

# 250D 300D

TRUCKS

SPECIFICATIONS



Engine	250D	300D
Type .....	John Deere 6081H	John Deere 6081H
Configuration .....	inline six cylinder with integral exhaust brake and engine valve brake	inline six cylinder with integral exhaust brake and engine valve brake
Aspiration .....	turbocharged and intercooled	turbocharged and intercooled
Cooling system .....	liquid cooled with single-pass radiator and charge air cooler	liquid cooled with single-pass radiator and charge air cooler
Rated power (conforms to SAE J1349).....	265 SAE net hp (198 kW) / 268 SAE gross hp (200 kW) @ 2,000 rpm	285 SAE net hp (212 kW) / 288 SAE gross hp (215 kW) @ 2,200 rpm
With full-fan engagement .....	258 SAE net hp (192 kW)	279 SAE net hp (208 kW)
Maximum net torque (conforms to		
SAE J1349) .....	789 lb.-ft. (1070 Nm) @ 1,200–1,400 rpm	789 lb.-ft. (1070 Nm) @ 1,200–1,600 rpm
Displacement .....	494 cu. in. (8.1 L)	494 cu. in. (8.1 L)

Transmission	250D / 300D	
Configuration .....	ZF 6HP592C engine-mounted constant-meshing planetary, hydraulically operated multiple-disc clutches, electronic control, hydro-dynamic torque converter with lock-up, built-in PTO drive	
Retarder .....	input retarder	
Stall torque ratio .....	2.4 to 1	
Vehicle speeds (full load, 2% rolling		
resistance) .....	<i>Forward</i>	<i>Reverse</i>
Gear 1 .....	4.2 mph (6.7 km/h)	4.9 mph (7.9 km/h)
Gear 2 .....	6.7 mph (10.8 km/h)	
Gear 3 .....	11.5 mph (18.5 km/h)	
Gear 4 .....	16.3 mph (26.2 km/h)	
Gear 5 .....	23.1 mph (37.2 km/h)	
Gear 6 .....	31.3 mph (50.4 km/h)	

Transfer Box	
Configuration .....	three inline helical gears with 50/50 lockable torque-proportioning interaxle differential
Output torque split .....	33 front / 67 rear (normal operation)

Axles	
Differential type .....	spiral bevel gear with 25% limited slip
Final drive type .....	outboard heavy-duty planetary reduction hub

Braking System	
Service brake .....	dual-circuit hydraulic-actuating dry-disc calipers on all axles
Park and secondary .....	spring-applied, air-released, automatic slack-adjusting mechanical caliper, driveline-mounted, dry disc
Auxiliary brake .....	automatic exhaust brake actuation and variable hydraulic transmission retarder
Maximum retardation with full	
brakes .....	570 hp (425 kW)

