

# D-SERIES II ADTs

25-40 TONS

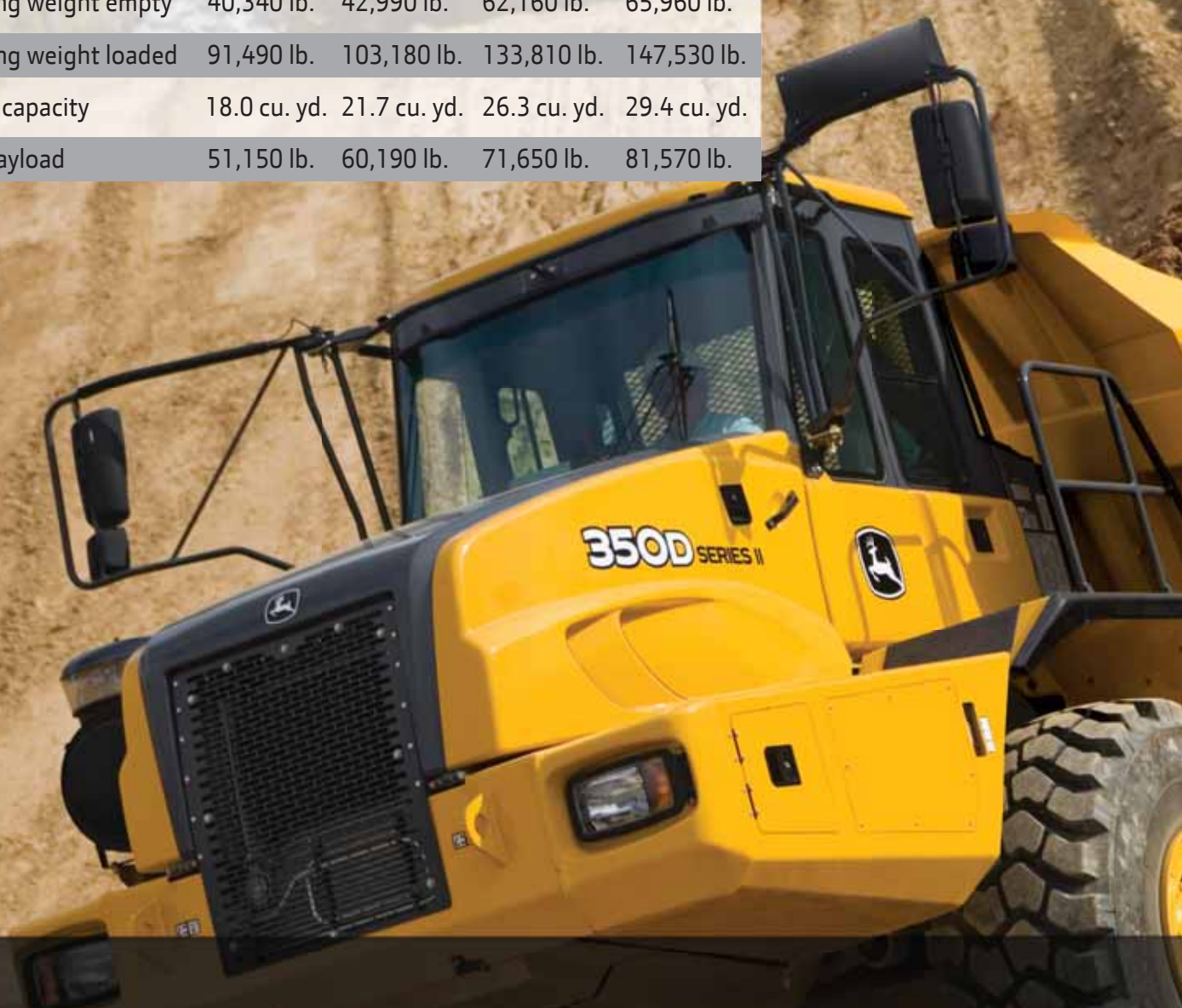


JOHN DEERE





	250D	300D	350D	400D
Horsepower	265 hp	285 hp	380 hp	413 hp
Operating weight empty	40,340 lb.	42,990 lb.	62,160 lb.	65,960 lb.
Operating weight loaded	91,490 lb.	103,180 lb.	133,810 lb.	147,530 lb.
Heaped capacity	18.0 cu. yd.	21.7 cu. yd.	26.3 cu. yd.	29.4 cu. yd.
Rated payload	51,150 lb.	60,190 lb.	71,650 lb.	81,570 lb.



# Get more bang from your truck.

If you're looking to deliver big numbers to your bottom line, put our D-Series II Articulated Dump Trucks on your jobsite. These enhanced ADTs handle heaped payloads with fast cycle times and unsurpassed fuel efficiency — so you'll move big loads at less cost. They're highly reliable, too, with high-strength, welded alloy-steel chassis and dump-body components that are durable, yet lightweight. The quieter cab is loaded with productivity and uptime-enhancing refinements such as auto shutdown, pushbutton transmission and dump-body controls, onboard weighing, and tire-pressure monitoring, to list just a few. With our ADTs, you get everything you need to keep materials and profits flowing.





DEERE

Extensive use of high-strength, lightweight materials gives these trucks the best payload-to-weight ratios and hauling efficiencies in each class.

Redesigned sound-suppressed cab features an advanced multi-function monitor and fingertip-operated sealed-switch module for convenient, fatigue-beating control of numerous functions.

Fuel-efficient Tier 3 emission-certified engines deliver power without compromise in all conditions.

Onboard weighing system helps managers maximize productivity while monitoring possible overload conditions.

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



# Haul of famer.

Our ADTs give you the competitive edge you need. Boasting fast cycle times and industry-leading fuel efficiency, they move material at a lower cost per ton than comparable-sized trucks. But what really sets these prime movers apart from other ADTs is their ability to survive, even thrive, on rough terrain, steep slopes, and mud. You've simply got to try one to appreciate their differences.

Limited-slip differentials (250D/300D), controlled traction differentials (350D/400D), and transfer case diff lock provide a traction boost in poor underfoot conditions.

Excellent payload-to-weight ratio means more of your fuel dollars are spent moving material, not the machine — decreasing your cost per ton.

Best-in-class transmission retarder slows the truck when the operator backs off the accelerator. For superior braking and increased service-brake life.

High-pressure common-rail fuel injection (250/300) and electronic unit injection (350/400) provide high injection pressure even at low engine speeds for improved cold-weather starting, low-speed response, and reduced emissions.

Short-sloped front end provides an industry-best approach angle that allows these ADTs to attack steep terrain.

Inter-axle differential delivers equal torque to each axle on favorable footing. When conditions get ugly, engage the diff locks to deliver torque to the tires that can best use it.







