9RX Series Tractors

470 - 620 engine hp

JOHN DEERE



INNOVATION. NOT IMITATION

Meet the New 9RX Series Tractors from John Deere

You don't change the game by imitating what's out there, you innovate. The 9RX Series Tractors are anything but ordinary. Their impressive power, greater hydraulic capacity, latest advances in engine technology, and integrated guidance and information management make large jobs manageable and long days fly by. The John Deere 9RX Series Tractors are here and they're ready to run.



Available LED lights

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

Up to 620 engine hp*

470 to 620 engine horsepower range. Advanced Final Tier 4 John Deere PowerTech™ PSS 13.5L and Cummins QSX15 engines use less diesel fuel and DEF without sacrificing power.

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

4-Track Design

Puts power to the ground, allows for improved flotation, better grip in tough soil conditions and less berming during planting applications and under heavy loads.

Innovative Undercarriage Design

The upswept axle component allows for a larger drive sprocket, to increase reliability and put more power to the ground. Yet it won't compromise the weight and speed of the machine, especially during transport.

AutoTrac™ and JDLink™ Connect Ready

The New 9RX comes with integrated AutoTrac™* guidance and JDLink™* Connect information management. With AutoTrac* on your integrated 10-inch CommandCenter™ Display, you can begin to increase field efficiencies and reduce inputs by up to 10%**. And because John Deere implements and tools are designed to integrate seamlessly, they work together to bring more precision, convenience and uptime to your operation.

*Activation/subscription required. Some additional accessories and/or components may be required.**Auburn University 2010.

CommandView™ III Cab with suspension

Roomy, quiet, comfortable and equipped with performance-boosting technology. The unique cab suspension isolates the entire cab from jarring field conditions taking the brunt of it, so you don't.

Industry-leading hydraulic capacity up to 115 gpm

Larger implements require greater capacity, and the 9RX Series offers a high-flow hydraulic system with two pumps delivering 115 gpm and up to 8 rear SCVs. 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.

9RX SERIES TRACTORS

Model number	Engine hp†	PTO hp††
9620RX	620	335
9570RX	570	335
9520RX	520	335
9470RX	470	335
9570RX Scraper Special	570	–
9520RX Scraper Special	520	–
9470RX 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

The Right Track

Go places you never thought possible

Hills, slopes, loose or wet soil; field conditions often dictate how productive your day is. The 9RX is ready to tackle these challenges and open up new opportunities for your operation. It uses a positive drive undercarriage system to effectively transfer the engine power, allowing you to maintain traction in a turn and under load. The robust design of the drivetrain and undercarriage is like nothing else in the market–the upswept axle allows for a larger drive sprocket which increases reliability and puts more power to the ground.

The 9RX's exclusive track design also adds to the tractor's superior performance. The midrollers keep the track belts in contact with the terrain over the entire length of the undercarriage. The spacing of the midrollers also helps prevent vibration during transport and in the field. The front idler is raised slightly higher than the two mid-rollers allowing the tractor to climb over obstacles while maintaining maximum ground contact and optimal weight distribution. The larger articulated footprint allows for additional traction and more flotation, resulting in decreased berming in turns and reduced soil disturbance during seeding applications, helping to improve your yield potential.





1 **Large drive sprocket.** The undercarriage on the 9RX has a larger drive sprocket - 39.5 inches in diameter - and more wrap angle for more positive drive lug engagement. The belt is 20% longer than the competition, which means it can travel the same distance with 20% fewer revolutions, helping to reduce maintenance requirements.

2 **Large diameter bolt-on mid-rollers** keep the track belts in contact with the terrain over the entire length of the undercarriage so you get better traction in the field. They're also strategically spaced to prevent vibration during transport and tough field conditions, delivering a more comfortable ride. The mid-rollers are bolted on to a sealed-cartridge hub; a design that improves durability and uptime. This simple low maintenance design requires an oil level check at 1,500 hours and an oil change at 10,000 hours. Unlike other designs that require daily oil level inspections facilitated by clear caps, there is no need for either of these, saving you time and effort.

3 **Idler wheels.** Placement of the idlers on nearly the same plane as the mid-rollers ensures a more even distribution of weight across the entire undercarriage length, reducing point loading and concentration of weight on the mid-rollers, while reducing ground pressure and compaction.

4 **Lug engagement.** Compared to the competition, the 9RX track design allows for 41% more lug engagement along with 12% wider drive lugs. This helps prevent belt slippage over the drive sprocket.



