E-SERIES

ADTS

JOHN DEERE

260E / 310E

AGILITY MEETS DURABILITY

HEAVY HAUL

LERS.

RELIABLE + PRODUCTIVE

DESIGNED BY DEERE. REFINED BY YOU.

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

SOUND CHOICE

QUIET, TOUGH E-SERIES ADTS ARE A GOOD BET.

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

HEAVY-DUTY AXLES

Strong, lightweight dump body and chassis

High-alloy-steel dump body and chassis deliver superior strength and rigidity without adding excess weight.

Automatic dump control

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

Optional cooling

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

Fuel-efficient cool-on-demand fan with reversing option

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

Powerful, fuel-efficient FT4 engines

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

SPOTLIGHT ON SAFETY

SAFETY FACTOR

HELPING KEEP OPERATORS AND JOBSITES SAFE IS ALWAYS A PRIORITY.

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

Simple ground-level service

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

Lighting the way

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

Release the park brake remotely

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

Rollover protection

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

Match gear to the incline

Accelerameter reads the slope of the ADT so the gear can be matched to the incline and the machine speed held if needed.

Secure dump-body service

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

Streamlined mirror-bow design

Mirror-bow redesign won't obstruct visibility or impede access to the engine bay. New lights on the mirrors help bring onboard weighing into clear focus.

Reverse camera

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

Automatic shutdown

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

Auto-horn alerts

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

MAKE A HAUL

MOVE MORE MATERIALS AT LESS COST.

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

WITHIN
±2%
ACCURACY PAYLOAD CALIBRATION

MATCH YOUR ADT TO YOUR FLEET

	260E ADT	310E ADT
	# OF LOADING PASSES TO FILL ADT TO CAPACITY	
300G LC EXCAVATOR	5	5–6
350G LC/380G LC EXCAVATOR	4–5	5
470G LC EXCAVATOR	3	4
744K-II LOADER	4–5	5

All capacities stated are with optional tailgate and standard bucket.

No more in-field weight calibrations

Optional onboard weighing system is factory calibrated to within two-percent accuracy when payload exceeds 50 percent. Displayed on the monitor during loading, with real-time load and tonnage data transmitted via JDLink™, access to accurate payload values removes the guesswork from daily production levels, increasing uptime and efficiency.

Tackle tough terrain

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

Wide-profile-tire option

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

Smooth, optimized shifting

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

Downhill-descent control provides steadiness on slopes

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

Smooth, stable ride

Standard adaptive suspension system adjusts to the jobsite, stabilizing the ride and the cab, for operator comfort no matter the machine cycle, empty or loaded.

QUIETLY GO ABOUT YOUR BUSINESS

SEALED, PRESSURIZED CAB HELPS MINIMIZE FATIGUE.

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

69-dB

ULTRA-QUIET DEERE-DESIGNED CAB

UP AND RUNNING

YOU ASKED FOR IT.

Consistent stopping power and maximum brake life

Designed specifically for E-Series ADTs, an industry-leading transmission retarder confidently slows the truck. Outboard wet-disc brakes in all three axles are at the ready when service brakes are needed.

Easy lube

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

Tire-pressure/temperature-monitoring system

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

Easy-to-service DPF

Ash-service intervals for the diesel particulate filter (DPF) are condition based, meaning the machine will notify the operator before service is required. Typically, ash service is not necessary until the first engine overhaul. Machine application, regular maintenance practices, and type of lubricating oil impact ash-service intervals.

Get valuable insight with

JOHN DEERE WORKSIGHT™

John Deere WorkSight is an exclusive suite of telematics solutions that increases uptime while lowering operating costs. At its heart, JDLink™ Ultimate machine monitoring provides real-time utilization data and alerts to help you maximize productivity and efficiency while minimizing downtime. Remote diagnostics enable your dealer to read codes and record performance data without a trip to the jobsite.

