GOLD DIGGERS

OceanaGold buys up large at Macraes Flat gold mine

- New John Deere forestry machinery goes to work in Northland
- Solid Energy adds a third 190-tonne Hitachi excavator to its Stockton fleet
- New Scania V8 range arrives
- Scania R730 thrills in Italy
Cover image: The recently commissioned 359-tonne Hitachi EX3600-6 ultra large mining excavator delivered to OceanaGold for its Macraes Flat gold mining operation.

Track & Wheel is designed and published on behalf of CablePrice (NZ) Ltd, and produced by the Marketing Department.

DESIGN & PRINTING
TraderGroup (a division of ACP Media)

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The Track & Wheel staff would like to thank all of the customers who made this issue possible. This issue was brought to you by the letter R and the number 3.

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LIKE Canterbury since the September 4 earthquake, the country continues to suffer aftershocks from the recession, in what can best be described as a still volatile market.

Consumer spending has remained flat, business confidence has fluctuated and businesses have used the period to concentrate on reducing debt. However, recently general business confidence has shown signs of lifting, along with employment and investment intentions. This is perhaps signaling that many are now putting winter behind them, looking at their balance sheets, and thinking maybe the time is coming to get more actively positioned for better growth beyond simply trimming expenses.

In a lot of ways CablePrice has already reached this stage. The fact that the company maintained a positive financial result last year in spite of one of the toughest economic environments reinforces the stability of our organisation as a reliable solutions provider to our customers, and should provide security and peace-of-mind that we will be there for you – even in the tough times.

For the better part of this year CablePrice has been focused on strengthening our operational capacity and improving efficiency; including the creation of a new mining support team, investing in new fit-for-purpose field-service vehicles, introducing a dismantling business and expanding our parts department in Christchurch, as well as brake roller testing machinery in Hastings and Rotorua. We’ve also continued to focus on engaging with our customers with activities such as the European Scania V8 launch, a recent John Deere E-series in-forest demonstration and the major sponsorship of the NZCF excavator operator competitions for 2010/11.

Our efforts have resulted in some significant milestones, not the least being the delivery of a fifth 100+ tonne mining excavator (an EX1900-6) to the Stockton Alliance on the West Coast, as well as a 360-tonne EX3600-6 mining excavator into OceanaGold in Central Otago. These deliveries represent a 100 percent share of the 100+ tonne class mining excavator market since 2008 - an outstanding endorsement of Hitachi’s durability in some of the toughest operating conditions in the country!

Another noticeable milestone includes the launch of the new Scania V8 range – including the world-leading 730hp Scania engine. The successful uptake of this range will see a large number of transport customers receiving the keys to their new top-of-the line R 730 in early 2010.

In the past 12 months, our other major brand, John Deere, has made a significant impact into the wheel loader market with the release of the new K-series loaders, and we are really excited about the movement to mechanisation in forestry applications, with strong levels of interest in our K-series levelling carriers and E-series for forwarders at the recent in-forest demonstration in Whangarei.

I am also delighted to announce the recent appointment of Alfons Reitsma as general manager of sales and marketing. Alfons rejoins CablePrice after a three-year absence, working for Scania in Asia, where he earned the nickname “Alfonsolution” for his ability to resolve difficult challenges. You can read more about Alfons’ return on page 6.

With another key appointment for the company, Mike Staal, recently joined CablePrice’s Wellington region as sales manager for the Isuzu MasterTruck Dealership. Looking to 2011, CablePrice will be refocusing our Isuzu business model to concentrate on providing a greater presence in the greater Wellington region and expanding our after-sales support network.

Looking forward, I believe 2011 is set to be an exciting year. The Rugby World Cup holds much anticipation for rugby supporters, the National government’s first term will come under scrutiny as they head to the polls seeking re-election, and economists are predicting the economy will continue to grow – albeit slowly.

