AGILITY MEETS DURABILITY
DESIGNED BY DEERE. Refined by you.

To design our 260E and 310E Articulated Dump Trucks (ADTs), we spoke with the experts — equipment owners and operators just like you. Through Customer Advocate Groups (CAGs), they told us exactly what they need in an ADT. We listened and responded with ground-level serviceability. A quieter, pressurized Deere-designed cab. Standard adaptive suspension. Auto dump and hill hold that eliminate repetitive cycling motions. Onboard diagnostics that help keep the operator in the know and on the go. And smart features such as on-the-fly auto-differential lock, tire-pressure monitoring, and onboard payload weighing. All to boost productivity and uptime, while helping to keep operating costs down.
SOUND CHOICE
QUIET, TOUGH E-SERIES ADTS ARE A GOOD BET.

Designed and manufactured with state-of-the-art tools and techniques by a quality-conscious workforce at our facility in Davenport, Iowa, E-Series ADTs are exceptionally reliable and built with safety in mind. Deere-designed cab is pressurized to keep things quiet, helping operators stay comfortable and alert, all shift long.

Strong, lightweight dump body and chassis
High-alloy-steel dump body and chassis deliver exceptional strength and rigidity without adding excess weight.

Automatic dump control
At the touch of a button, auto dump shifts the transmission to neutral, sets the service brakes, increases engine speed, and initiates body raise.

Optional cooling
Heavy-duty, purpose-built axles are lubricated, filtered, and cooled, for longer life.

Fuel-efficient cool-on-demand fan with reversing option
Engine, hydraulic, transmission, and service-brake coolers employ a hydraulically driven fan that runs only as fast or as often as necessary, helping conserve power and fuel. Reversible option back-blow cooler cores, minimizing the need for manual cleanout and increasing uptime and productivity in off-road conditions.

Powerful, fuel-efficient FT4 engines
Rugged EPA Final Tier 4 (FT4)/EU Stage IV PowerTech™ diesels meet rigid emission regulations, enabling you to work without compromising power, reliability, or ease of operation. Our field-proven technology is simple, reliable, fully integrated, and fully supported.
SPOTLIGHT ON SAFETY
SAFETY FACTOR

HELPING KEEP OPERATORS AND JOBSITES SAFE IS ALWAYS A PRIORITY.

Whether you are working at a Mine Safety and Health Administration (MSHA)-regulated mining site, a quarry, or a dirt job, safety is always job one. Features that enhance the safety of these ADTs include an easy-release remote park brake, auto shutdown, reverse camera, and ground-level service, to name only a few.

Simple ground-level service
A Deere exclusive, all daily checks and periodic service are accessible from ground level, including refilling both fuel and diesel exhaust fluid (DEF). There is no need to mount the machine.

Lighting the way
Front and rear worklights and optional high-mounted LED lights help illuminate the site. Stairway lights are push-button operated from inside the cab to light machine exits and also from ground level when going to work in dark environments. Stairs are evenly spaced, for more surefooted passage.

Release the park brake remotely
Remote park-brake release allows the park brake to be disengaged without climbing under the machine, for increased safety should towing be necessary.

Rollover protection
When enabled through the monitor, the operator can limit the percentage the rear chassis is off-level when unloading. If the limit is exceeded, the dump body will not raise and a message will appear on the monitor instructing the operator to reposition the ADT.

Secure dump-body service
Safety bar locks the dump body to the mainframe and disengages the hydraulics when the dump body is in a fully upright position, for safer servicing.

Streamlined mirror-bow design
Mirror-bow design increases visibility, reduces vibration, and enables walkthrough access to the engine compartment. Lights on the mirrors help bring onboard weighing into clear focus.

Reverse camera
Standard reverse camera with choice of display gives the operator visibility to obstacles in the direct path of the machine while backing up.

Automatic shutdown
Programmable auto shutdown turns off the engine after an operator-selected period of inactivity, reducing jobsite noise while also conserving fuel and machine hours.

Auto-horn alerts
When activated, standard auto horn will automatically sound when the ADT is started, moves forward or in reverse, or changes direction, to help comply with MSHA regulations.

Match gear to the incline
Accelerometer reads the slope of the ADT so the gear can be matched to the incline and the machine speed held if needed.
MAKE A HAUL
MOVE MORE MATERIALS AT LESS COST.

E-Series ADTs deliver impressive power and torque for exceptional power-to-weight ratios and fast cycles. So you can keep working on steep slopes, through deep ruts, and in slippery muck. And haul more for less cost per ton.

