**John Deere Agriculture**

# 6105D, 6115D, 6130D and 6140D Interim Tier IV Tractors Repair Technical Manual (November 2012)

# REPAIR MANUAL

## 6115D, 6130D, 6140D, 6105D (SN: 050001 - 100000)

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**TM607219, October 2012**

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# Group 05 - Safety

## Recognize Safety Information



This is a safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.

## Understand Signal Words









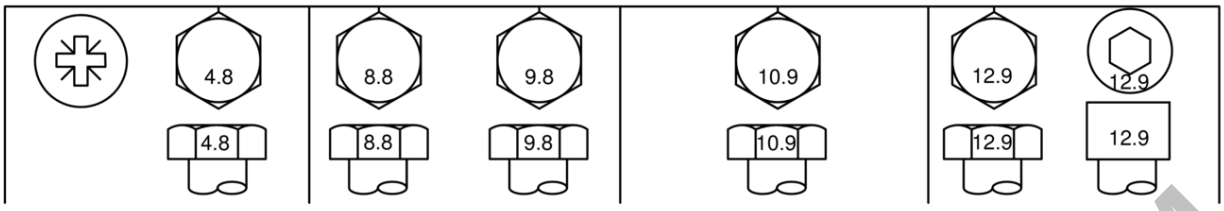

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this

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# Metric Bolt and Screw Torque Values



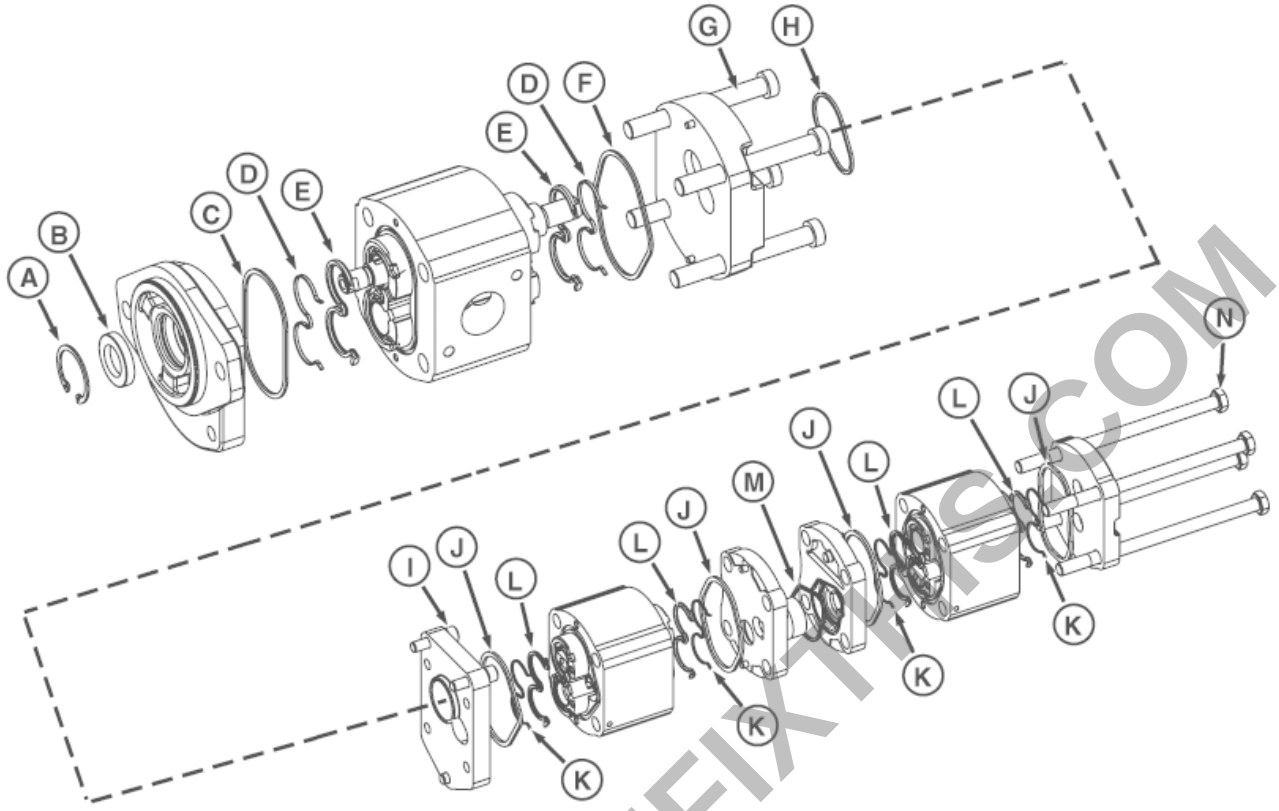

| Bolt or Screw Size | Class 4.8 | | | | Class 8.8 or 9.8 | | | | Class 10.9 | | | | Class 12.9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Lubricated** [ "Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating. ] | | **Dry** [ "Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating. ] | | **Lubricated** [ "Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating. ] | | **Dry** [ "Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating. ] | | **Lubricated** [ "Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating. ] | | **Dry** [ "Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating. ] | | **Lubricated** [ "Lubricated" means coated with a lubricant such as engine oil, fasteners with phosphate and oil coatings, or M20 and larger fasteners with JDM F13C, F13F or F13J zinc flake coating. ] | | **Dry** [ "Dry" means plain or zinc plated without any lubrication, or M6 to M18 fasteners with JDM F13B, F13E or F13H zinc flake coating. ] | |
| | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** | **N˙m** | **lb.-in.** |
| M6 | 4.7 | 42 | 6 | 53 | 8.9 | 79 | 11.3 | 100 | 13 | 115 | 16.5 | 146 | 15.5 | 137 | 19.5 | 172 |
| | | | | | | | | | **N˙m** | **lb.-ft.** | **N˙m** | **lb.-ft.** | **N˙m** | **lb.-ft.** | **N˙m** | **lb.-ft.** |
| M8 | 11.5 | 102 | 14.5 | 128 | 22 | 194 | 27.5 | 243 | 32 | 23.5 | 40 | 29.5 | 37 | 27.5 | 47 | 35 |
| | | | **N˙m** | **lb.-ft.** | **N˙m** | **lb.-ft.** | **N˙m** | **lb.-ft.** | | | | | | | | |
| M10 | 23 | 204 | 29 | 21 | 43 | 32 | 55 | 40 | 63 | 46 | 80 | 59 | 75 | 55 | 95 | 70 |
| | **N˙m** | **lb.-ft.** | | | | | | | | | | | | | | |
| M12 | 40 | 29.5 | 50 | 37 | 75 | 55 | 95 | 70 | 110 | 80 | 140 | 105 | 130 | 95 | 165 | 120 |
| M14 | 63 | 46 | 80 | 59 | 120 | 88 | 150 | 110 | 175 | 130 | 220 | 165 | 205 | 150 | 260 | 190 |
| M16 | 100 | 74 | 125 | 92 | 190 | 140 | 240 | 175 | 275 | 200 | 350 | 255 | 320 | 235 | 400 | 300 |
| M18 | 135 | 100 | 170 | 125 | 265 | 195 | 330 | 245 | 375 | 275 | 475 | 350 | 440 | 325 | 560 | 410 |
| M20 | 190 | 140 | 245 | 180 | 375 | 275 | 475 | 350 | 530 | 390 | 675 | 500 | 625 | 460 | 790 | 580 |
| M22 | 265 | 195 | 330 | 245 | 510 | 375 | 650 | 480 | 725 | 535 | 920 | 680 | 850 | 625 | 1080 | 800 |
| M24 | 330 | 245 | 425 | 315 | 650 | 480 | 820 | 600 | 920 | 680 | 1150 | 850 | 1080 | 800 | 1350 | 1000 |
| M27 | 490 | 360 | 625 | 460 | 950 | 700 | 1200 | 885 | 1350 | 1000 | 1700 | 1250 | 1580 | 1160 | 2000 | 1475 |
| M30 | 660 | 490 | 850 | 625 | 1290 | 950 | 1630 | 1200 | 1850 | 1350 | 2300 | 1700 | 2140 | 1580 | 2700 | 2000 |
| M33 | 900 | 665 | 1150 | 850 | 1750 | 1300 | 2200 | 1625 | 2500 | 1850 | 3150 | 2325 | 2900 | 2150 | 3700 | 2730 |
| M36 | 1150 | 850 | 1450 | 1075 | 2250 | 1650 | 2850 | 2100 | 3200 | 2350 | 4050 | 3000 | 3750 | 2770 | 4750 | 3500 |

