



2040S TRACTOR



All-year versatility, more usable power to help you farm more productively.



The 2040S gives you 50kW (67hp) at the PTO, plus the versatility to help you farm profitably in all conditions, all year round.

The John Deere engine packs 55kW (74 DIN hp) at the flywheel, with high torque reserves for extra lugging power.

The standard PowerSynchron transmission, with hydraulic Hi-Lo, has 16 forward and 8 reverse speeds.

High pressure, high-capacity closed-centre hydraulics give instant response and big lift at the link ends.

Optional mechanical front wheel drive, with front wheel lean, engages on-the-go to provide instant 4-wheel-drive traction, with a really tight turning circle.

And the optional SG2 cab sets new standards of operator comfort and efficiency.

Check the many features of the 2040S detailed in this booklet, then talk to your Chamberlain John Deere dealer about putting all this tractor productivity to work for you.

At Chamberlain John Deere Pty. Ltd we are constantly improving our products, which means that specifications and design features are subject to change.

All specifications, descriptions, photographs and illustrations in this publication were accurate at the time of printing (March 1984). It is possible that some product changes may have been made since that date; details of these changes will be incorporated in the next printing of the publication.

Please check with your local Chamberlain John Deere dealer for information about any changes that may have been made.

He will be glad to answer any questions you have about the product(s) in this publication.

Four-cylinder power and economy, with outstanding torque reserve.

The 2040S is powered by a John Deere 4-cylinder, 3.9 litre diesel engine that develops 55kW (74 DIN hp), with excellent lugging ability and impressive fuel economy.

Large cylinder displacement and relatively low working rpm develop power easily, with plenty of torque reserve to pull you through the toughest spots.

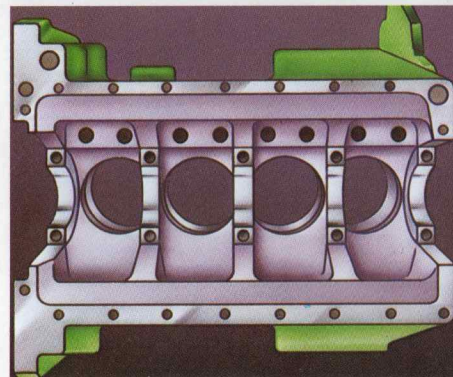
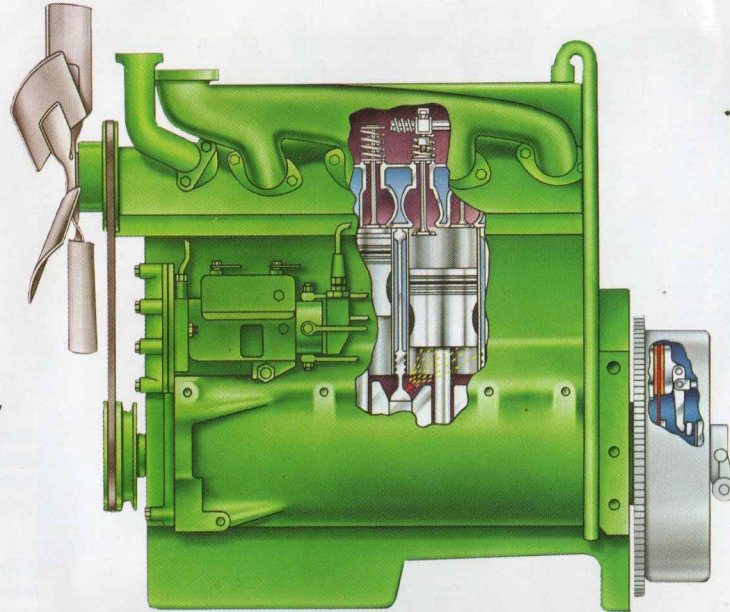
Direct fuel injection and a cross flow cylinder head promote good combustion for better fuel economy and easier starting.