No more in-field weight calibrations
Optional onboard weighing system arrives factory calibrated. Payload weight is displayed on the monitor during loading, with real-time load and tonnage data transmitted via JDLink™, access to accurate payload values removes the guesswork from daily production levels, increasing uptime and efficiency.

Tackle tough terrain
Interaxle differential lock (IDL) transmits 50 percent of available torque to the forward axle and 50 percent to the two rear axles, simplifying operation. Or it can be engaged on-the-fly while slipping, for smoother navigation of tough jobsites.

Wide-profile-tire option
Among a variety of tire options, a wide-profile design provides outstanding flotation in soft ground conditions.

Smooth, optimized shifting
Purpose-built transmission includes eight forward and four reverse gears to speed cycles and expand the working range across a wide range of jobsite conditions.

Downhill-descent control provides steadiness on slopes
Eliminate guesswork with standard automatic descent control. Match the gear to the downhill incline, take your foot off the throttle, and let the transmission retarder take over, helping reduce service-brake wear, operator fatigue, and maintenance costs.

Smooth, stable ride
Standard adaptive suspension system adjusts to the jobsite, stabilizing the ride and the cab, for operator comfort no matter the machine cycle, empty or loaded.
QUIETLY GO ABOUT YOUR BUSINESS
SEALED, PRESSURIZED CAB HELPS MINIMIZE FATIGUE.

The E-Series’ quiet Deere-designed cab is sealed and pressurized to keep out dust and noise. Larger entryway allows roomier entrance and exit. And the fully adjustable air-ride seat makes smooth sailing out of any terrain.

69-dB ULTRA-QUIET DEERE-DESIGNED CAB
**UP AND RUNNING**
**YOU ASKED FOR IT.**

**Consistent stopping power and maximum brake life**
Designed specifically for E-Series ADTs, the transmission retarder confidently slows the truck first, before service brakes are applied. Outboard wet-disc brakes in all three axles are at the ready when service brakes are needed.

**Easy lube**
Greaseless pins and bushings are used throughout except in the articulation joint and oscillation area, so only eight grease fittings need weekly attention. By customer request, those items employ lube banks that bring difficult-to-reach zerks within easy reach. Convenient lube and maintenance chart helps confirm that nothing gets overlooked.

**Tire-pressure/temperature-monitoring system**
Optional integrated tire-pressure/temperature-monitoring system helps boost tire life, productivity, and fuel efficiency. If pressure drops by 10 percent, a passive alarm appears on the monitor. Further decreases or overheating trigger an audible warning, and an email alert is sent via JDLink.

**Long-lasting DPF**
Typically, ash service is not necessary until the first engine overhaul thanks to condition-based regeneration that burns off excess particulate in the filter as it builds up. Additionally, John Deere provides diesel particulate filter (DPF) assurance for new FT4/Stage IV machines within the first five years or 10,000 hours, whichever comes first.
Get valuable insight with **PRECISION CONSTRUCTION TECHNOLOGY**

This suite of construction technology delivers **Productivity Solutions** to help you get more done, more efficiently. The in-base, five-year JDLink telematics subscription provides machine location, utilization data, and alerts to help you maximize productivity and efficiency. Other productivity solutions include grade-management options for multiple machine forms and payload weighing for wheel loaders and articulated dump trucks.

To maximize uptime and lower costs, JDLink telematics also enables **John Deere Connected Support.™** John Deere’s centralized Machine Health Monitoring Center analyzes data from thousands of connected machines, identifies trends, and develops recommended actions, called Expert Alerts, to help prevent downtime. Dealers use Expert Alerts to proactively address conditions that may otherwise likely lead to downtime. Your dealer can also monitor machine health and leverage remote diagnostics and programming capability to further diagnose problems and even update machine software without a time-consuming trip to the jobsite.

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**Fast periodic maintenance**

Available quick-service fluid-evacuation points, standard easy-access vertical filters, and environmental drains help speed periodic maintenance and increase uptime.

**Conveniently located remote jumper post**

Jumper posts are easily accessible from ground level should a booster pack need to be hooked up to a dead battery.