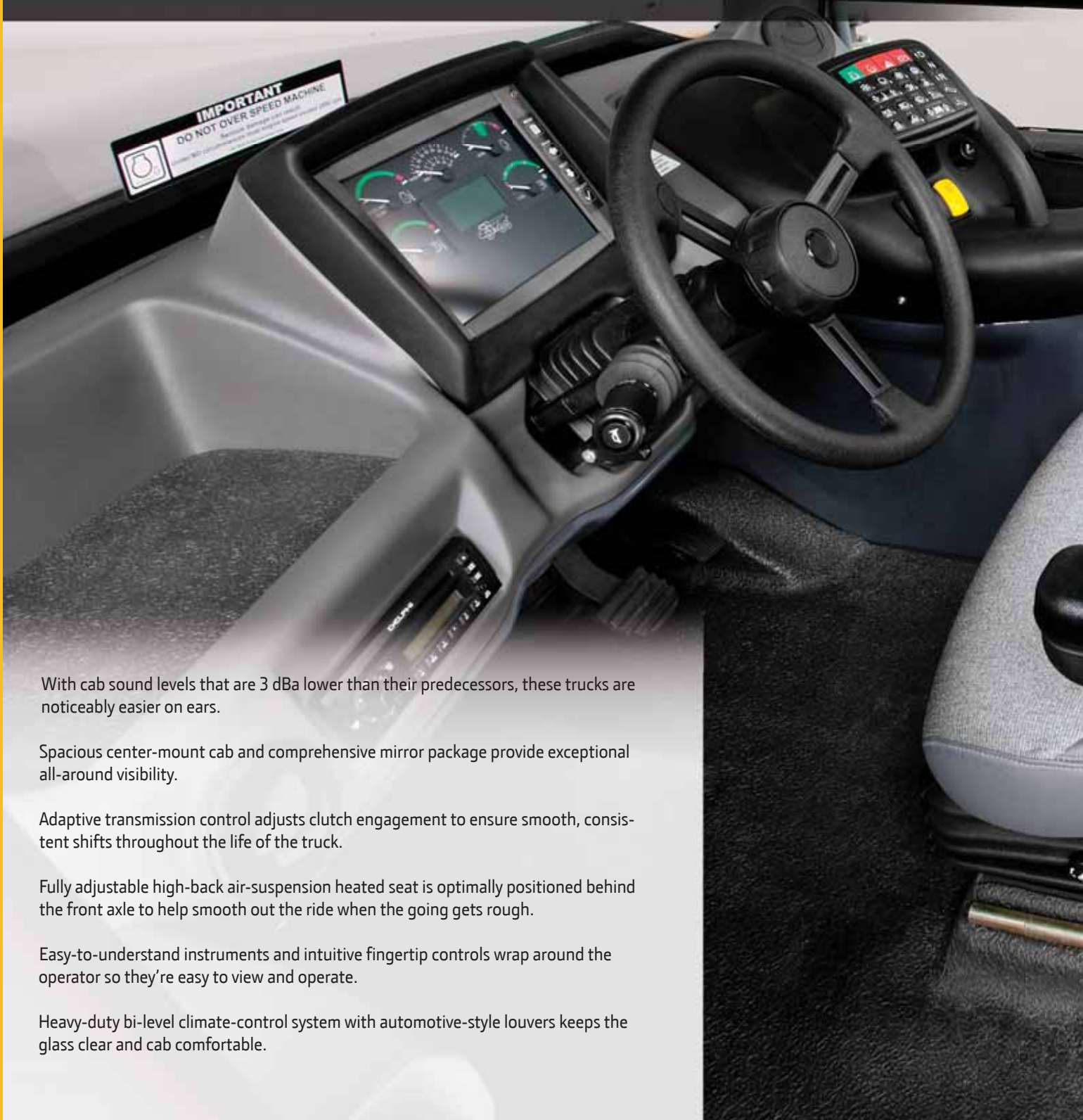
1. Front-suspension damping helps minimize vibration, while the center-mounted cab reduces the roll often experienced in off-road conditions. For comfortable productivity.
2. Central oscillation joint, high suspension travel on all axles, and balanced weight distribution provide the agility and ability to navigate hostile terrain.
3. Available tailgate helps retain more material for bigger loads. Automatically opens as dump body is raised.





# Easy rider.

What truck operator wouldn't want to be behind the wheel of our ADTs? Their spacious, quiet, climate-controlled cabs are loaded with comfort and convenience features that rival some SUVs. From keyless start and fully customizable low-effort fingertip controls to amenities such as air-suspension heated seat, tilt/telescoping steering wheel, CD player/radio, hot/cold refreshment box — your operators have everything they need to do their best.



With cab sound levels that are 3 dBa lower than their predecessors, these trucks are noticeably easier on ears.

Spacious center-mount cab and comprehensive mirror package provide exceptional all-around visibility.

Adaptive transmission control adjusts clutch engagement to ensure smooth, consistent shifts throughout the life of the truck.

Fully adjustable high-back air-suspension heated seat is optimally positioned behind the front axle to help smooth out the ride when the going gets rough.

Easy-to-understand instruments and intuitive fingertip controls wrap around the operator so they're easy to view and operate.

Heavy-duty bi-level climate-control system with automotive-style louvers keeps the glass clear and cab comfortable.



1

1. Sealed switch module gives fingertip control of keyless start, transmission, and dump body, and well as numerous productivity-enhancing functions.



2

2. Intuitive multi-language monitor reveals vital operating info, detailed diagnostic info, tire pressure info, dump-body settings, and onboard weighing.



3

3. Onboard weighing system displays the payload while loading, and even illuminates mirror-mounted load lights to alert the operator and job superintendent when the ADT is nearing capacity. Load tonnage is also accessible through JDLink, so you can monitor productivity from virtually anywhere.



# Nothing's built like a Deere.

Built smarter to work harder, these lean machines boast the material-moving muscle you need, without the mass to feed. Their lower weight reduces powertrain and structural stress. Other uptime-boosting features include enhanced diagnostics, solid-state sealed-switch module, and reinforced articulation joints, to list just a few. When you know how they're built, you'll run a Deere.







1. Ribbed body and high-strength steel chassis deliver strength and rigidity without excess weight.

2. To minimize the risk of rollover while unloading, the dump body can be restricted from rising when the rear chassis exceeds a predetermined slope angle.

3. High-strength steel and widely spaced tapered roller bearings in the articulation joint enhance long-term durability.

4. Rough terrain demands tough suspensions like the kind on our ADTs. Heavy-duty components absorb shocks and come back for more. You get best-in-class ground clearance, too.



1



2



3



4

Automatic transmission retardation provides superior braking power, while reducing service-brake wear.

For extended durability, the engine automatically idles for a calculated period of time to cool down the turbocharger before shutting down.

Hydraulic-actuated dry-disc brakes (250/300) deliver consistent “on-the-mark” braking, even in cold weather. Simplified design makes them reliable and easy to maintain.

Oil-immersed wet-disc brakes on the 350D/400D are virtually maintenance free.

350D and 400D hydraulic, transmission, and service-brake coolers employ a hydraulically driven fan that runs only as needed, helping conserve power and fuel.

Planetary PowerShift™ transmission controls optimize shift points and protect the transmission from operator error and abuse. Thick clutch plates, generous lubrication flow, and heavy-duty cooling ensure long life.

StructurAll™ warranty gives you three years of no-fear coverage up to 10,000 hours on major structures — free of charge.



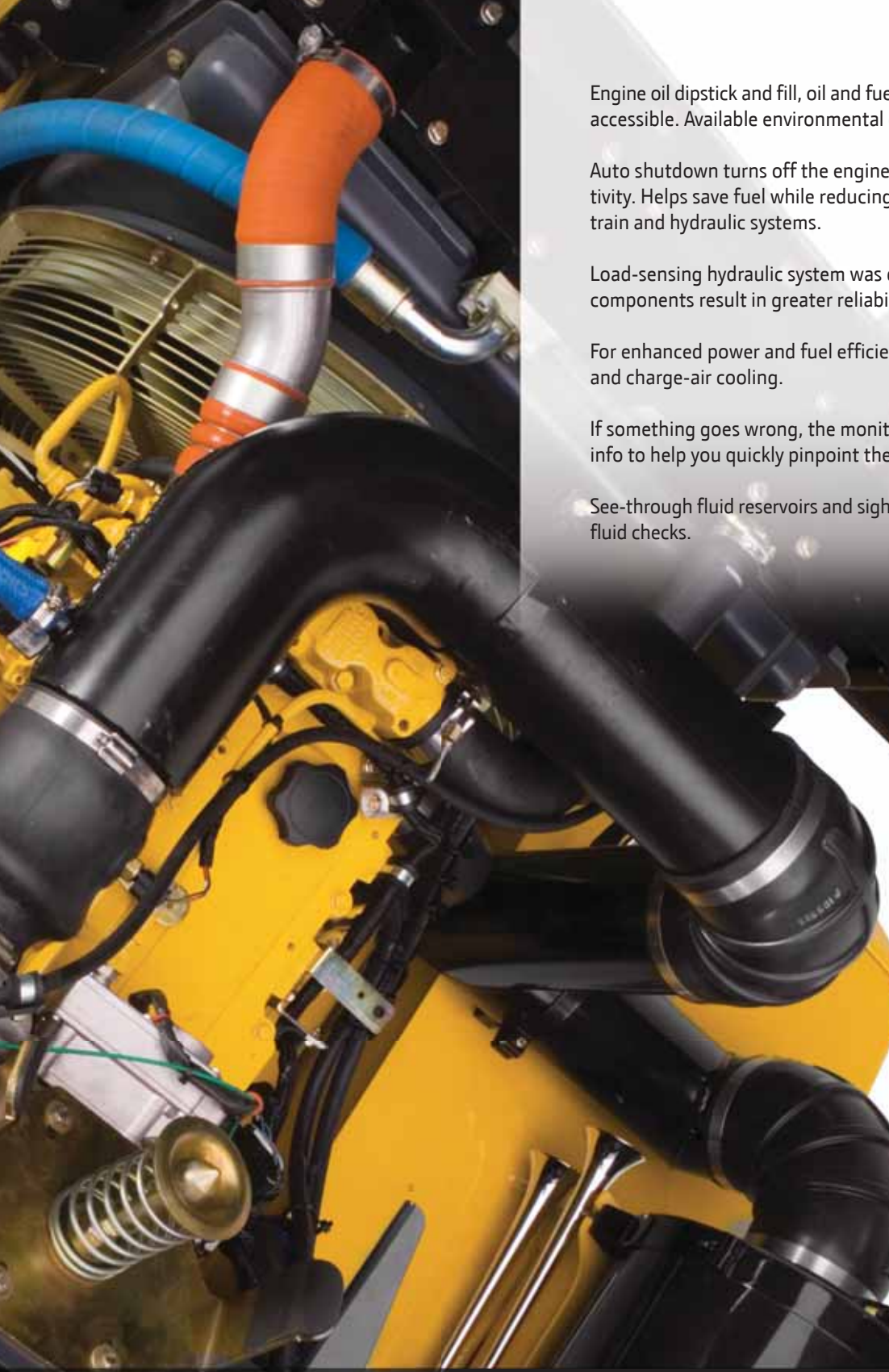
# Here's the lowdown on daily operating costs.

