

Selling Equipment

Quote Id:

JOHN DEERE 4044M Compact Utility Tractor (33 PTO hp)				
				Suggested List
				\$ 46,608.94
				Selling Price
				\$ 38,958.11
Hours:				
Stock Number:				
Code	Description	Qty	Unit	Extended
031ALV	4044M Compact Utility Tractor (33 PTO hp)	1	\$ 36,630.00	\$ 36,630.00
Standard Options - Per Unit				
0202	United States	1	\$ 0.00	\$ 0.00
0409	English Operator's Manual and Decal Kit	1	\$ 0.00	\$ 0.00
1520	eHydro™	1	\$ 0.00	\$ 0.00
1718	Factory Installed Loader with Bucket	1	\$ 7,981.00	\$ 7,981.00
2000	Open Station with Marine Grade Vinyl Standard Seat	1	\$ 0.00	\$ 0.00
4061	Less iMatch™ Quick Hitch Category 1	1	\$ 0.00	\$ 0.00
5240	16.9-24 (6PR, R4 Industrial, 2 Position)	1	\$ -50.00	\$ -50.00
6240	10-16.5 (6PR, R4 Industrial, 2 Position)	1	\$ 174.00	\$ 174.00
Standard Options Total				\$ 8,105.00
Other Charges				
	Freight	1	\$ 1,295.00	\$ 1,295.00
	Setup	1	\$ 400.00	\$ 400.00
	MDF	1	\$ 178.94	\$ 178.94
Other Charges Total				\$ 1,873.94
Suggested Price				\$ 46,608.94
Customer Discounts				
Customer Discounts Total			\$ -7,650.83	\$ -7,650.83
Total Selling Price				\$ 38,958.11

Quote ID :33063818

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2025 JOHN DEERE 4044M Compact Utility Tractor (33 PTO hp)

Key Features

Built-in safety features for operator peace of mind

Safety is designed into all 4M and 4R Series Tractors.

- Operator presence system ensures the operator is in the seat to run the tractor
 - If the operator leaves the seat when front or rear power take-off (PTO) is engaged, the engine shuts down.
 - For stationary PTO work, the tractor must be in neutral and the park brake fully set.
- The rollover protective structure (ROPS) is designed for operation safety
- Reflective ROPS strips for better tractor visibility
- Key switch interlock prevents bypass starting
- Visual PTO warning light alerts operator when rear PTO is running
- Placing the transmission in neutral and setting the park brake allows operator to run rear PTO safely when off the tractor seat
- Turn signal and flashing warning lights operate according to ASAE S279.10 standard
- Taillights for road transport
- Slow moving vehicle (SMV) sign for road transport

Key Features

Maximize productivity with an eHydro™ transmission

The tractor is available with a three-range electronic hydrostatic (eHydro) transmission.

- Fluid under pressure transmits engine power to the drive wheels using a pump and motor
- Functions both as a clutch and transmission
- Provides high torque for startup
- Reduces powertrain shock loads

Danfoss® company supplies both the pump and motor. This ensures that the components are matched to each other, providing maximum efficiency.

The electronic hydrostatic transmission is ideally suited for jobs where productivity is a must, such as loader or mower applications.

Twin Touch™ foot controls allow the operator to select both directions of travel and speed with a touch of the toe.

Key features of the eHydro transmission:

- Infinitely variable ground speeds, in each range, allow the operator to match the speed of the tractor to the job.
- No clutching for fast and easy direction changes
- Twin Touch foot pedals for quick and easy forward/reverse operation
- Cruise control is optional equipment
 - Cruise control switch is located on the right-hand console for easy access
 - Cruise control is electronically engaged and disengaged, which allows for precise setting of speed

Danfoss eHydro transmission is used for reliable operation. Durability features include:

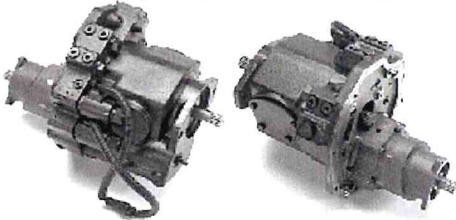
- Large forged trunnion shaft with larger support bearings that reduce vibration and noise.
- Center section made from ductile iron (much stronger than grey iron used in many competitive transmissions).

