450D
Crawler Bulldozer
455D
Crawler Loader



TECHNICAL MANUAL

TM1291 (Oct-87)
LITHO IN U.S.A.

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450D CRAWLER BULLDOZER AND 455D CRAWLER LOADER TECHNICAL MANUAL TM-1291 (OCT-87)

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INTRODUCTION

This technical manual is part of a twin concept of service.

FOS Manuals - for reference

Technical Manuals - for actual service

The two kinds of manuals work as a team to give you both the general background and technical details of shop service.

Fundamentals of Service (FOS) Manuals cover basic theory of operation, fundamentals of troubleshooting, general maintenance, and basic types of failures and their causes. FOS Manuals are for training new personnel and for reference by experienced technicians.

Technical manuals are concise service guides for specific machines. Technical manuals are on-the-job guides containing only the vital information needed by an experienced service technician.



63A;T85956, T28;I II01 150383

FEATURES OF THIS TECHNICAL MANUAL

- John Deere ILLUSTRUCTION format emphasizing detailed pictures and fewer words in easy-to-use modules.
- Removal and installation groups preceding some repair groups.
- A section of system diagnostic testing.
- Table of contents of all sections at the front of the manual and a listing of all groups and headings at the front of each section.
- Special tools and specifications listed at the front of each group they are used in.
- Special tools illustrated in numerical order at end of manual.
- Alphabetical listing of all major components, specifications, and special tools.
- Safety rules, general specifications, and lubrication specifications.

This technical manual was planned and written for you - an experienced service technician. Keep it in a permanent binder in the shop where it is handy. Refer to it when you need to know correct service procedures or specifications.

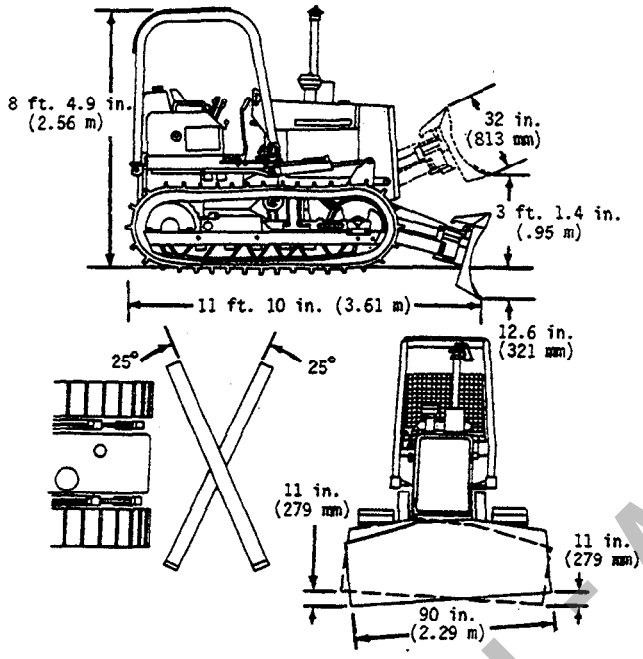
Using the technical manual as a guide will reduce error and costly delay. It will also assure you the best in finished service work.



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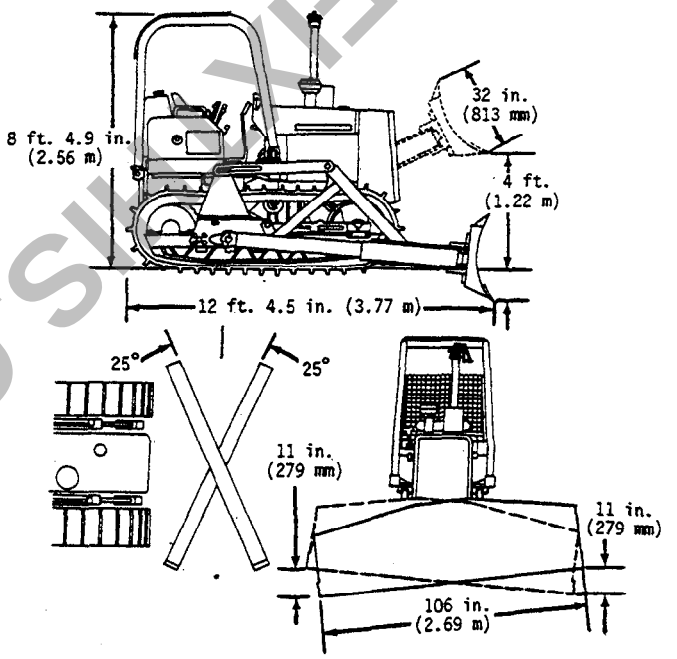
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450D Crawler Dozer With 6405 Blade

88A;T90425 T82;CRSP A 250283

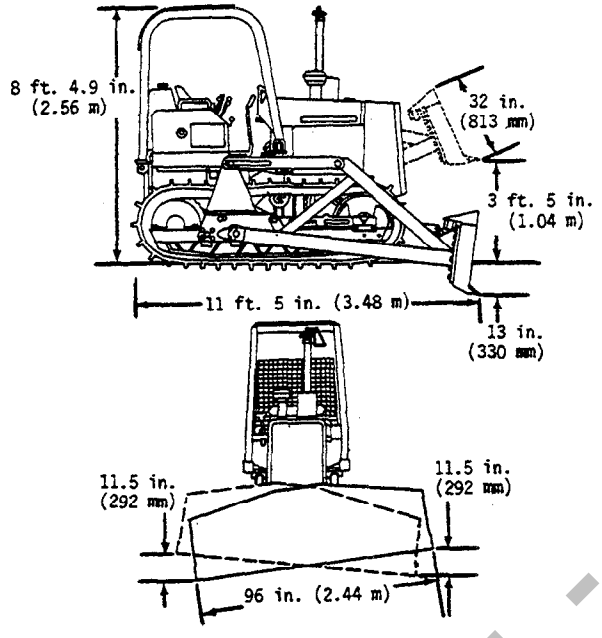


450D Crawler Dozer With 6410 Blade

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450D Crawler Dozer With 6415 Blade

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450D Crawler Dozer

Capacities:	**U.S.**	**Metric**
Engine coolant	4 gal	15.0 L
Engine oil including filter	9 qt	8.5 L
Transmission	8 gal	30.3 L
Final drive (each side)	6.25 qt	5.9 L
Hydraulic reservoir	6 gal	22.7 L
Hydraulic system:		
(6405 dozer)	9.5 gal	36.0 L
(6410 dozer)	8.5 gal	32.2 L
(6415 dozer)	8.5 gal	32.2 L
Steering clutch housing (each side)	7 gal	26.5 L
Fuel tank	31 gal	117.3 L

SAE Operating Weight:

16 in. (406 mm) grouser shoes	12,260 lb (5560 kg)
6405 dozer and 16 in. (406 mm) grouser shoes	14,640 lb (6640 kg)
6410 dozer and 18 in. (457 mm) grouser shoes	14,830 lb (6727 kg)
6415 dozer and 18 in. (457 mm) grouser shoes	15,240 lb (6913 kg)

(Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with ICED and SAE Standards. Except where otherwise noted, these specifications are based on a unit with roll-over protective structure and standard equipment.)

