

764

HIGH-SPEED DOZER



JOHN DEERE





Accelerated productivity standard, racing stripes optional.

Feeling the need for speed? Get a 764 High-Speed Dozer. This one-of-a-kind machine finish grades and dozes up to twice as fast as a traditional crawler. Articulated-frame steering and purpose-built four-track oscillating undercarriage make it highly maneuverable. Long-life rubber tracks enable it to traverse hard surfaces such as concrete without damage. And travel to the next task at speeds up to 16 mph. You won't have to pound the pavement to keep the 764 busy, either. Standard equipped with medium-duty Category 4 drawbar and flow-adjustable rear hydraulics, this highly versatile taskmaster works well with a wide variety of pull-type attachments. Looking for a way to fast-track your productivity? Talk to your John Deere dealer about the 764. There's nothing else like it.



764 specs:

Net peak power 200–210 hp (149–157 kW)

Blade width 11 ft. 0 in. (3353 mm)

Blade height 3 ft. 3 in. (991 mm)

Track width 24 in. (610 mm)

Track on ground 53 in. (1346 mm)

Ground pressure 6.68 psi (46.1 kPa)

Ground clearance 13.1 in. (333 mm)

Operating weight 34,000 lb. (15 422 kg)

Combining the flotation of a crawler, agility of a loader, and finish-grading ability of a motor grader, the 764 helps you do more work, more quickly.

Articulated steering makes less of an impact on finish grades and provides the ultimate in maneuverability — especially around pavement and on side slopes.

Standard drawbar and selective-control hydraulics let you pull a wide variety of rear implements.

With its low center of gravity, the 764 provides exceptional stability, scaling slopes as steep as 2 to 1.

Fuel-efficient, EPA Tier 3/EU Stage IIIA John Deere PowerTech™ 6.8-L engine provides power without compromise in all conditions, delivering up to 210 hp at a low-revving 1,800 rpm.

Seeing is believing.

From the vantage point of the high-back air-suspension seat, it's easy to see why your operator will be comfortably productive. The 764's cab-forward design and generous glass ensure unsurpassed visibility of the front of the tracks and area behind, below, and beyond the blade. The spacious operator station boasts plenty of legroom, too, along with fatigue-beating comforts such as seat-mounted controls and pushbutton operation of numerous machine functions. Plus, Total Machine Control allows the operator to customize machine operation and response. For maximum productivity with minimal effort.



1. Conveniently positioned multifunction monitor provides push-button access to a wealth of operating and diagnostic info.
2. Standard front and rear work lights extend the workday. Exclusive exit lighting stays on up to three minutes after the engine is shut down, illuminating the way for an easier exit.
3. Sealed-switch module provides convenient fingertip operation of multiple machine functions.
4. High/wide-back air-suspension seat, isolation-mounted cab, and hydraulic-actuated track/frame suspension smooths the ride on rough terrain, substantially reducing fatigue.



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Wide expanse of front glass, large side and rear windows, and narrow, low-profile forward console allow virtually unrestricted all-around visibility.

Cab-forward design isolates the operator from powertrain noise and vibration. At just 72 dBA, it's refreshingly quiet.

Ergonomic seat-mounted levers and controls move with the operator for low-effort operation. Joystick provides intuitive control of steering, forward/reverse travel, and ground speed.

Total Machine Control lets you customize machine operation and response through the monitor. For example, the decelerator can be set to slow both ground speed and engine rpm or just ground speed to maintain tractive effort without affecting engine power and hydraulic response.

Automotive-style directional vents provide effective airflow to help keep the view clear and pressurized cab comfortable.

There's plenty of onboard storage for a beverage, cooler, and other carryons. Plus, a 12-volt outlet to power cell phones, MP3 players, or other devices.



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Unconventional undercarriage, unmatched advantages.

