

Tough conditions?

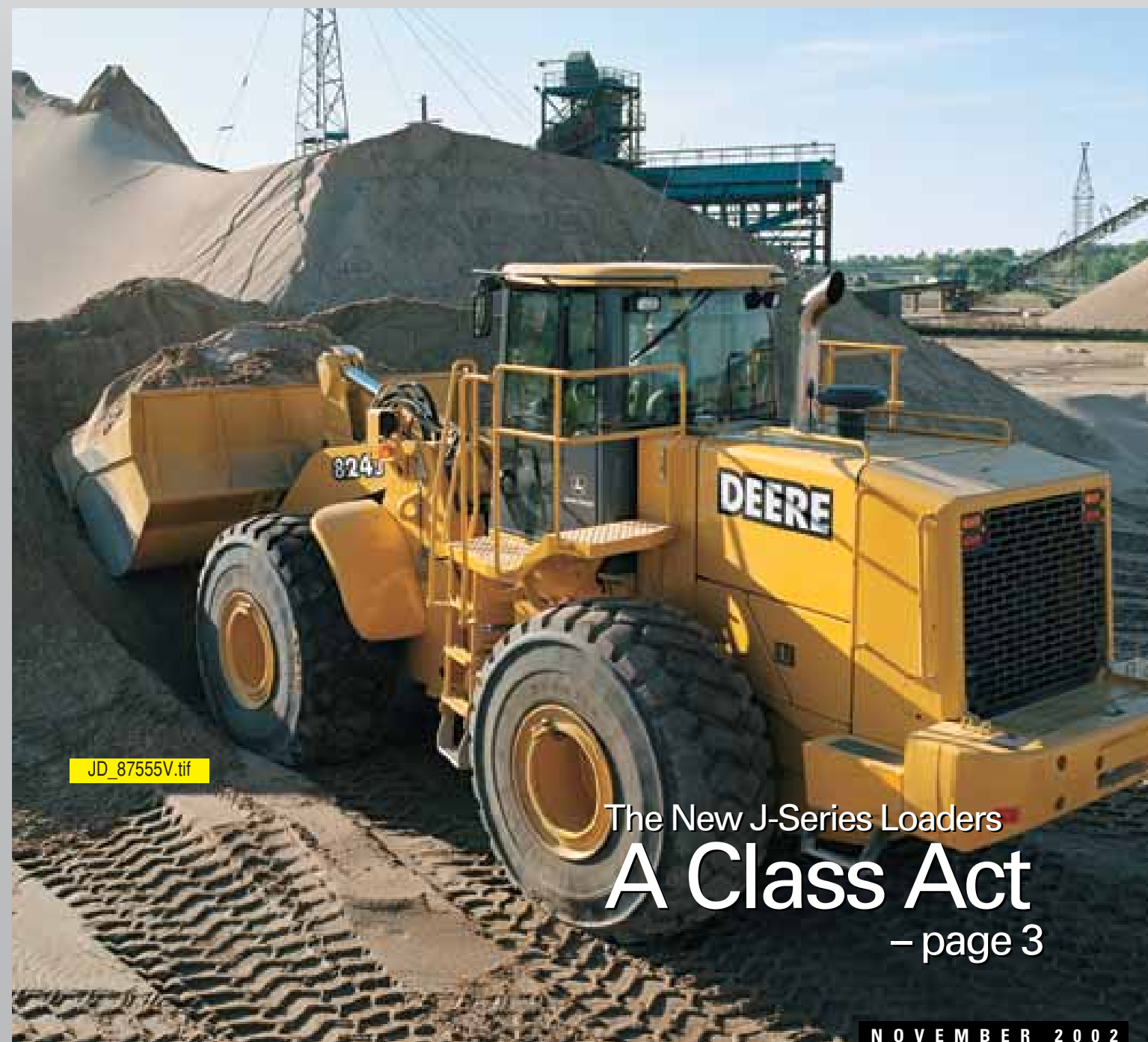
Ridiculous deadline?

Crummy weather?

450CLC DKMAG72.pdf

BRING IT ON!

New C-Series Excavators are spoiling for a fight. Armed with an aggressive package of enhancements, they're itching to prove themselves on your toughest jobsite. Featuring improved hydraulic performance and new fuel-efficient Tier-II engines, they deliver more dig force, drawbar pull, and lift capacity than ever before. And when the action gets hot and heavy, a newly designed, high-capacity cooling system and a luxurious, stress-free operator station give you the staying power to go the distance.