T82;CRSP M 200683

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HARDWARE TORQUE SPECIFICATIONS

Check all cap screws and nuts, which can be easily reached, to be sure they are tight. If hardware is loose, tighten it to torque shown on chart below unless a special torque is specified.

T82;EXMA V 150383

NOTE: Torques shown are for dry (no lubrication on threads) hardware.

NOTE: Torque wrench tolerance is ± 10 percent of specified torque.

Customary Hardware

Cap Screw Size-Inches	Grade B		Grade D		Grade F	
	lb-ft.	(N-m)	lb-ft.	(N-m)	lb-ft.	(N-m)
1/4	----	----	10	(14)	14	(19)
5/16	----	----	20	(27)	30	(41)
3/8	----	----	35	(47)	50	(68)
7/16	35	(47)	55	(75)	80	(108)
1/2	55	(75)	85	(115)	120	(163)
9/16	75	(102)	130	(176)	175	(237)
5/8	105	(142)	170	(230)	240	(325)
3/4	185	(251)	300	(407)	425	(576)
7/8	160	(217)	445	(603)	685	(929)
1	250	(339)	670	(908)	1030	(1396)
1-1/8	330	(447)	910	(1234)	1460	(1979)
1-1/4	480	(651)	1250	(1695)	2060	(2793)

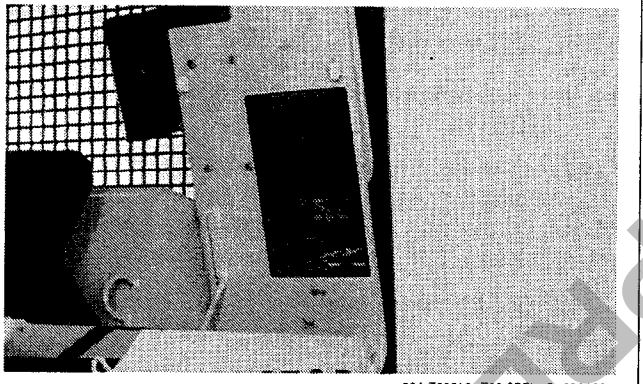
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USE PERIODIC MAINTENANCE CHART

The chart and the operator's manual list all the service points and the procedures for maintaining the machine. Use them to check, service, and adjust your customer's machine.



88A;T90560 T82;CRFL G 210683

FUEL SPECIFICATIONS

Use ONLY clean, high-quality fuel.

Use Grade No. 2-D fuel above 40°F (4°C).

Use Grade No. 1-D fuel at temperatures below 40°F (4°C). Use Grade 1-D fuel for all air temperatures at altitudes above 5000 ft (1 500 m).

IMPORTANT: If fuel sulfur content exceeds 0.5 percent, the engine oil drain interval must be reduced by 50 percent (to 100 hours).

Use fuel with less than 1.0 per cent sulfur. If possible, use fuel with less than 0.5 per cent sulfur.

For maximum filter life, sediment and water should not be more than 0.10 per cent.

The cetane number should be 40 minimum. If you operate your machine where air temperatures are normally low or where altitudes are high, you may need fuel with a higher cetane number.

Cloud Point - For cold weather operation, cloud point should be 10°F (6°C) below lowest normal air temperature.

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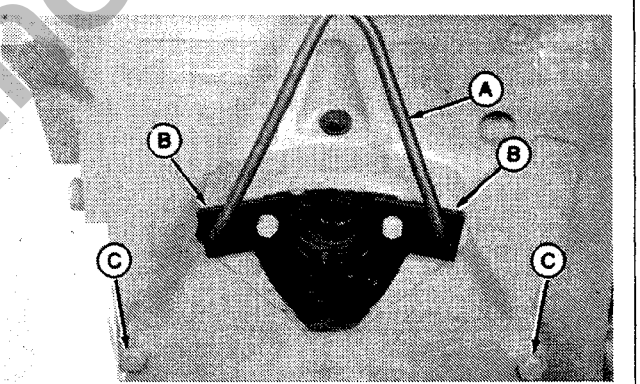
8. Remove input shaft using adapter OTC 12M 7/16"—14M and slide hammer. If shaft does not come out easily, tap bearing with a small drift to eliminate binding on the shaft. Lift out inner bearing.



9AG;T91344 T47;0250 207 130783

9. Remove the upper two final drive-to-steering clutch housing cap screws. Install special yoke (A), which can be made of 12.7 mm (1/2 in.) round stock. Secure yoke clamp (B) with two cap screws.

