

5 Series

51 to 74 kW (70 to 100 hp)



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Made to measure.

If there's one thing we've learned in more than 170 years in agriculture, it's that no two farms are alike. So, in the 51–74 kW (70–100 hp) range, we offer you not one, but four different tractors – each with a wide range of options you can mix and match to meet your exact needs. From an affordable, no-frills workhorse to a full frame premium model, you're sure to find a 5 Series tractor that fits your farm perfectly. Read on for details!

Meet the family.

You can tell right away these tractors are a family. Same sturdy build, same compact lines, same John Deere quality. But as in any family, look closer and you'll see that they each have their own character and personality, too.

The **5G** is the lightest, most compact 4-cylinder tractor we've ever built – perfect for confined areas and tight corners. It has a block construction and our proven 4.5 l PowerTech M diesel engine with mechanical controls.

The **5M OOS*** with mid frame has up to 95 hp. It's open operator station allows working in buildings with low doorways and under low branches.

The **5M** has a little more of everything: a bigger payload and a larger cab, for instance. The short frame is purpose-built for heavy front loader work and with 74 l/min of hydraulic capacity (optional 94 l/min), you'll never be short of power again.

The **5R** is a full-frame premium tractor. It gives you top-of-the-line power, performance and comfort, yet is still compact and agile enough to get you into those tight spaces. The engine is an electronically controlled 4.5 l PowerTech diesel with HPCR CommonRail injection and there are two premium transmissions to choose from: PowrQuad Plus or AutoQuad Plus for automatic shifts.

Model	Horsepower
5G Series	59 – 66 kW (80 – 90 hp)
5M OOS	63 – 71 kW (85 – 95 hp)
5M Series	51 – 74 kW (70 – 100 hp)
5R Series	59 – 74 kW (80 – 100 hp)

* Not sold in UK & Ireland



5M OOS*

- Mid frame
- 4.5 l PowerTech M diesel with mechanical controls and turbocharger
- 2 PowrReverser transmissions
- 94 l open centre hydraulics

5R

- Full frame premium tractor
- Top-of-the-line PowrQuad Plus or AutoQuad Plus transmissions
- 4.5 l PowerTech E 4-cylinder diesel with HPCR Common Rail
- 2.9 t payload



5M

- Powerful hydraulics
- Short frame design
- Ideal for heavy front loader work
- Transmissions from 16/16 SyncReverser up to 32/16 PowrReverser Plus with HiLo
- 2.15 t payload

5G

- Compact, lightweight, manoeuvrable
- Block construction
- 4.5 l PowerTech M diesel with mechanical controls
- Choice of modern transmissions

Every inch a Deere: the 5G.

If you thought John Deere quality was just for bigger farmers with deeper pockets, think again. The new, no-nonsense 5G is the most affordable 4-cylinder tractor we've ever built. And it's a perfect fit for small yards or smaller livestock farms.

Small on size

The lightweight 5G is so easy to manoeuvre, you'll think your yard just got bigger! But don't be deceived: those powerful hydraulics and PTO have all the power you need for feeding and light loader work. As for the engine, they don't come any better than our legendary PowerTech M 4.5 l diesel.

Big on quality

Simple controls, modern transmissions: the new 5G has everything you need – and nothing you don't. Which means you'll enjoy legendary reliability, proven technology and peace of mind for years to come.

- Highly manoeuvrable
- Block construction
- Modern transmissions
(12/12 or 24/24, both with different options)
- Tier III compliant
- Powerful hydraulics and PTO
- Mechanical controls



Bigger on the inside.

Who says compact tractors have to be cramped? The 5G cab keeps operators fresh and focused from dawn to dusk. The fixed dash and controls are designed for intuitive operation and with the optional tilt-and-telescope wheel, finding the perfect position is a matter of seconds.

As for comfort, you're in good hands! The sealed and pressurised cab helps keep excess dust out, while the silent block cab mountings ensure a quiet, gentle ride – all day long.



Clear, logical controls are easy to use.



Uncluttered layout for intuitive operation.



Spacious cab that won't cramp your style.



Excellent forward visibility – perfect for front loading.

Open for everything.

Of course, you may not need a cab at all! In that case, the Open Operator Station 5G is for you. The spacious platform is not only great value – it's convenient and comfortable too. There are no levers to straddle or trip over. All the controls are within easy reach, yet never in the way. And you have a clear view of what's ahead – and a clear view to the drawbar too.

- Easy access, uncluttered platform
- Adjustable seat for all-day comfort
- The instrument panel clearly shows engine, PTO and ground speeds
- Two-post ROPS folds and tucks away

