Not your “garden-variety” loader tractor

If you think the 210LE is just another tractor with yellow paint, think again. With heavy-duty unitized mainframe, integral three-point hitch, and industrial-strength loader, the 210LE is all business. Its high-torque John Deere diesel, four-speed torque-converter transmission, and mechanical front-wheel drive deliver plenty of pull with a box scraper. And more than enough muscle for powering through piles and heaping the bucket. Powerful, durable, affordable — that’s the 210LE.
> 73 SAE net hp; 80 SAE net hp with turbocharger
> 1–1.25 cu.-yd. bucket
> 5,280-lb. lift capacity
> 7,900-lb. breakout force
> 9,130-lb. operating weight
The 210LE is widely regarded as the best grading tractor available. And for good reason. Its responsive, heavy-duty integral three-point hitch and rugged multi-position box scraper make the fine art of grading easy to master. But when the work takes you outside the box, the 210LE is up to those tasks, too. Its industrial-strength loader with your choice of heavy-duty general-purpose or multipurpose bucket puts a variety of work within reach. Demo one and find out for yourself why the versatile 210LE is the most popular loader tractor in its class.

84-inch Cameco box scraper employs a high-volume back, double-beveled reversible cutting edge, and high-lift scarifier with heat-treated replaceable teeth.

Maximum productivity
end to end

The 210LE is widely regarded as the best grading tractor available. And for good reason. Its responsive, heavy-duty integral three-point hitch and rugged multi-position box scraper make the fine art of grading easy to master. But when the work takes you outside the box, the 210LE is up to those tasks, too. Its industrial-strength loader with your choice of heavy-duty general-purpose or multipurpose bucket puts a variety of work within reach. Demo one and find out for yourself why the versatile 210LE is the most popular loader tractor in its class.
Integral category II three-point hitch gives hydraulic control of lift and lower with down-pressure and float, tilt, pitch, and auxiliary functions. Lower-link sway blocks and single tilt cylinder are standard; dual cylinders, fixed drawbar, and 540-rpm PTO drive are available.

Curved knee provides exceptional reach, easily dumping to the center of most trucks for fast loading cycles.

Tight torque converter match, high torque reserve, and optimum lift-to-crowd match make the 210LE a very capable loading tractor.

Choose either a 1-cu.-yd. general-purpose or 1.12-cu.-yd. multipurpose bucket. The “four-in-one” version works well for a wide variety of tasks such as spreading gravel, grading, carrying cumbersome objects, or loading trucks.
No, the LE in this tractor’s model number doesn’t stand for “lots of extras”. But it should. Because this durable Deere utilizes several of the same drivetrain components and structures found in our highly reliable 310G Backhoe.

It’s no wonder the 210LE has carved out such a loyal following among asphalt contractors, site developers, and rental yards. And why it returns such outstanding value at trade-in time. When you know how it’s built, you’ll opt for the 210LE.
One-piece high-strength unitized mainframe is purpose-built to provide a solid working base for grading applications. Isolates components from shock-load stress, too.

Mechanical front-wheel drive delivers extra traction for increased productivity with heavy loads or on marginal jobsites.

Nothing light-duty here. This is one category II three-point hitch that can endure the rigors of everyday use.

Inboard-mounted multiple-disc brakes are sealed in a cooling oil bath for long, trouble-free life.

Box-constructed high-tensile steel loader arms provide superior strength and durability.
Easy to operate

FNR neutral safety switch and automatic park brake help prevent accidental machine movement. Doesn’t allow park-brake drive through, either.

Choose the four-speed transmission that’s right for you — a synchroshift with hydraulic reverser is standard; powershift is available. Either way, you get smooth, no-clutch fingertip direction changes for fast work cycles.

Electronic control unit lets service technicians easily retrieve vital operating information and helps diagnose problems more quickly.

Mechanical front-wheel drive and a differential lock that engages on-the-go give extra traction in poor underfoot conditions or for moving heavy loads. Limited-slip MFWD is optional.

Low-profile sloped hood, compact forward console, loader arms that angle outward, and two-post ROPS allow unobstructed visibility. Suspension seat swivels 15 degrees to the right for extra visibility of rear tools.

Transmission disconnect, automatic return-to-dig, bucket self-leveling, and float make an operator more efficient and help speed repetitive loading cycles.

