

# 250D-II/300D-II ADTs


23.2–27.3 METRIC TONS (25.6–30.1 TONS)



**JOHN DEERE**







ADT Specifications	250D-II	300D-II
Horsepower	198 kW (265 hp)	212 kW (285 hp)
Operating weight, empty	18 314 kg (40,340 lb.)	19 541 kg (42,990 lb.)
Operating weight, loaded	41 536 kg (91,490 lb.)	46 900 kg (103,180 lb.)
Heaped capacity	13.8 m <sup>3</sup> (18.0 cu. yd.)	16.6 m <sup>3</sup> (21.7 cu. yd.)
Rated payload	23 222 kg (51,150 lb.)	27 326 kg (60,190 lb.)

# Get more bang from your truck.

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.





DEERE

Fuel-efficient EPA Interim 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 multi-function 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.

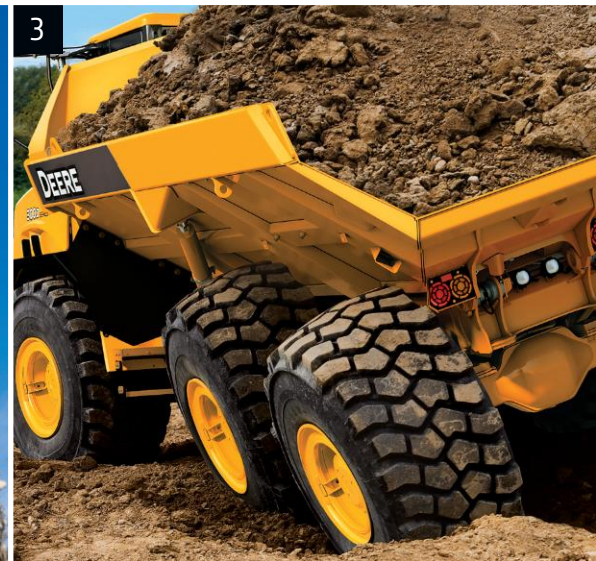
Inter-axle differential delivers equal torque to each axle on favorable footing. When conditions get ugly, the limited-slip differentials along with the engaged inter-axle lock deliver torque to the tires that can best use it.







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 axes, and balanced weight distribution provide the agility and ability to navigate hostile terrain.





# Easy rider.

What truck operator wouldn't want to be behind the wheel of our ADTs? Their spacious, quiet, climate-controlled cabs are loaded with comfort and convenience features that rival some SUVs. From keyless start and fully customizable low-effort fingertip controls to amenities such as air-suspension heated seat, tilt/telescoping steering wheel, CD player/radio, hot/cold refreshment box — your operators have everything they need to do their best.



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.

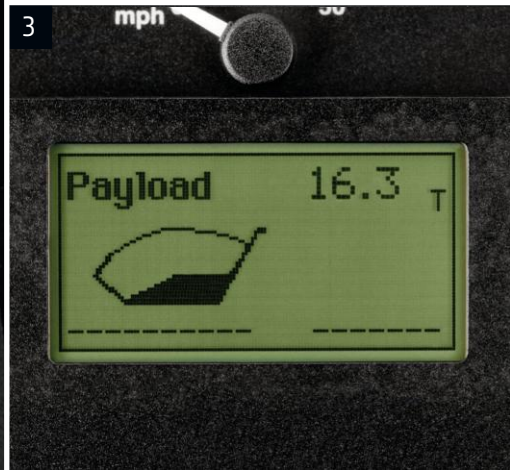
Adaptive transmission control adjusts clutch engagement to ensure smooth, consistent shifts throughout the life of the truck.

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.

