L O A D E R S

744E

L O A D E R S

744E

John Deere hydraulic wet-disk brakes are mounted inboard, where they're sealed from contaminants that can cause premature wear. There are no exposed rotors, no calipers, no troublesome air system. Running in a cooling oil bath, they self-equalize and self-adjust for wear – eliminating the need for periodic servicing.

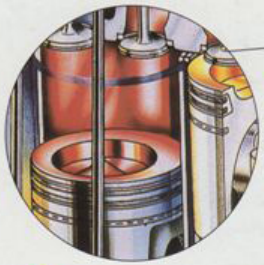
John Deere planetary final drives are also mounted inboard. Since gear size isn't restricted by wheel hub diameter, larger, more durable components can be used.

Why the 744E handles massive workloads with optimum performance and long life.

John Deere's improved 6101AT 619-cu.-in. (10.1-L) diesel engine makes the 744E's increased horsepower possible. High torque rise lets the engine accelerate faster for shorter cycle times.

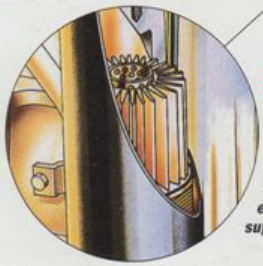
Induction-hardened wet-type cylinder liners eliminate hot spots and furnish excellent heat dissipation, which extends engine life and lowers oil consumption. Individually replaceable liners make all John Deere engines less expensive to rebuild than cast-in-block designs. They're easy to overhaul to original specs, too, which can usually be done without pulling the engine.

The 6101AT now includes larger exhaust valves, a better turbocharger match, tungsten carbide cam followers, less air restriction through the head, and direct cooling above the liner flange on each cylinder.

