



JD

CONSTRUCTION EQUIPMENT DIVISION

TRUCKS



MODEL NO.

400C



400C

Miller Since 1924
Fed B. Miller Co.
220810 Hwy 92 - PO Box 460
Gering, NE 69341
Phone 308-436-2177
Fax 308-436-7645

Ideal conditions are such a bore.

Center-mounted cab and
air-suspension seat smooth
the ride and improve the view.



Controlled-traction differentials provide
all-wheel drive for outstanding traction
in muddy conditions.

High-flotation radial tires get you through the low
spots while providing a smoother ride, better fuel
economy, and longer life.

The oscillation frame gives you
unmatched stability in uneven
terrain. Front and rear sections
rotate independently so all six
wheels keep in constant contact
with the ground.

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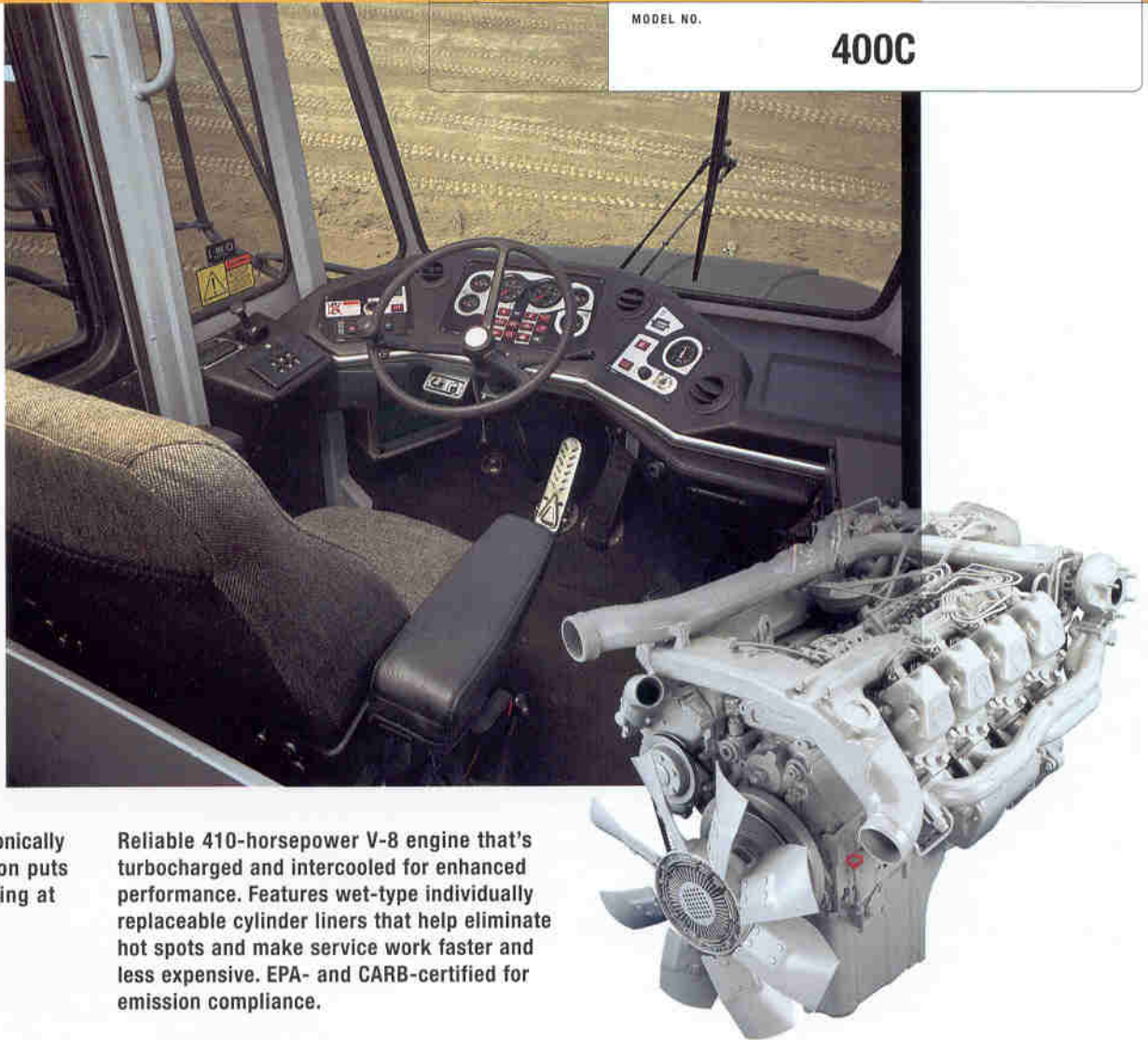
Drivers will clamor to run this truck when they experience the spacious air conditioned walk-through cab, over sized air-suspension seat, convenient controls, dynamic steering, and terrific visibility.