10. Attach sling. Remove the lower two cap screws (C) and separate final drive housing from steering clutch housing.

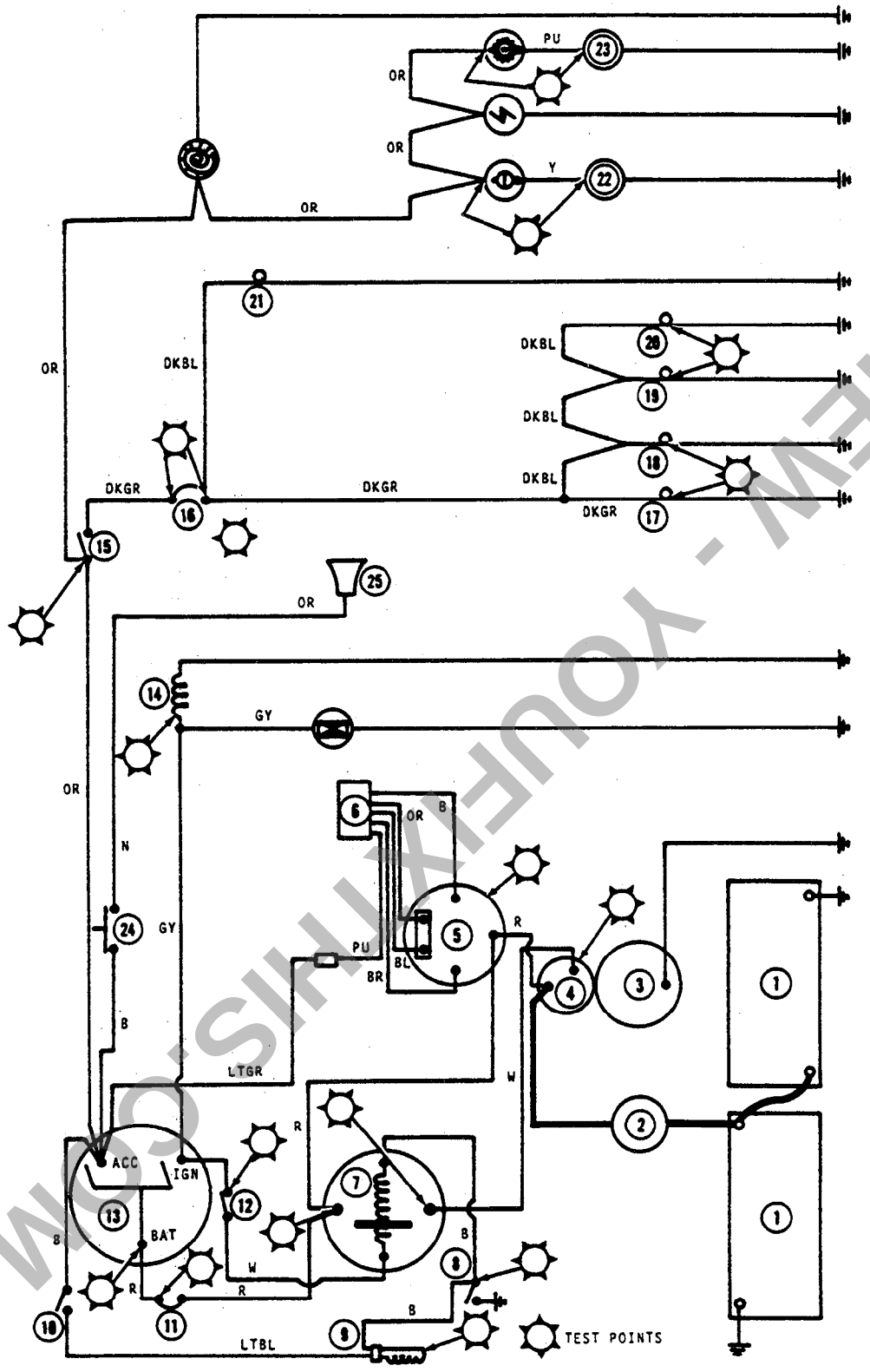




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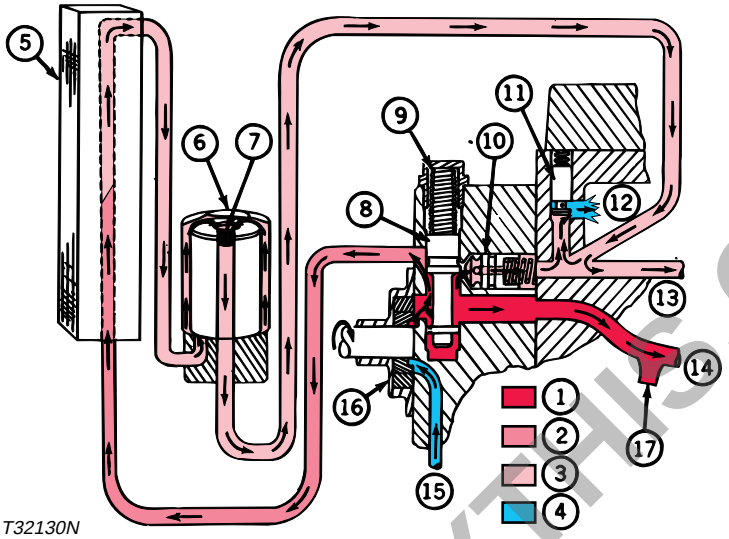


Electrical System Schematic

1AS;T94133 T59;9015 249 240883

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POWER TRAIN HDYRAULICS



T32130N

1—Pressure Oil
2—Intermediate Pressure Oil
3—Low Pressure Oil
4—Return Oil
5—Oil Cooler
6—Oil Filter
7—Filter Bypass
8—Pressure Regulating Valve
9—Shims
10—Cooler Bypass Valve
11—Lube Relief Valve
12—Excess Oil To Clutches
13—Lube Oil To Clutches
14—Engaging Oil to Clutches
15—Oil From Reservoir
16—Transmission Oil Pump
17—To Steering Clutches

The power train hydraulic oil system cools and filters the transmission oil and delivers it as needed for all functions of the transmission and steering clutches.

Oil is sucked out of the reservoir (transmission case) by the transmission oil pump and is sent to the pressure regulating valve. The pressure regulating valve is shim adjustable and delivers pressure oil to the H-L-R and steering clutches for engagement or to the oil cooler to be cooled and filtered and return for clutch lubrication.

Oil that is not required for engagement of the H-L-R clutches or the steering clutches is sent to the cooler, filter, and lube. If the pressure differential between oil cooler inlet and oil cooler outlet (lube) exceeds 620 ± 70 kPa (6.2 ± 0.7 bar) (90 ± 10 psi), the oil cooler bypass opens and diverts excess oil to the lube circuit. If lube pressure exceeds 450 ± 50 kPa (4.5 ± 0.5 bar) (65 ± 7 psi) the lube relief valve opens and dumps excess oil to reservoir.

If the oil filter clogs, the filter bypass valve opens and allows unfiltered oil to go to the lube circuit.

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DIAGNOSING ENGINE MALFUNCTIONS

Problem	Possible Cause	Verification/Solution
Engine Will Not Start or Starts Hard.	Fuel tank empty	Check fuel.
	Improper type of fuel	Check fuel quantity.
	Debris in fuel	Check fuel filters, fuel tank strainer. Test fuel system pressure (Group 9010).
	Air leak on suction side of fuel system	Check for bubbles in fuel filter and tighten connections.
	Fuel shutoff valve closed at tank	Open valve.
	Fuel tank vent plugged	Check and replace.
	Water in fuel	Drain water from fuel.
	Restricted air filters	Check air filter restriction indicators and air filters.
	No electrical power to injection pump solenoid	Turn key switch to "ON". Must hear solenoid click. Replace fuse or repair wiring.
	Improper injection pump timing.	Check timing (Group 0413).
	Defective injection pump.	Remove and test pump (Group 0413).
	Defective injection nozzle(s)	Remove and test nozzles (Group 0413).
	Stuck injection pump metering valve	Repair.
	Faulty electric shut-off	Adjust shut-off linkage (Group 9010). Test solenoid (Group 9015).
	Slow cranking speed	Check battery and connections. Check hydraulic pump destroke solenoid.
	Worn compression rings or low compression.	Verify, repair.
	Blown head gasket.	Verify, repair.
Engine Starts and Stops	Air in fuel system	Correct air leak, bleed system.
	Fuel tank vent plugged	Clean or replace.
	Fuel filter clogged	Replace filter.

Continued on next page

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SPECIAL TOOLS

NOTE: Order tools from your SERVICE-GARD™ Catalog, unless otherwise indicated.

Number	Name	Use
JDG393	Engine Lifting Set	Remove and install engine

T49;0400 173 290683

ENGINE INSTALLATION SPECIFICATIONS

Clutch Housing to flywheel
housing cap screw ..... 339 ± 34 N·m
(250 ± 25 lb-ft)

