1030, 1130 and 1630 Tractors

JOHN DEERE

OPERATORS MANUAL

1030, 1130 and 1630
Tractors

OML31450 Issue D8 English

John Deere Werke Mannheim
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ENGLISH

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OML31450 D8

To the Purchaser

Your versatile new John Deere Tractor meets the exacting requirements of modern farming.

Operating ease and comfort, hydraulic power when and where you need it, the ability to match engine power and transmission speed to any job, outstanding economy and dependability, modern styling, and simplicity of lubrication and service are all special features of this tractor.

At the time the tractor was delivered, the John Deere dealer discussed with you its safe operation and proper care. However, before putting the tractor to work, read this manual.

⚠ This safety alert symbol indicates important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

IMPORTANT: Your operator's manual contains the new SI metric measurements which have been standardized internationally.

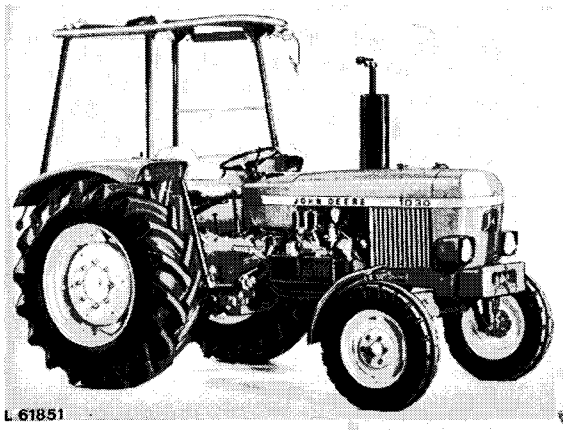
Example:

New		Old
10 N (Newton)	≈	1 kp
10 Nm (Newton-Meter)	≈	1 mkp
1 bar	≈	1 kp/cm^2
1 kW	=	1.36 PS (1.34 HP)


L 14706

All information, illustrations, and specifications contained in this operator's manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

Contents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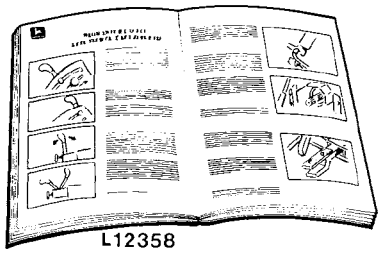
Safety Rules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Do not put this **operator's manual** away unread. Read the manual carefully, regardless of your previous experience. Allow yourself this time, it will save you time and labour later on.

Always observe local **traffic regulations** when driving the tractor on public roads.

Become familiar with all **controls, indicators, warning lights,** and **warning plates** before operating the tractor.

Allow only trained operators to **use** or **adjust** the tractor.

Make sure that all **safety guards** and **shields** supplied with your tractor are serviceable and installed before operating tractor.

Never operate the tractor in a **closed building.** Danger of asphyxiation.

Always maintain **brakes** in excellent condition and adjustment. Brake pedals must be coupled together by means of the pedal coupler when driving on public roads.

Make sure that the tractor can be **safely steered and operated,** especially when driving up a steep hilside or down a slope.

Do not operate the tractor without a **roll guard.**

A protective four-post roll-guard is incorporated in each operator's cab. On this construction, as well as on tractor equipped with a roll-guard only, do not, under any circumstances, modify structural members of roll-guard by welding on additional parts, drilling holes etc. Disregarding this instruction can affect the rigidity of the roll-guard and therefore the operator's safety cannot be guaranteed.

The operator should be sure to have sufficient **visibility.**

To make sure that the tractor can be safely steered with rear-mounted implements, install **front weights.**

Drive slowly over rough ground or on hillsides and reduce speed when turning.

Always keep tractor in gear when driving **down steep hills or inclines.**

When **driving out** of a ditch, gully, or **up a steep slope,** engage the clutch slowly. Be prepared to declutch promptly if the front wheels rise off the ground. Use the same care if rear wheels mire in soft ground or drop into a hole. Back the tractor out of these spots if at all possible.

The power demands of **attached or drawn implements** should be well within the tractor's power range.

Trailers attached to the tractor should be equipped with a safely operating brake and lighting system.

Install additional **red tail lights** on rear-mounted implements covering the tractor tail lights or if the implement protrudes laterally.

Do not leave **equipment** raised when tractor is stopped. Always lower it to the ground.

Before starting engine make sure **rockshaft control lever** is in "equipment lowered" position.

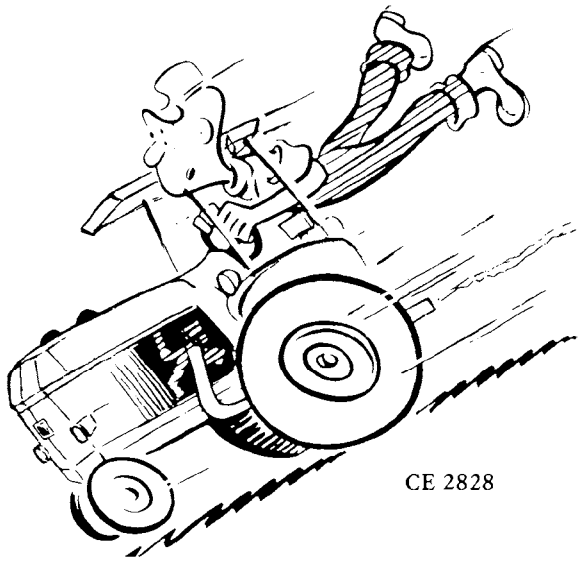
After having **disengaged the PTO,** driven equipment does not become stationary immediately. Do not attempt to make adjustments or repairs while tractor is running unless specifically recommended. Disengage PTO, place transmission in park or apply handbrake, and shut off tractor engine before working on equipment.

Do not wear **loose clothing** near moving parts.

If a PTO-driven implement is attached, make sure **powershaft shields** are installed.

Chock rear wheel when parking on a slope.

Add coolant only with engine stopped or idling. Turn radiator cap slowly to relieve pressure before removing.