But, before we get to 2011, Christmas awaits. And on this note I conclude this message with thanks for your continued support and my best wishes for the festive season. I wish you all an enjoyable and relaxing Christmas break, safe and happy travels, and a prosperous New Year.

Regards,

Sean (Shunya) Hashimoto
Managing director
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Christmas Holiday opening hours

CablePrice wishes to advise customers of workshop and branch closing dates over the Christmas period. All CablePrice branches, Central Warehouse and Head Office will be closed for business on Monday 27th through to and including Friday 31st December, 2010, as well as Monday 3rd and Tuesday 4th January, 2011. Emergency support staff will be on-call throughout the holiday season, including public holiday and outside standard business operating hours. Branch operating hours for the holiday are specified below.

CablePrice branches, excluding North Shore and Hamilton, will be open all days during the Christmas and New Year break, except statutory holidays. Operating hours will be 8am-5pm, and staff will be on-call during statutory holidays for emergency breakdowns.

North Shore and Hamilton will be closed from December 25th, 2010 through to January 4th, 2011, inclusive. All branches, excluding Whangarei, will resume normal operating conditions from 5th January, 2011. Whangarei will resume normal operating conditions from 10th January, 2011.
Following a three-year absence from CablePrice, Alfons Reitsma returns to the company to take up the position of general manager sales and marketing.

From 2005-2007 Alfons held the position of national service manager at CablePrice’s Head Office, before leaving to take up a dual role within Scania’s South East Asian Business Unit as senior technical product manager and key international account manager. The role saw Alfons opening up new on-and-offroad segments for Scania in mining, heavy haulage, line-haulage, oil field services, logging and city bus opportunities across the entire Southern East Asia region.

Success stories in those three years include securing major accounts with TNT and Shell, as well as making significant inroads into the mining and heavy haulage segments for Scania in the region.

His wife Adelie and their two children, Heike and Maks, have now returned to New Zealand to look after the family farm, situated on the southern outskirts of Wanganui. Alfons frequently returned to NZ during his time abroad – the trips ensuring he remained up to speed with the goings-on in the industry.

Dutch-born, Alfons grew up in the prime dairy district of Friesland (Friesian Cows) in the Netherlands, as the youngest in a family of blacksmiths and agriculture engineers. He moved to NZ in 1982 at the age of 19, going to work as a farm mechanic and general hand in the Tomorata district, before retraining in full NZ qualifications as an A-grade diesel engineer, completing an 11,000-hour apprenticeship in Scania trucks, buses and marine engines, as well as a number of other truck manufacturers’ products, and has significant experience working on a variety of heavy machinery makes.

In the early 90s Alfons returned to Europe as a field diesel engineer for a Scania agent, before joining Scania in Sweden in 1994. He spent 12 years working for Scania, including roles in the overseas sales and marketing department, as well as stints in the company’s regional offices in Malaysia and Hong Kong.

Before joining CablePrice in 2005 Alfons had a stint at Titan Plant Services as its national operations and workshops manager and also spent some time developing his sheep and beef farm.

Aside from his passion for trucks, machinery and their industries in general, Alfons is an avid believer in green technologies, recently speaking to one of Thailand’s leading universities as a guest speaker on the subject of ethanol buses in the country. He has also worked on a project where he made a theoretical 10MW wind farm model for projects to reduce CO₂ emissions for the NZ government. He sees the issue as one of “sustainability and efficiency”, and believes it will only continue to grow in importance – and demand – within our industries.
CablePrice delivers up another young apprentice

During May, the Rotary EIT Awards dinner 2010 was held. One of this year’s awards recipients was CablePrice Hawke’s Bay’s truck and bus technician Matthew Field, who received the award for MITO’s Top Year Two Apprentice for the Hawke’s Bay Region.

Regional operations manager for CablePrice Central North region, Karl Scruggs, said following the awards, “Matt’s efforts, both in the work place and completing high standards in MITO training and CablePrice technician trainee, have been an outstanding and contributing factor to his being recognised in Hawke’s Bay during these awards”.

