List of John Deere tractors

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Deere & Company, the firm founded by John Deere, began to expand its range of equipment to include the tractor business in 1876. The Deere Company briefly experimented with building its own tractor models, the most successful of which was the Dain All-Wheel-Drive.

Contents

Waterloo Boy

The predecessor of Waterloo Boy came about in 1892. It was made by thresherman John Froelich. It is called the Froelich tractor. Scale Models of Dyersville, Iowa[1] made a 1/16 scale toy of this tractor. In March 1918 Deere & Company decided to continue its foray into the tractor business by purchasing the Waterloo Gasoline Engine Company which manufactured the popular Waterloo Boy Tractor at its facilities in Waterloo, Iowa.

Waterloo Boy Tractor

Deere & Company continued to sell tractors under the Waterloo Boy name until 1923.

Model D (Spoker Model D)

Despite a rather severe farm economy depression at the time, Deere management decided to build a Model D prototype in 1923, designed by Muir L. Frey (father of Ford Mustang designer Donald N. Frey).[2] The Deere Model D was produced from March 1, 1923 to July 3, 1953, the longest production span of all the two-cylinder John Deere tractors. Over 160,000 were made.[3]

John Deere model D tractor

The first Model D rode on steel wheels with a 6.5 in × 7 in (170 mm × 180 mm) (later 6.75 in × 7 in (171 mm × 178 mm)) two-cylinder hand-cranked engine rated 15–27 hp (11–20 kW).[4] It was not, however, the first tractor to bear the Deere name - as a number of Deere experimental tractors, and the John Deere Dain "All Wheel Drive" tractor (of which approximately 100 were produced during 1918 and 1919) had all carried the Deere name before the D.

By 1925, the company realized the standard Model D did not meet customers' needs for industrial applications. Steel wheels were not suitable for hard surfaces, and the gearing was too slow for safe road speeds. Solid rubber tires were added, and engineers fitted a 28 tooth sprocket to the final drive, giving a road speed of 4 mph (6.4 km/h). The company replaced the 465 cu in (7.62 l) 2-cylinder engine with a 501 cu in (8.21 l). In 1926, Deere advertised the model the "John Deere Industrial Tractor" with 40 × b inch rear wheels and 24 in × 3.5 in (610 mm × 89 mm) fronts with solid tires. This would become known as the DI. Options also included wheel weights.[5]

GP tractor

On June 20, 1928, the model designation was changed from "C" to "GP" to avoid confusion with the "D" when dealers were phoning in orders to the factory. "GP" stands for General Purpose. This new model GP had the same horsepower, engine displacement, weight and 3-speed transmission as the model C. The GP's first serial number was 200211 . In 1930, the GP was updated with a 25-horsepower, 339-cubic-inch engine.

The John Deere model GP continued in production, and was built in five distinct versions through the course of its production:

- The standard-front GP, or John Deere Standard, built from March 1928 to February 1935.
- The John Deere two-wheel tricycle-front GP, or GP-Tricycle, of which twenty-three units were built between August 1928 and April 1929

- The John Deere GP Wide-Tread, or GPWT, built from November 1929 to November 1933
- The John Deere GP Wide-Tread Series P, a GPWT with narrowed rear tread width designed to suit potato rows, built between January and August 1930.
- The John Deere General Purpose Orchard tractor, or "GPO", from April 1931 to April 1935. This tractor had specialized shielding for groves and orchards and around low-hanging branches. Some GPOs were fitted with crawler undercarriages from the Lindeman Brothers in Yakima, Washington. These are commonly known as "GPO Lindemans".

The John Deere Model A came off the assembly line in April 1934. The tractor was 25 hp, was 309 CID and had a 4-speed transmission. There were 8 different model A variations. Some of these were tricycle, Hi-Crop, orchard, single front tire and industrial models. The tricycle wheel design, patterned after that of the Farmall tractor, reduced steering effort and greatly increased maneuverability. In the following year, 1935, the prototype of the smaller model **B** was developed. The model B started rolling off the assembly line in June 1934. This tractor came accompanied with a shorter frame than the model A which was eventually lengthened so it could use some of the same equipment that the larger models A and G used. There were also 8 different model B tractor variations, the same as the larger model A.

The much larger G model arrived in 1937. It was fitted with a 36-horsepower, 425-cubic-inch engine and a 4-speed transmission. John Deere publicized the G as a 3-plow tractor and was built until 1941 when the GM came along (GM stands for G, Modernized). The GM model was made from 1942 to 1947. The power was increased to 38 horsepower and a new 6-speed transmission was also added. The G model got a restyled front at this point as did the other John Deere tractors models. The GM had electric starting and lighting added to it options. During its production time the G tractor was available as a hi-crop, single front wheel and styled.

