8R/8RT Series

245- to 370-Horsepower Tractors

JOHN DEERE

8R Series Tractor

Nothing average about it

To be a leader in the field, you have to prove you can run like one. The 8R Series Tractors leave no room for compromise. Intuitive and powerful, these machines are ready to impress with up to 370-engine* horsepower that's surprisingly efficient and smart while delivering torque when you need it most.

*Rated engine hp (ISO) per 97/68/EC.

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8R SERIES TRACTORS

Model number	Engine hp[1]	PTO hp[2]
8245R	245	200
8270R	270	225
8295R	295	247
8320R	320	269
8345R	345	291
8370R	370	313

1 – Rated engine hp (ISO) per 97/68/EC. 2 – Rear PTO at 2,100 engine RPM.

8RT Series Tractors

Right on track

The 8RT Series Track Tractors are not just a tracked version of a row-crop tractor – they have an impressive number of smart features that set them apart. Like a hitch-lift capacity of up to 20,000 pounds (9702 kg), a massive undercarriage and the longest footprint of any tractor in its class. The exclusive AirCushion™ Suspension System. And the JDLink™ information-management system plus integrated GreenStar™ guidance.

8RT SERIES TRACK TRACTORS

Model number	Engine hp[1]	PTO hp[2]
8320RT	320	264
8345RT	345	286
8370RT	370	308

1 – Rated engine hp (ISO) per 97/68/EC. 2 – Rear PTO at 2,100 engine RPM.


JOHN DEERE

Not just for show

LED Light option
Light up the night with the new LED lighting package. Compared to the HID lights, the new LED's have a longer life expectancy, 40% more coverage and utilizes 45% less amperage.

245 to 370 Engine hp*
The 8R/8RT Series Tractors combine world-class efficiency with increased horsepower to push productivity to higher levels than ever before. Intelligent Power Management, or IPM provides a horsepower increase during PTO and transport applications of up to 35 horsepower for full PTO power and speed. Couple that with the increased hydraulic capacity and these tractors can handle large planters and implements with ease. *Rated engine hp (ISO) per 97/68/EC.

CommandView™ III cab
Designed to keep you comfortable and productive, this cab has it all–from laminated glass and a front console barrier for less noise intrusion to an intuitive CommandARM™, with the bigger, brighter and easy-to-use Generation 4 CommandCenter Display. There's also an integrated refrigerator option.

Integrated technology
Every 8R/8RT Series Tractor is AutoTrac™ Ready and JDLink™ enabled which means you can improve efficiency and receive support from your dealer on-the-go.

e23™ PowerShift Transmission with Efficiency Manager™
The 8R/8RT Series Tractors feature the new e23™ PowerShift Transmission with Efficiency Manager™. With the widest gear selection on the market and automation capabilities, you can improve machine efficiency and operator productivity.

Dusk ’til done

The integrated technology of the 8R/8RT Series along with the optional LED lighting package help keep you productive as your day turns into night. Field Cruise™ maintains a constant engine rpm as the load on the tractor varies, which is especially useful when you put in long hours on critical operations, such as planting. It also helps save fuel by keeping the speed at a lower level.

The optional premium lighting package features LED lights that provide industry-leading performance and 360-degree coverage for maximum nighttime visibility. LED bulbs provide maximum brightness and a true color output for excellent field definition that is easy on the eyes. They also provide 40-percent greater coverage width and 10-percent more light coverage in the rear. The LED lights also use 45-percent less amps than standard halogen lights and have an increased life expectancy over HID lights which leads to lower costs of ownership over the life of the tractor.

Reduce your input, boost your output

The John Deere PowerTech™ PSS 9.0 L Engine delivers uncompromised performance, up to 370-engine hp, and over 400-engine hp through Intelligent Power Management. That's the most horsepower we've put in a row-crop tractor. And it's all possible thanks to an incredibly smart Engine Control Unit, which senses engine speed and load changes at a rate of 100 times per second. This highly evolved and patented system allows the engine to instantly adjust fuel quantity and injection timing, air-to-fuel ratio, multiple fuel injections, and amount of cooled exhaust gas recirculation for outstanding fuel economy and improved engine responsiveness. A fixed turbocharger and a variable geometry turbocharger broaden the engine's operating range with higher power density and increased low-speed torque.

Series turbochargers
Deliver higher power, more low-speed torque and engine responsiveness to meet varying load conditions.

Variable geometry turbocharger (VGT)
Electronic controls open or close variable vanes depending on load and speed. Optimized airflow generates more boost allowing for quicker load response, increased low rpm torque, better transient response and improved fluid efficiency.

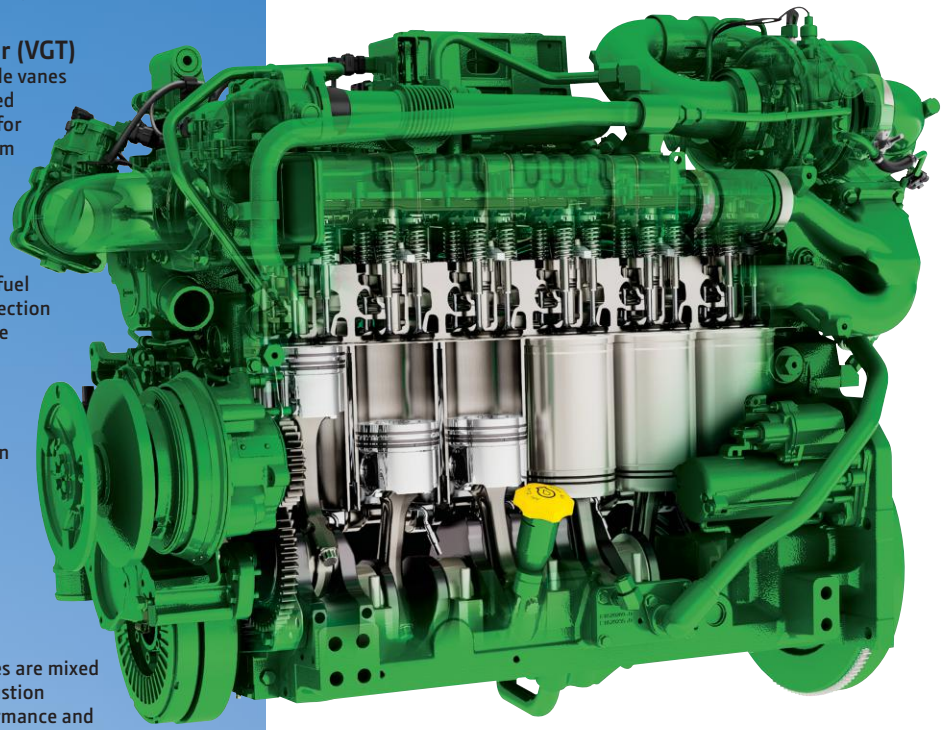
High-Pressure Fuel System
Enables precise control for start, duration and end of injection, controls fuel injection timing and provides higher injection pressures improving combustion, engine performance and reducing emissions.

