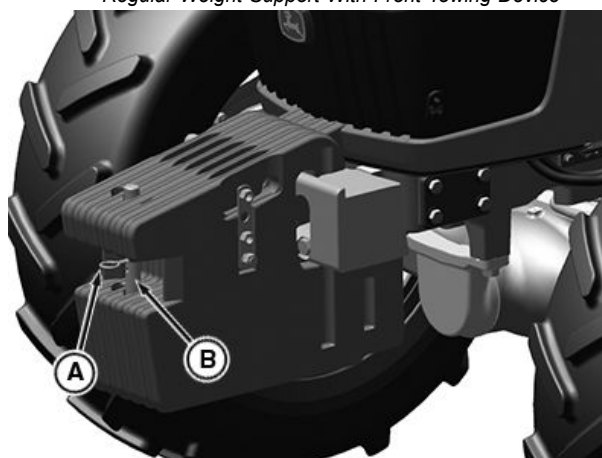
- Remove Spring Locking Pin (A) on the front weight, Connect to the regular weight support tow pin (B) with front towing device or tow cable and lock with spring locking pin.
- Remove Spring Locking Pin (A) on the front weight, Connect to the regular suitcase weight support tow pin (B) with front towing device or tow cable and lock with spring locking pin.

A— Spring Locking Pin

B— Tow Pin



Regular Weight Support With Front Towing Device



Regular Weight Support With Suitcase Weights

PY29182 —UN—12JUL16

PY29183 —UN—12JUL16

NM61126,00002C8 -19-12JUL16-1/1

Tow Points- Rear

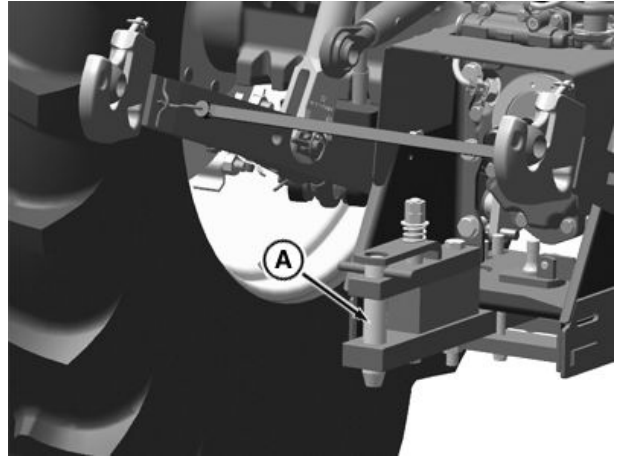
IMPORTANT: Avoid damage to steering cylinders or tie rods.

Below are a list of the following tow points also could be used to free a machine if mired;

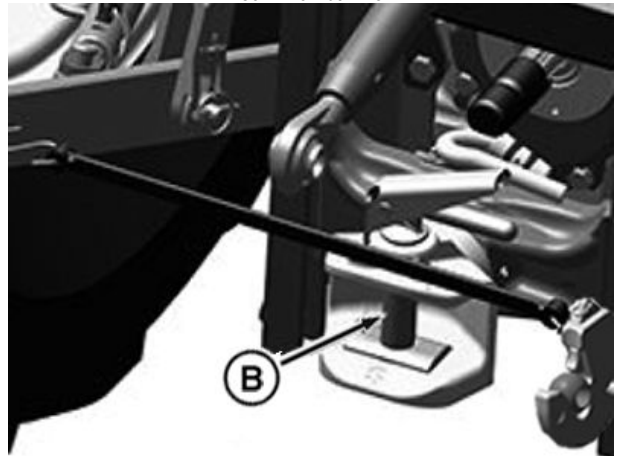
- For the rear of the tractor on tow point connection chain is the drawbar pin (A).
- An alternate option if equipped is the Wagon hitch tow pin (B).

A—Rear Drawbar Tow Pin

B—Rear Wagon Hitch Tow Pin



Rear Drawbar Tow Pin



Rear Wagon Hitch Tow Pin

WKJQUWJ,00009BC -19-29MAR21-1/1

APY41866 —UN—29MAR21

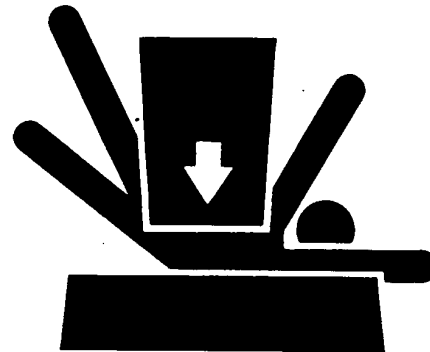
APY41867 —UN—29MAR21

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.



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

TS229 —UN—23AUG88

Jacking Points On Tractor

Jacking Point Label



PY41742—UN—04AUG17

On Left Side Fender—IOOS

Refer this Operator's Manual for greasing and jacking point's locations of machine.



PY41744—UN—14JUN17

Left-hand Side of the Operator—Cab

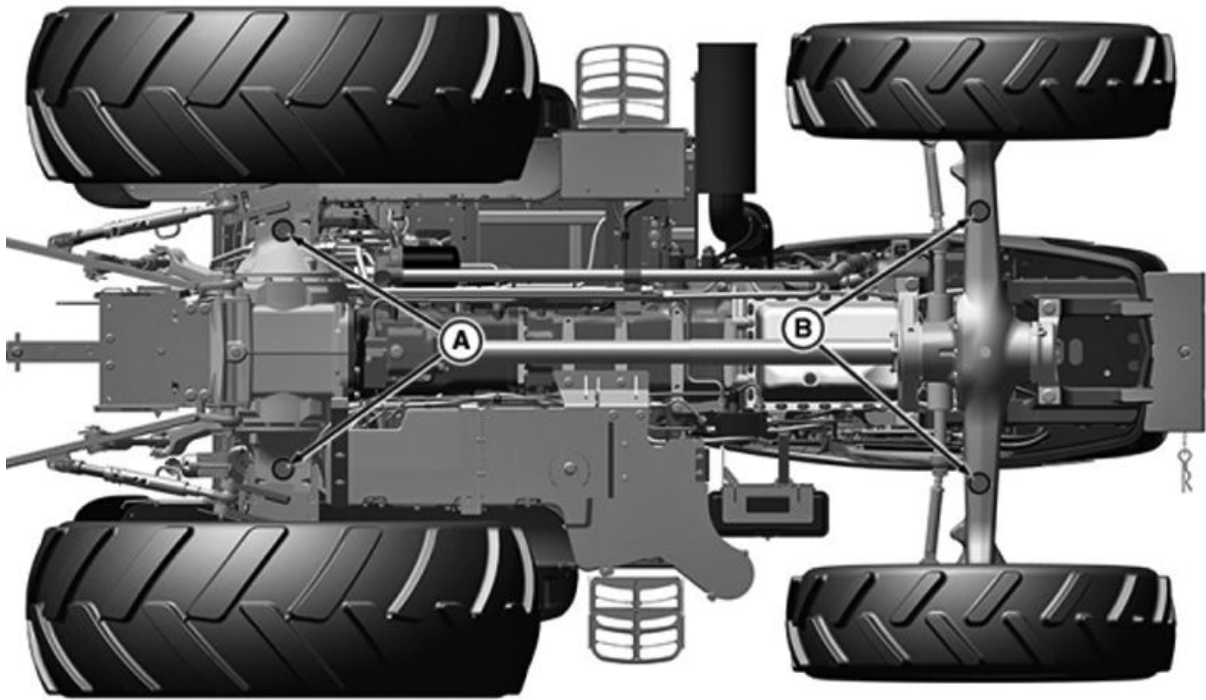


Part Number: SU48175

PY41743—UN—14JUN17

Continued on next page

WKJQUWJ,00009BD -19-29MAR21-1/3



A—Rear End Jacking Points

B—Front End Jacking Points

Vehicle jack can be applied at points (A) i.e. differential casing to jack up the vehicle from rear side.

To jack up the vehicle from front apply jack at points (B) i.e. front axle as shown.

NOTE: Remove front ballast weights before lifting front end of tractor.

Continued on next page

WKJQUWJ,00009BD -19-29MAR21-2/3

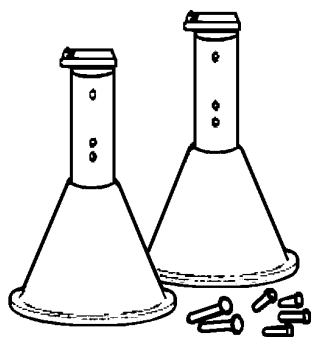
APY41869 —UN—29MAR21



Example

JT02043—Support Stand,
482—736 mm (19—29 in.)

JT02044—Support Stand,
863—1117 mm (34—44
in.)



JT07211

JT02043 and JT02044 Support Stands

JT07211 —UN—14DEC06

⚠ CAUTION: Use approved lifting equipments only.
Jack up tractor on firm & leveled ground only.

Before doing any further work on tractor,
first secure it using suitable jack stands.

Special John Deere tools can be used for
this purpose. These jack stands are available
at your John Deere dealer.

WKJQUWJ,00009BD -19-29MAR21-3/3

LX1049890 —UN—05MAR24

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:

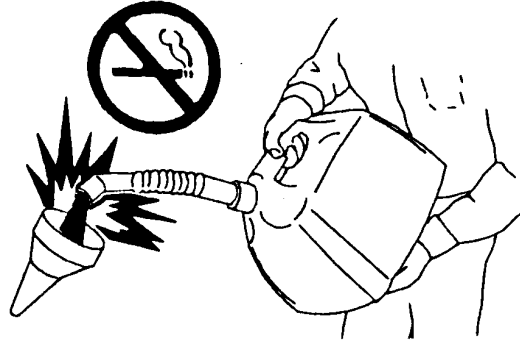
- While you smoke.
- When machine is near open flame or sparks.
- When engine is running. STOP engine.

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.



MT3115—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

Fuel Storage

Buy good quality, clean fuel from a reputable supplier.

Proper fuel storage is critically important. Use clean storage and transfer tanks. Periodically drain water and sediment from bottom.

Avoid storing fuel over long periods of time. If there is slow turnover of fuel in the fuel tank or supply tank, it is necessary to add John Deere Diesel Fuel Conditioner

to prevent the water condensation. (See nearest John Deere dealer for proper service or maintenance recommendations.)

Store fuel in a convenient place away from buildings.

NOTE: To reduce fuel gelling and control wax separation during cold weather, John Deere Fuel Flow Improver, or equivalent, is added to fuel or bulk storage tank.

PU00210,00001CC -19-17MAR20-1/1

Cold-Weather Operation

IMPORTANT: Viscosity grade selection is critical for cold-weather operation of the transmission. Preheat procedures are required when operating transmission at temperatures lower than the oil MINIMUM critical temperature.

NOTE: See Transmission and Hydraulic Oil, in this section, for MINIMUM viscosity grade for a given transmission operating temperature.

Warm-Up Procedures

Preheat transmission oil to MINIMUM temperature before operating, if preheating transmission with Auxiliary Source.

As an Alternate Procedure, operate tractor with transmission in NEUTRAL for approximately 20 minutes, or until oil has warmed to MINIMUM temperature as recommended above.

SD74272,0000221 -19-17MAR20-1/1

Hot-Weather Operation

NOTE: See Transmission and Hydraulic Oil section, for correct viscosity grade for a given transmission operating temperature.

Use higher than normal viscosity grade under following conditions:

- Ambient temperatures consistently above 30°C (86°F)
- Frequent stop-and-go driving in hot weather
- Repeated climbing of high grades in hot weather

SD74272,0000222 -19-17MAR20-1/1

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.

DX,FUEL4 -19-01MAR25-1/1

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.**

¹See 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.

DX,FUEL1 -19-01NOV22-1/1

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 or other service provider 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.

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.

DX,FUEL10 -19-02MAR25-1/1

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

Continued on next page

DX,FUEL7 -19-13JAN18-1/2

- 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



Fill Fuel Tank Safely

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.

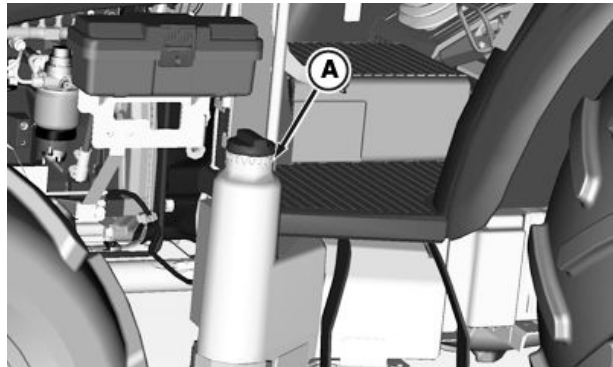
Specification

IOOS Fuel Tank for
5050E, 5058E, 5067E,
5075E Only—Capacity.....82 ± 4 L (21.66 ± 1 gal) Approximate
Cab Fuel
Tank—Capacity.....82 ± 4 L (21.66 ± 1 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.

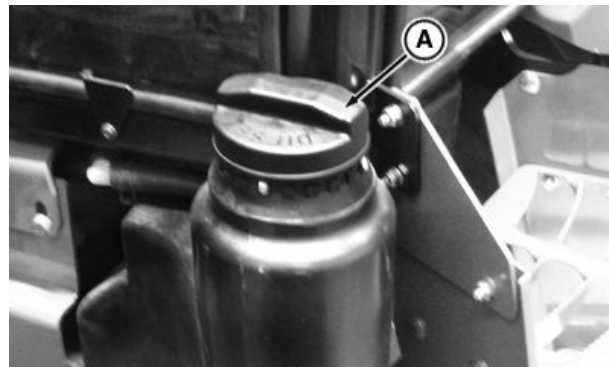
NOTE: To reduce fuel gelling and control wax separation during cold weather, John Deere Fuel Flow

TS202—UN—23AUG88



IOOS

PY18908—UN—31MAR14



Cab

PY16195—UN—27JUN12

A—Filler Cap

Improver, or equivalent, may be added to fuel or bulk storage tank.

VP27597,0000C73 -19-23AUG18-1/1

Alternative and Synthetic Lubricants

Conditions in certain geographical areas may require lubricant recommendations different from those printed in this manual.

Some John Deere brand coolants and lubricants may not be available in your location.

Consult your John Deere dealer to obtain information and recommendations.

Synthetic lubricants may be used if they meet the performance requirements as shown in this manual.

The temperature limits and service intervals shown in this manual apply to John Deere branded fluids or fluids that have been tested and/or approved for use in John Deere equipment.

Re-refined base stock products may be used if the finished lubricant meets the performance requirements.

DX,ALTER -19-13JAN18-1/1

Lubricant Storage

Your equipment can operate at top efficiency only when clean lubricants are used.

Use clean containers to handle all lubricants.

Store lubricants and containers in an area protected from dust, moisture, and other contamination. Store containers on their side to avoid water and dirt accumulation.

Make certain that all containers are properly marked to identify their contents.

Properly dispose of all old containers and any residual lubricant they may contain.

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

Diesel Engine Oil — Interim Tier 4, Final Tier 4, Stage IIIB, Stage IV, and Stage V

Failure to follow applicable oil standards and drain intervals can result in severe engine damage that might not be covered under warranty. Warranties, including the emissions warranty, are not conditioned on the use of John Deere oils, parts, or service.

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

John Deere Plus-50™ II is the recommended engine oil.

Extended service intervals may apply when John Deere Plus-50™ II engine oil is used. Refer to the engine oil drain interval table and consult your John Deere dealer for more information.

If John Deere Plus-50™ II engine oil is not available, engine oil meeting one or more of the following may be used:

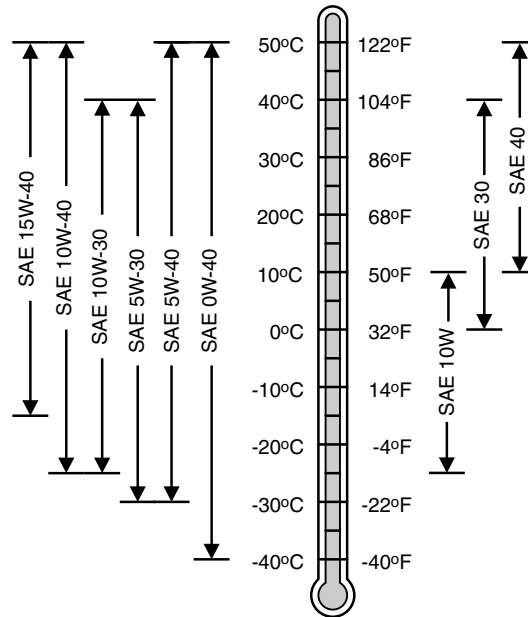
- API Service Category CK-4
- API Service Category CJ-4
- ACEA Oil Sequence E9
- ACEA Oil Sequence E6

DO NOT use engine oil containing more than 1.0% sulfated ash, 0.12% phosphorus, or 0.4% sulfur.

Multi-viscosity diesel engine oils are preferred.

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.

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Oil Viscosities for Air Temperature Ranges

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.

Use of diesel fuel with sulfur content less than 15 mg/kg (15 ppm) is **REQUIRED**.

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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:

- 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.

*Break-In Plus is a trademark of Deere & Company
Plus-50 is a trademark of Deere & Company.*

DX,ENOIL16 -19-13JAN18-1/1

Diesel Engine Oil Service Interval for Operation at High Altitude

To avoid excessive oil degradation and potential engine damage, reduce oil and filter service intervals to 50% of the original recommended values when operating engines at altitudes above **1675 m (5500 ft)**.

Oil analysis may allow longer service intervals.

Use only approved oil types.

Example of Original Hours	Corresponding High Altitude Hours
125	60
150	75
175	85
200	100
250	125
275	135
300	150
350	175
375	185
400	200
500	250

DX,ENOIL,SERV,HALT -19-11NOV14-1/1

Supplemental Diesel Fuel Additives

Diesel fuel can be the source of performance or other operational problems for many reasons. Some causes include poor lubricity, contaminants, low cetane number, and a variety of properties that cause fuel system deposits. These and others are referenced in other sections of this Operator's Manual.

To optimize engine performance and reliability, closely follow recommendations on fuel quality, storage, and handling, which are found elsewhere in this Operator's Manual.

To further aid in maintaining performance and reliability of the engine's fuel system, John Deere has developed a family of fuel additive products for most global markets. The primary products include Fuel-Protect Diesel Fuel Conditioner (full feature conditioner in winter and summer formulas) and Fuel-Protect Keep Clean (fuel injector deposit removal and prevention). Availability of these and other products varies by market. See your local John Deere dealer for availability and additional information about fuel additives that might be right for your needs.

DX,FUEL13 -19-07FEB14-1/1

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

Fuel Filters

The importance of fuel filtration cannot be overemphasized with modern fuel systems. The combination of increasingly restrictive emission regulations and more efficient engines requires fuel system to operate at much higher pressures. Higher pressures can only be achieved using fuel injection components with very close tolerances. These close

manufacturing tolerances have significantly reduced capacities for debris and water.

John Deere brand fuel filters have been designed and produced specifically for John Deere engines.

To protect the engine from debris and water, always change engine fuel filters as specified in this manual.

DX,FILT2 -19-14APR11-1/1

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

¹Coolant 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

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

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

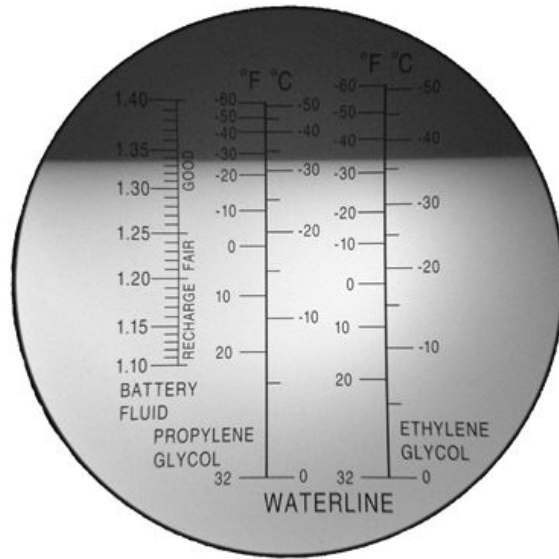


Image with a Drop of 50/50 Coolant Placed on the Refractometer Window

SERVICEGARD is a trademark of Deere & Company

DX.COOL.TEST -19-13JUN13-1/1

TS1732 —UN—04SEP13

TS1733 —UN—04SEP13

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

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

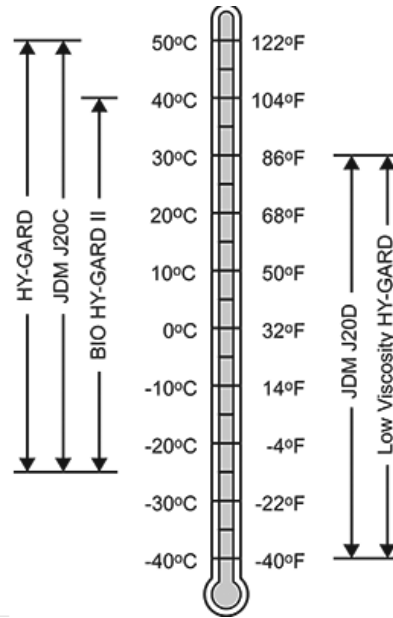
The following oils are preferred:

- 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

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

¹Bio 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

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

MFWD Axle and Wheel Hub Oil

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

The following oils are preferred:

- API Service Classification GL-5
- John Deere Standard JDM J20C
- John Deere Standard JDM J20D

OUMX005,000290C -19-26JAN08-1/1

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:

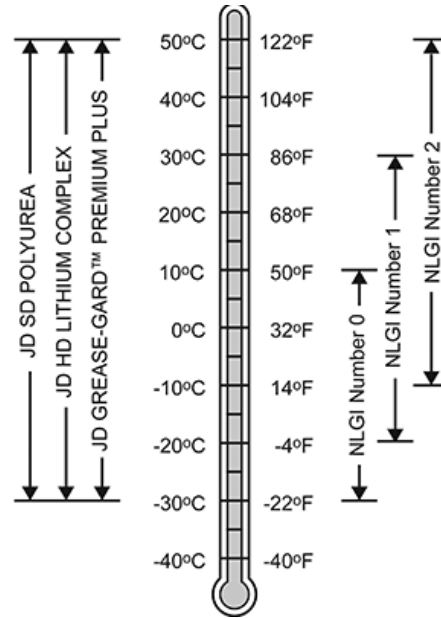
- John Deere HD Lithium Complex Grease
- John Deere Grease-Gard™ Premium Plus

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.

Grease-Gard is a trademark of Deere & Company



Greases for Air Temperature Ranges

RG30199—UN—08MAR18

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.

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

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.

DX,FUEL4 -19-01MAR25-1/1

Lubricity of Diesel Fuel

Most diesel fuels manufactured in the United States, Canada, and the European Union have adequate lubricity to ensure proper operation and durability of fuel injection system components. However, diesel fuels manufactured in some areas of the world may lack the necessary lubricity.

IMPORTANT: Make sure the diesel fuel used in your machine demonstrates good lubricity characteristics.

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.

If fuel of low or unknown lubricity is used, add John Deere Fuel-Protect Diesel Fuel Conditioner (or equivalent) at the specified concentration.

Lubricity of BioDiesel Fuel

Fuel lubricity can improve significantly with BioDiesel blends up to B20 (20% BioDiesel). Further increase in lubricity is limited for BioDiesel blends greater than B20.

DX,FUEL5 -19-07FEB14-1/1

Testing Diesel Fuel

A fuel analysis program can help to monitor the quality of diesel fuel. The fuel analysis can provide critical data such as calculated cetane index, fuel type, sulfur content, water content, appearance, suitability for cold weather

operations, bacteria, cloud point, acid number, particulate contamination, and whether the fuel meets ASTM D975 or equivalent specification.

Contact your John Deere dealer or other service provider for diesel fuel analysis.

DX,FUEL6 -19-01MAR25-1/1

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.

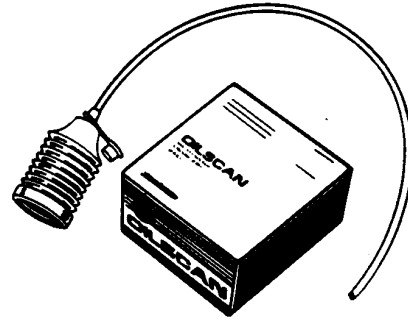
DX,LUBST -19-11APR11-1/1

Oilscan™ and CoolScan™

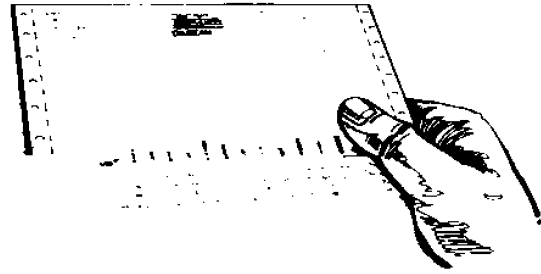
Oilscan™ and CoolScan™ are John Deere sampling programs to help you monitor machine performance and identify potential problems before they cause serious damage.

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.



T6829AB —UN—15JUN89



T6829AB —UN—26AUG11

*Oilscan is a trademark of Deere & Company
CoolScan is a trademark of Deere & Company*

DX,OILSCAN -19-13SEP11-1/1

Maintenance and Service Intervals

Additional Service Information

This is not a detailed service manual. It contains only information needed for operation and routine

maintenance. If more detailed service information is required, refer to Parts Catalog and/or the Technical Manual available at John Deere Dealership.

SD74272,000023D -19-29AUG22-1/1

Service Tractor Safely



John Deere 5E - CAB Tractor

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.

PY31523 —UN—20OCT16



John Deere 5E - IOOS for 5050E, 5058E, 5067E and 5075E Only

Never start engine unless gearshift lever or PowrReverser™ lever (if equipped) is in NEUTRAL position.

Be careful to prevent clothing, jewelry, or long hair from getting caught in the fan blades, drive belt, or any other moving engine parts.

Unauthorized modifications to the machine may impair performance and/or safety and affect machine life.

PY31524 —UN—20OCT16

VP27597,0000C32 -19-10AUG18-1/1

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	Every 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	•				
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		•			
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				•	
Adjust clutch pedal free play ^e				•	
Check neutral start system				•	
Check Brakes				• ^f	

^aThe 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.

^bOnly necessary in extremely wet or muddy conditions

^cOil and oil filter w/ standard JD oil

^dService more often if operated in extremely dusty conditions.

^eFor Mechanical dry clutch

^fBleed brakes if necessary.

RP32883,0000F7F -19-28FEB24-1/1

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

Item	Every 500 Hours	Every 600 Hours	Every 1200 Hours	Annually	2000 Hours / Two Years
Clean operator enclosure/cab air filters ^a	•			•	
Replace engine oil and filter	• ^b				
Replace fuel filter	•				
Clean engine crankcase vent tube (OCV)		•			
Check and tighten all hoses and hose clamps		•			
Change MFWD axle and wheel hub oil		•			
Check cooling system for leaks		•			
Check Secondary brake (if equipped)		•			
Lubricate rear axle bearings		•			
Check engine idle speeds		•			
Check front axle pivot pin		•			
Change transmission-hydraulic oil			•		
Change transmission-hydraulic oil filter	•		•		
Clean transmission-hydraulic pickup screen			•		
Clean PowrReverse™ hydraulic valve return strainer			•		
Replace air cleaner elements				•	
Inspect seat belt				•	
Replace operator enclosure/cab air filters				•	
Drain, flush and refill engine cooling system ^c					•

^aService more often if operated in extremely dusty conditions.

^bOil and oil filter w/ Standard or Premium JD oil

^cSee your John Deere dealer for service.

vynptis,1720769077857 -19-02SEP24-1/1

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

¹Service more often if operated in extremely dusty conditions.

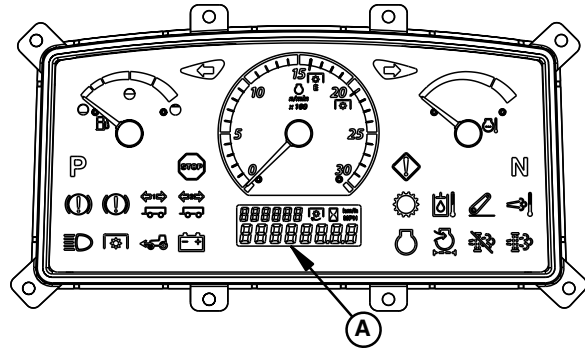
SV86979,00000D7 -19-26DEC12-1/1

Observe Service Intervals

Using hour meter (A) as a guide, perform all services at the hourly intervals indicated on the following pages. Keep a service record on charts provided in the Lubrication and Maintenance Record Charts section.

IMPORTANT: Recommended service intervals are for average conditions. Service more often if tractor is operated under adverse conditions.

A—Hour Meter



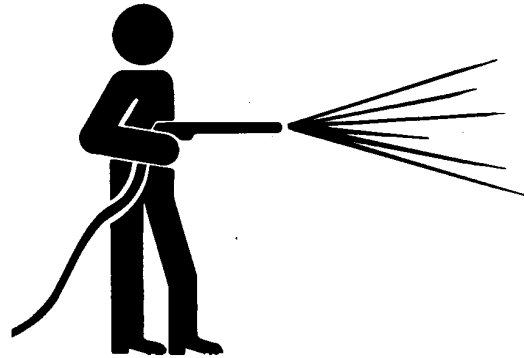
5050E, 5058E, 5067E and 5075E Only

VP27597,0000C33 -19-10AUG18-1/1

PY31505 —UN—06SEP16

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.

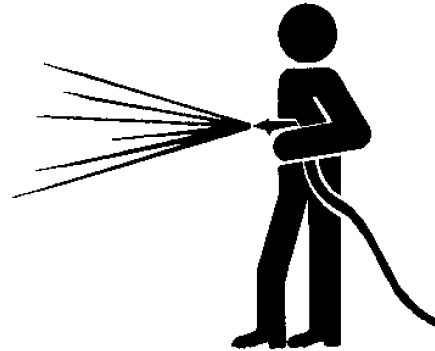


SD74272,0000244 -19-05SEP22-1/1

T6642EJ —UN—18OCT88

Using Compressed Air

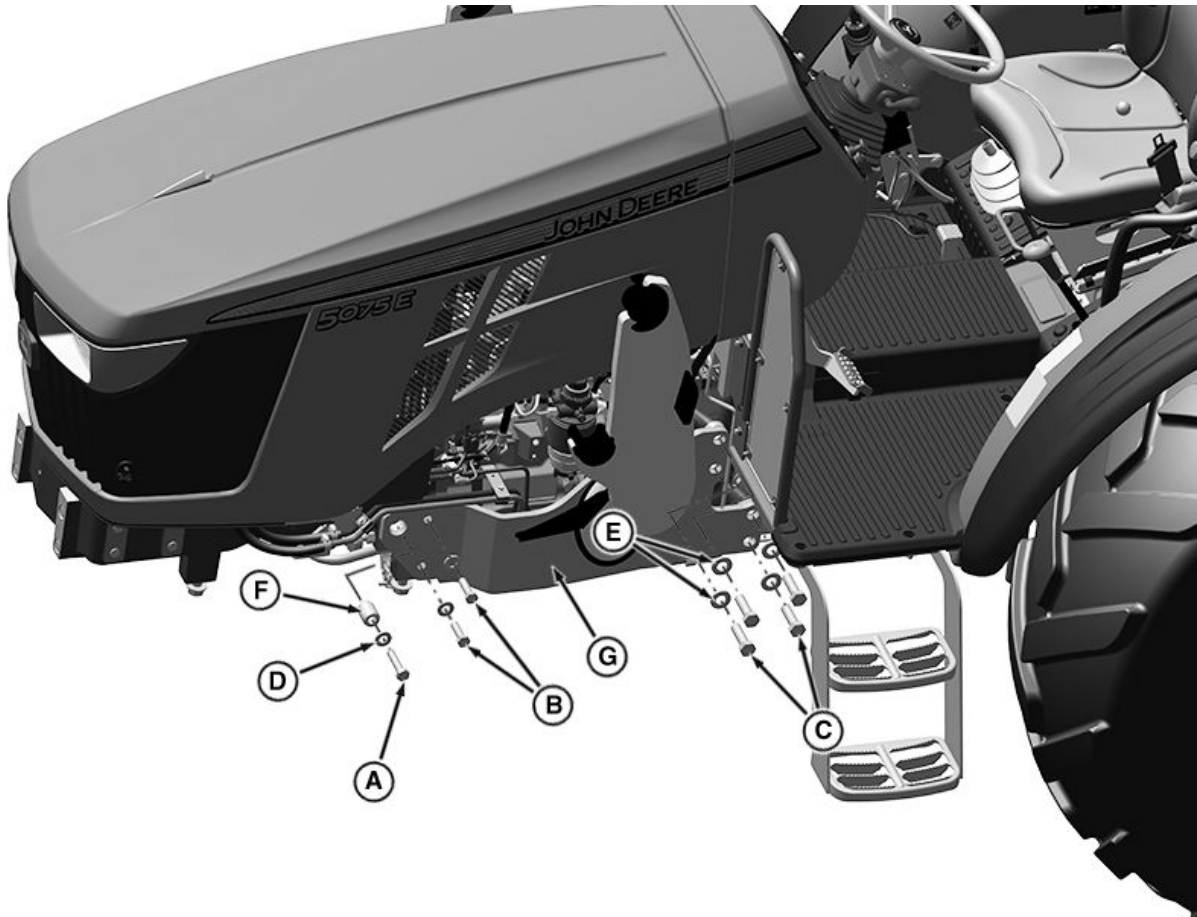
IMPORTANT: Directing pressurized air at electronic/electrical components or connectors can cause buildup of static electricity and product malfunctions.