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The New J-Series Loaders

A Class Act

— page 3

NOVEMBER 2002



"I'm in the market for a new loader, but I'm not sure which financing option is right for me. I'd like to work with a company that's known for their equipment and their financing alternatives."

When you want real financial solutions.



When you're making financial decisions, it's important to have John Deere Credit on your side. That's because John Deere Credit helps you understand your finance options and helps you pick the right one for your business.

When it comes to acquiring equipment, you have financing options: pay cash, get an installment loan, or lease.

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When you're paying cash, are you certain you have the cash reserves to handle all the job costs? A major cash outlay could end up hurting you in the long run. When financing, you have to consider the interest rates, down payment, monthly payments, and repair and maintenance costs. And, if you're thinking of leasing, you should match the equipment use to the job.

John Deere Credit has financial solutions to meet your needs. We know your business and can help you decide what's right for you. For more information, call 1-800-468-8518, ext. 100 in the U.S. In Canada, call 1-800-520-0502.



www.JohnDeereCredit.com

Subject to credit approval. Consult your tax advisor.

INSIDE TRACK

BY BOB BROCK

Getting bigger to serve you better.



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You may have heard that John Deere expanded its product line over the last few years — articulated dump trucks and larger-sized excavators, dozers, and loaders, for example. You might ask what our motives were. Did we do it to feed our egos?

Not at all! What we've done is a direct response to the needs of our customers and their changing applications.

We saw a trend that many of our customers' companies were merging to become more efficient. Naturally, these vibrant new enterprises looked for larger projects, many of which required larger equipment. As a result, we felt we needed to grow, too.

We've also witnessed changes in applications. For years, the crawler-scraper combination was the method of choice for mass earthmoving, but now you're just as likely to see an 80-metric-ton excavator matched to a fleet of articulated dump trucks. So, we added these machines to our product line to have the equipment you need for today's jobs and production pressures.

Bigger crawlers for road building and site preparation are also part of the Deere line — because you've asked for them. Look for our wheel loader line to grow, too, because you need them to produce more aggregate and move more material.

A quick glance at our backhoes and utility crawlers should tell you we haven't abandoned our roots, either. These machines are still the class of the field, and John Deere is just as committed to our owner-operator customers.

It's just proof that John Deere is planning for the future.

Sincerely,

Bob B. Brock
Vice President, North American Sales and Marketing
Worldwide Construction & Forestry Division

Not all products sold at all locations.

INTRODUCING THE J-SERIES LOADERS



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Your Inspiration. Our Iron.

Our customers asked us for true production-class loaders. We gave them machines in a class by themselves.

The CEO of a major corporation once said that you don't build better products by telling your customers what they want. If you want to be smart, be smart in the shower. Then go into work and find out what your customers really want.

So how did John Deere go about designing our new series of true production-class loaders? By having our customers design them for us, of course.

Operators and owners know best when it comes to what features make them more productive. That's why two years ago John Deere formed a

Customer Advocate Group to design the new 724J, 744J, and 824J Loaders. Members included a mix of competitors and Deere owners, representing a range of applications including the aggregate, road-building, and waste industries.

The group was involved in the entire development process, from design to building the prototype to production. At each step they told us what they liked and what needed to be changed. And we listened.

"John Deere has done more to try and get feedback from owners and operators than

any other manufacturer," reports Dave Randles, president, Randles Sand and Gravel in Puyallup, Washington. "They had us evaluate prototypes and give our opinion as to how they stack up against the competition. They are really sincere about addressing comments and making things better."

More Ergonomic Cab and Hydraulics

The Advocacy Group also put considerable effort into improving the inside of the cab to ensure the operator is >>>

Counterweighting is deliberately placed and strategically distributed to provide optimum fore-and-aft stability and a lower center of gravity.

confident, more relaxed, and more productive.

The new cab provides more room to put personal belongings, and includes special compartments, coat hooks, and beverage holders. Other significant ergonomic changes reduce operator strain and repetitive stress injuries, including enhancing the seat adjustments and placement of the controls.

The right armrest has been completely redone. It can be

hydraulics. River City Stone recently purchased a Volvo loader, and Deere wanted to ensure the new hydraulics were as easy to use as Volvo's.

The group was able to compare the final design to Cat's and Volvo's. "They are every bit as good," says Wieser. "Deere's hydraulic controls require very little effort — just touch the levers with two fingertips. With the adjustable armrest and the way the seat is positioned,

better visibility. It's really impressive to look in the mirrors and see how much you can see behind you compared with the competition."