Torque values listed are for general use only, based on the strength of the bolt or screw. DO NOT use these values if a different torque value or tightening procedure is given for a specific application. For stainless steel fasteners or for nuts on U-bolts, see the tightening instructions for the specific application. Tighten plastic insert or crimped steel type lock nuts by turning the nut to the dry torque shown in the chart, unless different instructions are given for the specific application.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class. Replace fasteners with the same or higher property class. If higher property class fasteners are used, tighten these to the strength of the original. Make sure fastener threads are clean and that you properly start thread engagement. When possible, lubricate plain or zinc plated fasteners other than lock nuts, wheel bolts or wheel nuts, unless different instructions are given for the specific application.

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**LEGEND:**

| | |
|---|---|
| A | Retaining Ring |
| B | Shaft Seal |
| C | Packing |
| D | Backing Ring (2 used) |
| E | Seal (2 used) |
| F | Packing |
| G | Main Pump Screws (4 used) |
| H | Packing |
| I | Intermediate Plate Screws (4 used) |
| J | Packing (4 used) |
| K | Backing Ring (4 used) |
| L | Seal (4 used) |
| M | Packing |
| N | Steering and Transmission Control Pump Screws |

Thoroughly clean and dry outside of pump.

**[6] -**

***IMPORTANT:***

***Always replace seals. Damaged or used seals will leak.***

***Apply clean hydraulic oil to all internal parts before assembly. Premature pump failure can result if pump is assembled dry.***

**→NOTE:**

**Note orientation of components for reassembly.**

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# Remove Engine

**[1] -** Remove hood. (See Remove and Install Hood in Section 80, Group 05.)

**[2] -** Remove battery. (See Remove and Install Battery in Section 40, Group 05.)

**[3] -** Remove tool box and fan guards.

**[4] -** Remove MFWD drive shaft, if equipped. (See Remove, Inspect, and Install MFWD Drive Shaft in Section 50, Group 05.)

**[5] -** Remove exhaust. (See Service Exhaust System in Section 30, Group 15.)

**[6] -** Remove intake. (See Remove and Install Air Cleaner-Axial Type in Section 30, Group 10.)

**[7] -** Remove charge air cooler pipes. (See Air Intake Pipe Connections in Section 30, Group 10.)

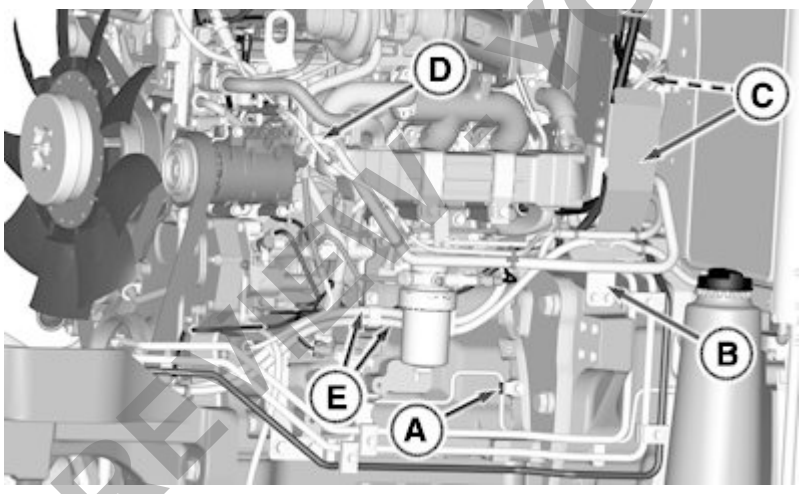
**[8] -** Remove cooling package. (See Remove and Install Cooling Package in Group 10.)

**[9] -** Remove deaeration tank. (See Remove and Install Deaeration Tank in Group 10.)

**[10] -**

**→NOTE:**

**Close all openings with caps or plugs. Tag or label hydraulic hoses/lines to aid during installation.**




**LEGEND:**

| | |
|---|---|
| A | Fuel Line |
| B | Junction Block Assembly |
| C | Shields (2 used) |
| D | Air conditioning Return Line |
| E | Battery Cables (2 used) |

Remove fuel line (A) and junction block assembly (B).

