

C R A W L E R D O Z E R S

550H



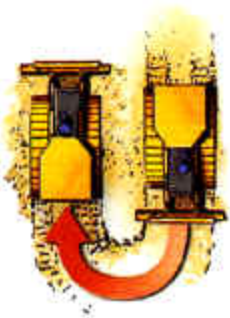
Power management system takes both the guess and work out of efficient operation. Just set the ground speed lever to the maximum desired speed and the dozer does the rest. As loads change, the drivetrain responds, automatically powering up or down to maintain peak engine rpm and efficiency without stalling. Perhaps best of all, it's fully functional at any engine speed.

Exclusive Auto-Trac system automatically keeps the 550H on the straight and narrow in forward or reverse. Makes turning easier, too, so your operators concentrate less on steering and more on doing their best bladework.

The 550H steers the same and maintains its preset speed whether on level ground or a 2-to-1 slope. What's more, fully depressing the decelerator brings this crawler to a stop regardless of the terrain.



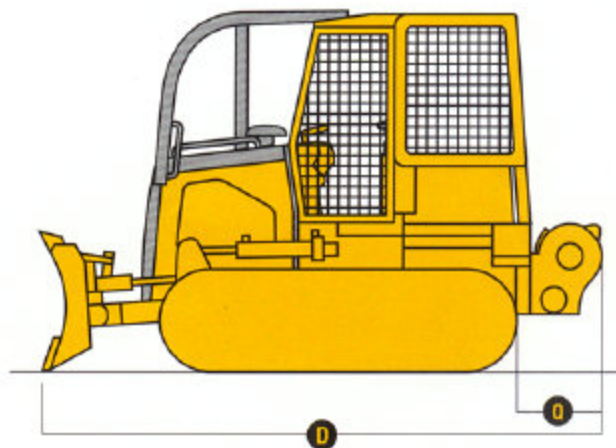
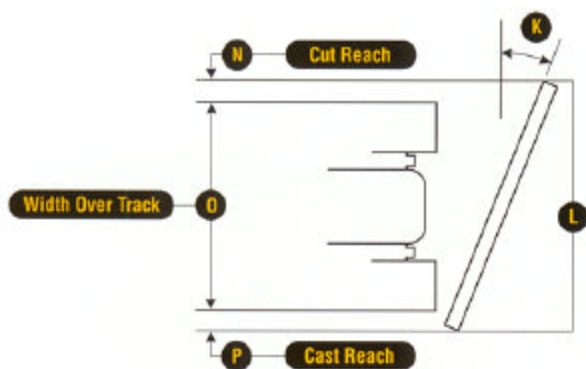
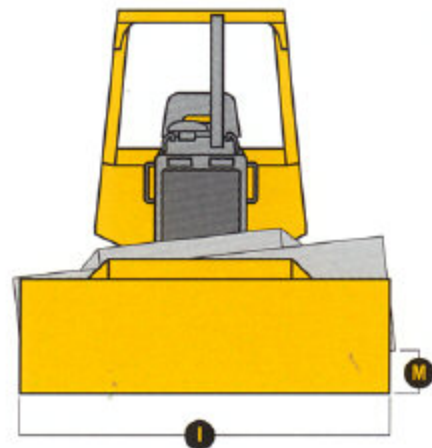
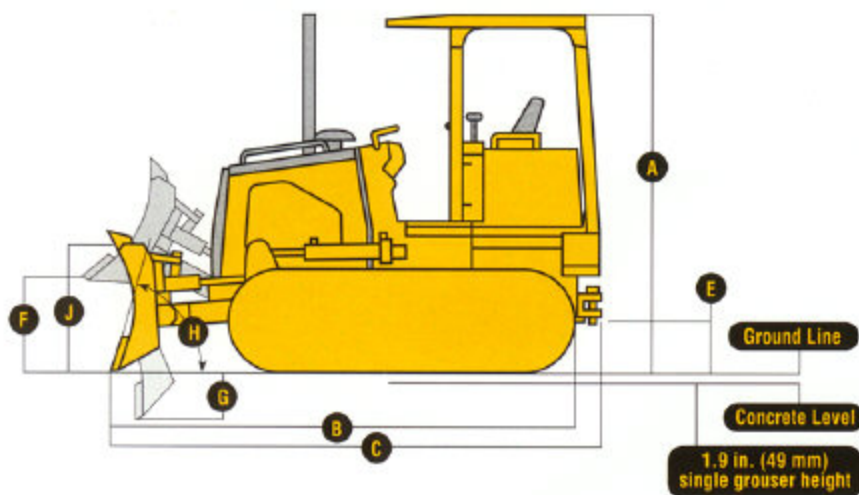
With some dozers, engine speed determines turning radius – the faster the speed, the wider the turn. Not so with the 550H. Precise, predictable, pivot-turns are possible at any speed, for unlimited maneuverability.



Functional counterrotation is another distinct Deere advantage. It's especially helpful for overcoming corner-loaded side-drafts and for quickly repositioning the blade on-the-go. Or use it for space-saving spot turns, no matter what's underfoot.



Infinitely variable track control lets you speed-up or slow power to each track. For smooth, full-power turns that don't tear up soft terrain like conventional clutch/brake systems.