More Stable, More Able

A substantial amount of effort went into designing unmatched stability. Counterweighting is strategically distributed to provide optimum fore-and-aft stability, which means increased turn-tip load,

since Deere added the counterweights and widened the machine, it's much better."

Spin control, ride control, and smart-shift technology contribute to the smoothest ride of any loader on the market. Using spin control, the operator simply selects one of five sensitivity settings before entering material or underfoot conditions where traction is usually a problem. No more worrying about wheel spin.

Smart-shift continuously evaluates the loader's speed and load conditions and adjusts the clutch pack to deliver silky-smooth shifts with less delay. "I always thought my H-Series loader had as smooth as shift as you could find," says Fred Moffit. "The J-Series has the best shifting transmission I've ever seen, bar none."

Plus, each machine has been designed to deliver optimal performance for the specific

"Even guys like me who don't get into the cab much can drive right into the pile and load a full bucket without even trying."

The final time the Advocacy Group met, they were able to get a look at the prototype. Did Deere succeed in producing a true production-class loader?

"I was really impressed with what we ended up with," says Bud Ames. "They really listened to our comments and concerns. What they ended up with is a



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Windows are larger and cut lower, and the new grey cab virtually disappears from the operator's line of sight.



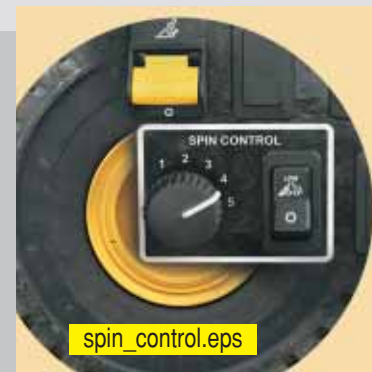
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Features standard two-lever fingertip controls. The right armrest was completely redone, based on customer input.



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With a wider stance, these machines possess unmatched lateral stability — and stand apart from competitors.



spin_control.eps

The spin-control system controls tire spin where traction is a problem, reducing tire wear, fuel costs, and operator fatigue, while boosting productivity.



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The heavier, thicker boom is optimally counterweighted to provide superior stability. The larger cylinder rod provides greater breakout force.



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The platforms, handrails, and steps are designed to provide uninterrupted three-point access, for maximum safety entering and exiting the cab.

adjusted fore and aft to fit any size operator. "This might sound unimportant, but it's really important to the operator because his arm is positioned there all day long," says Fred Moffit, loader operator, Collison Quarry in Milan, Illinois.

Hydraulic controls have been redesigned as well. Levers are shorter and positioned closer to the operator, providing fingertip control. Kick-down and function buttons have been repositioned to provide easier access.

Dennis Wieser, loader operator at River City Stone in Dubuque, Iowa, was brought into the group specifically to provide feedback on the new

they're very comfortable to operate. At the end of the day, you really notice a difference."

Visibility has also been greatly enhanced with larger windows cut lower to provide a better view front and back. During the initial stages, Advocate Group members tested different cab configurations using virtual reality.

"We looked at a number of mockups and told them, 'No, this isn't any good,' and 'Yes, now you've got it,'" recalls Bud Ames, owner, Twin State Sand and Gravel in West Lebanon, New Hampshire. "They changed the fenders and line behind the machine so you have much

greater breakout force, and faster cycle times. The stance has been widened by four inches, improving lateral stability.

"We spent a considerable amount of time working on the balance of the machine — what it would do at different tip-loads, etc.," says Denny Job, assistant superintendent and loader operator at River Stone Group in Taylor, Missouri.

"We found considerable differences between the 744J and our 744H," says Job. "There's no comparison — the 744J is far more stable. We use our loader in the sand, where it tends to sink down. When you turn in the tracks, it can be rough going, but

The ride-control option cushions the ride, reduces rocking during transit, and softens the impact of sudden stops, keeping material in the bucket. "The ride control is a lot smoother," says Job, "Plus you have more travel on the boom. When you're going over rough terrain, the boom moves more and the loader moves less. It's a major improvement."

"The ride is really nice," adds Bud Ames. "Hydraulic cushioning is much more effective than on the Cat or Volvo. You can fill up a bucket and buzz right along. We do a lot of load and carry, so I know our operators will really like it."

bucket size. "The machine is very well balanced from one end to the other," says Dave Randles. "It's a good combination of horsepower, breakout force, and bucket capacity. There isn't one area lacking where you can't lift or fill the bucket."

The group included several operators who really knew how to put the machines through their paces. The operators kept sending the engineers back to the drawing board until they got the bucket design exactly right, explained Bud Ames.

