AGILITY MEETS DURABILITY
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 access to most service points including fuel fill. 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 on-the-fly automatic 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, USA, 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.

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**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**

Push-button activate the auto-dump feature and pull the dump lever to shift the transmission to neutral, latch the service brakes, increase engine speed, and initiate 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.

**Rollover protection**

When rollover protection is enabled, the percentage the rear chassis is off-level when unloading can be limited. Dump body will not raise and instructions will appear on the monitor for the ADT to be repositioned if the limit is exceeded.

**Powerful, fuel-efficient Tier 3 engines**

Rugged EPA Tier 3/EU Stage IIIA 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.
SAFETY FACTOR

HELPING KEEP OPERATORS AND JOBSITES SAFE IS ALWAYS A PRIORITY.

Whether you are working at a mining site or quarry or on a dirt job, safety is always job one. Features that enhance the safety of these ADTs include easy-release remote park-brake activation, auto shutdown, reverse camera, and ground-level service of almost all components, to name only a few.

Simple ground-level service
Most daily checks and periodic service are accessible from ground level, including fuel refills. Only servicing the transmission filters requires mounting the machine.

Light the way
Front and rear worklights and optional high-mounted LED lights help illuminate the jobsite. Stairway lights can be push-button activated from inside the cab and also at ground level, for lighting the way in dark environments. Stairs are evenly spaced, for more sure-footed passage.

Help holding the slope
Accelerometer reads the slope of the ADT to help the operator match the gear to the incline for holding machine speed 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 increases visibility, reduces vibration, and enables easy access to the engine compartment. 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
Auto shutdown can be programmed to turn the engine off after a predetermined period of inactivity, to reduce jobsite noise and conserve both fuel and machine hours.

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.

Auto-horn alerts
When activated, standard auto horn will automatically sound when the ADT is started, moves forward or in reverse, or changes direction.
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.

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.

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

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.

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

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 or the brakes, and let the transmission retarder take over, helping reduce service-brake wear, operator fatigue, and maintenance costs.

MATCH YOUR ADT TO YOUR FLEET

<table>
<thead>
<tr>
<th></th>
<th>260E ADT</th>
<th>310E ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>300G LC EXCAVATOR</td>
<td>5</td>
<td>5–6</td>
</tr>
<tr>
<td>350G LC/380G LC EXCAVATOR</td>
<td>4–5</td>
<td>5</td>
</tr>
<tr>
<td>470G LC EXCAVATOR</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>744K-II LOADER</td>
<td>4–5</td>
<td>5</td>
</tr>
</tbody>
</table>

All capacities stated are with optional tailgate and standard bucket.
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.
**UP AND RUNNING**

**YOU ASKED FOR IT.**

Consistent stopping power and maximum brake life
An industry-leading transmission retarder reliably slows the ADT. Outboard wet-disc brakes in all three axles are shielded from dirt and debris, for extended service life.

Conveniently located remote jumper post
Jumper posts are easily reached from ground level should a booster pack need to be hooked up to a dead battery.

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.
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 **JOHN DEERE ULTIMATE UPTIME**

John Deere 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.
### Engine
- **Manufacturer and Model**: John Deere PowerTech™ Plus 6090
- **Non-Road Emission Standards**: EPA Tier 3/EU Stage IIIA
- **Configuration**: Inline 6 with exhaust gas recirculation (EGR) and variable-geometry turbocharger (VGT)
- **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)**: 1,543 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, inter-axle 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
<table>
<thead>
<tr>
<th>Gear</th>
<th>Forward</th>
<th>Reverse</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6 km/h (3.7 mph)</td>
<td>6 km/h (3.7 mph)</td>
</tr>
<tr>
<td>2</td>
<td>8 km/h (5.2 mph)</td>
<td>8 km/h (5.2 mph)</td>
</tr>
<tr>
<td>3</td>
<td>11 km/h (6.8 mph)</td>
<td>11 km/h (6.8 mph)</td>
</tr>
<tr>
<td>4</td>
<td>16 km/h (9.9 mph)</td>
<td>16 km/h (9.9 mph)</td>
</tr>
<tr>
<td>5</td>
<td>23 km/h (14.3 mph)</td>
<td>—</td>
</tr>
<tr>
<td>6</td>
<td>32 km/h (19.9 mph)</td>
<td>—</td>
</tr>
<tr>
<td>7</td>
<td>45 km/h (28.0 mph)</td>
<td>—</td>
</tr>
<tr>
<td>8</td>
<td>55 km/h (34.2 mph)</td>
<td>—</td>
</tr>
</tbody>
</table>