Unstyled Row Crop Tractors

Deere made their first unstyled rowcrop tractor in 1929 to compete with the Farmall. It was a modified GP tractor with adjustable rear wheels and a narrow front end. In 1933 Deere started experimenting with what would come to be known as the model A. The new model A went into production in 1934. The A launched Deere into the rowcrop farming market. The A was by far the most popular two-cylinder tractor that Deere produced. The next year the model B was introduced. It was one third smaller than the A which made it ideal for smaller farms. A few years later, the Model G was introduced in 1937. It remained unstyled for several more years than the A and B. The Unstyled tractors launched Deere into the rowcrop farming market which they are still a major part of today.

The Deere Company very nearly went bankrupt in the Great Depression. Only a large order of tractors to the Soviet Union kept the company going.

Streamlined look

In 1938 John Deere hired well known designer Henry Dreyfuss from New York City to re-style Deere's agricultural equipment, especially its tractors. The first two letter series tractors (the A and B) were the first to receive the new modern styling, and other models were added later. The Dreyfuss styling was intended to help John Deere compete with the forthcoming Farmall *Letter series* of tractors, which along with Ford-Ferguson, were John Deere's largest competition at this time. It was through the Buckberry family in Essex that they achieved this. Maurice Buckberry I, having served in the war, was exempt from partaking and instead designed for Deere.

The 1930s and 1940s saw a large number of different John Deere models emerge, as small farmers emerging from their Depression troubles increasingly turned from horses to tractors. John Deere's GM model was introduced in 1942, and was made until 1947. Power was increased to 38 hp and a new 6-speed transmission was also added. The G model got a restyled front at this point as did the other John Deere tractors models. The GM had electric start and lights added to its options. During its production time the G tractor was available in hi-crop and single front wheel versions. The G was restyled in 1941 but did not start to roll off the assembly line until early 1942. Like the smaller A/B tractors the G model also had the 6-speed transmission added to it. In 1946, the 1946 model "D" had a 501-cubic-inch engine, which was enormous for the day. Two new additions to the tractor line, namely the M and R models were also added.

After the Models A and B got new styling, both tractors were given a 6-speed transmission in late 1940. The A was 29 hp out of a 321 CID engine while the smaller B was both 18 and 23 hp reflecting the earlier and later updates between 1938 and 46. The 14.84 model H was given the Dreyfuss look from the time it was introduced in 1938. The H broke a fuel economy record when it was tested in Nebraska. This tractor also had 3 variations that came out in 1940-41. The H tractor was 14.84 horsepower out of a 90 CID engine and had a 3-speed transmission.

John Deere model M Tractor

In 1939, the restyled model D appeared. The D was a 42 hp tractor, and weighed 5,300 pounds. Options available on this tractor included electric lighting and starting. In August 1940 John Deere introduced the new model LA which was followed by the model LI. The LA had a 77 CID engine with 14 belt horsepower. The John Deere G tractor was restyled in 1941 but did not start to roll off the assembly line until early 1942. Like the smaller A/B tractors the G model also had the 6-speed transmission, but also featured electric lights and electric start.

Model AW (1947-52, *late styled*) in original condition, Gulgong museum, NSW Australia

In 1947, John Deere opened a new tractor factory in Dubuque, Iowa, built to produce the John Deere **M**. The M was created to address the increasing demand for small tractors and compete with the increasingly popular Ford and the smaller Farmall tractor models. The M was the first Deere tractor to use a vertical 2-cylinder engine, with a square bore and stroke of 4.0 × 4.0 inches (100.5cuin) with a high row crop.

1949–1959: diesels and post World War II production

After years of testing, John Deere released its first proper diesel tractor in 1949, the Model R. The R was also the first Deere tractor with a 'live' independent PTO equipped with its own clutch. The R also incorporated live hydraulics. PowrTrol, as it was known, provided the operator the ability to lift equipment by the pull of a lever. A pump powered by the PTO clutch provided 1800 PSI of hydraulic pressure to a lever controlled valve. At 45 hp at the drawbar and 50 hp at the belt, it was the most fuel-efficient tractor available at the timeTemplate:Nebraska Tractor Test Lab, and this combination of features resulted in over 21,000 being built. The model R had a shipping weight of 7,670 lb. The R was equipped with 2 engines. The primary plant is a 2-cylinder, 4-stroke, naturally aspirated 412-cubic-inch direct injected diesel engine with a 16:1 compression ratio. The starting motor is also a Deere 2-cylinder, 26-cubic-inch horizontally opposed gasoline engine. The starting or "pony" engine is electrically started by a 6-volt electrical system, and is used to crank the diesel. Testing results with various electrical starting systems for the diesel proved to be too bulky requiring a 24- or 32-volt system. The design of the pony start R's