Catalyzed Exhaust filter with DOC/DPF
Exhaust gases flow through an oxidation catalyst and filter trapping particulate matter. During normal operating conditions the engine's natural heat oxidizes the trapped PM and cleans the filter.

Cooled Exhaust Gas Recirculation (EGR)
Precise amounts of cooled exhaust gases are mixed with incoming fresh air lowering combustion temperatures allowing for added performance and lower levels of emissions.

Selective Catalytic Reduction (SCR)
This technology utilizes a urea-based additive referred to as diesel exhaust fluid (DEF). The ammonia in the urea mixes with engine exhaust gases in the SCR catalyst to reduce NOx. The optimization of cooled EGR and SCR allows John Deere machines to use less DEF than other FT4 solutions.

Air-to-air aftercooling
Lowers the intake manifold air temperature promoting more efficient cooling and greater engine reliability.



The advanced design of the new PowerTech PSS 9.0 L engine provides the most convenient and cost-effective Final Tier 4 (FT4) emissions solution for farmers like you. It's built upon the legendary performance of the PowerTech Plus engine platform with all the power and performance you've come to expect from a John Deere. Our Integrated Emissions Control system consisting of cooled EGR, a diesel oxidation catalyst (DOC), diesel particulate filter (DPF), and a selective catalytic reduction (SCR) system is specifically designed to meet the rigorous demands of agricultural applications. This seamlessly integrated solution can use less diesel fuel and DEF for total fluid efficiency.

Synchronized Power

The 8R/8RT Tractors feature the new e23™ PowerShift Transmission with Efficiency Manager™ which pairs the benefit of a mechanical transmission with the ease of an IVT™. Rugged and reliable, the e23 is easy-to-use and allows the tractor to be as efficient as possible, taking full advantage of the tractor's horsepower and putting more power to the ground while reducing operating costs.

The transmission has 23 forward gears that are evenly spaced 15-percent apart to provide a wide speed range to complement different operating conditions and implements. The spacing also provides smooth shift quality which helps reduce wear, improves ride quality and operator comfort. The e23™ also provides 11 reverse selections with a 30-percent speed change between gears.

Brake pedal sensors on e23-equipped tractors provide an integrated AutoClutch function. During tractor operation, the operator can use the AutoClutch feature to stop and start the tractor with the use of a single stroke of the brake pedals.

The power of choice

John Deere is the only manufacturer to offer you three choices in transmissions giving you the flexibility to choose one designed to fit your needs for improved performance, increased uptime, and a lower cost of operation.

For those who want simple and reliable mechanical pulling power, the tested and proven 16-speed PowerShift with APS provides full power shifts on-the-go helping to save fuel. This means there is no need to stop the tractor or press in the clutch to change gears; the transmission is capable of automatic shuttle shifting between forward and reverse.

For customers looking for the reliable mechanical pulling power of a PowerShift, with the automated efficiency capabilities of an AutoPowr™ IVT™, the e23™ is a good choice. With 23 forward gears and 11 reverse gears the e23 delivers the strength to handle sudden, high-torque power loads while maintaining responsive, quick, and smooth shifts with limited input from the operator. The e23 with Efficiency Manager is available on all models including the 345 and 370 horsepower models. A single-speed lever is used for intuitive and accurate control of ground speeds in increments as small as .2 mph when in the auto or custom modes. The transmission comes in the standard 26 mph (42 km/h) version or an optional 31 mph (50km/h).

If you prefer to dial in a precise ground speed, the AutoPowr™ IVT™ transmission delivers infinite control ranging from creeper speeds as low as 164 ft/h (50 m/h) to transport speeds up to 31 mph (50 km/h). With electronic management and a combination of mechanical and hydrostatic power the AutoPowr/IVT provides automatic control of engine rpm and ground speed for maximum efficiency and productivity.


AVOID CRUSHING:
USE SEAT BELT
CAUTION
CAUTION
IMPORTANT
Tractor

Turn your information into a plan

MyJohnDeere Operations Center lets you see average yield, total yield, average moisture, seeding variety and rates, machine information from JDLink™* and more. The Field Analyzer tool lets you compare these layers side by side. And you can easily share planing and yield data with trusted advisors and receive recommendations such as variable rate prescriptions.

JDLink™ Connect.

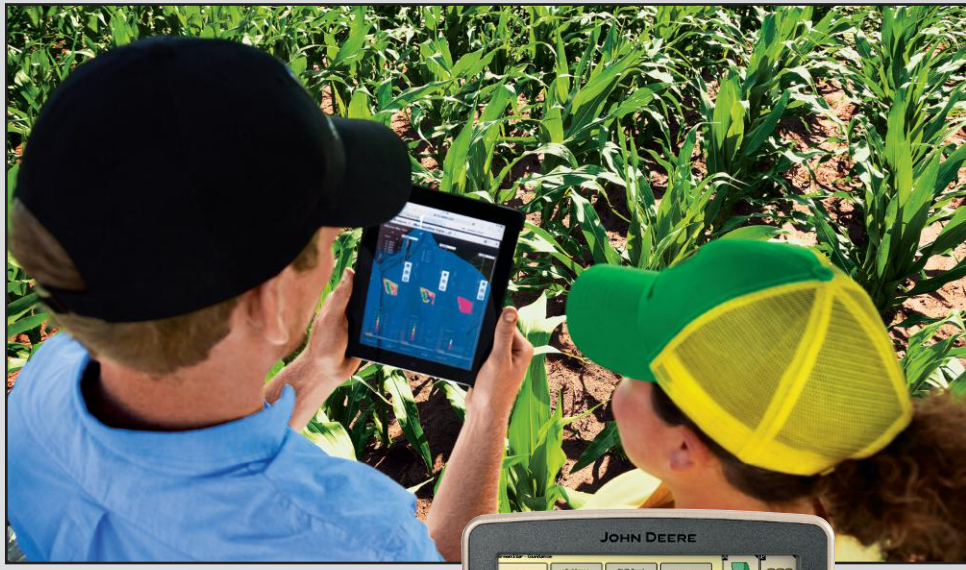
JDLink comes standard on every 8R/8RT Series Tractor. With a JDLink activation, you can stay informed on machine location and hours, protect your assets with Geofence and Curfew alerts, keep your machines running with maintenance tracking and preventative plans, track and analyze machine and fuel usage and much more. Using the power of JDLink you can optimize productivity, increase uptime, and boost profits with machine information accessible from a laptop, desktop, or mobile device.