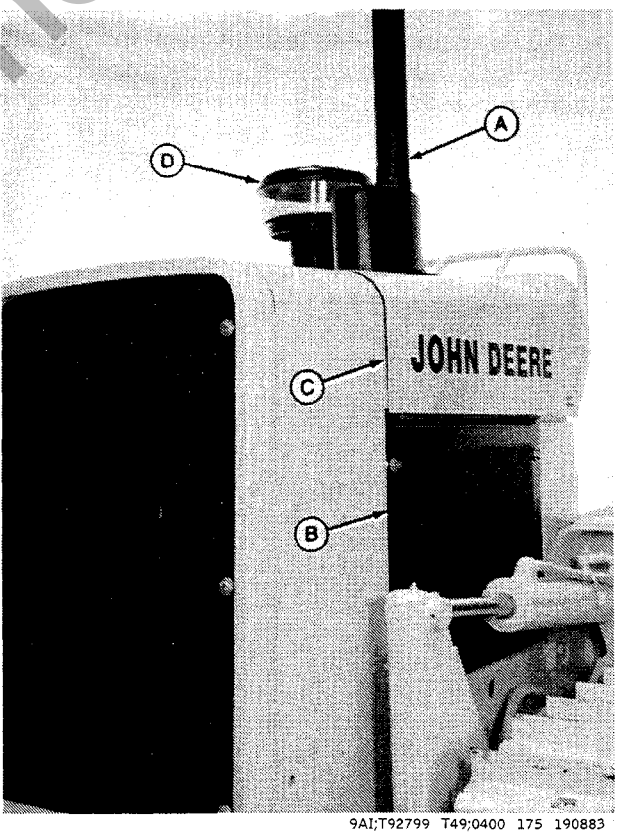
Flywheel housing to clutch
housing cap screws ..... 230 N·m
(170 lb-ft)

T49;0400 174 290683

REMOVE ENGINE

1. Remove pre-cleaner (D), muffler extension (A), engine side shields (B), and hood (C).

2. Remove front bottom guard.



9AI;T92799 T49;0400 175 190883

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Section 99
SPECIAL TOOLS

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JT38007 Track Roller Installation Tool	9900-04
JT38014 Final Drive Housing Lifting Tool	9900-05
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JT38020 Special Wrench	9900-08
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JT38037 Lifting Plate	9900-12
JT38038 Spring Tool	9900-13
JT38042 Alignment Stud	9900-14

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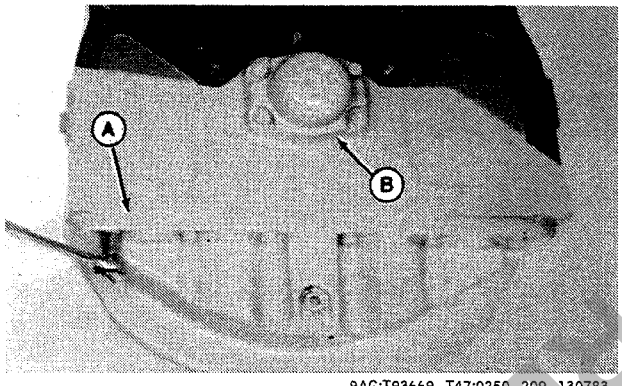
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DISASSEMBLE FINAL DRIVE ASSEMBLY

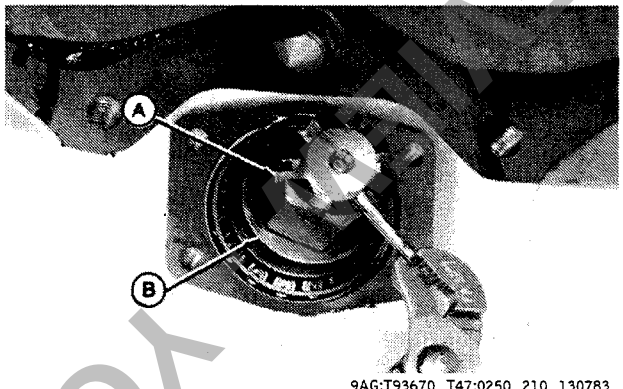
1. Remove 12 cap screws and lock washers to remove oil pan (A) and gasket.

2. Remove four cap screws and lock washers to remove cover (B) and gasket.



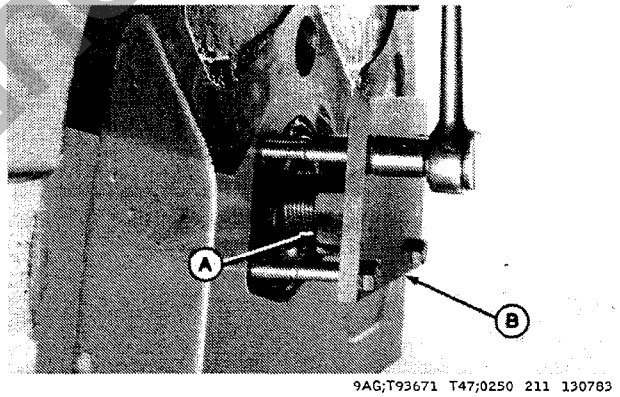
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3. Remove cotter pin to remove nut (A) and special washer (B).



9AG;T93670 T47;0250 210 130783

4. Invert nut (A) which was removed and install on flanged axle. Install Flanged Axle Shaft Removing Tool (B) with four cap screws (3/8 x 2-1/2 in.). Tighten cap screws evenly to push flanged axle from its seat. Remove tool and nut.



9AG;T93671 T47;0250 211 130783

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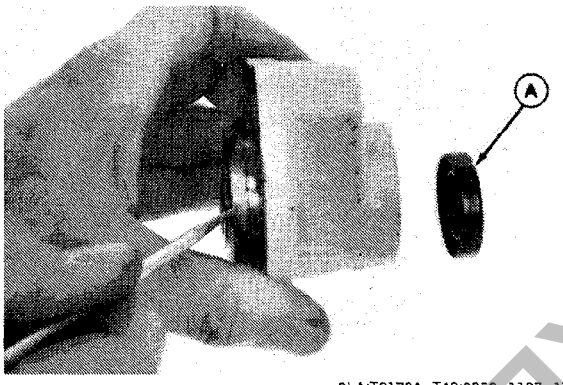
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DISASSEMBLE, INSPECT AND ASSEMBLE SHIFT LINKAGE

1. Remove O-ring. Inspect seal (A) for wear or damage. Replace only if necessary.

2. Install new O-ring.

3. Install new seal (A) using 27496 and 27507 Disks from D-01045AA Bushing, Bearing and Seal Driver Set.

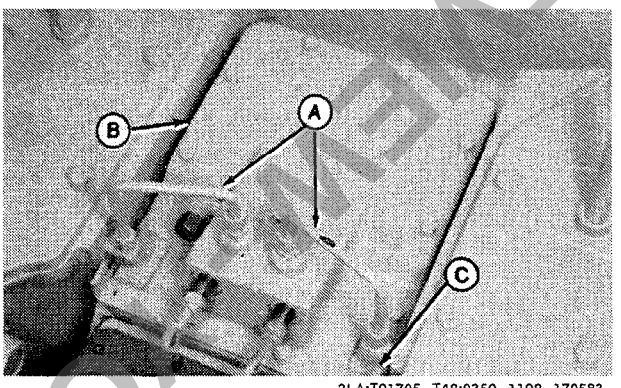


2LA;T91704 T48;0350 1197 170583

REMOVE REAR DRIVE SHAFT

1. Disconnect and remove lines (A).

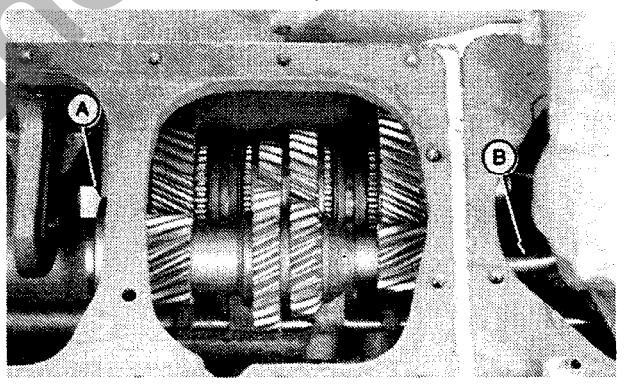
2. Remove 10 cap screws and lock washers and remove cover (B) and bracket (C).