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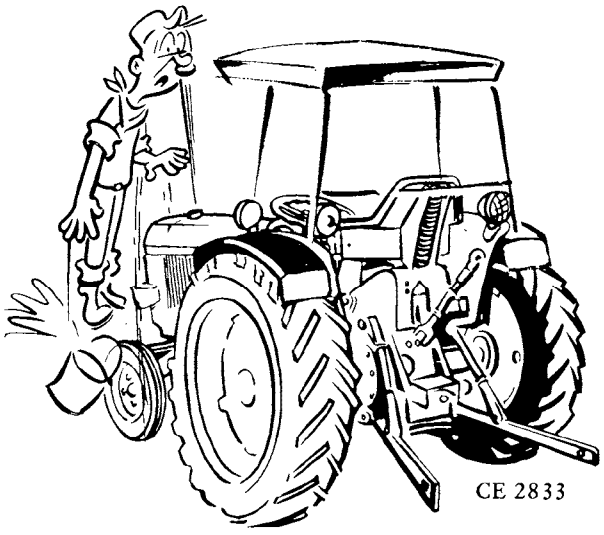

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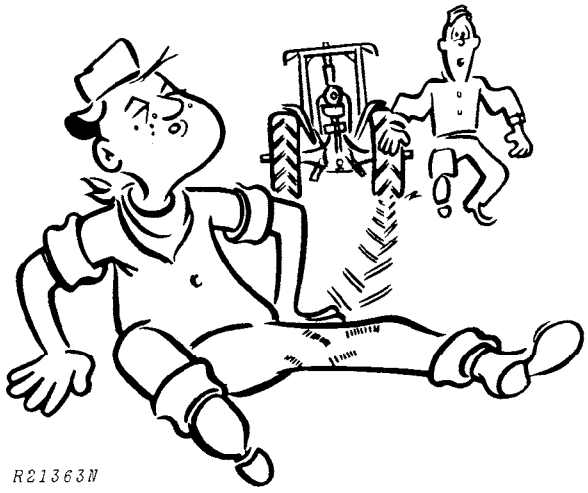
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Use caution in handling any type of **tractor fuel.** Never refuel the tractor when the engine is hot or running. Do not smoke while filling the fuel tank or servicing the fuel system.

Do not **refuel, grease, or adjust** the tractor while engine is running.

Always disconnect **battery ground strap** before adjusting engine or electrical system.

Escaping **hydraulic oil under pressure** can cause personal injury; therefore, be sure all connections are tight and that lines and hoses are not damaged. Before disconnecting lines in the tractor hydraulic system, be sure to relieve all hydraulic pressure.

Do not allow **passengers** on the moving tractor unless a second seat is provided.

Provide a **first-aid kit** for use in case of accident.

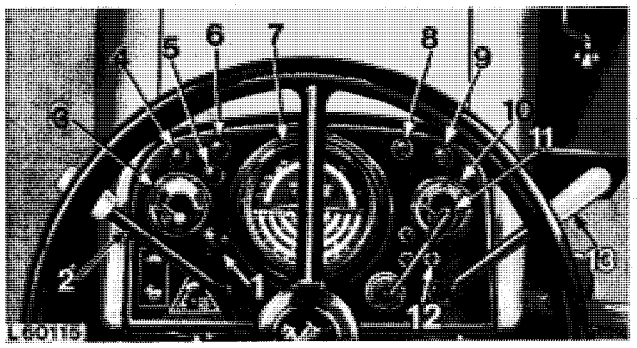
It is a good practice to mount a **fire extinguisher** on the tractor. Be sure that the extinguisher is easily accessible and be familiar with its proper use.

Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious bodily injury. DO NOT attempt to mount a tire unless you have the proper equipment and experience to perform the job safely. Have it done by your John Deere dealer or a qualified tire repair service.

Detailed tire mounting instructions, including necessary safety precautions, are contained in John Deere Fundamentals of Service (FOS) Manual 55, Tires and Tracks, which is available from your John Deere dealer.

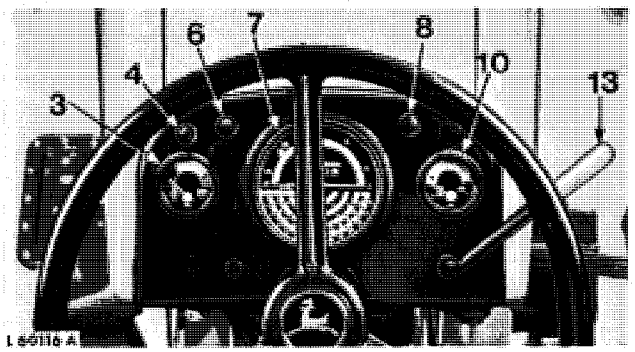
Controls and Instruments
(Tractors without Cab)

"Bilux" Lighting System

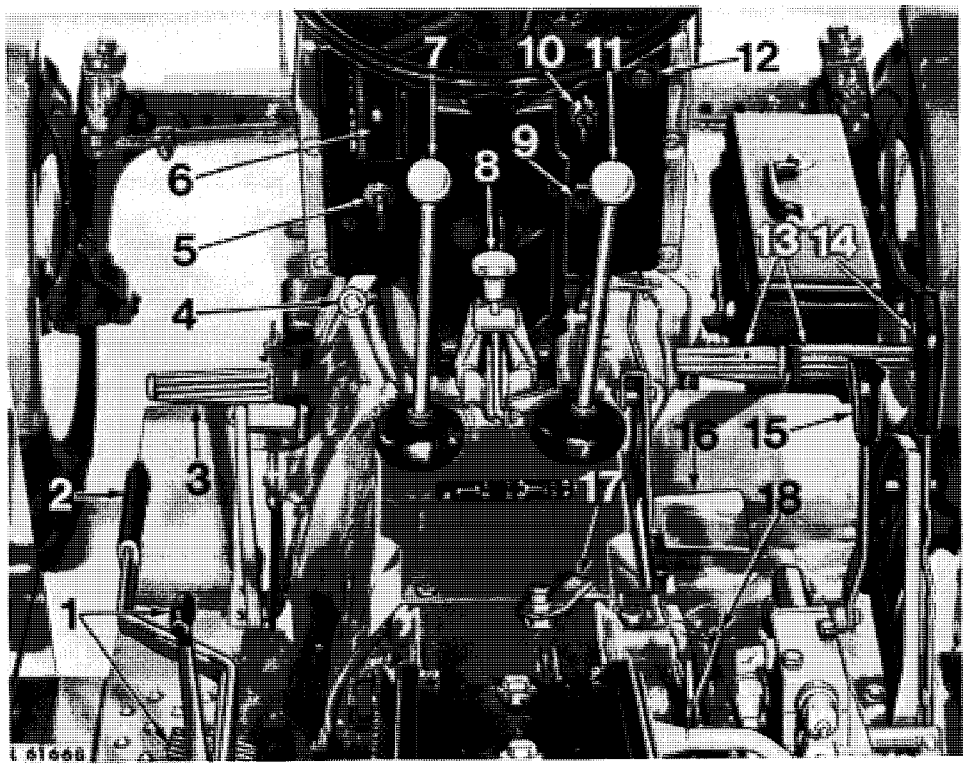


1 Hazard warning light switch
2 High-Low shift lever or creeper transmission control lever (optional equipment)
3 Coolant temperature gauge
4 Air cleaner indicator light
5 Transmission oil pressure indicator light (tractor with High-Low shift unit)
6 Alternator indicator light
7 Speed-hour meter
8 Engine oil pressure indicator light