Three-point hitch controls are conveniently positioned, and hydraulic response is consistent and quick.
<table>
<thead>
<tr>
<th>Wet-disc brakes are fully modulated and self-adjusting so they require little effort or maintenance.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Periodic maintenance chart helps ensure that nothing gets overlooked.</td>
</tr>
<tr>
<td>Expect low daily owning and operating costs with the 210LE. Its fuel-efficient Deere diesel runs 500 hours between oil changes. Vertical spin-on filters simplify fluid changes. Poly-V belt needs no adjustment.</td>
</tr>
<tr>
<td>Two-position tilt hood provides quick ground-level access to engine and transmission dipsticks, engine oil fill, fuel filter, and coolant reservoir.</td>
</tr>
</tbody>
</table>
### Specifications

#### Engine

<table>
<thead>
<tr>
<th>Type</th>
<th>210LE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>John Deere 4045D, naturally aspirated standard / John Deere 4045T, turbocharged optional, meets EPA and CARB emission non-road regulations</td>
</tr>
<tr>
<td>Rated power @ 2,200 rpm</td>
<td>78 SAE gross hp (58.2 kW) / 73 SAE net hp (54.4 kW)</td>
</tr>
<tr>
<td>Cylinders</td>
<td>4</td>
</tr>
<tr>
<td>Displacement</td>
<td>276 cu. in. (4.524 L)</td>
</tr>
<tr>
<td>Fuel consumption, typical</td>
<td>1.1 to 1.9 gal/hr (4.2 to 7.2 L/h)</td>
</tr>
<tr>
<td>Torque rise, net</td>
<td>26 percent</td>
</tr>
<tr>
<td>Maximum net torque</td>
<td>220 lb.-ft (298 Nm)</td>
</tr>
<tr>
<td>Pressure</td>
<td>2,750 psi (19 000 kPa)</td>
</tr>
</tbody>
</table>

#### Transmission

- Four-speed, helical-cut gear, collar-shift transmission synchronized in all gears with hydraulic reverser (optional full-power-shifted transmission)
- Torque converter, single stage, dual phase with 2.63:1 stall ratio
- Gear 1.
  - Forward: 3.6 mph (5.8 km/h)
  - Reverse: 4.0 mph (6.4 km/h)
- Gear 2.
  - Forward: 5.9 mph (9.5 km/h)
  - Reverse: 6.6 mph (10.6 km/h)
- Gear 3.
  - Forward: 13.9 mph (22.4 km/h)
  - Reverse: 13.9 mph (22.4 km/h)
- Gear 4.
  - Forward: 20.5 mph (33.0 km/h)
  - Reverse: 20.5 mph (33.0 km/h)

#### Final Drives

- Type: heavy-duty, inboard planetary final drives evenly distribute shock loads over three gears

#### Brakes (conform to SAE J1473)

- Service brakes: hydraulic multi wet disc, mounted inboard, self adjusting and self equalizing
- Parking and secondary brake: spring applied, hydraulically released multi wet disc, independent of service brakes, switch-operated electrical control, self engaging with engine shutdown

#### Capacities

| Fill / Change | 26 gal. (98 L) |
| Engine coolant | 4.3 gal. (16 L) |
| Engine oil including filter | 8 qt. (8.5 L) |
| Torque converter and transmission | 15 qt. (14 L) |
| Hydraulic system | 14.4 gal. (54.5 L) |
| Mechanical-front-wheel-drive axle | 3.5 gal. (13 L) |

#### Steering

- Type: hydrostatic power steering conforms to SAE J1151, emergency steering to SAE J53
- Mechanical-front-wheel-drive
  - Curb turning radius with brakes: 10 ft. 11 in. (3.34 m)
  - Without brakes: 13 ft. 8 in. (4.17 m)
  - Bucket clearance circle with brakes: 25 ft. 9 in. (7.87 m)
  - Without brakes: 35 ft. 3 in. (10.74 m)
  - Steering wheel turns, stop to stop: 3
  - Axle oscillations stop to stop, both axles: 22 degrees
- Axle ratings (SAE J43)
  - 17,340 lb. (7865 kg) front / 12,610 lb. (5720 kg) rear

#### Hydraulic System

- System: open center
- Pressure: 2,750 psi (19 000 kPa)
- Pump: gear type with integral priority valve
- Flow @ 2,200 rpm: 25 gpm (94.5 L/min.)
- Filter, return oil: 10-micron, spin-on enclosed replaceable element

#### Cylinders

| | 31.1 in. (790 mm) | 1.97 in. (50 mm) |
| Loader boom (2) | 3.54 in. (89 mm) | 29.3 in. (744 mm) |
| Loader bucket (1) | 5.97 in. (59 mm) | 8.49 in. (214 mm) |
| Steering (1) standard axle | 6.27 in. (160 mm) | 0.88 in. (22 mm) |
| Steering (1) MFWD axle | 6.55 in. (166 mm) | 1.42 in. (36 mm) |
### Three-Point Hitch Dimensions

