

244E





Driving lights with high and low beam, turn signals, stoplights and taillights are standard.



Z-bar linkage gives power and speed to bucket applications.



The 46 degrees of bucket rollback keeps material in place during transport.



The hydrostatic transmission allows the operator to run the engine fast and keep ground speed low.



Change buckets and tools in seconds with this optional quick coupler.



The optional load guard is available if the application calls for it.



Meet the class of the field in 1-yard loaders

The John Deere 244E Loader is an aggressive machine that sets new standards in productivity.

Its 55-hp (41 kW) direct-injection diesel engine provides power to a large-capacity open-center hydraulic system. The heavy-duty gear pump delivers 20.6 gpm (78 L/m) at 2990 psi (20 784 kPa) at 2200 rpm.

This translates into speed and power you can see and feel on the job.

The loader cycles in a quick 8.6 seconds and has a lift capacity of 9,560 lb. (4336 kg). Add to this a breakout force of 10,143 lb. (45.1 kN) and a full turn tipping load of 7,497 lb. (3400 kg) and you can see why this husky little loader can deliver performance that helps it earn its keep on large jobs and small.

A single, well-located, low-effort lever controls all loader functions. There's a detent position for boom float and another for the optional return-to-dig function.

To operate hydraulic tools and attachments, an auxiliary valve is available. It can be factory or field installed.

Maneuverability. Big loader work in tight places...it's made to order for the highly maneuverable 244E. With 40

degrees of articulation right and left, it has a tight turning radius of 12 ft. 5 in. (3.79 m). You'll work it only where smaller skid-steer type machines might have worked before. And the 22-degree rear axle oscillation and long, 86.6 in. (2200 mm)

wheelbase smooth out the roughest terrain.

The "automotive-feel" power steering lets you work quickly and confidently. High-torque steering cylinder geometry and two large cylinders permit full power steering at all speeds

through the entire 80-degree steering arc.

Standard features. The 244E Loader comes with a long list of features that improve performance and profitability. Features you'd have to pay extra for from other manufacturers.

Large, low ground pressure 17.5/65-20 tires head the list. They give maximum traction plus excellent flotation.

Automatic return to dig lets you concentrate on going after your next load while the bucket automatically returns to its digging position.

Slightly depress the left brake pedal and full engine power goes to the hydraulics to speed cycle times.

A lighting package is also standard. Included are driving lights with high and low beams, stoplights and taillights, turn signals front and rear and warning flashers. Front and rear work lights are also available.

Available options include a cab, turbocharger and a long list of buckets and specialized tools and attachments.

However you equip your 244E you can have confidence in knowing that it will deliver dependable, profitable performance for years to come.

OPERATING INFORMATION*

Breakout force	10,143 lb. (45.1 kN)
Tipping load, straight	8950 lb. (4050 kg)
Tipping load, full turn	7497 lb. (3400 kg)
Loader clearance circle, bucket	
in carry position	39 ft. 2 in. (8.9 m)
Operating weight	11,746 lb. (5327 kg)

*with cab, 1 cu. yd. (1.8 m³) bucket, no counterweighting, 175 lb. (80 kg) operator and full fuel tank.

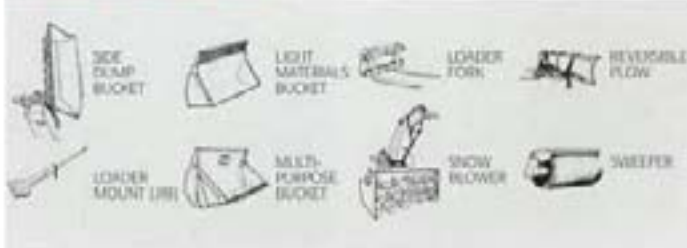
HYDRAULICS

Flow @ 2200 rpm	20.6 gpm (78 L/min)
Pressure @ 2200 rpm	2990 psi (20 784 kPa)
Cycle time, raise	4.7 sec.
dump	9 sec.
lower	3.0 sec.

