

M A T E R I A L H A N D L E R

# 744H MH



# Your focus is on material things. Your equipment should reflect it.

The world has changed. People want different things from their four-wheel-drive loaders these days. One glance at current industry offerings can confirm that.

**And John Deere is there.** The 744H MH provides new features, new performance, and a new level of reliability.

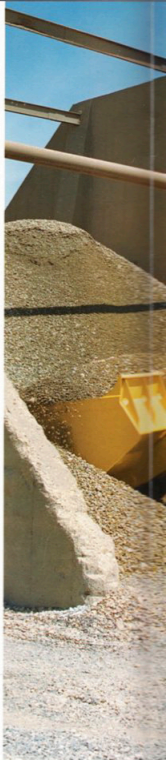
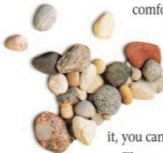
**We started** with the proverbial blank piece of paper. (OK, it was actually a blank computer screen.)

**We focused** on creating a machine that uses less fuel, cuts emissions, and makes less noise on the job.

**We envisioned** a loader with sleek, modern styling that lifts loads higher, reaches farther, and cycles faster – and gives operators more energy and stamina by keeping them comfortable. Recent studies have shown that the 744H MH is about 12 percent more productive than the standard 744H in 2,650-pounds-per-cubic-yard material-handling conditions.

**They say** if you put your mind to it, you can accomplish anything.

**That makes** the 744H MH an excellent example of the principle of mind over material.





*You'll be impressed by the 744H MH's productivity in truck and hopper loading. Bucket fill is rapid, and easier than with competitive machines. Climbing a 10.5-degree hopper ramp with a full bucket, the 744H MH outperformed both the 744E and the Cat 970F.*



The operator's left foot governs braking and locks or unlocks the differential with the convenient foot switch shown in the photo at left. The brake pedal is also used to activate the three-position clutch cutoff.

The park brake is set and released with a switch located at the lower right hand corner of the dash. It automatically engages when the engine is shut off with the ignition key.

*John Deere inboard-mounted hydraulic wet-disk brakes self-adjust for wear. Planetary final drives are also mounted inboard. Gear size isn't limited by wheel hub diameter - so the components used can be larger and more durable.*



# Power is only a word. Getting a truck filled in fewer cycles gives it meaning.

The 744H MH is an American-made material handler – designed and built at our ISO 9001-certified facilities in Dubuque and Davenport, Iowa.

Like the 744E Loader, it's a dual-horsepower machine. But those two horsepower ratings are 240 and 260 SAE net – up from the 744E's 230/250.

You get almost two thousand pounds more tipping load on the 744H MH compared to the 744E (both straight and full-turn). And the 744H MH cycles in 10.4 seconds – a full second faster per cycle than the 744E.

The computer-controlled *power shift* transmission senses engine power and adjusts the shift accordingly – similar to the latest concepts used in today's high-end cars. Computer control of the hydraulic and injection pumps provides you with easier bucket filling and additional fuel economy.



*The return-to-level option brings the boom and bucket back into position, ready to get right into the next cycle.*



*Smart-Shift technology delivers smoother shifts with less delay under all load conditions. The automatic shift feature gives you three choices:*

- ▶ Operator-select manual shift
- ▶ Automatic, 1st through 4th
- ▶ Automatic, 2nd through 4th.



*Dump clearance on the 744H MH is 10 feet 6 inches – higher than both the standard 744H (10 feet) and the 744E (9 feet 10 inches).*



# A little style and a lot of comfort. Welcome to the cab of the future.


What can you possibly see in a cab like this? Actually, it's what you can see out of it that'll really appeal to you. The windows are larger and cut lower. You get a clear view all the way to the ground on both sides.

The cab is wider, longer, and roomier than ever. It's quieter, too, which means your workday will be easy on your ears, unless you like to work with the radio cranked up full blast.

Settle into the deluxe suspension seat. Right away you'll notice the improved cushion angle and the new recliner mechanism. The seat also shifts rearward farther to give you more leg clearance.