■ **Wireless Data Transfer.** Easily share data with trusted advisors to turn your information into a plan. Send files wirelessly to your operators in the field, and once they're done, all the information is sent back to your MyJohnDeere account to analyze.

■ **Remote Display Access.** By viewing an operator's screen remotely, you can significantly reduce the time it takes to resolve issues, often eliminating a service call from your dealer or a trip to the field.

■ **Service ADVISOR™ Remote** allows your dealer to make sure your equipment is running at peak performance. It saves you time on repairs as your dealer can determine what parts are needed before they arrive.

*Activation/subscription required. Some additional accessories and/or components may be required. JDLink requires a cellular data connection to transfer information from machine to JDLink website. Consult your local John Deere Dealer for coverage availability. **Gen 4 Activations are machine specific activations that remain with the tractor.



GreenStar™ 3 2630 Display comes ready with parallel tracking, field documentation, map-based prescriptions, harvest documentation and on-screen mapping. AutoTrac™and SectionControl can also be added to improve efficiencies even more.

The 4600 CommandCenter Display creates the primary user interface for 8R/8RT Tractors. The Generation 4 CommandCenter provides an excellent, user-savvy operating experience. Producers can also use a variety of implements with the Generation 4 CommandCenter as it is ISOBUS virtual terminal (VT) capable. Expect machine productivity gains, along with increased operator confidence thanks to a simple, customizable interface. The reliability of the Generation 4 CommandCenter also helps improve productivity making every pass more efficient. The Generation 4 CommandCenter lets you easily control and adjust hydraulic settings, hitch settings, transmissions settings, FieldCruise, iTEC™ functions, radio, lights, and all functions including diagnostic and display settings. Add a new and convenient easy-to-use AutoTrac™ Activation* and increase pass-to-pass accuracy in demanding applications.

Run in Comfort

Take a seat in the CommandView™ III Cab and the first thing you'll notice when you shut the door is how quiet it is. Thanks to the laminated glass and front console barrier, you'll enjoy less noise intrusion and vibration, making for a more relaxed day. Once you settle in, you'll find the views even better, especially when you rotate the seat to the right 40-degrees for a nearly unobstructed view of your implement. Next glance down and be amazed at the crisp clarity of the new high-resolution 10-inch CommandCenter™ Display. Finally rest your arm on the new, smartly-configured CommandARM™, and with the touch of a finger you'll control all the key tractor functions like the throttle, transmission speed and direction, SCVs and PTO.

- Totally redesigned CommandARM™
- 10-inch high-resolution CommandCenter Display
- Improved sound quality minimizes noise intrusion
- Seat with 40° right-hand swivel
- Integrated, actively-cooled refrigerator option
- Optional cab suspension on all new 8R Series Tractors equipped with the ComfortCommand™ seat

Available options include a heated, leather operator's seat, leather-wrapped steering wheel; and a premium radio package with a superb sound system.

CommandARM™
Puts everything within easy reach.

CommandCenter Display

Bigger, brighter and easier to learn and operate. The Generation 4 CommandCenter features a 10-inch (154-mm) high-resolution, touchscreen display. Quickly and easily adjust tractor functions and controls which are integrated into the CommandARM to create a seamless control center.

Nothing is beyond reach

The completely redesigned CommandARM™ incorporates all the key tractor functions, like the AutoTrac™* resume, throttle, transmission speed and direction, SCVs and PTO into one ergonomic and intuitive command arm. Everything you need to hit the ground running with confidence is within reach.

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

If you're running a loader or front hitch, you'll appreciate the integrated joystick in the CommandARM™, putting control at your fingertips.

It's all about convenience that makes sense and improves performance. The CommandARM™ puts everything from satellite radio and climate control to AutoTrac™* and FieldCruise™*, within easy reach, meaning less stress and strain after a full day of running.

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

The cornerpost display is large and bright, making it easier to read fuel, temperature, engine speed, and ground speed.

The instructional seat folds down and doubles as a work station so you can take care of important decisions during meal breaks and planter refills.

Feel the confidence

The ActiveCommand™ Steering technology is an operator's best friend. With ACS, John Deere has designed one of the most robust and encompassing steering system in the industry. Whether in the field or on the road, ACS reduces steering effort, so you stay fresh, comfortable and in control.

As your speed increases during transport, you'll experience more torque in the steering wheel for an enhanced sense of control. Slow down to make a turn and the steering wheel automatically becomes easier to rotate. And when driving straight down your lane, you'll keep the tractor centered with minimal effort. During headland turns, ACS reduces the amount of torque in the steering wheel, making it easier for you to turn the wheel. It also reduces the number of times you must rotate the wheel for enhanced comfort.

- **Dynamic road-wheel offset control.** A gyroscope senses tractor yaw and can automatically make small steering adjustments to help you hold the line. If you encounter a bumpy road, you'll quickly notice that ACS makes it easier to keep the tractor straight, even over rough terrain delivering a more controlled and comfortable ride, even at transport speeds of 31 mph (50 km/h).

- **Variable-ratio steering** changes the amount of effort required to turn the wheel, based on conditions. You'll make more turns of the wheel during transport for improved control.

- **Variable-effort steering** changes the resistance of the steering wheel in respect to ground speed for light steering effort at slower speeds and higher steering-wheel torque during transport speeds.

The 31-mph (50 km/h) option lets you move at faster speeds to haul more throughout the day. It's available on tractors equipped with the e23™ or Infinitely Variable Transmission (IVT™). These tractors also require Independent-Link Suspension (ILS™) with front brakes, trailer brakes (air or hydraulic), front fenders, and B-speed rated front and rear tires. Row-crop and wide section duals are now available with 31-mph (50 km/h) ransmissions.

Sweet spot found

Choose from a large selection of tires in singles, doubles, and triples to fit your needs. Front tires are available in widths ranging from 12.6 in. (320 mm) to 25.6 in. (650 mm); rear tires in widths from 12.6 in. (320 mm) to 35.4 in. (900 mm).