SD74272,0000245 -19-29AUG22-1/1

RW56455 —UN—30JUN97

Front Loader Installation—Front Loader Mounting Frame



- A**—Hex Head Cap Screw (1 used) **C**—Hex Head Cap Screw (4 used) **E**—Flat Washer (4 used)
B—Hex Head Cap Screw (2 used) **D**—Flat Washer (3 used) **F**—Bushings
G—Front Loader Mounting Frame (Left-Hand Shown)

Hardware used on John Deere Front Loader Mounting Frame

Item	Description	Width across flats	Standard	Thread	Length	Identification/Grade
A	Hex Head Cap Screw	24 mm	ISO 4014	M16 x 2	70 mm	10.9
B	Hex Head Cap Screw	24 mm	ISO 4017	M16 x 2	50 mm	8.8
C	Hex Head Cap Screw	30 mm	JDM F10A	M20 x 2.5	65 mm	10.9
D and E	Washer	—	JDS 130	—	—	300HV
F	Bushing	17.5 mm	—	—	44 mm	—

Front-loader brackets must be installed as shown; the screws must be tightened to 625 N•m (461 lb-ft). Check torque regularly: see Section 110, Maintenance-As Required-Per Condition.

IMPORTANT: A front loader checked and approved by John Deere is available for purchase.

When installing John Deere front-loader mounting frame, use appropriate hardware only, as shown in the illustration above.

Comply also with Operator's Manual and Installation Instructions of front-loader.

RM87422,00004DA -19-22SEP16-1/1

PY31557 —UN—22SEP16

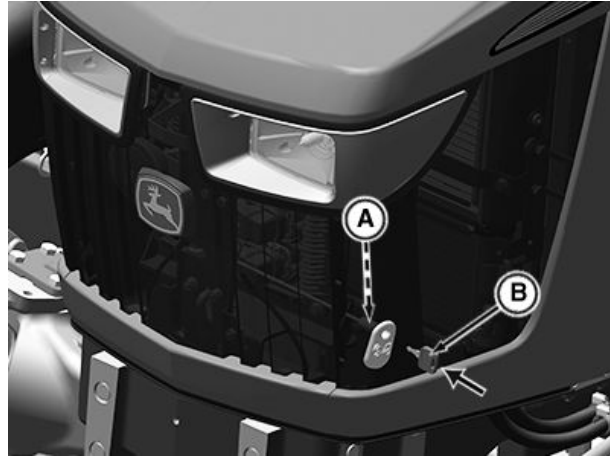
General Maintenance and Inspection

Open Hood

1. Push the hood latch release (A) using ignition key (B) inside to unlatch and unlock the hood.
2. Raise hood. The cylinders will help raise the hood and keep it in this position once it is completely up.

A— Hood Latch Release

B— Ignition Key



PY31525 —UN—14SEP16

RM87422,00005A0 -19-12SEP16-1/1

Inspect Engine Air Intake Filters

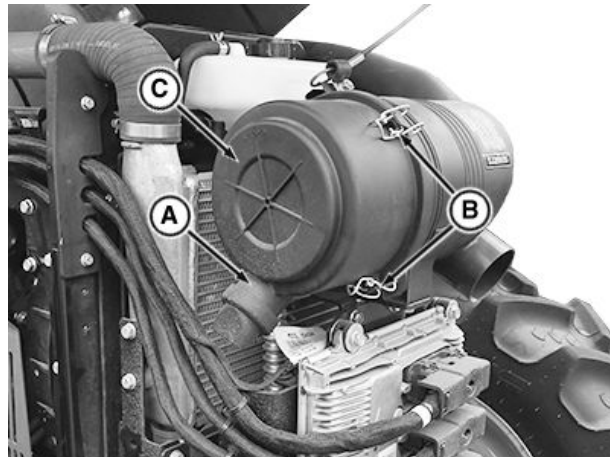
Service Interval—250 Hours

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.



A—Lug
B—Latch

C—Cover

PY31526 —UN—12SEP16

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RM87422,00005A3 -19-12SEP16-1/3

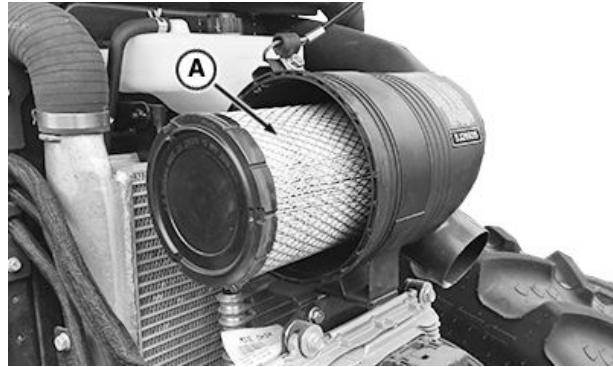
3. Rotate Primary filter element anticlock wise to remove. Do not use excessive force. If filter does not pull out with ease, check for unlock position to remove safely.
4. Clean primary element by tapping gently on palm of your hand. DO NOT tap element against a hard surface. Clean element with blowing 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.

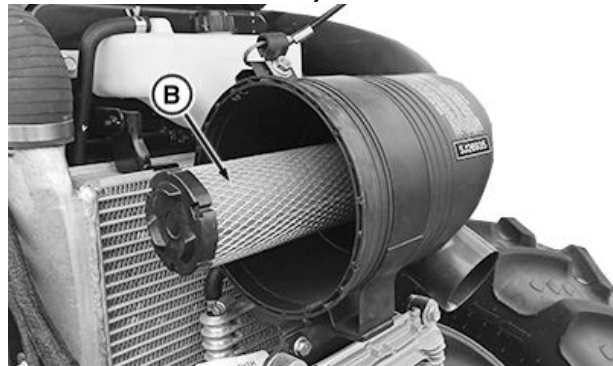
5. Clean out any dirt in canister taking care not to damage the secondary filter element (B).
6. Secondary filter element (B) is removed only when being replaced. If it looks dirty or damaged do not attempt to clean, replace it. Removal of the secondary element (B) is similar to removal of the primary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

A—Primary Filter Element

B—Secondary Filter Element



Primary Element



Secondary Element

RM87422,00005A3 -19-12SEP16-2/3

PY31527—UN—12SEP16

PY31528—UN—12SEP16

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).
9. Close cover and raise latch.

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

10. Lower hood.



RM87422,00005A3 -19-12SEP16-3/3

PY31529—UN—12SEP16

Replace Engine Air Intake Filters

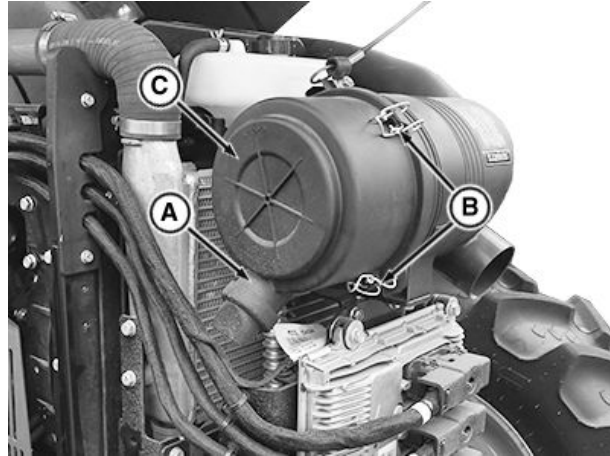
Service Interval—Annually*

* 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



PY31526 —UN—12SEP16

RM87422,00005A4 -19-12SEP16-1/3

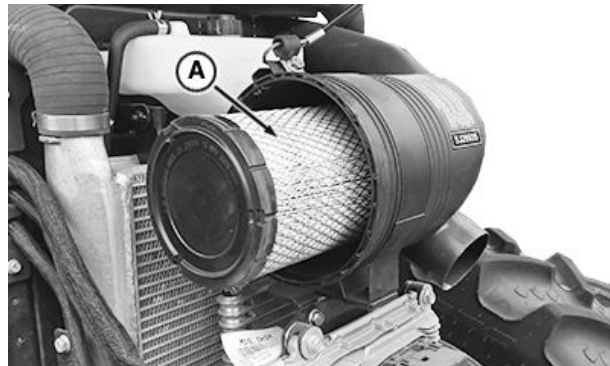
3. Rotate Primary element filter (A) anticlock wise to remove. Do not use excessive force. If filter does not pull out with ease, move side-to-side to remove safely.
4. Removal of Secondary filter (B) is similar to removal of Primary filter (A).

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 $\frac{1}{4}$ turn in clockwise direction.

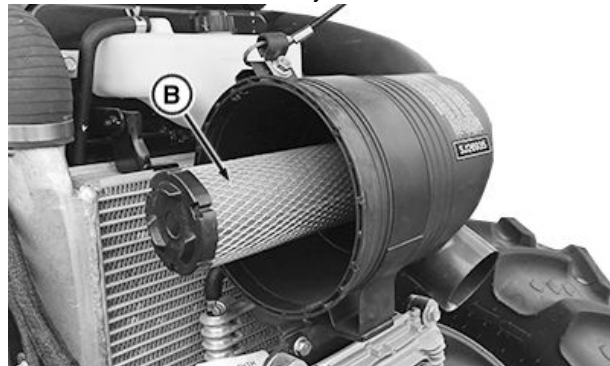
A—Primary Filter Element

B—Secondary Filter Element



Primary Element

PY31527 —UN—12SEP16



Secondary Element

PY31528 —UN—12SEP16

Continued on next page

RM87422,00005A4 -19-12SEP16-2/3

- 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.

- Close cover and raise latch.

NOTE: Make sure arrow on cover points upwards (not be exactly vertical up) and maintain no gap between cover and canister

- Lower hood.



PY31529—UN—12SEP16

RM87422,00005A4 -19-12SEP16-3/3

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.

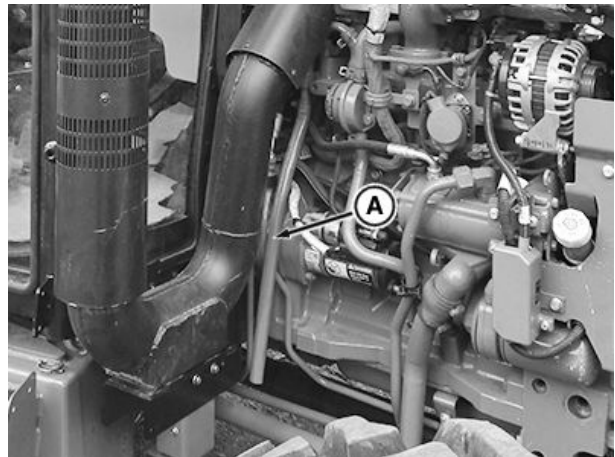
SD74272,00002F4 -19-24JUL12-1/1

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.

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



Right-Hand Side Shown

A—Crankcase Vent Tube

PY31530—UN—12SEP16

RM87422,00005A5 -19-12SEP16-1/1

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.

5050E, 5058E, 5067E and 5075E—Specification

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

RM87422,00005BE -19-26OCT16-1/1

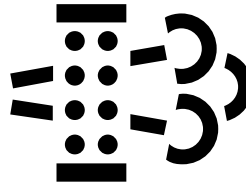
Cleaning the Exhaust Filter Aftertreatment

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.

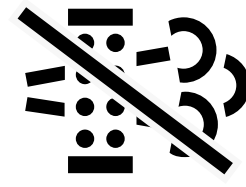
IMPORTANT: The area above and surrounding the engine during a manual exhaust filter cleaning should be free of any flammable objects as temperatures can reach as high as 550 °C (1022 °F).

H94828 —UN—13OCT09



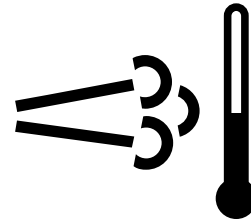
Exhaust Filter Cleaning is Needed

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



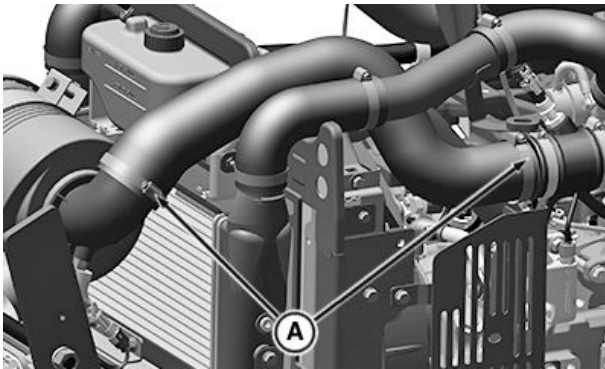
CAUTION: Proper management of an Exhaust Filter that has reached the end of its useful life is required, since the ash or catalyst material in the device may be classified as

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

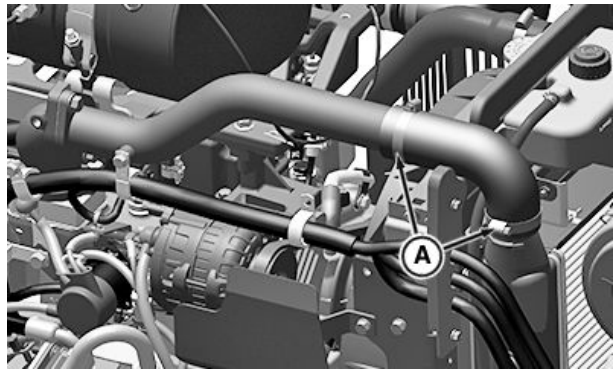
Tighten Hose Clamps

Service Interval—100 Hours



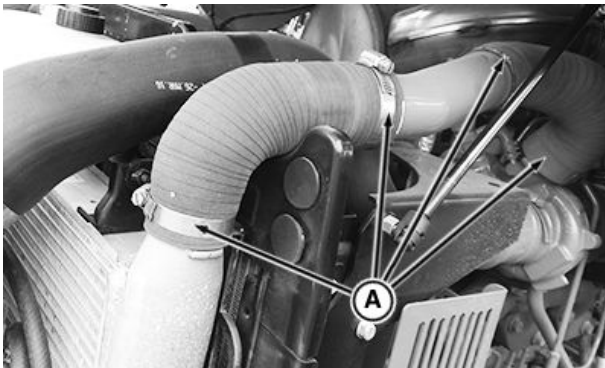
Air Filter-to-Turbocharger

PY31534 —UN—13SEP16



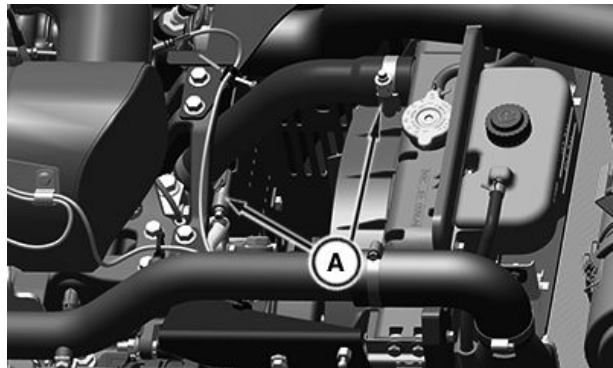
Intercooler-to-Intake Manifold

PY31535 —UN—13SEP16



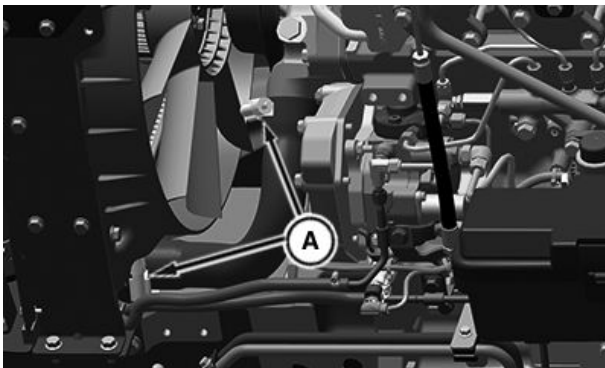
Intercooler-to-Turbocharger

PY31531 —UN—13SEP16



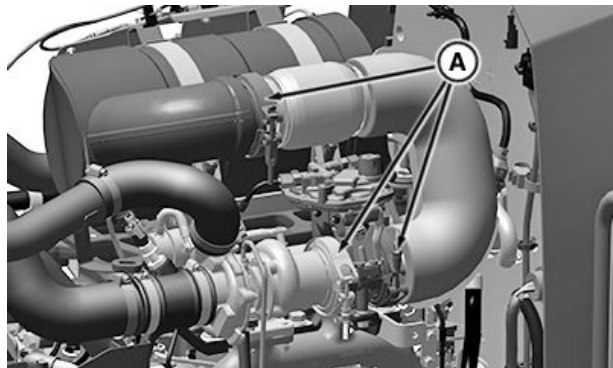
Radiator-to-Thermostat Cover

PY40569 —UN—02AUG17



Water Pump

PY40570 —UN—02AUG17

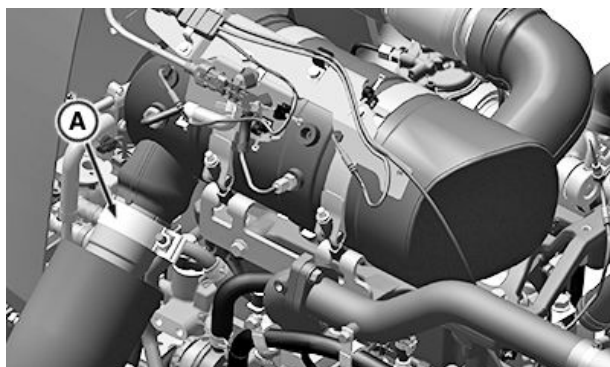


Turbocharger-to-DOC/DPF

PY31536 —UN—13SEP16

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SJ15074.00002F9 -19-02AUG17-1/2



PY31537—UN—13SEP16

DOC/DPF-to-Muffler

A—Hose Clamp

IMPORTANT: Do not overtighten clamps causing washers to be over compressed.

Check the following system hose clamps. Tighten as necessary.

- Air cleaner to engine intake or turbocharger
- Engine cooling System
- Hydraulic System

- Fuel System

Check all hoses for cracks which could cause leaks or possible failure. Replace as necessary.

Specification

Hose Clamps—Torque.....5 N·m
(44 lb-in.)

SJ15074,00002F9 -19-02AUG17-2/2

Inspect Tractor for Loose Hardware

Item	Measurement	Specification
Basic Weight Retaining Bolt	Torque	385 N·m (284 lb.-ft.)
Adjustable Front Axle-to-Knee Bolts	Torque	480 N·m (354 lb.-ft.)
MFWD Axle Rim-to-Disk Nuts	Torque	245 N·m (181 lb.-ft.)
MFWD Axle Disk-to-Flange Nuts	Torque	310 N·m (229 lb.-ft.)
Adjustable Front Axle Disk-to-Flange Bolts	Torque	175 N·m (130 lb.-ft.)
Rear Axle Rim-to-Disk Bolts	Torque	245 N·m (181 lb.-ft.)
Rear Axle Disk-to-Flange Bolts	Torque	550 N·m (406 lb.-ft.)
Multi-Position Rear Wheels Rim-to-Disk	Torque	175 N·m (130 lb.-ft.)
Front Axle Bolts	Torque	480 N·m (354 lb.-ft.)
ROPS Mounting Bolts	Torque	410 N·m (302 lb.-ft.)
Cab Mounting Bolts	Torque	350 N·m (258 lb.-ft.)

RM87422,00005A2 -19-12SEP16-1/1

Check Neutral Start System — SyncShuttle Transmission (If Equipped)

Your John Deere tractor is equipped with interlocks to prevent inadvertent movement when the engine is started. Turning the key switch with the clutch pedal depressed should crank the engine if all of the following conditions exist:

- Gearshift lever (A) in NEUTRAL
- PTO lever (B) in disengaged position

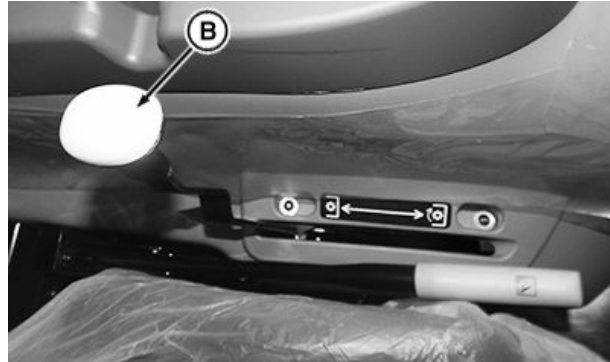
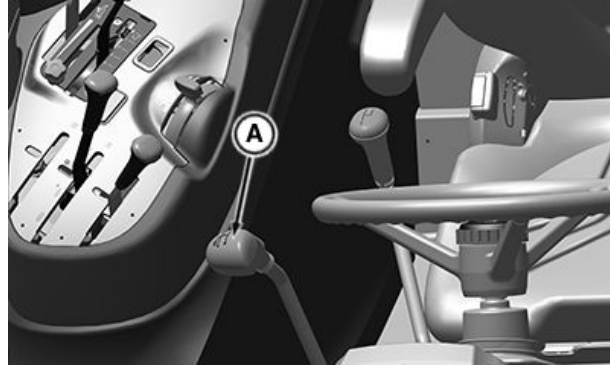
CAUTION: If starter turns engine in any of the following steps, have the neutral start system repaired by your John Deere dealer.

Turning the key switch to the start position should NOT start the engine, if either of the following exist:

- Gearshift lever (A) in gear (not in NEUTRAL position)
- PTO lever (B) in engaged position

A—Gearshift Lever

B—PTO Control Lever



PY31595 —UN—21OCT16

PY31542 —UN—13SEP16

RM87422,00005A6 -19-21OCT16-1/1

Check Neutral Start System — PowrReverser™ Transmission (If Equipped)



PY41956 —UN—29AUG17

Continued on next page

VP27597,0000C34 -19-10AUG18-1/2

Service Interval—250 Hours

Transmission Control

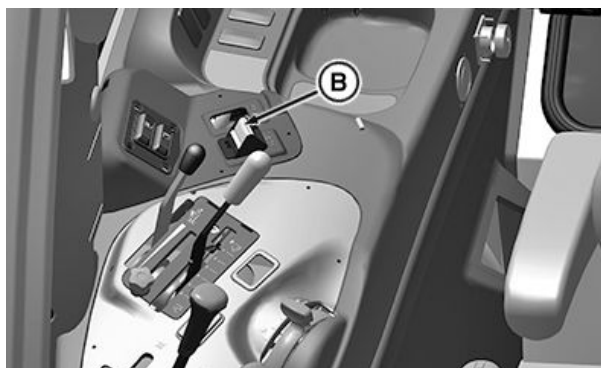
1. Make sure that everyone is clear of tractor.
2. Fully depress clutch and brake pedals.
3. Move PowrReverser lever (A) to FORWARD or REVERSE position.
4. Start engine. If engine starts in either of these positions, neutral start system should be repaired. See your John Deere dealer **immediately**.

Engine should start with lever in NEUTRAL position only.

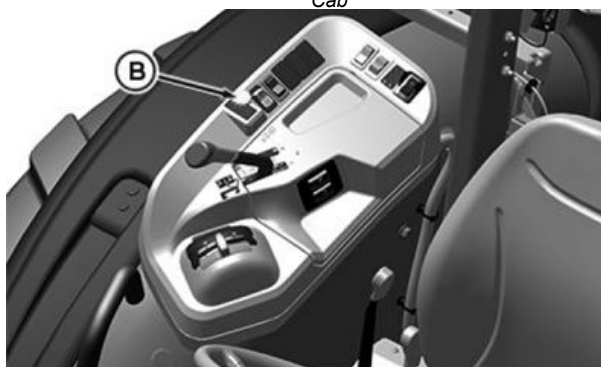
Electro-Hydraulic PTO Switch

1. Fully depress clutch and brake pedals.
2. **Cab:** Press switch (B) down and then forward to put the PTO switch in ENGAGED position.
IOOS: 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 PTO Switch (B) in DISENGAGED position only.



Cab



Shown For 5050E, 5058E, 5067E and 5075E IOOS Tractors

A—FNR Lever

B—Electro-Hydraulic PTO Switch

VP27597,0000C34 -19-10AUG18-2/2

PY31594 —UN—20OCT16

PY41957 —UN—29AUG17

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



100S



Cab

RM87422,00005A8 -19-13SEP16-1/1

PY16006 —UN—04JUN12

PY31541 —UN—25NOV16

Adjust Hand Throttle Friction

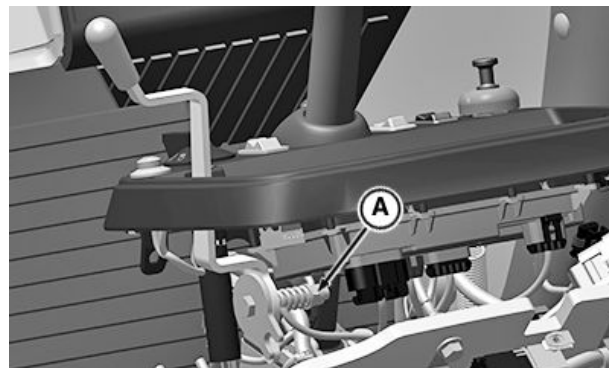
Adjust spring tension by loosening or tightening cap screw and lock nut (A) until throttle lever movement is smooth throughout range of travel with only slight drag.

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

RM87422,00005AB -19-13SEP16-1/1

PY31545 —UN—14SEP16

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

Replace Cab Air Filters

Service Interval—500 Hours or Annually*

* 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.

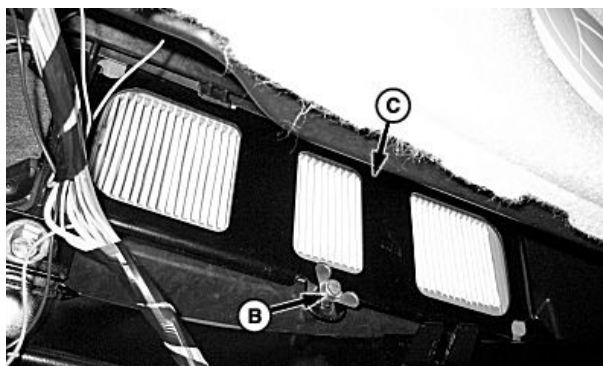
1. Pry off cover (A). (Pull down along window.)
2. Remove wing screw (B), retainer (C) and filter (D).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

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

SD74272,0000300 -19-04SEP24-1/2

Fresh Air Filters (Outside Cab)

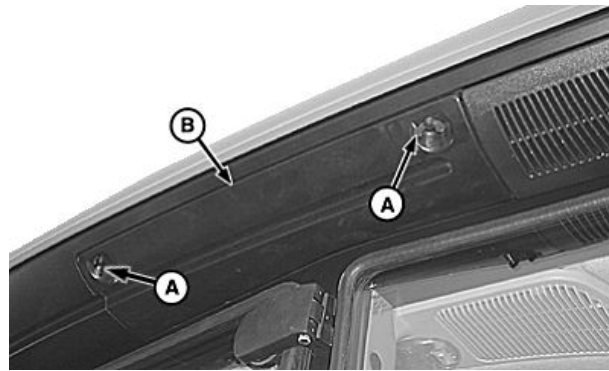
1. Remove two wing screws (A) and cover (B).
2. Remove wing screws (C), retainer (D) and filter (E).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

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

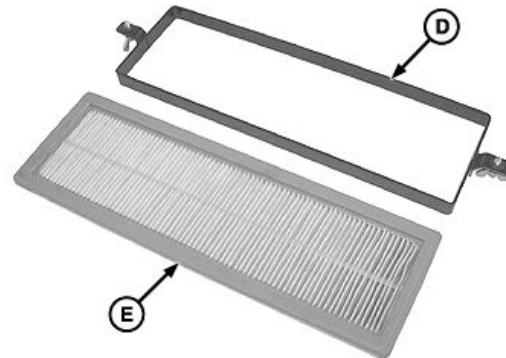
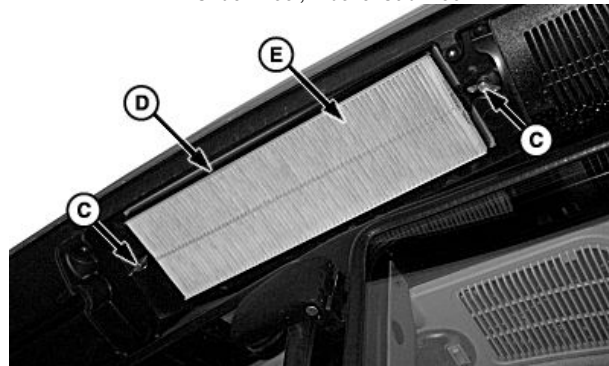
4. Replace filter when it becomes dirty. It may require replacing filter more often in dusty conditions.
5. Install filter with rubber seal toward cab.
6. Install retainer and wing screws.
7. Install cover and wing screws.
8. Repeat procedure on opposite side.