Keep downtime down with

ULTIMATE UPTIME

Ultimate Uptime, featuring John Deere WorkSight, is a customizable support solution available exclusively from your Deere dealer. This flexible offering maximizes equipment availability with standard John Deere WorkSight capabilities that can help prevent future downtime and speed repairs when needed. In addition to the base John Deere WorkSight features, our dealers work with you to build an uptime package that meets the specific needs of your machine, fleet, project, and business, including customized maintenance and repair agreements, onsite parts availability, extended warranties, fluid sampling, response-time guarantees, and more.

Fast periodic maintenance

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

Color-coded service points

Service points and sample ports are color-coded to help speed preventive maintenance and troubleshooting. Additional diagnostics including temperature and pressure are accessible through the monitor.

Conveniently located remote jumper post

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

Streamlined mirror-mounting design

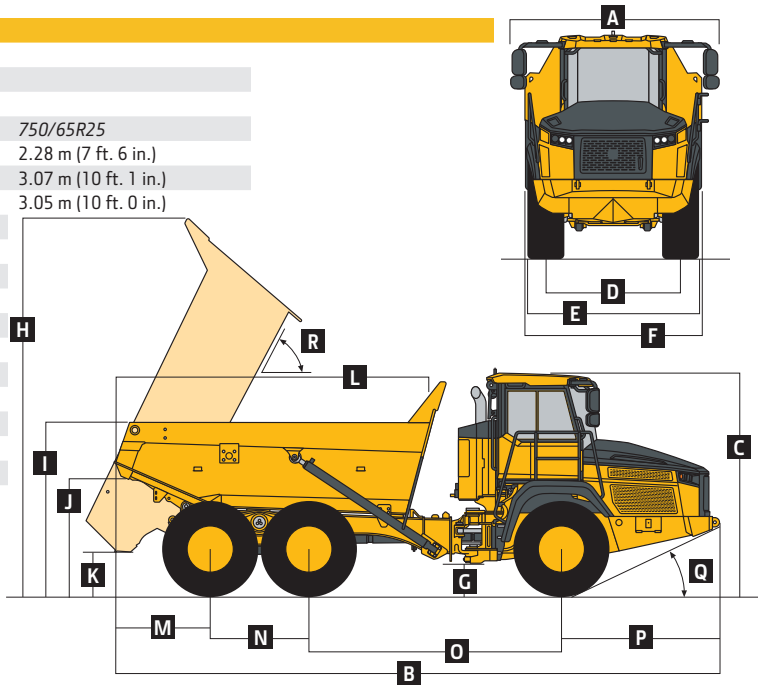
New mirror-bow design increases visibility, reduces vibration, and enables walk-through access to the engine compartment.