CAPACITIES

Fuel tank	18.5 gal. (70 L)
Cooling system	12.5 qt. (115.2 L)
Crankcase	12 qt. (112.7 L)
Transmission case and filters	9.5 qt. (110 L)
Front and rear differentials, each	9 qt. (9.5 L)
Loader hydrostatic transmission sump	15.9 gal. (160 L)
Brake oil sump	0.7 qt. (1.75 L)

OTHER ATTACHMENTS



The power to put you ahead of the pack

Day in and day out, this drivetrain will keep you on the job, delivering efficient production and maximum performance.

Engine. The 4-cylinder, 4-stroke, direct injected, diesel engine delivers 55 hp (41 kW) at 2200 rpm.

But more important than the horsepower is the torque rise developed by this rugged, naturally aspirated powerplant. An incredible 39 percent. High-torque-rise characteristics translate to exceptional lugging ability and quick recovery, two critical factors for good loader performance. Competitive loaders use engines that deliver 9 to 14 percent torque rise; it's easy to see the tremendous advantage you'll have with the 244E.

Transmission. The 244E has a hydrostatic drive tied to a high/low power shift transmission. Direction changes are made with a lever to the left of the steering wheel, the high/low switch is on the dash. You get ease of operation similar to the torque converter/power shift units used in the 244E's competitors.

But it provides other significant advantages, as well.

Dynamic braking is one. When the operator's foot is taken off the accelerator the machine slows quickly to a stop. It does this on a flat surface or on hills. There's no "free-wheeling" or coasting. This is a valuable feature when the machine is used by an inexperienced operator or when operating in confined quar-

ters or on uneven terrain.

This transmission also offers an important advantage when using hydraulically powered tools such as brooms, sweepers or spreaders. The operator can control the ground speed...go as slowly as desired, while keeping the engine running at a high speed to achieve peak efficiency from the tool.

Taking the power to the wheels are inboard planetary final drives. It's the same system used on John Deere's larger loaders. Drive loads are evenly distributed over three gears at each axle. The gears are sealed in an oil bath for good lubrication and cooling.

Brakes are the trouble-free hydraulic wet disk type. They are mounted inboard, sealed in a pressurized oil bath, allowing work in corrosive materials and other adverse conditions without worry of damage to the system or its components. These brakes are self-equalizing and self-adjusting and require no maintenance. A dual master cylinder provides individual brake circuits for front and rear axles, for an added measure of safety.

The parking brake is a separate system. A disk-type brake is applied to the forward drive-shaft with a hand lever. When applied, it automatically neutralizes the transmission.

All drivetrain components are mounted in the rugged, rear mainframe where there's plenty of room for servicing.



Direction changes are made with this conveniently located lever.



The machine stops when pressure is released from the accelerator, regardless of terrain.



Rear axle oscillates 22 degrees for firm footing on rough terrain.