You won't have to dig deep to uncover the many ways we've simplified service and made the D-Series less expensive to maintain. Easy-to-reach dipsticks, sight glasses, and grouped service points make quick work of the daily routine. Easy-to-change filters and extended oil-change intervals reduce costs and provide more uptime. Plus, an advanced diagnostic monitor and diagnostic test ports help you troubleshoot problems and make informed maintenance decisions more easily.



1. Cab can be tilted in minutes without tools, for convenient service access.
2. Integrated air-pressure monitor helps maximize tire life and fuel efficiency. With JDLink, you can also check pressures via the Internet.





Engine oil dipstick and fill, oil and fuel filters, and coolant reservoir are readily accessible. Available environmental drains allow quick, no-spill changes.

Auto shutdown turns off the engine after an owner-determined period of inactivity. Helps save fuel while reducing emissions, hours, and wear on the powertrain and hydraulic systems.

Load-sensing hydraulic system was designed with simplicity in mind. Fewer components result in greater reliability and service ease.

For enhanced power and fuel efficiency, viscous direct-drive fans provide engine and charge-air cooling.

If something goes wrong, the monitor provides service codes and supporting info to help you quickly pinpoint the problem without the need of a laptop.

See-through fluid reservoirs and sight gauges provide noninvasive “at-a-glance” fluid checks.



3. Easily accessible diagnostic ports allow technicians to troubleshoot problems more quickly.

4. Centralized lube bank places difficult-to-reach zerks within reach. Convenient lube chart helps ensure that nothing gets overlooked.





# 250D-II / 300D-II



Engine	250D-II	300D-II		
Manufacturer and Model	John Deere PowerTech™ Plus 6090			
Non-Road Emission Standards	Certified to EPA Tier 3 emissions			
Configuration	6 cylinder inline			
Valves per Cylinder	4			
Displacement	549 cu. in. (9.0 L)			
Net Peak Power (ISO 9249)	265 hp (198 kW) at 2,000 rpm		285 hp (212 kW) at 2,200 rpm	
Net Peak Torque at 1,200–1,400 rpm (ISO 9249)	789 lb.-ft. (1070 Nm)			
Aspiration	Turbocharged and charge air cooled			
Fuel System	High-pressure common rail, 10- and 2-micron filtration, with water separator			
Cold-Start Aid	Ether			
Cooling	250D-II / 300D-II			
Fan Drive	Temperature-sensing viscous, direct drive			
Engine Cooling	Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler			
Powertrain	250D-II		300D-II	
Transmission	ZF 6HP592C Ecomat 2+ fully automatic engine-mounted planetary, with lockup torque converter, integral input retarder, and adaptive shift control			
Controls	Push-button FNR and gear select, gear-hold button, and selectable retarder aggressiveness			
Speeds	Forward	Reverse	Forward	Reverse
Gear 1	4 mph (7 km/h)	5 mph (8 km/h)	4 mph (7 km/h)	5 mph (8 km/h)
Gear 2	7 mph (11 km/h)	—	7 mph (11 km/h)	—
Gear 3	12 mph (19 km/h)	—	12 mph (19 km/h)	—
Gear 4	17 mph (27 km/h)	—	17 mph (27 km/h)	—
Gear 5	24 mph (38 km/h)	—	24 mph (38 km/h)	—
Gear 6	31 mph (50 km/h)	—	31 mph (50 km/h)	—
Axles	Spiral bevel			
Input	Spiral bevel			
Differential	Limited slip			
Differential	Limited slip			
Final Drive	Outboard planetary			
Final Drive	Outboard planetary			
Transfer Case	Single-speed inline helical with output differential			
Transfer Case	Single-speed inline helical with output differential			
Output Differential	Planetary, torque proportioning, pneumatically lockable			
Nominal Output Torque Split	33% front / 67% rear			
Brake System	Dual-circuit hydraulically actuated dry-disc calipers on all axles with bolt-on mudguards			
Service Brake	Dual-circuit hydraulically actuated dry-disc calipers on all axles with bolt-on mudguards			
Park and Secondary Brake	Spring-applied, air-released, driveline-mounted, dry disc			
Auxiliary Brake	Automatic hydraulic transmission retarder			
Total Retarding Capacity (not including service brakes)	574 hp (428 kW)			
Hydraulics	Closed center, load sensing			
Type	Closed center, load sensing			
Main Pump	Axial piston, variable displacement			
Pump Flow	48.6 gpm (184 L/m)			
Pressure	3,625 psi (24 993 kPa)		3,900 psi (26 890 kPa)	
Dump Cylinders	Dual-acting, single-stage with heat-treated, chrome-plated, and polished cylinder rods; hardened steel replaceable bushings and pivot pins			
Cycle Time	Power Down at Full Engine Speed			
Power Down at Full Engine Speed	6.0 sec.			
Raise Time	11.9 sec.			