*Directly in front of the steering wheel is the deluxe, computer-controlled dash monitor, with a 12-character liquid crystal display for important messages.*

*The three-level programmable display provides operating information, runs diagnostics, and lets the operator customize the way the 744H MH functions to accommodate specific situations.*

*Teledyne's Loadrite LRS10 weighing system is available on the 744H MH. The LRS10's accuracy of plus or minus 1 percent lets you load each truck to its full legal payload.* 

*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 a switch at the dash's lower right.*





*The quick-shift button gives you two choices: 1. Press once to shift down one gear; then press it again to shift back up. 2. Press once to shift down, then press repeatedly to keep shifting down, all the way to first gear!*



*This right-hand control panel includes controls for windshield wipers, heater, air conditioner, lights, attachment pins, clutch cutoff, and ride control.*

*The ride control option acts as a shock absorber to the boom, keeping material in your bucket and smoothing out your ride in roading applications and rough terrain.*

*The window on the right side swings open and latches into place, like the cab door. The deluxe suspension seat includes adjustments for operator weight, seat cushion angle, and backrest angle. The armrests are also fully adjustable.*

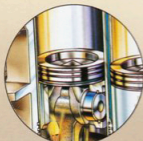


# The John Deere-built 6125A engine. It's not just another power trip.

The **POWERTECH™** 6125A diesel engine is emission-certified for EPA and CARB, off-road applications, as well as for EEC regulations. The 6125A's standard torque curve includes a 5 percent *power bulge* at 1,800 rpm. When the engine encounters an extra load, the electronically controlled fuel system automatically increases power to compensate without requiring the operator to downshift. This lets the 6125A achieve a 17 percent torque rise at 1,800 rpm and a 35 percent torque rise at 1,500 rpm.

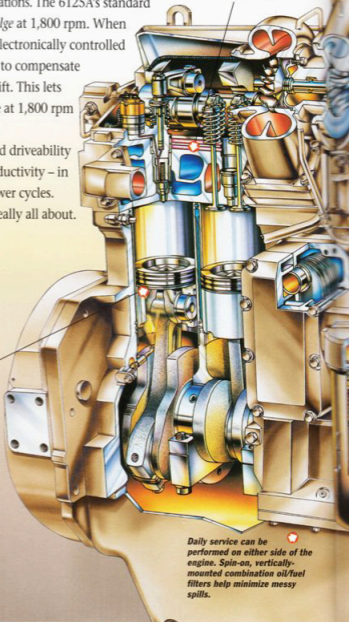
On the job, it means better low-speed driveability in mobile applications, and improved productivity – in other words, getting trucks loaded with fewer cycles. Which is what the whole “power trip” is really all about.

*Cylinder thickness is increased by 17 percent in the 6125A, enhancing durability and reliability.*



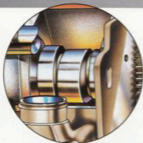
*The 6125A's two-piece, high-top-ring steel crown and aluminum skirt piston reduces smoke and other emissions. It also lowers heat transfer, giving the engine better fuel economy, durability, and power.*

*Directed top-liner cooling reduces head gasket and liner temperatures, makes cylinders last longer, and helps reduce emissions and oil consumption.*



*Daily service can be performed on either side of the engine. Spin-on, vertically-mounted combination oil/fuel filters help minimize messy spills.*



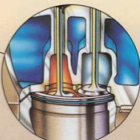


*The larger-diameter camshaft is located high in the head. This cam-in-the-head, four-valve design eliminates push rods and lifters, providing precise valve control and lengthening the time between valve adjustments.*

