9R/9RT Series Tractors

4WD, Tracked and Scraper-Special models. 370 - 620 engine hp

JOHN DEERE



Once again, like never before

The new 9R/9RT Series are here to set a new standard

New CommandView™ III Cab

Roomy, quiet, comfortable and equipped with performance-boosting technology.

Up to 620 engine hp*

370 to 620-engine horsepower range.

New HydraCushion™ Suspension System

available on select 9R Series models. Reduces power hop and road lope. See page 4.

Final Tier 4 emissions compliant engines

Available LED lights

Light up the night with 40% more coverage using 45% less amperage.

Industry-leading hydraulic capacity up to 115 gpm

Larger implements require greater capacity, so the new 9R/9RT Series offers a hydraulic system with two pump options including the 115-gpm pump. This pump delivers high-flow rates at lower rpm to give you the ability to run at reduced engine rpm, which lowers fluid consumption and allows for a quieter ride.



THE 2015 9R/9RT SERIES

Model number	Engine hp*	PTO hp**
9620R	620	335
9570R	570	335
9520R	520	335
9470R	470	335
9420R	420	335
9370R	370	335
9620R Scraper Special	620	–
9570R Scraper Special	570	–
9520R Scraper Special	520	–
9470R Scraper Special	470	–
9570RT	570	329
9520RT	520	329
9470RT	470	329
9570RT Scraper Special	570	–
9520RT Scraper Special	520	–
9470RT Scraper Special	470	–

*Rated engine PS (hp ISO) per 97/68/EC at 2,100 engine rpm
**Rated PTO power (hp SAE) at 2,100 engine rpm

All in to go all out, that's what you can expect from the new 9R/9RT Series Tractors. From the spirited performance of the PSS PowerTech™ and Cummins QSX15 Engines to the superior comfort of the new CommandView™ III cab, these tractors set a new standard for exceptional performance, efficiency and ride quality.

9R/9RT



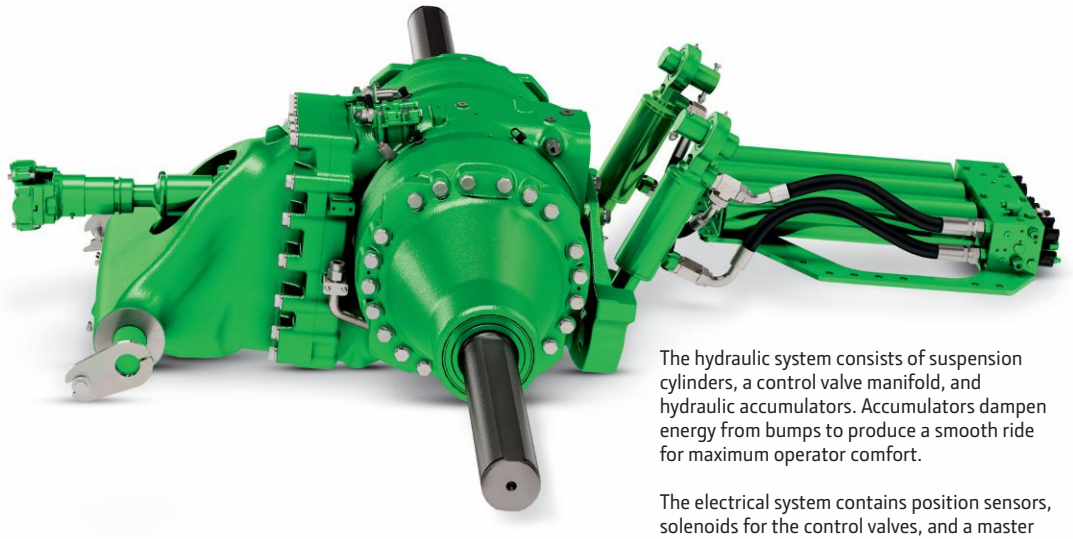
Power through with less hop and less lope. Introducing the exclusive HydraCushion™ Suspension System

The new HydraCushion™ Suspension System found on select 9R models is a real game changer. It helps mitigate the power hop and road lope that can occur when pulling large implements across loose soil and roadways. With this industry-exclusive system you can power through your fields, take full advantage of your larger implements and travel to your other fields without having to throttle back – and with less stress and fatigue.