260E SPECIFICATIONS

Engine	260E	
Manufacturer and Model	John Deere PowerTech™ PSS 6090	
Non-Road Emission Standards	EPA Final Tier 4/EU Stage IV	
Configuration	Inline 6 series turbocharger with exhaust gas recirculation (EGR) and selective catalytic reduction (SCR)	
Valves per Cylinder	4	
Displacement	9.0 L (549 cu. in.)	
Net Peak Power (ISO 9249)	239 kW (321 hp) at 1,900 rpm	
Net Peak Torque (ISO 9249)	1543 Nm (1,138 lb.-ft.)	
Aspiration	Turbocharged and charge air cooled	
Fuel System	High-pressure common rail, with 10- and 2-micron filtration and water separator	
Cold-Start Aid	Optional ether start and block heater (110 and 220 volt, depending on location); factory-option diesel-fired coolant heater	
Cooling		
Engine Cooling	Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler	
Powertrain		
Transmission	8-speed forward, 4-speed reverse, countershaft/planetary type with integral retarder and torque-proportioning differential	
Retarder	Integral, gear dependent, hydrodynamic, oil-to-air cooled, variable, fully automatic	
Differential	Torque-proportioning, planetary-type, interaxle differential lock (IDL) with multi-disc clutch	
Output Torque Split	32% front / 68% rear	
Shift Controls	Fully automatic, electronically modulated powershift, load-speed adaptive with gear-skip and gear-hunting protection	
Operator Interface	Push-button F-N-R, selectable speed- and gear-range limits, selectable retarder aggressiveness, downhill-descent control, and gear-hold	
Speeds	*Forward*	*Reverse*
Gear 1	6 km/h (3.7 mph)	6 km/h (3.7 mph)
Gear 2	8 km/h (5.2 mph)	8 km/h (5.2 mph)
Gear 3	11 km/h (6.8 mph)	11 km/h (6.8 mph)
Gear 4	16 km/h (9.9 mph)	16 km/h (9.9 mph)
Gear 5	23 km/h (14.3 mph)	—
Gear 6	32 km/h (19.9 mph)	—
Gear 7	45 km/h (28.0 mph)	—
Gear 8	55 km/h (34.2 mph)	—
Axles		
Differential	Helical transfer gears, spiral bevel, hydraulically actuated multi-disc cross-axle differential lock (CDL)	
Final Drive	Extreme-duty mid-board-mounted planetary standard; cooled and filtered oil optional	
Brake System		
Service	Dual-circuit, hydraulically actuated, wet multi-disc brakes with optional axle cooling and filtration system	
Parking	Spring-applied hydraulically released, driveline-mounted, dry-disc with self-adjusting wear pad	
Auxiliary	Fully automatic; transmission mounted, gear dependent; hydrodynamic retarder with selectable levels	
Hydraulics		
Type	Pressure-compensated load-sensing (PCLS), variable-displacement axial-piston main pump	
Secondary Steering Pump	Ground-driven gear pump with hydraulic unloader valve	
Dump Cylinders	Dual-acting, single-stage with heat-treated, chrome-plated, and polished cylinder rods; hardened steel replaceable bushings and pivot pins	
Cycle Time		
Power Down	7 sec.	
Raise Time	12 sec.	
Electrical		
Voltage	24 volt	
Number of Batteries	2 x 12 volt	
Battery Capacity	1,400-CCA batteries (2)	
Alternator	28 volt / 100 amp; optional 130 amp	
Steering System		
Type	2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump	
Angle	45 deg. side to side	
Lock-to-Lock Turns	4.2	
Suspension		
Front	Semi-independent leading A-frame geometry with transverse link for lateral restraint and self-leveling oil-filled struts with inclusive nitrogen-charged accumulators	
Rear	Load-equalizing, pivoting walking beams with laminated suspension blocks, tri-link geometry, and transverse links for lateral restraint	
Dump Body		
Type	High-strength steel	
Capacity		
Struck	11.7 m^3 (15.3 cu. yd.)	
Heaped at 2:1 ISO 6483 Ratio	15.0 m^3 (19.6 cu. yd.)	
With Optional Tailgate	15.9 m^3 (20.8 cu. yd.)	
Maximum Dump Angle	70 deg.	
Heater	Body ducted for optional exhaust heating	