allowed for hot exhaust gasses to preheat the intake air for the diesel and a common liquid cooling system allowed the pony engine to warm the diesel block and head. This provided sufficient cold weather starting aids for the diesel that it would reliably run in sub zero conditions. The R did have several teething problems as this was Deere's first production diesel tractor. Available as a standard tractor only, it did not have an adjustable front axle, nor did it have a 3 pt hitch. The engine was mainly an up-scaled gasoline engine from the Model D. The use of a "Thermo-Siphon" cooling system and the lack of a 3 bearing crankshaft caused many issues. The R was prone to overheating and cracking the cylinder head. The lack of a center main bearing in the crankshaft allowed the shaft to flex when used as a stationary powerplant on the belt; this would lead to its failure. The Live PTO took its power from 2 45° bevel gears that were not big enough to transmit the full torque of the engine and were prone to failure also. The tractor was, however, very good at being a tractor, pulling larger equipment efficiently through the large acre wheatland farms in which it was designed to operate.

During the 1950s, the R saw a series of upgrades in the Models 80, 820 and 830. The 80 was produced for 2 years and 3,500 were produced. It had new features, including power steering and dual hydraulics. It developed 68 hp and weighed 8,100 pounds. The 80 also corrected the other design flaws within the R such as using a water pump and pressure radiator cap and the addition of a center crankshaft main bearing. The 820 and 830 were similar overall, camshaft design (to stop the tractor running backwards), also differed in their sheet metal exteriors and fuel tank design. The 820 is a larger version of the 720 and the 720 was basically the same as the 70, except for the number and that the low spots on the hood are painted JD yellow. The 720 was upgraded to the 730 for 1959. The 730 featured more contoured bodywork than the 720 and came with more ergonomic features for the operator. Although the 730 had a short production run it became one of John Deere's most popular models. The 730 also featured power steering and 24-volt electric starter motor instead of the V4 pony start engine. The 730 was available in Diesel, Gasoline and LPG as well as in Row crop tricycle, Row crop wide front, Standard tread and hi crop wide front formats. The 730 is very popular with tractor pulling enthusiasts because of its weight, power and slow speed. Plus its good looks have become popular with tractor restorers. The 730 was a 59 hp tractor at the belt and 54 at the drawbar.

1960s: new generation

After making more than 1¼ million Two-cylinder tractors, John Deere switched to four- and six-cylinder engines. Announcement of the change came after seven years of development and forty million dollars in retooling.


John Deere 3020

In October 1959 the company showcased a new large 215 hp 4WD, called the 8010, on the Robert Ottilie Seed Farm north of Marshalltown, Iowa. It was shown during the largest farming field days event held in Iowa up to that time. Only 100 8010s were built many of which were rebuilt as 8020s.[6][7] The 215 hp 8020 would appear in 1960. To introduce the new tractors to all of its dealers in a single day, the company chartered planes to fly more than 5,000 people to Dallas, Texas, on August 30, 1961. The day would mark the release of a line of farm tractors that would soon evolve into the standard all other farm tractors would be measured by.[8]

1960 saw the original New Generation tractors with the 1010, 2010, 3010 and 4010 introduced. These were followed by the model 5010 standard introduced in 1962. The 5010 was the first two-wheel drive to be over 100 hp at the PTO and drawbar. This tractor was never available as a row crop model. 9,762 model 5010s were built.[*citation needed*] In 1963 the 3010 and 4010 were replaced by the 3020 and 4020. The 4020 was one of the

most popular tractors Deere and company ever made. 1965 brought the 5020 Standard, which was the industry's most powerful two-wheel-drive model, along with the 1020, 2020 and 54 hp Model 2510. By 1966 Sales of the 4020 accounted for 48% of all John Deere tractor sales.[9] Also that year the row crop version of the 5020 was introduced, and John Deere pioneered the Roll-Guard protection frame to protect the farmer from roll-over injury while in the field.

In 1968 seven new models appeared: the 820, 920, 1020, 2520, 4000, 4520, WA-14, and WA-17. The 4520 was John Deere's first turbocharged tractor and a pair of 4WDS called the WA-14 and WA-17. The 3020 and 4020 were updated with new features, and the 5020 model had a power increase to an industry leading 141 hp.

1970s

During the 1970s, John Deere introduced 36 new model. 1972 was the year in which John Deere introduced Generation II. Generation II was characterized by the option of the Sound Guard body and cab which was to be the first truly successful integrated cab.