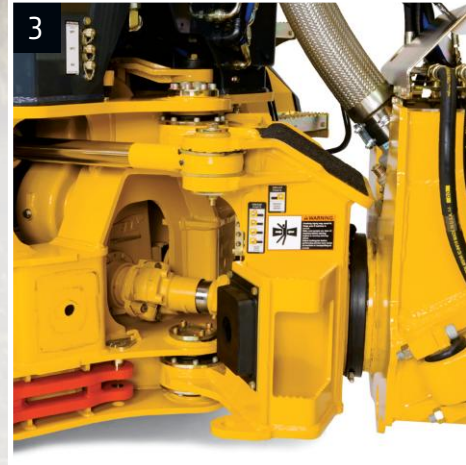
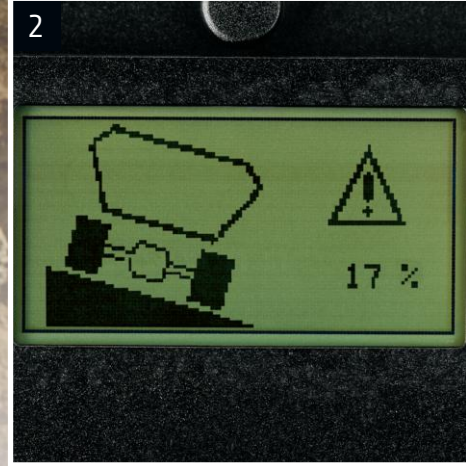


# Nothing's built like a Deere.

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.







1. Ribbed body and high-strength steel chassis deliver strength and rigidity without excess weight.
2. To minimize the risk of rollover while unloading, the dump body can be restricted from rising when the rear chassis exceeds a predetermined slope angle.
3. High-strength steel and widely spaced tapered roller bearings in the articulation joint enhance long-term durability.

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 IIIB technology is simple, fuel efficient, fully integrated, and fully supported. It employs field-proven cooled exhaust gas recirculation (EGR) for reducing NO<sub>x</sub>, 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.

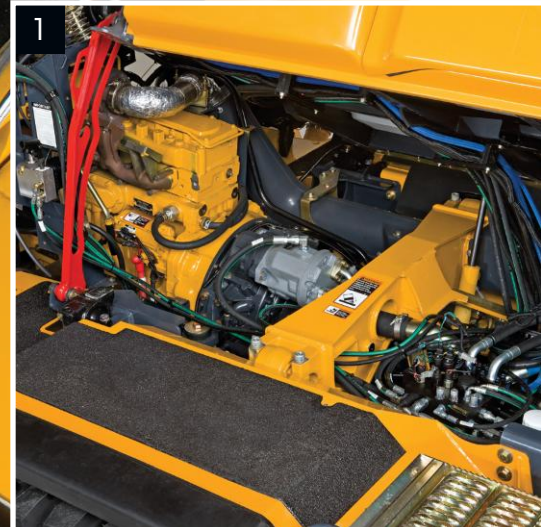
Auto shutdown turns off the engine after an owner-determined period of inactivity. Helps save fuel while reducing emissions, hours, and wear on the powertrain and hydraulic systems.

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.





