G-SERIES

# FORWARDERS

JOHN DEERE

1110G / 1210G / 1510G / 1910G

## WORK SMARTER AND HARDER


# MOVIN


KEEP PRODUCTIVITY
G FORWARD.

***We've put some serious thought into our G-Series Forwarders.***
But the real brainpower behind our latest models is you. Through our Customer Advocate Group (CAG), we collected invaluable input from loggers just like you — the ones who live it every day. Then we spent thousands of hours testing the machines until we got them exactly right.

These forward-thinking forwarders are loaded with improvements that boost performance and long-term durability, including increased power and torque. An enhanced Intelligent Boom Control (IBC) system option for more precise boom control. And, as always, a host of enhancements that help deliver more uptime and efficiency, while lowering daily operating costs.

Built on 175 years of groundbreaking innovation. Backed by over a half-century of experience in the woods. And designed with proven components to withstand the toughest environments. The G-Series will make you rethink what a forwarder can accomplish for your operation.

## WON'T LET UP — OR LET YOU DOWN

# Lower the boom on downtime.

When you work in remote areas, downtime is never an option. G-Series Forwarders are built forest-tough, with durable booms, axles, and electrical components.

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### Dependable booms

Optional IBC system features sensors that actively dampen boom movements, protecting boom structures, for longer life.

### Robust axles

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

### Tough brakes

Hydraulically actuated, oil-immersed, multi-disc service brakes provide dependable stopping power.

### Simplified electrical system

More reliable electrical architecture simplifies wiring harnesses and minimizes the number of fuses, relays, and electrical connectors needed.

## EXPERIENCE A BOOM IN PRODUCTIVITY

# Intelligent Boom Control.

Optional Intelligent Boom Control (IBC) on G-Series Forwarders eases boom operations, making them more precise and productive.

### More productive from the get-go

By increasing work efficiency, IBC helps new operators produce up to 15-percent faster.

### More precise grapple positioning

IBC improves the precision of grapple positioning, especially with long reaches. The same amount of mini-lever movement always produces the same grapple speed, no matter how long the reach.

### Simple, fatigue-beating control

With IBC, operators no longer need to control each independent boom joint separately. Just control the grapple, and IBC automatically guides the boom and joints accordingly. IBC automatically controls the lift, slew, and extension of the boom based on the location of the grapple.

### More efficient load handling

IBC makes load handling more efficient and increases productivity by as much as one load per day.

### Choose how you work

Joysticks are now configurable to user preference, so operators can run IBC using their preferred control pattern. At startup, simply choose default pattern, ISO pattern, or knuckleboom (ISO inverted) control pattern through TimberMatic.


NEW OPERATORS
ARE UP TO 15%
FASTER
WITH OPTIONAL IBC
JOHN DEERE
1110G
UP TO
1 MORE
LOAD PER DAY
WITH OPTIONAL IBC

## OPTIMIZED, NOT COMPROMISED

# Exceptional capability, stability, and versatility.

Whether you're thinning, regeneration felling, or clear-felling, your G-Series Forwarder is a master of uncompromising productivity.

### Improved boom control

Boom control is more precise. High-capacity controllers, simplified CAN buses, and a streamlined electrical system improve the efficiency of machine functions, minimize malfunctions, and accelerate troubleshooting.

### Short-wheelbase 1110G

The 1110G Forwarder is also available with a 40-cm-shorter wheelbase, for better agility in thinnings, without compromising stability or load size.

### Long-bogie 1210G and 1510G

Available for the 1210G and 1510G, long-bogie versions deliver more ground pressure for logging in soft terrain, as well as better stability when navigating over obstacles in rocky conditions.

### More agile 1510G

Boasting more slewing angle, the 1510G Forwarder is more nimble than previous models.


## Mammoth 1910G

The larger transmission pump and motor of the 1910G power more tractive force.

## Versatile load space

Load space can be easily configured to your needs, enabling better and quicker grapple access. Variable Load Space (VLS) option allows load-space width to be adjusted, for more flexible forwarding and sorting of short pulp and energy wood.

## Adaptive Driveline Control

Select the driving mode (Eco, Normal, or Power) that best fits conditions during high loads, and Adaptive Driveline Control automatically adjusts engine load to keep rpm steady. Select **Normal** mode for everyday operation or **Power** mode to get maximum tractive force in high-load situations. For lighter demands, **Economy** mode reduces engine speed and noise, while improving fuel efficiency.