- 1970 the 116 hp 4320, the 135 hp 4620, and 146 hp 7020 were introduced.
- 1971 the 60 hp 2030, the 175 hp 6030, and 7520 (also at 175 hp) were added.
- 1972, On Saturday August 19, John Deere dealers held an open house to usher in their 'Generation 2' tractors. The four new tractors were the 80-HPhp 4030, 100 hp 4230, 125 hp 4430 and 150 hp 4630. There were billed as "Sound Idea" tractors because of their innovative Sound Guard Body operators enclosure.
- 1973 would see the final New generation utility tractors launched, - the 35 hp 830, 45 hp 1530 and 70 hp 2630.
- 1974 the first two models in the *Generation 2* four-wheel drive range appeared in 1974 in the 215 hp 8430 and 275 hp 8630.
- 1975 the initial *Generation 2* utility tractors were introduced. These were the 40 hp 2040, 50 hp 2240, 60 hp 2440 and 70 hp 2640.
- In late 1976 a new 80 hp addition as the 2840.
- 1977 saw what came to be known as "Seven in '77." The company's first compact diesels were introduced in the 22 hp 850 and 27 hp 950. Other than that the big news was what John Deere called "The New Iron Horses" with more horses and more iron. These were the 90 hp 4040, 110 hp 4240, 130 hp 4440, 156 hp 4640, and 180 hp 4840.
- 1978 brought the 215 hp 8440 and 275 hp 8640.
- 1979, late in year a third diesel compact was added, the 33 hp 1050. Five new utility tractors were added at the same time, the 41 hp 2040, 50 hp 2240, 60 hp 2440, 70 hp 2640 and 81 hp 2940. These five new models had a black stripe on both sides of the tractor near the front with the top of the hood which was flatter than their predecessors.

With the 4020 John Deere pulled ahead of International Harvester after many farmers bought the Farmall 806 and found that it wouldn't pull the 6 bottom plow like it claimed so many farmers made the switch to the John Deere 4020 that was about the same size and was made at the same time.This Is when the Deere name became household.

1980s

John Deere introduced at least 38 new tractors during the 1980s during a time when at least 3 other competitors merged, were sold or went out of business altogether:

- Two new small compact diesel tractors were added in 1981. These were the 14.5 hp 650 and 18 hp 750. Three new 4WDs came to market in the fall of 1981. These were the 225 hp 8450, 290 hp 8650, and big 370 hp 8850. The 8850 came with the company's biggest engine, the 955-cubic-inch V-8.

- Besides the 8850 the JD844 wheel loader and 990 hydraulic excavator were the only other John Deere products to get this V-8. Also according to *Wayne Broehl's* 1984 book, about the John Deere's Company, a larger 4WD tractor than the 8850 was supposed to appear but never did.

- In 1982 11 new 50 series tractors from 40 up to 192.99 hp. The 40 hp 1250, 25 hp 2150, 55 hp 2350, 65 hp 2550, 75 hp 2750, 85 hp 2950, 100 hp 4050, 120 hp 4250, 140 hp 4450, 165 hp 4650 and 192.99 hp 4850. From the 2150 to the 4850 got another industry leading innovation in the use of Castor Action mechanical front-wheel drive which provided 20 percent more pulling power. Like the front tires of a motor grader this Castor/Action Mechanical Front Wheel Drive (MFWD) had the front tires lean to give a shorter turning radius. When tested in Nebraska the 4850 was the most fuel efficient tractor ever tested over 60 hp.

- The following year 1983 brought in the final two 50 Series tractors namely the 50 hp 1450 and 60 hp 1650. When tested in Nebraska the 1650 proved to be the most fuel efficient tractor ever tested. A 4020 shadow namely the 95 hp 3150 came about in 1985. This was the first John Deere row crop tractor to have MFWD as standard equipment.

- Three new diesel compacts came to light in 1986. These were the 16 hp 655, 20 hp 755, 24 hp 855 and 900HC. The 900HC was offset like the 2-cylinder M and was for niche markets. The 655, 755 and 855 all had a hydrostatic drive transmission. The 2355, 2555, 2755 and 2955 were featured as price fighter (Economy) tractors in 1986 with less features.

- The following year 1987 John Deere brought out six new models in the 45 hp 2155, 55 hp 2355, 65 hp 2555, 75 hp 2755, 85 hp 2955, and 96 hp 3155.

- In an October 1988 at the dealer meeting in Denver, Colorado the new 235 hp 8560, 300 hp 8760, and 370 hp 8960 were introduced.

