



JOHN DEERE

THE CONSTRUCTION EQUIPMENT *REVIEW*



The 1050 Dozer **Rock Star**

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INSIDE TRACK

BY **BOB BROCK**

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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



“If our operator had his choice, the 1050C is the only machine he’d ever run,” says John Gleim, president, John W. Gleim, Jr. Excavating.

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. ■

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.

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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.

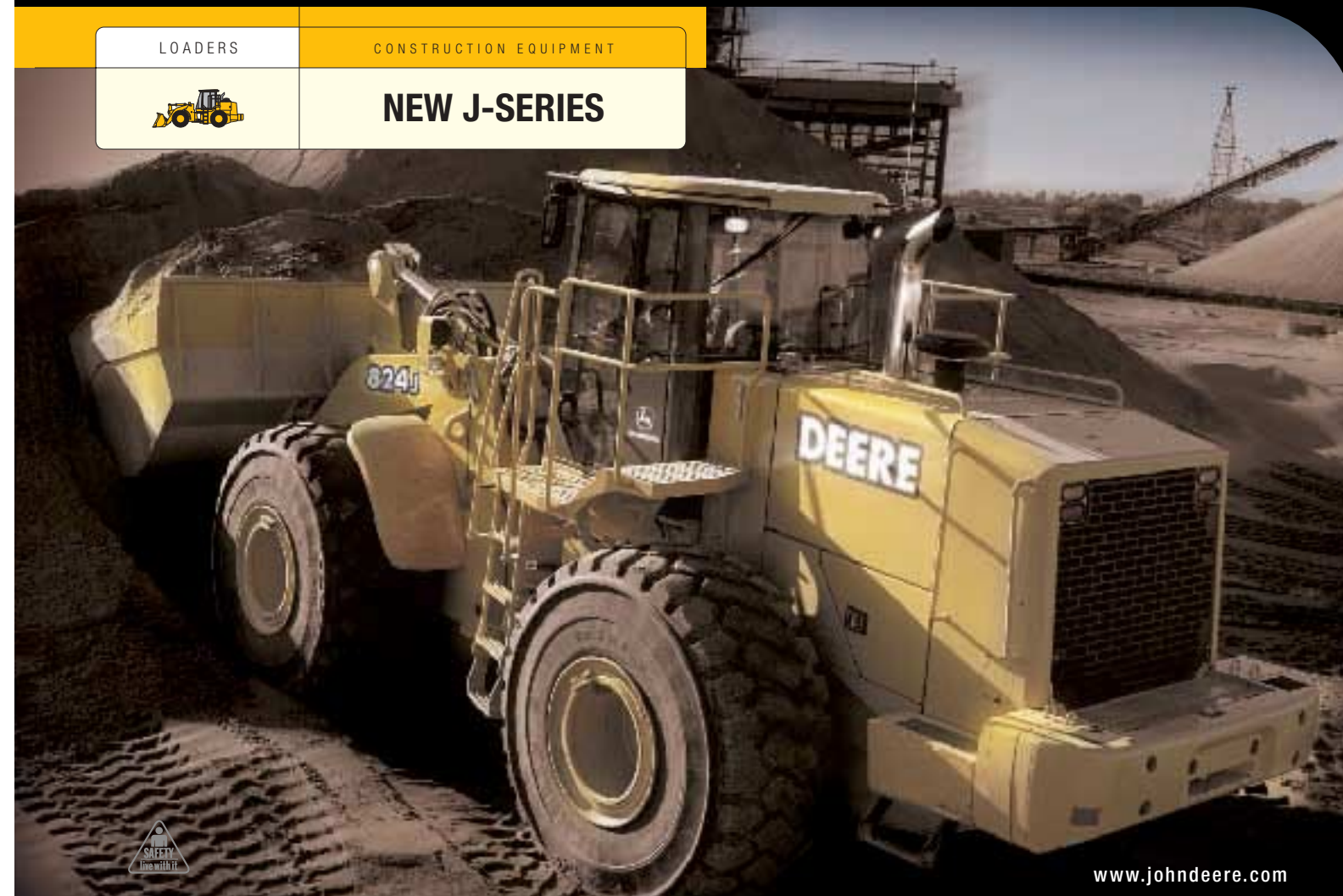


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744J	265 NET HP	5.25 CU. YD.	42,150 LBS.
824J	275 NET HP	6.00 CU. YD.	43,228 LBS.



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