550H LT

550H LGP

FORESTRY APPLICATION

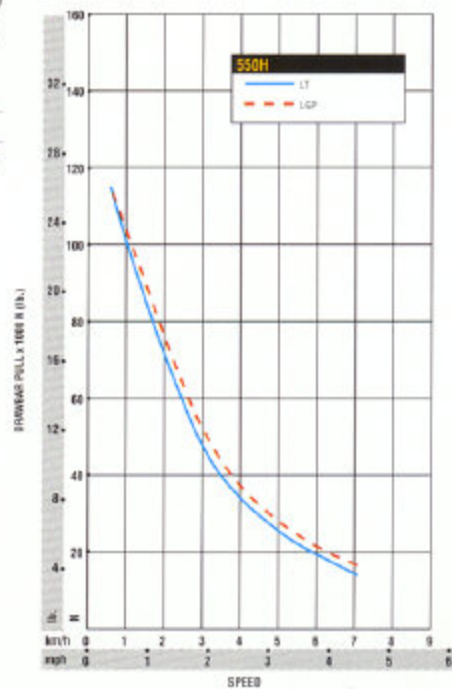
available limb risers and screens for the rollover protective structure, John Deere-built, self-contained 4000S Winch* for versatile skidding and clearing operations

D Overall length with winch*	179 in. (4547 mm)	179 in. (4547 mm)
O 4000S Winch length	29.6 in. (752 mm)	29.6 in. (752 mm)

*Reference 4000S Winch spec sheet.

DRAWBAR PULL

Crawler speed vs ground pullusable pull will depend on traction and weight of tractor



DIMENSIONS

550H LT

550H LGP

A Overall height with ROPS or cab	108 in. (2743 mm)	108 in. (2743 mm)
B Overall length*	159 in. (4040 mm)	159 in. (4040 mm)
C Overall length with extended drawbar	161 in. (4090 mm)	161 in. (4090 mm)
D Overall length with winch**	179 in. (4547 mm)	179 in. (4547 mm)
E Ground clearance, minimum		
With single-bar grouser	13.6 in. (345 mm)	13.6 in. (345 mm)
With swamp shoes	14.4 in. (366 mm)	14.4 in. (366 mm)
F Blade lift height	31.4 in. (797 mm)	31.4 in. (797 mm)
G Blade digging depth	20.6 in. (523 mm)	20.6 in. (523 mm)
H Blade cutting edge angle, three position adjustable	52, 56, or 60 degrees	52, 56, or 60 degrees

*No change to overall length with retrieval hitch. / **See page 23 for forestry application.

H-SERIES BLADE SPECS

I Width	97 in. (2464 mm)
J Height	32.5 in. (826 mm)
SAE capacity	2.0 cu. yd. (1.5 m ³)
K Blade angle	22.2 degrees
L Angled width	91.2 in. (2318 mm)
M Tilt	13.3 in. (337 mm)
N Cut reach	1.6 in. (41 mm)
O Width over track	79 in. (2006 mm)
P Cast reach	10.6 in. (269 mm)
I Width	105 in. (2667 mm)
J Height	32.5 in. (826 mm)
SAE capacity	2.1 cu. yd. (1.6 m ³)
K Blade angle	22.2 degrees
L Angled width	98.7 in. (2507 mm)
M Tilt	14.3 in. (364 mm)
N Cut reach	5 in. (127 mm)
O Width over track	79 in. (2006 mm)
P Cast reach	14.7 in. (373 mm)
I Width	115 in. (2921 mm)
J Height	32.5 in. (826 mm)
SAE capacity	2.29 cu. yd. (1.75 m ³)
K Blade angle	22.2 degrees
L Angled width	107.9 in. (2742 mm)
M Tilt	15.7 in. (399 mm)
N Cut reach	2.4 in. (61 mm)
O Width over track	93 in. (2362 mm)
P Cast reach	12.5 in. (318 mm)
I Width	121 in. (3073 mm)
J Height	32.5 in. (826 mm)
SAE capacity	2.4 cu. yd. (1.83 m ³)
K Blade angle	22.2 degrees
L Angled width	114.4 in. (2906 mm)
M Tilt	16.5 in. (420 mm)
N Cut reach	5.7 in. (145 mm)
O Width over track	93 in. (2362 mm)
P Cast reach	15.7 in. (399 mm)
I Width	128 in. (3251 mm)
J Height	30.2 in. (767 mm)
SAE capacity	2.21 cu. yd. (1.69 m ³)
K Blade angle	22.2 degrees
L Angled width	120.9 in. (3070 mm)
M Tilt	17.5 in. (444 mm)
N Cut reach	9.1 in. (231 mm)
O Width over track	93 in. (2362 mm)
P Cast reach	18.8 in. (478 mm)

ENGINE	550H LT	550H LGP
Type	John Deere 4045T with turbocharger	John Deere 4045T with turbocharger
Rated power	80 SAE net hp (60 kW) @ 2,200 rpm	84 SAE net hp (63 kW) @ 2,200 rpm
Cylinders, wet sleeve	4	4
Displacement	276 cu. in. (4.52 L)	276 cu. in. (4.52 L)
Fuel consumption, typical	1.7 to 2.6 gal./hr. (6.4 to 9.8 L/h)	1.7 to 2.6 gal./hr. (6.4 to 9.8 L/h)
Maximum net torque	255 lb.-ft. (344 Nm) @ 1,200 rpm	276 lb.-ft. (372 Nm) @ 1,200 rpm
Lubrication	pressure system with full-flow spin-on filter and oil-to-water cooler	
Air cleaner	dual stage dry type with safety element, precleaner, and dash-mounted restriction indicator	
Electrical system	12 volt with 65-amp alternator	
Cooling fan	blower	

TRANSMISSION	550H LT / 550H LGP
	dual-path, electronic-controlled, hydrostatic drive load-sensing feature automatically adjusts speed and power to match changing load conditions each individual track is powered by a variable-displacement piston pump and two-speed motor combination decelerator controls speed from holding to 5.0 mph (8.0 km/h)
Travel speeds (infinitely variable)	
Forward and reverse	0 to 5.0 mph (0 to 8.0 km/h)