- In early 1989 in Palm Springs, California six new 55 Series tractors were shown to dealers. These were the 105 hp 4055, 120 hp 4255, 140 hp 4455, 156 hp 4555, 177 hp 4755, and 202 hp 4955. The 4555 was an entirely new model which was the same size as the 4640.

- This year also brought the 70 Series gear driven compact diesels. These were the 18 hp 670, 24 hp 770, 28 hp 870, 33 hp 970, and 38 hp 1070.

1990s & generation 3

- In 1990 a new hydrostatic compact utility tractor was introduced: the 955 with a diesel 33 hp three-cylinder engine.

5000 series

In some industry watchers were calling *Generation 3* the year 1991 brought a glimpse of the 1990s would be like in John Deere tractors. Eight new tractors were introduced in 1991 starting with the three 5000 Series tractors. These were the 40 hp 5200, 50 hp 5300, and 60 hp 5400. A new model the 92 hp 3055, and 100 hp 3255 followed. John Deere is manufacturing 5000 series of tractors from Sanaswadi, Pune in India, range of products from India are listed below. Additionally, the paint schemes changed in 2007. In 2007, Deere made some HP rating changes in otherwise unchanged machines. The 5103 came with a black engine and drive line prior to 2007 when they began painting the engine area all green. These are referred to as black belly's or green bellies. The black belly 5103 was rated at 50HP, while as is listed below the green belly 5103 was rated at 40HP.

- 5036C 35 hp
- 5041C 41 hp
- 5103 Economy (35 hp)
- 5038 D (38 hp)
- 5103 (40 hp)
- 5103 S (42 hp)
- 5104 (45 hp)
- 5203 S (50 hp)
- 5204 (50 hp)
- 5310 (55 hp)
- 5310 MFWD (55 hp)
- 5410 (65 hp)
- 5610 MFWD (75 hp)

60 series

But what the company called "Fined Tuned Perfection" otherwise known as the 60 Series tractors. These were the 155 hp 4560, 177 hp 4760, and 202 hp 4960.

- 1992 In the fall six totally new 6000/7000 Series tractors were shown; the 62 hp 6200, 75 hp 6300, 85 hp 6400, 110 hp 7600, 125 hp 7700, and 146 hp 7800. Also the cabs were changed.the new models of john deere are 5050,5055,5060etc frm Abhishek Singh

70 series

The spring of 1993 the four new 70 Series Power Plus 4WDs were introduced. These were the 250 hp 8570, 300 hp 8770, and a new model the 350 hp 8870. And the first 400-horsepower tractor, the 8970. These tractor were equipped with an electronic power bulge that would kick in when tough field conditions were encountered. Later in the summer the 3055 and 3255 were replaced with the 92 hp 7200 and 100 hp 7400.

John deer tractor

8000 series

1994 was one of those red letter years in tractor development for John Deere because that year brought about the most revolutionary row crop tractors the industry had seen up to then.

- The new 8000 Series tractors were introduced with state-of-the-art 21st Century features. The 160 hp 8100, 180 hp 8200, 200 hp 8300 and 225 hp 8400. These four 8000 Series tractors were so far ahead that it would be another four years until a competitor had tractors that were similar to them. One lone utility tractor, the 73 hp 5500 was added in the fall of 1995.

TEN series upgrades

1996 saw 13 new tractors debuted at a big dealer meeting in New Mexico.

- First all of the 7000 Series tractors were replaced the five 7000 TEN Series tractors. These were the 95 hp 7210, 105 hp 7410, 115 hp 7610, 130 hp 7710, and 150 hp 7810.
- But the big news came with the 8000T Series rubber belted track tractors. There were the 8100T, 8200T, 8300T and 8400T. These built upon the 8000 Series wheeled tractors.
- The 70 Series tractors were replaced by the four 9000 Series tractors at 260 hp, 310 hp, 360 hp and 425 hp. These were the 9100, 9200, 9300 and 9400.
- 1997 brought seven new tractors, three in the Advantage Series and four in the 5000 TEN series models. The three advantage models were the 85 hp 6405, 95 hp 6605, and 105 hp 7405. The 45 hp 5210, 55 hp 5310, 65 hp 5410, and 75 hp 5510 represent the 5000 TEN tractors.
- The spring of 1998 revealed the four 6000 TEN tractors. These were the 65 hp 6110, 72 hp 6210, 80 hp 6310, and 90 hp 6410. Another new addition to the long green line in 1998 was the six 4000 Series compact diesel tractors. These were the 20 hp 4100, 21.5 hp 4200, 32 hp 4300, 36 hp 4400, 39 hp 4500, and 43 hp 4600. An Advantage Series 30 hp 790 compact diesel tractor was added to round things out.