Hydrodynamic torque converter can be locked up in all gears for faster haul speeds and better fuel economy. Controlled-traction differential provides smooth, consistent operation when traction is poor.

Fully automatic, electronically controlled transmission puts smooth, efficient shifting at your finger tips.

Reliable 410-horsepower V-8 engine that's turbocharged and intercooled for enhanced performance. Features wet-type individually replaceable cylinder liners that help eliminate hot spots and make service work faster and less expensive. EPA- and CARB-certified for emission compliance.

Big scrapers and push dozers may do (big yawn) okay in the right conditions, but they don't get many standing-o's on jobsites with steep grades, long haul routes, or deep mud. That's prime-time for the exciting new 400C articulated dump truck, because it thrives in conditions that keep conventional haulers on the sidelines. Features like the oscillating frame, rugged articulation joint, and high-flotation tires give this vehicle the kind of performance that will revitalize any mass excavation project. The 400C also has the highest payload-to-weight ratio in its class because Deere engineers eliminated a lot of excess weight without sacrificing toughness. Read on for more ways the 400C will bring excitement to your operation.



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You expect better support from John Deere – and you get it.

The rear suspension is a simple link system on rubber sandwich blocks. Each axle is coupled to the chassis by three links for ideal axle movement and torsional restraint.

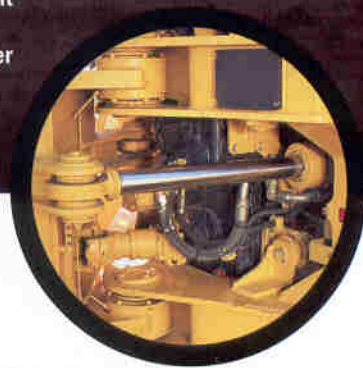
Spring-applied, air-released park brake has an automatic slack adjustment that ensures constant brake torque throughout brake lining life.