# 250D-II / 300D-II



Engine	250D-II	300D-II		
Manufacturer and Model	John Deere PowerTech™ Plus 6090	John Deere PowerTech Plus 6090		
Non-Road Emission Standards	EPA Interim Tier 4/EU Stage IIIB	EPA Interim Tier 4/EU Stage IIIB		
Configuration	6 cylinder inline	6 cylinder inline		
Valves per Cylinder	4	4		
Displacement	9.0 L (549 cu. in.)	9.0 L (549 cu. in.)		
Net Peak Power (ISO 9249)	198 kW (265 hp) at 2,000 rpm	212 kW (285 hp) at 2,200 rpm		
Net Peak Torque at 1,200–1,400 rpm (ISO 9249)	1070 Nm (789 lb.-ft.)	1070 Nm (789 lb.-ft.)		
Aspiration	Turbocharged and charge air cooled	Turbocharged and charge air cooled		
Fuel System	High-pressure common rail, 10- and 2-micron filtration, with water separator			
Cold-Start Aid	Ether	Ether		
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	Forward	Reverse	Forward	Reverse
Gear 1	7 km/h (4 mph)	8 km/h (5 mph)	7 km/h (4 mph)	8 km/h (5 mph)
Gear 2	11 km/h (7 mph)	—	11 km/h (7 mph)	—
Gear 3	19 km/h (12 mph)	—	19 km/h (12 mph)	—
Gear 4	27 km/h (17 mph)	—	27 km/h (17 mph)	—
Gear 5	38 km/h (24 mph)	—	38 km/h (24 mph)	—
Gear 6	50 km/h (31 mph)	—	50 km/h (31 mph)	—
Axles	Spiral bevel		Spiral bevel	
Differential	Limited slip		Limited slip	
Final Drive	Outboard planetary		Outboard planetary	
Transfer Case	Single-speed inline helical with output differential		Single-speed inline helical with output differential	
Output Differential	Planetary, torque proportioning, pneumatically lockable			
Nominal Output Torque Split	33% front / 67% rear		33% front / 67% rear	
Brake System	Dual-circuit hydraulically actuated dry-disc calipers on all axles with bolt-on mudguards			
Service Brake	Spring-applied, air-released, driveline-mounted, dry disc			
Park and Secondary Brake	Automatic hydraulic transmission retarder		Automatic hydraulic transmission retarder	
Auxiliary Brake	428 kW (574 hp)		428 kW (574 hp)	
Total Retarding Capacity (not including service brakes)				
Hydraulics	Closed center, load sensing		Closed center, load sensing	
Type	Axial piston, variable displacement		Axial piston, variable displacement	
Main Pump	184 L/m (48.6 gpm)		184 L/m (48.6 gpm)	
Pump Flow	24 993 kPa (3,625 psi)		26 890 kPa (3,900 psi)	
Pressure	Dual-acting, single-stage with heat-treated, chrome-plated, and polished cylinder rods; hardened steel replaceable bushings and pivot pins			
Dump Cylinders				
Cycle Time	Power Down at Full Engine Speed		6.0 sec.	
Power Down at Full Engine Speed	6.0 sec.		6.0 sec.	
Raise Time	11.9 sec.		11.9 sec.	
Raise Time				