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- Transmission oil cooler cools transmission oil for longer transmission life.

Safety features of the eHydro transmission include:

- The tractor will start with one or both foot pedals depressed, but it will not move until both pedals first return to neutral
- Operator presence - the tractor will come to a stop if the operator leaves the seat but will not shut off unless the power take-off (PTO) is also running



Danfoss eHydro transmission

Key John Deere advantage

John Deere's Twin Touch foot controls offer several key advantages over competitive hydro model tractors.

- Some competitive hydrostatic tractors use a treadle pedal (toe-heel) design foot control for operation of the hydro
- Requires the operator to use both toe and heel to change direction, resulting in increased operator fatigue



Twin Touch foot controls

Optional cruise control

A true-speed cruise control is optional equipment on 4M Tractors with eHydro transmission. Cruise control is electronically engaged and disengaged and is located on the operator console to the right of the operator.

- Maintains desired forward speed without pressure on the foot pedal
- Cruise control is set by engaging the switch when the desired speed is reached
- A speed sensor also allows the tractor to maintain preset speed driving up and down hills
- To disengage the cruise control, either:
 - Apply pressure to the turn brakes opposite the eHydro pedals
 - Disengage cruise control switch
 - Briefly depress the reverse control pedal



Optional cruise control on 4M Tractors

LoadMatch™ power management system

LoadMatch is a standard feature on the 4M Series Tractors.

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If torque requirements increase significantly, the transmission will reduce the tractor's drive speed to compensate for the increased load on the transmission, maximizing torque to drive wheels and minimizing stalls.

Controls automatically adjust LoadMatch compensation depending on the tractor's application. PTO applications require less engine speed fluctuation, therefore adjusting the amount of droop depending on PTO speed. This adjustment increases efficiency and optimizes engine speed and torque output based on tractor application.

While typically left on, LoadMatch can be turned off through the center console display.

MotionMatch™ system

MotionMatch, standard on the 4M Series Tractors, is adjustable through the center console display. It offers variable adjustments to either lengthen or shorten the rollout when the HST pedal is depressed or released.

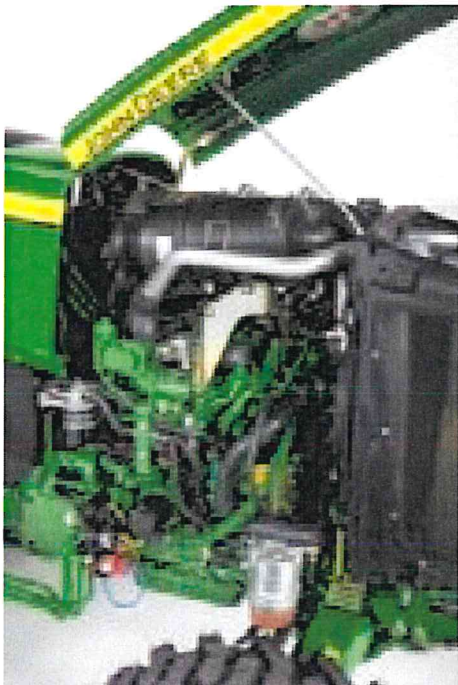
Serial number break information

All model year 2016 and newer tractors with serial numbers after those listed below are equipped with LoadMatch and MotionMatch features from the factory

- **4044M:** 1LV4044MCGG100594
- **4052M:** 1LV4052MVGG100273
- **4066M:** 1LV4066MHGG100181

For model year 2016 tractors with serial numbers before those listed above and previous model year tractors, these features are available with a machine software update.

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Key Features
Powerful Yanmar® diesel engine delivers plenty of power under heavy loads


Powerful Yanmar engine

The Yanmar diesel engine has a high-torque reserve that provides plenty of power under heavy load.

This 4-cylinder engine features lower levels of exhaust emissions and reduced noise levels. It meets EPA Final Tier 4 (FT4) emission standards.