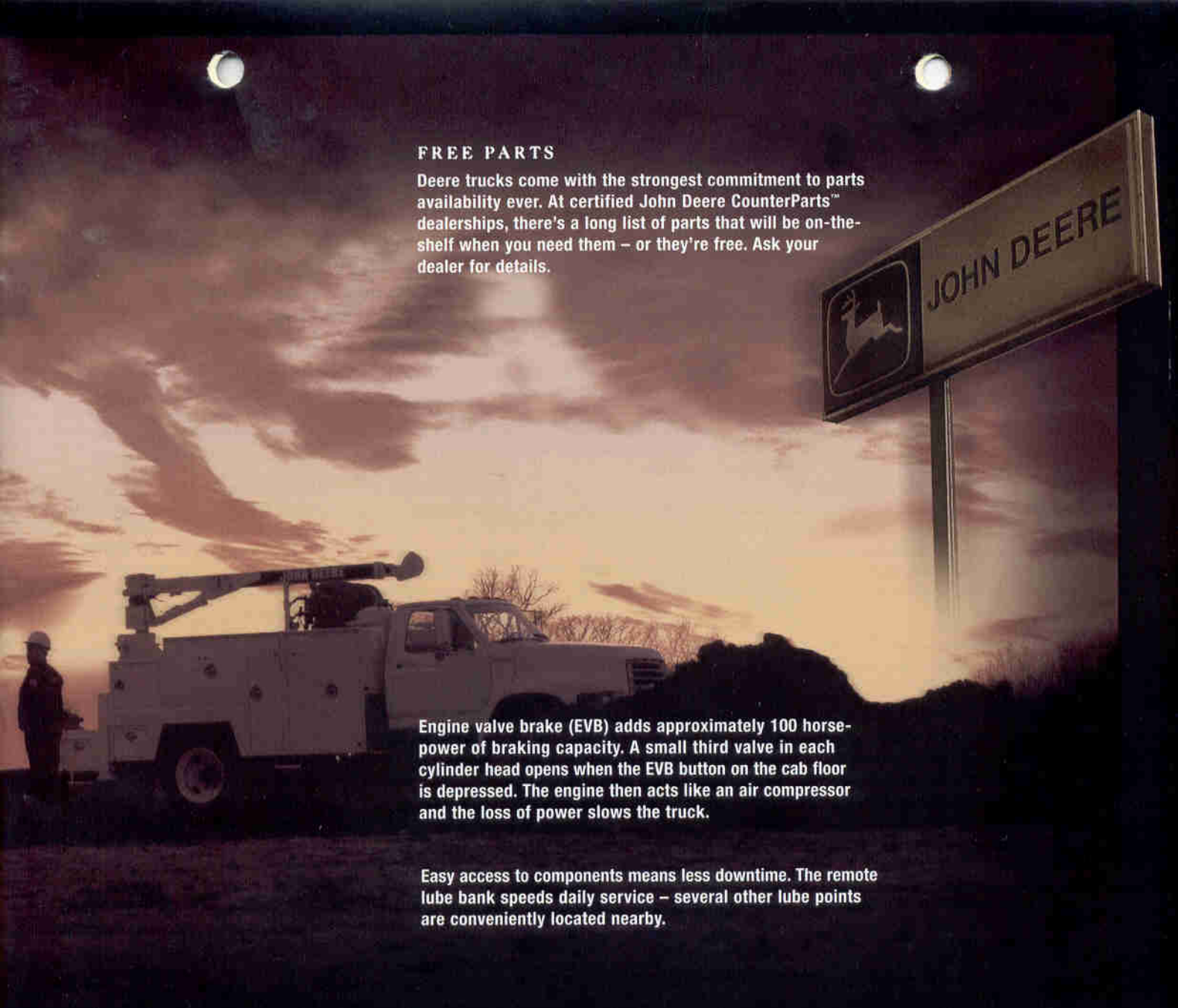
Box-ribbed construction of dump body is why it's stronger and lighter.

Conventional hydraulically activated dry-disc brakes deliver strong positive stops with minimal overheating. They feature a simple design and are easily serviced.



Rugged articulation joint is fabricated of high-strength steel. It's larger and stronger than the joint on other trucks.





FREE PARTS

Deere trucks come with the strongest commitment to parts availability ever. At certified John Deere CounterParts™ dealerships, there's a long list of parts that will be on-the-shelf when you need them – or they're free. Ask your dealer for details.

Engine valve brake (EVB) adds approximately 100 horsepower of braking capacity. A small third valve in each cylinder head opens when the EVB button on the cab floor is depressed. The engine then acts like an air compressor and the loss of power slows the truck.

Easy access to components means less downtime. The remote lube bank speeds daily service – several other lube points are conveniently located nearby.

There's a lot you can't count on in the off-road truck business; the weather, low interest rates, or stable fuel prices, for example. But one thing you can rely on is the support you get from your John Deere dealer. It starts with the Counterparts™ Promise – the strongest commitment to on-the-shelf parts availability in the industry. It ends with the best-trained, best-equipped technicians around.

Parts availability and in-field service separate the men from the boys in the off-road truck business. That's why a frank discussion about John Deere's passion for uptime and customer satisfaction should take place before you set foot in the 400C.