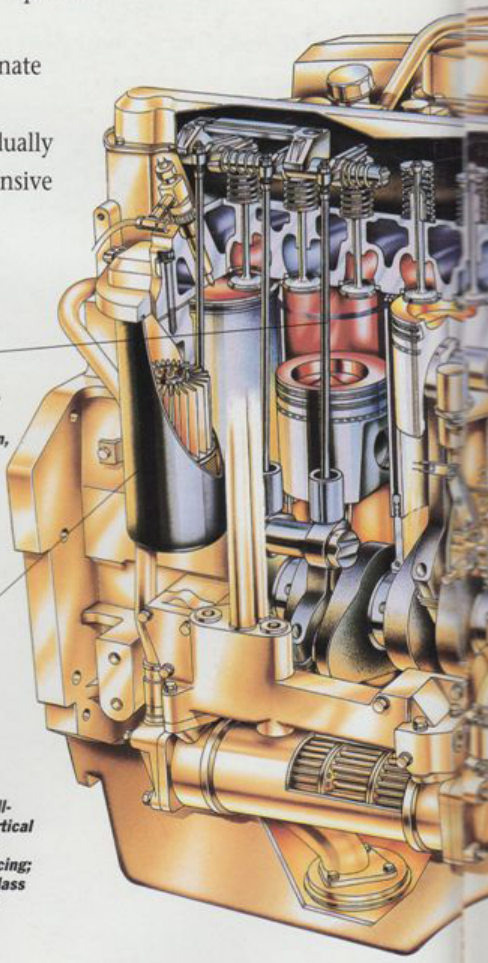


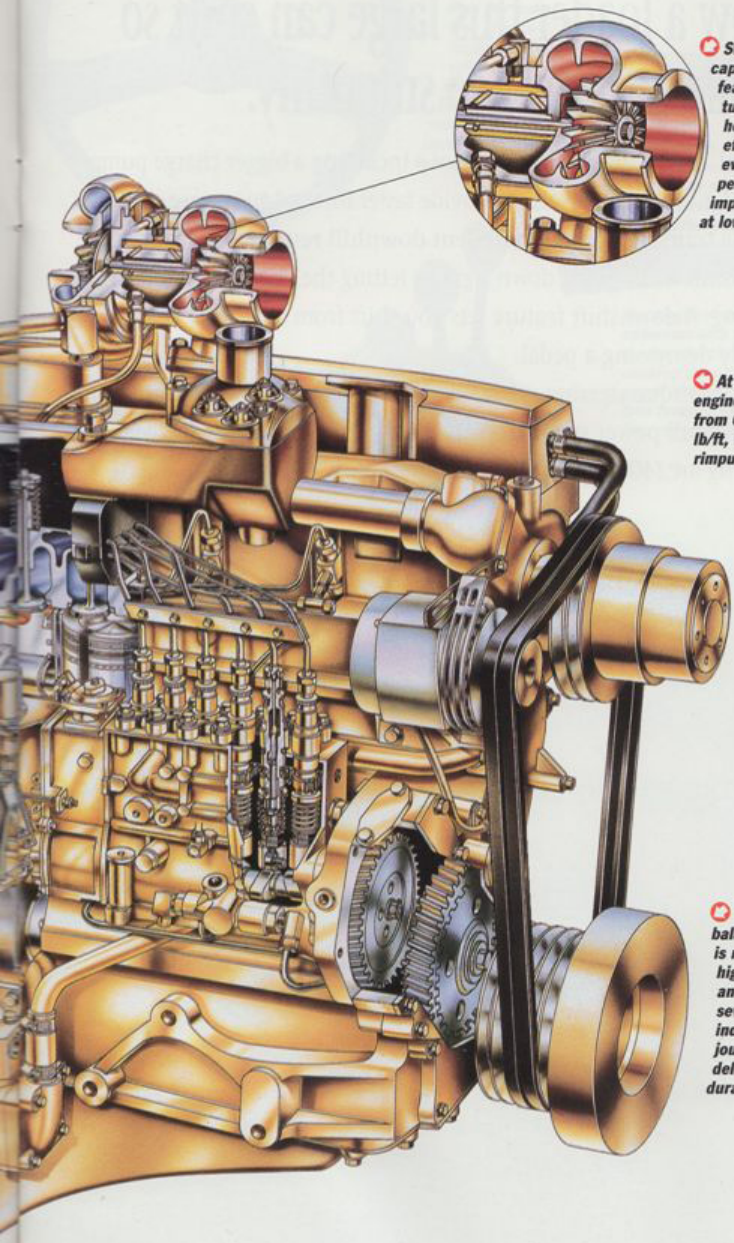
The electronically controlled governor enhances combustion, helping the 744E handle immense power train and hydraulic loads by maintaining engine rpm at optimum performance levels.

High-lift, contoured valves, large valve ports, and specially shaped piston bowls maximize airflow and fuel mixing.



Spin-on, combination full-flow/bypass vertical oil filter allows mess-free servicing; high-retention glass element provides superior filtration.





State-of-the-art, high-capacity turbocharger features redesigned turbine and compressor housings. Increased efficiency provides even greater engine performance and improved torque response at low or high rpm.

At the 250-hp level, engine torque increases from 675 lb/ft to 750 lb/ft, which boosts rimpull and acceleration.

Fuel delivery is programmed by electronically controlled injection, enhancing power and torque over a wider range of engine speeds. Injection nozzles are centered over the piston bowls for optimum fuel/air mixture, thorough combustion, and reduced hydrocarbon emissions.

Dynamically balanced crankshaft is made of forged, high-carbon steel and supported by seven main bearings; induction-hardened journal surfaces deliver excellent durability.

The electrically activated ride-control option acts as a shock absorber to the boom, helping you keep material in the bucket. It also helps smooth out your ride in roading applications, load-and-carry applications, and rough terrain.

How a loader this large can shift so easily and steer so smoothly.

Several 744E transmission upgrades – including a bigger charge pump and higher clutch pressure – provide faster forward-to-reverse shifting.

The transmission has excellent downhill retardation. You can downshift while going down a grade, letting the engine do some of the braking. A downshift feature lets you shift from second to first by simply depressing a pedal.

High-torque steering cylinder geometry and large cylinders permit smooth full power steering at all speeds through the 80-degree steering arc (40 degrees each direction).

The 744E now uses the same type of wide-angle steering valve as the 644G. Steering is 50 percent smoother and requires 25 percent less operator effort.

The 744E's countershaft transmission shifts electrically with these two low-effort, short-throw controls.

The single-stage torque converter with wet master clutch helps cushion direction and speed changes. You have four forward speeds and four reverse speeds.

You'll appreciate the 744E's low-effort hydraulic controls. Dual pilot-operated hydraulic valve with one or two levers is standard. Shown here is the optional triple-valve system, available for forks and attachments.

Who wouldn't feel more comfortable (and be more productive) in a cab like this one?

