

A POWERFUL STATEMENT IN VERSATILE PERFORMANCE

NEW JOHN DEERE 75 HP (55 KW) TO 120 HP (88 KW) TRACTORS



6100

55/75-kW/hp

6200

62/84-kW/hp

6300

66/90-kW/hp

6400

73/100-kW/hp

6600

81/110-kW/hp

6800

88/120-kW/hp



6000 Series Tractor Brochure Please Note

- Model 6100 is not available.
- Front Mounted Linkage, dual front & rear wheels are non-factory sourced items that are available in Europe only.
- The cab is called ComfortGard™ and not TechCentre™.
- 40km/h Transmission is indent order only.
- 16 speed PowrQuad™ transmission (20 speed on model 6600) is standard. All other transmissions are indent only.

IMPORTANT INFORMATION

This Literature has been compiled for worldwide circulation. While general information, pictures and descriptions are provided, some illustrations and text may include options and accessories not supplied in Australia and New Zealand. Please contact your local dealer for further details. As new technology is developed rapidly, John Deere Limited reserves the right to change specifications and design without notice.

JOHN DEERE LIMITED A.C.N. 008 671 725

All-new tractors built for the way you farm today ... and in the future

Introducing the 6000 Series Tractors: Six all-new tractors built specifically to meet the challenges of farming head on.

They're solid John Deere tractors, right down to the new full-frame design. An independent structural steel frame ties together the full weight of the tractor and mounted implements. This revolutionary design increases tractor payload without increasing tractor weight, which gives you higher payloads, more fuel efficiency and less soil compaction.

Plus, you get outstanding visibility in the new TechCenter Cab ... constant power engines ... new transmission options with the new oil-cooled PermaClutch II ... a new hydraulic system ... and much more.

Read on, and discover how 6000 Series Tractors can help make you more productive today ... and down the road.



6200 62 kW/84 hp

6800 88 kW/120 hp

These new 75- to 120-hp tractors offer the power, performance, and reliability you expect from John Deere tractors ... plus all-new designs that

make them the most productive tractors in this horsepower class.

6100 55 kW/75 hp

6300 66 kW/90 hp

6400 73 kW/100 hp



6600 81 kW/110 hp

Introducing the TechCenter Cab. A visible improvement in cab design.

To start with, we moved the cab forward, ahead of the rear axle, to give you a wider entry and exit. Steps into the cab are larger, self-cleaning and adjustable. Long handrails give you safe, comfortable entry. **Inside the cab, there's more room to stand and move around.** Plenty of storage space and room for a passenger, too.

But where the improvements are most visible is in the 310° of all-round visibility. It gives you an unobstructed view of your work.

Combined with the narrow, tapered bonnet and underhood muffler, you get an unimpaired view to the front, side and rear.

The rigid, integrated 4-post cab frame not only gives you safe roll-over protection, but is also mounted to the tractor frame with

special noise and vibration damping mounts. The noise-deflecting curved doors and windows are sealed to exclude sound, dust and weather. **You get a quieter ride.** Add full insulation of the inner fenders, cab posts and roof, a thick floor mat, a fully enclosed engine compartment, underhood muffler, resilient engine mounts, and the interior sound level is as quiet as 72.5 dB(A).

Controls are easy to reach and operate, located in a sloping console to your right for optimum comfort.

Two seat choices are available: the air suspension Air Comfort Seat and the Deluxe Comfort Seat. Both have damped horizontal suspension for optimum comfort in rough terrain.

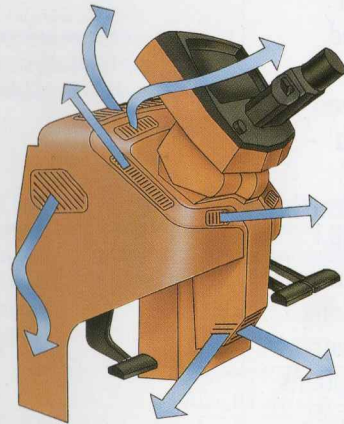


When you adjust the tilting and telescoping steering wheel, the instrument pod tilts with it. You always have a perfect view of the gauges.



The Air Comfort Seat features adjustments for size, backrest, horizontal suspension and 200° of swivel control. The seat automatically compensates for your weight.

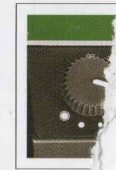




Unique air distribution centre gives you even air flow throughout the cab, with outlet directed at the feet, body and windscreen.



New two-door, walk-through cab gives you easier entry and exit from either side of the tractor.



Built-in John Deere reliability means you're more productive, more of the time. The proof? Our oil-cooled Perma-Clutch II, hand and foot brakes, front and rear PTOs, differential lock and front-wheel drive are all designed around the John Deere long-life concept. These units require little maintenance, which adds up to less cost for you. And less maintenance and repair will certainly keep you in the field longer, which makes you more productive.

Introducing the A visible improvement

To start with, we moved the cab forward, ahead of the rear axle, to give you a wider entry and exit. Steps into the cab are larger, self-cleaning and adjustable. Long handrails give you safe, comfortable entry. **Inside the cab, there's more room to stand and move around.** Plenty of storage space and room for a passenger, too.

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Combined with the narrow, tapered bonnet and underhood muffler, you get an unimpaired view to the front, side and rear.

The rigid, integrated 4-post cab frame not only gives you safe roll-over protection, but is also mounted to the tractor frame with

transmission choices: fully-synchronized 12- to 18-speed SyncroPlus*, 16- to 24-speed PowerQuad (with 4-speed power splitter) and fully synchronized creeper options with speeds down to 60 m/h. And transport speeds of 30 or 40 km/h. A front wheel drive. Pick the one that suits best for your applications.

Direct drive PTO power: 72.5 and a choice of PTO options C, D, E and 1000 rpm PTO give you constant tractor versatility (540E/1000).

Operator comfort and convenience is built in. A

Comforter, quieter (as low as 72.5 Comf), 2-door TechCenter Cab for outstanding visibility and controls at your fingertips.

Constant air flow for heat and air passing through a new auto-type selectable ventilation system designed to keep you comfortable as your new tractor.

See what you've been missing in the new, roomier cab. Plenty of room for two people – you can even add an optional lunch box.

High performance, fuel-efficient 4- and 6-cylinder engines give you solid constant power, spread over a wide working range. You also have high torque even at 1000 rpm. This means easy starting of heavy draft loads. That's what we call performance quality.

A range of 30 and 40 km/h transmissions: choose between fully synchronized SyncroPlus transmissions with 12 forward, 4 reverse, 15/5 or 18/6 gears. Or choose the PowerQuad with power splitter and power reverser for 16 forward, 12 reverse, 20/12, 20/16 or 24/16 gears (depending on model).

Tough 4WD traction with great manoeuvrability. A 52-degree steering angle, combined with 12-degree caster angle lets you make tight headland turns even with wide tyres.



not available in U.K. and



New, two-door TechCenter Cab gives you easy access from either side. Underhood muffler and unique cornerpost exhaust stack gives you 310 degree of all-around visibility.

More powerful hydraulics, teamed with the electronic lower link sensing system, give you unmatched response and precise control of implements.

With a range of different PTO options all selected at the flick of a lever, it's easy to get the right PTO speed for your jobs.

Hydraulically operated oil-cooled, long-life disc brakes require 25 percent less pedal force compared to conventional brakes.

New full-frame design gives you a low weight and stronger basic tractor - all with a higher payload. So you can handle heavier, higher performance implements - front and rear.

Long-life Perma-Clutch II is oil-cooled, with large diameter discs. You get smooth modulation for years and years of trouble-free performance even under tough loader conditions.

Built-in John Deere reliability means you're more productive, more of the time. The proof? Our oil-cooled Perma-Clutch II, hand and foot brakes, front and rear PTOs, differential lock and front-wheel drive are all designed around the John Deere long-life concept. These units require little maintenance, which adds up to less cost for you. And less maintenance and repair will certainly keep you in the field longer, which makes you more productive.