400C

TRUCKS

SPECIALIFICATIONS



Engine

400C

Type.....	DaimlerChrysler OM442LA
Configuration.....	V8, integral engine valve brake, camshaft-driven PTO
Aspiration.....	turbocharged and aftercooled
Cooling system.....	liquid cooled, with a crankshaft-driven viscous fan and air-to-air aftercooler
Rated power (conforms to SAE J1349).....	410 SAE net hp (306 kW) / 429 SAE gross hp (320 kW) @ 2,100 rpm
Maximum net torque.....	1,290 lb.-ft. (1750 Nm) @ 1,200 rpm
Displacement.....	892 cu. in. (14.6 L)

Transmission

Configuration.....	Allison HD4560 engine mounted automatic planetary, hydraulically actuated multiple-disc clutches, electronic control, hydrodynamic torque converter with lock-up			
Stall torque ratio.....	1.91 to 1			
Vehicle speeds (full load, 2% rolling resistance)	<i>Forward (low range)</i>	<i>Reverse (low range)</i>	<i>Forward (high range)</i>	<i>Reverse (high range)</i>
Gear 1.....	3 mph (5 km/h)	4 mph (7 km/h)	5 mph (8 km/h)	10 mph (16 km/h)
Gear 2.....	7 mph (11 km/h)		11 mph (18 km/h)	
Gear 3.....	9 mph (15 km/h)		16 mph (26 km/h)	
Gear 4.....	14 mph (23 km/h)		24 mph (38 km/h)	
Gear 5.....	18 mph (29 km/h)		31 mph (49 km/h)	

Transfer Box

Configuration.....	remote two-speed, helical geared with lockable torque-proportioning interaxle differential
Output torque split.....	28 front / 72 rear

Axles

Differential type.....	spiral bevel gear with controlled traction
Final drive type.....	outboard heavy-duty planetary reduction hub

Braking System

Service brake.....	dual-circuit, air-over-hydraulic, dry-disc brakes on all six wheels
Park and secondary.....	spring-applied, air-released, automatic slack-adjusting mechanical caliper, driveline-mounted, dry disc
Auxiliary brake.....	automatic engine valve brake actuation (includes butterfly exhaust brake valve)
Maximum retardation.....	340 hp (250 kW)

Pneumatic System

Type.....	four-way pressure protected with air drier, heater and integral unloader valve
System pressure.....	135 psi (930 kPa)

Electrical System

Voltage.....	24 volt
Battery type.....	twin maintenance free
Battery capacity.....	2 x 100 A.h.
Alternator rating.....	28 volt, 55 amp

Steering System

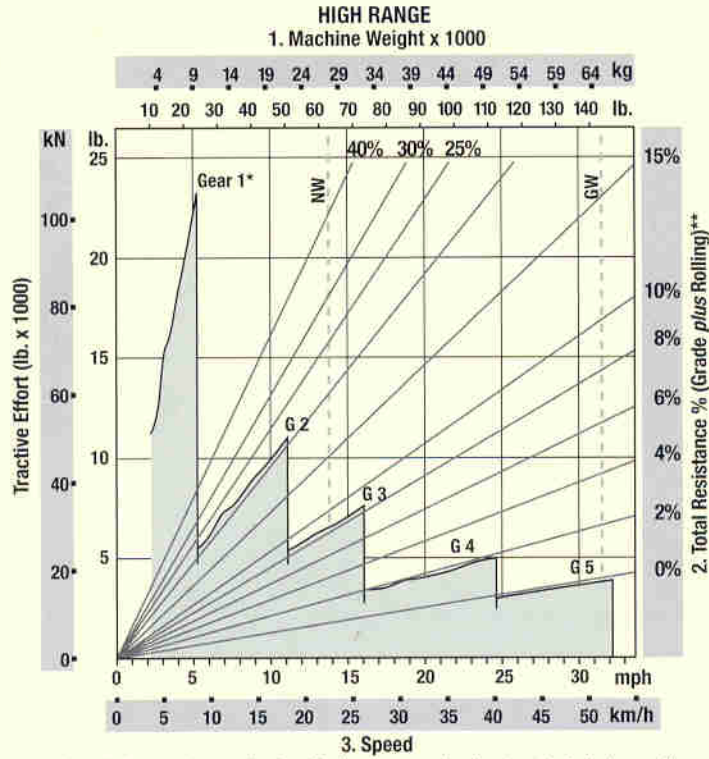
Type.....	hydromechanically articulated with two double-acting hydraulic cylinders
Angle.....	42 degrees side to side
Lock-to-lock turns.....	6

