L O A D E R S

744H

Productivity you can take to the bank.

The world has changed. People want different things from their four-wheel-drive loaders these days. One glance at current industry offerings can confirm that.

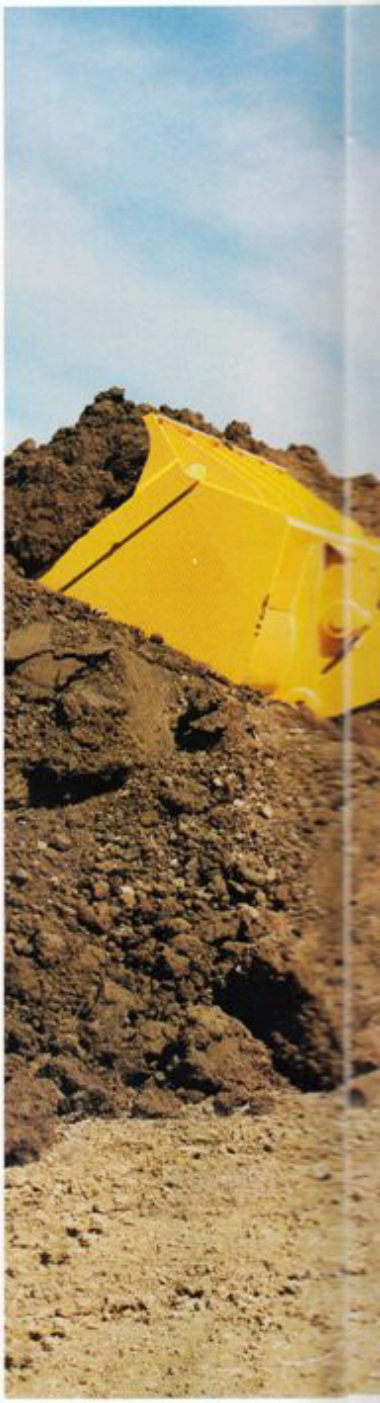
And John Deere is there. The all-new H-Series is not a new letter tacked onto some old model numbers. It's a dramatic expansion of the four-wheel-drive loader concept, with important additions in the tool carrier and material-handling areas.

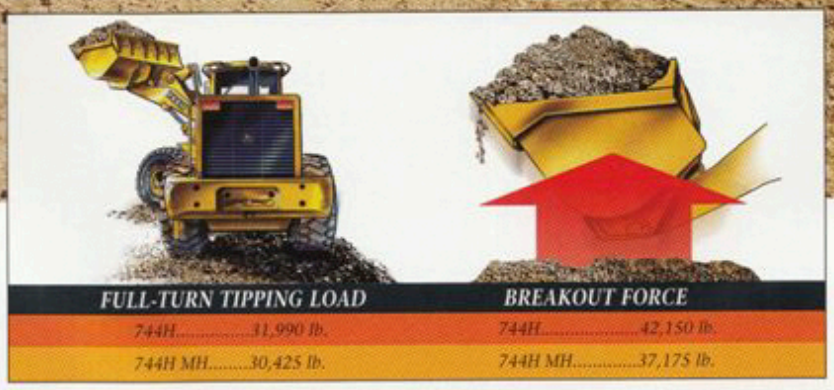
That expansion is typified by the first H-Series unit to take the stage. The 744H gives you higher horsepower, greater tipping loads, larger bucket sizes, and faster hill-climbing speeds.

We designed this one by starting with a blank piece of paper (OK, it was actually a blank computer screen). We kept in mind your requests for loaders that use less fuel, cut emissions, and make less noise on the job.

And we put special emphasis on creating an operator station that gives the folks who run the machines extra energy and stamina by keeping them more comfortable all day long.

Even though the 744H was designed from the ground up, it builds on many features you liked on the 744E – inboard-mounted final drives and brakes, and the ride control option that helps keep dirt in the bucket and helps smooth out the ride in rough terrain.





FULL-TURN TIPPING LOAD	BREAKOUT FORCE
744H.....31,990 lb.	744H.....42,150 lb.
744H MH.....30,425 lb.	744H MH.....37,175 lb.

Both the 744H and its "fraternal twin," the 744H MH, offer increased productivity over the previous 744E. The 744H provides more breakout force, higher straight and full-turn tipping loads, more capacity, a lower operating weight, and a tighter turning radius than the 744H MH.

Shown here is the automatic sensor for the return-to-dig function, which brings the bucket back into position, ready for the next cycle.

The 744H also includes an automatic boom height kick-out control (for dumping) and an automatic return-to-carry option.

The 744H is available with a 4.5-cubic-yard bucket or the larger 5.25-cubic-yard bucket. The full range of Deere buckets includes loader buckets drilled to accept John Deere Jagz™ cutting edges and Fanggs™ teeth.

The 744H's Z-bar linkage uses an elliptical boom cross tube, which gives you better visibility to the bucket.