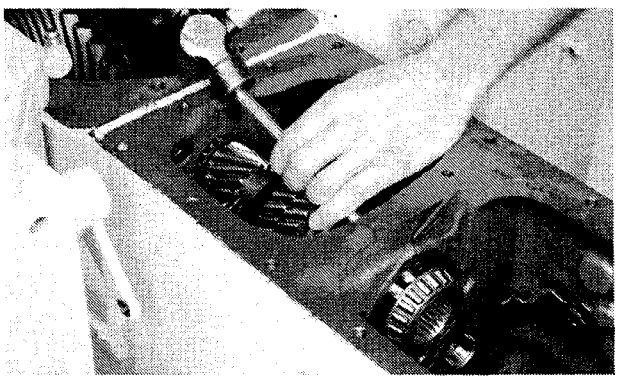


2LA;T91705 T48;0350 1198 170583

3. Move shift lever to neutral. With soft steel drift (B), carefully drive bearing cup (A) from its bore.

4. Remove front bearing cone using a soft steel drift and remove shaft.





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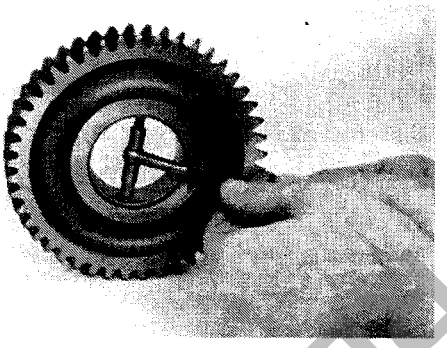
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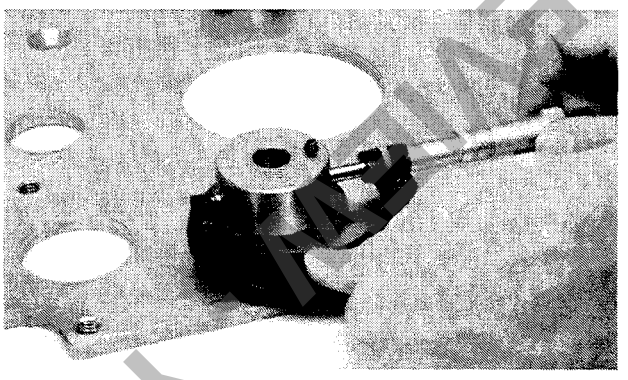
MEASURE IDLER GEAR BUSHING AND SHAFT

IDLER GEAR SPECIFICATIONS

	New Part	Wear Limit
Bushing I.D.	44.50 t0 44.53 mm (1.752 to 1.753 in.)	
Shaft O.D.	44.45 to 44.48 mm (1.750 to 1.751 in.)	
Oil Clearance ...	0.03 to 0.08 mm (0.001 to 0.003 in.)	.... 0.15 mm (0.006 in.)

If oil clearance is more than the specification, replace worn parts with new ones.

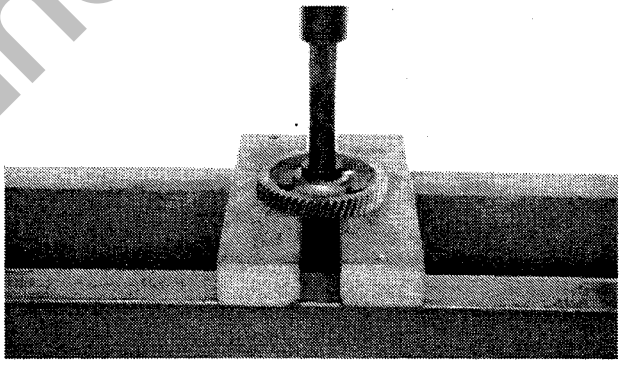




2AJ;T81273, T81347 T49;0402 98 230283

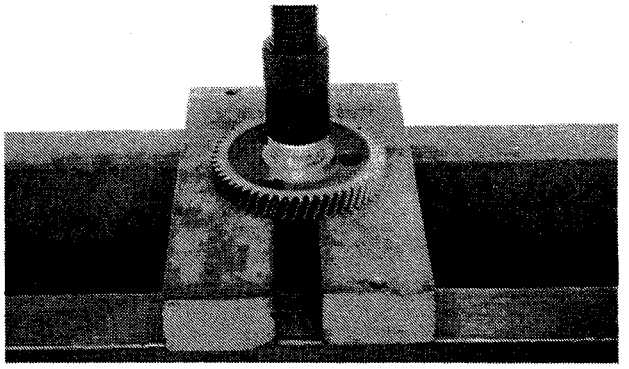
REMOVE AND INSTALL IDLER GEAR BUSHINGS

1. Push bushing out of gear with 27512 Disk and 27488 Handle from D-01045AA Master Bushing, Bearing and Seal Driver Set.



2AJ;T88701 T49;0402 99 240283

2. Push bushing into idler gear with JD-252 Idler Gear Bushing Driver.



2AJ;T88702 T49;0402 100 240283

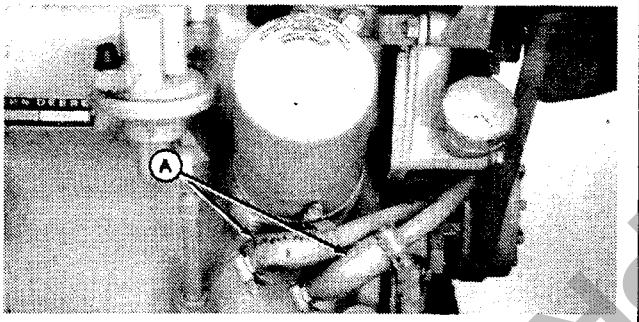
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REMOVE OIL COOLER

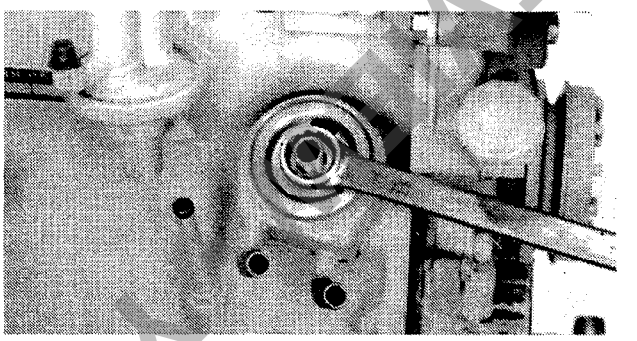
1. Remove oil filter.