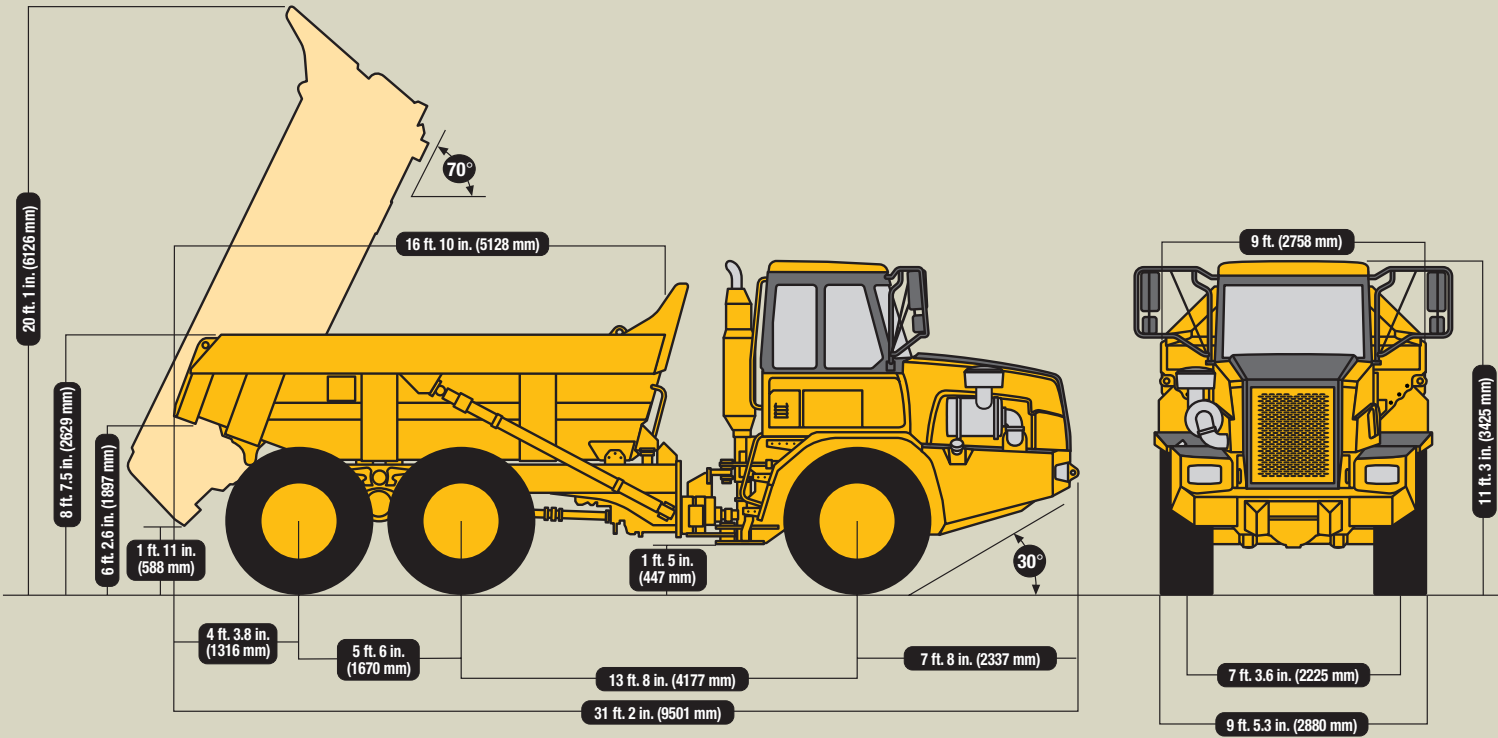
Pneumatic System	
Type .....	air drier, heater, and integral unloader valve
System pressure .....	123 psi (850 kPa)

Electrical System	
Voltage .....	24 volt
Battery type .....	twin maintenance-free
Battery capacity .....	2 x 105 A.h.
Alternator rating .....	28 volt, 80 amp