FINAL DRIVES	heavy-duty triple-reduction final drives attach directly to the mainframe and are isolated from track frame and dozer frame loads
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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 hydrostatic steering eliminates steering clutches and brakes
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BRAKES	hydrostatic (dynamic) braking stops the machine whenever the direction-control lever is moved to neutral, whenever the decelerator is depressed to the end of travel, or whenever the brake pedal is depressed
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AUTOMATIC PARK BRAKE	exclusive safety feature engages wet, multiple-disk brakes automatically whenever the engine stops, whenever the operator applies the brake pedal, or whenever the neutral start lever lock is in stop position machine cannot be driven with brake applied, reducing wear out or need for adjustment
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HYDRAULIC SYSTEM	
System	open center
Pressure, main relief	3,000 psi (20 685 kPa)
Pump	gear
Flow	15 gpm (56.8 L/min.) @ 2,200 rpm
Filter, return oil	10 micron
Control	T-bar three function
Cylinders	heat-treated, chrome-plated, polished cylinder rods with hardened steel (replaceable bushings) pivot pins

CAPACITIES (U.S.)	
Fuel tank with lockable cap	47 gal. (178 L)
Cooling system with coolant recovery tank	17 qt. (16 L)
Engine oil including spin-on filter	15 qt. (14 L)
Transmission reservoir refill with filter change	11.3 gal. (42.7 L)
Final drive (each)	7 qt. (6.6 L)
Hydraulic reservoir refill with filter change	8.5 gal. (32.2 L)
All power train and hydraulic systems allow 45-degree maximum operation.	

UNDERCARRIAGE**550H LT****550H LGP**

John Deere Dura-Trax™ features large deep-heat-treated components
 pins and bushings are sealed for life
 rollers and idlers are permanently sealed and lubricated
 full-length track frame covers reduce material buildup and ease cleaning

Chain		
Standard.....	sealed	sealed and lubricated
Optional.....	sealed and lubricated	
Grouser width (closed center, single bar).....	18 in. (457 mm)	24 in. (610 mm)
Track shoes, each side.....	40	40
Ground contact area.....	3,096 sq. in. (19 974 cm ²)	4,128 sq. in. (26 632 cm ²)
Ground pressure.....	5.4 psi (37.2 kPa)	4.2 psi (29.0 kPa)
Ground clearance with single-bar grouser (excluding grouser height).....	13.6 in. (345 mm)	13.6 in. (345 mm)
Length of track on ground.....	86 in. (2184 mm)	86 in. (2184 mm)
Track gauge, standard.....	61 in. (1550 mm)	69 in. (1753 mm)
Track rollers, each side.....	6	6
Track pitch.....	6.29 in. (160 mm)	6.29 in. (160 mm)

SAE OPERATING WEIGHTS

Base weights were computed for units with standard equipment, rollover protective structures, full fuel tanks, and 175-lb. (79 kg) operators.

With 105-in. (2667 mm) blade	
With 18-in. (457 mm) track shoes.....	16,800 lb. (7636 kg)
With 128-in. (3251 mm) blade	
With 24-in. (610 mm) track shoes.....	17,500 lb. (7437 kg)

OPTIONAL OR SPECIAL EQUIPMENT

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

Rock guards (4).....	288 lb. (131 kg)	288 lb. (131 kg)
24-in. (610 mm) track shoes.....		in base
24-in. (610 mm) swamp shoes.....		160 lb. (72 kg)
Deluxe seat group.....	20 lb. (9 kg)	20 lb. (9 kg)
Cab with heater.....	630 lb. (285 kg)	630 lb. (285 kg)
Cab with air conditioning.....	660 lb. (299 kg)	660 lb. (299 kg)
Under-seat ROPS heater.....	26 lb. (12 kg)	26 lb. (12 kg)
Counterweight, rear (each).....	330 lb. (150 kg)	330 lb. (150 kg)
Counterweight, front (each).....	240 lb. (109 kg)	240 lb. (109 kg)
Lights, driving.....	3 lb. (1 kg)	3 lb. (1 kg)
Work lights, high intensity.....	9 lb. (4 kg)	9 lb. (4 kg)
Front tow hook.....	33 lb. (15 kg)	33 lb. (15 kg)
Retrieval hitch.....	50 lb. (23 kg)	50 lb. (23 kg)
Extended drawbar.....	72 lb. (33 kg)	72 lb. (33 kg)
Limb risers.....	229 lb. (104 kg)	229 lb. (104 kg)
Rear screen.....	76 lb. (35 kg)	76 lb. (35 kg)
Side screens.....	94 lb. (43 kg)	94 lb. (43 kg)
Screens, front and doors.....	179 lb. (81 kg)	179 lb. (81 kg)
400S Winch.....	1,437 lb. (653 kg)	1,437 lb. (653 kg)
Winch Fairlead, four roller.....	187 lb. (85 kg)	187 lb. (85 kg)
Parallelogram ripper.....	1,306 lb. (594 kg)	1,306 lb. (594 kg)
97-in. (2667 mm) blade with all- hydraulic heavy-duty C frame.....	- 151 lb. (- 68 kg)	
115-in. (2921 mm) blade with all- hydraulic heavy-duty C frame.....		- 38 lb. (- 17 kg)
All-hydraulic heavy-duty C frame (less blade).....	- 1,212 lb. (- 550 kg)	- 1,373 lb. (- 623 kg)

Your new 550H comes standard-equipped with a 12-month Secure warranty. Secure-Extended[®] warranties let you lengthen your coverage to custom-fit your operation. It's a great way to guard your cash flow. Travels well, too, because it's backed by John Deere and honored at all Deere construction equipment dealers.



Time is money. And the CounterParts promise ensures that the 550H parts you need will be at participating CounterParts dealers when you need them, or they're free (ask your dealer for details).

Your John Deere dealer is your one stop for all makes of parts. For example, Mastertrax[®] undercarriage service offers quality track parts and service for virtually any crawler make or model. John Deere dealerships also offer full lines of edges, teeth, fluids, filters, hoses, batteries, and remanufactured components, to list just a few.

More than just engine oil sampling, OilscanPlus fluid analysis tells you what's going on inside your machine's transmission and hydraulic pump, as well. It's an excellent tool for preempting catastrophic downtime.



Open wide and be awed. Hinged side-shields provide ground-level access to the batteries, hydraulic-fluid sight gauge, electrical-disconnect switch, window washer fluid reservoir, cold weather starting aid, and vertical spin-on transmission, hydraulic, and fuel filters.