260E SPECIFICATIONS

Tires/Wheels	260E	
Size and Type	23.5R25 radial earthmovers standard / 750/65R25 optional	
Serviceability		
Ground-Level Service		
Fluids and Filters	Ground-level checks of engine, transmission, hydraulic oil, axle oil, and coolant levels; ground-level replacement of engine, fuel, and optional axle filters	
Coolers	Standard swing-out coolers for easy cleaning; optional reversing fans	
Fluid Sampling	Standard fluid-sampling ports; optional quick-service ports	
Refill Capacities		
Fuel Tank	496 L (131 gal.)	
Diesel Exhaust Fluid (DEF) Tank	48 L (12.7 gal.)	
Engine Oil with Filter	34 L (9.0 gal.)	
Engine Coolant	48 L (12.7 gal.)	
Transmission Fluid	60 L (15.9 gal.)	
Hydraulic Reservoir	113 L (30.0 gal.)	
Axle Fluid	*Standard capacity*	*Capacity with cooling option*
Front	37 L (9.8 gal.)	Add 5.1 L (1.3 gal.)
Mid	37 L (9.8 gal.)	Add 4.2 L (1.1 gal.)
Rear	37 L (9.8 gal.)	Add 4.5 L (1.2 gal.)
Operating Weights		
With Standard Equipment	*Empty*	*Loaded*
Front	12 600 kg (27,778 lb.)	15 842 kg (34,926 lb.)
Middle	4947 kg (10,906 lb.)	15 422 kg (34,000 lb.)
Rear	4947 kg (10,906 lb.)	15 422 kg (34,000 lb.)
Total	22 494 kg (49,591 lb.)	46 686 kg (102,925 lb.)
Rated Payload	24 192 kg (53,334 lb.)	
Optional Components		
Dump-Body Liner (steel)	798 kg (1,759 lb.)	
Tailgate	637 kg (1,404 lb.)	
750/65R25 Tires	624 kg (1,376 lb.)	
Operating Dimensions		
Turning Circle Radius		
Inside	4.27 m (14 ft. 0 in.)	
Outside	8.02 m (26 ft. 4 in.)	
Machine Dimensions		
A Width with Mirrors in Operating Position	3.49 m (11 ft. 5 in.)	
B Length	9.74 m (31 ft. 11 in.)	
C Height	3.66 m (12 ft. 0 in.)	
Tire Options	*23.5R25*	*750/65R25*
D Tread Width	2.28 m (7 ft. 6 in.)	2.28 m (7 ft. 6 in.)
E Width Over Tires	2.87 m (9 ft. 5 in.)	3.07 m (10 ft. 1 in.)
F Width Over Fenders	2.87 m (9 ft. 5 in.)	3.05 m (10 ft. 0 in.)
G Ground Clearance	0.49 m (19.4 in.)	
H Dump Body Height, Dump Position	6.29 m (20 ft. 8 in.)	
I Dump Body Side Rail Height	2.85 m (9 ft. 4 in.)	
J Dump Body Dump Lip Height, Transport Position	2.07 m (6 ft. 10 in.)	
K Dump Body Ground Clearance, Dump Position	0.97 m (3 ft. 2 in.)	
L Dump Body Length	5.15 m (16 ft. 11 in.)	
M Rear Axle Centerline to Rear of Dump Body	1.14 m (3 ft. 9 in.)	
N Mid Axle to Rear Axle Centerline	1.67 m (5 ft. 6 in.)	
O Front Axle to Mid Axle Centerline	4.26 m (14 ft. 0 in.)	
P Front Axle Centerline to Front of Machine	2.67 m (8 ft. 9 in.)	
Q Approach Angle	24 deg.	
R Maximum Dump Angle	70 deg.	



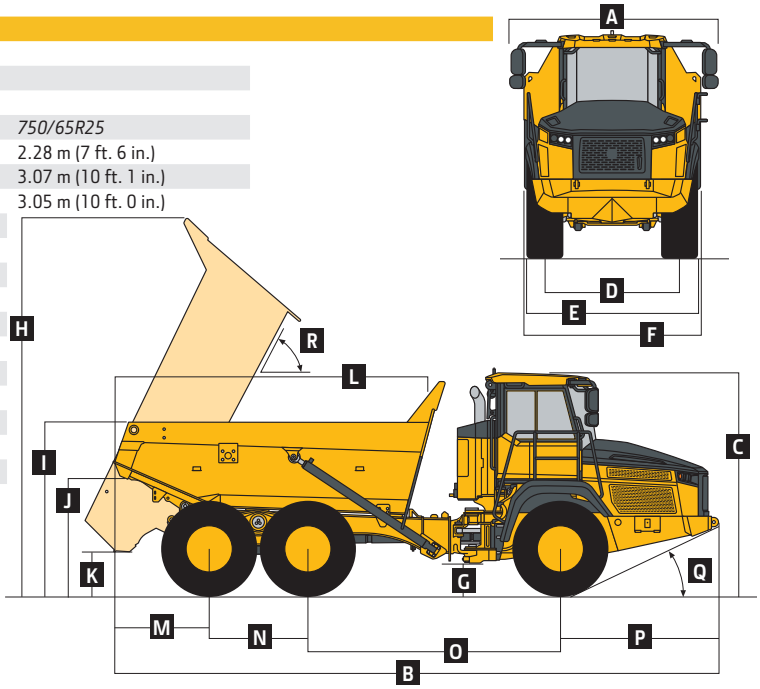
Shipping Dimensions	260E	
Overall Height (suspension lowered 75 mm [3 in.])	3.59 m (11 ft. 9 in.)	
Overall Length	9.74 m (31 ft. 11 in.)	
Tire Options	*23.5R25*	*750/65R25*
Overall Width		
Mirrors Folded In	3.07 m (10 ft. 1 in.)	3.12 m (10 ft. 3 in.)
Tailgate Installed	3.26 m (10 ft. 8 in.)	3.26 m (10 ft. 8 in.)