### 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, outboard mounted
- **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 integrated 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 m³ (15.3 cu. yd.)
  - Heaped at 2:1 ISO 6483 Ratio: 15.0 m³ (19.6 cu. yd.)
- **Heater**: Body ducted for optional exhaust heating

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**SPECIFICATIONS**

While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.
**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**

<table>
<thead>
<tr>
<th>Component</th>
<th>Empty</th>
<th>Loaded</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel Tank</strong></td>
<td>496 L (131 gal.)</td>
<td>515 L (137 gal.)</td>
</tr>
<tr>
<td><strong>Engine Oil with Filter</strong></td>
<td>43 L (11.4 gal.)</td>
<td>73 L (19.6 gal.)</td>
</tr>
<tr>
<td><strong>Engine Coolant</strong></td>
<td>48 L (12.7 gal.)</td>
<td>52 L (13.8 gal.)</td>
</tr>
<tr>
<td><strong>Transmission Fluid</strong></td>
<td>60 L (15.9 gal.)</td>
<td>60 L (15.9 gal.)</td>
</tr>
<tr>
<td><strong>Hydraulic Reservoir</strong></td>
<td>113 L (30.0 gal.)</td>
<td>113 L (30.0 gal.)</td>
</tr>
</tbody>
</table>

Axle Fluid
- **Front**: 37 L (9.8 gal.)
- **Mid**: 37 L (9.8 gal.)
- **Rear**: 37 L (9.8 gal.)

Capacity with cooling option
- **Front**: Add 5.1 L (1.3 gal.)
- **Mid**: Add 4.2 L (1.1 gal.)
- **Rear**: Add 4.5 L (1.2 gal.)

**Operating Weights**

With Standard Equipment

<table>
<thead>
<tr>
<th>Location</th>
<th>Empty (kg)</th>
<th>Loaded (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td>12,600</td>
<td>15,842</td>
</tr>
<tr>
<td><strong>Middle</strong></td>
<td>4,947</td>
<td>5,422</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td>4,947</td>
<td>5,422</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>22,494</td>
<td>46,686</td>
</tr>
</tbody>
</table>