A key component in this high-speed dozer's ability to fly through work, its one-of-a-kind four-track undercarriage delivers numerous advantages. Purpose-built specifically for the 764's power, speed, and weight, there's nothing "off-the-shelf" about it. Hard-surface-friendly rubber tracks also thrive in wet sand and other conditions that quickly consume conventional steel undercarriages. Track frame and mid-roller bogies pivot independently, and the rear mainframe oscillates to maximize traction and smooth the ride. Plus, an innovative hydraulic suspension system further soaks up shock loads, allowing quicker transport over rough terrain.

Ride control employs two front A-frame-mounted hydraulic cylinders that function as shock absorbers during high-speed transport. Cylinders retract when grading to provide a solid working base.

Operator-engaged differential lock provides traction to all four tracks, automatically disengaging in a turn. The system reengages once the turn is complete, reducing track wear and ground disturbance.

Track sprockets are designed to shed material. Ample space between the track and roller frame allows easier clean-out.





1. Why did the 764 cross the road? Because it could. Its rubber tracks make it unequalled for navigating on and around concrete, asphalt, and similar surfaces.
2. Unlike steel grousers, the 764's easy-going tracks aren't prone to tearing up geo-textiles or puncturing liners, making it an excellent choice for road construction and landfill work.
3. The unique combination of rubber tracks and articulated-frame steering reduces ground disturbance — and the number of passes required when finish grading.



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Highly productive, front to back.

Without a doubt, the 764 was made to grade. Equip one with a grade-control system, and you've got a highly productive performer with the finesse for finishing. But the 764 does so much so well, you'll discover plenty of other uses for it. Its 132-inch-wide six-way blade makes it an excellent choice for knocking down piles behind trucks. Spreading gravel. And even plowing snow. Beyond blade work, the 764's standard Category 4 drawbar and rear hydraulics make it highly adept at pulling rear implements, too.



The 764 employs the same blade and C-frame as our 700J Dozer, so you know it's a solid finisher. Infinitely variable screw-type blade pitch link provides top production in varying materials and applications.

Electrohydraulic blade controls and pressure-compensating load-sensing hydraulics ensure quick and accurate blade response.

Infinite speed control allows the operator to choose the best speed for the task at hand.

Power management takes the guesswork out of efficient operation. Just set maximum desired speed and the system adjusts to the load to maintain peak engine rpm and efficiency without stalling.

Separate hydrostatic motors enable the 764 to carry full blade loads through turns and provide predictable control on slopes.

Standard equipped with JDLink™ Ultimate, you have 24/7-anywhere computer access to your 764's location, utilization, dashboard alerts, fuel consumption, diagnostic codes, and hours. Plus geofencing, curfew, and numerous other capabilities.



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Aux Flow Control ^{1/3}	
Level 1	30%
Level 2	60%
Level 3	100%



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1. Factory equipped with optional grade-control interface package, the 764 is ready for the integrated grade-control system of your choice.

2. The 764 is the perfect prime mover for a wide variety of Frontier implements such as land levelers, disks, and compaction wheels, to list just a few.

3. Switch rear hydraulic flow from continuous to proportional at the touch of a button. Three flow rates can be preset through the monitor for quick adjustment on-the-fly.

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

When we designed the innovative 764, we didn't need to start from scratch. In fact, this rugged speedster borrows 60 percent of its content from our job-proven, time-tested, industry-leading crawlers and loaders. Its powertrain, hydrostatic drivetrain, hydraulics, and dozer come from our highly reliable J-Series Crawlers. And the cab, engine, heavy-duty articulation joint, and hydraulic pumps and valves are the ones you've come to depend on in our K-Series Loaders. When you know how it's built, you'll run this Deere.

Wet-sleeve engine liners provide uniform engine cooling for less oil breakdown and longer durability than cast-in-block designs.

Automatic park brake, bypass-start protection, continuous handrails, and wide slip-resistant steps and platforms help keep operators out of harm's way.

Sealed-switch module with marine-grade touchpad eliminates rocker switches and nearly 100 wires and unsealed connections, for unequalled reliability.

Side-screen perforations act as a "first filter," blocking most airborne debris. Expansive surfaces increase airflow for more efficient cooling while helping keep the cooler cores clean.