The 744E's quiet, operator-friendly cab makes starting work in the morning almost as enjoyable as quitting work at the end of the day.

You'll appreciate the ample foot room and low-effort hydraulic controls. The accelerator and brake pedals are large, well placed, and angled for comfortable operation. The steering column and suspension seat are both fully adjustable. The 2-inch (15-mm) retractable seat belt is standard equipment. An optional, non-retractable 3-inch (76-mm) seat belt is also available.

You'll enjoy the superb circulation and ventilation system, with a wide entrance door that swings open and latches into place. Heating and air conditioning controls are located to the right of the accessories console.

The dashboard monitor system keeps tabs on vital machine functions. The spring-applied, hydraulically released park brake automatically engages when the engine is shut off. It can be manually applied with the engine running, by flipping the switch shown at far right.

For your convenience, the 744E's engine is now shut off with an ignition key instead of a push/pull cable. Console switches include power boost, clutch cut-off, and downshift mode selector with differential lock.

You'll notice the superior visibility right away, because of the high seat and low-cut window frames that give you a 360-degree panoramic view.

The steering wheel features a larger, textured rim for a more comfortable grip, and a steering knob for added convenience.

Like the cab door, this side window also swings open and latches into place. (Rear side windows that open are available as an option.)

The deluxe suspension seat is one of the most versatile features on the 744E. It can be adapted to operator weight, seat cushion angle, and backrest angle. The armrests are also fully adjustable.

Attachments available for the 744E include the extendible jib boom shown here, as well as a 4.5-cu.-yd. general-purpose bucket, 60- and 72-inch forks, and many more. Also available – the quick-coupler option that lets you change attachments in almost no time, usually without leaving your seat.

Where the 744E's improved power and performance really become evident.

Handling rock and gravel in a quarry is not an application for an underpowered machine. It's where the 744E really proves itself.

Z-bar linkage gives you fast cycle times and breakout force of 42,463 pounds (189 kN). There's more bucket rollback to keep loose material from spilling. A solid rap helps clear the bucket at full dump.

Take the guesswork out of truck loading. Automatic boom height control lets you preset maximum boom height when a job doesn't require full-height loading. One touch of the loader control and the standard *return-to-dig* function automatically positions the bucket to start the next cycle.

For faster filling, John Deere bucket floors slope up five degrees toward the C-shaped backwall. Heat-treated boron-alloy-steel cutting edges last and last. And all our buckets are drilled to accept John Deere bolt-on cutting edges and teeth.

The Z-bar linkage uses an elliptical boom cross-tube, which gives you better visibility to the bucket.

Large service doors and a wide-open articulation area provide easy access to major components and service areas. The tilt cab speeds major service work.

What's easy about performing service on the 744E? Pretty much everything.

Ease of service and repair was a primary design goal for the 744E. Take a close look and you'll see how well this goal has been met.

Large service doors and a wide-open articulation area let you reach major components and service areas. Batteries are located on the outside of the frame; electrical and loader circuits are below the right front window.

The wide mainframe design makes the 744E easy to service, as well as providing better overall machine stability. Major components can be removed and replaced independently, in a surprisingly short time. The engine can be replaced in less than four hours; radiators in two hours; steering cylinders in 20 minutes.

The wide-open articulation area gives easy access to plumbing and steering components. Central grease banks help ensure that difficult lube points are serviced regularly.

Large service doors let you reach major components and service areas. The radiator and oil cooler (far right) can each be removed without disturbing the other.

ENGINE — 744E

Type	John Deere 6101AT Dual Horsepower Turbocharged and Aftercooled
Rated power	
Gears 1–2	230 SAE net hp (172 kW), 240 SAE gross hp (179 kW) @ 2,100 rpm
Gears 2–4	250 SAE net hp (186 kW), 260 SAE gross hp (194 kW) @ 2,000 rpm
Cylinders	6
Displacement	619 cu. in. (10.1 L)
Maximum net torque	
Gears 1–2 (18% torque rise)	675 lb.-ft. (915 Nm) @ 1,700 rpm
Gears 2–4 (34% torque rise)	750 lb.-ft. (1020 Nm) @ 1,700 rpm
Lubrication	pressure system with full-flow spin-on filter and cooler
Fuel consumption, typical	4.0 to 9.0 gal./hr. (15 to 34 L/h)
Cooling fan	blower
Electrical system	24 volt with 50-amp alternator
Batteries (two 12 volt)	reserve capacity: 300 min.
Air cleaner	dual safety element dry type; restriction indicator for service