"Sealed-Beam" Lighting System

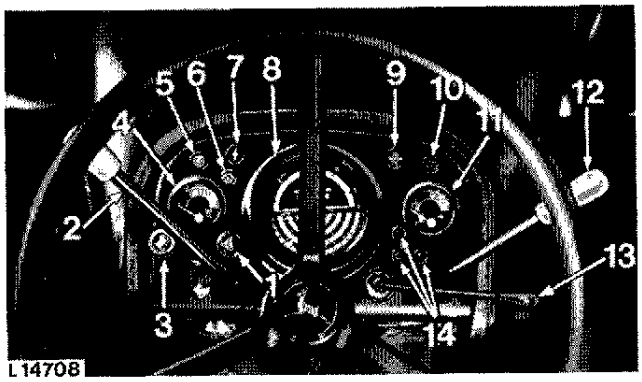


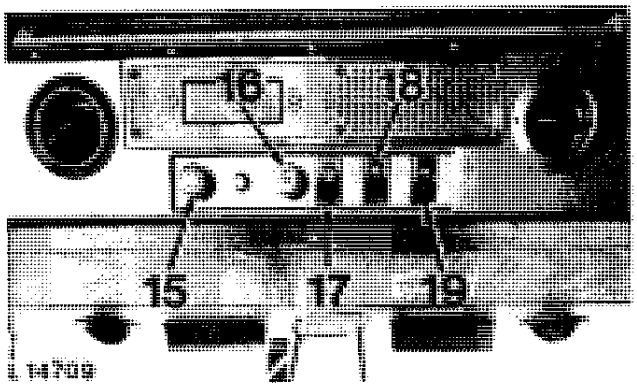
9 Full beam indicator light
10 Fuel gauge
11 Turn signal switch
12 Turn signal indicator lights
13 Hand throttle



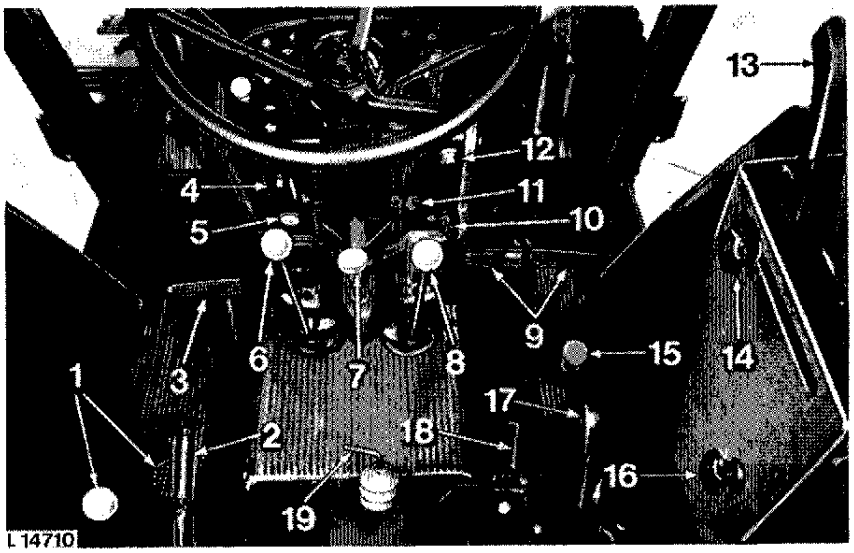
1 Differential lock (lever and pedal)
2 Handbrake lever
3 Clutch pedal
4 Engine shut-off knob
5 Main switch
6 Fuse box
7 Range shift lever
8 PTO control lever
9 Socket for handlamp
10 Starter switch
11 Gear shift lever
12 Horn button
13 Brake pedals
14 Rockshaft control lever
15 Selective control valve lever
16 Foot throttle
17 Rate-of-drop lever
18 Rockshaft selector lever

Controls and Instruments
(Tractors with Cab)





1 Hazard warning light switch
2 High-Low shift lever or creeper transmission control lever (optional eqpt.)
3 Engine shut-off knob
4 Coolant temperature gauge
5 Air cleaner indicator light
6 Transmission oil pressure indicator light (tractor with High-Low shift unit)
7 Alternator indicator light
8 Speed-hour meter
9 Engine oil pressure indicator light
10 Full beam indicator light
11 Fuel gauge
12 Hand throttle
13 Turn signal switch
14 Turn signal indicator lights
15 Three-speed fan switch
16 Infinitely variable heater switch
17 Windshield wiper switch
18 Windshield washer switch
19 Worklight switch



1 Differential lock (lever and pedal)
2 Handbrake lever
3 Clutch pedal
4 Fuse box
5 Main switch
6 Range shift lever
7 PTO control lever
8 Gear shift lever
9 Brake pedals
10 Starter switch
11 Socket for handlamp
12 Horn button
13 Rockshaft control lever
14 Adjustable stop
15 Foot throttle
16 Clamping screw for rockshaft control lever
17 Selective control valve lever
18 Rockshaft selector lever
19 Rate-of-drop lever

Instruments

Alternator, transmission oil pressure and engine oil pressure indicator lights should light up as soon as main switch key is turned in the first position. If this is not the case, a burnt-out bulb or blown fuse may be the cause. Replace defective bulb or fuse.

The control lights should go out as soon as the engine is running and the engine speed has been raised. If this is not the case or if a light goes on during operation, immediately shut off engine and remedy the fault.

If **alternator indicator light** goes on during engine operation, check for loose alternator connections, slackness of V-belt or defective alternator.

If **transmission oil pressure indicator light** goes on during tractor operation, check oil level and condition of transmission oil filter.

If **engine oil pressure indicator light** goes on during engine operation, check oil level and condition of engine oil filter.

If **air cleaner indicator light** goes on, clean air cleaner element or replace element after it has been cleaned six times.

As soon as full-beam is turned on, the blue full-beam indicator light will go on. Dim the lights in case of oncoming traffic or when driving through populated areas.

If the coolant temperature gauge needle is in the red warning zone, the engine is overheating. Immediately reduce load or shift to a lower gear. Unless the needle quickly drops below the red zone, stop the engine and determine the cause.

The fuel gauge shows the amount of fuel in tank, from "empty" via "half-full" to "full". Refill tank as soon as needle points to red zone. Never run fuel tank completely dry, otherwise you will have to bleed the fuel system.

The speed-hour meter facilitates the economical use of the tractor under all operating conditions. It also facilitates choosing the right gear.

The speed-hour meter shows the following:

1 – Engine speed on the upper half of the dial. The figure shown multiplied by 100 indicates the actual number of engine revolutions.

2 – Hours of operation in full hours

3 – Hours of operation in tenths of hours

The hour meter facilitates close observation of the proper service intervals.

4 – Tractor speed for the gear engaged

5 – PTO operation. The green mark shows the engine speed required for powershaft operation (2100 rpm).

