

2 4 7 N E T H O R S E P O W E R



JOHN DEERE

J

DOZER

950J





Bigger, stronger, and more powerful, the 950J delivers the super-sized performance you need to get the big jobs done. But it's not just size that makes this dozer such a valuable asset. Like its J-Series siblings, the 950J offers many of the production-boosting advantages that have made Deere crawlers so popular, including state-of-the-art electronic controls, Total Machine Control (TMC),

and a full-featured hydrostatic drivetrain. Add enhancements like variable-speed hydraulic-driven fans, 1050C-style final drives, and a completely redesigned operator station, and you simply won't find a comparable-size crawler with the same combination of power, control, reliability, and comfort. Read on to learn how the 950J will help you push productivity beyond the limits of other dozers.



Push the limits.

950J

247 net hp

56,361 lb. w/ Semi-U Blade; 59,255 lb. w/ Straight Blade

22-, 24-, 26-, 32-, and 36-in. grousers

12-ft. 1-in. and 14-ft. 10-in. blades

Slower-running Tier 3 diesel delivers 17 more horsepower and 6 percent more torque than its predecessor. Coupled with 7.2 percent more weight and 28 percent more drawbar pull, the 950J packs substantially more muscle for unsurpassed productivity.

Hydraulic-driven variable-speed suction fan runs only as needed, reducing noise, fuel consumption, cooling system wear, and operating costs.

Power turns, power management, infinite speed control—John Deere introduced them all 30 years ago. And the redesigned 950J is loaded with even more productivity- and uptime-boosting enhancements.

Comfort and convenience are noticeably enhanced in the quieter, more spacious redesigned cab.

Extended service intervals, remote test ports, and designed-in diagnostics keep maintenance and operating costs to a minimum.



Infinitely variable track control lets an operator speed up or slow power to either track, for smooth, full-power turns.



Counterrotation is a productivity-boosting feature that enables an operator to overcome heavy corner loads and quickly reposition the blade on the go. Provides space-saving spot turns, too.



The 950J steers the same and maintains its preset speed whether working on level ground or a 2-1 slope.

Serious productivity, easy-going control.

Size matters on large-scale construction sites. With its superior power-to-weight ratio, the 56,000-pound, 247-horsepower 950J simply out pushes every dozer in its class. And does so with a lot less effort. State-of-the-art controls and a full-featured hydrostatic drivetrain put you in complete command of a whole

arsenal of productivity-boosting hydrostatic advantages including power turns, counterrotation, infinitely variable travel speeds, and dynamic braking. With their conventional powershift torque converter drivetrains and differential steering systems, other crawlers simply can't do what the 950J can.



Variable-pitch parallelogram triple-shank ripper can be angled on the go, for increased productivity.


Power management takes the guesswork out of efficient operation. The operator simply sets the desired maximum ground speed and the system automatically maintains peak engine rpm and power efficiency without stalling or shifting.

Infinitely variable speed range from standstill to 6.8 mph gives total flexibility to match groundspeed to the load. Travel can also be varied to fit specific applications, terrain, or operating preferences — and even limited to maximize undercarriage life.

Blade pitch is adjustable to three mount locations, for superior performance in a variety of applications and materials. Unlike other dozers, tilt cylinder pitch can also be set to maintain equal tilt. A hydraulic pitch option is available.

The 144-inch-wide blade's enhanced curvature gets material rolling and fills more fully for increased productivity.





Convenient 12-volt port powers cell phones and other electronic devices.

Take comfort in more productivity.

Like all Deere dozers, state-of-the-art short-throw, low-effort blade and speed-in-grip hydrostatic drivetrain controls deliver predictable response at all times.

Retractable seat belt, slip-resistant floor mat, convenient grab bars, neutral-start lever, and automatic park brake help keep the operator out of harm's way.

Deluxe suspension high-back seat adjusts seven ways for daylong comfort and is angled 15 degrees to provide a more comfortable view of the ripper. Armrests and footrests are also fully adjustable to fit any size operator.

Decelerator slows groundspeeds to maintain speed and traction without affecting engine power and hydraulic response. Fully depressing the pedal applies the brakes.

TMC lets you customize decelerator mode and response, forward/reverse groundspeed ranges, FNR shift rate, and forward/reverse speed ratios for superb control.

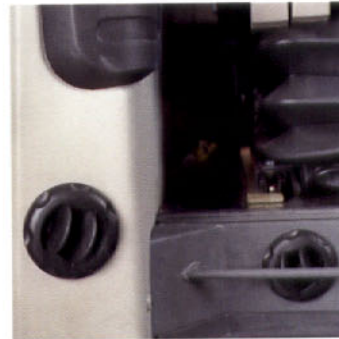
Everybody knows a comfortable operator is a productive operator. And you'll find plenty to increase their efficiency inside the 950J's spacious and quiet air-conditioned walk-through cab. The seven-way adjustable deluxe suspension armchair, low-effort intuitive controls, and best-in-class visibility keep fatigue to a minimum. Plus you get the little things that help shorten a long shift — such as adjustable footrests and ample storage including cup holder and space for a lunch box. At the end of the day, they'll be more comfortably productive. And you'll feel more comfortable about productivity.