5 **Track tension.** The track has significantly greater tension than what's currently in the market. This helps to resist derailing and the allowance for more recoil prevents component damage.

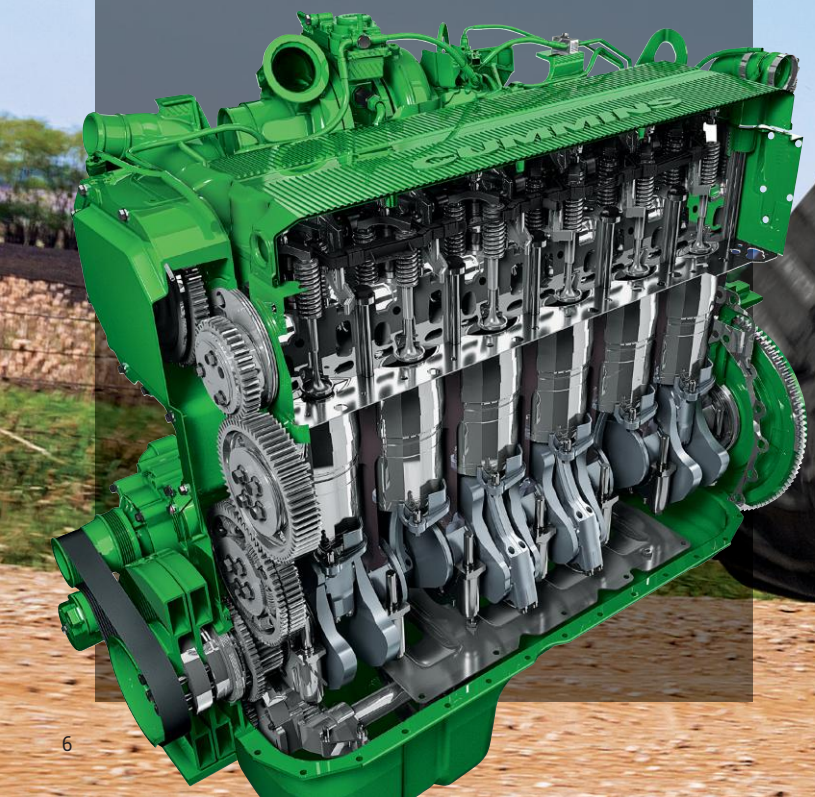
6 **Better mud and debris rejection** at the drive sprocket means more time spent in the cab and less performing a clean out. John Deere offers the Camoplast Durabuilt® 3500 and 6500 Series rubber track options exclusively in 30-in. (762-mm) and 36-in. (914-mm) widths.

QSX15 Engine

Responsive and powerful

John Deere and Cummins®* have partnered to provide you with a reliable, productive and efficient engine solution in the QSX15. Available on the 9570RX and 9620RX models, 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 and is fully serviceable by a John Deere Dealer.

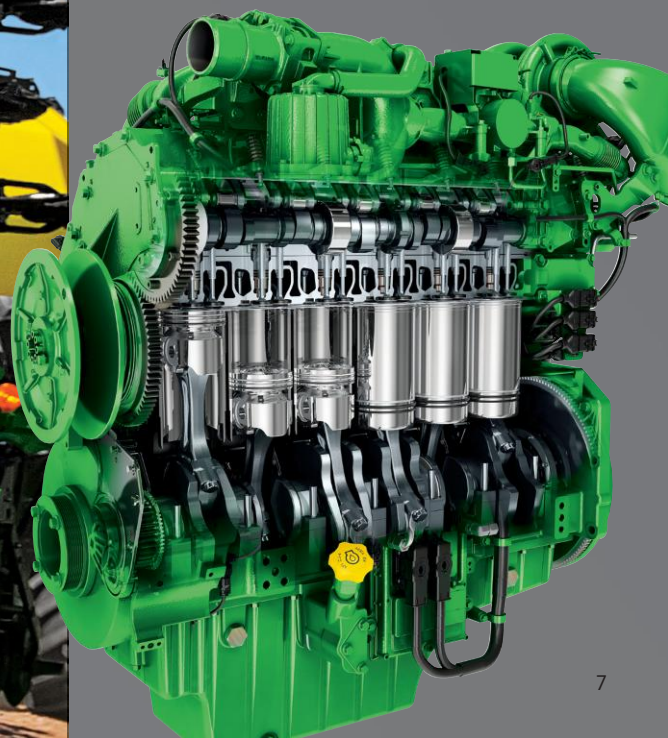
*Cummins is a registered trademark of Cummins, Inc.



e18™ PowerShift Transmission with Efficiency Manager is always at the ready to respond quickly to any field condition and actively improves the tractor's performance and your drive experience. Designed to automatically shift up and throttle back, it reduces total fluid consumption and maintains optimum power even through the tough spots.