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

D—Filter Retainer
E—Filter



Under Roof, Above Cab Door



P14491 —UN—30OCT07

P14489 —UN—30OCT07

P14492 —UN—30OCT07

SD74272,0000300 -19-04SEP24-2/2

Replace Cab Air Filters

Service Interval—500 Hours or Annually*

** 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.

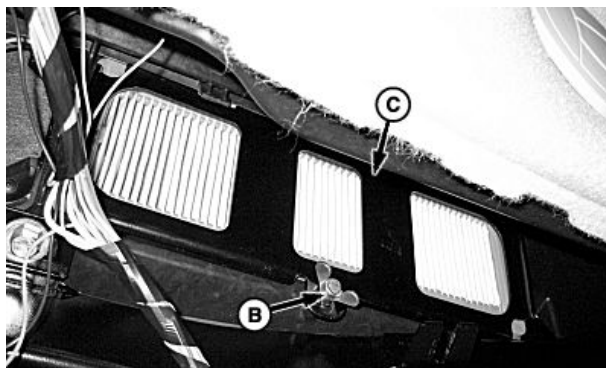
1. Pry off cover (A). (Pull down along window.)
2. Remove wing screw (B), retainer (C) and filter (D).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

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



Continued on next page

vynptis,1725262345794 -19-02SEP24-1/2

P14487—UN—30OCT07

P14488—UN—30OCT07

P14490—UN—30OCT07

Fresh Air Filters (Outside Cab)

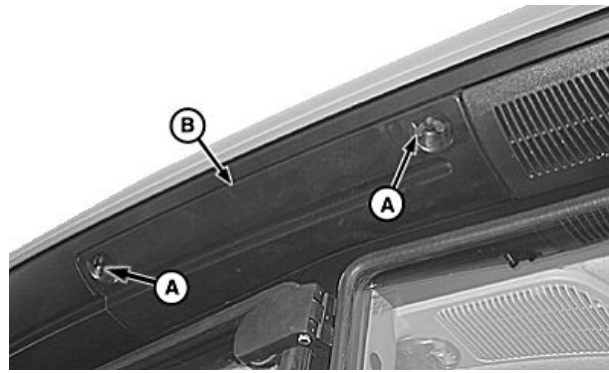
1. Remove two wing screws (A) and cover (B).
2. Remove wing screws (C), retainer (D) and filter (E).
3. Inspect filter for holes or damage. Inspect rubber seal for cracks or wear. Replace as necessary.

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

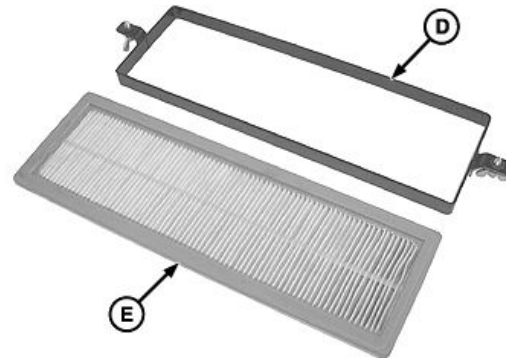
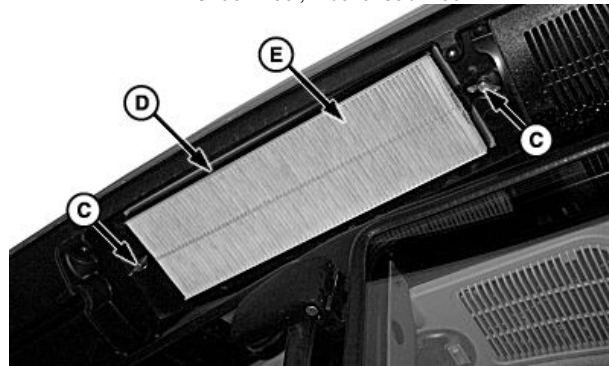
4. Replace filter when it becomes dirty. It may require replacing filter more often in dusty conditions.
5. Install filter with rubber seal toward cab.
6. Install retainer and wing screws.
7. Install cover and wing screws.
8. Repeat procedure on opposite side.

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

D—Filter Retainer
E—Filter



Under Roof, Above Cab Door



P14491 —UN—30OCT07

P14489 —UN—30OCT07

P14492 —UN—30OCT07

vynptis,1725262345794 -19-02SEP24-2/2

Service Air Conditioner (Cab)

CAUTION: Refrigerant under pressure. Improper servicing may cause refrigerant to penetrate eyes and skin or cause burns.

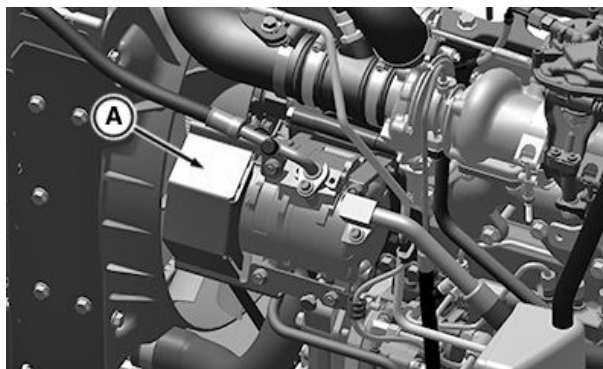
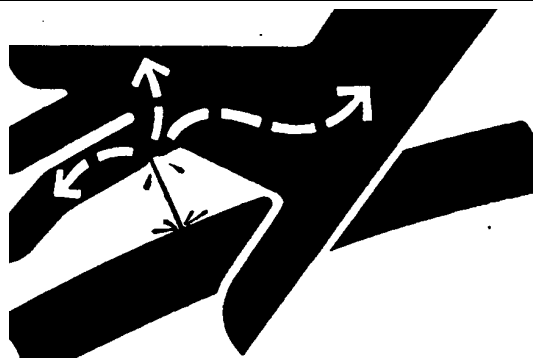
IMPORTANT: R134a refrigerant must be used. This requires special equipment and procedures. See your John Deere dealer.

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 cap screws and clutch cover (A). Rotate clutch hub back and forth to free compressor.

A—Clutch Cover



RM87422.00005A9 -19-13SEP16-1/2

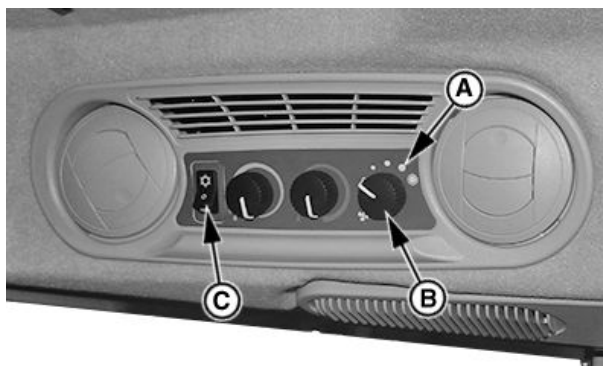
X9811 —UN—23AUG88

PY31549 —UN—23MAR17

- 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
B—Blower Control Knob

C—A/C and Defrost Switch



RM87422.00005A9 -19-13SEP16-2/2

PY31544 —UN—13SEP16

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- Fixed ROPS (IOOS)

CAUTION: Make certain all parts are installed correctly if roll-over protective structure (ROPS) is loosened or removed for any reason. Tighten the 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.

NOTE: The ROPS on this tractor is equipped with a bolts (C) and nuts (B) to keep the structure fixed in an upright position.

When installation of equipment on a machine necessitates loosening or removing Roll-Over Protective Structure (ROPS) assembly (A), mounting bolts (D) on the rear axle (E) should be tightened to specification.

Specification

Bolts (C)—Torque..... 200 N·m (147.5 lb·ft)
 ROPS Mounting Bolts
 (D)—Torque..... 420 N·m (310 lb·ft)

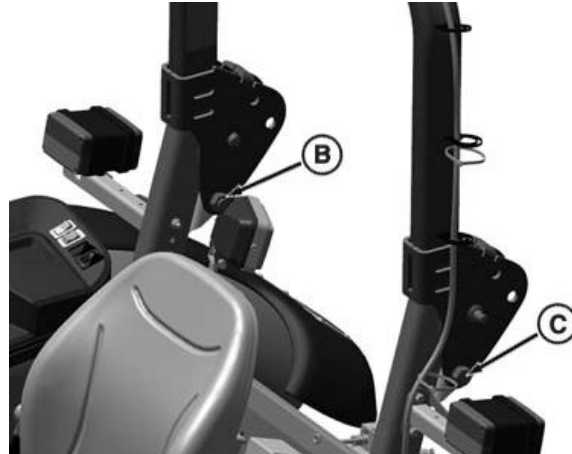
CAUTION: Always keep upper part of ROPS pinned in vertical position (as pictured) when operating tractor.

A—ROPS Assembly
 B—Nuts
 C—Bolts

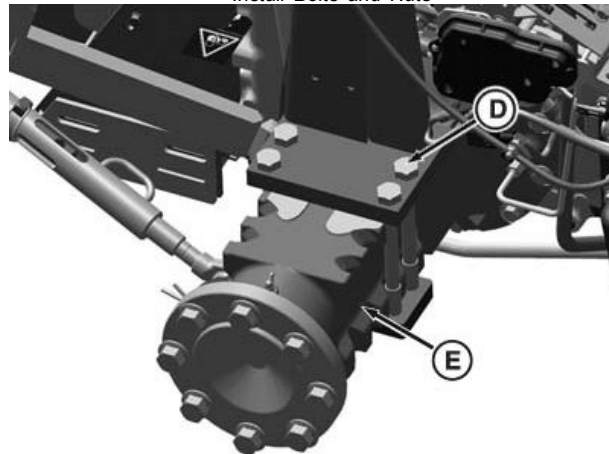
D—Mounting Bolts (8 used)
 E—Rear Axle



Fixed ROPS—Operating Position



Install Bolts and Nuts



ROPS - Mounting Bolts

VP27597,0000CA3 -19-17SEP18-1/1

APY10309 —UN—24AUG18

APY10308 —UN—24AUG18

APY10310 —UN—24AUG18

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.

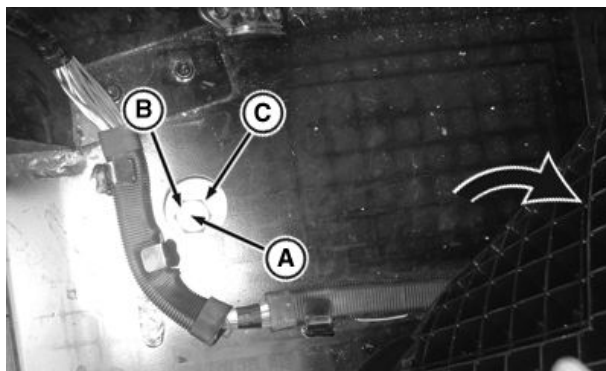
Check front and rear mounting hardware (A—C) for proper torque.

Specification

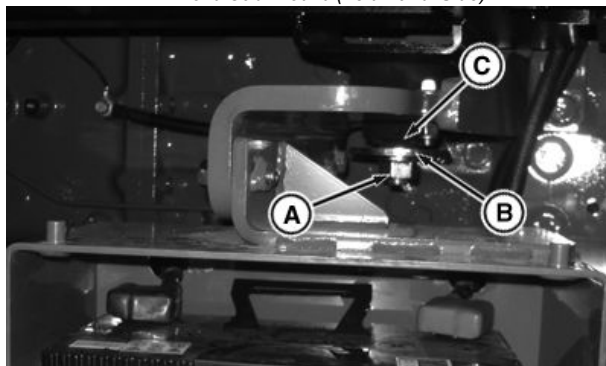
Cab Protection	
System Mounting Cap	
Screws—Torque.....	350 N•m
	(258 lb.-ft.)

A—Cap Screw
B—Washer

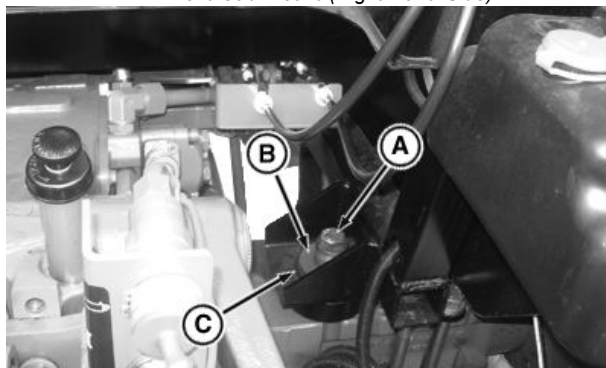
C—Isolator



Front Cab Mount (Left-Hand Side)



Front Cab Mount (Right-Hand Side)



Rear Cab Mount (Right-Hand Side)

SD74272.0000304 -19-24JUN14-1/1

PY16229 —UN—17JUL12

PY16228 —UN—04SEP12

PY16300 —UN—17JUL12

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

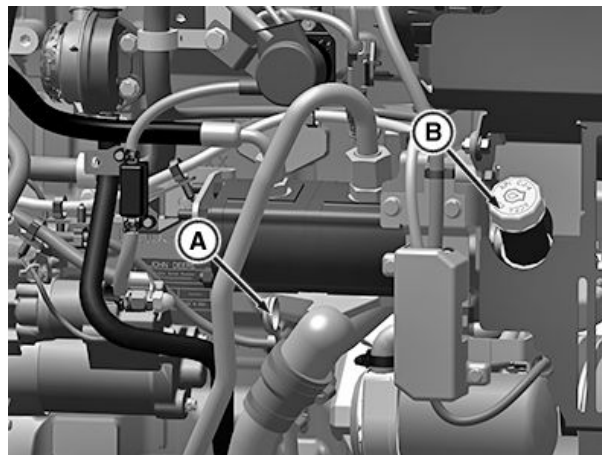
IMPORTANT: Tractor engine comes from the factory, filled with John Deere Diesel Engine Break-In Plus™ Oil. (See Fuel, Lubricants, and Coolant Section 85 for oil specifications.)

NOTE: Make sure to insert the dipstick all the way in to check oil level.

1. Park tractor on level ground and shutoff engine. Remove key.
2. Pull out Engine oil dipstick (A). Oil level must be between two marks on dipstick.
3. If level is low, add oil through the oil filler hole until even with the upper mark. DO NOT overfill. Use seasonal viscosity grade oil. (See Diesel Engine Oil in Section 85 Fuel, Lubricants, and Coolant.)

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

Break-In Plus is a trademark of Deere & Company



5050E, 5058E, 5067E and 5075E Only

A—Engine Oil Dipstick

B—Engine Oil Filler Cap

PY29224 —UN—28OCT16

VP27597,00018FA -19-22FEB21-1/1

Change Engine Oil and Filter

Service Interval

Initial — 100 Hours

Regular — 500 Hours

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 must 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.

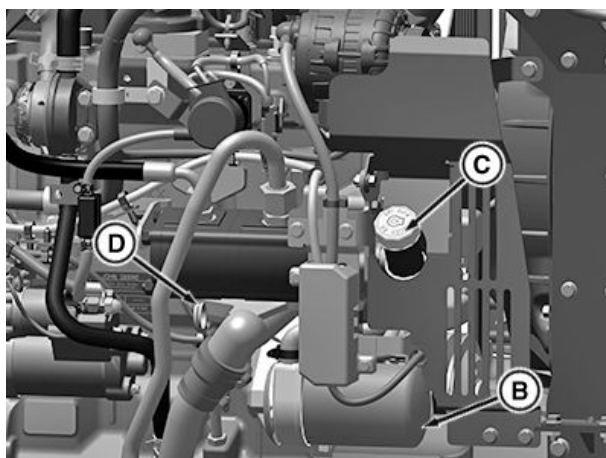
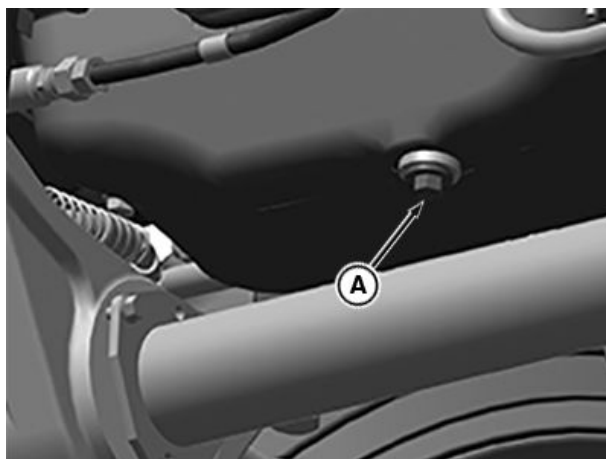
6. Apply a film of oil on the new oil filter gasket and install new filter. Hand-tighten plus 1/2 turn.
7. Install drain plug (A).
8. Add oil to filler (C). (See Diesel Engine Oil in section 85 Fuel, Lubricants, and Coolant.)

Specification

Engine Crankcase

Oil—Capacity..... 8.5 L
(9 qt)

9. Start engine and inspect drain plug (A) and filter (B) for leaks.
10. Stop engine and remove key.
11. Recheck oil level, add if necessary.



Oil Filter for 5050E, 5058E, 5067E and 5075E

A—Drain Plug
B—Engine Oil Filter

C—Engine Oil Filler Cap
D—Dipstick

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

12. Lower hood.

RP32883,0000EB9 -19-23AUG24-1/1

PY29226—UN—14SEP16

PY29225—UN—28OCT16

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 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 Sync Shuttle transmission only :

Remove dipstick (A) and wipe it clean. Insert dipstick fully. Oil level should be between 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 :

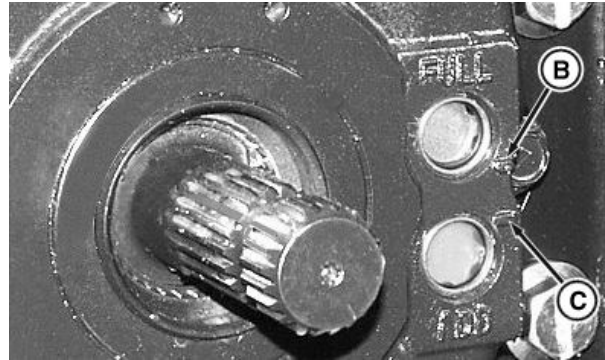
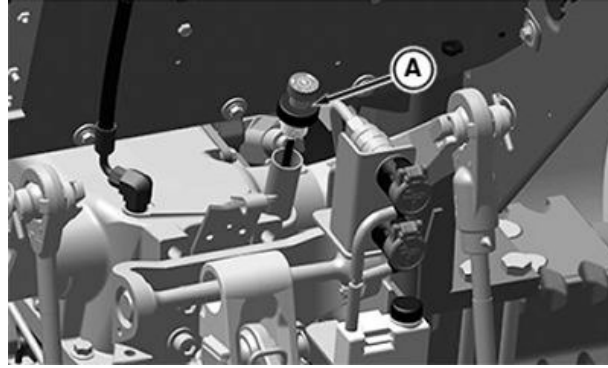
Wipe sight glass clean and check oil level. Oil level should be in between Full mark (B) in upper window and Add mark (C) in lower window.

NOTE: As long as Add mark (C) in lower window is full, there is no requirement of oil top up. Full mark (B) in upper window is the full oil level indicator, beyond that oil is not required to be filled.

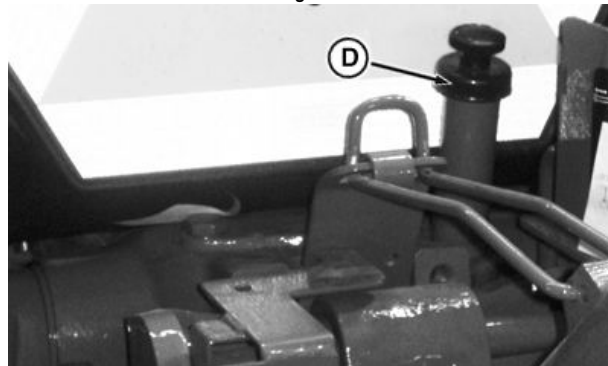
Add oil from oil filling port (D) if oil level is low.

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



Sight Glass



Oil Filling Port

PY41959 —UN—29AUG17

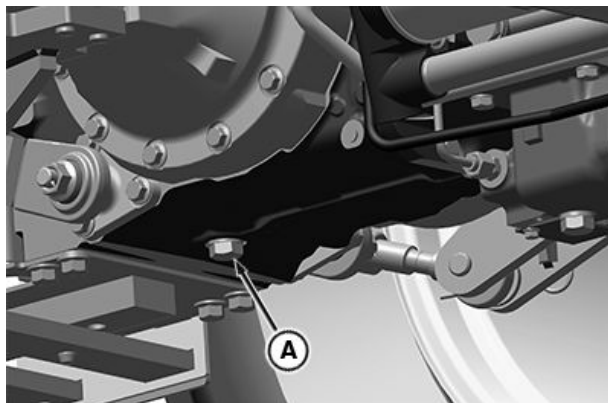
PY17689 —UN—24JAN13

PY16056 —UN—20DEC12

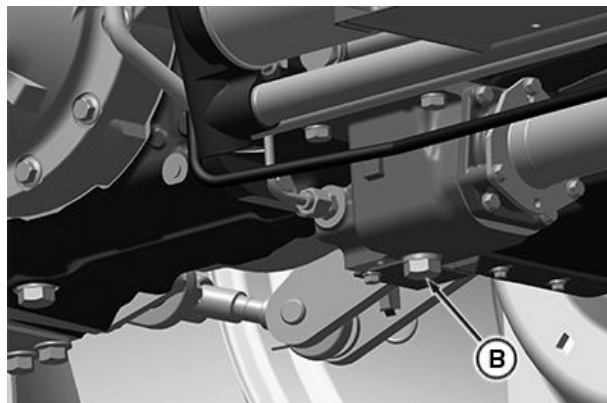
NM61126,0000344 -19-29AUG17-1/1

Change Transmission-Hydraulic Oil and Filter

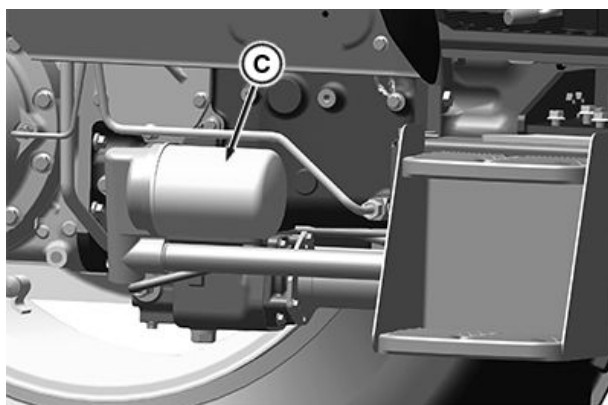
Service Interval—1200 Hours



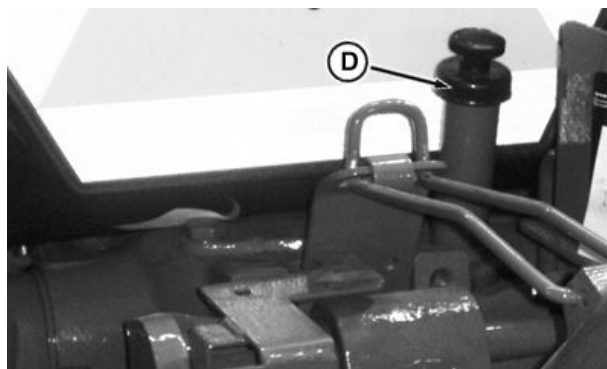
Transmission Drain Plug



Drop Housing Drain Plug



Oil Filter



Dipstick

1. Lower rockshaft to remove trapped oil.

NOTE: The approximate transmission case oil capacity for Sync Shuttle is 38 L (10 gal) and for PowrReverser™ is 43 L (11.35 gal).

2. Remove drain plug (A) from transmission case and drain out oil. Dispose of waste oil properly.
3. If equipped with MFWD axle, also remove drain plug (B) in drop housing.
4. Replace oil filter (C) while changing oil. Apply a film of oil to new filter gasket and install new filter. Tight filter with special tool..
5. Fill system with transmission-hydraulic oil. (See Fuels, Lubricants and Coolant section.)

Specification

Sync Shuttle	
Transmission Oil	
(MFWD)—Capacity.....	38 L (10 gal)
PowrReverser	
Transmission Oil	
(MFWD)—Capacity.....	43 L (11.35 gal)



Hydraulic Filter Remove / Fit Tool

A—Transmission Case Drain Plug
B—MFWD Drop Housing Drain Plug
C—Oil Filter
D—Dipstick

6. Check oil level at dipstick (D) or sight glass (if equipped) after filling, and again after operating for five minutes.

Continued on next page

SJ15074,00001CF -19-09JUN17-1/2

PowrReverser is a trademark of Deere & Company

SJ15074,00001CF -19-09JUN17-2/2

Clean Transmission-Hydraulic Pickup Screen

Service Interval—1200 Hours

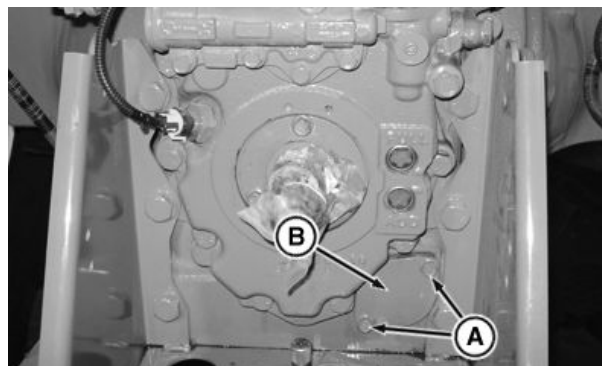
1. Drain transmission-hydraulic oil. (See Change Transmission-Hydraulic Oil and Filter in this section.)

NOTE: The approximate transmission case oil capacity for Sync Shuttle is 38 L (10 gal) and for PowrReverser™ is 43 L (11.35 gal).

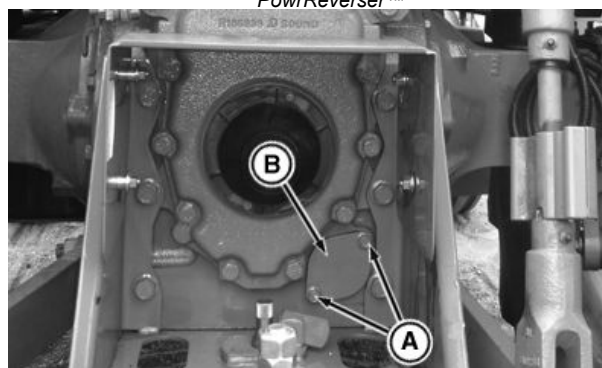
2. Remove two cap screws (A) and remove screen cover (B).
3. Remove screen and examine it for damage. Replace if necessary. Clean screen in solvent and blow dry with compressed air.
4. Carefully install screen so the front of screen is inserted in hole at front of differential case.
5. Fill system with transmission-hydraulic oil. (See Change Transmission-Hydraulic Oil and Filter in this section.)

A—Cap Screws

B—Screen Cover



PowrReverser™



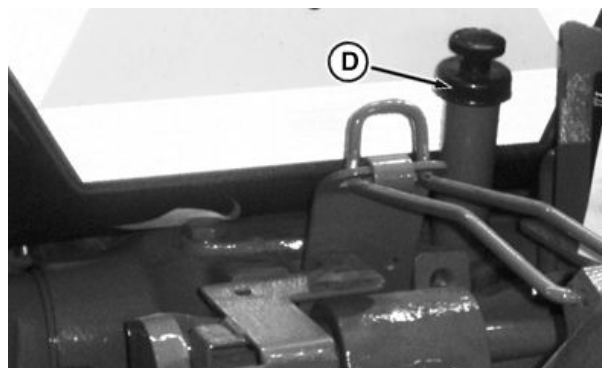
Sync Shuttle

PowrReverser is a trademark of Deere & Company

RM87422,00005DC -19-05DEC16-1/2

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

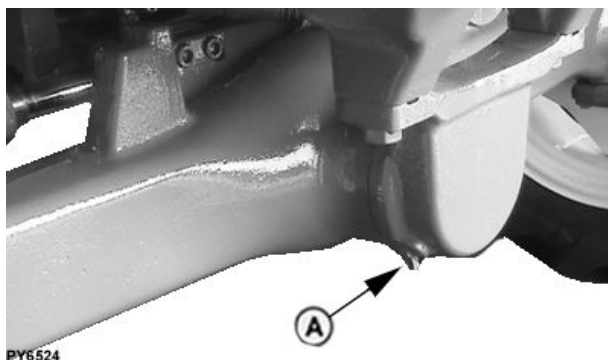


RM87422,00005DC -19-05DEC16-2/2

Lubricate Front Axle Pivot Pins

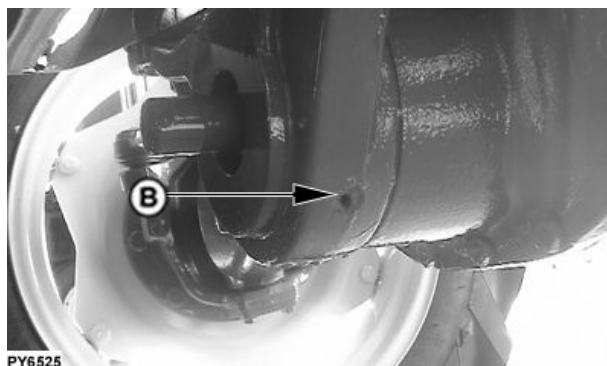
Service Interval—Weekly / 50 Hours*

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



PY6524

Right Side of MFWD Axle - DANA



PY6524 —UN—06NOV06

PY6525

PY6525 —UN—06NOV06

Back Side of MFWD Axle - DANA

A—MFWD Front Pivot Jerk

B—MFWD 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.)

NM61126,00002CB -19-06DEC16-1/1

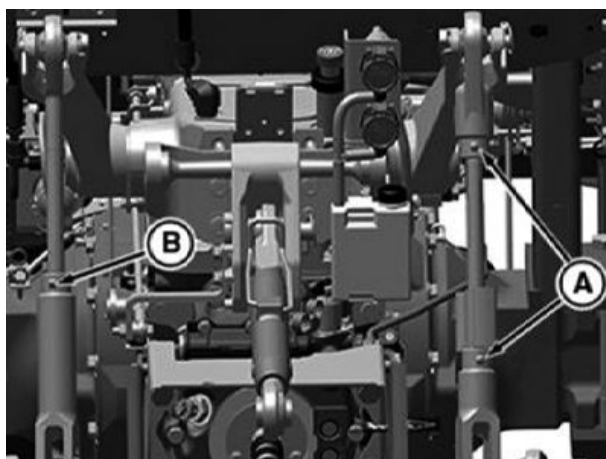
Lubricate Hitch Components

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



APY64195 —UN—29DEC21

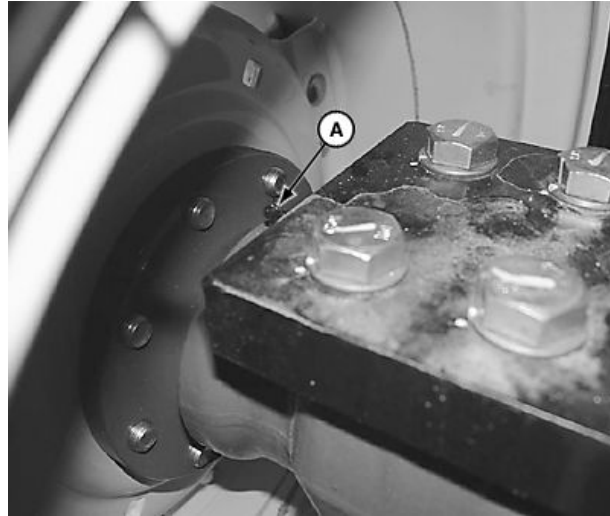
ZY5AXG6,0000C0B -19-29DEC21-1/1

Lubricate Rear Axle Bearings

Lubricate rear axle grease point (A) with several shots of multipurpose grease. (See Grease in section 100 Fuel, Lubricants, and Coolant.)

NOTE: Service more often if operated in extremely wet and muddy conditions.

