950J / 1050J

184–250 kW (247–335 hp)

JOHN DEERE

Push the limits.

Big, strong, and powerful, 950J and 1050J Dozers deliver the super-size performance you need to get the big jobs done. But it's not just their large stature that make these dozers such valuable assets. Like their K-Series siblings, these two offer 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 full-featured hydrostatic drivetrains. You simply won't find comparable-size crawlers with the same combination of power, control, reliability, and comfort. Read on to learn how the 950J and 1050J will help you push productivity beyond the limits of other dozers.

Power turns, power management, infinite speed control—John Deere introduced them all more than 35 years ago. And 950J and 1050J Dozers are loaded with even more productivity- and uptime-boosting enhancements.

Slow-running EPA Tier 3/EU Stage IIIA diesels deliver impressive power, torque, and drawbar pull for unsurpassed productivity.

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

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

Only our dozers are available with John Deere WorkSight™. This easy-to-use comprehensive suite of technology increases uptime and productivity while lowering operating costs. JDLink machine monitoring provides real-time machine utilization and health data, plus location information. Fleet Care proactively suggests maintenance to correct problems early before they create costly downtime. Service ADVISOR™ Remote enables your dealer to read diagnostic codes, record performance data, and even update software without a trip to the jobsite.

Specifications	950J	1050J
Net power	184 kW (247 hp)	250 kW (335 hp)
Operating weights	25 565 kg (56,361 lb.) standard; 26 877 kg (59,255 lb.) LGP	35 309 kg (77,843 lb.)
Grouser widths	560, 610, 660, 812, and 914 mm (22, 24, 26, 32, and 36 in.)	560, 610, 660, and 710 mm (22, 24, 26, and 28 in.)
Blade widths	3.7 and 4.5 m (12 ft. 1 in. and 14 ft. 9 in.)	4.04 and 4.3 m (13 ft. 3 in. and 14 ft. 2 in.)

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

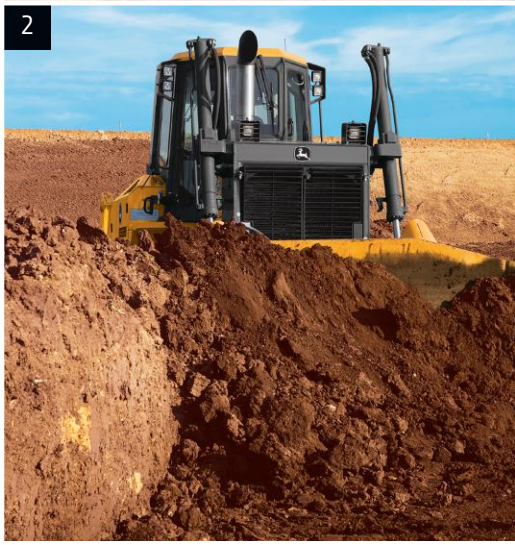
Infinitely variable speed range from standstill to 11 km/h (6.8 mph) gives total flexibility to match groundspeed to the load. Travel can also be varied to fit specific applications, terrain, or operating preferences—and even limited to maximize undercarriage life.

Blade curvature gets material rolling and fills more fully for increased productivity.

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.

Serious productivity, easygoing control.

Size matters on large-scale construction sites. With their superior power-to-weight ratios, the 950J and 1050J simply outpush every dozer in their class. And do so with less effort. State-of-the-art controls and full-featured hydrostatic drivetrains 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 conventional PowerShift™ torque-converter drivetrains and differential steering systems, other crawlers simply can't do what a John Deere can.



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

2. 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.

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

4. These dozers steer the same and maintain their preset speed whether working on level ground or a 2-1 slope.

Take comfort in more productivity.

Everybody knows a comfortable operator is a productive operator. And you'll find plenty to increase efficiency inside this spacious and quiet 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.

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.

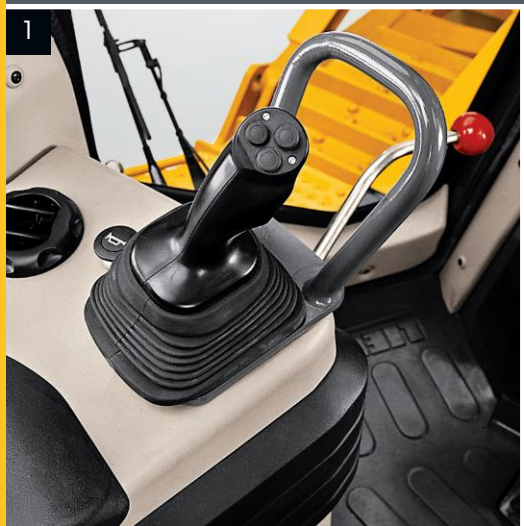
Deluxe suspension high-back seat adjusts seven ways for daylong comfort and is angled 15 degrees to provide a more comfortable view of the ripper. Armrests and footrests are also fully adjustable to fit any-size operator.

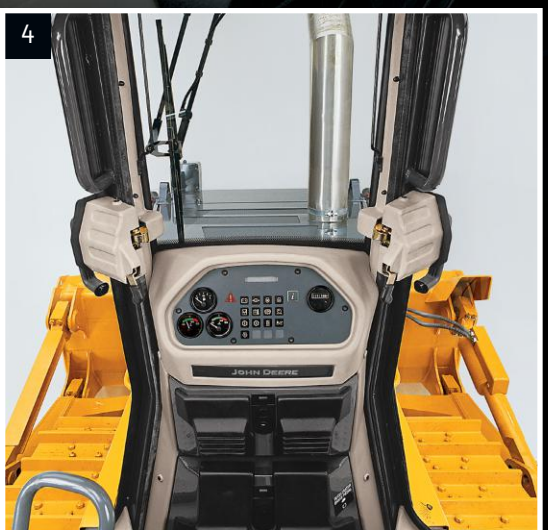
Decelerator slows groundspeeds to maintain speed and traction without affecting engine power and hydraulic response. Fully depressing the pedal applies the brakes.

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

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

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





1. 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.

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

3. 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.

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

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

Downtime is a fact of life in this business. Fight back with the J-Series. Incorporating numerous traditional John Deere durability features, you get an exceptionally strong unitized mainframe, job-proven undercarriage, heavy-duty wet-sleeve engine, reliable O-ring face seal (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 you, 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 back-blows cooler cores, further reducing debris buildup.