- The hydraulic and electrical systems work together to maintain a level and vertically centered position of the front differential case in relation to the tractor's chassis, independent of tractor weight or dynamic loading. The system's ability to maintain a vertically centered position provides full suspension travel of 10.16 cm (4 in.). This translates to consistent soil contact for improved power to the ground. The system also dampens the energy from bumps that cause a rough ride.

- Tractors with the HydraCushion Suspension System use electronic and computer controls that monitor tractor functions and axle position. Based on those inputs, the electrical system automatically triggers hydraulic functions to raise, lower, or remain static.

- The front axle has been specifically designed to accommodate additional options, such as a front blade or saddle tanks.



The hydraulic system consists of suspension cylinders, a control valve manifold, and hydraulic accumulators. Accumulators dampen energy from bumps to produce a smooth ride for maximum operator comfort.

The electrical system contains position sensors, solenoids for the control valves, and a master controller for complete automatic control of the HydraCushion System.



The HydraCushion Suspension System is an available option on the 9520R, 9570R, 9620R and the following Scraper-Special models: 9470R, 9520R, 9570R and 9620R.





The new and improved e18™ PowerShift Transmission with Efficiency Manager provides one of the smoothest power shift on the market with an additional automatic mode

Comfortable, convenient and connected

Take a seat in the new CommandView™ III Cab and the first thing you'll notice when you shut the door is how quiet it is. Thanks to the laminated glass and front console barrier, you'll enjoy less noise intrusion and vibration, making for a more relaxed day. Once you settle in, you'll find the views even better, especially when you rotate the seat to the right 40-degrees for a nearly unobstructed view of your implement. Next glance down and be amazed at the crisp clarity of the new high-resolution CommandCenter™ Display. Finally rest your arm on the new, smartly-configured CommandARM™, and with the touch of a finger control all the key tractor functions like the throttle, transmission speed and direction, SCVs and PTO.

- Totally redesigned CommandARM™
- New high-resolution 4600 CommandCenter Display
- Improved sound quality minimizes noise intrusion
- Optional seat with 40° right-hand swivel
- Integrated, actively-cooled refrigerator option

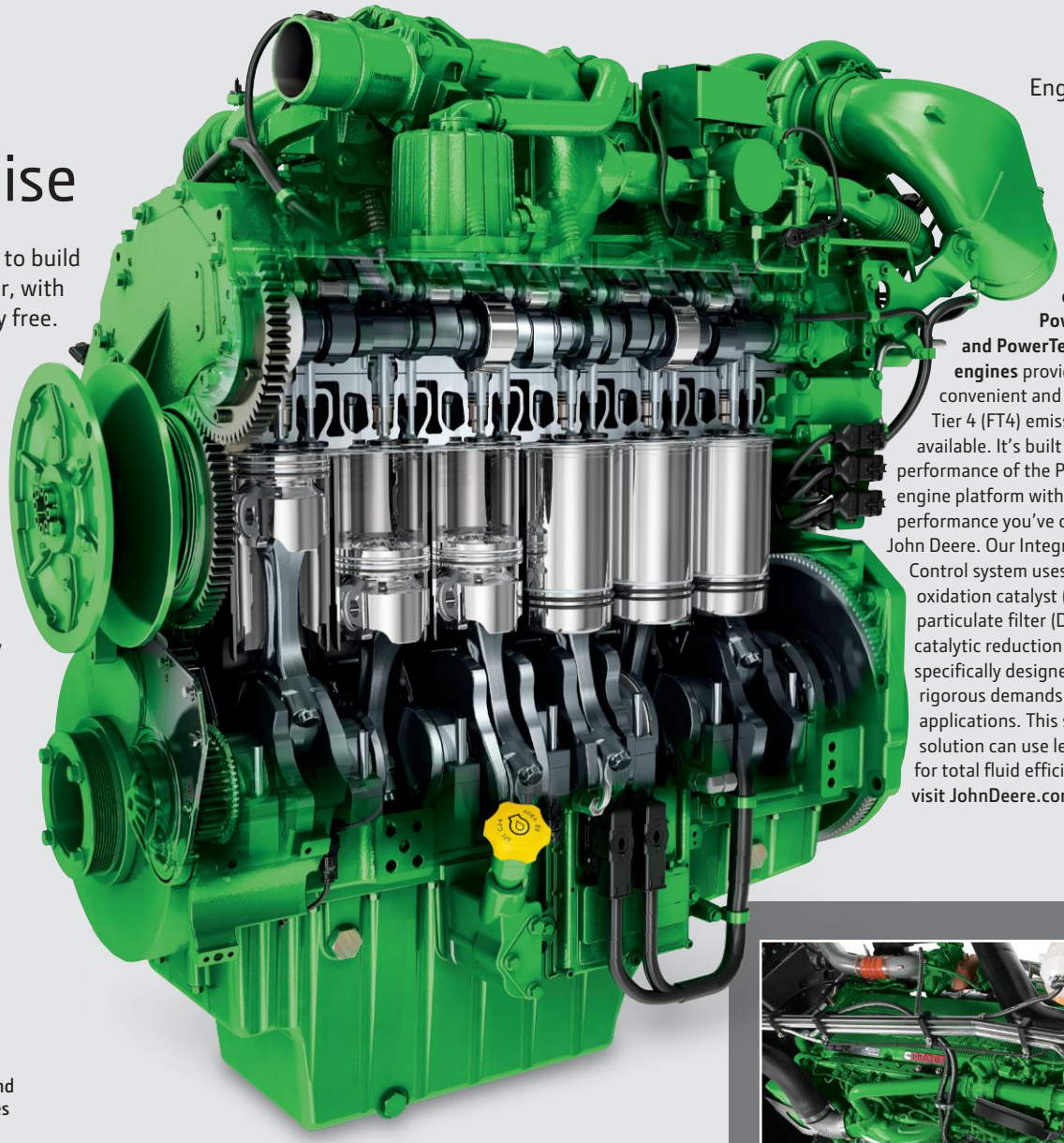
The ActiveCommand steering option is available on all 4WD tractors and only from John Deere. It reduces fatigue and improves line holding and steering feel during transport which boosts your productivity.