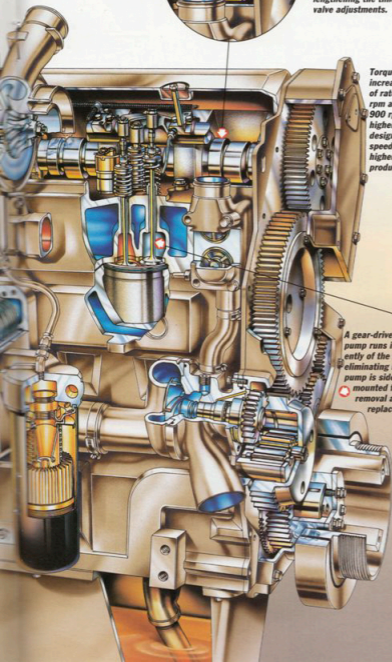
*Torque has been increased to 120 percent of rated speed at 1,000 rpm and 110 percent at 900 rpm (6 percent higher than on previous designs) for better low-speed driveability and higher machine productivity.*

*The 6125A's electronic-unit injector raises injection pressures 50 percent over previous designs and provides variable timing and better control of the start of injection.*

*A gear-driven water pump runs independently of the fan drive, eliminating belts. The pump is side-mounted for easier removal and/or replacement.*

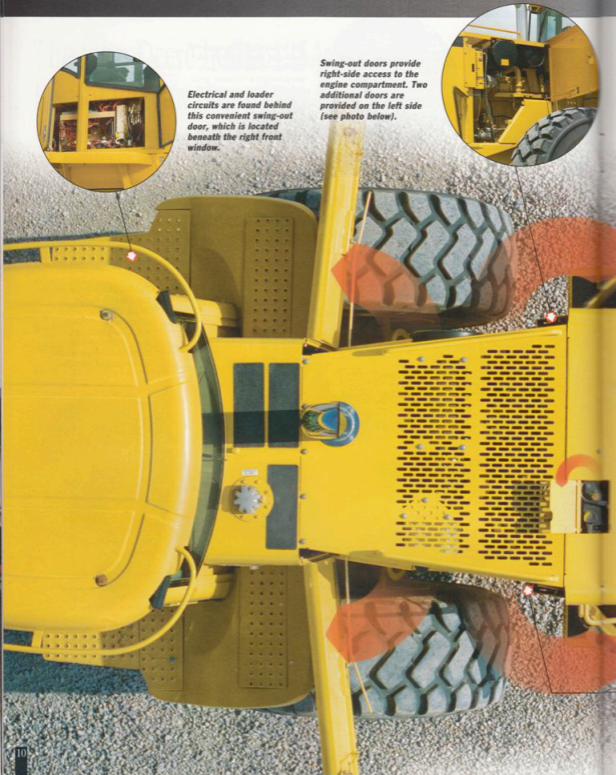


*The cylinder head features four valves per cylinder with left-hand intake and right-hand exhaust manifolds. This "free-breathing" design improves intake and exhaust efficiency, enhancing fuel economy and lowering heat rejection.*



*Swing-out doors provide right-side access to the engine compartment. Two additional doors are provided on the left side (see photo below).*

*Electrical and loader circuits are found behind this convenient swing-out door, which is located beneath the right front window.*



# Providing an easily serviced machine demands an open-door policy.

You've probably already noticed that the effectiveness of your equipment service program is a direct function of how easy (or hard) the equipment is to service. What's easy to do has a better chance of getting done. That's why easy servicing is designed into every 744H MH.

Four side-shield doors – two on each side of the machine – let you get into the engine

compartment to change fuel, air, and oil filters, and check fluid reservoirs. The rear grill swings out, as you can see here, to give you ample access to the radiator. Both the radiator and the oil cooler can be removed without disturbing the other.

