



JOHN DEERE

THE CONSTRUCTION EQUIPMENT *REVIEW*



The 1050 Dozer **Rock Star**

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INSIDE TRACK

BY **BOB BROCK**

Take matters into your own hands.



Used to be that your dealer had to "sign you up" for Customer Personal Service (CPS) Online, but now you don't need anyone's help. CPS Online is a secured Web site that gives people a central location to go to for important business information. Things like machine specifications, parts catalogs, and a parts ordering program are literally at your fingertips. And now this valuable tool is easier than ever to use. Just log on and follow the prompts. After a few clicks and keystrokes, your business will be linked with information that can help it grow. It's simple, fast, and you can do it on your desktop or laptop 24 hours a day — even from home.

In addition to information, CPS Online lets you order technical CD-ROMs, and safety and training materials for your staff. There are also competitive spec comparisons. You see, John Deere wants to make it easy to see how we stack up — right over the Internet. It's all part of our desire to get you timely information to help you manage your business and work smarter, faster, and more profitably.

When you register, you'll see that CPS Online is a highly personalized service, designed to give you exactly what you need. It requires a user ID and a password, like all secured Internet sites. Most of the services are free of charge, and any purchases are administered and safeguarded through electronic commerce methods. We've tested and tested CPS, and we think you'll agree, it's a great, secure concept.

Take matters into your own hands and self-register today!

Sincerely,

Bob B. Brock

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

COVER STORY

New 1050C Dozer cuts a path through rock and just about anything else in its path

Rock Star

Lookout, Cat and Komatsu, because there's a rising star in the heavyweight class of dozers. At 42½ tons and 324 horsepower, the new 1050C packs ample power to rip rock, strip overburden, or get through just about any kind of material you're working in.

But it's not just size that's putting these dozers in the spotlight. With full-featured hydrostatic drive and backed by Deere's extensive dealer organization, this machine is establishing a rock-solid reputation and pushing its way to the top of the charts.

Plenty of equipment owners are taking notice. Here's what a few of them are saying. >

Steep slopes and rocky conditions are business as usual for Tom Boyce's 1050C.



Having A Field Day

Tom Boyce Excavating in Branson, Missouri, knows rock. Almost every job they do — from underground utility instal-



(Above) Many of Yarrington Materials' operators are died-in-the-wool Cat fans — but the 1050C is winning them over.

(Below) John Gleim's operators say the 1050C out-rips other dozers in its class.

lation to site development for large residential subdivisions — is in blasted shot rock. “We’re solid rock here in Branson, and most of the terrain is pretty steep — from 15 to 30 percent grade,” reports Tom Boyce, president.

Boyce uses John Deere equipment exclusively, running more than 40 machines. They auditioned the 1050C last summer at a new high school football field, where it pushed



the bulk of 150,000 yards of shot rock.

Boyce liked what he saw — so much so that he bought the machine. “We rented it for three months to see what it

could do,” explains Boyce. “It didn’t disappoint. We had it cut and fill a new high school football field with shot rock about 302 feet down. The 1050C worked out really well, moving about 900 yards a day. We were walking up severe, one-to-one slopes and it didn’t spin. That tells you a lot about the machine.”

Like many operations, the big dozer shoulders quite a bit of the load, so minimizing downtime is critical. “Service has been a dream,” reports Boyce. “We’ve run the machine 50 hours a week for eight months — that’s over 1,000 hours — and we had one hydraulic hose that broke. That’s been it!”

One key to the machine’s longevity is its traditional oval-track undercarriage design, which is built to deliver longer life and a smooth ride.

“With all the shot rock we work in, the life expectancy for undercarriages on our machines is much shorter,” Boyce explains. “We’ve had no problems with this undercarriage — it’s been wearing fantastically.”

Boyce particularly likes the machine’s hydrostatic drive. Because it’s essentially the same drive used on all Deere dozer models, operators can quickly get up to speed. A single lever gives the operator intuitive control over direction and ground speed — the more you push the lever, the faster you go in that direction.

“We’re sold on hydrostatic drives,” says Boyce. “We’ve been very happy with them on all our John Deere equipment. They’re simply easier to run, which puts a lot less stress on the operator.

“I run John Deere equipment for one reason,” he adds.

“Because it’s the best equipment made. The only complaint I’ve ever had is they never offered a dozer bigger than the 850. Now they do, and we’ve been very happy with it.”

Rock Solid In Solid Rock

John W. Gleim, Jr. Excavating in Carlisle, Pennsylvania, also works in a heavy rock area. Gleim owns ten dozers of every size, but to get the heavy lifting done, they rely on their larger machines. Gleim added a 1050C to its stable of big dozers, which includes two 355 Komatsus and a Cat D8R.

When it acquired the 1050C, Gleim was looking for a big machine that could easily be transported without a lot of grief. “When you get up to the 355 size, you have to disassemble the machines before you can haul them around,” says John Gleim, president. “This is inconvenient as well as costly. We wanted to have our cake and eat it, too — to get as big a machine as we could that’s easy to move.”