Hydraulic System

Type.....	closed-center, load-sensing system
Main pump.....	axial piston, variable displacement
Application.....	steering and body-tipping
Flow.....	58 gpm (220 L/min.) @ governed engine speed
Pressure.....	3625 psi (25 000 kPa)
Secondary pump.....	axial piston, variable displacement
Application.....	secondary steering, assist main steering
Flow.....	32 gpm (122 L/min.) @ full ground speed

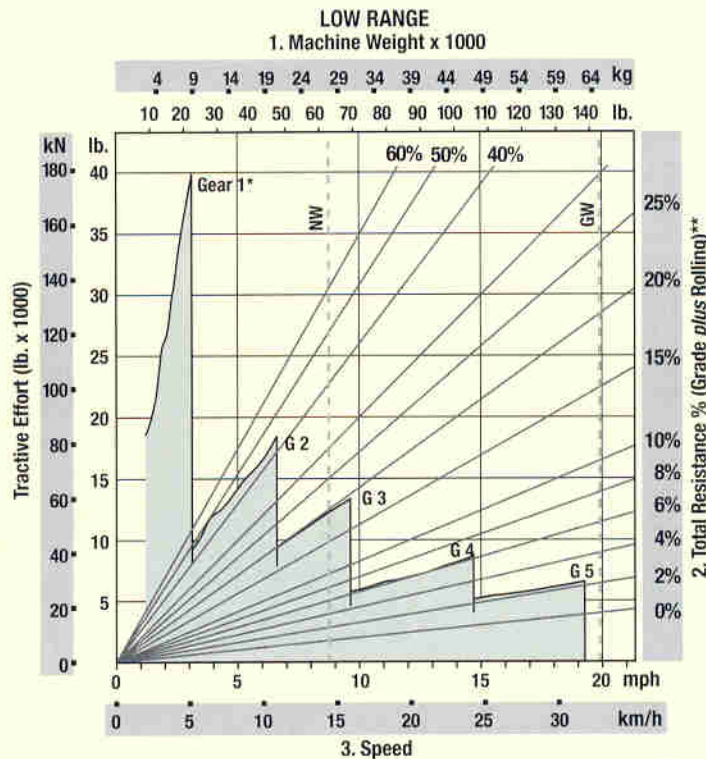
Retardation

1. Read from total weight down to % total resistance (diagonal line). 2. From that point, read horizontally to curve with highest attainable speed range. 3. Read down to maximum descent speed.



*Gear 1 lock-up not engaged automatically, engages only when Gear 1 selected manually.