Matt has also recently completed his final units in Automotive Engineering Heavy Equipment and Road Transport and been issued his trade certificate in these fields.

CablePrice Hastings branch workshop manager Joe Gradwell, who was with Matt at the awards dinner, said, “Matt is growing to be a very efficient and experienced technician and I am very proud, as is the rest of the CablePrice Hastings team, of what he has achieved”.

After the award Matt took a quick breather before setting his mind and skill towards achieving the CablePrice Training “Master Technician Programme”, and has also signed up to his next step with MITO by taking on the A-TEC (A Grade) programme.

CablePrice has worked closely with MITO for a number of years, developing and encouraging apprenticeships into the industry. The company has a proud record of developing a very high calibre of apprentices, and Matthew continues this legacy.

Long-service list continues to grow

As well as CablePrice’s “First Choice” commitment to its customers, one of the company’s founding values is to ensure it is a “First Choice” employer to its staff.

With more than one-fifth of the company’s 300-plus employees having over 10 years service, CablePrice takes great pride in recognising those that have achieved long service milestones.

During the difficult 2009 business year, CablePrice introduced a new long-service scheme recognising 10, 20, 30 and 40 years of service, to reward and thank staff that have displayed loyalty and high levels of performance.

In 2010, nine additional staff achieved recognised milestones as part of the company’s long-service recognition scheme.

Ten year long-service achievement

Damon Smith   Auckland
Gary Gilbert   Auckland
Gordon Puddick   Gisborne
Terry Duncan   Rotorua
Frank Tumahai   Christchurch
Peter Ross   Christchurch
George Hewison   Christchurch
James Gibson   Greymouth

Special recognition must also go to Ian Jukes of Invercargill for reaching a distinguished 20 years continued service with CablePrice.

Our longest serving staff member, Beverly Cooper of Auckland branch, has been with the company for nearly 47 years, and says she is just as motivated to achieve 50 years as she was when she achieved 40.

Additionally, 30 percent of the company’s senior management group have long-service records in excess of 25 years with the company, and collectively three – Bruce Forrester (30 years), Karlyn Webley (27 years) and Colin Bowden (26 years) - have over 80 years combined experience with the company.

CablePrice thanks all of its employees for their commitment and loyalty, and looks forward to the collective pool of experience growing as nearly five percent more staff will reach the 10-year milestone within the coming two years.

CablePrice awarded Supplier of the Year award by NZCF

At the New Zealand Contractors Federation (NZCF) Wellington/Manawatu branch meeting on July 10, CablePrice were voted the ‘Associate Member/Suppliers of the Year’ for 2010.

The award was presented to CablePrice national equipment sales manager, Andrew Crane, by the Wellington/Manawatu branch chairman of the NZCF; David Howard in recognition of outstanding support of its customers within the lower North Island regions, as well as ongoing commitment to the industry, and the Contractors Federation.

CablePrice was also recently appointed Core Associate status by the New Zealand Contractors Federation in recognition of its long-standing support of the national body, as well as its ongoing sponsorship of the New Zealand National Excavator Operator Competition – as major sponsors and sole machinery providers to the exclusive event.
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New Isuzu account manager

CablePrice has recently introduced Mike Staal to the Wellington truck sales team. Coming onboard as the Isuzu account manager, Mike says he’s “dedicated to ensuring Isuzu remains number one in the light and medium duty truck range”, a position Isuzu has held for over 10 years.

Born and bred in Wellington, Mike is no stranger to the commercial vehicle industry, having recently come from Henderson Rentals (a Hirepool company) where he has managed the company’s Wellington and Palmerston North branches for the past few years.

Mike’s addition strengthens an already experienced CablePrice Isuzu team that has been an authorised Isuzu Master Truck Dealer since 1991. Mike says the team is dedicated to delivering outstanding customer service that reflects Isuzu’s position of long-standing market leadership – in all facets of its operation.