A heavy duty cooling system, full pressure lubrication and under-piston-spray oil cooling keeps the engine cooler for better running and longer life.

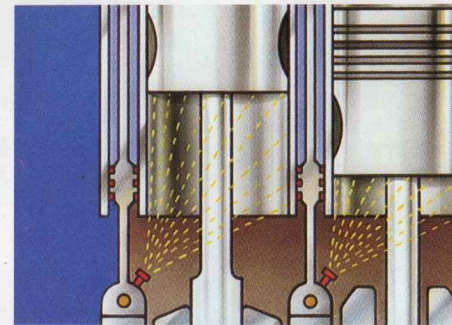
Replaceable wet-sleeve cylinder liners, a massive one-piece engine block and a large-capacity cast iron sump also help to provide the smooth, dependable power you need for productive farming.

Daily servicing is simple and quick, with all check points grouped on the right-hand side of the tractor.

All engine items within the sump, block, cylinder head and tappet cover – as well as the power train – carry a two-year/1500-hour warranty.



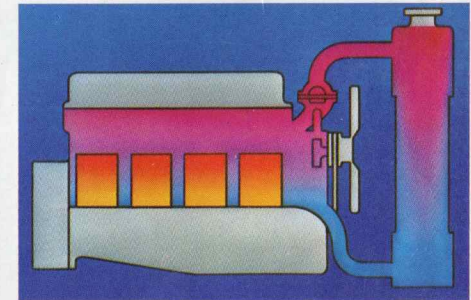
The heavy-duty one-piece engine block is deeply ribbed for extra rigid strength. Five main bearings firmly anchor the crankshaft.



Full-pressure lubrication and under-piston-spray cooling ensure uniform temperature and prolong engine life.



Air filter automatically discharges dirt through a special valve, extending service intervals. Easy access and simplified daily servicing encourage regular maintenance.



Proper working temperature is maintained by large fan and water pump, automatic by-pass cooling and big coolant capacity.

Power Synchron transmission makes full use of engine power, helps you work non-stop in the field.

The standard transmission on the 2040S is the John Deere Power Synchron with built-in hydraulic Hi-Lo.

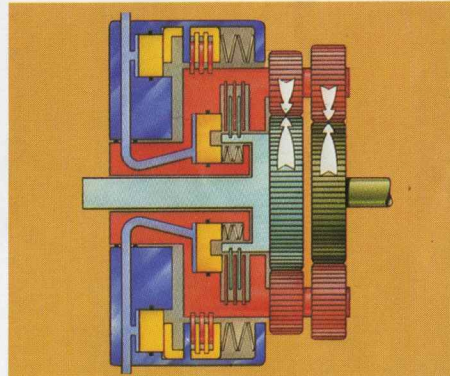
The Hi-Lo doubles the number of available gear ratios, to give you 16 forward and 8 reverse speeds, and allows shifting of 8 speeds without clutching.

You get instant speed reduction, in any gear, with the flick of a dash-mounted lever (or sideways movement of the gear lever when fitted with SG2).

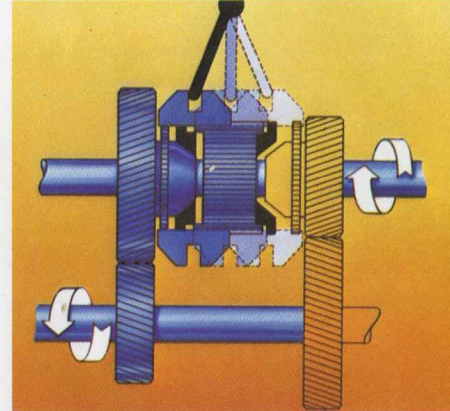
Shift from Hi to Lo and you gain 27 percent more torque to power you through tough conditions while reducing only 21% in ground speed. When conditions get easier, simply flick the lever again to shift back to Hi and resume your original ground speed.