A—Grease Point

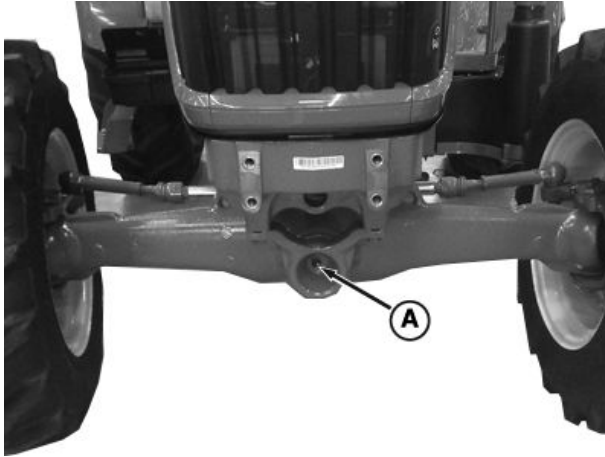


Left Side Shown

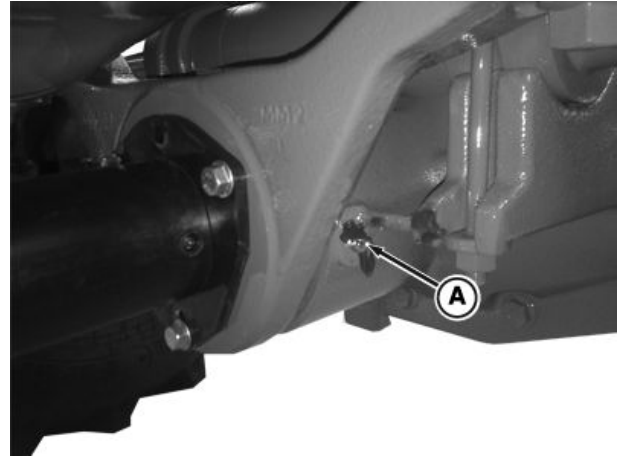
LV14653 —UN—17AUG11

NM61126,00002CC -19-13JUL16-1/1

Lubricate Front Axle Greasing Points



APY10353 —UN—25OCT18



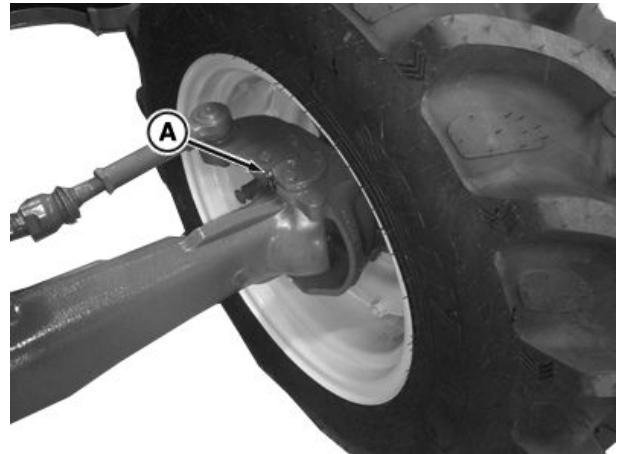
APY10354 —UN—25OCT18

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

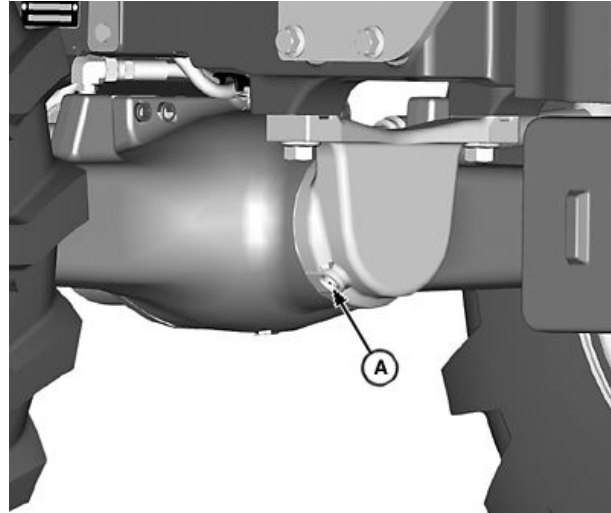
Lubricate MFWD Axle Trunnion

Apply several shots of multi-purpose grease (see Grease, in Section 100) to trunnion.

NOTE: Daily service is necessary when operating in extremely wet and muddy conditions.

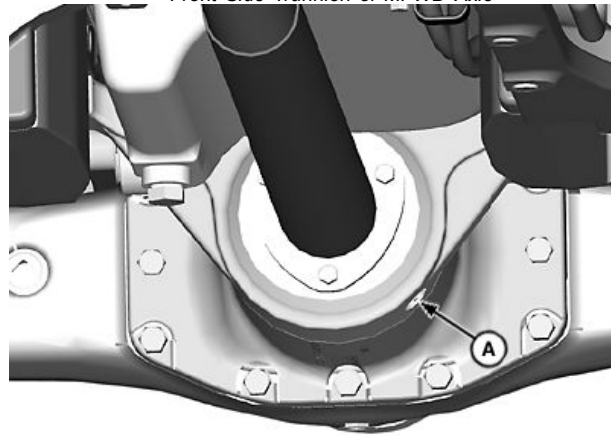
Greasing too frequently can cause seal fatigue.

A—Trunnion Grease Points



LV14409 —UN—08JUN11

Front Side Trunnion of MFWD Axle



LV14410 —UN—08JUN11

Back Side Trunnion of MFWD Axle

RM87422.00004C7 -19-12MAY16-1/1

Check MFWD Axle Wheel Hub Oil Level

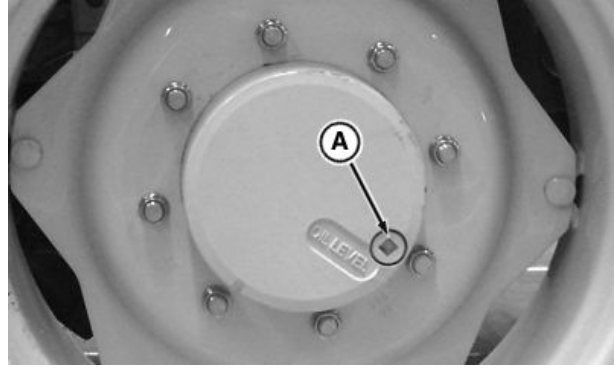
Service Interval—50 Hours

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.

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.



A—Plug

7. Repeat procedure on opposite wheel hub.

SD74272,0000269 -19-04SEP12-1/1

PY16236—UN—17JUL12

Change MFWD Axle Wheel Hub Oil

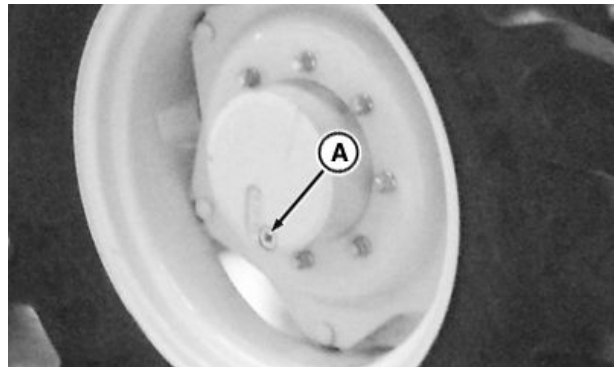
Service Interval

Regular—600 Hours

NOTE: Approximate wheel hub oil level (Each Side) is 0.8 L (0.21 gal.) for DANA axle and 0.6 L (0.15 gal.) for CARRARO axle.

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.

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TEFLON is a trademark of Du Pont Co.



A—Drain/Fill Port Plug

7. Install plug and tighten to specifications.

Specification

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

8. Repeat procedure on opposite wheel hub.

VP52664,0000535 -19-13DEC17-1/1

PY16237—UN—17JUL12

Check MFWD Axle Housing Oil Level

Service Interval—50 Hours

1. Park tractor on level surface.
2. Remove plug (A). Oil level should be approximately 12 mm (1/2 in.) below edge of plug hole.
3. If low, add oil through same hole. John Deere Hy-Gard™ oil is recommended. (See Fuels, Lubricants and Coolant section.)

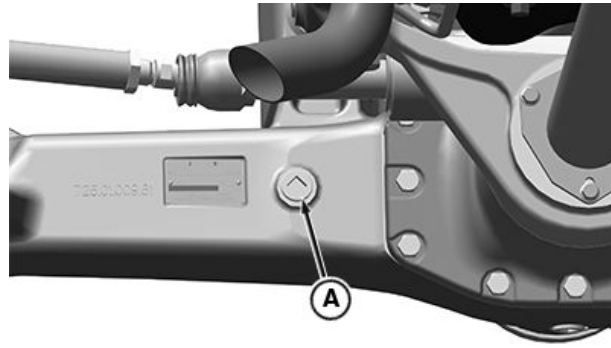
NOTE: Approximate MFWD axle housing oil capacity is 4.5 L (1.19 gal).

4. Apply pipe sealant with TEFLON®, or equivalent, to threads of plug.
5. Install plug and tighten to specifications.

Specification

Plug-to-Axle	
Housing—Torque.....	70 N·m (52 lb-ft)

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



A—Plug

PY33075—UN—21OCT16

NM61126,0000348 -19-21OCT16-1/1

Change MFWD Axle Housing Oil

Service Interval

Regular—600 Hours

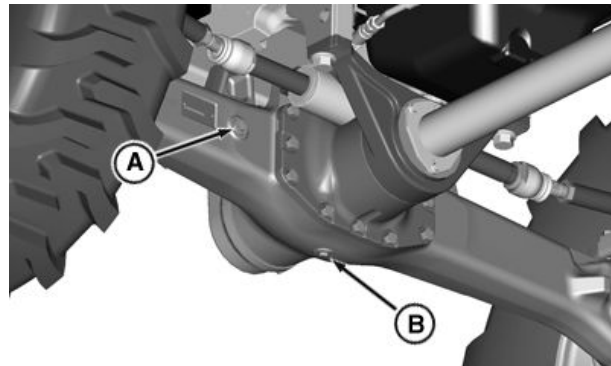
NOTE: Approximate wheel hub oil level is 4.5 L (1.19 gal) for DANA axle and 3.9 L (1.03 gal) for CARRARO axle.

1. Park tractor on level surface.
2. Remove plugs (A and B).
3. After oil has drained, apply pipe sealant with TEFLON®, or equivalent, to threads of plug (B).
4. Install plug and tighten to specifications.
5. Add oil until approximately 12 mm (1/2 in.) below edge of plug port (A). John Deere Hy-Gard™ Transmission/Hydraulic Oil is recommended. (See Fuels, Lubricants and Coolant section.)
6. Install plug and tighten to specifications.

Specification

Plugs-to-Axle	
Housing—Torque.....	70 N·m (52 lb-ft)

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



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.)

PY16238—UN—17JUL12

VP52664,0000534 -19-13DEC17-1/1

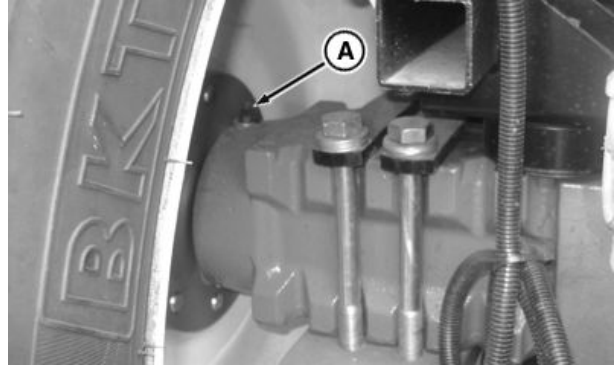
Lubricate Rear Axle Bearings

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

SD74272,000026E -19-18JAN13-1/1

PY16239 —UN—17JUL12

Lubricate Operator's Seat Slide Rails (IOOS)

NOTE: This procedure is only necessary after pressure washing.

Move seat full forward and apply multipurpose grease to slide rails.

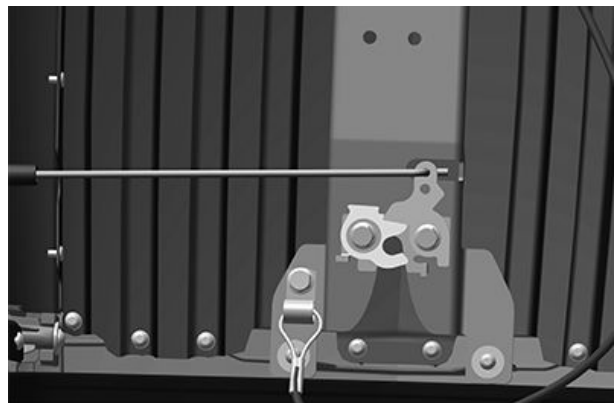


SK35149,00003BA -19-10JUL14-1/1

PY16240 —UN—17JUL12

Lubricate Hood Latch

NOTE: This procedure is only necessary after pressure washing.

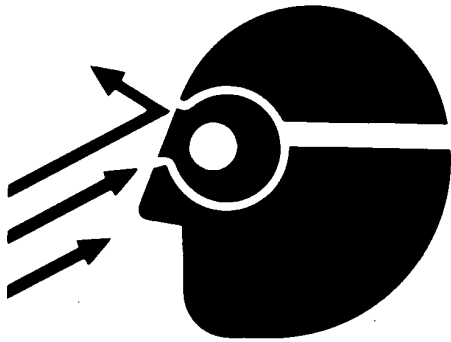


NM61126,0000347 -19-21OCT16-1/1

PY33076 —UN—21OCT16

Maintenance—Cooling System

Clean Grille, Screen Assembly, Intercooler, Fuel Cooler, Oil Cooler and Radiator — IOOS



TS266 —UN—23AUG88



PY29255 —UN—16SEP16

Screen (IOOS)

A—Screen

1. Whenever dirt builds up on the front screen (A), stop engine and brush clean.

CAUTION: Reduce compressed air to less than 210 kPa (2 bar) (30 psi) when using for cleaning

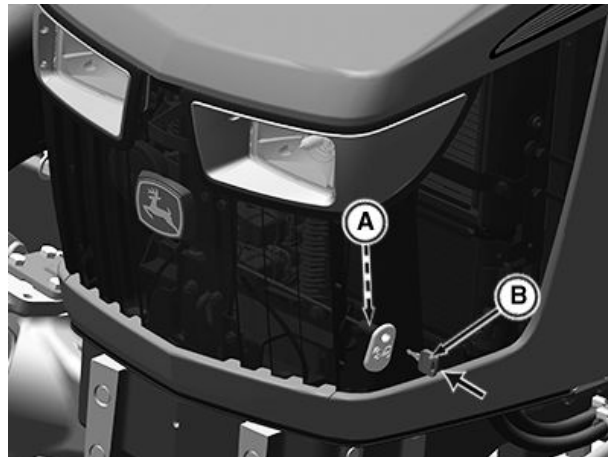
purposes. Clear area of bystanders, guard against flying chips, and wear personal protection equipment including eye protection.

VP27597,0000C37 -19-10AUG18-1/3

2. Push the hood latch release (A) using ignition key (B) inside to unlatch and unlock the hood.
3. Raise the hood. The cylinders help to raise the hood and keep it in this position once it is up.

A— Hood Latch Release

B— Ignition Key



PY31525 —UN—14SEP16

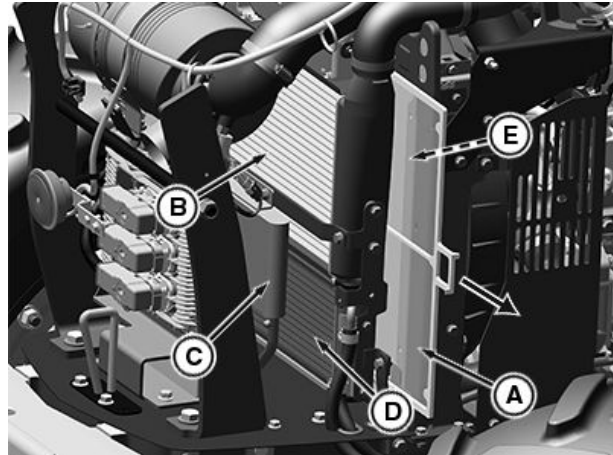
Continued on next page

VP27597,0000C37 -19-10AUG18-2/3

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
B— Intercooler
C— Fuel Cooler

D— Oil Cooler
E— Radiator

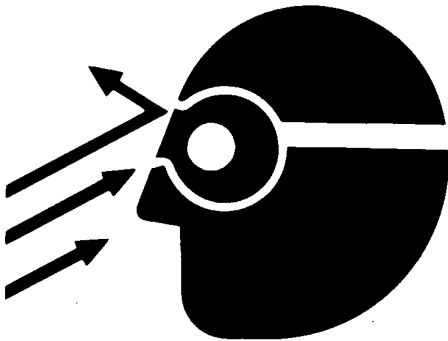


5050E, 5058E, 5067E and 5075E IOOS Tractors

VP27597,0000C37 -19-10AUG18-3/3

PY29251 —UN—14SEP16

Clean Grille, Fuel Cooler, Vapor Condenser, Oil Cooler, Intercooler and Radiator — Cab



A—Screen

1. Whenever dirt builds up on the 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



TS286 —UN—23AUG88

PY29250 —UN—14SEP16

purposes. Clear area of bystanders, guard against flying chips, and wear personal protection equipment including eye protection.

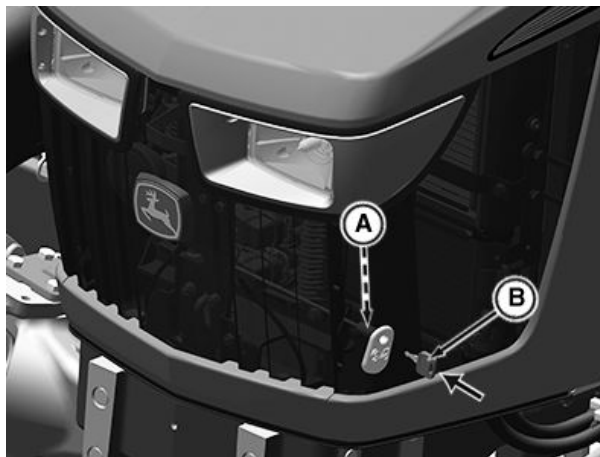
Continued on next page

VP27597,00018FC -19-22FEB21-1/3

2. Push the hood latch release (A) using ignition key (B) inside to unlatch and unlock the hood.
3. Raise hood. The cylinders help to raise the hood and keep it in this position once it is up.

A— Hood Latch Release

B— Ignition Key



PY31525 —UN—14SEP16

VP27597,00018FC -19-22FEB21-2/3

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

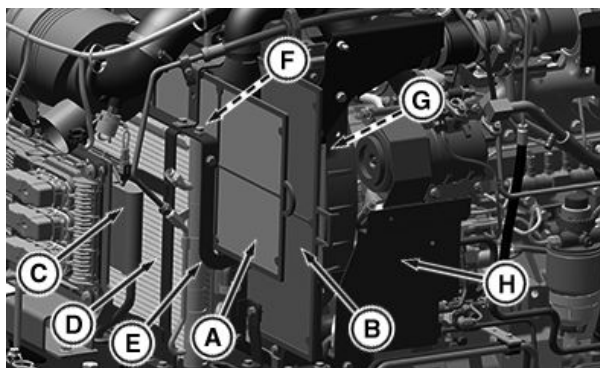
D—Vapor Condenser

E—Oil Cooler

F—Intercooler

G—Radiator

H—Guard



5058E, 5067E and 5075E Cab

PY40571 —UN—02AUG17

VP27597,00018FC -19-22FEB21-3/3

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 surge tank filler 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.

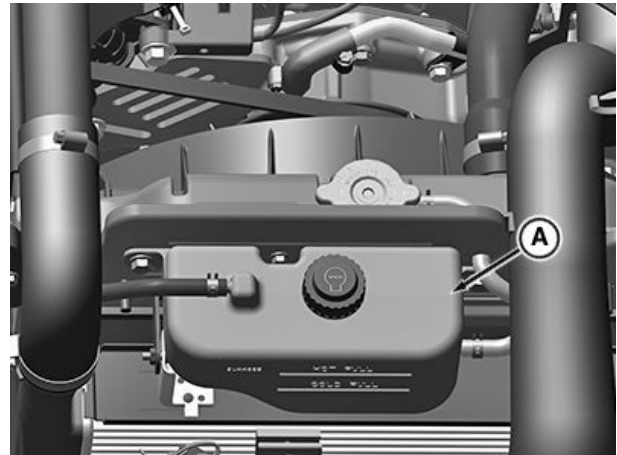
NOTE: Coolant level should be checked when engine is **COOL**.

2. Check level in coolant reservoir (A) **BEFORE** starting tractor.
3. If engine is **COOL** and level is below the **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 for 5050E, 5058E, 5067E and 5075E Only

VP27597,0000C39 -19-10AUG18-1/1

TS281 —UN—15APR13

PY32043 —UN—28OCT16

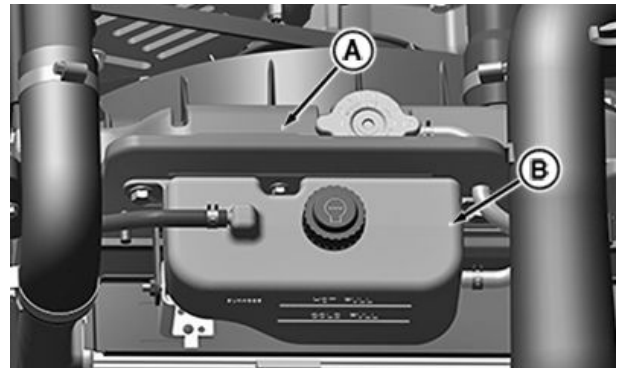
Check Cooling System for Leaks

Service Interval—600 Hours

1. Check around the 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 for 5050E, 5058E, 5067E and 5075E only

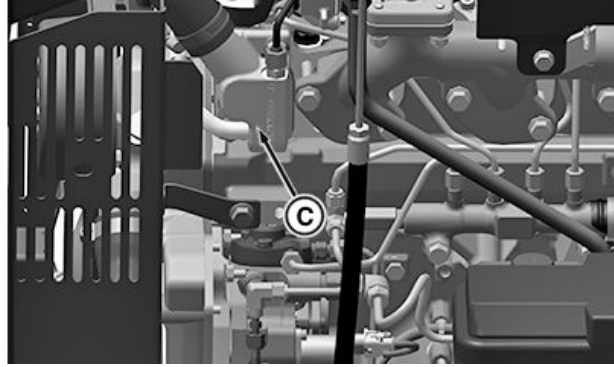
Continued on next page

VP27597,0000C3A -19-10AUG18-1/2

PY32044 —UN—03NOV16

3. Inspect area around the thermostat housing (C) for cracks, or any sign of coolant leakage.

C—Thermostat Housing



Radiator for 5050E, 5058E, 5067E and 5075E only

VP27597,0000C3A -19-10AUG18-2/2

PY32045 —UN—02NOV16

Flush Cooling System and Replace Thermostat

Service Interval —2000 Hours / 2 Years*

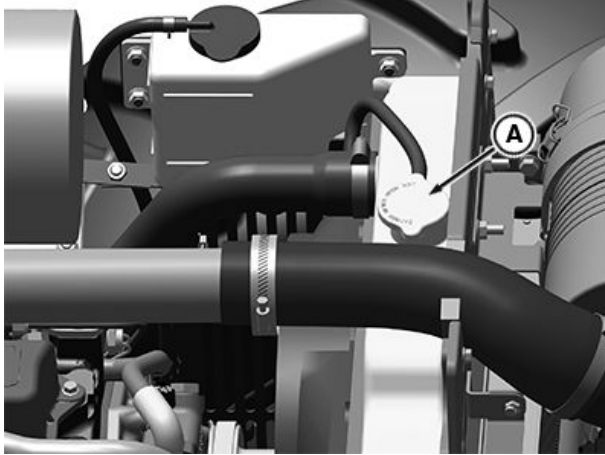
*** 6000 hours / 6 Years :** if John Deere Cool-Gard™ II is used.

Cool-Gard is a trademark of Deere & Company

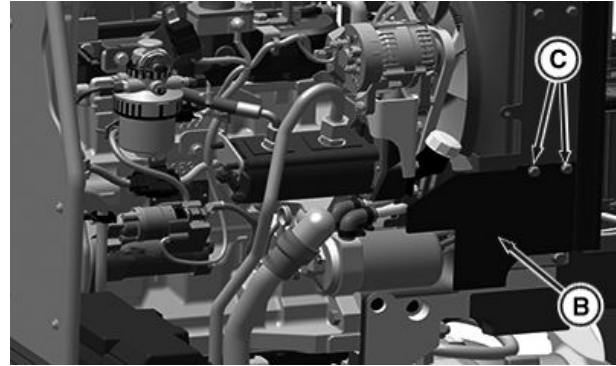
Have your John Deere dealer drain old coolant, flush the entire system, install new thermostat and fill with clean coolant.

NM61126,0000320 -19-14SEP16-1/1

Flush Cooling System

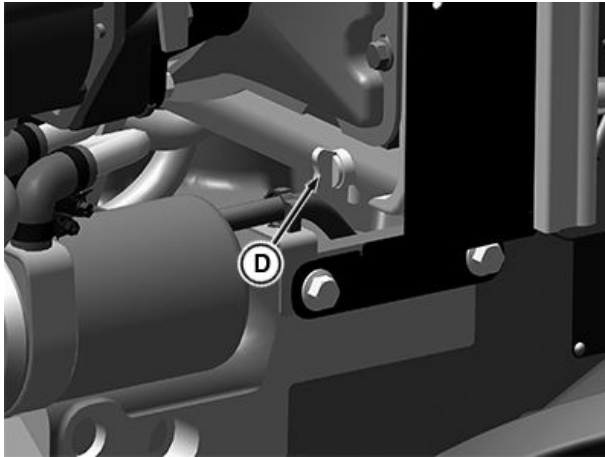


PY29282 —UN—22SEP16

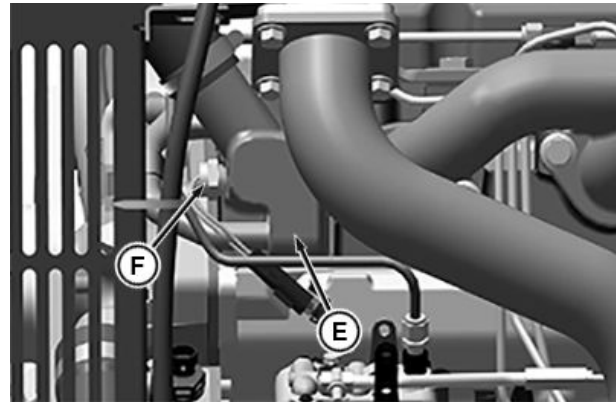


PY40572 —UN—02AUG17

Drain Valve



PY29284 —UN—22SEP16



PY29285 —UN—22SEP16

Cold Start Aid Switch

Radiator Cap

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 Nm (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.

Continued on next page

SJ15074,00002FB -19-02AUG17-1/4

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.

SJ15074,00002FB -19-02AUG17-2/4

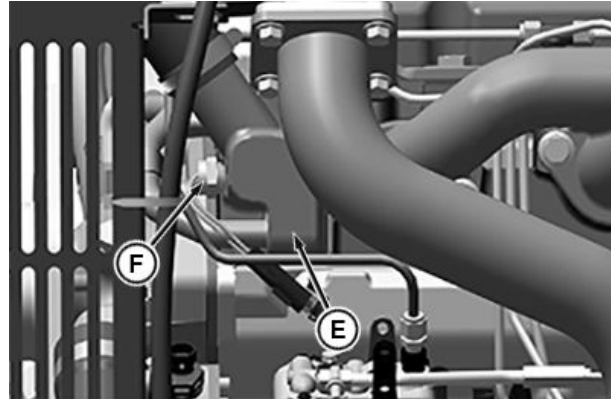
7. Remove thermostat cover (E) and clean off the gasket material. Apply gasket sealant to new gasket and install thermostat and cover. Tighten cap screws to specification.

Specification

Thermostat Cover Cap

Screws—Torque..... 47 Nm (35 lb-ft)

8. Fill with fresh coolant - Close all drain valves/plugs and fill with coolant as specified in the Fuels, Lubricants, and Coolant section.
9. 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



Thermostat Cover

E— Thermostat Cover

F— Cold Start Aid Switch

the recovery tank as needed to bring the coolant level to the correct mark.

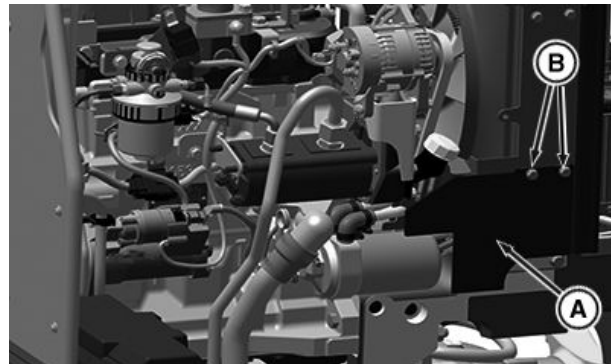
SJ15074,00002FB -19-02AUG17-3/4

PY29285—UN—22SEP16

10. Install guard (A) using screws (B).

A—Guard

B—Screws



SJ15074,00002FB -19-02AUG17-4/4

PY40573—UN—02AUG17

Winterize Cooling System

IMPORTANT: Draining cooling system WILL NOT protect against freezing if antifreeze is weak, since system does not get drain completely.

1. 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.)

2. After adding antifreeze, run engine until it reaches operating temperature. This mixes solution uniformly and circulates it through the entire system.

NM61126,0000322 -19-14SEP16-1/1

Inspect and Adjust Air Conditioner Compressor Belt

1. Place machine in park and shut off engine. Remove key.
2. Inspect alternator belt. Replace if worn or damaged.
3. Run engine for 5 minutes to warm a cold belt. Let a hot belt cool for 15 minutes before adjustment.
4. Check tension by pressing belt midway between pulleys. Belt deflection must be to specification.

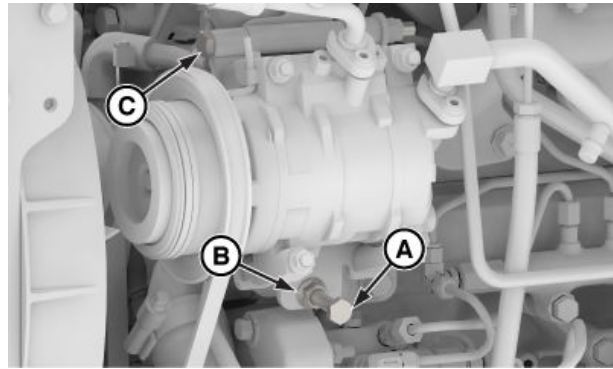
Specification

Air conditioner

Compressor Belt—Belt

Tension—Deflection..... 19 mm (0.75 in) at 89 N·m (20 lb·ft)

5. Adjust tension by loosening the tension adjustment lock nut (B) and compressor mounting cap screw (C).
6. Turn the tension adjustment cap screw (A) clockwise to tighten belt or counterclockwise to loosen belt.
7. Tighten the tension adjustment lock nut and compressor mounting cap screw.



A—Tension Adjustment Cap Screw
B—Tension Adjustment Lock Nut

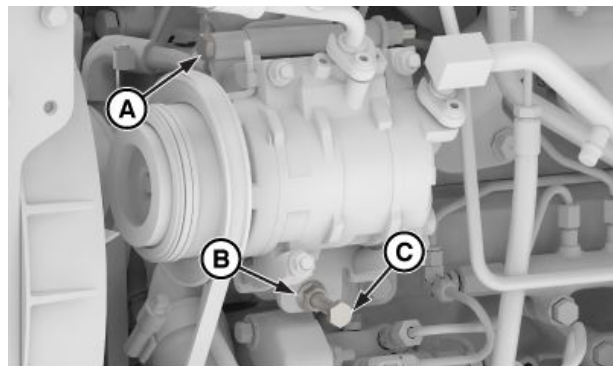
C—Compressor Mounting Cap Screw

APY664381—UN—11MAR25

rp32883,1740634465941 -19-06MAR25-1/1

Replace Air Conditioner Compressor Belt

1. Place machine in park and shut off engine. Remove key.
2. Loosen compressor pivot bolt (A).
3. Loosen lock nut (B).
4. Turn adjustment bolt (C) counterclockwise to loosen belt.
5. Pull belt around the fan to remove.
6. Install new belt in reverse order of removal.