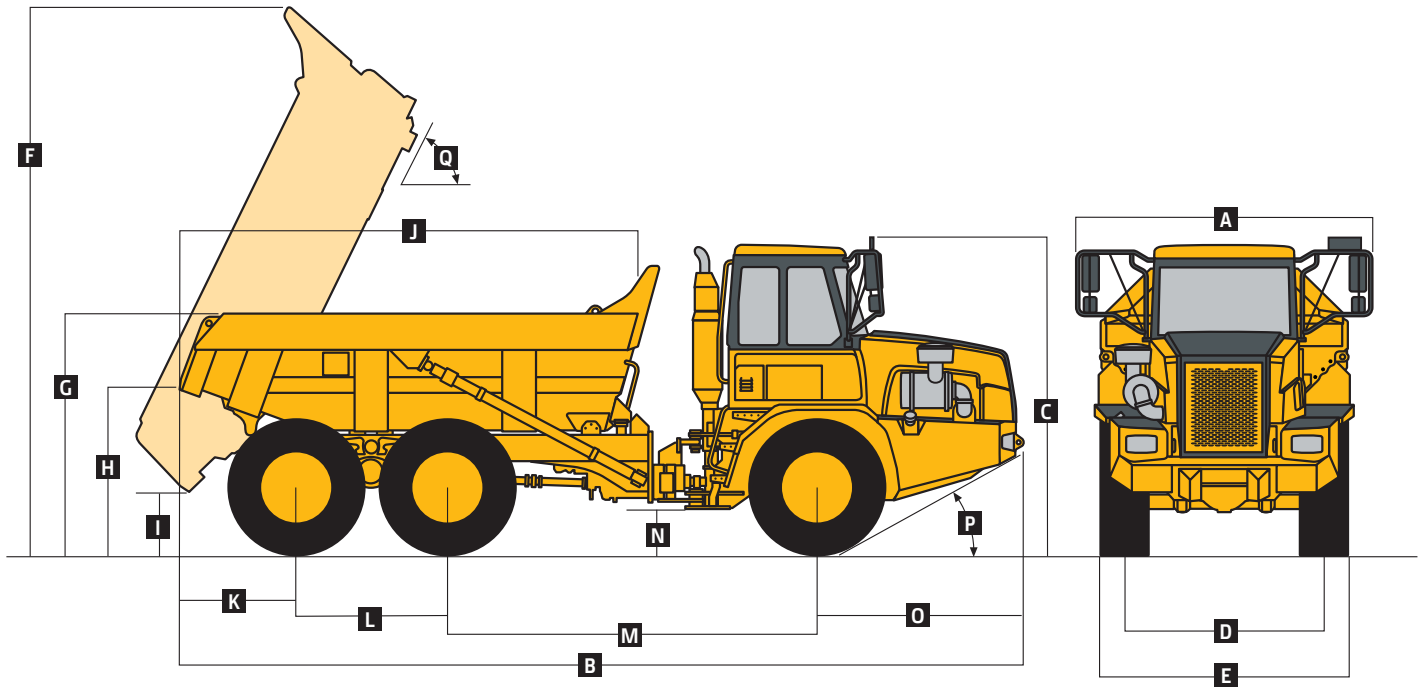




<b>Electrical</b>	<b>250D-II / 300D-II</b>			
Voltage	24 volt			
Number of Batteries	2			
Battery Capacity	950 CCA			
Alternator	28 volt / 80 amp			
<b>Steering System</b>				
Type	2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump			
Angle	45 deg. side to side			
Lock-to-Lock Turns	4.1			
<b>Pneumatic System</b>				
Type	Engine-mounted compressor, air drier with heater, and integral unloader valve			
System Pressure	117 psi (810 kPa)			
<b>Suspension</b>				
Front	Maintenance-free, rubber-mounted leading arm links and transverse link, supported by nitrogen/oil-filled struts			
Rear	Load-equalizing, pivoting walking beams with laminated rubber suspension blocks; each axle coupled to chassis by 4 interchangeable rubber-bushed links			
<b>Body</b>	<b>250D-II</b>		<b>300D-II</b>	
Type	Heavy-duty rib reinforced			
<b>Capacity</b>				
Struck	13.7 cu. yd. (10.5 m <sup>3</sup> )		16.5 cu. yd. (12.6 m <sup>3</sup> )	
Heaped at 2:1 SAE Ratio	18.0 cu. yd. (13.8 m <sup>3</sup> )		21.7 cu. yd. (16.6 m <sup>3</sup> )	
With Optional Tailgate	19.0 cu. yd. (14.5 m <sup>3</sup> )		23.2 cu. yd. (17.7 m <sup>3</sup> )	
Heaped at 1:1 SAE Ratio	22.1 cu. yd. (16.9 m <sup>3</sup> )		26.6 cu. yd. (20.3 m <sup>3</sup> )	
Maximum Dump Angle	70 deg.			
Heater	Body ducted for exhaust heating			
<b>Tires/Wheels</b>				
Type and Size	Radial earthmovers 23.5R25		Radial earthmovers 23.5R25	Radial earthmovers 750/65R25
Maximum Ground Pressure (loaded, middle axle)	19.9 psi (137 kPa)		23.3 psi (161 kPa)	19.7 psi (136 kPa)
<b>Serviceability</b>	<b>250D-II / 300D-II</b>			
<b>Refill Capacities</b>				
Fuel Tank	90.0 gal. (340.0 L)			
Engine Oil with Filter	6.7 gal. (25.5 L)			
Engine Coolant	8.7 gal. (32.9 L)			
Transmission Fluid (refill)	5.8 gal. (21.8 L)			
Transfer Case Oil	5.0 qt. (4.7 L)			
Hydraulic Reservoir	20.8 gal. (79.0 L)			
Axle Oil (per axle)	5.8 gal. (22.0 L)			
Final Drive	4.2 qt. (4.0 L)			
<b>Operating Weights</b>	<b>250D-II</b>		<b>300D-II</b>	
With Standard Equipment	<i>Empty</i>	<i>Loaded</i>	<i>Empty</i>	<i>Loaded</i>
Front	22,360 lb. (10 151 kg)	29,010 lb. (13 171 kg)	22,950 lb. (10 432 kg)	30,980 lb. (14 082 kg)
Middle	9,000 lb. (4086 kg)	31,390 lb. (14 251 kg)	10,030 lb. (4559 kg)	36,270 lb. (16 486 kg)
Rear	8,980 lb. (4077 kg)	31,090 lb. (14 115 kg)	10,010 lb. (4550 kg)	35,930 lb. (16 332 kg)
Total	40,340 lb. (18 314 kg)	91,490 lb. (41 536 kg)	42,990 lb. (19 541 kg)	103,180 lb. (46 900 kg)
Rated Payload	51,150 lb. (23 222 kg)		60,190 lb. (27 326 kg)	
<b>Optional Components</b>				
Dump Body Liner (steel)	2,160 lb. (981 kg)		2,160 lb. (981 kg)	
Tailgate	2,556 lb. (1 160 kg)		2,647 lb. (1 202 kg)	



Operating Dimensions	250D-II	300D-II
Turning Circle Radius		
Inside	13 ft. 8 in. (4.17 m)	13 ft. 6 in. (4.11 m)
Outside	26 ft. 0 in. (7.92 m)	26 ft. 2 in. (7.98 m)
<b>Machine Dimensions</b>		
<b>A</b> Width with Mirrors in Operating Position	11 ft. 0 in. (3.35 m)	11 ft. 0 in. (3.35 m)
<b>B</b> Length	31 ft. 2 in. (9.50 m)	31 ft. 5 in. (9.58 m)
<b>C</b> Height	11 ft. 9 in. (3.58 m)	11 ft. 9 in. (3.58 m)
<b>D</b> Tread Width	7 ft. 3 in. (2.21 m)	7 ft. 9 in. (2.36 m)
	Radial earthmovers 23.5R25	Radial earthmovers 23.5R25      Radial earthmovers 750/65R25
<b>E</b> Width Over Tires	9 ft. 3 in. (2.82 m)	9 ft. 8 in. (2.95 m)      9 ft. 10 in. (3.00 m)
<b>F</b> Dump Body Height, Dump Position	20 ft. 1 in. (6.12 m)	20 ft. 4 in. (6.20 m)
<b>G</b> Dump Body Side Rail Height	8 ft. 8 in. (2.64 m)	9 ft. 0 in. (2.74 m)
<b>H</b> Dump Body Dump Lip Height (transport position)	6 ft. 4 in. (1.93 m)	6 ft. 7 in. (2.01 m)
<b>I</b> Dump Body Ground Clearance, Dump Position	23 in. (580 mm)	20 in. (510 mm)
<b>J</b> Dump Body Length	16 ft. 10 in. (5.13 m)	17 ft. 1 in. (5.21 m)
<b>K</b> Rear Axle Clearance to Rear of Dump Body	4 ft. 4 in. (1.32 m)	4 ft. 7 in. (1.40 m)
<b>L</b> Mid Axle to Rear Axle Centerline	5 ft. 6 in. (1.68 m)	5 ft. 6 in. (1.68 m)
<b>M</b> Front Axle to Mid Axle Centerline	13 ft. 8 in. (4.17 m)	13 ft. 8 in. (4.17 m)
<b>N</b> Ground Clearance	17 in. (0.43 m)	17 in. (0.43 m)
<b>O</b> Front Axle Clearance to Front of Machine	7 ft. 8 in. (2.34 m)	7 ft. 8 in. (2.34 m)
<b>P</b> Approach Angle	30 deg.	30 deg.
<b>Q</b> Maximum Dump Angle	70 deg.	70 deg.