TRANSMISSION

Type	torque converter/power shift	
Controls	shifts electronically with two low-effort, short-throw controls; down-shift feature lets operator shift from second to first by touching a button with the foot	
Travel speeds	*Forward*	*Reverse*
Gear 1	4.4 mph (7.1 km/h)	4.9 mph (7.9 km/h)
Gear 2	8.5 mph (13.7 km/h)	9.4 mph (15.1 km/h)
Gear 3	15.1 mph (24.3 km/h)	16.6 mph (26.7 km/h)
Gear 4	25.8 mph (41.6 km/h)	28.0 mph (45.1 km/h)

AXLES/BRAKES

Final drives	heavy-duty planetary, mounted inboard
Differentials	hydraulic locking front, conventional rear
Rear axle oscillation	± 13 degrees
Brakes (conform to SAE J1473, ISO3450)	
Service brakes	inboard-mounted hydraulic wet-disk, bathed in cooling oil, long life self-adjusting
Parking brake	automatically spring applied, hydraulically released, dry disc brake mounted integral with transmission

HYDRAULIC SYSTEM/STEERING

Pump (loader and steering)	double section gear pumps, open-center system
Maximum flow	82 gpm (310 L/m) @ 3,129 psi (21 513 kPa) and 2,100 rpm
Pressure	loader relief 3,129 psi (21 513 kPa) steering relief 3,000 psi (20 626 kPa)
Loader controls	two-function valve; single or double lever controls; control lever lockout feature optional three-function valve with auxiliary lever
Hydraulic cycle times	
Raise	6.4 sec.
Dump	1.5 sec.
Lower	3.5 sec. (float down) / 4.2 sec. (power down)
Maximum lift capacity	*with 4.0 cu. yd. (3.1 m³) excavating bucket*
Lift at ground level	38,040 lb. (17 255 kg)
Lift at maximum height	21,690 lb. (9839 kg)
Steering (conforms to SAE J1511)	
Type	power, fully hydraulic
Relief valve setting	3,000 psi (20 626 kPa)
Articulation angle	80-degree arc (40 degrees each direction)
Turning radius (measured to centerline of outside tire)	20 ft. 2 in. (6.14 m)

TIRES

Choice of	*23.5-25, 16 PR L2*	*23.5-25, 16 PR L3*	*26.5-25, 16 PR L2*	*26.5-25, 20 PR L3*
Tread width	88.61 in. (2200 mm)	88.61 in. (2200 mm)	88.61 in. (2200 mm)	88.61 in. (2200 mm)
Width over tires	111 in. (2820 mm)	111 in. (2820 mm)	115.75 in. (2940 mm)	115.75 in. (2940 mm)
Change in vertical height	– 2.5 in. (– 64 mm)	– 1.1 in. (– 28 mm)	0	+ 1.1 in. (+ 28 mm)

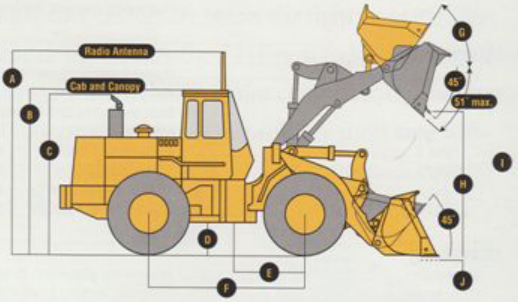
CAPACITIES

	744E
Fuel tank with ground level fueling	87 gal. (330 L)
Cooling system	57 qt. (55 L)
Engine lubrication, including full-flow spin-on filter	34 qt. (32 L)
Power shift transmission, including vertical cartridge filter	40 qt. (38 L)
Differential (each)	
Front	33 qt. (32 L)
Rear	35 qt. (33 L)
Loader hydraulic reservoir	170 qt. (161 L)

DIMENSIONS WITH BUCKET

A	Overall height	14 ft. 5 in. (4.44 m)
B	Height to top of cab and canopy	11 ft. 7.4 in. (3.54 m)
C	Height to top of exhaust	11 ft. 3.8 in. (3.45 m)
D	Ground clearance	20.3 in. (515 mm)
E	Length from centerline of front axle	67 in. (1700 mm)
F	Wheelbase	134 in. (3400 mm)
G	Maximum bucket angle	58 degrees
H	Dump height	▲
I	Height to hinge pin, fully raised	13 ft. 7.8 in. (4.16 m)
J	Digging depth	2.3 in. (58 mm)

▲ See Bucket Information below.