Ripping is very important for a company that works in a heavy rock area. With its parallelogram design and variable-pitch shank, the 1050C’s ripper has been more than up to the task. Gleim’s operators report that the 1050C’s ripping capability outperforms their other dozers in the same size and weight class and is comparable to their larger dozer.

“Ripping is a major part of our business, and when it comes to ripping, the 1050C has just tremendous ripping power — it really is in a class by itself,” says Gleim. “Just park one next to a D8R and compare the rippers — you’ll see what I’m talking about. While the front end on other dozers wants to come up when you’re ripping, the

1050C’s conventional undercarriage keeps it flat on the ground at all times. And because the undercarriage is mounted in rubber, the 1050C gives you a very comfortable ride.”

Gleim has found that the 1050C not only out-rips their similar sized dozers, it out-pushes them as well. Early indications are that the 1050C is much more fuel efficient than their other big dozers.

“Our operator has nothing but praise for the machine,” reports Gleim. “He likes the visibility and creature comforts. And he can’t

believe how maneuverable it is — it gets around like a small dozer, but with big dozer features. If our operator had his choice, the 1050C would be the only machine he’d ever run.”

Above all, Gleim is impressed by John Deere’s industry-leading service and maintenance programs. “Deere has made the kind of commitment that I’m looking for,” he says. “This is as good as it gets when it comes to service and parts.”

Coming Through When The Chips Are Down

The 1050C is converting a lot of Cat users at Smurfit-Stone’s Pontiac Mill in Portage du Fort, Quebec. The paper mill uses the big dozer to level piles of wood chips in the wood room.

“The 1050C took some getting used to as our operators are accustomed to the D8N with high-drive suspension,” says Eldon Denault, general

foreman. “Now they favor it over the Cat, claiming it’s just as comfortable and nice to drive, perhaps even more so.”

But while operator comfort is important, production is what ultimately separates the contenders from the pretenders. “We did a little test where we put the 1050C side by side with the Cat pushing bark,” says Denault. “The 1050 moved material faster.”

Denault attributes this performance to infinite speed control. Using the rocker switch on the handle, the operators can choose one of three

preset speed ranges and the machine does the shifting. “Because you have to shift with the Cat, you usually lose a bit of power because of shifting too early or too late,” explains Denault. “The 1050C always maintains peak power because it shifts when it’s supposed to. That’s a huge advantage.”

Star Performer In The Lone Star State

Jerry Chapman, general manager of Yarrington Materials in Kyle, Texas, is a long-time Cat user, but he likes what he’s seen of the 1050C. “They’ve got a winner,” says Chapman. “It’s the tractor of the future, as far as I’m concerned.”

A gravel and aggregate company, Yarrington uses the 1050C to rip up and push rock from a river bed. Unlike the Cat D8R, the 1050C cuts right through hard material. As loads change, the integrated Power Management System

powers the transmission up or down, supplying constant ground speed and tractive effort to the blade.

“The 1050C finishes a lot better than the Cat,” he observes. “With the Cat, you’re always fighting it — it always has the tendency to bounce up in hard material. When you throttle down, you don’t have the power to go through.

“But with Deere’s hydrostatic transmission, you have more control over the dozer and the material you’re pushing. When you slow down, you still have full throttle available to get you through. The bottom line is, the 1050C simply pushes more payload.”

Chapman also likes the 1050’s simplified one-side daily service access. Hinged service doors provide easy access to service points, while the tilt-cab can be raised in minutes to gain access to major components. “Service is a dream,” he says. “You can perform preventive maintenance on it in no time.”

Many of Yarrington’s operators are died-in-the-wool Cat men, but the 1050C is winning many converts. “They think the Cat will give them more control,” he says. “Then they try the hydrostatic 1050C and realize it’s ten times better. And they can’t get over the cab, which is out of this world. You’ve got full visibility anywhere you look — with the Cat you have blind spots all over.

“Cat better look out because this machine is going to give them a run for their money. I’d put the 1050C at the top of the list of any tractor I’ve ever seen.”

For more information about the 1050C and other star performers in Deere’s dozer line, see us today. ■

Far more than just a

make no mistake, at 23,000 pounds, the 118 horsepower 710G is a big backhoe. But with a maximum digging depth of 22½ feet, all-wheel drive, and 14,800-pound loader breakout force, it's more like a cross between a four-wheel-drive loader and an excavator. In fact, equipped with any of the many available options and attachments, it may well be the right machine for replacing two or three others in your fleet.

710G's heavy-duty componentry enables it to endure and excel at a wide variety of work.

Big Brother Gets A Make-Over

If you've ever owned or operated a 710D, you'll hardly recognize its replacement. That's because the highly capable 710G has been totally transformed.

The 710G comes equipped with a Power Curve™ backhoe boom.

The box-constructed boom starts wide at the base for extra strength and narrows through the line-of-sight for good visibility. Unlike the large "dorsal fin" found on other excavator-style booms, the 710G's single-pin cylinder attaching point doesn't impair side-swing visibility, either.