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

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

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.

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

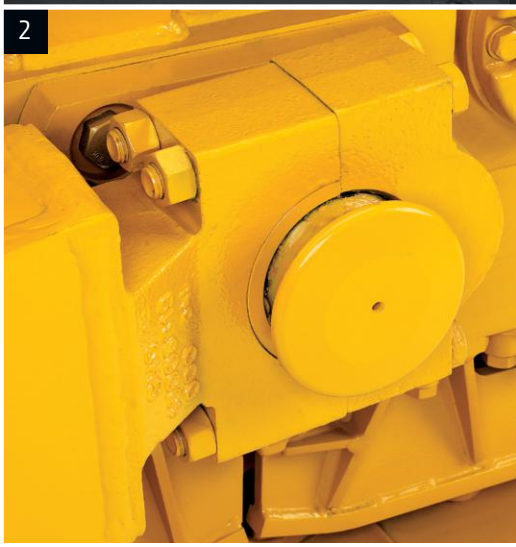
Wet-sleeve diesels deliver maximum power at low rpm for outstanding reliability. It's surprisingly quiet and exceptionally fuel efficient, too.

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

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

3. 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.

4. These dozers were designed with rippers in mind. Rear attachment mounting points are an integral part of their mainframes, not add-ons.



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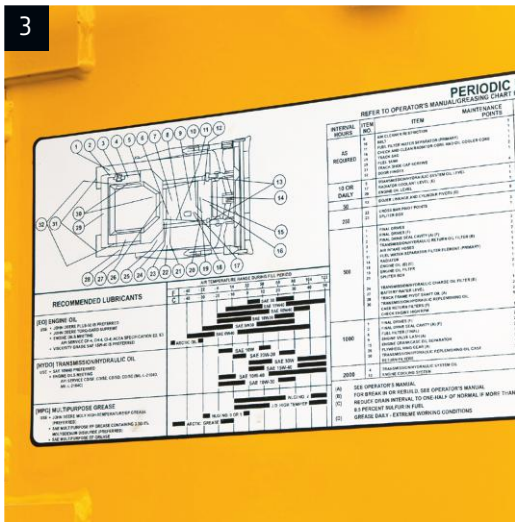
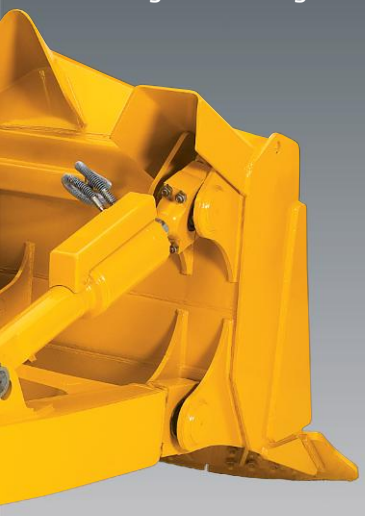


Easier maintenance is an open-and-shut case.

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 J-Series. 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.



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

500-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 trouble-shooting 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.

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

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

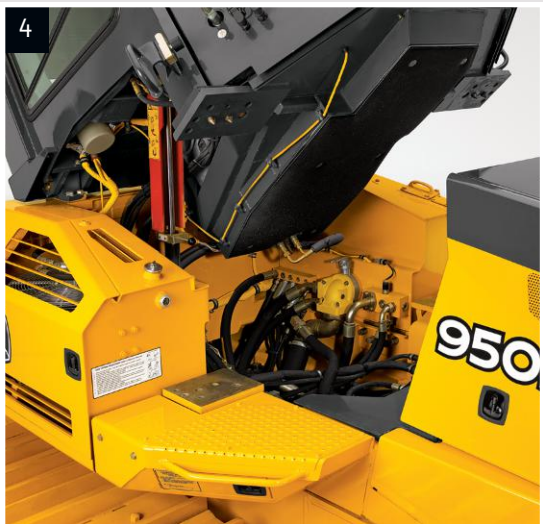
2. Easy-to-read sight gauges provide quick daily checks of hydraulic, transmission, and final-drive seal fluids. Monitor signals an alert should final-drive seal levels drop.

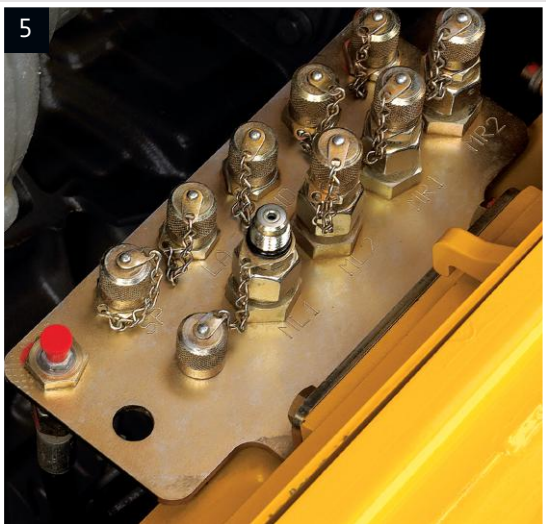
3. Convenient lube and periodic maintenance chart ensures nothing gets overlooked.

4. 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.

5. Remote drive-system test ports and available fluid-sample ports simplify preventive maintenance and troubleshooting for increased uptime.

6. 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.