BUCKET INFORMATION (PIN-ON)

Bucket Type/Size	*Stockpiling w/Bolt-on Edge*	*Stockpiling w/Teeth*	*Excavating w/Bolt-on Edge*	*Excavating w/Teeth*
Capacity, heaped SAE	5.0 cu. yd. (3.8 m³)	4.75 cu. yd. (3.7 m³)	4.25 cu. yd. (3.3 m³)	4.0 cu. yd. (3.1 m³)
Capacity, struck SAE	4.3 cu. yd. (3.3 m³)	4.0 cu. yd. (3.1 m³)	3.6 cu. yd. (2.7 m³)	3.35 cu. yd. (2.6 m³)
Bucket width	119.7 in. (3.04 m)	119.7 in. (3.04 m)	119.7 in. (3.04 m)	119.7 in. (3.04 m)
Breakout force, SAE J732C	42,463 lb. (189 kN)	38,078 lb. (169 kN)	45,885 lb. (204 kN)	40,770 lb. (181 kN)
Tipping load, straight	33,755 lb. (15 311 kg)	34,130 lb. (15 481 kg)	34,136 lb. (15 484 kg)	34,507 lb. (15 652 kg)
Tipping load, 35-degree full turn, SAE	29,705 lb. (13 474 kg)	30,035 lb. (13 624 kg)	30,040 lb. (13 626 kg)	30,367 lb. (13 774 kg)
Tipping load, 40-degree full turn, SAE	28,506 lb. (12 930 kg)	28,823 lb. (13 074 kg)	28,828 lb. (13 076 kg)	29,141 lb. (13 218 kg)
Reach, 45-degree dump, 7-ft. (2.13 m) clearance	73.47 in. (1866 mm)	78.03 in. (1982 mm)	68.3 in. (1735 mm)	76.03 in. (1931 mm)
Reach, 45-degree dump, full height	50.08 in. (1272 mm)	54.65 in. (1388 mm)	46.46 in. (1180 mm)	54.17 in. (1376 mm)
▲ Dump clearance, 45 degree, full height	117.64 in. (2988 mm)	113.15 in. (2874 mm)	120.20 in. (3053 mm)	115.73 in. (2939 mm)
Overall length	26 ft. 4.0 in. (8.02 m)	26 ft. 10.0 in. (8.18 m)	26 ft. 0 in. (7.92 m)	26 ft 6.0 in. (8.08 m)
Loader clearance circle, bucket in carry position	44 ft. 3.5 in. (13.5 m)	44 ft. 8.2 in. (13.62 m)	44 ft. 1.1 in. (13.44 m)	44 ft. 5.9 in. (13.56 m)
Operating weight	46,310 lb. (21 006 kg)	46,017 lb. (20 873 kg)	45,931 lb. (20 834 kg)	45,638 lb. (20 701 kg)

Loader operating information is based on machine with all standard equipment, 26.5-25, 16 PR L2 tires, with 1,050-lb. (477 kg) optional counterweight, ROPS cab, 175-lb. (79 kg) operator, and full fuel tank. This information is affected by tire size, ballast, and different attachments.

ADJUSTMENTS TO OPERATING WEIGHTS FOR PIN-ON BUCKETS

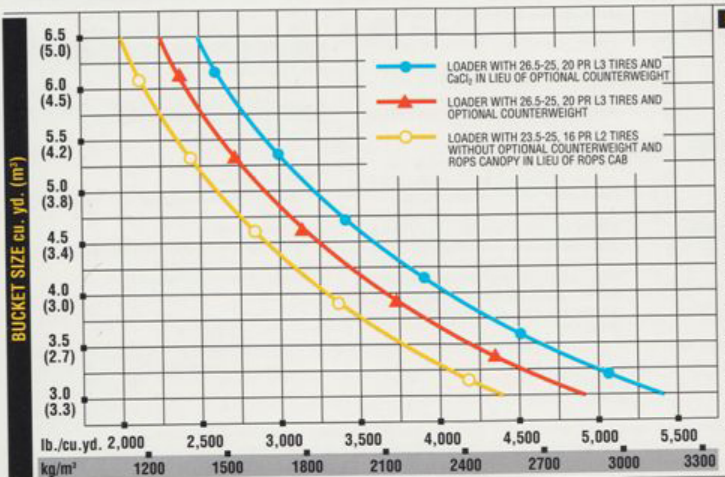
744E

Adjustments to operating weights and tipping loads for 4.0 cu. yd. (3.1 m³) excavating bucket