Neutral-start lever and automatic park brake help keep your people out of harm's way. Several other safety items are also standard.

Forty-seven-gallon fuel tank is big enough to take you through a full day's work. Lockable cap is part of the standard vandal-protection package.



No more crawling under the dozer to grease the C-frame pivots. Lube bank puts these difficult-to-service zerks within easy reach.

(Center) check or add to the engine oil and coolant levels or change the air filter through this large door atop the hood.



How the H-Series' bottom-line helps enhance yours

Cast steel-alloy sprockets have deep-hardened wear surfaces for long life. Unique tooth profile also helps extend sprocket and bushing life.

When you consider that more than 50 percent of crawler upkeep costs go into maintaining an undercarriage, it pays to run a 550H.

Compare its Dura-Trax™ pins, bushings, links, and rollers to those found on other dozers. You don't need a tape measure to know that the John Deere components are bigger. But they're also better. Because it's what we do with that extra metal that enables the 550H undercarriage to last so long. Read on to learn why it's the best on any dozer.

Track links are forged from boron-steel alloys; deep-hardened, quenched, and tempered. Induction-hardening further increases rail-surface wear resistance. Boron steel permits heat-treating beyond normal wear limits, for long and consistent wear.

Cross-section illustrates heat-treating in H-Series track links and rollers. Red indicates depth of hardness – Rc45 through the 100-percent wear limit in track links and rollers.

Large boron-steel track rollers are hardened through the wear limit inside and out for long life. Irregular spacing causes bottom rollers to contact links at varying points for a smoother, quieter ride.





Spring-steel washers in sealed chain keep abrasives out of the precision-machined, induction-hardened, counterbored pins and bushings. Stepped bushings in the optional sealed-and-lubricated chain also help extend life.

Idlers are lifetime lubricated and sealed with metal face seals. Stainless steel shims provide vertical adjustment to help keep these dozers grading like new.

Through-hardened boron-steel overlapping shoes are bolted to the chain with the grousers nearly inline with pin/bushing joints. This virtually eliminates backbending and scrubbing, lengthens grouser shoe life.

Deep-hardened, lifetime-lubricated, cast-steel carrier roller delivers durable, maintenance-free operation. Curved roller support resists packing and aids in cleanout.

550H Dozers put plenty of track on the ground for solid stability on slopes, ground-gripping traction, and balanced bladework.

Heavy-duty steel-channel track frames form a strong, solid working base. Two large recoil springs absorb impacts. Steeply sloped covers resist material buildup, aid in cleanout.

Individually replaceable, spin-cast, wet-type cylinder liners dissipate heat for reduced ring wear and oil breakdown. High-ring pistons provide high compression, three low-friction rings deliver superior oil control.

Engine, hydrostatic-drive pumps, and hydraulic pump are bolted to this subframe, forming an easy-to-remove powertrain package. It's attached to the mainframe on rubber mounts to reduce noise and isolate vibration.

Free-breathing, cross-flow cylinder head, specially shaped pistons, and contoured valves increase intake and exhaust flows for maximum power output and top fuel efficiency.

Deere diesels deliver maximum power at a low 2,200 rpm. The slower speed yields good fuel economy, increases longevity, and also helps reduce noise.

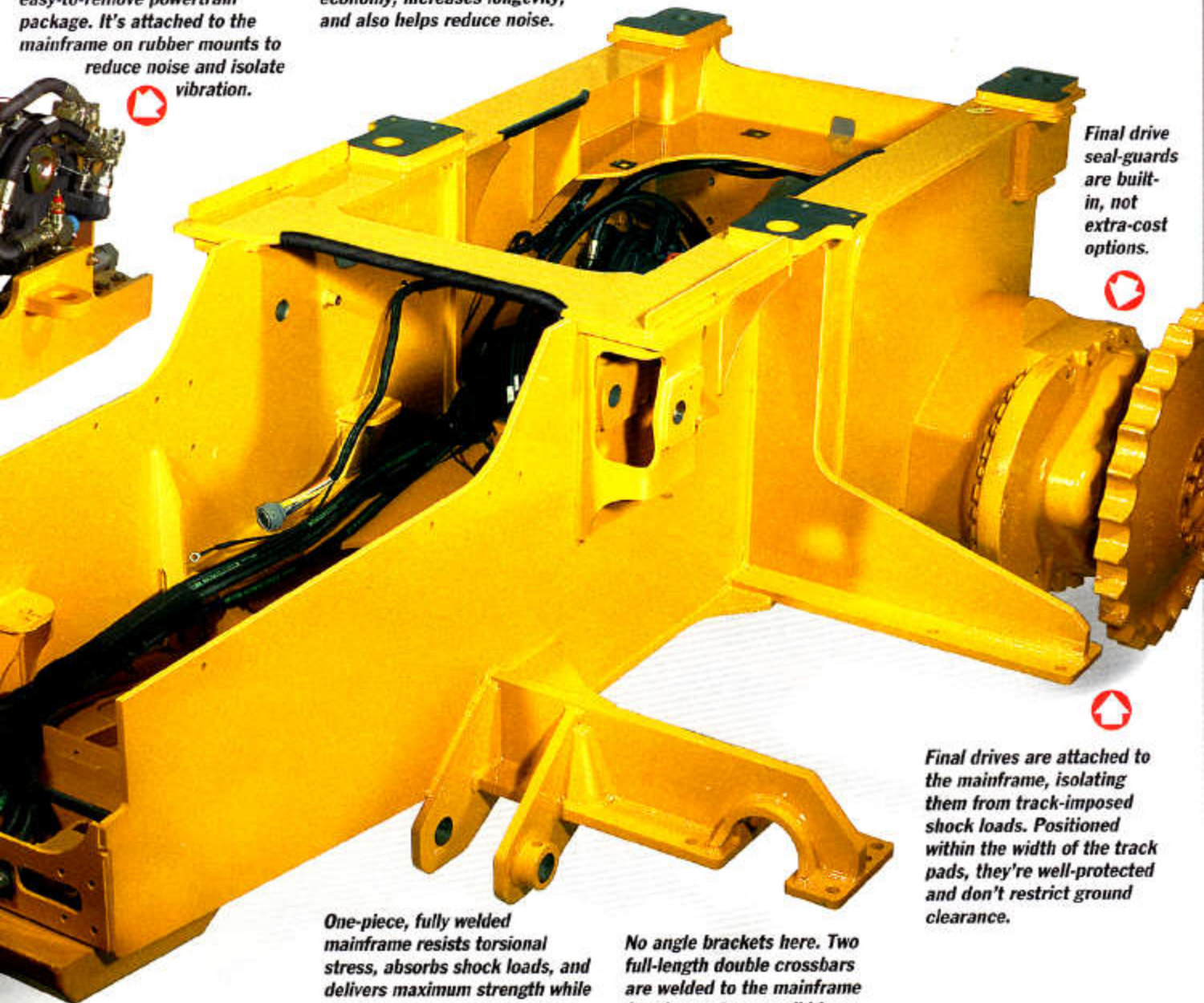
Advanced POWERTECH[®] diesel meets all worldwide emission standards for off-road engines – so the 550H can go to work anywhere these standards exist.