310E SPECIFICATIONS

Engine	310E	
Manufacturer and Model	John Deere PowerTech™ PSS 6090	
Non-Road Emission Standards	EPA Final Tier 4/EU Stage IV	
Configuration	Inline 6 series turbocharger with exhaust gas recirculation (EGR) and selective catalytic reduction (SCR)	
Valves per Cylinder	4	
Displacement	9.0 L (549 cu. in.)	
Net Peak Power (ISO 9249)	264 kW (354 hp) at 1,900 rpm	
Net Peak Torque (ISO 9249)	1615 Nm (1,191 lb.-ft.)	
Aspiration	Turbocharged and charge air cooled	
Fuel System	High-pressure common rail, with 10- and 2-micron filtration and water separator	
Cold-Start Aid	Optional ether start and block heater (110 and 220 volt, depending on location); factory-option diesel-fired coolant heater	
Cooling		
Engine Cooling	Liquid cooled with single-pass radiator, remote pressurized coolant tank, and charge air cooler	
Powertrain		
Transmission	8-speed forward, 4-speed reverse, countershaft/planetary type with integral retarder and torque-proportioning differential	
Retarder	Integral, gear dependent, hydrodynamic, oil-to-air cooled, variable, fully automatic	
Differential	Torque-proportioning, planetary-type, interaxle differential lock (IDL) with multi-disc clutch	
Output Torque Split	32% front / 68% rear	
Shift Controls	Fully automatic, electronically modulated powershift, load-speed adaptive with gear-skip and gear-hunting protection	
Operator Interface	Push-button F-N-R, selectable speed- and gear-range limits, selectable retarder aggressiveness, downhill-descent control, and gear-hold	
Speeds	*Forward*	*Reverse*
Gear 1	6 km/h (3.7 mph)	6 km/h (3.7 mph)
Gear 2	8 km/h (5.2 mph)	8 km/h (5.2 mph)
Gear 3	11 km/h (6.8 mph)	11 km/h (6.8 mph)
Gear 4	16 km/h (9.9 mph)	16 km/h (9.9 mph)
Gear 5	23 km/h (14.3 mph)	—
Gear 6	32 km/h (19.9 mph)	—
Gear 7	45 km/h (28.0 mph)	—
Gear 8	55 km/h (34.2 mph)	—
Axles		
Differential	Helical transfer gears, spiral bevel, hydraulically actuated multi-disc cross-axle differential lock (CDL)	
Final Drive	Extreme-duty mid-board-mounted planetary standard; cooled and filtered oil optional	
Brake System		
Service	Dual-circuit, hydraulically actuated, wet multi-disc brakes with optional axle cooling and filtration system	
Parking	Spring-applied hydraulically released, driveline-mounted, dry-disc with self-adjusting wear pad	
Auxiliary	Fully automatic; transmission mounted, gear dependent; hydrodynamic retarder with selectable levels	
Hydraulics		
Type	Pressure-compensated load-sensing (PCLS), variable-displacement axial-piston main pump	
Secondary Steering Pump	Ground-driven gear pump with hydraulic unloader valve	
Dump Cylinders	Dual-acting, single-stage with heat-treated, chrome-plated, and polished cylinder rods; hardened steel replaceable bushings and pivot pins	
Cycle Time		
Power Down	7 sec.	
Raise Time	12 sec.	
Electrical		
Voltage	24 volt	
Number of Batteries	2 x 12 volt	
Battery Capacity	1,400-CCA batteries (2)	
Alternator	28 volt / 100 amp; optional 130 amp	
Steering System		
Type	2 hydrostatically actuated, double-acting hydraulic cylinders; ground-driven secondary steering pump	
Angle	45 deg. side to side	
Lock-to-Lock Turns	4.2	
Suspension		
Front	Semi-independent leading A-frame geometry with transverse link for lateral restraint and self-leveling oil-filled struts with inclusive nitrogen-charged accumulators	
Rear	Load-equalizing, pivoting walking beams with laminated suspension blocks, tri-link geometry, and transverse links for lateral restraint	
Dump Body		
Type	High-strength steel	
Capacity		
Struck	13.7 m^3 (17.9 cu. yd.)	
Heaped at 2:1 ISO 6483 Ratio	17.5 m^3 (22.9 cu. yd.)	
With Optional Tailgate	18.3 m^3 (23.9 cu. yd.)	
Maximum Dump Angle	70 deg.	
Heater	Body ducted for optional exhaust heating	