**[11] -** Remove shields (C).

**[12] - For cab tractor** : Disconnect air conditioning return line (D).

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# Group 05 - Engine

## Essential, Recommended, and Fabricated Tools

**→NOTE:**

**For further information, see SERVICEGARD™ online tool catalog.**

**Below are tools listed in this group.**

DFRW242—Modification to KJD10539 Support Stand Adapter

JDG23 Lift Sling

JDE83 Turning Tool

JT07211 Rear Differential Support Stands

## Other Material

| Number | Name | Use |
|---|---|---|
| • TY6333 (us) | Grease, SAE Multi-Purpose | To grease both ends of the transmission drive shaft |

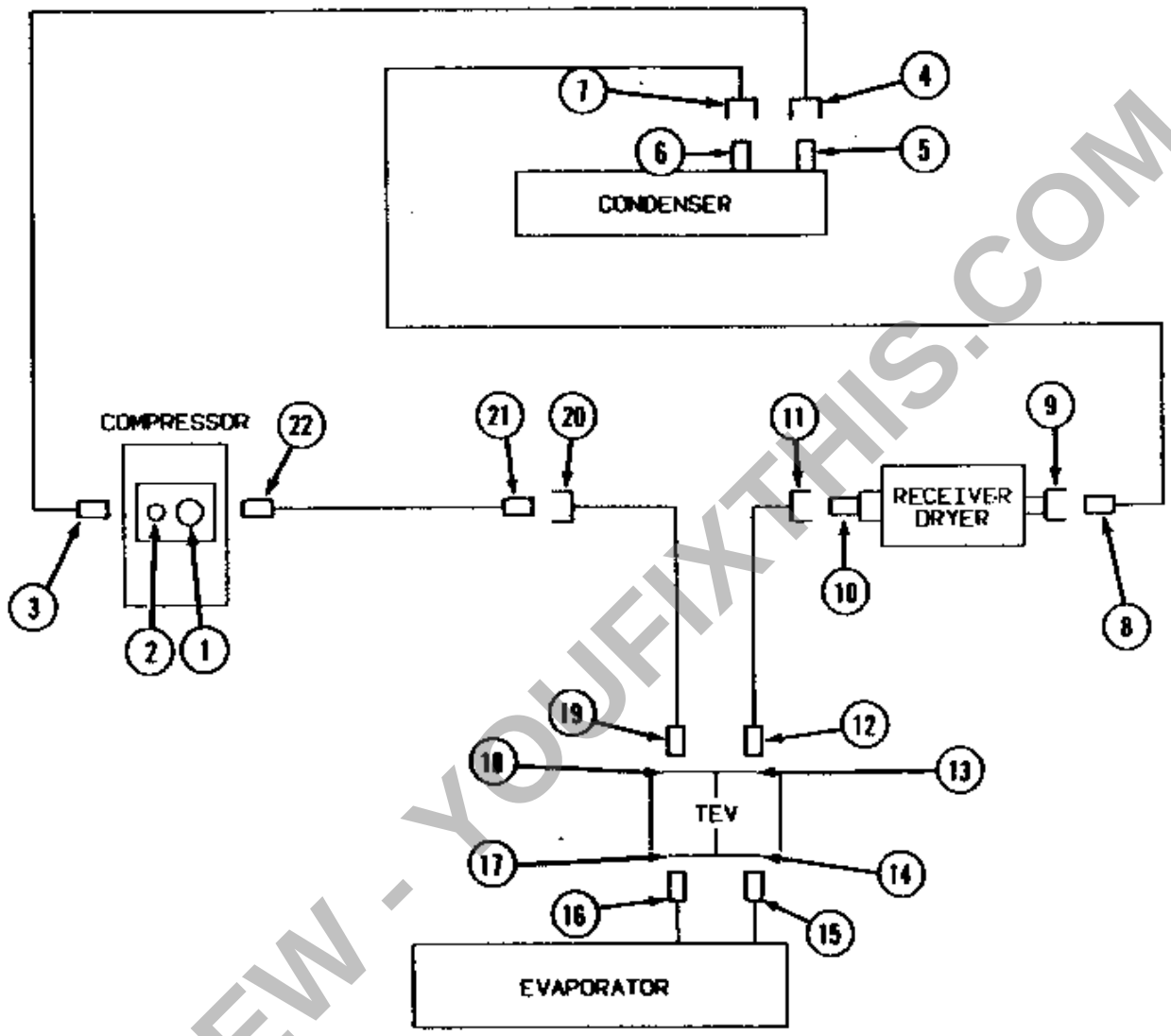
## Specifications

| Item | Measurement | Specification |
|---|---|---|
| Torsional Damper Cap Screws | Torque | 40 N·m (29 lb.-ft.) |
| Engine-to-Mid-frame Mounting Cap Screws | Torque | 530 N·m (390 lb.-ft.) |
| Front Support-to-Engine Cap Screws | Torque | 610 N·m (450 lb.-ft.) |
| Engine-to-Front Support Cap Screws | Torque | 175 N·m (129 lb.-ft.) |
| DPF Support-to-Engine Mounting Cap Screws | Torque | 60 N·m (45 lb.-ft.) |

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# Flush Air Conditioning System




**LEGEND:**

| | |
|---|---|
| 1 | Compressor Manifold Suction Port |
| 2 | Compressor Manifold Discharge Port |
| 3 | Compressor Discharge Hose Inlet Port |
| 4 | Compressor Discharge Hose Outlet Port |
| 5 | Condenser Inlet Port |
| 6 | Condenser Outlet Port |
| 7 | Receiver-Dryer Inlet Hose, Inlet End |
| 8 | Receiver-Dryer Inlet Hose, Outlet End |
| 9 | Receiver-Dryer Inlet Port |
| 10 | Receiver-Dryer Outlet Port |
| 11 | Receiver-Dryer Outlet Hose, Inlet End |
| 12 | Receiver-Dryer Outlet Hose, Outlet End |
| 13 | Expansion Valve Pressure Inlet Port |
| 14 | Expansion Valve Pressure Outlet Port |
| 15 | Evaporator Inlet Tube |

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stopped before making adjustments, connections, or cleaning near fans and their drive components.

## Live With Safety




Before returning machine to customer, make sure machine is functioning properly, especially the safety systems. Install all guards and shields.

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**[23] -** Install exhaust. (See Service Exhaust System in Section 30, Group 15.)

**[24] -** Install MFWD drive shaft, if equipped. (See Remove, Inspect, and Install MFWD Drive Shaft in Section 50, Group 05.)