JOHN DEERE
1510G

## JOHN DEERE FORESTSIGHT™ SOLUTIONS

# Because time is of the essence.

Loggers demand more uptime. Fast, accurate diagnosis of machine problems. Rapid, effective service response and the right part, the first time. And closer tracking of machines and operators, for efficient operation. John Deere forestry technology solutions are there to help.

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### Get valuable insight with JOHN DEERE FORESTSIGHT

With a JDLink™ subscription, alerts can be sent to your computer or mobile device — or your dealer, if you choose — to inform you of immediate machine issues. If downtime does occur, exclusive remote diagnostics and programming enable your Deere dealer to minimize the time and cost associated with sending a technician to the logging site for an initial diagnostic visit. You can also receive reminders of periodic scheduled maintenance on your computer or mobile device, or from your dealer. The core of John Deere ForestSight, JDLink is included free for five years with your base machine purchase.

### Keep downtime down with JOHN DEERE ULTIMATE UPTIME

In addition to the base John Deere ForestSight features, our dealers work with you to build an uptime package that meets your specific needs, including customized maintenance and repair agreements, onsite parts availability, extended warranties, fluid sampling, response-time guarantees, and more.


## DO YOUR LEVEL BEST

# Comfortable and in control.

Maximum productivity revolves around keeping operators safe and comfortable. And G-Series Forwarders continue to set the standard for cab comfort and control, boosting maximum productivity with minimal effort.

### Rotating and leveling cab

Rotating and smooth-leveling cab turns 290 deg., providing 360-deg. visibility of surroundings and boom movements, for safe, efficient log loading. Auto-leveling cab keeps operators balanced and comfortable in steep and uneven terrain.

### Automatic monitoring

Exclusive TimberLink™ automatic monitoring system keeps 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 settings and improve operator technique.

### Simple user interface

CommandCenter™ (not available for the 1910G) provides a simplified user interface for critical control functions. It's a solid alternative when a PC-based or highly versatile control system is not required.

### TimberMatic F-16

TimberMatic F-16 control system provides reliable, efficient control of all forwarder functions, for quicker, more precise boom movements and greater productivity. User-friendly software offers easy-to-learn and operator-specific patterns, so you can get the most out of your machine, every shift. New remote display and more detailed diagnostics speed troubleshooting.


No ACTIVE site
1
1:16 PM
Start site
0 pcs
0 m³
-273°C
0 h
Timbermatic
ROTATING/LEVELING
CAB TURNS 290°
FOR 360°
VISIBILITY

### Grouped service points

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

### Servicing at full tilt

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

### Common components

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.

### Extended service intervals

Standard service intervals of 1,500 and 3,000 hours with intermediate service at 750 hours keep you running longer, at lower cost.


# NO PAIN. K

### Fuel-efficient hydraulic-driven fan

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.

### More power and torque

PowerTech™ Plus diesels deliver more power and torque at low rpm, for excellent performance and fuel efficiency.