Highly durable high-pressure hoses and steel lines connect the hydrostatic drivetrain pumps and motors. O-ring face-seal couplings are virtually leak-free.

Ground-level fueling with a fast-fill option helps get you back on track fast.



1. Cooling system was inspired by the exclusive Quad-Cool™ design found in our loaders. Coolers are housed in a unique box configuration that's isolated from engine heat, for increased efficiency, durability, and easier core clean-out.
2. Heavy-duty articulation joint is the same as employed on our highly reliable K-Series Loaders. Double-tapered roller bearings deliver long-term strength and durability.
3. Closed-cell blade design and fabricated, box section C-frame deliver exceptional strength and durability. Heavy-duty hardened ball-and-socket joint resists material build-up for long-term grading precision.



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Maintenance made quick and easy.

Your jobsite's not the only place where the 764 fast-tracks productivity. As with all of our earthmoving machines, keeping daily operating costs down and uptime up are among the many things that the 764 does well. Wide-open ground-level access to dipsticks, see-through fluid reservoirs, and sight gauges make quick work of the daily routine. Even periodic tasks such as cleaning coolers, greasing zerks, and changing fluids and filters are uncommonly easy. And because no maintenance beats low maintenance, a self-adjusting serpentine engine belt, hydraulic engine valve lifters, and hydraulic-driven fan eliminate periodic adjustments. So you can spend less time getting ready to work, and more time working.



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1. Hydraulic-driven variable-speed fan runs only as needed, reducing fuel consumption and debris flow through the cooler cores. It's programmable to reverse at periodic intervals to clear core-clogging build-up.
2. Standard fluid sample ports and grouped diagnostic test ports help speed preventive maintenance and troubleshooting.
3. Easy-to-navigate monitor displays diagnostic messages and even offers possible solutions to help get you back up and running quickly.
4. Access to spin-on engine oil and fuel filters couldn't be easier. Vertical hydraulic/transmission filter is equally accessible.
5. Prominently displayed color-coded periodic lubrication and maintenance chart helps ensure that nothing is overlooked.
6. Greasing is less messy with centralized lube banks bringing difficult-to-reach zerks out in the open.



Large hinged service doors with flip-down lower panels provide ample same-side ground-level access to engine checkpoints.

Five-hundred-hour hydraulic/transmission filter service and 2,000-hour transmission oil-change intervals decrease planned downtime and expense.

Maintenance personnel will appreciate the common-sense locations and ease with which powertrain, hydraulic, and cab filters are replaced.