Reliability is the backbone of our new line

Reliability is built into every new John Deere 6000 Series Tractor. That means dependable, safe performance for all your jobs. And fewer repairs because we've anticipated potential problem areas and designed these tractors to eliminate them.



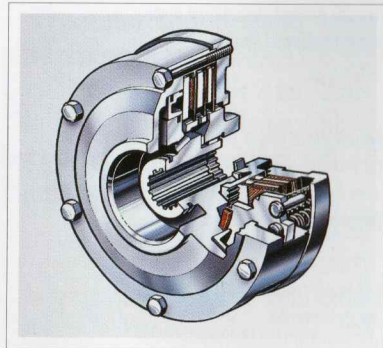
Helical cut transmission gears provide quiet, dependable performance.

New full-frame design eliminates stress on the engine and powertrain components. With a conventional block design, the engine and powertrain bear load stress. But with the new full-frame design on the 6000 Series Tractors, the frame alone carries the load, while the powertrain

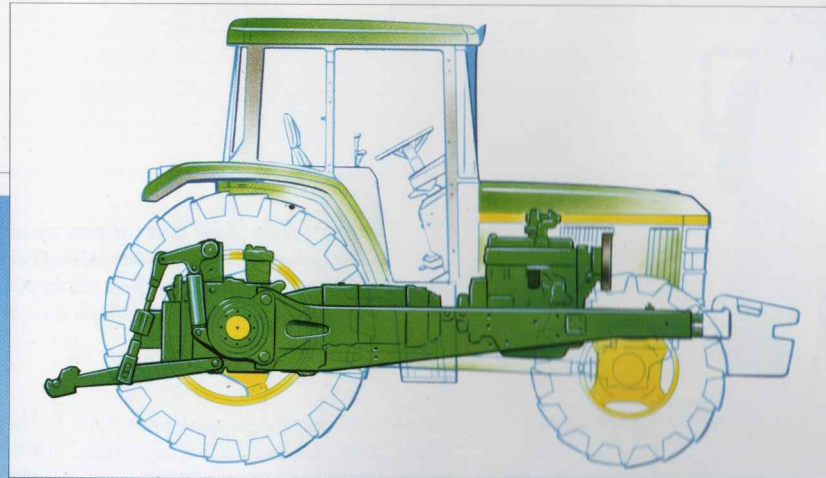
only transmits the power. That means no load stress on the engine and powertrain, plus a higher payload capacity with implements. The result is a stronger, lighter tractor with better weight distribution for less soil compaction.

In addition, implements such as a loader or a front hitch attach directly to the frame. So mounting is easier – and less expensive.

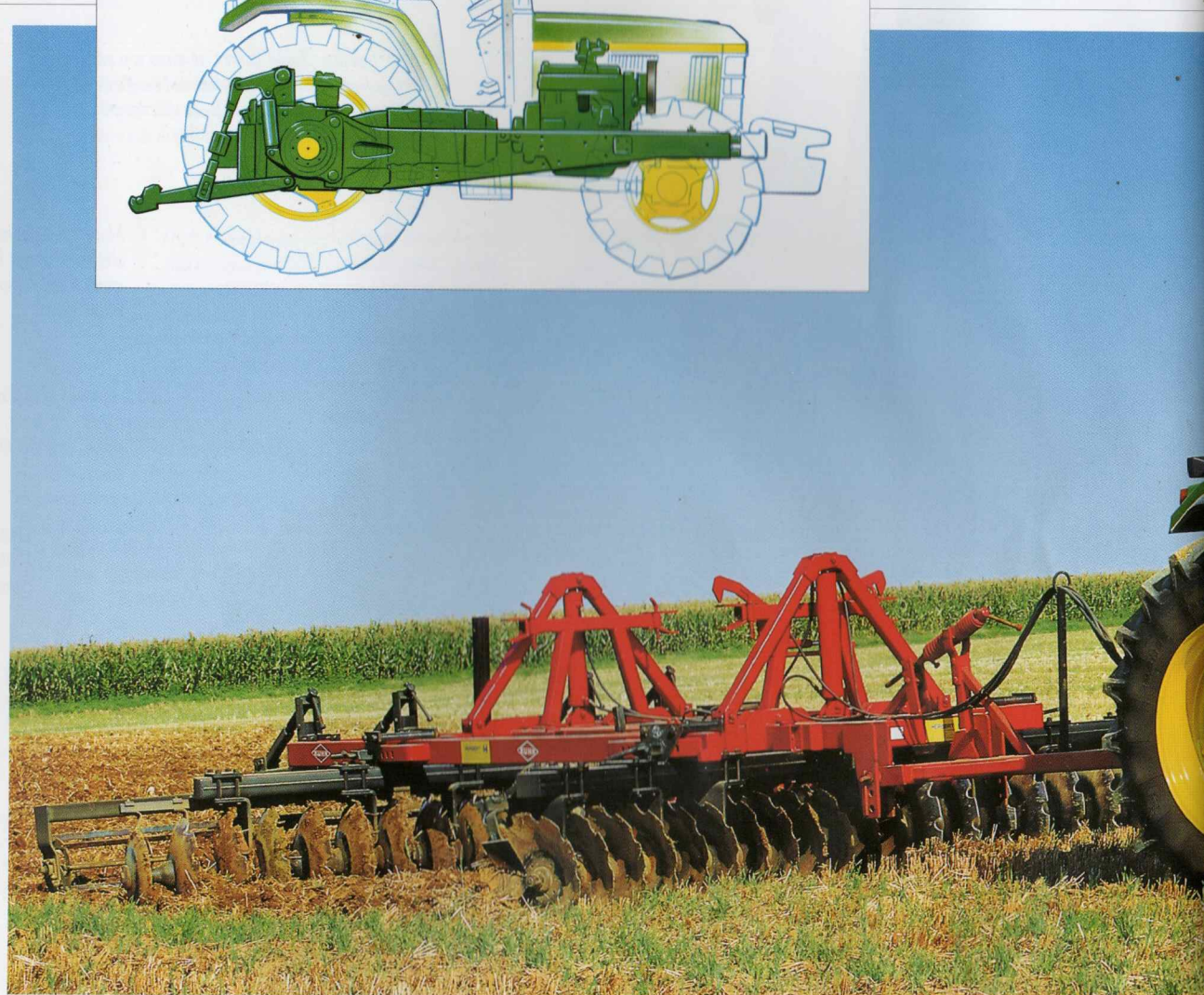
The long-life Perma-Clutch II delivers smooth operation. The oil-cooled, large diameter disc clutch has excellent heat dissipation, even under your toughest



The new Perma Clutch-II is an oil-cooled, multiple wet disc clutch with long-life design to last longer and perform better than any other clutch available.



The modular concept ensures flexibility for future upgrades. This is a major advance of the full-frame design.





frontloader operations.

Reliable transmission for all your jobs. Pressure lubricated, helical-cut gears deliver quiet reliable transmission performance. Planetary final drives spread the load evenly over three teeth so there's less stress on the gears – for longer life, more reliability.

Exceptionally rugged front axle assures reliable 4WD performance year after year, job after job.

Self-adjusting brakes stop you on time, every time. Wet-type, oil-cooled clutches and brakes give you long-life durability. And because they're hydraulically operated and self-adjusting, there's no need to adjust linkages. Full power brakes are standard on the 6800.