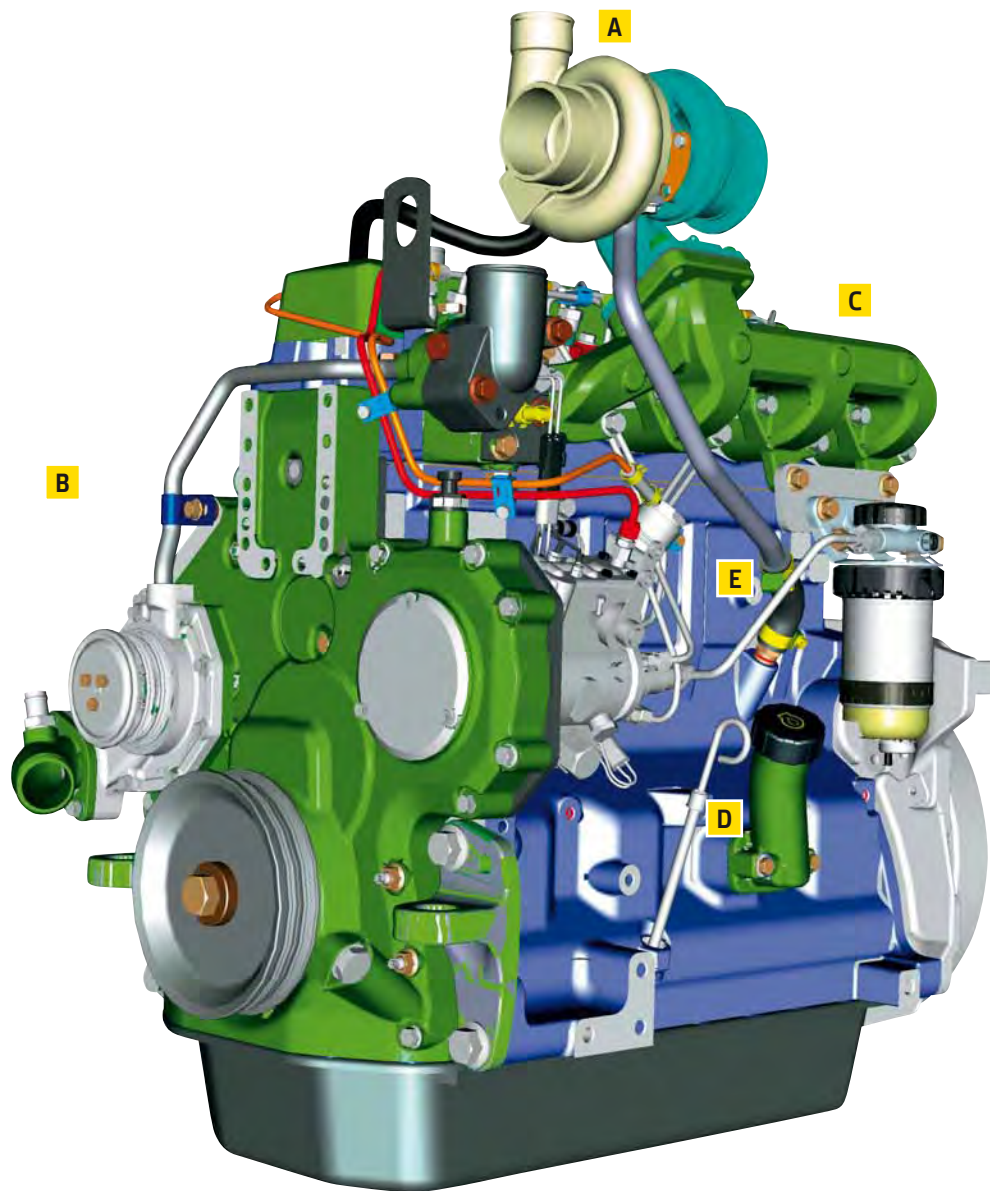
Proven performance: the PowerTech M 4.5 l diesel.

Like everything else on the new 5 Series, the legendary PowerTech M 4.5 l diesel is purpose-built for outstanding reliability and durability. It's outstandingly easy to service. It runs for 500 hours between oil changes and with its Tier III emissions rating and new features, it's more efficient than ever before.

When the going gets tough ...

Next time heavy duty work like hauling or ploughing slows your engine down, relax! Thanks to its unique power curve, the PowerTech M produces even more torque under load – giving you the extra power you need to pull through.

The PowerTech M delivers constant power across a range of 500 rpm. The maximum torque is up to 365 Nm (Model 5090G). And with a torque reserve of up to 30%, you'll have all the pulling power you need.



A New turbocharger and charge air cooler for more torque and faster engine response under load.

B New cooling package.

C New TIER III emission rating.

D Best-in-class serviceability means less time in the yard – more in the field.

E Proven John Deere piston spray cooling, wet cylinder liners, closed cooling and viscous fan systems = maximum performance, reliability and lifetime value retention.

The PowerTech M delivers constant power across a range of 500 rpm. A torque reserve of 30% gives you impressive pulling power that keeps you going, come what may.



Select the gears that suit you best.

With so many modern transmission options to choose from, it's easy to match your 5G's character to your farm. Simply select your transmission, specify either the 30 or 40 km/h version – then choose the options you need. On 40 km/h versions, the standard creeper range goes right down to 500m/h – ideal when you're working in vegetables.

Transmission	Mech. Hi-Lo	Electro-hydr. Hi-Lo	Creeper	30 km/h	40 km/h
12F/12R mech. LHR	-	-	•	•	-
24F/24R mech. LHR	•	-	•	•	•
24F/24R mech. LHR	-	•	•	-	•
24F/12R hydr. LHR	-	•	•	-	•

Controls

The 5G uses a 2-lever gearshift. Most controls are mechanical, including the SCVs, reverser, hitch control and PTO. Some electronics are available as options – for instance for the MFWD, DIFF or 3-point hitch. You can also choose a 540/540E or 540/1000 PTO; both come with GroundDrive PTO as standard.

Hydraulics

With 71 l/min (base) or 84 l/min (optional), the open centre hydraulics system gives you lift power to spare. When you fit two or more SCVs, the second SCV is always a high performance unit. For even greater reliability and durability, the improved system now uses flat face fittings and revised pipe routings.



Need to change direction frequently? Our 24F/12R transmission has an Electric Left- Hand PowrReverser as standard – ideal for loader work or tight headland turns.



Shift gears on-the-go – without touching the clutch pedal. The de-clutch button on the 24F/12R PowrReverser transmission with electro-hydraulic Hi-Lo saves you time and effort.



The electronic hitch controller is at the front of the right-hand console, so it's easy to adjust your settings on-the-go.



The yellow PTO controls are located conveniently on the left-hand console. They are easy to find and easy to use.

- A** PTO engagement
- B** PTO speed selection
- C** Engine speed or ground drive PTO speed selection

MFWD or 2WD? The choice is yours.

Choose the mechanical front wheel drive (MFWD) for maximum traction and power delivery or the adjustable two-wheel drive (2WD) if you need to handle lighter tasks economically.

2WD

The adjustable two-wheel drive is the cost effective way to handle lighter tasks. This rugged system provides a smooth, comfortable ride – even on uneven terrain.

MFWD

The mechanical front wheel drive gives you more pulling power at the drawbar for heavy duty work. Since better traction means you need less ballast, you also get less soil compaction, lower fuel bills and longer tyre life.

The oil-cooled disc brakes are self equalising and self adjusting. When you brake, the MFWD engages automatically. That keeps heavy loads under control – even at top speed on the road.

PTO power

In base, the 5G gives you two PTO speeds (540 or 540E) and ground drive PTO. You can also specify the 540/1000 option. Mechanical PTO is standard on all transmissions except the 24F/12R PowrReverser version, which comes with an electro-hydraulic PTO. The electro-hydraulic PTO is only available with the 24F/12R PowrReverser.



The lowest profile 5G stands just 235.4 cm high (14.9R28 tyres) – ideal for low barn doors.