Power Synchron makes it so easy to exactly match ground speeds to the job in hand.

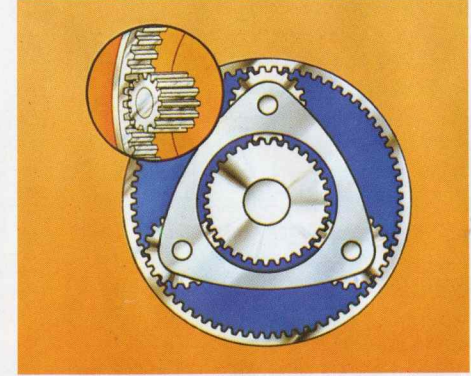
The Hi-Lo also gives you engine braking in both Hi and Lo, even when parked.



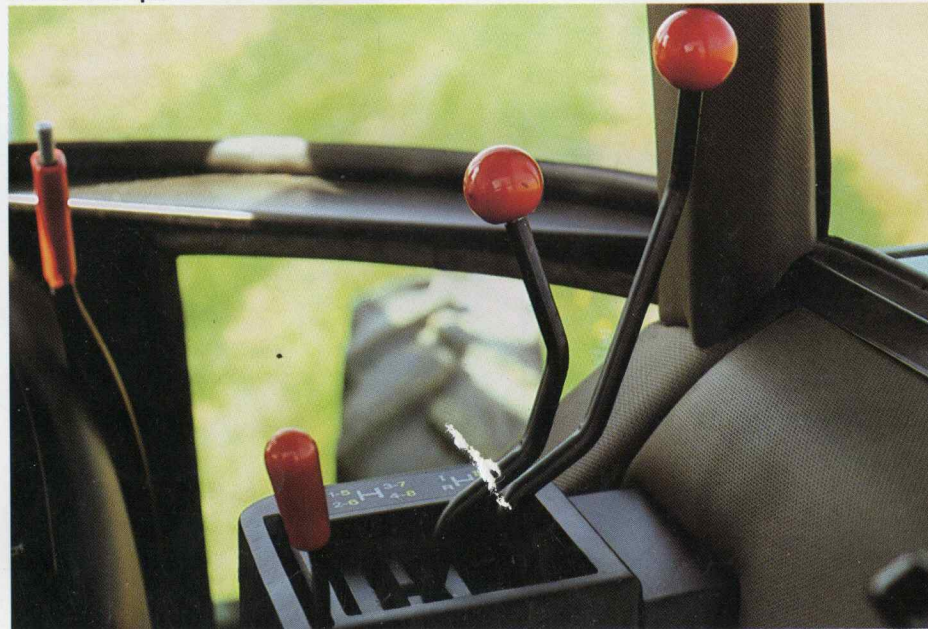
Power Synchron with Hi-Lo doubles the number of gear ratios to accurately match ground speed to job. Simply flick a dash-mounted lever to change from Hi to Lo and instantly decrease ground speed, increase torque.



Cone-type synchronisers on the speed shaft allow precise gear changing, on-the-go. Safer transport, smoother work.



Planetary final drives spread stress loads evenly over three points for strong, quiet, reliable power transfer to rear wheels. They give longer service life, too.



With the optional SG2 cab, console-mounted levers make easy work of shifting on-the-go. One lever selects range, one selects speed. Generally, it's a one-lever operation.

Mechanical front wheel drive, with front wheel lean, gives large-tyre traction with a tight turning circle.

John Deere mechanical front wheel drive gives you a short 50-degree turning angle, even with large tyres, and steers smoothly with fingertip precision.

An exclusive 12-degree castor angle lets the front wheels tilt, when turning, so that the top part of the inner wheel leans away from the tractor, while the lower part angles under the frame for more clearance in tight turns.

The hub assembly is recessed deep into the wheel to help achieve a 50-degree turning angle, even with large tyres.

