



**JOHN DEERE**

2 5 - 4 0 T O N S

**D**

**ARTICULATED DUMP TRUCKS**

**250D | 300D | 350D | 400D**





# Get more bang from your truck.

If you're looking to deliver big numbers to your bottom line, put a John Deere articulated dump truck on your jobsite. These D-Series ADTs handle heaped payloads with faster cycle times and best-in-class fuel efficiency — so you'll move more material at lower cost. They're highly reliable, too, with high-strength, welded-alloy steel chassis and components that are durable, yet lightweight.

And with their oscillating frame joint, articulated steering, and high-flotation tires, these hard-charging haulers won't let wet weather or steep grades dampen your plans. Add enhancements such as a Tier 3 emission-certified engine, solid-state electrical system, and spacious redesigned cab with refined controls, and you have everything you need to maximize uptime and productivity.





Specifications	250D	300D	350D	400D
<b>Horsepower</b>	265 hp	285 hp	380 hp	413 hp
<b>Operating weight</b>				
<i>Empty</i>	40,340 lb.	42,990 lb.	61,730 lb.	65,960 lb.
<i>Loaded</i>	91,490 lb.	103,180 lb.	133,380 lb.	147,530 lb.
<b>2:1 heaped capacity</b>	18.0 cu. yd.	21.7 cu. yd.	26.3 cu. yd.	29.4 cu. yd.
<b>Rated payload</b>	51,150 lb.	60,190 lb.	71,650 lb.	81,570 lb.

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

With their lightweight oscillating frame and high-flotation tires, John Deere trucks won't leave you stuck on muddy, rutted, or hilly terrain.

Redesigned sound-suppressed cab features fatigue-beating controls, advanced diagnostic monitor, and sealed-switch module for convenient, fingertip operation of numerous functions.

Fuel-efficient Tier 3 emission-certified engines deliver clean power without compromise in all conditions. Leading-edge emissions technology ensures rapid engine response and dependable cold-start performance.

Limited-slip differentials (250D/300D), controlled-traction differentials (350D/400D), and transfer case diff-lock provide a traction boost in poor under-foot conditions.

Best-in-class payload-to-weight ratio means more of your fuel dollars are spent moving the material, not the machine — decreasing your cost per yard.

Fully automatic six-speed planetary transmission with torque converter lock up maximizes fuel efficiency.

Automatic retardation slows the truck when the operator backs off the accelerator pedal. For more confidence on steep grades and enhanced brake life.

Electronic unit injection and common-rail fuel systems provide high injection pressures even at low engine speed for improved cold-starting ability, low-speed response, and reduced emissions.

High-travel suspension keeps all tires in constant ground contact for optimum traction.

Short front end provides an industry-best approach angle that allows these ADTs to attack steep terrain.



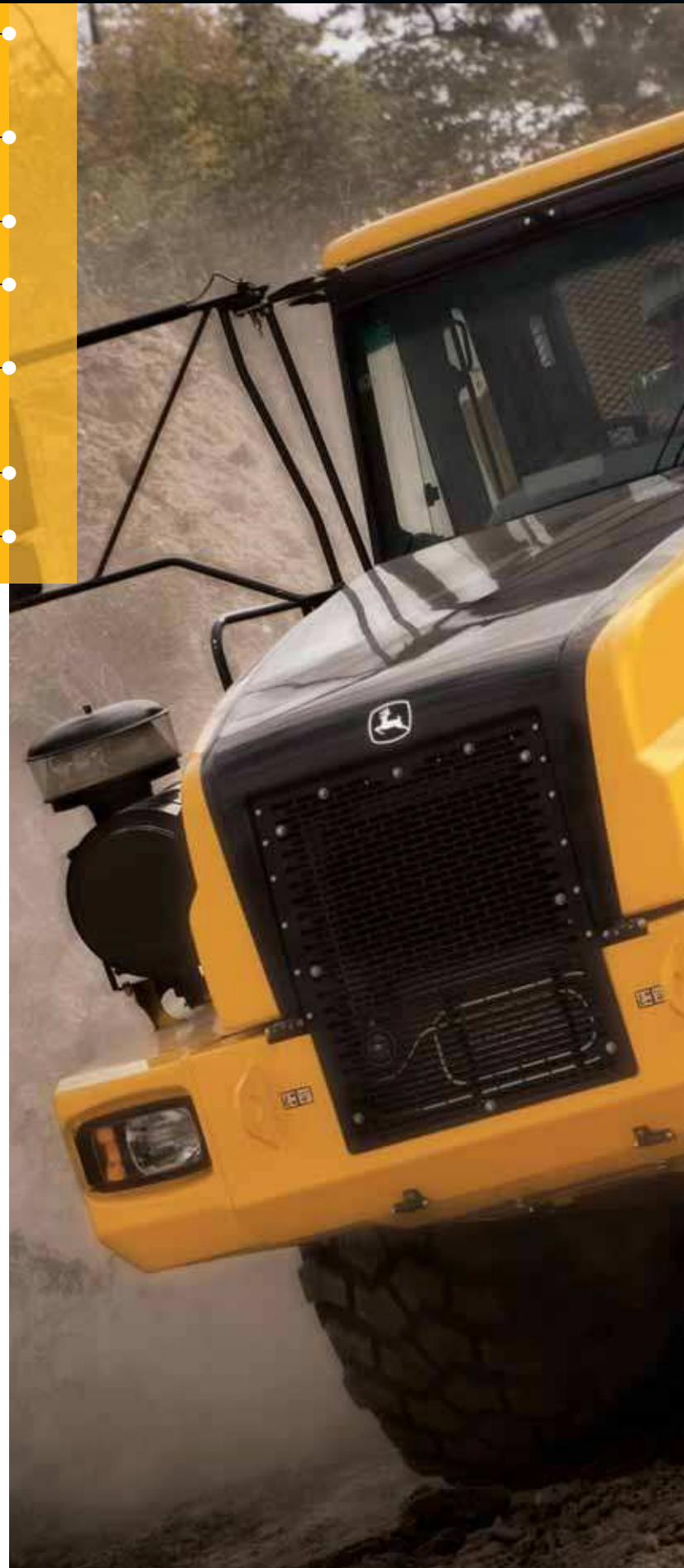
1. Transfer case inter-axle differential delivers equal torque to each axle when traction is favorable. When conditions get ugly, engage the diff-lock on the go to deliver torque to the tires that can best use it.



2. Central oscillation joint, high suspension travel on all axles, and balanced weight distribution provide the agility and ability to navigate hostile terrain.

3. Front-suspension damping helps minimize vibration, while the center-mounted seat reduces the roll often experienced in off-road conditions. For comfortable productivity.

4. Available tailgate helps retain more material for bigger loads. Automatically opens as dump body is raised.







# Haul of Famer.

In the end, the one who hauls the most for less wins. John Deere ADTs give you the competitive edge. Boasting faster haul cycles and industry-leading fuel economy, they move material at the lowest cost per ton of any comparable-size truck. Best-in-class payload-to-weight ratio gives you

more power and agility to carry the load, for maximum productivity and profitability. What really sets these prime-time players apart from other material movers is their ability to thrive on rough terrain, steep grades, and mud. You've simply got to try one to appreciate the difference.