The front loader package has everything you need: mounting frames, hood protection, a mechanical 2-function joystick with diverter, an SCV block with pressure relief valve and a multi-coupler.



The 96 l fuel tank gives operators more range and staying power.

Have it your way.

With so many configurations to choose from, it's easy to find the right 5G for your farm. But what if you need a speciality 5G for your orchard or vineyard?

No problem: just ask your dealer for our Speciality brochure. There are three 5 Series models to choose from: the 5GF, 5GV and 5GH. All three are nimble, light-footed and economical. And all three give you genuine John Deere quality and reliability.

Municipalities and golf

Of course, the 5G is just as happy doing a hundred other tasks too. Operators love the logical controls and in-cab comfort; owners appreciate the reliability, versatility and ease of servicing.

- Wide range of built-to-order options
- Easy front loader fitting (5G models)
- Simple to operate
- Fast, easy servicing
- Ergonomic cab with heating and A/C



The 5GV and 5GF also make ideal municipality workhorses. Both are light footed, economical and manoeuvrable. And all three give you genuine John Deere quality and reliability.

Open for choice: the new 5M OOS*.

If you like the 5G Open Station but need more lift capacity, power and comfort, the 5M OOS is for you. It has the same 4.5 l PowerTech M diesel with mechanical controls – plus a turbocharger, 30% more hydraulic power and two modern transmission options with PowrReverser. And, of course, a low noise, low vibration open station for all-day comfort and safety.

- 63–71 kW (85–95 hp)
- 16/16 or 32/16 transmissions
- 2WD or 4WD
- Powerful hydraulics
- 563NSL or MSL frontloader
- Deluxe isolated open station

- A** Major controls are on the operator's right, putting everything within easy reach but well out of the way.
- B** No bumps to hop over both the fixed and deluxe open stations feature flat floors. And because the transmission has been relocated, heat build-up inside the operator environment is minimised.
- C** Choose the fixed open station or the deluxe isolated open station both can sneak under low doors or crop canopies. Isolate yourself in The Deluxe Isolated Open Station
- D** All 5M tractors feature a tilting and telescoping steering wheel. Operators can easily find the perfect driving position.



*Not sold in UK & Ireland

Transmissions

Choose either a 16/16 or a 32/16 transmission, then specify the options that suit your work best.

Transmission	2WD	4WD	Creep	Ground drive PTO	30 k	40 k
16/16 PowrReverser	•	•			•	
16/16 PowrReverser		•	•			•
16/16 PowrReverser		•	•	•		•
32/16 PowrReverser Plus		•				•
32/16 PowrReverser Plus		•	•			•

Hydraulics

Hop aboard the 5M OOS and get the hydraulic power you need to push, pull, grab, load or lift. The powerful open centre system delivers 24 l (steering) + 70 l for implements = 94 l.

Front loader

The 5M OOS is the only 5 Series tractor to use the proven 563MSL front loader from North America. See page 28 for details of which front loader is right for you.

OOS:

Comfort and convenience are standard on this deluxe open station! Platform-mounted shift levers, suspended pedals, the swivel seat and well-placed controls make for a clean, uncluttered working environment.

Both modern transmission options include PowrReverser.



Powerful 70 l for implements.

Power plus comfort: the new 5M.

If you need a compact tractor that tackles heavier jobs comfortably, the new 5M is for you. It's a little beefier than the 5G, yet still light on its feet and highly manoeuvrable.

With its sturdy short frame design – a John Deere exclusive – the 5M handles payloads up to 2.4 t with ease. It also has extremely high hydraulic power output up to 94 l/min.

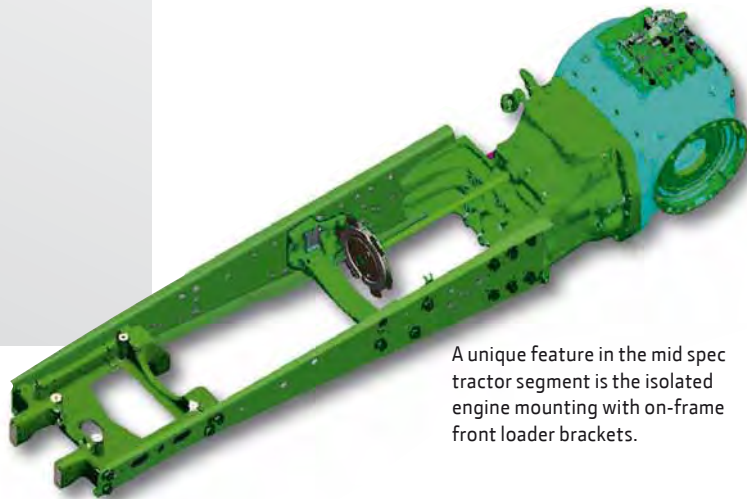
Team that up with new, modern transmissions, mechanical controls and an electronic reverser, and it's easy to see why the 5M is perfect for small to medium livestock farmers – or as a second tractor on arable farms.

- Sturdy short frame design
- 2.4 t payload
- Modern transmissions
- 2WD or MFWD
- Powerful hydraulics and PTO
- Electronic controls: Reverser, PTO, MFWD, Diff lock



New technology. New features.

The 4 cylinder, 4.5 l PowerTech M diesel in the new 5M is clean and strong. It delivers up to 100 hp and gives you up to 28% torque reserve. The new charge air cooler also ensures it meets strict Tier III emission regulations, while the turbocharger provides even higher torque and faster engine response. For maximum performance and reliability, the engine also features proven John Deere technology piston spray cooling and wet cylinder liners.



A unique feature in the mid spec tractor segment is the isolated engine mounting with on-frame front loader brackets.



Need to change direction frequently? Our electro-hydraulic, left-hand PowrReverser lets you switch directions with one finger, without using the floor clutch – ideal for loader work or tight headland turns!



The optional electro-hydraulic hitch control makes hitch corrections faster, smoother and more accurate. The hitch control valve and draft sensing are electrically actuated and the max. lift capacity is 3.6 tonnes.

Comfortable, spacious cab.

The moment you sit down in the roomy 5M cab, you feel at home. All the controls are where you want them – always within easy reach, yet never in the way. The tilt & telescope wheel is standard, so finding the right position takes a matter of moments. With great visibility and plenty of space all round, you're ready to work in comfort all day long.



