Looking for an industrial-strength tractor that’s widely regarded among rental yards, asphalt contractors, site developers, and landscapers as the best grading tractor on the planet? Check out our 210LJ. Its spacious operator station delivers unsurpassed visibility, comfort, and control. An easy-tilt, two-position hood, relocated fuel tank, and same-side hydraulic and powertrain checkpoints make quick work of the daily routine, so you can get to work more quickly. And speaking of increased productivity, options such as the best-in-class four-season cab and 33-kW (44 hp) (continuous) PTO put even more work within reach.
High torque reserve, optimum lift-to-crowd match, and generous bucket breakout make the 210LJ a very capable loader.

Unlike some tractors, you won’t find a “throwaway” diesel under the hood. Instead, you’ll get the same high-torque turbocharged EPA Tier 3/EU Stage IIIA wet-sleeve John Deere engine used in our highly reliable 310J Backhoes.

Your business will benefit from proven John Deere advantages such as smooth and responsive hydraulics, unsurpassed resale, and low daily operating costs.

With generous foot- and leg-room, the spacious workstation offers more of what it takes to make an operator productive. Adjustable seat swivels farther left or right, for a commanding rear view that won’t cramp an operator’s style (or neck).

Power 62.6 net kW (84 net hp)
Operating Weight (w/cab) 6580 kg (14,510 lb.)
Loader Breakout Force 35.1 kN (7,900 lb.)
Overall Height (w/cab) 2.64 m (8 ft. 8 in.)
Box-blade levers provide precise metering and superb control. Loader hydraulics are responsive and quick. All are optimally placed for low-effort operation.

Seat swivels 40-degrees right for an unrestricted rear view and 10-degrees left for easier entrance and exit. Ergonomically positioned pedals maximize foot room.

Easy-view diagnostic monitor displays vital operating info at a glance. Available pass-code-enabled security system helps prevent unauthorized machine movement.

Business as usual.

Its highly popular predecessor, the 210LE, set the standard. With more operating ease, visibility, comfort, and ability, the 210LJ makes the fine art of grading even easier to master. And if your work takes you into the heat of the day, the cold of the north, or any other year-round pursuit, the optional four-season cab is a welcome addition that’ll give productivity another boost.
Standard PowerShift™ transmission allows no-clutch fingertip shifting for smooth gear and direction changes.

Mechanical front-wheel drive engages on-the-go for extra traction in marginal conditions, or when moving large loads. Optional limited-slip MFWD provides true four-wheel-drive capability.

Ride-control option smooths moves over rough terrain, so full loads are more likely to arrive at their destination instead of somewhere in-between. Reduces operator fatigue, too.

Slightly sloped hood, curved fenders, and rear-mounted ROPS posts provide unrestricted all-around visibility. An overall height of only 2.64 m (8 ft. 8 in.) (w/ cab) lets the 210LJ work confidently beneath overhead structures, too.
Sealed front and rear axles employ beefed-up differentials. Planetary final drives distribute loads over three gears for long, trouble-free life. Inboard self-adjusting wet-disc brakes run cool, protected, and virtually maintenance-free.

One-piece high-strength unitized mainframe absorbs shock loads and resists torsional stress. Simplifies component access, too.

Box-constructed high-tensile steel loader and heavy-duty three-point hitch are built to endure the rigors of everyday use.

FNR neutral safety start and automatic park brake help keep the operator out of harm’s way. Spring-applied hydraulically released park brake eliminates costly “drive-through” damage.

Optional JDLink™ Machine Monitoring System displays equipment location, usage, and health data on any computer Internet connection. Helps maximize utilization and uptime.
Far more than a “garden-variety” tractor with yellow paint, the 210LJ is all business. Although it didn’t begin its life as a backhoe like some landscape loaders, this purpose-built Deere did inherit the 310J’s durable no-compromise powertrain. Together with one-piece unitized mainframe, industrial-strength loader, and integral three-point hitch, the 210LJ has the guts to excel at a wide variety of tasks. When you know how they’re built, you’ll run a Deere.