Smooth, precise steering comes from the double-rod, balanced steering cylinder, which is safely integrated into the rear of the axle.

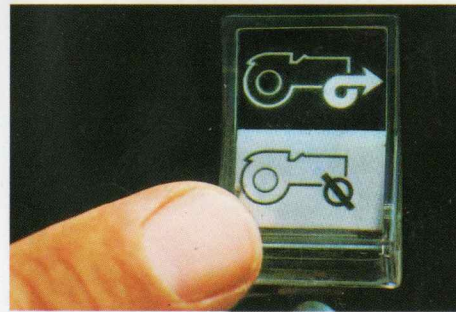
Ground clearance is excellent, too. The slim differential housing is centre-mounted and tie rods are tucked away behind the axle to provide clean, clutter-free clearance.

You simply flick a dash-mounted rocker switch to engage or disengage front wheel drive, on-the-go.

And a completely automatic differential lock helps prevent wheel slippage in wet or hilly conditions.

Multi-position wheels allow various tread settings. And for safe four-wheel braking, the drive automatically engages in Lo whenever the electric or hydraulic power is off.

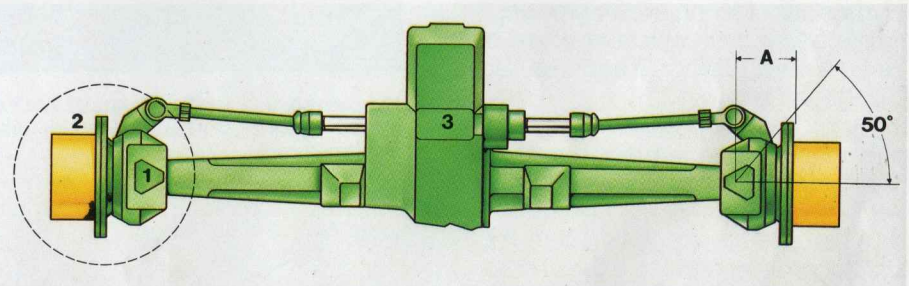
Mechanical front-wheel-drive, with front wheel lean, is available as an option on the 2040S.



Simply press a dash-mounted rocker switch to engage or disengage front-wheel drive, on-the-go.



Exclusive 12-degree castor angle (inset) allows front wheels to lean, when turning, to give a tight turning circle. Centre driveline and slim axle give excellent ground clearance.



The 12-degree castor angle (1) and hub assembly (2) are recessed deep into the wheel to reduce distance 'A' and help achieve a tight 50-degree turning angle with even large tyres. Double-rod, balanced steering cylinder (3) is safely integrated into the rear of the axle for high ground clearance.

Closed-centre hydraulics give you better control of implements and tractor.

John Deere's big capacity, high-pressure hydraulics deliver instant response, even while performing several functions simultaneously.

The closed-centre system is powered by a single variable-displacement pump, and maintains oil under high pressure in the lines between the pump and the function.

Whenever a valve is opened anywhere in the system, the response is instantaneous. Just like turning on a tap.

The pump provides exactly the amount of hydraulic pressure needed for the task – no more, no less. And when there is no demand for hydraulic power, the pump goes out of stroke, into a fully-charged standby position. Because it is not continually pumping to maintain pressure, engine power is not wasted, fuel is conserved and harmful heat build-up is reduced.

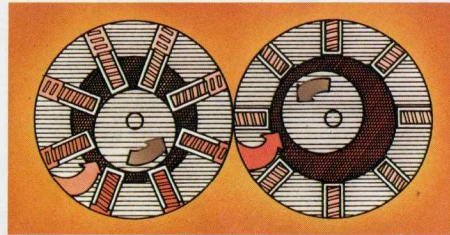
With this system, there's always plenty of power to easily lift heavy implements, even while turning.

Lower-link sensing with Load and Depth Control, gives positive response to varying load conditions.