<table>
<thead>
<tr>
<th>Three-Point Hitch</th>
<th>210LE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lift (t)</strong></td>
<td>3.00 in. (76.2 mm)</td>
</tr>
<tr>
<td><strong>Pitch (t)</strong></td>
<td>2.50 in. (63.5 mm)</td>
</tr>
<tr>
<td><strong>Tilt (t)</strong></td>
<td>3.00 in. (76.2 mm)</td>
</tr>
</tbody>
</table>

### Tires

<table>
<thead>
<tr>
<th></th>
<th>Rear</th>
<th>Front</th>
</tr>
</thead>
<tbody>
<tr>
<td>With mechanical-front-wheel-drive.</td>
<td>16.9-24, 8 PR R4</td>
<td>12.6-15.5, 8 PR NHS</td>
</tr>
</tbody>
</table>

### Category II Three-Point Hitch

**Type**

- Heavy-duty, integral to vehicle frame, with independent lever control of the lift, tilt, and pitch, and auxiliary functions and with down force and float on the lift circuit.

**Static lift at lower link, ends horizontal.**

- 6,870 lbf (30.57 kN)

**Static lift 24 in. (610 mm) behind lift points.**

- 3,790 lbf (16.85 kN)

**Controlled hydraulic flow rate, maximum.**

- 10 gpm (37.9 L/min.)

### SAE J/ISO 6016.3.2.1 Operating Weights

**Base tractor with full fuel tank and 165-lb. (75 kg) operator.**

- 9,130 lb. (4141 kg)

**Hitch weight / drawbar.**

- 535 lb. (243 kg)

**Wheel weights.**

- 1,100 lb. (499 kg)

**Tire.**

- 740 lb. (336 kg)

**Hitch weight / drawbar.**

- 535 lb. (243 kg)

**Base tractor with full fuel tank and 165-lb. (75 kg) operator.**

- 9,130 lb. (4141 kg)

**Tire.**

- 740 lb. (336 kg)

**Wheel weights.**

- 1,100 lb. (499 kg)

**Hitch weight / drawbar.**

- 535 lb. (243 kg)

### Tractor Loader Dimensions

- **Width over rear tires.**
  - 84.0 in. (2134 mm)

### Loader Buckets

<table>
<thead>
<tr>
<th>Bucket Level</th>
<th>Width</th>
<th>Height to bucket hinge pin, maximum</th>
<th>Bucket lowering time (power down)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy-duty long lip.</td>
<td>86 in. (2180 mm)</td>
<td>11 ft. 4.7 in. (3.47 m)</td>
<td>2.4 sec.</td>
</tr>
<tr>
<td>1.12-cu.-yd. (0.86 m³) bucket.</td>
<td>940 lb. (426 kg)</td>
<td>11 ft. 4.7 in. (3.47 m)</td>
<td>2.4 sec.</td>
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</tr>
</tbody>
</table>

### Loader Performance

<table>
<thead>
<tr>
<th>Bucket Level</th>
<th>Operator control</th>
<th>Breakout force</th>
<th>Lifting capacity, full height</th>
<th>Height to bucket hinge pin, maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy-Duty Long Lip Bucket</td>
<td>Single lever</td>
<td>7,900 lbf (35.14 kN)</td>
<td>5,280 lbf (2395 kg)</td>
<td>11 ft. 4.7 in. (3.47 m)</td>
</tr>
<tr>
<td>Heavy-Duty Long Lip Bucket</td>
<td>Single lever</td>
<td>7,950 lbf (34.47 kN)</td>
<td>5,100 lbf (2313 kg)</td>
<td>11 ft. 4.7 in. (3.47 m)</td>
</tr>
<tr>
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<td>Single lever</td>
<td>7,950 lbf (34.47 kN)</td>
<td>5,100 lbf (2313 kg)</td>
<td>11 ft. 4.7 in. (3.47 m)</td>
</tr>
</tbody>
</table>

### Operator Controls

- **Operator control.**
  - Heavy-duty long lip.
  - Heavy-duty long lip.

**Motor.**

- 9,130 lb. (4141 kg)

**Wheelbase.**

- 83.3 in. (2116 mm)

**Height of rear axle center.**

- 23.0 in. (584 mm)

**Height of hole for top link.**

- 30.8 in. (783 mm)

**Top link hole distance from rear axle center.**

- 17.7 in. (450 mm)

**Height of lower link point.**

- 18.3 in. (465 mm)

**Lower link length.**

- 29.5 in. (749 mm)

**Maximum height of lower link.**

- 26.1 in. (664 mm)

**Height of link center.**

- 7.2 in. (183 mm)

**Height of rear axle center.**

- 23.0 in. (584 mm)

**Width over rear tires.**

- 84.0 in. (2134 mm)

**Height of MFWD axle.**

- 11.3 in. (287 mm)

**Under transmission.**

- 12.3 in. (312 mm)

