




	CONSTRUCTION EQUIPMENT	TRUCKS
	MODEL NO.	350D 400D



ADT's



MODEL NO.

350D 400D

Best-in-class payload-to-weight ratio gives you more power to haul the load. This minimizes cycle times while maximizing payload and productivity—and profitability.

HAULS MORE FOR LESS.

The increased flow rate to the hydraulic system results in faster dump cycle times. With fewer components and only a single pump, the system is easy to maintain.

If you're looking to reduce operating costs without cramping productivity, take a hard look at – and a hard drive in – a new 350D or 400D articulated dump truck from John Deere.

Built to haul more for less, both these heavy-duty off-road haulers deliver a better payload-to-weight ratio, improved fuel efficiency, and faster cycle times than ever before.

What it all adds up to is more material moved for less money.

Turn the page to know more about the exciting new 350D and 400D trucks. They don't work dirt cheap, but they can sure haul bigger numbers to your bottom line.

The oscillating frame joint, articulated steering, and high-floatation tires provide unbeatable performance in mud, tough terrain, and steep grades.

350D 400D



Makes quite a haul—when it comes to your bottom line.

There's no secret to becoming more profitable. Improving your bottom line means being able to haul more dirt, while keeping operator costs down. That's why the new 350D and 400D Articulated Dump Trucks (ADTs) make sense—or should we say, dollars and cents. These machines were designed from the ground up to haul the lowest cost per ton of any truck on the market. Extensive use of light-weight, high-strength materials give them the highest payload-to-weight ratios—and the best hauling efficiency—in their class. Having more power available means being able to handle bigger payloads with faster cycle times, so you can move more material for your dollar.

What really sets these ADTs apart is their ability to keep the job moving, no matter what the weather or underfoot conditions. With tight deadlines and even tighter margins, you simply can't afford to send the crew home on a rainy day. These machines thrive in tough terrain, steep grades, and mud—the kind of conditions where it just isn't cost-effective to run scrapers or rigid trucks. And while this kind of versatility is impressive, you'll be even more impressed the next time you look at your bottom line.

Keeping your operators safe and comfortable also makes them more productive. Every feature – from the oversized air-suspension seat to the heavy-duty heater and AC unit – is designed to help operators focus on the job at hand.



The center-mounted cab provides outstanding visibility and comes complete with a comprehensive mirror package (electronic control is optional). The seat is optimally positioned behind the front axle to improve stability by reducing the rolling and pitching often experienced in off-road conditions.

The short-sloped front end provides a better approach angle for getting through rough terrain, which means less bottoming out in ditches or swales.



The oscillating frame joint provides unmatched traction and stability. Front and rear chassis move independently, keeping all six wheels in constant contact with the ground.

These ADTs are operator friendly, so you can put a new operator into one with a minimum of training. Controls wrap around the operator and are logically and conveniently placed. Instruments and display units are easy to understand and use.