A—Air Conditioner Compressor Pivot Bolt
B—Lock Nut

C—Adjustment Bolt

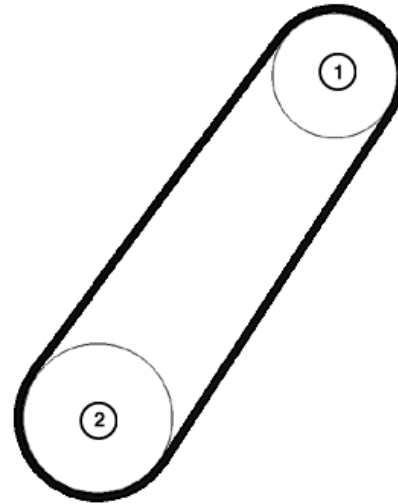
APY664382—UN—11MAR25

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rp32883,1740634465752 -19-06MAR25-1/2

7. Adjust belt tension. See procedure in this section.

Belt Routing	
1	Air Conditioner Compressor
2	Crankshaft Pulley



Air Conditioner Compressor Belt Routing

rp32883,1740634465752 -19-06MAR25-2/2

LV18490—UN—25JUL13

Maintenance—Fuel System

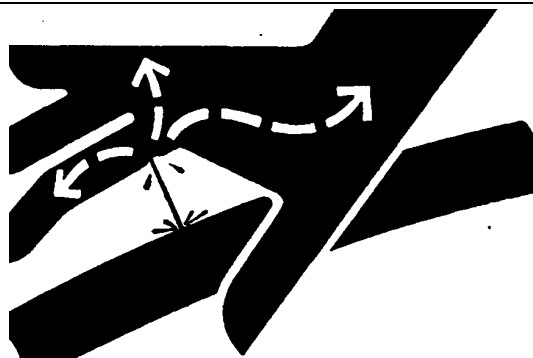
Do Not Modify Fuel System

⚠ 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.)

Do not attempt to service injection pump or fuel injectors yourself. Special training and special tools are required. (See the nearest John Deere dealer.)

SD74272,0000275 -19-02JUL25-1/1

X9811 —UN—23AUG88

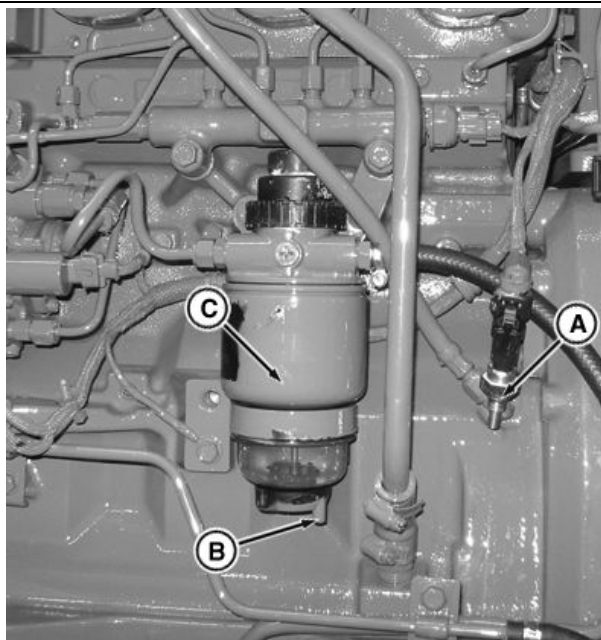
Drain Water and Sediment From Fuel Filters

Service Interval—Daily / 10 Hours

NOTE: Place a small container under drain fitting to catch draining fuel. Dispose of waste properly.

1. Disconnect wiring harness connector (A).
2. Connect a small hose to end of drain plug (B).
3. Place a suitable container under drain.
4. Open drain plug (B) to drain moisture and sediment from fuel filter (C).
5. Tighten drain plug (B) when fuel runs clear.
6. Remove drain hose and connect wiring harness connector (A).

A—Wiring Harness Connector C—Fuel Filter
B—Drain Plug



Left Hand Side of Engine

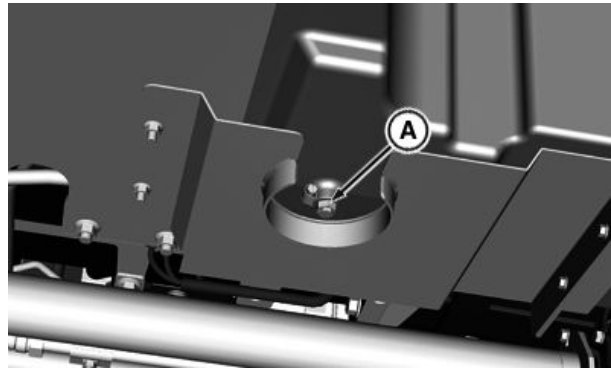
SD74272,00004DA -19-09APR14-1/1

PY18044 —UN—22MAR13

Drain Water and Sediment From Fuel Tank

Service Interval— Daily / 10 Hours

1. Remove filler cap.
2. Place suitable container under drain plug (A).
3. Loosen drain plug to drain moisture and sediment from fuel tank.
4. Tighten drain plug 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.



Bottom Side of Fuel Tank

A—Fuel Tank Drain Plug

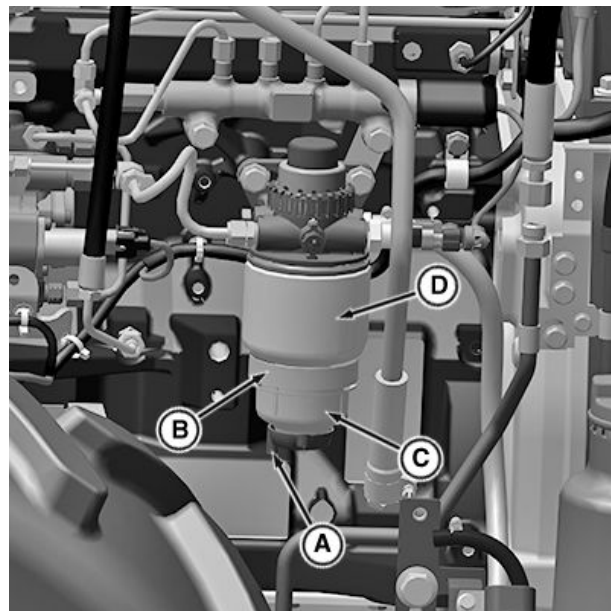
PY18046 —UN—22MAR13

SK35149,000035B -19-31MAR14-1/1

Replace Fuel Filter / Water Separator

Service Interval—500 Hours

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 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.)



A—Drain Port
B—Bottom Retaining Ring

C—Water Separator Bowl
D—Fuel Filter

PY31442 —UN—23AUG16

RM87422,0000560 -19-23AUG16-1/1

Bleed Fuel System

IMPORTANT: Any time the fuel system has been opened up for service (lines disconnected or filters removed), it will be necessary to bleed air from the system.

NOTE: A second person will be needed for the following procedure.

The fuel system can be bled at two locations:

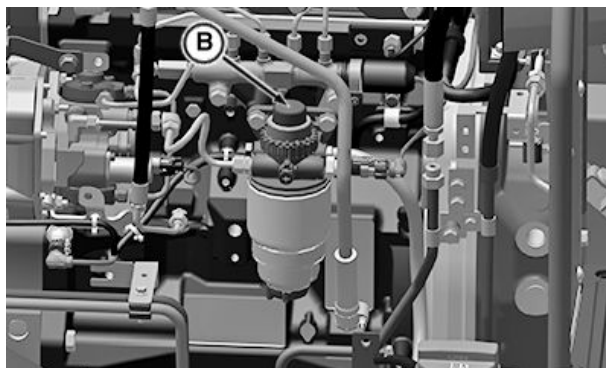
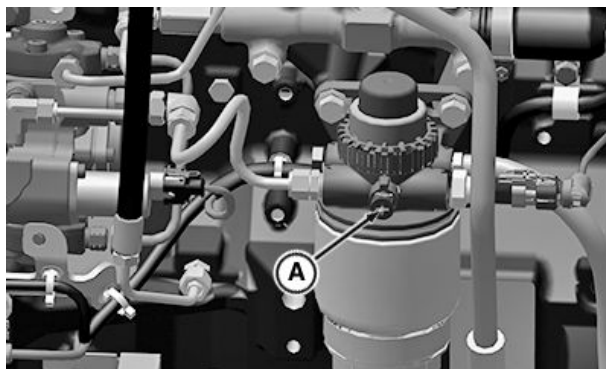
- Final Fuel Filter
- Fuel Injection Pump

Final Fuel Filter

1. Open bleed vent screw (A).
2. Have a second person pump hand primer (B) on fuel transfer pump.
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 bleed screw (A).

A—Bleed Vent Screw

B—Hand Primer



PY31443—UN—23AUG16

PY31444—UN—23AUG16

Continued on next page

RM87422.0000561 -19-26AUG16-1/2

Fuel Injection Pump

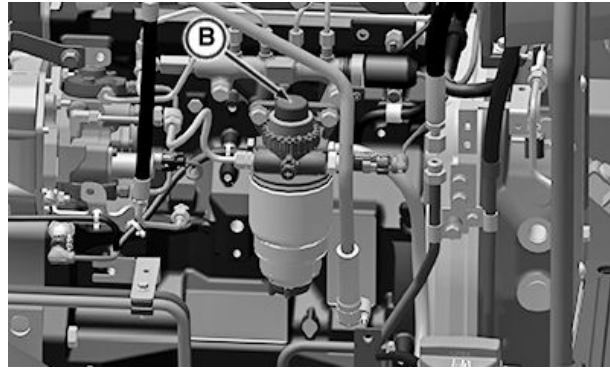
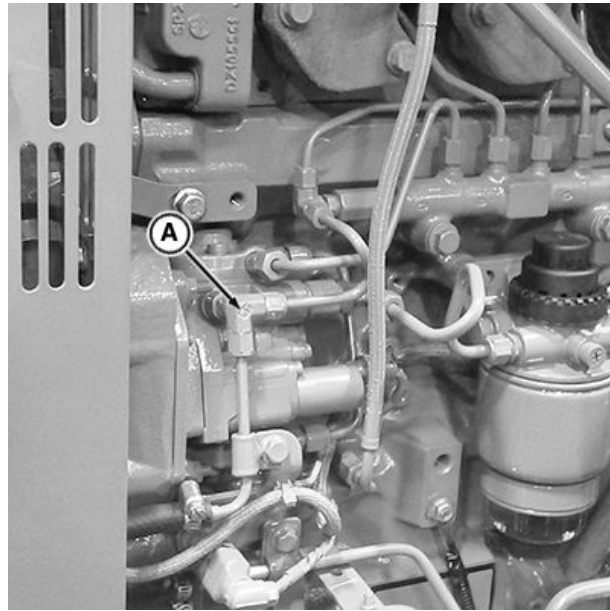
1. Loosen fuel return line (A) at fuel injection pump.
2. Have a second person pump hand primer (B) on fuel transfer pump.
3. When no air bubbles are seen tighten fuel return line.
4. Pump the hand primer until resistance is felt.
5. Repeat until no air bubbles flow from fuel return line. Then tighten fuel return line (A).

Specification

Fuel Return
Line—Torque.....27 N·m
(20 lb-ft)

A—Fuel Return Line

B—Hand Primer



PY31452 —UN—26AUG16

PY31444 —UN—23AUG16

RM87422,0000561 -19-26AUG16-2/2

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.

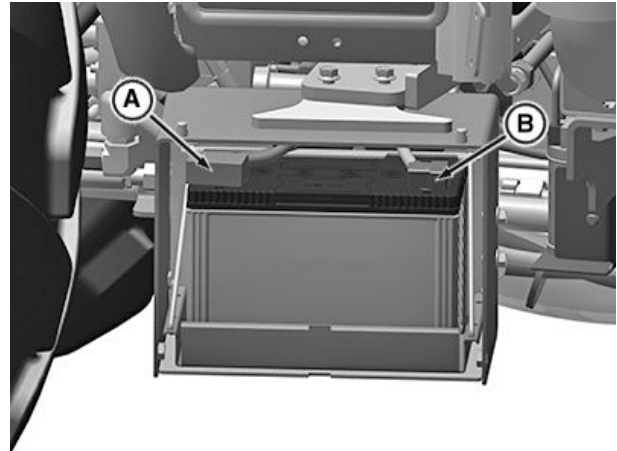
To avoid shocks and burns, disconnect negative (-) cable (B) before servicing any part of the electrical system.

Keep battery cover (not shown) and all electrical shields in place.

A—Positive (+) Battery Cable B—Negative (—) Battery Cable



TS204—UN—15APR13



PY31468—UN—01SEP16

Battery With Box for 5050E, 5058E, 5067E and 5075E IOOS and Cab

VP27597,0000C3B -19-10AUG18-1/1

Inspect Alternator/Fan Belt Tensioner

Service Interval—250 Hours

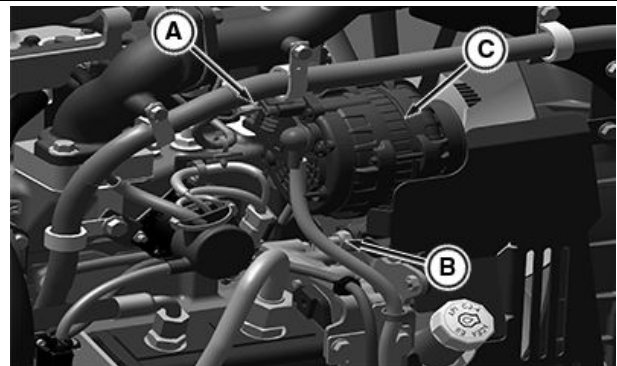
Replace if worn or damaged. (See procedure in Service section.)

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 lbf).

IMPORTANT: Pry against the alternator frame only.

Adjust tension by loosening nut (A) and mounting nut (B). Apply force to alternator (C) until belt tension is correct. Tighten cap screw and bolt.



Adjust Alternator/Fan Belt For 5050E, 5058E, 5067E and 5075E Cab and IOOS Only

A—Tension Adjustment Nut C—Alternator
B—Alternator Mounting Nut

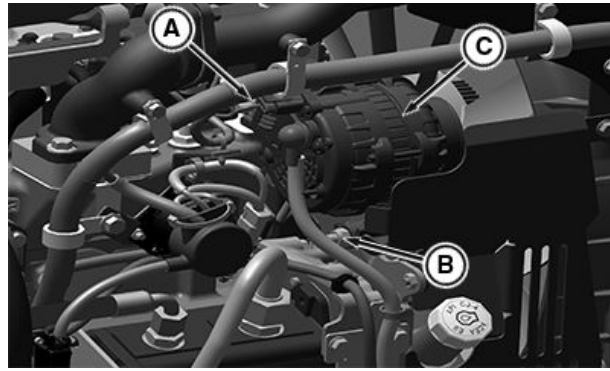
PY41806—UN—04AUG17

VP27597,0000C3C -19-10AUG18-1/1

Replace Alternator/Fan Belt

1. Raise hood.
2. Loosen nut (A) and nut (B) and rotate the alternator (C) to free the belt.
3. Remove belt from drive pulley.
4. Install new belt in reverse order of removal.

A—Tension Adjustment Nut C—Alternator
B—Alternator Mounting Nut



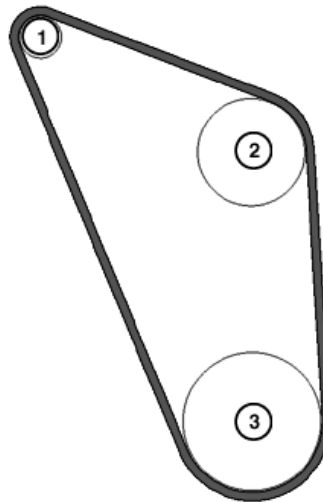
For 5050E, 5058E, 5067E and 5075E Cab and IOOS Only

PY41806 —UN—04AUG17

VP27597,0000C3D -19-11MAR25-1/2

5. Adjust belt tension.

Belt Routing	
1	Alternator
2	Coolant Pump
3	Crankshaft Pulley



Alternator Belt Routing

LV18486 —UN—25JUL13

VP27597,0000C3D -19-11MAR25-2/2

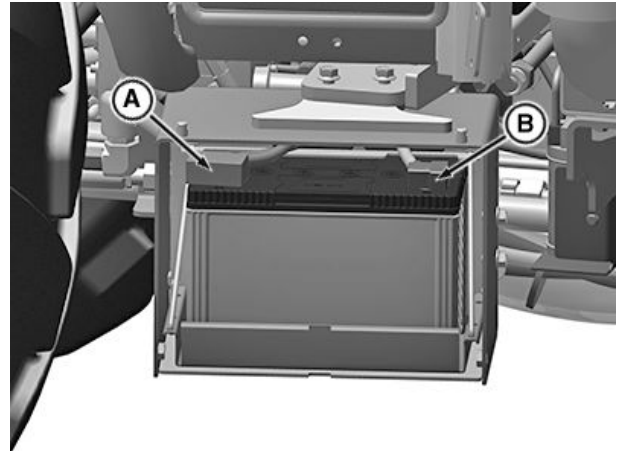
Charge Battery

⚠ CAUTION: Gas given off by battery is explosive. Keep sparks and flames away from battery. Before connecting or disconnecting a battery charger, turn off charger. 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 the tractor frame, away from the battery.
2. Follow the instructions provided by the charger.
3. To disconnect the battery charger, turn off charger. Remove negative charger lead first, then positive lead.

A—Positive (+) Battery Terminal

B—Negative (-) Battery Terminal



Battery With Box for 5050E 5058E, 5067E and 5075E IOOS and Cab

VP27597,0000C3E -19-10AUG18-1/1

TS204—JUN—15APR13

PY31468—JUN—01SEP16

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

Clean and Check Battery Condition

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

Service Interval—50 Hours / Weekly

Avoid the hazard by:

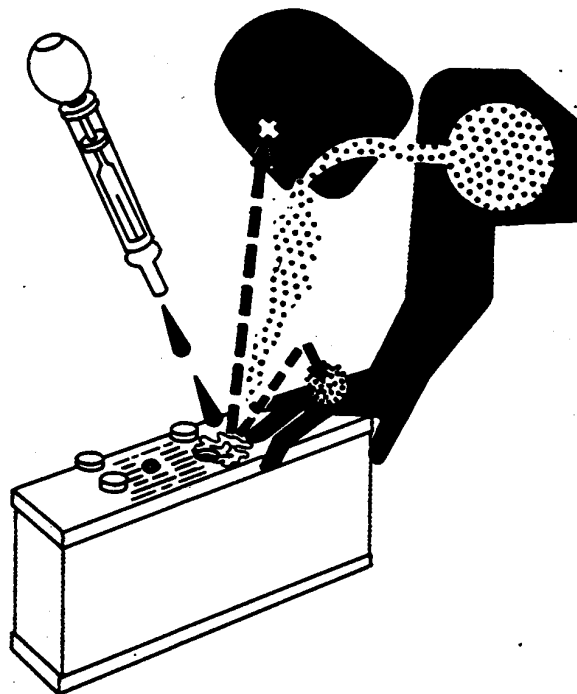
1. Filling batteries in a well-ventilated area.
2. Wearing eye protection and rubber gloves.
3. Avoiding breathing fumes when electrolyte is added.
4. Avoiding spilling or dripping electrolyte.
5. Using proper jump start procedure.

If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush your 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 quarts).
3. Get medical attention immediately.



TS203 —UN—23AUG88

Continued on next page

RM87422,00004CE -19-01SEP16-1/2

1. Check level of electrolyte in each cell (A) at least every 300 hours. Ensure that every cell has fluid level HIGHER than top of plates. Only use CLEAN, SOFT water to fill up electrolyte level.

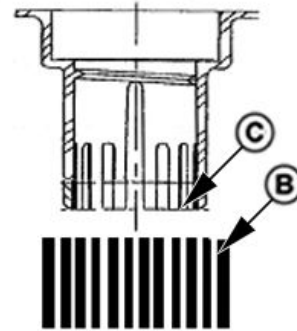
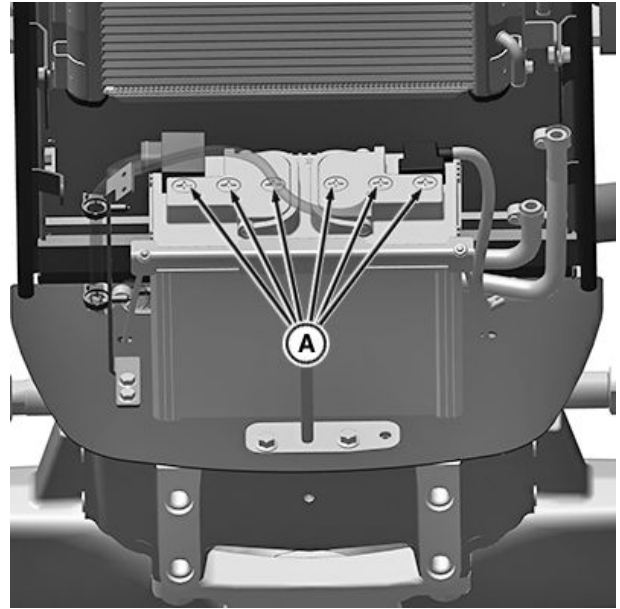
IMPORTANT: DO NOT add water in freezing weather unless tractor will be run at least 30 minutes to assure thorough mixing.

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.

2. 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.
3. 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). Corrected specific gravity of a fully charged battery is from 1.265 to 1.280.
4. A battery is considered fully charged when three consecutive hydrometer readings, taken at hourly intervals, show no rise in specific gravity.
5. Wipe battery with a damp cloth. Clean and tighten connections if needed.
6. Coat terminals with a small amount of grease.



A—Cell
B—Plates

C—Electrolyte Level

RM87422,00004CE -19-01SEP16-2/2

PY31469—UN—01SEP16

PULV000655—UN—05MAY08

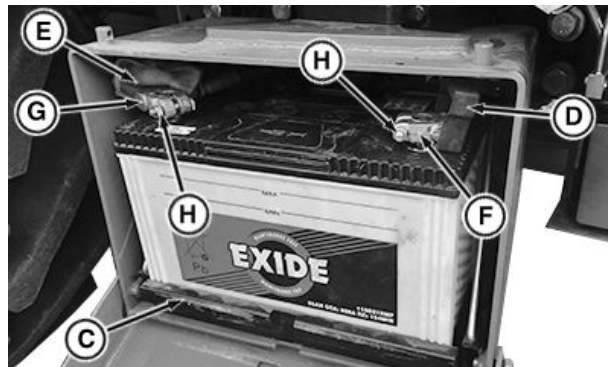
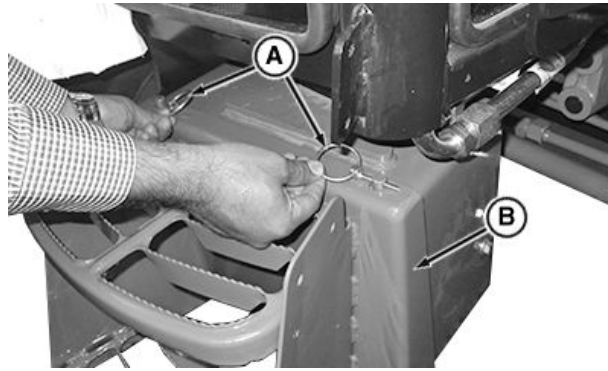
Remove Battery (IOOS and Cab)

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 the 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)



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VP27597,0000C3F -19-10AUG18-1/2

PY29583 —UN—07JUL16

PY29584 —UN—07JUL16

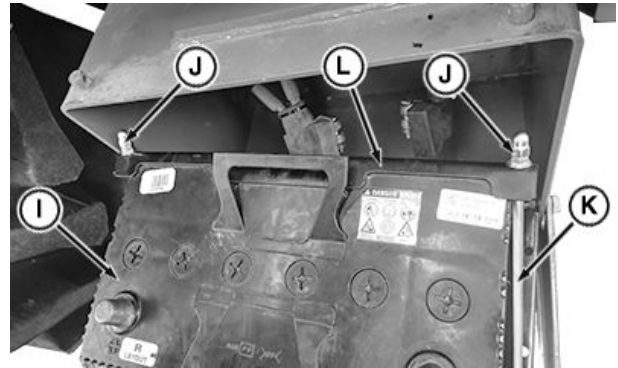
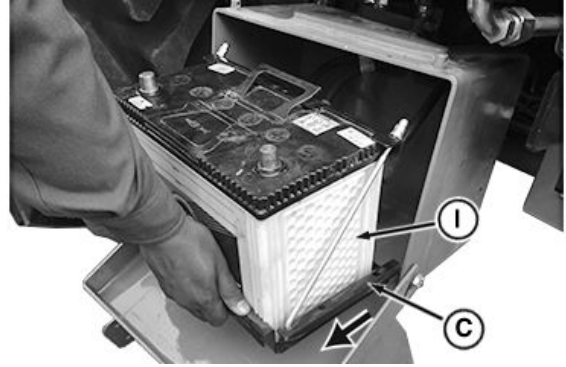
PY31463 —UN—31AUG16

PY31465 —UN—31AUG16

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



VP27597,0000C3F -19-10AUG18-2/2

PY31464 —UN—31AUG16

PY31466 —UN—31AUG16

Battery Replacement Specifications — IOOS and Cab

For 5050E, 5058E, 5067E and 5075E Tractors

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

VP27597,0000C41 -19-10AUG18-1/1

Service Battery

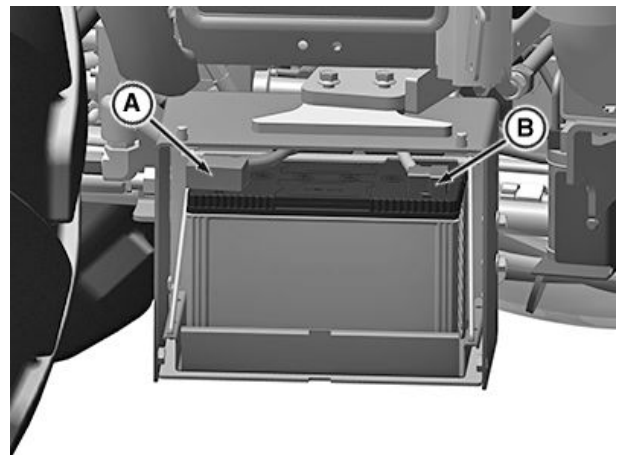
1. Keep battery clean by wiping with a damp cloth. Keep terminals (A and B) clean and tight. To remove any corrosion, wash terminals with a solution of four parts water to one part baking soda.

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 for 5050E, 5058E, 5067E and 5075E
IOOS and Cab Tractors

VP27597,0000C42 -19-10AUG18-1/1

PY31468 —UN—01SEP16

Access Fuses and Relays

To remove fuse box cover:

- **IOOS** — Pinch tabs and pull off cover (A).
- **Cab** — Pry off cover (B).

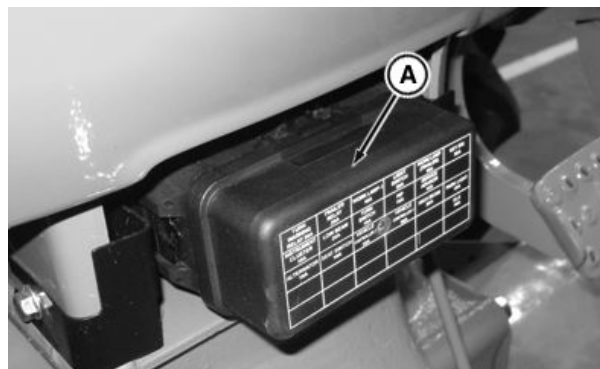
Fuse Rating	Color
5 Amp	Orange
10 Amp	Red
15 Amp	Blue
20 Amp	Yellow
30 Amp	Green

IMPORTANT: Do not replace original fuse with higher rated fuse or machine damage may occur.

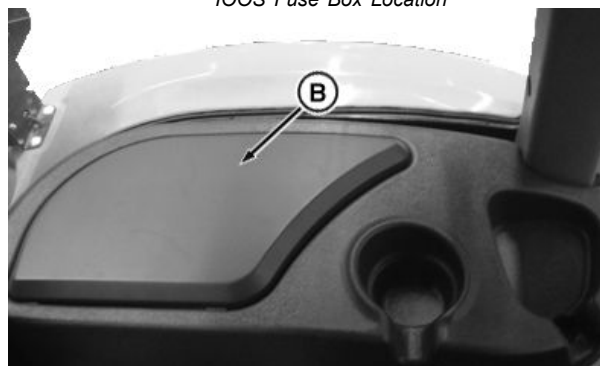
If original size fuse will not carry electrical load and continues to blow contact your John Deere dealer.