### Self-cleaning filter

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


# NOW GAIN.

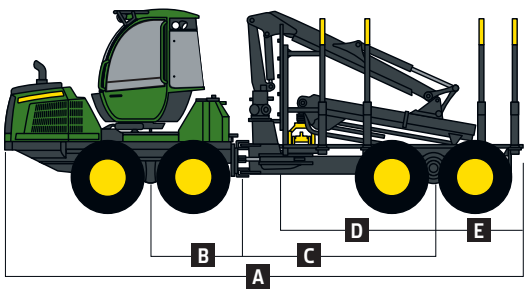

# 1110G / 1210G

| Engine | 1110G | 1210G |
|---|---|---|
| Load Rating | 12 000 kg (26,455 lb.) | 13 000 kg (28,660 lb.) |
| Manufacturer and Model | John Deere PowerTech™ Plus 6068 | John Deere PowerTech Plus 6068 |
| Non-Road Emissions Standard | EPA Final Tier 4/EU Stage IV / Tier 2/Stage II | EPA Final Tier 4/EU Stage IV / Tier 2/Stage II |
| Net Peak Power | 145 kW (194 hp) at 1,600–1,900 rpm | 156 kW (209 hp) at 1,600–1,900 rpm |
| Net Peak Torque | 865 Nm (638 ft.-lb.) at 1,300–1,600 rpm | 935 Nm (690 ft.-lb.) at 1,300–1,500 rpm |
| Fuel Tank Capacity | 167 L (44 gal.) | 167 L (44 gal.) |
| **Transmission** | | |
| Hydrostatic-mechanical, 2-speed gearbox | | |
| Tractive Force | 160 kN (35,968 lbf.) | 175 kN (39,340 lbf.) |
| Travel Speed | | |
| Gear 1 | 0–7.5 km/h (0–4.3 mph) | 0–7.5 km/h (0–4.3 mph) |
| Gear 2 | 0–23 km/h (0–14.3 mph) | 0–23 km/h (0–14.3 mph) |
| **Steering** | | |
| Proportional steering with electrical joystick | | |
| Turning Angle | 44 deg. | 44 deg. |
| **Brakes** | **1110G / 1210G** | |
| Service | Hydraulically actuated, oil-immersed, multi-disc | |
| Parking/Emergency | Spring actuated | |
| Frame | Automated | |
| **Axles/Bogies** | **1110G** | **1210G** |
| Hydromechanical differential lock at the front and rear Axles | | |
| Front | Balanced- or non-balanced bogie axle or rigid axle | Balanced- or non-balanced heavy-duty bogie axle or rigid axle |
| Rear | Balanced-gear bogie axle | Balanced-gear heavy-duty bogie axle or low-ground-pressure bogie axle |
| **Electrical** | **1110G / 1210G** | |
| Voltage | 24 volt | |
| Batteries | 145 Ah | |
| Alternator | 150 A | |
| Lights | Halogen | |
| **Hydraulics** | **1110G** | **1210G** |
| Load sensing | | |
| Pump Capacity | 140 $cm^3$ (9.0 cu. in.) | 160 $cm^3$ (10.0 cu. in.) |
| Operating Pressure | 24 MPa (3,480 psi) | 24 MPa (3,480 psi) |
| Hydraulic Tank | 161 L (43 gal.) | 161 L (43 gal.) |
| **Boom** | | |
| Type | CF7 | CF7 |
| Maximum Reach Lengths | 7.2 m (23.6 ft.) / 8.5 m (27.9 ft.) / 10 m (32.8 ft.) | 7.2 m (23.6 ft.) / 8.5 m (27.9 ft.) / 10 m (32.8 ft.) |
| Gross Lifting Torque | 102 kNm (75 ft.-lb.) / 125 kNm (92 ft.-lb.) | 125 kNm (92 ft.-lb.) |
| Slewing Torque | 24 kNm (18 ft.-lb.) / 32 kNm (24 ft.-lb.) | 32 kNm (24 ft.-lb.) |
| Slewing Angle | 380 deg. | 380 deg. |
| **Cabin** | **1110G / 1210G** | |
| Fixed, 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-16 or CommandCenter™ | | |

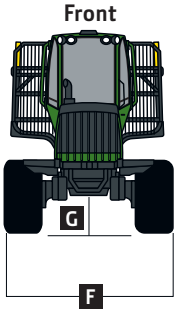
Specifications are subject to change without notice.