Choose either 0.77-m³ (1.00 cu. yd.) or 0.86-m³ (1.12 cu. yd.) general-purpose or 0.96-m³ (1.25 cu. yd.) multipurpose bucket. The “four-in-one” version works well for a variety of tasks such as spreading material, grading, carrying cumbersome objects, or loading trucks.

Optional 540-rpm PTO delivers 33 kw (44 hp) continuous/41 kW (55 hp) maximum of mechanical muscle for powering a variety of Category 2 three-point-mounted attachments.

Available Worksite Pro™ quick-coupler makes it push-button easy to switch attachments. From bucket, to forks, to whatever, it accommodates a wide variety of additions.

Although it’s known for its grading prowess, the 210LJ is equally adept at other tasks. So go ahead and add any number of front or rear attachments for year-round profitability.
Low-temperature-circuit cooling system eliminates a stack of radiator cores, for enhanced efficiency and easier clean-out.

Loader and three-point-hitch hydraulic valve, linkages, and hoses are easily accessible, for simplified service.

Convenient periodic maintenance and lubrication chart helps ensure that nothing gets overlooked.

If something goes wrong, the multi-language monitor displays easy-to-understand diagnostic info to help get you back up and running quickly.

Open wide and be awed.

Tilt the hood and discover the many advantages that make the 210LJ so simple to service and inexpensive to operate. Same-side ground-level service access makes quick work of daily checks. Extended service intervals let you work longer between changes. And because no maintenance beats low maintenance, self-adjusting serpentine belt, park brake, and self-adjusting wet-disc brakes seldom, if ever, require attention. With the 210LJ, you’ll spend less time and expense getting ready to work — and more time getting work done.
Two-position tilt hood provides same-side ground-level access to engine and transmission dipsticks, engine oil fill, fuel filter, air filter, and coolant reservoir. Fuel fill is also nearby.

Five-hundred-hour engine oil and 2,000-hour hydraulic oil service intervals enable the 210LJ to work longer between changes. Conveniently located sight gauge lets you check hydraulic fluid levels at a glance.

Vertical spin-on engine, transmission, and hydraulic filters and quick-release fuel filters allow quick, no-spill changes.
## Specifications

### Engine

<table>
<thead>
<tr>
<th>Engine Model</th>
<th>210LJ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer and Model</td>
<td>John Deere Powertech™ E 4045HT turbocharged, standard</td>
</tr>
<tr>
<td>Non-Road Emission Standards</td>
<td>EPA Tier 3/EU Stage IIIA</td>
</tr>
<tr>
<td>Displacement</td>
<td>4.5 L (276 cu. in.)</td>
</tr>
<tr>
<td>Net Peak Power (ISO 9249)</td>
<td>62.6 kW (84 hp) @ 2,000 rpm</td>
</tr>
<tr>
<td>Net Peak Torque (ISO 9249)</td>
<td>367 Nm (270 lb-ft) @ 1,300 rpm</td>
</tr>
<tr>
<td>Net Torque Rise</td>
<td>47%</td>
</tr>
<tr>
<td>Lubrication</td>
<td>Pressure system with spin-on filter and cooler</td>
</tr>
<tr>
<td>Air Cleaner</td>
<td>Dual-stage dry type with safety element and evacuator valve</td>
</tr>
</tbody>
</table>

### Brakes

<table>
<thead>
<tr>
<th>Type</th>
<th>With Brakes</th>
<th>Without Brakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static</td>
<td>76.2 mm (3.00 in.) x 50 mm (1.97 in.)</td>
<td>50 mm (1.97 in.)</td>
</tr>
<tr>
<td>Dynamic</td>
<td>50 mm (1.97 in.) x 196.9 mm (7.75 in.)</td>
<td>120.7 mm (4.75 in.)</td>
</tr>
<tr>
<td>Ultimate</td>
<td>76.2 mm (3.00 in.) x 50 mm (1.97 in.)</td>
<td>63.5 mm (2.50 in.)</td>
</tr>
<tr>
<td>28 mm (1.10 in.)</td>
<td>31.8 mm (1.25 in.)</td>
<td>171.5 mm (6.75 in.)</td>
</tr>
</tbody>
</table>