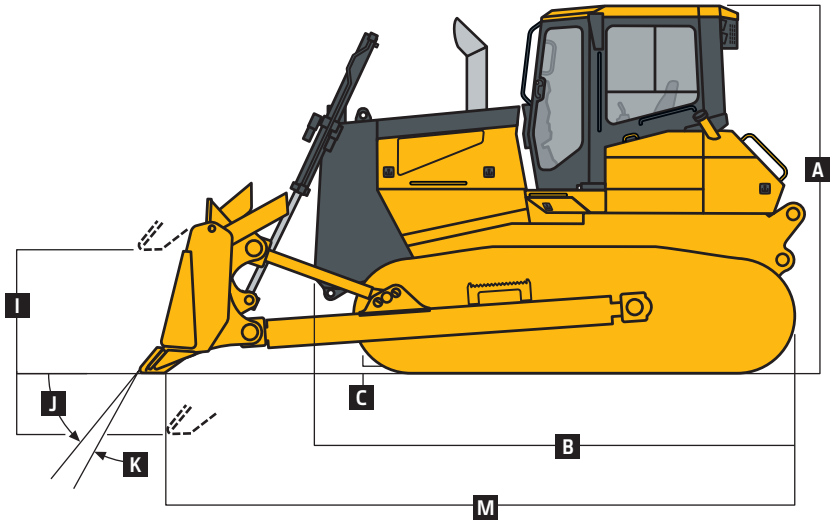


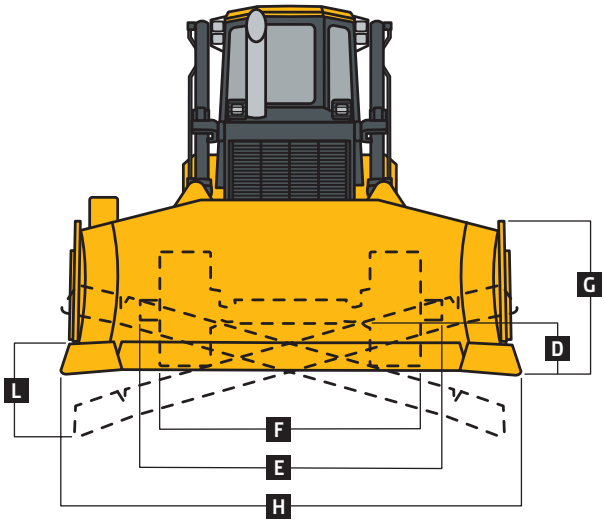
950J

Engine	950J / 950J LGP	
Manufacturer and Model	Liebherr D 936-L A6	
Non-Road Emissions Standard	EPA Tier 3/EU Stage IIIA	
Cylinders	In-line 6	
Displacement	10.5 L (641 cu. in.)	
Net Power (ISO9249)	184 kW (247 hp) at 1,600 rpm	
Net Peak Torque (ISO9249)	1270 Nm (937 lb.-ft.) at 1,400 rpm	
Aspiration	Intercooled and turbocharged diesel	
Lubrication	Pressure system with full-flow spin-on filter and integrated oil-to-water cooler	
Air Cleaner	Dual-stage dry type with safety element and aspirated precleaner, with in-cab restriction indicator	
Cold-Starting Aid	Intake-mounted air-inlet heater	
Slope Operation, Maximum Angle	45 deg.	
Cooling		
Engine	Suction-type cooling fan, front mounted, thermostatically controlled; hydraulically driven with perforated engine side shields and heavy-duty front grille with tilt hose protection	
Engine Coolant Rating	–37 deg. C (–34 deg. F)	
Powertrain		
Transmission	Automatic dual-path, hydrostatic drive; load-sensing feature automatically adjusts speed and power to match changing load conditions; each individual track is powered by a variable-displacement pump and motor combination; speed-in-grip with fingertip speed control; infinite speed control; decelerator pedal controls ground speed to stop; dealer-selectable transmission operating parameters; transmission diagnostic test ports	
Maximum Speeds, Forward and Reverse	11 km/h (6.8 mph)	
Steering	Single-lever steering, direction control, and counter-rotation; full power turns and infinitely variable track speeds provide unlimited maneuverability and optimum control	
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	365 kN (82,055 lb.) @ .15 km/h (.09 mph)	
Brakes		
Service	Hydrostatic (dynamic) braking stops the machine whenever the direction/steering control lever is moved to neutral or the combined decelerator/brake pedal is fully depressed	
Parking	Exclusive park brake feature engages wet, multiple-disc brakes whenever the engine stops, the combined decelerator/brake pedal is fully depressed, the park-lock lever is placed in the park position, the emergency travel stop button is depressed on the dash, the F-N-R control is in the neutral position for more than 7 seconds, or machine motion is sensed with F-N-R in the neutral position; machine cannot be driven with brake applied, reducing wearout or need for adjustment	
Hydraulics		
Type	Load-sensing proportional pump-flow control, variable-displacement axial-piston pump	
Pump Flow	258 L/min. (68 gpm) at 1,600 rpm	
System Relief Pressure	26 000 kPa (3,770 psi)	
Filter, Return Oil	20-micron with 5-micron bypass filter	
Control	Single joystick lever	
Electrical		
Voltage	24 volts	
Number of Batteries	2	
Battery Capacity	1,000 CCA	
Alternator Rating	80 amp	
Lights	6 total: front (4) and rear (2) cab work lights; and rear reflectors (2)	
Undercarriage	**950J**	**950J LGP**
Tracks	Track frame with front and rear track guides and sprocket guard; features deep-heat-treated, sealed, and lubricated track links and through-hardened, sealed, and lubricated rollers for maximum wear resistance; extreme-duty shoes for severe applications	
Track Gauge, Standard	1981 mm (6 ft. 6 in.)	2184 mm (7 ft. 2 in.)
Chain	Sealed and lubricated	Sealed and lubricated
Track/Carrier Rollers, Each Side	7/2	8/2
Track Chain Pitch	216 mm (8.5 in.)	216 mm (8.5 in.)
Sprocket Segments, Each Side	5	5
Shoes, Each Side	40	43
Ground Contact Area		
560-mm (22 in.) Grouser Width	33 566 cm^2 (5,203 sq. in.)	—
610-mm (24 in.) Grouser Width	36 563 cm^2 (5,667 sq. in.)	—
660-mm (26 in.) Grouser Width	39 560 cm^2 (6,132 sq. in.)	—
812-mm (32 in.) Grouser Width	—	53 852 cm^2 (8,347 sq. in.)
914-mm (36 in.) Grouser Width	—	60 616 cm^2 (9,396 sq. in.)