764 HSD



Engine		764 HSD
Manufacturer and Model	John Deere PowerTech™ Plus 6068H	
Non-Road Emission Standards	EPA Tier 3/EU Stage IIIA	
Cylinders	6	
Displacement	414 cu. in. (6.8 L)	
Horsepower at Maximum Travel Speeds	0–12.8 mph (0–20.6 km/h) 12.8–16.0 mph (20.6–25.7 km/h)	
Net Peak Power at 1,800 rpm (ISO 9249)	200 hp (149 kW)	210 hp (157 kW)
Net Gross Power at 1,800 rpm	210 hp (157 kW)	220 hp (164 kW)
Net Peak Torque at 1,500 rpm (ISO 9249)	704 lb.-ft. (954 Nm)	
Engine Bore and Stroke	4.19 x 5.00 in. (106.5 x 127.0 mm)	
Aspiration	Turbocharger with air-to-air aftercooler	
Air Cleaner	Dual-stage dry type with safety element, pre-cleaner, and under-hood restriction indicator	
Slope Operation (maximum angle)	45 deg.	
Cooling		
Variable-speed reversible fan		
Engine Coolant Rating	–34 deg. F. (–37 deg. C)	
Powertrain		
Transmission	Automatic, dual-path, hydrostatic drive; load-sensing feature automatically adjusts speed and power to match changing load conditions; each individually controlled track is powered by a variable-displacement piston pump and motor combination; ground-speed selection buttons on single-lever steering and direction control; independently selectable reverse speed ratios 100%, 115%, or 130% of forward ground speed; decelerator pedal controls ground speed to dead stops	
System Relief Pressure	6,650 psi (23 442 kPa)	
Maximum Travel Speeds (forward and reverse)	0–16.0 mph (0–25.7 km/h)	
Steering	Dual steering system; left-hand joystick and conventional steering wheel	
Maximum Articulation Angle	45 deg.	
Final Drives	Double-reduction, planetary final drives transfer torque loads over 3 gear sets	
Drawbar Pull		
Maximum	34,000 lb. (151.2 kN)	
At 1.5 mph (2.4 km/h)	21,000 lb. (93.4 kN)	
At 3.0 mph (4.8 km/h)	13,500 lb. (60.0 kN)	
At 10.0 mph (16.1 km/h)	2,200 lb. (9.8 kN)	
Brakes	Decelerator/brake pedal; automatic power management with manual override for matching ground speed	
Service Brakes	Hydrostatic (dynamic) braking stops machine when the direction controls are moved to neutral or the decelerator is depressed to the end of travel	
Type	Hydraulic	
Parking Brakes	Exclusive park-brake feature engages wet, multiple-disc brakes whenever the engine stops, whenever the combined decelerator/brake is fully depressed, whenever the park-brake switch is in the park position, or whenever the left-hand armrest is in the up position; machine cannot be driven with brake applied, reducing wear-out or need for adjustments; spring-applied, hydraulic release	
Hydraulics		
Load sense, piston pump		
Pump (147 cc)	70 gpm (265 L/m)	
System Relief Pressure	3,650 psi (25 166 kPa)	
Maximum Flow at Unloaded High Idle	73.8 gpm (279 L/m)	
Control	Electrohydraulic joystick with push-button angle function	
Cooling	Convective oil sump	
Rear Hydraulics	2 double-acting variable circuits, each capable of 34 gpm (128.7 L/m)	
Maximum Circuit Pressure	2,500 psi (17 237 kPa)	
Cylinders		
Heat-treated, chrome-plated, polished cylinder rods; hardened steel (replaceable bushings) pivot pins		
Electrical		
Voltage	24 volt	
Battery Capacity	950 CCA	
Reserve Capacity	190 min.	
Alternator Rating (cab)	80 amp	
Work Lights	8 total: cab-mounted (4 front and 2 rear) and platform-mounted (2)	
Warning Flashers	Platform-mounted (2)	
Turn Signals	Rear-mounted (2)	
Stoplights	Rear-mounted (2)	