| Measurements | 1110G | 1210G |
|---|---|---|
| **A** Length | | |
| Medium Wheelbase | 9820 mm (32.2 ft.) | 9820 mm (32.2 ft.) |
| Long Wheelbase | 10 820 mm (35.5 ft.) | 10 820 mm (35.5 ft.) |
| **B** Bogie Center – Middle Joint | 1900 mm (6.2 ft.) | 1900 mm (6.2 ft.) |
| **C** Middle Joint – Bogie Center | | |
| Medium Wheelbase | 3400 mm (11.2 ft.) | 3400 mm (11.2 ft.) |
| Long Wheelbase | 3800 mm (12.5 ft.) | 3800 mm (12.5 ft.) |
| Wheelbase (B+C) | | |
| Short | 4900 mm (16.1 ft.) | 4900 mm (16.1 ft.) |
| Medium | 5300 mm (17.4 ft.) | 5300 mm (17.4 ft.) |
| Long | 5700 mm (18.7 ft.) | 5700 mm (18.7 ft.) |
| **D** Headboard – Bogie Center | | |
| Medium Wheelbase | 2600 mm (8.5 ft.) | 2600 mm (8.5 ft.) |
| Long Wheelbase | 3000 mm (9.8 ft.) | 3000 mm (9.8 ft.) |
| **E** Bogie Center – Rear | | |
| Medium Wheelbase | 1900 mm (6.2 ft.) | 1900 mm (6.2 ft.) |
| Long Wheelbase | 2500 mm (8.2 ft.) | 2500 mm (8.2 ft.) |
| **F** Width | | |
| 600-Series Tires | 2700 mm (8.9 ft.) | 2746 mm (9.0 ft.) |
| 700-Series Tires | 2890 mm (9.5 ft.) | 2956 mm (9.7 ft.) |
| 800-Series Tires | 2990 mm (9.8 ft.) | 3086 mm (10.1 ft.) |
| Turning Angle | 44 deg. | 44 deg. |
| Outer Turning Radius – 700-Series Tires | | |
| Short | 7835 mm (25.7 ft.) | 7870 mm (25.8 ft.) |
| Medium | 8400 mm (27.6 ft.) | 8440 mm (27.7 ft.) |
| Long | 8980 mm (29.5 ft.) | 9010 mm (29.6 ft.) |
| Inner Turning Radius – 700-Series Tires | | |
| Short | 4400 mm (14.4 ft.) | 4380 mm (14.4 ft.) |
| Medium | 4820 mm (15.8 ft.) | 4790 mm (15.7 ft.) |
| Long | 5230 mm (17.2 ft.) | 5200 mm (17.1 ft.) |
| Transport Height | 3870 mm (12.7 ft.) | 3800 mm (12.5 ft.) |
| **G** Ground Clearance – 8W | 660 mm (26.0 in.) | 660 mm (26.0 in.) |
| Tires | | |
| Front 6W / 8W | 34–14 / 26.5–20 | 34–14 / 26.5–20 |
| Rear | 26.5–20 | 26.5–20 |
| Minimum Machine Weight | | |
| 6W | 15 330 kg (33,797 lb.) | 16 180 kg (35,671 lb.) |
| 8W | 17 130 kg (37,765 lb.) | 18 080 kg (39,860 lb.) |
| Approach Angle – 8W | 35 deg. | 35 deg. |
| **Load-Space Options*** | | |
| Load Space Length (D+E) | | |
| Short / Medium Wheelbase | 4500 mm (14.8 ft.) | 4500 mm (14.8 ft.) |
| Long Wheelbase | 5500 mm (18.0 ft.) | 5500 mm (18.0 ft.) |
| Variable Load Space (VLS) | 4500 mm (14.8 ft.) | 4500 mm (14.8 ft.) |
| Load Space Width | | |
| Narrow / Wide | 2700 mm (8.9 ft.) / 2960 mm (9.7 ft.) | 2700 mm (8.9 ft.) / 2960 mm (9.7 ft.) |
| Cross-Sectional Area | | |
| Narrow / Wide | 4.0 $m^2$ (43 sq. ft.) / 4.5 $m^2$ (48 sq. ft.) | 4.0 $m^2$ (43 sq. ft.) / 4.6 $m^2$ (49 sq. ft.) or 4.7 $m^2$ (51 sq. ft.) |
| VLS | N/A | 4.0–4.8 $m^2$ (43–52 sq. ft.) |

**1110G / 1210G**




**Front**




*Please note: Measurements are guidelines only and may vary depending on production tolerances. Machine not exactly as shown. Illustrations for dimensioning purposes only.