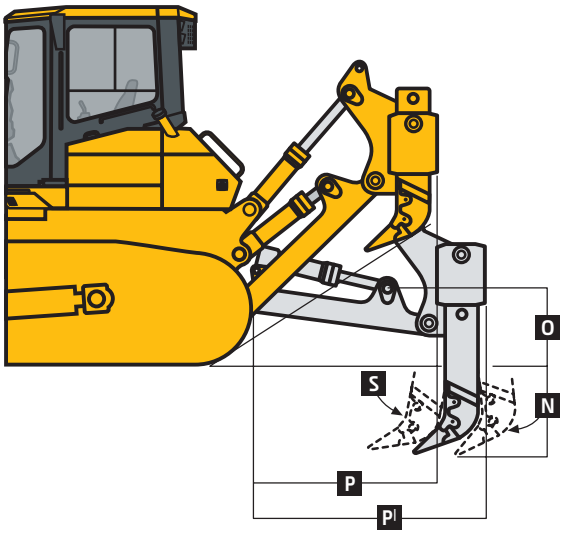
Undercarriage *(continued)*	**950J**	**950J LGP**
Tracks *(continued)*		
Track Length on Ground	2997 mm (9 ft. 10 in.)	3316 mm (10 ft. 11 in.)
Oscillation at Front Idler	141 mm (5.6 in.)	158 mm (6.2 in.)
Ground Pressure, with Blade		
560 mm (22 in.)	76 kPa (11.0 psi)	—
610 mm (24 in.)	70 kPa (10.1 psi)	—
660 mm (26 in.)	64 kPa (9.3 psi)	—
812 mm (32 in.)	—	50 kPa (7.2 psi)
914 mm (36 in.)	—	45 kPa (6.5 psi)
Serviceability	**950J / 950J LGP**	
Type	Integral bottom protection; engine and mid-frame reinforced guards; hydraulic hose “O”-ring face-seal connectors	
Sight Gauges	Hydraulic reservoir	
Refill Capacities*		
Fuel Tank	535 L (141 gal.)	
Cooling System with Recovery Tank	62 L (16.4 gal.)	
Splitter Drive	5.6 L (1.5 gal.)	
Engine Oil with Filter	43 L (11.4 gal.)	
Final Drive, Each	19.5 L (5.2 gal.)	
Hydraulic/Transmission Reservoir and Filter	189 L (50 gal.)	
**Please follow drain and refill procedures and volumes listed in the operator’s manual.*		
Operating Weights	**950J**	**950J LGP**
SAE Operating Weight Includes Standard Equipment, Blade, Full Fuel Tank, and 79-kg (175 lb.) Operator		
610-mm (24 in.) Extreme-Service Shoes	25 565 kg (56,361 lb.)	—
812-mm (32 in.) Extreme-Duty Shoes	—	26 877 kg (59,255 lb.)
Tractor Shipping Weight Includes Coolant, Lubricants, and 20% Fuel, without Blade or Attachments	21 742 kg (47,933 lb.)	22 929 kg (50,550 lb.)
Optional Components		
560-mm (22 in.) Extreme-Service Grousers	– 182 kg (– 401 lb.)	—
610-mm (24 in.) Extreme-Service Grousers	In base	—
660-mm (26 in.) Moderate-Service Grousers	– 290 kg (– 639 lb.)	—
812-mm (32 in.) Extreme-Duty Shoes	—	In base
914-mm (36 in.) Moderate-Service Grousers	—	374 kg (825 lb.)
Automatic Reversing Fan with High-Demand Cooling Package	131 kg (289 lb.)	131 kg (289 lb.)
Auxiliary Hydraulic Controls and Plumbing for Rear Attachments		
Dual Function	126 kg (278 lb.)	126 kg (278 lb.)
Single Function	68 kg (150 lb.)	68 kg (150 lb.)
Blade Liner for Semi-U Blade	425 kg (937 lb.)	425 kg (937 lb.)
Bolt-on Rock Guards	238 kg (525 lb.)	279 kg (615 lb.)
Bottom Tank Guard	190 kg (419 lb.)	190 kg (419 lb.)
Extended Rigid Drawbar	365 kg (804 lb.)	365 kg (804 lb.)
Final Drive Seal Guards	91 kg (200 lb.)	—
Landfill Package	643 kg (1,418 lb.)	—
Powered Cab Air Precleaner System*	113 kg (249 lb.)	113 kg (249 lb.)
Push Plate		
Semi-U Blade	258 kg (569 lb.)	258 kg (569 lb.)
Straight Blade	214 kg (472 lb.)	214 kg (472 lb.)
Rear Counterweight	3200 kg (7,055 lb.)	3200 kg (7,055 lb.)
With Storage Compartment	2776 kg (6,120 lb.)	2776 kg (6,120 lb.)
Spill Guard for Semi-U Blade	71 kg (157 lb.)	71 kg (157 lb.)
Wear Plates for Push Beams	198 kg (436 lb.)	198 kg (436 lb.)

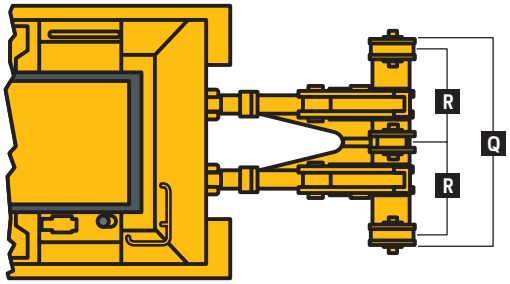
**Note: Adds 296 mm (12 in.) to overall tractor height.*