Wide expanse of glass and exclusive four-post ROPS provide an unsurpassed commanding view of the blade, ripper, and surrounding jobsite.



Ergonomically designed joystick provides intuitive control of steering, forward/reverse travel, and ground-speed. It's detented so it doesn't require constant attention, and employs a finger-actuated travel-speed switch.



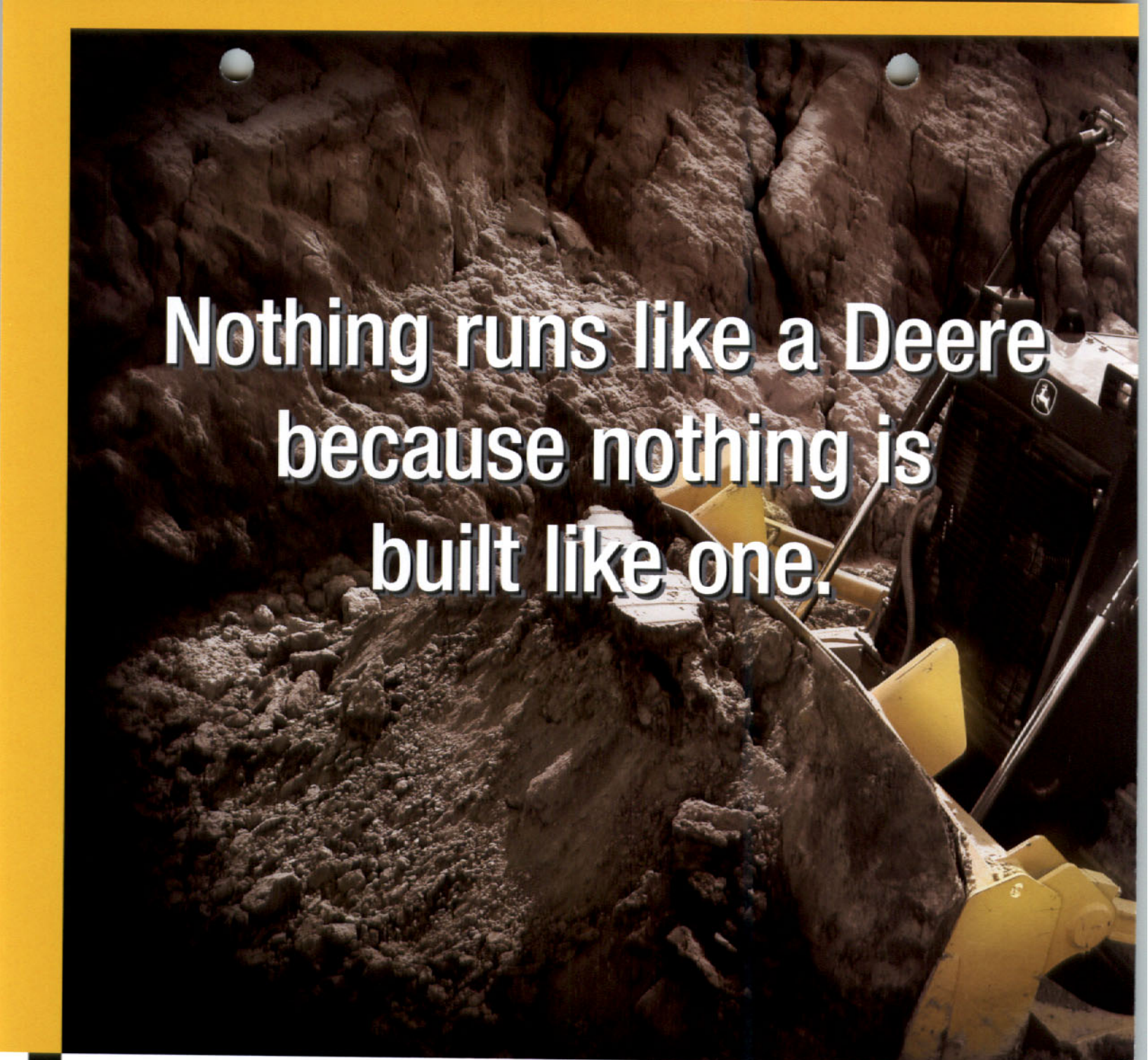
Air-conditioned and heated pressurized cab is standard. Automotive-style directional vents help keep the glass clear and interior comfortable.



Enhanced monitor is front-mounted, where it is easier to view while focusing on the job at hand. Large, easy-to-read gauges, warning lights, and icons provide vital operating info at a glance.



Pilot control and load-sensing hydraulics deliver fatigue-beating low-effort operation and predictable response, regardless of the load.