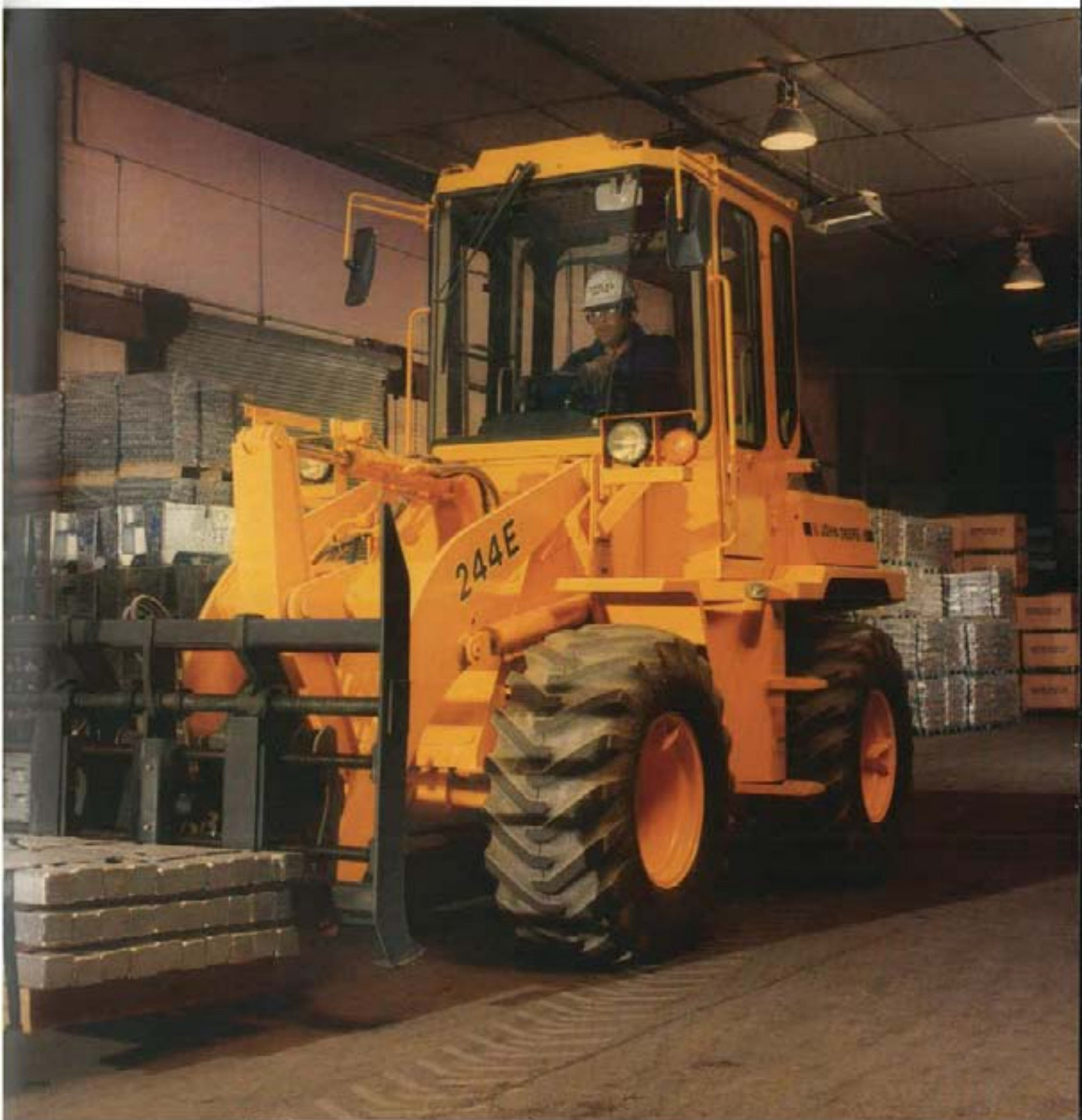
ENGINE

Rated power @ 2000 rpm.....	55 hp (41 kW)
Cylinders.....	4
Displacement.....	211 cu. in. (3.55 L)
Maximum net torque @ 1300 rpm.....	182 ft.-lb. (247 Nm)

TRAVEL SPEEDS

Low.....	forward and reverse 6.2 mph (10 km/h)
High.....	20 mph (32.2 km/h)







The adjustable suspension seat and a seat belt are standard equipment.



Full width tilt up hood provides easy access to the engine compartment.



Lip-type seals are used to retain grease and seal out contaminants.



See what you've been missing

From the outside, the operator's compartment of the 244E Loader is impressive. But it's when you climb aboard (note the conveniently placed traction-tread steps and well placed handholds) and strap yourself into the fully adjustable suspension seat of the 244E that you get a true feeling of how well designed the operator's compartment of this machine really is.

Visibility is second to none. Whether you choose your 244E with the two-post ROPS or the optional cab, your view to the bucket, to either side, or out the rear is unimpaired.

The cab uses safety glass in all windows and comes with a two-speed washer and wiper in the front and the rear.

For good ventilation both doors can be latched in the open position.

But the superior visibility and excellent ventilation are but two of the many things you'll appreciate about the operator's station of the 244E. There's lots of room and the controls, pedals and instruments are well placed. An elec-

tronic monitoring system provides constant visible and audible warnings.