**Color-coded service points**

Service points and sample ports are color-coded to fast-track preventive maintenance and troubleshooting. Additional diagnostics including temperature and pressure are accessible through the monitor.
<table>
<thead>
<tr>
<th>Engine</th>
<th>260E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer and Model</td>
<td>John Deere PowerTech™ PSS 6090</td>
</tr>
<tr>
<td>Non-Road Emission Standards</td>
<td>EPA Final Tier 4/EU Stage IV</td>
</tr>
<tr>
<td>Configuration</td>
<td>Inline 6 series turbocharger with exhaust gas recirculation (EGR) and selective catalytic reduction (SCR)</td>
</tr>
<tr>
<td>Valves per Cylinder</td>
<td>4</td>
</tr>
<tr>
<td>Displacement</td>
<td>9.0 L (549 cu. in.)</td>
</tr>
<tr>
<td>Net Peak Power (ISO 9249)</td>
<td>239 kW (321 hp) at 1900 rpm</td>
</tr>
<tr>
<td>Net Peak Torque (ISO 9249)</td>
<td>1534 Nm (1,138 lb.-ft.)</td>
</tr>
<tr>
<td>Aspiration</td>
<td>Turbocharged and charge air cooled</td>
</tr>
<tr>
<td>Fuel System</td>
<td>High-pressure common rail, with 10- and 2-micron filtration and water separator</td>
</tr>
<tr>
<td>Cold-Start Aid</td>
<td>Optional ether start and block heater (110 and 220 volt, depending on location); factory-option diesel-fired coolant heater</td>
</tr>
</tbody>
</table>

### Cooling
- Engine Cooling: Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler

### Powertrain
- Transmission: 8-speed forward, 4-speed reverse, countershaft/planetary type with integral retarder and torque-proportioning differential
- Retarder: Integral, gear dependent, hydrodynamic, oil-to-air cooled, variable, fully automatic
- Differential: Torque-proportioning, planetary-type, interaxle differential lock (IDL) with multi-disc clutch
- Output Torque Split: 32% front / 68% rear
- Shift Controls: Fully automatic, electronically modulated powershift, load-speed adaptive with gear-skip and gear-hunting protection
- Operator Interface: Push-button F-N-R, selectable speed- and gear-range limits, selectable retarder aggressiveness, downhill-descent control, and gear-hold

### Speeds

<table>
<thead>
<tr>
<th></th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gear 1</td>
<td>6 km/h (3.7 mph)</td>
<td>6 km/h (3.7 mph)</td>
</tr>
<tr>
<td>Gear 2</td>
<td>8 km/h (5.2 mph)</td>
<td>8 km/h (5.2 mph)</td>
</tr>
<tr>
<td>Gear 3</td>
<td>11 km/h (6.8 mph)</td>
<td>11 km/h (6.8 mph)</td>
</tr>
<tr>
<td>Gear 4</td>
<td>16 km/h (9.9 mph)</td>
<td>16 km/h (9.9 mph)</td>
</tr>
<tr>
<td>Gear 5</td>
<td>23 km/h (14.3 mph)</td>
<td>—</td>
</tr>
<tr>
<td>Gear 6</td>
<td>32 km/h (19.8 mph)</td>
<td>—</td>
</tr>
<tr>
<td>Gear 7</td>
<td>45 km/h (28.0 mph)</td>
<td>—</td>
</tr>
<tr>
<td>Gear 8</td>
<td>55 km/h (34.2 mph)</td>
<td>—</td>
</tr>
</tbody>
</table>

### Axles
- Differential: Helical transfer gears, spiral bevel, hydraulically actuated multi-disc cross-axle differential lock (CDL)
- Final Drive: Extreme-duty mid-board-mounted planetary standard; cooled and filtered oil optional

### Brake System
- Service: Dual-circuit, hydraulically actuated, wet multi-disc brakes with optional axle cooling and filtration system
- Parking: Spring-applied hydraulically released, driveline-mounted, dry-disc with self-adjusting wear pad
- Auxiliary: Fully automatic; transmission mounted, gear dependent; hydrodynamic retarder with selectable levels

### Hydraulics
- Type: Pressure-compensated load-sensing (PCLS), variable-displacement axial-piston main pump
- Secondary Steering Pump: Ground-driven gear pump with hydraulic unloader valve
- 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: 7 sec.
- Raise Time: 12 sec.