"We got the prototype with the new bucket on it, and it made a world of difference — a huge improvement," says Ames.

lot better than what I've seen from their competitors."

"On the whole, everything they did was an improvement," adds Denny Job. "They really made changes that provide the greatest benefit for the widest audience. The machine is easier to get in and out of, it's more operator friendly, it's more stable with the bucket in the air, the new bucket design makes it easier to load — I gave it an excellent rating on all areas where we were asked to provide feedback. Deere did a great job with this machine."

To find out more about the 724J, 744J, and 824J Loaders, stop in and see us today. ■



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COPING WITH THE OPERATOR SHORTAGE

It's a pervasive problem: the shortage of experienced equipment operators. They're difficult to find, and it takes months, perhaps years, for an operator to become highly skilled. If construction is slow, operators may find other jobs. And if business is brisk, good operators can jump to another contractor.

"There's a shortage of operators in this area, and in the industry in general," says Jamie Dilaudo, general manager of Amico Contracting and Engineering Inc., Windsor, Ontario. "Sometimes you can't get the work done you're looking to do. Especially with motor graders, it's difficult to find skilled operators."

Training is one solution, says Benjamin Wood, vice president at A.L. Grading Inc., a Suwanee, Georgia, earthmoving contractor. "I think you have a better retention rate with your employees if you train them. With a lot of guys, if you invest time and effort in them, they'll show loyalty to the company."

Working Environment

Certainly one way to help attract and retain qualified operators is to run new and late-model equipment. "The first thing we try to do is retain the operators we have by giving them a good working environment — good state-of-the-art equipment," says Amico's Dilaudo. He backs up his words with action: He recently leased 20 new pieces of John Deere equipment, including six C-Series excavators.

"We especially like the new Deere equipment," Dilaudo says. "John Deere really has increased the

power on the excavators, and our operators like the air conditioning and the control configuration."

Amico also leased five John Deere dozers that range up to the 850C. "The operators like the hydrostatic drive, which gives infinitely variable control of speed and steering," says Dilaudo.

Five John Deere loaders, including a 744H, are in the package as well. "We run a couple of loaders with big skidder tires," says Dilaudo. "We find that the double differential lock is beneficial to working in poor, muddy conditions. When you engage the lock, you get all four tires pulling together."

At A.L. Grading Inc., Wood says, "For us, retaining operators isn't as much of a problem as finding them. The big problem is finding the guys that we want to keep for the long term." Help-wanted ads work only marginally well, he says. But sometimes, networking through existing employees can turn up qualified operators.

"Operators enjoy running newer, nicer equipment that's well-maintained," says Wood. A.L. Grading employs 55 equipment operators, and owns several pieces of late-model John Deere equipment, including two dozers, three wheel loaders, four excavators, and a compact excavator.

"Our operators like the new hydrostatic drive and controls on our 750C Dozer," says Wood. "The excavators run strong; they're roomy in the cab. Everybody loves them. And the rubber-tired loaders have great visibility and good room in the cab."

OPERATORS, Continued on page 14

Jamie Dilaudo, top left, general manager of Amico Contracting and Engineering Inc., says keeping state-of-the-art equipment, like their 20 new pieces of John Deere, helps retain good operators.

How To Get The Most Out of Your Motor Grader



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John Deere's popular *Better Blading* guide, introduced in 1986, again has been updated to help you get the most out of your motor grader. The position and settings chart (on the next page) and application instructions below give you the optimal blade position and settings to help increase production in every job situation, whether you operate a six-wheel-drive or a tandem grader.

Techniques described here represent typical operations. Varying conditions of material, operator preference, and additional equipment on the job may alter these techniques.

V-Ditching

Position the moldboard with the toe just outside the front right tire and the moldboard heel just outside of the left tandem wheels.

Flat-Bottom Ditching

Place the complete length of the blade in the ditch, with the toe at the base of the back slope and the heel at the base of the fore slope.

Cutting Banks

Like slope work, bank cutting requires a smooth platform for the grader. So, the first pass should level the base of the bank. To set up, shift sidesaddle, circle, and blade to the side of the machine. Place the blade toe forward, center, and heel so that the material will be cast inside the tandem. Pitch the blade forward for a good rolling action.

Crowning Roads

First pass – bring the material from shoulder to the center.

Second or third pass – place moldboard parallel to front axle, and operate grader down the center of the windrow keeping the moldboard high on the windrow to feather material to both sides of the grader.