# Easy rider.

What operator wouldn't want to climb behind the wheel of a John Deere ADT? Its spacious, quiet, climate-controlled cab is loaded with productivity-boosting comfort and convenience features that rival some SUVs. From the state-of-the-art

multifunction monitor and fully customizable controls to air-suspension seat, tilt/telescoping steering wheel, and CD player with high-output speakers, the D-Series provides everything your operators need to be their best.



Standard sound-suppression package significantly reduces noise levels and operator fatigue.

Adaptive transmission control adjusts clutch engagement to ensure smooth, consistent shifts throughout the life of the truck.

Fully adjustable air-suspension 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 controls wrap around the operator so they're easier to view and operate.

Heavy-duty bi-level climate-control system with automotive-style louvers keeps the glass clear and cab comfortable.

Spacious center-mount seat and comprehensive mirror package provide exceptional all-around visibility.

You won't find retarder pedals or levers in a Deere truck. Retarder aggressiveness is simply set on the switch pad. Everything else is automatic.

1. Who says you can't take it with you?  
There's a place for coffee cup, in-door storage for a Thermos™ or other carry-ons, and even a hot/cold box for refreshments.
2. Intuitive monitor reveals vital operating info, detailed diagnostic readings of most sensors and switches, and dump body function settings.
3. Convenient sealed switch pad provides fingertip control of numerous productivity-enhancing functions including:
  - Dump body upper limit.**
  - Soft stop / hard stop selection.**  
Soft stops reduce jarring and improve operator comfort; hard stops help dislodge sticky material.
  - Driveline assist** neutralizes transmission, engages park brake, and increases engine speed when lever is pulled to full-dump.



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Automatic transmission retardation provides superior braking power and reduces service-brake wear.

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

Oil-immersed wet-disc brakes on the 400D (optional on 350D) are virtually maintenance-free.

StructurAll™ warranty gives you three years of no-fear coverage on major structures up to 10,000 hours — free of charge.

350D and 400D hydraulic, transmission, and service brake oil coolers employ a hydraulically driven fan that runs only as needed, helping conserve power and fuel.

Efficient viscous direct-drive fans in all Deere trucks provide engine and charge-air cooling.



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1. Ribbed body and high-strength steel chassis deliver strength and rigidity without excess weight.
2. 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.
3. High-strength steel and widely spaced tapered roller bearings in the articulation area enhance long-term durability.
4. Rough terrain demands tough suspensions like the kind on a Deere ADT. Heavy-duty components absorb shocks and come back for more. You get best-in-class ground clearance, too.



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# 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 switches, and re-inforced articulation joints, to list a few. When you know how they're built, you'll run a Deere.



Engine dipstick and oil fill, oil and fuel filters, and coolant reservoir are readily accessible. Available environmental drains allow quick, no-spill changes.

Engine, transmission, and hydraulic oil-change intervals of 500, 2,000, and 4,000 hours add up to more uptime and less expense.

Load-sensing hydraulic system was designed with simplicity in mind. Fewer components result in greater reliability and service ease.

Your John Deere dealer has the parts and service you need to stay productive, and offers a wide variety of preventative maintenance and support programs to help you control costs.





# 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, see-through reservoirs, and grouped service points make quick work of the daily routine. High-hour oil and filter change intervals reduce costs and

planned downtime. Quick-change filters and extended engine and hydraulic oil-service 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.

1. Cab can be tilted without special tools in minutes, for convenient service access to drivetrain components.

2. In-cab load center simplifies fuse replacement. Fewer relays, connectors, and harnesses mean higher reliability.

3. If something goes wrong, the diagnostic monitor provides service codes and supporting info to help you quickly pinpoint the problem.

4. Easily accessible test ports allow technicians to troubleshoot problems more quickly.

5. See-through fluid reservoirs (250D/300D) and sight gauges let you check fluid levels at a glance.

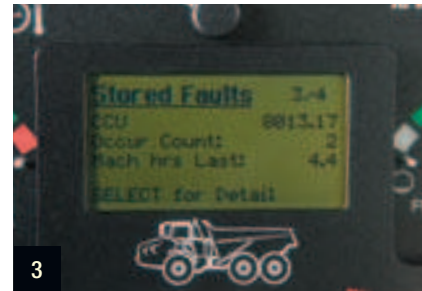
6. Centralized lube bank places difficult-to-reach zerks within reach. Convenient lube chart helps ensure that nothing gets overlooked.



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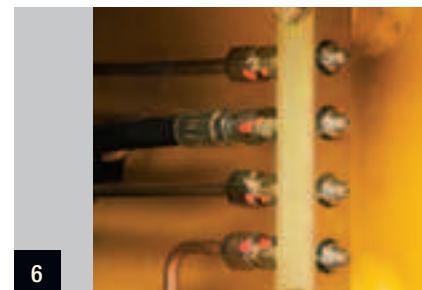
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# Specifications

Engine	250D	300D
Type .....	John Deere PowerTech Plus™ 6090; certified to EPA Tier 3 emissions	John Deere PowerTech Plus 6090; certified to EPA Tier 3 emissions
Configuration .....	inline six	inline six
Valves per Cylinder .....	4	4
Displacement .....	549 cu. in. (9.0 L)	549 cu. in. (9.0 L)
Net Peak Power (ISO9249) .....	265 hp (198 kW) @ 2,000 rpm	285 hp (212 kW) @ 2,200 rpm
Net Peak Torque (ISO9249) .....	789 lb.-ft. (1070 Nm) @ 1,200–1,400 rpm	789 lb.-ft. (1070 Nm) @ 1,200–1,400 rpm
Aspiration .....	turbocharged and charge air cooled	turbocharged and charge air cooled
Air Cleaner .....	dual-element dry type with precleaner	dual-element dry type with precleaner
Fuel System .....	high-pressure common rail, 10/2-micron filtration, with water separator	high-pressure common rail, 10/2-micron filtration, with water separator
Cooling System .....	liquid cooled with single-pass radiator and remote pressurized coolant tank	liquid cooled with single-pass radiator and remote pressurized coolant tank
Fan Drive .....	direct viscous drive	direct viscous drive
Cold Start Aid .....	optional high-pressure ether	optional high-pressure ether
<b>Transmission</b>		
Configuration .....	ZF 6HP592C Ecomat 2+ fully automatic engine-mounted planetary, with lock-up torque converter, integral input retarder, and adaptive shift control	
Operator Controls .....	six-position lever gear select with gear-hold switch and retarder aggressiveness setting	
Vehicle Speeds		
Forward		
Gear 1 .....	4 mph (7 km/h)	
Gear 2 .....	7 mph (11 km/h)	
Gear 3 .....	12 mph (19 km/h)	
Gear 4 .....	17 mph (27 km/h)	
Gear 5 .....	24 mph (38 km/h)	
Gear 6 .....	31 mph (50 km/h)	
Reverse .....	5 mph (8 km/h)	
<b>Transfer Case</b>		
Configuration .....	single-speed inline helical with output differential	
Output Differential .....	planetary, torque proportioning, pneumatically lockable on the fly	
Nominal Output Torque Split .....	33 front / 67 rear	
<b>Axles</b>		
Input .....	spiral bevel	
Differential .....	limited slip	
Final Drive .....	outboard planetary	
<b>Brake System</b>		
Service Brakes .....	dual-circuit hydraulically actuated dry-disc calipers on all axles, with mud guards	
Park and Secondary Brake .....	spring-applied, air-released, driveline-mounted dry disc	
Auxiliary Braking .....	automatic transmission retarder	
Total Retarding Capacity (not including service brakes) .....	574 hp (428 kW)	
<b>Pneumatic System</b>		
Configuration .....	engine-mounted compressor, air drier with heater, and integral unloader valve	
System Pressure .....	118 psi (810 kPa)	
<b>Electrical System</b>		
System Voltage .....	24 volt	
Batteries .....	2 x 12 volt, 950 CCA	
Alternator .....	28 volt, 80 amp	