2. Disconnect hoses (A) from oil cooler.



3AJ;T88869 T49;0419 01 280283

3. Remove threaded nipple to remove oil cooler.

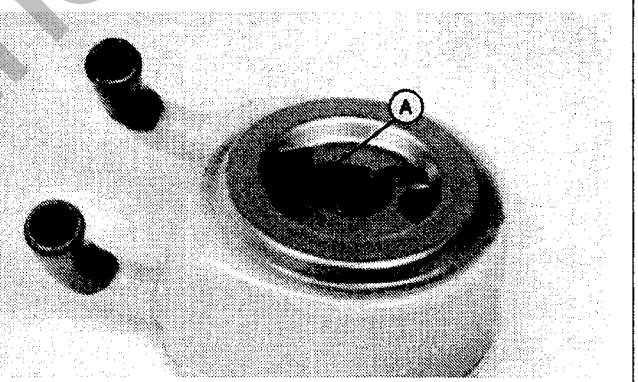


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REMOVE AND INSTALL OIL COOLER RELIEF VALVE

1. Remove oil cooler relief valve (A) and inspect for damage. Replace if necessary.

2. Install relief valve.

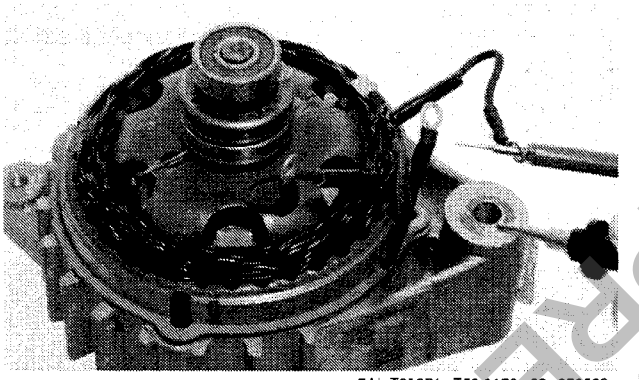


3AJ;T91328 T49;0419 35 280283

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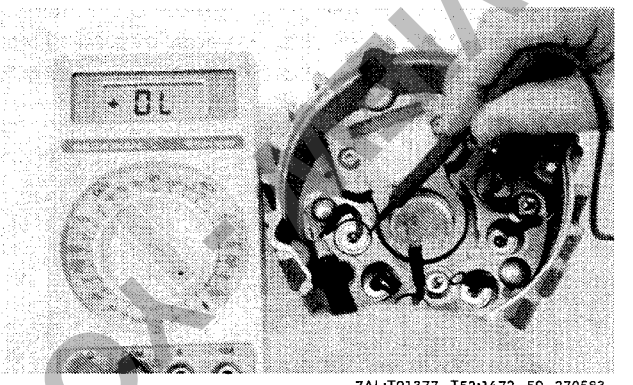
10. Use ohmmeter to check the stator for a grounded winding. Touch one probe to any of the leads and one to the ground. The meter must not register continuity "OL". If it registers continuity "O", a stator winding is grounded and the stator must be replaced.



7AL;T91376 T52;1672 58 270583

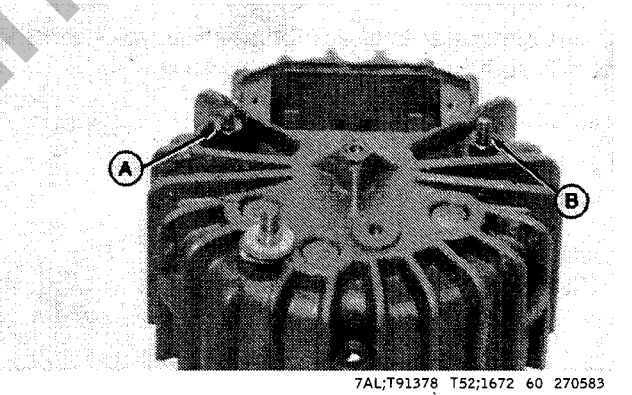
11. Test diodes: If any of the positive diodes are defective the diode plate must be removed. Negative diodes can be replaced without removing the diode plate.

IMPORTANT: If D-27501BM Digital Volt—Ohm—Amp Meter is used to check diodes, it must be set on the diode test position. In one direction reading must be read "OL" (high resistance) with meter leads reversed reading must be in a range of "0.5" to "1.0" (low resistance).



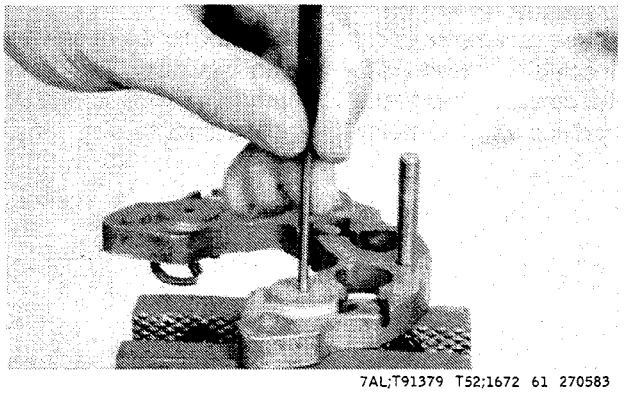
7AL;T91377 T52;1672 59 270583

12. To separate the diode plate from the alternator half, remove the nut and insulator on the stator terminal (A) and the nut on the ground terminal (B).



7AL;T91378 T52;1672 60 270583

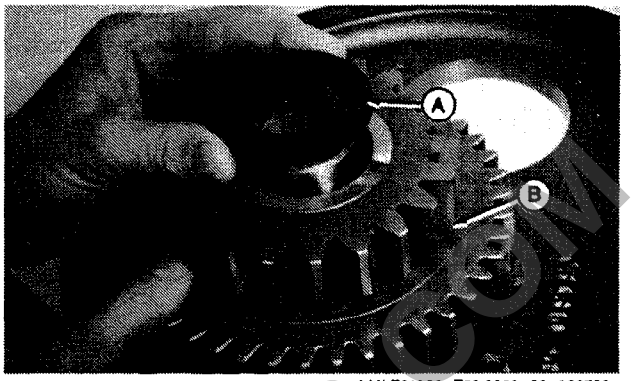
13. Remove diodes if defective. Use a standard punch.



7AL;T91379 T52;1672 61 270583

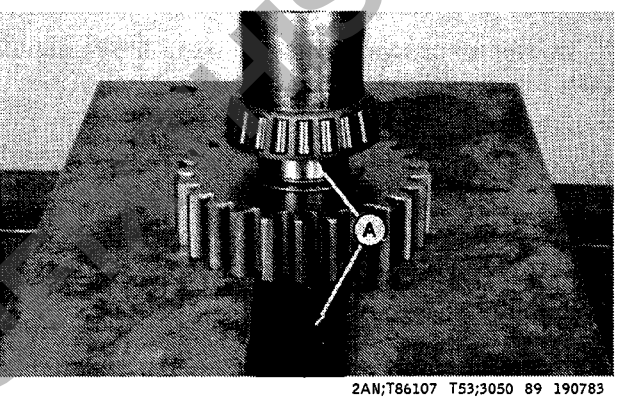
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18. Install gear cluster (B) and thrust washer (A).