Spreading Materials

Articulate the grader circle centered, with the front wheels leaned toward the heel of the blade. Angle the blade about 30 degrees and side shift it so the material rolls off the heel outside the tandems. Pitch the blade forward for best rolling action.

Finishing Low, Gentle Slopes/ Finishing High, Gentle Slopes

For any slope work, the first pass should always smooth the path. Next, side shift the circle and blade toward the slope. Center the heel of the blade with the inside tire, and position the toe up slope from the front tire. This allows the dirt to roll just inside the tandems.

Finishing Steep Slopes

For slopes three-to-one or steeper, make the first pass on top, if possible, with the frame straight and the blade shifted down the slope as far as possible. Make subsequent passes on the slope with the front wheels offset up slope. Next pass, keep the moldboard as before, but side shift, both circle and blade up slope. Angle blade to leave windrow under the tandems.

Cleaning Wet Ditch

Position the moldboard toe end behind the right front wheel. Move material onto fore slope between the tandem wheels, without cutting the fore slope.

Grading Cul-de-Sacs

Articulate the grader and lean wheels to turn, angle the blade to avoid spilling beyond toe, and cast material outside the tandems. Pitch blade slightly forward for good rolling action.

Please refer to chart for additional operating techniques to help you increase production.

YOUR GUIDE TO BETTER BLADING



JOHN DEERE

	V-ditching	Flat bottom ditching	Cleaning wet ditch	Crowning roads	Spreading piles	Mixing materials	Grading cul-de-sacs	Finishing low, gentle slopes	Finishing high, gentle slopes	Finishing steep slopes	Cutting banks
1 FIRST PASS PURPOSE	Mark ditch lines	Slice off back slope	Bring material to shoulder	Center material in road	Spread material ahead	Mix materials	Subgrade outside to center	Prepare smooth base	Prepare smooth base	Prepare smooth base	Prepare smooth base
"Blade, circle, frame position"											
Differential	Locked	Locked	Locked	Locked	Locked	Locked	Unlocked	Locked	Locked	Locked	Locked
Front-wheel drive	Dial setting 1-7	Dial setting 1-7	Dial setting 8-15	Dial setting 1-7	Dial setting 8-15	Dial setting 8-15	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7
Gear	1st or 2nd	1st or 2nd	1st or 2nd	2nd thru 4th	2nd or 3rd	2nd or 3rd	1st or 2nd	2nd or 3rd	2nd or 3rd	2nd or 3rd	2nd or 3rd
2 SECOND-PASS PURPOSE	Cut V-ditch (3-to-1 in slope)	Cut ditch	Spread material	Build crown			Finish grade outside to center	Cut slope	Cut slope from top	Cut on slope	Cut bank
"Blade, circle, frame position"											
Differential	Locked	Locked	Locked	Locked			Unlocked	Locked	Locked	Unlocked / locked	Unlocked
Front-wheel drive	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7			Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	Dial setting 8-15	Dial setting 8-15
Gear	1st or 2nd	1st or 2nd	2nd or 3rd	2nd thru 4th			1st or 2nd	1st	1st	1st or 2nd	1st or 2nd
3 THIRD-PASS PURPOSE	Cleanup	Move material to shoulder		Spread excess to shoulder			Remove excess from center	Cleanup	Cut on slope	Cut slope near bottom	Cleanup
"Blade, circle, frame position"											
Differential	Locked	Locked		Locked			Locked	Locked	Unlocked / locked	Unlocked / locked	Unlocked / locked
Front-wheel drive	Dial setting 1-7	Dial setting 1-7		Dial setting 1-7			Dial setting 1-7	Dial setting 1-7	Dial setting 8-15	Dial setting 8-15	Dial setting 1-7
Gear	2nd or 3rd	1st or 2nd		3rd or 4th			2nd or 3rd	2nd or 3rd	2nd or 3rd	2nd or 3rd	1st or 2nd
4 FOURTH-PASS PURPOSE	Cut back slope (1-1/2 or 2 to 1)	Cleanup					Finish slope	Cut slope from bottom	Cut slope from bottom		
"Blade, circle, frame position"											
Differential	Locked	Locked					Locked	Unlocked / locked	Unlocked / locked	Unlocked / locked	
Front-wheel drive	Dial setting 1-7	Dial setting 1-7					Dial setting 1-7	Dial setting 8-15	Dial setting 8-15	Dial setting 8-15	
Gear	1st or 2nd	2nd or 3rd					1st or 2nd	2nd or 3rd	1st or 2nd	1st or 2nd	
5 FIFTH-PASS PURPOSE	Clean ditch bottom							Cleanup	Cleanup		
"Blade, circle, frame position"											
Differential	Locked						Locked	Locked	Locked	Locked	
Front-wheel drive	Dial setting 1-7						Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	Dial setting 1-7	
Gear	2nd or 3rd						2nd thru 4th	2nd thru 4th	2nd thru 4th	2nd thru 4th	

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C-Series enhancements make the ZTS easier to operate, cheaper to keep



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Low-effort pilot controls provide smooth, combined-function performance. Ergonomically correct design helps unfamiliar operators become proficient quickly.