“Mike’s experience, professionalism and commitment to customer satisfaction, will ensure clients receive real value for money, as well as priority attention and care throughout the lifecycle of their truck, not just the purchase,” says Alfons Retisma, CablePrice Isuzu Dealer Principal.

“Isuzu knows how to make a hard working truck that gets the job done,” says Mike, “and customers can rely on CablePrice for responsive support both on and off the road.”

With a wide range of models available, include Isuzu’s new Gen 6 N-Series (1.25-4.25-tonne payload), F-Series (medium duty 5-14-tonne payload) and the C and E Series (tractors and rigid), CablePrice has the right truck to suit your business, no matter how big or small your operation is.

CablePrice is based in Gracefield Lower Hutt and has the Isuzu franchise for the greater Wellington region, including Kapiti-Horowhenua and the Wairarapa.

For more information and to find out more about upcoming special deals on N, F and Giga series, see the contact details below.

n October 2010, CablePrice was awarded a deal for the delivery of six Euro 5 Scania trucks into Auckland-based distribution company, Route & Retail (R&R).

The exhaustive process, involving independent vehicle consultant, Craig Silby of easytrucks.co.nz, culminated in the selection of four G 480 8x4 and two P 320 8x2/6 rear-steer Scaniais for the northern based transport arm of Foodstuffs Group.

R&R operates a fleet of 150 trucks across the upper half of the North Island, with five depots – located in Whangarei, Auckland, Cambridge, Thames and Rotorua – delivering FMCG from Foodstuffs Auckland distribution centre to all of the grocery giant’s 160 stores across the region.

The brief to Silby from R&R general manager Kim Chamley and transport manager Graham Ellis was to find R&R the “most cost-efficient” heavy commercial vehicle solutions for the distribution operation.

“Going to the HCV market with a list of requirements specific to R&R, the main aim was to achieve better productivity, better fuel and environmental efficiency, while increasing the level of safety,” explains Silby. “We faced various hurdles such as the increasing freight task, manoeuvring around supermarkets and 4 Square stores, the need to be side and/or rear loaded via forklift or tail lift, plus specific chilled and frozen requirements.

“Via the preferred suppliers chosen,” he says, Scania provides R&R the opportunity to achieve a very high level of business measurement, while streamlining the customer/supplier relationship requirements.

“The shift to European trucks for R&R will in time produce efficiencies throughout the business, most of which can be measured and tuned in real time via their International Telematics satellite monitoring solutions,” available in the new Scaniais.

Shifting the cab chassis supplier to Scania gives R&R the opportunity to optimise and custom build each vehicle as required. Scania was one of the only suppliers offering such a wide variety of build options, along with the latest Euro 5 emission rated engines.

Craig explains, “Thinking I was pushing my luck, I asked if we can order a twin steer, single drive rigid chassis, with an actively steered rear tag axle and very long wheelbase. To my surprise it wasn’t a problem; now we are able to order a chassis ex-factory that can legally carry 20 deck spaces while having the same or better manoeuvrability as the current typical 16 deck space 6x2 rigid.”

Driver trainers can focus more on daily operations and safety due to the cab and controls layout being essentially the same across the Scania range: The Scania as standard has its own on board driver training system, which should be very useful. Also as standard, Scania provides live air suspended axle weight dash readouts (including compatible trailers) that will assist the drivers/dispatchers to load/unload more efficiently. The ScanPlan repairs and maintenance system fits very well with the R&R business model, as all suppliers must provide contract R&M solutions.

R&R has included rear view cameras on all bodies and trailers, and side under run protection systems will be installed where practicable.

The six Scania cab and chassis are all due to land in the country late January 2011.

CPL secures deal for six Scania distribution trucks into Route & Retail

...
Scania signs development agreement with Porsche

Scania has selected Porsche Engineering Group GmbH as its partner in the development of the next generation of truck cabs. “In Porsche Engineering we have found a partner that shares Scania’s values and views on development and production. We will develop a cab frame together that is optimised for Scania’s requirements on styling and functionality, as well as for rational production,” says Per Hallberg, executive vice president and head of research and development, purchasing at Scania.

