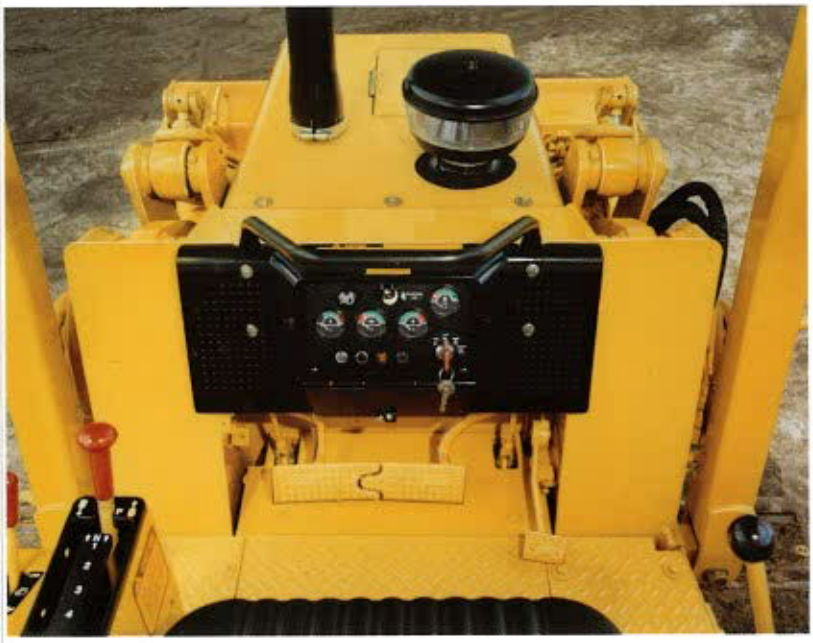
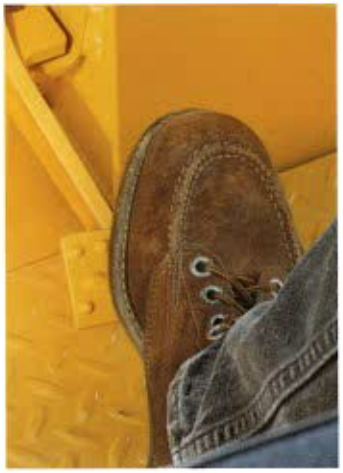
C R A W L E R L O A D E R S

455G 555G-Series IV



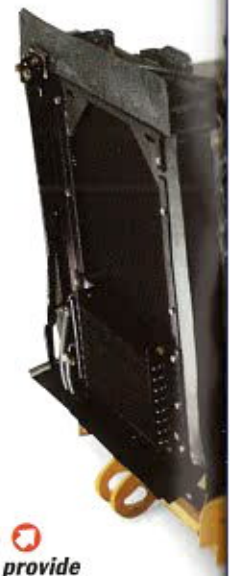
Slightly sloped hood, low-profile loader towers, and a fully adjustable armchair seat all contribute to unsurpassed visibility.

Low-effort steering pedals or short-throw levers? Electronic monitor or read-at-a-glance analog gauges? You decide what's best.