Add (+) or deduct (–) lb. (kg) as indicated for loaders with	*Operating Weight*	*Tipping Load, Straight*	*Tipping Load, 35-Degree Full Turn*	*Tipping Load, 40-Degree Full Turn*
23.5-25, 16 PR L2 tires without $CaCl_2$	– 1,102 lb. (– 500 kg)	– 842 lb. (– 382 kg)	– 741 lb. (– 336 kg)	– 711 lb. (– 323 kg)
23.5-25, 16 PR L2 tires with $CaCl_2$ in lieu of optional counterweight	+ 399 lb. (+ 181 kg)	+ 633 lb. (+ 287 kg)	+ 557 lb. (+ 253 kg)	+ 535 lb. (+ 243 kg)
23.5-25, 16 PR L3 tires without $CaCl_2$	– 785 lb. (– 356 kg)	– 560 lb. (– 272 kg)	– 493 lb. (– 239 kg)	– 473 lb. (– 230 kg)
23.5-25, 16 PR L3 tires with $CaCl_2$ in lieu of optional counterweight	+ 716 lb. (+ 325 kg)	+ 875 lb. (+ 397 kg)	+ 770 lb. (+ 349 kg)	+ 739 lb. (+ 335 kg)
26.5-25, 16 PR L2 tires with $CaCl_2$ in lieu of optional counterweight	+ 2,387 lb. (+ 1083 kg)	+ 2,826 lb. (+ 1282 kg)	+ 2,486 lb. (+ 1128 kg)	+ 2,386 lb. (+ 1082 kg)
26.5-25, 20 PR L3 tires without $CaCl_2$	+ 494 lb. (+ 224 kg)	+ 377 lb. (+ 171 kg)	+ 332 lb. (+ 150 kg)	+ 318 lb. (+ 144 kg)
26.5-25, 20 PR L3 tires with $CaCl_2$ in lieu of optional counterweight	+ 2,881 lb. (+ 1307 kg)	+ 3,203 lb. (+ 1453 kg)	+ 2,828 lb. (+ 1278 kg)	+ 2,745 lb. (+ 1245 kg)
Bolt-on edge and skid shoes removed	– 990 lb. (– 450 kg)	+ 1,255 lb. (+ 570 kg)	+ 1,105 lb. (+ 500 kg)	+ 1,060 lb. (+ 480 kg)
ROPS canopy in lieu of ROPS cab	– 287 lb. (– 130 kg)	– 273 lb. (– 124 kg)	– 240 lb. (– 109 kg)	– 231 lb. (– 105 kg)
Bucket teeth	– 507 lb. (– 230 kg)	+ 644 lb. (+ 292 kg)	+ 567 lb. (+257 kg)	+ 545 lb. (+ 247 kg)
Optional counterweight removed*	– 1,050 lb. (– 477 kg)	– 2,412 lb. (– 1094 kg)	– 2,123 lb. (– 963 kg)	– 2,037 lb. (– 924 kg)
Optional bottom guards	+ 346 lb. (+ 157 kg)	+ 313 lb. (+ 142 kg)	+ 276 lb. (+ 125 kg)	+ 265 lb. (+ 120 kg)

*Optional counterweight not to be used when $CaCl_2$ or other ballast is used in the tires.