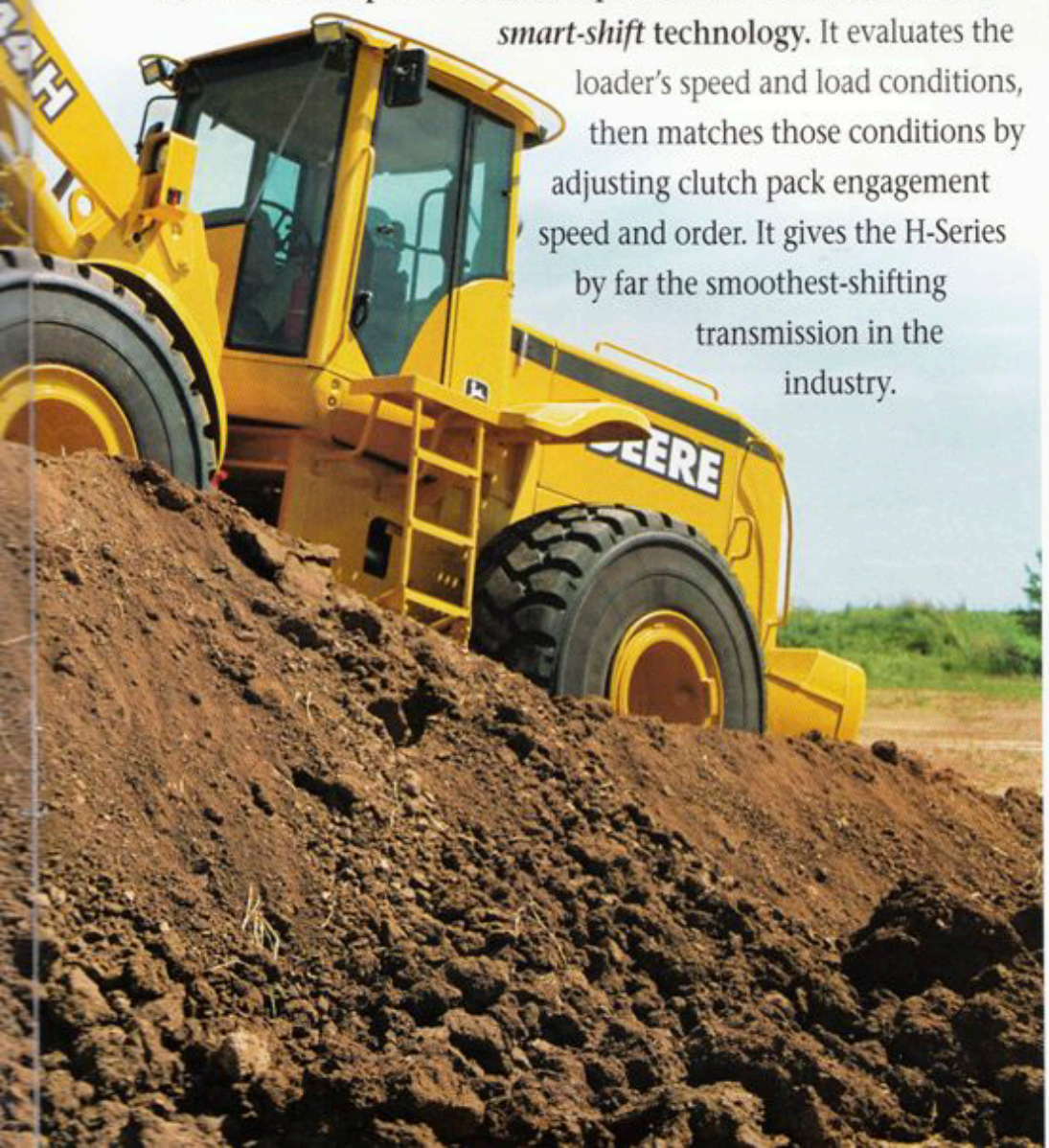
John Deere inboard-mounted hydraulic wet-disk brakes self-adjust for wear. Planetary final drives are also mounted inboard. Gear size isn't limited by wheel hub diameter – so larger, more durable components can be used.

Going after bigger jobs? This kind of breakout force can help you break in.

The 744H is an American-made loader – designed and built at our ISO 9001-certified facility in Davenport, Iowa. Like the 744E, it's a dual-horsepower machine. But those two horsepower ratings are 240 and 260 SAE net – up from the 744E's 230/250.

You get more than 3,000 pounds of additional full-turn tipping load with the 744H than you did with the 744E. And the 744H's ground-level lift capacity is almost *five tons* higher than that of the 744E!

The 744H's computer-controlled powershift transmission uses *smart-shift* technology. It evaluates the loader's speed and load conditions, then matches those conditions by adjusting clutch pack engagement speed and order. It gives the H-Series by far the smoothest-shifting transmission in the industry.



***SMART-SHIFT* technology delivers smoother shifts with less delay under all load conditions. The automatic-shift feature gives you three choices:**

- ***Operator-select manual shift;***
- ***Automatic, 1st through 4th;***
- ***Automatic, 2nd through 4th.***

The operator's left foot governs braking and locks or unlocks the differential with the convenient foot switch (at left in photo above). The brake pedal is also used to activate the clutch cutoff, which has three convenient, computer-controlled adjustments that the operator can select.

The park brake is set and released with a switch located at the lower right-hand corner of the dash. It automatically engages when the engine is shut off with the ignition key.

What can you possibly see in a cab like this? Actually, it's what you can see out of it that'll really appeal to you. The windows are larger and cut lower. You get a clear view all the way to the ground on both sides.

The cab is wider, longer, and roomier than ever. It's quieter, too – which means your workday will be easy on your ears... unless you like to work with the radio cranked up full blast.

Settle into the deluxe suspension seat. Right away you'll notice the improved cushion angle and the new recliner mechanism. The seat also shifts rearward farther to give you more leg clearance.

Teledyne's Loadrite LR810 weighing system is available as an option on the 744H. The LR810's accuracy of plus or minus 1 percent lets you load each truck to its full legal payload.

Directly in front of the steering wheel is the deluxe, computer-controlled dash monitor, with a 12-character liquid crystal display for important messages.

The three-level programmable display provides operating information, runs diagnostics, and lets the operator customize the way the 744H functions to accommodate specific applications.

The dashboard monitor system keeps tabs on vital machine functions. The spring-applied, hydraulically released park brake automatically engages when the engine is shut off. It can be manually applied with the engine running by flipping a switch at the dash's lower right.

The quick-shift button gives you two choices: 1. Press once to shift down one gear; then press it again to shift back up. 2. Press once to shift down, then press repeatedly to keep shifting down, all the way to first gear!

This right-hand control panel shown above includes controls for windshield wipers, heater, air conditioner, lights, attachment pins, clutch cutoff, and ride control.

The ride control option acts as a shock absorber to the boom, keeping material in your bucket and smoothing out your ride in roading applications and rough terrain.

The window on the right side swings open and latches into place, like the cab door. The deluxe suspension seat includes adjustments for operator weight, seat cushion angle, and backrest angle. An air-ride suspension seat is available as an option.

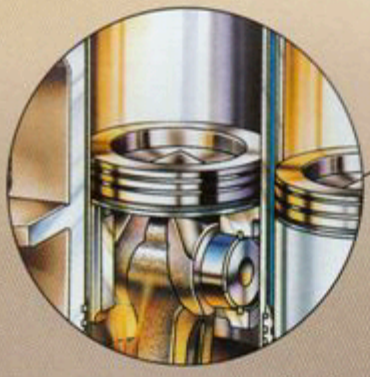
The *PowerTech*™ 6125A engine. It's not just another power trip.

The 744H's *PowerTech*™ 6125A diesel engine meets EPA and CARB emissions standards for off-road applications, and complies with proposed E.U. (European Union) regulations, too. Its standard torque curve includes a 10 percent *power bulge*. When the engine encounters an extra load and its rpm pull down, the electronically-controlled fuel system automatically compensates without requiring the operator to downshift. This lets the 6125A achieve a 22 percent torque rise at 1,900 rpm and a 35 percent torque rise at 1,400 rpm.

On the job, it means better low-speed driveability in mobile applications, and improved productivity – a.k.a., getting trucks loaded with fewer cycles. Which is what the whole "power trip" is really all about.