**Nothing runs like a Deere
because nothing is
built like one.**

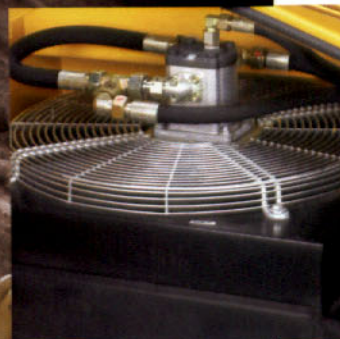
Downtime is a fact of life in this business. Fight back with the 950J. Incorporating numerous traditional John Deere durability features, you get an exceptionally strong unitized mainframe, job-proven undercarriage, heavy-duty wet-sleeve engine, reliable ORFS hose couplings, heavy-duty high-

pressure hoses, and isolated planetary final drives. Other enhancements such as a variable-speed hydraulic-driven fan, sealed electrical connectors, and extended service intervals all help keep the 950J, and your operation, up and running. When you know how they're built, you'll run a Deere.

Coolers' wide fin spacing lets trash pass to resist plugging. Available reversing fan backblows cooler cores, further reducing debris buildup.

Hydraulic-driven variable-speed engine fan runs only as needed, decreasing noise and fuel consumption.

Wet-sleeve diesel delivers maximum power at a low 1,600 rpm for outstanding reliability. It's surprisingly quiet and exceptionally fuel efficient, too.



Separate engine and transmission cooling systems employ hydraulic-driven fans for superior cooling efficiency.



Half-shell push-beam bearings make cutting and welding unnecessary, so they're less costly and time-consuming to replace.

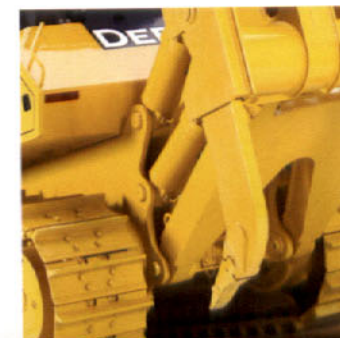


Heavy-duty undercarriage is sealed, lubricated, and built to last. Its no-nonsense oval-track design has only one wear-causing forward-travel flex point, for longer life.

Oscillating track frames absorb shock loads, for lasting durability, better gradeability, and more comfort. Plus a smaller diameter front idler improves visibility.

One-piece totally welded mainframe resists torsional stress, absorbs shock loads, and delivers maximum strength. Allows simplified service access to major components, too.

Final drives incorporate a unique oil-filled double seal. If oil escapes past the first seal, an indicator light in the cab alerts the operator. It's an early warning that helps avert major final-drive failure and expense.



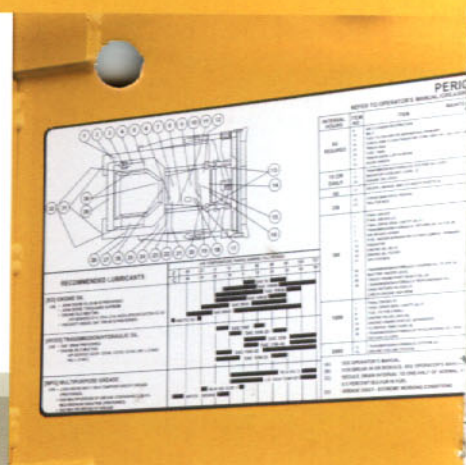
The 950J was designed with a ripper in mind. Rear attachment mounting points are an integral part of its mainframe, not an add-on.



Vertical spin-on filters allow quick, no-spill changes. Engine, hydraulics, and transmission utilize a common oil, further simplifying service.



Easy-to-read sight gauges provide quick daily checks of hydraulic, transmission, and final-drive seal fluids. Monitor signals an alert should final-drive seal levels drop.



Convenient lube and periodic maintenance chart ensures that nothing gets overlooked.

Easier maintenance is an open-and-shut case.

Servicing big equipment doesn't have to be a big production. As with all John Deere dozers, ease of maintenance and low daily operating costs are a high priority on the 950J. Large, hinged side shields and compartment doors provide wide-open access to dipsticks, fill tubes, maintenance-free batteries, and vertical spin-

on filters. Same-side service points make quick work of the daily routine, and drivetrain service intervals have been extended. These and other timesaving features such as an easy-to-clean undercarriage, quick-to-replace hydraulic hoses, and designed-in diagnostics help keep downtime and daily operating costs to a minimum.

Smooth idler-to-sprocket covers shed material, and wide space between the track frames and mainframe further eases clean-out.

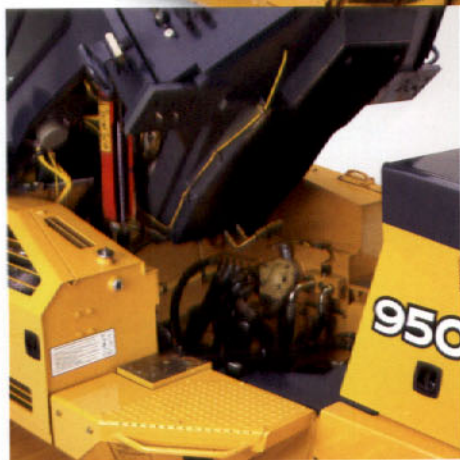
Environmental drains on fluid compartments help make changes easier and less messy.

