FORWARDERS

1010E/1110E/1210E/1510E/1910E

JOHN DEERE

Forward thinking.

Serious productivity demands serious thought. That's why we put so much forward thinking into our new John Deere E-Series Forwarders. From the innovative rotating and leveling cab, to the redesigned loading space, to the new boom on the 1510E, these workhorses are designed to deliver efficient loading and fast driving speed. And maximum productivity that comes without a lot of extra effort. Ergonomic armrests and the TimberMatic™ F-09 automation allow effortless, fingertip control of loader functions. Other innovative advantages such as a reversible hydraulic-driven fan, centralized checkpoints, heavy-duty bogie axles, and the exclusive TimberLink™ monitoring system help boost uptime, while minimizing maintenance and daily operating costs. Whether you are thinning, regeneration felling, or clear felling, there's an E-Series Forwarder to fit your application. And keep your logging operation moving forward.

– PowerTech™ Plus diesel engines deliver high torque at low rpm for excellent fuel efficiency and power without compromise. The engine responds to workload changes, enabling more fluent and productive log loading.

– The mid-size 1110E and 1210E carry out tough thinning and clear-felling jobs at unprecedented productivity levels. The 1110E features increased power and pulling force for up to a 12-ton load, and the 1210E delivers 13 tons of loading power.

– Delivering increased load rating, more engine power and torque, and greater tractive force, the 1510E and 1910E Forwarders are true workhorses. The biggest member of the E-Series Forwarder family, the 1910E handles up to 19-ton loads.

– The compact, yet highly versatile 1010E features the strong CF5 boom and handles up to an 11-ton load — perfect for tough thinning and regeneration-felling operations.


JOHN DEERE
1210E

Revolutionary productivity.

Maximum productivity revolves around keeping your operator safe and comfortable. And inside the spacious, quiet cab, your operators will have everything they need to do their level best. The rotating and smooth-leveling cab turns 290 degrees, providing 360-degree visibility of the surroundings and boom movements — for safe, efficient log loading. Inside the cab, operators will discover a host of other fatigue-beating enhancements. Like comfortable, ergonomic armrests and ample storage. A remote-control door opener and approach light. And an optional food heater/cooler. From their fully adjustable air-cushioned seat to the automated climate-control system, the E-Series Forwarders ensure operators stay comfortably productive.

1. The rotating cab turns 290 degrees, providing a 360-degree view of the boom and grapple for safer, easier log loading.

2. The innovative auto-leveling cab keeps the operator balanced and comfortable, no matter how steep or uneven the terrain.

3. The fully adjustable air-cushioned seat provides exceptional daylong comfort in the climate-controlled cab.

4. With a wider door-opening angle, getting in and out of a John Deere forwarder has never been easier.

– A large expanse of floor-to-ceiling tinted glass and large side and rear windows allow virtually unrestricted all-around visibility.

– Sun blinds keep the cab cooler when working and easily stow away when not in use.

– Opt for the exclusive VarioSpeed™ step-less transmission for continuous, smooth driving. Increases the lifetime of powertrain components, too.

– Two optional rearview cameras — one mounted on the rear chassis, the other at the top of the cabin — provide "eyes-in-the-back-of-the-head" visibility via the LCD monitor screen. An audible alert warns workers when the machine is in reverse. It's a "must have" for work in tight thinnings and landing areas.

Increase productivity by hardly lifting a finger.

E-Series Forwarders continue to set the standard for operator control, delivering maximum productivity with minimal effort. The mini-lever joystick is conveniently located in the armrests, for intuitive, effortless fingertip control of all loader functions. Operators can easily adjust machine settings through the TimberMatic F-09 control system, and even customize their own settings. And TimberLink constantly monitors the machine's performance and condition. So you can increase productivity and uptime, while minimizing fuel expenses and other daily operating costs. By harnessing state-of-the-art technology, you'll make your operator more productive — and your operation more profitable.