### Electrical
- Voltage: 24 volt
- Number of Batteries: 2 x 12 volt
- Battery Capacity: 1400-CCA batteries (2)
- Alternator: 28 volt / 100 amp; optional 130 amp

### Steering System
- Type: 2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump
- Angle: 45 deg. side to side
- Lock-to-Lock Turns: 4.2

### Suspension
- Front: Semi-independent leading A-frame geometry with transverse link for lateral restraint and self-leveling oil-filled struts with inclusive nitrogen-charged accumulators
- Rear: Load-equalizing, pivoting walking beams with laminated suspension blocks, tri-link geometry, and transverse links for lateral restraint

### Dump Body
- Type: High-strength steel
- Capacity
  - Struck: 11.7 m³ (115.3 cu. yd.)
  - Heaped at 2:1 ISO 6483 Ratio: 15.0 m³ (196.0 cu. yd.)
  - With Optional Tailgate: 15.9 m³ (20.8 cu. yd.)
  - Maximum Dump Angle: 70 deg.
  - Heater: Body ducted for optional exhaust heating
While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.

### Tires/Wheels

<table>
<thead>
<tr>
<th>260E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size and Type</strong></td>
</tr>
</tbody>
</table>

### Serviceability

#### Ground-Level Service

| Fluids and Filters | Ground-level checks of engine, transmission, hydraulic oil, axle oil, and coolant levels; ground-level replacement of engine, fuel, and optional axle filters |
| Coolers | Standard swing-out coolers for easy cleaning; optional reversing fans |
| Fluid Sampling | Standard fluid-sampling ports; optional quick-service ports |

### Refill Capacities

<table>
<thead>
<tr>
<th><strong>Refill Capacities</strong></th>
<th><strong>Capacity with cooling option</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel Tank</strong></td>
<td>496 L (131 gal.)</td>
</tr>
<tr>
<td><strong>Diesel Exhaust Fluid (DEF) Tank</strong></td>
<td>48 L (12.7 gal.)</td>
</tr>
<tr>
<td><strong>Engine Oil with Filter</strong></td>
<td>34 L (9.0 gal.)</td>
</tr>
<tr>
<td><strong>Engine Coolant</strong></td>
<td>48 L (12.7 gal.)</td>
</tr>
<tr>
<td><strong>Transmission Fluid</strong></td>
<td>60 L (15.9 gal.)</td>
</tr>
<tr>
<td><strong>Hydraulic Reservoir</strong></td>
<td>113 L (30.0 gal.)</td>
</tr>
<tr>
<td><strong>Axle Fluid</strong></td>
<td>Standard capacity</td>
</tr>
<tr>
<td>Front</td>
<td>37 L (9.8 gal.)</td>
</tr>
<tr>
<td>Mid</td>
<td>37 L (9.8 gal.)</td>
</tr>
<tr>
<td>Rear</td>
<td>37 L (9.8 gal.)</td>
</tr>
</tbody>
</table>

### Operating Weights

<table>
<thead>
<tr>
<th>Operating Weights</th>
<th><strong>Empty</strong></th>
<th><strong>Loaded</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>12,600 kg (27,778 lb.)</td>
<td>15,842 kg (34,926 lb.)</td>
</tr>
<tr>
<td>Middle</td>
<td>4947 kg (10,906 lb.)</td>
<td>15,422 kg (34,000 lb.)</td>
</tr>
<tr>
<td>Rear</td>
<td>4947 kg (10,906 lb.)</td>
<td>15,422 kg (34,000 lb.)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>22,494 kg (49,591 lb.)</td>
<td>46,686 kg (102,925 lb.)</td>
</tr>
</tbody>
</table>

### Rated Payload

| Rated Payload | 24192 kg (53,334 lb.) |

### Optional Components

| **Optional Components** | **Dump-Body Liner (steel)** | 798 kg (1,759 lb.) |
| **Tailgate** | 637 kg (1,404 lb.) |
| **750/65R25 Tires** | 624 kg (1,376 lb.) |

### Operating Dimensions

<table>
<thead>
<tr>
<th>Operating Dimensions</th>
<th><strong>Inside</strong></th>
<th><strong>Outside</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Turning Circle Radius</strong></td>
<td>4.27 m (14 ft. 0 in.)</td>
<td>8.02 m (26 ft. 4 in.)</td>
</tr>
</tbody>
</table>