## Hydraulic System 250D / 300D

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Type .....	closed-center, load-sensing system
Main Pump .....	axial piston, variable displacement
Dump Cylinders .....	single stage
Flow .....	48.6 gpm (184 L/min.) @ high idle
Pressure .....	3,625 psi (25 MPa)
Dump Body Control .....	electrohydraulic
Power-Down Time .....	6.0 sec.
Rise Time .....	11.9 sec.

## Steering System 250D 300D

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Configuration .....	two hydraulic cylinders with ground-driven secondary steering pump	two hydraulic cylinders with ground-driven secondary steering pump
Angle .....	45 degrees side to side	45 degrees side to side
Lock-to-Lock Turns .....	4.1	4.1
Turning Radius		
Inside .....	13 ft. 8 in. (4170 mm)	13 ft. 6 in. (4120 mm)
Outside .....	26 ft. 0 in. (7940 mm)	26 ft. 2 in. (7980 mm)

## Tires

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Type .....	radial earthmover	radial earthmover
Size .....	23.5R25	23.5R25
Maximum Ground Pressure (loaded middle axle) .....	19.9 psi (137 kPa)	22.1 psi (152 kPa)

## Suspension

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Configuration	
Front .....	maintenance-free quad 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 four interchangeable rubber-bushed links

## Body

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Capacity		
Struck .....	13.7 cu. yd. (10.5 m <sup>3</sup> )	16.5 cu. yd. (12.6 m <sup>3</sup> )
Heaped (SAE 2:1) .....	18.0 cu. yd. (13.8 m <sup>3</sup> )	21.7 cu. yd. (16.6 m <sup>3</sup> )
With Optional Tailgate .....	19.0 cu. yd. (14.5 m <sup>3</sup> )	23.2 cu. yd. (17.7 m <sup>3</sup> )
Heaped (SAE 1:1) .....	22.1 cu. yd. (16.9 m <sup>3</sup> )	26.6 cu. yd. (20.3 m <sup>3</sup> )
Tipping Angle .....	70 degrees	70 degrees

## Service Capacities

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Fuel Tank .....	90.0 gal. (340.0 L)
Engine Oil .....	6.7 gal. (25.5 L)
Engine Coolant .....	8.7 gal. (32.9 L)
Transmission Oil .....	5.8 gal. (21.8 L)
Transfer Case Oil .....	5.0 qt. (4.7 L)
Hydraulic Reservoir .....	20.8 gal. (79.0 L)
Axle Oil (per axle) .....	5.8 gal. (22.0 L)
Final Drive .....	4.2 qt. (4.0 L)

## Operating Weights

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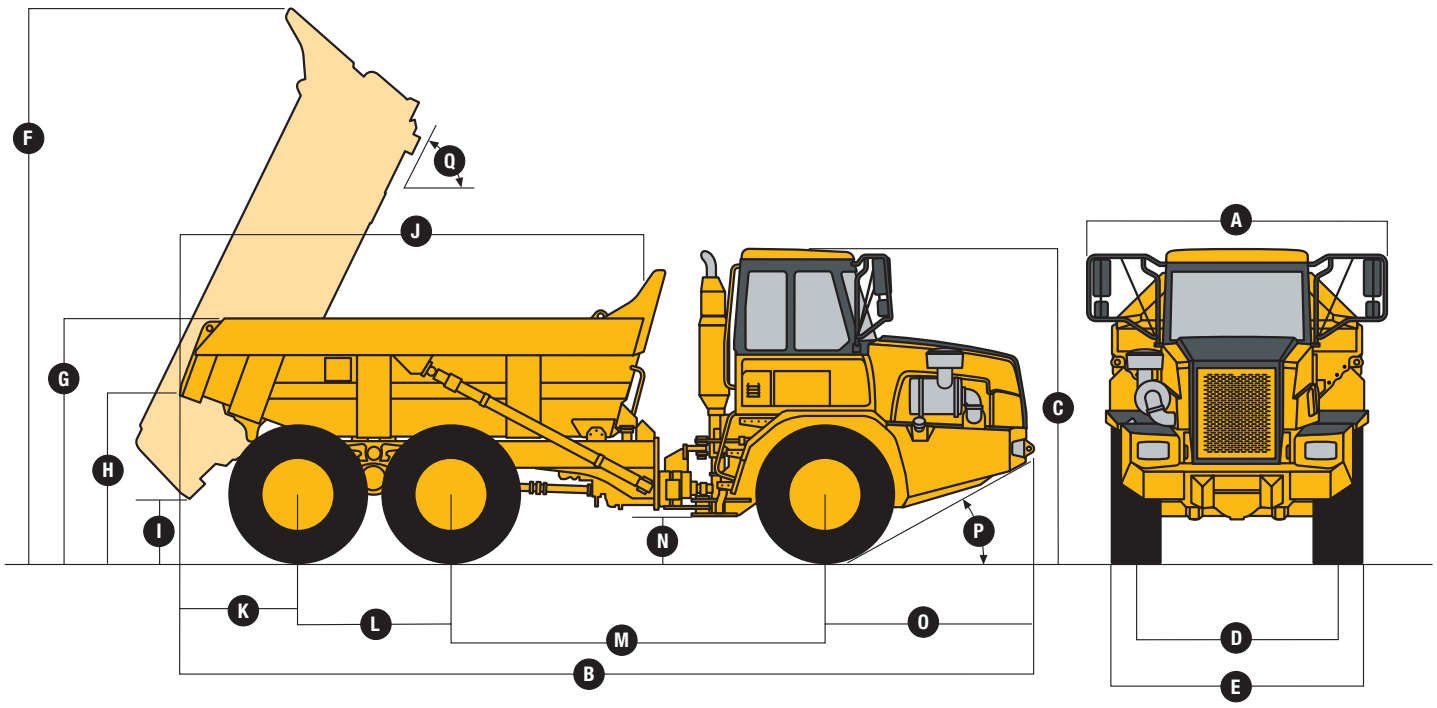
Empty		
Front .....	22,360 lb. (10 140 kg)	22,950 lb. (10 410 kg)
Middle .....	9,000 lb. (4080 kg)	10,030 lb. (4550 kg)
Rear .....	8,980 lb. (4070 kg)	10,010 lb. (4540 kg)
Total .....	40,340 lb. (18 300 kg)	42,990 lb. (19 500 kg)
Loaded		
Front .....	29,010 lb. (13 160 kg)	30,980 lb. (14 050 kg)
Middle .....	31,390 lb. (14 240 kg)	36,270 lb. (16 450 kg)
Rear .....	31,090 lb. (14 100 kg)	35,930 lb. (16 300 kg)
Total .....	91,490 lb. (41 500 kg)	103,180 lb. (46 800 kg)
Rated Payload .....	51,150 lb. (23 200 kg)	60,190 lb. (27 300 kg)