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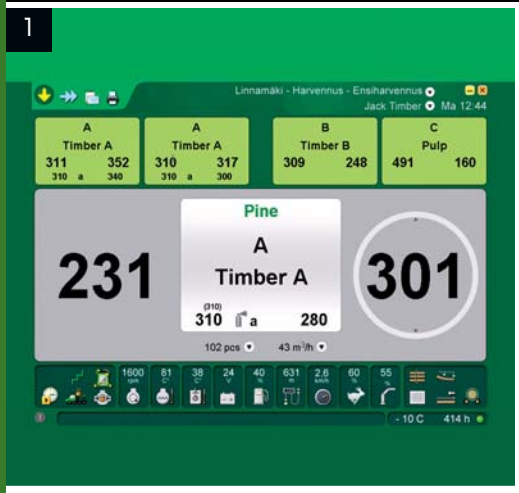

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– CommandCenter™ provides a simplified user interface for the most important control functions. It's a solid alternative when a PC-based or highly versatile control system is not required.

– Exclusive TimberLink automatic monitoring system helps you keep an eye on operating costs while tracking machine performance and efficiency. Work-cycle information such as loading and driving times can be used to fine-tune boom settings and improve operator technique.

– Duraxle™ heavy-duty bogie axles are designed to carry heavy loads over long distances. They deliver excellent tractive force in difficult and soft terrain, longer axle and tire life, lower ground pressure, and higher ground clearance.

– The uncommonly smooth hydrostatic transmission allows you to move effortlessly through any type of terrain.

1. The TimberMatic F-09 control system provides reliable, efficient control of all forwarder functions, for more precise, quicker boom movements and greater productivity. New user-friendly software offers easy-to-learn patterns and operator-specific settings, so you can get the most out of your operator and machine every shift.

2. Standard eight-twin halogen work lights extend the workday and illuminate the night shift. Xenon lights are also available.

3. The position of the ergonomic armrest-mounted controls is fully customizable, putting intuitive control of all machine functions at your fingertips.

4. The right-hand control panel allows you to operate functions such as lights and wipers while keeping your hands on the controls.

Lower the boom into the redesigned load space — and on your competition.

Featuring redesigned load spaces and booms, E-Series Forwarders load and unload with maximum efficiency. The new, more versatile load space can be easily configured to your needs, enabling better grapple access and quick loading. The boom on the 1510E has been redesigned, too, so you can easily lift and swing larger loads with more accurate boom control. With boom follow-up, the cabin smoothly follows boom-slew movements, ensuring a steady, continuous view to the boom and grapple — for superb control and fast loading cycles.

- The new V-shaped bottom provides better clearance over rocks and stumps, and a smoother ride in rough terrain.
- Available in six- and eight-wheel configurations, E-Series Forwarders move effortlessly across all terrain for thinning operations, regeneration felling, and efficient loading.
- The Variable Load Space (VLS) option on the 1510E and 1910E allows you to adjust load-space width for more flexible forwarding and sorting of short pulp and energy wood.
- Customize your load space by choosing different frame lengths and cross-sectional areas. Fixed or hydraulic headboard options further enhance load-space flexibility.
- A hidden hose option on the 10-m (32.8 ft.) reach CF5 and CF7 booms helps improve uptime in dense thinnings.
- With their superior geometry, lift and slew power, and reach, John Deere CF forwarder booms deliver best-in-class log handling. Combined with the TimberMatic F-09 control system and efficient hydraulics, CF booms deliver maximum productivity.
- The new CF7S boom on the 1510E and the CF8 boom on the 1910E deliver accurate boom control and high lifting and slewing torques. For more efficient loading and unloading.
- With four moveable bunks and eight adjustable load stakes, load space for different log lengths and load heights is easy to configure.
- Flat-bunk mounts have replaced pipe-type mounts, for better grapple access and quick bunk adjustment to fit different log lengths.