Shipping Dimensions	250D-II	300D-II	
Overall Height	11 ft. 9 in. (3.58 m)	11 ft. 9 in. (3.58 m)	
Overall Length	31 ft. 2 in. (9.50 m)	31 ft. 5 in. (9.58 m)	
Overall Width			
Mirrors Folded In	9 ft. 3 in. (2.82 m)	9 ft. 8 in. (2.95 m)	
Dump Body	9 ft. 0 in. (2.76 m)	9 ft. 10 in. (3.00 m)	
Tailgate Installed	10 ft. 7 in. (3.23 m)	11 ft. 5 in. (3.48 m)	
	Radial earthmovers 23.5R25	Radial earthmovers 23.5R25	Radial earthmovers 750/65R25
Width Over Tires	9 ft. 3 in. (2.82 m)	9 ft. 8 in. (2.95 m)	9 ft. 10 in. (3.00 m)
Tailgate Width	10 ft. 7 in. (3.23 m)	11 ft. 5 in. (3.48 m)	

**Gradeability**

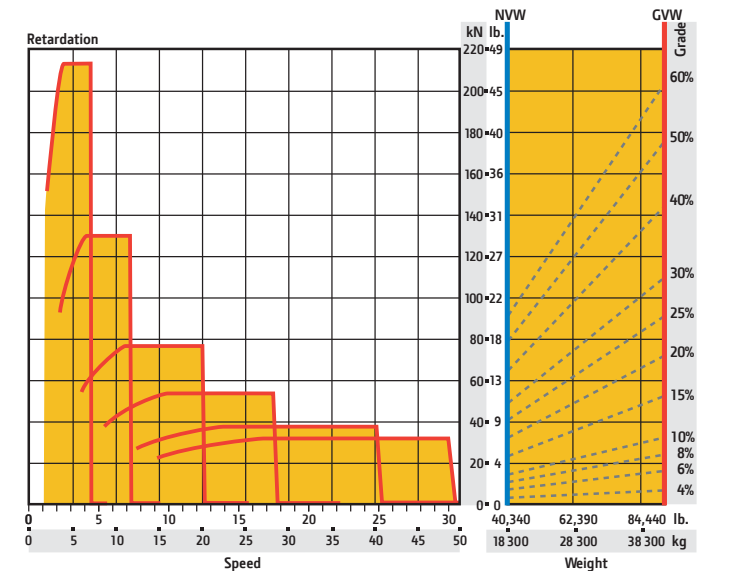
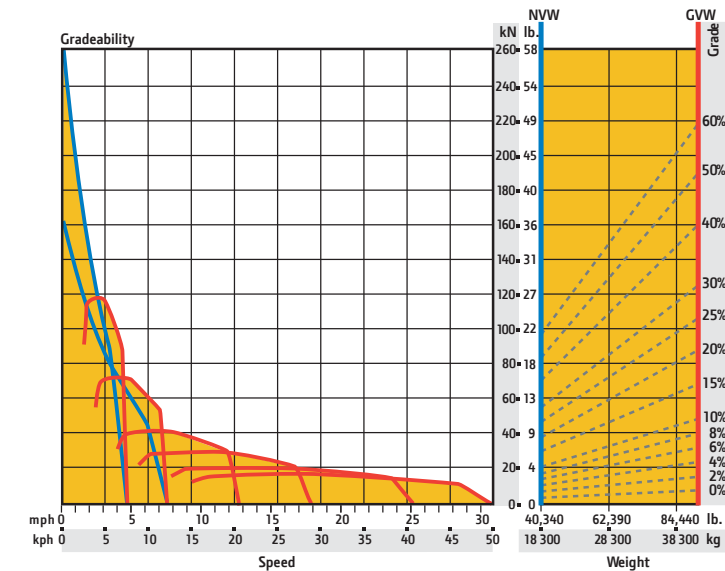
- Determine tractive resistance by finding intersection of vehicle weight line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart.
- From this intersection, move straight left across charts until line intersects rimpull curve.
- Read down from this point to determine maximum speed attained at that tractive resistance.

**250D-II**

**Retardation**

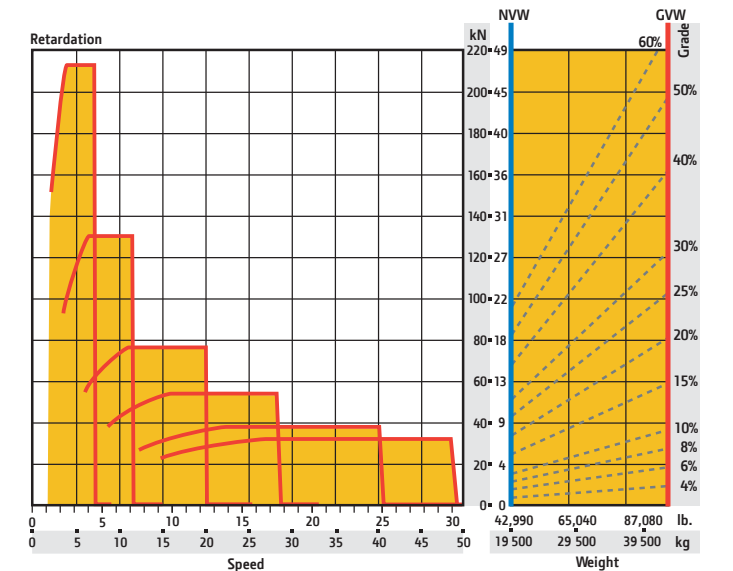
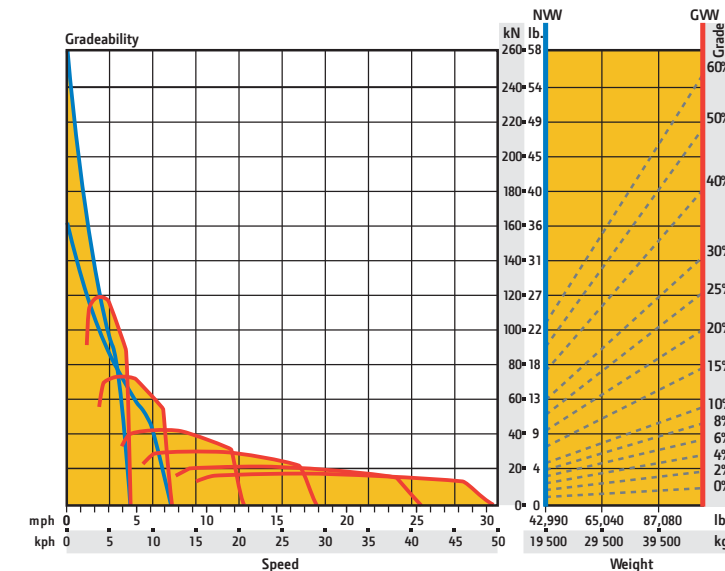
- Determine retardation force required by finding intersection of vehicle weight line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart.
- From this intersection, move straight left across charts until line intersects retardation performance line.
- Read down from this point to determine maximum speed.