Machine Dimensions With Straight Blade	950J	950J LGP
A Overall Height Over Cab	3.43 m (11 ft. 3 in.)	3.50 m (11 ft. 6 in.)
B Overall Length without Blade	4.66 m (15 ft. 3 in.)	4.69 m (15 ft. 5 in.)
C Height of Grousers	71.5 mm (2.8 in.)	71.5 mm (2.8 in.)
D Ground Clearance	545 mm (21 in.)	545 mm (21 in.)
E Total Width Over Blade-Mounting Trunnions	3.00 m (9 ft. 10 in.)	3.60 m (11 ft. 10 in.)
F Overall Width with Extreme-Duty Single-Bar Grouser Shoes		
560 mm (22 in.)	2.54 m (8 ft. 4 in.)	—
610 mm (24 in.)	2.59 m (8 ft. 6 in.)	—
660 mm (26 in.)	2.64 m (8 ft. 8 in.)	—
812 mm (32 in.)	—	2.99 m (9 ft. 10 in.)
914 mm (36 in.)	—	3.09 m (10 ft. 2 in.)
Blade Specs		
Blade Weight with Standard Cutting Edges and Cupped End Bits without Spill Guard	2193 kg (4,835 lb.)	2266 kg (4,996 lb.)
Weight of Push Beams and Tilt Cylinders		
With Mechanical Pitch Adjustment	1630 kg (3,594 lb.)	1682 kg (3,708 lb.)
With Power Pitch	1825 kg (4,023 lb.)	1877 kg (4,138 lb.)
SAE Capacity	7.19 m^3 (9.4 cu. yd.)	6.04 m^3 (7.9 cu. yd.)
G Height	1.55 m (5 ft. 1 in.)	1.30 m (4 ft. 3 in.)
H Width	3.70 m (12 ft. 1 in.)	4.50 m (14 ft. 9 in.)
I Lifting Height	1.22 m (4 ft. 0 in.)	1.17 m (3 ft. 10 in.)
J Blade Digging Depth	511 mm (20 in.)	610 mm (24 in.)
K Maximum Blade Pitch Adjustment	10 deg.	10 deg.
L Maximum Tilt	930 mm (37 in.)	933 mm (37 in.)
M Overall Length	6.05 m (19 ft. 10 in.)	5.90 m (19 ft. 6 in.)





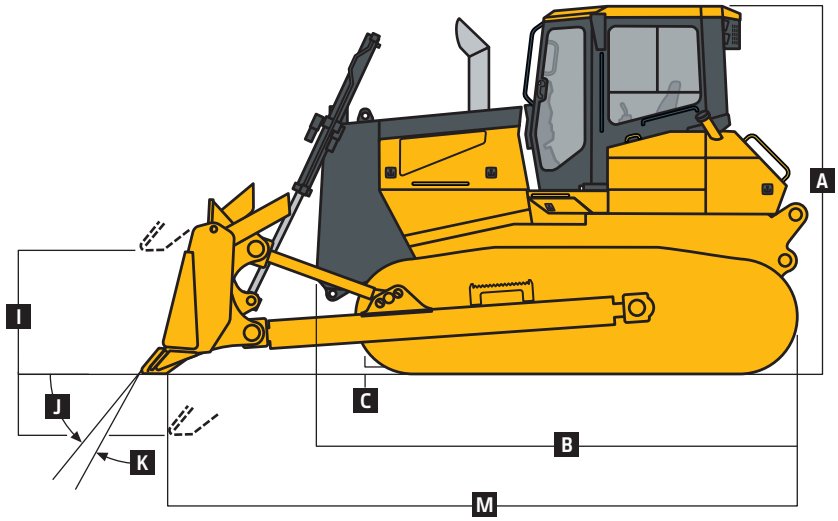
Rear Ripper		950J / 950J LGP
Type		3-shank parallelogram ripper with hydraulic pitch adjustment and 2-hole shank positions
Weight		3305 kg (7,286 lb.)
N	Ripping Depth	
	Maximum	749 mm (29 in.)
	Minimum	449 mm (18 in.)
O	Lifting Height	
	Maximum	755 mm (30 in.)
	Minimum	459 mm (18 in.)
P	Overall Length, Attachment Raised	1.6 m (5 ft. 2 in.)
P¹	Overall Length, Attachment Lowered	1.9 m (6 ft. 4 in.)
Q	Toolbar Width	2.2 m (7 ft. 2 in.)
R	Distance Between Teeth	1.0 m (3 ft. 3 in.)
S	Maximum Pitch Adjustment	25 deg.