### Machine Dimensions

| **Machine Dimensions** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **H** | **I** | **J** | **K** | **L** | **M** | **N** | **O** | **P** | **Q** | **R** |
| **Width with Mirrors in Operating Position** | 3.49 m (11 ft. 5 in.) | 9.74 m (31 ft. 11 in.) | 3.66 m (12 ft. 0 in.) | 2.28 m (7 ft. 6 in.) | 2.28 m (7 ft. 6 in.) | 2.87 m (9 ft. 5 in.) | 3.07 m (10 ft. 1 in.) | 3.07 m (10 ft. 1 in.) | 0.49 m (19 1/4 in.) | 6.29 m (20 ft. 8 in.) | 2.07 m (6 ft. 10 in.) | 0.97 m (3 ft. 2 in.) | 5.15 m (16 ft. 11 in.) | 1.67 m (5 ft. 6 in.) | 4.26 m (14 ft. 0 in.) | 2.67 m (8 ft. 9 in.) | 24 deg. | 70 deg. |

### Shipping Dimensions

<table>
<thead>
<tr>
<th>Shipping Dimensions</th>
<th><strong>260E</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall Height (suspension lowered 75 mm [3 in.])</strong></td>
<td>3.59 m (11 ft. 9 in.)</td>
</tr>
<tr>
<td><strong>Overall Length</strong></td>
<td>9.74 m (31 ft. 11 in.)</td>
</tr>
<tr>
<td><strong>Overall Width</strong></td>
<td>23.5R25</td>
</tr>
<tr>
<td><strong>Mirrors Folded In</strong></td>
<td>3.07 m (10 ft. 1 in.)</td>
</tr>
<tr>
<td><strong>Tailgate Installed</strong></td>
<td>3.26 m (10 ft. 8 in.)</td>
</tr>
</tbody>
</table>

### 750/65R25 Tires

| 750/65R25 Tires | 624 kg (1,376 lb.) | 624 kg (1,376 lb.) |

### 750/65R25 Tires

| 750/65R25 Tires | 624 kg (1,376 lb.) | 624 kg (1,376 lb.) |

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| 750/65R25 Tires | 624 kg (1,376 lb.) | 624 kg (1,376 lb.) |

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| 750/65R25 Tires | 624 kg (1,376 lb.) | 624 kg (1,376 lb.) |

### 750/65R25 Tires

| 750/65R25 Tires | 624 kg (1,376 lb.) | 624 kg (1,376 lb.) |
### Engine
- **Manufacturer and Model**: John Deere PowerTech™ PSS 6090
- **Non-Road Emission Standards**: EPA Final Tier 4/EU Stage IV
- **Configuration**: Inline 6 series turbocharger with exhaust gas recirculation (EGR) and selective catalytic reduction (SCR)
- **Valves per Cylinder**: 4
- **Displacement**: 9.0 L (549 cu. in.)
- **Net Peak Power (ISO 9249)**: 264 kW (354 hp) at 1,900 rpm
- **Net Peak Torque (ISO 9249)**: 1615 Nm (1,191 lb.-ft.)
- **Aspiration**: Turbocharged and charge air cooled
- **Fuel System**: High-pressure common rail, with 10- and 2-micron filtration and water separator
- **Cooling**: Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler

### Powertrain
- **Transmission**: 8-speed forward, 4-speed reverse, countershaft/planetary type with integral retarder and torque-proportioning differential
- **Retarder**: Integral, gear dependent, hydrodynamic, oil-to-air cooled, variable, fully automatic
- **Differential**: Torque-proportioning, planetary-type, interaxle differential lock (IDL) with multi-disc clutch
- **Output Torque Split**: 32% front / 68% rear
- **Shift Controls**: Fully automatic, electronically modulated powershift, load-speed adaptive with gear-skip and gear-hunting protection
- **Operator Interface**: Push-button F-N-R, selectable speed- and gear-range limits, selectable retarder aggressiveness, downhill-descent control, and gear-hold

### Axles
- **Differential**: Helical transfer gears, spiral bevel, hydraulically actuated multi-disc cross-axle differential lock (CDL)
- **Final Drive**: Extreme-duty mid-board-mounted planetary standard; cooled and filtered oil optional

### Brake System
- **Service**: Dual-circuit, hydraulically actuated, wet multi-disc brakes with optional axle cooling and filtration system
- **Parking**: Spring-applied hydraulically released, driveline-mounted, dry-disc with self-adjusting wear pad
- **Auxiliary**: Fully automatic; transmission mounted, gear dependent; hydrodynamic retarder with selectable levels

### Hydraulics
- **Type**: Pressure-compensated load-sensing (PCLS), variable-displacement axial-piston main pump
- **Secondary Steering Pump**: Ground-driven gear pump with hydraulic unloader valve
- **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**: 7 sec.
- **Raise Time**: 12 sec.