T tracked versions

During the fall of 1998 John Deere had a 360 hp prototype 9300T track tractor at it least three farm shows. During August 1999 the company had another dealer meeting in Moline, Illinois. It was here that the 360 hp 9300T and 425 hp 9400T were revealed to their dealers. A 115 hp 7510 that came with full four-wheel drive was added. As a result the 7610 was kicked up to the 120 hp and 7710 up to 135 hp. The 8000/8000T Series tractors were replaced with the 165 hp 8110/8110T, 185 hp 8210/8210T, 205 hp 8310/8310T, and 235 hp 8410/8410T. 7810 200 hp

2000s

- In the Compact utility sector the 790 at 27 hp, similar to the previous 770, and the 990 at 41 hp were introduced. The 990 was a combination of the old 1050 and the previous 970. They would last till 2007, at which time John Deere re badged them. They exist in 2012 as the 3005 (790) and the 4005 (990). In the compact and now subcompact segment these are all that is left that is not hydrostatic.
- The year 2000 was not an active year for new John Deere tractor launches but did yield the 48 hp 4700. But the year 2001 produced 32 new green-and-yellow tractors. Starting with the 40 hp 990 Advantage Series compact diesel tractor this was only the beginning. Two new 5005 Series Advantage were also added. These were the 45 hp 5105 and 53 hp 5205.
- Early in 2001 the 5020 Series utility tractors was introduced. These were the 45 hp 5220, 55 hp 5320,

65 hp 5420, and 75 hp 5520. But the big news for John Deere came in August 2001 in a dealer meeting in Albuquerque, New Mexico where 24 new tractors from 65 to 450 horsepower were introduced. Breaking things down these were the 6003, 6020, 8020/8020T, 9020 and 9020T Series tractors.

- These were the 85 hp 6403, 95 hp 6603, 65 hp 6120, 72 hp 6220, 80v 6320, 90 hp 6420 in the smaller 6000 Series tractors.
- In the row crop tractor the ten models were the 170 hp 8120/8120T, 190 hp 8220/8220T, 215 hp 8320/8320T, 235 hp 8420/8420T, and 256 hp 8520/8520T. As has been the case since 1996 John Deere has been the only company to offer row crop tractors in both wheel and rubber tracks.
- The 9000 Series 4WD were replaced with the 280 hp 9120, 325 hp 9220, 375 hp 9320/9320T, 425 hp 9420/9420T, and the largest John Deere tractor in history up to that point the 450 hp 9520/9520T. The 8020/9020 tractors got features like Independent Link Suspension and ActiveSeat to give the farmer a more comfortable and productive day in the field.

4000 TEN upgrade

- 2002 - Nine new 4000 TEN Series tractors.
  - 1st Quarter - the 21 hp 4110, 18 hp 4010, 20 hp 4115, 28 hp 4210, 32 hp 4310, 35 hp 4410, 39 hp 4510, 44 hp 4610, and 48 hp 4710.
  - 3rd quarter the smaller 7020 Series tractors debuted. These went from 95 to 125 horsepower and were the 95 hp 7220, 105 hp 7320, 115 hp 7420, and 125 hp 7520. Also added were the 6015 Series which were the 72 hp 6215, 85 hp 6415, 95 hp 6615, and 105 hp 6715.
- In early 2003 a IVT transmission was added to the options for the 7710 and 7810 tractors. A new 22 hp 2210 compact diesel tractor was also added.
- 2003 - (summer) three new 5003 tractors, the 44 hp 5103, 53 hp 5203, and 64 hp 5403. In August that the company had a big dealer meeting in Columbus, Ohio.

500 hp models arrive

One thing the dealers in attendance saw that did not appear at 'Deere.com' until March 2004 was the new 500 hp 9620. The 9620 came after two of their competitors introduced 500 hp 4WDs.

7×20 series

In Columbus the three larger 7000 TEN tractor were replaced with the 140 hp 7720, 155 hp 7820, and the new 170 hp 7920. The 7610 was discontinued.

- 2004 brought the 36 hp 4120, 40 hp 4320, 100 hp 4520, and 150 hp 4720. October had the 5025 Series utility tractor introduced. These were the 45 hp 5225, 55 hp 5325, 65 hp 5425, and 75 hp 5525.
- In 2005 John Deere introduced 15 new tractors. The first models were the 3020 Series tractors.
  - The 29.5 hp 3120, 32.5 hp 3320, 37 hp 3520, and 41 hp 3720. Also added was the 18 PTO-hp 2305. In the late summer the 9320, 9420 and 9520 were made into scraper specials to meet a niche market. In the annual dealer convention was held in Fort Worth, Texas in August 2005 were the company brought out the 8030/8030T Series row crop tractors. There were five wheeled models and three tracked models.
- The following were introduced:
  - The 180 hp 8130, 200 hp 8230, 225 hp 8330, 250 hp 8430, 277 hp 8530, 200 hp 8230T, 235 hp