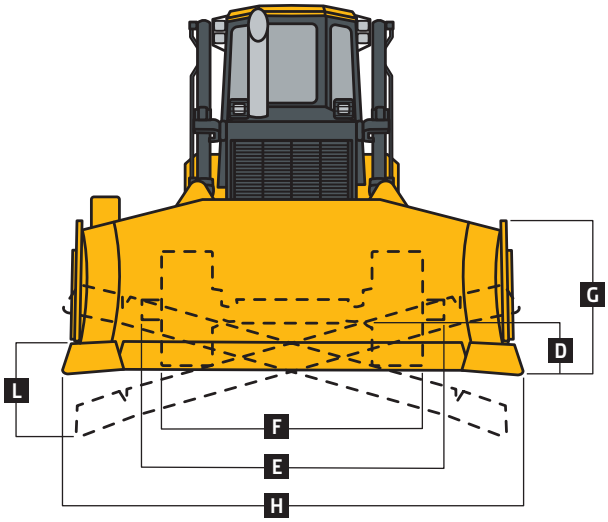
1050J

Engine	1050J
Manufacturer and Model	Liebherr D 946-L A6
Non-Road Emissions Standard	EPA Tier 3/EU Stage IIIA
Cylinders	In-line 6
Displacement	12.0 L (732 cu. in.)
Net Power (ISO9249)	250 kW (335 hp) at 1,800 rpm
Net Peak Torque (ISO9249)	1700 Nm (1,254 lb.-ft.) at 1,400 rpm
Aspiration	Intercooled and turbocharged diesel
Lubrication	Pressure system with full-flow spin-on filter and integrated oil-to-water cooler
Air Cleaner	Dual-stage dry type with safety element and aspirated precleaner, with dash-mounted restriction indicator
Cold-Starting Aid	Intake-mounted air-inlet heater
Slope Operation, Maximum Angle	45 deg.
Cooling	
Engine	Suction-type cooling fan, front mounted, thermostatically controlled; hydraulically driven with perforated engine side shields and heavy-duty front grille
Engine Coolant Rating	–37 deg. C (–34 deg. F)
Powertrain	
Transmission	Automatic dual-path, hydrostatic drive; load-sensing feature automatically adjusts speed and power to match changing load conditions; each individual track is powered by a variable-displacement pump and motor combination; speed-in-grip with fingertip speed control; infinite speed control; decelerator pedal controls ground speed to stop; dealer-selectable transmission operating parameters; transmission diagnostic test ports
Maximum Speeds, Forward and Reverse	11 km/h (6.8 mph)
Steering	Single-lever steering, direction control, and counter-rotation; full power turns and infinitely variable track speeds provide unlimited maneuverability and optimum control
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	520 kN (116,901 lb.) @ .15 km/h (.09 mph)
Brakes	
Service	Hydrostatic (dynamic) braking stops the machine whenever the direction/steering control lever is moved to neutral or the combined decelerator/brake pedal is fully depressed
Parking	Exclusive park brake feature engages wet, multiple-disc brakes whenever the engine stops, the combined decelerator/brake pedal is fully depressed, the park-lock lever is placed in the park position, the emergency travel stop button is depressed on the dash, the F-N-R control is in the neutral position for more than 7 seconds, or machine motion is sensed with F-N-R in the neutral position; machine cannot be driven with brake applied, reducing wearout or need for adjustment
Hydraulics	
Type	Load-sensing proportional pump-flow control, variable-displacement axial-piston pump
Pump Flow	258 L/min. (68 gpm) at 1,600 rpm
System Relief Pressure	26 000 kPa (3,770 psi)
Filter, Return Oil	20-micron with 5-micron bypass filter
Control	Single joystick lever
Electrical	
Voltage	24 volts
Number of Batteries	2
Battery Capacity	1,000 CCA
Alternator Rating	80 amp
Lights	Cab mounted, 6 total: front (4) and rear (2); and rear reflectors (2)
Undercarriage	
Tracks	Track frame with front and rear track guides and sprocket guard; features deep-heat-treated, sealed, and lubricated track links and through-hardened, sealed, and lubricated rollers for maximum wear resistance; extreme-duty shoes for severe applications
Track Gauge, Standard	2180 mm (7 ft. 2 in.)
Chain	Sealed and lubricated
Track/Carrier Rollers, Each Side	7/2
Track Chain Pitch	216 mm (8.5 in.)
Sprocket Segments, Each Side	5
Shoes, Each Side	44

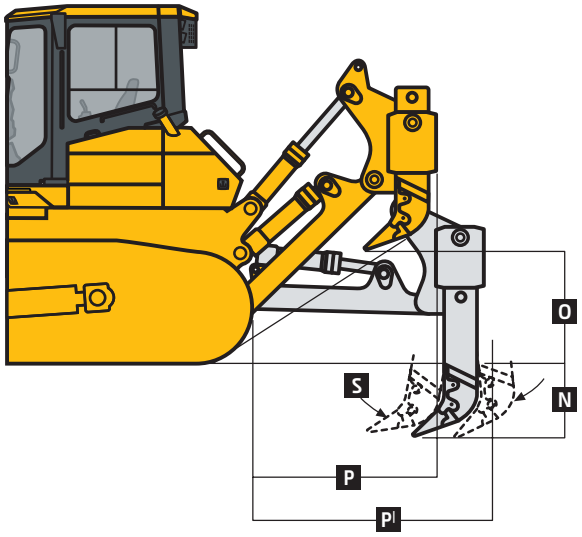
Undercarriage *(continued)*	**1050J**	
Tracks *(continued)*		
Ground Contact Area		
560-mm (22 in.) Grouser Width	35 560 cm^2 (5,512 sq. in.)	
610-mm (24 in.) Grouser Width	38 735 cm^2 (6,004 sq. in.)	
660-mm (26 in.) Grouser Width	41 910 cm^2 (6,496 sq. in.)	
710-mm (28 in.) Grouser Width	45 149 cm^2 (6,998 sq. in.)	
Track Length on Ground	3175 mm (10 ft. 5 in.)	
Oscillation at Front Idler	330 mm (13 in.)	
Ground Pressure, with Blade	*Semi-U dozer blade with power tilt and mechanical pitch adjustment*	*U blade with power tilt and mechanical pitch adjustment*
560 mm (22 in.)	98 kPa (14.2 psi)	102 kPa (14.8 psi)
610 mm (24 in.)	89 kPa (12.9 psi)	92 kPa (13.3 psi)
660 mm (26 in.)	85 kPa (12.3 psi)	87 kPa (12.6 psi)
710 mm (28 in.)	77 kPa (11.2 psi)	80 kPa (11.6 psi)
Serviceability		
Type	Integral bottom protection; engine and mid-frame reinforced guards; hydraulic hose “O”-ring face-seal connectors	
Sight Gauges	Hydraulic reservoir	
Refill Capacities*		
Fuel Tank	650 L (172 gal.)	
Cooling System with Recovery Tank	57 L (15.0 gal.)	
Splitter Drive	5.5 L (1.5 gal.)	
Engine Oil with Filter	34 L (9.0 gal.)	
Final Drive, Each	18.5 L (4.9 gal.)	
Hydraulic/Transmission Reservoir and Filter	210 L (55.5 gal.)	
**Please follow drain and refill procedures and volumes listed in the operator’s manual.*		
Operating Weights		
SAE Operating Weight Includes Standard Equipment, 610-mm (24 in.) Extreme-Service Shoes, Blade, Full Fuel Tank, and 79-kg (175 lb.) Operator	35 309 kg (77,843 lb.)	
Tractor Shipping Weight Includes Coolant, Lubricants, and 20% Fuel, without Blade or Attachments	29 187 kg (64,346 lb.)	
Optional Components		
560-mm (22 in.) Extreme-Service Grousers	– 240 kg (– 529 lb.)	
710-mm (28 in.) Extreme-Service Grousers	460 kg (1,014 lb.)	
Automatic Reversing Fan with High-Demand Cooling Package	321 kg (708 lb.)	
Auxiliary Hydraulic Controls and Plumbing for Rear Attachments	142 kg (313 lb.)	
Blade Liner for Semi-U Blade	595 kg (1,311 lb.)	
Bottom Tank Guard	317 kg (699 lb.)	
Full-Length Rock Guards, Bolt-on	470 kg (1,036 lb.)	
Pin Puller, Hydraulic	59 kg (130 lb.)	
Powered Cab Air Precleaner System*	113 kg (249 lb.)	
Rear Counterweight		
With Drawbar	3979 kg (8,772 lb.)	
With Storage Compartment	3499 kg (7,714 lb.)	
Wear Plates for Push Beams	341 kg (752 lb.)	