Porsche Engineering Group GmbH provides highly advanced engineering services in areas such as material analysis and structural testing, as well as design of production equipment and logistics. Customers include both automotive companies and other industries.

Scania to increase its research and development capacity

Scania has decided to build a wind tunnel at its research and development centre in Södertälje, Sweden, to be used for testing such vehicle characteristics like comfort, road safety and environmental performance in different climates. The facility, the only one of its kind in Europe, will be completed in 2013.

It is time-consuming and requires large resources to carry out testing of trucks and buses in different climates, among other things for planning and vehicle transport. A wind tunnel that can simulate realistic environments, ranging from dry Arctic cold to humid tropical heat as well as various wind conditions, will thus make Scania’s test work more efficient and flexible.

“In various stages of the development phase, there are many advantages in being able to test vehicles and individual components independently of seasons and without having to transport them to another climate. Investing in a wind tunnel will strengthen our competitiveness, since it will make shorter development times and higher product quality possible,” says Sven-Åke Edström, senior vice president truck, cab and bus chassis development.

New fit-for purpose service truck for Wellington

EQ Workshop

A significant financial investment in the Wellington’s equipment workshop service vehicle fleet has delighted branch operations manager, Deon Stephens. “The addition of a fit-for-purpose Isuzu NPR service vehicle means the branch can now provide a host of additional in-field services we were previously unable to,” he says.

The Isuzu has been fitted with PK3800 heavy duty crane enabling the servicing of large components and heavy lifts. It also includes high-grade oil pumping equipment that allows onsite servicing and accommodates waste oil and filter removal. Equipment workshop team leader, Hayden Webb, says “the arrival of the truck has done wonders for staff morale. It shows the guys on the ground that the company see the challenges facing us in providing top quality service to our customers, and that they listen and are prepared to back us with a substantial investment. When we visit a customer we have the necessary machinery, tooling and storage to complete a much wider range of tasks in the field.”

Hayden adds, “This means we can bring everything we need to the site to service the machinery quicker, remove the hassle for the customer by taking away any waste products, and save the customer downtime and money.”

For enquiries on in-field servicing within the Wellington region contact Hayden, ph 0275 457 301 or the branch, ph 04 564 2489.

New brake testing equipment for Hastings and Rotorua branches

To offer the convenience of one-stop servicing for its commercial vehicle customers, CablePrice has recently invested in state-of-the-art brake roller testing equipment for its Henderson Road-located Hastings branch, with an identical unit being installed in the company’s Tallyho Road Rotorua branch a week later. Service manager for Hastings workshop, Joe Gradwell, says the new equipment is a timely investment.

“While it will help us offer added-value services with greater flexibility in helping customers plan their R&M to minimise downtime, it holds even greater potential to assist transport companies to obtain better operator ratings through regular brake-testing and improving CoF results,” he says.

Joe adds that with Land Transport NZ putting increased emphasis on the Operator Rating system the new brake testing equipment means CablePrice is geared up to assist its customers maintain safer and more productive roadworthy fleets, while drastically minimise the occurrences of time-consuming and annoying CoF failures. The local Hastings-based VTNZ is supportive of the investment CablePrice has made, citing safety in the heavy vehicle industry as of key importance to its overall business objective.

To book a brake test in Hastings contact Joe, ph 0275 244 479 or 06 879 8170 and for Rotorua contact Chris Long, ph 0275 771 039 or 07 349 0610.

Dismantling expansion pushes parts forward

With the introduction of a truck and equipment dismantling division, based out of CablePrice’s Hornby-based Christchurch branch, the branch’s parts department has moved into the neighbouring building (still on the same site as the main branch). The new facility offers increased display and storage space for the parts department, which allows the new dismantling business to operate from within what was previously the parts department (to the right of the main entrance). This affords the dismantling division convenient access to the adjoining workshop.