The new flat-floor cab is designed for all-day comfort and safety. When fitted with 420/85R 30 wheels, a standard cab 5M stands just 2.54 m high. With 16.9R34 wheels, a standard cab 5M stands just 2.60 m high.



The PowrReverser Plus transmission adds 16 more forward gears, giving you a total of 32 forward and 16 reverse gears. To vary your field speed by up to 20%, just press the convenient Hi-Lo switch on the gear shift lever.



Clear and logical dashboard layout.

Transmissions and controls

To get the most out of your engine's power, you need a modern transmission to match. The 5M offers you not one but three main transmissions with various options, so you're sure to find the right solution for your farm. And all three use wet clutch technology for years of trouble-free operation. For each transmission, SyncReverser and PowrReverser are available. The power reverser is perfect for smooth, easy direction changes during loading work.

As an option, we also give you 16 creeper gears to choose from. That means you can select anything from 1.6 km/h right down to 0.3 km/h – perfect for low-speed applications such as vegetables.

- 32/16 Hi-Lo with PowrReverser
- 16/16 30 k/40 k with PowrReverser
- 16/16 30 k with PowrReverser
- 16/16 30 k SyncReverser
- Park Lock in base

You're in control

The 5M features 2-lever gear shifting. The mostly mechanical controls, such as for the SCVs, are ideal for easy operation. Electronic controls are standard where they make sense – for PTO, MFWD and differential.



The mechanical hitch control has two levers located conveniently on the right hand console. The inner lever (1) is for position control of the rear hitch; the outer lever (2) is for draft control. The control lever stop (3) locks the position lever and keeps the implement raised for transporting.

Transmission Park Lock is a premium feature that comes as standard on the 5M. It locks the transmission gears mechanically for added safety in hilly terrain.

The 5M works as hard as you do.

If you need a compact tractor that tackles heavier jobs comfortably, the new 5M is for you. Light on its feet and highly manoeuvrable.

Powerful loader hydraulics

No matter how tough things get around the farm, you'll never be short of hydraulic power in your 5M. With a flow rate of 74 l/min, the tandem pump we fit as standard gives you the hydraulic-power you expect. And if you need even more, just specify the optional 94 l/min option instead.

High lift capacity

At 36 kN, the 5M punches well above its weight when it comes to lift capacity.

Fully integrated implement control

For front and rear hitches and also front and rear PTO.

Sturdy short frame design

This robust frame design supports up to 2.4 t payload. And all the staying power you need to operate the 2 front loader SCVs and up to 3 rear SCVs.

At 36 kN, the 5M punches well above its weight when it comes to lift capacity.



Every 5M comes with a high torque PTO as standard, so you can stop or downshift the tractor without affecting PTO rpm levels.

PTO performance.

We know you need to power a wide range of implements around your farm. That's why we offer two powerful PTO combinations for you to choose from (540/540E and 540/540E/1000 rpm), so you're ready for just about anything – including tools that need higher power within a constant power range.

Easy to use

The PTO engages electro-hydraulically, either with the switch on the right hand console or from the optional remote control on the rear fender. All PTO controls are conveniently grouped on the right hand console. Best of all, there's no need to get out of the cab when you need to shift speeds!



PTO engagement is located on the left-hand side for easy access. The instrument panel monitors engine, travel and PTO speeds, fuel level, coolant temperature and more.



With high lift capacity of 36 kN, you are prepared to use heavy implements. The optional hydraulic lift rod lets you counter-balance equipment on uneven terrain.

Full frame premium power: the 5R.

The 5R is designed for top-of-the-line power and comfort. It combines a premium driving experience with a reinforced full frame for even greater strength and durability. So however tough things get around the farm, you and your 5R will come through smiling.

Relax!

Everything about the 5R is designed for stress-free productivity. The premium cab sets new standards for visibility and comfort and at just 74 dB(A) it's the quietest tractor in its class. The high end transmission technology takes the hard work out of driving all day. And with cruise control as standard, your operators will never overload a PTO implement again.

- PowerTech E 4.5 I HPCR 2V (High Pressure CommonRail, 2 valve, electronic injection)
- Constant Power over a range of 550 rpm (between 1750 and 2300 rpm)
- 59/66/74 kW (80/90/100 hp)
- Premium transmissions
- MFWD only
- Electronic hitch as standard
- Charge air cooler
- Slideable radiator



You're the boss

Even after a long day in the field, you'll be in no hurry to get out of your 5R. The dashboard layout is clear and logical. And the best-in-class noise level means less stress and more safety all round. There are three seats to choose from: mechanical suspended, air suspended or SuperDeluxe air suspended. The mechanical version has a wide cushion and backrest, with generous wrap-around padding to hold you firm. The air suspension versions are even better at ironing out jolts and vibrations. They have an adjustable backrest, pneumatic lumbar support and seat heating for those chilly mornings and evenings.

See and be seen

Even with a loader fitted, forward and side visibility is excellent. Notice how there are no C pillars at the rear – just rounded glass panels for a clear, unobstructed view. The optional glass roof hatch provides perfect visibility for accurate loader work.

Do you have a low stable or barn? If so, the Low Profile option is for you. With it, the 5R stands just 249.5 cm high on 420/85 R 30 wheels and has exactly the same cab. The only difference is the 50 mm transmission tunnel on the floor.



Why is a full frame better?

A full frame makes your whole tractor stronger and more durable. You can lift and haul heavier loads because the frame takes all the stress and strain – not the engine and the transmission because they are fitted to the frame. Hooking up a wide choice of loaders is easier, too. Only John Deere offers you full frame strength and convenience!



With a lift capacity of max. 42 kN at the rear hooks and max. 29 kN at the front hitch, the 5R makes light work of heavy lifting.

Full frame design reinforced, longer and tougher for less strain on the engine and transmission.



5R transmissions.

The 5R offers you two top-of-the-line transmissions – AutoQuad Plus or PowerQuad Plus. Both give you four gear ranges. Both come with cruise control for applications that demand constant speeds and both have underdrive for speeds as low as 1.5 km/hr.