**250D-II**



**300D-II**

**300D-II**





# 350D-II / 400D-II



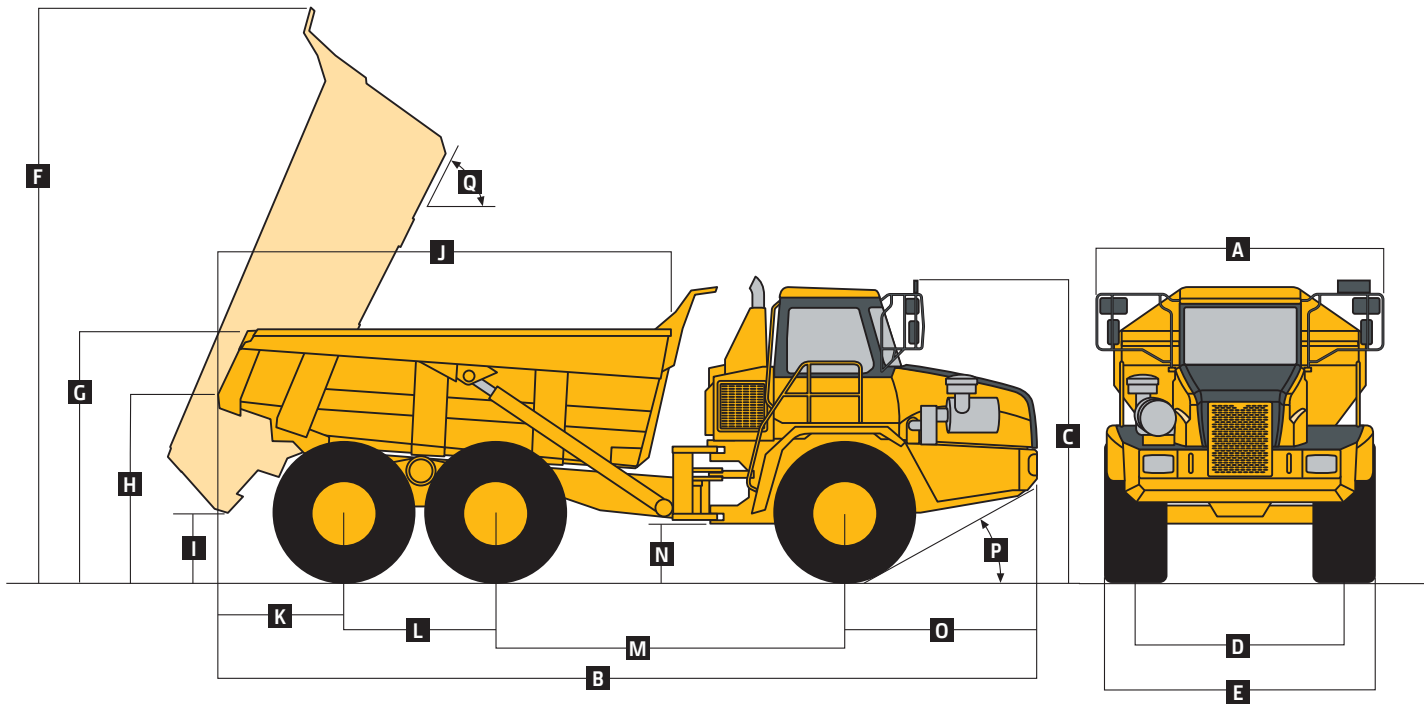
Engine	350D-II	400D-II		
Manufacturer and Model	Mercedes Benz OM501LA			
Non-Road Emission Standards	Certified to EPA Tier 3 emissions			
Configuration	V6 with integral exhaust brake and engine valve brake			
Valves per Cylinder	4			
Displacement	729 cu. in. (11.95 L)			
Net Peak Power (ISO 9249) at 1,800 rpm	380 hp (283 kW)	413 hp (308 kW)		
Net Peak Torque (ISO 9249)	1,343 lb.-ft. (1824 Nm)	1,454 lb.-ft. (1974 Nm)		
Aspiration	Turbocharged and charge air cooled			
Fuel System	Mechanically actuated electronic unit injection, 10- and 2-micron filtration, with water separator			
Cold-Start Aid	Integral flame start			
Cooling	350D-II / 400D-II			
Fan Drive	Temperature-sensing viscous, direct drive			
Engine Cooling	Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler			
Powertrain	350D-II	400D-II		
Transmission	Allison HD 4500R ORS fully automatic, engine-mounted planetary, with lockup torque converter, integral output retarder, and adaptive shift control			
Controls	Push-button FNR and gear select, gear-hold button, and selectable retarder aggressiveness			
Speeds	Forward	Reverse	Forward	Reverse
Gear 1	5 mph (8 km/h)	4 mph (6 km/h)	5 mph (8 km/h)	4 mph (6 km/h)
Gear 2	11 mph (17 km/h)	—	10 mph (16 km/h)	—
Gear 3	15 mph (24 km/h)	—	14 mph (23 km/h)	—
Gear 4	23 mph (37 km/h)	—	22 mph (35 km/h)	—
Gear 5	30 mph (47 km/h)	—	28 mph (45 km/h)	—
Gear 6	34 mph (54 km/h)	—	32 mph (52 km/h)	—
Axles	Spiral bevel			
Input	Controlled traction			
Differential	Outboard planetary			
Final Drive	Single-speed inline helical with output differential			
Transfer Case	Planetary, torque proportioning, pneumatically lockable			
Output Differential	33% front / 67% rear			
Nominal Output Torque Split				
Brake System	Dual-circuit hydraulically actuated wet multi-disc brakes with oil-to-air external cooling			
Service Brake	Dual-circuit hydraulically actuated wet multi-disc brakes with oil-to-air external cooling or optional dual-circuit hydraulically actuated dry-disc calipers with bolt-on mudguards	Dual-circuit hydraulically actuated wet multi-disc brakes with oil-to-air external cooling		
Park and Secondary Brake	Spring-applied, air-released, driveline-mounted, dry disc			
Auxiliary Brake	Automatic hydraulic transmission retarder, engine valve brake, and exhaust brake			
Total Retarding Capacity (not including service brakes)	771 hp (575 kW)			
Hydraulics	350D-II / 400D-II			
Type	Closed center, load sensing			
Main Pump	Axial piston, variable displacement			
Pump Flow	79 gpm (300 L/m)			
Pressure	3,625 psi (24 993 kPa)			
Dump Cylinders	Dual-acting, single-stage with heat-treated, chrome-plated, and polished cylinder rods; hardened steel replaceable bushings and pivot pins			
Cycle Time	7.6 sec.			
Power Down	13.0 sec.			
Raise Time				





<b>Electrical</b>	<b>350D-II / 400D-II</b>			
Voltage	24 volt			
Number of Batteries	2 x 12 volt			
Battery Capacity	950 CCA			
Alternator	28 volt / 80 amp			
<b>Steering System</b>				
Type	2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump			
Angle	42 deg. side to side			
Lock-to-Lock Turns	4.7			
<b>Pneumatic System</b>				
Type	Engine-mounted compressor, air drier with heater, and integral unloader valve			
System Pressure	117 psi (810 kPa)			
<b>Suspension</b>				
Front	Box section leading A-frame and transverse link, supported by nitrogen/oil-filled struts			
Rear	Load-equalizing, pivoting walking beams with laminated rubber suspension blocks; each axle coupled to chassis by 3 rubber-bushed links for vertical movement and a transverse link for lateral restraint			
<b>Body</b>	<b>350D-II</b>	<b>400D-II</b>		
Type	Heavy-duty rib reinforced			
<b>Capacity</b>				
Struck	19.9 cu. yd. (15.2 m <sup>3</sup> )	22.1 cu. yd. (16.9 m <sup>3</sup> )		
Heaped at 2:1 ISO 6483 Ratio	26.3 cu. yd. (20.1 m <sup>3</sup> )	29.4 cu. yd. (22.5 m <sup>3</sup> )		
With Optional Tailgate	27.7 cu. yd. (21.2 m <sup>3</sup> )	31.0 cu. yd. (23.7 m <sup>3</sup> )		
Heaped at 1:1 ISO 6483 Ratio	32.2 cu. yd. (24.6 m <sup>3</sup> )	35.8 cu. yd. (27.4 m <sup>3</sup> )		
Maximum Dump Angle	70 deg.			
Heater	Body ducted for exhaust heating			
<b>Tires/Wheels</b>				
Type and Size	Radial earthmovers 26.5R25		Radial earthmovers 29.5R25	
Maximum Ground Pressure (loaded, middle axle)	24.5 psi (169 kPa)		22.7 psi (157 kPa)	
<b>Serviceability</b>	<b>350D-II / 400D-II</b>			
<b>Refill Capacities</b>				
Fuel Tank	128.0 gal. (485.0 L)			
Engine Oil with Filter	8.0 gal. (30.0 L)			
Engine Coolant	9.0 gal. (34.1 L)			
Transmission Fluid (refill)	9.0 gal. (34.1 L)			
Transfer Case Oil	5.0 qt. (4.7 L)			
Hydraulic Reservoir	47.0 gal. (178.0 L)			
Axle Oil (per axle)	12.0 gal. (45.0 L)			
Final Drive	6.7 qt. (6.3 L)			
Wet-Disc Brakes				
Reservoir	12.0 gal. (45.0 L)			
Front Axle	7.0 gal. (27.0 L)			
Middle Axle	7.0 gal. (27.0 L)			
<b>Operating Weights</b>	<b>350D-II</b>	<b>400D-II</b>		
With Standard Equipment	<i>Empty</i>	<i>Loaded</i>	<i>Empty</i>	<i>Loaded</i>
Front	32,140 lb. (14 609 kg)	44,100 lb. (20 045 kg)	32,920 lb. (14 930 kg)	43,340 lb. (19 660 kg)
Middle	15,920 lb. (7236 kg)	45,405 lb. (20 639 kg)	17,610 lb. (7990 kg)	53,270 lb. (24 160 kg)
Rear	14,100 lb. (6409 kg)	44,305 lb. (20 139 kg)	15,430 lb. (7000 kg)	50,920 lb. (23 100 kg)
Total	62,160 lb. (28 255 kg)	133,810 lb. (60 823 kg)	65,960 lb. (29 920 kg)	147,530 lb. (66 920 kg)
Rated Payload	71,650 lb. (32 529 kg)		81,570 lb. (37 033 kg)	
<b>Optional Components</b>				
Dump Body Liner (steel)	2,954 lb. (1341 kg)		3,130 lb. (1421 kg)	
Tailgate	2,340 lb. (1062 kg)		2,239 lb. (1017 kg)	