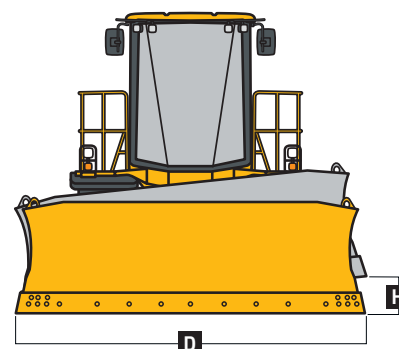
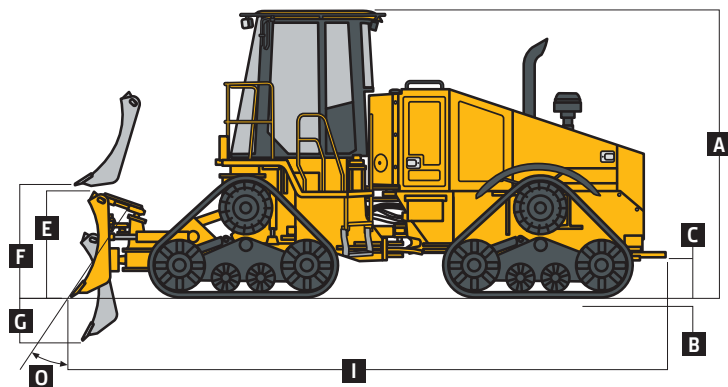
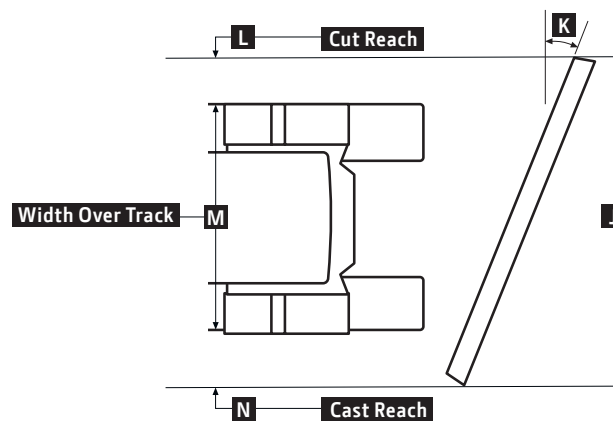
Undercarriage		764 HSD
Track System	Friction and positive-drive rubber track system equipped with 2 front idlers, 2 rear idlers, drive sprocket, and 4 mid-rollers per track frame	
Track		
Gauge	78 in. (1981 mm)	
Width	24 in. (610 mm)	
Belts	Extra-thick rubber belt with continuous steel cables; extra-high and -wide tread bars for long life; large drive/guide lugs for long service life	
Length on Ground (per track)	53 in. (1346 mm)	
Ground Contact Area (per track)	1,272 sq. in. (8206 cm ²)	
Ground Pressure	6.68 psi (46.1 kPa)	
Oscillation		
Track Frame	20 deg. (10 deg. up or down)	
Front and Rear A-Frame	10 deg. (5 deg. up or down)	
Rear Axle	12.4 deg. (6.2 deg. up or down)	

Serviceability		
Refill Capacities		
Fuel Tank with Lockable Cap	106 gal. (401 L)	
Cooling System with Recovery Tank	11.1 gal. (42 L)	
Engine Oil with Filter	7 gal. (26.5 L)	
Hydraulic and Transmission Reservoir with Filters	60 gal. (227.1 L)	

Operating Weights		
With standard equipment, rollover protective structures, full fuel tanks, and 175-lb. (79 kg) operator		
Base Weight	34,000 lb. (15 422 kg)	

Machine Dimensions		
Blade Type: PAT		

A Overall Height	
To Roof	10 ft. 3 in. (3124 mm)
To Exhaust Stack	9 ft. 9 in. (2972 mm)
B Tread Depth	1.4 in. (36 mm)
C Ground Clearance	13.1 in. (333 mm)
D Blade Width	11 ft. 0 in. (3353 mm)
E Blade Height	3 ft. 3 in. (991 mm)
F Blade Lift Height	29 in. (739 mm)
G Blade Digging Depth	29 in. (739 mm)
H Blade Tilt	18 in. (457 mm)
I Overall Length with Blade and Drawbar	22 ft. 10 in. (6962 mm)
J Overall Width with Blade Angled	10 ft. 1 in. (3073 mm)
K Blade Angle	25 deg.
L Cut Reach	2 in. (51 mm)
M Width Over Track	8 ft. 6 in. (2591 mm)
N Cast Reach	16 in. (406 mm)
O Blade Cutting-Edge Angle (adjustable)	7 deg.
Blade Capacity	3.75 cu. yd. (2.87 m ³)
Clearance Circle with Blade	19 ft. 7 in. (5974 mm)



Additional equipment

Key: ● Standard ▲ Optional or special See your John Deere dealer for further information.