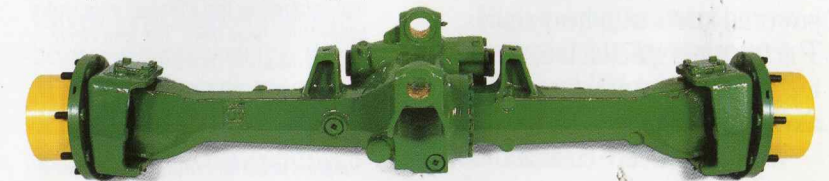
Electronic hitch control features preselection of lift height,

working depth and rate of drop to just where you want it. That's a real timesaver. And because the new hydraulic system can operate with open or closed centre valve



New electronic hitch control provides preselection which makes operation both quick and convenient.

circuits on your implements, it's compatible with all your present equipment. And your neighbour's, too.



Heavy-duty front axle features integrated balanced steering and caster angle for outstanding manoeuvrability.

Pocket the profit from constant power, high torque rise and fuel-saving efficiency

Because our new full-frame design carries the full load of the tractor and attachments, we were able to remove excess engine weight and concentrate on engine performance.

The result?

You get a steeper, faster torque rise in the main working range. So you do less shifting as your load changes. And the engine maintains constant power over a wider working range. So you can adjust the engine speed to any implement requirement. In any soil condition.

With John Deere large displacement 4- and 6-cylinder engines, you get full power even at rated PTO speed, under maximum load. High torque at engine speeds as low as 1000 rpm assure you smooth, powerful starts with heavy loads. The tractor is quieter, too, so you feel less fatigued at the end of the day.

With John Deere constant

6100: 4.5 litre 55 kW/75 hp naturally aspirated

6200: 3.9 litre 62 kW/84 hp turbocharged

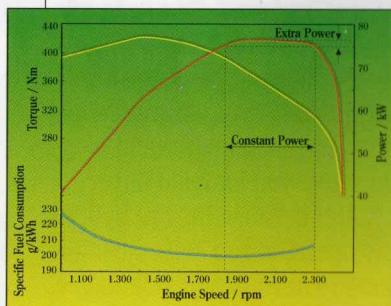
6300: 3.9 litre 66 kW/90 hp turbocharged

6400: 4.5 litre 73 kW/100 hp turbocharged

6600: 5.9 litre 81 kW/110 hp turbocharged

6800: 6.8 litre 88 kW/120 hp turbocharged

6600 and 6800 are 6-cylinder engines; all others are 4-cylinder engines. 6800 is rated at 2100 rpm; all others rated at 2300 rpm.



John Deere engines give you constant power over a wider rpm range (underlined in black), extra power on top (red line), an extremely steep torque rise (yellow line), and outstanding fuel efficiency even under heavy loads (blue line). The John Deere 6400 is the world record holder for fuel economy, according to OECD test No. 1427 in 1993 (200 g/kWh at max. power). The optimum specific fuel consumption at 80 % of rated performance is even lower with 198 g/kWh.

Cross flow cylinder head provides excellent gas exchange and keeps the air intake manifold cool.

New larger valve head diameters contribute to free engine breathing for optimum fuel combustion.

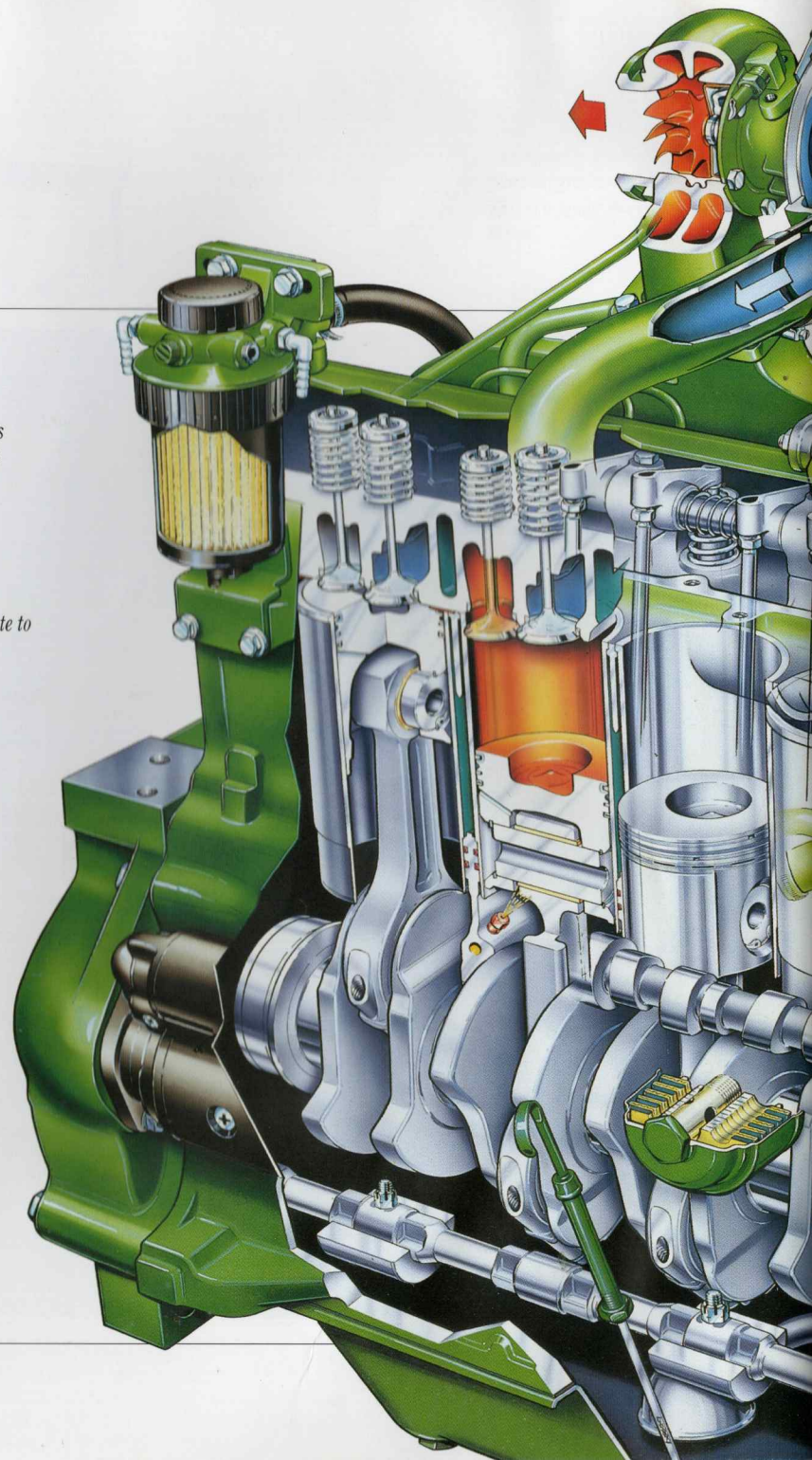
Replaceable wet cylinder liners give optimal heat dissipation for long engine life.

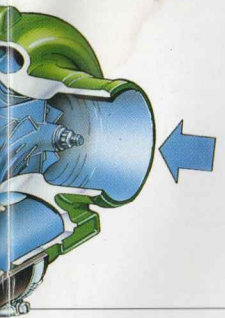
Piston spray cooling eliminates hot spots, increases engine life.

The engine oil filter is easily accessible, and positioned vertically with the open end up for cleaner, easier installation and no-spill removal.

