

The background of the entire page is a photograph of a lush green cornfield. The corn plants are in the foreground, filling most of the frame. In the distance, a line of trees and a small building are visible under a sky with soft, golden light, suggesting a sunset or sunrise.

PLANTER FRAME WEIGHT DISTRIBUTION KITS

- ✓ REDUCE COMPACTION
- ✓ IMPROVE ROW UNIT RIDE QUALITY
- ✓ LOW COST, EASY INSTALLATION

MODEL YEAR 2022

INFO MANUAL

JOHN DEERE - FRONT FOLD PLANTERS

DB60

24R30 - 36R20 - 47R15 - 48R15



KIT SPECIFICATIONS

	36R20	24R30/47R15/48R15
CYLINDER BORE (IN)	5	5
CYLINDER STROKE (IN)	16	16
CYLINDER MOMENT ARM (IN)	19.75	19.75
WHEEL MOMENT ARM (IN)	200	195
CYLINDER FORCE/PRESSURE (LBS/PSI)	19.63	19.63
DISTRIBUTED LOAD/PRESSURE (LBS/PSI)	1.94	1.99
SYSTEM EFFICIENCY (%)	9.9	10.1

SYSTEM PERFORMANCE

	36R20				24R30/47R15/48R15			
	400	600	800	1000	400	600	800	1000
PRESSURE (PSI)								
CYLINDER FORCE (LBS)	7,854	11,781	15,708	19,634	7,854	11,781	15,708	19,634
TRANSFER PER WING (LBS)	776	1,163	1,551	1,939	796	1,193	1,591	1,989
TOTAL TRANSFER (LBS)	1,551	2,327	3,103	3,878	1,591	2,387	3,182	3,978



PART #	CONFIGURATION	MODEL YEARS	SERIAL BREAK	KIT TYPE	INSTALL TIME
158-940101	36R20 - 24R30	2003 - 2013	700XXX - 750XXX	MANUAL/SETPOINT	20 HOURS
158-940103	36R20 - 24R30	2003 - 2013	700XXX - 750XXX	ISOBUS/SETPOINT	21 HOURS
158-940105	36R20 - 24R30	2014 - 2015	755XXX - 760XXX	MANUAL/SETPOINT	20 HOURS
158-940107	36R20 - 24R30	2014 - 2015	755XXX - 760XXX	ISOBUS/SETPOINT	21 HOURS
158-990101	47R15 - 48R15	2003 - 2013	700XXX - 750XXX	MANUAL/SETPOINT	20 HOURS
158-990103	47R15 - 48R15	2003 - 2013	700XXX - 750XXX	ISOBUS/SETPOINT	21 HOURS
158-990105	47R15 - 48R15	2014 - 2015	755XXX - 760XXX	MANUAL/SETPOINT	20 HOURS
158-990107	47R15 - 48R15	2014 - 2015	755XXX - 760XXX	ISOBUS/SETPOINT	21 HOURS

JOHN DEERE - FRONT FOLD PLANTERS

DB60 LATE MODEL

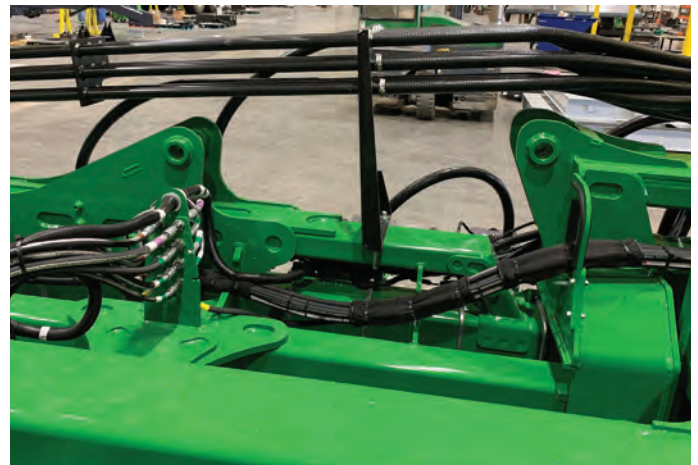
Starting in model year 2016, John Deere began offering frame weight distribution as a factory option on the DB60 models. If the factory option is not chosen, the mounting brackets are still present on the frame, although the cylinders and control system are not included. If you are looking to add this option after the fact, the only current method through Deere is piece-mealing through service parts, which is an expensive undertaking. LDM has kits available for these models that provide just the components you need. Since the brackets are already in place, these are an easy bolt on installation. Our cylinders are the same size as the OEM system, so you will get the same performance for a fraction of the cost.