Compliant without compromise

It's not the only choice, but it's the right choice – to build equipment that makes your work easier and faster, with an emissions solution that's hassle free and worry free.

The new 9R/9RT Series Tractors meet the Final Tier 4 emission requirements with the latest available engine technology. The goal being: reduced operating costs and increased productivity.

Higher horsepower machines, like the 9R/9RT Series Tractors, log serious hours in the field, while navigating through tough conditions. For these reasons and more, we tailor the technology to fit the machine.



The advanced design of the new PowerTech™ PSS 9.0 L and PowerTech™ PSS 13.5 L engines provides the most convenient and cost-effective Final Tier 4 (FT4) emissions solution available. It's built upon the legendary performance of the PowerTech Plus engine platform with all the power and performance you've come to expect from a John Deere. Our Integrated Emissions Control system uses cooled EGR, a diesel oxidation catalyst (DOC), diesel particulate filter (DPF), and a selective catalytic reduction (SCR) system, it's specifically designed to meet the rigorous demands of agricultural applications. This seamlessly integrated solution can use less diesel fuel and DEF for total fluid efficiency. **To learn more visit JohnDeere.com/FT4**

John Deere PowerTech™ PSS Engines:

Series turbochargers
You'll experience higher power, more low-speed torque and engine responsiveness to meet varying load conditions.

Variable geometry turbocharger (VGT)
Electronic controls open or close variable vanes depending on load and speed. Optimized airflow generates more boost, allowing for quicker load response, increased low rpm torque, better transient response and improved fluid efficiency.

High-Pressure Fuel System
This system enables precise control for start, duration and end of injection. It also controls fuel injection timing and provides higher injection pressures improving combustion, engine performance and reducing emissions.

Catalyzed Exhaust filter with DOC/DPF
Exhaust gases flow through an oxidation catalyst and filter trapping particulate matter. During normal operating conditions the engine's natural heat oxidizes the trapped PM and cleans the filter.

Cooled Exhaust Gas Recirculation (EGR)
Precise amounts of cooled exhaust gases are mixed with incoming fresh air lowering combustion temperatures allowing for added performance and lower levels of emissions.

Selective Catalytic Reduction (SCR)
This technology uses a urea-based additive referred to as diesel exhaust fluid (DEF). The ammonia in the urea mixes with engine exhaust gases in the SCR catalyst to reduce NOx. Using cooled EGR and SCR allows John Deere machines to use less DEF than other FT4 solutions.

Air-to-air aftercooling
This technology lowers the intake manifold air temperature promoting more efficient cooling and greater engine reliability.