Five-hundred-hour engine oil and 2,000-hour transmission and hydraulic fluid intervals decrease downtime and expense.

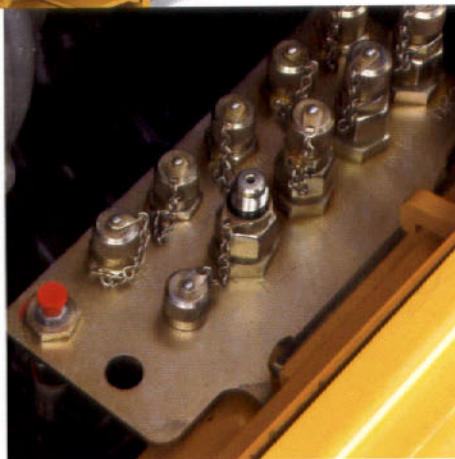
Advanced diagnostic monitor provides easy-to-understand messages, for quick troubleshooting without special tools.

Large hinged doors provide ample access for daily checks and periodic maintenance. Daily checks are limited to hydraulic oil and engine oil and coolant levels.

Essential maintenance items such as engine coolant, fuel pre-cleaner and final fuel filter, engine oil filters, hydrostatic oil filter, air filter, and dipsticks are grouped on the right side for timesaving convenience.



With no need to disconnect linkages, hydraulics, or wiring, the operator station tilts in only minutes. For wide-open access to drivetrain and hydraulic components.



Fluid sample ports and remote drive-system test ports simplify preventive maintenance and troubleshooting for increased uptime.



Perforated hood and side screens act as a "first filter," preventing entry of most debris. Side-by-side wide-fin radiator and charge-air cooler resist plugging.



Specifications

Engine

950J / 950J LGP

Type	Liebherr D 936-L A6; certified to EPA Tier 3 emissions
Net Peak Power (ISO9249)	247 hp (184 kW) @ 1,600 rpm
Net Peak Torque (ISO9249)	885 lb.-ft. (1200 Nm) @ 1,400 rpm
Cylinders (wet sleeve)	in-line 6
Displacement	641 cu. in. (10.5 L)
Lubrication	pressure system with full-flow spin-on filter with integrated oil-to-water cooler
Air Cleaner	dual stage dry type with safety element and aspirated precleaner with in-cab restriction indicator
Electrical System	24 volt with 80-amp alternator
Cooling Fan	hydraulically driven, front-mounted suction type
Radiator	heavy-duty, 5 fin per inch
Cold-Starting Aid	intake air heater

Transmission

Automatic, dual-path, hydrostatic drive; load-sensing feature automatically adjusts speed and power to match changing load conditions; each individually controlled track is powered by a variable-displacement piston pump and motor combination; travel speeds (forward and reverse) infinite to 6.8 mph (11.0 km/h); speed-in-grip with fingertip speed control; infinite speed control; decelerator pedal controls ground speed to dead stop; dealer selectable transmission operating parameters; transmission diagnostic test ports

Type	dual-path hydrostatic
Filter, Charge Oil	15 micron
Cooling	oil to air
Travel Speeds (forward and reverse)	0 to 6.8 mph (0 to 11.0 km/h)

Final Drives

Double-reduction planetary final drives mounted independent of track frame and dozer push frame for isolation from shock loads; hydraulic drive motors are mounted to the mainframe; final drives are double sealed with electronic seal-integrity indicator

Drawbar Pull	82,026 lb. (365 kN) @ .09 mph (1.5 km/h)
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Steering

Single-lever steering, direction control, and counterrotation; full power turns and infinitely variable track speeds provide unlimited maneuverability and optimum control

Brakes

Service Brake	hydrostatic (dynamic) braking stops machine when the direction/steering control is moved to neutral or whenever the combined decelerator/brake pedal is fully depressed
Type	hydraulic

Automatic Parking Brake

Exclusive park brake feature engages wet, multiple-disc brakes; automatic spring-applied, hydraulic released whenever the engine stops, whenever the combined decelerator/brake pedal is fully depressed, whenever the park brake lever is placed in the start position, whenever the park brake button is pushed on the dash, whenever the F-N-R control is in the neutral position for more than seven seconds, or whenever the machine motion is sensed with the F-N-R in neutral position; machine cannot be driven with brake applied, reducing wear out and eliminating adjustment

Hydraulic System**950J / 950J LGP**

System Type	load sensing
Pressure, System Relief	3,770 psi (26 000 kPa)
Pump Type	variable-displacement axial piston
Maximum Flow	68.7 gpm (260 L/min.) @ 1,600 rpm
Filter, Return Oil	10/5-micron replaceable dual-stage filter element
Control	single joystick lever
Cylinders	heat-treated, chrome-plated, polished cylinder rods with hardened steel pivot pins, replaceable bushings, and bolted rod guides
Hydraulic/Transmission Cooling Fan	oil-to-air heat exchanger with hydrostatically driven, thermostatically controlled cooling fan
Hydraulic/Transmission Cooler	5 fin per inch

Capacities (U.S.)