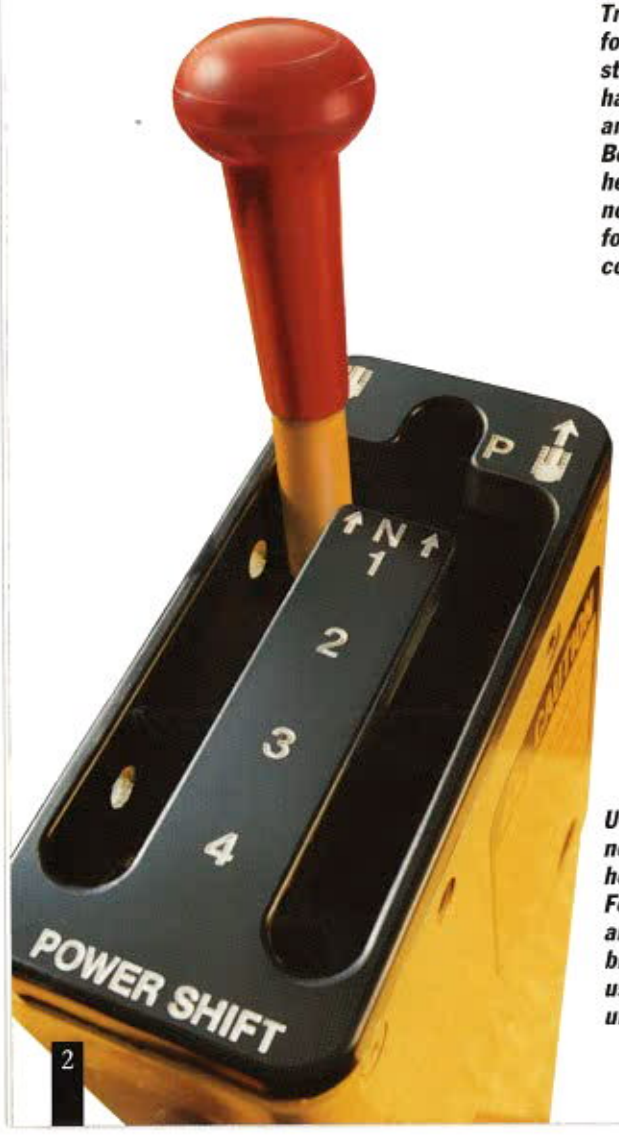


Decelerator is standard with either transmission. Fully depressing the pedal declutches the transmission, slowing ground speed to a virtual crawl. Use it for close-up work around footings or when loading trucks.

Standard turbocharger ensures full power at any altitude.



Integral engine balance shafts provide smooth-running, low-vibration performance.



Track links are forged from boron-steel alloys, deep-hardened, quenched and tempered. Boron steel permits heat-treating beyond normal wear limits, for long and consistent wear.

U-shape pattern and no-clutch shifting helps speed cycles. Fourth gear forward and reverse can be blocked out to limit use for increased undercarriage life.

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.

Induction hardened, counter-bored pins and bushings are sealed with spring-steel washers to keep abrasives out.

Heavy-duty steel-channel track frames form a strong, solid working base.

Final drives are attached to the transverse case, effectively isolating them from track-imposed shock loads.

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

Direct-drive or torque-converter transmission is housed within the cast-iron transverse case where its well-protected, yet easily accessible.

One-piece, high-strength, fully welded box-section mainframe resists torsional stress, absorbs shock loads, and comes back for more. Compared to the bolt-together frames found on other machines, there's no comparison.

Pressure-lubricated clutches and flow-through, oil-cooled, wet-band brakes give long, trouble-free life without overheating. Full clutch and brake modulation delivers confidence-gaining smooth moves.

The only bolted joint on a Deere mainframe is secured with 24 high-strength cap screws. Unlike some, we don't scrimp in this critical area.

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

With a 30 percent torque rise, the 4.5 L (276 cu. in.) John Deere diesel packs plenty of reserve for extra muscle with heaped buckets.

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.

High-stress areas such as boom and bucket cylinder mounting points are heavily reinforced. Line-bored hinge areas provide a tight pin fit and near-perfect alignment.

Boom halves are fastened together with a heavy, reinforced crosstube located near the end of the boom to reduce torsional stress during loading.

Excellent lift-to-crowd match makes full buckets fast and easy. Breakout force and tipping load capacities are equally impressive.