764 Engine
● Meets EPA Tier 3/EU Stage IIIA emissions
● Electronic control with automatic engine protection
● Pre-cleaner with dual-stage safety-element dry-type air cleaner
● Muffler, self-draining with curved stack
● Fuel-filter/water-separator system with sensor
● 30-micron primary and 2-micron final filters
Cooling / Quad-Cool™ System
● Cooling fan, suction type, programmable reversing
● Engine coolant radiator (10 fins per in.)
● Hydrostatic cooler (10 fins per in.)
● Charge air cooler (10 fins per in.)
● Enclosed safety fan guard (conforms to SAE J1308 and ISO 3457)
● Perforated engine side shields
Transmission
● Diagnostic test ports
● Environmental service drains
● Fluid-sample ports
Hydraulic System
● 3-function front hydraulics
● 2-function rear auxiliary hydraulics — intermittent or continuous
▲ Integrated Grade Control (IGC) ready
Mainframe, Access Panels
● Integral bottom protection
● Hinged bottom access covers (bolt-on)
● Vandal protection: All access doors, fuel tank, and transmission/hydraulic reservoir
● A-frame front-suspension system
● Oscillating rear A-frame
Undercarriage
● Friction and positive-drive rubber track system
● Oscillating track frames (4)
● Oscillating mid-roller bogeys on each track frame
● Oscillating rear axle

764 Operator's Station / Electrical
● Retractable 3-in. (76 mm) seat belt (conforms to SAE J386)
● Convex interior rearview mirror (4.1 x 8.1 in. [105 x 207 mm] — conforms to SAE J985)
● Power port, 12 volts
● Air conditioner, 24,000 Btu
● Tinted glass
● Dome light
● Heater
● Front window, lower windows, and rear window
● Air-suspension fabric seat
● Rubber floor mat
● Tilt steering column
● Platform, handrails, and steps, right and left, ergonomically located and slip resistant
● Right- and left-hand external-mounted mirrors (8.7 x 16.3 in. [220 x 415 mm])
● AM/FM weather-band radio and clock
● Sealed alternator, 80 amps
● Work lights (4 front and 2 rear)
● Halogen driving lights (2 front)
● Turn signals and warning flashers
● Stop- and taillights
● Reverse warning alarm (conforms to SAE J994 and J1446)
● JDLink™ Ultimate wireless communication system (available only in U.S. and Canada)
Attachments
● Drawbar, Category 4
▲ Rear fenders
▲ Clevis hitch
▲ Fast-fuel system
▲ License-plate bracket
▲ Slow-moving-vehicle (SMV) emblem

Control Owning and Operating Costs

Customer Personal Service (CPS) is part of our proactive, fix-before-fail strategy on machine maintenance that will help control costs, increase profits, and reduce stress. Included in this comprehensive lineup of ongoing programs and services are:

Customer Support Advisors (CSAs) lend a personal touch to Customer Personal Service (CPS). Certified CSAs have the knowledge and skills for helping make important decisions on machine maintenance and repair. Their mission is to help you implement a plan that's right for your business and take the burden of machine maintenance off your shoulders.

Fluid analysis program tells you what's going on inside all of your machine's major components so you'll know if there's a problem before you see a decline in performance. Fluid analysis is included in most extended coverage and preventive-maintenance agreements.

Component life-cycle data gives you vital information on the projected life span of components and lets you make informed decisions on machine main-

tenance by telling you approximately how many hours of use you can expect from an engine, transmission, or hydraulic pump. This information can be used to preempt catastrophic downtime by servicing major components at about 80 percent of their life cycle.

Preventive Maintenance (PM) agreements give you a fixed cost for maintaining a machine for a given period of time. They also help you avoid downtime by ensuring that critical maintenance work gets done right and on schedule. On-site preventive maintenance service performed where and when you need it helps protect you from the expense of catastrophic failures and lets you avoid waste-disposal hassles.

Extended coverage gives you a fixed cost for machine repairs for a given period of time so you can effectively manage costs. Whether you work in a severe-service setting or just want to spread the risk of doing business, this is a great way to custom-fit coverage for your operation. And an extended coverage contract also travels well because it's backed by John Deere and is honored by all Deere construction dealers.



Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions per ISO9249. No derating is required up to 3050-m altitude. Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with ISO standards. Except where otherwise noted, these specifications are based on a unit with rollover protective structure, full fuel tank, 175-lb. (79 kg) operator, and standard equipment.

www.JohnDeere.com