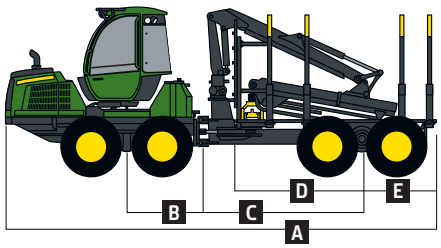
# 1510G / 1910G

| Engine | 1510G | 1910G |
|---|---|---|
| Load Rating | 15 000 kg (33,069 lb.) | 19 000 kg (41,888 lb.) |
| Manufacturer and Model | John Deere PowerTech™ Plus 6068 | John Deere PowerTech Plus 6090, turbocharged |
| Non-Road Emissions Standard | EPA Final Tier 4/EU Stage IV / Tier 3/Stage IIIA / Tier 2/Stage II | EPA Final Tier 4 (FT4)/EU Stage IV |
| Net Peak Power | 164 kW (220 hp) at 1,700–1,900 rpm | 200 kW (268 hp) at 1,600–1,900 rpm |
| Net Peak Torque | 978 Nm (721 ft.-lb.) at 1,200–1,500 rpm | 1315 Nm (970 ft.-lb.) at 1,200–1,400 rpm |
| Fuel Tank Capacity | 167 L (44 gal.) | 184 L (49 gal.) |
| **Transmission** | | |
| Hydrostatic-mechanical, 2-speed gearbox | | |
| Tractive Force | 185 kN (41,588 lbf.) | 230 kNm (169,639 lbf.) |
| Travel Speed | | |
| Gear 1 | 0–7.5 km/h (0–4.3 mph) | 0–7 km/h (0–4.3 mph) |
| Gear 2 | 0–23 km/h (0–14.3 mph) | 0–21 km/h (0–13.0 mph) |
| **Steering** | | |
| Type | Proportional steering with electrical joystick | Proportional steering with mini lever |
| Turning Angle | 44 deg. | 42 deg. |
| **Brakes** | **1510G / 1910G** | |
| Service | Hydraulically actuated, oil-immersed, multi-disc | |
| Parking/Emergency | Spring actuated | |
| Frame | Automated | |
| **Axles/Bogies** | **1510G** | **1910G** |
| Hydromechanical differential lock at the front and rear | | |
| Axles | | |
| Front | Balanced- or non-balanced heavy-duty bogie axle or rigid axle | Balanced-gear heavy-duty bogie axle or rigid axle |
| Rear | Balanced-gear heavy-duty bogie axle or low-ground-pressure bogie axle | Balanced-gear heavy-duty bogie axle |
| **Electrical** | | |
| Voltage | 24 volt | 24 volt |
| Batteries | 145 Ah | 149 Ah |
| Alternator | 150 A | 150 A |
| Lights | Halogen or LED | Halogen or LED |
| **Hydraulics** | | |
| Load sensing | | |
| Pump Capacity | 180 $cm^3$ (11.0 cu. in.) | 180 $cm^3$ (11.0 cu. in.) |
| Operating Pressure | 24 MPa (3,480 psi) | 24 MPa (3,480 psi) |
| Hydraulic Tank | 161 L (43 gal.) | 185 L (49 gal.) |
| **Boom** | | |
| Type | CF7/CF7S | CF8 |
| Maximum Reach Lengths | 7.2 m (23.6 ft.) / 8.5 m (27.9 ft.) / 10 m (32.8 ft.) | 7.2 m (23.6 ft.) / 8.5 m (27.9 ft.) |
| Gross Lifting Torque | 125 kNm (92 ft.-lb.) / 143 kNm (105 ft.-lb.) | 151 kNm (111,372 ft.-lb.) |
| Slewing Torque | 32 kNm (24 ft.-lb.) | 41 kNm (30,240 ft.-lb.) |
| Slewing Angle | 380 deg. | 380 deg. |
| **Cabin** | | |
| Type | Fixed, rotating, or rotating and leveling | Rotating and leveling cabin, or fixed (optional) |
| Rotating Angle | 290 deg. | 290 deg. |
| Tilt | | |
| Sideways | 10 deg. | 10 deg. |
| Forward and Backward | 6 deg. | 6 deg. |
| **Control System** | | |
| Type | PC / Windows®-based TimberMatic™ F-16 or CommandCenter™ | PC / Windows 07-based TimberMatic H-16 |

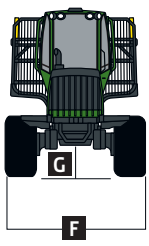
Specifications are subject to change without notice.