BUCKET SELECTION GUIDE*



MATERIAL (Loose weight)	lb./cu. yd.	kg/m³
Caliche	2,100	1250
Cinders	1,000	590
Clay and gravel, dry	2,400	1420
Clay and gravel, wet	2,600	1540
Clay, dry	2,500	1480
Clay, natural bed	2,800	1660
Clay, wet	2,800	1660
Coal, anthracite, broken	1,850	1100
Coal, bituminous, broken	1,400	830
Earth, dry, packed	2,550	1510
Earth, loam	2,100	1250
Earth, wet, excavated	2,700	1600
Granite, broken or large crushed	2,800	1660
Gravel, dry	2,550	1510
Gravel, dry 1/2" to 2" (13 to 50 mm)	2,850	1690
Gravel, pit run (graveled sand)	3,250	1930
Gravel, wet 1/2" to 2" (13 to 50 mm)	3,400	2020
Gypsum, crushed	2,700	1600
Limestone, broken or crushed	2,600	1540
Magnetite, iron ore	4,700	2790
Phosphate rock	2,160	1280
Pyrite, iron ore	4,350	2580
Sand and gravel, dry	2,900	1720
Sand and gravel, wet	3,400	2020
Sand, dry	2,400	1420
Sand, wet	3,100	1840
Sandstone, broken	2,550	1510
Shale	2,100	1250
Slag, broken	2,950	1750
Stone, crushed	2,700	1600
Topsoil	1,600	950

*This guide, representing buckets not necessarily manufactured by Deere, will help you in selecting proper bucket size for material density and loader configuration. However, specific bucket size should only be determined after adding or subtracting all the tipping load changes due to specification.

ADDITIONAL EQUIPMENT

	744E
ENGINE	
Antifreeze, –34°F (–37°C)	●
Blower-type cooling fan	●
Fan guard	●
Cold weather (ether) starting aid	●
Dual power horsepower	●
230 hp (172 kW) in gears 1–2 / 250 hp (186 kW) in gears 2–4	
Fuel filter and water separator	●
Muffler, with vertical exhaust	●
Power boost in second gear	●
Precleaner and dry-type air cleaner	●
Turbocharger	●
Battery disconnect	■
Engine coolant heater	■
ELECTRICAL	
Alternator, 50 amp	●
Batteries (2), 300-min. reserve	●
Battery terminal and starter safety covers	●
Front and rear halogen work lights	●
Conform to SAE J1029	
Lights	●
Front and rear flashers / Front and rear turn signals / Rear stop and tail lamps / Two front driving/work / Conform to SAE J99	
TRANSMISSION	
Torque converter, power-shift transmission, electric shift controls	●
Transmission down-shift mode, F2 to F1, selectable	●
Dual power mode for second gear (manual or power boost)	●
Third and fourth gear lockout	●
Transmission clutch disconnect, selectable	●
Reverse warning alarm	●
Conforms to SAE J994, J1446	
Transmission oil cooler	●
AXLES	
Differential, hydraulic locking front and conventional rear	●
Heavy-duty planetary gear final reduction	●
Remote grease bank for rear axle oscillation	●
BRAKES	
Wet-disc, self-adjusting primary service brakes	●
Conform to SAE J1473, ISO3450	
Automatic spring-applied, hydraulic-released park brake	●
Dry disc switch operated / Conforms to SAE J1473, ISO3450	

	744E
HYDRAULIC SYSTEM	
Automatic boom height control	●
Hydraulic oil cooler behind engine radiator	●
ORFS hydraulic fittings	●
Return-to-dig feature	●
Swing-out hydraulic oil cooler for cleaning	●
Hydraulic control lever conversion kit, single lever controls to dual	■
Ride control	■
Three-spool valve, dual-lever control with arm pads	■
Three-spool valve, single-lever control with auxiliary control lever for third function	■
Two-spool valve, dual-lever control with arm pad	■
Two-spool valve, single-lever control	■
STEERING	
Power steering (two cylinders) and 40-degree articulation each side, (80-degree total articulation)	●
Conforms to SAE 1511 with emergency manual mode	
Secondary steering	■
Conforms to SAE J53	
TIRES	
23.5-25, 16 PR L2	●
23.5-25, 16 PR L3	■
26.5-25, 16 PR L2	■
26.5-25, 20 PR L3	■
OPERATOR'S STATION	
Canopy	●
Isolation mounted ROPS/FOPS / Integral load guard for material fork use – Conforms to SAE J1040C, J231, ISO3471, ISO3449 / Floormat / Left side access / Lockable storage compartment / Deluxe suspension **vinyl** seat with adjustable armrests, lumbar, backrest, tilt, height/weight adjustment, fore-and-aft adjustment – Conforms to SAE J899	
Cab	■
Isolation mounted ROPS/FOPS / Integral load guard for material fork use – Conforms to SAE J1040C, J231, ISO3471, ISO3449 / Sound suppressed / Floormat / Dome light / Front and rear windshield wiper and washer / Heater-defroster-pressurizer – Conforms to SAE J1503 / Door lock (with same key as starter switch) / Deluxe suspension **cloth** seat with adjustable armrests, lumbar, backrest, tilt, height/weight adjustment, fore-and-aft adjustment – Conforms to SAE J899	