John Deere and Cummins have partnered to provide you with a reliable, productive and efficient engine solution in the QSX15. This engine follows the same building block approach to meet emissions requirements as the John Deere PSS PowerTech engines. Similar to the John Deere engines, the QSX15 features Exhaust Gas Recirculation (EGR) and an exhaust aftertreatment combination of Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) to meet FT4 emission standards.

9R/9RT Series Tractors Specifications

	9370R	9420R	9470R	9520R	9570R	9620R	9470R Scraper Special	9520R Scraper Special	9570R Scraper Special	9620R Scraper Special
POWER										
Rated PTO power (hp SAE) at rated PTO speed (1895 erpm)*	335 hp (250 kW)	335 hp (250 kW)	335 hp (250 kW)	335 hp (250 kW)	335 hp (250 kW)	335 hp (250 kW)	—	—	—	—
Rated Engine power PS (hp ISO) at 2100 engine rpm (97/68EC)†	370 hp (272 kW)	420 hp (309 kW)	470 hp (346 kW)	520 hp (382 kW)	570 hp (419 kW)	620 hp (456 kW)	470 hp (346 kW)	520 hp (382 kW)	570 hp (419 kW)	620 hp (456 kW)
Max Engine power PS (hp ISO) at 1900 engine rpm (97/68EC)†	407 hp (299 kW)	462 hp (340 kW)	517 hp (380 kW)	572 hp (421 kW)	628 hp (461 kW)	670 hp (492 kW)	517 hp (380 kW)	572 hp (421 kW)	628 hp (461 kW)	670 hp (492 kW)
Torque Rise (Nominal Engine) at 1600 rpm	38%	38%	38%	38%	38%	36%	38%	38%	38%	36%
Power Bulge (Nominal Engine) at 1900 rpm	10%	10%	10%	10%	10%	8%	10%	10%	10%	8%
ENGINE (US EPA Tier4/EU Stage IV)										
Manufacturer	John Deere PSS 9.0L	John Deere PowerTech™ PSS 13.5L			Cummins QSX15		John Deere PowerTech™ PSS 13.5L		Cummins QSX15	
Rated Speed	2,100 rpm									
Type	Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head									
Aspiration	Dual Series Turbocharger w/fixed geometry first stage-variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation				Single Variable geometry turbocharger air-to-air aftercooling and cooled exhaust gas recirculation		Dual Series Turbocharger w/fixed geometry first stage-variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation		Single Variable geometry turbocharger air-to-air aftercooling and cooled exhaust gas recirculation	
Filter, engine air	Dual stage with exhaust aspiration									
Displacement	548 cu In. (9.0L)	824 cu in. (13.5L)			912 cu in. (14.9L)		824 cu in. (13.5L)		912 cu in. (14.9L)	
Bore and stroke	4.66 in. (118.4mm) x 5.35 in. (136mm)	5.2 in. (132 mm) x 6.5 in. (165 mm)			5.39 in (137mm) x 6.65 in (169mm)		5.2 in. (132 mm) x 6.5 in. (165 mm)		5.39 in (137mm) x 6.65 in (169mm)	
Compression ratio	16.0:1				17.2:1		16.0:1		17.2:1	
Lubrication	Full-pressure, full-flow filtration with bypass									
Filter, oil	Replaceable cartridge style oil filter	Replaceable spin-on style oil filter								
FUEL SYSTEM										
Description	Electronically controlled, high-pressure common rail with electric fuel transfer pump (self priming)	Electronically controlled, electronic unit injectors (self priming)			High Pressure Common Rail (self priming)		Electronically controlled, electronic unit injectors (self priming)		High Pressure Common Rail (self priming)	