Fuel Tank	141 gal. (535 L)
Hydraulic/Transmission Oil Reservoir with Service	50 gal. (189 L)
Cooling System with Recovery Tank	16.3 gal. (62 L)
Engine Lubrication (including filter)	11.4 gal. (43 L)
Final Drive (each)	5.2 gal. (19.5 L)

Undercarriage**950J w/Semi-U Blade****950J LGP w/Straight Blade**

Track frame with front and rear track guides and sprocket guard; John Deere Dura-Trax™ features deep-heat-treated, sealed, and lubricated track links and through-hardened, sealed, and lubricated rollers for maximum wear resistance; sprockets are segmented; extreme-duty shoes for severe applications are available					
Chain Type	sealed and lubricated		sealed and lubricated		
Track Shoes (each side)	40		43		
Length of Track on Ground	118 in. (2992 mm)		131 in. (3316 mm)		
Track Gauge, Standard	78 in. (1980 mm)		86 in. (2180 mm)		
Oscillation at Front Idler	5.57 in. (142 mm)		6.22 in. (158 mm)		
Track/Carrier Rollers (each side)	7/2		8/2		
Track Chain Pitch	8.5 in. (216 mm)		8.5 in. (216 mm)		
Sprocket Segments (each side)	5		5		
Grouser Width	22-in. (559 mm)	24-in. (610 mm)	26-in. (660 mm)	32-in. (812 mm)	36-in. (914 mm)
Ground Contact Area	5,183 sq. in. (33 441 cm ²)	5,654 sq. in. (36 481 cm ²)	6,125 sq. in. (39 521 cm ²)	8,355 sq. in. (53 908 cm ²)	9,400 sq. in. (60 647 cm ²)
Ground Pressure (with blade)	10.80 psi (74 kPa)	9.97 psi (69 kPa)	9.10 psi (63 kPa)	9.09 psi (49 kPa)	6.39 (44 kPa)

SAE Operating Weights

SAE Operating Weight*	56,361 lb. (25 565 kg)	59,255 lb. (26 877 kg)
With 22-in. (559 mm) Extreme-Duty Single-Bar Grouser Shoes	- 401 lb. (- 182 kg)	N/A
With 24-in. (610 mm) Extreme-Duty Single-Bar Grouser Shoes	in base*	N/A
With 26-in. (660 mm) Moderate-Service Single-Bar Grouser Shoes	- 639 lb. (- 290 kg)	N/A
With 32-in. (812 mm) Moderate-Service Single-Bar Grouser Shoes	N/A	in base*
With 36-in. (914 mm) Moderate-Service Single-Bar Grouser Shoes	N/A	824 lb. (374 kg)
Tractor Shipping Weight**	47,933 lb. (21 742 kg)	50,551 lb. (22 929 kg)

*Includes coolant, lubricants, ROPS/FOPS cab, blade, standard track pads, full fuel tank, and 175-lb. (79 kg) operator.

**Includes coolant, lubricants, 20% fuel, ROPS/FOPS cab, and standard track pads.

Blades (conform to ISO 9246)

Capacity	9.4 cu. yd. (7.2 m ³)	7.9 cu. yd. (6.0 m ³)
Maximum Tilt	3 ft. 4 in. (930 mm)	3 ft. 1 in. (933 mm)

Optional or Special Equipment

950J w/Semi-U Blade

950J LGP w/Straight Blade

Add (+) or deduct (-) lb. (kg) as indicated to base weight for units with

Dozer Blade with Power Tilt and Mechanical Pitch Adjustment

Blade Weight (including push beams, trunnion mounts, cupped end bits, and tilt cylinder) in base / loose weight 8,428 lb. (3823 kg)

Ripper (with three shanks) 7,284 lb. (3304 kg)

Counterweight 7,054 lb. (3200 kg)

Rock Guards 525 lb. (238 kg)

Blade Spill Guard 157 lb. (71 kg)

Additional Cab Lights 4 lb. (2 kg)

Seat Backrest Extension 2 lb. (1 kg)

AM/FM Radio 3 lb. (1 kg)

in base / 8,704 lb. (3948 kg)

7,284 lb. (3304 kg)

7,054 lb. (3200 kg)

615 lb. (279 kg)