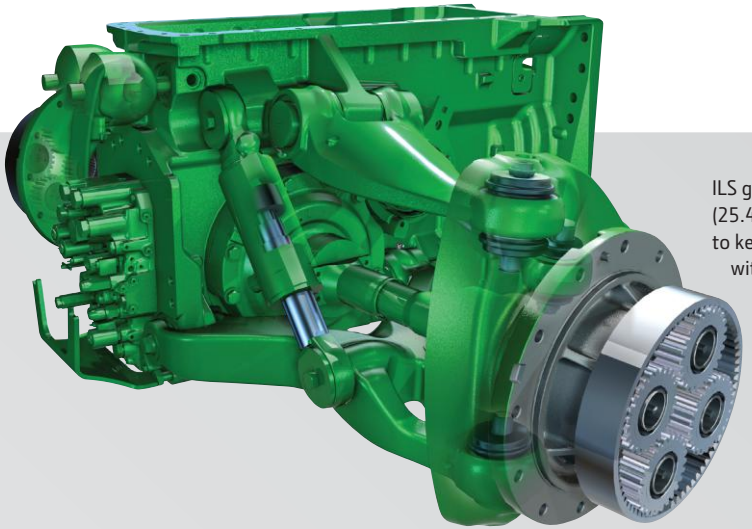
Tire Options, including Group 49s. John Deere offers a wide selection of tires to fit a variety of row-crop, broad-acre, and transport applications, including an expanded lineup of Group 48 duals and Group 49 tire options. Group 49s have a larger diameter and longer footprint for improved traction and reduced compaction when compared to smaller tires of the same section-width and design.

In a league of its own

John Deere's Independent Link Suspension system leads the industry when it comes to delivering superior ride quality and power to the ground. The 8R Series Tractors equipped with front ILS™ get more power to the ground because the front tires maintain ground contact pressure. This improves field and transport ride plus increases ballasting flexibility and drastically decreases the tendency to power hop helping you stay comfortable and productive pass after pass.

The AirCushion suspension system on the 8RT Series isolates the chassis from harsh inputs due to uneven terrain. The entire system is fully automatic and requires no operator adjustment. This system also allows the vehicle to travel much faster over rough terrain while maintaining operator comfort. Both suspension systems provide a super-smooth ride and maintain faster field and transport speeds. Their unsurpassed traction and flotation help put more power to the ground, plus more comfort in the cab.

■ **Axle Choices.** 8R Series Tractors come with your choice of a mechanical front-wheel-drive (MFWD) axle or ILS. Go with the MFWD option and choose between the 1300 and 1500 Series Axles. Both have electro-hydraulic automatic engagement and give you the drawbar pulling power you need in all operating conditions. The 1500 Series MFWD option lets you add duals to your front axle for added load-carrying capacity, traction, and flotation.



ILS gives you 10 inches (25.4 cm) of suspension travel to keep front duals in contact with the ground, which means you can work at faster speeds for improved productivity and enhanced comfort.

8R Series Tractors can be equipped with the exclusive John Deere ActiveSeat,™ which isolates you from up to 90 percent of vertical movements for an even smoother ride. (ActiveSeat not available on track tractors.)

AirCushion™ Suspension System

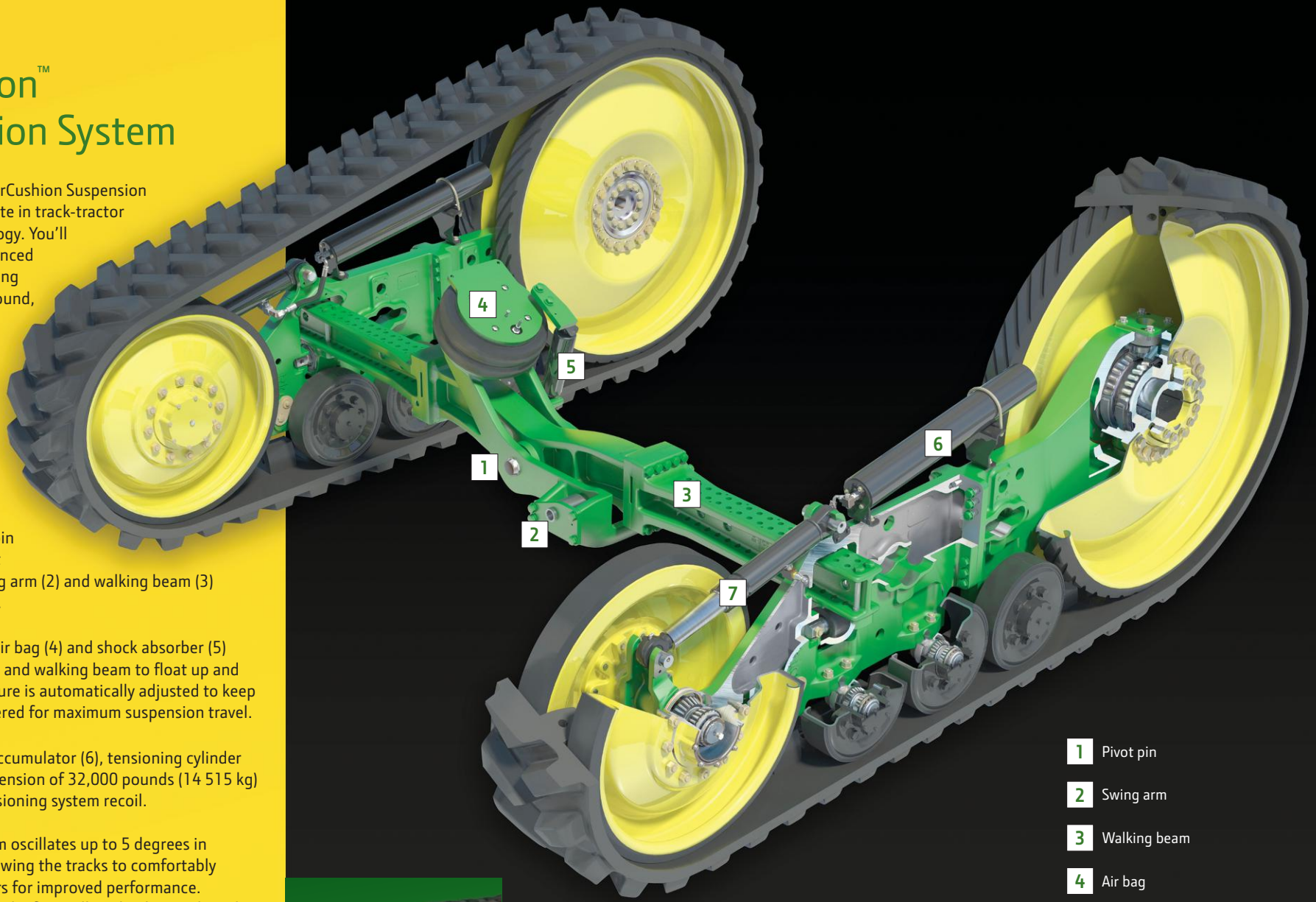
The revolutionary AirCushion Suspension System is the ultimate in track-tractor suspension technology. You'll appreciate the enhanced comfort when working rough or uneven ground, plus you'll like the faster field and transport speeds. Better still, the entire system is fully automatic and requires no operator adjustment.