### Electrical
- **Voltage**: 24 volt
- **Number of Batteries**: 2 x 12 volt
- **Battery Capacity**: 1400-CCA batteries (2)
- **Alternator**: 28 volt / 100 amp; optional 130 amp

### Steering System
- **Type**: 2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump
- **Angle**: 45 deg. side to side
- **Lock-to-Lock Turns**: 4.2

### Suspension
- **Front**: Semi-independent leading A-frame geometry with transverse link for lateral restraint and self-leveling oil-filled struts with inclusive nitrogen-charged accumulators
- **Rear**: Load-equalizing, pivoting walking beams with laminated suspension blocks, tri-link geometry, and transverse links for lateral restraint

### Dump Body
- **Type**: High-strength steel
- **Capacity**:
  - **Struck**: 13.7 m³ (179 cu. yd.)
  - **Heaped at 2:1 ISO 6483 Ratio**: 175 m³ (229.9 cu. yd.)
  - **With Optional Tailgate**: 18.3 m³ (23.9 cu. yd.)
  - **Maximum Dump Angle**: 70 deg.
- **Heater**: Body ducted for optional exhaust heating
### Tires/Wheels

<table>
<thead>
<tr>
<th>Size and Type</th>
<th>310E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>23.5R25 radial earthmovers standard / 750/65R25 optional</td>
</tr>
</tbody>
</table>

### Serviceability

<table>
<thead>
<tr>
<th>Ground-Level Service</th>
<th>Ground-level checks of engine, transmission, hydraulic oil, axle oil, and coolant levels; ground-level replacement of engine, fuel, and optional axle filters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolers</td>
<td>Standard swing-out coolers for easy cleaning; optional reversing fans</td>
</tr>
<tr>
<td>Fluid Sampling</td>
<td>Standard fluid-sampling ports; optional quick-service ports</td>
</tr>
</tbody>
</table>

### Refill Capacities

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Tank</td>
<td>496 L (131 gal.)</td>
</tr>
<tr>
<td>Diesel Exhaust Fluid (DEF) Tank</td>
<td>48 L (12.7 gal.)</td>
</tr>
<tr>
<td>Engine Oil with Filter</td>
<td>34 L (9.0 gal.)</td>
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<tr>
<td>Engine Coolant</td>
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<tr>
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</tr>
<tr>
<td>Hydraulic Reservoir</td>
<td>113 L (30.0 gal.)</td>
</tr>
</tbody>
</table>

### Operating Weights

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Empty</th>
<th>Capacity with cooling option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Tank</td>
<td>12,555 kg (27,679 lb.)</td>
<td>15,202 kg (33,515 lb.)</td>
</tr>
<tr>
<td>Diesel Exhaust Fluid (DEF) Tank</td>
<td>5,146 kg (11,345 lb.)</td>
<td>17,885 kg (39,410 lb.)</td>
</tr>
<tr>
<td>Engine Oil with Filter</td>
<td>5,146 kg (11,345 lb.)</td>
<td>17,885 kg (39,410 lb.)</td>
</tr>
<tr>
<td>Transmission Fluid</td>
<td>22,847 kg (50,369 lb.)</td>
<td>50,972 kg (112,374 lb.)</td>
</tr>
<tr>
<td>Total</td>
<td>28,125 kg (62,005 lb.)</td>
<td></td>
</tr>
</tbody>
</table>

### Optional Components

<table>
<thead>
<tr>
<th>Component</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dump-Body Liner (steel)</td>
<td>864 kg (1,905 lb.)</td>
</tr>
<tr>
<td>Tailgate</td>
<td>640 kg (1,411 lb.)</td>
</tr>
<tr>
<td>750/65R25 Tires</td>
<td>624 kg (1,376 lb.)</td>
</tr>
</tbody>
</table>

### Operating Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Inside</th>
<th>Outside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turning Circle Radius</td>
<td>4.27 m (14 ft. 0 in.)</td>
<td>8.02 m (26 ft. 4 in.)</td>
</tr>
</tbody>
</table>