A forked top and bottom, and large pins provide long-term toughness and durability.

Heavy-duty box-constructed stabilizers are nine inches longer than before, delivering

an extra foot-and-a-half of solid stability. They're more powerful, too, delivering 75 percent more downforce.

At the other working end, the one-piece continuous-curve box-section loader boom delivers long-term durability.

Its curved knee design accommodates the tall front tires. Provides exceptional reach, too.

Everything about this loader is heavy-duty, including the 1.9-cubic-yard bucket, large pins, and four-wheel-drive loader-size linkage.

But it's not just its high-strength structures that make this new backhoe such an impressive performer.

Closed-center, pressure-compensating load-sensing hydraulics give superb combined function metering and low-effort control.

Big Backhoe

Introducing the all-new 710G

larger, more durable, lifetime-sealed king pins and twin cylinders for balanced steering.

The limited-slip mechanical front-wheel-drive automatically transfers up to 80 percent of available power to the wheel with the best traction for true all-wheel drive.

Wide Appeal

With its heavy-duty loader, excavator-style backhoe, and PCLS hydraulic system, it doesn't take a lot of expensive options to expand its capabilities.

Start with a loader or backhoe quick-coupler that lets you change attachments in seconds. Add a "wet kit" to deliver high-flow hydraulic power out back — or even a solenoid-controlled low-flow auxiliary valve for hand-held or cylinder-actuated attachments. What you have now is a highly versatile machine that can handle virtually any hydraulic-powered tool on a wide variety of jobsites.

Nothing Else Comes Close

Once again, John Deere demonstrates its commitment to the big backhoe class — setting new standards for productivity, reliability, and ease of maintenance.

But is the 710G just a big backhoe? Or does its heavy-duty jack-of-all-trades versatility make it a highly capable alternative to a two-yard loader, mid-size excavator — or perhaps, even both? Stop in for a demo, then decide. ■

With 14-percent more volume, floor area and legroom in the spacious walk-through operator station are generous.

The optional tilt steering wheel angles high and away for unobstructed access to either door, or for swivelling the seat.

Simplified Service

The 710G's maintenance features and intervals were patterned after the highly popular 310G — so you can expect similar best-in-class servicing ease and significant cost savings.

The two-position hood easily tilts forward, allowing wide-open access to engine and transmission oil levels and fill, air filter and precleaner, engine coolant level, and fuel filter service.

Your service personnel will also appreciate the larger 70-gallon fuel tank. It's moved to the right, so refueling can be done on the same side where daily service tasks are done. What's more, a larger fuel neck allows faster fueling.

Improved Powertrain.

Its electronic-controlled 6.8-L 6-cylinder turbocharged high-torque diesel delivers 118 net horsepower.

The new John Deere diesel starts easier in cold weather and meets Tier II emission standards. Requires less scheduled maintenance, too, with oil change intervals increased to 500 hours.

Upfront, the new optional front-wheel-drive axle employs

Unlike other so-called PCLS systems, all functions have equal priority. When a heavy load is encountered, boom, dipperstick, and bucket operations adjust proportionately — giving you smooth, consistent response regardless of engine speed or the load.

What the redesigned digging structures do for performance, the new cab, easy-tilt hood, and numerous other refinements do for comfort and convenience.