- A massive pivot pin (1) provides support and allows the swing arm (2) and walking beam (3) to pivot individually.

- The heavy-duty air bag (4) and shock absorber (5) allow the swing arm and walking beam to float up and down. Air bag pressure is automatically adjusted to keep the swing arm centered for maximum suspension travel.

- Large nitrogen accumulator (6), tensioning cylinder (7), and track-belt tension of 32,000 pounds (14 515 kg) allows for more tensioning system recoil.

- The walking beam oscillates up to 5 degrees in both directions, allowing the tracks to comfortably hug ground contours for improved performance. Suspension travel at the front idler wheel varies based on track-tread spacing.



The AirCushion Suspension System on track tractors allows 9.6 inches (24.4 cm) of vertical suspension travel at the front idlers when tracks are set at a 72-inch (1.8 m) tread spacing, and up to 15.3 inches (38.9 cm) when set at the 120-inch (3 m) tread spacing. Add the optional extension kit, space the tracks out to 160 inches (4 m), and the suspension travel increases to 20.4 inches (51.8 cm).

1. Pivot pin
2. Swing arm
3. Walking beam
4. Air bag
5. Shock absorber
6. Nitrogen accumulator
7. Tensioning cylinder

Set your track treads where you want them – spacing points are positioned in 4-inch (10.2 cm) increments across the walking beam so you can space them from 72- to 120-inches (1.8 to 3 m) wide. And if 120 inches isn't wide enough, go with the optional 112 to 160-inch (4 m) field-installed kit. This design eliminates the need for separate tractor frames to accommodate narrow or wide settings.

Extend your day

With an impressive selection of factory-installed options, you can match your 8R/8RT Series Tractor's capabilities to your application and needs. From axles and hitches to hydraulic and tire options, you can customize and equip your tractor to ensure you get the most out or your equipment and day. Add the benefits of AutoTrac™ guidance and easily boost your productivity and efficiency even more.

Loves to multi-task

■ **H480 Loader.** Connect the H480 Loader to your 8R Series Tractor and turn your tractor into the ultimate versatility machine. Load silage. Move round bales. Clean your feedlots. And more. The H480 is built with the added strength befitting the largest loader in our ag lineup, with mounting frames that are integrated into the tractor frame for a durable connection between the loader and the tractor. Oil lines are routed through the boom arms to protect them from damage. And a mechanical self-leveling linkage helps ensure the load remains at the same angle to the ground.

■ **Integrated front hitch and PTO** increase productivity by combining operations and allowing for quick changeovers from one farming operation to another. The 8R Series is an impressive performer in front-implement applications. The front 3-point hitch can be factory installed on all 8R Series Tractors equipped with Independent-Link Suspension (ILS™). The factory option includes a premium front hitch with the choice of one or two front SCVs and auxiliary couplers. The integrated and compact style maintains full maneuverability even with large front tires. This front hitch has a maximum lift capacity at the hitch balls of 5200 kg (11,450 lb).

Now you don't have to choose between quality and quantity. With the addition of the new L300 Large Square Baler Series, your John Deere dealer offers a full line of commercial hay tools.


Own your day

Add two-tons of weight in under 30 minutes with the new 2138 lbs (970 kg) rear wheel weight. Designed to be easy-on and easy off to give you the ability to add or subtract weight quickly making the tractor more versatile.

Value in versatility

Hydraulics and SCVs. The heavy-duty hydraulic system boasts plenty of reserve capacity to operate large hydraulic motors, even at reduced engine speeds. Closed-center pressure and flow-compensated hydraulics are standard equipment and are used for all steering, brake, hitch, and SCV functions. You can choose four, five, or six rear electrohydraulic selective control valves (SCVs) with adjustable flow rates, timed detents, and breakaway couplers to meet your needs. The 8R and 8RT Series Tractors feature precise control of the SCVs hydraulic flow, allowing you to fine-tune flow rates for any application. Each SCV has its own controller, making field installing additional SCVs easier. All hydraulic settings can be easily adjusted and monitored through the CommandCenter™ display.

Rear Hitch and Drawbar. The optional Category 4N/3 hitch on wheel and track models have a lift capacity of an impressive 20,000-pound (9702 kg) hitch-lift capacity. An optional Category 4 drawbar and 2-inch (50.8mm) hitch pin with heavy-duty drawbar support and 11,000 pound (4990 kg) tongue weight capacity provides added load-bearing strength to handle large-capacity and extra-wide implements.

PTO. All 8R and 8RT Series Tractors come standard with a fully independent 45-mm (1-3/4-in.), 1000-rpm PTO. This 20-spline shaft is designed for high-power, heavy PTO loads that require full horsepower above 150 PTO hp. The 8R Series Wheel Tractors offer additional mechanical and electrical speed-change PTO options to provide the versatility and flexibility needed to satisfy implement demands. An in-cab shiftable, eco version of the 45-mm (1-3/4-in.), 1000-rpm PTO is available, allowing full PTO rotations at decreased engine speeds. Additionally, a 45-mm (1-3/4-in.), 1000-rpm PTO capable of 35 mm (1-3/8 in.), 540-rpm (6 spline)/1000-rpm (21 spline) can be ordered.

High performance comes standard

Every day you run with purpose – to go faster and farther while pushing the limits of your day and your equipment. John Deere is ready to run with you, delivering equipment, technology, and support to help you go the distance, and beyond. Nothing Runs Like a Deere™

Supported by one of the most responsive dealer networks in the business

Nobody cares more about keeping your equipment in solid working order than your John Deere dealer. With a complete inventory of genuine John Deere parts, highly trained service technicians, and a thorough understanding of your business, your John Deere dealer knows how to keep you and your equipment up and running.

A strong name in equipment, and a strong dealership network: get it all with John Deere.

Protect your investment with a PowerGard™ Plan

The John Deere PowerGard Maintenance Plan allows you to purchase scheduled maintenance when you purchase your tractor ... you pick the program that's right for your usage (high-hour commercial application or lower-hour specialty use, for example), and your equipment will get routine inspection and service by your John Deere dealer.

The PowerGard Protection Plan allows you to purchase extended coverage and powertrain warranty coverage for up to an additional three years or 3,000 hours over the normal warranty period. You get flexible coverage, low deductibles, and peace of mind. Ask your dealer for details, or go to www.powergard.com.