### Final Drive

<table>
<thead>
<tr>
<th>Type</th>
<th>With Brakes</th>
<th>Without Brakes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitch (1)</td>
<td>76.2 mm (3.00 in.)</td>
<td>50.8 mm (2.00 in.)</td>
</tr>
<tr>
<td>Pitch (1 or 2)</td>
<td>63.5 mm (2.50 in.)</td>
<td>31.8 mm (1.25 in.)</td>
</tr>
<tr>
<td>Lift (1 or 2)</td>
<td>76.2 mm (3.00 in.)</td>
<td>50.8 mm (2.00 in.)</td>
</tr>
<tr>
<td>Mechanical-Front-Wheel Drive (1)</td>
<td>67.0 mm (2.64 in.)</td>
<td>42.0 mm (1.65 in.)</td>
</tr>
</tbody>
</table>

### Transmission

- **Gear 1**: 5.6 km/h (3.5 mph) | 20.9 km/h (13.0 mph) |
- **Gear 2**: 10.2 km/h (6.3 mph) | 12.9 km/h (8.0 mph) |
- **Gear 3**: 34.9 km/h (21.7 mph) |
- **Gear 4**: N/A | N/A |

### Powertrain

- **Transmission**: 4-speed, helical-cut gears, full PowerShift™ with hydraulic reverser standard; electric clutch cutoff on loader lever
- **Torque Converter**: Single stage, dual phase with 2.63:1 stall ratio; 280 mm (11 in.)
- **Travel Speeds**: Forward | Reverse |
  - Gear 1: 5.6 km/h (3.5 mph) | 7.0 km/h (4.3 mph) |
  - Gear 2: 10.2 km/h (6.3 mph) | 12.9 km/h (8.0 mph) |
  - Gear 3: 20.9 km/h (13.0 mph) |
  - Gear 4: N/A | N/A |

### Torque Converter

- **Rated rpm**: 2,250 |
- **Displacement**: 4.5 L (276 cu. in.) |
- **Net peak power (ISO 9249)**: 62.6 kW (84 hp) @ 2,000 rpm |
- **Net peak torque (ISO 9249)**: 367 Nm (270 lb-ft) @ 1,300 rpm |

### Cooling

- **Fan Type**: Suction type |
- **Engine Coolant Rating**: ~37 deg. C (~90 deg. F) |
- **engine Coolant Rating**: –37 deg. C (–34 deg. F) |
- **Fan type**: Suction type |
- **Engine Oil Cooler**: Oil-to-water |
- **Cooling Fan**: O-shaped |
- **engine Oil Cooler**: Oil-to-water |
- **Capacity**: 96 L/m (25.3 gpm) |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |

### Powertrain

- **Transmission**: 4-speed, helical-cut gears, full PowerShift™ with hydraulic reverser standard; electric clutch cutoff on loader lever
- **Torque Converter**: Single stage, dual phase with 2.63:1 stall ratio; 280 mm (11 in.)
- **Travel Speeds**: Forward | Reverse |
  - Gear 1: 5.6 km/h (3.5 mph) | 7.0 km/h (4.3 mph) |
  - Gear 2: 10.2 km/h (6.3 mph) | 12.9 km/h (8.0 mph) |
  - Gear 3: 20.9 km/h (13.0 mph) |
  - Gear 4: N/A | N/A |
- **Transmission**: 4-speed, helical-cut gears, full PowerShift™ with hydraulic reverser standard; electric clutch cutoff on loader lever
- **Torque Converter**: Single stage, dual phase with 2.63:1 stall ratio; 280 mm (11 in.)
- **Travel Speeds**: Forward | Reverse |
  - Gear 1: 5.6 km/h (3.5 mph) | 7.0 km/h (4.3 mph) |
  - Gear 2: 10.2 km/h (6.3 mph) | 12.9 km/h (8.0 mph) |
  - Gear 3: 20.9 km/h (13.0 mph) |
  - Gear 4: N/A | N/A |