*Double service doors on each side of the machine provide unparalleled access to the engine compartment for routine servicing. They also speed repairs, getting your loader up faster and back on the job sooner.*



*The wide-open articulation area gives you easy access to plumbing and steering components. Centralized grease banks help ensure that difficult lube points are serviced regularly. The locking bar for the loader boom is stored here for easy access and top-of-mind awareness.*



*The rugged locking bar is inserted along one of the boom cylinders to keep the boom and bucket raised during servicing – a safeguard against any sudden loss of hydraulic pressure that might bring the boom down unexpectedly.*



<b>ENGINE</b>	<b>744R MH</b>
Type	John Deere PowerTech <sup>®</sup> 6125A dual horsepower, turbocharged and aftercooled; meets North American EPA and CARB non-road diesel engine regulations effective January 1, 1996; also is certifiable to proposed E.U. (European Union) regulations, which are not yet effective
Rated power	
Gear 1	240 SAE net hp (179 kW), 263 SAE gross hp (196 kW) @ 2,000 rpm
Gears 2-4	260 SAE net hp (194 kW), 283 SAE gross hp (221 kW) @ 2,000 rpm
Cylinders	6
Displacement	766 cu. in. (12.5 L)
Maximum net torque	
Gear 1 (47% torque rise)	980 lb.-ft. (1330 Nm) @ 1,500 rpm
Gears 2-4 (40% torque rise)	980 lb.-ft. (1330 Nm) @ 1,500 rpm
Lubrication	pressure system with full-flow spin-on filter and cooler
Fuel consumption, typical	4.0 to 10.0 gal./hr. (15 to 38 L/h)
Cooling fan	blower type
Electrical system	24 volt with 55-amp alternator
Batteries (two 12 volt)	950 CCA; reserve capacity: 200 min.
Air cleaner	dual safety element dry type; restriction indicator for service

## TRANSMISSION

Type	single stage, dual phase torque converter; countershaft, computer-controlled power shift	
Controls	smooth shifts under any power condition provided by computer-controlled electronic shift with individual electronic control over each clutch pack, twist-grip shift lever, quick-shift button on hydraulic lever, automatic shift feature is selectable to shift between gears 1-4 or 2-4	
Travel speeds*	<i>Forward</i>	<i>Reverse</i>
Gear 1	4.6 mph (7.4 km/h)	4.6 mph (7.4 km/h)
Gear 2	8.6 mph (13.9 km/h)	8.6 mph (13.9 km/h)
Gear 3	13.1 mph (21.2 km/h)	19.3 mph (31.0 km/h)
Gear 4	24.5 mph (39.5 km/h)	

\*Equipped with 26.5-25 tires.

## AXLES/BRAKES

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

## HYDRAULIC SYSTEM/STEERING

Pump (loader and steering)	two variable-displacement, load-sensing piston pumps; closed-center system
Maximum flow	112 gpm (423 L/min.) @ 1,000 psi (6900 kPa) and 2,250 rpm
Pressure	loader and steering relief 3,200 psi (22 000 kPa)
Loader controls	two-function valve; single or dual lever controls; control lever lockout feature; optional third-function valve with auxiliary lever
Hydraulic cycle times	
Raise	6.1 sec.
Dump	1.5 sec.
Lower	2.8 sec. (float down) / 2.8 sec. (power down)
Total	10.4 sec.
Maximum lift capacity	with 5.25 cu. yd. (4.0 m <sup>3</sup> ) stockpiling bucket
Lift at ground level	33,410 lb. (15 150 kg)
Lift at maximum height	23,495 lb. (10 655 kg)
Steering (conforms to SAE J1511)	
Type	power, fully hydraulic
Relief valve setting	3,200 psi (22 000 kPa)
Articulation angle	80-degree arc (40 degrees each direction)
Turning radius (measured to center-line of outside tire)	20 ft. 2 in. (6.14 m)

## TIRES

744H MH

Choice of	Tread Width	Width Over Tires	Change In Vertical Height
23.5-25, XHAT L3 Michelin Radial.....	88.6 in. (2200 mm)	113.2 in. (2875 mm)	- 3.1 in. (- 78 mm)
26.5-25, 16 PR L2.....	88.6 in. (2200 mm)	115.8 in. (2940 mm)	- 1.1 in. (- 28 mm)
26.5-25, 20 PR L3.....	88.6 in. (2200 mm)	116.0 in. (2947 mm)	0
26.5-25, 20 PR L5*.....	88.6 in. (2200 mm)	115.8 in. (2940 mm)	+ 1.4 in. (+ 35 mm)
26.5-25, GP-2B L2 Goodyear Radial.....	88.6 in. (2200 mm)	115.5 in. (2935 mm)	0
26.5-25, XHAT L3 Michelin Radial.....	88.6 in. (2200 mm)	115.6 in. (2937 mm)	- 0.6 in. (- 15 mm)
26.5-25, X-MINE Michelin Radial*.....	88.6 in. (2200 mm)	116.2 in. (2952 mm)	+ 1.5 in. (+ 39 mm)

\*Requires ± 8-degree rear axle stops.