Record-breaking uptime is closer than you think

Your 8R/8RT Series Tractors comes standard with the new JDLink™ Information-Management System and one-year of free JDLink Ultimate Service.* Once you activate the service, you get all the benefits of Service ADVISOR™ Remote. With your permission, your John Deere dealer can "dial in" to your tractor's diagnostic data to assess trouble codes and help you avoid downtime. Plus, if your tractor throws a code while in the field, service technicians at the dealership can view the code along with the tractor's location so they know which tools and parts to bring, and where to drive, for best-in-class service. And software updates are a breeze – your dealer can upload the latest version from the dealership to your tractor while the tractor is in the field.

*–Free subscription to JDLink Ultimate expires one year from date of purchase of qualifying 8R/8RT Series Tractors. This subscription will not be automatically renewed. For subscription to continue, customer must actively renew and subscription fees shall apply.

8R/8RT

8R SERIES, COMMON SPECIFICATIONS

ENGINE	
Description	John Deere PowerTech™ PSS 9.0 L Diesel, in-line, 6-cylinder, wet-sleeve with 4 valve-in-head
Rated speed	2,100 rpm
Aspiration	Dual series turbocharger with fixed geometry first stage, variable geometry second stage; air-to-air aftercooling and cooled exhaust gas recirculation
Filter, engine air	Dual-stage with engine cooling fan aspiration
Displacement	549 cu. in. (9.0 L)
Bore and stroke	4.66 in. (118 mm) x 5.35 in. (136 mm)
Compression ratio	16.0:1
Lubrication	Full-pressure, full-flow filtration with bypass
Filter, oil	Replaceable cartridge-style oil filter
FUEL SYSTEM	
Description	Electronically controlled, high-pressure common-rail with electric fuel transfer pump (self priming)
Filter system	Two-stage with water separator and service-indicator light
Filter, primary	10 micron spin-on element with water indication sensor and drain
Filter, secondary	2 micron spin-on element
Fuel-tank capacity	170.4 gal (645L) with Group 47/48 tires 181.2 gal (686L) with Group 49 tires
Required fuel type	Ultralow sulfur diesel (B20 diesel compatible)
DEF tank capacity	6 U.S. gal (23L)
ELECTRICAL SYSTEM	
Description	Two batteries in parallel
Alternator/battery	Available: 200 amps/12 Volt
Total cold-cranking amps	1850 (2-925CCA grp 31 batteries)
STEERING	
Hydraulic power steering	Standard
ActiveCommand Steering	Optional
CONNECTIONS	
AutoTrac™ Ready	Standard
JDLink™	Available JDLink™ Select & Ultimate and Ethernet harnesses
ServiceADVISOR™ Remote	Requires activated JDLink service
CommandCenter™ Display video with 4600 Processor	Video capable; four video inputs (Tyco Connector PN 776536-1) for camera with PAL or NTSC signal (camera and extension harness available through John Deere Parts)

CAB SPECIFICATIONS

Command View III™ Cab	
Cab glass area	70.18 sq ft (6.52 sq m)
Cab volume	127 cu ft (3.597 cu. m)

*Specifications and design subject to change without notice. *Activates during mobile rear PTO applications and transport speeds. **5R is only Available through dealer programming in some geographic regions. [1]Weight based on MFWD, PST, 1400 lb. inner weights/front weight support, Category 3 hitch with Quik-Coupler, 30 gallons of fuel, 480/80R46 duals, 380/85R34 fronts. [2]Weight based on ILS, IVT, 1400 lb inner weights, front weight support, Cat4 hitch with Quik-Coupler, 30 gal fuel, 480/80R50 duals, 380/80R38 front duals.*