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C-Series ZTS Excavators come hydraulic attachment-ready with boom-mounted auxiliary lines and a return-flow selector valve that accommodates both one- and two-way hydraulically driven attachments.

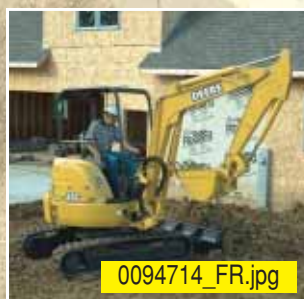


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You won't bust your tail maintaining a ZTS Excavator. All doors open wide, providing easy access to daily service points, cooling system, hydraulic control valve, fuel filters, and battery.



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Pilot-operated backfill blade makes quick work of grading jobs such as backfilling trench.

If you've ever been behind the controls of a John Deere Zero-Tail-Swing (ZTS) Excavator, you already know how easy these nimble compacts are to operate. So it probably comes as a bit of a surprise that the new 27C, 35C, and 50C could be any better. But they are.

Hydraulic pilot controls now direct all functions including the boom, arm, bucket, side swing, boom swing, blade, and auxiliary hydraulic tools and attachments.

The ergonomically correct armrest-mounted pilot control levers have been repositioned for enhanced comfort and convenience. What's more, lever efforts have been reduced 10 percent, giving them the kind of fingertip feel and control-ability normally found only on larger excavators.

Swing speed during simultaneous operation is also quicker, for faster work cycles.

The top-of-the-line 50C ZTS' load-sensing hydraulic system further enhances operating efficiency and helps inexperienced operators get up-to-speed more quickly.

Other operator amenities include a wider, more comfortable adjustable seat. For enhanced visibility, the multi-function systems monitor has been repositioned to the left side.

The control pattern selector valve has also been improved. An easy-access dial makes it

even quicker and easier to switch from backhoe- to excavator-style controls.

The other major C-Series ZTS change lies beneath their easily opened, hinged service panels. Three new, more powerful Tier-II emissions-certified direct-injected diesels deliver increased horsepower, better cold weather starting ability, and 15 percent better fuel efficiency.

You can expect lower maintenance costs, too, as recommended lubrication and oil change intervals are longer.

Although the C-Series introduces numerous enhancements, we didn't change the fundamentals that have helped John Deere's zero-tail-swing excavators carve out solid reputations as easy-to-operate, highly versatile machines.

A distinctive Deere feature that has been turning more than a few heads is their zero-tail-swing shape. This design allows the body to rotate 360-degrees within the width of the tracks. Because there's no tail overhang, operators need not worry where the rear of the machine is swinging.

Together with independent-swing boom, these highly nimble rubber-track multi-purpose machines slip into close quarters comfortably, enabling even occasional operators to work

Systems monitor displays vital operating information at a glance.



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easily and confidently in places that used to require hand labor. The ZTS Excavators' compact size doesn't come at the expense of convenience or comfort, either. Instead of stifling an operator, their spacious operator stations provide generous foot-, leg-, and headroom for day-long production-enhancing comfort.

As if their zero-tail-swing design doesn't open up enough opportunities, Deere's ZTS Excavators are also available with an extensive array of attachments.

Standard-equipped with manual quick-coupler and auxiliary hydraulics, their possibilities are almost endless. So go ahead and add any of the many different-size buckets or Worksite Pro™ hammers, augers, or other attachments and watch utilization increase.

Perhaps best of all, the 27C, 35C, and 50C are backed by John Deere's extensive dealer network and one-year worldwide warranty. First-class product support is only a phone call away, so you won't bust your tail chasing down parts or service.

Want to learn more? Stop in today for more information or a demo. ■



0094516_QT.jpg

Control pattern selector valve easily accommodates operator preferences. Go from backhoe- to excavator-style controls with the turn of this dial.

Making A Mountain Out of

A MISSILE SITE

Until Angel Island, Campbell Grading of Healdsburg, California, was not what you call a high-profile construction firm. In fact, owner Barth Campbell is more of a deconstruction engineer. He and his seven long-time employees are accustomed to ripping out old logging roads and repairing stream crossings. Their specialty is putting things back the way they were before man came on site.