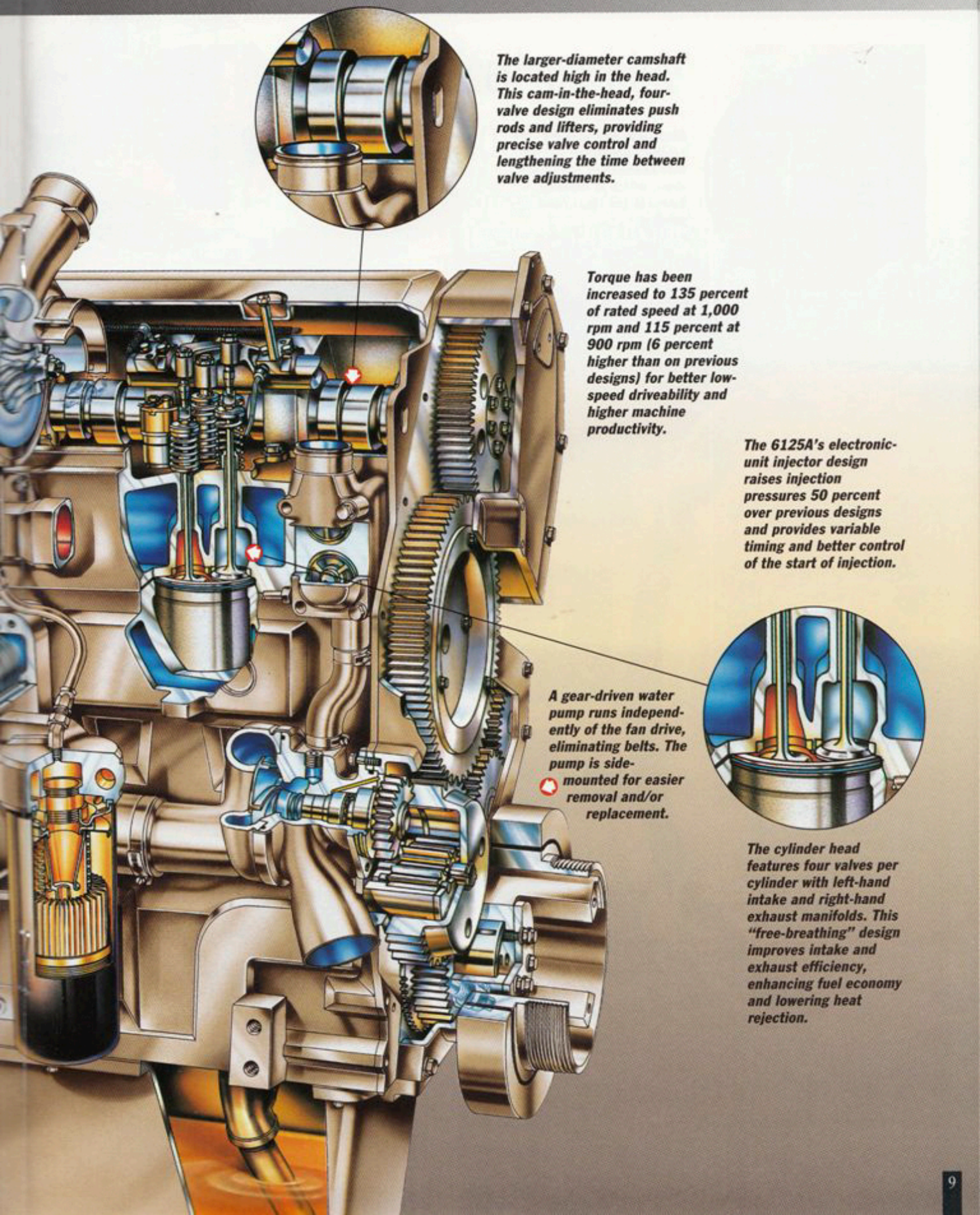
Directed top-liner cooling reduces head gasket and liner temperatures, makes cylinders last longer, and helps reduce emissions and oil consumption.

Cylinder thickness is increased by 17 percent in the 6125A, enhancing durability and reliability.



The 6125A's one-piece, high-top-ring aluminum piston reduces smoke and other emissions. It also lowers heat transfer, giving the engine better fuel economy, durability, and power.

Spin-on, vertically-mounted combination oil/fuel filters help minimize messy spills.



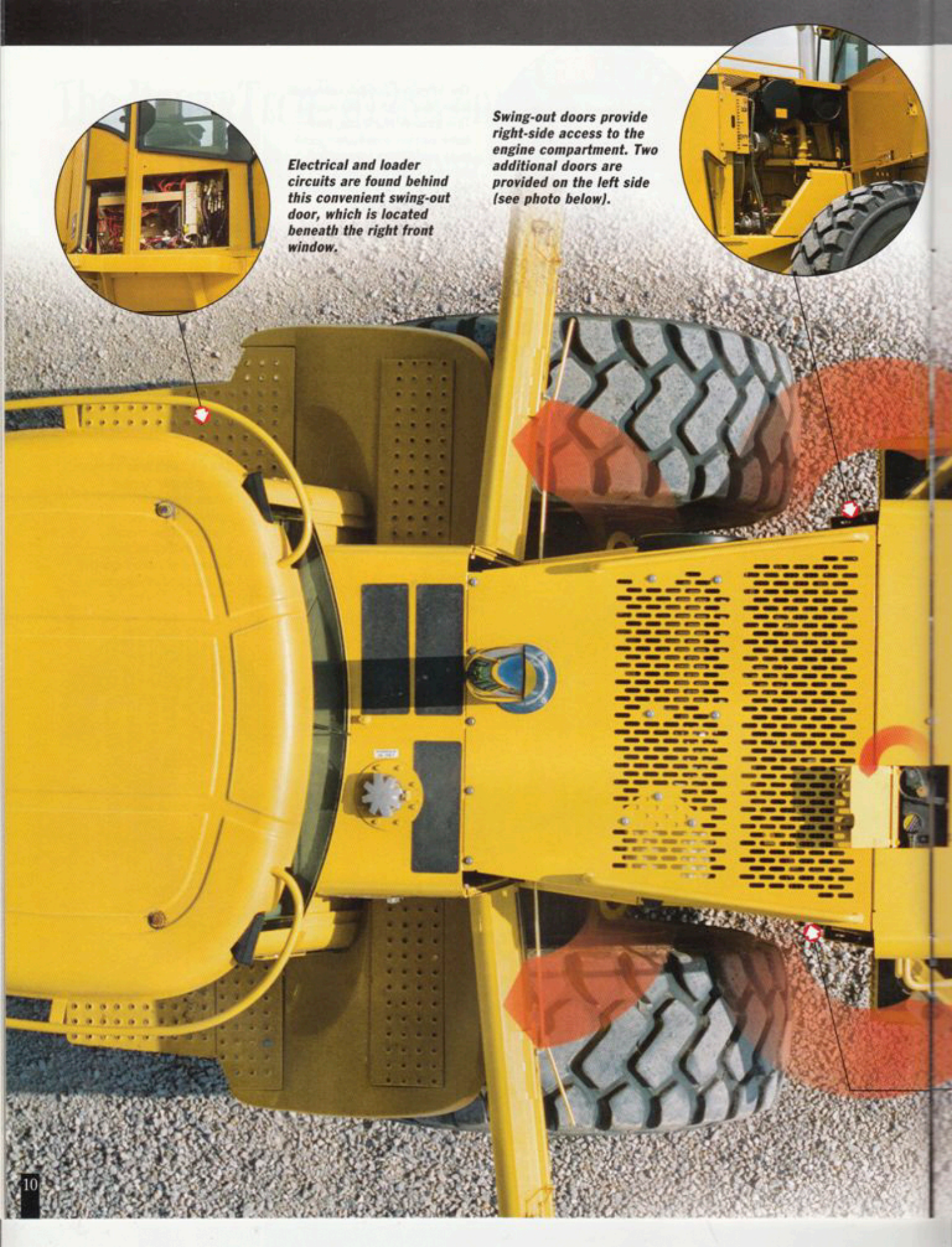
The larger-diameter camshaft is located high in the head. This cam-in-the-head, four-valve design eliminates push rods and lifters, providing precise valve control and lengthening the time between valve adjustments.