### Torque Converter

- **Rated rpm**: 2,250 |
- **Displacement**: 4.5 L (276 cu. in.) |
- **Net peak power (ISO 9249)**: 62.6 kW (84 hp) @ 2,000 rpm |
- **Net peak torque (ISO 9249)**: 367 Nm (270 lb-ft) @ 1,300 rpm |

### Hydraulic Systems

- **Main Pump**: Open-center, single-gear pump, integral priority valve |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |
- **Rated rpm**: 2,250 |

### Controls

- **Loader Boom (2)**: 80 mm (3.15 in.) |
- **Loader Bucket (1)**: 90 mm (3.54 in.) |
- **Hitch**: 67.0 mm (2.64 in.) | 42.0 mm (1.65 in.) |
- **Mechanical-Front-Wheel Drive (1)**: 210.0 mm (8.27 in.)
**Electrical**

- Voltage: 12 volt
- Alternator Rating: 70 amp (90 amp included with cab)

**Operator Station**

- Canopy, solid mounted, ROPS/FOPS, left access, with 2-post ROPS and steel roof

**Overall Vehicle**

- Unitized one-piece construction mainframe; vehicle tie downs (2 front and 2 rear); toolbox; tilt hood (2 position)

**Tires/Wheels**

<table>
<thead>
<tr>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-16.5, 8 PR</td>
<td>16.9-24, 8 PR R4</td>
</tr>
</tbody>
</table>

**Serviceability**

- Hydraulic Oil Filter, Spin-On Enclosed Replaceable Element, Vertically Mounted: 6-micron filtration / 1,000 service hours

**Refill Capacities**

<table>
<thead>
<tr>
<th>Component</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cooling System</td>
<td>25.0 L (26.4 qt.)</td>
<td>61.5 L (16.3 gal.)</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>18.0 L (19.0 qt.)</td>
<td>38.6 L (10.2 gal.)</td>
</tr>
<tr>
<td>Engine Oil (including vertical spin-on filter)</td>
<td>13.0 L (14.0 qt.)</td>
<td>6.6 L (7.0 qt.)</td>
</tr>
<tr>
<td>Torque Converter and Transmission</td>
<td>13.9 L (14.7 qt.)</td>
<td>Mechanical-Front-Wheel Planetary Housing (each)</td>
</tr>
<tr>
<td>Fuel Tank (with ground-level fueling)</td>
<td>102.2 L (27.0 gal.)</td>
<td></td>
</tr>
<tr>
<td>Engine Oil (including vertical spin-on filter)</td>
<td>13.0 L (14.0 qt.)</td>
<td></td>
</tr>
<tr>
<td>Mechanical-Front-Wheel Drive Axle housing</td>
<td>6.6 L (7.0 qt.)</td>
<td></td>
</tr>
<tr>
<td>Mechanical-Front-Wheel planetary housing (each)</td>
<td>1.0 L (1.0 qt.)</td>
<td></td>
</tr>
</tbody>
</table>

**Operating Weights**

- With Full Fuel Tank, 79-kg (175 lb.) Operator, and Standard Equipment: 4140 kg (9,130 lb.)
- Typical with Canopy, Mechanical-Front-Wheel Drive, Single Battery, 2x4 Valve, 0.86-m³ (1.12 cu. yd.) Loader Bucket, 454-kg (1,000 lb.) Wheel Weights, Deluxe Electrical, and 2134-mm (84 in.) Box Blade: 6217 kg (13,710 lb.)

**Optional Components**

- Cab: 363 kg (800 lb.)
- Front Loader Coupler: 286 kg (630 lb.)