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**

<table>
<thead>
<tr>
<th>Measurement Type</th>
<th>Value 1</th>
<th>Value 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Width with Mirrors in Operating Position</td>
<td>3.49 m</td>
<td>3.49 m</td>
</tr>
<tr>
<td><strong>B</strong> Length</td>
<td>9.74 m</td>
<td>9.74 m</td>
</tr>
<tr>
<td><strong>C</strong> Height</td>
<td>3.66 m</td>
<td>3.66 m</td>
</tr>
<tr>
<td><strong>D</strong> Tread Width</td>
<td>2.28 m</td>
<td>2.28 m</td>
</tr>
<tr>
<td><strong>E</strong> Width Over Tires</td>
<td>2.87 m</td>
<td>2.87 m</td>
</tr>
<tr>
<td><strong>F</strong> Width Over Fenders</td>
<td>2.87 m</td>
<td>2.87 m</td>
</tr>
<tr>
<td><strong>G</strong> Ground Clearance</td>
<td>1.49 m</td>
<td>1.49 m</td>
</tr>
<tr>
<td><strong>H</strong> Dump Body Height, Dump Position</td>
<td>0.69 m</td>
<td>0.69 m</td>
</tr>
<tr>
<td><strong>I</strong> Dump Body Side Rail Height</td>
<td>0.85 m</td>
<td>0.85 m</td>
</tr>
<tr>
<td><strong>J</strong> Dump Body Dump Lip Height, Transport Position</td>
<td>0.7 m</td>
<td>0.7 m</td>
</tr>
<tr>
<td><strong>K</strong> Dump Body Ground Clearance, Dump Position</td>
<td>0.97 m</td>
<td>0.97 m</td>
</tr>
<tr>
<td><strong>L</strong> Dump Body Length</td>
<td>5.15 m</td>
<td>5.15 m</td>
</tr>
<tr>
<td><strong>M</strong> Rear Axle Centerline to Rear of Dump Body</td>
<td>1.14 m</td>
<td>1.14 m</td>
</tr>
<tr>
<td><strong>N</strong> Mid Axle to Rear Axle Centerline</td>
<td>1.67 m</td>
<td>1.67 m</td>
</tr>
<tr>
<td><strong>O</strong> Front Axle to Mid Axle Centerline</td>
<td>4.26 m</td>
<td>4.26 m</td>
</tr>
<tr>
<td><strong>P</strong> Front Axle Centerline to Front of Machine</td>
<td>2.67 m</td>
<td>2.67 m</td>
</tr>
<tr>
<td><strong>Q</strong> Approach Angle</td>
<td>24 deg.</td>
<td>24 deg.</td>
</tr>
<tr>
<td><strong>R</strong> Maximum Dump Angle</td>
<td>70 deg.</td>
<td>70 deg.</td>
</tr>
</tbody>
</table>

**Shipping Dimensions**

<table>
<thead>
<tr>
<th>Measurement Type</th>
<th>Value 1</th>
<th>Value 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Overall Height (suspension lowered 75 mm [3 in.])</td>
<td>3.59 m</td>
<td>3.59 m</td>
</tr>
<tr>
<td><strong>B</strong> Overall Length</td>
<td>9.74 m</td>
<td>9.74 m</td>
</tr>
<tr>
<td><strong>C</strong> Tire Options</td>
<td>23.5R25</td>
<td>750/65R25</td>
</tr>
<tr>
<td><strong>D</strong> Overall Width</td>
<td>3.07 m</td>
<td>3.07 m</td>
</tr>
<tr>
<td><strong>E</strong> Tailgate Installed</td>
<td>3.26 m</td>
<td>3.26 m</td>
</tr>
</tbody>
</table>

While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.
### Engine
- **Manufacturer and Model**: John Deere PowerTech™ Plus 6090
- **Non-Road Emission Standards**: EPA Tier 3/EU Stage IIIA
- **Configuration**: Inline 6 with exhaust gas recirculation (EGR) and variable-geometry turbocharger (VGT)
- **Valves per Cylinder**: 4
- **Displacement**: 9.0 L (549 cu. in.)
- **Net Peak Power (ISO 9249)**: 263 kW (353 hp) at 1,900 rpm
- **Net Peak Torque (ISO 9249)**: 1,534 Nm (1,131 lb.-ft.)
- **Aspiration**: Turbocharged and charge air cooled
- **Fuel System**: High-pressure common rail, with 10- and 2-micron filtration and water separator
- **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, inter-axle 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

### 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, outboard mounted
- **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 integrated 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 m³ (17.9 cu. yd.)
    - Heaped at 2:1 ISO 6483 Ratio: 17.5 m³ (22.9 cu. yd.)
    - With Optional Tailgate: 18.3 m³ (23.9 cu. yd.)
  - **Maximum Dump Angle**: 70 deg.
  - **Heater**: Body ducted for optional exhaust heating

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While general information, pictures, and descriptions are provided, some illustrations and text may include product options and accessories NOT AVAILABLE in all regions, and in some countries products and accessories may require modifications or additions to ensure compliance with the local regulations of those countries.
**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.)
- **Engine Oil with Filter**: 43 L (11.4 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
  - **Front**: 37 L (9.8 gal.)
  - **Mid**: 37 L (9.8 gal.)
  - **Rear**: 37 L (9.8 gal.)
- **Capacity with cooling option**
  - **Front**: Add 5.1 L (1.3 gal.)
  - **Mid**: Add 4.2 L (1.1 gal.)
  - **Rear**: Add 4.5 L (1.2 gal.)