Torque has been increased to 135 percent of rated speed at 1,000 rpm and 115 percent at 900 rpm (6 percent higher than on previous designs) for better low-speed driveability and higher machine productivity.

The 6125A's electronic-unit injector design raises injection pressures 50 percent over previous designs and provides variable timing and better control of the start of injection.

A gear-driven water pump runs independently of the fan drive, eliminating belts. The pump is side-mounted for easier removal and/or replacement.

The cylinder head features four valves per cylinder with left-hand intake and right-hand exhaust manifolds. This "free-breathing" design improves intake and exhaust efficiency, enhancing fuel economy and lowering heat rejection.



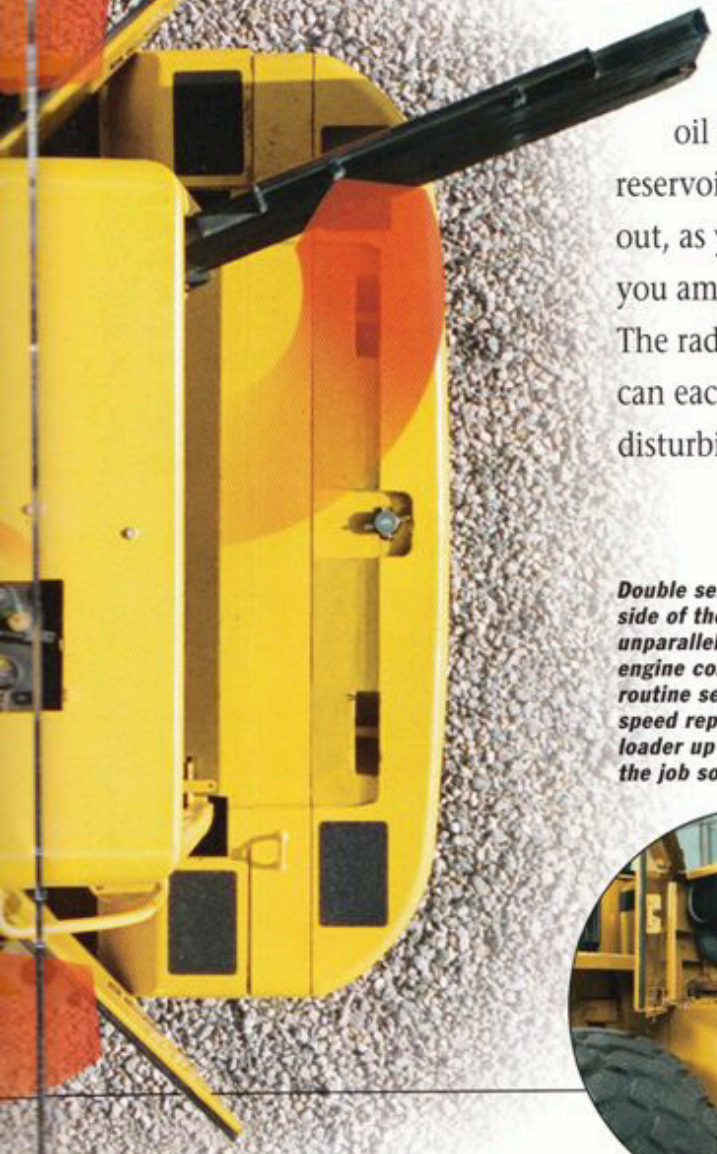
Electrical and loader circuits are found behind this convenient swing-out door, which is located beneath the right front window.

Swing-out doors provide right-side access to the engine compartment. Two additional doors are provided on the left side (see photo below).

Providing an easily serviced machine demands an open-door policy.

You've probably already noticed that the effectiveness of your equipment service program is a direct function of how easy (or hard) the equipment is to service. What's easy to do has a better chance of getting done. That's why easy servicing is designed into every 744H.

Four side-shield doors – two on each side of the machine – let you get into the engine compartment to change fuel, air, and oil filters, and check fluid reservoirs. The rear grill swings out, as you can see here, to give you ample access to the radiator. The radiator and the oil cooler can each be removed without disturbing the other.



Double service doors on each side of the machine provide unparalleled access to the engine compartment for routine servicing. They also speed repairs, getting your loader up faster and back on the job sooner.

The wide-open articulation area gives you easy access to plumbing and steering components. Centralized grease banks help ensure that difficult lube points are serviced regularly. The locking bar for the loader boom is stored here for easy access and top-of-mind awareness.

The rugged locking bar is inserted along one of the boom cylinders to keep the boom raised during servicing – a safeguard against any sudden loss of hydraulic pressure that might bring the boom down unexpectedly.

