250D-II/300D-II ADTs
23.2 – 27.3 METRIC TONS (25.6 – 30.1 TONS)
If you’re looking to deliver big numbers to your bottom line, put our D-Series II Articulated Dump Trucks on your jobsite. These ADTs haul heaped payloads over adverse terrain with unsurpassed agility. They’re highly reliable, too, with high-strength, welded alloy-steel chassis and dump-body components that are durable, yet lightweight. The quiet cab is loaded with productivity- and uptime-enhancing features such as auto shutdown, push-button transmission and dump-body controls, onboard weighing, and tire-pressure monitoring, to list just a few. With the 250D-II and 300D-II ADTs, you get everything you need to keep materials and profits flowing.
Fuel-efficient EPA Interm Tier 4 (IT4)/EU Stage IIIB emission-certified engines deliver power without compromise in all conditions.

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

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

With John Deere WorkSight™, JDLink™ monitoring provides real-time machine utilization and health data, plus location info. Fleet Care proactively suggests maintenance to correct problems early before they cause costly downtime. Service ADVISOR™ Remote enables your dealer to read diagnostic codes, record performance data, and even update software without a trip to your jobsite. And integrated payload weighing monitors possible overload conditions. It’s the most comprehensive, easy-to-use suite of technology available for increasing uptime and productivity while lowering operating costs.
Haul of famer.

Our ADTs give you the competitive edge you need. Boasting fast cycle times and excellent power-to-weight ratios, they move material at a lower cost per ton than comparable-size 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 and inter-axle differential 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 provides 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, the limited-slip differentials along with the engaged inter-axle lock 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. Available tailgate helps retain more material for bigger loads. Automatically opens as dump body is raised.

3. Central oscillation joint, high suspension travel on all axles, and balanced weight distribution provide the agility and ability to navigate hostile terrain.
With cab sound levels that are three 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. Sealed-switch module gives fingertip control of keyless start, transmission, and dump body, as well as numerous productivity-enhancing functions.

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

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

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

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.

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

Our IT4/Stage IIIIB technology is simple, fuel efficient, fully integrated, and fully supported. It employs field-proven cooled exhaust gas recirculation (EGR) for reducing NOₓ, and a diesel particulate filter (DPF) and diesel oxidation catalyst (DOC) to reduce particulate matter. Periodic active and passive regeneration automatically cleans the filter without impacting machine productivity.
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 and without special tools for convenient service access.

2. Integrated tire-pressure-monitoring system (TPMS) helps maximize tire life and fuel efficiency. With JDLink, you can also check pressures via the Internet.

3. Easily accessible fluid sample and diagnostic test 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.
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.

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 a computer.

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

IT4/Stage IIIB diesel particulate filter (DPF) is easily accessible. Minimum service interval is 5,000 hours, and can be done by your John Deere dealer.
<table>
<thead>
<tr>
<th>Engine</th>
<th>250D-II</th>
<th>300D-II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer and Model</td>
<td>John Deere PowerTech™ Plus 6090</td>
<td>John Deere PowerTech Plus 6090</td>
</tr>
<tr>
<td>Non-Road Emission Standards</td>
<td>EPA Interim Tier 4/EU Stage IIIIB</td>
<td>EPA Interim Tier 4/EU Stage IIIIB</td>
</tr>
<tr>
<td>Configuration</td>
<td>6 cylinder inline</td>
<td>6 cylinder inline</td>
</tr>
<tr>
<td>Valves per Cylinder</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Displacement</td>
<td>9.0 L (549 cu. in.)</td>
<td>9.0 L (549 cu. in.)</td>
</tr>
<tr>
<td>Net Peak Power (ISO 9249)</td>
<td>198 kW (265 hp) at 2,000 rpm</td>
<td>212 kW (285 hp) at 2,200 rpm</td>
</tr>
<tr>
<td>Net Peak Torque at 1,200–1,400 rpm (ISO 9249)</td>
<td>1070 Nm (789 lb.-ft.)</td>
<td>1070 Nm (789 lb.-ft.)</td>
</tr>
<tr>
<td>Aspiration</td>
<td>Turbocharged and charge air cooled</td>
<td>Turbocharged and charge air cooled</td>
</tr>
<tr>
<td>Fuel System</td>
<td>High-pressure common rail, 10- and 2-micron filtration, with water separator</td>
<td></td>
</tr>
<tr>
<td>Cold-Start Aid</td>
<td>Ether</td>
<td>Ether</td>
</tr>
</tbody>
</table>