Here's the difference

AutoQuad Plus is the premium choice with automatic, clutchless shifting between gears. You can set the change points you want between 1700 and 2200 rpm, so you're always in the right gear for the job. That's really useful when you hit hard ground during ploughing or when you're pulling uphill on the road. **Whichever transmission you choose, you'll enjoy all these premium features as standard on your 5R:**

- Cruise Control
- Park Lock
- Single lever shifting with de-clutch-button
- SoftShift technology
- SpeedMatching
- Long life PermaClutch II
- Gearshift on front loader joystick
- Speed matching
- Infinitely adjustable shift points



Work with the best

Engines don't come any better than the Powertech 4.5 l diesel in the new 5R. In addition to legendary John Deere reliability and durability, it also features high pressure common rail technology (HPCR) and electronic injection for enhanced performance and efficiency.

Cruise control

The 5R gives you CruiseControl as standard. This keeps your forward speed constant, and also provides overspeed protection for your implements by keeping PTO speeds steady. That way, your sprayers, spreaders and balers will run better and last longer.

The temperature controlled viscous drive is extremely efficient. It only runs when it needs to, leaving more power available for other jobs.



The Powertech 4.5 l diesel is outstandingly easy to service. It runs for 500 hours between oil changes. And with its Tier III emissions rating and new features, it's more efficient than ever before.

Constant power between 1750 and 2300 rpm lets you throttle back and work at lower rpm without power reduction. So you can save fuel, without having to slow down your work. Plus, since our frame design means the engine doesn't have to perform a structural role, it's lighter and less stressed for a longer life.

Premium hydraulic power.

With its premium load sensing hydraulic system, the 5R has plenty of hydraulic power. Choose either the standard pump for 56 l/min or the optional 65 l/min version for top-of-the line performance.

The load sensing, pressure compensated hydraulic system provides up to 200 bar of pressure, if needed. And thanks to the priority system, essential functions like steering and brakes always come first.

- Load Sensing Pressure Compensated System
- 56 l/min pump or optional 65 l/min pump
- Up to 3 rear SCVs
- 2 loader/front implement SCVs
- 3 loader packages
- Optional integrated joystick for added loader control



Hitches and PTO.

The powerful 3-point electronic hitch and rugged PTO on the 5R are designed for maximum versatility and efficiency.

The PTO delivers full rated horsepower at the proper PTO speed. It features an electro-hydraulic multi-disc wet clutch and is oil cooled for long, dependable life. The standard PTO offers you two options: 540, and the fuel saving 540E mode for lighter applications.

The optional 3-mode PTO version includes the 1000 mode for added implement versatility. The Category 3 three-point hitch has a maximum lift capacity of up to 42 kN and features electronic lower link sensing for load and depth control.



The PTO stub is located in a dry cavity.

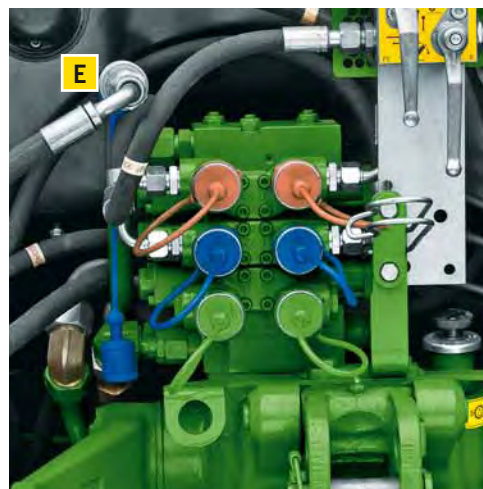
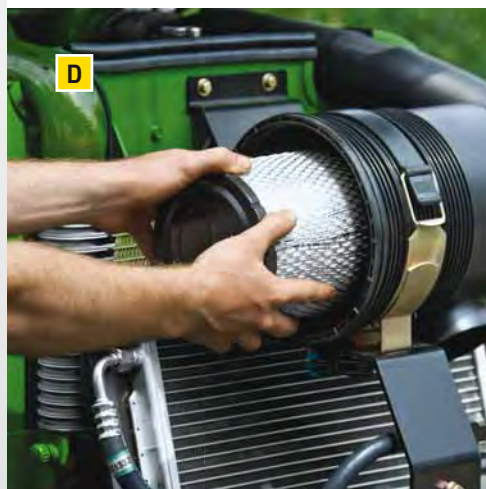
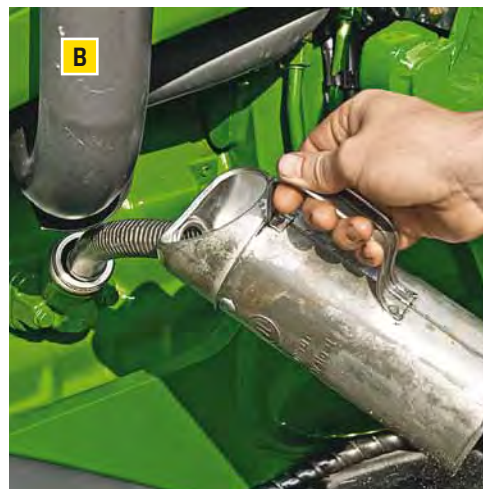


Use the rear hitch for a payload of up to 2.9 t and a maximum lift capacity of 42 kN, thanks to the heavy duty lifting power of the pressure compensated hydraulic system.

Service with a smile.

At John Deere, we believe servicing should be simple. That's why we made routine maintenance so easy on the new 5G Series. Access is fast and so fuss-free, many tasks require no tools at all. Here are six reasons to smile as you service:

- A** Check the oil without even lifting the bonnet.
- B** Gearbox/hydraulic oil only needs changing every 1,000 hours.
- C** Radiator cleaning is easy – just press the 'reverse fan' button in the cab to blow grass away.
- D** Air filter requires no tools to replace.
- E** You can check the hydraulic fluid level in the sight glass at the rear.
- F** The battery is up front for easy access. The car-style fuses are in the cab, under the storage box.



Optional guidance for unparalleled accuracy.

GreenStar Lightbar

If you're new to guidance systems, this simple, fuss-free parallel tracking system is for you. It takes less than ten minutes to set up and works on any John Deere. The system has two components: the new StarFire 300 receiver you mount on your cab and the GreenStar Lightbar display that goes on your dashboard. Each LED indicator on the GreenStar Lightbar display represents a deviation of 10cm from the ideal track you set.

AutoTrac ATU 200 Universal steering kit.