A—Fuse Box Cover (IOOS)

B—Fuse Box Cover (Cab)



IOOS Fuse Box Location



Cab Fuse Box Location

SK35149,00003C1 -19-10JUL14-1/1

PY18054—UN—22MAR13

PY16262—UN—19JUL12

Load Center - Fuses and Relays - IOOS (PowrReverser™ Transmission)

A12					A1
F29	F18	F17	F16	F45	F4
	F44	F43	F35	F34	F30
			F30	F11	F14
F47	F13	F12	F10	F9	F6
				F48	
E12					E1

Location Details of Fuses for 5058E, 5067E and 5075E Models - IOOS

F4— Key Switch, 30 Amp
F6— ELX Power, 10 Amp
F9— EH System, 10 Amp
F10— EH System, 15 Amp
F11— Light Switch, 25 Amp
F12— High Beam, 20 Amp

F13— Low Beam, 15 Amp
F14— Work Lamp, 10 Amp
F16— Brake Light, 15 Amp
F17— Hazard Switch, 20 Amp
F18— Beacon Light, 10 Amp
F29— Instrument Cluster, 20 Amp

F30— Horn, 10 Amp
F34— Trailer Relay, 20 Amp
F35— Seat Switch, 5 Amp
F43— Flexbox Controller, 10 Amp
F44— Loader Joystick, 10 Amp

F45— Engine Control Unit, 20 Amp
F47— Park Light-RH, 5 Amp
F48— Park Light-LH, 5 Amp

Continued on next page

VP27597,00018FD -19-22FEB21-1/2

PY35304—UN—07NOV16

A12		A1	
K38	K6	K36	K1
	K37	K15	K40
E12		E1	

Location Details of Relays for 5058E, 5067E and 5075E Models - IOOS

K38— Work Lamp Relay
K6—EH System Relay

K36— Not Neutral Relay
K1—Neutral Relay

K37— Trans Enable Relay
K15— Brake Light Relay

K40— Park Light Relay

VP27597.00018FD -19-22FEB21-2/2

PY35305—UN—13NOV16

Load Center - Fuses and Relays - IOOS— (SyncShuttle Transmission)

A12			A1		
F29	F18	F17	F16	F45	F4
	F44	F43	F35	F34	F30
			F30	F11	F14
F47	F13	F12	F9	F10	F6
				F48	V7
E12			E1		

FRONT SIDE VIEW

Location Details of Fuses (5050E, 5058E, 5067E and 5075E Models) IOOS

F4— Key Switch, 30 Amp
F6— ELX Power, 10 Amp
F9— EH System, 10 Amp
F10— EH System, 10 Amp
F11— Light Switch, 25 Amp
F12— High Beam, 20 Amp

F13— Low Beam, 15 Amp
F14— Work Lamp, 10 Amp
F16— Brake Light, 15 Amp
F17— Hazard Switch, 20 Amp
F18— Beacon Light, 10 Amp
F29— Instrument Cluster, 20 Amp

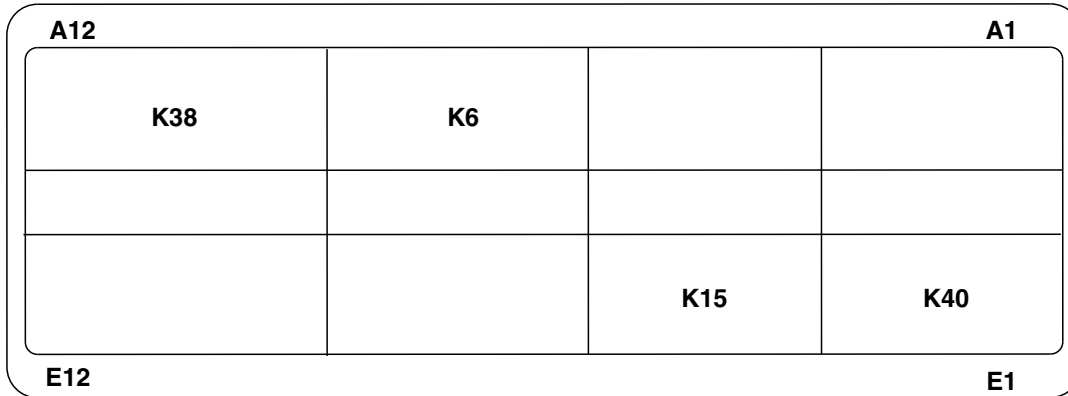
F30— EQRL Controller, 10 Amp
F30— Horn, 10 Amp
F34— Trailer Relay, 20 Amp
F35— Seat Switch, 5 Amp
F43— Flexbox Controller, 10 Amp
F44— Loader Joystick, 10 Amp

F45— Engine Control Unit, 20 Amp
F47— Park Light-RH, 5 Amp
F48— Park Light-LH, 5 Amp

Continued on next page

VP27597.0000C44 -19-10AUG18-1/2

PY33099—UN—06DEC16

**FRONT SIDE VIEW**

Location Details of Relays (5050E, 5058E, 5067E and 5075E Models) IOOS

K6— EH System Relay
K15— Brake Light Relay

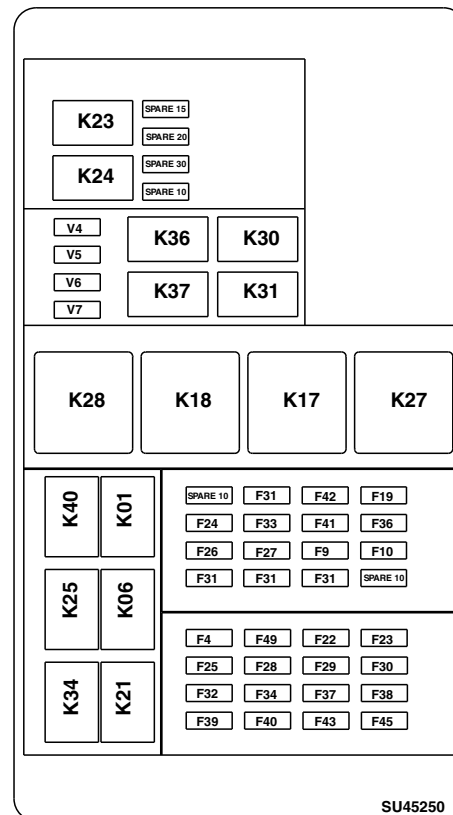
K38— Work Lamp Relay
K40— Park Light Relay

VP27597,0000C44 -19-10AUG18-2/2

PY33100 —UN—06DEC16

**Load Center Fuses and Relays—Cab
(PowrReverser™ Transmission)**

F9— EH System Fuse, 15 Amp	F49— Beacon Light, 10 Amp
F19— Light Switch Fuse, 20Amp	SPARE 10—Spare Fuse, 10 Amp
F20— Head light fuse, 15 Amp	SPARE 10—Spare Fuse, 10 Amp
F22— Rear work light, 30 Amp	SPARE 10—Spare Fuse, 10 Amp
F23— Front work Light, 30 Amp	SPARE 15—Spare Fuse, 15Amp
F24— Turn Fuse, 5 Amp	SPARE 20—Spare Fuse, 20 Amp
F25— Hazard Fuse, 20Amp	SPARE 30—Spare Fuse, 30 Amp
F26— Park light left-hand, 5 Amp	K1—Neutral Relay
F27— Park light right-hand, 5 Amp	K6—EH System Relay
F28— Brake light, 15 Amp	K17— Rear Work Lamp Relay
F29— Instrument Cluster, 20Amp	K21— ACC Relay
F30— Horn, 10Amp	K23— Left Turn Relay
F31— EQRL, 20Amp	K24— Right Turn Relay
F32— Junction Block Fuse, 30 Amp	K25— Brake Light Relay
F33— Junction Block Battery Fuse, 30 Amp	K27— Trailer Power Relay
F34— Trailer Controller Fuse, 20Amp	K28— HVAC Relay
F36— Trailer Flood fuse, 15 Amp	K30— Left Blower Relay
F37— Right Blower Relay Fuse, 30 Amp	K31— Right Blower Relay
F38— Left Blower Relay Fuse, 30 Amp	K34— Wiper Relay
F39— Wiper Relay Fuse, 30 Amp	K36— Not Neutral Relay
F40— Dome Lamp Switch Fuse, 10 Amp	K37— Transmission Enable Relay
F41— Radio Fuse, 10 Amp	K40— Tail / Clearance Relay
F42— Seat Switch Fuse, 10 Amp	V4— Diode, Right Turn
F43— FCC Fuse, 10 Amp	V5— Diode, left Turn
F44— Joystick Fuse, 10 Amp	V6— Diode, AC Clutch
F45— ECU Power Fuse, 20 Amp	V7— Diode, EH System



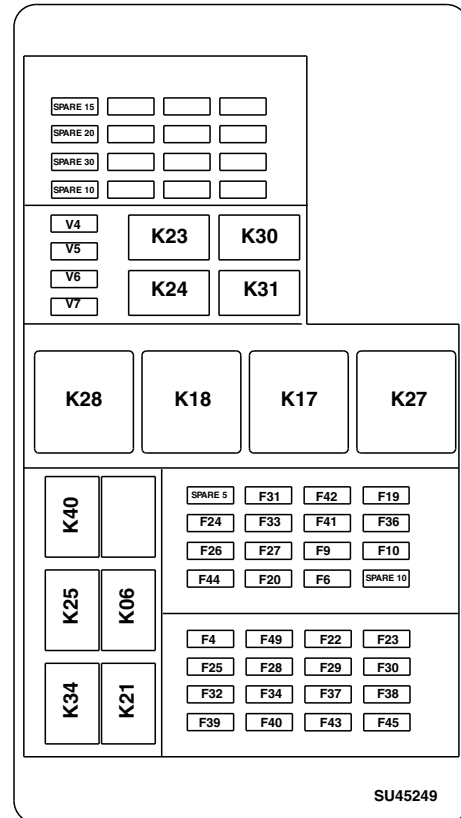
Load Center Fuses for 5058E, 5067E, and 5075E Tractors

VP27597,00018FE -19-22FEB21-1/1

PY35601 —UN—09NOV16

Load Center Fuses and Relays—Cab (SyncShuttle™ Transmission)

F4— Key Switch Fuse, 30 Amp	F43— FCC Fuse, 10 Amp
F6— ELX Power Fuse, 10 Amp	F44— Joystick Fuse, 10 Amp
F9— EH System Fuse, 10 Amp	F45— ECU Fuse, 20 Amp
F10— EH System Fuse, 10 Amp	F49— Beacon Light Fuse, 10 Amp
F19— Light Switch Fuse, 20 Amp	SPARE 5—Spare Fuse, 5 Amp
F20— Head Light Fuse, 15 Amp	SPARE 10—Spare Fuse, 10 Amp
F22— Rear work Light Fuse, 30 Amp	SPARE 10—Spare Fuse, 10 Amp
F23— Front work Light Fuse, 30 Amp	SPARE 15—Spare Fuse, 15 Amp
F24— Turn Signal Fuse, 5 Amp	SPARE 20—Spare Fuse, 20 Amp
F25— Hazard Fuse, 20 Amp	SPARE 30—Spare Fuse, 30 Amp
F26— Park Light left-hand Fuse, 5 Amp	K6—EH System Relay
F27— Park Light right-hand Fuse, 5 Amp	K17— Rear Work Lamp Relay
F28— Brake Light Fuse, 15 Amp	K18— Front Work Lamp Relay
F29— Instrument Cluster Fuse, 20 Amp	K21— ACC Relay
F30— Horn Fuse, 10 Amp	K23— Left Turn Relay
F31— EQRL Fuse, 20 Amp	K24— Right Turn Relay
F32— Junction Block ACC Fuse, 30 Amp	K25— Brake Light Relay
F33— Junction Block Battery Fuse, 30 Amp	K27— Trailer Relay
F34— Trailer Brake, 20 Amp	K28— HVAC Relay
F35— HVAC Relay Fuse, 30 Amp	K30— Left Blower Relay
F36— Trailer Flood Fuse, 15 Amp	K31— Right Blower Relay
F37— Right Blower Fuse, 30 Amp	K34— Wiper Relay
F38— Left Blower Fuse, 30 Amp	K40— Tail/ Clearance Relay
F39— Wiper Fuse, 20 Amp	V4—Diode, Right Turn
F40— Dome Lamp Fuse, 10 Amp	V5—Diode, Left Turn
F41— Radio Fuse, 10 Amp	V6—Diode, AC Clutch
F42— Seat Switch Fuse, 20 Amp	V7—Diode, EH System



Load Center Fuses for 5058E, 5067E, and 5075E Tractors

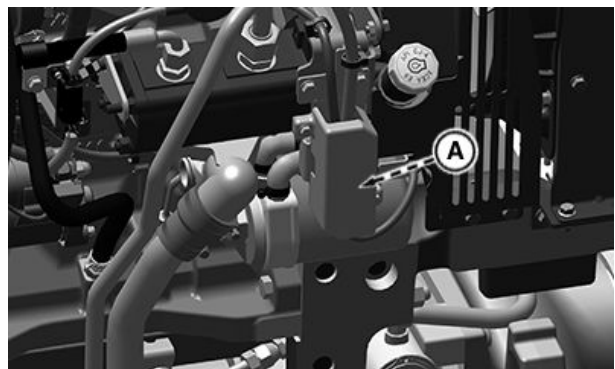
VP27597,00018FF -19-22FEB21-1/1

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



RM87422,0000572 -19-01SEP16-1/1

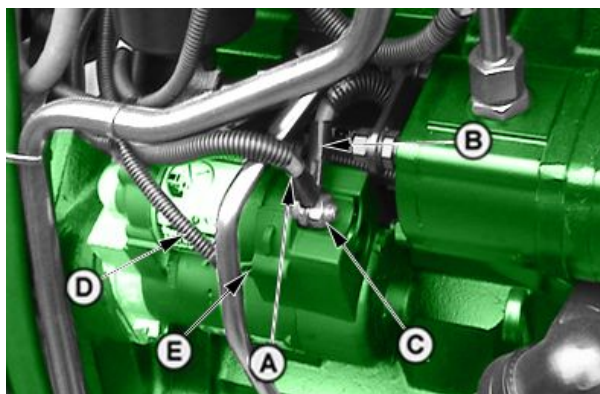
Starter Wiring Connections

IMPORTANT: Disconnect battery negative (ground) cable before servicing any part of the 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 the solenoid terminal (E).

A—Positive Battery Cable
Wiring Harness
B—Alternator Cable
C—Solenoid Post

D—Small White Wire
E—Solenoid Terminal

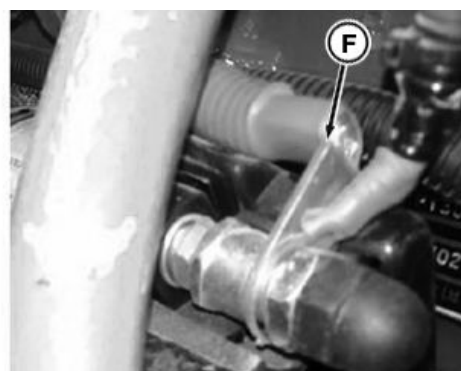


PY4037 —UN—15MAR24

WKJQUWJ,00007FE -19-06SEP20-1/2

CAUTION: Maintain the orientation of the battery to the starter wiring terminal (F) towards engine whenever removed for Service.

F—Battery To Starter Wire
Terminal



PY20824 —UN—04AUG14

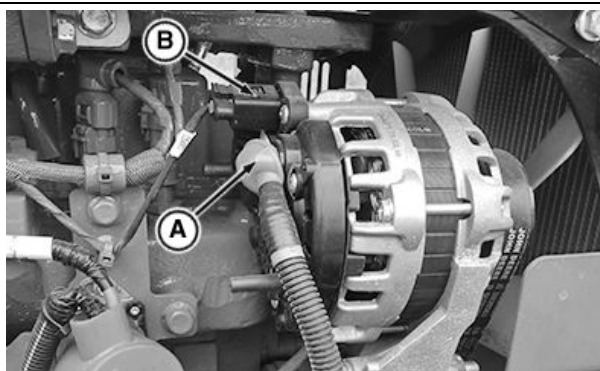
WKJQUWJ,00007FE -19-06SEP20-2/2

Alternator Wiring Connections

IMPORTANT: Disconnect battery negative (ground) cable before servicing any part of the electrical system. Make all other connections before connecting ground cable.

To prevent damage to the electrical system, disconnect the alternator before making any electrical weld repairs. If an attached implement needs weld repair, disconnect it from tractor before welding, to prevent damage to the tractor electrical system.

If the alternator is disconnected for any reason, connect wires (A) and (B) as shown at right.



Connect Wires For Models 5050E, 5058E, 5067E, and 5075E - IOOS and CAB

A—Alternator Power Cable

B—Alternator Jumper Wiring
Harness

PY31471 —UN—01SEP16

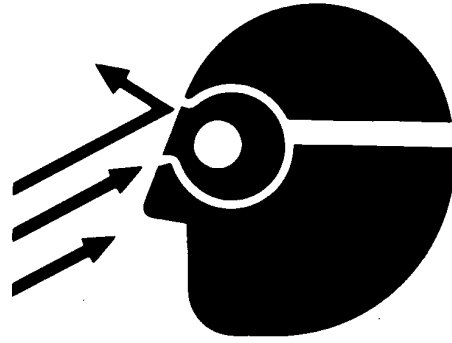
VP27597,0000C47 -19-10AUG18-1/1

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 moisture.
- Place used bulb in the new bulb's carton and dispose of properly. Keep out of reach of children.

A—Halogen Bulb



TS286 —UN—23AUG88

H39474 —UN—30JUN00

SD74272,000028C -19-17JUL12-1/1

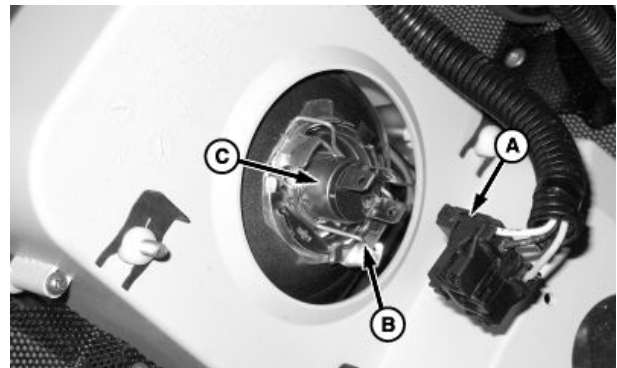
Replace Headlight Element

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

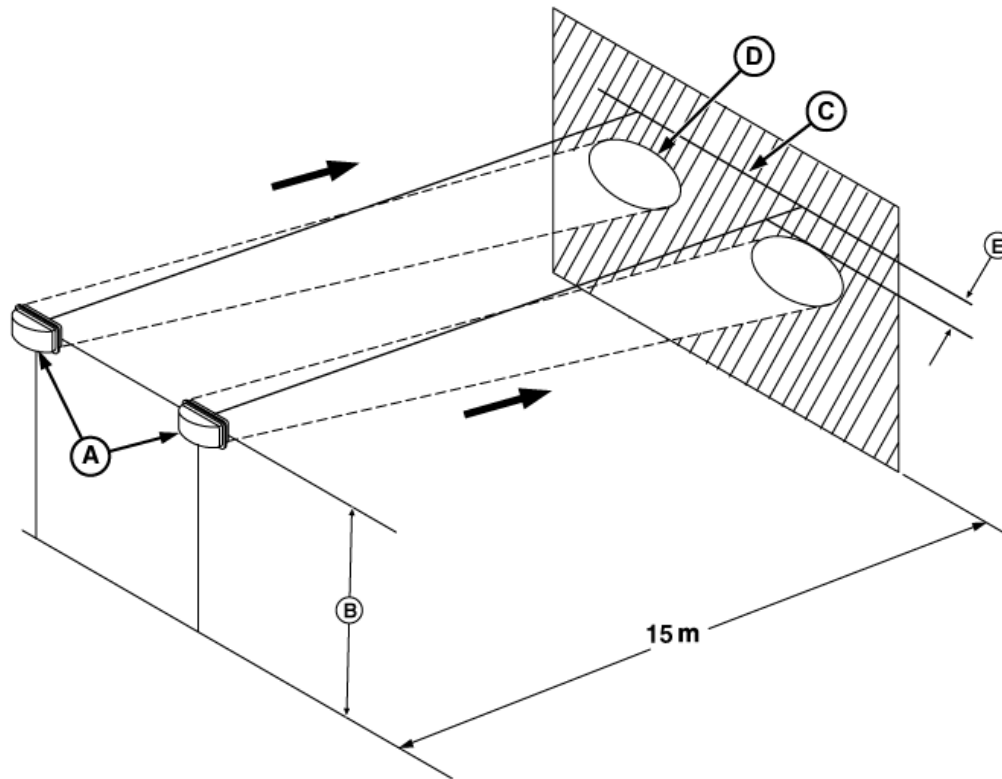
A—Top Adjusting Screws

B—Bottom Adjusting Screws

PY18068 —UN—25MAR13

Continued on next page

vynptis,1731908921763 -19-17NOV24-1/3

Adjust Headlight*Headlight Aiming Diagram*

A—Headlights
B—Distance from Center of
Headlight to Ground

C—Horizontal Line on Wall
D—Border of Bright Area

E—10% of Distance (B)

1. Park the tractor on a level surface with headlights (A) 15 m (50 ft) from a vertical wall.
2. Measure the distance (B) from the center of a headlight to the ground.
3. Mark a horizontal line (C) on the wall, the same distance from the ground as (B).
4. Set headlights on low beam and observe bright areas on the wall.
5. Use screws at the back of lights for adjustment.

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vynptis,1731908921763 -19-17NOV24-2/3

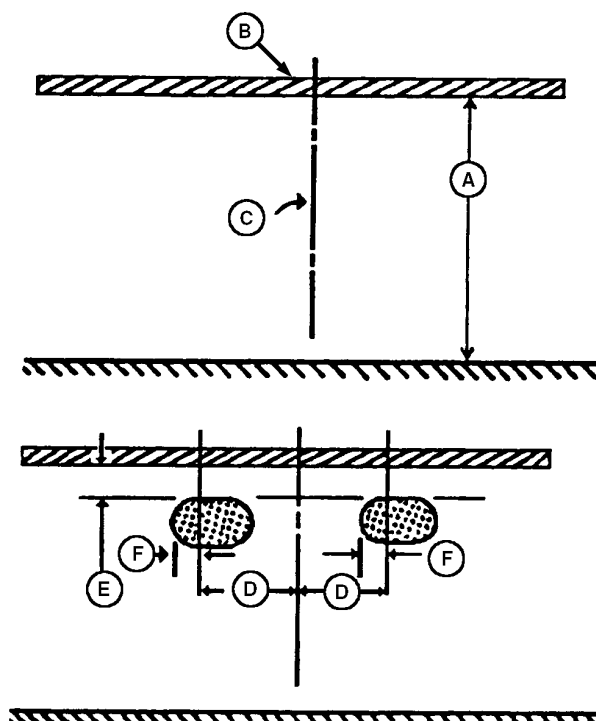
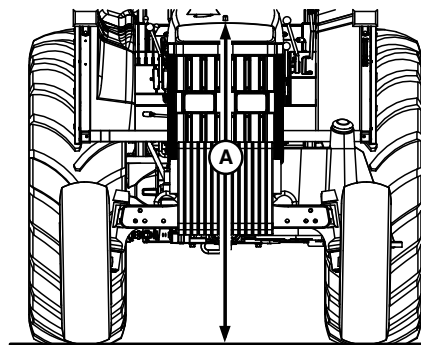
APY88356 —UN—16DEC23

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
B—Masking Tape
C—Tractor Centerline

D—Center of Headlight
E—Top of Zone
F—Left Edge of Zone



P9136—UN—22SEP00

LV3020—UN—10JUN99

vynptis,1731908921763 -19-17NOV24-3/3

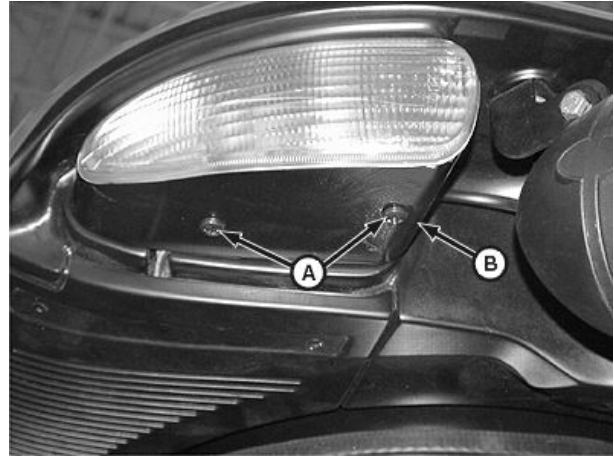
Replace Roof Hazard Light Bulb—Cab

NOTE: Procedure is the same for all warning lights on machine.

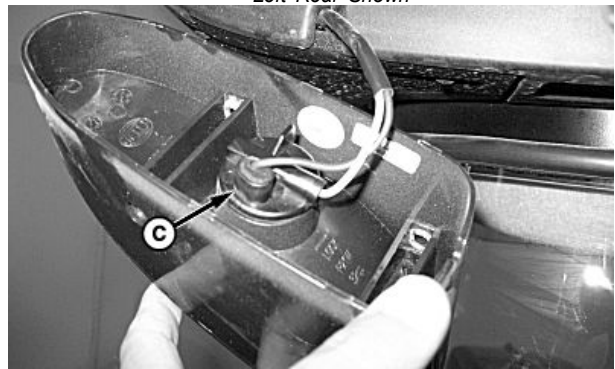
1. Remove socket head screws (A) and lens (B).
2. Twist and pull to remove bulb socket (C) from lens.
3. Gently push and turn bulb (D) to remove.
4. Install new bulb.
5. Reinstall bulb sockets to lens.
6. Inspect rubber seal for cracks that may cause leaks. Replace if necessary.
7. Reinstall lens (B) with previously removed socket head screws (A).

A—Socket Head Screws
B—Lens

C—Bulb Socket
D—Bulb



Left Rear Shown



SD74272,000028F -19-17JUL12-1/1

LV5559—UN—29NOV00

P14710—UN—05NOV07

P14711—UN—05NOV07

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

B—Lens

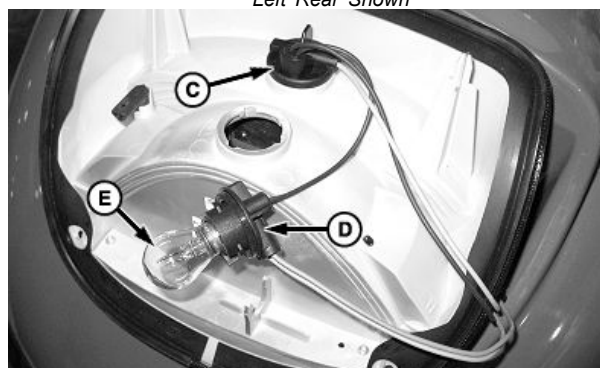
C—Turn Signal Socket

D—Tail Light Socket

E—Bulb



Left Rear Shown



WKJQUWJ.000096C -19-12FEB21-1/1

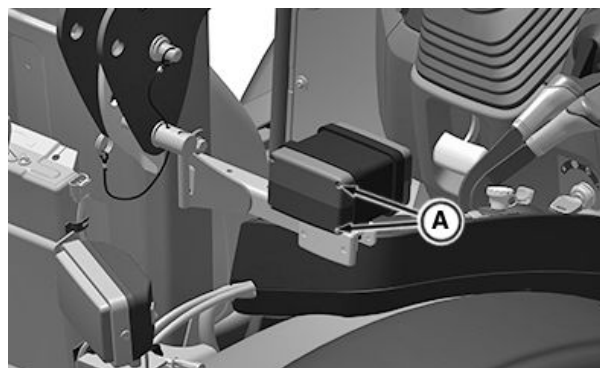
APY41819 —UN—08FEB21

P14709 —UN—05NOV07

Replace Tail and Turn Light Bulbs—IOOS

1. Remove screws (A).
2. Remove lens.
3. Push and twist to release bulb from socket.
4. Reverse this procedure to reassemble light.

A—Cap Screws



For 5050E, 5058E, 5067E and 5075E Only

VP27597.0000C48 -19-10AUG18-1/1

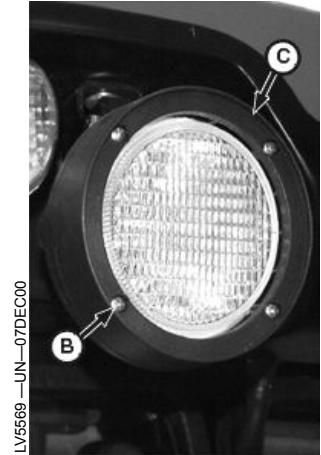
PY35302 —UN—27OCT16

Replace Work Light Element—Cab

1. Pry off cover (A).
2. Remove screws (B), retaining ring (C) and work light 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 work light bezel (E) and reapply clip.
7. Connect bezel to connector.
8. Reinstall bezel, screws, and cover.

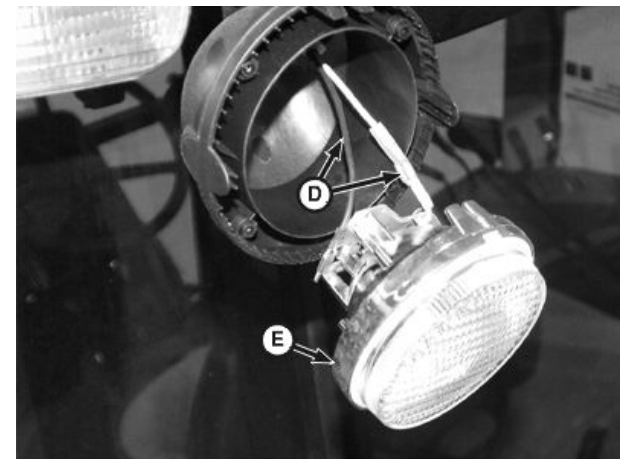
A—Cover
B—Screw (4 used)
C—Retaining Ring

D—Wiring Connector
E—Work Light Bezel



LV5569—UN—07DEC00

LV5570—UN—07DEC00



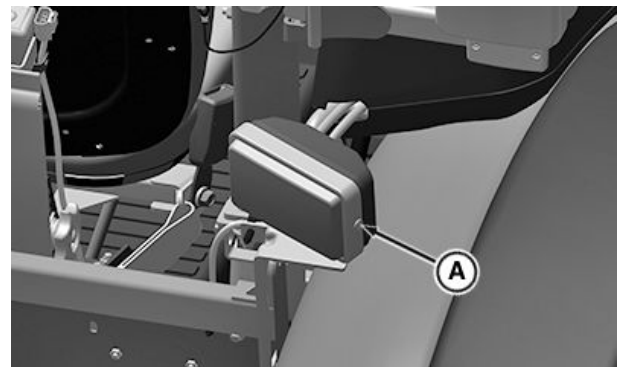
LV5571—UN—07DEC00

RM87422,00005C0 -19-27OCT16-1/1

Replace Work Light Element—IOOS

1. Loosen mounting hardware (A) and rotate worklight up to access cover fastening screw.
2. Remove screw, light cover and light from housing.
3. Disconnect wiring leads from bulb.
4. Rotate bulb counterclockwise and remove.
5. Reverse the procedure to reassemble the work light.

A—Mounting Hardware



For 5050E, 5058E, 5067E and 5075E Only

PY35301—UN—27OCT16

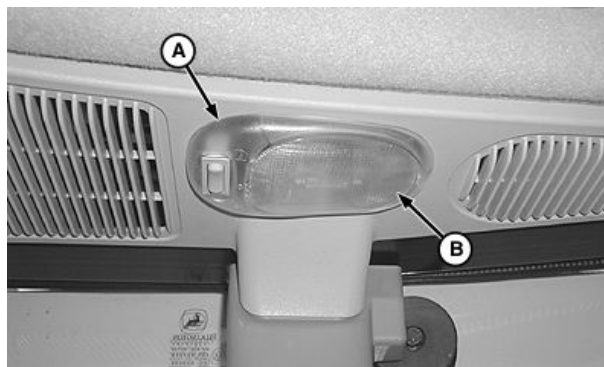
VP27597,0000C49 -19-10AUG18-1/1

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)

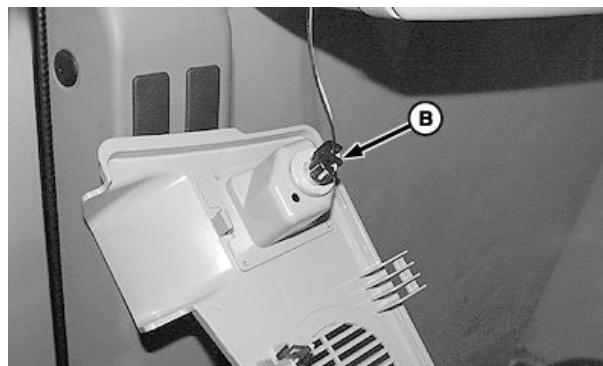
1. Pry off panel (A).
2. Rotate light bulb retainer (B) counterclockwise approximately 1/4 turn and remove.
3. Pull out light bulb.
4. Install new bulb in reverse order of removal.

A—Panel

B—Light Bulb Retainer



PY31551 —UN—19SEP16



LV9598 —UN—07AUG04

RM87422,00005AD -19-19SEP16-1/1

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.)

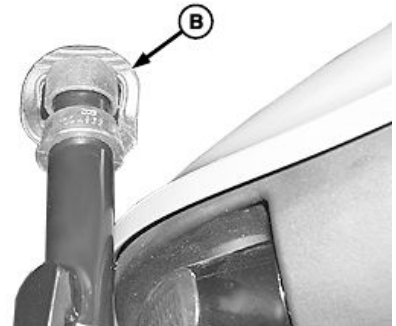
1. Loosen wing nut (A) and remove rotary beacon light assembly.
2. Install rubber cap (B).