| Measurements | 1510G | 1910G |
|---|---|---|
| **A** Length | | |
| Medium Wheelbase | 9820 mm (32.2 ft.) | 10 570 mm (34.6 ft.) |
| Long Wheelbase | 11 020 mm (36.1 ft.) | 11 470 mm (37.6 ft.) |
| **B** Bogie Center – Middle Joint | 1900 mm (6.2 ft.) | 2150 mm (7.1 ft.) |
| **C** Middle Joint – Bogie Center | | |
| Medium Wheelbase | 3400 mm (11.2 ft.) | 3600 mm (11.8 ft.) |
| Long Wheelbase | 4000 mm (13.1 ft.) | 4100 mm (13.4 ft.) |
| Wheelbase (B+C) | | |
| Short | 4900 mm (16.1 ft.) | N/A |
| Medium | 5300 mm (17.4 ft.) | 5750 mm (18.8 ft.) |
| Long | 5900 mm (19.4 ft.) | 6250 mm (20.5 ft.) |
| **D** Headboard – Bogie Center | | |
| Medium Wheelbase | 2600 mm (8.5 ft.) | 2635 mm (8.6 ft.) |
| Long Wheelbase | 3200 mm (10.5 ft.) | 3135 mm (10.3 ft.) |
| **E** Bogie Center – Rear | | |
| Medium Wheelbase | 1900 mm (6.2 ft.) | 2100 mm (6.9 ft.) |
| Long Wheelbase | 2500 mm (8.2 ft.) | 2500 mm (8.2 ft.) |
| **F** Width | | |
| 600-Series Tires | N/A | N/A |
| 700-Series Tires | 2956 mm (9.7 ft.) | 3090 mm (10.2 ft.) |
| 800-Series Tires | 3086 mm (10.1 ft.) | N/A |
| Turning Angle | 44 deg. | ±42 deg. |
| Outer Turning Radius – 700-Series Tires | | |
| Short | 8180 mm (26.8 ft.) | N/A |
| Medium | 8764 mm (28.7 ft.) | 9420 mm (30.9 ft.) |
| Long | 9652 mm (31.7 ft.) | N/A |
| Inner Turning Radius – 700-Series Tires | | |
| Short | 4700 mm (15.4 ft.) | N/A |
| Medium | 5140 mm (16.9 ft.) | 5670 mm (18.6 ft.) |
| Long | 5804 mm (19.0 ft.) | N/A |
| Transport Height | 3800 mm (12.5 ft.) | 3900 mm (12.8 ft.) |
| **G** Ground Clearance – 8W | 660 mm (26.0 in.) | 800 mm (32.0 in.) |
| Tires | | |
| Front 6W / 8W | 34–14 / 26.5–20 | 34–16 / 26.5–20 / 28.5–24 |
| Rear | 26.5–20 | 26.5–20 / 28.5–24 |
| Minimum Machine Weight | | |
| 6W | 16 330 kg (36,001 lb.) | 19 500 kg (42,990 lb.) |
| 8W | 18 230 kg (40,190 lb.) | 22 200 kg (48,943 lb.) |
| Approach Angle – 8W | 35 deg. | 39 deg. |
| **Load-Space Options*** | | |
| Length (D+E) | | |
| Short / Medium Wheelbase | 4500 mm (14.8 ft.) | N/A / 4735 mm (15.5 ft.) |
| Long Wheelbase | 5700 mm (18.7 ft.) | 5635 mm (18.5 ft.) |
| Variable Load Space (VLS) | 4500 mm (14.8 ft.) | 4735 mm (15.5 ft.) |
| Load Space Width | | |
| Narrow / Wide | 2958 mm (9.7 ft.) / 3405 mm (11.2 ft.) | 2953 mm (9.6 ft.) / 3560 mm (11.7 ft.) |
| Cross-Sectional Area | | |
| Narrow / Wide | 4.6 $m^2$ (49 sq. ft.) or 4.7 $m^2$ (51 sq. ft.) / 5.3 $m^2$ (57 sq. ft.) | 5.3 $m^2$ (57 sq. ft.) / 6.5 $m^2$ (70 sq. ft.) |
| VLS | 4.4–5.4 $m^2$ (47–58 sq. ft.) | 5.4 $m^2$ (58 sq. ft.) / 6.6 $m^2$ (71 sq. ft.) |

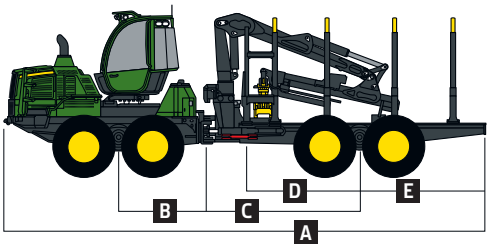
**1510G**



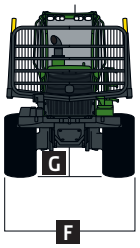

**Front**




**1910G**




**Front**




*Please note: Measurements are guidelines only and may vary depending on production tolerances. Machine not exactly as shown. Illustrations for dimensioning purposes only.