Operating Dimensions	350D-II	400D-II
Turning Circle Radius		
Inside	16 ft. 7 in. (5.06 m)	16 ft. 4 in. (4.98 m)
Outside	30 ft. 0 in. (9.13 m)	30 ft. 2 in. (9.20 m)
<b>Machine Dimensions</b>		
<b>A</b> Width with Mirrors in Operating Position	12 ft. 6 in. (3.81 m)	12 ft. 6 in. (3.81 m)
<b>B</b> Length	33 ft. 8 in. (10.26 m)	34 ft. 7 in. (10.54 m)
<b>C</b> Height	12 ft. 7 in. (3.84 m)	12 ft. 10 in. (3.91 m)
<b>D</b> Tread Width	8 ft. 4 in. (2.54 m)	8 ft. 7 in. (2.62 m)
<b>E</b> Width Over Tires	10 ft. 7 in. (3.23 m)	11 ft. 2 in. (3.40 m)
<b>F</b> Dump Body Height, Dump Position	23 ft. 6 in. (7.16 m)	23 ft. 9 in. (7.24 m)
<b>G</b> Dump Body Side Rail Height	10 ft. 1 in. (3.07 m)	10 ft. 6 in. (3.20 m)
<b>H</b> Dump Body Dump Lip Height (transport)	7 ft. 2 in. (2.18 m)	7 ft. 8 in. (2.34 m)
<b>I</b> Dump Body Ground Clearance, Dump Position	31.9 in. (810 mm)	25.5 in. (650 mm)
<b>J</b> Dump Body Length	18 ft. 2 in. (5.54 m)	19 ft. 1 in. (5.82 m)
<b>K</b> Rear Axle Clearance to Rear of Dump Body	4 ft. 6 in. (1.37 m)	5 ft. 4 in. (1.63 m)
<b>L</b> Mid Axle to Rear Axle Centerline	6 ft. 5 in. (1.96 m)	6 ft. 5 in. (1.96 m)
<b>M</b> Front Axle to Mid Axle Centerline	14 ft. 8 in. (4.47 m)	14 ft. 8 in. (4.47 m)
<b>N</b> Ground Clearance	20 in. (0.51 m)	22 in. (0.56 m)
<b>O</b> Front Axle Clearance to Front of Machine	8 ft. 1 in. (2.46 m)	8 ft. 1 in. (2.46 m)
<b>P</b> Approach Angle	29 deg.	31 deg.
<b>Q</b> Maximum Dump Angle	70 deg.	70 deg.





Shipping Dimensions	350D-II	400D-II
Overall Height	12 ft. 7 in. (3.84 m)	12 ft. 10 in. (3.91 m)
Overall Length	33 ft. 8 in. (10.26 m)	34 ft. 7 in. (10.53 m)
Overall Width		
Mirrors Folded In	11 ft. 2 in. (3.40 m)	11 ft. 1 in. (3.38 m)
Dump Body	10 ft. 9 in. (3.28 m)	10 ft. 9 in. (3.28 m)
Tailgate Installed	11 ft. 10 in. (3.61 m)	11 ft. 10 in. (3.61 m)
Width Over Tires	10 ft. 7 in. (3.22 m)	11 ft. 2 in. (3.40 m)
Tailgate Width	11 ft. 10 in. (3.61 m)	11 ft. 10 in. (3.61 m)

**Gradeability**

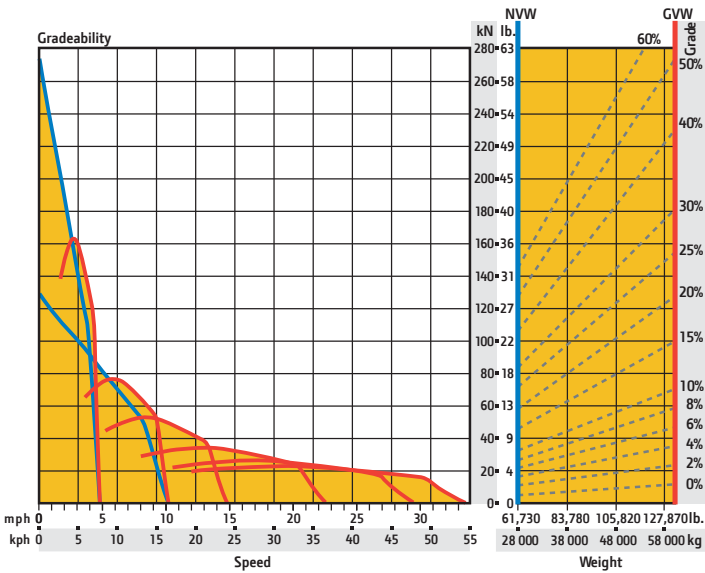
- Determine tractive resistance by finding intersection of vehicle weight line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart.
- From this intersection, move straight left across charts until line intersects rimpull curve.
- Read down from this point to determine maximum speed attained at that tractive resistance.

**350D-II**

**Retardation**

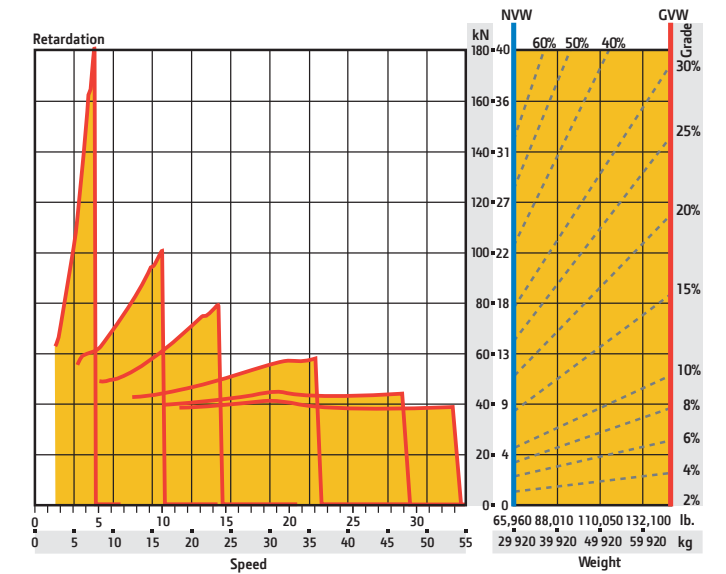
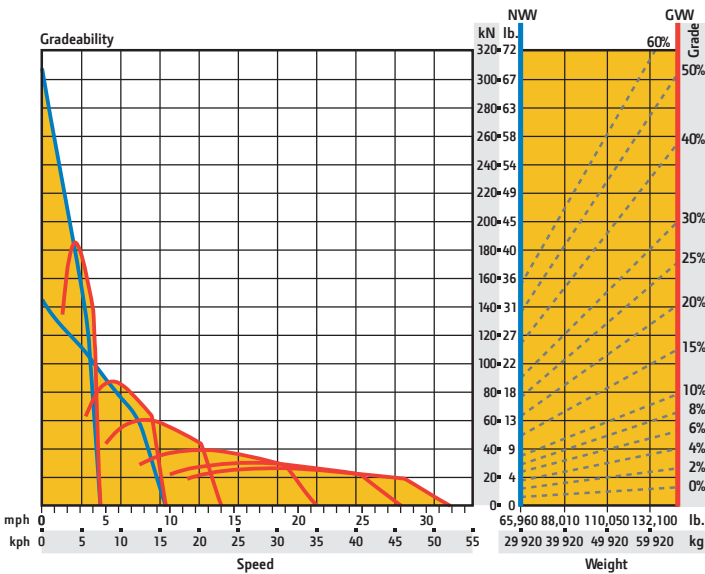
- Determine retardation force required by finding intersection of vehicle weight line and grade line. NOTE: 2% typical rolling resistance is already assumed in chart.
- From this intersection, move straight left across charts until line intersects retardation performance line.
- Read down from this point to determine maximum speed.