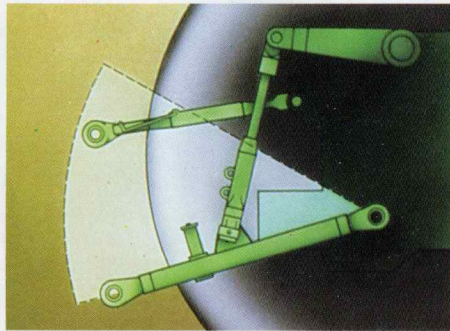
Hydrostatic steering allows precise, fingertip control, even with front-wheel drive.

Hi-Lo shifting is smooth and easy. So is PTO engagement.

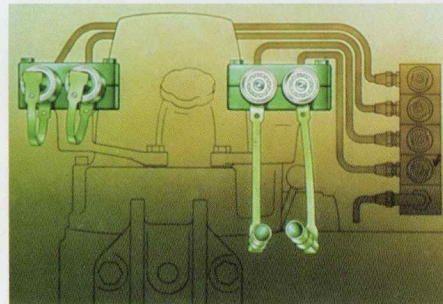
Operating on a separate hydraulic system, the hydraulic wet-disc brakes are self-adjusting and self-equalising, allowing tighter turns and safer stops with heavy loads. They operate in cooled, filtered oil and are completely sealed against dust and water.



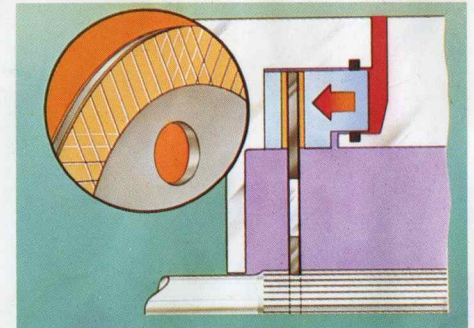
A constant pressure, variable displacement hydraulic pump powers the closed-centre system. On demand from any function, springs force pistons down on a cam drive (left) and pumping begins. With no demand, low pressure within the pump holds pistons away from cam (right) and the pump rests to conserve fuel and power and reduce heat build-up.



Extendable link ends make easy work of mounting Category I and II 3-point linkage implements.



One standard hydraulic remote control outlet is available to power single or dual remote functions. A second outlet is optional.



Inboard wet disc brakes have additional friction plate on transmission housing for positive stopping, longer service.

Operator comfort—the key to greater productivity.

The 2040S gives you the choice of the standard operator platform or the optional SG2 cab.

The roomy platform is uncluttered, with room to stretch, and all controls are coded by colour and shape for easier operation.

The instrument cluster, set in a non-glare dashboard, lets you monitor up to 14 tractor functions at a glance.

The contoured seat adjusts to your height, weight, leg-length and arm reach, and is mounted on shock-absorbing springs to give you a smooth ride.

The optional SG2 cab sets new standards of comfort and efficiency.

The noise level is an amazingly low 79.0 dB(A)*. A curved windscreen breaks up sound waves to virtually eliminate reverberation, and the insulated cab rides on special rubber mounts that screen out noise and vibration.

Comfort is outstanding. The cloth-covered, contoured seat adjusts for height and weight and a special lumbar support ensures correct support for your spinal column.

Airconditioning is standard and the cab interior is pressurised to keep out dust and pollen.

All controls are colour- and shape-coded and ergonomically positioned to fall easily to hand. Throttle, transmission and hydraulic control levers are grouped in one seatside console for easy operation.