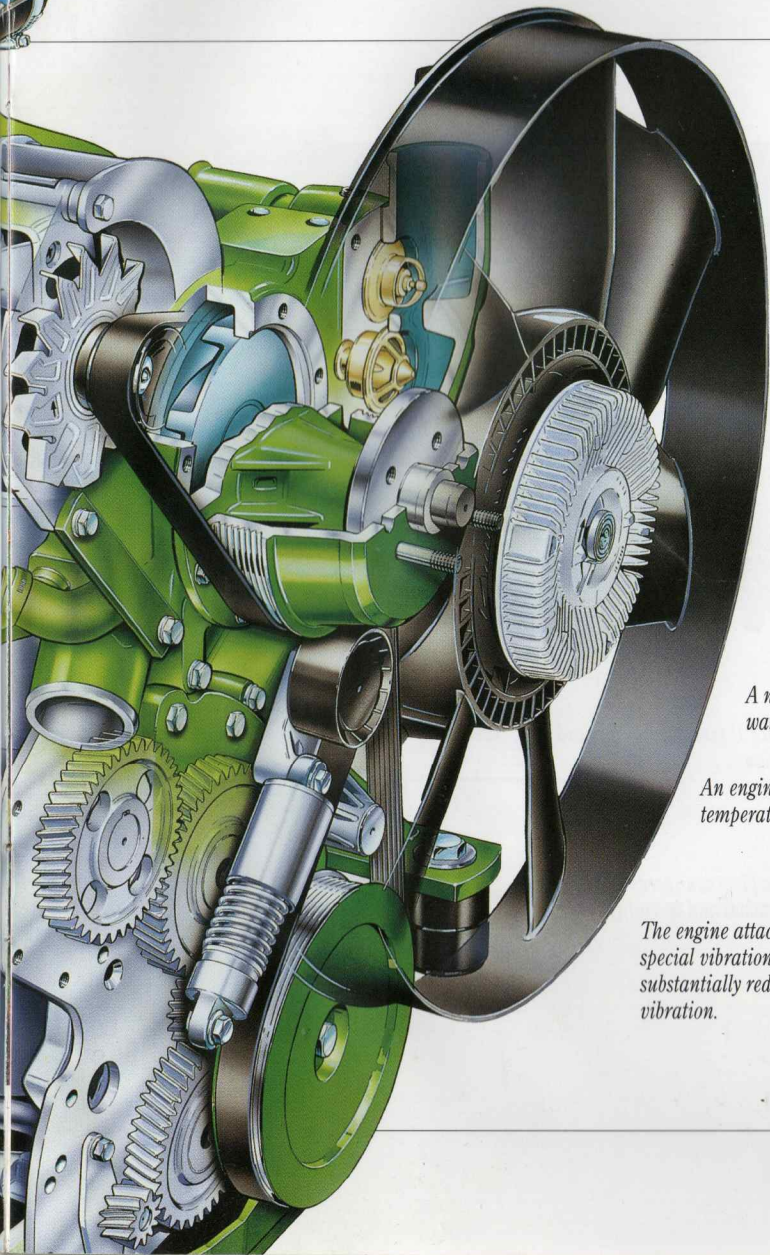
Automotive-type electric key shutoff is fast and convenient to operate.

Two balancer shafts counteract engine vibration on the 4-cylinder engines. You get a smoother running engine, longer component life and less vibration.

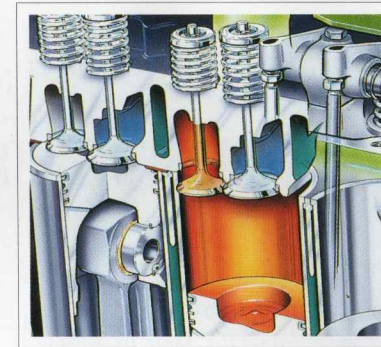




Turbochargers provide better torque, improved fuel efficiency, and lower emissions.



New intake and exhaust valves feature larger diameter heads and narrow stems.



The quieter viscous drive saves fuel and power, yet delivers faster engine warm-up. Collar fan design provides positive, uninterrupted air flow for better cooling.

Closed cooling system eliminates spills and is maintenance free.

Precise fuel injection with a multi-piston distribution type injection pump.

A poly V-belt with an automatic belt tensioner drives all external engine components – no maintenance required.

Low-friction, high-ring pistons save power and reduce compression loss for better cold-weather startups, higher torque at low engine speeds, and improved fuel economy.

A new canister-type fuel filter also provides water separation capability.

An engine oil cooler controls engine temperature and reduces oil breakdown.

The engine attaches to the full frame with special vibration absorbing mounts to substantially reduce engine noise and vibration.

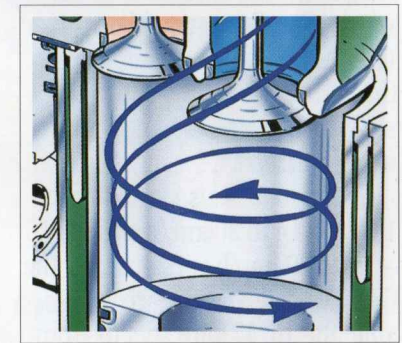
combustion is achieved, which gives you constant power at any point throughout the wide working range.

In addition, the new valves are equipped with rotators and contoured, replaceable inserts. This provides precise valve

power, you don't lose productivity, even when you upshift/throttle down to a more efficient engine speed. **These John Deere engines produce up to 2.8 kW (4 hp) extra power under tough conditions** when required, and are still producing about the same horsepower at 1800 rpm as they do at the rated speed of 2300 rpm (6800 – 2100 rpm).

Constant power begins with the all-new cylinder head. Larger, smoother internal passages provide unrestricted air flow. Air intake swirl ports are carefully matched to the combustion chamber design and fuel injection system.

New intake and exhaust valves have a larger diameter head and narrow stems. Result? More air for complete combustion of fuel. With this optimum fuel to air mixing, precise, controlled



Air intake swirl ports are perfectly matched for excellent combustion.

function for long service life, less smoke and, hence, less pollution.

High torque, constant power, better reliability, fuel-saving efficiency at all loads. It all adds up to performance quality ... from John Deere.

Versatile transmissions shift easily to match your work load

Innovative new transmission options make it easier than ever to tailor your tractor to your farming needs.

The innovative new PowrQuad transmission gives you the ultimate, shift-under-load ease without clutching. For instance, the hard-working 24 forward/16 reverse speed PowrQuad (shown right) lets you shift through the four-speed power splitter without clutching – even under full load.

PowrQuad is also available in 16/12 – 2.4 to 30 km/h and 20/16 – 1.4 to 30 km/h versions. For the 6800 two alternatives are available: the 16/12 with speeds from 1.4 to 30 km/h, and the 20/12 – 1.4 to 40 km/h.

All four versions feature a power reverser with neutral position. No clutching from forward to reverse makes the PowrQuad ideal for front loader operations.