**[25] -** Install tool box and fan guards.

**[26] -** Install battery. (See Remove and Install Battery in Section 40, Group 05.)

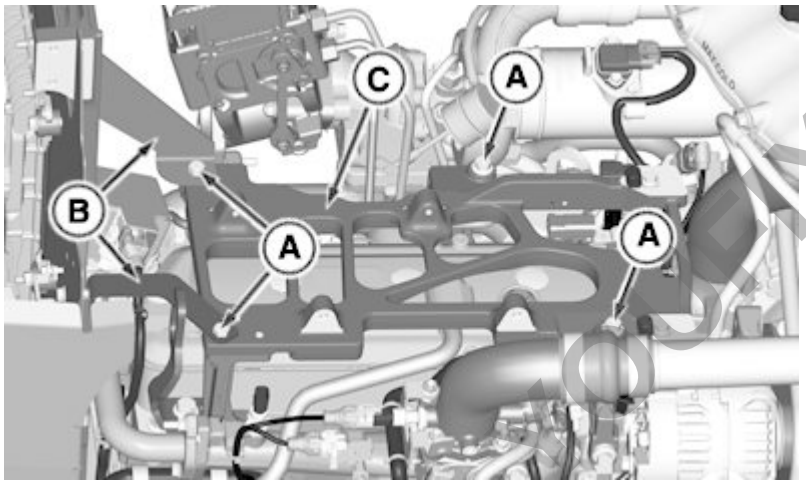
**[27] -** Install hood. (See Remove and Install Hood in Section 80, Group 05.)

**[28] -** Perform Engine Performance Testing in relevant Diagnostic Technical Manual.

## Remove and Install Rocker Arm Cover

**[1] -** Remove exhaust. (See Service Exhaust System in Section 30, Group 15.)

**[2] -**




**LEGEND:**

| | |
|---|---|
| A | Cap Screws (4 used) |
| B | Brackets |
| C | Support |

Remove cap screws (A) and brackets (B).

**[3] -** Remove support (C).

**[4] -** Remove rocker arm cover. (See the relevant Component Technical Manual: PowerTech 4.5L Diesel Engine.)

**[5] -** Install in reverse order.

| Item | Measurement | Specification |
|---|---|---|
| DPF Support-to-Engine Mounting Cap Screws | Torque | 60 N·m (45 lb.-ft.) |

## Repair Engine—Use CTM

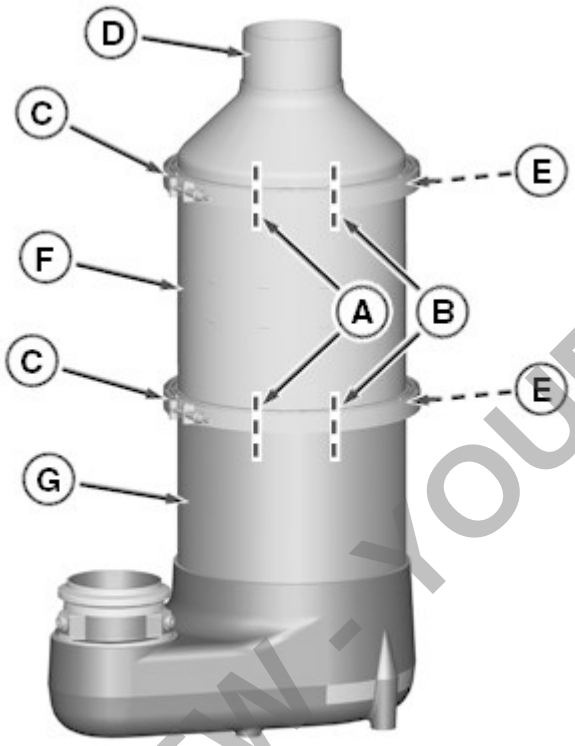

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a. Remove lines and sensors (A).
b. Remove cap screws (B), and support bracket (C).
c. Remove flange clamp (D).

***IMPORTANT:***
***Diesel Exhaust Filter weighs approximately 25 kg (55 lb.).***

Remove cap screws (E) and diesel exhaust filter assembly (F).

**[3] -**




**LEGEND:**

| | |
|---|---|
| A | Scribe Lines |
| B | Scribe Lines |
| C | Flange Clamps |
| D | Outlet Cone |
| E | Gaskets |
| F | Diesel Particulate Filter (DPF) |
| G | Diesel Oxidation Catalyst (DOC) |

**Remove Diesel Particulate Filter:**

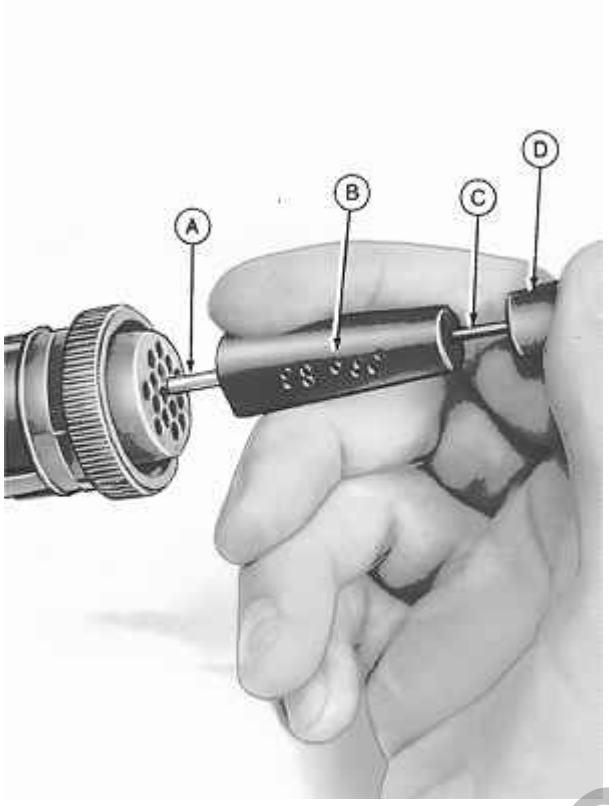
***IMPORTANT:***
***Handle the diesel oxidation catalyst (DOC) and diesel particulate filter (DPF) with care and do not drop.***

Mark exhaust filter with scribe lines (A) at each clamped joint for reassembly alignment.

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# Repair CPC™, Large Mate-N-Loc™, and Metrimate™ Pin Type Connectors




**LEGEND:**

| | |
|---|---|
| A | Tool Sleeve |
| B | Tool Handle |
| C | Tool Push Rod |
| D | Push Rod Button |

**[1] -**

**→NOTE:**

**JDG140 Extraction Tool is included in JDG155 Electrical Repair Tool Kit and JT07195B Technicians Electrical Repair Kit.**

**JDG143 Extraction Tool and JDG144 Crimping Pliers are included in JDG155 Electrical Repair Tool Kit.**

Select correct size JDG140 Extraction Tool or JDG143 Extraction Tool to remove contact.