ENGINE	744H
Type	John Deere PowerTech* 6125A dual horsepower, turbocharged and aftercooled; meets North American EPA and CARB non-road diesel engine regulations effective January 1, 1996; also is certifiable to proposed E.U. (European Union) regulations, which are not yet effective
Rated power	
Gear 1	240 SAE net hp (179 kW), 263 SAE gross hp (196 kW) @ 2,000 rpm
Gears 2–4	260 SAE net hp (194 kW), 283 SAE gross hp (211 kW) @ 2,000 rpm
Cylinders	6
Displacement	766 cu. in. (12.5 L)
Maximum net torque	
Gear 1 (45% torque rise)	943 lb.-ft. (1280 Nm) @ 1,500 rpm
Gears 2–4 (35% torque rise)	943 lb.-ft. (1280 Nm) @ 1,500 rpm
Lubrication	pressure system with full-flow spin-on filter and cooler
Fuel consumption, typical	4.0 to 10.0 gal./hr. (15 to 38 L/h)
Cooling fan	blower type
Electrical system	24 volt with 55-amp alternator
Batteries (two 12 volt)	950 CCA; reserve capacity: 200 min.
Air cleaner	dual safety element dry type; restriction indicator for service

TRANSMISSION		
Type	single stage, single phase torque converter with freewheeling stator; countershaft, computer-controlled power shift	
Controls	smooth shifts under any power condition provided by computer-controlled electronic shift with individual electronic control over each clutch pack, twist-grip shift lever, quick-shift button on hydraulic lever, automatic shift feature is selectable to shift between gears 1–4 or 2–4	
Travel speeds*	*Forward*	*Reverse*
Gear 1	4.6 mph (7.4 km/h)	4.6 mph (7.4 km/h)
Gear 2	8.6 mph (13.9 km/h)	8.6 mph (13.9 km/h)
Gear 3	13.1 mph (21.2 km/h)	19.3 mph (31.0 km/h)
Gear 4	24.5 mph (39.5 km/h)	

*Equipped with 26.5-25 tires.

AXLES/BRAKES	
Final drives	heavy-duty planetary, mounted inboard
Differentials	conventional front and rear – standard; hydraulic locking front – optional; dual locking front and rear – optional
Rear axle oscillation	± 13 degrees
Brakes (conform to SAE J1473, ISO3450)	
Service brakes	inboard-mounted hydraulic wet-disc, bathed in cooling oil, long life self-adjusting
Parking brake	automatically spring applied, hydraulically released, wet disc bathed in cooling oil

HYDRAULIC SYSTEM/STEERING	
Pump (loader and steering)	two variable-displacement, load-sensing piston pumps; closed-center system
Maximum flow	104 gpm (393 L/min.) @ 1,000 psi (6900 kPa) and 2,250 rpm
Pressure	loader and steering relief 3,200 psi (22 000 kPa)
Loader controls	two-function valve; single or dual lever controls; control lever lockout feature; optional third-function valve with auxiliary lever
Hydraulic cycle times	
Raise	6.6 sec.
Dump	1.5 sec.
Lower	3.0 sec. (float down) / 3.0 sec. (power down)
Total	11.1 sec.
Maximum lift capacity	*with 4.5 cu. yd. (3.4 m³) excavating bucket*
Lift at ground level	47,450 lb. (21 520 kg)
Lift at maximum height	25,665 lb. (11 640 kg)
Steering (conforms to SAE J1511)	
Type	power, fully hydraulic
Relief valve setting	3,200 psi (22 000 kPa)
Articulation angle	80-degree arc (40 degrees each direction)
Turning radius (measured to center-line of outside tire)	20 ft. 2 in. (6.14 m)

TIRES

744H

Choice of	*Tread Width*	*Width Over Tires*	*Change In Vertical Height*
23.5-25, XHAT L3 Michelin Radial	88.6 in. (2200 mm)	113.2 in. (2875 mm)	– 3.1 in. (– 78 mm)
26.5-25, 16 PR L2	88.6 in. (2200 mm)	115.8 in. (2940 mm)	– 1.1 in. (– 28 mm)
26.5-25, 20 PR L3	88.6 in. (2200 mm)	116.0 in. (2947 mm)	0
26.5-25, 20 PR L5*	88.6 in. (2200 mm)	115.8 in. (2940 mm)	+ 1.4 in. (+ 35 mm)
26.5-25, GP-2B L2 Goodyear Radial	88.6 in. (2200 mm)	115.5 in. (2935 mm)	0
26.5-25, XHAT L3 Michelin Radial	88.6 in. (2200 mm)	115.6 in. (2937 mm)	– 0.6 in. (– 15 mm)
26.5-25, X-MINE Michelin Radial*	88.6 in. (2200 mm)	116.2 in. (2952 mm)	+ 1.5 in. (+ 39 mm)

*Requires ± 8-degree axle stops.

CAPACITIES

Fuel tank with ground level fueling	114 gal. (432 L)
Cooling system	45 qt. (43 L)
Engine lubrication, including full-flow spin-on filter	40 qt. (38 L)
Power shift transmission, including vertical cartridge filter	30 qt. (28 L)
Differential (each axle) Front and rear	49 qt. (46 L)
Loader hydraulic reservoir	38 gal. (144 L)
Park brake	0.53 qt. (0.5 L)

DIMENSIONS WITH BUCKET

A	Height to top of cab and canopy	11 ft. 7 in. (3520 mm)
B	Height to top of exhaust	10 ft. 2 in. (3100 mm)
C	Ground clearance	18.3 in. (465 mm)
D	Length from centerline to front axle	5 ft. 7 in. (1700 mm)
E	Wheelbase	11 ft. 2 in. (3400 mm)
F	Dump height	▲
G	Height to hinge pin, fully raised	14 ft. 1 in. (4281 mm)
H	Dump reach	▲▲
I	Maximum digging depth	3.6 in. (92 mm)
J	Overall length	▲▲▲