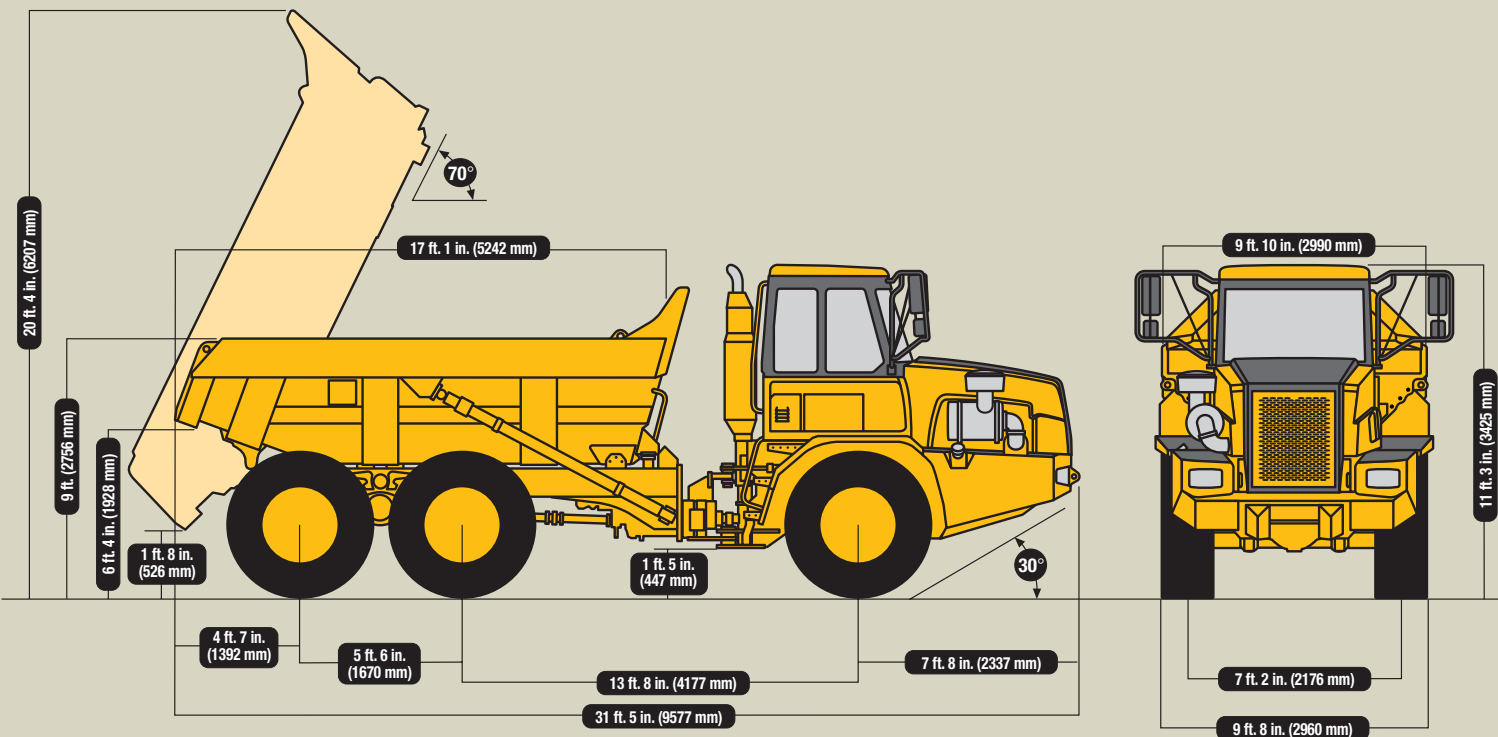
Steering System	
Type .....	hydrostatically actuated two double-acting hydraulic cylinders
Angle .....	45 degrees side to side
Lock-to-lock turns .....	4.1



## 250D Dimensions



## 300D Dimensions



## Retardation and Gradeability

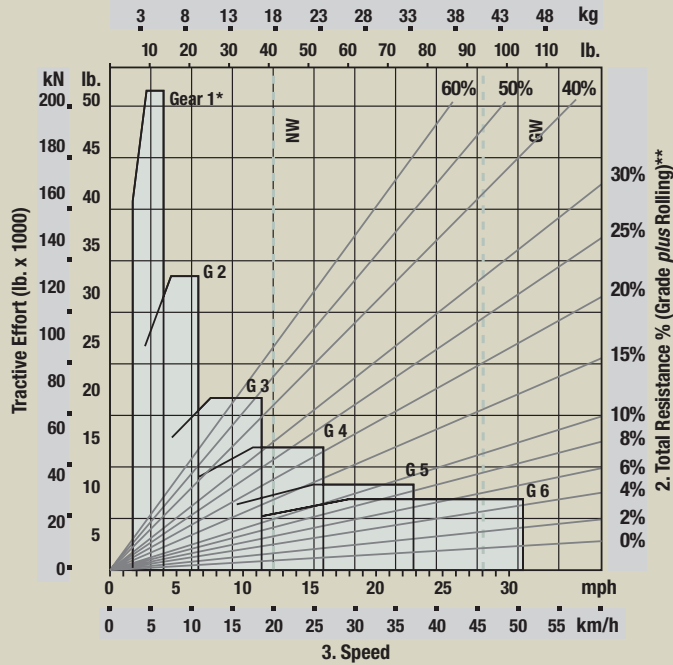
1. Read from total weight down to % total resistance (diagonal line).
2. From that point, read horizontally to curve with highest attainable speed range.
3. Read down to maximum descent speed.

\*Gear 1 lock-up not engaged automatically, engaged only when Gear 1 selected manually.

\*\*2% rolling resistance assumed in chart.