Filter system	Two Stage with water separator and service indicator light				Two Stage with water separator and service indicator light		Two Stage with water separator and service indicator light		Two Stage with water separator and service indicator light	
Filter, primary	10 micron replaceable cartridge w/water indication sensor and drain				7 micron spin-on style with water in fuel sensor and drain		10 micron replaceable cartridge w/water indication sensor and drain		7 micron spin-on style with water in fuel sensor and drain	
Filter, secondary	2 micron spin-on element				3 micron spin-on element		2 micron spin-on element		3 micron spin-on element	
TRANSMISSION										
Description	e18™ 18-speed PowerShift 40 kph (25 mph); 18F, 6R with Efficiency Manager™									
ELECTRICAL SYSTEM										
Alternator/Battery	200 amps / 12 Volt – 240 amps / 12 Volt Optional									
Batteries - 925 CCA	3				4		3		4	
AXLES										
110 mm (4.33) x 3048 mm (120 in.) diameter long	Standard	—								
120 mm (4.72) x 3048 mm (120 in.) diameter long	Optional	Standard								
HydraCushion front axle suspension	—			Optional		Standard	Optional			Standard
WHEEL EQUIPMENT										
Description	Group 47/48 tires available as Single/Duals/Triples -See dealer for tire size selection and limitations									
STEERING										
Hydraulic power-steering	Standard									
Active Command Steering (ACS)	Optional									
DIFFERENTIAL LOCK										
Description	Full-Locking electrohydraulic, front and rear axle, with AutoMode									
HYDRAULIC SYSTEM										
Description	Closed-center, pressure/flow compensated									
Selective control valves	4 - 6 factory, up to 8 field installed						4 Standard, 6 Optional			
Maximum pressure	2,900 psi (20,000 kPa)									
Maximum pump flow with Base Hydraulics	Standard: 58 U.S. gpm / 220 Lpm						Optional: 58 U.S. gpm / 220 Lpm			
Maximum pump flow: High-Flow	Optional: 115 U.S. gpm / 435 Lpm						Standard: 115 U.S. gpm / 435 Lpm			
Available flow at a single SCV - ½ in. coupler	35 U.S. gpm/132 Lpm									
Available flow at a single SCV with High-Flow - ¾ in. coupler	Field Installed Option - 42 U.S. gpm / 159 Lpm						42 U.S. gpm / 159 Lpm			
3-POINT HITCH										
Description	Electric-Hydraulic 3-Point Hitch with Draft Sensing									
Category 4N/3 with Quik-Coupler- All Axle Diameters Allowed	Optional: 6804 kg (15000 lb)						—			
Category 4N/3 with Quik-Coupler- 120mm Axle Required	Optional: 9072 kg (20000 lb)						—			
Category 4N/4 with Quik-Coupler- All Axle Diameters Allowed	Optional: 6804 kg (15000 lb)						—			
Category 4N/4 with Quik-Coupler- 120mm Axle Required	Optional: 9072 kg (20000 lb)						—			
DRAWBAR††										
Cat 4 w/Std Drawbar Support, 2470 kg (5450 lb) Max Vertical Load	Standard						—			
Cat 4 w/HD Drawbar Support, 2470 kg (5450 lb) Max Vertical Load	Optional						—			
Cat 4 w/HD Drawbar Support & reinforcement kit, 4900 kg (11000 lb) Max Vertical Load	Field Installed Only						—			
Cat 5 w/HD Drawbar Support 5440 kg (12000 lb) Max Vertical Load	Optional				Standard		—			
Drawbar Support for Long Scraper Drawbars	—						Optional			
Drawbar Support for Short Scraper Drawbars	—						Standard			