▲ See Bucket Information on page 14.
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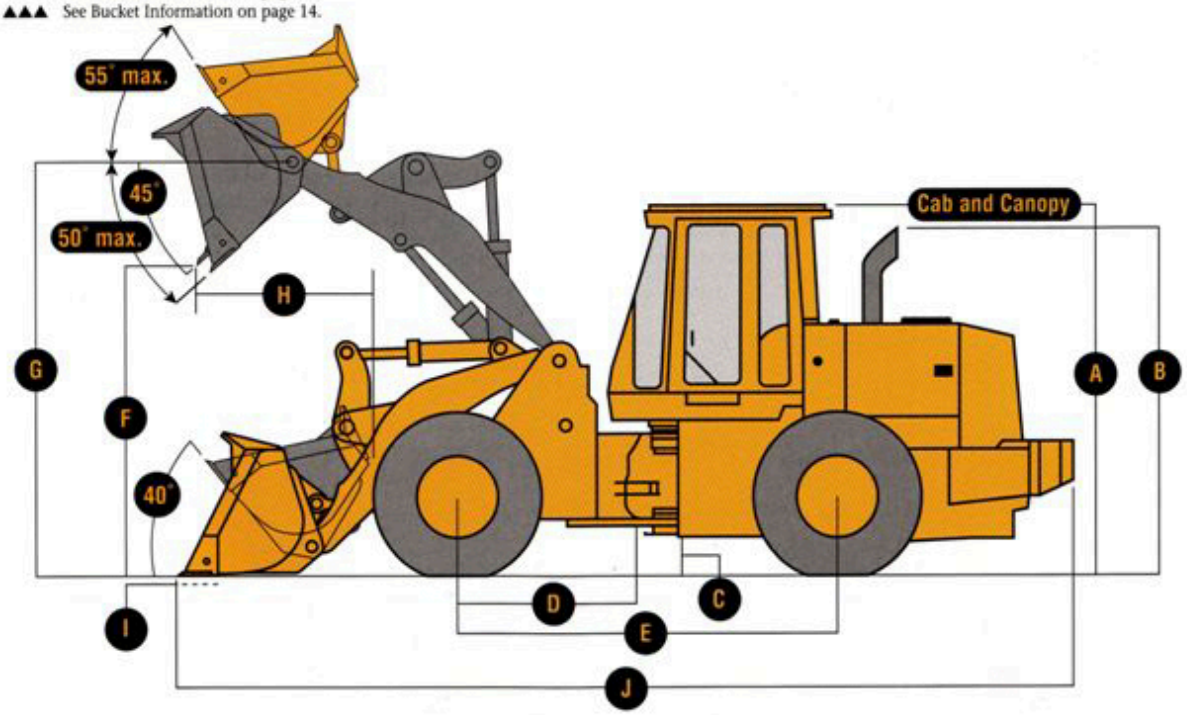


BUCKET INFORMATION (PIN-ON)	744H					
Bucket Application	*Stockpiling and General Purpose w/Bolt-on*	*Stockpiling and General Purpose w/Teeth*	*Stockpiling and General Purpose w/Jagz™*	*Excavating and Heavy Material w/Bolt-on*	*Excavating and Heavy Material w/Teeth*	*Excavating and Heavy Material w/Jagz™*
Bucket Type/Size	*Cutting Edge*	*and Segments*		*Cutting Edge*	*and Segments*	
Capacity, heaped SAE	5.25 cu. yd. (4.0 m³)	5.25 cu. yd. (4.0 m³)	5.25 cu. yd. (4.0 m³)	4.5 cu. yd. (3.4 m³)	4.5 cu. yd. (3.4 m³)	4.5 cu. yd. (3.4 m³)
Capacity, struck SAE	4.5 cu. yd. (3.4 m³)	4.5 cu. yd. (3.4 m³)	4.5 cu. yd. (3.4 m³)	3.7 cu. yd. (2.8 m³)	3.7 cu. yd. (2.8 m³)	3.7 cu. yd. (2.8 m³)
Bucket width	119.7 in. (3040 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)
Breakout force, SAE J732C	42,150 lb. (19 115 kg)	42,150 lb. (19 115 kg)	40,750 lb. (18 480 kg)	47,145 lb. (21 380 kg)	47,145 lb. (21 380 kg)	45,505 lb. (20 635 kg)
Tipping load, straight	37,905 lb. (17 190 kg)	37,530 lb. (17 020 kg)	37,265 lb. (16 900 kg)	38,620 lb. (17 515 kg)	38,245 lb. (17 345 kg)	37,980 lb. (17 225 kg)
Tipping load, 35-degree full turn, SAE	33,090 lb. (15 010 kg)	32,715 lb. (14 840 kg)	32,475 lb. (14 730 kg)	33,740 lb. (15 305 kg)	33,380 lb. (15 140 kg)	33,135 lb. (15 030 kg)
Tipping load, 40-degree full turn, SAE	31,910 lb. (14 475 kg)	31,545 lb. (14 308 kg)	31,305 lb. (14 199 kg)	32,555 lb. (14 767 kg)	32,190 lb. (14 602 kg)	31,950 lb. (14 493 kg)
Reach, 45-degree dump, 7-ft. (2.13 m) clearance	74.4 in. (1890 mm)	77.7 in. (1973 mm)	75.0 in. (1905 mm)	72.1 in. (1832 mm)	75.6 in. (1920 mm)	72.8 in. (1850 mm)
▲▲ Reach, 45-degree dump, full height	50.0 in. (1270 mm)	54.8 in. (1392 mm)	51.0 in. (1295 mm)	46.1 in. (1170 mm)	50.9 in. (1293 mm)	47.0 in. (1195 mm)
▲ Dump clearance, 45-degree dump, full height	119.8 in. (3042 mm)	116.2 in. (2952 mm)	118.9 in. (3020 mm)	123.7 in. (3142 mm)	120.1 in. (3050 mm)	122.7 in. (3117 mm)
▲▲▲ Overall length	28 ft. 2 in. (8586 mm)	28 ft. 8 in. (8730 mm)	28 ft. 4 in. (8625 mm)	27 ft. 8 in. (8436 mm)	28 ft. 2 in. (8580 mm)	27 ft. 10 in. (8475 mm)
Loader clearance circle, bucket in carry position	44 ft. 9 in. (13 650 mm)	45 ft. 1 in. (13 740 mm)	44 ft. 10 in. (13 670 mm)	44 ft. 6 in. (13 560 mm)	44 ft. 9 in. (13 640 mm)	44 ft. 7 in. (13 580 mm)
Operating weight	50,300 lb. (22 815 kg)	50,600 lb. (22 952 kg)	50,700 lb. (23 000 kg)	50,010 lb. (22 685 kg)	50,315 lb. (22 822 kg)	50,420 lb. (22 870 kg)

Loader operating information is based on machine with all standard equipment; 26.5-25, 20 PR L3 tires; 1,257-lb. (570 kg) optional counterweight; ROPS/FOPS cab; 175-lb. (79 kg) operator; and full fuel tank. This information is affected by tire size, ballast, and different attachments.