Final drive seal-guards are built-in, not extra-cost options.

Final drives are attached to the mainframe, isolating them from track-imposed shock loads. Positioned within the width of the track pads, they're well-protected and don't restrict ground clearance.

One-piece, fully welded mainframe resists torsional stress, absorbs shock loads, and delivers maximum strength while allowing easy access to major drivetrain components. Robotic welding helps ensure consistent weld quality. Compared to the bolt-together frames found on other dozers, there's no comparison.

No angle brackets here. Two full-length double crossbars are welded to the mainframe forming a strong, solid base for the undercarriage.



Nothing runs like an H-Series Dozer, because nothing is built like it.

The all-new 550H is the product of literally hundreds of thousands of hours of research, development, and testing. Before even a single component took shape, high-tech tools such as virtual-reality electronic modeling helped mold the design.

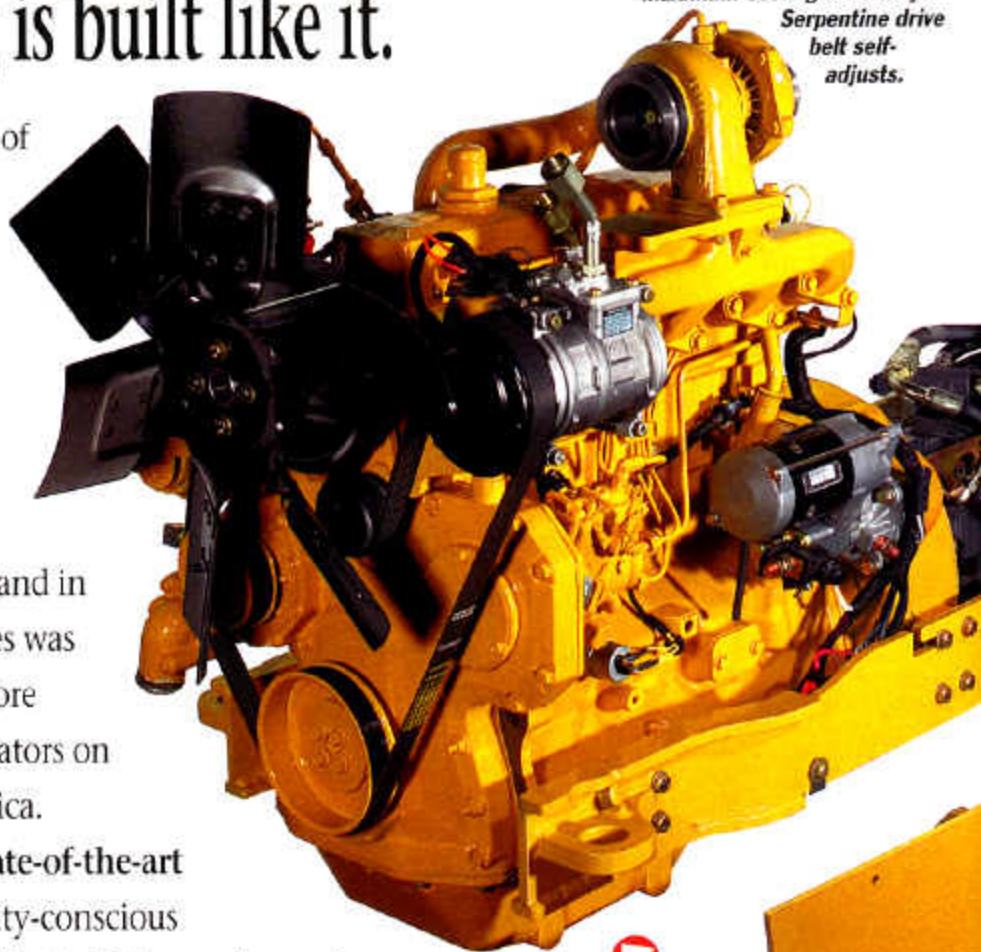
Proven on computer screens and in rigorous factory tests, the H-Series was also reaffirmed in the field by more than 150 dozer owners and operators on jobsites throughout North America.

Designed and built with state-of-the-art tools and techniques by a quality-conscious workforce at our world-class facility in Dubuque, Iowa, the H-Series is simply our best 550 ever.

But don't just take our word for it. Perhaps the best way to get an idea of what to expect out of the 550H is to see what goes into it. The closer you look, the more you'll like.

Fan drive is mounted low and independent of the water pump, for longer pump life and maximum cooling efficiency.


Serpentine drive belt self-adjusts.