## CAPACITIES

Fuel tank with ground level fueling.....	114 gal. (432 L)
Cooling system.....	45 qt. (43 L)
Engine lubrication, including full-flow spin-on filter.....	40 qt. (38 L)
Power shift transmission, including vertical cartridge filter.....	30 qt. (28 L)
Differential (each axle)	
Front and rear.....	49 qt. (46 L)
Loader hydraulic reservoir.....	38 gal. (144 L)
Park brake.....	0.53 qt. (0.5 L)

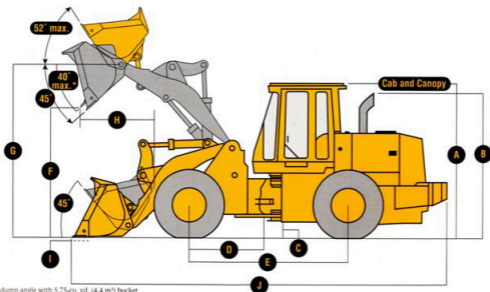
## DIMENSIONS WITH BUCKET

<b>A</b> Height to top of cab and canopy.....	11 ft. 7 in. (3520 mm)
<b>B</b> Height to top of exhaust.....	10 ft. 2 in. (3100 mm)
<b>C</b> Ground clearance.....	18.3 in. (465 mm)
<b>D</b> Length from centerline to front axle.....	5 ft. 7 in. (1700 mm)
<b>E</b> Wheelbase.....	11 ft. 2 in. (3400 mm)
<b>F</b> Dump height.....	▲
<b>G</b> Height to hinge pin, fully raised.....	14 ft. 10 in. (4510 mm)
<b>H</b> Dump reach.....	▲▲
<b>I</b> Maximum digging depth.....	3.8 in. (93 mm)
<b>J</b> Overall length.....	▲▲▲

▲ See Bucket Information on page 14.

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▲▲▲ See Bucket Information on page 14.



\*40° max. dump angle with 5.75-cu. yd. (4.4 m³) bucket.