	744E
Air conditioning (field installed)	■
Seat belt, 2 in. (51 mm)	■
Conforms to SAE J388	
Seat belt, 3 in. (76 mm)	■
Conforms to SAE J388	
Cigarette lighter and ashtray	●
Horns (2), electric	●
Conform to SAE J994, J1446	
Key start switch with electric fuel shutoff	●
Tilt steering column, steering wheel with spinner	●
Mirrors	●
Interior-mounted convex rearview (2) / Outside convex rearview (2) / Conform to SAE J985	
Slip-resistant steps and ergonomically-located handholds	●
Conform to SAE J185	
Electronic monitor system and audible/visual warning	●
Engine air filter restriction / Engine coolant temperature / Engine oil pressure / Gauges – Engine coolant – Hourmeter / Hydraulic filter restriction / Low alternator voltage / Low brake pressure / Park brake on indicator / Power-shift transmission pressure / Optional secondary steering indicator only / Turn signal and hazard warning lights	
AM/FM stereo radio kit with two speakers	■
Sliding rear side window	■
LOADER	
Z-bar linkage with automatic boom height control, automatic return-to-dig, bucket level indicator on bucket, all shipped with bucket pins	●
BUCKETS	
Full line of buckets, bolt-on cutting edges, wear plates and teeth	●
OTHER	
Articulation transport lock	●
Conforms to SAE J276	
Drawbar	●
Front and rear fenders	●
Lockable engine side shields (with same key as starter switch)	●
Rear bottom guard	■
Auxiliary rear counterweight, 1,050 lb. (477 kg)	■
Bolt-on slow-moving-vehicle emblem	■
Illuminated license plate bracket	■
Ride control	■

KEY: ● Standard equipment ■ Optional or special equipment

See your John Deere dealer for further information.

THE JDAdvantEDGE

JDAdvantEdge is a wealth of support programs, parts systems, and dealer resources, all designed to give you the edge. This package of special benefits is a major reason why John Deere offers the "best value" for your equipment dollar.

Best parts support – Twelve regional parts depots in North America and others around the world put parts support near your job no matter where in the world it is.

A computerized FLASH™ parts locating system linking these depots to dealerships can find out-of-stock parts in a hurry and get them into your hands fast ... within 24 hours, across North America.

Best service backup – Dealer service technicians are regularly schooled, at our modern facility in Davenport, Iowa, or by professionals in the field, to diagnose quickly and repair efficiently.

If they're stumped, a phone call to DTAC (Dealer Technical Assistance Center) puts them in touch with a staff of pros at the factory who help them find a solution quickly.

Best dealers – Your John Deere dealer is an important contributor to the JDAdvantEdge. He or she is committed to being the best equipment supplier you can work with.

This is a dollars-and-cents commitment in parts inventory, in service facilities, in field-service trucks. It's a sweat-and-blood commitment in dedicated, skilled, and highly trained and motivated personnel in each and every department at the dealership.

But what sets John Deere dealers apart from all the rest is something more, a factor somewhat difficult to measure ... a caring attitude, and a sincere desire to be the best at meeting the needs of each individual customer.

John Deere Finance Plans – Whether you rent, lease, or buy John Deere equipment, your dealer can explain the John Deere options available. One-stop options that let you free up operating capital, keep other lines of credit open. More solid benefits of the JDAdvantEdge.

Best protection – In addition to the new equipment warranty that meets or exceeds the competition, SECURE® extended coverage, an optional service product for John Deere equipment, is available for repair coverage after the warranty concludes. Full machine or power train coverage is available for a variety of time periods to meet your needs. Consult your dealer for availability and details.

JOHN DEERE

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J1349 and DIN 70 020, using No. 2-D fuel at 35 API gravity. No derating is required up to 10,000 feet (3050 m) altitude. Gross power is without cooling fan.

Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE standards. Except where otherwise noted, these specifications are based on a unit with all standard equipment; 26.5-25, 16 PR L2 tires; optional counterweight; ROPS cab; full fuel tank; and 175-lb. (79 kg) operator.

SAFETY live with it

DKA744E Litho in U.S.A. (96-01)