Indicator Lights

Transmission oil pressure
(only with High-Low shift unit)

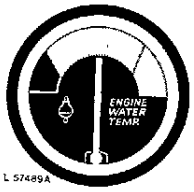
Alternator

Engine oil pressure

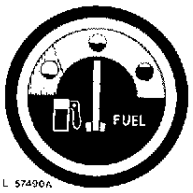
Full-beam indicator light
(not with sealed-beam lights)

Air cleaner

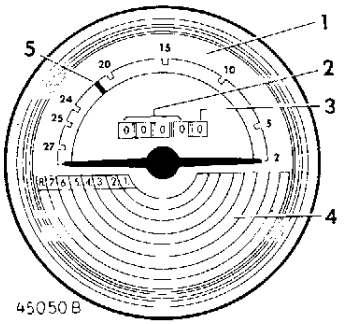
Coolant temperature gauge



Fuel gauge

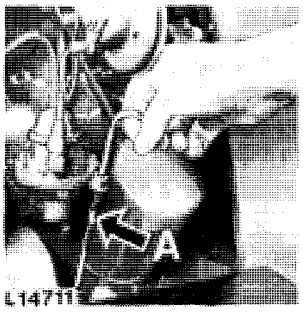


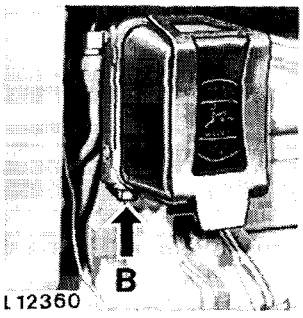
Speed-hour meter

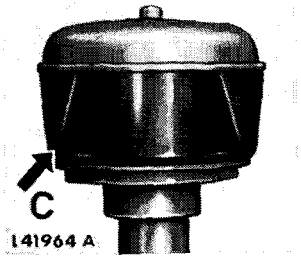


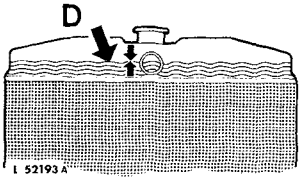
Operation

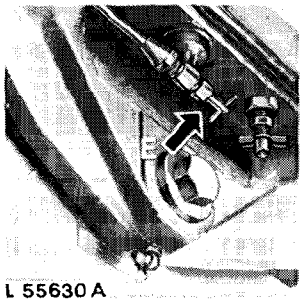
IMPORTANT: If the engine is to be run for a short time without battery (using a slave battery for starting), do not, under any circumstances, interrupt the circuit by switching off the main switch before stopping the engine by means of the fuel injection pump shut-off cable. Do not raise engine speed above 1000 rpm. Furthermore, use additional current (lights) while engine is running. Insulate battery end of disconnected starter cable properly to avoid damage to both alternator and regulator.











The following items must be checked daily before commencing work:

Oil level in engine crankcase

If oil level has sunk to bottom mark on dipstick, add sufficient oil to bring oil level up to top mark on dipstick.

A – Dipstick

Fuel filter

Drain all water and sediment deposits from filter.

B – Drain plug

Pre-cleaner (when equipped)

Clean collector bowl if dust has risen to mark.

C – Pre-cleaner

Radiator coolant level

Coolant should be maintained at a level midway between radiator core and filler neck.

D – Coolant level

Fuel shut-off valve

Make sure fuel shut-off valve located under fuel tank is fully open.

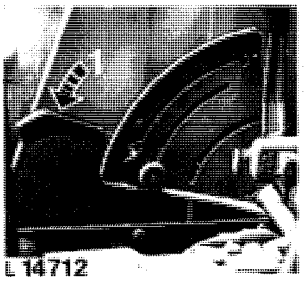
E – Fuel shut-off valve

STARTING THE ENGINE
(Tractor with "Bilux" lighting system)

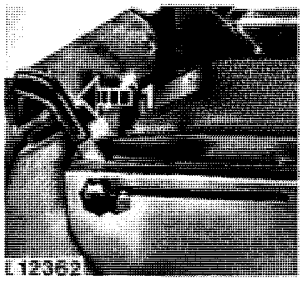
CAUTION: Before starting engine make sure rockshaft control lever is in "equipment lowered" position.

IMPORTANT: Engine shut-off knob must be pushed all the way in.

1 – Rockshaft control lever in "equipment lowered" position.



Without cab



With cab

The following instructions refer to both illustrations:

2 – Disengage PTO.

3 – Place range shift lever in neutral position.

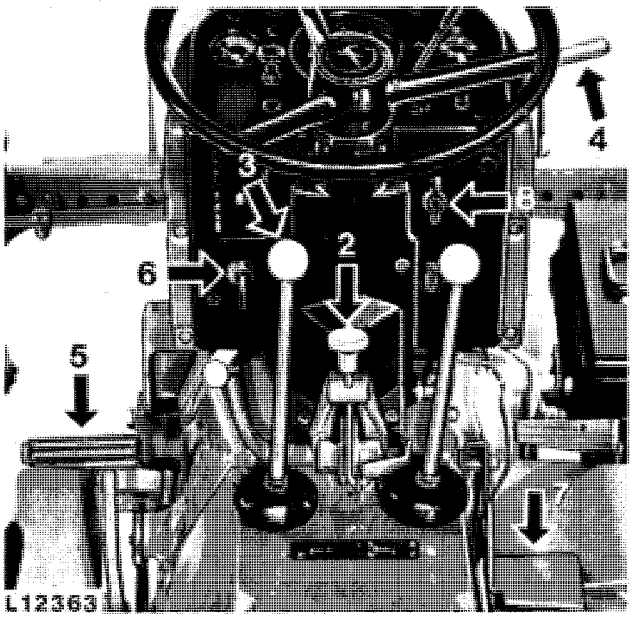
4 – Place hand throttle in half-way open position (not above 1200 rpm).

5 – In cold weather, depress clutch pedal.

6 – Turn main switch key to position "1".

7 – Depress foot throttle fully when operating starting motor.

8 – If starting in warm weather or with warm engine, turn start switch clockwise to end (operating starting motor) position. As soon as engine starts, turn start switch to its original (off) position and release foot throttle.



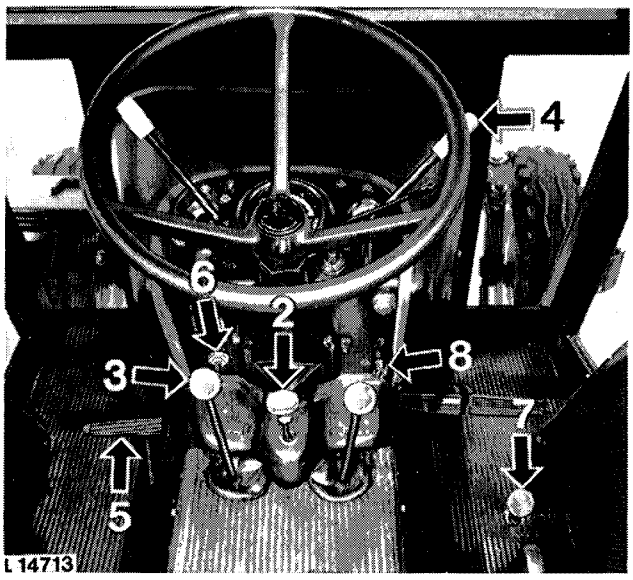
Without cab

If starting in cold weather, turn start switch to first (Thermostart) position for 15 to 20 seconds. Then turn start switch further clockwise to end (operating starting motor) position.