## BUCKET INFORMATION (PIN-ON)

## 744H MH

Bucket Application	Material Handling w/Bolt-on Cutting Edge	Material Handling w/Teeth and Segments	Material Handling w/Jagz™	Stockpiling and General Purpose w/Bolt-on Cutting Edge	Stockpiling and General Purpose w/Teeth and Segments	Stockpiling and General Purpose w/Jagz™
Bucket Type/Size						
Capacity, heaped SAE .....	5.75 cu. yd. (4.4 m <sup>3</sup> )	5.75 cu. yd. (4.4 m <sup>3</sup> )	5.75 cu. yd. (4.4 m <sup>3</sup> )	5.25 cu. yd. (4.0 m <sup>3</sup> )	5.25 cu. yd. (4.0 m <sup>3</sup> )	5.25 cu. yd. (4.0 m <sup>3</sup> )
Capacity, struck SAE .....	5.00 cu. yd. (3.8 m <sup>3</sup> )	5.00 cu. yd. (3.8 m <sup>3</sup> )	5.00 cu. yd. (3.8 m <sup>3</sup> )	4.50 cu. yd. (3.4 m <sup>3</sup> )	4.50 cu. yd. (3.4 m <sup>3</sup> )	4.50 cu. yd. (3.4 m <sup>3</sup> )
Bucket width .....	128.9 in. (3275 mm)	128.9 in. (3275 mm)	128.9 in. (3275 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)	119.7 in. (3040 mm)
Breakout force, SAE J732C .....	37,175 lb. (16 860 kg)	37,175 lb. (16 860 kg)	35,930 lb. (16 295 kg)	40,300 lb. (18 280 kg)	40,300 lb. (18 280 kg)	38,930 lb. (17 660 kg)
Tipping load, straight .....	36,310 lb. (16 470 kg)	35,930 lb. (16 300 kg)	35,650 lb. (16 170 kg)	37,595 lb. (17 053 kg)	37,220 lb. (16 883 kg)	36,965 lb. (16 767 kg)
Tipping load, 35-degree full turn, SAE .....	31,580 lb. (14 325 kg)	31,210 lb. (14 160 kg)	30,955 lb. (14 040 kg)	32,755 lb. (14 857 kg)	32,390 lb. (14 691 kg)	32,150 lb. (14 584 kg)
Tipping load, 40-degree full turn, SAE .....	30,420 lb. (13 800 kg)	30,050 lb. (13 630 kg)	29,800 lb. (13 515 kg)	31,510 lb. (14 320 kg)	31,205 lb. (14 155 kg)	30,975 lb. (14 050 kg)
Reach, 45-degree dump, 7-ft. (2.13 m) clearance .....	74.8 in. (1900 mm)	78.4 in. (1960 mm)	76.4 in. (1910 mm)	80.2 in. (2005 mm)	83.6 in. (2089 mm)	80.8 in. (2021 mm)
▲▲ Reach, 45-degree dump, full height .....	49.6 in.* (1260 mm)	54.4 in.* (1382 mm)	50.6 in.* (1285 mm)	46.4 in. (1178 mm)	51.3 in. (1302 mm)	47.4 in. (1204 mm)
▲ Dump clearance, 45-degree dump, full height .....	126.1 in.* (3202 mm)	122.5 in.* (3111 mm)	125.1 in.* (3177 mm)	128.7 in. (3270 mm)	125.2 in. (3180 mm)	127.8 in. (3245 mm)
▲▲▲ Overall length .....	28 ft. 11 in. (8925 mm)	29 ft. 5 in. (8970 mm)	29 ft. 1 in. (8860 mm)	28 ft. 7 in. (8719 mm)	29 ft. 1 in. (8864 mm)	28 ft. 9 in. (8757 mm)
Loader clearance circle, bucket in carry position .....	45 ft. 10 in. (13 965 mm)	46 ft. 1 in. (14 040 mm)	45 ft. 10 in. (13 980 mm)	45 ft. 1 in. (13 738 mm)	45 ft. 4 in. (13 824 mm)	45 ft. 2 in. (13 762 mm)
Operating weight .....	51,590 lb. (23 400 kg)	51,895 lb. (23 540 kg)	52,030 lb. (23 600 kg)	51,210 lb. (23 230 kg)	51,510 lb. (23 365 kg)	51,620 lb. (23 415 kg)

\*Dump clearance height and reach for the material-handling bucket are determined with a 40-degree bucket dump angle.

Loader operating information is based on machine with all standard equipment; 26.5-25, 20 PR L3 tires; ROPS/FOPS 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

744H MH

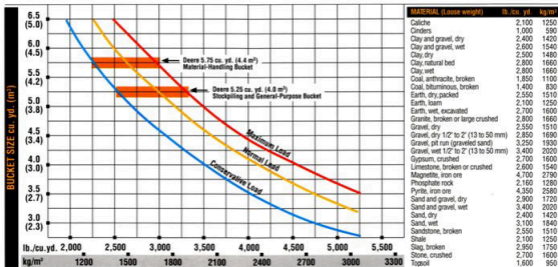
Adjustments to operating weights and tipping loads for 5.75 cu. yd. (4.4 m<sup>3</sup>) material-handling bucket with bolt-on cutting edge