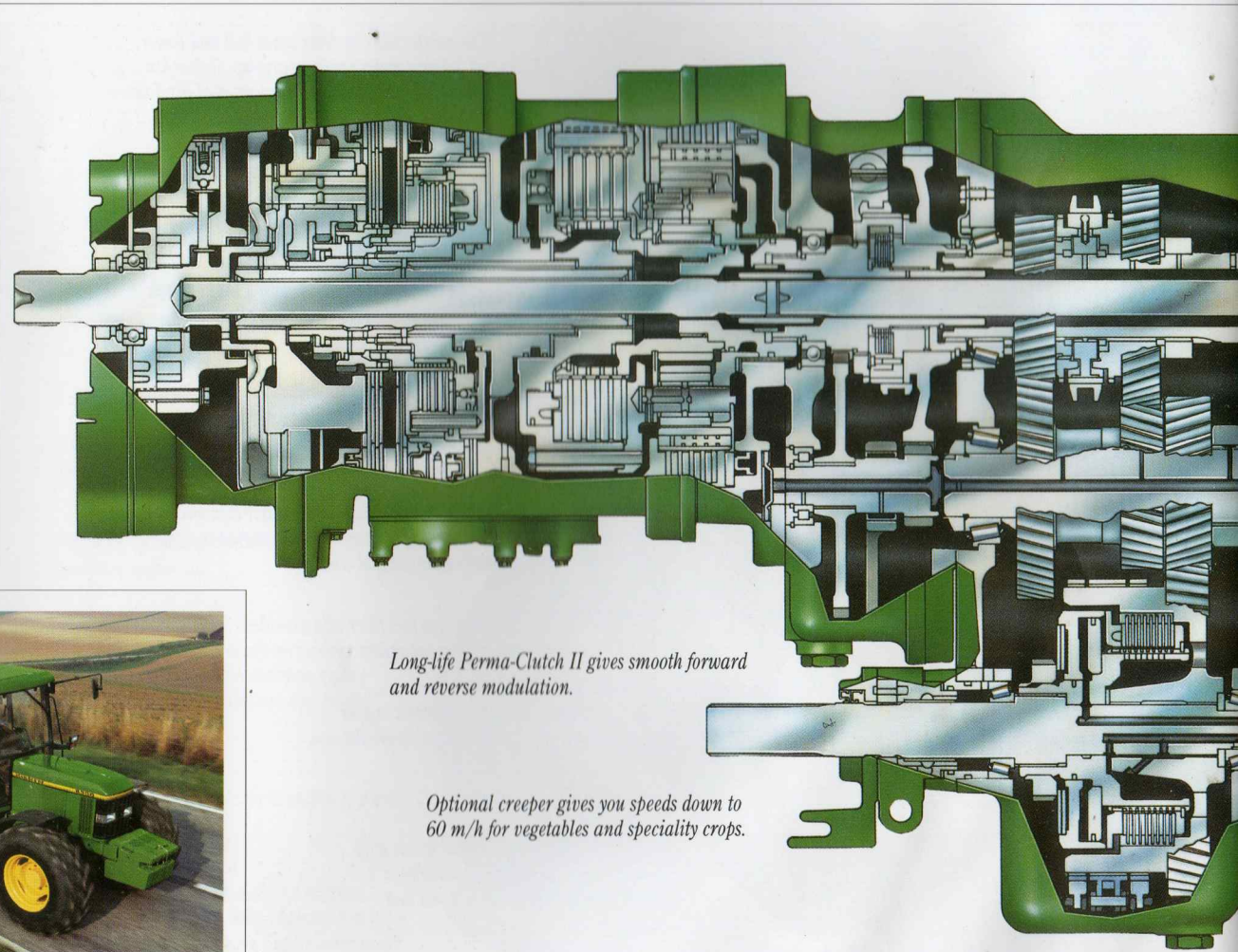
The neutral-to-gear function can be engaged using the power reverser lever for drive in either direction. Control is provided by hand or by foot clutch for optimum convenience during respective operations – for loaders or tight headland turns.

Creep options are available for all PowrQuad transmissions, giving you an additional powershifted 12 forward and 12 reverse speeds (6800 – 16/12 respectively 20/12).

For economical performance on level terrain or homogenous soil conditions,

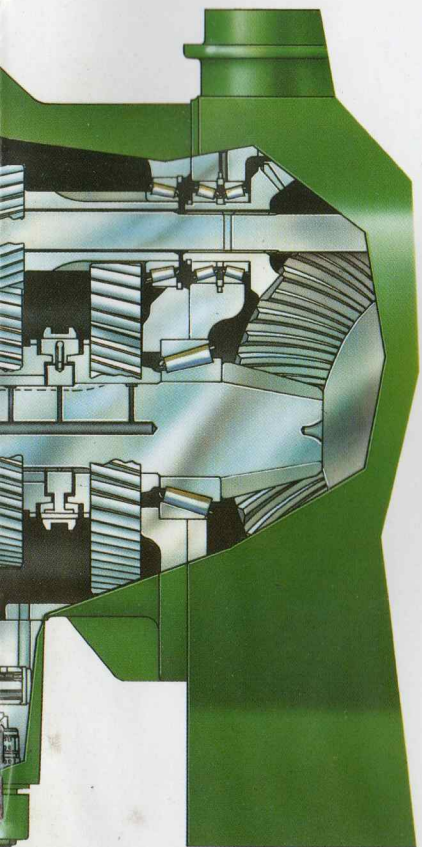


Large-diameter planetary packs spread loads evenly over the gears, providing unsurpassed dependability.



Long-life Perma-Clutch II gives smooth forward and reverse modulation.

Optional creeper gives you speeds down to 60 m/h for vegetables and speciality crops.



Planetary gears keep drive stresses within the gear-set, allowing the use of alloy casings for weight reduction and precise oil control.

The transmission is mounted between the engine and differential case, fully isolated from frame-stress, for greater longevity.

All PowerQuad transmissions, like the 24/16 shown below, let you choose the range and shift effortlessly (without clutching) up or down to match speeds to working conditions.

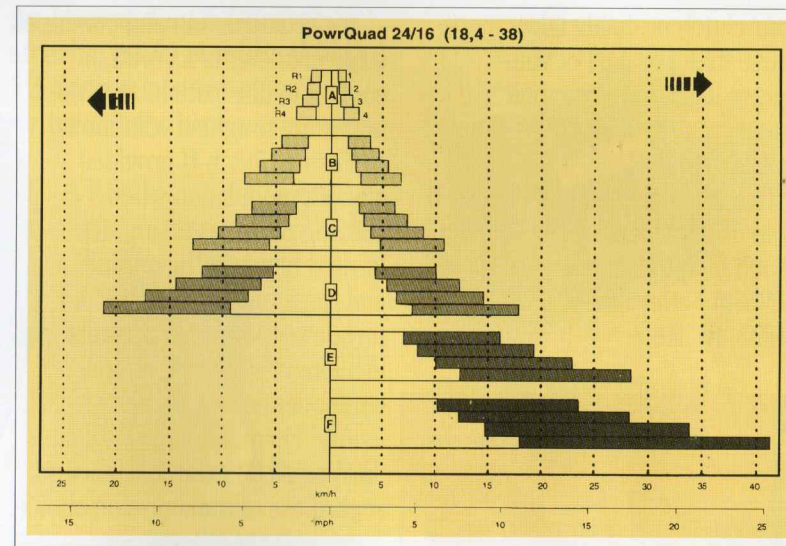
choose one of three fully-synchronized SyncroPlus Transmissions.

Full synchronization allows you to shift on-the-go in both speeds and ranges. You just push in the clutch and select.

SyncroPlus transmissions are available with 12 forward/4 reverse speeds from 2.3 to 30 km/h. A 15/5 version gives speeds from 1.4 to 30 km/h and an 18/6 from 1.4 to 40 km/h (available for 6100 to 6400).

A 9-forward/3-reverse speed creeper is optional for all three SyncroPlus transmissions.

Plus, all transmissions feature the new long-life PermaClutch II wet-disc clutch, the finest clutch ever built for this horsepower class.



24/16 transmission provides:

- 9 speeds in the main field working range of 4 to 12 km/h.
- 6 speeds from 1.5 to 4 km/h for slow PTO work.
- 2 speeds below 2 km/h.
- 13 speeds above 10 km/h for fast field operations (i.e. mowing) up to 40 km/h transport.

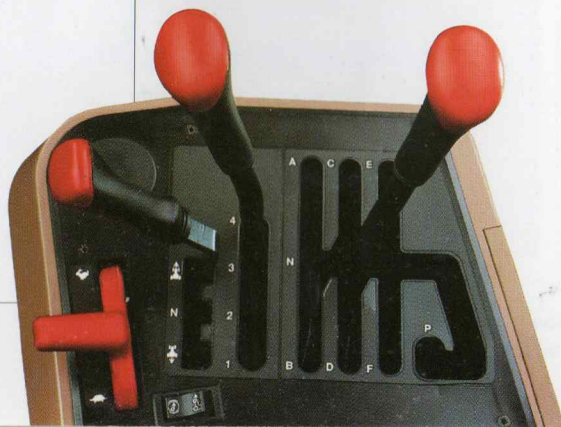
A new design featuring John Deere's low-friction transmission bearings reduce power losses through the drivetrain.

Helical cut gears with pressure lubrication provide quiet and reliable transmission function. Planetary final drives spread the load evenly for long life.

If you work in wet, slippery conditions, you'll like the electro-

hydraulically operated differential lock. Simply lock it and leave it. Release the differential lock with a touch to the brake pedal.