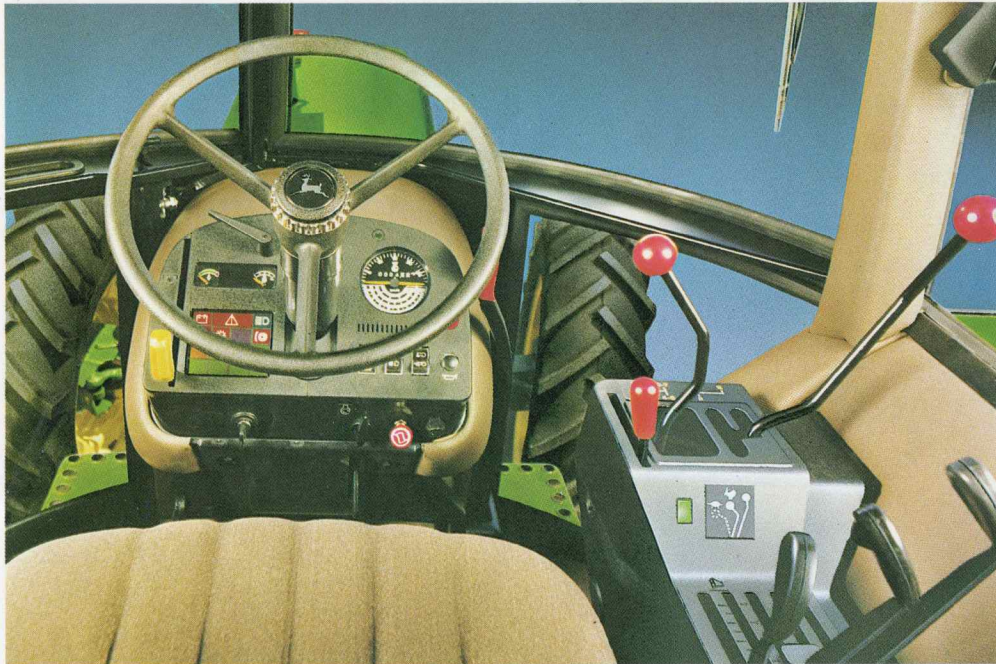
Instrumentation is superb. Up to 20 functions are displayed on a central panel, including a multi-information panel which gives you electronic monitoring of 14 important functions, at a glance.

Large tinted safety glass windows all-round give panoramic 330-degree field of vision.

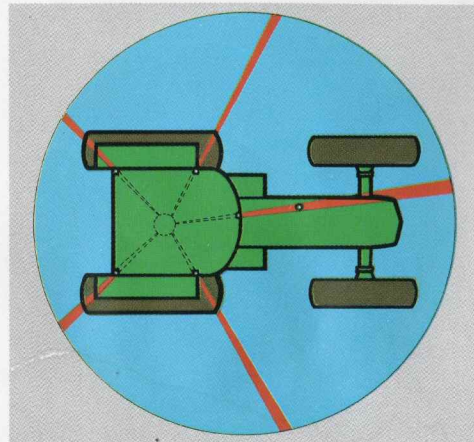
(*according to OECD tested rating)



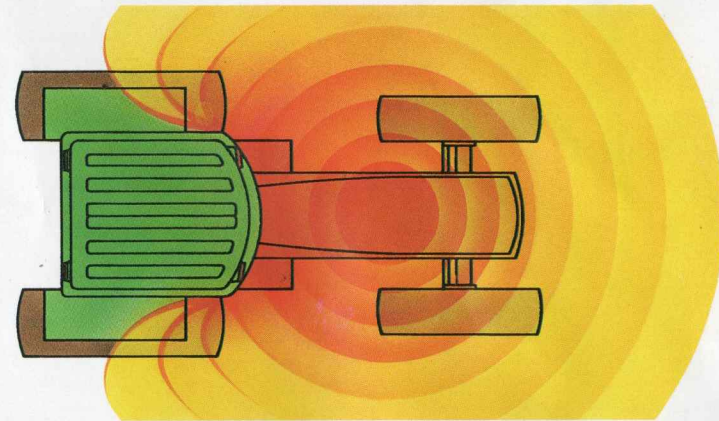
Standard open platform is uncluttered, comfortable and efficient. Controls are shape- and colour-coded. The deluxe seat adjusts to operator's height, weight and reach. New instrument cluster monitors 14 functions at a glance.