Model	Number of	Engine	Aspiration	Rated	Gross engine	Gross engine ps*	PTO hp
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	cylinders	displacement		rpm	hp*		
4044M/R	4	2.2 L	Natural	2600	42.5	43.1	32.5
4052M/R	4	2.1 L	Turbocharged	2600	50.8	51.5	39.9
4066M/R	4	2.1 L	Turbocharged	2600	65.0	65.9	52.0

**Engine hp (kW), gross SAE J1995: 43.1 (31.7) at 2600 rpm, PS*

Displacement, cu in. (L):134.25 (2.2)

**Engine hp (kW), gross SAE J1995: 51.5 (37.9) at 2600 rpm, PS*

Displacement, cu in. (L):128.15 (2.1)

**Engine hp (kW), gross SAE J1995: 65.9 (48.5) at 2600 rpm, PS*

Displacement, cu in. (L):128.15 (2.1)

The engine uses the latest technologies to optimize fuel economy, improve control and accuracy, and reduce environmental impact.

The common rail system (CRS) optimizes fuel economy and reduces operating costs*. High-pressure injection atomizes fuel into finer particles which burn more completely. It results in improved fuel economy and lower cost of operation.

The electronic control unit (ECU) provides optimum fuel control and accuracy. ECU monitors and controls the engine. It continuously monitors engine conditions and adjusts the fuel delivery accordingly to ensure optimum performance and emissions.

The new engine comes with an after treatment system. The system operates automatically. The exhaust filter consists of a diesel particulate filter (DPF) which captures particulate matter (PM) contained in the exhaust gas. Using a natural cleaning process, most of the PM trapped in the exhaust filter is eliminated by the heat of the exhaust stream generated by normal use. In situations of low temperature, engine speed or load factor, an active cleaning cycle is initiated. In this cleaning cycle, the exhaust gas temperature is raised by injecting additional fuel during the exhaust stroke of normal vehicle operation to the diesel oxidation catalyst (DOC).

After many hours of use, the exhaust filter may require an ash removal service.

*NOTE: *As compared to engines not using CRS technology.*

DPF cleaning

Depending on the load that the tractor is under, as well as ambient temperature, humidity, and engine speed, the DPF may build up with particulate matter, thus requiring cleaning. Filter cleaning is determined by one of three conditions:

- A prescribed time-based estimation of needed filter cleaning
- DOC/DPF pressure sensors
- A particulate matter buildup estimation based on load conditions

Once one of the three conditions has been met, filter cleaning will occur.

There are three different types of filter cleaning processes:

- Passive filter cleaning
- Active filter cleaning
- Parked filter cleaning

Passive filter cleaning

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Passive filter cleaning occurs naturally when the engine is generating enough heat to oxidize particulate matter. This automatic process occurs continuously during normal operating conditions. No tractor icons or symbols appear on the display during passive filter cleaning.

NOTE: Passive filter cleaning requires no operator involvement, and there is no interruption to tractor operation.

Active filter cleaning

If conditions (temperature, load, or speed) for passive filter cleaning cannot be achieved, then PM is removed using active filter cleaner.

To achieve the required conditions, exhaust temperature management (ETM) manages the initiation and duration of active filter cleaning. ETM can adjust numerous engine parameters and/or inject a small quantity of fuel into the exhaust stream for a short duration. The fuel turns to vapor and chemically reacts with the catalysts in the DOC to create heat to oxidize PM.

It is important to note that at no time is the fuel in the DOC/DPF ignited, and there is no flame within the DOC/DPF. Like passive filter cleaning, active filter cleaning requires no operator involvement, and there is no interruption to tractor operation.

Parked filter cleaning

In some instances where passive and active filter cleaning have not fully cleaned the PM from the system, a parked filter cleaning may need to take place. Most likely, the only time a parked filter cleaning will need to occur is when automatic filter cleaning has been disabled for an extended period of time and multiple warnings to engage filter cleaning were ignored or if the tractor has been used during light load conditions. Additionally, when the automatic filter cleaning process has been deliberately interrupted multiple times, or if active filter cleaning has failed numerous times due to a failed component, a parked filter cleaning may be requested. In these rare instances the operator will have to park the tractor and start the filter cleaning process.

The parked filter cleaning process needs to be activated based on usage and operation of the tractor. The process will take approximately 30 minutes. See operator's manual for more details.

This system constantly monitors the soot level of the tractor, making sure the tractor is always in peak performance condition. This ensures high performance at all times.

NOTE: Number of hours since last regeneration and soot level percentage viewable on LCD display.