New Look Outside, New View Inside

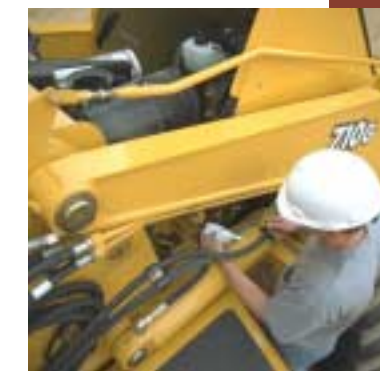
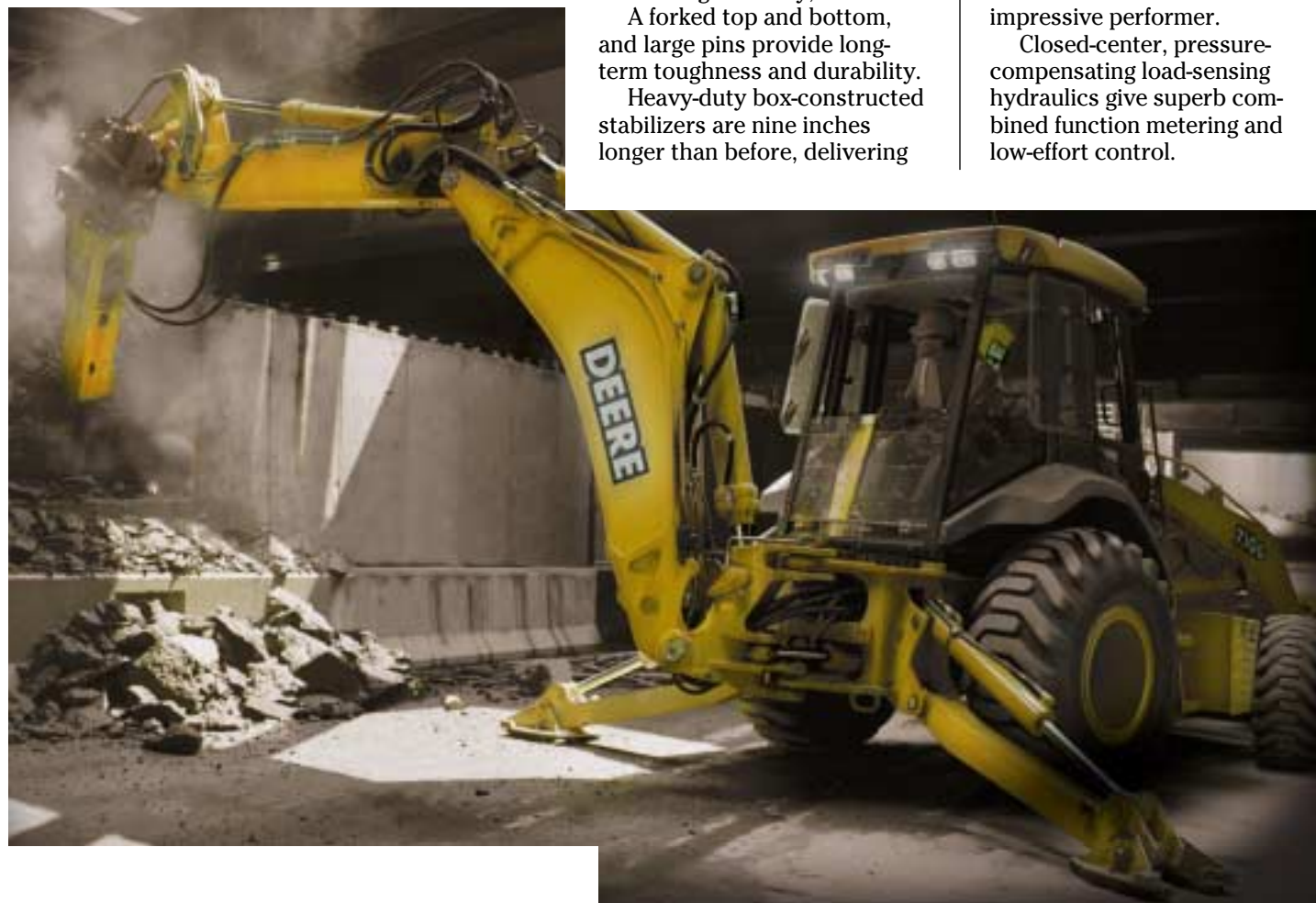
Perhaps the most noticeable difference in the 710G is the totally redesigned operator station.

Twenty-nine percent more tinted glass provides a virtually unobstructed panoramic view of the work around you.

The ROPS posts and reshaped cab doors have been repositioned, eliminating the windshield door mullion. Instead, an expansive curved windshield gives a commanding view of the work ahead.

The view to the rear is just as revealing. Swing-open side windows and three-piece stacking rear glass open up the jobsite around you.

The forward placement of the larger operator station, plus the previously mentioned features, will be appreciated by operators of canopy-equipped models, too.



Tilt hood opens wide for easy access to daily check points.

"HE WAS THE FOURTH GENERATION OF PETTYS WHO WERE AND ARE CHAMPION RACE CAR DRIVERS. THAT'S AN AMAZING THING."

John Deere Machines Help Turn Dirt Into Dreams



Nothing he has done in his many years of contracting has given Hugh Hawthorne as much satisfaction.

Hawthorne is helping turn a patch of North Carolina countryside into a haven for kids with crippling disease.

An assortment of John Deere equipment, including a vintage 570 Motor Grader, is helping turn a dream of NASCAR® superstar, Kyle Petty, his wife, Pattie, and their extended family into reality in Randleman, North Carolina. The machines are sculpting 65 acres of rolling foothills into a magical retreat called The Victory Junction Gang Camp for children and young adults facing chronic and life-threatening illnesses.

Behind the controls of the John Deere machines — mostly donated from the inventory of the nearby John Deere dealership in Greensboro — is Hugh Hawthorne, one of the store's long-time customers. Hawthorne, who carved a niche for himself on the East Coast with his Richmond, Virginia, company, Alpine Construction, is a personal friend of legendary

Richard Petty, the patriarch of the close-knit family. Hawthorne has been in on the project since the planning stages.

"It's the most relaxing and most rewarding thing I've been involved with," says the veteran contractor who has donated his time to the task at hand. "The camp is a memorial to Kyle's son, Adam, who was killed during a practice run at a racetrack two racing seasons ago. He was the fourth gener-

ation of Pettys who were and are champion race car drivers. That's an amazing thing."

The land, cut out of a corner of the original Petty homestead, is typical of the Piedmont area, with an abundance of rock, hardwood stands, and woodland streams.