Optional SG2 cab is outstandingly quiet and comfortable. Rounded cab design, isolation mounts and heavy insulation reduce noise level to a low 79.0 dB(A)*. Contoured seat is cloth-covered and adjusts to give the best driving position for any operator. Controls are colour- and shape-coded and ergonomically placed for the easiest, most efficient operation. The cab is airconditioned, heated and pressurised. Superb instrumentation includes a multi-information panel that allows electronic monitoring of 14 functions at a glance.



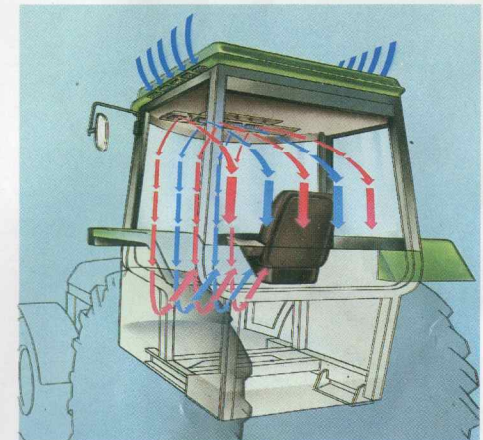
Large windows give 330-degrees all-round vision for easier, safe working.



The rounded cab design disperses sound waves away from the body to greatly reduce reverberation inside the cab. Noise rating is a low 79.0 dB(A)*



The cloth-covered, contoured seat adjusts for height, weight, reach and proper lumbar support.



Fresh air is drawn into the cab from near the roof line and distributed through 8 infinitely-variable vents to provide maximum ventilation in all conditions.



Steering column tilts and telescopes to give the best driving position and make cab access easier.

2040S Specifications

(Specifications and design subject to change without notice and can vary from country to country. Please check with your local dealer.)

Power (DIN 70020)

PTO Power at rated engine speed..... 50kW (67hp)
 Engine..... (DIN 70020) 55kW (74hp)
 Maximum torque (at 1400rpm) 246Nm (181.4 ft. lbs)
 Torque reserve.....17.1%

Engine

Number of cylinders..... 4
 Bore.....106.5mm
 Stroke.....110mm
 Displacement3.92 litres
 Compression ratio..... 16.8:1
 CoolingLiquid with centrifugal pump, thermostat and fixed by-pass.
 Lubrication.....Pressure system with full flow filter, 2500rpm
 Rated speed2500rpm
 Combustion chamber.....Direct injection
 Fuel injection pump.....Single cylinder distribution type.
 Air cleaner.....Dry type with safety element.

Transmission

Type (number of gears) Power Synchron transmission (16/8)
 Final drive..... Planetary type
 Differential lock..... Hand or foot operated, can be engaged under load
 Clutch..... Dry disc

Power take-off

Rear PTOIndependent 540 rpm standard Shiftable 540/1000 rpm optional
 Standard PTO speed..... at 2400 engine rpm
 PTO power at standard PTO speed 49kW (65hp)
 Clutch:
 Independent PTOHydraulic multiple disc

Brakes

Type..... Hydraulically actuated wet disc brakes, foot operated
 Parking brake.....Hand operated band brake

Hydraulic system

Type..... Closed centre, constant-pressure with variable-displacement multi-piston pump
 Pump displacement.....22.6cm³ (1.38 cu.in)
 Standby pressure..... 19,000 kPa (2756 psi)
 Rated working pressure 17,000 kPa (2466 psi)
 Pump capacity at rated working pressure and rated engine speed..... 47 l/min (10.3 gpm)
 Hydraulic motor operation:
 Rated working pressure 16,700 kPa (2422 psi)
 Oilflow available at rated engine speed..... 22-31 l/min (4.8-6.8 gpm)