**Operating Weights**

- **With Standard Equipment**
  - **Empty**: 12 555 kg (27,679 lb.)
  - **Loaded**: 17 885 kg (39,430 lb.)
  - **Total**: 22 847 kg (50,369 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**

**Shipping Dimensions**

- **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.)
- **Tailgate Installed**: 3.26 m (10 ft. 8 in.)

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### Additional equipment

**Engine**
- **260E 310E**
  - Engine: John Deere PowerTech™ Plus 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
  - 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

**Powertrain**
- Lockup torque converter
- Adaptive shift control
- Gear-hold switch

**Powertrain (continued)**
- Integral transmission input retarder
- Automatic engaging retarder with selectable aggressiveness
- Countershaft transmission with integral interaxle differential
- Planetary inter-axle differential lock (IDL) with 32-percent/68-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

**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

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**Additional equipment (continued)**

<table>
<thead>
<tr>
<th>260E</th>
<th>310E</th>
<th>Steering System</th>
</tr>
</thead>
<tbody>
<tr>
<td>●</td>
<td>●</td>
<td>Ground-driven secondary steering pump</td>
</tr>
</tbody>
</table>

**Operator Station**

<table>
<thead>
<tr>
<th>260E</th>
<th>310E</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>●</td>
<td>●</td>
<td>ROPS/FOPS certification</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Keyless start</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Tilt cab</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Programmable dump-body control settings</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Air conditioner</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Heater</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>AM/FM radio/CD player</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>AM/FM radio/CD player with satellite radio and Bluetooth®</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Rear window guard</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Wiper/washer with intermittent control</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Rear windshield wiper</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Fully adjustable, air-suspension, heated, high-back cloth and leather seat</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Air-suspension, low-back, cloth seat</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>76-mm (3 in.) retractable operator seat belt</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Foldaway trainer seat with retractable seat belt</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>12-volt power outlet</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Cup holders</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Reverse camera in main monitor</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Secondary reverse camera monitor</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Ashtray and 12-volt cigarette lighter</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Electric adjustable and heated mirrors</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Full-width retractable sun visor</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Cab precleaner</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>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</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>260E</th>
<th>310E</th>
<th>Operator Station (continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>●</td>
<td>●</td>
<td>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 / IDL / Retarder adjustment / Automatic dump-body control settings / Air-conditioner/heater controls</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Dump-body lever control</td>
</tr>
</tbody>
</table>

**Dump Body**

<table>
<thead>
<tr>
<th>260E</th>
<th>310E</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>●</td>
<td>●</td>
<td>Dump-body safety lock when dump body is fully raised</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Dump-body liner (steel)</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Tailgate</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Dump-body heater</td>
<td></td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Less dump body and cylinders</td>
<td></td>
</tr>
</tbody>
</table>

**Other**

<table>
<thead>
<tr>
<th>260E</th>
<th>310E</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>●</td>
<td>●</td>
<td>23.5R25 radial earthmovers</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>750/65R25 optional</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Remote grease bank</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Quick service for transmission oil, engine oil, engine coolant, and hydraulic oil</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Articulation lock</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Electrically actuated hood</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Onboard weighing system with external load lights</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Tire-pressure-monitoring system with temperature compensation</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>Fire extinguisher</td>
<td></td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Active hydraulic front suspension</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>Dump assist, load assist, and hill assist</td>
</tr>
<tr>
<td>●</td>
<td>●</td>
<td>JDLink™ Ultimate Cellular for the Americas, excluding Costa Rica — 5 years</td>
</tr>
<tr>
<td>▲  ▲</td>
<td>JDLink Ultimate Satellite for the Americas, excluding Costa Rica — 5 years</td>
<td></td>
</tr>
</tbody>
</table>

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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.

WHEN IT GETS DEEP, WE’LL HELP GET YOU THROUGH.

TOGETHER, WE ARE DEERE.

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