N/A

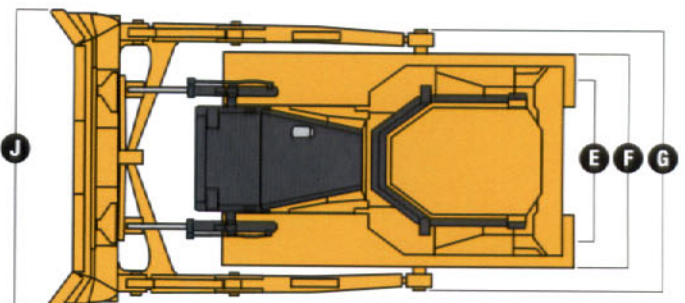
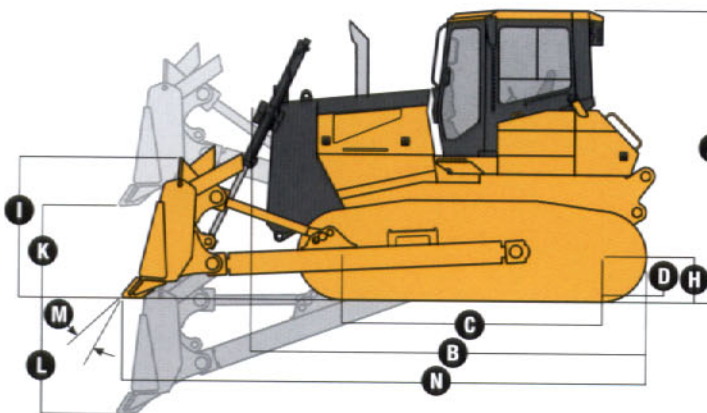
4 lb. (2 kg)

2 lb. (1 kg)

3 lb. (1 kg)

Dimensions

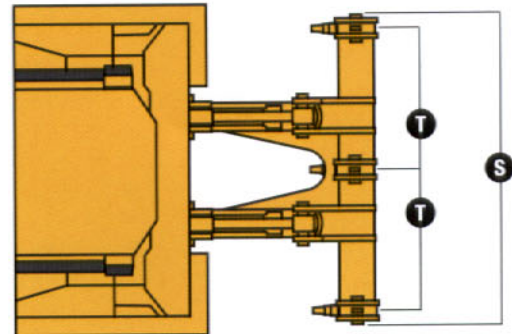
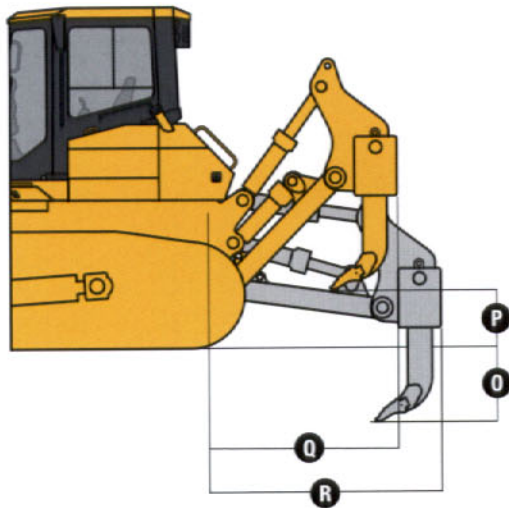
A Height Over Cab (including grousers)	11 ft. 5.81 in. (3500 mm)	11 ft. 5.81 in. (3500 mm)
B Overall Length without Attachments	15 ft. 3 in. (4657 mm)	15 ft. 5 in. (4692 mm)
C Distance Idler/Sprocket Center	9 ft. 10 in. (2992 mm)	10 ft. 11 in. (3316 mm)
D Height of Grousers	2.81 in. (71.5 mm)	2.81 in. (71.5 mm)
E Track Gauge	6 ft. 6 in. (1980 mm)	7 ft. 2 in. (2180 mm)
F Total Width without Trunnions (standard shoe width)	8 ft. 2 in. (2488 mm)	9 ft. 10 in. (2992 mm)
G Total Width Over Blade-Mounting Trunnions	9 ft. 10 in. (3000 mm)	11 ft. 10 in. (3600 mm)
H Ground Clearance	1 ft. 9 in. (546 mm)	1 ft. 9 in. (546 mm)
I Height of Blade	5 ft. 1 in. (1545 mm)	4 ft. 4 in. (1320 mm)
J Width of Blade	12 ft. 1 in. (3690 mm)	14 ft. 10 in. (4520 mm)
K Lifting Height	4 ft. 0 in. (1222 mm)	3 ft. 10 in. (1179 mm)
L Depth Below Ground	1 ft. 8 in. (511 mm)	2 ft. 0 in. (616 mm)
M Maximum Blade Pitch	10 degrees	10 degrees
N Overall Length	19 ft. 10 in. (6050 mm)	19 ft. 6 in. (5935 mm)
Overall Width		
With 22-in. (559 mm) Extreme-Duty Single-Bar Shoes	8 ft. 4 in. (2540 mm)	N/A
With 24-in. (610 mm) Extreme-Duty Single-Bar Shoes	8 ft. 6 in. (2591 mm)	N/A
With 26-in. (660 mm) Moderate-Service Single-Bar Shoes	8 ft. 8 in. (2642 mm)	N/A
With 32-in. (812 mm) Moderate-Service Single-Bar Shoes	N/A	9 ft. 10 in. (2997 mm)
With 36-in. (914 mm) Moderate-Service Single-Bar Shoes	N/A	10 ft. 2 in. (3099 mm)