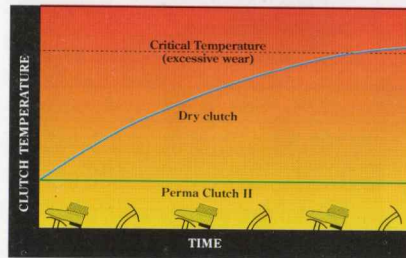
More versatility, more operator ease, fuel-saving performance, top-notch reliability ... that's what you get with all John Deere transmissions.



New Perma-Clutch II ... the most durable clutch we've ever built

Your clutch probably takes more abuse than any part of your tractor. That's why we took special care in designing the new Perma-Clutch II.

The long-life Perma-Clutch II is an oil-cooled, multiple wet disc clutch built to last longer and perform better than any other clutch available.

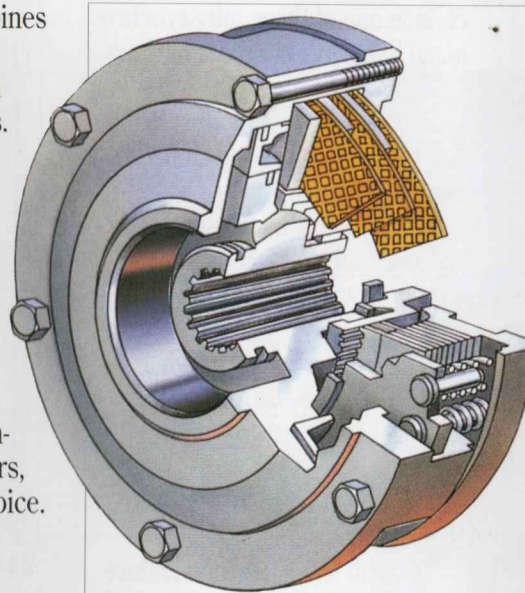


With frequent, heavy duty clutch operation dry clutches absorb and retain heat, Perma-Clutch II cools after each engagement, preventing heat from building to damaging levels.

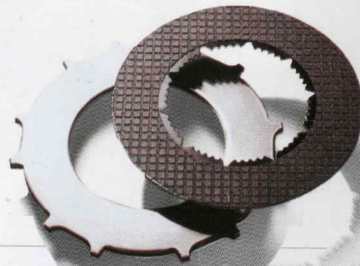
It's self-adjusting and combines large-diameter discs with oil cooling to dissipate heat, even under the toughest conditions.

Perma-Clutch II provides smooth modulation when starting off or reversing. It's located between the engine and transmission in a low-torque section, which results in a longer service life for components.

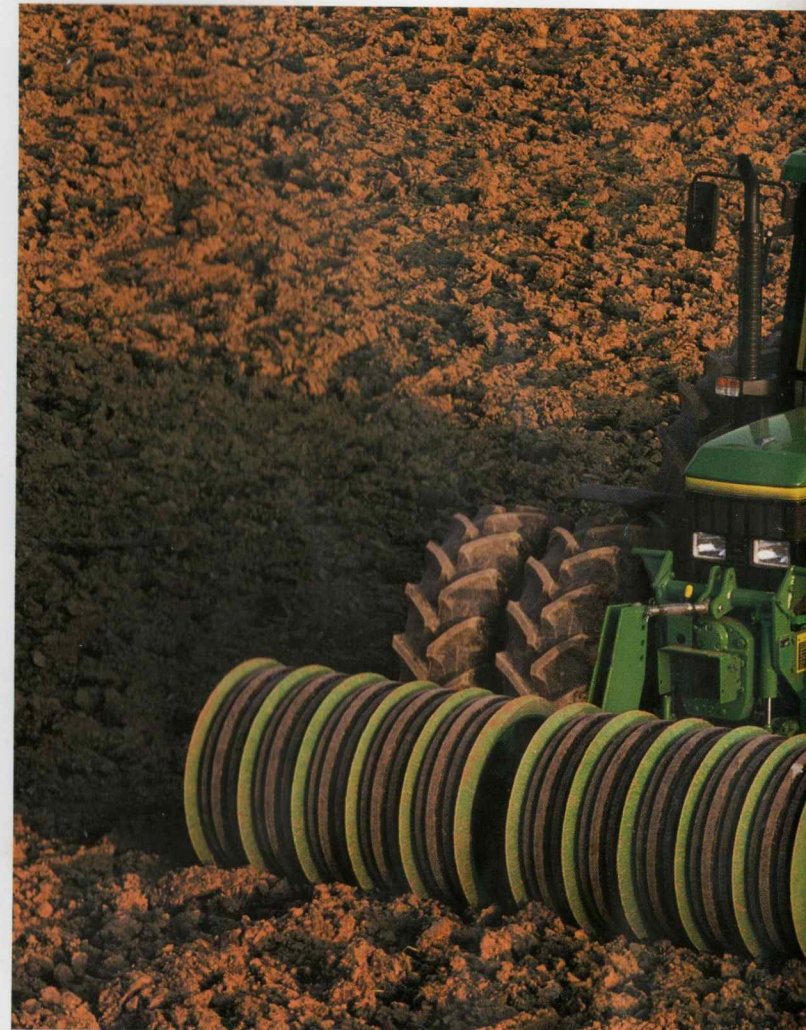
And Perma-Clutch II is standard on all 6000 Series Tractors, regardless of transmission choice.



Multiple discs disengage quickly and completely for effortless gear changing. They are oil-cooled to help dissipate heat.



Large 225 mm diameter discs have greater mass and more surface area to reliably transfer high loads.



4WD traction, easy manoeuvrability



An outstanding 52-degree steering angle combined with 12-degree caster angle delivers tight turns, even when



12-degree caster angle gives John Deere tight 4-wheel drive turning.

you have the front axle equipped with wide tyres. The field-proven self-locking differential reduces slippage and provides more traction.

The sturdy, oil-cooled front-wheel drive clutch performs reliably, even with large front-mounted implements.

Planetary driven axles with centre line drive give you high



The durable front-wheel drive clutch is designed to transfer high torque reliably to the front wheels.

ground clearance. And steering is always feather light with the integrated balanced hydrostatic steering cylinder.

Four-wheel drive is easily engaged with a rocker switch on the console. To disengage, just flip the rocker switch.

Additional 4 WD brake action is standard on all 30 and 40 km/h tractors. The 4WD clutch is automatically engaged whenever the footbrake is applied for additional braking safety, especially in fast road transport.

Plenty of PTO choices let you make the most of your power

The new 6000 Series Tractors deliver PTO power faster, smoother, and safer – and now there are four versions to choose from to optimize your use of the engine's power.

For example, the 540/540E/1000 rpm PTO option is triple shiftable for excellent versatility and fuel economy. The 540E setting lets you run at an economical and quiet 1684 engine rpm (6800: 1730 rpm). Regular 540 is produced at 2017 engine rpm. Or, choose the dual-shiftable 540/1000 option. The 6800 features a 540E/1000 shiftable PTO.

PTO speed options take advantage of the John Deere constant power engines. Full PTO power is available from



PTO option	PTO speed (rpm)	Engine speed (rpm)	Stubshaft/No. of splines
REAR Single 540	540	1991	6
Dual shiftable 540/1000	540 1000	2017 2208	6/21 reversible
Triple shiftable 540/540E/1000	540 540E 1000	2017 1684 2208	6/21 reversible
Dual shiftable 540E/1000	540E 1000	1730 1973	6/21 reversible
FRONT 1000 1000	1000 1000	2154 2172	21 6

almost all PTO versions.

The rear (and optional front) PTOs feature an electro-hydraulically operated multi-disc clutch that's oil cooled for long life.

New electronically-modulated engagement provides smooth, shock-free engagement of the PTO, powershafts and implements.

To engage the PTO, simply lift and turn the yellow knob on the console. To disengage, just push the knob down. It's that easy.