310E SPECIFICATIONS

Tires/Wheels	310E	
Size and Type	23.5R25 radial earthmovers standard / 750/65R25 optional	
Serviceability		
Ground-Level Service		
Fluids and Filters	Ground-level checks of engine, transmission, hydraulic oil, axle oil, and coolant levels; ground-level replacement of engine, fuel, and optional axle filters	
Coolers	Standard swing-out coolers for easy cleaning; optional reversing fans	
Fluid Sampling	Standard fluid-sampling ports; optional quick-service ports	
Refill Capacities		
Fuel Tank	496 L (131 gal.)	
Diesel Exhaust Fluid (DEF) Tank	48 L (12.7 gal.)	
Engine Oil with Filter	34 L (9.0 gal.)	
Engine Coolant	48 L (12.7 gal.)	
Transmission Fluid	60 L (15.9 gal.)	
Hydraulic Reservoir	113 L (30.0 gal.)	
Axle Fluid	*Standard capacity*	*Capacity with cooling option*
Front	37 L (9.8 gal.)	Add 5.1 L (1.3 gal.)
Mid	37 L (9.8 gal.)	Add 4.2 L (1.1 gal.)
Rear	37 L (9.8 gal.)	Add 4.5 L (1.2 gal.)
Operating Weights		
With Standard Equipment	*Empty*	*Loaded*
Front	12 555 kg (27,679 lb.)	15 202 kg (33,515 lb.)
Middle	5146 kg (11,345 lb.)	17 885 kg (39,430 lb.)
Rear	5146 kg (11,345 lb.)	17 885 kg (39,430 lb.)
Total	22 847 kg (50,369 lb.)	50 972 kg (112,374 lb.)
Rated Payload	28 125 kg (62,005 lb.)	
Optional Components		
Dump-Body Liner (steel)	864 kg (1,905 lb.)	
Tailgate	640 kg (1,411 lb.)	
750/65R25 Tires	624 kg (1,376 lb.)	
Operating Dimensions		
Turning Circle Radius		
Inside	4.27 m (14 ft. 0 in.)	
Outside	8.02 m (26 ft. 4 in.)	
Machine Dimensions		
A Width with Mirrors in Operating Position	3.49 m (11 ft. 5 in.)	
B Length	10.16 m (33 ft. 4 in.)	
C Height	3.66 m (12 ft. 0 in.)	
Tire Options	*23.5R25*	*750/65R25*
D Tread Width	2.28 m (7 ft. 6 in.)	2.28 m (7 ft. 6 in.)
E Width Over Tires	2.87 m (9 ft. 5 in.)	3.07 m (10 ft. 1 in.)
F Width Over Fenders	2.87 m (9 ft. 5 in.)	3.05 m (10 ft. 0 in.)
G Ground Clearance	0.49 m (19.4 in.)	
H Dump Body Height, Dump Position	6.33 m (20 ft. 9 in.)	
I Dump Body Side Rail Height	2.93 m (9 ft. 7 in.)	
J Dump Body Dump Lip Height, Transport Position	2.26 m (7 ft. 5 in.)	
K Dump Body Ground Clearance, Dump Position	0.63 m (24.7 in.)	
L Dump Body Length	5.59 m (18 ft. 4 in.)	
M Rear Axle Centerline to Rear of Dump Body	1.56 m (5 ft. 1 in.)	
N Mid Axle to Rear Axle Centerline	1.67 m (5 ft. 6 in.)	
O Front Axle to Mid Axle Centerline	4.26 m (14 ft. 0 in.)	
P Front Axle Centerline to Front of Machine	2.67 m (8 ft. 9 in.)	
Q Approach Angle	24 deg.	
R Maximum Dump Angle	70 deg.	