**2% rolling resistance assumed in chart.

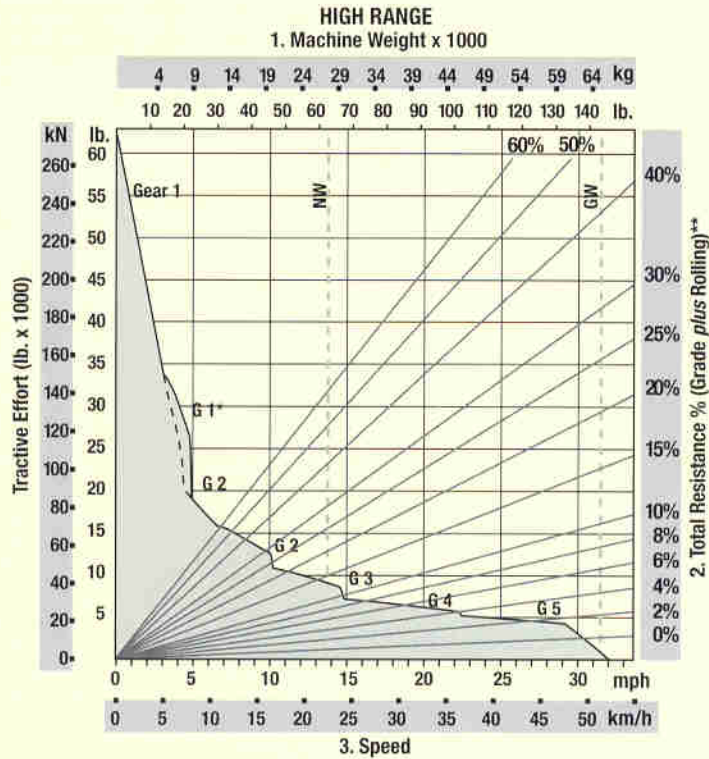


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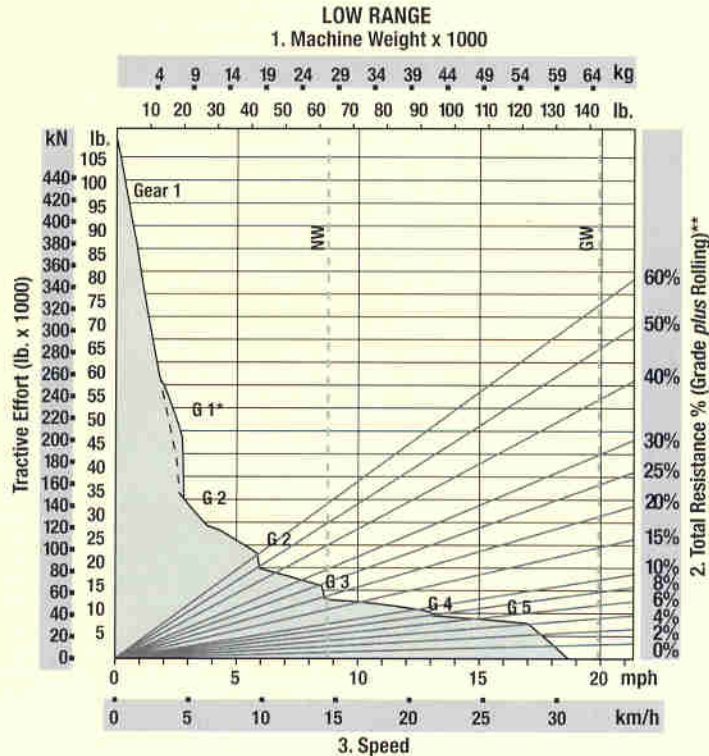
**2% rolling resistance assumed in chart.

Gradeability

1. Read from total weight down to % total resistance (diagonal line).
2. From that point, read horizontally to curve with highest attainable speed range.
3. Read down to maximum speed.



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**2% rolling resistance assumed in chart.



*Gear 1 lock-up not engaged automatically, engages only when Gear 1 selected manually.
**2% rolling resistance assumed in chart.

Tires/Wheels

400C

Type.....	radial earthmover
Size	29.5R25
Maximum ground pressure (loaded).....	23 psi (156 kPa) middle

Suspension

Front type	semi-independent axle movement, leading A-frame supported on oil/nitrogen suspension struts
Rear type	load-equalizing pivoting walking beams on each axle with laminated suspension blocks

Body

Capacity	
Struck.....	22 cu. yd. (17 m ³)
Heaped.....	29 cu. yd. (22 m ³) @ 2 to 1 SAE ratio
Rated payload.....	80,468 lb. (36 500 kg)
Power-down time.....	10 sec.
Raise time.....	19 sec.
Tipping angle.....	70 degrees