Deep-sump oil pan maintains adequate engine lubrication on steep slopes. Jet-spray nozzles bathe the bottom of pistons with cooled oil, increasing life.



Axial-piston hydrostatic motors are mounted directly to the final drives at the back of the mainframe. A rear access panel makes removal easy. Heavy-duty high-pressure hoses connect the pumps and motors that form the drivetrain. O-ring face seal (ORFS) couplings virtually eliminate leaks.



Center-section spill sheet protects blade pivot points and cylinders from material spill-over, while allowing good visibility over the corners. Angle cylinders are powerful, responsive, and positioned out of the dirt to resist material buildup. Cordura-covered hoses are well-protected, yet easily replaced.



The working end of this dozer is all business. Its closed-cell blade design and robot-welded, fabricated, box-section C-frame are strong and durable.

When jobsites or terrain conditions change, so can the three-pitch-adjustable blade. Changeover takes about 15 minutes.

We did our level-best to position the 550H center-of-gravity as close to the optimum point as possible. Your bottom-line benefit? Superior balance you have to blade with to believe.

A heavy-duty, hardened ball-and-socket joint and line-bored mounting pins retain their tightness for long-term grading precision.

Cutting edge is close to the idlers for smooth grading. High heel clearance gives superior visibility, penetration, and back-dragging ability.

More than just another cab, it's a total work environment

Looking for a way to keep your operators comfortable and help make them more productive? Or perhaps a competitive edge to help recruit new ones? Order your new 550H with this world-class modular ROP's enclosure.

Venture inside and you'll agree this is one well-appointed, efficient, work environment. Visibility is virtually unobstructed. The cab-forward design places the operator closer to the front for a commanding view of the blade. And the narrow dash, tapered hood lines, and large expanse of tinted glass further open up the work area.

One ergonomically correct lever gives intuitive control of both direction and steering. Programed modulation ensures smooth starts and direction changes, eliminating jerky and abrupt movements. Combined with decelerator, you have total control of engine and ground speed – for close-up work such as finishing around footings.

Standard ROPs-equipped 550H Dozers also come with many of these and other efficiency enhancing features. For specifics, see the back cover of this brochure and your John Deere dealer.

Optional side-console storage compartment keeps lunch box, beverages, or even a Thermos™ bottle close at hand.

Cloth or vinyl deluxe-suspension high-back armchair seat adjusts seven ways for day-long support and comfort. Standard suspension seat provides the same deep sculpting. Adjustable armrests and footrests are standard. Side knee cushions and under-seat storage box are available.



Microprocessor-controlled electronic monitor keeps a vigilant watch on seven vital machine functions with warnings you can see and hear. Gauges are optional.

Floor-to-ceiling tinted glass doors allow easy entry into the roomy operator station. This modular ROPS enclosure is isolation-mounted for quietness, and fully pressurized to keep out dust. When the weather permits, rattle-free sliding side windows and latchable doors open wide.

Just because it's your job, doesn't mean it has to be work



The 550H is a welcome addition for everyone wanting to reduce their workload while increasing their opportunities. That's because its full-featured dual-path hydrostatic drivetrain introduces a new level of operating ease and control – providing power turns, counterrotation, infinitely variable speed control, plus plenty of other production-enhancing advantages.

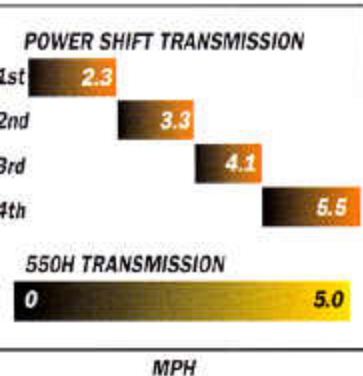
Others may offer hydrostatic drivetrains in their dozers. But none come close to offering the combination of flexibility, ease of operation, and proven performance you get in the 550H. Read on and you'll see what we mean.

One lever controls forward/reverse travel and steering. Detented so it doesn't require an operator's constant touch or attention, this lever allows smooth, low-effort modulation, even on rough terrain. In addition, steering, transmission, and decelerator response rates are adjustable, enabling this dozer to adapt to the operator.



Travel speed is controlled by a separate lever that's unaffected by direction changes. Simply set maximum desired speed and forget it – and let the power management system do the "shifting."

No preset gears here. Instead, an infinitely variable range from standstill to 5 mph gives a 550H operator total flexibility to choose the right speed for the job. If desired, forward or reverse travel speed can be limited, to help extend undercarriage life.