This satellite-based, hands-free guidance system maximises productivity while making life easier for the operator, for instance, when it's dark or dusty. AutoTrac cuts overlap by up to 90% and speeds up headland turns, saving you time, fuel and labour costs. The documentation and implement control software helps you to manage input costs and keep electronic records for crop traceability and other regulatory requirements. The kit contains a StarFire receiver, GreenStar display and a replacement motorised steering column. It's compatible with SF1 & SF2 signals, as well as with RTK.



Each LED indicator on the display represents a deviation of 10 cm from the ideal track you set.



The StarFire 300 receiver takes just a few minutes to mount and provides EGNOS signal accuracy for your field position.

GreenStar Lightbar indicates the steering direction, reducing skips and overlaps even in grassland applications where no guidance marks are available.

Engineered to fit.

With a John Deere front loader you can be sure of better performance, greater durability and perfect alignment with your John Deere tractor. Why? Because we design them as an integral part of your tractor – not something you bolt on afterwards. The extra strength and durability means you can use your hydraulic power to the full. For tremendous breakout force – and faster cycle times.

Built to last.

To make sure you get the best possible quality, we manufacture the loaders for our 5 Series tractors ourselves. The 533, 583 and 633 come from our Arc-les-Gray plant in France, which also builds our balers, mocos and loaders. The 563 model for the 5M OOS comes from North America.

Only John Deere front loaders give you

- Balanced front axle load
- Optimal load and tractor stability
- Less frame and structure stress
- Ergonomic controls
- Unmatched visibility
- Tyre compatibility, bumper clearance
- Unmatched serviceability



Precise welds. Rugged construction. Durable finish. John Deere front-loaders keep working long and hard.



John Deere front loaders offer optimal load and tractor stability thanks to the balanced front axle load. Ask your dealer about the wide range of John Deere and Frontier loader attachments for stacking bales, moving pallets, cleaning pens, loading silage – to name just a few of the most common uses.

Which loader fits my tractor?

- **5G** 533 MSL/NSL, 583 MSL/NSL, 633 NSL
- **5M** 533 MSL/NSL, 583 HSL/MSL/NSL
- **5R** 533 MSL/NSL, 583 HSL/MSL/NSL, 633 HSL/MSL/NSL
- **5M OOS** 563 MSL

MSL or NSL?

Mechanical self-levelling (MSL) loaders automatically keep your attachment level during raise/lower cycles. They're ideal for demanding loader tasks where operators need to be really efficient. Non self-levelling (NSL) loaders cost less and are ideal when you don't need to keep attachment levels during raise/lower cycles.

Which loader fits my farm?

- The **533** is ideal for general farm chores and occasional loading work. The lift capacity* is 1.6 t.
- The **583** is manufactured to fit with 5M and 5R-Series tractors to reach a better lift and height capacity than the 533.
- The **683** is designed for years of heavy duty work.
- The **563** is for the 5M OOS only.
The lift capacity* is 1.6 t / 2.0 t (optional).

Ask your dealer for full details on our loader range!



The new John Deere MemoSystem saves you time and hassle on repetitive tasks. To return your attachment to a preset position, simply lower the loader and push a button on the loader joystick.