**Parallelogram Ripper
Hydraulic Pitch Adjustment**

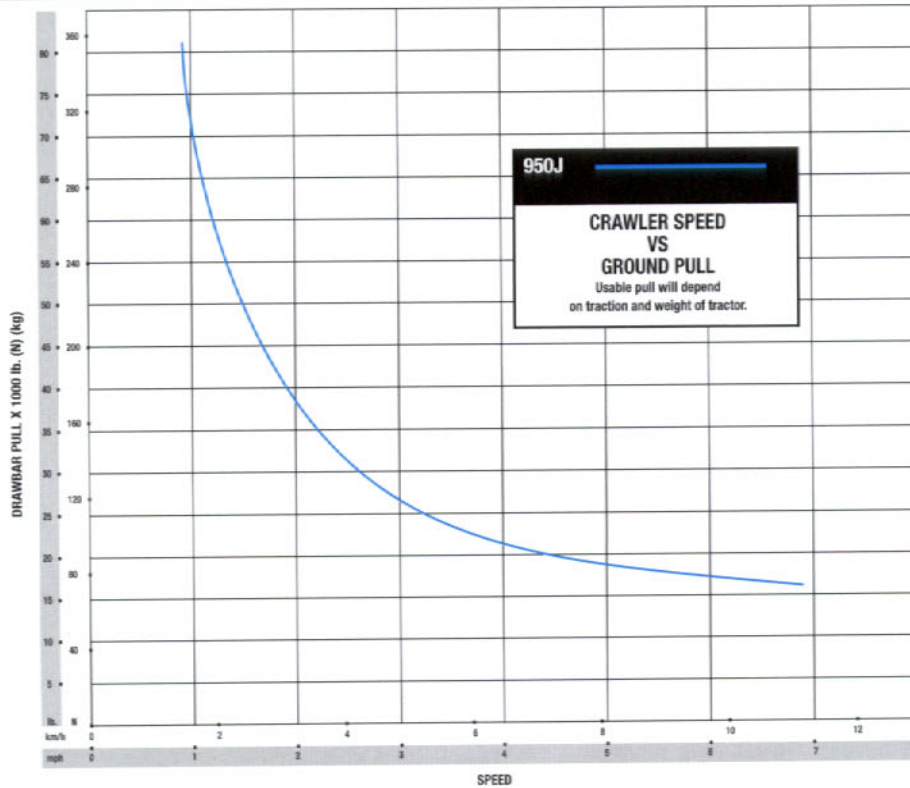
950J / 950J LGP

- O** Ripping Depth
 - Maximum 2 ft. 5 in. (749 mm)
 - Minimum 1 ft. 6 in. (449 mm)
- P** Lifting Height
 - Maximum 2 ft. 6 in. (759 mm)
 - Minimum 1 ft. 6 in. (459 mm)
- Q** Overall Length, Attachment Raised 5 ft. 2 in. (1569 mm)
- R** Overall Length, Attachment Lowered 6 ft. 4 in. (1937 mm)
- S** Toolbar Width 7 ft. 2 in. (2184 mm)
- T** Distance Between Teeth 3 ft. 3 in. (1000 mm)
- Maximum Shank Pitch 25 degrees
- Weight 7,284 lb. (3304 kg)



Drawbar Pull

950J / 950J LGP



950J CRAWLER DOZER

Key: ● Standard equipment ▲ Optional or special equipment *See your John Deere dealer for further information.

950J Engine

- Certified to EPA Tier 3 emissions
- 247-hp (184 kW) Liebherr D 936-L A6 direct-injection, intercooled, turbocharged in-line 6-cylinder diesel
- Suction-type, front-mounted cooling fan with hydrostatic drive
- Deep engine oil pan allows up to 45-degree operation
- Dual-element dry-type aspirated air cleaner with automatic dust ejector
- Enclosed secondary fan guard (conforms to SAE J1308)
- Engine coolant to -34°F (-37°C)
- Fuel system with prefilter, water separator, and microfilters
- Heavy-duty five-fin-per-in. radiator
- Intake air heater cold-starting aid
- Under-hood muffler with vertical exhaust stack
- Oil-to-water engine oil cooler
- Spin-on full-flow oil filter, with anti-drain-back valve
- Starter motor, 11 hp (7.8 kW)
- Turbocharger provides spark arresting

Powertrain

- Dual-path hydrostatic transmission: Dynamic braking / Electronically controlled with power management and AutoTrac / Infinite speed control / Inline F-N-R direction control / Single-lever steer with full power turn and counterrotation
- Automatic spring-applied, hydraulic released parking brake
- Hydraulic/transmission oil-to-air cooler, independent of radiator with hydrostatically driven cooling fan
- Park brake button: Neutralizes transmission and activates parking brake
- Transmission system diagnostic test ports