**Dimensions (without payload)**

**250D**

**300D**

<b>A</b> Machine Width		
Mirrors In Operating Position . . . . .	11 ft. 0 in. (3350 mm)	11 ft. 0 in. (3350 mm)
Mirrors Folded In . . . . .	see Width Over Tires below	see Bin Width below
<b>B</b> Total Machine Length . . . . .	31 ft. 2 in. (9500 mm)	31 ft. 5 in. (9580 mm)
<b>C</b> Machine Height . . . . .	11 ft. 5 in. (3480 mm)	11 ft. 5 in. (3480 mm)
<b>D</b> Track Width . . . . .	7 ft. 3 in. (2210 mm)	7 ft. 9 in. (2360 mm)
<b>E</b> Width Over Tires . . . . .	9 ft. 3 in. (2820 mm)	9 ft. 8 in. (2950 mm)
<b>F</b> Dump Body Height (dump position) . . . . .	20 ft. 1 in. (6120 mm)	20 ft. 4 in. (6200 mm)
<b>G</b> Dump Body Side Rail Height . . . . .	8 ft. 8 in. (2640 mm)	9 ft. 0 in. (2740 mm)
<b>H</b> Dump Body Dump Lip Height (transport position) . . . . .	6 ft. 4 in. (1930 mm)	6 ft. 7 in. (2010 mm)
<b>I</b> Dump Body Ground Clearance (dump position) . . . . .	1 ft. 11 in. (580 mm)	1 ft. 8 in. (510 mm)
<b>J</b> Dump Body Length . . . . .	16 ft. 10 in. (5130 mm)	17 ft. 1 in. (5210 mm)
<b>K</b> Rear Axle Centerline to Rear of Dump Body (transport position) . . . . .	4 ft. 4 in. (1320 mm)	4 ft. 7 in. (1400 mm)
<b>L</b> Mid Axle to Rear Axle Centerline . . . . .	5 ft. 6 in. (1680 mm)	5 ft. 6 in. (1680 mm)
<b>M</b> Front Axle to Mid Axle Centerline . . . . .	13 ft. 8 in. (4170 mm)	13 ft. 8 in. (4170 mm)
<b>N</b> Ground Clearance . . . . .	1 ft. 5 in. (430 mm)	1 ft. 5 in. (430 mm)
<b>O</b> Front Axle Centerline to Front of Machine . . . . .	7 ft. 8 in. (2340 mm)	7 ft. 8 in. (2340 mm)
<b>P</b> Approach Angle . . . . .	30 deg.	30 deg.
<b>Q</b> Dump Angle . . . . .	70 deg.	70 deg.
Bin Width . . . . .	9 ft. 0 in. (2740 mm)	9 ft. 10 in. (3000 mm)
Tailgate Width . . . . .	10 ft. 7 in. (3230 mm)	11 ft. 5 in. (3480 mm)

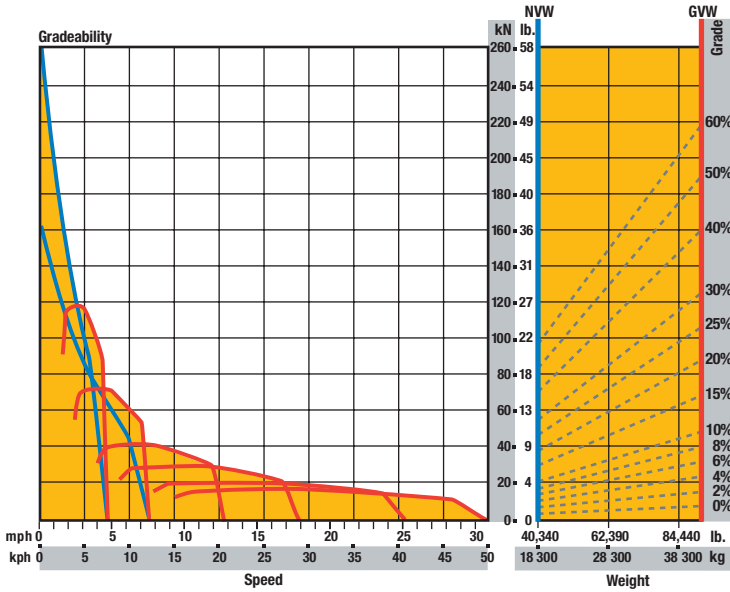




## Gradeability

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 rim-pull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

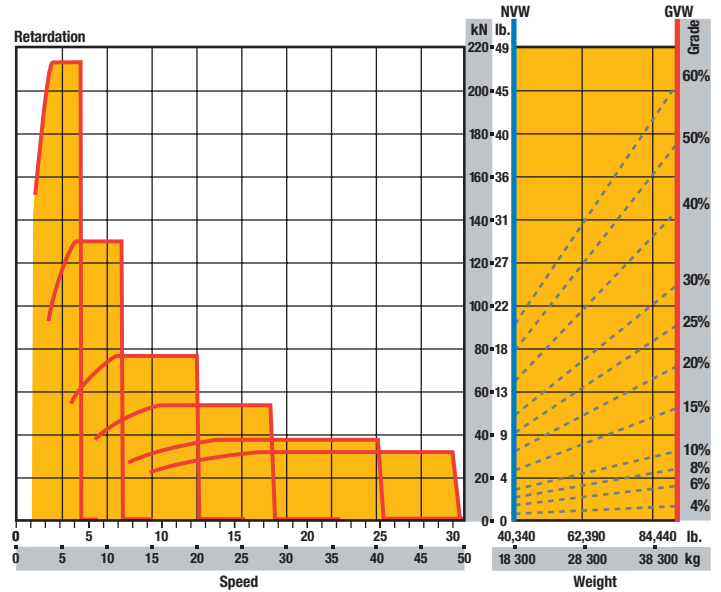
### 250D



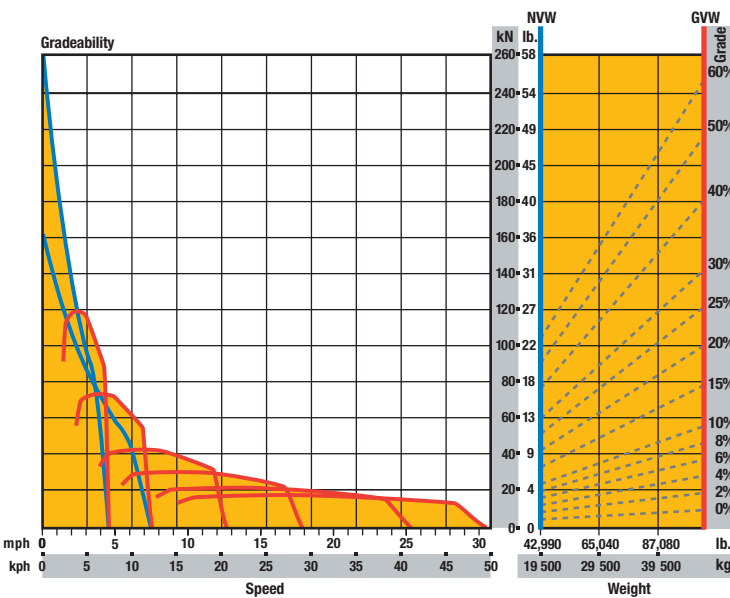
## Retardation

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.