* measured at 60 cm beyond the lift point

ENGINE PERFORMANCE											
Stage III certified acc. 97/68/EC	5080G	5090G	5085M OOS*	5095M OOS*	5070M	5080M	5090M	5100M	5080R	5090R	5100R
Rated Power (97/68 EC), kW (hp)	59 (80)	66 (90)	63 (85)	71 (95)	51(70)	59 (80)	66 (90)	74 (100)	59 (80)	66 (90)	74 (100)
Max. Power (97/68 EC), kW (hp)	60 (81)	67 (91)	64 (85)	72 (96)	52 (71)	60 (81.5)	67.3 (91.5)	75.5 (102)	64 (87)	72 (98)	79 (108)
Rated Speed, rpm	2300	2300	2200	2200	2200	2200	2200	2200	2300	2300	2300
Rated Power (ECE-R24, kW (hp)	54.5 (74)	62 (84)	—	—	48.6 (66)	56.1 (76)	63 (86)	70.6 (96)	56 (76)	63 (86)	71 (96)
Max. Power (ECE-R24, kW (hp)	55.5 (75.5)	62 (85)	—	—	50.3 (68.4)	58.1 (79)	65.2 (88.7)	73.1 (99.5)	61 (83)	69 (94)	77 (104)
Max. torque (97/68 EC), Nm / Constant Power Range, rpm	325 / 500	365 / 500	331	372	291 / 340	337 / 340	373 / 340	390 / 340	334 / 550	376 / 550	416 / 550
Type	PowerTech M, mechanical injection, 2 Valve, Stage III A Emissions Certified		PowerTechM Mechanical Injection, 2 Valve, Stage III A Emissions Certified		PowerTech M, mechanical injection, Stage III A Emissions Certified ; Turbocharger with ChargeAircooler				PowerTech E, CommonRail, 2 Valve, Stage III A Emissions Certified		
Cylinder/Displacement	4/4525		4/4525		4/4525				4/4525		
Cooling fan drive	Temperature controlled viscous fan		Temperature controlled viscous fan		Temperature controlled viscous fan				Temperature controlled viscous fan		
Fuel Injection system & Control:	mechanical injection		Mechanical Injection with aneroid device		Mechanical Injection with aneroid device				High Pressure CommonRail		
Fuel Tank Capacity in liters	96 (Optional 80)		144		130 (Optional 150)				130 (Optional 150)		
TRANSMISSION OPTIONS											
Clutch	Heavy duty dry clutch, 280 mm diameter disc in Base, optional: PowerReverser Multi disc wet clutch, 135 mm diameter discs		Oil cooled wet disc, electro hydraulic base equipment		Oil-cooled , wet disc; Electro hydraulic as base equipment on all transmissions				Oil-cooled PermaClutch II, 225 mm diameter discs, base equipment		
Parking lock	No		base equipment		base equipment				base equipment		
TRANSMISSION OPTIONS	12F/12R Syncro Reverser 1.4 – 30 km/h		16/16 PowrReverser		16/16 SyncReverser				16/16 PowerQuad Plus 3.3 – 40 km/h		
	24F/24R Syncro Reverser with mechanical Hi-Lo 0.5 – 40 km/h		32/16 PowrReverser Plus		16/16 PowrReverser				16/16 AutoQuad Plus with 16/16 Underdrive 1.5 – 40 km/h		
	24F/24R Syncro Reverser with electro-hydraulic Hi-Lo 0.5 – 40 km/h				32/16 PowrReverser Plus				16/16 AutoQuad Plus 3.3 – 40 km/h		
	24F/12R PowerReverser electro-hydraulic Hi-Lo and de-clutch button 0.5 – 40 km/h								16/16 AutoQuad Plus with 16/16 Underdrive 1.5 – 40 km/h		
Reverser types	mechanical Reverser on 12F/12R and 24F/24R Syncro Reverser transmissions; electrical left hand reverser on PowerReverser transmission only		Electronic PowrReverser		Electronic Syncreverser and Electronic PowrReverser						
Speeds	4 Gears + 3 Ranges		4 Gears + 4 Ranges on all transmissions		4 Gears + 4 Ranges on all transmissions				4 Gears + 4 Ranges on all transmissions		
Electro-Hydraulic HiLo	Option		2 speed electro-hydraulic HiLo as option		2 speed electro- hydraulic HiLo as option				—		
Creepers	Yes		Optional 0.3 – 1.6 km/h		Optional 0.3 – 1.6 km/h				Optional 1.5 – 40 km/h		
Creepers Gears	—		Additional 8F/8R on 16/16PR or additional 16F/8R on 32/16PR+		Additional 8F/8R on 16/16SR and 16/16PR or additional 16F/8R on 32/16PR+				16/16 Underdrive		
Lever	2 Lever shifting		2 Lever shifting						1 Lever shifting, De Clutch button, Soft shift, Speed matching, CruiseControl in Base, Automatic Shift point control (AutoQuad)		
De Clutch button	on PowerReverser transmission only		N/A						Yes	Yes	Yes
Soft shift	No	No							Yes	Yes	Yes
Speed matching	No	No							Yes	Yes	Yes
PTO-REAR											
PTO Clutch	Mechanical, Servo assisted or electro hydraulic engagement		Electro-hydraulically operated oil-cooled multi-disc		Electro-hydraulically operated oil-cooled multi-disc				Electro-hydraulically operated oil-cooled multi-disc		
Engine rpm at rated PTO speed:	—		Electro hydraulic as base equipment on PowrReverser transmissions		Electro hydraulic as base equipment on all transmissions				—		
540/540E PTO with 6 Spline Shaft, rpm	1938 / 1648		540/540E or 540/540E/1000		540/540E				2097 / 1701		
540/540E/1000 PTO with Reversible 6 & 21 Spline Shaft, rpm	1938 / 1962 (540/1000 PTO 6 spline only)		—		540/540E/1000				2097 / 1697 / 2074		
PTO Remote control	—		—		Base equipment on LH fender (optional on RH fender)				Optional on LH or RH fender on RH fender		
PTO-FRONT											
Type	N/A		Electro-hydr. operated oil cooled multi-disc clutch		Electro-hydr. operated oil cooled multi-disc clutch				Electro-hydr. operated oil cooled multi-disc clutch		
Speed, rpm	—		1000		1000				1000		
Rotation	—		Counterclockwise		Counterclockwise				Counterclockwise		
HYDRAULIC SYSTEM											
Maximum Flow in liters/min	71 with 190 bar (24 l/min + 47 l/min) Optional 84 with 190 bar (24 l/min + 60 l/min)		94 with 200 bar (24 l/min + 70 l/min)		74 with 200 bar (24 l/min + 50 l/min) Optional 94 with 200 bar (24 l/min + 70 l/min)				Maximum Flow 56 or 65 with 200 bar		
Type	Open center		Open Center with Tandem Pump		Open Center with Tandem Pump				Load sensing with constant flow pump (PC=pressure compensated)		
Maximum SCV's	3		3 in the rear and 3 at mid mount couplers		3 in the rear + 2 for mid mounted couplers				3		
Mid mounted couplers	No		Optional (including Joystick Control		Option (incl Joystick control)				Option		