"We started with a large 850C Dozer and a 755C Loader," Hawthorne says. "We've also

had machines including a 230LC Excavator with a thumb and a 550H LT Dozer with a six-way blade. The dealership sends us whatever machines they have in stock that we need. They are the latest pieces of equipment, too, not something they have that's just sitting around gathering rust.

"We used the 755C to pile stumps and shake the dirt off of 'em. And we used it to load stumps and rocks. The 230LC with the thumb is a good machine to have because we can load rock and stump, and still dig with it. A 550H LT replaced the 850C as time went on. With the six-way blade, it's ideal for working the slopes and cutting around the rocks that remain."

Hawthorne especially liked the power of the 850C when the big stuff had to be moved. "I used it for grubbing and clearing as well as grading. We use all our John Deere dozers to go

to plus/minus one-tenth of a foot with a laser. We eyeball it to the top six inches or so, and then go to final grade."

In another answer to the question, "How long does a John Deere last?," Hawthorne also uses his 570 Grader to cut and blue top. His machine was the first of its kind sold in the Richmond area in 1967. "Back then, other contractors couldn't believe I had all-yellow equipment when most everybody else had all-green. I didn't care. No other company ever gave me the support I have gotten from John Deere."

It's the fourth time he's owned the machine. He originally purchased the motor grader to maintain the Richmond racetrack, a job his company continues to hold today. The reliable 570 currently is helping him cut two parking lots at the racetrack.

Tough as nails

"It's been a tough machine all these years. Like me, it has a little blow by and wheezes, but it goes to work every day. Although I've bought and sold it many times in the past, I'll never sell it again. If I ever retire it, it will be part of my collection of antique cars and tractors.

"Right now at the camp we're putting in the lake that will be used for boating, fishing, and other activities," explains Hawthorne. "We're also putting in a simulated racetrack. When the place opens, the kids will get to 'ride' in a real race car and get a feel of a real racetrack up close. Six of the building sites and half of the street system are already in and waiting for permits to begin building."

The unconditional support of his John Deere dealership has kept the project on schedule. "I first took my own Alpine Construction machinery to

the site. After about three weeks, I called Mark Romer, who owns the dealership in Greensboro. Right on the spot, he said, 'You can have the machines you need next Monday morning.' They were there."

As a gesture of appreciation, the Pettys invited the dealership to hold a Field Day to demonstrate the latest John Deere equipment last April. From that event, area contractors also were inspired to support the project by donating work as well as money.

Other area companies have volunteered to donate services and products such as fuel and the blasting expertise that is required to reshape the rock formations found on the campsite.

With help from their friends

"The Pettys realized early on that they couldn't build something like this by themselves," explains Brian Collier, chief executive officer and director of the camp. "Right now, we are in the capital campaign phase with a \$24-million goal. We've raised about \$7 million so far. The Pettys have been extremely blessed by the commitment and support they have received from hundreds of thousands of people and companies."

Collier says that throughout the 2002 race season, NASCAR provided the camp the opportunity to air public-service announcements and other

related programming to help increase support. With Hawthorne and John Deere equipment working in the background, the site was featured in a segment that touched on the loss of the Petty family caused by Adam's death.

Besides the racetrack, grandstand, pavilion, winners circle, and cabins, The Victory Junction Gang complex will include an area for fishing, an arts and crafts center, a medical center called The Body Shop, a gym, a theatre, and an outdoor recreation area.



Brian Collier, CEO and director of the camp, says campers and counselors soon will turn the site into a magical place.

Collier explains that Victory Junction will

be the latest in the family of seven Hole in the Wall Gang Camps founded by actor Paul Newman. Newman's original camp was opened in 1988 for children with cancer and serious blood disorders. The unique Randleman site will be the only multi-disease camp of its kind in the Carolinas and Virginia. It will serve as a convenient host to some of the 235,000 children throughout the region who are fighting diseases such as arthritis, diabetes, epilepsy, spina bifida, and sickle cell anemia, to name a few.

"We started constructing the buildings this September and will complete them by April 2004," adds Collier. "But as beautiful and spectacular as the buildings will be, the campers and counselors who come here year round will make this place special and magical." ■

A living memorial to Adam Petty

New 950C has Cat D7 on the ropes

Raging Bulldozer



If the larger 1050C Dozer has been knocking out the competitors in the heavy-weight dozer class, Deere's new contender, the 950C, is rising quickly up the middleweight ranks. Weighing in at 55,000 pounds with 230 horsepower, it is expected to go toe-to-toe with perennial favorites like the D7. Deere's second-biggest dozer rounds out a hard-hitting hydrostatic lineup, ranging from the 70-hp 450H to the 324-hp 1050C.

When you compare the 950C side-by-side with the D7, it's a unanimous decision. The 950C boasts a number of advantages, including better maneuverability, productivity, and fuel efficiency — all of which add up to a more cost-effective machine.