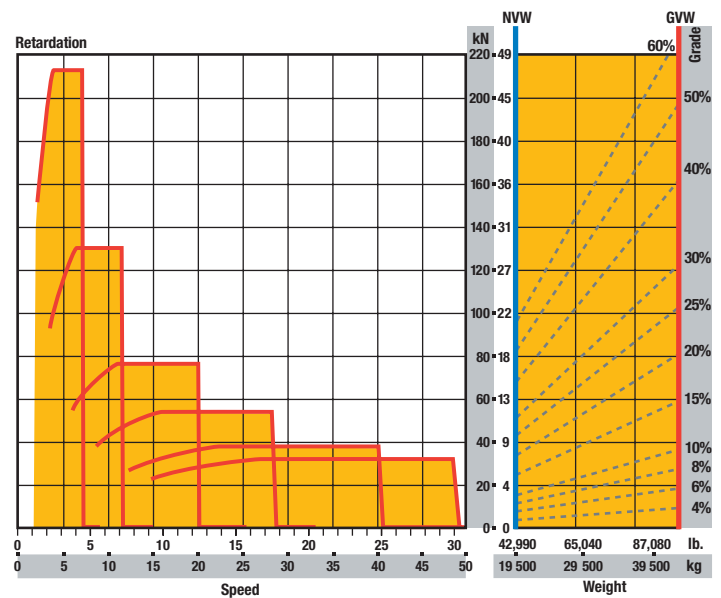
### 250D



### 300D



### 300D



# Specifications

## Engine

### 350D

### 400D

Type .....	Mercedes Benz OM501LA; certified to EPA Tier 3 emissions	Mercedes Benz OM501LA; certified to EPA Tier 3 emissions
Configuration .....	V6 with integral exhaust brake and engine valve brake	V6 with integral exhaust brake and engine valve brake
Valves per Cylinder .....	4	4
Displacement .....	729 cu. in. (11.95 L)	729 cu. in. (11.95 L)
Net Peak Power (ISO9249) .....	380 hp (283 kW) @ 1,800 rpm	413 hp (308 kW) @ 1,800 rpm
Net Peak Torque (ISO9249) .....	1,343 lb.-ft. (1824 Nm) @ 1,080 rpm	1,454 lb.-ft. (1974 Nm) @ 1,080 rpm
Aspiration .....	turbocharged and charge air cooled	turbocharged and charge air cooled
Air Cleaner .....	dual-element dry type with precleaner	dual-element dry type with precleaner
Fuel System .....	mechanically actuated electronic unit injection, 10/2-micron filtration, with water separator	mechanically actuated electronic unit injection, 10/2-micron filtration, with water separator
Cooling System .....	liquid cooled with single-pass radiator and remote pressurized coolant tank	liquid cooled with single-pass radiator and remote pressurized coolant tank
Fan Drive .....	direct viscous drive	direct viscous drive
Cold Start Aid .....	integral flame start	integral flame start

## Transmission

Configuration .....	Allison 4500R ORS fully automatic engine-mounted planetary, with lock-up torque converter, integral output retarder, and adaptive shift control	Allison 4500R ORS fully automatic engine-mounted planetary, with lock-up torque converter, integral output retarder, and adaptive shift control
Operator Controls .....	push-button gear select with separate gear-hold switch and retarder aggressiveness setting	push-button gear select with separate gear-hold switch and retarder aggressiveness setting
Vehicle Speeds		
Forward		
Gear 1 .....	5 mph (8 km/h)	5 mph (8 km/h)
Gear 2 .....	11 mph (17 km/h)	10 mph (16 km/h)
Gear 3 .....	15 mph (24 km/h)	14 mph (23 km/h)
Gear 4 .....	23 mph (37 km/h)	22 mph (35 km/h)
Gear 5 .....	30 mph (47 km/h)	28 mph (45 km/h)
Gear 6 .....	34 mph (54 km/h)	32 mph (52 km/h)
Reverse .....	4 mph (6 km/h)	4 mph (6 km/h)

## Transfer Case

Configuration .....	single-speed inline helical with output differential
Output Differential .....	planetary, torque proportioning, pneumatically lockable on the fly
Nominal Output Torque Split .....	33 front / 67 rear

## Axles

Input .....	spiral bevel
Differential .....	controlled traction
Final Drive .....	outboard planetary

## Brake System

Service Brakes .....	dual-circuit hydraulically actuated dry-disc calipers on all axles, with mud guards; wet-disc brakes with oil-to-air external cooling optional	dual-circuit hydraulically actuated wet multi-disc brakes on front and middle axles, with oil-to-air external cooling
Park and Secondary Brake .....	spring-applied, air-released, driveline-mounted dry disc	spring-applied, air-released, driveline-mounted dry disc
Auxiliary Braking .....	automatic transmission retarder, engine valve brake, and exhaust brake	automatic transmission retarder, engine valve brake, and exhaust brake
Total Retarding Capacity (not including service brakes) .....	771 hp (575 kW)	771 hp (575 kW)

## Pneumatic System

Configuration .....	engine-mounted compressor, air drier with heater, and integral unloader valve
System Pressure .....	118 psi (810 kPa)



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**Electrical System** **350D / 400D**

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System Voltage.....	24 volt
Batteries.....	2 x 12 volt, 950 CCA
Alternator.....	28 volt, 80 amp

**Hydraulic System**

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Type.....	closed-center, load-sensing system
Main Pump.....	axial piston, variable displacement
Dump Cylinders.....	single stage
Flow.....	79.3 gpm (300 L/min.) @ high idle
Pressure.....	3,625 psi (25 MPa)
Dump Body Control.....	electrohydraulic
Power-Down Time.....	7.6 sec.
Rise Time.....	13.0 sec.

**Steering System****350D****400D**

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Configuration.....	two hydraulic cylinders with ground-driven secondary steering pump	two hydraulic cylinders with ground-driven secondary steering pump
Angle.....	42 degrees side to side	42 degrees side to side
Lock-to-Lock Turns.....	4.7	4.7
Turning Radius		
Inside.....	16 ft. 7 in. (5060 mm)	16 ft. 0 in. (4890 mm)
Outside.....	29 ft. 11.5 in. (9130 mm)	30 ft. 2 in. (9200 mm)

**Tires**

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Type.....	radial earthmover	radial earthmover
Size.....	26.5R25	29.5R25
Maximum Ground Pressure (loaded middle axle).....	24.5 psi (169 kPa)	22.7 psi (157 kPa)

**Suspension**

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Configuration	
Front.....	box section leading A-frame 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 three rubber-bushed links for vertical movement and a transverse link for lateral restraint

**Body**

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Capacity		
Struck.....	19.9 cu. yd. (15.2 m <sup>3</sup> )	22.1 cu. yd. (16.9 m <sup>3</sup> )
Heaped (SAE 2:1).....	26.3 cu. yd. (20.1 m <sup>3</sup> )	29.4 cu. yd. (22.4 m <sup>3</sup> )
With Optional Tailgate.....	27.7 cu. yd. (21.2 m <sup>3</sup> )	31.0 cu. yd. (23.7 m <sup>3</sup> )
Heaped (SAE 1:1).....	32.2 cu. yd. (24.6 m <sup>3</sup> )	35.8 cu. yd. (27.4 m <sup>3</sup> )
Tipping Angle.....	70 degrees	70 degrees