For enquiries on CablePrice’s dismantling business keep your eyes on its website, www.cableprice.co.nz. A full range of available parts will soon be searchable via the in-built and easy to use search function, as well as the ability to view products currently being dismantled.
THE LORD OF THE ROAD – THE RETURN OF THE KING
On April 16, on the eve of the international heavy machinery and commercial vehicle trade show, Bauma, in Munich, Germany, Scania unveiled an entire new V8 range of trucks, including the most powerful commercial vehicle engine on the global market – a new 730hp V8.

During the unveiling Scania executives announced an entire new strategy for the premium V8 range, including refined design and styling characteristics for the V8 range and the addition of the R 730 into the range, now comprising of four high-output engine models: 500hp, 560hp, 620hp and the 730hp. Scania V8 trucks dominate the high-output end of the truck market, accounting for more than half of total sales volume above 600hp. With a new 730hp rating to choose from, Scania’s demanding V8 customers now have a wide choice that nobody can match.

Over the next 10 pages Track & Wheel looks at the new line up in-depth, including reviews from New Zealand customers who were among the first in the world to order and test drive the new, almost inexhaustibly powerful, R 730.
UN NUOVO RE DELLA STRADA È NATO
A NEW KING OF THE ROAD IS BORN
the steering wheel may have been on the wrong side of the cab and they may have been driving largely unfamiliar configurations on the wrong side of the road, but for a bunch of Kiwi Scania customers, this only sought to enhance the exhilarating experience of test driving the world’s most powerful production truck – the recently launched Scania R 730, in Northern Italy during July.

As part of the worldwide launch of the new Scania V8 range unveiled in April, CablePrice hosted a tour party of 25 customers on a trip to Europe to participate in the Scania-organised international V8 test drive experience in Riva Del Garda, Northern Italy, in early July. Customers were invited to join the trip when they ordered a new Scania V8 before mid-June, 2010.

Torrin Day driving past amazing scenery while test driving the R 730 in Northern Italy.

A century old lake-front town halfway up Lake Del Garda in Northern Italy where customers were entertained for an evening.

New Zealand and Spanish customers listing to the pre-drive briefing before driving the new V8s outside Riva Del Garda in Trento, Italy.

A century old lake-front town halfway up Lake Del Garda in Northern Italy where customers were entertained for an evening.

With its whopping 730hp and 3500Nm of torque @ 1900rpm, the truck exceeded their expectations on all levels – power, performance, comfort, economy and style.”

Glenn Croasdale, CablePrice national marketing and brand manager

Scania V8 before mid-June, 2010.

The Italian driving event offered the entire line up of Scania’s four new eight-cylinder engines (500, 560, 620 and 730hp) across a combination of predominantly European configured demo trucks, including 4x2 tractors, 6x2 and 6x4 rigids. CablePrice’s national marketing and brand manager, Glenn Croasdale, who co-hosted the tour, says, “The line up of trucks available to test was impressive, but the R 730 was what we’d all come to see and our customers did not go away disappointed.”

With its whopping 730hp and 3500Nm of torque @ 1900rpm,
What they thought

Torrin Day – Hawke’s Bay

After driving the R 730 1600m up Monte Blanc in the mountainous Trento region, all that co-owner of Hawke’s Bay-based refrigerated transport company Cool Trains Ltd, Torrin Day, could say was, “Wow! What an impressive truck…to go up a hill of that grade and to be changing up gear and pulling like that…wow! The R 620 we have in the fleet is a great truck but the R 730 is something different.”

Wayne Clayden – Te Karaka

“They’ve got it looking real nice,” Te Karaka-based transport owner Wayne Clayden, said after his drive experience. “They’re really impressive looking trucks.” Wayne also commented on the noticeable power difference and improved gearchanging with the new trucks, saying “I thought they went well. The horsepower is mind-boggling, really, even compared with the R 620, and the two-pedal auto improved it out of sight…beautiful shifting, far advanced to what we’ve got.”