8330T, and 255 hp 8430T. When tested in Nebraska the 8430 was tested as the most fuel efficient row crop tractor ever tested.[*citation needed*]

2006

The Annual dealer meeting was held in Omaha, Nebraska. The Launches included:

- The 32 hp 3203, and 74 hp 5403
- The Omaha get together produced the 6030 Premium and the large 7030 Series tractors. The smaller
  - 6030 Series of the 75 hp 6230, 85 hp 6330, and 95 hp 6430.
  - 7030 series of the 140 hp 7630, 152 hp 7730, 165 hp 7830, and 180 hp 7930.

2007

John Deere brought out a lot of new tractors in 2007 with 32 models in all. The year began with the introduction of the 5603 and 5625, both these are 82 hp and are a further extension of the 5003 and 5025 Series tractors.

The big meeting was held in August 2007 in Cincinnati, Ohio. At the Ohio meeting the dealers saw four new nursery and greenhouse tractors which would not appear at 'Deere.com' until February 5, 2008. These would be the;

- 21 hp 20A, 76 hp 76F, 83 hp 85F, and 96 hp 100F. PTO horsepower on these four tractors are 17, 66, 73, and 83 respectively.
- A new Series of 5003 tractors launched in the summer consisting of the;
  - 38 hp 5103, 47 hp 5203, 55 hp 5303, and 64 hp 5403.

In the Cincinnati dealer meeting the dealers saw the regular 6030/7030 and the Premium 6030 Series tractors.

- The 75 hp 6230, 85 hp 6330, 95 hp 6430, 100 hp 7130, 110 hp 7230, and 125 hp 7330. The only difference between the two series was that the Premium Series had the 140 hp 7430.
- But the biggest tractors seen in this Ohio meeting were the 9030 Series 4WD tractors between 325 and 530 horsepower:
  - The 325 hp 9230, 375 hp 9330, 425 hp 9430/9430T, 475 hp 9530/9530T, and 530 hp 9630/9630T.
- The 280 hp 9120 was discontinued.
- The 9430, 9530, and 9630 were also available as scraper tractor models.
- The new compact 40.4 hp 4105 was in John Deere dealer lots in late December 2007.

2008

- In early 2008 the company introduced another compact diesel tractor the 27 hp 3005 which is essentially an updated John Deere 870. Followed by the new 31 engine 23.5 PTO-hp 2720 later in the year.

On the back of the John Deere publication the *The Furrow* (Summer 2008) is a signup for new equipment. The company had another dealer meeting in late July 2008 to introduce many new utility tractors. But the real announcement came with John Deere introduced a new Worldwide Numbering Scheme for the Entire Line up of Compact and AG Tractors.

Power ratings / model numbers

From the 2008 model range on the *Engine horsepower* will now be advertised in metric (ISO) per the International Organization for Standardization 97/68/EC standard for determining bare engine horsepower at rated engine power in the Model name.

- The First digit will determine size,
- The next Three will determine engine horsepower,
- A new letter will be added (currently D, E, or M) to determine spec level.
  - R being a high spec machine (like the Premium series in the 6000 and 7000 series) the
  - M to denote a mid spec and
  - E/D to denote a low-spec ("value spec") (like the 03 and 05 series in the 6000 and 5000 respectively).
- A sixth digit describes special configurations (like "T" for Tracks on the 8RT series tractors)

Example

For example, the new 3032E Tractor will be a 3000 with 32 hp on engine. The E is low-spec. This tractor represents the 2007 year 3203 for its spec, not to be mistaken for the 3320 which has the same hp but more features more money. Over the next few years all Tractors will get this scheme. The issue is that Deere is using Engine hp in the Name, not PTO which is usually less.

2008 Models

In 2008, the first Tractors to get this scheme were the 5D, 5E, 5E Limited edition and the 6D Series tractors. These tractors were introduced at the annual John Deere dealer meeting. This year's event was held in Denver, Colorado.

- 5D - range of the 45 hp 5045D, and 55 hp 5055D.
  The PTO ratings are 37 and 45 respectively.
  The 5D tractors are only available in two-wheel drive.
- 5E -range of the 45 hp 5045E, 55 hp 5055E, 65 hp 5065E, and 75 hp 5075E.
  The PTO hp ratings are the 37, 45, 53, and 61 respectively.
  The 5E Limited come with MFWD-mechanical front-wheel drive.
- 5E Limited tractors which are the 83 hp 5083E, 93 hp 5093E, and 101 hp 5101E.
  The PTO hp ratings are 65,75 and 82 respectively.
  The 5E tractor are available in both 2-wheel drive and MFWD versions.