**→NOTE:**

**Allow tool push rod (C) to back out during insertion.**

**[2] -** Insert tool sleeve (A) over contact until tool bottoms.

**[3] -** Rotate tool handle (B) to ensure release of contact locking lances.

**[4] -** Hold tool sleeve firmly seated in connector and press push rod button (D). Remove contact from connector.

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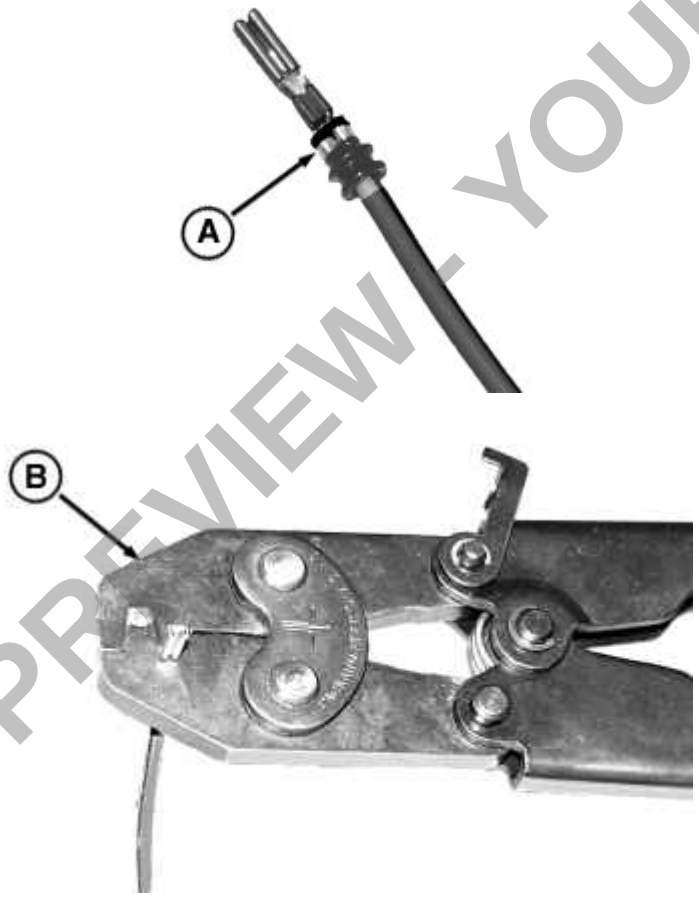
***IMPORTANT:***

***Seal must fit snug over cable insulation, without a gap between cable seal and insulation.***

**[6] -** Push correct size cable seal on wire.

**[7] -** Strip insulation from wire to expose 6 mm (1/4 in.) and align cable seal with edge of insulation.

**[8] -**




**LEGEND:**

| | |
|---|---|
| A | Cable Seal |
| B | JDG707 Crimping Tool |

Crimp contact on cable seal (A) using JDG707 Crimping Tool (B).

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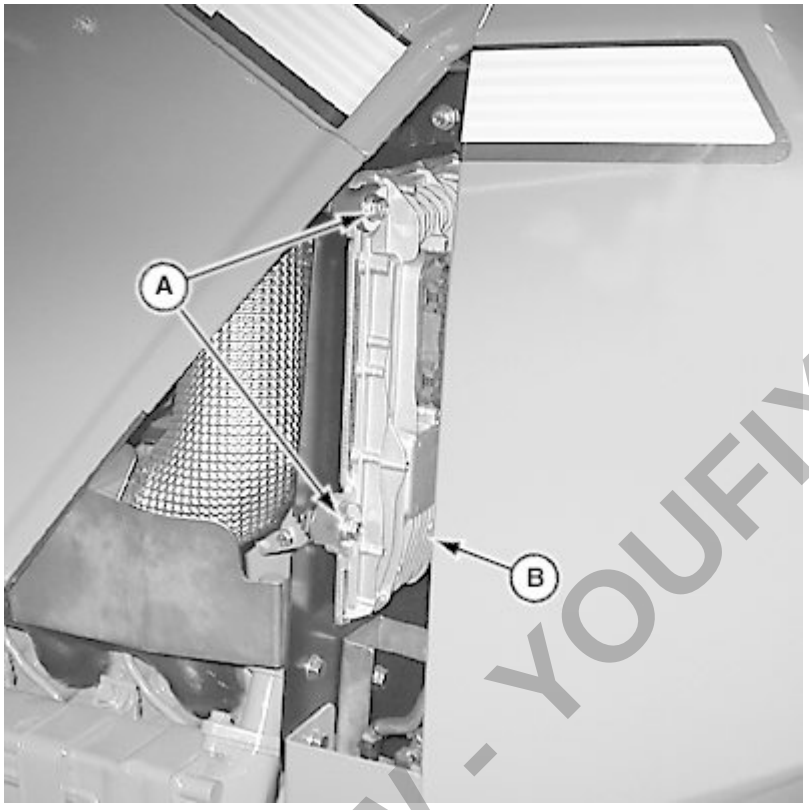
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# Replace Engine Control Unit (ECU) (4.5L)

**→NOTE:**

**OOS procedure shown, Cab is same.**

**[1] -**




*Engine Control Unit (ECU) (4.5L)*

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# Group 05 - Steering Repair

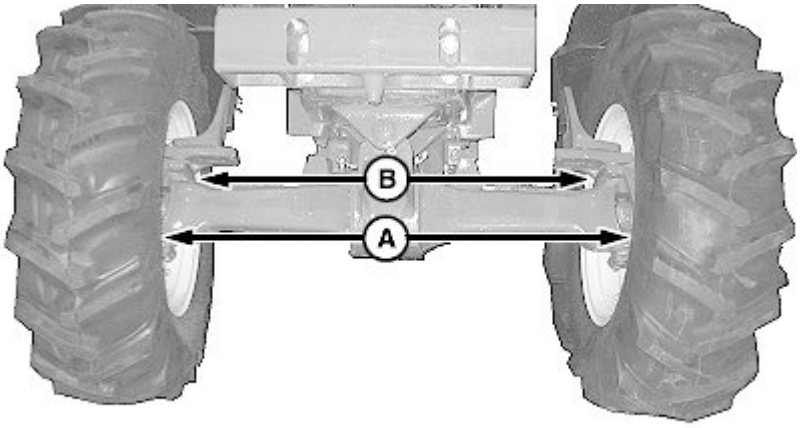
## Specifications

| Item | Measurement | Specification |
|---|---|---|
| Steering Wheel Nut | Torque | 30 N˙m |
| | | (22 lb-ft) |
| Hydraulic Fittings-to-Steering Valve | Torque | 50 N˙m |
| | | (37 lb-ft) |
| Steering Column Mounting Cap Screws | Torque | 71 N·m |
| | | (52 lb-ft) |

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# Check And Adjust Toe-In—MFWD




**LEGEND:**

| | |
|---|---|
| A | Dimension |
| B | Dimension |

Measure front and rear of front wheels from rim flange to rim flange at hub height.