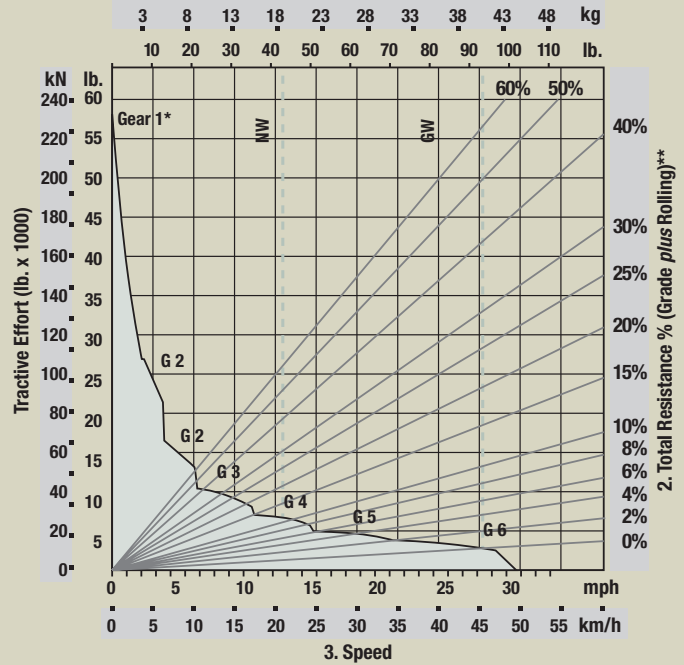
### 250D Retardation

1. Machine Weight x 1000



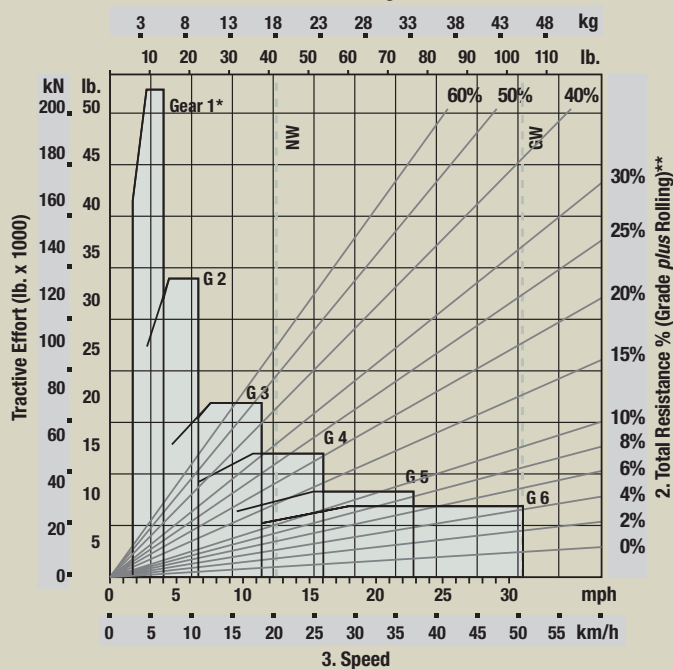
### 250D Gradeability

1. Machine Weight x 1000



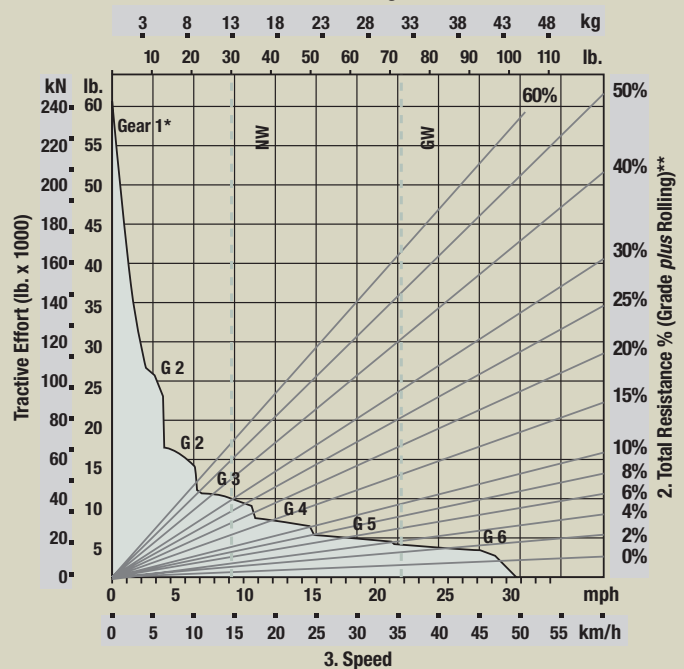
### 300D Retardation

1. Machine Weight x 1000



### 300D Gradeability

1. Machine Weight x 1000



## 250D / 300D Articulated Dump Trucks

**Key:** ● Standard equipment ▲ Optional or special equipment

\*See your John Deere dealer for further information.

### 250D 300D Engine

- John Deere 6081H – inline six-cylinder, 265 SAE net hp (198 kW)
- John Deere 6081H – inline six-cylinder, 285 SAE net hp (212 kW)
- Crankshaft-driven fan
- Electric start aid
- Turbocharged and intercooled

### Power Train

- Automatic exhaust brake
- Automatic planetary transmission – hydrodynamic torque converter with lock-up
- Automatic transmission retarder
- Limited-slip differentials on all drive axles
- Dual-circuit, dry-disc brakes on all six wheels
- Interaxle differential splits torque – 33% to front, 67% to rear
- Lockable proportion differential transfer box
- Lever-activated drive – neutral/reverse controls
- Rocker switch range holds to prevent gear hunting

### Tipping Body

- 70-degree tip angle
- Body ducted for heating
- ▲ Mechanical/automatic tailgate
- Single-stage cylinders

### 250D 300D Tipping Body (cont.)

- ▲ Body heater exhaust connection kit
- ▲ Bin liner (5/16 in. [8 mm])

### Hydraulic System

- Closed-center, load-sensing system

### Electrical System

- 24-volt system
- 80-amp alternator
- Twin maintenance-free batteries
- ▲ Additional batteries (2)\*
- ▲ Flashing beacon\*
- ▲ Work lights and arctic lights\*

### Operator Station

- ROPS cab – conforms to SAE J1040/ISO 3471/1
- FOPS cab – conforms to SAE J231/ISO 3449
- Air conditioner
- Air-suspension seat
- AM/FM radio
- Compact sloped hood
- Full rearview mirror package
- Heater
- Hydrostatically articulated steering with two double-acting hydraulic cylinders