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, XHAT L3 Michelin Radial.....	551 lb. (- 250 kg)	- 375 lb. (- 170 kg)	- 342 lb. (- 155 kg)	- 331 lb. (- 150 kg)
26.5-25, 16 PR L2 .....	375 lb. (- 170 kg)	- 258 lb. (- 117 kg)	- 227 lb. (- 103 kg)	- 222 lb. (- 101 kg)
26.5-25, GP-2B L2 Goodyear Radial.....	397 lb. (+ 180 kg)	+ 273 lb. (+ 124 kg)	+ 240 lb. (+ 109 kg)	+ 234 lb. (+ 106 kg)
26.5-25, XHAT L3 Michelin Radial.....	397 lb. (+ 180 kg)	+ 273 lb. (+ 124 kg)	+ 240 lb. (+ 109 kg)	+ 234 lb. (+ 106 kg)
26.5-25, X-MINE Michelin Radial.....	2,875 lb. (+ 1,300 kg)	+ 1,956 lb. (+ 887 kg)	+ 1,742 lb. (+ 790 kg)	+ 1,689 lb. (+ 766 kg)
CaCl <sub>2</sub> in rear tires .....	2,875 lb. (+ 1,300 kg)	+ 3,947 lb. (+ 1,790 kg)	+ 3,506 lb. (+ 1,590 kg)	+ 3,396 lb. (+ 1,540 kg)

## BUCKET SELECTION GUIDE\*



\*This guide, representing bucket sizes not necessarily manufactured by Deere, will help you in selecting proper bucket size for material density, loader configuration, and operating conditions. Optimum bucket size is determined after adding or subtracting all tipping load changes due to optional equipment. The "conservative load" line on this guide is recommended when operating in conditions such as soft ground and uneven surfaces. The "maximum load" condition on this guide is sometimes utilized when operating on firm ground and level surfaces.