**Service Capacities**

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Fuel Tank.....	128.0 gal. (485.0 L)
Engine Oil.....	8.0 gal. (30.0 L)
Engine Coolant.....	9.0 gal. (33.6 L)
Transmission Oil.....	9.0 gal. (34.0 L)
Transfer Case Oil.....	5.0 qt. (4.7 L)
Hydraulic Reservoir.....	47.0 gal. (178.0 L)
Axle Oil (per axle).....	12.0 gal. (45.0 L)
Final Drive.....	6.7 qt. (6.3 L)
Wet-Disc Brakes*	
Reservoir Oil.....	12.0 gal. (45.3 L)
Front Axle.....	7.0 gal. (27.0 L)
Middle Axle.....	7.0 gal. (27.0 L)

\*Standard on 400D and optional on 350D.

**Operating Weights**

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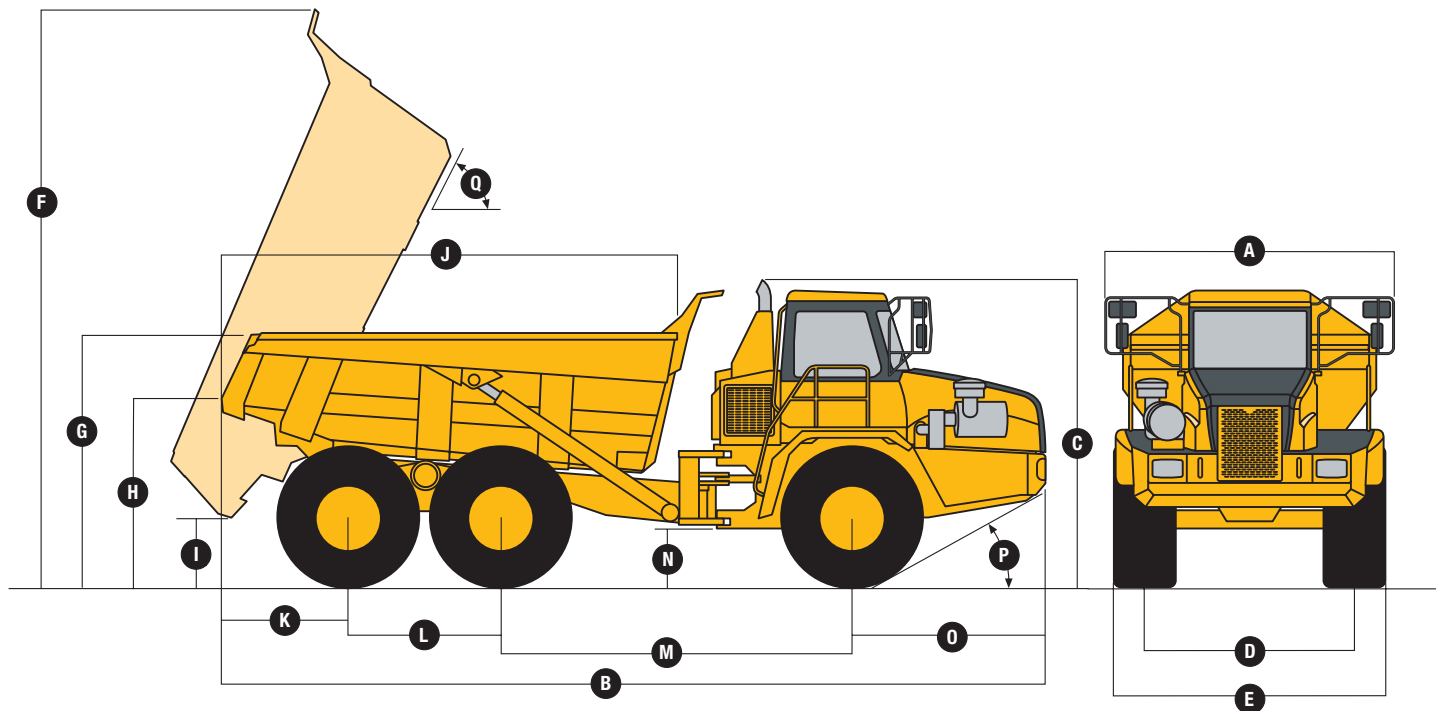
Empty		
Front.....	29,760 lb. (13 500 kg)	32,920 lb. (14 930 kg)
Middle.....	16,090 lb. (7300 kg)	17,610 lb. (7990 kg)
Rear.....	15,870 lb. (7200 kg)	15,430 lb. (7000 kg)
Total.....	61,730 lb. (28 000 kg)	65,960 lb. (29 920 kg)
Loaded		
Front.....	40,570 lb. (18 400 kg)	43,340 lb. (19 660 kg)
Middle.....	46,520 lb. (21 100 kg)	53,270 lb. (24 160 kg)
Rear.....	46,300 lb. (21 000 kg)	50,920 lb. (23 100 kg)
Total.....	133,380 lb. (60 500 kg)	147,530 lb. (66 920 kg)
Rated Payload.....	71,650 lb. (32 500 kg)	81,570 lb. (37 000 kg)

**Dimensions (without payload)**

**350D**

**400D**

<b>A</b> Machine Width		
Mirrors In Operating Position . . . . .	12 ft. 6 in. (3810 mm)	12 ft. 6 in. (3810 mm)
Mirrors Folded In . . . . .	11 ft. 2 in. (3400 mm)	see Width Over Tires below
<b>B</b> Total Machine Length . . . . .	33 ft. 8 in. (10 260 mm)	34 ft. 7 in. (10 540 mm)
<b>C</b> Machine Height . . . . .	12 ft. 6 in. (3810 mm)	12 ft. 9 in. (3890 mm)
<b>D</b> Track Width . . . . .	8 ft. 4 in. (2540 mm)	8 ft. 7 in. (2620 mm)
<b>E</b> Width Over Tires . . . . .	10 ft. 7 in. (3230 mm)	11 ft. 1 in. (3380 mm)
<b>F</b> Dump Body Height (dump position) . . . . .	23 ft. 6 in. (7160 mm)	23 ft. 9 in. (7240 mm)
<b>G</b> Dump Body Side Rail Height . . . . .	10 ft. 1 in. (3070 mm)	10 ft. 6 in. (3200 mm)
<b>H</b> Dump Body Dump Lip Height (transport position) . . . . .	7 ft. 2 in. (2180 mm)	7 ft. 8 in. (2340 mm)
<b>I</b> Dump Body Ground Clearance (dump position) . . . . .	2 ft. 8 in. (810 mm)	2 ft. 1.5 in. (650 mm)
<b>J</b> Dump Body Length . . . . .	18 ft. 2 in. (5540 mm)	19 ft. 1 in. (5820 mm)
<b>K</b> Rear Axle Centerline to Rear of Dump Body (transport position) . . . . .	4 ft. 6 in. (1370 mm)	5 ft. 4 in. (1630 mm)
<b>L</b> Mid Axle to Rear Axle Centerline . . . . .	6 ft. 5 in. (1960 mm)	6 ft. 5 in. (1960 mm)
<b>M</b> Front Axle to Mid Axle Centerline . . . . .	14 ft. 8 in. (4470 mm)	14 ft. 8 in. (4470 mm)
<b>N</b> Ground Clearance . . . . .	1 ft. 8 in. (510 mm)	1 ft. 10 in. (560 mm)
<b>O</b> Front Axle Centerline to Front of Machine . . . . .	8 ft. 1 in. (2460 mm)	8 ft. 1 in. (2460 mm)
<b>P</b> Approach Angle . . . . .	29 deg.	31 deg.
<b>Q</b> Dump Angle . . . . .	70 deg.	70 deg.
Bin Width . . . . .	10 ft. 9 in. (3280 mm)	10 ft. 9 in. (3280 mm)
Tailgate Width . . . . .	11 ft. 10 in. (3610 mm)	11 ft. 10 in. (3610 mm)