	9370R	9420R	9470R	9520R	9570R	9620R	9470R Scraper Special	9520R Scraper Special	9570R Scraper Special	9620R Scraper Special
PTO (power take off), Rear, Independent										
1-3/4 in., 20-spline, 1,000-rpm	Optional						—	—	—	—
CONNECTIONS										
AutoTrac™ Ready	Standard									
Modular Telematics Gateway (MTG)	Available JDLink™ Ultimate and Ethernet Harnesses (availability dependent upon destination)									
ServiceADVISOR™ Remote	Capable with JDLink™ Select & Ultimate									
ISOBUS Implement Connection	Standard (ISO 11783)									
Command Center Video w/ 4100 Processor	Single video input (Tyco Connector PN 776536-1) for camera using PAL or NTSC signal. Integrated behind rear cab cover. Camera and extension harness available through parts.									
Command Center Video w/ 4600 Processor	Four video inputs (Tyco Connector PN 776536-1) for camera using PAL or NTSC signal. Integrated behind rear cab cover. Camera and extension harness available through parts.									
CAPACITIES										
Fuel Tank	1173 L (310 gal)			1514 L (400 gal)						
DEF Tank	83 L (22 gal)									
Cooling System	42 L (11.1 gal)	63.5 L (16.8 gal)		83 L (21.9 gal)			63.5 L (16.8 gal)		83 L (21.9 gal)	
Crankcase with filter	34 L (9.0 gal)	48.0 L (12.7 gal)		43.5 L (11.5 gal)			48.0 L (12.7 gal)		43.5 L (11.5 gal)	
Hydraulic/transmission/axle oil without 3-point rear hitch & PTO	276 L (73 U.S. gal)			220 L (58 U.S. gal)			223 L (59 U.S. gal)			
Hydraulic/transmission/axle oil with 3-point rear hitch & PTO	284 L (75 U.S. gal)			227 L (60 U.S. gal)			—			
BRAKES										
Hydraulic power, wet disk, self adjusting on front and rear axle	Standard									
Hydraulic trailer brakes	Optional									
WHEELBASE										
Wheelbase length	149.9 in. (3807 mm)			154 in. (3912 mm)						
Turning Radius - with Group 47 tires	18.2 ft (5547 mm)			19.8 ft (6035 mm)						
Turning Radius - with Group 48 tires	19.3 ft (5883 mm)			19.8 ft (6035 mm)						
MISCELLANEOUS										
Estimated Shipping Weight†††	17780 kg (39200 lb)	18810 kg (41470 lb)	19190 kg (42310 lb)	19750 kg (43550 lb)	19690 kg (43420 lb)	19690 kg (43420 lb)	19030 kg (41950 lb)	19030 kg (41950 lb)	18970 kg (41820 lb)	18970 kg (41820 lb)
Max Ballast Level	22,105 kg (48,700 lbs)	22,105 kg (48,700 lb)	24,721 kg (54,500 lb)	27,216 kg (60,000 lb)			24,494 kg (54,000 lb)			