– The CF5 boom on the 1010E and 1110E and the CF7 boom on the 1210E provide additional power reserves to handle large logs.

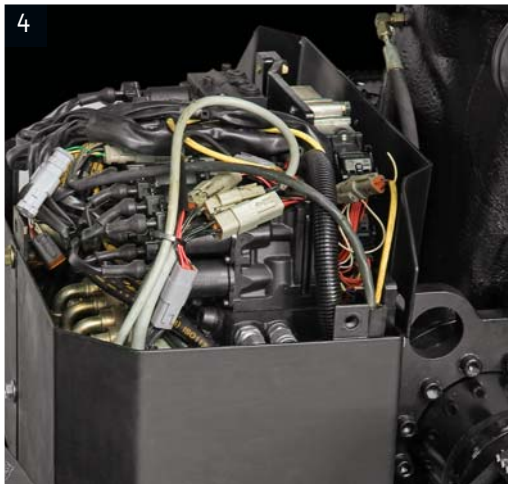
– Available boom options include different boom reaches, grapple sizes, and hydraulic damping for lifting and slewing motions. For even more productivity.

– Boom and grapple quickly respond to mini-lever commands, for faster boom cycles. Accurate boom control combined with high lifting and slewing torques maximize efficiency.

– The front and rear frames have been completely re-engineered so you can haul the heaviest loads with ease.

Built to keep the tough going. Because out there, the going is always tough.

When you work in remote areas, downtime is never an option. Equipped with forest-tough bogie axles, V-groove axle mounts, frames, and middle joints, John Deere forwarders deliver exceptional uptime throughout the life of the machine. Service is simple and quick. Simply push a button to tilt up the redesigned engine hood for wide-open service access. And if needed, the operator station can be tilted in minutes, for immediate access to components. Other uptime-boosting features include flat-bunk mounts, self-cleaning engine air filter, hydraulic fan, and extended service intervals. When you know how they're built, you'll run a Deere.



1. Self-cleaning engine air filter extends filter-change intervals and filter life, while lowering daily operating costs.

2. The boom valve has been relocated to the base of the boom, where it offers easier service access. Boom hosing is better protected, for longer life.

3. The operator station can be tilted in minutes, for wide-open access to internal components.

4. Reliable and flexibly interchangeable electronic components reduce machine downtime. Commonality among the basic components of all John Deere Forestry equipment lowers your investment in service parts.

– New V-groove axle mounts bear up to 20-percent-higher dynamic side loads.

– Five-hundred-hour engine-oil and filter-service intervals decrease planned downtime and expense.

– Hydraulic-driven variable-speed fan runs only as needed, reducing fuel consumption and debris flow through the cooler cores. It's programmable to reverse at periodic intervals to clear core-clogging buildup.

– The off-line oil filter located inside the hydraulic oil tank improves filtration for a cleaner hydraulic system and longer life.

– Grouped checkpoints and optional central lubrication system speed daily checks and greasing.