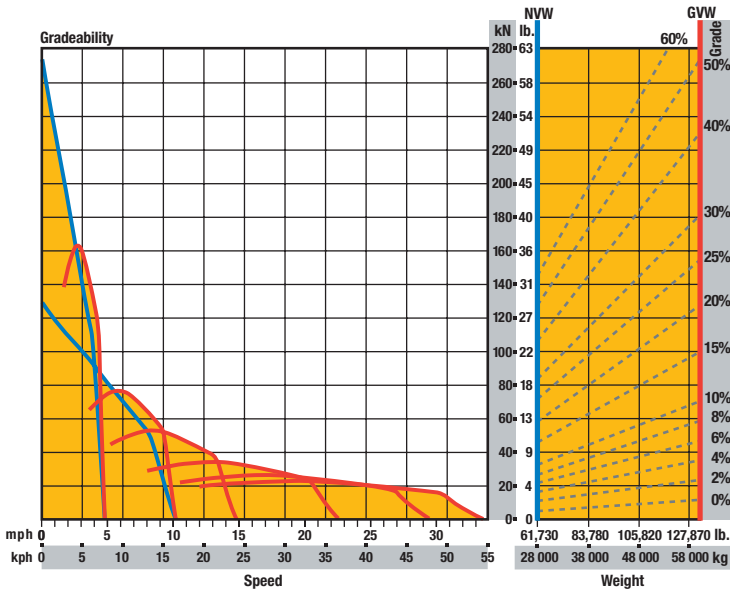




## Gradeability

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 rim-pull curve.
3. Read down from this point to determine maximum speed attained at that tractive resistance.

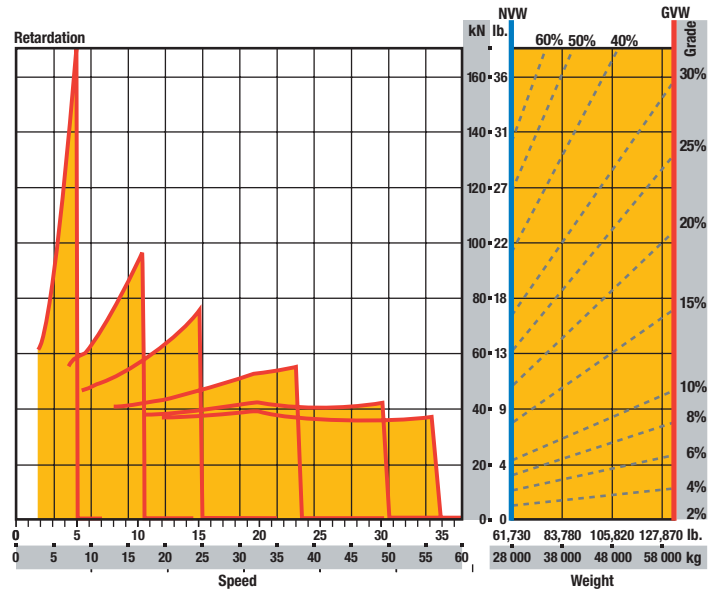
### 350D



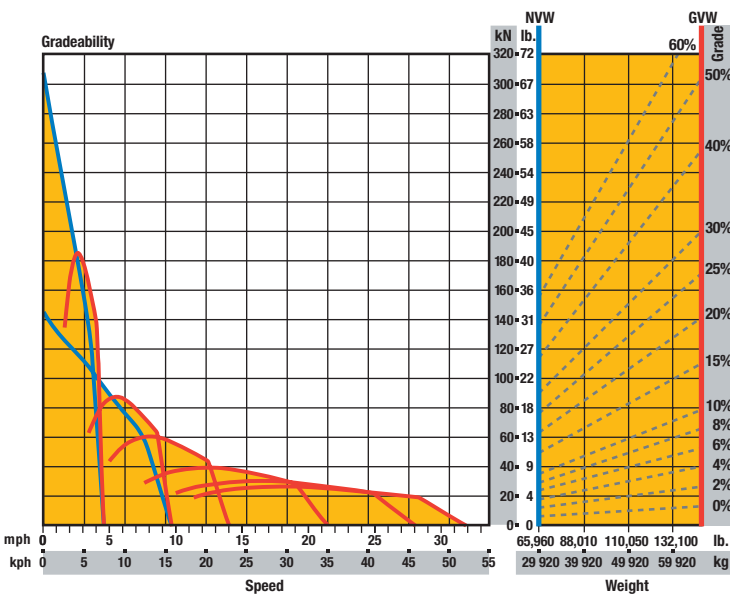
## Retardation

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.

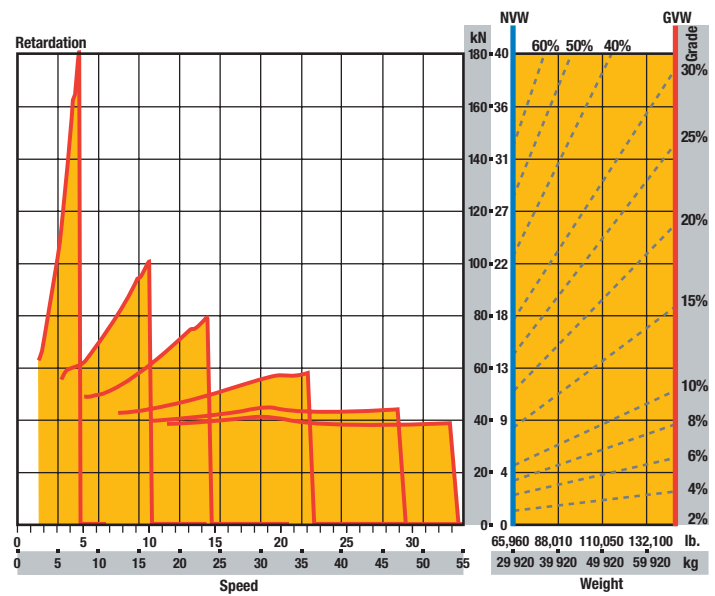
### 350D



### 400D



### 400D



# 250D / 300D / 350D / 400D ARTICULATED DUMP TRUCKS

Key: ● Standard equipment ▲ Optional equipment

\*See your John Deere dealer for further information.