	740R Std.		740R Std.		740R Std.
<b>ENGINE</b>		Radio ready cab, 24 volt to 12 volt converter, rated at 5 amps, with 12-volt receptacle in operator's compartment, fused electrical lead		Conform to SAE J185	
Antifreeze, -34°F (-37°C)	●	Wired for rotating beacon	●	Rearview mirrors, two outside and two inside	●
Coolant recovery tank	●	24-volt to 12-volt, 10-amp voltage converter	●	Conform to SAE J985	●
Engine oil cooler	●	AM/FM radio with clock	●	Rubber floor mat	●
Environmentally friendly engine oil drain	●	Horn, with push button in center of steering wheel	●	Seat belt, 3 in. (76 mm), with retractor	●
Fan safety guard	●	Conforms to SAE J994, J1446	●	Seat, deluxe cloth covered with deep foam, high back, mechanical suspension, adjustable for weight and height, foot-act position, backrest tilt, and armrest angle	●
Muffler, under hood with large vertical exhaust stack	●	Lights	●	Seat, air suspension, deluxe cloth covered	●
Quick-release fuel filter and water separator	●	Driving with guards / Stop and taillights / Turn signals and flashers / Conform to SAE 99	●	Seat backrest extension	●
Cold weather (ether) starting aid	●	Work lights, front and rear	●	Steering wheel, textured with spinner knob	●
Cooling package for	●	Monitor and gauges, computerized with audible and visual warnings	●	Storage compartment for operator's manual and other items	●
High temperatures and high altitudes	●	Analog instruments: Engine coolant temperature / Engine oil pressure / Fuel level / Hydraulic oil temperature / Transmission oil temperature / Speedometer	●	Tilt steering column	●
Trash, mild	●	Built-in diagnostics: Fault code retrieval / Message center	●	Air conditioning (factory or dealer installed)	●
Trash, severe	●	Digital instruments: Engine rpm / Hourmeter / Selectable battery voltage or odometer / Transmission gear indicator	●	<b>LOADER</b>	
Engine coolant heater, 1,000 watts, 110 volts	●	Indicator lights: Turn signals / Warning flashers / Work lights	●	Loader boom service locking bar	●
Special application trash screens and packages*	●	Message center display: Accessory settings / Diagnostic fault code messages	●	Conforms to SAE J38	●
<b>POWER TRAIN</b>		Operator warning lights: Battery voltage / Brake pressure / Coolant level / Engine air filter / Engine oil pressure / Fasten seat belt / Hydraulic oil filter / Hydraulic oil temperature / Park brake actuated / Transmission filter restriction	●	High-lift boom*	●
TC/PS transmission, computer-controlled electronic soft shift	●	Push-button selection: Three clutch cutoff adjustments / Two automatic transmission sequences / Two quick-shift button sequences	●	Ride control system (automatic type)	●
Loader performance management system*	●	Reverse warning alarm	●	<b>BUCKETS AND ATTACHMENTS</b>	
Conventional-type differentials, front and rear	●	Conforms to SAE J994, J1446	●	Full line of buckets with selection of bolt-on cutting edges, JAGZ™ cutting edges, and teeth-segmented bolt-on cutting edges	●
Front and rear axles with hydraulic locking differential	●	Master electrical disconnect switch	●	Hydraulic control system for quick coupler locking pins	●
Front axle with hydraulic locking differential	●	<b>OPERATOR'S STATION</b>		Quick coupler and attachments*	●
<b>HYDRAULIC SYSTEM</b>		Canopy	●	<b>TIRES</b>	
Hydraulic system oil cooler	●	ROPS/FOPS / Multiplane isolation mounted for noise/vibration reduction / Conforms to SAE J1040 AFB88	●	23.5-25, XHAT L3 Michelin Radial	●
Two-function hydraulic valve with joystick control	●	Cab	●	26-25, 16 PR L2	●
Two-function hydraulic valve with two levers and adjustable wristrest	●	ROPS/FOPS / Heater/dethroter / Multiplane isolation mounted for noise/vibration reduction / Front and rear windshield wipers and intermittent wipers / Tinted safety glass / Conforms to SAE J1040 AFB88	●	26.5-25, 20 PR L3	●
Three-function hydraulic valve with joystick control and auxiliary lever for third function	●	Cup holder, personal cooler holder, and storage space	●	26.5-25, GP-28 L2 Goodyear Radial	●
Three-function hydraulic valve with two levers and adjustable wristrest and auxiliary lever for third function	●	Handholds and steps, ergonomically located and slip resistant	●	26.5-25, XHAT L3 Michelin Radial	●
Hydraulic conversion kits, two to three function valves	●			26.5-25, X-MINE Michelin Radial	●
Hydraulic lever lockout	●			Less wheels and tines	●
Automatic boom height kickout control	●			<b>OTHER</b>	
Automatic boom return-to-carry control	●			Articulation locking bar	●
Automatic bucket return-to-dig control	●			Conforms to SAE J276	●
Reservoir sight gauge	●			Bottom guard, rear	●
Spin-on hydraulic filters, vertical mounting	●			Bottom guards, front frame and transmission	●
<b>ELECTRICAL</b>				Counterweight	●
24-volt electrical system	●			Drawbar, with locking pin	●
Alternator, 55 amps and 24 volts	●			Fronts, rear and rear	●
Alternator, high capacity, 80 amps and 24 volts	●			Vanshield protection, includes lockable engine enclosure, rear grille, and fuel fill	●
Alternator trash covers	●			Fire extinguisher	●
Batteries (2), 12 volt with 950 CCA, 200-min. rated reserve	●			Lift and tie-down hooks	●
Batteries, high capacity (2), 12 volt with 1,000 CCA, 320-min. rated reserve	●			Material weighing system*	●
				Secondary steering	●
				Transmission side frame guards	●

KEY: ● Standard equipment ■ Optional or special equipment

\*See your John Deere dealer for further information.

## THE JDAdvantage

JDAdvantage 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 JDAdvantage. 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 JDAdvantage.

**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.



Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J199 and DIN 70 020, using No. 2-D fuel at 35.4°F 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, 29 PR L3 tires, ROPS/FOPS cab, full fuel tank, and 175-lb. (79 kg) operator.