	8245R	8270R	8295R	8320R	8345R	8370R
POWER						
Rated PTO power (hp SAE) at 2,100 engine rpm	200 hp (149 kW)	225 hp (167 kW)	247 hp (184 kW)	269 hp (200 kW)	291 hp (216 kW)	313 hp (233 kW)
Rated Engine power PS (hp ISO) at 2100 engine rpm (97/68EC)	245 hp (180 kW)	270 hp (199 kW)	295 hp (217 kW)	320 hp (235 kW)	345 hp (254 kW)	370 hp (272 kW)
Max Engine power PS (hp ISO) at 1900 engine rpm (97/68EC)	270 hp (198 kW)	297 hp (218 kW)	324 hp (239 kW)	352 hp (259 kW)	380 hp (279 kW)	407 hp (299 kW)
Intelligent Power Management* (Available)	35 additional engine horsepower (26 kW) at 2,100 rpm (rated speed)					
PTO torque rise	40%	40%	40%	40%	40%	39%
PTO power bulge	10%					
TRANSMISSIONS						
16-speed PowerShift; 16F, 5R** with APS (Auto Power Shift)	Standard (42 km/h at 2,050 erpm with group 49 tires, 42 km/h at 2,160 erpm with group 48 tires, 40.8 km/h at 2,210 erpm with group 47 tires)				—	
e23 Transmission 40K, 26 mph (40 km/h)	Available (42kph at 1410 ECO erpm with group 49 tires, 42kph at 1480 ECO erpm with group 48 tires, 42kph at 1560 ECO rpm with group 47 tires)					
e23 Transmission 50K, 31 mph (50 km/h)	Available (50kph at 1670 ECO erpm with group 49 tires, 50kph at 1770 ECO erpm with group 48 tires, 50kph at 1860 ECO rpm with group 47 tires)					
John Deere AutoPowr™ IVT™ 0.030-26 mph (0.050-42 km/h)	Available (42 km/h at 1,360 ECO erpm with group 49 tires, 42 km/h at 1,434 ECO erpm with group 48 tires, 42 km/h at 1,511 ECO rpm with group 47 tires)				Standard (42 km/h at 1,360 ECO erpm with group 49 tires, 42 km/h at 1,434 ECO erpm with group 48 tires, 42 km/h at 1,511 ECO rpm with group 47 tires)	
John Deere Infinitely Variable Transmission, 31 mph (50 km/h)	Available (50 kph at 1,625 ECO erpm with group 49 tires, 50 kph at 1710 ECO erpm with group 48 tires, 50 kph at 1810 ECO rpm with group 47 tires)					
REAR AXLE FINAL DRIVES						
Description	Inboard planetary three pinion					
REAR AXLE						
Description	Rack-and-Pinion axle					
4.33 x 118.5 in. (110 x 3010 mm) diameter long, single-taper hub	Available		—			
4.33 x 118.5 in. (110 x 3010 mm) diameter long, dual-taper hub	Available		—			
4.72 x 118.5 in. (120 x 3010 mm) diameter long, dual-taper hub	Available					
4.72 x 96 in. (120 x 2438 mm) diameter short, dual-taper hub	Available					
REAR WHEEL EQUIPMENT						
Description	Group 47/48/49 tires Available as Singles/Duals/Triples. See dealer for tire size selection and limitations					
FRONT AXLE						
1300 Series MFWD, tread range 60 to 88 in. (1524 to 2235 mm)	Standard			—		
1500 Series MFWD, tread range 60 to 144 in. (1524 to 3657 mm)	Available with or without duals					
Independent Link Suspension (ILS), tread range 60 to 144 in. (1524 to 3657 mm)	Available with or without duals			Standard with or without duals		
Independent Link Suspension (ILS), 3m tread spacing	Available - Field Installed Option: 3 meter tread spacing Available with front ballast limitations (no duals allowed)					
Independent Link Suspension (ILS), suspension travel	Plus or minus 4.92 in. (125mm) at tread centerline for 5 step ratio axle at 1880mm tread					
Independent Link Suspension (ILS), with front brakes	Available with 40Km/h, standard with 50Km/h - Available with or without duals					
DIFFERENTIAL LOCK						
Front axle, 1300 Series MFWD	Limited slip			—		
Front axle, 1500 Series MFWD	Full-locking electrohydraulic (actuated at same time as rear diff-lock)					
Front axle, ILS	Full-locking electrohydraulic (actuated at same time as rear diff-lock)					
Rear axle	Full-locking electrohydraulic					
HYDRAULIC SYSTEM						
Description	Closed-center, pressure and flow compensated					
Selective control valves (SCVs) with 1/2 in. ISO couplers	4 Standard, 5 and 6 Available					
Selective control valves (SCVs) with 3/4 inch and 1/2 in. ISO couplers	Available (SCV 1 : 3/4 in. coupler, SCV 2-5 : 1/2 in. couplers)					
Main pump, axial piston (displacement)	85cc Standard, Dual pump (85cc plus 35cc) Available					
Maximum pressure	2,958 (+/- 4.4) psi (20,400 +/- 300 kPa)					
Rated flow, 85 cc pump	60 U.S. gpm (227.1 L/min)					
Rated flow, Dual Pump 85cc plus 35cc	85 U.S. gpm (321 L/min)					
Available flow at a single SCV	35 U.S. gpm (132 L/min) 1/2 in. couplers, 40.5 U.S. gpm (153 L/min) 3/4 in. coupler					
3-POINT HITCH, REAR						
Description	Lower draft shaft bending bar, electrohydraulic sensing					
Category 3/3N with Quik-Coupler - All Axles	Standard 14,000 lb. (6,350 kg) - Maximum Lift Capacity 19,134 lb (8,679 kg)			—		
Category 3/3N with Quik-Coupler - 120mm Axle Required	Available: 18,500 lb. (8391 kg) - Maximum Lift Capacity 24,724 lb (11,214 kg)			—		
Category 4N/3 with Quik-Coupler - 120mm Axle Required	—			Available: 15,000 lb. (6,803 kg) - Maximum Lift Capacity 19,807 lb (8,984 kg)		
Category 4N/3 with Quik-Coupler - 120mm Axle Required	Available: 20,000 lb. (9072 kg) - Maximum Lift Capacity 26,307 lb (11,933 kg)			Standard: 20,000 lb. (9,702 kg)) - Maximum Lift Capacity 26,307 lb (11,933 kg)		
3-POINT HITCH, FRONT						
Description	Available: Category 3N, Ground Engaging Front Hitch - requires Independent Link Suspension (ILS)					
Standard lift capacity	11,464 lb (5,200 kg)					
REAR POWER TAKE-OFF (PTO), INDEPENDENT						
1 3/4 in. (44 mm) 20-spline, 1,000 rpm	Standard					
1 3/4 in. (44 mm) 20-spline, 1,000 rpm; capable of 1 3/8 in. (35 mm) 540/1000 rpm	Available					—
1 3/4 in. (44 mm) 20-spline, 1,000E RPM	Available					
PTO speed at engine rpm	1,000 PTO rpm at 2,003 engine rpm, 1,000 ECO PTO rpm at 1,596 engine rpm, and 540 PTO rpm at 1,817 engine rpm for PST, 1,000 PTO rpm at 2,000 engine rpm, 1,000 ECO PTO at 1,594 engine rpm, and 540 PTO rpm at 1,814 engine rpm for IVT					
WHEELBASE						
MFWD/ILS	121.3 in. (3080 mm) / 120.1 in. (3050 mm)					
MFWD/ILS axle clearance	27 in. (686 mm) / 23.2 in. (590 mm)					
AVERAGE STANDARD WEIGHT (less front weights)						
MFWD[1]	27,953 lb (12,680 kg)			—		
ILS[2]	33,091 lb (15,009 kg)					