Electrical

- 24-volt system
- Alternator, 80 amp
- Batteries (2), heavy-duty cold start, 1,050 CCA
- Positive battery terminal covers
- Manual battery master disconnect
- Breaker- and fuse-protected circuits
- Working lights, cab mounted, front (4) and rear (2)
- ▲ Additional grille-mounted front lights (2)
- ▲ Additional rear lights (2)

Hydraulic System

- 68.7-gpm (260 L/min.) load-sensing variable-displacement pump
- Blade quick-drop valve

950J Hydraulic System (continued)

- Circuit relief valve protection
- Hydraulic functions disabled with park lock lever
- Hydraulic/hydrostatic oil reservoir with sight glass
- Hydraulic system diagnostic test port
- "O"-ring seal connectors
- Replaceable filter, 10/5 micron with magnetic particle attractors
- Tank shutoff valves for service
- Two-function single-lever dozer-control valve
- ▲ Hydraulic controls for dual tilt and power pitch
- ▲ Hydraulic controls for rear attachments

Undercarriage

- 78-in. (1980 mm) gauge standard track frame
- ▲ 86-in. (2180 mm) gauge LGP frame
- Center track guides
- Front idler and sprocket chain guides
- Hydraulic track adjusters with dirt cover
- Oscillating track frames
- Integral track frame covers
- Isolation-mounted pivot shafts and equalizer bar
- Sealed and lubricated track chain, rollers, and idlers
- Segmented bolt-on sprockets
- ▲ 22-in. (559 mm) extreme-duty single-bar grouser shoes (standard)
- 24-in. (610 mm) extreme-duty single-bar grouser shoes (standard)
- ▲ 26-in. (660 mm) moderate-service single-bar grouser shoes (standard)
- ▲ 32-in. (812 mm) moderate-service single-bar grouser shoes (LGP)
- ▲ 36-in. (914 mm) moderate-service single-bar grouser shoes (LGP)
- ▲ Full-length bolt-on rock guards

Operator's Station

- Modular cab with integrated ROPS/FOPS (conforms to SAE J1040, ISO 3471/3449): Hydraulically tiltable rearward 40 degrees / Isolation mounted / Air conditioner/heater/defroster/pressurizer with filtered fresh air intake and three-speed blower / Ashtray / Dome light / Fabric seat cushions / Lockable doors (open and closed position) / Pull-down sunshade / Radio-installation provision / Rearview mirror / Sliding left-hand window / Tinted glass / Windshield wipers, front and rear, with washers
- Left and right doors
- Built-in operator's manual storage compartment and operator's manual

950J Operator's Station (continued)

- Rubber floor mat
- Deluxe air suspension power-adjustable seat: Adjustable armrests, backrest, height/weight, and fore-aft / Fabric seat cushions / Seat cushion tilt
- Seat belt, 2-in. (50 mm), retractable (conforms to SAE J386)
- ▲ Seat backrest extension
- Electronic monitor system with audible and visual warnings: Engine air filter restriction / Final drive seal integrity / Hydraulic/hydrostatic filter restriction / Hydrostatic transmission pressure / Low alternator voltage / Park brake
- Gauges, electric, illuminated: Engine coolant temperature / Fuel / Hour meter
- Horn, electric
- Key start switch with electric fuel shutoff
- 12-volt/10-amp power port
- 24-volt diagnostic power port
- Rotary-controlled electronic throttle
- Slip-resistant steps and ergonomically located handholds
- ▲ Radio AM/FM

Attachments

- ▲ 145-in. (3690 mm) semi-U blade, 9.43 cu. yd. (7.20 m³), with standard cutting edges (standard and LT)
- ▲ 178-in. (4520 mm) straight blade, 7.86 cu. yd. (6.00 m³), with standard cutting edges (LGP)
- ▲ Dual blade-tilt cylinder for power pitch and tilt
- ▲ Push plates, blade liners, and end bits*
- ▲ Multi-shank (3) parallelogram ripper
- ▲ Rear counterweight, 7,054 lb. (3200 kg), with drawbar (cannot be used with rippers)
- ▲ Rigid heavy-duty drawbar (cannot be used with rear counterweight or rippers)

Overall Vehicle

- 141-gal. (535 L) fuel tank with wide-mouth filler cap
- Hinged reinforced radiator guard
- Lockable vandal protection: Battery compartment / Engine access doors / Fuel tank / Hydraulic and transmission access door / Instrument panel (canopy only) / Storage compartments (2)
- One-piece unitized mainframe
- Rear retrieval hitch
- Reinforced engine bottom guards
- Reverse warning alarm (conforms to SAE J994, J1446)
- Tool kit with brake-release towing kit



JOHN DEERE

DKA950J Litho in U.S.A. (06-08)

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions specified per ISO9249. No derating is required up to 10,000-ft. (3050 m) altitude.

Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE standards. Except where otherwise noted, these specifications are based on a unit with standard equipment, modular ROPS/cab with air conditioning, blade with standard cutting edges, full fuel tank, and 175-lb. (79 kg) operator.