**With rear axle center.**

- 23.0 in. (584 mm)
### 210LE LANDSCAPE LOADER

#### Key:
- Standard equipment
- Optional or special equipment

#### Engine
- Meets EPA and CARB emission non-road regulations
- John Deere Model 40452 – 4.5 liter, 73 SAE net hp naturally aspirated, isolation mounted
- John Deere Model 4045T – 4.5 liter, 80 SAE net hp turbocharged, isolation mounted
- Diagnostic capabilities with Tier-4 control
- Vertical spin-on engine oil filter
- Spin-on John Deere fuel filter
- Oil-to-water engine oil cooler
- Antifreeze, –34°F (–37°C)
- Coolant recovery tank
- Serpentine belt with automatic belt tensioner
- Suction-type cooling fan
- Serpentine belt with automatic belt tensioner
- Dual element dry-type air cleaner with evacuator and prescreener
- Muffler, underhood with curved-end exhaust stack
- Muffler, spark arrest, underhood with curved-end exhaust stack
- Electric ether starting aid
- Engine coolant heater, 1,000 watts

#### Power Train
- Transmission with powershft reverser and torque converter: Fully synchronized four forward, four reverse speeds / Isolation mounted to mainframe
- Powershift transmission: Torque converter with electrically actuated twist grip N-R in 1st through 4th gears
- Transmission oil cooler
- Vertical spin-on transmission filter
- Electric forward-neutral-reverse control lever with neutral safety switch interlock
- Electric clutch cutoff on gear-shift and loader levers
- Differential lock, electric foot-actuated
- Planetary final drives
- Hydraulic service brakes (conforms to SAE J1473): Inboard, wet multi-disc, self-adjusting and self-energizing
- Parking brake with electric switch control (conforms to SAE J1473): Spring applied, hydraulically released wet multi-disc / Independent of service brakes
- Hydrostatic power steering with emergency manual mode
- MFWD axle
- Hydraulic front-wheel-drive, standard differential:
  - Electric on/off control / Driveshaft guard / Sealed axle
  - Mechanical-front-wheel-drive, limited-slip differential:
    - Electric on/off control / Driveshaft guard / Sealed axle
- Transmission guard
- Rear wheel spacers for use with chains

#### Three-Point Hitch
- Integral Category II
- Four-function sectional hydraulic valve, 6 gpm: Lift, with down-pressure and float / Tilt, single / Pitch / Fourth function auxiliary with capped hoses
- Cylinders: Lift (1) / Tilt (1) / Pitch (1)
- Fifth-function auxiliary valve with control lever
- Hydraulic flow control, 3 gpm*
- Second tilt cylinder

#### Loader
- Hydraulic self leveling
- Return-to-sag feature
- Single-lever control with electric clutch cutoff switch
- Bucket-level indicator
- Loader boom service lock
- Loader front coupler
- Third-function valve and lever for auxiliary equipment

#### Hydraulic System
- 25 gpm (95 L/min.) gear pump, open center system
- Hydraulic oil cooler
- O-ring face seal connectors
- Independent hydraulic reservoir
- Operator's Station

#### Transmission
- Deluxe electrical package with rear lights, light guards for front and signal lights, two 12-volt convenience outlets, and battery disconnect switch
- Two combination front/rear turn signal/flashlight / Two rear stop and tail
- Two rear reflectors / Rotating beacon*

#### Two-post ROPS/FOPS canopy with steel roof (conforms to SAE J1040); Isolation mounted

#### Operator's Station
- Two-post ROPS/FOPS canopy with steel roof (conforms to SAE J1040); Isolation mounted
- Operator enclosure*
- Left front access
- Slip-resistant steps and ergonomically located handholds
- Built-in Operator's Manual storage compartment with manual

**Customer Support Advisors (CSAs)**
- Deere believes the CSA program lends a personal quality to your business and takes the burden of machine maintenance off your shoulders.

**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. An extended coverage contract also travels well because it’s backed by John Deere and is honored by all Deere construction dealers.

**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 know if there’s a problem before you see a decline in performance. Fluid analysis is included in 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 you 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. An extended coverage contract also travels well because it’s backed by John Deere and is honored by all Deere construction dealers.

**Preventive Maintenance (PM) agreements**—gives 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 you 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. An extended coverage contract also travels well because it’s backed by John Deere and is honored by all Deere construction dealers.

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**Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, on standard conditions per SAE J1349 and DIN 70 020, using No. 2 D fuel at 35°F (1°C). No derating is required up to 5,000 ft. (1,500 m) altitude. Gross power is without cooling fan.**

**Specifications and design subject to change without notice. Whenever 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 rear tires; 12-16.5, 8 PR NHS front tires; 1,000-cu. yd. (876 cu. m) loader bucket, full fuel tank, and 175-lb. (79 kg) operator.**