**9420R - 9620R rated values are stated when tractor is stationary.*
†97/68/EC power refers to average net brake power measured and corrected for ambient conditions according to the EC emissions directive. It is equivalent to internal Deere Standard RES10080, and SAE Standards J1349, J1995.
††Maximum vertical load when drawbar is in short position.
†††For tractor equipped with standard tires, with no PTO, and no 3-point rear hitch.
Important: Values are based on factory observed data.



Light up the night with the optional LED lighting package available on the new 9R/9RT Series Tractors. Compared to the HID lighting packages, the new LED option has a longer life expectancy, 40% greater coverage, and uses 45% less amperage. Additionally, they provide greater quality and color, improving visibility and eliminating strain on the eyes.

9R/9RT Series Tractors Specifications

	9470RT	9520RT	9570RT	9470RT Scraper Special	9520RT Scraper Special	9570RT Scraper Special
POWER						
Rated PTO power (hp SAE) at rated PTO speed (1895 erpm)*	329 hp (245 kW)	329 hp (245 kW)	329 hp (245 kW)	—	—	—
Rated Engine power PS (hp ISO) at 2100 engine rpm (97/68EC)†	470 hp (346 kW)	520 hp (382 kW)	570 hp (419 kW)	470 hp (346 kW)	520 hp (382 kW)	570 hp (419 kW)
Max Engine power PS (hp ISO) at 1900 engine rpm (97/68EC)†	517 hp (380 kW)	572 hp (421 kW)	628 hp (461 kW)	517 hp (380 kW)	572 hp (421 kW)	628 hp (461 kW)
Torque Rise (Nominal Engine) at 1600 rpm	38%					
Power Bulge (Nominal Engine) at 1900 rpm	10%					
ENGINE (US EPA Tier4/EU Stage IV)						
Manufacturer	John Deere PowerTech™ 13.5 L PSS		Cummins QSX15	John Deere PowerTech™ 13.5 L PSS		Cummins QSX15
Rated Speed	2,100 rpm					
Type	Diesel, in-line, 6-cylinder, wet-sleeve cylinder liners with 4 valves-in-head					
Aspiration	Dual Series Turbocharger w/fixed geometry first stage-variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation		Single Variable geometry turbocharger air-to-air aftercooling and cooled exhaust gas recirculation	Dual Series Turbocharger w/fixed geometry first stage-variable geometry second stage - air-to-air aftercooling and cooled exhaust gas recirculation		Single Variable geometry turbocharger air-to-air aftercooling and cooled exhaust gas recirculation
Filter, engine air	Dual stage with exhaust aspiration					
Displacement	824 cu in. (13.5L)		912 cu in. (14.9L)	824 cu in. (13.5L)		912 cu in. (14.9L)
Bore and stroke	5.2 in. (132 mm) x 6.5 in. (165 mm)		5.39 in (137mm) x 6.65 in (169mm)	5.2 in. (132 mm) x 6.5 in. (165 mm)		5.39 in (137mm) x 6.65 in (169mm)
Compression ratio	16.0:1		17.2:1	16.0:1		17.2:1
Lubrication	Full-pressure, full-flow filtration with bypass					
Filter, oil	Replaceable spin-on style oil filter					
FUEL SYSTEM						
Description	Electronically controlled, electronic unit injectors (self priming)		High Pressure Common Rail	Electronically controlled, electronic unit injectors (self priming)		High Pressure Common Rail
Filter system	Two Stage with water separator and service indicator light		Two Stage with water separator	Two Stage with water separator and service indicator light		Two Stage with water separator
Filter, primary	10 micron replaceable cartridge w/water indication sensor and drain		7 micron spin-on style with water in fuel sensor and drain	10 micron replaceable cartridge w/water indication sensor and drain		7 micron spin-on style with water in fuel sensor and drain
Filter, secondary	2 micron spin-on element		3 micron spin-on element	2 micron spin-on element		3 micron spin-on element
TRANSMISSION						
Description	e18™ 18-speed PowerShift 40 kph (25 mph); 18F, 6R with Efficiency Manager™					
ELECTRICAL SYSTEM						
Alternator/Battery	200 amps / 12 Volt – 240 amps / 12 Volt Optional					
Batteries	3		4	3		4
FINAL DRIVES						
Description	Outboard planetary					
TRACK BELTS						
Description	Camoplast® DURABUILT® 4500 and 6500 Series Track Belts			Camoplast® DURABUILT® Scraper Special Track Belts		
30-in. (762 mm) wide belt	Standard					
36-in. (914 mm) wide belt	Optional			—		
SUSPENSION SYSTEM						
Description	Equipped with AirCushion suspension system					
Suspension travel at front idlers	13.4 in. (340 mm)					
HYDRAULIC SYSTEM						
Description	Closed-center, pressure/flow compensated					
Selective control valves	4 - 6 factory, up to 8 field installed			4 Standard, 6 Optional		
Maximum pressure	2,900 psi (20,000 kPa)					
Maximum pump flow with Base Hydraulics	Standard: 58 U.S. gpm / 220 Lpm			Optional: N/A		
Maximum pump flow: High-Flow	Optional: 115 U.S. gpm / 435 Lpm			Standard: 115 U.S. gpm / 435 Lpm		
Available flow at a single SCV - ½ in. coupler	35 U.S. gpm / 132 lpm			—		
Available flow at a single SCV with High-Flow - ¾ in. coupler	Field Installed Option - 42 U.S. gpm / 159 lpm			Standard: 42 U.S. gpm / 159 Lpm		
3-POINT HITCH						
Rated PTO power (hp SAE) at rated PTO speed (1895 erpm)*	Electric-Hydraulic 3-Point Hitch with Draft Sensing			—		
Category 4N/3 with Quik-Coupler	Optional: 6804 kg (15000 lb)			—		
Category 4N/3 with Quik-Coupler	Optional: 9072 kg (20000 lb)			—		
Category 4N/4 with Quik-Coupler	Optional: 6804 kg (15000 lb)			—		
Category 4N/4 with Quik-Coupler	Optional: 9072 kg (20000 lb)			—		
DRAWBAR††						
Cat 5 w/ HD Drawbar Support, 5440 kg (12000 lb) Maximum Vert Load	Optional			—		
Cat 5 w/ Wide-Swing Drawbar Support, 4581 kg (10100 lb) Maximum Vert Load	Standard			—		
Drawbar Support for Short Scraper Drawbars	—			Standard		
PTO (power take off), Rear, Independent						
1-¾ in., 20-spline, 1,000-rpm	Optional			—		