8R/8RT Series Tractors Specifications

	8320RT	8345RT	8370RT
POWER			
Rated PTO power (hp SAE) at 2,100 engine rpm	264 hp (196 kW)	286 hp (213 kW)	308 hp (229 kW)
Rated Engine power PS (hp ISO) at 2100 engine rpm (97/68EC)	320 hp (235 kW)	345 hp (254 kW)	370 hp (272 kW)
Max Engine power PS (hp ISO) at 1900 engine rpm (97/68EC)	352 hp (259 kW)	380 hp (279 kW)	407 hp (299 kW)
Intelligent Power Management* (Available)	35 additional engine horsepower at 2,100 rpm (rated speed)		
PTO torque rise	40%		39%
PTO power bulge	10%		
TRANSMISSIONS			
John Deere AutoPowr™ IVT™ 26 mph (42 km/h)	Standard (42 km/h at 1,550 ECO erpm)**		
e23 Transmission 40K, 26 mph (40 km/h)	Available		
FINAL DRIVES			
Description	Inboard planetary		
REAR AXLE			
Tread spacing	72 to 120 inch (1,829 to 3,048 mm) standard, 112 to 160 inch (2,845 to 4,064 mm) optional		
Track type	Camoplast Durabuilt 3500 and 5500 Series Track Belts		
Track width	25 in. (635 mm)		
Optional track widths	16 in. (406 mm), 18 in. (457 mm), 24 in. (610 mm), 30 in. (762 mm)		
Drive wheel total width	15 in. (381 mm) required with 16-, 18-, and 24-in. (406, 457, and 610 mm) tracks; 24 in. (610 mm) optional with 25-, and 30-in. (635, and 762 mm) tracks		
Mid-rollers total width	15 in. (381 mm) required with 16-, 18-, and 24-in. (406, 457, and 610 mm) tracks; 24 in. (610 mm) required with 25-, and 30-in. (635, and 762 mm) tracks		
Poly mid rollers	Available : with 16 in., 18 in., and 24 in. tracks		
GROUND CONTACT AREA			
16 in. (406 mm)	3,168 sq. in. (2.04 sq. m)		
18 in. (457 mm)	3,565 sq. in. (2.30 sq. m)		
24 in. (609 mm)	4,753 sq. in. (3.07 sq. m)		
25 in. (635 mm)	4,951 sq. in. (3.19 sq. m)		
30 in. (762 mm)	5,941 sq. in. (3.83 sq. m)		
STATIC GROUND PRESSURE, for 36,000 lb. (16 067 kg) vehicle			
16 in. (406 mm)	11.36 psi (78.59 kPa)		
18 in. (457 mm)	10.1 psi (69.87 kPa)		
24 in. (609 mm)	7.57 psi (52.40 kPa)		
25 in. (635 mm)	7.27 psi (50.30 kPa)		
30 in. (762 mm)	6.06 psi (41.91 kPa)		
HYDRAULIC SYSTEM			
Description	Closed-center, pressure and flow compensated		
Selective control valves (SCVs) with 1/2 in. ISO couplers	4 Standard, 5 and 6 available		
Selective control valves (SCVs) with 3/4 inch and 1/2 in. ISO couplers	Available (SCV 1 : 3/4 in. coupler, SCV 2-5 : 1/2 in. couplers)		
Main pump, axial piston (displacement)	85 cc standard		
Maximum pressure	2,958 +/- 4.4 psi (20,400 +/- 300 kPa)		
Rated flow, 85 cc pump	60 U.S. gpm (227.1 L/min)		
Available flow at a single SCV	35 U.S. gpm (132 L/min) 1/2 in. couplers, 40.5 U.S. gpm (153 L/min) 3/4 in. coupler		
3-POINT HITCH, REAR			
Description	Lower draft shaft bending bar, electrohydraulic sensing		
Category 4N/3*** with Quik-Coupler	Available: 15,000 lb. (6,803 kg) - Maximum Lift Capacity 21,102 lb. (9,572 kg)		
Category 4N/3*** with Quik-Coupler	Standard: 20,000 lb. (9,702 kg) - Maximum Lift Capacity 28,136 lb (12,762 kg)		
REAR POWER TAKE-OFF (PTO), INDEPENDENT			
1 3/4 in. (44 mm) 20-spline, 1,000 rpm	Standard		
PTO speed at engine rpm	1,000 PTO rpm at 2,000 engine rpm		
STEERING			
Description	Speed-sensitive, electrohydrostatic, differential		
BRAKES			
Description	Power, hydraulic wet-disk with retractors -powered back-up		
WHEELBASE			
Length	99 in. (2515 mm)		
AVERAGE STANDARD WEIGHT			
With IVT, full fuel, 25-in. (635 mm) tracks, no weights	36,549 lb. (16,578 kg)		

*Specifications and design subject to change without notice. *Activates during mobile rear PTO applications and transport speeds. **Base tractor configuration on level ground. ERPMs are load dependant. *** Category 4N/3 with Hook Style Ends- 120 MM Axle (Sway Blocks or Deluxe Stabilizers)*

8RT SERIES, COMMON SPECIFICATIONS	
ENGINE	
Description	John Deere PowerTech™ PSS 9.0 L Diesel, in-line, 6-cylinder, wet-sleeve with 4 valve-in-head
Rated speed	2,100 rpm
Aspiration	Dual series turbocharger with fixed geometry first stage, variable geometry second stage; air-to-air aftercooling and cooled exhaust gas recirculation
Filter, engine air	Dual-stage with engine cooling fan aspiration
Displacement	549 cu. in. (9.0 L)
Bore and stroke	4.66 in. (118 mm) x 5.35 in. (136 mm)
Compression ratio	16.0:1
Lubrication	Full-pressure, full-flow filtration with bypass
Filter, oil	Replaceable cartridge-style oil filter
FUEL SYSTEM	
Description	Electronically controlled, high-pressure common-rail with electric fuel transfer pump (self priming)
Filter system	Two-stage with water separator and service-indicator light
Filter, primary	10 micron spin-on element with water indication sensor and drain
Filter, secondary	2 micron spin-on element
Fuel-tank capacity	200 U.S. gal (758 L)
Required fuel type	Ultralow sulfur diesel (B20 diesel compatible)
DEF tank capacity	6.7 U.S. gal (25.3L)
ELECTRICAL SYSTEM	
Description	Two batteries in parallel
Alternator/battery	Standard 200 amps/12 Volt
Total cold-cranking amps	1850
STEERING	
Speed-sensitive, hydrostatic, differential	Standard
CONNECTIONS	
AutoTrac™ Ready	Standard
JDLink™	Available JDLink™ Select & Ultimate and Ethernet harnesses
ServiceADVISOR™ Remote	Requires activated JDLink service
CommandCenter™ Display video with 4600 Processor	Video capable; four video inputs (Tyco Connector PN 776536-1) for camera with PAL or NTSC signal (camera and extension harness available through John Deere Parts)

Attachments

Add more convenience, versatility, power, performance

Hook up implements faster and easier. Turn your cab into a high-tech command center. John Deere attachments help you work smarter and achieve more productivity every single day. The examples here are just a few of the ways you can equip your 8R/8RT Tractors for maximum performance. See your John Deere dealer today to learn more about the full array of attachments available to you.

CommandARM™ bracket
This bracket for Final Tier 4 (FT4) Tractors offers a convenient way to mount a cell phone or tablet to the CommandARM for easy use. No. BRE10147

This bracket for Final Tier 4 (FT4) Tractors offers a convenient way to mount a cell phone or tablet to the CommandArm for easy use. It is not compatible with joystick-equipped tractors. Compatible with tablet mount BRE10034 and cell phone mount BRE10015. Tablet and cell phone mount not included in BRE10147.

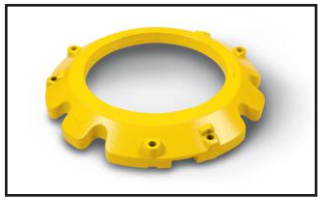
Utility box
Keep essential items within reach – without taking up valuable cab space. This front weight-mount kit bolts on in minutes without compromising headlight visibility or tractor functions.

No. BRE10151 Front-mount utility box (requires BRE10153)

No. BRE10153 Utility box bracket kit

Cell phone bracket kit
Easily access your phone without interfering with visibility and control. Specially developed for John Deere equipment, the RAM X-Grip® bracket holds firm without covering your phone's screen.

No. BRE10015



Wheel weight
Lower your tractor's center of gravity and get better traction with wheel weights, so you can achieve maximum productivity and performance

R167153 starter wheel weights

R207782 450 lb. wheel weights (requires R167153)

Self-leveling drink holder
Keep your favorite beverage within reach and prevent spilling. Easily installed, this attachment will hold in even the roughest terrain.

BRE10152

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