ENGINE	455G	555G
Type	John Deere 4045T with altitude-compensating turbocharger	John Deere 4045T with altitude-compensating turbocharger
Rated power	70 SAE net hp (52 kW) 73 SAE gross hp (54.5 kW) @ 2,100 rpm	90 SAE net hp (67.5 kW); 555G DD – 95 SAE gross hp (71 kW); 555G TC – 99 SAE gross hp (74 kW) @ 2,100 rpm
Drawbar	51 hp (38 kW)	66 hp (49 kW)
Cylinders	4	4
Displacement	276 cu. in. (4.524 L)	276 cu. in. (4.524 L)
Fuel consumption, typical	1.5 to 2.3 gal./hr. (4.9 to 8.7 L/h)	1.8 to 2.8 gal./hr. (6.8 to 10.6 L/h)
Maximum net torque	228 lb.-ft. (309 Nm) @ 1,300 rpm	293 lb.-ft. (397 Nm) @ 1,300 rpm
Lubrication	pressure system with full-flow spin-on filter and oil-to-water cooler	pressure system with full-flow spin-on filter and oil to-water cooler
Air cleaner	dual stage dry type with safety element, precleaner, and underhood restriction indicator	dual stage dry type with safety element, precleaner, and underhood restriction indicator
Electrical system	12 volt with 95-amp alternator	12 volt with 95-amp alternator
Cooling fan	blower	blower

TRANSMISSION	full power shift, Dura-Shift with torque converter or direct drive; change gears easily using the engine decelerator and power shift			
Maximum travel speeds	*455G TC*	*455G DD*	*555G TC*	*555G DD*
1st Forward	2.3 mph (3.7 km/h)	1.1 mph (1.8 km/h)	2.3 mph (3.7 km/h)	1.2 mph (1.9 km/h)
2nd Forward	3.3 mph (5.3 km/h)	1.9 mph (3.1 km/h)	3.3 mph (5.3 km/h)	2.1 mph (3.4 km/h)
3rd Forward	4.1 mph (6.6 km/h)	2.9 mph (4.7 km/h)	4.1 mph (6.5 km/h)	3.3 mph (5.3 km/h)
4th Forward	5.9 mph (9.5 km/h)	4.9 mph (7.9 km/h)	5.8 mph (9.4 km/h)	5.4 mph (8.7 km/h)
1st Reverse	2.5 mph (4.0 km/h)	1.3 mph (2.1 km/h)	2.5 mph (4.0 km/h)	1.4 mph (2.3 km/h)
2nd Reverse	3.6 mph (5.8 km/h)	2.1 mph (3.4 km/h)	3.6 mph (5.8 km/h)	2.3 mph (3.7 km/h)
3rd Reverse	4.5 mph (7.2 km/h)	3.2 mph (5.2 km/h)	4.4 mph (7.1 km/h)	3.6 mph (5.8 km/h)
4th Reverse	6.4 mph (10.3 km/h)	5.4 mph (8.7 km/h)	6.3 mph (10.2 km/h)	6.0 mph (9.7 km/h)

FINAL DRIVES	large heavy-duty final drive assemblies attach directly to the transverse case and are isolated from the track frame to keep final drives from being adversely affected by shock loads; 455G is single reduction, 555G is double

STEERING/BRAKES	oil-cooled and modulated steering system; multiple wet-disk steering clutches and wet-band steering brakes are pressure lubricated and located at the rear of the machine for easy servicing

AUTOMATIC PARK BRAKE	exclusive safety feature engages whenever the engine stops, preventing machine operation, which eliminates brake damage

HYDRAULIC SYSTEM						
System	open center			open center		
Pressure, main relief	2,600 psi (17 927 kPa)			2,600 psi (17 927 kPa)		
Pump	gear			gear		
Flow	31 gpm (118 L/min.) @ 2,100 rpm			39 gpm (148 L/min.) @ 2,100 rpm		
Filter, return oil	10 micron			10 micron		
Control	single lever			single lever		
Cylinders	heat-treated, chrome-plated, polished cylinder rods with hardened steel (replaceable bushings) pivot pins			heat-treated, chrome-plated, polished cylinders rods with hardened steel (replaceable bushings) pivot pins		
	Bore in. (mm)	*Stroke in. (mm)*	*Rod in. (mm)*	*Bore in. (mm)*	*Stroke in. (mm)*	*Rod in. (mm)*
Boom (2)	3.93 (100)	32.55 (827)	1.96 (50)	4.53 (115)	31.93 (811)	2.48 (63)
Bucket (2)	3.50 (90)	29.30 (744)	1.96 (50)	3.94 (100)	29.30 (744)	1.96 (50)