The 6/21 spline subshafts can be reversed without loss of transmission oil.

The full-frame design lets you work with heavier front-mounted implements than ever before (front 1000 rpm PTO optional; front mowers not available in U.K. and Ireland).



Special retractors on the brake pistons eliminate drag for better fuel economy. Brakes are self-equalizing to ensure even braking.



Safe braking power with less pedal effort

Safe, sure stops. With 25 percent less pedal force. That's the promise of John Deere's new dual-stage brakes.

The 6800 features full power hydraulic brakes in line with its higher load carrying/pulling capability.

The wet-disc brakes are oil cooled to provide excellent heat dissipation. They're self adjusting, so you won't have to adjust the linkages.



The oil-cooled, self-adjusting disc brakes provide sure stopping power and long-life performance.

Plus, you'll save on fuel costs. A retraction system keeps the piston away from the disc.

New hydraulics give you more flow, more capacity, more control ... and a lot more

John Deere is known for outstanding tractor hydraulics. And this is the finest, most responsive system we've ever designed.

The new Pressure Flow Compensated (PFC) system has a low standby pressure. This puts less stress on the system and cuts energy losses. A unique sensing system communicates when pressure and flow are required. The pump provides it instantly for shorter cycle times and plenty of power to handle any hydraulic application available – even heavy implement combinations. **And the new system is compatible with all available implement hydraulic systems.**

Our new external rockshaft design and 3-point hitch design put all the main components (main pump, hitch control valve, lift cylinders and SCVs with couplers) close together. Pressure lines are short, so you get

The John Deere developed stepper motor gives direct hitch valve control for precise hitch position and working depth control.



All SCVs feature new couplers that can be connected and disconnected, even under pressure.



New electronic sensing system controls let you raise and lower implements at the touch of a switch.



Fender-mounted remote control switches make 3-point hitch implement hookup easier.

fast response without losses.

The new electronic sensing system makes hydraulic operation quick and easy with a quick raise-and-lower switch. You get better sensitivity, allowing you to react to changing soil conditions, so a precise working depth is maintained. Just tap the rocker switch to raise the implement to the pre-selected height. Tap again to lower the implement at your pre-set drop rate to the pre-selected depth. There's a control to mix load and depth to implement requirements and soil conditions.

Attaching and removing implements is easy, with conveniently placed remote control switches for the electronic hitch mounted on both rear fenders.

You can now get double-acting Selective Control Valves (SCV) in three different configurations. The Standard

(100 series) features detents and a float position. The Deluxe (200 series) has selectable detents and a flow control. The Super Deluxe (300 series) provides temperature compensated flow control and 3-way selectable detents including a kick-out facility.

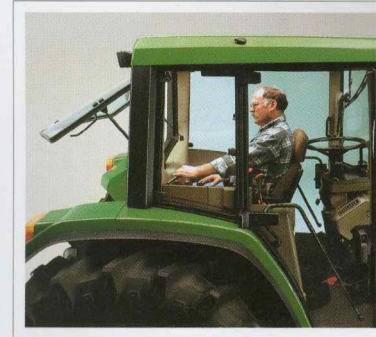
Up to four valves may be fitted in any combination to meet your every need – from simply tipping a trailer, to precise control of hydraulic motor speeds – on fertilizer spreaders for example.

But the choice doesn't end there. You can select between two coupler versions. Both allow coupling and uncoupling with pressure from the implement side. With the Deluxe coupler, it is also possible from the tractor side.

How to turn comfort into productivity

John Deere lets you tailor your work environment to fit your needs. You're more comfortable, relaxed. And with everything so convenient, long days don't seem that long.

Several options are available that let you fine-tune your working environment for more comfort, convenience, and greater productivity, while working in the field or during fast transport. See your dealer for details.



All seats equipped with a swivel feature can also be turned 180° to give reversed operator seating for special stationary applications, such as ditchers or forestry loaders.



Dual Gauge Plus provides a digital display of engine rpm, forward speed, front and rear PTO rpm and engine hours, all at the touch of a switch.



A large removable roof hatch lets in plenty of fresh air, and can be opened to the front or rear. Two positions are selectable.



Large, adjustable telescopic mirrors give you a safe and comfortable view to rear implements and traffic.



A rear wiper with optional washer keeps you working safely in the wet.



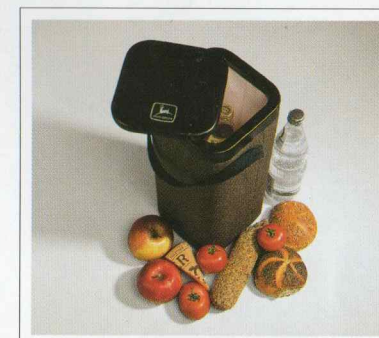
Now your passenger has a roomy seat right next to you. Seat conveniently folds up when not in use.



Four roofline and two beltline worklights (opt.) brighten up fieldwork at night. Up to 3 rear worklights complement the all-round illumination.



An integrated front PTO is available to help increase your productivity. A range of front hitches is available as allied equipment (depending on country).



A removable, insulated lunch box has room for at least two, one-litre bottles. Stores conveniently behind the seat.



Three different exhaust stack options are available: cornerpost, vertical and horizontal (horizontal not for 6600 and 6800 tractors).*

*Horizontal exhaust not available in UK or Ireland.



The tractor cab stays closed and sealed when you use this optional routing system for implement monitor cables.



The new push-back pick-up hitch gives you an excellent view of the hook for easy coupling.



A creeper, available on all transmission versions, gives forward speeds as low as 60 m/h – that's just 1 metre per minute!

SPECIFICATIONS

(Specifications and design subject to change without notice and may vary from country to country.)



A quick look at these specifications should convince you that the 6000 Series Tractors are the finest tractors available in this horsepower class. See your John Deere dealer for further information.

\$64000 2wd 195T

ENGINE PERFORMANCE

Power, ECE-R24 at rated speed

- with viscous fan drivekW (hp)

Maximum powerkW (hp)

ENGINE

Number of cylinders/displacement... cm³

Bore/Stroke mm

Rated speed l/min

Torque reserve..... %

Constant power range l/min

Specific fuel consumption at max. Power g/kWh

Cooling.....

Fan.....

Fuel injection pump.....

Air Cleaner.....

CLUTCH

Clutch.....

TRANSMISSION

SyncoPlus

12/4 - 2.3 to 30 km/h.....

15/5 - 1.4 to 30 km/h.....

18/6 - 1.4 to 40 km/h.....

PowrQuad

16/12 - 2.4 to 30 km/h.....

16/12 - 1.4 to 30 km/h.....

20/16 - 1.4 to 30 km/h.....

20/12 - 1.4 to 40 km/h.....

24/16 - 1.4 to 40 km/h.....

Differential lock.....

PTO - REAR

PTO Clutch.....

Type: 540.....

shiftable 540/1000.....

shiftable 540E/1000.....

shiftable 540/540E/1000.....

PTO - FRONT

Clutch.....

Type.....