Glenn Carroll – Manawatu

Manawatu-based livestock transport company owner, Glenn Carroll, said the new styling and interior design of the new range is “heaps better with lots more options”. According to Glenn, testing the two-pedal fully automated transmission helped him make up his mind which way to go. Following a drive at Scania’s test track in Sweden, then again on public roads in Riva Del Garda, Glenn says he was sold. “I did the reversing exercise at the test track and it’s the two-pedal, definitely.” With a new manoeuvrability mode for situations where precise movement is required – such as reversing to couple a trailer – Glenn says, “It saves riding the clutch, so why would you put a clutch pedal there?”

Deal Alderson – Auckland

Echoing Torrin Day’s comments about the truck’s almost inexhaustible power, Deal Alderson, of Alderson Bulk Haulage, said, “There are not too many trucks that I’ve driven that you have to slow down for corners going uphill with 40-tonne on! In the terrain we were driving on in Italy, it was impressive to say the least. I can’t wait for our 730 to turn up.”

Rogan Nordmeyer – Auckland

Rogan Nordmeyer of Auckland-based power pole installations company, Solar Outdoor Lighting, summed up his drive experience: “Driving the R 730 was very quiet, there was no V8 rumble and no sensation of how the truck was going even though it was loaded to 40-tonne. “With the 560hp V8 behind me through the hairpin corners on the uphill climb it wasn’t until we had passed through a village and the road opened out to a long straight incline that the R 730 could show what it had. One minute the R 560 was there, one kilometre later he wasn’t even in the mirrors. It was just an effortless performance – no strain, no hesitation just pick up the gears and keep on going. “On the descents the retarder was even better than what we’re used to on our existing Scanias.”

Warren Good – Dunedin

Dunedin-based transport owner, Warren Good, who contracts to The Freightways Group, was the first New Zealand customer to upgrade to the R620 when it was introduced into Scania’s new V8 line-up. Following his drive experience in the R 730, all Warren could say was, “The torque is unbelievable”.

Croasdale says “the truck exceeded their expectations on all levels – power, performance, comfort, economy and style.”

Based on the new Scania R-Series 2010 Truck of the Year, the entire Scania V8 truck range has received both exterior and interior upgrades in order to emphasise and amplify the special V8 sensation. Along with the newly developed range of engines designed to meet the toughest emission standards, and future-proofed for future emission reduction levels, the new V8 range sport stylish chrome trim, Xenon headlights, refined soft-touch interior styling, a distinctive “Black Brilliant” front grill with special mesh pattern and exclusive V8 badges.

Due to begin arriving in New Zealand in January 2011, the new V8 truck range also includes the unique Scania Driver Support System and fully automated Opticruise gearbox that were premiered with the release of the new R-series in late 2009.

A reinforced Scania gearbox is fitted as standard with the new two-pedal automated gearchanging system on the R 730, with Scania retaining the option of the three-pedal transmission, but not.
a manual on the top-of-the-line model.

Over a four-week period Scania hosted in excess of 1000 customers from around the world as part of the new V8 range launch drive experience.

Prior to the Italian test event, CablePrice took the customer group to visit the home of Scania in Södertälje, Sweden, where they visited the Scania foundry, assembly plant and the company’s demo centre test track, and also met company CEO, Leif Ostling, and company vice president, Martin Lundsten.

On route to the Italian driving experience, the group also stopped over in the Netherlands to visit the Scania assembly plant in Zwolle, where the majority of the Scania trucks destined for New Zealand are assembled.

There are not too many trucks that I’ve driven that you have to slow down for corners going uphill with 40-tonne on!

In the terrain we were driving on in Italy, it was impressive to say the least.”

- Dean Alderson, Alderson Bulk Haulage

The impressive line-up of Scania V8s on offer during the test and drive. The full line-up of V8s – from 500 to 730hp – were available for customers to drive.

The sharp cornering and steep slopes of Mt Blonc, in Northern Italy, provided the perfect live test track for the V8s.
The world’s most powerful truck – Scania’s R-series is now gaining an even more high-powered V8 as its flagship model.