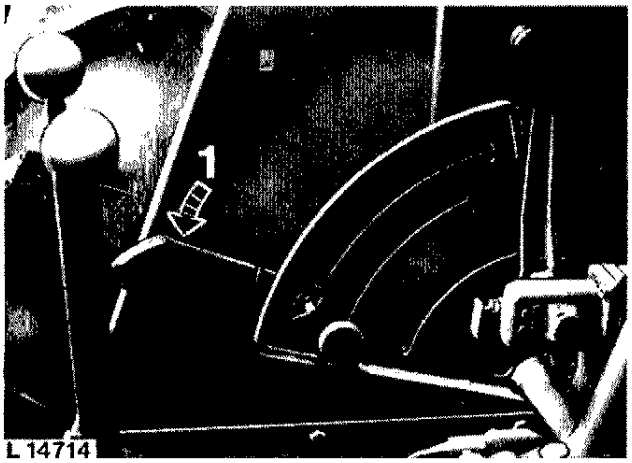
As soon as engine starts turn start switch back to thermostart position and release foot throttle. Hold start switch in this position until engine runs smoothly and then turn to "OFF" position.

If engine does not start within 20 seconds, turn start switch to "OFF" position and turn main switch key to position "0". Wait at least one minute before trying again.

CAUTION: Before starting the engine, make sure there is plenty of ventilation. Never operate the engine in a closed building.



With cab

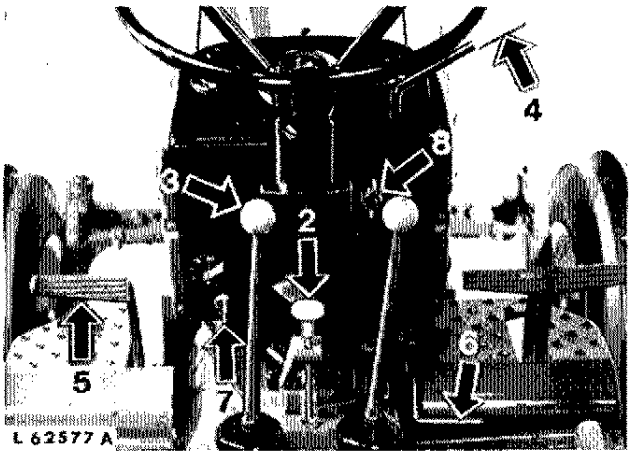


STARTING THE ENGINE
(Tractor with "Sealed-Beam" lighting system)

⚠ **CAUTION: Before starting engine make sure rockshaft control lever is in "equipment lowered" position.**

IMPORTANT: Engine shut-off knob must be pushed all the way in.

1 – Rockshaft control lever in "equipment lowered" position.
2 – Disengage PTO.
3 – Place range shift lever in neutral position.
4 – Place hand throttle in half-way open position (not above 1200 rpm).
5 – In cold weather, depress clutch pedal.
6 – Depress foot throttle fully when operating starting motor.



Tractors without a start switch

7 – Turn main switch key clockwise to end (operating starting motor) position. Keep switch engaged until engine starts. As soon as engine starts release main switch key and release foot throttle.

Tractors with start switch

7 – Turn main switch key to position "1".
8 – If starting in warm weather or with warm engine, turn start switch clockwise to end (operating starting motor) position. As soon as engine starts, turn start switch to its original (off) position and release foot throttle.

If starting in cold weather, turn start switch to first (Thermostart) position for 15 to 20 seconds. Then turn start switch further clockwise to end (operating starting motor) position.

As soon as engine starts turn start switch back to thermostart position and release foot throttle. Hold start switch in this position until engine runs smoothly and then turn to "OFF" position.

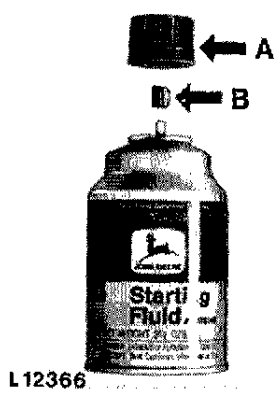
If engine does not start within 20 seconds, turn start switch to "OFF" position and turn main switch key to position "0". Wait at least one minute before trying again.

⚠ **CAUTION: Before starting the engine, make sure there is plenty of ventilation. Never operate the engine in a closed building.**

Starting in cold weather with cold engine using diesel starting fluid

When starting the engine at temperatures below 0° C (+32° F), starting fluid can be injected into the intake manifold. Starting fluid spray cans are available from your John Deere dealer.

CAUTION: Starting fluid is highly flammable.



L12366

A — Remove safety cap and
B — Spray button
C — Remove cap from adapter

Injecting Diesel Starting Fluid

IMPORTANT: To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid.
Inject starting fluid only while engine is turning. Inject starting fluid intermittently, not continuously.

Position can onto adapter and inject fluid by pushing up on can for a short period.

Relax pressure on the can between "shots" of fluid. Stop injecting fluid as soon as the engine starts. If engine begins to die during the first few minutes of operation, inject another "shot" of fluid. When the engine is running smoothly, remove the can from the adapter and replace the safety cap on the can. Be sure to put the cap back on the adapter when not in use. This prevents dust from being drawn into the engine.

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Store starting fluid cans where they will not be subject to extreme cold or heat. For best results, store fluid at room temperature.

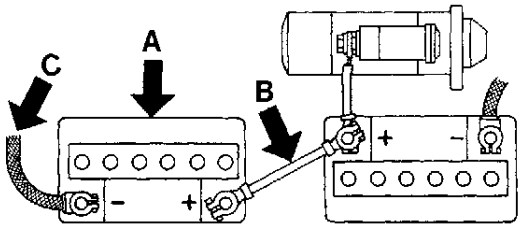
CAUTION: Before discarding used starting fluid containers, empty them completely in a well ventilated area, at a good distance from sparks or open fire.

Starting in cold weather with an auxiliary battery

Starting the engine in cold weather can be made easier by connecting an additional 12-volt battery in parallel with the 12-volt batteries on the tractor.

Use jumper cables to connect the positive (+) terminal of the booster battery to the positive (+) terminal of a tractor battery and the negative (-) terminal of the booster battery to negative (-) terminal of the tractor battery. See your JOHN DEERE dealer for booster batteries.

IMPORTANT: The batteries on your tractor are NEGATIVE grounded only. Reversed polarity in battery or alternator connections will result in damage to electrical system.



L 64703 A

A Auxiliary battery
B Connect both positive terminals
C Connect negative terminal to ground

IMPORTANT: Never attempt to start a tractor equipped with High-Low shift unit by towing or pushing as the High-Low shift unit may be damaged.

Tractors without High-Low shift unit may be started by towing or pushing. Tow the tractor for starting only in 6th, 7th, or 8th gear. Never tow at a speed greater than normal for the gear in which the tractor is being towed.

ENGINE WARM-UP PERIOD

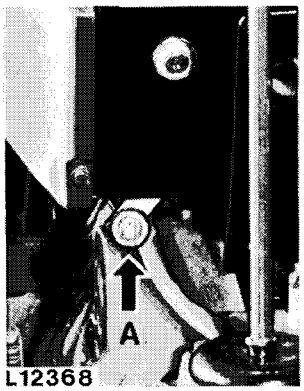
The engine must have attained the correct operating temperature before putting the unit under full load. To warm up the engine, run it for a few minutes with the hand throttle halfway open. Thus excessive wear on piston rings, cylinders and bearings is avoided.