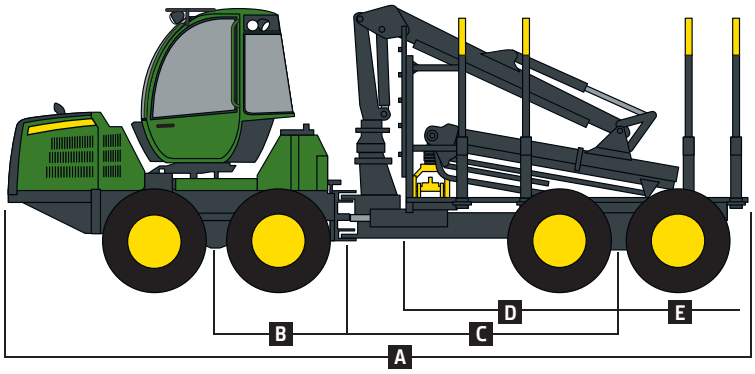
1010E / 1110E / 1210E

Engine	1010E	1110E	1210E
Manufacturer and Model	John Deere PowerTech™ Plus 4045	John Deere PowerTech Plus 6068	John Deere PowerTech Plus 6068
Non-Road Emissions Standard	EPA Tier 3 / EU Stage IIIA	EPA Tier 3 / EU Stage IIIA	EPA Tier 3 / EU Stage IIIA
Engine Displacement	4.5 L (275 cu. in.)	6.8 L (415 cu. in.)	6.8 L (415 cu. in.)
Net Peak Power	115.5 kW (155 hp) at 1,900 rpm	136 kW (183 hp) at 1,900 rpm	140 kW (189 hp) at 1,900 rpm
Net Peak Torque	645 Nm (476 lb.-ft.) at 1,400 rpm	780 Nm (575 lb.-ft.) at 1,400 rpm	780 Nm (575 lb.-ft.) at 1,400 rpm
Aspiration	Turbocharged, charge air cooled	Turbocharged, charge air cooled	Turbocharged, charge air cooled
Fuel Tank Capacity	150 L (40 gal.)	167 L (44 gal.)	167 L (44 gal.)
Transmission			
Hydrostatic-mechanical, 2-speed gearbox			
Tractive Force	150 kN (33,721 lb.)	160 kN (35,970 lb.)	175 kN (39,340 lb.)
Travel Speed			
Gear 1	0–7.5 km/h (0–4.7 mph)	0–7.5 km/h (0–4.7 mph)	0–7.5 km/h (0–4.7 mph)
Gear 2	0–23 km/h (0–14.3 mph)	0–23 km/h (0–14.3 mph)	0–23 km/h (0–14.3 mph)
Steering			
Proportional frame steering with mini levers			
Turning Angle	± 44 deg.	± 44 deg.	± 44 deg.
Brakes	1010E / 1110E / 1210E		
Service/Work	Hydraulically actuated, oil-immersed, multi-disc		
Parking/Emergency	Spring actuated		
Frame Oscillation	Automated		
Axles/Bogies	**1010E**	**1110E**	**1210E**
Hydromechanical differential lock at the front and rear			
Axles			
Front	Gear bogie axle; rigid axle (6W)	Gear bogie axle; rigid axle (6W)	Heavy-duty Duraxle™ balanced-gear bogie axle; rigid axle (6W)
Rear	Gear bogie axle	Gear bogie axle; rigid axle (6W)	Heavy-duty Duraxle balanced-gear bogie axle
Electrical			
Voltage	24 volt	24 volt	24 volt
Batteries	2 x 115 Ah	2 x 145 Ah	2 x 149 Ah
Alternator	140 A (28 volt)	140 A (28 volt)	140 A (28 volt)
Lights	Halogen: 8 work, 2 waist, 1 rear, and 2 boom	Halogen: 8 work, 2 waist, 1 rear, and 2 boom	Halogen: 8 work, 2 waist, 1 rear, and 2 boom
Optional	Xenon	Xenon	Xenon
Hydraulics			
Load sensing, power adjustable			
Pump Capacity	140 cm^3 (8.5 cu. in.)	140 cm^3 (8.5 cu. in.)	140 cm^3 (8.5 cu. in.)
Operating Pressure	24 MPa (3,481 psi)	24 MPa (3,480 psi)	24 MPa (3,480 psi)
Hydraulic Tank	150 L (40 gal.)	161 L (42.5 gal.)	161 L (42.5 gal.)
Boom			
Type	CF5	CF5	CF7
Maximum Reach Lengths	7.2/8.5/10 m (23.6/27.9/32.8 ft.)	7.2/8.5/10 m (23.6/27.9/32.8 ft.)	7.2/8.5/10 m (23.6/27.9/32.8 ft.)
Gross Lifting Torque	102 kNm (75,235 lb.-ft.)	102 kNm (75,235 lb.-ft.)	125 kNm (92,195 lb.-ft.)
Slewing Torque	24 kNm (17,700 lb.-ft.)	24 kNm (17,700 lb.-ft.)	32 kNm (23,602 lb.-ft.)
Slewing Angle	380 deg.	380 deg.	380 deg.
Cabin	1010E / 1110E / 1210E		
Rotating, or rotating and leveling			
Rotating Angle	290 deg.		
Tilt			
Sideways	10 deg.		
Forward and Backward	6 deg.		
Control System			
PC / Windows®-based TimberMatic™ F-09 or CommandCenter™			