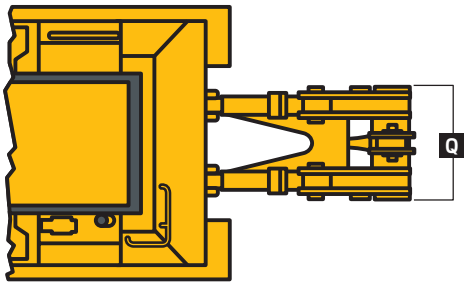
**Note: Adds 296 mm (12 in.) to overall tractor height.*





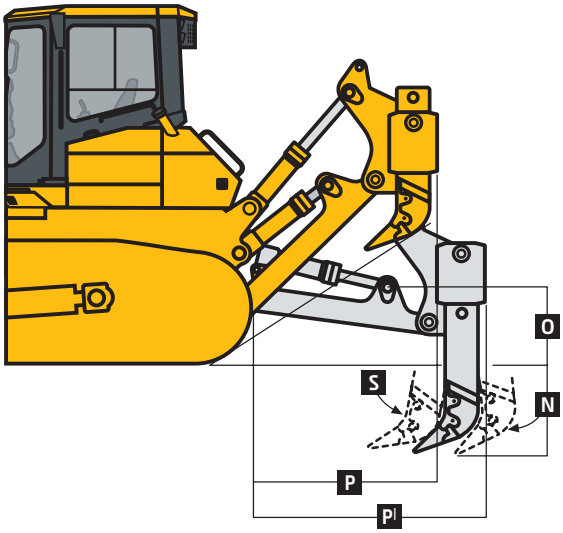
Machine Dimensions	1050J	
A Overall Height Over Cab	3.63 m (11 ft. 11 in.)	
B Overall Length without Blade	4.88 m (16 ft. 0 in.)	
C Height of Grousers	84 mm (3 in.)	
D Ground Clearance	635 mm (25 in.)	
E Total Width Over Blade-Mounting Trunnions	3.15 m (10 ft. 4 in.)	
F Overall Width with Extreme-Duty Single-Bar Grouser Shoes		
560 mm (22 in.)	2.74 m (9 ft. 0 in.)	
610 mm (24 in.)	2.79 m (9 ft. 2 in.)	
660 mm (26 in.)	2.84 m (9 ft. 4 in.)	
710 mm (28 in.)	2.90 m (9 ft. 6 in.)	
Blade Specs		
	Semi-U dozer blade with push beams, cupped end bits, and tilt cylinder	*U blade with push beams, cupped end bits, and tilt cylinder*
Weight		
With Mechanical Pitch Adjustment	6041 kg (13,318 lb.)	6762 kg (14,908 lb.)
With Power Pitch	6154 kg (13,567 lb.)	6875 kg (15,157 lb.)
With Standard Cutting Edges without Spill Guard	3190 kg (7,033 lb.)	3911 kg (8,622 lb.)
SAE Capacity	8.92 m^3 (11.6 cu. yd.)	11.7 m^3 (15.3 cu. yd.)
G Height	1.70 m (5 ft. 5 in.)	1.70 m (5 ft. 5 in.)
H Width	4.04 m (13 ft. 3 in.)	4.30 m (14 ft. 2 in.)
I Lifting Height	1.40 m (4 ft. 7 in.)	1.40 m (4 ft. 7 in.)
J Blade Digging Depth	570 mm (22 in.)	570 mm (22 in.)
K Maximum Blade Pitch Adjustment	10 deg.	10 deg.
L Maximum Tilt	972 mm (3 ft. 2 in.)	1043 mm (3 ft. 5 in.)
M Overall Length	6.50 m (21 ft. 4 in.)	6.90 m (22 ft. 8 in.)

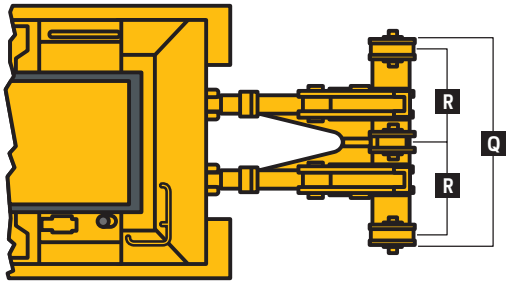




1050J DOZER WITH SINGLE-SHANK REAR RIPPER

Rear Ripper	1050J	
Type	Parallelogram ripper with hydraulic pitch adjustment	
	Single-shank (3-hole height adjustment in each shank)	*Multi-shank (3) with hydraulic pitch (2-hole height adjustment in each shank)*
Weight	3617 kg (7,974 lb.)	4767 kg (10,509 lb.)
N Ripping Depth		
Maximum	1201 mm (3 ft. 11 in.)	791 mm (31 in.)
Minimum	421 mm (17 in.)	476 mm (19 in.)
O Lifting Height		
Maximum	1040 mm (3 ft. 5 in.)	985 mm (3 ft. 3 in.)
Minimum	260 mm (10 in.)	476 mm (19 in.)
P Overall Length, Attachment Raised	1.8 m (6 ft. 0 in.)	1.8 m (6 ft. 0 in.)
P! Overall Length, Attachment Lowered	2.4 m (7 ft. 9 in.)	2.4 m (7 ft. 9 in.)
Q Toolbar Width	1.3 m (4 ft. 4 in.)	2.4 m (8 ft. 0 in.)
R Distance Between Teeth	—	1.1 m (3 ft. 7 in.)
S Maximum Pitch Adjustment	31 deg.	31 deg.





1050J DOZER WITH MULTI-SHANK REAR RIPPER

Additional equipment

Key: ● Standard ▲ Optional or special

See your John Deere dealer for further information.