Shipping Dimensions	310E	
Overall Height (suspension lowered 75 mm [3 in.])	3.59 m (11 ft. 9 in.)	
Overall Length	10.16 m (33 ft. 4 in.)	
Tire Options	*23.5R25*	*750/65R25*
Overall Width		
Mirrors Folded In	3.07 m (10 ft. 1 in.)	3.12 m (10 ft. 3 in.)
Tailgate Installed	3.26 m (10 ft. 8 in.)	3.26 m (10 ft. 8 in.)

Additional equipment

Key: ● Standard ▲ Optional or special See your John Deere dealer for further information.

260E	310E	Engine
●	●	Meets EPA Final Tier 4 (FT4)/EU Stage IV emissions
●	●	John Deere PowerTech™ PSS 6090 — 9.0L (549 cu. in.) inline 6
●	●	Wet-sleeve cylinder liners
●	●	Variable-geometry turbocharger (VGT)
●	●	External cooled exhaust gas recirculation (EGR)
●	●	Dual-element air cleaner with dust-ejector valve
●	●	Precleaner
●	●	High-pressure common-rail fuel injection
●	●	Fuel/water separator
●	●	Ground-level fueling and diesel exhaust fluid (DEF) fill
▲	▲	Fast fill
●	●	Serpentine drive belt with automatic tensioner
▲	▲	Ether start aid (recommended below –1 deg. C [30 deg. F])
▲	▲	Block heater (recommended below –18 deg. C [0 deg. F]
▲	▲	Diesel-fired coolant heater (DFCH) (required below –25 deg. C [–13 deg. F])
●	●	Programmable auto-shutdown
●	●	Automatic turbo cool-down/shutdown timer
●	●	Flat-black exhaust stack
▲	▲	Chrome exhaust stack
▲	▲	Severe-duty fuel filter
▲	▲	Severe-duty fuel filter with heater
		Cooling
●	●	Dual hydraulically driven, side-mounted fans
●	●	Side-mounted radiator, charge-air cooler, air-conditioner condenser, fuel cooler, transmission cooler, and hydraulic cooler
●	●	Swing-out coolers
●	●	Integral engine oil cooler
●	●	Remote pressurized coolant reservoir
●	●	John Deere Cool-Gard™ II long-life engine coolant
●	●	Fan guard
▲	▲	Reversing fans