ADJUSTMENTS TO OPERATING WEIGHTS FOR PIN-ON BUCKETS

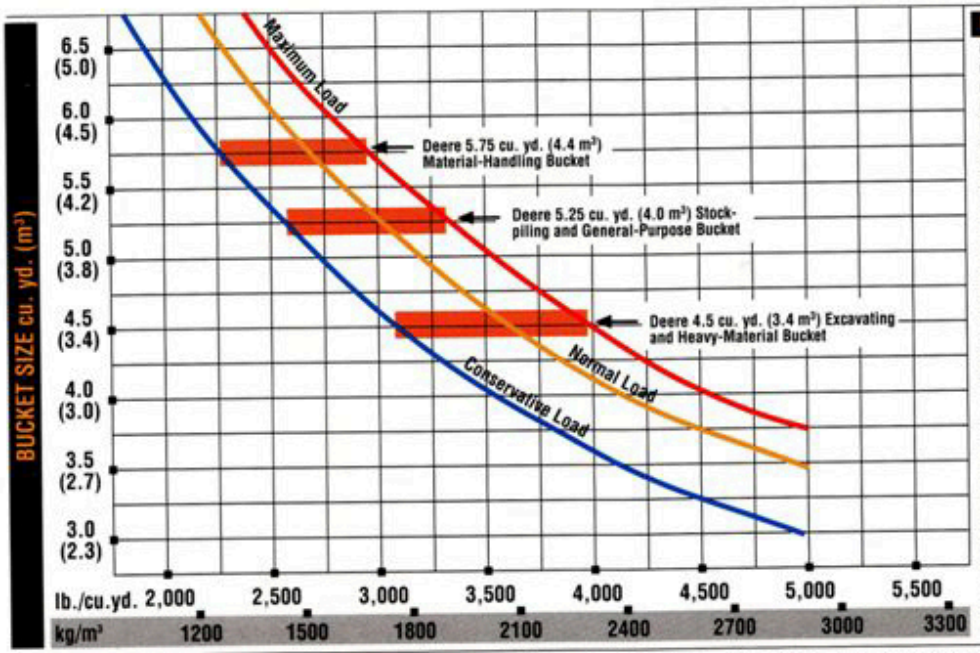
744H

Adjustments to operating weights and tipping loads for 5.25 cu. yd. (4.0 m³) stockpiling bucket with bolt-on cutting edge

Add (+) or deduct (–) lb. (kg) as indicated for loaders with	*Operating Weight*	*Tipping Load, Straight*	*Tipping Load, 35-Degree Full Turn*	*Tipping Load, 40-Degree Full Turn*
23.5-25, XHAT L3 Michelin Radial	– 551 lb. (– 250 kg)	– 375 lb. (– 170 kg)	– 342 lb. (– 155 kg)	– 331 lb. (– 150 kg)
26.5-25, 16 PR L2	– 375 lb. (– 170 kg)	– 258 lb. (– 117 kg)	– 227 lb. (– 103 kg)	– 222 lb. (– 101 kg)
26.5-25, GP-2B L2 Goodyear Radial	+ 397 lb. (+ 180 kg)	+ 273 lb. (+ 124 kg)	+ 240 lb. (+ 109 kg)	+ 234 lb. (+ 106 kg)
26.5-25, XHAT L3 Michelin Radial	+ 463 lb. (+ 210 kg)	+ 318 lb. (+ 144 kg)	+ 280 lb. (+ 127 kg)	+ 274 lb. (+ 124 kg)
26.5-25, X-MINE Michelin Radial	+ 2,875 lb. (+ 1300 kg)	+ 1,956 lb. (+ 887 kg)	+ 1,742 lb. (+ 790 kg)	+ 1,689 lb. (+ 766 kg)
$CaCl_2$ in rear tires	+ 2,875 lb. (+ 1300 kg)	+ 3,947 lb. (+ 1790 kg)	+ 3,506 lb. (+ 1590 kg)	+ 3,396 lb. (+ 1540 kg)
Optional counterweight removed*	– 1,257 lb. (– 570 kg)	– 2,767 lb. (– 1255 kg)	– 2,370 lb. (– 1075 kg)	– 2,271 lb. (– 1030 kg)

*Optional counterweight not to be used when $CaCl_2$ or other ballast is used in rear tires.

BUCKET SELECTION GUIDE*



MATERIAL (Loose weight)	lb./cu. yd.	kg/m³
Caliche	2,100	1250
Cinders	1,000	590
Clay and gravel, dry	2,400	1420
Clay and gravel, wet	2,600	1540
Clay, dry	2,500	1480
Clay, natural bed	2,800	1660
Clay, wet	2,800	1660
Coal, anthracite, broken	1,850	1100
Coal, bituminous, broken	1,400	830
Earth, dry, packed	2,550	1510
Earth, loam	2,100	1250
Earth, wet, excavated	2,700	1600
Granite, broken or large crushed	2,800	1660
Gravel, dry	2,550	1510
Gravel, dry 1/2" to 2" (13 to 50 mm)	2,850	1690
Gravel, pit run (graveled sand)	3,250	1930
Gravel, wet 1/2" to 2" (13 to 50 mm)	3,400	2020
Gypsum, crushed	2,700	1600
Limestone, broken or crushed	2,600	1540
Magnetite, iron ore	4,700	2790
Phosphate rock	2,160	1280
Pyrite, iron ore	4,350	2580
Sand and gravel, dry	2,900	1720
Sand and gravel, wet	3,400	2020
Sand, dry	2,400	1420
Sand, wet	3,100	1840
Sandstone, broken	2,550	1510
Shale	2,100	1250
Slag, broken	2,950	1750
Stone, crushed	2,700	1600
Topsoil	1,600	950

*This guide, representing bucket sizes not necessarily manufactured by Deere, will help you in selecting proper bucket size for material density, loader configuration, and operating conditions. Optimum bucket size is determined after adding or subtracting all tipping load changes due to optional equipment. The "conservative load" line on this guide is recommended when operating in conditions such as soft ground and unlevel surfaces. The "maximum load" condition on this guide is sometimes utilized when operating on firm ground and level surfaces.