	6100	6200	6300	6400	6600	6800
Power, ECE-R24 at rated speed	55 (75)	62 (84)	66 (90)	73 (100)	81 (110)	88 (120)
- with viscous fan drive	57.8 (78.6)*	65.4 (88.9)*	69.8 (94.9)*	76.5 (104.0)*	83.0 (113.0)	90.0 (122.0)
Number of cylinders/displacement	4/4530	4T/3920	4T/3920	4T/4530	6T/5880	6T/6786
Bore/Stroke	106.5/127	106.5/110	106.5/110	106.5/127	106.5/110	106.5/127
Rated speed	2300	2300	2300	2300	2300	2100
Torque reserve	38.3*	33.3*	30.9*	34.3*	35.3	34.0
Constant power range	2000-2300*	1900-2300*	1860-2300*	1830-2300*	1840-2300	1680-2100
Specific fuel consumption at max. Power	214*	207*	206*	200*	209	208
Cooling	Liquid, closed system, maintenance-free					
Fan	Viscous drive, collar type					
Fuel injection pump	Multi piston distributor type					
Air Cleaner	Dry type with safety element, quick release					
Clutch	Oil-cooled Perma Clutch II, 225 mm diameter discs					
Transmission	fully synchronized transmission including synchronized reverser					
12/4 - 2.3 to 30 km/h	•	•	•	•	-	-
15/5 - 1.4 to 30 km/h	•	•	•	•	-	-
18/6 - 1.4 to 40 km/h	•	•	•	•	-	-
PowrQuad	four powershift gears including power reverser with neutral position					
16/12 - 2.4 to 30 km/h	•	•	•	•	-	-
16/12 - 1.4 to 30 km/h	-	-	-	-	-	•
20/16 - 1.4 to 30 km/h	•	•	•	•	•	-
20/12 - 1.4 to 40 km/h	-	-	-	-	-	•
24/16 - 1.4 to 40 km/h	•	•	•	•	•	-
Differential lock	Electro-hydraulically actuated, oil cooled multi disc					
PTO Clutch	Independent oil cooled multi-disc, electro-hydraulically actuated					
Type: 540	•	•	•	•	-	-
shiftable 540/1000	•	•	•	•	•	-
shiftable 540E/1000	-	-	-	-	-	•
shiftable 540/540E/1000	•	•	•	•	•	-
PTO - FRONT Clutch	Independent oil cooled multi-disc, hydraulically actuated					
Type1000, clockwise/counter-clockwise					

* OECD TEST VALUE



6 1 0 0

6 2 0 0

6 3 0 0

6 4 0 0

6 6 0 0

6 8 0 0

BRAKES

Type..... Oil cooled disc, hydraulically actuated, self-adjusting, self-equalising and Power brakes
 Hand brake..... Independently operated, oil cooled.....

HYDRAULIC SYSTEM

Type..... Closed centre, power on demand, variable pressure and flow.....
 Pump capacity..... l/min..... standard 60/optional 96.....
 Max. pressure..... bar..... 200.....

THREE-POINT HITCH - REAR

Type of lower links..... fixed telescopic or hook-type quick coupler.....
 Category..... II..... II..... II..... II/III N..... II/III N..... II/III N.....
 Hitch response/Features..... Electronic lower link sensing/Selfdiagnosis.....
 Sensing modes..... Load & depth control, infinite mix, float.....
 Remote hitch control..... Optional on both fenders.....
 Max. lift capacity..... kN..... 37.8*..... 46.2*..... 50.4*..... 57.2*..... 60.6..... 67.1.....

SELECTIVE CONTROL VALVES

Type..... Spool type, single and double acting, optional flow adjustment, selectable detents.....
 Max. number of SCV's..... 4..... 4..... 4..... 4..... 4..... 4.....

STEERING

Type, 4WD and 2WD..... Hydrostatic steering.....

TWO-WHEEL DRIVE**FOUR-WHEEL DRIVE**

Clutch..... Oil cooled, engage/disengage on-the-go, under full load.....
 Caster angle..... 12°..... 12°..... 12°..... 12°..... 12°..... 12°.....
 Steering angle..... 52°..... 52°..... 52°..... 52°..... 52°..... 52°.....
 Differential lock..... Self locking differential.....
 Turning radius without brakes (4WD)..... m..... 4.41..... 4.41..... 4.41..... 4.41..... 4.95..... 5.12.....

ELECTRICAL SYSTEM

Alternator..... A..... standard 85/optional 120.....
 Batteries..... Ah..... 110 std./154 opt..... 110 std./154 opt..... 110 std./154 opt..... 110 std./154 opt..... 154 std./174 opt..... 154 std./174 opt.....
 Starter..... kW..... 3.0..... 3.0..... 3.0..... 3.0..... 3.4..... 3.4.....

CAPACITY

Fuel tank..... l..... 160..... 160..... 160..... 160..... 207..... 207.....
 Hydraulic/transmission oil..... l..... 53..... 53..... 53..... 53..... 53..... 56.....
 Cooling fluid..... l..... 13.5..... 13.5..... 13.5..... 13.5..... 15.5..... 15.5.....
 Crankcase..... l..... 12..... 12..... 12..... 12..... 14..... 16.....

CAB

Number of doors, standard..... 2.....
 Angle of allround vision..... 310°.....
 Full length roof hatch..... Front or rear hinged/2 opening positions.....
 Climate control..... 4 speed blower, heating and air conditioning (opt.).....
 Air distribution..... Automotive type 4 way selectable ventilation.....
 Sound level under full load..... dB(A)..... 75.0*..... 72.5*..... 73.0*..... 73.5*..... 75..... 75.....
 Adjustable steering wheel..... telescoping and tiltable.....

CHASSIS

Structure..... Full frame, rigid steel bridge type.....
 Drive train assembly..... Modular units.....

DIMENSIONS

Tyre size/tread setting..... mm..... 13.6R24..... 14.9R24..... 14.9R24..... 16.9R24..... 16.9R26..... 16.9R28.....
 16.9R34/1712..... 16.9R38/1716..... 16.9R38/1716..... 18.4R38/1716..... 18.4R38/1816..... 20.8R38/1792.....
 Length..... mm..... 4144..... 4174..... 4174..... 4211..... 4501..... 4563.....
 Height..... mm..... 2643..... 2693..... 2693..... 2718..... 2808..... 2883.....
 Width..... mm..... 2175..... 2179..... 2179..... 2220..... 2320..... 2362.....

WEIGHT

Minimum shipping weight - 4WD..... kg..... 3900..... 3950..... 4000..... 4100..... 4650..... 4990.....
 Maximum permissible weight..... kg..... 6800..... 6800..... 7500..... 7500..... 8200..... 8600.....
 Maximum payload..... kg..... 2900..... 2850..... 3500..... 3400..... 3550..... 3610.....

* OECD TEST VALUE

To help preserve the environment, John Deere uses composite material coded for recycling and ozone-friendly refrigerants. In addition, John Deere 6000 Series tractors may be operated using rape based fuel (RME), bio-degradable transmission and hydraulic oil and bio-degradable grease.

Easy servicing gives you more time in the field

Two engine service doors – right side and left side – provide easy access to the engine, fuel filter, oil dipstick, filler cap, and oil filter. In addition, the oil filter is placed vertically, with the open end up. Easy in, easy out, no mess.

The easy-to-read transmission and hydraulic oil dipstick is a one-piece unit with the filler cap. It's waist high and is easy to reach, with unobstructed access.

Replaceable, paper air filters for the cab are located outside the cab. They're easily reached from the ground and are removable without tools. Each time the door is closed, the filters clean themselves. Dirt and dust is deposited in a convenient clean-out area.



The cab tilts 85 degrees for easy dealer access for overhauls and upgrades. Brakes, steering, air conditioning and heater, gear shift cables, SCV cables and the wiring harnesses all stay connected.

The hood tilts back 70 degrees for good access to the engine, radiator and engine air cleaner. The cartridge changes easily without tools.

The poly V-belt is equipped with a self-adjusting belt tensioner.

A quick detach front grill gives you easy access to the high-capacity battery.

With a little preventative maintenance, your new 6000 Series Tractor will keep you in the field longer, making you more productive.

Service times have been cut to a minimum, because service points are easier to access. Intervals have been extended to 250 hrs for engines and 1500 hrs for transmission oil changes. And components that used to require special attention, such as the brakes and clutches, have been built to last longer with little or no servicing.

Plus, all six tractors are backed by the best parts and service available today ... at your John Deere dealership. No matter how big the job, you can count on your dealer and factory-trained technicians to help keep your machines running.

See your John Deere dealer today and take a look at six all-new tractors.



RELIABILITY IS OUR STRENGTH