When you turn the ignition key and the engine fires to life, there's something missing. The roar. Space-age sound-deadening materials in the operator and engine compartments keep sound at the operator's ear at an amazingly low 85 dB(A)... with the doors of the cab open!

Ease of service is another operator consideration that was given serious thought.

Daily engine servicing is accomplished by raising the large rear hood. A built-in rear step provides easy access. Grease fittings are easy to get to, a sight glass lets you quickly check the hydraulic fluid level. Service points that need checking periodically are conveniently located.

For operator comfort and convenience, for ease of daily maintenance, and for big loader production from a very compact package, take a long, hard look at John Deere's 244E Loader. There isn't a machine on the market that compares.



A single lever controls loader functions. The third function control is to the right.



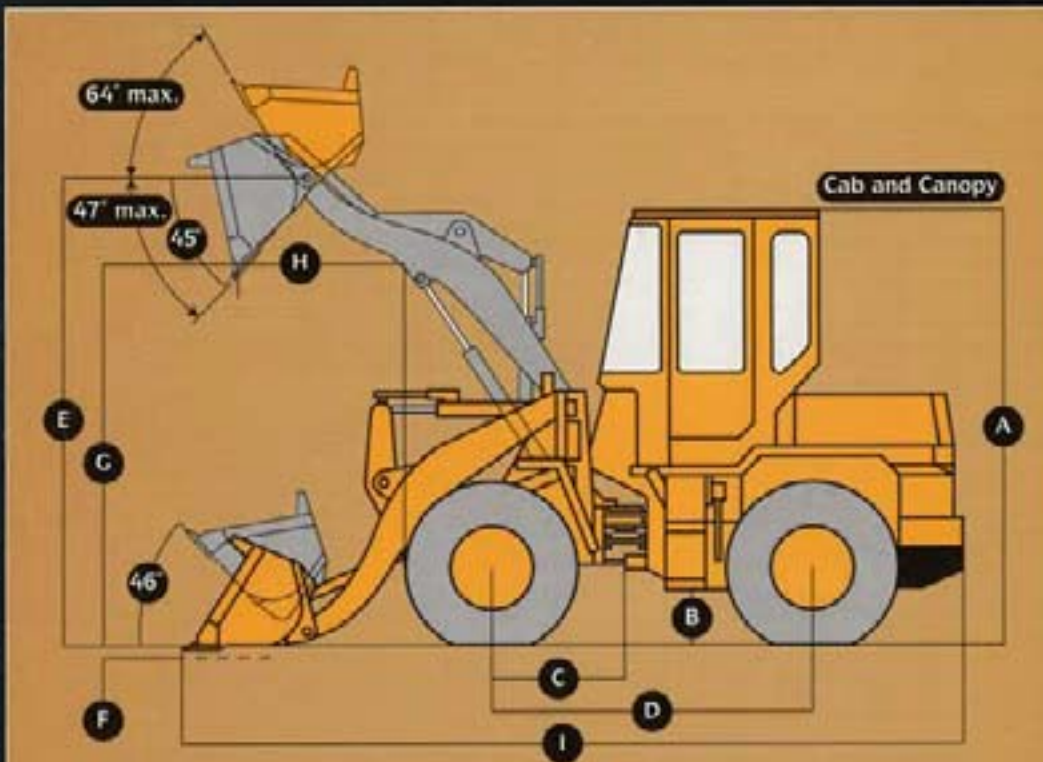
Travel speed can be regulated with this pedal while keeping engine rpm high.



Both doors can be latched open for good ventilation.



DIMENSIONS



JDAvantEDGE

It's a no-cost extra that comes with every 244E. It's a huge package of support programs, parts systems, warranty plans, finance packages and dealer resources dedicated to giving you the best value for your backhoe dollar.