- Instrument panel functions:
  - Cold start indicator
  - Coolant level indicator
  - Engine service indicator (marked “Engine Fault”)
  - Secondary steering indicator (marked “Emergency Steering”)

### 250D 300D Operator Station (cont.)

- Instrument panel functions (continued):
  - Battery charge indicator
  - Transmission retarder indicator
  - Transmission service indicator (marked “Transmission Fault”)
  - Engine overspeed indicator
  - Park brake indicator
  - Hydraulic oil temperature indicator
  - Dump body raised indicator (marked “Bin Up”)
  - High beam indicator
  - Turn signals
- Seat belt with retractors
- Trainer’s seat
- Windshield washer and wiper
- ▲ Electric and heated mirrors
- ▲ Fire extinguisher\*

### Overall Vehicle

- 23.5R25 radial, earthmover tires
- Center-mounted cab
- High-density polyethylene bearing in oscillation joint
- Independent front and rear chassis
- Semi-independent axle movement supported on oil/nitrogen suspension struts
- Mud covers (brake calipers)
- Tri-link rear suspension with 18 degrees of travel
- ▲ Headlight grille\*

## Control Owning and Operating Costs

Customer Personal Service (CPS) is part of John Deere’s 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:

**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 maintenance 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.

**Customer Support Advisors (CSAs)** – Deere believes the CSA program lends a *personal* quality 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.



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Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J1349 and DIN 70 020, using No. 2-D fuel at 35 API gravity. Gross power is without cooling fan.

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, ROPS cabs, 23.5R25, radial earthmover tires, full fuel tanks, and 175-lb. (79 kg) operators. Capacity and loaded weights are based on 2,800-lb./cu. yd. (1660 kg/m<sup>3</sup>) material.