**Overall Dimensions**

<table>
<thead>
<tr>
<th>Component</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Ground Clearance, Minimum</td>
<td>287 mm (11.3 in.)</td>
<td></td>
</tr>
<tr>
<td>B Overall Length, Transport (without box blade)</td>
<td>5.23 m (17 ft. 2 in.)</td>
<td></td>
</tr>
<tr>
<td>C Transport Height</td>
<td>2.54 m (8 ft. 4 in.)</td>
<td>2.64 m (8 ft. 8 in.)</td>
</tr>
<tr>
<td>D Length From Axle To Axle (mechanical-front-wheel-drive axle)</td>
<td>2.12 m (6 ft. 11 in.)</td>
<td></td>
</tr>
<tr>
<td>E Width Over Tires</td>
<td>2.13 m (7 ft. 0 in.)</td>
<td></td>
</tr>
</tbody>
</table>

**Loader Dimensions and Performance**

<table>
<thead>
<tr>
<th>Component</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>F Bucket Dump Angle, Maximum</td>
<td>45 deg.</td>
<td></td>
</tr>
<tr>
<td>G Rollback Angle at Ground Level</td>
<td>40 deg.</td>
<td></td>
</tr>
<tr>
<td>H Height to Bucket Hinge Pin, Maximum</td>
<td>3.34 m (10 ft. 11 in.)</td>
<td>3.34 m (10 ft. 11 in.)</td>
</tr>
<tr>
<td>I Dump Clearance, Bucket at 45 deg.</td>
<td>2.67 m (8 ft. 9 in.)</td>
<td>2.67 m (8 ft. 9 in.)</td>
</tr>
<tr>
<td>J Reach at Full Height, Bucket at 45 deg.</td>
<td>914 mm (36 in.)</td>
<td>914 mm (36 in.)</td>
</tr>
<tr>
<td>K Digging Depth Below Ground, Bucket Level</td>
<td>203 mm (8 in.)</td>
<td>203 mm (8 in.)</td>
</tr>
<tr>
<td>L Length From Front Axle Centerline to Bucket Cutting Edge</td>
<td>2.03 m (6 ft. 8 in.)</td>
<td>2.03 m (6 ft. 8 in.)</td>
</tr>
</tbody>
</table>

**Lift Capacity with Quick-Coupler / Forks**

<table>
<thead>
<tr>
<th>Component</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydraulic Capacity</td>
<td>1.22-m (48 in.) lines</td>
<td>1.52-m (60 in.) lines</td>
</tr>
<tr>
<td>A' Maximum Height</td>
<td>1400 kg (3,086 lb.)</td>
<td>1297 kg (2,860 lb.)</td>
</tr>
<tr>
<td>B' Maximum Reach</td>
<td>2624 kg (5,786 lb.)</td>
<td>2486 kg (5,480 lb.)</td>
</tr>
<tr>
<td>C' At Ground Line</td>
<td>3287 kg (7,247 lb.)</td>
<td>3102 kg (6,839 lb.)</td>
</tr>
<tr>
<td>D' Below Ground Line</td>
<td>211 mm (8.3 in.)</td>
<td>211 mm (8.3 in.)</td>
</tr>
</tbody>
</table>
210LJ LANDSCAPE LOADER

Key:  ● Standard equipment  ▲ Optional or special equipment

210LJ

Engine
● Meets EPA Tier 3/EE Stage IIia emissions equipment
● John Deere model 404HT – 4.5 liter, 62.6 net peak kW (84 hp) turbocharged, isolation mounted
● Vertical spin-on engine oil filter
● Coolant recovery tank
● Serpentine belt with automatic belt tensioner
● Enclosed safety fan guard
● Muffler, underhood with curved-end exhaust stack
● Electric ether starting aid
▲ Engine coolant heater, 1,000 watts*

Powertrain
● PowerShift transmission: Torque converter with electrically actuated twist grip F-N-R with neutral safety switch interlock (1st through 4th gears)
● Transmission oil cooler
● Vertical spin-on transmission filter
● Differential lock, electric foot actuated
● Power-assisted hydraulic service brakes (conform to ISO 3450): Inboard, wet multi-disc / Independently of service brakes
● Mechanical-front-wheel-drive, standard differential, sealed axle
▲ Mechanical-front-wheel-drive, limited slip, sealed axle
▲ Transmission guard

Category II 3-Point Hitch
● Integral Category II
● 4-function sectional hydraulic valve, 4-function auxiliary with capped hoses
▲ 5th-function auxiliary valve with control lever
● 2nd tilt cylinder

Loader
● Hydraulic self leveling
● Return-to-dig feature
● Bucket-level indicator
● Single-lever control with electric clutch cutoff switch
● Loader boom service lock
▲ Ride control
▲ Front loader hydraulic coupler for buckets, forks, etc.