**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 | |
| Gear 1 | Forward: 7 km/h (4 mph), Reverse: 8 km/h (5 mph) |
| Gear 2 | Forward: 11 km/h (7 mph), Reverse: 11 km/h (7 mph) |
| Gear 3 | Forward: 19 km/h (12 mph), Reverse: 19 km/h (12 mph) |
| Gear 4 | Forward: 27 km/h (17 mph), Reverse: 27 km/h (17 mph) |
| Gear 5 | Forward: 38 km/h (24 mph), Reverse: 38 km/h (24 mph) |
| Gear 6 | Forward: 50 km/h (31 mph), Reverse: 50 km/h (31 mph) |

| Axles | |
| Input | Spiral bevel |
| Differential | Limited slip |
| Final Drive | Outboard planetary |
| 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 | |
| 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) | 428 kW (574 hp) |

| Hydraulics | |
| Type | Closed center, load sensing |
| Main Pump | Axial piston, variable displacement |
| Pump Flow | 184 L/m (48.6 gpm) |
| Pressure | 24,993 kPa (3,625 psi) |
| 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 | 6.0 sec. |
| Raise Time | 11.9 sec. |
Electrical
- **250D-II / 300D-II**
  - Voltage: 24 volt
  - Number of Batteries: 2
  - Battery Capacity: 950 CCA standard / 1,400 CCA optional
  - Alternator: 28 volt / 100 amp

Steering System
- Type: 2 hydraulically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump
- Angle: 45 deg. side to side
- Lock-to-Lock Turns: 4.1

Pneumatic System
- Type: Engine-mounted compressor, air dryer with heater, and integral unloader valve
- System Pressure: 810 kPa (117 psi)

Suspension
- **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

Body
- **250D-II**
  - Type: Heavy-duty rib reinforced
  - Capacity
    - Struck: 10.5 m³ (13.7 cu. yd.)
    - Heaped at 2:1 SAE Ratio: 13.8 m³ (18.0 cu. yd.)
    - Heaped at 1:1 SAE Ratio: 16.9 m³ (22.1 cu. yd.)
    - Maximum Dump Angle: 70 deg.
    - Heater: Body ducted for exhaust heating
- **300D-II**
  - Type: Heavy-duty rib reinforced
  - Capacity
    - Struck: 12.6 m³ (16.5 cu. yd.)
    - Heaped at 2:1 SAE Ratio: 16.6 m³ (21.7 cu. yd.)
    - Heaped at 1:1 SAE Ratio: 20.3 m³ (26.6 cu. yd.)
    - Maximum Dump Angle: 70 deg.
    - Heater: Body ducted for exhaust heating

Tires/Wheels
- **250D-II**
  - Type and Size: Radial earthmovers 23.5R25
  - Maximum Ground Pressure (loaded, middle axle): 137 kPa (19.9 psi)
- **300D-II**
  - Type and Size: Radial earthmovers 750/65R25
  - Maximum Ground Pressure (loaded, middle axle): 161 kPa (23.3 psi)
  - Optional Components
    - Dump Body Liner (steel): 981 kg (2,160 lb.)
    - Tailgate: 1160 kg (2,556 lb.)

Serviceability
- **250D-II / 300D-II**
- **250D-II**
  - Refill Capacities
    - Fuel Tank: 340.0 L (90.0 gal.)
    - Engine Oil with Filter: 25.5 L (6.7 gal.)
    - Engine Coolant: 32.9 L (8.7 gal.)
    - Transmission Fluid (refill): 21.8 L (5.8 gal.)
    - Transfer Case Oil: 4.7 L (5.0 qt.)
    - Hydraulic Reservoir: 79.0 L (20.8 gal.)
    - Axle Oil (per axle): 22.0 L (5.8 gal.)
    - Final Drive: 4.0 L (4.2 qt.)
- **300D-II**
  - Refill Capacities
    - Fuel Tank: 351.1 L (93.0 gal.)
    - Engine Oil with Filter: 25.5 L (6.7 gal.)
    - Engine Coolant: 32.9 L (8.7 gal.)
    - Transmission Fluid (refill): 21.8 L (5.8 gal.)
    - Transfer Case Oil: 4.7 L (5.0 qt.)
    - Hydraulic Reservoir: 79.0 L (20.8 gal.)
    - Axle Oil (per axle): 22.0 L (5.8 gal.)
    - Final Drive: 4.0 L (4.2 qt.)

Operating Weights
- **250D-II**
  - With Standard Equipment
    - Empty: 10,145 kg (22,280 lb.)
    - Loaded: 11,271 kg (24,800 lb.)
  - Rated Payload: 2,037 kg (4,490 lb.)
- **300D-II**
  - With Standard Equipment
    - Empty: 10,690 kg (23,460 lb.)
    - Loaded: 11,859 kg (26,150 lb.)
  - Rated Payload: 2,043 kg (4,490 lb.)