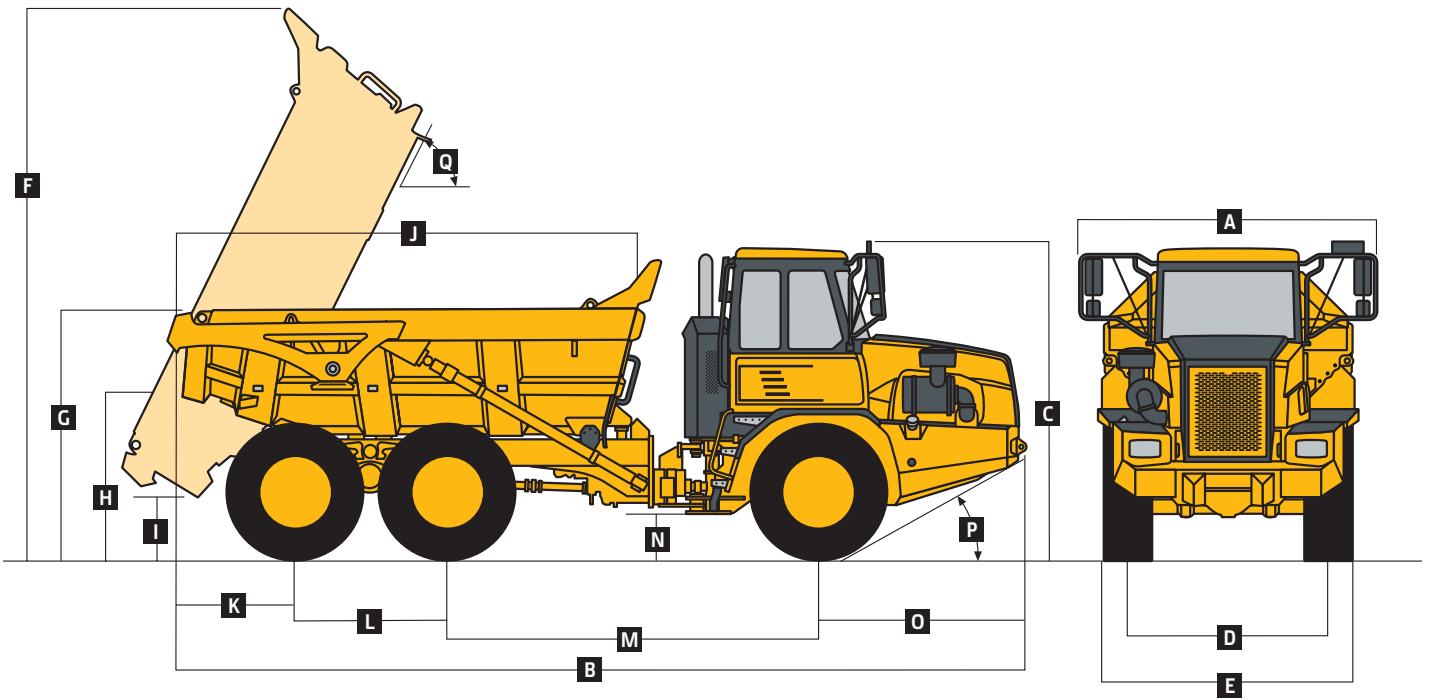




<b>Electrical</b>	<b>250D-II / 300D-II</b>			
Voltage	24 volt			
Number of Batteries	2			
Battery Capacity	950 CCA standard / 1,400 CCA optional			
Alternator	28 volt / 100 amp			
<b>Steering System</b>				
Type	2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump			
Angle	45 deg. side to side			
Lock-to-Lock Turns	4.1			
<b>Pneumatic System</b>				
Type	Engine-mounted compressor, air drier with heater, and integral unloader valve			
System Pressure	810 kPa (117 psi)			
<b>Suspension</b>				
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			
<b>Body</b>	<b>250D-II</b>		<b>300D-II</b>	
Type	Heavy-duty rib reinforced		Heavy-duty rib reinforced	
<b>Capacity</b>				
Struck	10.5 m <sup>3</sup> (13.7 cu. yd.)		12.6 m <sup>3</sup> (16.5 cu. yd.)	
Heaped at 2:1 SAE Ratio	13.8 m <sup>3</sup> (18.0 cu. yd.)		16.6 m <sup>3</sup> (21.7 cu. yd.)	
With Optional Tailgate	14.5 m <sup>3</sup> (19.0 cu. yd.)		17.7 m <sup>3</sup> (23.2 cu. yd.)	
Heaped at 1:1 SAE Ratio	16.9 m <sup>3</sup> (22.1 cu. yd.)		20.3 m <sup>3</sup> (26.6 cu. yd.)	
Maximum Dump Angle	70 deg.		70 deg.	
Heater	Body ducted for exhaust heating		Body ducted for exhaust heating	
<b>Tires/Wheels</b>				
Type and Size	<i>Radial earthmovers 23.5R25</i>		<i>Radial earthmovers 23.5R25</i>	
			<i>Radial earthmovers 750/65R25</i>	
Maximum Ground Pressure (loaded, middle axle)	137 kPa (19.9 psi)		161 kPa (23.3 psi)	
			136 kPa (19.7 psi)	
<b>Serviceability</b>	<b>250D-II / 300D-II</b>			
<b>Refill Capacities</b>				
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.)			
<b>Operating Weights</b>	<b>250D-II</b>		<b>300D-II</b>	
With Standard Equipment	<i>Empty</i>		<i>Empty</i>	
Front	10 151 kg (22,360 lb.)		13 171 kg (29,010 lb.)	
Middle	4086 kg (9,000 lb.)		14 251 kg (31,390 lb.)	
Rear	4077 kg (8,980 lb.)		14 115 kg (31,090 lb.)	
Total	18 314 kg (40,340 lb.)		41 536 kg (91,490 lb.)	
Rated Payload	23 222 kg (51,150 lb.)		27 326 kg (60,190 lb.)	
<b>Optional Components</b>				
Dump Body Liner (steel)	981 kg (2,160 lb.)		981 kg (2,160 lb.)	
Tailgate	1160 kg (2,556 lb.)		1202 kg (2,647 lb.)	