Service Capacities

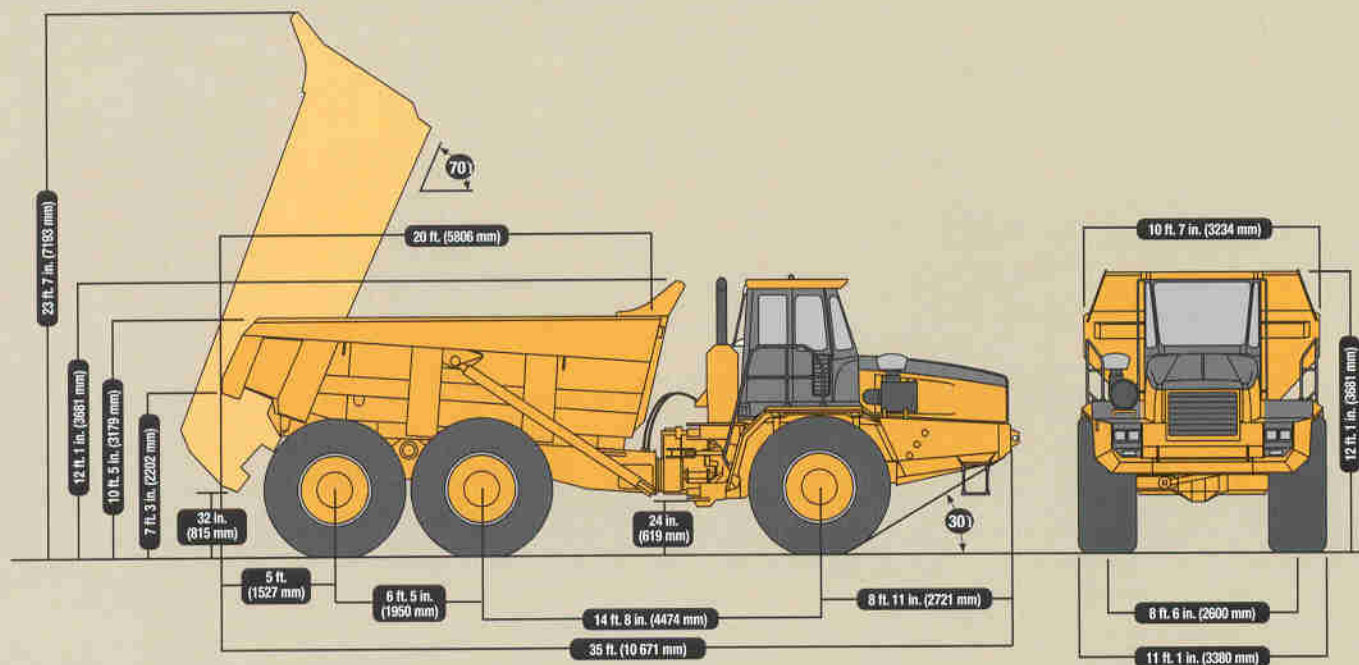
Fuel tank.....	106 gal. (400 L)	Hydraulic reservoir	36.9 gal. (140 L)
Engine oil.....	8.9 gal. (34 L)	Axle oil (front).....	11.8 gal. (45 L)
Engine coolant.....	16.9 gal. (64 L)	Axle oil (middle).....	11.8 gal. (45 L)
Transmission fluid (refill).....	7.3 gal. (28 L)	Axle oil (rear).....	11.8 gal. (45 L)
Transfer case oil	2.2 gal. (8.5 L)		

Operating Weights

Empty		Loaded	
Front.....	31,284 lb. (14 190 kg)	Front	45,702 lb. (20 730 kg)
Middle	16,050 lb. (7280 kg)	Middle.....	48,965 lb. (22 210 kg)
Rear.....	15,388 lb. (6980 kg)	Rear.....	48,524 lb. (22 010 kg)
Total	62,722 lb. (28 450 kg)	Total.....	143,190 lb. (64 950 kg)

SAE Turning Radius Dimensions

Inside turning circle radius.....	16 ft. 4 in. (4987 mm)	Outside turning circle radius.....	30 ft. 9 in. (9208 mm)
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Additional Equipment

Key: ● Standard equipment ▲ Optional or special equipment

See your John Deere dealer for further information.

Engine

- DaimlerChrysler OM442LA – V8, 410 SAE net hp (306 kW)
- Crankshaft-driven fan
- Electric start aid
- Integral engine valve brake
- Turbocharged and aftercooled

Power Train

- Automatic exhaust brake
- Automatic planetary transmission – hydrodynamic torque converter with lock-up
- Automatic transmission retarder
- Computer controlled for adaptive shifts
- Control traction differentials on all drive axles
- Dual-circuit, air-over-hydraulic, dry-disc brakes on all six wheels
- High- and low-range gear selection
- Interaxle differential splits torque – 28% to front, 72% to rear
- Lockable proportion differential transfer box
- Push-button drive – neutral/reverse controls
- Rocker switch range holds to prevent gear hunting