The biggest tractors in the new range were the 100-140 hp 6D models.

- 6D - range of the 100 hp 6100D, 115 hp 6115D, 130 hp 6130D, and 140 hp 6140D.
  PTO hp for the 4 models are 82, 95, 105 and 115 respectively.
  The 6D is offered in 2WD and MFWD versions.

According to Deere.com the company introduced two new 3E Series tractors. This pair of new 3E Series tractors is on page two of *The Furrow*, December 2008 edition. Both new 3E models would appear in early October 2008. These would be the 31/25 hp 3032E and 37/30 hp 3038E. The 3032E is powered by a 97 CID diesel while

a 91 CID supply's the power on the 3038E. Promagazine.com reports that this pair is for house owners who want a tractor that could take on everyday jobs, some features are: diesel engine, Twin Touch pedals, hydrostatic transmission, standard 4WD, optional cruise control, power steering, a power take-off that is electronically engaged.

On March 17, 2009 Deere.com announced the new 152 hp 7530 Premiun tractor. During the week of August 13, 2009 the company had another big dealer meeting in Omaha, Nebraska to introduce the new 8R/8RT row crop and track tractors to their dealers. On August 20, 2009 at Deere.com a news release was posted on the 8R, 8RT and two new 5105M specialty tractors. Six new green-and-yellow 8R row crop tractors 225 hp 8225R, 245 hp 8245R,270 hp 8270R, 295 hp 8295R, 320 hp 8320R and the 345 hp 8345R. PTO ratings are 181, 198, 220, 242, 263 and 284 respectively. The 8225R is the only one available as a two-wheel-drive model. Optional IVT or Powershift Transmissions. In John Deere language the first number=size, the next three numbers are the engine hp and the letter at the end stands for capability. The six tractors range from 225 to 345 hp with the 8345R being the most powerful row crop model on the market. Also shown to the dealers were the new 8RT rubber track tractor models. These three models are the 295 hp 8295RT, 320 hp 8320RT and the 345 hp 8345RT. The T at the end stands for tracks. Other than that the numbers in the 8RT Series are the same in their 8R counterparts. PTO hp for the three 8RT tractors are 239, 260 and 281 respectively.

The 8RT models had their fuel capacity to 200 gallons and can come with track width up to 160 inches. All nine 8R/8RT tractors are powered by the company's 548-cubic-inch PowerTech Plus 6-cylinder diesel engine. Two other lesser known tractors were also introduced by the company are the 5015ML orchard and poultry tractors. The hp is 105 engine and 90 PTO. One version of the 5105ML comes configured to work in orchards and vineyards, while the other version is a low-profile tractor to work in poultry barns.

In August 2010 John Deere had another dealer meeting in Cincinnati, Ohio to introduce still more tractors. This was confirmed at Deere.com on August 26, 2010 with the announcement of more new 8R/8RT Series tractors. These new models are 2011 year tractors with several improvements.

These would be the 8R/8RT Series tractors. These would be the 8235R, 8260R, 8285R, 8310R, 8335R and 8360R wheel tractors ranging from 235 to 360 engine horsepower. The PTO is 192, 213, 234, 25, 276 and 296 hp for the six tractors. Besides the six wheel tractors, three new 8RT track tractors would be added too. There would be the 310-360 engine hp 8310RT. 8335RT and the 8360RT. Power-take off horsepower for is 247, 268 and 288 respectively. One of the major changes with these nine green-and-yellow tractors was the new PowerTech PSX 548-cubic-inch dual turbocharged diesel. This is an Interim Tier 4 (IT4) diesel engine. On January 1, 2011 EPA Tier 4 regulations will begin thus the new PowerTech diesel in these tractors. Despite their competitors going with SCR to counter this John Deere will be using EGR-Exhaust Gas Recirculation. To tell these new 8R tractors apart from the 2010 tractors John Deere put new wrap-around lights up front. Also the model number has been moved close to the front just off the black grill on both sides .Another characteristic is the new large black muffler on the right corner of the cab.

Other improvements engineered into these tractors are JDLink, ActiveCommand Steering (ACS), Infinitely Variable Transmission (IVT) AutoMode, GS3 CommandCenter and the StarFire 3000 Receiver. In a 2010 October meeting in Florida John Deere dealers were shown the new 1023E & 1026E sub compact trac- tors that the company will announce in February 2011.

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External links

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- John Deere Tractor Videos (http://www.youtractor.com/index.php?page=videos&section=view&vid_id=100253)