Operating Dimensions	250D-II	300D-II	
Turning Circle Radius			
Inside	4.17 m (13 ft. 8 in.)	4.11 m (13 ft. 6 in.)	
Outside	7.92 m (26 ft. 0 in.)	7.98 m (26 ft. 2 in.)	
<b>Machine Dimensions</b>			
<b>A</b> Width with Mirrors in Operating Position	3.35 m (11 ft. 0 in.)	3.35 m (11 ft. 0 in.)	
<b>B</b> Length	9.50 m (31 ft. 2 in.)	9.58 m (31 ft. 5 in.)	
<b>C</b> Height	3.58 m (11 ft. 9 in.)	3.58 m (11 ft. 9 in.)	
<b>D</b> Tread Width	2.21 m (7 ft. 3 in.)	2.36 m (7 ft. 9 in.)	
	<i>Radial earthmovers 23.5R25</i>	<i>Radial earthmovers 23.5R25</i>	<i>Radial earthmovers 750/65R25</i>
<b>E</b> Width Over Tires	2.82 m (9 ft. 3 in.)	2.95 m (9 ft. 8 in.)	3.00 m (9 ft. 10 in.)
<b>F</b> Dump Body Height, Dump Position	6.12 m (20 ft. 1 in.)	6.20 m (20 ft. 4 in.)	
<b>G</b> Dump Body Side Rail Height	2.64 m (8 ft. 8 in.)	2.74 m (9 ft. 0 in.)	
<b>H</b> Dump Body Dump Lip Height (transport position)	1.93 m (6 ft. 4 in.)	2.01 m (6 ft. 7 in.)	
<b>I</b> Dump Body Ground Clearance, Dump Position	580 mm (23 in.)	510 mm (20 in.)	
<b>J</b> Dump Body Length	5.13 m (16 ft. 10 in.)	5.21 m (17 ft. 1 in.)	
<b>K</b> Rear Axle Clearance to Rear of Dump Body	1.32 m (4 ft. 4 in.)	1.40 m (4 ft. 7 in.)	
<b>L</b> Mid Axle to Rear Axle Centerline	1.68 m (5 ft. 6 in.)	1.68 m (5 ft. 6 in.)	
<b>M</b> Front Axle to Mid Axle Centerline	4.17 m (13 ft. 8 in.)	4.17 m (13 ft. 8 in.)	
<b>N</b> Ground Clearance	0.43 m (17 in.)	0.43 m (17 in.)	
<b>O</b> Front Axle Clearance to Front of Machine	2.34 m (7 ft. 8 in.)	2.34 m (7 ft. 8 in.)	
<b>P</b> Approach Angle	30 deg.	30 deg.	
<b>Q</b> Maximum Dump Angle	70 deg.	70 deg.	