DKB5056 Litho in U.S.A. (17-07)


DKB5056 Litho in U.S.A. (17-07)

# 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 midsize 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

# 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 deg., providing 360-deg. 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, E-Series Forwarders ensure operators stay comfortably productive.

**1.** The rotating cab turns 290 deg., providing a 360-deg. 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.

– 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 bystanders when the machine is in reverse. It's a "must have" for work in tight thinnings and landing areas.

1

2

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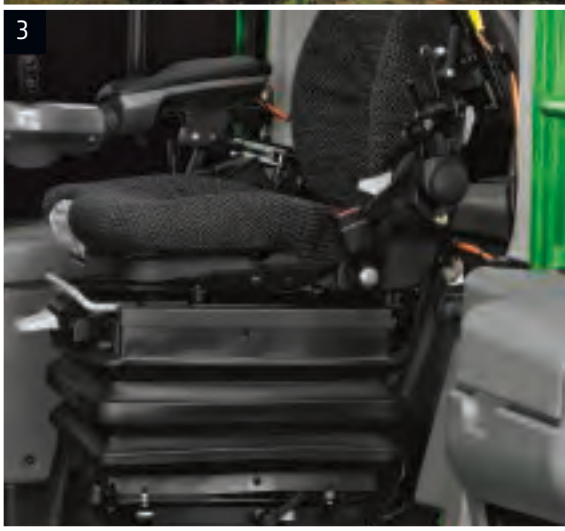

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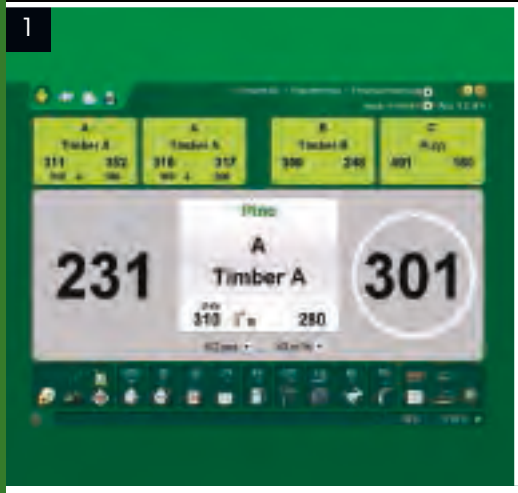
# Increase productivity by hardly lifting a finger.

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.

1




2

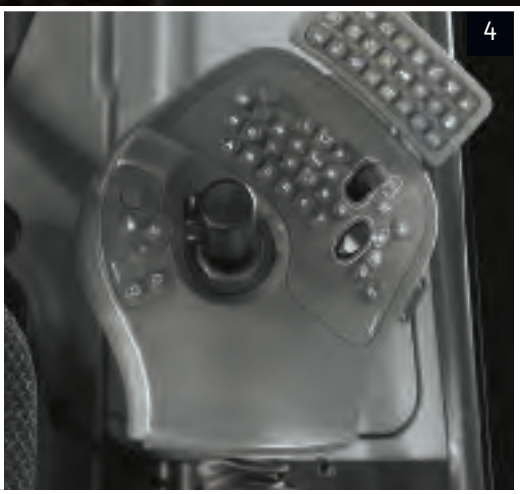
3

– 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 flows with 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.

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

– 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.

– Optional Intelligent Boom Control (IBC) enables faster cycle times and more precise operation.

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

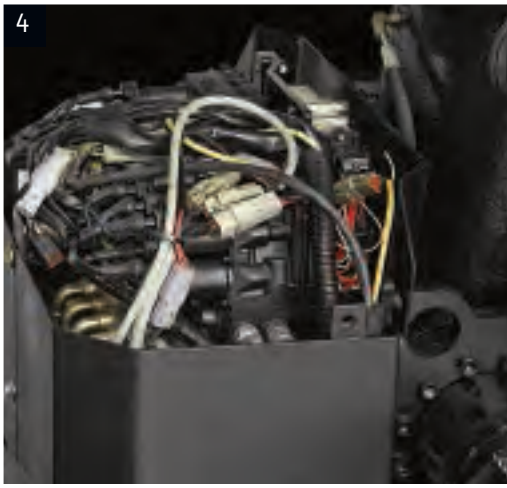
– Boom and grapple quickly respond to mini-lever commands, for faster boom cycles. Accurate boom control combined with high lifting and slewing torques maximize efficiency.