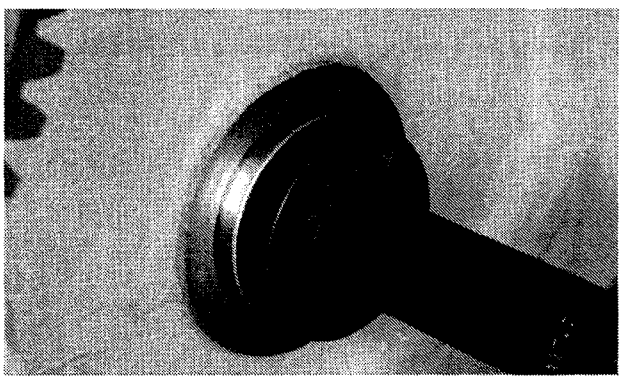
2AN;T86189 T53;3050 88 190783

19. Install bearing cones (A) using a press and a pipe with 38 mm (1.5 in.) I.D. x 46 mm (1.8 in) O.D. x 152 mm (6 in.) length. Be certain bearings are seated.



2AN;T86107 T53;3050 89 190783

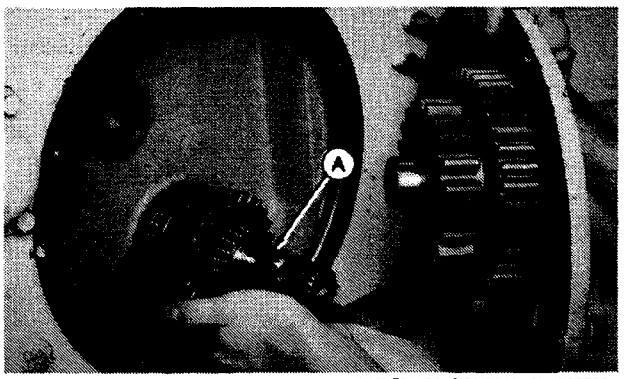
20. Install bearing cup using 27524 disk.



2AN;T86108 T53;3050 90 190783

21. Apply plastic gasket to front cover.

22. Position gasket and install input drive shaft assembly and front cover with idler gears.



2AN;T86188 T53;3050 91 190783

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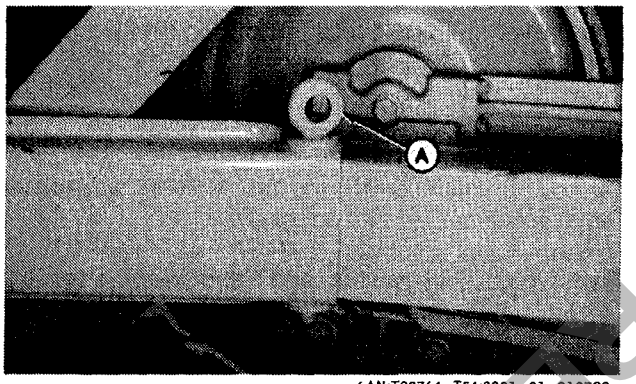
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REMOVE AND INSTALL MODEL 6410 DOZER BLADE

1. Lower blade to ground, stop engine and operate controls to relieve hydraulic pressure.

2. Attach hoist to blade to prevent tipping as pins are removed.

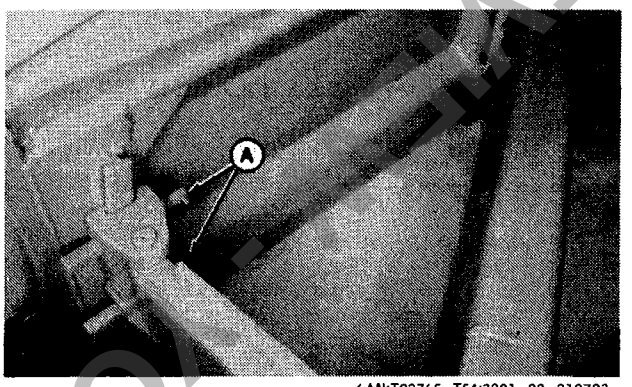
3. Remove angling arm pins (A).



6AN;T92764 T54;3201 01 210783

4. Use a large hammer to drive wedges (A) loose.

5. Slide angling arm upward and remove from blade.

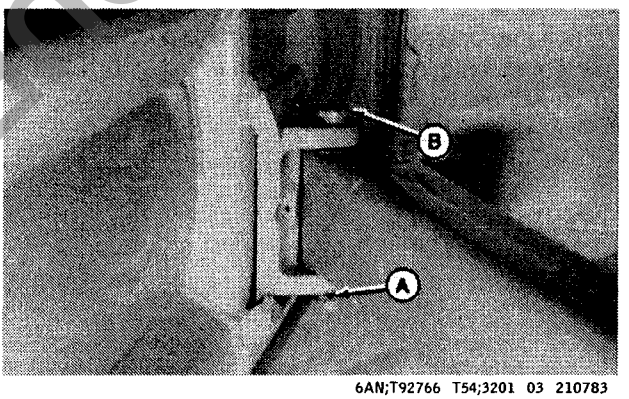


6AN;T92765 T54;3201 02 210783

6. Remove spring pin (A) and center pin (B).

7. Remove dozer blade from frame.

8. Install dozer blade by reversing removal procedure.

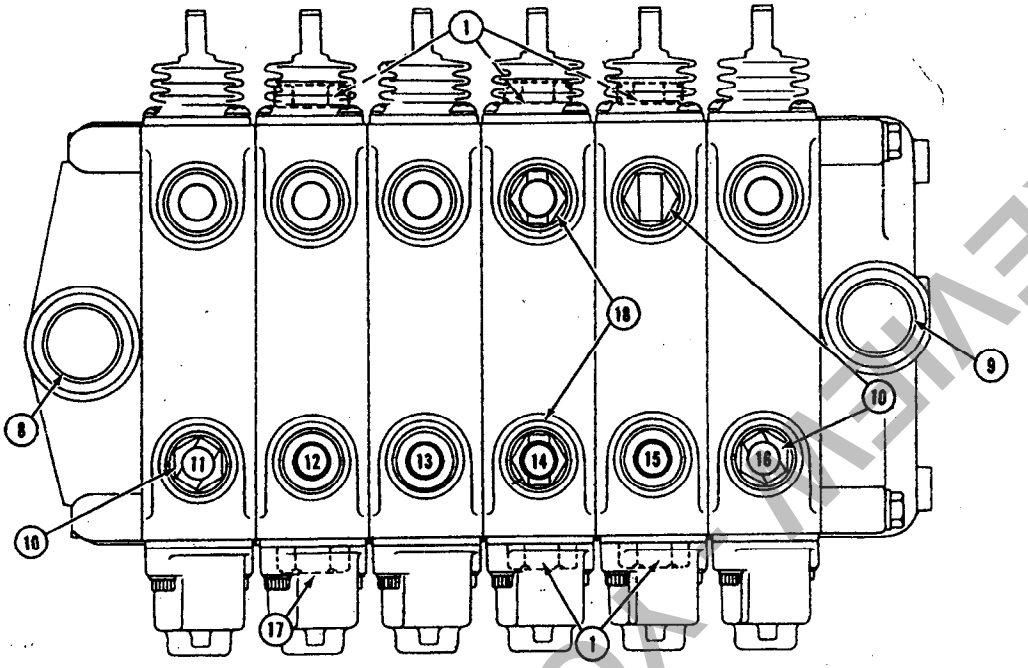


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BACKHOE CONTROL VALVE SPECIFICATIONS