ENGINE IDLING

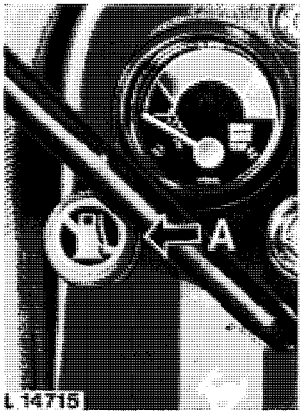
Avoid unnecessary engine idling. Prolonged engine idling may cause the engine coolant temperature to drop below its normal range.

STOPPING THE ENGINE

Run the engine at 1400 rpm for a short time before shutting it off. This will allow the engine to cool off gradually.



Without cab



With cab

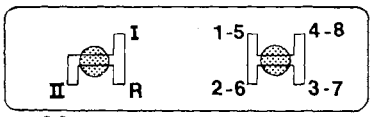
A – Pull shut-off knob.
Push the knob back in after the engine has stopped.

IMPORTANT: Never attempt to stop the engine by closing the shut-off valve at the fuel tank as this will cause the fuel injection pump to run dry and damage internal parts.

CAUTION: Remove switch key to prevent accidents and battery discharge.

TOWING THE TRACTOR

When towing the tractor, move both the gear and range shift levers to the neutral position.



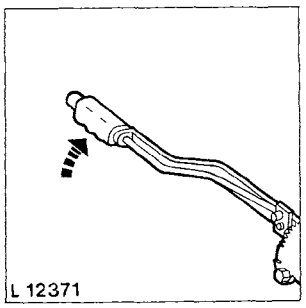
L12370

CAUTION: Newer tow the tractor at a speed greater than 25 km/h (15 mph).

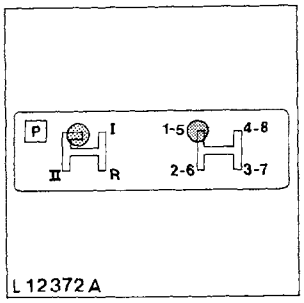
PARKING THE TRACTOR

If the tractor has a handbrake, it should be well applied when the tractor is parked or when it operates stationary.

If the tractor is provided with a parking lock, first engage 1st gear and then move range shift lever in park (P) position as follows:


L 12371

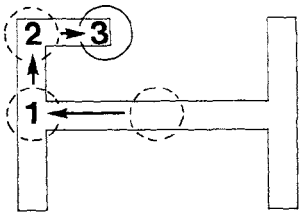
With handbrake



L 12372A

With parking lock

1. Move range shift lever to the left
2. Move range shift lever forward
3. Move range shift lever to the right

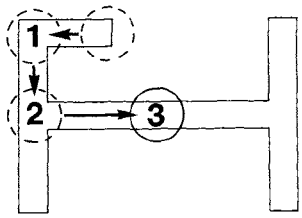


L 14659

To disengage parking lock:

When disengaging the parking lock, apply foot brakes and move range shift lever out of park (P) position as follows:

1. Move range shift lever to the left
2. Move range shift lever to the rear
3. Move range shift lever to the right



L 14657

CAUTION: On tractors equipped with High-Low shift unit, engine and rear axle are disconnected with engine shut off.

Therefore, apply handbrake firmly since engaging a gear provides no safety. On machines equipped with a parking lock, first engage 1st gear before moving range shift lever in park (P) position. In this position the transmission is blocked and acts as a brake on the rear wheels.

BREAK-IN PERIOD

During the first 100 hours of operation refer to the following chart:

ITEM	SERVICE	LUBRICANT/TORQUE
After first 4 and 8 hours:		
Wheel retaining bolts*	Retighten	**Rear wheels** Wheel disk to axle flange: 240 Nm (24 mkp; 175 ft-lb) Rim to wheel disk: 250 Nm (25 mkp; 180 ft-lb) Wheel disk to hub (rack and pinion axle: 400 Nm (40 mkp; 300 ft-lb) Rim to wheel disk (rack and pinion axle): 230 Nm (23 mkp; 170 ft-lb) **Front wheels** 180 Nm (18 mkp; 130 ft-lb) **Front axle adjusting bolts** 400 Nm (40 mkp; 300 ft-lb)
Steering arm clamping screw (see illustration on page 30)	Retighten	120 Nm (12 mkp; 85 ft-lb)
After first 50 hours:		
Transmission oil filter	Renew	.....
After first 100 hours		
Front axle tie rod outer clamping bolts	Retighten	120 Nm (12 mkp; 85 ft-lb)
Front axle tie rod inner clamping bolts	Retighten	40 Nm (4 mkp; 30 ft-lb)
Engine crankcase oil	Drain and refill	John Deere Torq-GARD Supreme Engine Oil or equivalent
Engine crankcase oil filter	Renew	.....
During the first 100 hours:	1. Operate at normal loads. 2. Avoid light loads. 3. Avoid excessive engine idling. 4. Check engine crankcase oil level periodically. *5. Check wheel retaining bolts frequently.	
We recommend that you ask your JOHN DEERE dealer to carry out a general inspection of the tractor before the first 100 operating hours are completed.		

SELECTING TRAVEL SPEEDS

The tractor has eight forward gears and four reverse gears. On tractors with High-Low transmission sixteen forward gears and eight reverse gears, and on tractors with creeper transmission, twelve forward gears and eight reverse gears. These gears, together with the engine speeds that may be selected, allow the operator to balance load and speed for maximum economy, and give him flexibility to meet varying work conditions. For example, for a given travel speed the operator may choose to work in a low gear at a high engine speed or in a higher gear at a lower engine speed.

Gears should be selected so as to avoid a permanent overloading of the engine.