### Machine Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Value (with mirrors in operating position)</th>
<th>Value (750/65R25)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Width with Mirrors in Operating Position</td>
<td>3.49 m (11 ft. 5 in.)</td>
<td>7.5/65R25</td>
</tr>
<tr>
<td>B Length</td>
<td>10.16 m (33 ft. 4 in.)</td>
<td>10.16 m (33 ft. 4 in.)</td>
</tr>
<tr>
<td>C Height</td>
<td>3.66 m (12 ft. 0 in.)</td>
<td>3.66 m (12 ft. 0 in.)</td>
</tr>
<tr>
<td>D Tread Width</td>
<td>2.28 m (7 ft. 6 in.)</td>
<td>2.28 m (7 ft. 6 in.)</td>
</tr>
<tr>
<td>E Width Over Tires</td>
<td>2.87 m (9 ft. 5 in.)</td>
<td>3.07 m (10 ft. 1 in.)</td>
</tr>
<tr>
<td>F Width Over Fenders</td>
<td>2.87 m (9 ft. 5 in.)</td>
<td>3.05 m (10 ft. 0 in.)</td>
</tr>
<tr>
<td>G Ground Clearance</td>
<td>0.49 m (19.4 in.)</td>
<td>0.49 m (19.4 in.)</td>
</tr>
<tr>
<td>H Dump Body Height, Dump Position</td>
<td>6.33 m (20 ft. 9 in.)</td>
<td>6.33 m (20 ft. 9 in.)</td>
</tr>
<tr>
<td>I Dump Body Side Rail Height</td>
<td>2.93 m (9 ft. 7 in.)</td>
<td>2.93 m (9 ft. 7 in.)</td>
</tr>
<tr>
<td>J Dump Body Dump Lip Height, Transport Position</td>
<td>2.26 m (7 ft. 5 in.)</td>
<td>2.26 m (7 ft. 5 in.)</td>
</tr>
<tr>
<td>K Dump Body Ground Clearance, Dump Position</td>
<td>0.63 m (24.7 in.)</td>
<td>0.63 m (24.7 in.)</td>
</tr>
<tr>
<td>L Dump Body Length</td>
<td>5.59 m (18 ft. 4 in.)</td>
<td>5.59 m (18 ft. 4 in.)</td>
</tr>
<tr>
<td>M Rear Axle Centerline to Rear of Dump Body</td>
<td>1.56 m (5 ft. 1 in.)</td>
<td>1.56 m (5 ft. 1 in.)</td>
</tr>
<tr>
<td>N Mid Axle to Rear Axle Centerline</td>
<td>1.67 m (5 ft. 6 in.)</td>
<td>1.67 m (5 ft. 6 in.)</td>
</tr>
<tr>
<td>O Front Axle to Mid Axle Centerline</td>
<td>4.26 m (14 ft. 0 in.)</td>
<td>4.26 m (14 ft. 0 in.)</td>
</tr>
<tr>
<td>P Front Axle Centerline to Front of Machine</td>
<td>2.67 m (8 ft. 9 in.)</td>
<td>2.67 m (8 ft. 9 in.)</td>
</tr>
<tr>
<td>Q Approach Angle</td>
<td>24 deg.</td>
<td>24 deg.</td>
</tr>
<tr>
<td>R Maximum Dump Angle</td>
<td>70 deg.</td>
<td>70 deg.</td>
</tr>
</tbody>
</table>

### Shipping Dimensions

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Inside</th>
<th>Outside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Height (suspension lowered 75 mm [3 in.])</td>
<td>3.59 m (11 ft. 9 in.)</td>
<td>3.59 m (11 ft. 9 in.)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>10.36 m (33 ft. 4 in.)</td>
<td>10.36 m (33 ft. 4 in.)</td>
</tr>
<tr>
<td>Overall Width</td>
<td>23.5R25</td>
<td>750/65R25</td>
</tr>
<tr>
<td>Mirrors Folded In</td>
<td>3.07 m (10 ft. 1 in.)</td>
<td>3.12 m (10 ft. 3 in.)</td>
</tr>
<tr>
<td>Tailgate Installed</td>
<td>3.26 m (10 ft. 8 in.)</td>
<td>3.26 m (10 ft. 8 in.)</td>
</tr>
</tbody>
</table>

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## Additional equipment

### Key:
- ● Standard
- ▲ Optional or special

#### 260E 310E Engine
- ● Meets EPA Final Tier 4 (FT4)/EU Stage IV emissions
- ● John Deere PowerTech™ PSS 6900 — 9.0L (549 cu. in.) inline 6
- ● Wet-sleeve cylinder liners
- ● Variable-geometry turbocharger (VGT)
- ● External cooled exhaust gas recirculation (EGR)
- ● Dual-element air cleaner with dust-ejector valve
- ● Precleaner
- ● High-pressure common-rail fuel injection
- ● Fuel/water separator
- ● Ground-level fueling and diesel exhaust fluid (DEF) fill
- ▲ Fast fill
- ● Serpentine drive belt with automatic tensioner
- ▲ Ether start aid (recommended below –1 deg. C [0 deg. F])
- ▲ Block heater (recommended below –18 deg. C [0 deg. F])
- ▲ Diesel-fired coolant heater (DFCH) (required below –25 deg. C [–3 deg. F])
- ● Programmable auto-shutdown
- ● Automatic turbo cool-down/shutdown timer
- ● Flat-black exhaust stack
- ● Chrome exhaust stack
- ▲ Severe-duty fuel filter
- ▲ Severe-duty fuel filter with heater