A—Wing Nut

B—Rubber Cap



LV9693 —UN—19AUG04



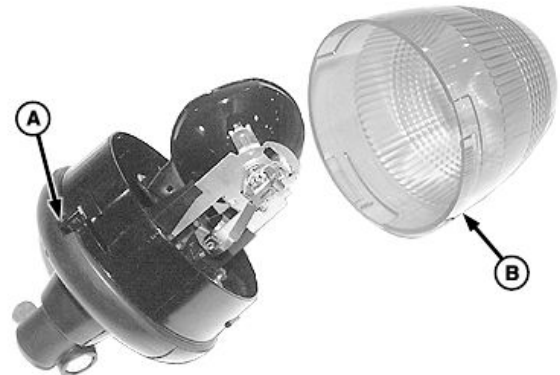
LV9694 —UN—19AUG04

SD74272,0000296 -19-17JUL12-1/2

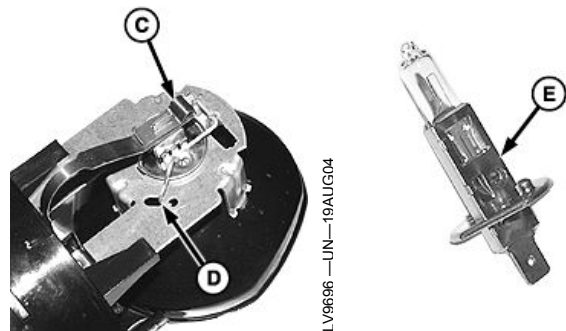
3. Depress tab (A) and rotate lens (B) counterclockwise to remove.
4. Pull tab (C) away from bulb.
5. Unlatch retaining spring (D) and remove light bulb (E).
6. Install new bulb in reverse order of removal.

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.
	Insufficient oil.	Add oil.
	Injection pump out of time.	See your John Deere dealer.
Engine knocks	Low coolant temperature.	See your John Deere dealer.
	Engine overheating.	See "Engine Overheats".
	Low coolant temperature.	See your John Deere dealer.
	Clogged fuel filter.	Replace filter element.
Engine runs irregularly or stalls frequently	Water, dirt, or air in fuel system.	Drain, flush, fill, and bleed system.
	Dirty or faulty injectors.	Have John Deere dealer check injectors.

Continued on next page

SS01820,0000A95 -19-12JUN07-1/4

Symptom	Problem	Solution
	Improper type of fuel.	Use proper fuel.
Engine temperature below normal	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.
	Clogged fuel filter.	Replace filter element.
	Improper type of fuel.	Use proper fuel.
	Overheated engine.	See "Engine Overheats".
	Engine temperature below normal	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.

Continued on next page

SS01820.0000A95 -19-12JUN07-2/4

Symptom	Problem	Solution
Engine emits white smoke	Restricted crankcase vent tube.	Clean vent tube.
	Defective turbocharger.	See your John Deere dealer.
	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.
Engine emits black or gray exhaust smoke	Cold start advance or light load advance not functioning.	See your John Deere dealer.
	Improper type of fuel.	Use proper fuel.
	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(s).	Adjust belt tension(s).
	Cooling system needs flushing.	Flush cooling system.
	Defective thermostat.	See your John Deere dealer.

Continued on next page

SS01820,0000A95 -19-12JUN07-3/4

Troubleshooting

Symptom	Problem	Solution
High fuel consumption	Defective temperature gauge or sender.	See your John Deere dealer.
	Incorrect grade of fuel.	Use proper fuel.
	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.

SS01820.0000A95 -19-12JUN07-4/4

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.

MX,TSIP,BA2 -19-24JUL95-1/1

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.
	Hydraulic motor not plumbed correctly.	See your John Deere dealer.

LV,5010T,B -19-03JUN97-1/1

Selective Control Valve Troubleshooting (If Equipped)

Symptom	Problem	Solution
Detent does not hold SCV lever or releases too soon	Detent selector in wrong position.	Turn selector to correct position.
	Detent setting incorrect.	Adjust setting.
SCV lever does not release	Detent setting incorrect.	Adjust setting.
	SCV Cable is not properly set	Update the SCV Cable setting

NM61126,00004EF -19-03AUG17-1/1

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 too 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 lever.	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 rearward.
	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.

Continued on next page

LV,5010T,C -19-03JUN97-1/2

Troubleshooting

Symptom	Problem	Solution
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.
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.

LV,5010T,C -19-03JUN97-2/2

Quick Raise and Lower (QRL) Troubleshooting

Symptom	Problem	Solution
QRL switches are not working	Loose or false wiring connection at switch end	Check and connect wiring harness properly at switch end
	QRL ECU have a problem	Check QRL ECU for its proper functioning and contact John Deere dealer
		Check QRL ECU wiring connections
3 point linkages not responding to QRL switch functions	Low transmission/hydraulic oil	Fill transmission/hydraulic oil to its desired quantity
	Transmission/hydraulic oil not circulating in the rockshaft system	Start engine and keep it in idle condition for few seconds so that transmission/hydraulic oil starts circulating in the rockshaft system
QRL motor not running	Loose or false wiring connection at motor end	Check and connect wiring harness properly at motor end
	Motor damaged	check and replace motor if damaged
QRL Indicator not giving any indication when QRL problem occurs	Loose or false wiring connection at QRL indicator end	Check instrument cluster and QRL indicator wiring connections and connect them properly
	QRL ECU not sending signals to QRL indicator	Check QRL ECU for its proper functioning and contact John Deere dealer
		Check QRL ECU wiring connections

SP21231,000088D -19-02APR14-1/1

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 cylinder travel reverses on #2 SCV	SCV lever moved to regenerate position.	Reverse hose couplings.

MX,TSIP,FA3 -19-02JUN99-1/1

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.
Starter cranks slowly	Low battery output.	Check electrolyte level and specific gravity.
	Crankcase oil too heavy.	Use proper viscosity oil.
	Loose or corroded connections.	Clean and tighten loose connections.
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.

LV,5010T,E -19-09SEP97-1/1

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.

Continued on next page

SV86979,0000154 -19-14SEP12-1/3

Troubleshooting

Symptom	Problem	Solution
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.
	Evaporator condenser pan dirty.	Clean pan and outlet with compressed air.
	Drain tubes plugged.	Clean drain tubes.
Partial frosting and sweating of lines combined with poor cooling	Tobacco smoke and tar on evaporator exterior.	Clean filters.
	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.
	Control dial set too low.	Adjust the temperature control to a warmer position.
Ice flecks blowing from evaporator		
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.

Continued on next page

SV86979,0000154 -19-14SEP12-2/3

Troubleshooting

Symptom	Problem	Solution
	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.
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.

SV86979.0000154 -19-14SEP12-3/3

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.

SV86979,0000155 -19-14SEP12-1/1

Tractor Storage

Place Tractor in Long-Term Storage

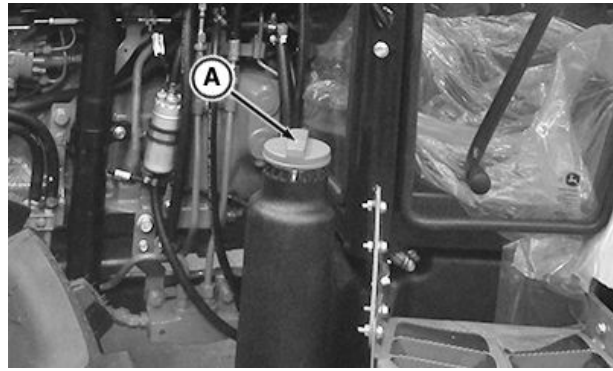
IMPORTANT: If the tractor will not be used for several months, the following recommendations for storage and removal from storage will minimize corrosion and deterioration.

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).
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.

¹Disconnect battery ground cable for short-term storage periods (20 to 90 days).



Left-Hand Side of Tractor—Cab

A—Fuel Tank Fill Cap

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.

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LGCKF7U,000057D -19-25APR20-1/2

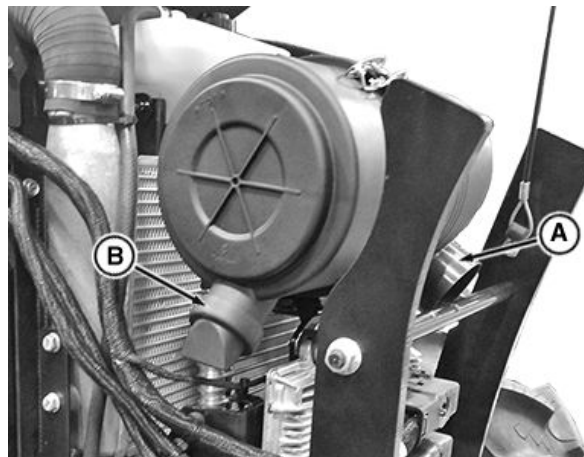
PY31449—UN—26AUG16

9. Use tape to seal air cleaner inlet (A), dust unloader valve (B), exhaust pipe, crankcase fill cap, fuel fill cap, coolant recovery tank, and transmission/hydraulic system fill cap.
10. Cover dash with opaque material to prevent gauges from fading.
11. Raise tires off ground. Protect from heat and sunlight.
12. Thoroughly clean tractor. Touch up any painted surfaces that are scratched or chipped.
13. If the tractor must be stored outside, cover it with a waterproof material.
14. **Cab:** Rotate air conditioner compressor pulley (C) several turns once a month to prevent seizure of compressor.

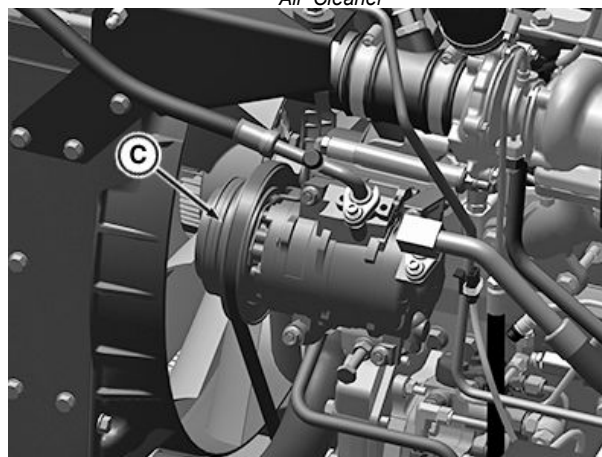
NOTE: When storing vehicle, cab rear view mirrors required to be folded properly. For more information, refer section Operator Station - Cab.

A—Air Cleaner Inlet
B—Dust Unloader Valve

C—Air Conditioner
Compressor Pulley (Cab)



Air Cleaner



Air Conditioner Compressor

PY31455 —UN—30AUG16

PY31456 —UN—26AUG16

LGCKF7U,000057D -19-25APR20-2/2

Remove Tractor from Storage

Perform the following steps to remove the tractor from storage:

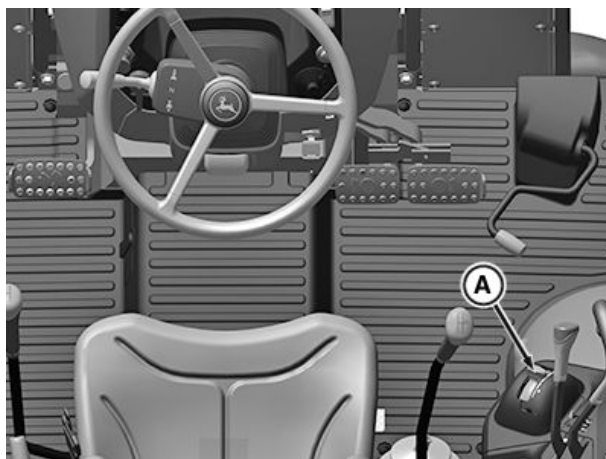
1. Check tire inflation pressure. (See Wheels, Tires and Treads section.) Lower tires to ground.
2. Remove all coverings.
3. Unseal all openings sealed during storage.
4. Install battery.
5. Remove ties or block which secured clutch pedal down.

IMPORTANT: Cab tractor: If air conditioner compressor is seized, engine operation with compressor clutch engaged damages the belt or compressor.

6. **Cab:** Check that A/C compressor pulley moves freely and is not seized.
7. Install alternator/fan belt.
8. Check levels of engine oil, transmission/hydraulic oil and engine coolant. Add fluids as needed.
9. Drain a small amount of fuel from the fuel tank to purge any moisture condensation that has collected.
10. Fill fuel tank.
11. Perform all appropriate services listed in Maintenance and Service Intervals section, as dictated by elapsed storage period.
12. Check instruments and indicators by turning key switch to RUN position.

IMPORTANT: 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 start the engine until oil pressure rises. Turn key switch to OFF position.



For 5050E, 5058E, 5067E and 5075E IOOS and Cab Tractors

A—Hand Throttle Lever

14. Connect fuel shutoff solenoid wiring leads/connectors.
15. Depress clutch pedal and start engine. Operate engine at the low idle for several minutes. Warm up carefully and check all systems before placing tractor under load.

VP27597,0000C4A -19-23OCT24-1/1

Paint Finish Care

Washing tractor regularly will preserve 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 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.

SD74272,00002AE -19-19JUL12-1/1

Specifications

General Specifications

NOTE: Specifications and design subject to change without notice.

Tractor Model	5050E	5058E	5067E	5075E
Engine & Engine Auxiliary				
Engine Type	John Deere PowerTech M			
Engine Model	3029 H			
Parent Engine	320HCB (3029)			
Certification as per 97/68/EC (CTQ)	Stage V			
Gross Flywheel power @ rated rpm, SAE J1349, hp	50.9	60.3	68.5	74.7
IOOS				
PTO hp (kW) @ rated speed	37.5 (28) @ 2100 rpm	45 (33.6) @ 2100 rpm	53 (39.6) @ 2100 rpm	60.3 (45) @ 2100 rpm
CAB				
PTO hp (kW) @ rated speed	Not Applicable	41 (30.6) @ 2100 rpm	49 (36.6) @ 2100 rpm	57.6 (43) @ 2100 rpm
Rated ERPM	2100			
Nominal Engine Torque	209 N-m @ 1500 rpm	247 N-m @ 1600 rpm	280 N-m @ 1600 rpm	304 N-m @ 1600 rpm
Maximum Torque @ Engine Speed	1500 rpm			
No. of cylinders	3			
Bore, mm	106.5			
Stroke, mm	110			
Injection System	Denso HP3			
Injector	Denso G3AM			
Intake depression (kPa)	3			
Exhaust back pressure (kPa)	22			
Exhaust DOC Mark and Exhaust DPF Mark	DZ105199 Or DZ107605			
Exhaust Mark	Not Applicable			
Displacement, Liters	2.94			
Number of Valves Per Cylinder	2			
Fuel Injection System & Control	Electronically Controlled High-Pressure Common Rail Fuel System			
After Treatment Type	Diesel Oxidation Catalyst (DOC) and diesel Particulate Exhaust Filter (DPF)			
Compression Ratio	16.9 : 1			
Firing Order	1 - 2 - 3			
Low Idle, rpm	890-910 2190-2210 1700-2100			
High Idle, rpm				
Operating Range, rpm				
Fuel Shut Off	Electric			
Cold Start	Available			
Cooling Package	Liquid cooled with the overflow reservoir			
Fan	Cooling System With Temperature Controlled Viscous Fan Drive (Eco Fan Drive)			

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rqngxk6,1714634706832 -19-17JUL25-1/5

Specifications

Tractor Model	5050E	5058E	5067E	5075E
Radiator	56 mm			
CAC	Yes			
Aspiration	Turbo & Aftercooled			
Combustion	Direct injection			
FIP	Rotary			
Muffler	Under hood			
Fuel cooler	Provided			
Air Cleaner	FKB 07			
Air Cleaner Type	Dual Dry Air Filter (Under The Hood)			
Engine Shutoff	Electrical shutoff			
Fuel tank	Mid fill, Under Platform			
Lift pump	Yes			
Anti-Freeze	50:50			
Transmission				
Shift Pattern	H			
Clutch Type	Dual			
Clutch size (in)	11"			
Material of traction clutch plate	Cerametallic			
Service brake	Hydraulic actuated oil immersed disk brake.			
Park Brake	Park Pawl			
Secondary Brake	Hydraulic operated secondary brake			
Brake Type	Dual stage hydraulic brake valve			
Trailer brake	Optional			
Material of PTO clutch plate	Cerametallic			
No of speeds (9F/3R SyncShuttle Transmission)	9 Forward Speeds 3 Reverse Speeds			
No of speeds (12F/12R PowrReverser™ Transmission)	Not Applicable	12 Forward Speeds 12 Reverse Speeds		
No of speeds (24F/12R PowrReverser™ Transmission)	Not Applicable	24 Forward Speeds 12 Reverse Speeds		
Gear shifter location	Right-hand side			
Rear PTO				
Clutch Type	Single disc dry clutch (Only for 9X3) / Multi disc wet clutch (with 12x12 PR & 24x12PR)			
Control Type	Mechanical engagement (9x3) / Electrohydraulic engagement (12x12 PR & 24x12PR)			
Shaft Diameter	34.8 mm			
Splines	6			
PTO- Standard	540 @ 2084 engine rpm			
PTO- Economy	540E @ 1588 engine rpm			
Differential lock	Standard, Pedal operated			
Rear axle	10 Series			
Pump				
Single or Tandem	Tandem			
Pump rpm @ engine rpm	1:1			

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rqngxxk6,1714634706832 -19-17JUL25-2/5

Specifications

Tractor Model		5050E	5058E	5067E	5075E
Hydraulic system					
System Type		Open Center Hydraulic System			
System Pressure - Maximum		205 bar			
Base Pump (Steering & Transmission Control)		12 cm ³			
Base Pump - Delivery Rate Per Minute at Rated Speed		22.7 L (5.996 gal/min)			
Main pump (SCV & Hitch)		23 cm ³			
Main pump - Delivery Rate Per Minute at Rated Speed		43.5 L (11.491 gal/min)			
Maximum No. of SCV's CAB (Rear/Mid)		Not Applicable	2/2		
Maximum No. of SCV's IOOS (rear/mid)		2/2			
Maximum No. of SCV Ports (rear/mid) CAB		Not Applicable	4/4		
Maximum No. of SCV Ports (rear/mid) IOOS		4/4			
Rockshaft and SCV					
Rockshaft Make		JD			
Control Valve Make		Eaton			
SCV Makes		Eaton			
Rock Shaft Control Valve Pressure, Bar		195±5			
Controls		Draft and position			
External Tapping For Return Line		Available			
Rate Of Drop		Available			
Power Beyond		Optional as kit			
SCV-I		Standard with the Neutral Lock			
SCV-II	CAB	Not Applicable	Available		
	IOOS	Optional as kit			
3 Point Hitch - Rear					
Category		II			
Lower Link Type		Ball Type			
Control Type		EQRL (Quick Raise/Lower) & Mechanical Hitch Control Levers			
Sensing Type		Top Link Draft Sensing			
Control Modes		Raise, Lower, Linear Depth, Draft/Position/Mix, Rate of Raise & Drop, Quick Raise/Lower, Height Limit			
Maximum Lift Capacity @ Hitching Point		2400 kg			
Maximum Lift Capacity @ 610 mm Behind Hitching Point		1750 kg			
Retainer		Available			
Rear - wagon coupling		Swinging Drawbar With Clevis.			
Steering System					
Type		Power Steering			
Steering column - IOOS, Cab (SyncShuttle) and IOOS (PR)		Standard, Non-Collapsible, and Not-tilt able			
Steering column - Cab (PowrReverser™ Transmission)		Not Applicable	Standard, Non-Collapsible and with Tilt option		
Steering column - Cab (24/12 PowrReverser™ Transmission)		Not Applicable	Standard, Non-Collapsible and with Tilt option		

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rngnxxk6,1714634706832 -19-17JUL25-3/5

Specifications

Tractor Model	5050E	5058E	5067E	5075E
Steering wheel- Wheel dia. / Rim dia., mm	406 / 26.2			
Steering valve Isolators	Available			
Steering pressure, bar	130 - 135 bar			
Chassis				
Wheels and Tires				
Mechanical Front Wheel Drive (MFWD)	In Base			
Rear Tire Size	340/85R28 (13.6R28) 160/95R46 (6.6R46) 380/85R28 (14.9R28)	340/85R28 (13.6R28) 380/85R28 (14.9R28) 380/85R28 (14.9R28) 420/85R28 (16.9R28) 420/85R30 (16.9R30) 420/85R30 (16.9R30) 160/95R46 (6.6R46)	340/85R28 (13.6R28) 380/85R28 (14.9R28) 380/85R28 (14.9R28) 420/85R28 (16.9R28) 420/85R30 (16.9R30) 420/85R30 (16.9R30) 420/85R30 (16.9R30) 480/70R28 420/70R30 480/70R30 160/95R46 (6.6R46)	340/85R28 (13.6R28) 380/85R28 (14.9R28) 380/85R28 (14.9R28) 420/85R28 (16.9R28) 420/85R30 (16.9R30) 420/85R30 (16.9R30) 420/85R30 (16.9R30) 480/70R28 420/70R30 480/70R30 160/95R46 (6.6R46)
Front Tire Size	280/85R20 (11.2R20) 210/95R28 (8.3R28) 320/85R20 (12.4R20)	280/85R20 (11.2R20) 320/85R20 (12.4R20) 250/85R24 (9.5R24) 280/85R24 (11.2R24) 320/85R24 (12.4R24) 280/85R24 (11.2R24) 210/95R28 (8.3R28)	280/85R20 (11.2R20) 320/85R20 (12.4R20) 250/85R24 (9.5R24) 280/85R24 (11.2R24) 320/85R24 (12.4R24) 280/85R24 (11.2R24) 280/85R24 (11.2R24) 320/70R24 320/70R24 320/70R24 210/95R28 (8.3R28)	280/85R20 (11.2R20) 320/85R20 (12.4R20) 250/85R24 (9.5R24) 280/85R24 (11.2R24) 320/85R24 (12.4R24) 280/85R24 (11.2R24) 280/85R24 (11.2R24) 320/70R24 320/70R24 320/70R24 210/95R28 (8.3R28)
Turning Radius				
MFWD Engaged with Brakes	3940 mm			
MFWD Engaged without Brakes	4650 mm			
ADD on weights				
Front weight support type	EU- 66 kg			
Rear weights- optional	Available			
ROPS	Cab Frame			
Electrical				
For IOOS				
Battery voltage	12 V			
Battery Cold Cranking Amps	800 CCA			
Ampere Rating	85 Ah			
Alternator	70 Amp			
For Cab				
Battery voltage	Not Applicable	12 V		
Battery Cold Cranking Amps	Not Applicable	800 CCA		

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rqngxxk6,1714634706832 -19-17JUL25-4/5

Specifications

Tractor Model	5050E	5058E	5067E	5075E
Ampere Rating	Not Applicable	85 Ah		
Alternator	Not Applicable	110 Amp		
Starter-All	Not Applicable	12 V, 2.4 kW		
Capacities (L)				
Fuel Tank	IOOS — 82 ± 4 L (21.66 ± 1 gal)	IOOS — 82 ± 4 L (21.66 ± 1 gal) Cab— 82 ± 4 L (21.66 ± 1 gal)		
Engine Sump	8.5 L			
Transmission (SyncShuttle), 9X3	38 L			
Transmission (PowrReverser™), 12X12	Not Applicable	43 L		
Transmission (PowrReverser™), 24X12	Not Applicable	45.5 L		
Cooling System IOOS	9			
Cooling System CAB	Not Applicable	12.5		
Mechanical Front Wheel Drive (MFWD) Axle				
Differential Housing	4.5 L			
Wheel Hub (Each)	0.7 L			

rqngxk6,1714634706832 -19-17JUL25-5/5

Overall Dimensions and Weights

NOTE: Specifications and design subject to change without notice.

All dimensions are of a machine equipped with in base tires.

Tractor Model	5058E	5067E	5075E
DIMENSIONS			
Wheelbase — MFWD	2050 mm		
Overall Length — MFWD	3774 mm		
Ground-to-Cab Top	2716 ± 15 mm		
Rear Axle Centerline-to-Cab Top	1852 mm		

For Cab

Tractor Model	5050E	5058E	5067E	5075E
DIMENSIONS				
Wheelbase—MFWD	2050 mm			
Overall Length—MFWD	3774 mm			
Ground-to-ROPS Top	2485 ± 15 mm			
Rear Axle Centerline-to-ROPS Top	1785 mm			

For IOOS

VP27597,0001909 -19-04MAR21-1/1

Specifications

Regional Configurations

Transmission	IOOS / CAB	MFWD	Models Stage V			
			5050E	5058E	5067E	5075E
9F/3R	IOOS	EH MFWD	X	X	X	X
9F/3R	Cab / Heat	EH MFWD	-	X	X	X
9F/3R	Cab / AC	EH MFWD	-	X	X	X
12F/12R	IOOS	EH MFWD	-	X	X	X
12F/12R	Cab / Heat	EH MFWD	-	X	-	-
12F/12R	Cab / AC	EH MFWD	-	X	X	X
24F/12R	IOOS	EH MFWD	-	-	X	X
24F/12R	Cab / Heat	EH MFWD	-	-	X	X
24F/12R	Cab / AC	EH MFWD	-	-	X	X

VP27597,000190A -19-04MAR21-1/1

Engine Configurations

3029 FT4 5E Gen 1.5 Engine Models					
Sr. No.	Engine Model No.	Engine No.	Tier	Region	Application
1	3029HPY98	DZ113440	Stage V	R2	IOOS
					CAB

VP27597,0000C4C -19-10AUG18-1/1

Machine Dimension

NOTE: (Specifications and design subject to change without notice.)

Overall Dimension				
	5050E MFWD	5058E MFWD	5067E MFWD	5075E MFWD
Wheelbase, mm	2050			
Total Length including Front weight support & Drawbar, mm	3695			
Total Length including Hood & Drawbar, mm	3640			
Height Center of Rear Axle to top of CAB Roof, mm	1760			
Turning Radius with Brake, mm (DANA Axle)	3940			
Turning Radius with Brake, mm (Carraro Axle)	3150			
Turning Radius without Brake, mm (DANA Axle)	4650			
Turning Radius without Brake, mm (Carraro Axle)	3900			

VP27597,0000C6E -19-23AUG18-1/1

Specifications

Loads for Tractor

Coupling Device		4WD (9 X 3)		4WD (12 X 12)		4WD (24 X 12)	
		Wagon Hitch	Drawbar	Wagon Hitch	Drawbar	Wagon Hitch	Drawbar
Maximum Vertical Load(N)		1000	950	1000	950	1000	950
Tow-able Mass (Kg)	Unbraked	2800		2800		2800	
	Independently Braked			2800			
	Inertia Braked			4000			
	Assisted Braked			8000			
Combination Mass Tractor + Tractor 4WD		13100 ^a		13100 ^a		13100 ^a	

^aTech. permissible weight + 8000 kg

ZY5AXG6,0000C61 -19-28APR22-1/1

Sound Level

Max. sound level at the operator's ear	86 dB(A)	Measurement method in accordance with regulation (EU) 2018/830, Annex III according to test method 2

VP27597,0000C70 -19-17SEP18-1/1

Engine Power at Rated Speed

Tractor Model	Engine Power at Rated speed (2100 rpm) kW / PS 97/68EC / hp	PTO Power at Rated speed (2100 rpm), kW/ hp	
		IOOS	Cab
5050E	37.7 / 50.9 / 50.9	28/ 37.5	Not Applicable
5058E	44.4 / 60.3 / 60.3	33.6/ 45	30.6/ 41
5067E	50.4 / 68.5 / 68.5	39.6/ 53	36.6/ 49
5075E	55 / 74.7 / 74.7	45/ 60.3	43/ 57.6

VP27597,0000C71 -19-14JUL25-1/1

Ground Speed Estimates — (SyncShuttle™ Transmission) - 9x3

NOTE: Ground Speed (km/h) at 2100 rpm engine speed. Speeds calculated for the maximum rear tire size of 643 mm RR. The drivetrain gear train is validated to a maximum rear tire size of 643 mm RR. The MFWD gear train is validated to a max front tire size of 522 mm RR.

9X3 Ground speed chart is applicable only for the Stage-V R2 5050E model with 14.9R28 tire size.

Tire		Rear Tire Size: 14.9 x 28 (R 643 mm)
Gear	Rear Wheel Speed (rpm)	Ground Speed (km/h)
A1	9.1	2.2
A2	12.4	3.0
A3	17	4.1
A Rev	-13.5	-3.3
B1	23.1	5.6
B2	31.4	7.6
B3	43.2	10.5
B Rev	-34.2	-8.3
C1	58.9	14.3
C2	80.3	19.5
C3	110.3	26.7
C Rev	-87.3	-21.2

SyncShuttle Transmission (9X3)

NOTE: Creeper available for R2 as Field installed Kit with following speeds in km/h.

Gear	Ground Speed (km/h)
Creeper 1	0.38
Creeper 2	0.52
Creeper 3	0.72
Creeper Rev	-0.57

SyncShuttle Transmission (9x3) With Creeper

VP27597,00019CB -19-22APR21-1/1

Ground Speed Estimates — (PowrReverser™ Transmission) - 12x12

NOTE: Ground Speed (km/h) at 2100 rpm engine speed.
Speeds calculated for maximum rear tire size
of 695 mm RR. The drivetrain gear train will be

validated to a maximum rear tire size of 724 mm
RR. The MFWD gear train will be validated to a
max front tire size of 551 mm RR.

	Tire	Rear Tire Size: 16.9 x 30 (R 695 mm)
Gear	Rear Wheel Speed (rpm)	Ground Speed (km/h)
A1	6.2	1.6
A2	8.4	2.2
A3	11.4	3
A4	15.1	4
B1	17.9	4.7
B2	24.3	6.4
B3	32.8	8.6
B4	43.5	11.4
C1	51.8	13.6
C2	70.1	18.4
C3	94.8	24.8
C4	125.8	32.9
Rev A1	-6.8	-1.8
Rev A2	-9.2	-2.4
Rev A3	-12.5	-3.3
Rev A4	-16	-4.3
Rev B1	-19.6	-5.1
Rev B2	-26.6	-6.9
Rev B3	-35.9	-9.4
Rev B4	-46.2	-12.4
Rev C1	-56.7	-14.8
Rev C2	-76.8	-20
Rev C3	-103.8	-27.1
Rev C4	-133.5	-35.9

NOTE: Creeper is available as field installed kit for Handbrake version only for R2 market with following speeds in kph.

Gear	Ground Speed (km/h)
Creeper 1	0.28
Creeper 2	0.38
Creeper 3	0.52
Creeper 4	0.69
Creeper Rev 1	-0.31
Creeper Rev 2	-0.42
Creeper Rev 3	-0.56
Creeper Rev 4	-0.75

PowrReverser™ Transmission (12x12) With Creeper

NM61126,00003AF -19-02FEB17-1/1

Ground Speed Estimates — (PowrReverser™ Transmission) - 24x12

NOTE: Ground Speed (km/h) at 2100 rpm engine speed. Speeds calculated for rear tire size of 695 mm RR. The drivetrain gear train will be permitted to a maximum rear tire size of 695

mm RR to restrict vehicle speed at flyup 2350 rpm. The MFWD gear train will be validated to a max front tire size of 522 mm RR.

	Tire	Rear Tire Size: 16.9 x 30 (R 695 mm)
Gear	Rear Wheel Speed (rpm)	Ground Speed (km/h)
Lo A1	6.2	1.6
Hi A1	7.4	1.9
Lo A2	8.4	2.2
Hi A2	10	2.6
Lo A3	11.4	3
Hi A3	13.6	3.6
Lo A4	14.6	4
Hi A4	17.5	4.7
Lo B1	17.9	4.7
Hi B1	21.4	5.6
Lo B2	24.3	6.4
Hi B2	28.9	7.6
Lo B3	32.8	8.6
Hi B3	39.1	10.2
Lo B4	42.2	11.4
Hi B4	50.3	13.6
Lo C1	51.8	13.6
Hi C1	61.8	16.2
Lo C2	70.1	18.4
Hi C2	83.7	21.9
Lo C3	94.8	24.8
Hi C3	113.1	29.6
Lo C4	122	32.9
Hi C4	145.5	39.3
Rev A1	-6.8	-1.8
Rev A2	-9.2	-2.4
Rev A3	-12.5	-3.3
Rev A4	-16	-4.3
Rev B1	-19.6	-5.1
Rev B2	-26.6	-7
Rev B3	-35.9	-9.4
Rev B4	-46.2	-12.5
Rev C1	-56.7	-14.8
Rev C2	-76.8	-20.1

Continued on next page

NM61126,00003B0 -19-02FEB17-1/2

Specifications

Rev C3	-103.8	-27.2
Rev C4	-133.5	-36.1

PowrReverser™ Transmission (24X12)

NOTE: Creeper is available as field installed kit for Handbrake version only for R2 market with following speeds in kph.