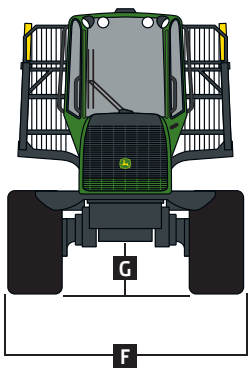
Measurements*	1010E	1110E	1210E
A Length	9290 mm (366 in.)	9570 mm (377 in.)	9570 mm (377 in.)
Long Wheelbase	10 290 mm (405 in.)	10 570 mm (416 in.)	10 570 mm (416 in.)
Extra-Short Wheelbase	8890 mm (350 in.)	N/A	N/A
B Bogie Center – Middle Joint	1700 mm (67 in.)	1700 mm (67 in.)	1700 mm (67 in.)
C Middle Joint – Bogie Center	3400 mm (134 in.)	3400 mm (134 in.)	3400 mm (134 in.)
Long Wheelbase	3800 mm (150 in.)	3800 mm (150 in.)	3800 mm (150 in.)
Extra-Short Wheelbase	2850 mm (112 in.)	N/A	N/A
Wheelbase (B+C)	5100 mm (200 in.)	5100 mm (200 in.)	5100 mm (200 in.)
Long Wheelbase	5500 mm (217 in.)	5500 mm (217 in.)	5500 mm (217 in.)
Extra-Short Wheelbase	4550 mm (179 in.)	N/A	N/A
D Headboard – Bogie Center	2600 mm (102 in.)	2600 mm (102 in.)	2600 mm (102 in.)
Long Wheelbase	3000 mm (118 in.)	3000 mm (118 in.)	3000 mm (118 in.)
Extra-Short Wheelbase	2050 mm (81 in.)	N/A	N/A
E Bogie Center – Rear	1900 mm (75 in.)	1900 mm (75 in.)	1900 mm (75 in.)
Long Wheelbase	2500 mm (98 in.)	2500 mm (98 in.)	2500 mm (98 in.)
Extra-Short Wheelbase	2050 mm (81 in.)	N/A	N/A
F Width			
600-Series Tires	2720 mm (107 in.)	2700 mm (106 in.)	2746 mm (108 in.)
700-Series Tires	2820 mm (111 in.)	2890 mm (114 in.)	2956 mm (116 in.)
800-Series Tires	N/A	N/A	3086 mm (121 in.)
Turning Angle	44 deg.	44 deg.	44 deg.
Turning Radius – 700-Series Tires			
Outer	8060 mm (317 in.)	8243 mm (325 in.)	8243 mm (325 in.)
Inner	4420 mm (174 in.)	4493 mm (177 in.)	4493 mm (177 in.)
Transport Height	3600 mm (142 in.)	3800 mm (150 in.)	3800 mm (150 in.)
G Ground Clearance – Middle Joint			
6W	620 mm (24.4 in.)	670 mm (26.3 in.)	670 mm (26.3 in.)
8W	620 mm (24.4 in.)	660 mm (25.9 in.)	660 mm (25.9 in.)
Tires			
Front 6W / 8W	34–14 / 24.5–20	34–4 / 26.5–20	34–14 / 26.5–20
Rear	24.5–20	26.5–20	26.5–20
Machine Weight			
6W	14 700 kg (32,408 lb.)	15 500 kg (34,170 lb.)	16 200 kg (35,720 lb.)
8W	16 500 kg (36,376 lb.)	17 300 kg (38,140 lb.)	18 100 kg (39,900 lb.)
Approach Angle			
6W	28 deg.	25 deg.	25 deg.
8W	37 deg.	36 deg.	36 deg.