“Our restoration projects are typically in the back country where they go unnoticed,” says Campbell. “I’ve been back on sites two or three years later, and it’s hard to tell where we worked, it’s so natural. That’s what the government agencies we work with are after.”

His restoration experience made him a natural for the Angel Island State Park project. However, this venture was different from previous projects in that it had visibility written all over it.

Prominent Peak

With its 740-acre state park and 781-foot-high Mt. Livermore, Angel Island is situated in the middle of San Francisco Bay, and can be seen by many of the surrounding metropolitan area’s 6.5 million residents. Beyond geography, Angel Island is also historically significant, having hosted military installations from the Civil War to the Cold War. Its Public Health Quarantine Station and Immigration Station made it the Ellis Island of the West.

In the 1950s, the top 23 feet of the mountain were removed to make way for a U. S. Army Nike missile battery that stood guard over San Francisco for much of the Cold War. Campbell grew up looking at the flattened peak of Mt. Livermore, and when the California State Parks Department decided to return the peak to its original shape, they called on him.

Most of the dirt and sandstone had been pushed off the north face into a canyon — up to 18 feet deep in places. Noting the lighter color dirt and the beginning of older, more mature vegetation, Campbell was able to establish the edge of the fill line.

Suggested solutions included employing a dragline and dozer to retrieve and push the dirt back up the slope — a plan that might have taken years. Instead, Campbell envisioned cutting benches into the north face at several levels. Fill would then be removed and

transported by dump trucks back to the mountaintop, where it would be reshaped to that of the original peak.

With an accepted plan in place, all that was left was acquiring the right equipment to do the job and the financing package to pay for it. Campbell ended up at his John Deere dealer, where he acquired a 160LC Excavator and a 700H Dozer. Although he started out operating John Deere equipment 27 years earlier, these were his first Deere machines in years. According to Campbell, the 160LC and 700H have

brought him back to his roots for good. “John Deere equipment has passed the competition so much that I am sure I will be with John Deere until I retire,” he says. “If the competition is Chevy or Ford, Deere is a Lamborghini.”

Smooth Sailing

Campbell reports that the 160LC Excavator has given him flawless, trouble-free service, but he especially appreciates the 700H Dozer’s hydro-

static drive and its ability to counter-rotate in place. Unlike his previous dozers, the 700H’s superior balance enables him to back up slopes as easily as driving up them. With 95% of his tasks taking place on steep slopes, freedom of movement and stability are vital.

“The 700H will traverse steeper side slopes than my other dozers could and offers fantastic visibility from the cab,” says Campbell. “The efficiency of the machine and its productivity is unsurpassed by anything else I’ve operated. Plus, it uses about a third less fuel. When you add that to the increased production, it turns into dollars saved and happy clients.”

The John Deere cabs also surpassed Campbell’s expectations. “I’ve been in other cabs in which I dripped sweat even with the air conditioners on high,” he notes. “We’ve worked these in 100-degree days and stayed comfortable with the AC only on medium.”

Campbell even stayed cool when faced with the biggest challenge of all — project visibility. His specialty is working without surveyor’s stakes or even a written plan, usually under the supervision of a state geologist or forester. Never before was he required to explain what he was doing to so many government agencies and special-interest groups.

In this case, Campbell worked from old topographical maps and nearly century-old photos to envision how to reshape the mountain.

When various state representatives came calling to review the project, Campbell had to help them share his vision of what would be.

Even that vision changed as the state historian assigned to the project decided that several of the concrete missile pads should be retained for historical purposes. So Campbell carefully sculpted earth around them, turning them into pads for picnic tables.

Today, the old service road to the top of the mountain is gone, as are the benches and roads used by Campbell to reach, remove, and reshape 80,000 tons of dirt in only eight weeks. In their place are hiking trails, picnic areas, and a peak with an unforgettable view of the San Francisco Bay area.

“The impact of the project didn’t really hit home until I was at my folks’ house, where we had a view of the mountaintop,” he recalls. “My mom and dad commented that we had changed history, and I guess we did. What was once pictured in the history books and later shaved off has been returned. It’s nice to have had a hand in that.” ■

A 160LC Excavator and 700H Dozer were the main material movers during the mountain make-over.



CAMPBE~7.jpg



CAMPBE~2.jpg

Wood's Deere equipment includes two TC54H Loaders and one TC62H Loader. "We put both the TC62H and a Cat IT 38G out there as demo machines, and the operator would go for the Deere TC62H every time," says Wood. "We put a lot of weight on what the operators want, and that says a lot for the John Deere."