260E	310E	Powertrain
●	●	Lockup torque converter
●	●	Adaptive shift control
●	●	Gear-hold switch
●	●	Integral transmission input retarder
●	●	Automatic engaging retarder with selectable aggressiveness
●	●	Countershaft transmission with integral interaxle differential
●	●	Planetary interaxle locking differential with 33-percent/67-percent nominal output torque split
●	●	Ground-level transmission-oil-level sight glass
●	●	Transmission diagnostic ports
●	●	Remote-mounted spin-on transmission oil filters
●	●	Hydraulically locking differentials
●	●	Differential lock floor switch
●	●	Automatic traction control with manual override
●	●	Wet-disc brakes on all 3 axles
●	●	Spring-applied, hydraulically released, dry-disc park brake
▲	▲	Axle filtration with remote-mounted filter
●	●	Axle oil-temperature sensing
		Electrical System
●	●	24-volt system voltage
●	●	100-amp alternator
▲	▲	130-amp alternator
●	●	Solid-state electrical distribution system
●	●	Battery disconnect
●	●	Batteries, 2 x 1,400 CCA
●	●	Drive lights
●	●	Stair and service lights
▲	▲	Deluxe halogen work lights, front and rear
▲	▲	Deluxe LED work lights, front and rear
●	●	LED rear turn signals/brake lights
●	●	Electric horn
●	●	Reverse alarm
▲	▲	Beacon/strobe light
▲	▲	24-volt to 12-volt 15-amp converter
▲	▲	24-volt to 12-volt 25-amp converter

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Additional equipment *(continued)*

Key: ● Standard ▲ Optional or special See your John Deere dealer for further information.

260E	310E	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
▲	▲	AM/FM radio/CD player with satellite radio and Bluetooth®
●	●	Rear window guard
●	●	Wiper/washer with intermittent control
▲	▲	Rear windshield wiper
●	●	Tilt and telescoping steering wheel
●	●	Fully adjustable, air-suspension, heated, high-back cloth and leather seat
▲	▲	Air-suspension, low-back, cloth seat
●	●	76-mm (3 in.) retractable operator seat belt
●	●	Foldaway trainer seat with retractable seat belt
●	●	12-volt power outlet
●	●	Cup holders
●	●	Reverse camera in main monitor
▲	▲	Secondary reverse camera monitor
▲	▲	Ashtray and 12-volt cigarette lighter
▲	▲	Electric adjustable and heated mirrors
●	●	Full-width retractable sun visor
▲	▲	Cab precleaner
●	●	Monitor: Speedometer / Fuel gauge / Transmission oil temperature gauge / Engine coolant temperature gauge / Gear indicator / Tachometer / Battery voltage / Hour meter / Odometer / Fuel consumption / Trip counter / Trip timer / Trip distance / Metric/Imperial units / Service codes/diagnostics / LED indicator lights and audible alarm / Programmable dump-body rollover protection / Onboard weighing display / Multi-language capability / Tire-pressure-monitoring system warning

260E	310E	Operator Station *(continued)*
●	●	Backlit sealed-switch module functions (2): Keyless start/stop / F-N-R / Hazard light button / Park brake / Descent control / Gear-lock button / Gear up/down button / Park lights and headlights / Work lights / Beacon / Heated mirrors / Inter-axle Differential Lock (IDL) / Retarder adjustment / Automatic dump-body control settings / Air-conditioner/heater controls
●	●	Dump-body lever control
		Dump Body
●	●	Dump-body safety lock when dump body is fully raised
▲	▲	Dump-body liner (steel)
▲	▲	Tailgate
▲	▲	Dump-body heater
▲	▲	Less dump body and cylinders
		Other
●	●	23.5R25 radial earthmovers
▲	▲	750/65R25 optional
●	●	Remote grease bank
▲	▲	Quick service for transmission oil, engine oil, engine coolant, and hydraulic oil
●	●	Articulation lock
●	●	Electrically actuated hood
▲	▲	Onboard weighing system with external load lights
●	●	Tire-pressure-monitoring system with temperature compensation
▲	▲	Fire extinguisher
●	●	Active hydraulic front suspension
●	●	Dump assist, load assist, and hill assist
●	●	JDLink™ Ultimate Cellular for the Americas, excluding Costa Rica — 5 years
▲	▲	JDLink Ultimate Satellite for the Americas, excluding Costa Rica — 5 years

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You have the kind of job where being knee-deep in mud is just a day at the office. And we can relate because we like to think we're right there with you . Our highly trained service techs are just a call away and ready to help whenever you need us.

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