**[1] -** Measure dimension (A).

**[2] -** Rotate wheels 1/2 turn.

**[3] -** At the same point as dimension (A) was previously measured, measure dimension (B). Dimension (A) must be 3—9 mm (0.1—0.4 in.) less than dimension (B) at the rear.

| Item | Measurement | Specification |
|---|---|---|
| Front Wheel Toe-In | Distance | 3—9 mm<br>(0.1—0.4 in.) |

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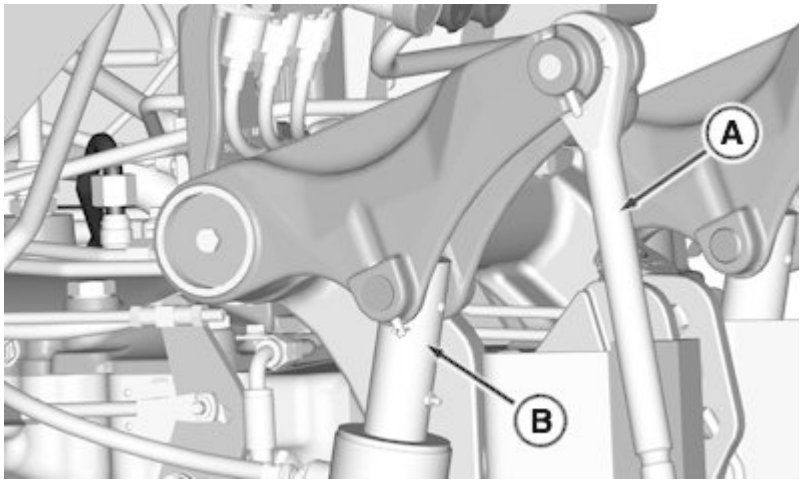
| Item | Measurement | Specification |
|---|---|---|
| Control Valve Mounting Cap Screw | Torque | 20 N·m (15 lb-ft) |
| Hitch Valve Retaining Cap Screw | Torque | 70 N·m (52 lb-ft) |
| Main Relief Valve | Torque | 41—48 N·m (30—35 lb-ft) |
| Shock Relief Valve | Torque | 30—35 N·m (22—26 lb-ft) |
| Rate of Drop Valve | Torque | 50 N·m (37 lb-ft) |
| Load Sense Relief Valve | Torque | 22—28 N·m (195—248 lb.-in.) |
| Draft Sensing Link Cap Screw | Torque | 30 N·m (22 lb-ft) |
| Draft Sensing Cover Mounting Screw | Torque | 35 N·m (26 lb-ft) |
| Rockshaft Cap Screw | Torque | 115 N·m (85 lb-ft) |
| Lift Cylinder Pin Cap Screw | Torque | 125 N·m (92 lb-ft) |
| Cylinder Hose Fitting | Torque | 24 N·m (18 lb-ft) |
| **Position and Draft Control Cables** | | |
| Yoke Lock Nut | Torque | 10 N·m (89 lb-in) |
| **Position Feedback Linkage Adjustment** | | |
| Lift Cylinder Length | Distance | 586 mm (23 in.) |
| **Draft Sensing Feedback Cable** | | |
| Lock Nuts | Torque | 25 N·m (18 lb-ft) |

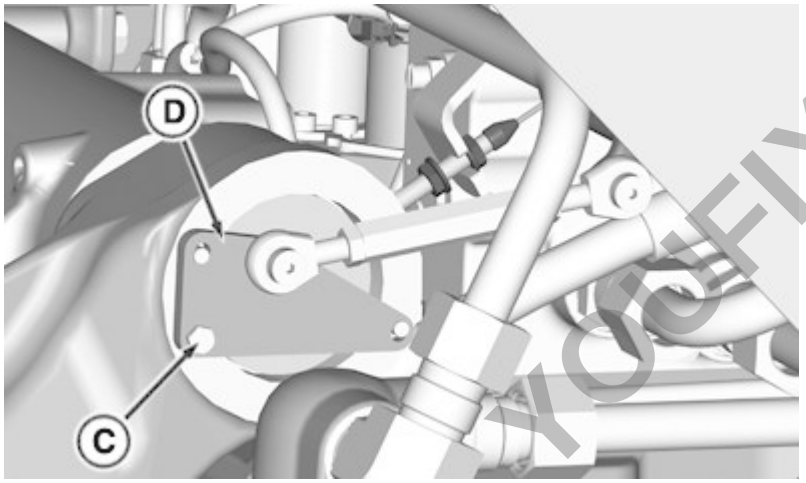
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# Remove, Inspect and Install Lift Arms

**[1] -**




**LEGEND:**

| | |
|---|---|
| A | Lift Link |
| B | Lift Cylinder |
| C | Cap Screw |
| D | Bracket |

Lower hitch to lowest position.

***CAUTION:***

***High pressure can exist at any hydraulic connection. Avoid injury from high-pressure leaks by relieving system pressure before disconnecting any hydraulic lines, fittings, or connections.***

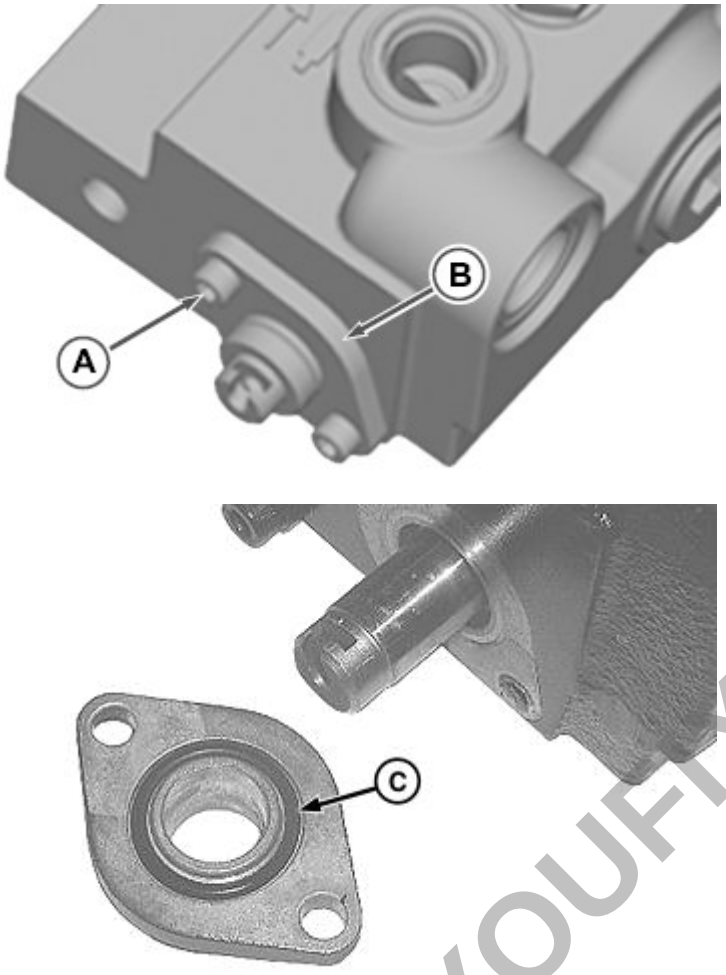
**[2] -** Detach lift links (A) and lift cylinders (B) from lift arms and lower down out of the way on both sides.