1030 Tractor
Travel Speeds at 2500 Engine rpm

	up to 25 km/h (15.5 mph)						over 25 km/h (15.5 mph)					
Tire Size	12.4 - 28 12.4 - 32		12.4 - 36 14.9 - 28		21.5L - 16.1		12.4 - 28 16.9 - 24		12.4 - 32 14.9 - 28		12.4 - 36	
Gear	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph
1 Low	1.6	1.0	1.6	1.0	1.5	0.9	1.8	1.1	1.9	1.2	2.1	1.3
High*	2.1	1.3	2.0	1.3	1.9	1.2	2.3	1.4	2.5	1.5	2.7	1.7
Creeper	0.45	0.28	0.44	0.27			0.48	0.30	0.53	0.33	0.57	0.35
2 Low	2.8	1.5	2.3	1.4	2.1	1.3	2.6	1.6	2.8	1.7	3.0	1.9
High*	3.0	1.9	2.9	1.8	2.7	1.7	3.3	2.0	3.5	2.2	3.8	2.4
Creeper	0.64	0.40	0.62	0.38			0.70	0.43	0.75	0.47	0.81	0.50
3 Low	3.5	2.2	3.4	2.1	3.1	1.9	3.8	2.4	4.1	2.6	4.4	2.8
High*	4.4	2.7	4.3	2.7	4.0	2.5	4.8	3.0	5.2	3.2	5.7	3.5
Creeper	0.95	0.59	0.93	0.58			1.03	0.64	1.12	0.70	1.21	0.75
4 Low	4.9	3.1	4.8	3.0	4.3	2.7	5.3	3.3	5.7	3.6	6.2	3.9
High*	6.2	3.9	6.1	3.8	5.5	3.4	6.7	4.2	7.3	4.5	7.9	4.9
Creeper	1.32	0.82	1.30	0.81			1.44	0.89	1.57	0.97	1.69	1.05
5 Low	6.4	4.0	6.3	3.0	5.8	3.6	7.0	4,4	7.6	4.7	8.2	5.1
High*	8.2	5.1	8.0	5.0	7.3	4.5	8.9	5.6	9.7	6.0	10.5	6.5
6 Low	9.2	5.7	9.0	5.6	8.2	5.1	10.0	6.2	10.9	6.8	11.8	7.3
High*	11.7	7.3	11.5	7.1	10.5	6.5	12.8	7.9	13.8	8.6	15.6	9.3
7 Low	13.6	8.5	13.4	8.3	12.2	7.6	14.9	9.2	16.1	10.0	17.4	10.8
High*	17.3	10.8	17.0	10.6	15.5	9.6	18.9	11.8	20.5	12.8	22.2	13.8
8 Low	19.2	11.9	18.7	11.6	17.0	10.6	20.8	12.9	22.5	14.0	24.4	15.1
High*	24.5	15.2	23.8	14.8	21.7	13.5	26.5	16.4	28.7	17.8	31.0	19.3
R 1 Low	1.9	1.2	1.9	1.2	1.7	1.1	2.1	1.3	2.3	1.4	2.4	1.5
High*	2.4	1.5	2.4	1.5	2.2	1.4	2.6	1.6	2.9	1.8	3.1	1.9
Creeper	0.52	0.32	0.51	0.32			0.57	0.35	0.61	0.38	0.66	0.41
R 2 Low	2.7	1.7	2.7	1.7	2.4	1.5	3.0	1.8	3.2	2.0	3.5	2.2
High*	3.5	2.2	3.4	2.1	3.1	1.9	3.8	2.4	4.1	2.5	4.4	2.8
Creeper	0.74	0.46	0.73	0.45			0.81	0.50	0.88	0.55	0.95	0.59
R 3 Low	4.1	2.3	4.6	2.5	3.6	2.2	4.4	2.7	4.8	3.0	5.2	3.2
High*	5.2	3.2	5.6	3.1	4.6	2.9	5.6	3.5	6.1	3.8	6.6	4.1
Creeper	1.10	0.68	1.08	0.67			1.20	0.74	1.30	0.81	1.41	0.88
R 4 Low	5.7	3.5	5.5	3.4	5.0	3.1	6.2	3.8	6.7	4.2	7.2	4.5
High*	7.2	4.5	7.0	4.4	6.4	4.0	7.8	4.9	8.5	5.3	9.2	5.7
Creeper	1.54	0.96	1.51	0.94			1.68	1.04	1.82	1.13	1.97	1.22

Travel Speeds at 2100 Engine rpm (Engine Speed for PTO Operation)

1 Low	1.3	0.8	1.3	0.8	1.3	0.8	1.5	0.9	1.6	1.0	1.8	1.1
High*	1.8	1.1	1.7	1.1	1.6	1.0	1.9	1.2	2.1	1.3	2.3	1.4
Creeper	0.38	0.24	0.37	0.23			0.41	0.25	0.45	0.28	0.48	0.29
2 Low	1.9	1.3	1.9	1.2	1.8	1.1	2.2	1.3	2.4	1.4	2.5	1.6
High*	2.5	1.6	2.4	1.5	2.3	1.4	2.8	1.7	2.9	1.8	3.2	2.0
Creeper	0.54	0.34	0.52	0.32			0.59	0.36	0.63	0.39	0.68	0.42
3 Low	2.9	1.8	2.9	1.8	2.6	1.6	3.2	2.0	3.4	2.2	3.7	2.4
High*	3.7	2.3	3.6	2.3	3.4	2.1	4.0	2.5	4.4	2.7	4.8	2.9
Creeper	0.80	0.50	0.78	0.49			0.87	0.54	0.94	0.59	1.02	0.63
4 Low	4.1	2.6	4.0	2.5	3.6	2.3	4.5	2.8	4.8	3.0	5.2	3.3
High*	5.2	3.3	5.1	3.2	4.6	2.9	5.6	3.5	6.1	3.8	6.6	4.1
Creeper	1.11	0.67	1.09	0.68			1.21	0.75	1.32	0.81	1.42	0.88
5 Low	5.4	3.4	5.3	3.3	4.9	3.0	5.9	3.7	6.4	4.0	6.9	4.3
High*	6.9	4.3	6.7	4.2	6.1	3.8	7.5	4.7	8.1	5.0	8.8	5.5
6 Low	7.7	4.6	7.5	4.7	6.9	4.3	8.4	5.2	9.2	5.7	9.9	6.1
High*	9.8	6.1	9.6	6.0	8.8	5.5	10.7	6.6	11.6	7.2	12.6	7.8

* Speeds shown under "High" also apply to tractors equipped with collar-shift unit

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1130 Tractor
Travel Speeds at 2500 Engine rpm