950J	1050J	Engine
●	●	Meets EPA Tier 3/EU Stage IIIA emissions
●	●	Direct-injection, intercooled, turbocharged in-line 6-cylinder
●		Liebherr D 936-L A6
	●	Liebherr D 946-L A6
●	●	Spin-on engine oil filter with anti-drain-back valve
●	●	Fuel system includes precleaner with water separator
●	●	Oil-to-water engine oil cooler
●	●	Dual-element dry-type aspirated air cleaner with automatic dust ejector
●	●	Intake-mounted air-inlet heater start aid
●	●	Key start switch with electric fuel shutoff
●	●	Electronic engine throttle control
▲	▲	Alternator air prescreener
		Cooling
●	●	Engine coolant rated –37 deg. C (–34 deg. F)
●	●	Hydraulically driven, front-mounted suction-type cooling fan
●	●	Radiator, heavy-duty, 5 fins per in.
●	●	Transmission oil cooler with hydraulically driven cooling fan
●	●	Transmission cooler rated 5 fins per in.
●	●	Hinged, reinforced radiator guard
▲	▲	Reversing fan drives available for engine and hydraulic cooling systems
		Powertrain
●	●	Dual-path hydrostatis transmission
●	●	Automatic load sensing for speed and power management
●	●	Automatic-tracking steering control with single-lever steering, direction/speed control with counter-rotation
●	●	Infinite speed control; speed-in-grip with fingertip speed control; dealer-selectable transmission operating parameters
●	●	Double-reduction final drives with wet multi-disc brakes
●	●	Integral final-drive seal protection
●	●	Primary and secondary service brakes
▲	▲	Engine air dual-stage precleaner with debris screen
▲	▲	Final drive seal guards
		Hydraulics
●	●	Load-sensing proportional-flow pump
●	●	258-L/min. (68 gpm) pump flow
●		Hydraulic/transmission oil reservoir with service shutoff, 189 L (49.9 gal.)
	●	Hydraulic/transmission oil reservoir with service shutoff, 210 L (55.5 gal.)
●	●	Pilot-pressure control system
●	●	2-function hydraulic valve with quick-drop blade feature; single-lever blade control compatible for additional functions
●	●	20/5-micron replaceable dual-stage filter element
●	●	"O"-ring seal connectors
●	●	Hydraulic diagnostic ports

950J	1050J	Electrical
●	●	24-volt system
●	●	80-amp alternator
●	●	Dual 1,000-CCA batteries
●	●	Circuit breakers
●	●	Positive-terminal battery covers
●	●	Electrically activated battery
●	●	Master disconnect
●	●	Backup warning alarm
●	●	Cab work lights (6), front (4) and rear (2)
▲	▲	Additional grille-mounted front lights (2)
▲	▲	Additional lift-cylinder lights (4)
▲	▲	Additional rear cab-mounted lights (2)
		Undercarriage
●	●	Oscillating track frames
●	●	Heavy-duty, sealed, and lubricated track frames
●	●	Hydraulic track adjusters with dirt cover
●	●	Front idler and sprocket chain guides
●	●	Integrated track frame cover
●		Standard track frame, 1980-mm (78 in.) gauge
▲	●	Frame, 2180-mm (86 in.) gauge
▲	●	Extreme-duty grouser shoes, 560 mm (22 in.)
●	▲	Extreme-duty grouser shoes, 610 mm (24 in.)
▲	▲	Extreme-service grouser shoes, 660 mm (26 in.)
▲		Moderate-service grouser shoes, 660 mm (26 in.)
	▲	Extreme-service grouser shoes, 710 mm (28 in.)
▲		Moderate-service grouser shoes (LGP), 812 mm (32 in.)
▲		Moderate-service grouser shoes (LGP), 914 mm (36 in.)
		Operator's Station
●	●	Modular-design ROPS/FOPS isolation-mounted cab with left and right access
●	●	Heater, 35,000 Btu, and air conditioning, 28,000 Btu
●	●	Pressurized and filtered ventilation with 3-speed blower
●	●	Front windshield washer, and rear and door window wipers
●	●	Dome light, rubber floor mats, interior-mounted rearview mirror, built-in operator's manual storage compartment with manual, and cup holder
●	●	Slip-resistant steps and ergonomically located handholds
●	●	Comfort air-suspension fabric seat with adjustable armrests, backrest, height, weight, and fore-aft
●	●	Seat belt, 50 mm (2 in.), with retractor
●	●	Electronic monitor system with audible and visual warning for park brake; hydrostatic transmission pressure; engine air filter restriction; hydraulic/transmission filter restriction; low alternator voltage; final drive seal leak indicator; transmission-selected speed indicator

950J	1050J	Operator's Station *(continued)*
●	●	Indicators for engine rpm and hydraulic/hydrostatic oil temperature
●	●	Gauges, electric, illuminated for engine oil pressure, engine coolant temperature, fuel gauge, and hour meter
●	●	Radio-ready, 12-volt/10-amp power port
▲	▲	AM/FM radio
▲	▲	Powered cab air-filtration system
▲	▲	Tank guard
		Overall Vehicle
●	●	1-piece unitized mainframe
●	●	Onboard cab-tilt system for full access to hydrostatic motors
●	●	Reinforced engine bottom guards
●	●	Rear retrieval hitch
●	●	Heavy-duty hinged bar-type grille
●	●	Locking vandal protection for perforated engine-access doors, and hydraulic- and transmission-access door
●	●	Storage compartments (2)
▲	▲	Fast-fill fuel system
▲	▲	JDLink™ wireless communication system (available in specific countries; see your dealer for details)
		Attachments
▲		Semi-U blade with standard cutting edges, 3690 mm (145 in.), 7.2 m^3 (9.43 cu. yd.) (standard)
▲		Semi-U blade with standard cutting edges, 4520 mm (178 in.), 6.0 m^3 (7.86 cu. yd.) (LGP)
	▲	Semi-U blade with standard cutting edges and cupped end bits, 4030 mm (159 in.)
	▲	U blade with standard cutting edges and cupped end bits, 4318 mm (170 in.)
▲	▲	Dual-function hydraulic controls and plumbing
▲	▲	Single-function hydraulic controls and plumbing
▲	▲	Dual blade-tilt cylinder for power pitch and tilt
▲	▲	Push plates, blade liners, and end bits
▲	▲	Multi-shank ripper
	▲	Single-shank ripper
▲	▲	Rear counterweight with drawbar (cannot be used with ripper)
▲	▲	Rigid heavy-duty drawbar (cannot be used with rear counterweight or ripper)
▲	▲	Rock guards
▲	▲	Waste-handler package
	▲	Woodchip package
	▲	Coal package
▲	▲	Winch-ready package
▲		Limb risers
▲	▲	Complete window-screen package, front, rear, and sides

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 3050-m (10,000 ft.) 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 units with standard equipment, modular ROPS/cabs, full fuel tanks, and 79-kg (175 lb.) operators.

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