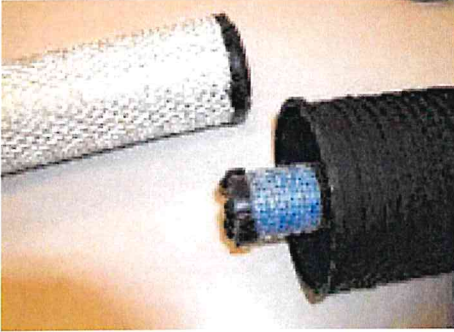
Key features of the engine are:

- Lower rated speed for 540 rpm power take-off (PTO) operation means better fuel economy, less noise and vibration, and longer overall engine life
- Cast-in-block cylinder design for good cooling and long life
- Hydraulic lifters are quieter and require no adjustment
- Heavy-duty crankshaft provides more bearing surface area for added durability
- CRS optimizes fuel economy, lowering the cost of operation
- ECU provides optimum control and accuracy
- Direct fuel injection
 - Improves starting
 - Injects fuel directly on top of pistons for more efficient combustion
 - Develops more horsepower per gallon of fuel
 - Glow plugs (cold starting aid)
- Engine oil cooler, cools engine oil for longer engine life
- Key start and shutoff eliminates fuel shutoff knob
 - Electric solenoid shuts fuel supply off immediately when key is turned off
- See-through coolant recovery tank permits operator to check coolant level without removing radiator cap
 - Sealed radiator compartment keeps trash and debris on outside of hood
- Dry-type air cleaner with safety element and electronic air service indicator
 - Electronic air restriction indicator alerts operator when air filter servicing is required
 - Dual-element design for added engine protection

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- Easy to service
- Standard side exhaust
- Discharges fumes away from the operator, reducing engine noise
- Improves operator visibility when using a loader or front implement
- Optional vertical exhaust

Yanmar is a trademark of Yanmar Company Limited.



Dry-type air cleaner

Key Features

Attractive styling provides improved visibility and serviceability

The bold styling of the 4M and 4R Tractors provide an attractive and functional appearance similar to that of the larger agricultural tractors. Benefits of this styling include:

- Easy tractor family identification
- Updated fixed grille and side panel hood design allows for optimum sealing of the cooling compartment
 - Front grille slides up to an integrated maintenance position for easy battery access
- Easily removable cowl, allowing for serviceability access
- Wraparound-style halogen headlights
 - Premium integrated automotive style headlight bezels
- Bold graphics
- Aggressively sloped hood design, giving a softer, smoother look and providing improved visibility
- Hybrid exhaust in base on cab tractors for clear operator visibility and safety
 - At low speed and when tractor is in a filter cleaning process, exhaust will be routed through vertical exhaust outlet. In all other cases, the exhaust will be routed through the downward exhaust outlet.
 - Side exhaust in base on open operator station tractors and ensures minimal heat impact to operator

The result gives the tractor a distinctive appearance and feel.

NOTE: If the tractor is equipped with an optional field-installed vertical exhaust, exhaust pipe must be removed before opening and closing the hood of the tractor.



4R Tractor

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Key Features

Operator station is comfortable and convenient

- Retractable seat belts prevent belts from becoming tangled in seat suspension and controls



Retractable seat belts

Addition of optional center console toolbox

The operator's station is designed for easy entry and exit from the tractor.

Conveniently placed brake pedals, as well as repositioned operator controls, provide for a clean and flat platform design giving the operator plenty of legroom.

- Hood and fenders are made from impact-resistant polymer material designed to eliminate the possibility of rusting and to resist dents that can occur with metal hoods or fenders.
- The hood is painted to an automotive-like finish, providing a high-luster appearance with excellent resilience and resistance to fading from sunlight.



Easy entry and exit from
the operator's station

Key features of the operator's station include:

- Large grab handles on each fender make getting on and off the tractor easy.
- Controls are shape and color-coded for easier identification and operation.
- Optional mechanical suspension seat improves operator comfort and reduces fatigue.
- A left-side step is in base equipment to enhance access to the operator's station.
- The mechanical suspension seat gives the operator a comfortable ride. The seat flips forward for protection from the elements.
- Seat suspension is adjustable for the operator's weight and height.
- Operator weight adjustment adjusts to the operator's weight 52 kg to 125 kg (115 lb to 275 lb).
- The seat is adjustable fore and aft for the operator's height using the lever located under the seat.

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Comfortable and convenient design