Thrilla in Alberta

Several owners and operators in Alberta, Canada, recently previewed the new machine and liked what they saw. Clayton Industries of Millarville took the 950C out for a few rounds on a golf course project. "We moved a lot of material without using an abundance of fuel," says Clayton Foster, owner. "It has good dozing power and excellent visibility, and is a very comfortable machine to run — it's just a good overall machine."

Foster was impressed with the full-featured hydrostatic drive train, which delivers a host of advantages its competitors do not, including infinite speed control, counterrotation, and full-power turns.

"It has variable speed built into it, which works really well in the muddy conditions we're working in," Foster observes. "We've always had good luck with John Deere dozers in soft conditions."

Instead of preset gears, the range is infinitely variable up to nearly seven miles per hour. This gives the operator flexibility to select the right speed for the job, then focus on doing the best blade work possible. Simply set the maximum travel speed and the drive train does the rest. As loads change, the integrated Power Management

System automatically powers the transmission up or down, maintaining peak rpm while supplying constant ground speed and tractive effort to the blade or ripper.

With hydrostatics, you don't have to constantly shift gears. A single joystick provides intuitive control over direction and ground speed. The more you push the lever, the faster the machine goes in that direction. In contrast, D7 operators must keep shifting gears as the load changes, detracting from blade control and disturbing graded areas.

The bottom line: The 950C is more efficient and productive



Cab can be tilted in minutes for easier access to the hydrostatic pumps and the engine.



Unlike dozers with differential steering, the highly maneuverable 950C makes tight turns at any travel speed.

than torque-converter differential systems because it gets more power to the tracks. And with fewer wear parts than complex torque-converter systems, the hydrostatic drive train is much simpler and more cost effective to maintain.

Floats Like a Butterfly...

Despite its size, the 950C is plenty maneuverable. "The steering is excellent," reports Erv Webb, Top Notch Construction, Calgary, Alberta. "The machine is very maneuverable, especially in soggy ground — for a big machine, it just floats through wet conditions."

Tracks are independently powered, so you can make full-power turns without tearing up the ground or wasting engine power like clutch/brake systems. Unlike machines with differential steering, the 950C makes tight turns at any speed.

Another unique feature is counterrotation, which helps overcome heavy corner loads and quickly repositions the blade on-the-go. It also helps to produce tight, space-saving turns in close quarters or better maneuver on slopes no matter what the conditions.

The 950C steers the same and maintains its preset speed whether it's on level ground or a two-to-one slope. "On steep slopes, it won't freewheel like a torque-converter machine," observes Webb. "You don't need to ride the brake or cross-clutch."

...Stings Like a "C"

The 950C's impressive pushing power begins with its engine. The 230-hp, ten-liter engine



Deluxe suspension armchair seat fully adjusts for daylong support and comfort. Air-suspension power-adjustable seat also available.

continued on p. 14

Find Your Niche With Deere's 80C



The 52-hp engine and perfectly matched hydraulic system deliver economical and efficient power; the 80C has 10,600 pounds of breakout force and a lift capacity of 3,678 pounds for those tough jobs.

There's plenty of work out there if you know where to look — and if you have the right-sized excavator to tackle the job. At Deere, we make 'em big and we make 'em small, but no matter the size, all the members of our C-Series share the same durability, quality, and reliability. For smaller jobs like light residential work, swimming pools, and septic tanks, take a look at our eight-metric-ton 80C Excavator.

Don't let its small stature fool you. It's a little machine with a big machine feel, rippling with power and features that add up to amazing versatility. And you know what that means: Profits.

The Little Engine That... Does

The 80C Excavator gets its pizzazz from a mighty 52-hp engine that provides both power and efficiency. It also meets the EPA's "Tier II" emissions regula-

tions. Our exclusive Powerwise™ II engine/hydraulic management system makes sure your hydraulic functions are silky smooth by balancing hydraulic pressure and flow, and sensing when you need extra power to push you over that edge. It also makes multi-function operation easy and maximizes the engine's output, all while saving fuel.

Why A Long Day No Longer Means A Short Fuse

When the temperature outside is frightful — frightfully hot or cold — the new cab in the 80C keeps things delightful inside with an automatic, high-capacity "blend-air" climate-control system that keeps the temperature just right. For those days when you actually want the outside

Large, easy-to-open service doors make daily servicing a breeze. The oil dipstick, oil filter, and fuel filter are all within easy reach.

air inside, there are plenty of vents, including a giant overhead smoke-tinted glass sunroof hatch that opens for maximum fresh airflow. It's great for keeping an eye on overhead objects, too.

Controls are within easy reach and lever efforts have been reduced up to 10 percent. And, you'll be sitting on a deluxe, cloth-covered fully adjustable seat with a new,

adjustable lumbar support. We've put the finishing touches on cab creature comforts with a 12-volt cell-phone jack, a beverage cooler, and an oversized cup holder. Add all of this up and kiss operating fatigue goodbye. Your long days in the cab will get a lot more pleasant.