John Deere PowerTech™ PSS

The 9470RX and 9520RX models feature the **John Deere PowerTech PSS 13.5L.** Convenient and cost-effective this engine provides the latest Final Tier 4 (FT4) emissions solution technology, helping to reduce diesel fuel consumption while demonstrating exceptionally low DEF consumption. This air-to-air aspirated engine delivers constant power over a wide range of engine rpm with a 10-percent power bulge above rated power to provide excellent torque in demanding applications.



Enjoy the ride

As comfortable as it is powerful

Just like the 9R/9RT Series, we brought the comfort and convenience of the CommandView™ III Cab to the 9RX Series Tractors. To begin with, it's quiet, thanks to the laminated glass and front console barrier, which means less noise intrusion and vibration, making for a more relaxed day. Once you settle in, you'll find the visibility impressive, especially when you rotate the seat to the right 40-degrees for a nearly unobstructed view of your implement. Next to impress is the CommandCenter™ Display. The crisp clarity and high-resolution display is easy to read and follow. Finally, the smartly-configured CommandARM™ lets you control all the key tractor functions like the throttle, transmission speed and direction, SCVs and PTO with the touch of finger.

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



New Cab Suspension.
You told us ride quality is important, and we listened. All 9RX Tractors come equipped with a new cab suspension system. This unique design has spring-loaded shocks on each corner and a Parallel Plane Four Bar Linkage to control cab movement which isolates the cab and operator from impacts and vibration caused by rough field and road conditions. The suspension is always active and requires no input or adjustments from you, leaving you fresh and focused.



Everything within reach.
The CommandARM™ incorporates all the key tractor functions and puts them within a comfortable reach. Control AutoTrac™* resume, throttle, transmission speed and directions, SCVs and PTO all from this smartly-designed command arm.

*Activation/subscription required. Some additional accessories and/or components may be required.

Add up everything you spent last year on inputs. Now divide by 10. That's what you could save each year with GPS-based guidance. University research* shows an average of 10% reduction of inputs in planting and fertilizing. Add automated section control and save 20% or more. Have irregularly shaped fields? You'll save even more.

*Auburn University 2010

9RX Series Tractors Specifications

	9470RX	9520RX	9570RX	9620RX	9470RX Scraper Special	9520RX Scraper Special	9570RX 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)	—	—	—
Rated Engine power PS (hp ISO) at 2100 engine rpm (97/68EC)†	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)
Max Engine power PS (hp ISO) at 1900 engine rpm (97/68EC)†	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)
Torque Rise (Nominal Engine) at 1600 rpm	38%	38%	38%	36%	38%	38%	38%
Power Bulge (Nominal Engine) at 1900 rpm	10%	10%	10%	8%	10%	10%	10%
ENGINE (US EPA Tier4/EU Stage IV)							
Manufacturer	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	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 (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						
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
AXLE FINAL DRIVES							
Description	Bull gear and double idler with floating pinion.						
AXLES							
120 mm flanged	Standard						
Rear axle supports	Available (included with 3 point hitch)				Standard		
Front axle supports	Available (with sprayer tanks or dozer blade)				Standard		
TRACK BELTS							
Description	Camoplast® Durabuilt® 3500 and Camoplast Durabuilt 6500 Series with Duradrive Technology Track Belts				Camoplast Durabuilt 6500 Series with Duradrive Technology Track Belts		
30-in. (762 mm) wide belt	Standard				Standard		
36-in. (914 mm) wide belt	Available				—		
STEERING							
Hydraulic power-steering	Standard						
Active Command Steering (ACS)	Available						
DIFFERENTIAL LOCK							
Full-Locking electrohydraulic, front and rear axle, with AutoMode	Standard						
Auto disengagement for various selectable turn angles	Standard						
HYDRAULIC SYSTEM							
Description	Closed-center, pressure/flow compensated						
Selective control valves	4 - 6 factory, up to 8 field installed				4 Standard, 6 Available		
Maximum pressure	2,900 psi (20,000 kPa)						
Maximum pump flow with Base Hydraulics	Standard: 58 U.S. gpm / 220 Lpm						
Maximum pump flow: High-Flow	Available: 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	Available: 15000 lb (6804 kg)	—			—		
Category 4N/3 with Quik-Coupler	Available: 20000 lb (9072 kg)	—			—		
Category 4N/4 with Quik-Coupler	Available: 15000 lb (6804 kg)				—		
Category 4N/4 with Quik-Coupler	Available: 20000 lb (9072 kg)				—		