KEY

A: Height to top of cab and canopy	9 ft. 7 in. (2935 mm)
B: Ground clearance	13 in. (330 mm)
C: Length from center line to front axle	45.5 in. (1150 mm)
D: Wheelbase	86.6 in. (2200 mm)
E: Height to hinge pin - fully raised	10 ft. 4 in. (3100 mm)
F: Digging depth	1 in. (27 mm)
G: Dump height	100.6 in. (2555 mm)
H: Reach, bucket fully raised	53.3 in. (845 mm)
I: Overall length	16 ft. 3 in. (495 mm)

STANDARD EQUIPMENT

ENGINE

Safety fan guard
Blower-type cooling fan
Anti-freeze
Fuel filter
Underhood muffler with rear exhaust
Preheat-type starting aid
DRIVETRAIN
Hydrostatic transmission with
Inching pedal
Electric shift control
Hydraulic oil cooler
Two-speed power shift transmission with
Electric high-low shift control
Computer controlled downshift protection
Transmission oil cooler
Axles
Conventional differential front and rear
Inboard planetary final reduction
Service brakes
Inboard wet-disk-type in axle
Dual system
Self-adjusting
Parking brake, hand-operated

with automatic transmission disconnect

HYDRAULICS

Hydraulic oil cooler
Two-spool hydraulic control valve with single-lever control
Power steering

ELECTRICAL SYSTEM

Lights
Driving with high and low beams
Flashing and turn signals
Stoplights and taillights
Reverse warning alarm horn
Blade-type multi-fused circuits
Anti-bypass-start safety cover at starter
Battery terminal safety covers
LOADER
Bucket level indicator
Return-loading control

OPERATOR'S STATION

Canopy, ROPS/FOPS location mounted
Suspension seat
Two-inch (51 mm) seatbelt with retractor
Electronic monitor system
Audible and visible warnings for HST charge pressure indicator
HST oil filter indicator
HST oil temperature indicator
Hydraulic system oil filter indicator
Fuel gauge
Engine temperature gauge
Hourmeter
Indicator lights for Air filter
Alternator
High-beam
Parking brake
Turn signal
Engine preheat
Key start switch with electrical fuel shutoff
Operator's manual holder
Hydraulic control lever lockout
Steering wheel with spinner knob
Rearview mirrors, one inside, two outside

indicator
HST oil filter indicator
HST oil temperature indicator
Hydraulic system oil filter indicator
Fuel gauge
Engine temperature gauge
Hourmeter
Indicator lights for Air filter
Alternator
High-beam
Parking brake
Turn signal
Engine preheat
Key start switch with electrical fuel shutoff
Operator's manual holder
Hydraulic control lever lockout
Steering wheel with spinner knob
Rearview mirrors, one inside, two outside

indicator
HST oil filter indicator
HST oil temperature indicator
Hydraulic system oil filter indicator
Fuel gauge
Engine temperature gauge
Hourmeter
Indicator lights for Air filter
Alternator
High-beam
Parking brake
Turn signal
Engine preheat
Key start switch with electrical fuel shutoff
Operator's manual holder
Hydraulic control lever lockout
Steering wheel with spinner knob
Rearview mirrors, one inside, two outside

indicator
HST oil filter indicator
HST oil temperature indicator
Hydraulic system oil filter indicator
Fuel gauge
Engine temperature gauge
Hourmeter
Indicator lights for Air filter
Alternator
High-beam
Parking brake
Turn signal
Engine preheat
Key start switch with electrical fuel shutoff
Operator's manual holder
Hydraulic control lever lockout
Steering wheel with spinner knob
Rearview mirrors, one inside, two outside

OTHER STANDARD FEATURES

Single key vandal protection for Fuel cap
Instrument cover
Engine hood
Fenders, front and rear
Rear counterweight

Drawbar
Engine hood with gas cylinder
Handholds and service steps
Remote grease bank for rear axle oscillation and steering cylinders
Fuel tank inlet screen and drain cock
Integral liftgate-down hoists
Articulation locking bar
Valve stem protection
OPTIONAL EQUIPMENT
Cab with
Sound suppression
16,000 Btu/hr heater
Dome light
Floor mat
Front wipers and washers
Sliding left-side window
Sliding right-side window
Buckets with
Bolt-on cutting edges
Teeth
Weld-on skid shoe wear strip
Work lights, front and rear
Engine turbocharger
Load guard for fork applications
License plate bracket
Slow Moving Vehicle emblem