Gear	Ground Speed (km/h)
Creeper L1	0.28
Creeper L2	0.38
Creeper L3	0.52
Creeper L4	0.69
Creeper H1	0.34
Creeper H2	0.46
Creeper H3	0.62
Creeper H4	0.82
Creeper Rev 1	-0.31
Creeper Rev 2	-0.42
Creeper Rev 3	-0.57
Creeper Rev 4	-0.75

PowrReverser™ Transmission (24x12) With Creeper

NM61126,00003B0 -19-02FEB17-2/2

Correction Factors For Other Tire Sizes

To calculate ground speeds for tractors equipped with rear tires other than 16.9-28(R671 mm), R1 tires, multiply the ground speeds shown for the 16.9-28 (R671 mm), R1 tires from above chart with correction factor.

Correction factor is calculated by: Rolling radius of new tire/Rolling radius of tire for which ground speeds are known

Example: Correction factor for 16.9-30 (R695 mm) with respect to 16.9-28 (R671 mm)= 695/671

Example: Ground speed of 16.9- 30 (R695 mm) at B-2, 2100 engine RPM

6.2 km/h)*(695/671)= 6.4 km/h

NOTE: Speed and correction factor information is based on rolling circumference information which vary with tire manufacturer.

SD74272,00004F9 -19-20JUN14-1/1

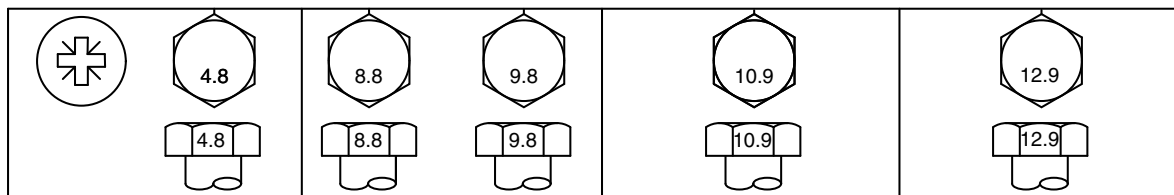
Permissible Tractor Weights

	Unit	Models Stage V			
		5050E	5058E	5067E	5075E
Total Weight IOOS (4WD)	kg	2950			
Weight Distribution F / R	%	40/60			
Total Weight CAB, 4WD	kg	3320			
Weight Distribution F / R	%	40/60			
Maximum Permissible Weight 4WD	kg	5100			

VP27597,0000CA5 -19-17SEP18-1/1

Metric Bolt and Screw Torque Values

TS1742 —UN—31MAY18



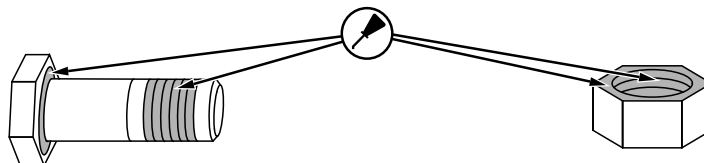
Bolt or Screw Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b		Hex Head ^a		Flange Head ^b	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
M6	3.6	31.9	3.9	34.5	6.7	59.3	7.3	64.6	9.8	86.7	10.8	95.6	11.5	102	12.6	112
M8	8.6	76.1	9.4	83.2	16.2	143	17.6	156	23.8	17.6	25.9	19.1	27.8	20.5	30.3	22.3
M10	16.9	150	18.4	13.6	31.9	23.5	34.7	25.6	46.8	34.5	51	37.6	55	40.6	60	44.3
M12	—	—	—	—	55	40.6	61	45	81	59.7	89	65.6	95	70.1	105	77.4
M14	—	—	—	—	87	64.2	96	70.8	128	94.4	141	104	150	111	165	122
M16	—	—	—	—	135	99.6	149	110	198	146	219	162	232	171	257	190
M18	—	—	—	—	193	142	214	158	275	203	304	224	322	245	356	263
M20	—	—	—	—	272	201	301	222	387	285	428	316	453	334	501	370
M22	—	—	—	—	365	263	405	299	520	384	576	425	608	448	674	497
M24	—	—	—	—	468	345	518	382	666	491	738	544	780	575	864	637
M27	—	—	—	—	683	504	758	559	973	718	1080	797	1139	840	1263	932
M30	—	—	—	—	932	687	1029	759	1327	979	1466	1081	1553	1145	1715	1265
M33	—	—	—	—	1258	928	1398	1031	1788	1319	1986	1465	2092	1543	2324	1714
M36	—	—	—	—	1617	1193	1789	1319	2303	1699	2548	1879	2695	1988	2982	2199

The nominal torque values listed are for general use only with the assumed wrenching accuracy of 20%, such as a manual torque wrench. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For lock nuts, for stainless steel fasteners, or for nuts on U-bolts, see the tightening instructions for the specific application.

Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original.

- Make sure that fastener threads are clean.
- Apply a thin coat of Hy-Gard™ or equivalent oil under the head and on the threads of the fastener, as shown in the following image.
- Be conservative with the amount of oil to reduce the potential for hydraulic lockup in blind holes due to excessive oil.
- Properly start thread engagement.

TS1741 —UN—22MAY18

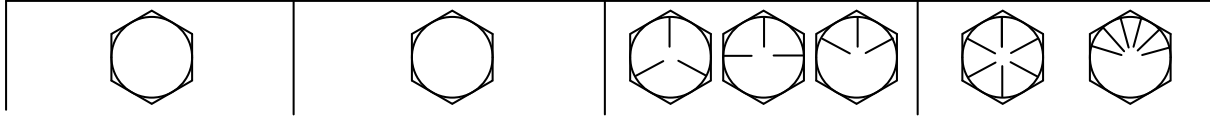


^aHex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

^bHex flange column values are valid for ASME B18.2.3.9M, ISO 4161, or EN 1665 hex flange products.

Unified Inch Bolt and Screw Torque Values

TS1671 —UN—01MAY03



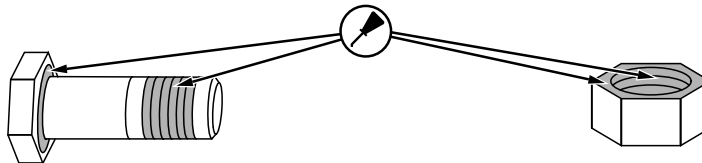
Bolt or Screw Size	SAE Grade 1 ^a				SAE Grade 2 ^b				SAE Grade 5, 5.1 or 5.2				SAE Grade 8 or 8.2			
	Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d		Hex Head ^c		Flange Head ^d	
	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in	N·m	lb·in
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
													N·m	lb·ft	N·m	lb·ft
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
									N·m	lb·ft	N·m	lb·ft				
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
					N·m	lb·ft	N·m	lb·ft								
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
	N·m	lb·ft	N·m	lb·ft												
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



^aGrade 1 applies for hex cap screws over 6 in (152 mm) long, and for all other types of bolts and screws of any length.

^bGrade 2 applies for hex cap screws (not hex bolts) up to 6 in (152 mm) long.

^cHex head column values are valid for ISO 4014 and ISO 4017 hex head, ISO 4162 hex socket head, and ISO 4032 hex nuts.

^dHex 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

Engine Torque Curves

En- gine rpm	Stage V							
	5075E		5067E		5058E		5050E	
	Power	Torque	Power	Torque	Power	Torque	Power	Torque
2400	-	-	-	-	-	-	-	-
2300	-	-	-	-	-	-	-	-
2200	-	-	-	-	-	-	-	-
2100	55	250	50.3	229	44.4	202	37.4	170
2000	55	263	50.4	241	44.4	212	37.3	178
1900	54	273	49.7	250	43.8	220	36.8	185
1800	54	285	49.2	261	43.3	230	36.3	193
1700	53	295	48.0	270	42.3	238	35.7	200
1600	51	304	46.2	276	40.9	244	34.4	206
1500	48	304	44.0	280	38.8	247	32.8	209
1400	44	299	40.3	275	35.6	243	30.1	205
1300	40	292	36.5	268	32.2	237	27.2	200
1200	36	283	32.7	260	28.9	230	24.4	194
1100	31	272	28.8	250	25.6	222	21.7	188
1000	27	261	25.2	241	22.4	214	19.1	182
900	24	252	21.9	233	19.5	207	16.7	177

rqngxk6,1714479102927 -19-30APR24-1/1

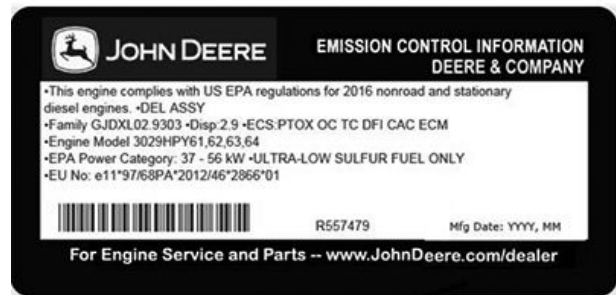
Emissions Control System Certification Label

WARNING: Statutes providing severe penalties for tampering with emissions controls may apply at the user's location.

The emissions warranty described below applies only 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 in non-road mobile (self-propelled or portable/transportable¹) 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 governed by the regulating agencies.

NOTE: The hp/kW rating on the engine emissions certification label specifies the gross engine hp/kW,

¹Equipment moved at least once every 12 months.



Sample Emission Label

which is flywheel power without fan. In most applications this will not be the same rating as the advertised vehicle hp/kW rating.

NM61126,000026F -19-18MAY16-1/1

PY29127 —UN—18MAY16

Safety Note Regarding the Subsequent Installation of Electrical and Electronic Appliances and/or Components

The machine is equipped with electronic components whose function may be influenced by electromagnetic radiation from other appliances. Such influences may be hazardous, so take the following safety instructions into account:

No tampering with the tractor's on-board electrical system is permitted. Subsequent installation of electrical/electronic appliances in the machine must make use of the sockets and connectors provided for this purpose. In every case, the user must verify whether the installation affects the electronics or other components. This applies particularly to:

- Implement control units/monitors
- Performance monitors
- Audio/video systems, communications systems

In particular, subsequently installed electrical/electronic components must comply with the relevant edition of EMC Directive 2004/108/EC, and be CE marked.

If mobile communication systems (e.g. radio communication, telephone) are to be installed subsequently, the following extra requirements must be met:

- Only devices with an approval complying with the valid national regulation (i.e. BZT approval in Germany) shall be installed;
- The device shall be installed securely;
- Portable or mobile devices may be operated in the vehicle only if connected to a fixed outside antenna;
- Transmitters shall be installed separately from the vehicle's electronics;
- The antenna must be installed in a professional manner, with a good ground connection between the antenna and the vehicle ground.

Wiring, installation and maximum permissible current supply must be as stated in the installation instructions of the machine manufacturer.

JB06590,000059C -19-23JUL09-1/1

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.

Free Replacement

Any new battery which becomes unserviceable (not merely discharged) due to defects in material or workmanship within 90 days of purchase will be replaced free of charge. Installation costs will be covered by warranty if (1) the unserviceable battery was installed by a John Deere factory or dealer, (2) failure occurs within 90 days of purchase, and (3) the replacement battery is installed by a John Deere dealer.

Pro Rata Adjustment

Any new battery which becomes unserviceable (not merely discharged) due to defects in material or workmanship more than 90 days after purchase, but before the expiration of the applicable adjustment period, will be replaced upon payment of the battery's current list price less a pro rata credit for unused months of service. The applicable adjustment period is determined from the Warranty Code printed at the top of the battery and chart below. Installation costs are not covered by warranty after 90 days from the date of purchase.

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 its 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.

Pro Rata Months of Adjustment

Warranty Code	Warranty Period
A	40 Months
B	36 Months
C	24 Months

NOTE: If your battery is not labeled with a warranty code, it is a warranty code "B".

NR25796,0000324 -19-28JUL06-1/1

How to Calculate Maximum Permissible Download on Trailer Hitch

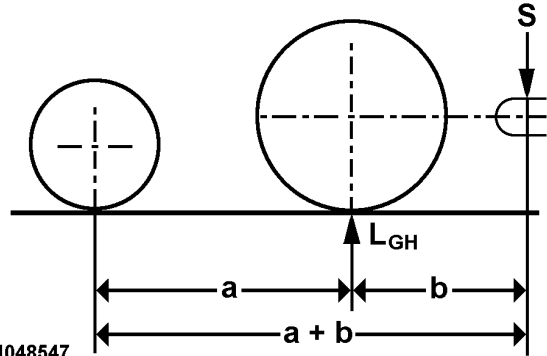
Calculation of maximum permissible download at the trailer hitch in relation to Load Index (LI)

- The load index can be read on the sidewall of the tire. If the index is not provided, refer to the tire's load capacity as quoted by the tire manufacturer.
- The load index is quoted in conjunction with a Speed index (SI)
- As a rule, the load capacity of the tire in kg can be derived directly from the LI; see the following table:

LI	kg	LI	kg	LI	kg	LI	kg
90...	600	111...	1090	132..	2000	153..	3650
91...	615	112..	1120	133..	2060	154..	3750
92...	630	113..	1150	134..	2120	155..	3875
93...	650	114..	1180	135..	2180	156..	4000
94...	670	115..	1215	136..	2240	157..	4125
95...	690	116..	1250	137..	2300	158..	4250
96...	710	117..	1285	138..	2360	159..	4375
97...	730	118..	1320	139..	2430	160..	4500
98...	750	119..	1360	140..	2500	161..	4625
99...	775	120..	1400	141..	2575	162..	4750
100..	800	121..	1450	142..	2650	163..	4875
101..	825	122..	1500	143..	2725	164..	5000
102..	850	123..	1550	144..	2800	165..	5150
103..	875	124..	1600	145..	2900	166..	5300
104..	900	125..	1650	146..	3000	167..	5450
105..	925	126..	1700	147..	3075	168..	5600
106..	950	127..	1750	148..	3150	169..	5800
107..	975	128..	1800	149..	3250	170..	6000
108..	1000	129..	1850	150..	3350	171..	6150
109..	1030	130..	1900	151..	3450	172..	6300
110..	1060	131..	1950	152..	3550	173..	6500

As a general rule, SI A8 implies a top speed of 40 km/h (25 mph), while SI B implies a top speed of 50 km/h (31 mph). If the SI is different, the manufacturer's instructions apply.

Calculate maximum trailer hitch download as follows:



$$S = \frac{(H_{\max} - L_{GH}) * a}{a + b}, \text{ where}$$

$H_{\max}$ = the smaller value from 2*load capacity of a tire on the rear axle and the maximum permissible rear axle load in kg

L_{GH} = the mass in kg acting on the ground through the rear wheels (to be ascertained by weighing)

a = the wheelbase (the horizontal distance between the front and rear axles)

b = the rear overhang (the horizontal distance between the center of the rear axle and center of the hitch point)

Example of how to calculate maximum trailer hitch download:

Given that: Empty mass on rear axle L_{GH} = 1800 kg

Wheelbase a = 2100 mm

Overhang b = 600 mm

Tire marking = 130A8

Maximum permitted speed of tractor = 40 km/h (25 mph)

Permissible rear axle load = 3500 kg

$H_{\max}$ = 3500 kg
(1900 kg * 2 = 3800 kg, rear axle load = 3500 kg)

$$S = \frac{(3500 \text{ kg} - 1800 \text{ kg}) * 2100 \text{ mm}}{2100 \text{ mm} + 600 \text{ mm}} = 1322 \text{ kg}$$

CAUTION: At least 20% of the vehicle's total unladen mass must be on the front axle.

Trailer hitch download must not exceed the trailer hitch limit specified by the manufacturer.

RM87422,00004DC -19-13MAY16-1/1

How to Calculate Permissible Mass

Calculating permissible tractor mass and permissible trailer mass on the basis of the D value

EC-approved, dynamically tested hitches are always provided with a D value. This is calculated as follows:

$$D = \frac{G * A * B}{A + B}, \text{ where}$$

D = D value of hitch

G = Gravitational constant 9.81 m/s^2

A = Tractor mass

B = Trailer mass

NOTE: If when calculating A the product of $G*B$ is less than the D value, or if when calculating B the product of $G*A$ is less than the D value, then the result of this calculation is negative. Even so, the D value is sufficient for every combination of tractor mass and trailer mass.

Example of how to calculate permissible trailer mass:

Given that: D value, $D = 55 \text{ kN} = 55000 \text{ N}$

Tractor mass $A = 7000 \text{ kg}$

$$B = \frac{55000 \text{ N} * 7000 \text{ kg}}{9.81 \text{ m/s}^2 * 7000 \text{ kg} - 55000 \text{ N}} = 28163 \text{ kg}$$

To calculate trailer mass for a given D value and a given tractor mass, and to calculate tractor mass for a given D value and a given trailer mass, use the following formulas:

$$\text{Tractor mass } A = \frac{D * B}{G * B - D}$$

$$\text{Trailer mass } B = \frac{D * A}{G * A - D}$$

Pay close attention to permissible towed mass and tractor mass!

RM87422,00004DE -19-13MAY16-1/1

Select Ballast Carefully

CAUTION: When determining front and rear axle ballast, ensure that permissible axle loads and the maximum permissible machine weight are not exceeded (see Specifications).

Comply with local regulations regarding installation and maximum permissible number of weights. In order to maintain steerability, at least 20% of total weight must be on the front axle.

CAUTION: Use suitable lifting tackle/hoists when handling weights.

Safety and performance of your tractor depend on correct ballasting of front axle (front weights) and rear axle (wheel weights, filling tires with liquid ballast).

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
- Type of front axle—MFWD

Ballasting Two-Wheel Drive

Add weight to front end if needed for stability. Heavy pulling and heavy rear-mounted implements tend to lift front wheels. Add enough ballast to maintain steering control and prevent tip-over. The ideal weight split is 30% front, 70% rear, of total tractor weight.

Refer to implement operator's manual, along with "Use Implement Codes" in this section, to determine minimum number of front weights required for your tractor model.

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 than with two-wheel-drive tractors. The ideal weight split is 40% front, 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 implement code in implement operator's manual, along with "Use Implement Codes" in this section, to determine minimum number of front weights

required for your tractor model. In some cases, additional front ballast is required for optimum field performance. If more assistance is needed, see your John Deere dealer.

Matching Ballast to Work Load

Use no 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.

To Little Ballast		To 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

CAUTION: Max tractor weight, with ballast, not to exceed 4950 kg (10980 lb).

IMPORTANT: Either liquid ballast or cast iron ballast can be added to front and rear tires.

Ballast 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, consider a larger single tire.

	Max Axle Weight without Implement
MFWD Front Ballast	1980 kg (4365 lb)
Rear Ballast	3960 kg (8730 lb)

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 (% slip) of the drive wheels. Under normal field conditions, 10—15% travel reduction is acceptable.

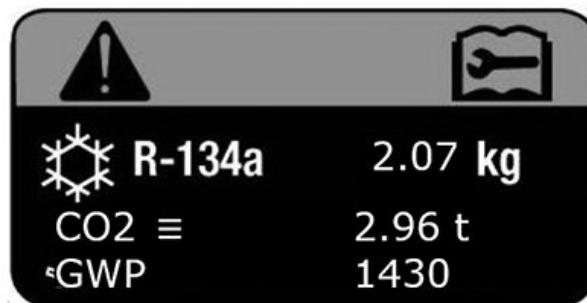
Add more weight to drive wheels if slip is excessive. If there is less than 10% slip, remove wheel weights.

HY01057,00000C5 -19-23JAN17-1/1

Fluorinated Greenhouse Gas

Air Conditioner System contains Fluorinated Greenhouse Gas (F-Gas)	
Type of F-Gas:	R-134a
F-Gas Mass (kg):	2.07
CO ₂ Equivalent (tonnes):	2.96
Global Warming Potential (GWP):	1430

NOTE: Cab refrigerator (if equipped) contains approximately 0.040 kg of refrigerant.



PY33254 —JUN—17FEB17

NM61126,00003C2 -19-17FEB17-1/1

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

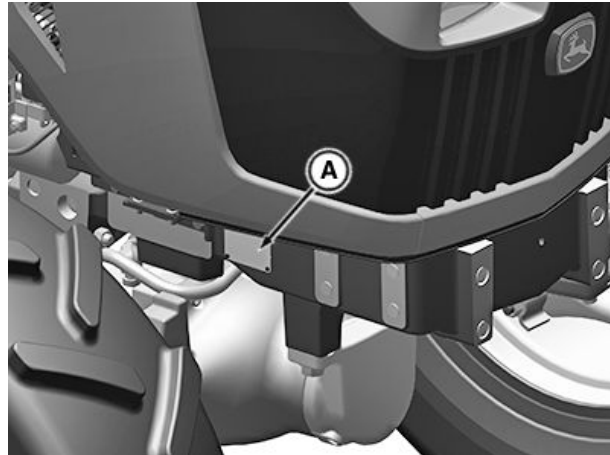
Product Identification Number

Product identification number (PIN) plate is located on the left front support member of the tractor.

Record serial number below.

Tractor Serial Number _____

**A—Product Identification
Number Plate**



PY31486—UN—02SEP16

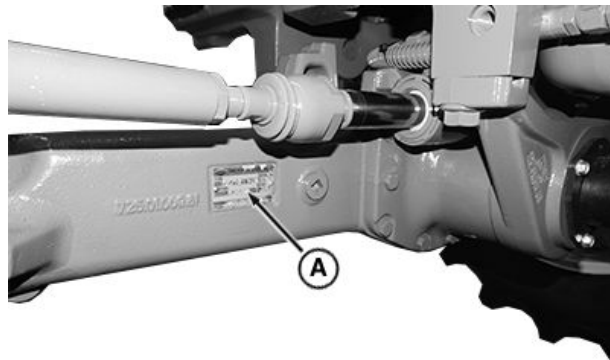
RM87422,000057F -19-02SEP16-1/1

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



PY31481—UN—02SEP16

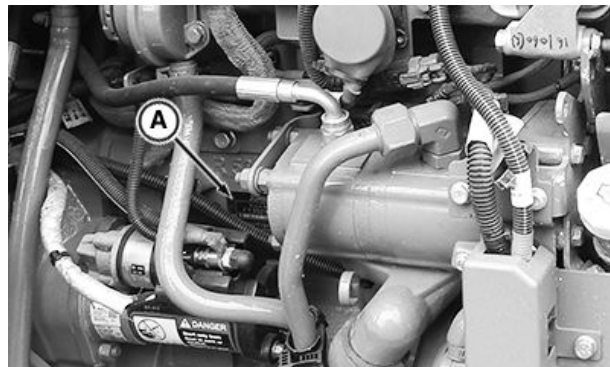
RM87422,000057B -19-02SEP16-1/1

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—Serial Number Plate



PY31485—UN—02SEP16

RM87422,000057E -19-02SEP16-1/1

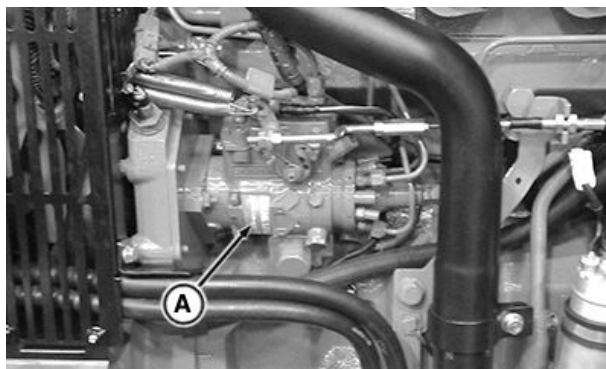
Fuel Injection Pump Serial Number

Serial number plate (A) is located on the side of pump.

Record serial number below.

Fuel Injection Pump Serial Number _____

**A—Fuel Injection Pump Serial
Number Plate**



RM87422,000057D -19-02SEP16-1/1

PY31484 —UN—02SEP16

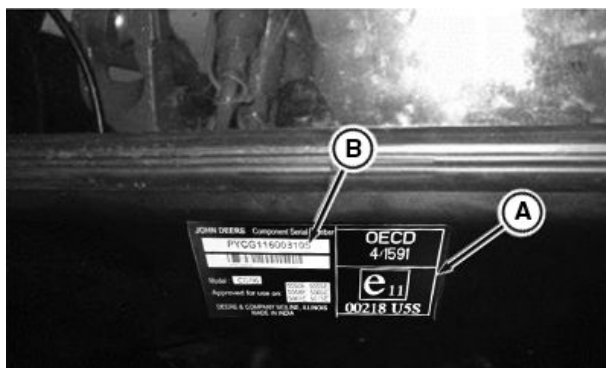
Cab Serial Number

Serial number is located below the rear implement window, behind the operator seat.

Record serial number below.

Cab Serial Number _____

A—Cab Serial Number Plate B—Cab Serial Number



Sample Cab Serial Number Shown

NM61126,0000510 -19-24AUG17-1/1

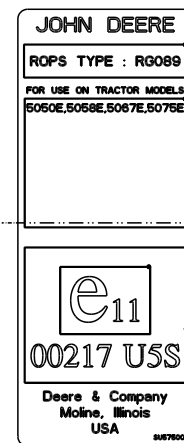
PY41866 —UN—24AUG17

ROPS Certification Label

IMPORTANT: Ensure that ROPS Certification Label is visible all the time, DO NOT mount mirror on Certification Label.

ROPS Certification Label (A) is on the ROPS (inner side).

A—ROPS Certification Label



APY10314 —UN—28AUG18

APY10313 —UN—28AUG18

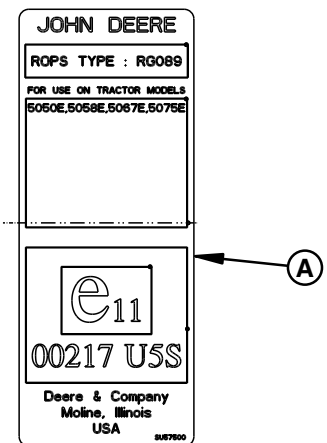
VP27597,0000C79 -19-28AUG18-1/1

ROPS Certification Label (Fixed ROPS)

IMPORTANT: Ensure that ROPS Certification Label is visible all the time, DO NOT mount mirror on Certification Label.

ROPS Certification Label (A) is on the ROPS (inner side).

A—ROPS Certification Label



APY10314 —UN—28AUG18

APY10313 —UN—28AUG18

VP27597,0000C9D -19-10SEP18-1/1

Serial Number of Operator's Seat (Cab)

The serial number of the operator's seat is located on the back of the seat as shown.

A—Designation

B—Part Number (needed when ordering)



Mechanical Suspension Seat



Air Suspension Seat

NM61126,000050F -19-24AUG17-1/1

PY41863 —UN—24AUG17

PY41864 —UN—24AUG17

PY41865 —UN—24AUG17

Type Approval For Operators Seat (IOOS)

The type approval number for operators seat is located on the LHS of seat frame behind top side backrest.



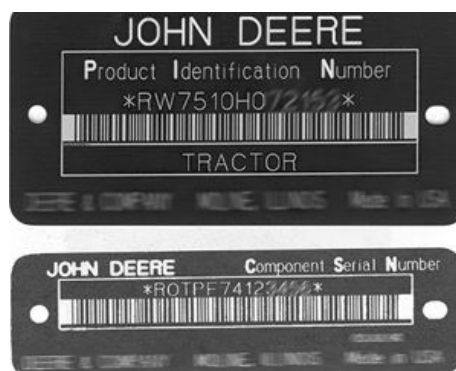
NM61126,000050E -19-24AUG17-1/1

PY41861—UN—24AUG17

PY41862—UN—24AUG17

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

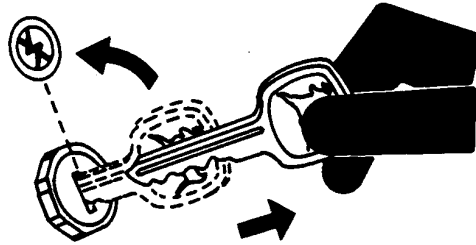


SD74272,00002D4 -19-19JUL12-1/1

TS1680—UN—09DEC03

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

SD74272,00002D5 -19-19JUL12-1/1

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

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
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Hours					Hours				
Date					Date				

¹The 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.

²Only necessary in extremely wet or muddy conditions

HY01057,00000C6 -19-23JAN17-1/1

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

Hours					Hours				
Date					Date				
Hours					Hours				
Date					Date				
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HY01057,00000C7 -19-23JAN17-1/1

First 100 Hours Service Record

- ☐ Replace the transmission-hydraulic oil filter.
- ☐ Change engine break-in oil and filter.
- ☐ Inspect hose clamps on the air intake system & coolant system.

Date: _____

Hours: _____

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 oil and filter ²
- Adjust clutch free play ³
- Check Brake

Hours					Hours				
Date					Date				
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¹Service more often if operated in extremely dusty conditions.

²When using any lubricant other than TorqGARD or PLUS 50, service interval is 250 hours.

³For Mechanical dry clutch.

500 Hour Service Record

- Replace fuel filters

- Clean operator enclosure/cab air filters ¹

Hours					Hours				
Date					Date				
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Date					Date				

¹Service more often if operated in extremely dusty conditions.

SD74272,00002DA -19-23JAN13-1/1

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

Hours					Hours				
Date					Date				
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HY01057,00000C8 -19-23JAN17-1/1

1200 Hour Service Record

- Change transmission-hydraulic oil and filter

- Clean transmission-hydraulic pickup screen

Hours					Hours				
Date					Date				
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Hours					Hours				
Date					Date				

SD74272,00002DC -19-20JUL12-1/1

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				
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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				
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Date					Date				

¹See 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				
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SD74272,0000503 -19-26MAR13-1/1

John Deere Service Literature Available

Technical Information

Technical information can be purchased from John Deere. Some of this information is available in electronic media, such as CD-ROM disks, and in printed form. There are many ways to order. Contact your John Deere dealer. Call **1-800-522-7448** to order using a credit card. Search online from <http://www.JohnDeere.com>. Please have available the model number, serial number, and name of the product.

Available information includes:

- **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.
- **OPERATOR'S MANUALS** providing safety, operating, maintenance, and service information. These manuals and safety signs on your machine may also be available in other languages.
- **OPERATOR'S VIDEO TAPES** showing highlights of safety, operating, maintenance, and service information. These tapes may be available in multiple languages and formats.
- **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 separate component technical manuals
- **FUNDAMENTAL MANUALS** detailing basic information regardless of manufacturer:
 - Agricultural Primer series covers technology in farming and ranching, featuring subjects like computers, the Internet, and precision farming.
 - 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.



TS189 —UN—17JAN89



TS191 —UN—02DEC88



TS224 —UN—17JAN89



TS1663 —UN—10OCT97

SD74272.0000224 -19-27JUN12-1/1

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 meet your spare parts needs.



TS100 —UN—23AUG88

PY00013,0000003 -19-14JUN01-1/1

The Right Tools

Precision tools and testing equipment enable our Service Department to locate and correct troubles quickly. They save your time and money.



TS101 —UN—23AUG88

PY00013,0000004 -19-14JUN01-1/1

Well Trained Technician

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

PY00013,0000005 -19-14JUN01-1/1

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. We'll be around when you need us.



TS103 —UN—23AUG88

PY00013,0000006 -19-14JUL20-1/1

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



TS201 —UN—15APR13

2. Discuss problem with dealer service manager.

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

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