Optional Components
- **250D-II**
  - Dump Body Liner (steel): 981 kg (2,160 lb.)
  - Tailgate: 1160 kg (2,556 lb.)
- **300D-II**
  - Dump Body Liner (steel): 981 kg (2,160 lb.)
  - Tailgate: 1202 kg (2,647 lb.)
## Machine Dimensions

<table>
<thead>
<tr>
<th>A Width with Mirrors in Operating Position</th>
<th>250D-II</th>
<th>300D-II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width with Mirrors in Operating Position</td>
<td>3.35 m (11 ft. 0 in.)</td>
<td>3.35 m (11 ft. 0 in.)</td>
</tr>
<tr>
<td>B Length</td>
<td>9.50 m (31 ft. 2 in.)</td>
<td>9.58 m (31 ft. 5 in.)</td>
</tr>
<tr>
<td>C Height</td>
<td>3.58 m (11 ft. 9 in.)</td>
<td>3.58 m (11 ft. 9 in.)</td>
</tr>
<tr>
<td>D Tread Width</td>
<td>2.21 m (7 ft. 3 in.)</td>
<td>2.36 m (7 ft. 9 in.)</td>
</tr>
</tbody>
</table>

| E Width Over Tires                         | 2.82 m (9 ft. 3 in.) | 2.95 m (9 ft. 8 in.) | 3.00 m (9 ft. 10 in.) |
| F Dump Body Height, Dump Position          | 6.12 m (20 ft. 1 in.) | 6.20 m (20 ft. 4 in.) | 6.20 m (20 ft. 4 in.) |
| G Dump Body Side Rail Height               | 2.64 m (8 ft. 8 in.) | 2.74 m (9 ft. 0 in.) | 2.74 m (9 ft. 0 in.) |
| H Dump Body Dump Lip Height (transport position) | 1.93 m (6 ft. 4 in.) | 2.01 m (6 ft. 7 in.) | 2.01 m (6 ft. 7 in.) |
| I Dump Body Ground Clearance, Dump Position | 580 mm (23 in.) | 510 mm (20 in.) | 510 mm (20 in.) |
| J Dump Body Length                         | 5.13 m (16 ft. 10 in.) | 5.21 m (17 ft. 1 in.) | Radial earthmovers 23.5R25 |
| K Rear Axle Clearance to Rear of Dump Body | 1.32 m (4 ft. 4 in.) | 1.40 m (4 ft. 7 in.) | 1.40 m (4 ft. 7 in.) |
| L Mid Axle to Rear Axle Centerline         | 1.68 m (5 ft. 6 in.) | 1.68 m (5 ft. 6 in.) | 1.68 m (5 ft. 6 in.) |
| M Front Axle to Mid Axle Centerline        | 4.17 m (13 ft. 8 in.) | 4.17 m (13 ft. 8 in.) | 4.17 m (13 ft. 8 in.) |
| N Ground Clearance                         | 0.43 m (17 in.) | 0.43 m (17 in.) | 0.43 m (17 in.) |
| O Front Axle Clearance to Front of Machine | 2.34 m (7 ft. 8 in.) | 2.34 m (7 ft. 8 in.) | 2.34 m (7 ft. 8 in.) |
| P Approach Angle                           | 30 deg. | 30 deg. | 30 deg. |
| Q Maximum Dump Angle                       | 70 deg. | 70 deg. | 70 deg. |

## Operating Dimensions

<table>
<thead>
<tr>
<th>Turning Circle Radius</th>
<th>250D-II</th>
<th>300D-II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inside</td>
<td>4.17 m (13 ft. 8 in.)</td>
<td>4.11 m (13 ft. 6 in.)</td>
</tr>
<tr>
<td>Outside</td>
<td>7.92 m (26 ft. 0 in.)</td>
<td>7.98 m (26 ft. 2 in.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Turning Circle Radius</th>
<th>250D-II</th>
<th>300D-II</th>
</tr>
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<tr>
<td>Outside</td>
<td>7.92 m (26 ft. 0 in.)</td>
<td>7.98 m (26 ft. 2 in.)</td>
</tr>
</tbody>
</table>
**Shipping Dimensions**

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

**Gradeability**

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

**Retardation**

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

<table>
<thead>
<tr>
<th>250D</th>
<th>300D</th>
<th>Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Meets EPA Interim Tier 4/EU Stage IIIB emissions</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>John Deere PowerTech™ Plus 6090 — 9L inline 6</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Wet-sleeve cylinder liners</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Variable-geometry turbocharger</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>External cooled EGR</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Dual-element air cleaner with dust-ejector valve</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Pre cleaner</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>High-pressure common-rail fuel injection</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Fuel/water separator</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Ground-level fueling with provision for fast fill</td>
</tr>
<tr>
<td>▲▲</td>
<td>▲▲</td>
<td>Ether start aid (recommended below 30 deg. F)</td>
</tr>
<tr>
<td>▲▲</td>
<td>▲▲</td>
<td>Block heater (recommended below −10 deg. F)</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Programmable auto-shutdown</td>
</tr>
<tr>
<td>● ●</td>
<td>● ●</td>
<td>Automatic turbo cool-down/shutdown timer</td>
</tr>
</tbody>
</table>