*Not available in UK & Ireland

ENGINE PERFORMANCE												
3-POINT HITCH – Rear	5080G	5090G	5085M OOS	5095M OOS	5070M	5080M	5090M	5100M	5080R	5090R	5100R	
Hitch Control	Mechanical in base / Electronic optional		–		–		–		–		–	
Sensing Type	Mechanical center link		Electronic lower link (EHC) or Mech Lower link		Electronic lower link (EHC) or Mech lower link (MHC)		Electronic lower link (EHC) or Mech lower link (MHC)		Electronic lower link		Electronic lower link	
Sensing Modes	Load & depth control, infinite mix, float		Load and depth control, infinite mix, and float		Load & depth control, infinite mix, float, float		Load & depth control, infinite mix, float, float		Load & depth control, infinite mix, float		Load & depth control, infinite mix, float	
Control Modes (EHC)	Height limiter, rate of drop, quick raise & lower; hitch dampening r		Height limiter, rate of drop, quick raise & pull-in; hitch dampening		Height limiter, rate of drop, quick raise&pull-in; hitch dampening		Height limiter, rate of drop, quick raise&pull-in; hitch dampening		Height limiter, rate of drop, quick raise&pull-in; hitch dampening		Height limiter, rate of drop, quick raise&pull-in; hitch dampening	
Control Modes (MHC)	–		Height limiter, rate of drop		Height limiter, rate of drop		Height limiter, rate of drop		–		–	
Maximum Lift Capacity at Hooks	26 kN		15.2 kN		36 kN		36 kN		42 kN		42 kN	
Hitch remote control	Optional with mechanical hitch control / base equipment on lh fender with electronic hitch control		optional on lh Electronic Hitch Control		optional on lh or lh+rh fender for Electronic Hitch Control		optional on lh or lh+rh fender for Electronic Hitch Control		optional on lh fender or rh fender		optional on lh fender or rh fender	
FRONT HITCH												
Max lift capacity, kN	–		–		29		29		29		29	
AXLES												
Axle Types	2WD or MFWD		MFWD		2WD or MFWD		2WD or MFWD		MFWD		MFWD	
Engagement 4WD	Mechanical or Electro-hydraulically		Electro-hydraulically operated		Electro-hydraulically operated		Electro-hydraulically operated		Electro-hydraulically operated, oil cooled clutch		Electro-hydraulically operated, oil cooled clutch	
Engagement Front Differential Lock	Automatic self-locking under full load		–		–		–		Automatic self-locking under full load		Automatic self-locking under full load	
Engagement Rear Differential Lock	Mechanical or Electro-hydraulically		Electro-hydr. operated, oil-cooled multi-disc		Electro-hydraulically operated, oil-cooled multi-disc		Electro-hydraulically operated, oil-cooled multi-disc		Electro-hydraulically operated, oil-cooled multi-disc		Electro-hydraulically operated, oil-cooled multi-disc	
Steering angle in °	55		55		–		–		–		–	
BRAKES												
Foot Brake	Oil-cooled discs, self-equalizing, self-adjusting		Oil-cooled discs, self-equalizing, self-adjusting		Oil-cooled discs, self-equalizing, self-adjusting		Oil-cooled discs, self-equalizing, self-adjusting		Oil-cooled discs, self-equalizing, self-adjusting		Oil-cooled discs, self-equalizing, self-adjusting	
Park Lock	–		base equipment		base equipment		base equipment		base equipment		base equipment	
4WD Braking	Automatic MFWD engagement on 40Km/h transmissions		Automatic MFWD on transmissions		Automatic MFWD engagement		Automatic MFWD engagement		Automatic 4WD engagement		Automatic 4WD engagement	
CAB												
Type	Liftable cab; 320° all-round vision; Optional telescoping and tiltable steering column/wheel; 1mb Cab pressurisation		Isolated Open Operator Station		7°Tiltable cab; 310° all-round vision; telescoping and tiltable steering wheel; 2 storage compartments; opt. FieldOffice		Tiltable cab; 310° all-round vision; telescoping and tiltable steering column/wheel; 2 storage compartments; opt. FieldOffice		Tiltable cab; 310° all-round vision; telescoping and tiltable steering column/wheel; 2 storage compartments; opt. FieldOffice		Tiltable cab; 310° all-round vision; telescoping and tiltable steering column/wheel; 2 storage compartments; opt. FieldOffice	
Sound Level under Full Load in dB (A)	81 (86 OOS)		86		–		–		74		74	
Service	Liftable cab		–		–		–		Tiltable cab (Standard and Low Profile)		Tiltable cab (Standard and Low Profile)	
Display	Single instrument panel		–		–		–		Dual Gauge II Premium panel and additional info-display in rh B-post		Dual Gauge II Premium panel and additional info-display in rh B-post	
Storage	–		–		Storage compartments with cup holders;		Storage compartments with cup holders;		Storage compartments with cup holders;		Storage compartments with cup holders;	
Important Options	Air Conditioning; openable front windshield; 2 beltline H4 lights		Loader packages with mid-mounted couplers and joystick;		Loader packages with mid-mounted couplers and joystick; AC; tiltable windshield; hydr.toplink; automatic stabilizers		Loader packages with mid-mounted couplers and joystick; AC; tiltable windshield; hydr.toplink; automatic stabilizers		Loader packages with mid-mounted couplers and joystick; AC; Low Profile cab; tiltable windshield;		Loader packages with mid-mounted couplers and joystick; AC; Low Profile cab; tiltable windshield;	
	Cupholder		–		4 working lights front and 4 rear; roof hatch with glass; Corner post exhaust		4 working lights front and 4 rear; roof hatch with glass; Corner post exhaust		4 working lights front and 4 rear; roof hatch with glass;		4 working lights front and 4 rear; roof hatch with glass;	
	Open Operator Station (OOS)		–		FieldOffice; hydraulic trailer brake system; Airbrake system		FieldOffice; hydraulic trailer brake system; Airbrake system		Electronic operator assistance package HMS II; FieldOffice;		Electronic operator assistance package HMS II; FieldOffice;	
CHASSIS												
Structure	Block construction		Mid Frame Design		Short Frame Design		Short Frame Design		Full steel frame		Full steel frame	
Engine Mounting	–		–		4 vibration absorbing bearings		4 vibration absorbing bearings		4 vibration absorbing bearings		4 vibration absorbing bearings	
Turning Radius, m	–		3.48 m		–		–		3.48 m		3.48 m	
DIMENSIONS AND WEIGHTS												
Wheelbase, mm	(2185) 2178		–		2250		2250		2250		2250	
Overall Height Standard Cab / Low Profile Cab, mm	2364 / 2627(2 post ROPS) / 2304 (4 post ROPS)		–		2595		2595		2595 / 2540 (low Profile Cab)		2595 / 2540 (low Profile Cab)	
With Tyre Size, Rear/Front	16.9R30/11.2R24		–		16.9R34/13.6R24		16.9R34/13.6R24		12.4R36/11.2R20		12.4R36/11.2R20	
Center of Rear Axle to Top of Cab Roof, mm	1704 / 1967(2 post ROPS / 1644 4 post ROPS)		–		1850		1850		1850		1850	
Ground Clearance 4WD, Center, mm	400		390		390		390		390		390	
Overall Width, mm	2018		–		–		–		1860 (front axle)		1860 (front axle)	
Overall Length with Base Weight, mm	3886		–		–		–		3950		3950	
Minimum Shipping Weight, kg	3215 MFWD / 2940 ROPS		–		3700		3700		3700		3700	
Maximum Permissible Gross weight at 40 km/h, kg	5100		–		MFWD Versions: 6100; 2WD Versions: 5850		MFWD Versions: 6100; 2WD Versions: 5850		6600		6600	
JOHN DEERE LOADERS COMPATIBLE WITH THE 5R SERIES												
Model 533	MSL/NSL	MSL/NSL	N.A.	N.A.	MSL/NSL	MSL/NSL	MSL/NSL	MSL/NSL	MSL/NSL	MSL/NSL	MSL/NSL	MSL/NSL
Model 583	MSL/NSL	MSL/NSL	N.A.	N.A.	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL
Model 633	NSL	NSL	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	HSL/MSL/NSL	HSL/MSL/NSL	HSL/MSL/NSL
Model 563	N.A.	N.A.	MSL	MSL	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
SERVICE INTERVALS AND QUANTITIES												
Engine Oil in liters	8, 250 h		10, 300 h		–		–		500 h		500 h	
Engine Coolant in liters	13, 2000 h		11.4, 3000 h		–		–		16, 3000 h		16, 3000 h	
Transmission, Final Drive and Hydraulic Oil in liters	38 – (36) 37.5, 1250 h		42, 600 h		–		–		55, 1500		55, 1500	

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