MPH



	550H	550H	550H	550H
ENGINE				
80-hp turbocharger (LT)	●	●	●	●
84-hp turbocharger (LGP)	●	●	●	●
Isolation mounted	●	●	●	●
Electric fuel shutoff with key start switch	●	●	●	●
Oil-to-water engine oil cooler	●	●	●	●
Vertical spin-on oil filter	●	●	●	●
Vertical spin-on primary fuel filter with water separator	●	●	●	●
Vertical spin-on final fuel filter	●	●	●	●
Dual-element dry air cleaner with built-in pre-cleaner and evacuator valve	●	●	●	●
Above-hood pre-screener/fabric cap	●	●	●	●
External primary pre-cleaner*	■	■	■	■
Enclosed safety fan guard - Conforms to SAE J1308	●	●	●	●
Coolant recovery tank	●	●	●	●
Engine coolant to -34°F (-37°C)	●	●	●	●
Blower-type cooling fan	●	●	●	●
Trash-resistant seven-fin in-line radiator	●	●	●	●
Radiator swirl screen - steel	●	●	●	●
Under-hood muffler with vertical exhaust stack	●	●	●	●
Pre-wired for ether start aid	●	●	●	●
Electric ether start aid	●	●	●	●
Engine coolant heater, 1,000 watts, 110 volts	●	●	●	●
Engine coolant heater, fuel fired	■	■	■	■
Steel-braid fuel lines*	■	■	■	■
Manual fuel shutoff*	■	■	■	■
POWER TRAIN AND CONTROLS				
Dual-path hydrostatic transmission	●	●	●	●
Single-lever steering, F-N-R direction control, and counterrotation	●	●	●	●
Decelerator pedal with automatic retardation	●	●	●	●
Engine-speed selection lever	●	●	●	●
Infinite ground speed selection lever	●	●	●	●
Automatic straight-ahead tracking	●	●	●	●
Dynamic braking (anti-free wheel)	●	●	●	●
Counterrotation	●	●	●	●
Service-brake pedal	●	●	●	●
Transmission neutral lock with safety start switch	●	●	●	●
Automatic spring-applied, hydraulic-released parking brake	●	●	●	●
Independent transmission oil reservoir with sight gauge	●	●	●	●
Onboard diagnostics with visual code display	●	●	●	●
Oil-to-air transmission oil cooler	●	●	●	●
Built-in final drive seal guards	●	●	●	●
Triple-reduction final drives with wet multi-disk brakes	●	●	●	●
Remote diagnostic test ports	■	■	■	■
Maximum forward/reverse speed 5.0 mph (8.0 km/h)	●	●	●	●
Automatic 15% increase in reverse speed from set forward speed	●	●	●	●
Reverse speed set to 3.3 mph (5.2 km/h) maximum*	■	■	■	■
Forward and reverse speed set to 3.3 mph (5.2 km/h) maximum*	■	■	■	■
Maximum forward/reverse speed increased to 6.0 mph (9.6 km/h)*	■	■	■	■
C-FRAMES AND BLADES				
Six-way all-hydraulic C-frame with adjustable blade pitch	●	●	●	●
Remote C-frame pivot grease banks	●	●	●	●
Conduan-covered hoses with conveniently replaceable lengths	●	●	●	●
Straight end bits	●	●	●	●
Pitch link, pitched mid-range	●	●	●	●
Alternate pitch link, pitched forward	●	●	●	●
Alternate pitch link, pitched back	●	●	●	●
Blade, 97-in. (2464 mm), with heavy-duty C-frame*	●	●	●	●
Blade, 105-in. (2667 mm), with heavy-duty C-frame*	●	●	●	●
Blade, 115-in. (2921 mm), with heavy-duty C-frame	●	●	●	●
Blade, 121-in. (3073 mm), with heavy-duty C-frame	●	●	●	●
Blade, 128-in. (3251 mm), with heavy-duty C-frame	●	●	●	●
Special blades*	●	●	●	●
Full-length spill sheet*	■	■	■	■
Blade liner*	■	■	■	■
ELECTRICAL				
12-volt system	●	●	●	●
Fuse panel with blade-style multi-fused circuit breakers	●	●	●	●
Horn, electric - Conforms to SAE J994, J1446	●	●	●	●
Reverse warning alarm - Conforms to SAE J994, J1446	●	●	●	●
Fuel gauge, electric, illuminated	●	●	●	●
Hourmeter, electric	●	●	●	●
Transmission oil pressure gauge, electric, illuminated	●	●	●	●
Master electrical disconnect	●	●	●	●
Positive battery terminal covers	●	●	●	●
By-pass start safety cover at starter	●	●	●	●
Electronic monitor with visual and audible warning	●	●	●	●
Alternator / Hydraulic filter restriction / Transmission filter restriction / Transmission oil temperature / Coolant temperature (audible) / Engine oil pressure (audible) / Air cleaner restriction / Fasten seat belt / Park brake	●	●	●	●
Electronic monitor with additional gauges	■	■	■	■
Engine oil pressure / Engine coolant temperature	●	●	●	●
Single 12-volt, low-maintenance battery, 190-min. reserve capacity, 950 CCA	●	●	●	●
Dual 12-volt low-maintenance batteries, 380-min. reserve capacity, 1,900 CCA total	■	■	■	■
65-amp sealed alternator with ROPS Power port, 20 amps, for phone and radio	●	●	●	●
Tachometer*	■	■	■	■
HYDRAULIC SYSTEM				
15-gpm fixed-displacement hydraulic gear pump	●	●	●	●
Hydraulic pump with through-drive for winch or auxiliary pump	●	●	●	●
Low-effort 1-bar blade control	●	●	●	●
Independent hydraulic reservoir with sight gauge	●	●	●	●
Vertical spin-on hydraulic filter	●	●	●	●
O-ring face seal hydraulic connectors	●	●	●	●
Three-function hydraulic valve	●	●	●	●
Four- and five-function valves with levers, without float*	■	■	■	■
Four- and five-function valves with levers, with float*	■	■	■	■
Power-beyond section for front/rear attachments*	■	■	■	■
Rear auxiliary plumbing	●	●	●	●
UNDERCARRIAGE				
61-in. (1550 mm) track gauge for LT	●	●	●	●
68-in. (2184 mm) track on ground	●	●	●	●
69-in. (1753 mm) track gauge for LGP	●	●	●	●
68-in. (2184 mm) track on ground	●	●	●	●
Single-flange rollers	●	●	●	●
Double-flange rollers*	■	■	■	■
Full-length smooth-surface track frame covers	●	●	●	●
Chain guides, front and rear (bolt-on)	●	●	●	●
Fully protected track-tension adjusters	●	●	●	●
Grease adjustable	●	●	●	●
Solid sprockets	●	●	●	●
Sprocket rock guards (bolt-on)	●	●	●	●
Bolt-on full-length track-roller rock guards	●	●	●	●