*Note: Measurements are nominal and may vary depending on manufacturing tolerances.

1010E / 1110E /1210E



Front



Machine not exactly as shown. Illustrations for dimensioning purposes only.

Specifications are subject to change without notice.

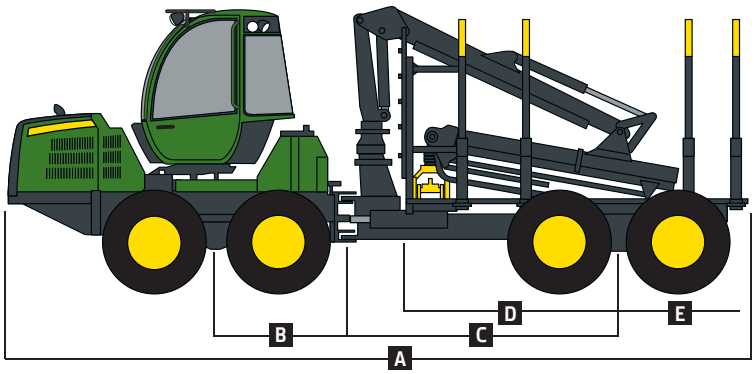
1510E / 1910E

Engine	1510E	1910E
Manufacturer and Model	John Deere PowerTech™ Plus 6068	John Deere PowerTech Plus 6090
Non-Road Emissions Standard	EPA Tier 3 / EU Stage IIIA	EPA Tier 3 / EU Stage IIIA
Engine Displacement	6.8 L (415 cu. in.)	9.0 L (549 cu. in.)
Net Peak Power	145 kW (195 hp) at 1,900 rpm	186 kW (249 hp) at 1,900 rpm
Net Peak Torque	800 Nm (590 lb.-ft.) at 1,300–1,400 rpm	1100 Nm (811 lb.-ft.) at 1,400 rpm
Aspiration	Turbocharged, charge air cooled	Turbocharged, charge air cooled
Fuel Tank Capacity	167 L (44 gal.)	184 L (49 gal.)
Transmission		
Hydrostatic-mechanical, 2-speed gearbox		
Tractive Force	185 kN (41,590 lb.)	220 kN (49,458 lb.)
Travel Speed		
Gear 1	0–7.5 km/h (0–4.7 mph)	0–7 km/h (0–4.3 mph)
Gear 2	0–23 km/h (0–4.3 mph)	0–21 km/h (0–13.1 mph)
Steering		
Proportional frame steering with mini levers		
Turning Angle	± 42 deg.	± 42 deg.
Brakes	**1510E / 1910E**	
Service/Work	Hydraulically actuated, oil-immersed, multi-disc	
Parking/Emergency	Spring actuated	
Frame Oscillation	Automated	
Axles/Bogies		
Hydromechanical differential lock at the front and rear		
Axles		
Front	Heavy-duty Duraxle™ balanced bogie axle; rigid axle (6W)	
Rear	Heavy-duty Duraxle balanced bogie axle	
Electrical	**1510E**	**1910E**
Voltage	24 volt	24 volt
Batteries	2 x 145 Ah	2 x 149 Ah
Alternator	140 A (28 volt)	140 A (28 volt)
Lights	Halogen: 8 x twin power and 7 x single power	Halogen: 8 x twin power and 7 x single power
Optional	Xenon	Xenon
Hydraulics		
Load sensing, power adjustable		
Pump Capacity	140 cm^3 (8.5 cu. in.)	180 cm^3 (10.98 cu. in.)
Operating Pressure	24 MPa (3,480 psi)	24 MPa (3,480 psi)
Hydraulic Tank	161 L (42.5 gal.)	185 L (49 gal.)
Boom		
Type	CF7	CF8
Maximum Reach Lengths	7.2/8.5/10 m (23.6/27.9/32.8 ft.)	7.2/8.5 m (23.6/27.9 ft.)
Gross Lifting Torque	125 kNm (92,195 lb.-ft.)	151 kNm (111,372 lb.-ft.)
Slewing Torque	32 kNm (23,602 lb.-ft.)	41 kNm (30,240 lb.-ft.)
Slewing Angle	380 deg.	380 deg.
Cabin	**1510E / 1910E**	
Rotating, or rotating and leveling		
Rotating Angle	290 deg.	
Tilt		
Sideways	10 deg.	
Forward and Backward	6 deg.	
Control System		
PC / Windows®-based TimberMatic™ F-09 or CommandCenter™		