Electrical system

Alternator55A
 Batteries..... 2 x 12V 66 Ah
 Starter.....12V 3kW (4hp)

Steering

Type..... Hydrostatic steering standard

Selective control valve

Type..... Spool-type single or double-acting

3-point hitch

Category I and II..... With telescoping draft links
 Hitch response.... Sensing through lower draft links
 Control positions..... Depth, load, load and depth, floating

Maximum lift capacity at lower hitch points:
 Draft links horizontal 25kN (5620lbs)
 Draft links fully raised..... 35.6kN (8000lbs)

Capacities

Fuel tank..... 95 litre (21 gal)
 Cooling system, with SG218 litre (4 gal)
 Crankcase (including filter) 8.5 litre (2 gal)
 Transmission/hydraulic system..... 58 litre (12.7 gal)

Tyre size

Front: 10.00 x 16 MFWD
 Rear: 18.4 x 30
 Front: 12.4 x 24 MFWD
 Rear: 18.4 x 30

Various tyre sizes available. Check with your dealer.

Dimensions (18.4 x 30 rear tyres)

Height top muffler (with SG2).....2795mm (110in)
 Height top SG22645mm (104in)
 Ground clearance below front axle:
 2WD..... 656mm (26in)
 MFWD 500mm (19.6in)
 Treads rear (steel disc wheels)
 Minimum.....1600mm (63in)
 Maximum..... 2000mm (79in)
 Adjustable in increments of..... 100mm (4in)
 Treads front
 Minimum.....1462mm (58in)
 Maximum..... 2008mm (79in)
 MFWD (with multi position wheels)
 Minimum.....1501mm (59in)
 Maximum..... 1974mm (78in)
 Overall width of tractor with SG2 2055mm (81in)
 Overall length
 Standard3735mm (147in)
 MFWD3870mm (152in)
 Wheelbase
 Standard 2280mm (89.8in)
 MFWD 2285mm (90in)
 Turning radius
 Standard (brakes released)3800mm (150in)
 MFWD (brakes released) 4100mm (161.4in)

Speeds (18.4 x 30 rear tyres)

Gear	km/h	mph	Gear	km/h	mph
1 Lo	2.5	1.6	7 Lo	17.1	10.6
1 Lo	3.2	2.0	7 Hi	21.7	13.5
2 Lo	3.5	2.2	8 Lo	23.0	14.3
2 Hi	4.4	2.7	8 Hi	29.3	18.2
3 Lo	5.0	3.1	R1 Lo	3.9	2.4
3 Hi	6.3	3.9	R1 Hi	4.9	3.0
4 Lo	6.7	4.2	R2 Lo	5.3	3.3
4 Hi	8.5	5.3	R2 Hi	6.8	4.2
5 Lo	8.6	5.4	R3 Lo	7.7	4.8
5 Hi	10.9	6.8	R3 Hi	9.7	6.0
6 Lo	11.9	7.4	R4 Lo	10.3	6.4
6 Hi	15.1	9.4	R4 Hi	13.1	8.2

Shipping Weight

2040S 3340kg (7365lbs)
 2040S MFWD 3625kg (7995lbs)



Chamberlain John Deere product support: The other half of a great product.

When you buy a John Deere product, you also get the full-scale support of your local Chamberlain John Deere dealer.

He offers the service backup and ready parts availability that's vital to the profitable operation of your equipment.

Most of the replacement parts you'll ever need are stocked right at his dealership. And he has immediate

access to computer-controlled parts inventory to speed delivery of any parts not in stock.

Dealer service people regularly take part in Chamberlain John Deere factory training programmes to keep abreast of the newest repair and service techniques.

You also benefit from your dealer's investment in the latest equipment for

his workshop.

And when it comes to warranty service, Chamberlain John Deere and your dealer are second to none.

It all adds up to product support designed to help you get the most from your John Deere tractor and farm equipment.



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Incorporated in Western Australia