Sealed track chains	●	●	●	●
Sealed and lubricated track chains	●	●	●	●
Grouser shoes, 18-in. (457 mm) single bar closed center for LT	●	●	●	●
Grouser shoes, 24-in. (609 mm) single bar closed center for LGP	●	●	●	●
Swamp shoes, self-clearing pyramid-shape* rubber or polymer track shoe pads*	■	■	■	■
Open-center track shoes*	■	■	■	■
Special track shoes*	■	■	■	■
Special track gauge*	■	■	■	■
LIGHTS				
Less lights	●	●	●	●
Grille-mounted driving lights (2) with rear light (1), halogen - 2,000 candlepower each	●	●	●	●
High-intensity work lights, front (2) and rear (2), with steel guards, 65 watts each	●	●	●	●
OPERATOR'S STATION				
Modular ROPS/LOPS canopy, isolation mounted - Conforms to SAE J1030	●	●	●	●
Under-seat ROPS heater, 30,000 Btu/hr	●	●	●	●
Air conditioning, 24,000 Btu/hr	●	●	●	●
Modular ROPS/LOPS cab, isolation mounted - Conforms to SAE J1040	●	●	●	●
Fresh air (stake cab heater/deluster), pressurized, 18,000 Btu/hr with air pre-cleaner / Dome light / Deluxe headliner with molded air ducts for heater, deluster, and air conditioner / 30,000 Btu/hr under-seat heater / Front windshield and doors, wipers and washers / Tinted safety glass / Antenna for radio / 95-amp alternator	●	●	●	●
Right and left access	●	●	●	●
Slip-resistant front-mounting steps	●	●	●	●
Ergonomically located handholds	●	●	●	●
Headliner	●	●	●	●
Floor mat	●	●	●	●
Adjustable footrests	●	●	●	●
Adjustable full-length armrests	●	●	●	●
Built-in Operator's Manual storage	●	●	●	●
Suspension vinyl seat - Conforms to SAE J899	●	●	●	●
Fore and aft weight and height combined adjustment / Adjustable leg support / Seat belt, 2 in. (51 mm), retractable with CBS - Conforms to SAE J386	●	●	●	●
Deluxe suspension vinyl or cloth seat - Conforms to SAE J899	■	■	■	■
Fore and aft weight and height combined adjustment / Adjustable leg support / Adjustable backrest angle / Adjustable lumbar support / Adjustable seatback extension / Seat belt, 3 in. (76 mm), retractable with CBS - Conforms to SAE J386	■	■	■	■
Seat belt, 3 in. (76 mm), retractable with CBS - Conforms to SAE J386	■	■	■	■
Convex interior rearview mirror	●	●	●	●
Accessories	●	●	●	●
Convex wide-angle interior rearview mirror / Knee cushions (2) / Seat-side lockable storage box/trunk box/cup holder	●	●	●	●
Rear window wiper and washer for cab	●	●	●	●
Radio, AM/FM weatherband	●	●	●	●
Complete enclosure ROPS-to-cab conversion panels	●	●	●	●
Rear-and-side-only enclosure panels	■	■	■	■
Front windshield and doors enclosure panel	■	■	■	■
Fair-exterminator*	■	■	■	■
OVERALL VEHICLE				
One-piece unitized construction, mainframe	●	●	●	●
Front tow loop (bolt-on)	●	●	●	●
Reinforced engine and mid-frame bottom guards	■	■	■	■
Integral transmission guard	●	●	●	●
Heavy-duty layered grille	●	●	●	●
Perforated engine side shields	●	●	●	●
Vandal protection lock provision for: Engine service access cover / Fuel fill / Hydraulic reservoir fill/check / Transmission reservoir fill/check / Instrument panel	●	●	●	●
Solid hood (painted gray for reduced glare)	●	●	●	●
Lockable grease gun/tool storage compartment in right access door	●	●	●	●
Environmental drains	●	●	●	●
Chrome exhaust stack	●	●	●	●
Trademarks/decals, French or Spanish	■	■	■	■
Transport lift and tie-down rings*	■	■	■	■
PROTECTION PACKAGES				
Extreme-duty lowered grille and hose protection	■	■	■	■
Limb risers, arched or point-to-point (bolt-on)	■	■	■	■
Operator-protective rear screen (ROPS or cab)	■	■	■	■
Operator-protective side screens (ROPS or cab)	■	■	■	■
Operator-protective full-screen package (ROPS or cab)	■	■	■	■
Heavy-duty engine air intake guard	■	■	■	■
Air-conditioning module guard	■	■	■	■
ATTACHMENTS				
Counterweight, rear, 330 lb. (150 kg) each	■	■	■	■
Counterweight, front, 240 lb. (109 kg) each	■	■	■	■
Retrieval hitch with pin	■	■	■	■
Extended rigid dambar with pin for pull-type implements	■	■	■	■
Drawbar, extended for winch (with or without Fairlead)	■	■	■	■
Ripper, parallelogram with five shank pockets and three teeth	■	■	■	■
Winch, standard or low speed	■	■	■	■
Winch, power in/power out standard speed	■	■	■	■
Winch, power in/power out low speed	■	■	■	■
Four-collar fairlead for winch	■	■	■	■
Log arch for winch	■	■	■	■
Automatic blade control*	■	■	■	■
Grapple, skidding*	■	■	■	■
Root-take blade attachment*	■	■	■	■
Root rakes in place of blade*	■	■	■	■
Fareline plow*	■	■	■	■
Front- or rear-mounted hydraulic winch*	■	■	■	■
Water tanks for fire suppression*	■	■	■	■
Pull-type choppers*	■	■	■	■
Cable plow*	■	■	■	■
Pull-type scrapers*	■	■	■	■
Side boom*	■	■	■	■
Roller compactor*	■	■	■	■

KEY: ● Standard equipment ■ Optional or special equipment

*See your John Deere dealer for further information.



Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J1349 and SAE J82R, using No. 2-D fuel at 35 API gravity. No derating is required up to 5,000 ft. (1500 m) altitude. Gross power is without cooling fan.

Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE standards. Except where otherwise noted, specifications are based on units with standard equipment, rollover protective structures, full fuel tanks, and 175-lb. (79-kg) operator. 550H LT and with 105-in. (2667 mm) blade and 18-in. (457 mm) track shoes, and 550H LGP unit with 128-in. (3251 mm) blade and 24-in. (610 mm) track shoes.