**350D-II**



**400D-II**

**400D-II**



# Additional equipment

Key: ● Standard ▲ Optional or special

See your John Deere dealer for further information.

250	300	350	400	Engine
●	●	●	●	Certified to EPA Tier 3 emissions
●	●			John Deere PowerTech™ Plus 6090 — 9L inline 6
		●	●	Mercedes Benz OM501LA — 12L V6
●	●	●	●	Wet-sleeve cylinder liners
●	●			Variable-geometry turbocharger
		●	●	Waste-gate turbocharger
●	●			External cooled EGR
		●	●	Engine valve brake and exhaust brake
●	●	●	●	Dual-element air cleaner with dust-ejector valve
●	●	●	●	Precleaner
●	●			High-pressure common-rail fuel injection
		●	●	Mechanically actuated electronic-unit fuel injection
●	●	●	●	Fuel/water separator
●	●	●	●	Ground-level fueling with provision for fast fill
●	●	●	●	Serpentine drive belt with automatic tensioner
		●	●	Cold-weather flame start aid
▲	▲			Ether start aid (recommended below 30 deg. F)
▲	▲	▲	▲	Block heater (recommended below -10 deg. F)
		▲	▲	Diesel fuel-fired engine coolant heater
●	●	●	●	Programmable auto-shutdown
●	●	●	●	Automatic turbo cool-down/shutdown timer
<b>Cooling</b>				
●	●	●	●	Direct-drive, air-sensing, viscous-drive fan
		●	●	Remote proportionally controlled rear hydraulic fan drive
●	●	●	●	Front-mount radiator, charge air cooler, air-conditioner condenser, and pneumatic system cooling coil
●	●			Front-mount transmission cooler
		●	●	Rear-mount hydraulic/transmission/brake oil cooler
●	●	●	●	Integral engine oil cooler
●	●	●	●	Remote pressurized coolant reservoir
●	●	●	●	John Deere COOL-GARD™ II long-life engine coolant
●	●	●	●	Fan guard
<b>Powertrain</b>				
●	●			ZF 6HP592C Ecomat 2+ fully automatic engine-mounted planetary transmission
		●	●	Allison 4500R ORS fully automatic engine-mounted planetary transmission
●	●	●	●	Lock-up torque converter
●	●	●	●	Adaptive shift control
●	●	●	●	Gear-hold switch
●	●			Integral transmission input retarder
		●	●	Integral transmission output retarder
●	●	●	●	Automatic retarding
●	●	●	●	Selectable retarder aggressiveness

250	300	350	400	Powertrain (continued)
●	●	●	●	Single-speed transfer case with inter-axle differential
●	●	●	●	Planetary interaxle locking differential with 33-percent/67-percent nominal output torque split
●	●	●	●	Transfer case sight glass
●	●			Limited-slip differentials
		●	●	Controlled-traction differentials
●	●	▲		Hydraulically actuated dry-disc brakes, all wheels, with bolt-on mud guards
		●	●	Hydraulically actuated wet-disc brakes with external oil-to-air cooling
●	●	●	●	Spring-applied, pneumatically released, dry-disc park brake
<b>Pneumatic System</b>				
●	●	●	●	Engine-mounted compressor
●	●	●	●	Air drier with heater
●	●	●	●	Integral unloader valve
●	●	●	●	Air horn
<b>Electrical System</b>				
●	●	●	●	24-volt system voltage
●	●	●	●	80-amp alternator
●	●	●	●	Solid-state electrical distribution system
●	●	●	●	Battery disconnect
●	●	●	●	Batteries, 2 x 950 CCA
		▲	▲	Batteries, high capacity, 2 x 1400 CCA (recommended below -25°F)
●	●	●	●	Drive lights
▲	▲	▲	▲	Deluxe work lights
●	●	●	●	LED rear turn signals/brake lights
●	●	●	●	Electric horn in addition to air horn
●	●	●	●	Reverse alarm
▲	▲	▲	▲	Beacon/strobe light
▲	▲	▲	▲	24-volt to 12-volt 15-amp converter
▲	▲	▲	▲	24-volt to 12-volt 25-amp converter
<b>Hydraulic System</b>				
●	●	●	●	Closed-center, load-sensing system
●	●	●	●	Axial-piston, variable-displacement main pump
●	●	●	●	Single-stage, dual-acting, dump-body tip cylinders
●	●	●	●	Electrohydraulic dump-body control
<b>Steering System</b>				
●	●	●	●	Ground-driven secondary steering pump
<b>Operator Station</b>				
●	●	●	●	ROPS/FOPS certification
●	●	●	●	Keyless start
●	●	●	●	Tilt cab
●	●	●	●	Programmable dump-body control settings
●	●	●	●	Air conditioner
●	●	●	●	Heater
●	●	●	●	AM/FM radio/CD player
●	●	●	●	Rear window guard
●	●	●	●	Wiper/washer with intermittent control
●	●	●	●	Tilt and telescoping steering wheel
●	●	●	●	Fully adjustable, air-suspension, heated, high-back cloth and leather seat

250	300	350	400	Operator Station (continued)
▲	▲	▲	▲	Air-suspension, low-back, cloth seat
●	●	●	●	3-in. retractable operator seat belt
●	●	●	●	Foldaway trainer seat with retractable seat belt
●	●	●	●	12-volt power outlet
●	●	●	●	Cup holder
●	●	●	●	Cooled/heated lunch box
●	●	●	●	Ashtay and 12-volt cigarette lighter
▲	▲	▲	▲	Electric adjustable and heated mirrors
●	●	●	●	Deluxe monitor: Speedometer / Fuel gauge / Transmission oil temperature gauge / Engine coolant temperature gauge / Gear indicator / Tachometer / Battery voltage / Hour meter / Odometer / Fuel consumption / Trip counter / Trip timer / Trip distance / Metric/English units / Service codes/diagnostics / LED indicator lights and audible alarm / Programmable dump-body rollover protection / Onboard weighing display / Multi-language capability / Tire-pressure-monitoring system warning
●	●	●	●	Backlit sealed-switch module functions: Keyless start/stop / Park brake / Transmission controls drive, neutral, reverse, gear select, upshift, and downshift / Transmission gear hold / Wiper control / Park lights and headlights / Work lights / Hazard lights / Beacon / Heated mirrors / Retarding aggressiveness / Operator-adjustable speed-limit controls / Traction controls drive, neutral, reverse, gear select, upshift, and downshift / Dump body up/down / Automatic dump-body control settings / Air-conditioner/heater controls
▲	▲	▲	▲	Dump-body lever control
<b>Dump Body</b>				
●	●	●	●	Dump-body safety prop rod
▲	▲	▲	▲	Dump-body liner (steel)
▲	▲	▲	▲	Tailgate
▲	▲	▲	▲	Body heater
▲	▲	▲	▲	Less dump body and cylinders
<b>Other</b>				
●	●			23.5R25 radial earthmover tires
		▲		750/65R25 low-profile radial earthmover tires
		●		26.5R25 radial earthmover tires
		●		29.5R25 radial earthmover tires
●	●	●	●	Engine-service platform
●	●	●	●	Remote grease banks
●	●	●	●	Articulation lock
		●	●	Provisions for automatic greasing system
●	●	●	●	Onboard weighing system with external load lights
●	●	●	●	JDLink™ Ultimate wireless communication system with 3-year subscription (available only in the U.S. and Canada)
●	●	●	●	Tire-pressure-monitoring system

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions specified per ISO 9249. 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 units with standard equipment, radial earthmover tires (23.5R25 for the 250D and 300D, 26.5R25 for the 350D, and 29.5R25 for the 400D), ROPS cabs, full fuel tanks, and 175-lb. (79 kg) operators. Capacity and loaded weights are based on 2,800-lb./cu.-yd. (1,660 kg/m<sup>3</sup>) material.