Boom, Not Bust

A wealth of options and available attachments makes the 80C extremely versatile. The off-set boom option allows you to hydraulically move the boom from the right side of the machine to the left side without repositioning the machine.

Just like the rest of the C-Series, the 80C Excavator features a sumptuous cab with vents everywhere and easy-to-operate control levers.

It enables excavation around three sides of an obstruction, all while you sit comfortably in the same space. You're literally able to dig outside the machine's "footprint" and parallel to obstructions.

The backfilling blade on the 80C will help you do more, too. Because it's an integral blade and not an engineering afterthought, it's married to the excavator's chassis and takes full advantage of the 80C's 12,350 pounds of drawbar pull for more than just backfilling. It's perfect for landscaping, fine grading, and cutting sidewalks and driveways.

No Fear

Just like with the big boys in the C-Series, you get Deere's StructurALL™ warranty — three years or 10,000 hours of

Key Specifications

Excavator	80C
Horsepower SAE Net	52 hp (39 kW) @ 2,100 rpm
Maximum Reach*	20 ft. 6 in. (6.25 m)
Digging Depth*	13 ft. 5 in. (4.09 m)
Lift Capacity**	2,988 lb. (1355 kg)
Dig Force (Bucket)	11,220 lb. (49.9 kN)
Length of Track†	9 ft. 1 in. (2.77 m)

* When equipped with 5-ft. 4-in. (1.62 m) arm
 ** Over the front at ground level at 15-ft. reach.
 † Undercarriage length.

coverage on major structures like the frame, arm, and boom, free of charge. It's all part of Deere's commitment to you and your business, whether big or small.

Call us today and arrange a demo to see what the 80C can do. ■

Five 310G Backhoes pull the duty at Arlington National Cemetery

It's the final resting place of America's heroes. John F. Kennedy, Audie Murphy, and three members of the Challenger crew are interred there. Alongside them lay people who served their country no less valiantly. People like David Ferguson, Malcolm Whitt, Bernard Telcan, and thousands more who earned the honor of being buried at this, the United States' largest and most visited national cemetery. Elegantly simple white marble stones mark their graves. The headstones are meticulously installed in what seem like endless rows, as straight as a battalion of soldiers standing proudly at parade rest.

For the past three years, the duty of digging the graves has gone to a fleet of five John Deere backhoes, each equipped with four-wheel-drive, an extendable dipperstick, and a special bucket that makes this repetitious task quick and efficient. "We have 25 to 35 funerals a day, five days a week, 52 weeks a year," says Robert Kohlbecker, chief of the



The flags at Arlington National Cemetery are raised at six o'clock each morning. A half-hour before the first funeral of the day they are lowered to half-staff. A half-hour after the last funeral, flags are raised to full staff where they fly until reveille, when they are lowered, folded, and stored until the next morning.

cemetery's Vehicle & Equipment Maintenance Division. "With the rugged terrain and occasional snow-storm, the four-wheel drive is important."

In instances where a veteran's spouse or children are interred with the veteran, the initial graves are dug deeper to allow the vaults to be stacked. "To get the additional depth we need in these instances, and to allow us to dig over and around grave markers that have already been installed, we order our backhoes with extendable dippersticks."

The cemetery now covers more than 600 acres. "With additionally acquired land, we anticipate that we will have the capacity to continue with our mission until 2075," says

Kohlbecker. "It's an honor to be involved with remembering our nation's veterans. I get a lump in my throat each day I pull in the gate. It's a feeling that I hope never goes away." ■



A fleet of five 310G Backhoes digs the graves for the 25 to 35 funerals that take place at Arlington National Cemetery each day.

RAGING BULLDOZER, from p. 11

packs quite a punch, delivering maximum power at a low 2,200 rpm. The result is better fuel economy, so you can move more cubic yards per dollar than any machine on the market.

Because the engine is low revving, it's surprisingly quiet. "The first thing I noticed about this dozer is how quiet it is," says Webb. "Considering its size, you'd expect it to be much louder, but it's actually quieter than even smaller sized dozers."

And whatever the job, the 950C is ready and able. Available in standard track, long track, and LGP configurations, it comes with either a

12.5- or 15.3-cubic-yard semi-U-blade that can be fitted with hydraulic tilt and power pitch adjustment. Numerous heavy-duty cutting edges, side cutters, push plates, blade liners, and end bits are available.

Rear attachments include single- and multi-shank parallel-ogram rippers with hydraulic pitch adjustment. "It has a good heavy ripper on it," says Foster. "We were in several different kinds of material on the job site, including heavy clay, and the machine pulled the ripper effortlessly."

Never Down For The Count

Big dozers shoulder quite a bit of the load for most contractors, so minimizing downtime is critical. The DuraTrax™ tra-

ditional oval undercarriage is built to last — an important consideration when 50 percent of a dozer's maintenance cost is for undercarriage repair.

Plus, the undercarriage also provides a smoother ride — even in the roughest terrain. The oscillating track frame employs a cushioned pivot shaft that absorbs shock loads.