25-Machine Lease

Nutter Corp., a leading underground contractor based in Vancouver, Washington, recently traded in 25 used Deere machines and applied their equity to the lease payments on 25 pieces of new John Deere equipment. The deal includes 12 new excavators, seven new wheel loaders, two dozers, and four backhoe-loaders. Some 50 operators run Nutter equipment.



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Hydrostatic transmissions and easy-to-operate controls like those found in Deere dozers are operator favorites.

"We wanted to go with new equipment, and part of the reason was to get better operators and keep the good ones that we have," says Steve Corrie, maintenance supervisor for Nutter. "Operators are happier running a brand-new machine than a five-year-old machine."

"I've heard nothing but good reports on these new machines," says Corrie. "The operators tell me the new excavators are even smoother than the old ones. And on the dozers, the controls are all really good. They all love the 650H with hydrostatic drive and single-lever control for speed, steering, and direction."

Corrie says he particularly likes the new digital read-out panel located to the rear of the new C-Series Excavators. The new panel provides information including average per-hour fuel

usage, a series of fault codes if something goes wrong, real-time voltage, and engine speed in rpms.

And Nutter's operators like the new wheel loaders. "They're strong, they're smooth, and they're new," says Corrie.

At DLD Construction Inc., Arvada, Colorado, vice president Michael Denning says his suburban Denver area recently has seen an abundance of construction work. His firm's specialty is site work for commercial buildings. "It's been real tough to find good operators," he says, "Guys could bounce around and choose where they want to work. Wages have risen in this market."

DLD employs seven full-time operators, "eight including me," says Denning. His company has several pieces of late-model John Deere equipment. Having newer equipment

makes a big difference in retaining operators, Denning says. "They're more likely to take care of the newer equipment."

"We've got to run according to the lights, but it's still way better than being out there pounding stakes," says Denning. He says operators like the system because they can read grade anywhere they go on a construction site. "You're not trying to pull a grade from some hub to a point 50 feet away," says Denning.

Retaining good operators is largely a matter of good management, says Wood of A.L. Grading. "You treat your men well, and show them respect. We give guys the opportunity to improve and learn, to keep their interest. And we try to reward our guys who work hard." ■



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Two-and-a-half day sessions focus on your choice of 5 equipment groups.

DEERE EXPANDS TRAINING PROGRAM

If you're looking for some quick operator training at reasonable rates, John Deere has it. The John Deere Training Center runs classes at two demonstration sites — Coal Valley, Illinois, and Sacaton, Arizona. Each course lasts two-and-a-half days and specializes in one of five equipment types: excavators, wheel loaders, motor graders, crawler dozers, and backhoe loaders. A half-day is spent on safety and maintenance, and the other two days go for hands-on operation.

"In 2002, we had more demand than we could satisfy," says Bob Miller, manager of the two demonstration sites. "So for 2003, we're opening up additional classes to satisfy demand." Classes are held to a maximum of 14 students.

In each class, attendees specialize in one type of machine, but can become familiar with the others. "This is for inexperienced to moderately skilled people," says Miller. The tuition is \$650 for the motor grader class and \$550 for all others.

Correction

In our August magazine, we incorrectly stated that the engine oil change interval on the new C-Series Excavators has been extended to 4,000 hours. The correct interval is 500 hours, as stated in the owner's manual.



BACKHOES

CONSTRUCTION EQUIPMENT



G-SERIES



CHANGE YOUR OUTLOOK

ChangeYourOutlook.pdf
PU from DMAG76 (02-06)
Make copy changes indicated.

Take out a space before and after "em dash" and before "digging"

> 74-92 SAE net hp > 14'3" - 15'8" digging depths > Power Curve boom > High-torque wet-sleeve diesels



With 30-percent more tinted glass, the G-Series' spacious walk-through cabs offer virtually unobstructed all-around visibility.

More comfort and convenience, too. Entryways are wider, legroom more generous, lever and pedal efforts are even easier. So is daily

Add a semicolon after "wider" and "generous"

servicing. Their reshaped hoods tilt forward for quick, wide-open same-side access to daily check points. Backed by an extensive

Add a comma after "wide-open"

dealer network, the G-Series

Take out the space between "check" and "points". "checkpoints" is one word.

backhoes will open your eyes. See us for a demo.

Floor-to-ceiling tinted glass doors and expansive windshield provide a panoramic view.