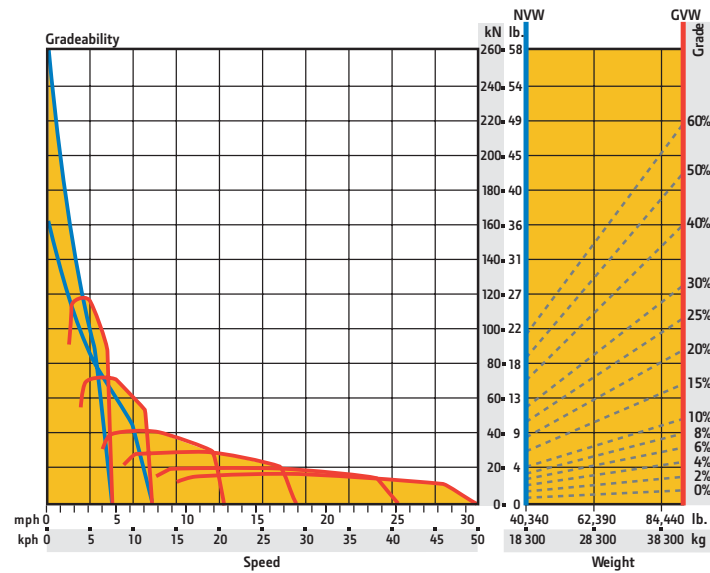


Shipping Dimensions	250D-II	300D-II	
Overall Height	3.58 m (11 ft. 9 in.)	3.58 m (11 ft. 9 in.)	
Overall Length	9.50 m (31 ft. 2 in.)	9.58 m (31 ft. 5 in.)	
Overall Width			
Mirrors Folded In	2.82 m (9 ft. 3 in.)	2.95 m (9 ft. 8 in.)	
Dump Body	2.76 m (9 ft. 0 in.)	3.00 m (9 ft. 10 in.)	
Tailgate Installed	3.23 m (10 ft. 7 in.)	3.48 m (11 ft. 5 in.)	
	<i>Radial earthmovers 23.5R25</i>	<i>Radial earthmovers 23.5R25</i>	<i>Radial earthmovers 750/65R25</i>
Width Over Tires	2.82 m (9 ft. 3 in.)	2.95 m (9 ft. 8 in.)	3.00 m (9 ft. 10 in.)
Tailgate Width	3.23 m (10 ft. 7 in.)	3.48 m (11 ft. 5 in.)	

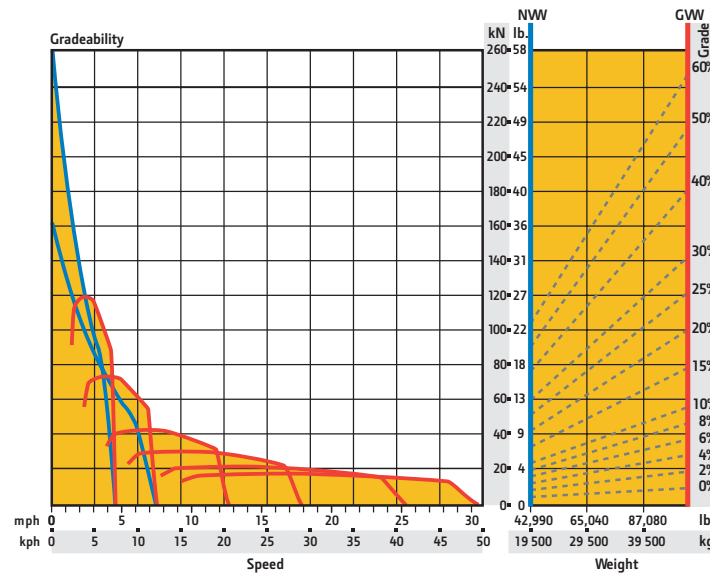
### Gradeability

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.