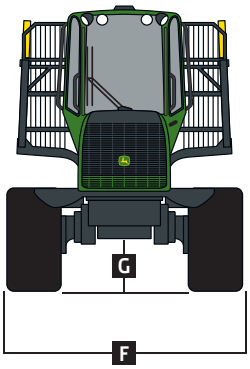
Measurements*	1510E	1910E
A Length	9570 mm (377 in.)	10 370 mm (408 in.)
Long Wheelbase	10 770 mm (424 in.)	11 270 mm (444 in.)
B Bogie Center – Middle Joint	1700 mm (67 in.)	2000 mm (79 in.)
C Middle Joint – Bogie Center	3400 mm (134 in.)	3600 mm (142 in.)
Long Wheelbase	4000 mm (157 in.)	4100 mm (161 in.)
Wheelbase (B+C)	5100 mm (200 in.)	5600 mm (221 in.)
Long Wheelbase	5700 mm (224 in.)	6000 mm (236 in.)
D Headboard – Bogie Center	2600 mm (102 in.)	2700 mm (106 in.)
Long Wheelbase	3200 mm (126 in.)	3200 mm (126 in.)
E Bogie Center – Rear	1900 mm (75 in.)	2100 mm (83 in.)
Long Wheelbase	2500 mm (98 in.)	2500 mm (98 in.)
F Width		
700-Series Tires	2956 mm (116 in.)	3090 mm (122 in.)
800-Series Tires	3086 mm (122 in.)	N/A
Turning Angle	42 deg.	42 deg.
Turning Radius – 700-Series Tires		
Outer	8550 mm (337 in.)	9260 mm (365 in.)
Inner	4840 mm (191 in.)	5450 mm (215 in.)
Transport Height	3800 mm (150 in.)	3900 mm (154 in.)
G Ground Clearance		
6W	670 mm (26.3 in.)	755 mm (29.7 in.)
8W	660 mm (25.9 in.)	755 mm (29.7 in.)
Tires		
Front 6W / 8W	34–14 / 26.5–20	34–16 / 26.5–20
Rear	26.5–20	26.5–20
Machine Weight		
6W	16 500 kg (36,380 lb.)	19 050 kg (42,125 lb.)
8W	18 400 kg (40,565 lb.)	21 800 kg (48,080 lb.)
Approach Angle		
6W	25 deg.	29 deg.
8W	36 deg.	42 deg.

*Note: Measurements are nominal and may vary depending on manufacturing tolerances.

1510E / 1910E



Front



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Somewhere there's a guy stuck in a cubicle pushing a pencil who never thinks about what it took to get that pencil there in the first place. But we know that the sacrifice you make in the forest every day helps the rest of the world carry out the daily grind. Which is why we're dedicated to providing equipment and solutions that make your impossibly tough job just a little bit easier. That said, we know your office still has the best view. See your dealer or call 1-800-503-3373.
At John Deere, We're For Loggers.

JOHN DEERE

www.JohnDeere.com/forestry

DKB5056 Litho in U.S.A (11-04)