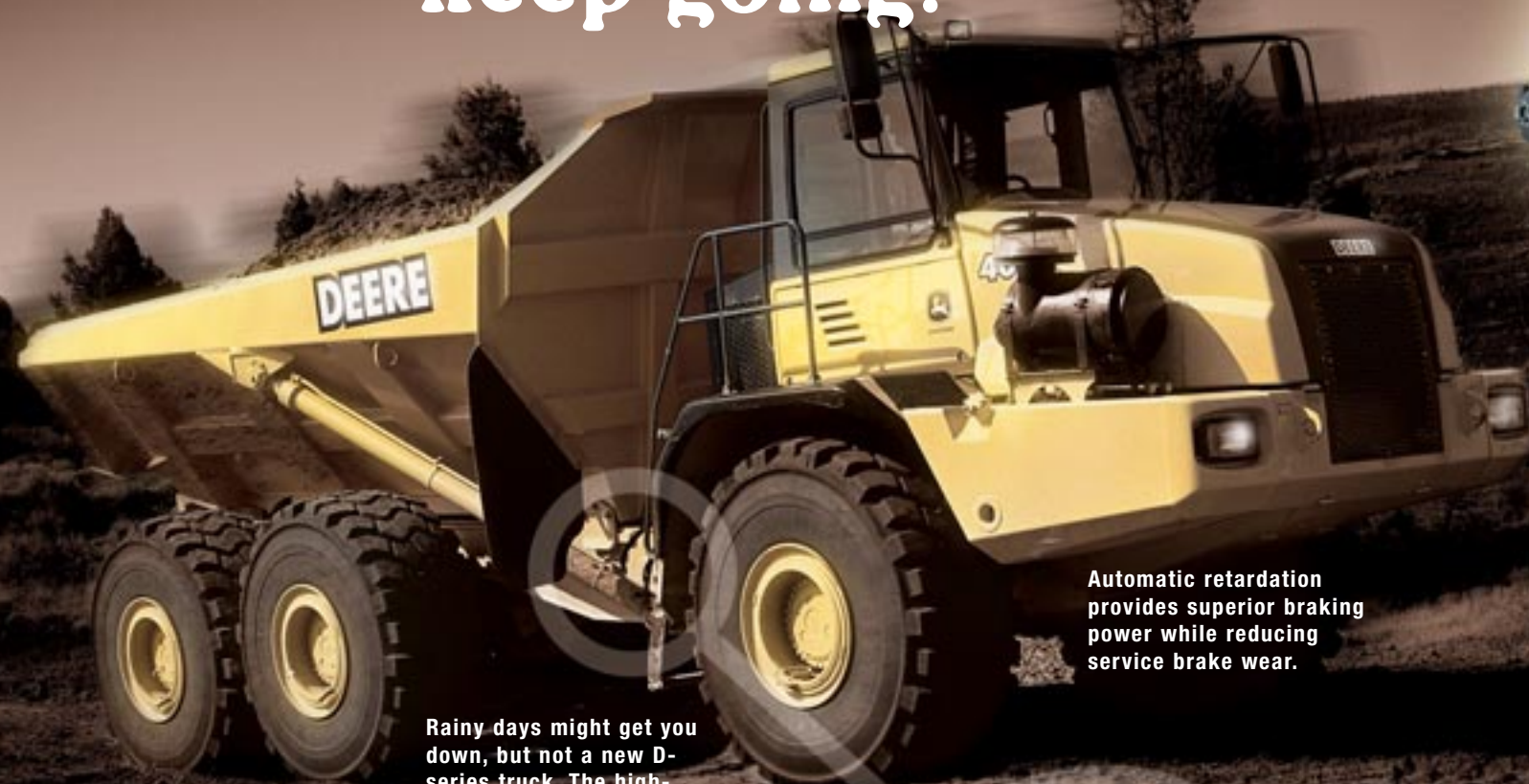
Family sedan or dirt-haulin', mud-crawlin' ADT? When confronted with its automotive styling, deluxe AM-FM radio, and in-dash beverage cooler, your operators will have trouble telling the difference.



MODEL NO.

350D 400D

When the going gets tough, these trucks keep going.



Rainy days might get you down, but not a new D-series truck. The high-flotation tires and the incredibly strong steering force let you "duck walk" out of the muck and mire.

Automatic retardation provides superior braking power while reducing service brake wear.

Safety and profitability depend on being able to consistently stop "on the mark," which is why both trucks come with fully hydraulic, simple-to-service dry-disc brakes. The 450D also has wet-disc brakes on the front and middle axles, for 20 percent more stopping power. Both models are equipped with automatic engine brakes and spring-applied, air-released park brakes.



StructurAll™ warranty covers articulated joints and major structures for unlimited hours for three years— free of charge!



Both 350D and 400D trucks are powered by the turbocharged, intercooled V-6, 12.0-L diesel engines. Their lightweight design maximizes fuel efficiency, plus their low emission output complies with future emission standards.

Planetary powershift transmission optimizes each shift point and puts more power on the ground, while preventing damage due to faulty shifting.

When it comes to superior reliability, lower maintenance requirements, and unsurpassed dealer support, the buck (and the truck) stop here.

Limiting downtime is the best way to reduce operating costs, and no trucks are more reliable or easier to maintain than the new 350D and 400D. Structural components— including chassis, articulation and oscillation joints, axles, and suspension — are fabricated from high-strength steel and are larger than most competitors. Plus, service intervals have been increased on the engine and hydraulics to 500 and 2,000 hours, respectively.

And when it comes to dealer support, in-field service, and parts availability, John Deere sets the industry standard. Our technicians have the training and the tools to keep you going when the going gets tough.

Specs to Come from McCollough.

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