250	300	350	400	Engine
●	●	●	●	Certified to EPA Tier 3 emissions
●	●			John Deere PowerTech Plus 6090 – 9L inline 6
		●	●	Mercedes Benz OM501LA – 12L V6
●	●	●	●	Wet-sleeve cylinder liners
●	●			Variable-geometry turbocharger
●	●			Waste-gate turbocharger
●	●			External cooled EGR
		●	●	Engine valve brake and exhaust brake
●	●	●	●	Dual-element air cleaner with dust-ejector valve
●	●	●	●	Precleaner
●	●			High-pressure common-rail fuel injection
		●	●	Mechanically actuated electronic unit fuel injection
●	●			500-hour 10- and 2-micron spin-on fuel filters
		●	●	1,000-hour 10- and 2-micron top-load fuel filters
●	●	●	●	Water separator
●	●	●	●	500-hour top-load engine oil filter
●	●	●	●	500-hour oil-change interval
●	●	●	●	Ground-level fueling with provision for fast fill
●	●	●	●	Serpentine drive belt with automatic tensioner
		●	●	Intake manifold flame start aid
▲	▲			Ether start aid (recommended below 30°F) <sup>†</sup>
▲	▲	▲	▲	Block heater (recommended below -10°F) <sup>‡</sup>
<b>Cooling</b>				
●	●	●	●	Crankshaft-mounted viscous-drive fan
		●	●	Remote proportionally controlled hydraulic fan drive
●	●	●	●	Front-mount radiator, charge air cooler, air-conditioner condenser, and pneumatic system cooling coil
●	●			Front-mount transmission cooler
		●	●	Remote-mount hydraulic/transmission oil cooler
		▲	●	Remote-mount axle oil cooler
●	●	●	●	Integral engine oil cooler
●	●	●	●	Remote pressurized coolant reservoir with continuous coolant de-aeration
●	●	●	●	John Deere COOL-GARD™ long-life engine coolant
●	●	●	●	Fan guard
<b>Powertrain</b>				
●	●			ZF 6HP592C Ecomat 2+ fully automatic engine-mounted planetary transmission
		●	●	Allison 4500R ORS fully automatic engine-mounted planetary transmission
●	●	●	●	Lock-up torque converter

250	300	350	400	Powertrain (continued)
		●	●	1,000-hour transmission filter
●	●			2,000-hour transmission filter
●	●	●	●	Adaptive shift control
●	●			Six-position lever gear select
		●	●	Push-button gear select
●	●	●	●	Gear-hold switch
●	●			Integral transmission input retarder
		●	●	Integral transmission output retarder
●	●	●	●	Automatic retarding
●	●	●	●	Selectable retarder aggressiveness
●	●	●	●	Single-speed transfer case with output differential
●	●	●	●	Planetary interaxle shift-on-the-fly locking differential with 33%/67% nominal output torque split
		●	●	Transfer case oil filtration with 500-hour filter
●	●	●	●	Transfer case sight gauge
●	●			Limited-slip differential
		●	●	Controlled-traction differential, switchable from cab
●	●	●	●	Hydraulically actuated dry-disc brakes, all wheels, with mud guards
		▲	●	Hydraulically actuated wet-disc brakes, front and mid axle, with external oil-to-air cooling
●	●	●	●	Spring-applied, pneumatically released, dry-disc park brake
●	●	●	●	2,000-hour transmission oil, transfer case oil, and axle oil-change interval
<b>Pneumatic System</b>				
●	●	●	●	Engine-mounted compressor
●	●	●	●	Air drier with heater
●	●	●	●	Integral unloader valve
●	●	●	●	2,000-hour air-drier filter
<b>Electrical System</b>				
●	●	●	●	24-volt system voltage
●	●			80-amp alternator
		●	●	100-amp alternator
●	●	●	●	Battery disconnect
●	●	●	●	Batteries, 2 x 950 CCA
●	●	●	●	Drive lights
▲	▲	▲	▲	Deluxe work lights <sup>§</sup>
●	●	●	●	Horn
●	●	●	●	Reverse alarm
▲	▲	▲	▲	Beacon wiring kit <sup>§</sup>
<b>Hydraulic System</b>				
●	●	●	●	Closed-center, load-sensing system
●	●	●	●	Axial-piston, variable-displacement main pump
●	●	●	●	Single-stage dump-body tip cylinders
●	●	●	●	Electrohydraulic dump-body control
		●	●	2,000-hour oil filter
●	●			4,000-hour oil filter
●	●	●	●	4,000-hour oil-change interval

250	300	350	400	Steering System
●	●	●	●	Ground-driven secondary steering pump
<b>Cab</b>				
●	●	●	●	ROPS/FOPS certification
●	●	●	●	Tilt cab
●	●	●	●	Gas strut-supported door
●	●	●	●	Programmable dump-body tip settings
●	●	●	●	Air conditioner
●	●	●	●	Heater
●	●	●	●	AM/FM radio/CD player
●	●	●	●	Rear window guard
●	●	●	●	Wiper/washer with intermittent control
●	●	●	●	Tilt and telescoping steering wheel
●	●	●	●	Center-mount air-suspension seat
●	●	●	●	Retractable seat belt
●	●	●	●	Foldaway trainer seat with retractable seat belt
●	●	●	●	12-volt power outlet
●	●	●	●	Cup holder
●	●	●	●	Cooled/heated lunch box
●	●	●	●	Ashtray
▲	▲	▲	▲	Electric adjustable and heated mirrors
●	●	●	●	Deluxe monitor: Analog speedometer / Fuel gauge / Transmission oil temperature gauge / Engine coolant temperature gauge / LED function/warning indicators and audible alarm / Transmission gear selection / Tachometer / Battery voltage / Hour meter / Odometer / Fuel consumption / Tip counter / Trip timer / Trip distance / Metric/English units / Service codes/diagnostics
●	●	●	●	Backlit sealed switch module functions: Wiper control / Lights / Heated mirrors / Retarding aggressiveness / Controlled-traction differentials (350D/400) / Transfer case differential lock / Transmission gear hold / Dump-body tip limit / Air-conditioner/heater controls
<b>Dump Body</b>				
●	●	●	●	Dump-body mechanical lock
▲	▲	▲	▲	Body liner
▲	▲	▲	▲	Tailgate <sup>†</sup>
▲	▲	▲	▲	Body heater <sup>†</sup>
▲	▲	▲	▲	Less dump body and cylinders
▲	▲	▲	▲	Less dump body only*
<b>Other</b>				
●	●			23.5R25 radial earthmover tires
		●		26.5R25 radial earthmover tires
		●	●	29.5R25 radial earthmover tires
●	●	●	●	Engine-service platform
●	●	●	●	Remote grease banks
●	●	●	●	Articulation lock

<sup>†</sup>Factory option.

<sup>§</sup>Field option.



JOHN DEERE

DKADADT Litho in U.S.A. (06-12)

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan at test conditions specified per ISO9249.

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, radial earthmover tires (23.5R25 for the 250D and 300D, 26.5R25 for the 350D, and 29.5R25 for the 400D), ROPS cabs, full fuel tanks, and 175-lb. (79 kg) operators. Capacity and loaded weights are based on 2,800-lb./cu. yd. (1660 kg/m<sup>3</sup>) material.



Courtesy of Machine.Market