**[3] -** Remove cap screw (C) and position feedback bracket (D).

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**[28] -**




**LEGEND:**

| | |
|---|---|
| A | Socket Head Screw (2 used) |
| B | End Cap |
| C | O-Ring |

Replace O-ring (C).

**[29] -** Install end cap (B). Apply medium strength thread lock to socket head screws (A).

| Number | Name | Use |
|---|---|---|
| • PM37418 (us)<br>• PM38621 (canadian)<br>• 242 Loctite ™ (loctite) | Thread Locker Medium Strength | Apply to socket head cap screw threads. |

Tighten socket head screws to specification.

| Item | Measurement | Specification |
|---|---|---|
| End Cap Socket Head Screw | Torque | 12—15N·m (9—11 lb-ft) |

**[30] -**

***IMPORTANT:***

***Always use new seals and O-rings. Damaged or used seals and O-rings will leak.***

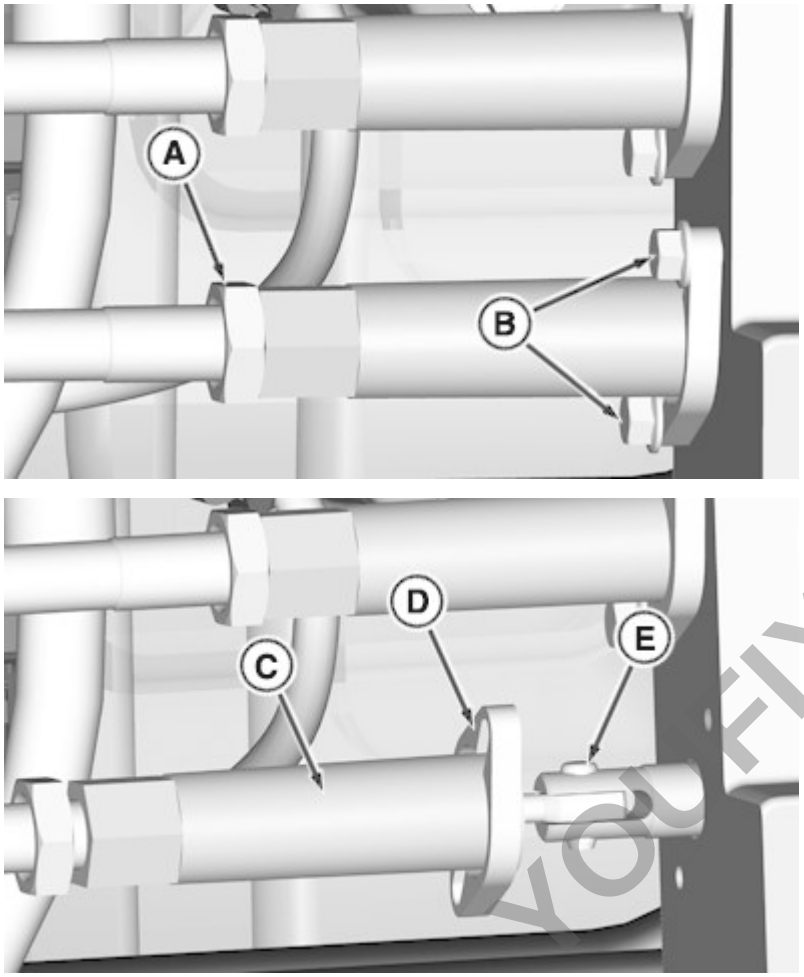
***Apply clean hydraulic oil to all internal parts before assembly.***

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# Inspect and Repair Joystick and Linkage

**[1] -**




**LEGEND:**

| | |
|---|---|
| A | Jam Nut |
| B | Cap Screw (2 used) |
| C | Sleeve |
| D | Flange |
| E | Pin |

Loosen jam nut (A).

**[2] -** Remove cap screws (B).

**[3] -** Screw sleeve (C) rearward on cable.

**[4] -** Remove pin (E).

**[5] -** Remove cable from valve.

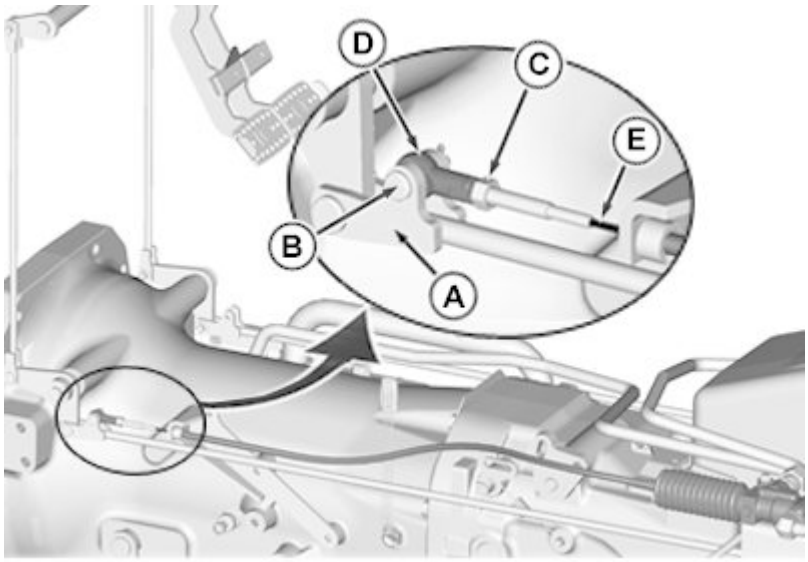
**[6] -** Remove sleeve (C), flange (D), and jam nut (A) from cable.