	9470RX	9520RX	9570RX	9620RX	9470RX Scraper Special	9520RX Scraper Special	9570RX Scraper Special
DRAWBAR[††]							
Cat 4 w/ HD Drawbar Support, 4990 kg (11000 lb) Max Vertical Load	Standard	—			—		
Cat 5 w/ HD Drawbar Support 5440 kg (12000 lb) Max Vertical Load	Available	Standard			—		
Drawbar Support for Long Scraper Drawbars	—				—		
Drawbar Support for Short Scraper Drawbars	—				Standard		
PTO (power take off), Rear, Independent							
1-3/4 in., 20-spline, 1,000-rpm	Available				—		
CONNECTIONS							
AutoTrac™ Ready	Standard						
Modular Telematics Gateway (MTG)	Available with JDLink™ hardware, activations and Ethernet Harnesses (availability dependent upon destination)						
ServiceADVISOR™ Remote	Available with JDLink™ hardware and activations						
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	400 gal (1514 L)						
DEF Tank	22 gal (83 L)						
Cooling System	14.9 gal (56.5 L)		16.3 gal (62 L)		14.9 gal (56.5 L)		16.3 gal (62 L)
Crankcase with filter	12.7 gal (48 L)		11.5 gal (43.5 L)		12.7 gal (48 L)		11.5 gal (43.5 L)
Hydraulic/transmission/axle oil without 3-point rear hitch and PTO	58 gal (220 L)				59 gal (223 L)		
Hydraulic/transmission/axle oil with 3-point rear hitch and PTO	60 gal (227 L)				—		
BRAKES							
Hydraulic power, wet disk, self adjusting on front and rear axle	Standard						
Hydraulic trailer brakes	Available						
WHEELBASE							
Wheelbase length	163.5 in. (4154 mm)						
Turning Radius[***]	21.0 ft (6400 mm) on Ag models / 30.0 ft (9144 mm) on Scraper Special models						
MISCELLANEOUS							
Drivers Ear Noise Level per 77/311/EEC	TBD						
Cab glass area	70.18 sq ft (6.52 sq m)						
Cab volume	127 cu ft (3.597 cu. M)						
Degrees of Articulation	36° of Articulation on Ag models / 24° on Scraper Special models						
Degrees of Oscillation	Gudgeon area oscillation is 15°						
Degrees of Undercarriage Oscillation	±10°						
Estimated Shipping Weight	56,000 lb (25,401 kg) - tractor equipped with standard tracks, no PTO, and no 3-point rear hitch						
Max Operating Weight	62,000 lb (28,123 kg)						

Nominal data is metric. Standard data is converted from metric data. Use metric for all calculations
Important: *Values are based on factory observed data.*
**9470RX - 9620RX rated values are stated when tractor is stationary.*
**See Operator's Manual for specific ballast instructions. ***See Operator's Manual for turn radii of other track spacing and track width options.
†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 tracks, with no PTO, and no 3-point rear hitch.





Performance is about more than just the equipment you put into your field. It's also about the tools you use to increase efficiencies and improve profits. Which is why we offer integrated technology solutions, supported by your John Deere dealer.

Maximize the value of your John Deere sprayer, planter and seeding equipment with **Section Control**. For your sprayer, Section Control automatically turns boom sections on or off to reduce overlap and improve input management. For your air cart and planter, when paired with **SectionCommand™ or RowCommand™** Section Control automatically turns on and off sections to minimize overlaps and skips, helping to decrease seed and fertilizer waste.

Adding **AutoTrac™** assisted steering can reduce input costs, lower fuel usage, and improve your overall operation. University research shows automated guidance pays for itself in two years, with an average of 10%* reduction in inputs. Add automated section control and save 20%* or more.

And by adding **Machine Sync**, you can run multiple machines in the same field and see more savings. Coverage map sharing and guidance line sharing increases productivity. Use it to simplify how you harvest, as well. The combine operator can control the location of the tractor and grain cart automatically while unloading on-the-go.

Then with **Operations Center**, you can turn your valuable information into a plan of action. Collect data quickly and easily, analyze it to make accurate conclusions, and share it with your trusted advisors.

*Percentages based on a study conducted by Auburn University 2010

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