KIT SPECIFICATIONS

CYLINDER BORE (IN)	4.25
CYLINDER STROKE (IN)	18
CYLINDER MOMENT ARM (IN)	22
WHEEL MOMENT ARM (IN)	180
CYLINDER FORCE/PRESSURE (LBS/PSI)	14.2
DISTRIBUTED LOAD/PRESSURE (LBS/PSI)	1.72
SYSTEM EFFICIENCY (%)	12.1

SYSTEM PERFORMANCE

PRESSURE (PSI)	600	800	1000	1200
CYLINDER FORCE (LBS)	8,512	11,349	14,186	17,023
TRANSFER PER WING (LBS)	1,031	1,375	1,718	2,062
TOTAL TRANSFER (LBS)	2,062	2,750	3,437	4,124



If you did take advantage of the factory option, we also have kits that can update the Deere OEM manual/setpoint system to our LDM ISOBus/setpoint system. Our update kit installs in just a couple hours, swapping the control valve cartridge to a PWM style and adding our ISOBus controller and wire harness tie-in. With this update kit, you can easily enjoy all the benefits of in cab ISOBus control with your existing system.

PART #	CONFIGURATION	MODEL YEARS	SERIAL BREAK	KIT TYPE	INSTALL TIME
158-940109	ALL DB60	2016 - 2022	765XXX - 795XXX	MANUAL/SETPOINT	6 HOURS
158-940111	ALL DB60	2016 - 2022	765XXX - 795XXX	ISOBUS/SETPOINT	7 HOURS
158-935309	ALL DB60	2016 - 2022	765XXX - 795XXX	JD OEM TO ISO	3 HOURS



How much oil does the system require?

In fairly level terrain, the system requires fairly small amounts of oil flow (1-3 gpm). In more rolling terrain, it may be slightly higher. Oil is only required by the system when the wing flexes down and the cylinder extends. So even in rolling terrain, the system is only using oil in half the range of motion of the wings (downward).

Does the system require its own SCV?

In order to maintain system pressure during both lowered and raised plant positions, the system needs to be connected to an SCV that remains in constant or power beyond. If there is already a planter circuit used in that capacity, then the FWD system can be plumbed in parallel with those functions, not requiring a dedicated SCV. This is normally the case for over 95% of machines, as most are running hydraulic drives, hydraulic row unit down force, or hydraulic power generation.

Can the manual/setpoint be upgraded to ISOBus/setpoint later on?

Converting the manual/setpoint system over to the ISOBus system can be done very easily. It only requires a cartridge swap on the valve block and the adding of a controller and electrical harnessing. The cost to upgrade the system to ISOBus down the road is the same as the upfront option.

Can these kits be installed on the farm?

Our kits are designed and manufactured to allow for an easy installation on the farm or dealership. All components that can be pre-welded are done at our facility and we also blast and powder coat the cylinder lugs. We mask the edges where final welds attach the lugs to the toolbar. This leaves less welding and painting to be performed during final installation.

Does the system stay on when the planter is raised?

We prefer to tie the hydraulic system to a circuit that remains in constant flow. This way the system stays energized whether the planter is in lowered or raised plant position. The machine encounters its worst center compaction when raised, so we find it is most beneficial for the system to remain on all the time the machine is in plant mode.

What equipment is required for installation?

Most kits contain plates from ½" up to 1" thickness, so at least a 50 amp MIG welder running a minimum of .035" wire is recommended.

Does LDM perform installations?

LDM does have a mobile crew that can perform on-site installations at an extra charge. Since we are based in central Iowa, installs farther than surrounding states can become prohibitively expensive due to travel costs.

On new DB machines built at the John Deere Paton facility we can perform "after-factory" installation at our shop before the planter is delivered to the dealership. Contact us with any questions.

What happens when the planter is folded?

When the planter is taken out of plant mode, the on/off solenoid on our valve deactivates. This cuts off the pressure supply to the block and also opens the regulated pressure circuit to the tractor return line. This essentially depressurizes the cylinders and allows them to float. So for any folding or transport functions, the machine does not have to fight any residual pressure against the cylinders.

What benefit is the ISOBus system?

The ISOBus system allows for pressure changes to be made on the fly from the cab. It also uses an interface that provides additional information such as system pressures and calculated cylinder forces and transfer loads.

How do the kits ship?

We offer free shipping on all kits. Because of weight and size limits, we use LTL freight deliveries.

Will the planter still maintain its full range of flex?

Our design process fully takes into account the wings original range of motion. The downforce cylinder is located with its extend and retract positions properly calculated, allowing for full wing flex to be retained.



CONTACT US

515-370-1068

INFO@LDMAGSERVICES.COM

503 14TH STREET SOUTH

PO BOX 263

GRAND JUNCTION, IOWA 50107



[LDMAGSERVICES.COM](https://www.ldmagservices.com)