Tire Size	up to 25 km/h (15.5 mph)						over 25 km/h (15.5 mph)									
	13.6 - 28 12.4 - 36 16.9 - 30		12.4 - 32 14.9 - 28 16.9 - 28 13.6 - 36		14.9 - 30 16.9 - 28		13.6 - 28		12.4 - 32		14.9 - 28 16.9 - 28 16.9 - 30		14.9 - 30 13.6 - 36		12.4 - 36	
Gear	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph	km/h	mph
1 Low	1.6	1.0	1.7	1.0	1.7	1.1	1.7	1.1	1.9	1.2	1.8	1.1	2.0	1.3	2.1	1.3
High*	2.0	1.3	2.1	1.3	2.2	1.4	2.2	1.3	2.5	1.5	2.3	1.4	2.6	1.6	2.7	1.7
Creeper	0.44	0.27	0.45	0.28	0.47	0.29	0.46	0.28	0.54	0.33	0.49	0.30	0.55	0.34	0.57	0.35
2 Low	2.3	1.4	2.4	1.5	2.5	1.5	2.4	1.5	2.8	1.7	2.6	1.6	2.9	1.8	3.0	1.9
High*	2.9	1.8	3.0	1.9	3.1	1.9	3.1	1.9	3.5	2.2	3.3	2.0	3.7	2.3	3.8	2.4
Creeper	0.62	0.38	0.65	0.40	0.67	0.42	0.66	0.41	0.75	0.47	0.71	0.43	0.78	0.48	0.81	0.50
3 Low	3.4	2.1	3.5	2.2	3.6	2.3	3.6	2.2	4.1	2.6	3.8	2.4	4.3	2.6	4.4	2.8
High*	4.3	2.7	4.5	2.8	4.6	2.9	4.6	2.8	5.2	3.3	4.9	3.0	5.4	3.4	5.7	3.5
Creeper	0.93	0.58	0.96	0.60	0.99	0.61	0.97	0.60	1.11	0.71	1.05	0.64	1.16	0.72	1.21	0.75
4 Low	4.8	3.0	4.9	3.1	5.1	3.2	5.0	3.1	5.7	3.6	5.4	3.3	6.0	3.7	6.2	3.9
High*	6.1	3.8	6.3	3.9	6.5	4.0	6.4	4.0	7.3	4.5	6.8	4.2	7.6	4.7	7.9	4.9
Creeper	1.30	0.81	1.34	0.83	1.39	0.86	1.36	0.84	1.56	0.96	1.46	0.90	1.62	1.00	1.69	1.05
5 Low	6.3	3.9	6.5	4.0	6.8	4.2	6.6	4.1	7.6	4.7	7.1	4.4	7.9	4.4	8.2	5.1
High*	8.0	5.0	8.3	5.1	8.6	5.3	8.4	5.2	9.7	6.0	9.0	5.6	10.0	6.2	10.5	6.5
6 Low	9.0	5.6	7.3	5.8	9.6	6.0	9.5	5.9	10.9	6.8	10.1	6.3	11.3	7.0	11.3	7.3
High*	11.5	7.1	11.8	7.4	12.3	7.6	12.0	7.5	13.8	8.6	12.9	8.0	14.3	8.9	15.0	9.3
7 Low	13.4	8.3	13.8	8.6	14.3	8.9	14.0	8.7	16.1	10.0	15.0	9.3	16.7	10.4	17.4	10.8
High*	17.0	10.6	17.6	10.9	18.2	11.3	17.9	11.1	20.5	12.8	19.1	11.9	12.3	13.2	22.2	13.8
8 Low	18.7	11.6	19.3	12.0	20.0	12.4	19.6	12.2	22.5	14.0	21.0	13.1	23.4	14.5	24.4	15.1
High*	23.8	14.8	24.5	15.2	25.4	15.8	25.0	15.5	28.7	17.8	26.8	16.6	29.7	18.5	31.0	19.3
R 1 Low	1.9	1.2	1.9	1.2	2.6	1.2	2.0	1.2	2.3	1.4	2.1	1.3	2.3	1.5	2.4	1.5
High*	2.4	1.5	2.5	1.5	2.5	1.6	2.5	1.6	2.9	1.8	2.7	1.7	3.0	1.8	3.1	1.9
Creeper	0.51	0.32	0.52	0.32	0.54	0.33	0.53	0.33	0.63	0.39	0.58	0.36	0.64	0.40	0.66	0.41
R 2 Low	2.7	1.7	2.8	1.7	2.9	1.8	2.8	1.7	3.2	2.0	3.0	1.9	3.3	2.1	3.5	2.2
High*	3.4	2.1	3.5	2.2	3.6	2.3	3.6	2.2	4.1	2.5	3.8	2.4	7.2	2.6	4.4	2.8
Creeper	0.73	0.45	0.75	0.47	0.78	0.48	0.77	0.48	0.88	0.54	0.81	0.51	0.90	0.56	0.95	0.59
R 3 Low	4.0	2.5	4.1	2.5	4.2	2.6	4.2	2.6	4.8	3.0	4.5	2.8	5.0	3.1	5.2	3.2
High*	5.0	3.1	5.2	3.2	5.4	3.4	5.3	3.3	6.1	3.8	5.7	3.5	6.3	3.9	6.6	4.1
Creeper	1.07	0.67	1.13	0.70	1.16	0.71	1.13	0.70	1.31	0.81	1.22	0.75	1.35	0.84	1.41	0.88
R 4 Low	5.5	3.4	5.7	3.6	5.9	3.7	5.8	3.6	6.7	4.2	6.2	3.9	6.9	4.3	7.2	4.5
High*	7.0	4.4	7.3	4.5	7.5	4.7	7.4	4.6	8.5	5.3	7.9	4.9	8.8	5.5	9.2	5.7
Creeper	1.51	0.94	1.56	0.97	1.61	1.00	1.58	0.98	1.82	1.14	1.69	1.05	1.88	1.17	1.97	1.22

Travel Speeds at 2100 Engine rpm
(Engine Speed for PTO Operation)

1 Low	1.3	0.8	1.4	0.8	1.4	0.9	1.4	0.9	1.6	1.0	1.5	0.9	1.7	1.1	1.8	1.1
High*	1.7	1.1	1.8	1.1	1.9	1.2	1.9	1.1	2.1	1.3	1.9	1.2	2.2	1.3	2.3	1.4
Creeper	0.37	0.23	0.38	0.24	0.39	0.24	0.40	0.24	0.45	0.28	0.41	0.26	0.46	0.29	0.48	0.29
2 Low	1.9	1.2	2.0	1.3	2.1	1.3	2.0	1.3	2.4	1.4	2.2	1.3	2.4	1.5	2.5	1.6
High*	2.4	1.5	2.5	1.6	2.6	1.6	2.6	1.6	2.9	1.9	2.8	1.7	3.1	1.9	3.2	2.0
Creeper	0.52	0.32	0.55	0.34	0.56	0.35	0.55	0.34	0.62	0.41	0.60	0.36	0.66	0.40	0.68	0.42
3 Low	2.9	1.8	3.0	1.9	3.0	1.9	3.0	1.9	3.4	2.2	3.2	2.0	3.6	2.2	3.7	2.4
High*	3.6	2.3	3.8	2.4	3.9	2.4	3.9	2.4	4.4	2.8	4.0	2.5	4.5	2.9	4.8	2.9
Creeper	0.78	0.49	0.81	0.50	0.83	0.51	0.83	0.51	0.95	0.59	0.86	0.54	0.97	0.60	1.02	0.63
4 Low	4.1	2.5	4.1	2.6	4.3	2.7	4.2	2.6	4.8	3.0	4.5	2.8	5.0	3.1	5.2	3.3
High*	5.1	3.2	5.3	3.3	5.5	3.4	5.4	3.4	6.1	3.8	5.7	3.5	6.4	4.0	6.6	4.1
Creeper	1.09	0.68	1.13	0.70	1.17	0.72	1.14	0.71	1.31	0.81	1.22	0.75	1.36	0.86	1.42	0.88
5 Low	5.3	3.3	5.5	3.4	5.7	3.5	5.6	3.5	6.4	4.0	6.0	3.7	6.6	4.1	6.9	4.3
High*	6.7	4.2	7.0	4.3	7.2	7.5	7.1	4.4	8.1	5.0	7.6	4.7	8.4	5.2	8.8	5.5
6 Low	7.6	4.7	7.8	4.9	8.1	5.1	8.0	5.0	9.2	5.7	8.5	5.3	9.5	5.9	9.9	6.1
High*	9.7	6.0	9.9	6.2	10.4	6.4	10.1	6.3	11.6	7.2	10.8	6.7	12.6	7.5	12.6	7.8

* Speeds shown under "High" also apply to tractors equipped with collar-shift unit

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