210LJ Loader (continued)
▲ 3rd-function valve and lever for auxiliary equipment
▲ Tractor built with no loader arms for use in confined areas

Hydraulic System
● 95 L/min. (25 gpm)
● Independent hydraulic reservoir
● Hydraulic oil cooler
● “O”-ring face seal connectors
● 6-micron vertical spin-on filter

Electrical
● 12 volt, 70 amp
● Single battery, 190-min. reserve
▲ Dual batteries, 380-min. reserve
● Positive terminal battery cover
● Blade-type multi-fused circuits
● By-pass start safety cover on starter

Lights
● Front halogen driving/work lights (2)
● Combination turn signal/flashign lights (2)
● Rear stop/tailights (2)
● Rear reflectors (2)
▲ Canopy lighting package: Rear work lights (2), 12-volt outlets (2), and battery disconnect switch

Operator’s Station (continued)
● 2-post ROPS/FOPS canopy with steel roof (conforms to SAE J1040)
● Cab: Air conditioning (7.6-kW [26,000 Btu/hr.] output and CFC-free R-134a refrigerant), headliner, dome light, tinted safety glass, deluxe interior trim, molded floor mats, left cab door, right emergency egress, front windshield wiper, front windshield washer, heater/defroster/pressurizer (11.7-kW [40,000 Btu/hr.], heater), 90-amp alternator, 12-volt outlets (2), rear working halogen lights (2), and rotating mechanical suspension cloth seat
● Electric monitor system with audible and/or visual warning: Service code indicator / Air cleaner restriction / Low alternator voltage / Engine coolant temperature / Engine oil pressure / Hydraulic filter restriction indicator / Park brake on/off / Seat belt / Torque converter temperature

See your John Deere dealer for further information.

210LJ Operator’s Station (continued)
● Engine coolant temperature gauge, illuminated fuel gauge, illuminated digital: Hour meter / Engine rpm / System voltage / Job timer / Machine information
● Left front access
● Slip-resistant steps and ergonomically located handholds
● Built-in Operator’s Manual storage compartment with manual
● Interior rearview mirror
● Foot throttle
▲ Hand throttle
● Horn
● Key start switch with electric fuel shutoff
● Suspension vinyl seat with flip-up armrests, back-rest angle adjustment, swivel base, 76-mm (3 in.) retractable seat belt
▲ Non-suspension vinyl seat with flip-up armrests and 76-mm (3 in.) retractable seat belt

Loader Buckets
● Less bucket, with bucket pins
▲ Heavy-duty bucket with cutting edge, and skid plates
▲ Multipurpose bucket with cutting edge and skid plates

Box Blade
● 2.13-m (84 in.) heavy-duty with hydraulically actuated ripper bar and replaceable roller blades
● 2.20-m (88 in.) heavy-duty with hydraulically actuated ripper bar and replaceable roller blades

Overall Vehicle
● One-piece unitized construction mainframe
● Vehicle tieowns, front (2) and rear (2)
● Vandal protection for instrument panel, access doors, fuel tank, and hydraulic reservoir
● Reverse warning alarm
● 3-point hitch counterweight
● Wheel weights
● Hydromechanical PTO, 540 rpm
● 3-point hitch weight box
● Drawbar, fixed single position
● JDLinkTM wireless communication system (available in specific countries; see your dealer for details)

*Field-installed option.

210LJ

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 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.

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions specified per ISO 9249 No derating is required up to 1500-m (5,000 ft.) altitude.

Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE and/or ISO standards. Except where otherwise noted, these specifications are based on a unit with 16.9-24, 8 PR R4 rear tires; 12-16.5, 8 PR NHS front tires; 0.76-m (3.00 cu. yd.) loader bucket; full fuel tank; and 79-kg (175 lb.) operator.