250D-II



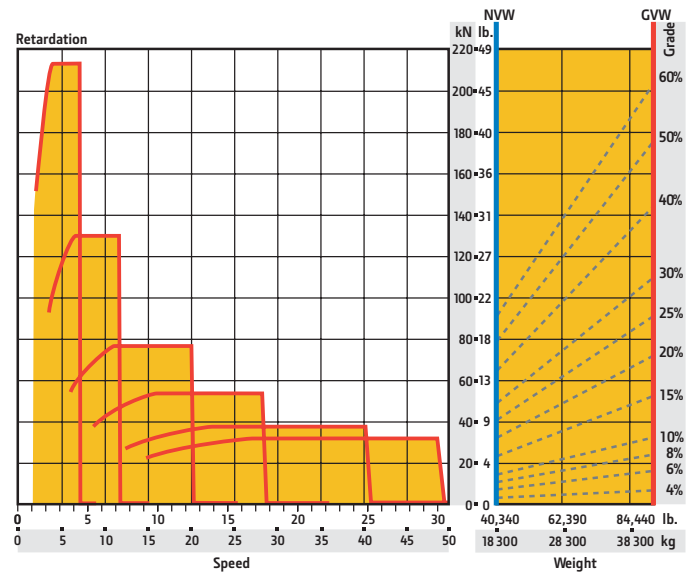
300D-II



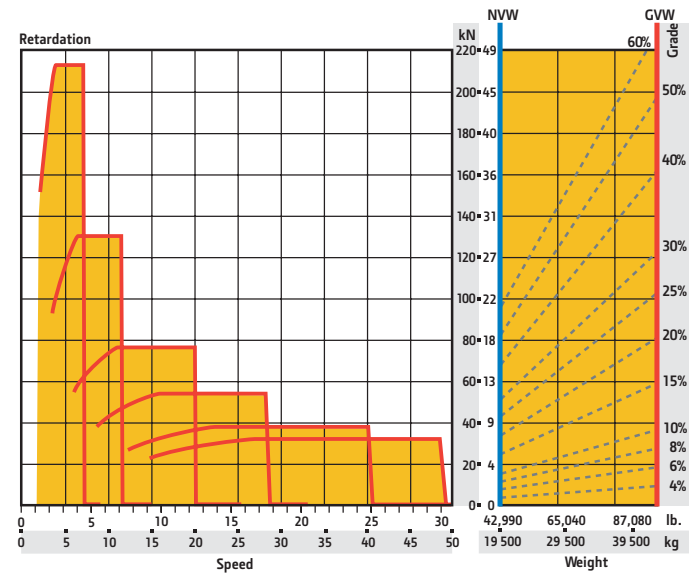
### Retardation

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-II



300D-II





# Additional equipment

Key: ● Standard ▲ Optional or special

See your John Deere dealer for further information.

250D	300D	Engine
●	●	Meets EPA Interim Tier 4/EU Stage IIIB emissions
●	●	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
●	●	Precleaner
●	●	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
<b>Cooling</b>		
●	●	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
<b>Powertrain</b>		
●	●	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
<b>Pneumatic System</b>		
●	●	Engine-mounted compressor
●	●	Air drier with heater
●	●	Integral unloader valve
●	●	Air horn
<b>Electrical System</b>		
●	●	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
<b>Hydraulic System</b>		
●	●	Closed-center, load-sensing system
●	●	Axial-piston, variable-displacement main pump
●	●	Single-stage, dual-acting, dump-body tip cylinders
●	●	Electrohydraulic dump-body control
<b>Steering System</b>		
●	●	Ground-driven secondary steering pump
<b>Operator Station</b>		
●	●	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

250D	300D	Operator Station (continued)
●	●	Foldaway trainer seat with retractable seat belt
●	●	12-volt power outlet
●	●	Cup holder
●	●	Cooled/heated lunch box
●	●	Ashtray and 12-volt cigarette lighter
▲	▲	Electric adjustable and heated mirrors
●	●	Deluxe 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/English 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
●	●	2 backlit sealed-switch module functions: Keyless start/stop / Park brake / Transmission controls drive, neutral, reverse, gear select, upshift, and downshift / Transmission gear hold / Wiper control / Park lights and headlights / Work lights / Hazard lights / Beacon / Heated mirrors / Retarding aggressiveness / Operator-adjustable speed-limit controls / Traction controls for transfer case and axles / Dump body up/down / Automatic dump-body control settings / Air-conditioner/heater controls
▲	▲	Dump-body lever control
<b>Dump Body</b>		
●	●	Dump-body safety prop rod
▲	▲	Dump-body liner (steel)
▲	▲	Tailgate
▲	▲	Body heater
▲	▲	Less dump body and cylinders
<b>Other</b>		
●	●	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 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, 23.5R25 radial earthmover tires, ROPS cabs, full fuel tanks, and 79-kg (175 lb.) operators. Capacity and loaded weights are based on 1660-kg/m<sup>3</sup> (2,800 lb./cu. yd.) material.