#### 260E 310E Powertrain (continued)
- ● Hydraulically locking differentials
- ● Differential lock floor switch
- ● Automatic traction control with manual override
- ▲ Wet-disc brakes on all 3 axles
- ▲ Spring-applied, hydraulically released, dry-disc park brake
- ▲ Axle filtration with remote-mounted filter
- ▲ Axle oil temperature sensing

#### Electrical System
- ● 24-volt to 12-volt system voltage
- ● 100-amp alternator
- ▲ 130-amp alternator
- ● Solid-state electrical distribution system
- ● Battery disconnect
- ● Batteries, 2 x 1400 CCA
- ● Drive lights
- ● Stair and service lights
- ▲ Deluxe halogen work lights, front and rear
- ▲ Deluxe LED work lights, front and rear
- ▲ LED rear turn signals/brake lights
- ● Electric horn
- ● Reverse alarm
- ▲ Beacon/strobe light
- ▲ 24-volt to 12-volt 15-amp converter
- ▲ 24-volt to 12-volt 25-amp converter

#### Hydraulic System
- ● Closed-center, load-sensing system
- ● Axial-piston, variable-displacement main pump
- ● Single-stage, dual-acting, dump-body tip cylinders
- ● Electrohydraulic dump-body control

#### Steering System
- ● Ground-driven secondary steering pump
- ● ROPS/FOPS certification
- ● Keyless start
- ▲ Tilt cab
- ▲ Programmable dump-body control settings
- ● Air conditioner
- ● Heater
- ▲ AM/FM radio/CD player
- ▲ AM/FM radio/CD player with Bluetooth®
- ▲ Rear window guard
- ▲ Wiper/washer with intermittent control
- ▲ Rear windshield wiper
- ▲ Tilt and telescoping steering wheel
- ▲ Fully adjustable, air-suspension, heated, high-back cloth and leather seat
- ▲ Air-suspension, low-back, cloth seat
- ▲ 76-mm (3 in.) retractable operator seat belt
- ▲ Foldaway trainer seat with retractable seat belt
- ● 12-volt power outlet

#### Operator Station (continued)
- ● Cup holders
- ▲ Reverse camera in main monitor
- ▲ Secondary reverse camera monitor
- ▲ Ashtray and 12-volt cigarette lighter
- ▲ Electric adjustable and heated mirrors
- ▲ Full-width retractable sun visor
- ▲ Cab precleaner
- ● 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/Imperial 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 (2): Keyless start/stop / F-N-R / Hazard light button / Park brake / Descent control / Gear-lock button / Gear up/down button / Park lights and headlights / Work lights / Beacon / Heated mirrors / IDL / Retarder adjustment / Automatic dump-body control settings / Air-conditioner/heater controls
- ▲ Dump-body lever control

#### Dump Body
- ● Dump-body safety lock when dump body is fully raised
- ▲ Dump-body liner (steel)
- ▲ Tailgate
- ▲ Dump-body heater
- ▲ Less dump body and cylinders

#### Other
- ● 23 SR55 radial earthmovers
- ▲ 750/65SR55 optional
- ● Remote grease bank
- ▲ Quick service for transmission oil, engine oil, engine coolant, and hydraulic oil
- ● Articulation lock
- ▲ Electrically actuated hood
- ▲ Onboard weighing system with external load lights
- ▲ Tire-pressure-monitoring system with temperature compensation
- ▲ Fire extinguisher
- ▲ Active hydraulic front suspension
- ▲ Dump assist, load assist, and hill assist
- ● JDLink™ wireless communication system with 5-year subscription (available in specific countries; see your dealer for details)
- ▲ JDLink™ dual-mode cellular/satellite wireless communication system with 3-year subscription (available in specific countries; see your dealer for details)

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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, 23 SR55 radial earthmovers, ROPS cabs, full fuel tanks, and 79-kg (175 lb.) operators.

JohnDeere.com

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