ADDITIONAL EQUIPMENT

	744H
ENGINE	
Antifreeze, –34°F (–37°C)	●
Coolant recovery tank	●
Engine oil cooler	●
Environmentally friendly engine oil drain	●
Fan safety guard	●
Muffler, under hood with large vertical exhaust stack	●
Chrome exhaust stack	■
Quick-release fuel filter and water separator	●
Ether starting aid (for cold starts)	■
Engine air heater (for cold starts)	■
Heavy-duty trash-resistant cooling package	■
Desert and high-altitude cooling package	■
Special application trash screens and packages*	■
Engine coolant heater, 1,000 watts, 110 volts	■
POWER TRAIN	
TC/PS transmission, computer-controlled electronic soft shift	●
Conventional-type differentials, front and rear	●
Front and rear axles with hydraulic locking differential	■
Front axle with hydraulic locking differential	■
HYDRAULIC SYSTEM	
Hydraulic system oil cooler	●
Two-function hydraulic valve with joystick control	●
Two-function hydraulic valve with two levers and adjustable wristrest	■
Three-function hydraulic valve with joystick control and auxiliary lever for third function	■
Three-function hydraulic valve with two levers and adjustable wristrest and auxiliary lever for third function	■
Hydraulic conversion kits, two to three function valves	■
Hydraulic lever lockout	●
Automatic boom height kickout control	●
Automatic boom return-to-carry control	■
Automatic bucket return-to-dig control	●
Reservoir sight gauge	●
Spin-on hydraulic filters, vertical mounting	●
Ride control system (automatic type)	■
ELECTRICAL	
24-volt electrical system	●
Alternator, 55 amps and 24 volts	●
Alternator, high capacity, 80 amps and 24 volts	■
Alternator trash covers	■
Batteries, standard (2), 12 volt with 950 CCA, 200-min. rated reserve	●
Batteries, heavy duty (2), 12 volt with 1,000 CCA, 320-min. rated reserve	■
Radio ready cab, 24 volt to 12 volt converter, rated at 5 amps, with 12-volt receptacle in operator's compartment, fused electrical lead	●
Cab wired for rotating beacon	●
24-volt to 12-volt, 10-amp voltage converter	■
24-volt AM/FM stereo radio with clock	■
Horn, with push button in center of steering wheel Conforms to SAE J994, J1446	●
Lights	
Driving with guards / Stop and taillights / Turn signals and flashers / Conform to SAE 99	●
Work lights, front (2) and rear (2)	●
Monitor and gauges, computerized with audible and visual warnings	
Analog instruments: Engine coolant temperature / Engine oil pressure / Fuel level / Hydraulic oil temperature / Transmission oil temperature / Speedometer	●
Built-in diagnostics: Fault code retrieval / Message center	●
Digital instruments: Engine rpm / Hourmeter / Selectable battery voltage or odometer / Transmission gear indicator	■
Indicator lights: Turn signals / Warning flashers / Work lights	■
Message center display: Accessory settings / Diagnostic fault code messages	●
Operator warning lights: Battery voltage / Brake pressure / Coolant level / Engine air filter / Engine oil pressure / Fasten seat belt / Hydraulic oil filter / Hydraulic oil temperature / Park brake actuated / Transmission filter restriction	●
Push-button selection: Three clutch cutoff adjustments / Two automatic transmission sequences / Two quick-shift button sequences	●
Reverse warning alarm Conforms to SAE J994, J1446	■
Master electrical disconnect switch	●
OPERATOR'S STATION	
Canopy	
ROPS/FOPS / Multiplane isolation mounted for noise/vibration reduction / Conforms to SAE J1040 APR88	●
Cab	
ROPS/FOPS / Heater/defroster / Multiplane isolation mounted for noise/vibration reduction / Front and rear windshield washers and intermittent wipers / Tinted safety glass / Conforms to SAE J1040 APR88	■
Cup holder, personal cooler holder, and storage space	●
Handholds and steps, ergonomically located and slip resistant Conform to SAE J185	●
Rearview mirrors, two outside and two inside Conform to SAE J985	●
Rubber floormat	●
Seat belt, 3 in. (76 mm), with retractor	●
Seat, deluxe cloth covered with deep foam, high back, mechanical suspension, adjustable for weight and height, fore-aft position, backrest tilt, and armrest angle	●
Seat, air suspension, deluxe cloth covered	■
Seat backrest extension	■
Steering wheel, textured with spinner knob	●
Storage compartment for operator's manual and other items	●
Tilt steering column	●
Air conditioning (factory or dealer installed)	■
LOADER	
Loader boom service locking bar Conforms to SAE J38	●
High-lift boom*	■
BUCKETS AND ATTACHMENTS	
Full line of buckets with selection of bolt-on cutting edges, JAGZ™ cutting edges, and teeth-segmented bolt-on cutting edges	■
Hydraulic control system for quick coupler locking pins	■
Quick coupler and attachments*	■
TIRES	
23.5-25, XHAT L3 Michelin Radial	■
26.5-25, 16 PR L2	■
26.5-25, 20 PR L3	●
26.5-25, GP-2B L2 Goodyear Radial	■
26.5-25, XHAT L3 Michelin Radial	■
26.5-25, X-MINE Michelin Radial	■
Less wheels and tires	■
OTHER	
Articulation locking bar Conforms to SAE J276	●
Bottom guard, rear	●
Bottom guards, front frame and transmission	■
Counterweight	●
Counterweight, extra duty, 1,257 lb. (570 kg)	■
Drawbar, with locking pin	●
Fenders, front and rear	●
Vandal protection, includes lockable engine enclosure, rear grille, and fuel fill	●
Fire extinguisher	■
Lift and tie-down hooks	■
Material weighing system*	■
Secondary steering	■
Transmission side frame guards	■

KEY: ● Standard equipment ■ Optional or special equipment

*See your John Deere dealer for further information.

THE JDAdvantEDGE

JDAdvantEdge is a wealth of support programs, parts systems, and dealer resources, all designed to give you the edge. This package of special benefits is a major reason why John Deere offers the "best value" for your equipment dollar.

Best parts support – Twelve regional parts depots in North America and others around the world put parts support near your job no matter where in the world it is.

A computerized FLASH™ parts locating system linking these depots to dealerships can find out-of-stock parts in a hurry and get them into your hands fast ... within 24 hours, across North America.

Best service backup – Dealer service technicians are regularly schooled, at our modern facility in Davenport, Iowa, or by professionals in the field, to diagnose quickly and repair efficiently.

If they're stumped, a phone call to DTAC (Dealer Technical Assistance Center) puts them in touch with a staff of pros at the factory who help them find a solution quickly.

Best dealers – Your John Deere dealer is an important contributor to the JDAdvantEdge. He or she is committed to being the best equipment supplier you can work with.

This is a dollars-and-cents commitment in parts inventory, in service facilities, in field-service trucks. It's a sweat-and-blood commitment in dedicated, skilled, and highly trained and motivated personnel in each and every department at the dealership.

But what sets John Deere dealers apart from all the rest is something more, a factor somewhat difficult to measure ... a caring attitude, and a sincere desire to be the best at meeting the needs of each individual customer.

John Deere Finance Plans – Whether you rent, lease, or buy John Deere equipment, your dealer can explain the John Deere options available. One-stop options that let you free up operating capital, keep other lines of credit open. More solid benefits of the JDAdvantEdge.

Best protection – In addition to the new equipment warranty that meets or exceeds the competition, SECURE® extended coverage, an optional service product for John Deere equipment, is available for repair coverage after the warranty concludes. Full machine or power train coverage is available for a variety of time periods to meet your needs. Consult your dealer for availability and details.

JOHN DEERE

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J1349 and DIN 70 020, using No. 2-D fuel at 35 API gravity. No derating is required up to 10,000 feet (3050 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, these specifications are based on a unit with all standard equipment; 26.5-25, 20 PR L3 tires; 1,226-lb. (566 kg) optional counterweight; ROPS cab; full fuel tank; and 175-lb. (79 kg) operator.

SAFETY live with it

DKA744H Litho in U.S.A. (98-07)