Tipping Body

- 70-degree tip angle
- Body ducted for heating
- ▲ Mechanical/automatic tailgate
- ▲ Hydraulic/automatic tailgate
- Single-stage cylinders
- ▲ Body heater exhaust connection kit

Tipping Body (continued)

- ▲ Body liner ($\frac{3}{8}$ in. [10 mm])
- ▲ Body liner ($\frac{5}{8}$ in. [16 mm])

Hydraulic System

- Closed-center, load-sensing system

Electrical System

- 24-volt system
- 55-amp alternator
- Twin maintenance-free batteries

Operator Station

- ROPS cab – conforms to SAE J1040/ISO 3471/1
- FOPS cab – conforms to SAE J231/ISO 3449
- Air conditioner
- Air-suspension seat
- Compact sloped hood
- Full rearview mirror package
- Heater
- Hydromechanically articulated steering with two double-acting hydraulic cylinders
- Left and right cab-entry doors
- Machine systems condition gauges:
 - Engine coolant temperature
 - Engine oil pressure
 - Fuel level
 - Hourmeter
 - Hydraulic tank pressure
 - System air pressure
 - Transmission oil temperature
- Monitor system with visual and/or audible warnings:
 - Battery charge indicator
 - Body-raised indicator

Operator Station (continued)

- Brake overstroke indicator
- Cold-start indicator
- Do Not Shift indicator
- Engine coolant temperature indicator with audible alarm
- Engine oil pressure indicator with audible alarm
- Engine over-speed indicator with audible alarm
- High-beam indicator
- Interaxle lock indicator
- Low engine coolant level indicator with audible alarm
- Low-range indicator
- Park brake indicator
- Secondary steering indicator
- Transmission oil pressure indicator with audible alarm
- Transmission oil temperature indicator
- Turn signals
- Seat belt with retractors
- Trainer's seat
- Windshield washer and wiper

Overall Vehicle

- 29.5R25 radial, earthmover tires
- Center-mounted cab
- High-density polyethylene bearing in oscillation joint
- Independent front and rear chassis
- Leading A frame supported on oil/nitrogen suspension struts
- Mud covers (brake calipers)
- Tri-link rear suspension with 18% of travel

Total Repair Cost Management (TRCM) is part of John Deere's proactive, fix-before-fail strategy on machine maintenance that will help control costs, increase profits, and reduce stress. Included in this comprehensive lineup of ongoing programs and services are:

OilScan® Plus program – tells you what's going on inside *all* of your machine's major components so you'll know if there's a problem *before* you see a decline in performance. OilScan Plus oil analysis is included in most SECURE®-Extended warranty and preventive-maintenance agreements.

Component life-cycle data – gives you vital information on the projected life span of components and lets you make informed decisions on machine maintenance by telling you approximately how many hours of use you can expect from an engine, transmission, or hydraulic pump. This information can be used to preempt catastrophic downtime by servicing major components at about 80 percent of their life cycle.

Preventive Maintenance (PM) agreements – give you a fixed cost for maintaining a machine for a given period of time. They also help you avoid downtime by

ensuring that critical maintenance work gets done right and on schedule. On-site preventive maintenance service performed where and when you need it helps protect you from the expense of catastrophic failures and lets you avoid waste-disposal hassles.

SECURE-Extended warranty – gives you a fixed cost for machine repairs for a given period of time so you can effectively manage costs. Whether you work in a severe-service setting or just want to spread the risk of doing business, this is a great way to custom-fit coverage for your operation. And a SECURE-Extended contract also travels well because it's backed by John Deere and is honored by *all* Deere construction dealers.

Customer Support Advisors (CSAs) – Deere believes the CSA program lends a *personal* quality to Total Repair Cost Management. Certified CSAs have the knowledge and skills for helping make important decisions on machine maintenance and repair. Their mission is to help you implement a plan that's right for *your* business and take the burden of machine maintenance off your shoulders.



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. 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 ROPS cab; 29.5R25, radial earthmover tires; full fuel tank; 175-lb. (79 kg) operator; and standard equipment. Capacity and loaded weights are based on 2,800-lb./cu. yd. (1,660 kg/m³) material.