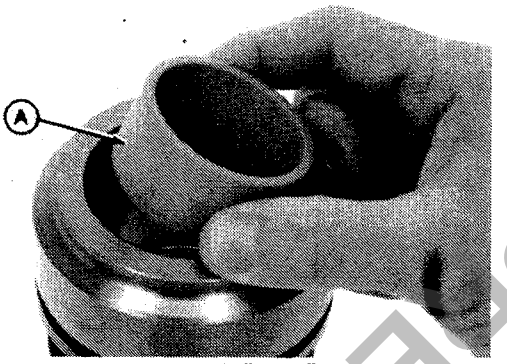
1. Crowd relief valve setting
   17 240 kPa (172 bar) (2500 psi)
2. Swing relief valve setting
   16 375 kPa (164 bar) (2375 psi)
3. Boom relief valve setting
   18 960 kPa (190 bar) (2750 psi)
4. Tie bolt torque 34-54 N·m (25-40 lb-ft)
5. Boom orifice size . . . . . 5.56 mm (0.219 in.)
6. Stabilizer orifice size . . . . . 3.57 mm (0.1405 in.)
7. Boom relief valve setting
   17 240 kPa (172 bar) (2500 psi)
8. Swing relief valve setting
   16 375 kPa (164 bar) (2375 psi)
9. Relief valve to valve torque
   14-27 N·m (10-20 lb-ft).

7AV;T25051 T58;3360A 375 210983

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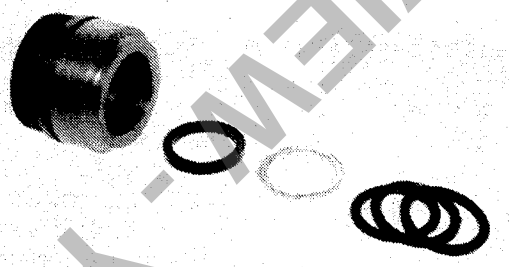
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3. Install wear ring, chamfered end toward threaded end of rod guide.



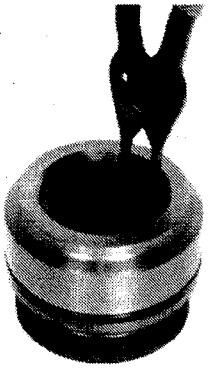
5AV;T93400 T58;3360B 508 180883

4. Install packing ring, nylon ring, and three piece packing with Vee end facing away from threaded end of rod guide.



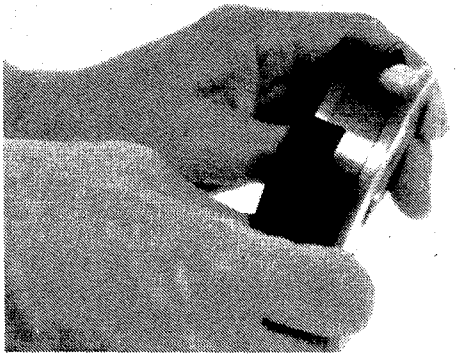
5AV;T93404 T58;3360B 509 190883

5. Install snap ring.



5AV;T93396 T58;3360B 510 220883

6. Install wear ring on piston retainer.



5AV;T93393 T58;3360B 511 220883

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VISUALLY INSPECT ELECTRICAL SYSTEM

Inspect the electrical system for clues to the malfunction. Check to see if the unit can be operated without further damage to the sytem.

Always check these items before turning on switches or running the unit.

1. Look for bare wires that could cause grounds or shorts. Shorted wires can damage the charging system.

2. Look for loose or broken wires.

3. Inspect all connections, especially battery connecting points. Cleaning harness connectors or ground connections can often correct what appears to be a defective component.

4. Check the battery electrolyte level. Continued loss of electrolyte indicates over-charging or cracked battery case.

5. Check fan belt tension (see Group 9010).

6. Inspect for overheated parts after the unit has been stopped for a while. They will often smell like burned insulation. Put your hand on the alternator. Heat in these parts when the unit has not been operated for some time is a sure tip-off to the charging circuit problems.

If your visual inspection does not indicate the possible malfunction, but your inspection does indicate that the machine can be run, turn the key switch to the IGN position. Try out the accessory circuits, indicator lights, gauge lights, etc. How does each of these components work? Look for sparks or smoke which might indicate shorts.

Start machine. Check all gauges for good operation and check to see if system is charging or discharging.

In general, look for anything unusual.

Many electrical failures cannot be detected even if the machine is started. Therefore, a systematic and complete inspection of the electrical system is necessary.

T59;9015 07 060983

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LOADER AND DOZER CYLINDER DRIFT TEST PER MINUTE

Oil temperature ..... 40 ± 1°C 9104 ± 2°F)

Boom Cylinder	**Drift down (max)**	**Drift up (max)**
Loader	0.5 mm (0.020 in.)	1 mm (0.040 in.)
Dozer	0.6 mm (0.024 in.)	0.6 mm (0.024 in.)
	Left (max.)	**Right (max.)**
Blade Tilt Cylinder	0.9 mm (0.035 in.)	0.9 mm (0.035 in.)
	Dump (max.)	**Crowd (max.)**
Bucket Cylinder	0.6 mm (0.024 in.)	0.3 mm (0.012 in.)
Cylinder only	**In**	**Out**
	0.05 mm (0.002 in.)	0.05 mm (0.002 in.)

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9300 AND 9550 BACKHOE BOOM, CROWD, AND BUCKET CYLINDER DRIFT TEST PER MINUTE

Oil temperature ..... 40 ± 1°C (104 ± 2°F)

9550 Backhoe	**Drift Down (Max)**	**Drift Up (Max)**
Boom cylinder and valve	4.52 mm (0.178 in.)	3.66 mm (0.144 in.)
Boom cylinder only	0.28 mm (0.011 in.)	0.28 mm (0.011 in.)
Crowd cylinder and valve	0.56 mm (0.022 in.)	2.03 mm (0.080 in.)
Crowd cylinder only	0.05 mm (0.002 in.)	0.05 mm (0.002 in.)
Bucket cylinder and valve	3.83 mm (0.151 in.)	5.84 mm (0.23 in.)
Bucket cylinder only	0.05 mm (0.002 in.)	0.05 (0.002 in.)
9300 Backhoe	**Drift Down (Max.)**	**Drift Up (Max.)**
Boom cylinder and valve	4.22 mm (.166 in.)	
Boom cylinder only	0.28 mm (0.011 in.)	0.28 mm (0.011 in.)
Crowd cylinder and valve	0.28 mm (0.011 in.)	
Crowd cylinder only	0.05 mm (0.002 in.)	0.05 mm (0.002 in.)
Bucket cylinder and valve		5.8 mm (0.23 in.)
Bucket cylinder only	0.05 mm (0.002 in.)	0.05 mm (0.002 in.)

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