**Cooling**
- Direct-drive, air-sensing, viscous-drive fan
- Front-mount radiator, charge air cooler, air-conditioner condenser, and pneumatic system cooling coil
- Front-mount transmission cooler
- Integral engine oil cooler
- Remote pressurized coolant reservoir
- John Deere COOL-GARD™ II long-life engine coolant
- Fan guard

**Pneumatic System**
- Engine-mounted compressor
- Air drier with heater
- Integral unloader valve
- Air horn

**Electrical System**
- 24-volt system voltage
- 100-amp alternator
- Solid-state electrical distribution system
- Battery disconnect
- Batteries, 2 x 950 CCA
- Batteries, 2 x 1,400 CCA
- 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

**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

**Operator Station**
- 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
- ▲ ▲ Air-suspension, low-back, cloth seat
- 76-mm (3 in.) retractable operator seat belt

**Dump Body**
- Dump-body safety prop rod
- ▲ ▲ Body liner (steel)
- ▲ ▲ Tailgate
- ▲ ▲ Body heater
- ▲ ▲ Less dump body and cylinders

**Other**
- 23.5R25 radial earthmover tires
- 750/65R25 low-profile radial earthmover tires
- Engine-service platform
- Remote grease banks
- Articulation lock
- Onboard weighing system with external load lights
- Tire-pressure-monitoring system
- JDLink™ Ultimate wireless communication system with 3-year subscription (available in specific countries; see your dealer for details)

**Powertrain**
- ZF 6HP592C Ecomat 2+ fully automatic engine-mounted planetary transmission
- Lockup torque converter
- Adaptive shift control
- Gear-hold switch
- Integral transmission input retarder
- Automatic retarding
- Selectable retarder aggressiveness
- 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

**250D 300D Powertrain (continued)**
- Hydraulically actuated dry-disc brakes, all wheels, with bolt-on mudguards
- Spring-applied, pneumatically released, dry-disc park brake

**250D 300D Engine**
- John Deere PowerTech™ Plus 6090 — 9L inline 6
- Wet-sleeve cylinder liners
- Variable-geometry turbocharger
- External cooled EGR
- Dual-element air cleaner with dust-ejector valve
- Pre cleaner
- High-pressure common-rail fuel injection
- Fuel/water separator
- Ground-level fueling with provision for fast fill
- Serpentine drive belt with automatic tensioner
- Ether start aid (recommended below 30 deg. F)
- Block heater (recommended below −10 deg. F)
- Programmable auto-shutdown
- Automatic turbo cool-down/shutdown timer

**Cooling**
- Direct-drive, air-sensing, viscous-drive fan
- Front-mount radiator, charge air cooler, air-conditioner condenser, and pneumatic system cooling coil
- Front-mount transmission cooler
- Integral engine oil cooler
- Remote pressurized coolant reservoir
- John Deere COOL-GARD™ II long-life engine coolant
- Fan guard

**Pneumatic System**
- Engine-mounted compressor
- Air drier with heater
- Integral unloader valve
- Air horn

**Electrical System**
- 24-volt system voltage
- 100-amp alternator
- Solid-state electrical distribution system
- Battery disconnect
- Batteries, 2 x 950 CCA
- Batteries, 2 x 1,400 CCA
- 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

**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

**Operator Station**
- 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
- ▲ ▲ Air-suspension, low-back, cloth seat
- 76-mm (3 in.) retractable operator seat belt

**Dump Body**
- Dump-body safety prop rod
- ▲ ▲ Body liner (steel)
- ▲ ▲ Tailgate
- ▲ ▲ Body heater
- ▲ ▲ Less dump body and cylinders

**Other**
- 23.5R25 radial earthmover tires
- 750/65R25 low-profile radial earthmover tires
- Engine-service platform
- Remote grease banks
- Articulation lock
- Onboard weighing system with external load lights
- Tire-pressure-monitoring system
- JDLink™ Ultimate wireless communication system with 3-year subscription (available in specific countries; see your dealer for details)

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 designs 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, 23.5R25 radial earthmover tires, ROPS cab, full fuel tanks, and 79-kg (175 lb.) operators. Capacity and loaded weights are based on 1660-kg/m³ (2,800 lb./cu. yd) material.

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