One-side daily service access also keeps downtime to a minimum. "Engine access is excellent for servicing," reports Foster. "Hinged service doors open wide to provide easy access, and service points are conveniently grouped."

For more information about the 950C and other dozers in John Deere's heavy-hitting hydrostatic lineup, see us today. ■

Designed with attachments in mind, rear implement mounting points are built into its main-frame, not bolted on.

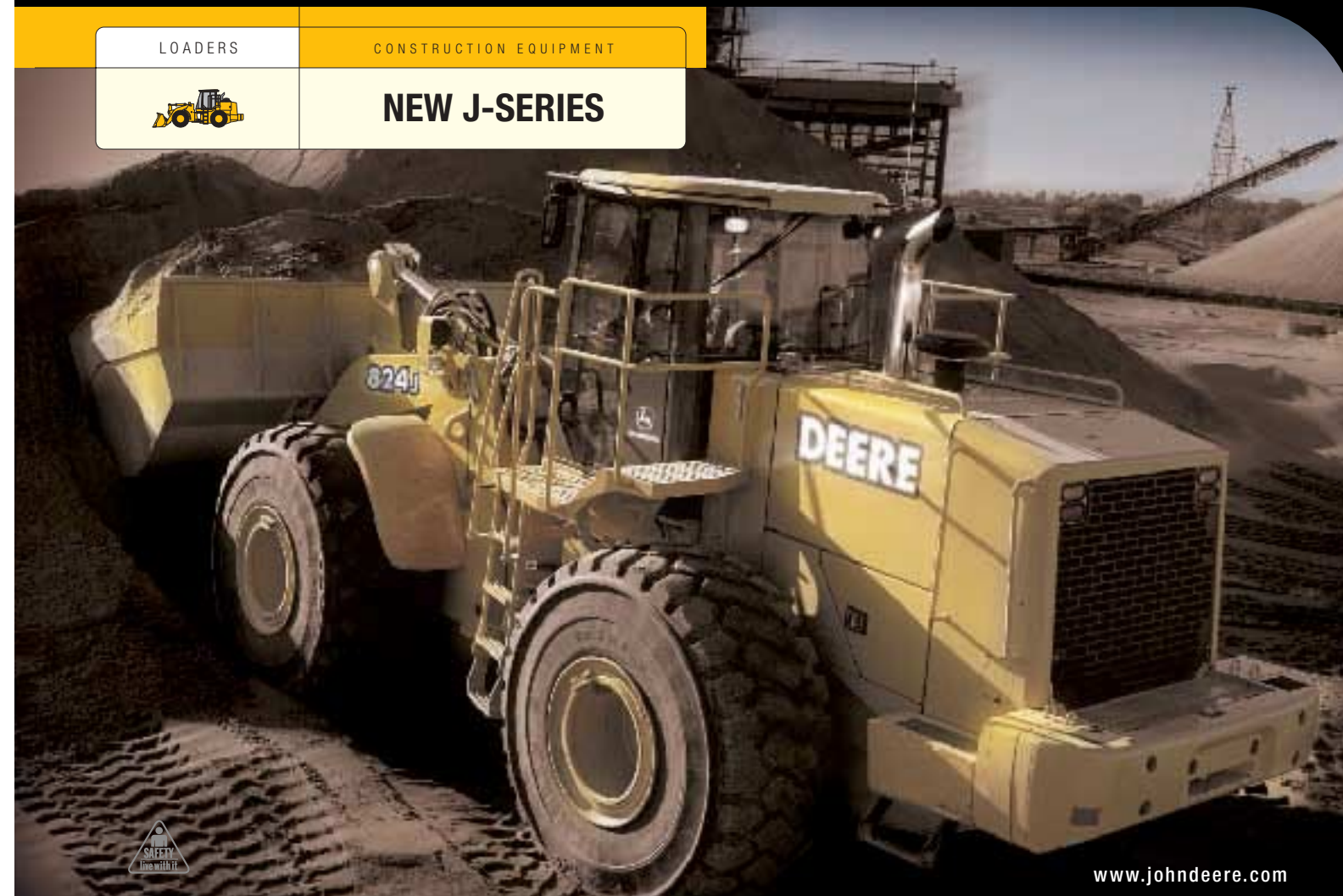


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turn-tip load and breakout force. Plus, with spin control, smart-shift technology, and optional ride control, the J-Series loaders run ultra-smooth, delivering faster cycle times and greater productivity. See your dealer for details. Or call 1-800-503-3373.

Model	Horsepower	Nominal Bucket Capacity	Bucket Breakout
724J	205 NET HP	4.75 CU. YD.	31,742 LBS.
744J	265 NET HP	5.25 CU. YD.	42,150 LBS.
824J	275 NET HP	6.00 CU. YD.	43,228 LBS.



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- > 170-205 net hp 772CH-II
- > 15-position front-wheel aggressiveness control
- > All-wheel-drive inching ability to 0 mph

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New steering valve reduces lock-to-lock wheel turns for easier maneuverability and reduced operator fatigue.



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