	9470RT	9520RT	9570RT	9470RT Scraper Special	9520RT Scraper Special	9570RT Scraper Special
CONNECTIONS						
AutoTrac™ Ready	Standard					
Modular Telematics Gateway (MTG)	Available JDLink™ Ultimate and Ethernet Harnesses (availability dependent upon destination)					
ServiceADVISOR™ Remote	Capable with JDLink™ Select & Ultimate					
ISOBUS Implement Connection	Standard (ISO 11783)					
ServiceADVISOR™ Remote	Single video input (Tyco Connector PN 776536-1) for camera using PAL or NTSC signal. Integrated behind rear cab cover. Camera and extension harness available through parts.					
Command Center Video w/ 4600 Processor	Four video inputs (Tyco Connector PN 776536-1) for camera using PAL or NTSC signal. Integrated behind rear cab cover. Camera and extension harness available through parts.					
STEERING						
Description	Speed-sensitive, hydrostatic, differential					
Steering Pump - 100cc		Optional		—		
Heavy Duty Steering Pump - 130cc		Standard		Standard		
BRAKES						
Description	Hydraulic power, wet-disk, self adjusting					
Hydraulic trailer brakes	Optional					
CAPACITIES						
Fuel Tank	1324 L (350 gal)					
DEF Tank	93.9 L (24.8 gal)					
Cooling System		63.5 L (16.7 gal)	83 L (21.9 gal)	63.5 L (16.7 gal)		83 L (21.9 gal)
Crankcase oil volume		48.0 L (12.7 gal)	43.5 L (11.5 gal)	48.0 L (12.7 gal)		43.5 L (11.5 gal)
Hydraulic/transmission/axle oil without 3-point rear hitch and PTO	300 L (79.3 U.S. gal)					
Hydraulic/transmission/axle oil with 3-point rear hitch and PTO		307.8 L (81.3 U.S. gal)		—		
MISCELLANEOUS						
Estimated Shipping Weight†††		20371 kg (44910 lb)		20412 kg (45000 lb)		
Max Ballast Level	54,000 lb (24,494 kg)**					

**9420RT - 9620RT rated values are stated when tractor is stationary.*
***See Operator's Manual for specific ballast instructions.*
†97/68/EC power refers to average net brake power measured and corrected for ambient conditions according to the EC emissions directive. It is equivalent to internal Deere Standard RES10080, and SAE Standards J1349, J1995.
††Maximum vertical load when drawbar is in short position.
Important: Values are based on factory observed data.
†††For tractor equipped with standard tracks, with no PTO, and no 3-point rear hitch.



The improved e18™ PowerShift Transmission with Efficiency Manager provides one of the smoothest power shift on the market with an additional automatic mode.

Attachments

Add more convenience, versatility, power, performance

Hook up implements faster and easier. Turn your cab into a high-tech command center. John Deere attachments help you work smarter and achieve more productivity every single day. The examples here are just a few of the ways you can equip your 9R/9RT Tractors for maximum performance. See your John Deere dealer today to learn more about the full array of attachments available to you.





CommandARM™ bracket
This bracket for Final Tier 4 (FT4) Tractors offers a convenient way to mount a cell phone or tablet to the CommandArm for easy use.

No. BRE10147

Not compatible with 2630 displays. Compatible with tablet mount BRE10034 and cell phone mount BRE10015. Tablet and cell phone mount not included in BRE10147.



Utility box
Keep essential items within reach – without taking up valuable cab space. This front weight-mount kit bolts on in minutes without compromising headlight visibility or tractor functions.

No. BRE10151 Front-mount utility box (requires BRE10153)

No. BRE10153 Utility box bracket kit



Cell phone bracket kit
Easily access your phone without interfering with visibility and control. Specially developed for John Deere equipment, the RAM X-Grip® bracket holds firm without covering your phone's screen.

No. BRE10015



Rear 3-point hitch
With electronic draft-sensing relays and intuitive electrohydraulic controls, the 3-point hitch with Quik-Coupler provides fast, smooth, accurate hitch corrections. Easily adjustable lift links ensure productivity in the field.

No. RE311349



Power take-off (PTO)
Designed for high-power heavy loads that require full horsepower, this heavy-duty PTO features a safety start system, internal lubrication with oil-cooled plates and a shaft that can be slightly rotated or indexed to aid in drive hookups.

MST - No. RE304681

PST - No. BRE10028

This literature has been compiled for worldwide circulation. While general information, pictures and descriptions are provided, some illustrations and text may include finance, credit, insurance, product options and accessories NOT AVAILABLE in all regions. PLEASE CONTACT YOUR LOCAL DEALER FOR DETAILS. John Deere reserves the right to change specification and design of all products described in this literature without notice. iPhone® and iPad® are registered trademarks of Apple Inc.
Copyright 2015 Deere & Company.

DSAE65750 Litho in U.S.A. (15-12)

JOHN DEERE

JohnDeere.com
JohnDeere.ca