	455G	555G
UNDERCARRIAGE	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
Optional	sealed and lubricated	sealed and lubricated
Chain pitch	6.29 in. (159.8 mm)	6.73 in. (171.1 mm)
Bushing diameter, sealed	2.01 in. (51.0 mm)	2.12 in. (53.8 mm)
Bushing diameter, sealed and lubed	2.12 in. (53.8 mm)	2.24 in. (56.8 mm)
Link height	3.54 in. (90.0 mm)	3.78 in. (96.0 mm)
Track roller diameter	7.19 in. (182.6 mm)	7.19 in. (182.6 mm)
Carrier roller diameter	6.00 in. (152.5 mm)	6.30 in. (160.0 mm)
Standard track grouser	14 in. (356 mm) closed center double bar	16 in. (410 mm) closed center double bar
Ground contact area	2,128 sq. in. (13 729 cm^2)	2,522 sq. in. (16 270 cm^2)
Ground pressure		
Torque converter	8.81 psi (60.7 kPa)	8.35 psi (57.6 kPa)
Direct drive	8.71 psi (60.1 kPa)	8.27 psi (57.0 kPa)
Overall width over track	71 in. (1803 mm)	77 in. (1956 mm)
Track shoes, each side	37	36
Length of track on ground	76 in. (1930 mm)	78.8 in. (2002 mm)
Track gauge	57 in. (1450 mm)	61 in. (1550 mm)
Carrier roller	1	1
Track rollers	5	6
Adjustment	hydraulic with hinged dirt cover	hydraulic with hinged dirt cover
Wide track grouser	21 in. (533 mm) closed center double bar	24 in. (610 mm) closed center double bar
Ground contact area	3,192 sq. in. (20 595 cm^2)	3,782 sq. in. (20 440 cm^2)
Ground pressure		
Torque converter	6.12 psi (42.2 kPa)	5.81 psi (40.0 kPa)
Direct drive	6.06 psi (41.8 kPa)	5.75 psi (39.7 kPa)
Overall width over track	89 in. (2261 mm)	93 in. (2362 mm)
Track shoes, each side	37	36
Length of track on ground	76 in. (1930 mm)	78.8 in. (2002 mm)
Track gauge	68 in. (1727 mm)	69 in. (1753 mm)
Carrier roller	1	1
Track rollers	5	6
Adjustment	hydraulic with hinged dirt cover	hydraulic with hinged dirt cover

CAPACITIES		
Fuel tank with lockable cap	41 gal. (155.2 L)	41 gal. (155.2 L)
Cooling system with coolant recovery tank	18 qt. (17.0 L)	18 qt. (17.0 L)
Engine oil including spin-on filter	9 qt. (8.5 L)	13 qt. (12.3 L)
Transmission system including spin-on filter in filter center		
Torque converter	27 gal. (102 L)	27 gal. (102 L)
Direct drive	27 gal. (102 L)	27 gal. (102 L)
Final drive (each)	7 qt. (6.6 L)	7 qt. (6.6 L)
Hydraulic reservoir	10 gal. (37.8 L)	10 gal. (37.8 L)
Hydraulic system including vertical spin-on filter in filter center	18 gal. (68.1 L)	19.7 gal. (74.5 L)

All capacities are for torque converter unless otherwise noted. All power train and hydraulic systems allow 45-degree maximum fore-aft, side-to-side operation without modification.

OPERATING WEIGHTS

	With standard equipment		*With standard equipment*	
	455G TC	*455G DD*	*555G TC*	*555G DD*
Standard track	18,745 lb. (8503 kg)	18,545 lb. (8412 kg)	21,058 lb. (9552 kg)	20,858 lb. (9461 kg)
Wide track	19,545 lb. (8866 kg)	19,345 lb. (8775 kg)	21,958 lb. (9960 kg)	21,758 lb. (9869 kg)