**[7] -** Repeat steps (1-6) for other cable.

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# Hydraulic Trailer Brake Valve Control Cable Adjustment




**LEGEND:**

| | |
|---|---|
| A | Brake Linkage |
| B | Pin |
| C | Jam Nut |
| D | Ball Joint |
| E | Cable |

**→NOTE:**

**First ensure control linkages for service brakes are in full working condition.**

**[1] -** Park on level surface. Chock wheels to prevent machine movement.

**→NOTE:**

**Do not depress brake pedals.**

**[2] -** Remove pin (B) and disconnect cable (E) from brake linkage (A).

**[3] -** Verify trailer brake valve spool is in NEUTRAL.

**[4] -** Loosen jam nut (C), adjust until hole in ball joint (D) is aligned with hole in brake linkage (A).

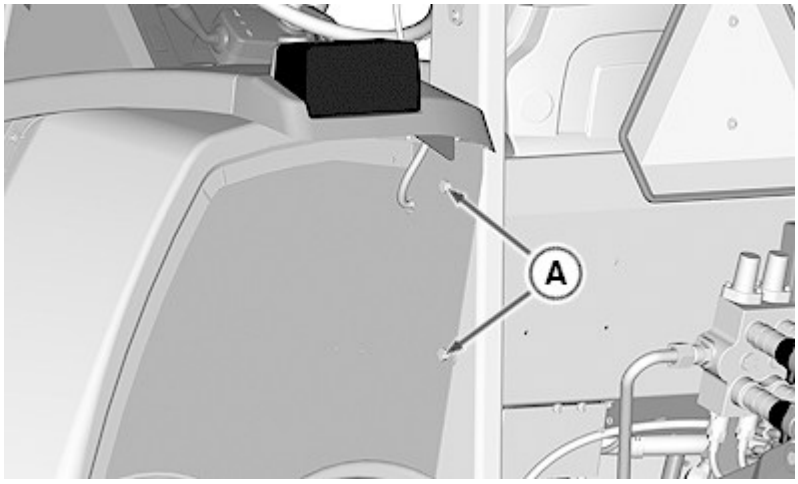
**[5] -** Tighten jam nut (C).

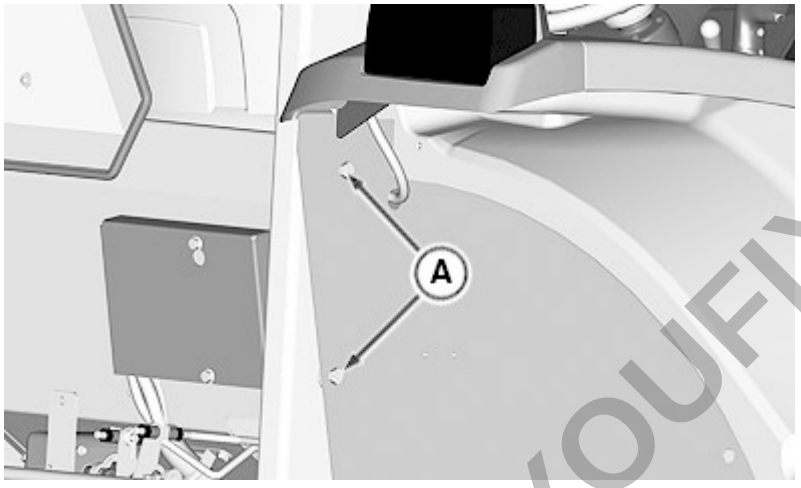
**[6] -** Connect cable (E) to brake linkage (A). Secure with pin (B).

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**[9] -**




**LEGEND:**

A Cap Screws (4 used)

Install cap screws (A) and tighten to specification.

| Item | Measurement | Specification |
|---|---|---|
| Operator Station-to-ROPS Cap Screws | Torque | 70 N·m<br>(50 lb.-ft.) |

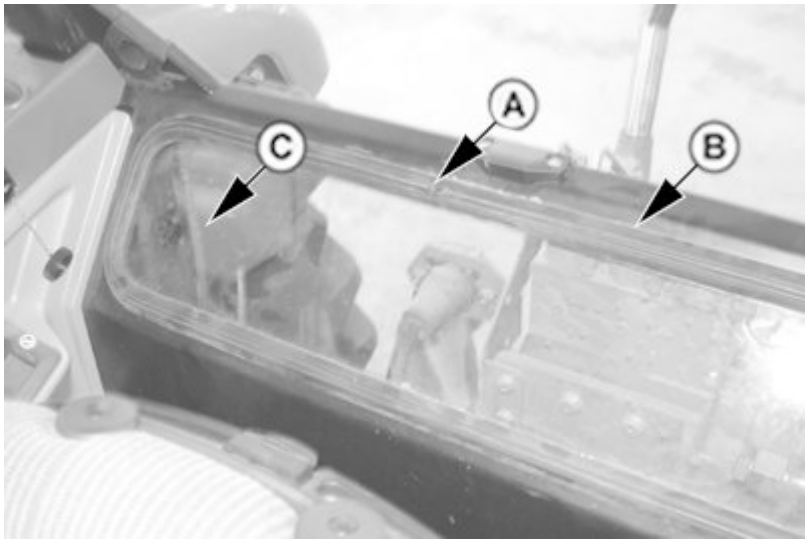
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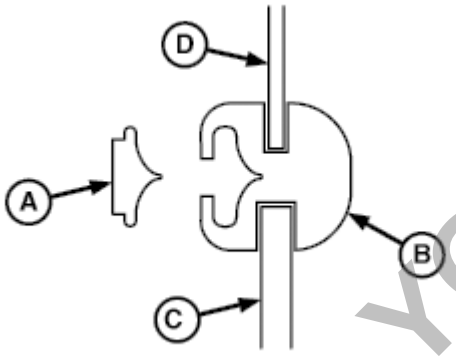


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# Remove and Install Rear Lower Window

**[1] -**




**LEGEND:**

| | |
|---|---|
| A | Window Seal Insert |
| B | Window Seal |
| C | Rear Lower Window |
| D | Window Frame |

Remove insert (A) from window seal (B).

**[2] -** Remove rear lower window (C) inward from tractor.

**[3] -** Inspect window seal for wear or damage. Replace if necessary.

**[4] -**

**→NOTE:**

**Liquid soap may be used to aid installation of seal and window.**

Install seal (B) around window frame (D).

**[5] -** Insert rear lower window (C) into seal (B).

**[6] -** Install insert (A) into seal (B) using weather strip installation tool JDST29 Weather Strip Installation Tool.

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**[14] -** Connect condenser outlet line (A) and inlet line (B). Tighten to specifications.

| Item | Measurement | Specification |
|---|---|---|
| Condenser Outlet Line | Torque | 14—20 Nm (124—177 lb-in.) |
| Condenser Inlet Line | Torque | 33—39 Nm (24—29 lb-ft) |

**[15] -** Evacuate and charge air conditioning system. (See EVACUATE AIR CONDITIONING SYSTEM in this group.)

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