– 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.

– 500-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.

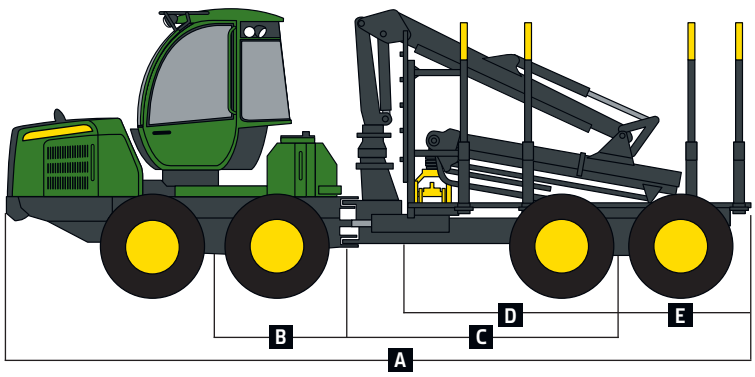
# 1010E / 1110E / 1210E

| 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™ | | | |

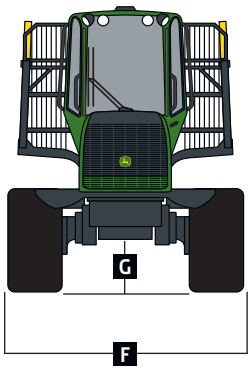
| Measurements* | 1010E | 1110E | 1210E |
|---|---|---|---|
| **A** Length | 9290 mm (366 in.) | 9570 mm (377 in.) | 9570 mm (377 in.) |
| Long Wheelbase | 10 290 mm (405 in.) | 10 570 mm (416 in.) | 10 570 mm (416 in.) |
| Extra-Short Wheelbase | 8890 mm (350 in.) | N/A | N/A |
| **B** Bogie Center – 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.

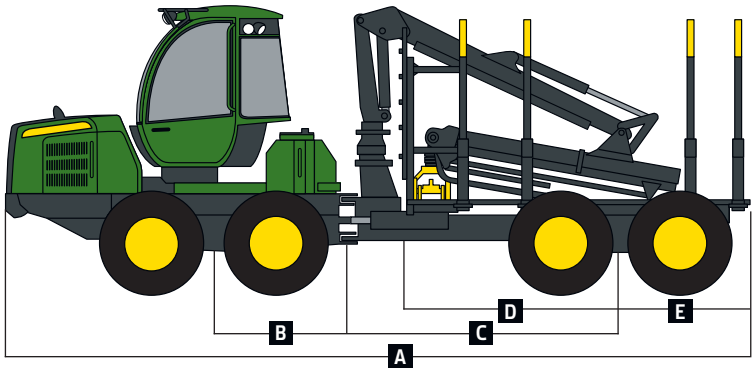
# 1510E / 1910E

| 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™ | | |

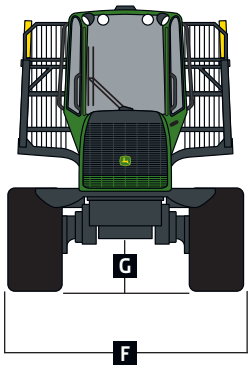
| Measurements* | 1510E | 1910E |
|---|---|---|
| **A** Length | 9570 mm (377 in.) | 10 370 mm (408 in.) |
| Long Wheelbase | 10 770 mm (424 in.) | 11 270 mm (444 in.) |
| **B** Bogie Center – Middle Joint | 1700 mm (67 in.) | 2000 mm (79 in.) |
| **C** Middle Joint – Bogie Center | 3400 mm (134 in.) | 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**




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

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The job is rough enough, your ride shouldn't be. The E-Series Harvesters and Forwarders feature rotating cabs and provide enhanced cabin-leveling capabilities that allow you to move faster, and more comfortably, on uneven terrain. With an incredible 360-deg. view of the operator's surroundings, these machines deliver improved speed, accuracy, and productivity. Plus, with standard comfort features such as a fully adjustable suspension seat, it's the perfect place for you to sit back, relax, and get to work. For more info, see your dealer today, or call 1-800-503-3373. At John Deere, We're For Loggers.

JOHN DEERE

JohnDeere.com/e-series

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