With a torque level of 3500Nm and 730 horsepower, Scania’s new V8 is the most powerful truck engine in the world – built to meet the toughest emission standards and handle the most demanding tasks. Given its power, the new engine will also enable hauliers to meet the future need for higher transport capacity – longer and heavier trucks – thereby providing benefits for the environment and the climate.

Meanwhile Scania’s entire V8 truck range has received both exterior and interior upgrades in order to emphasise and amplify the special V8 sensation that is receiving praise from drivers and hauliers worldwide.

See video footage of this truck by scanning this tag. For full instructions, see page 5.
The new Scania V8 truck range

**HIGH TORQUE AT LOW ENGINE REVS**

- All Scania V8 engines meet Euro 5 standards and the most powerful also meets the stricter EEV standard, without compromising performance.
- In addition to the new 730hp engine, Scania’s V8 platform consists of engines with output steps of 500, 560 and 620hp. All four engines are based on Scania’s philosophy of high torque from low revs, making the engines fuel-efficient across a broad rev range.
- Read more about Scania’s new V8 range on the web: www.scania.com/v8

**INTERIOR FEATURES**

1. V8 symbol on dashboard, in central instrument display and on remote control
2. Fluted black leather seats with light grey stitched seams and embossed V8 symbol (option)
3. V8 symbol, leather trim and Scania Griffin on door panel (option)
4. Fluted V8 leather floor mat with light grey stitching in centre of cab (option)
5. Black wooden and stitched leather steering wheel with light grey seams (option)
6. Specially designed pedals with rubber pads and V8 symbol on door-sill rubbing strip

**Specially styled exhaust tailpipe on left-hand side and V8 symbol on sideskirts**

**POWER and STYLE**

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Power and torque

Ever since Scania launched its first V8 in 1969, brute power in the form of high torque starting at low revs has been its most distinguishing characteristic. Torque, rather than horsepower, is what does the job for a truck driver.

The new V8 offers an unsurpassed torque rating of 5500Nm between 1000 and 1350r/min. It achieves maximum output, 730hp, at 1900r/min (see graphic).

“Looking at the Scania brand, the expectation is that we have the best performance,” says Robert Hedström, project coordinator for development of the new engine. “This is why we highlight torque. Torque is what makes a difference when driving up a steep hill in a 60-tonne rig.”

For more than six months, Daniel Pereira Casalinho has been hauling ice cream, vegetables and paper all over Europe in the world’s most powerful truck. The new Scania V8 has become king of the mountains on his routes.

Compared to the trucks he has driven before, field test driver Daniel Pereira Casalinho saves time and fuel with such a powerful engine beneath his feet.

“I don’t know the output, but I can maintain a higher average speed than anybody else, since I can always pull out more horsepower when I really need it. With a full load, I drive 12-20km/h faster than all other trucks on the slopes up towards Spain and over the Pyrenees,” Casalinho explains.

During a journey from Portugal to Belgium or Italy, the experienced driver saves about two hours.

“The most fantastic thing is that I can always drive at low revs. In this truck I have never, not even on the steepest slope, needed to exceed 1500 revs. The torque is almost unreal. It feels as if I’m silently gliding past all the other heavy trucks. As a professional driver, it fills me with enormous satisfaction to drive a truck like this.”

Because of this exceptional torque and the extra horsepower, the haulage company that Casalinho drives for – Transportes Broliveira in
Ourém, central Portugal – also saves a lot of fuel. “Although I don’t yet have exact figures, on some trips this vehicle has been an amazing five litres per 100 kilometres more economical than many of our other trucks,” says the company’s owner, Boaventura Verdasca de Almeida.

Given the existing weight limits for haulage in Portugal, however, he sees emotional reasons as well as rational ones for investing in such a powerful truck.

“We have 160 Scania trucks in our fleet, which has improved the company’s image and helps us recruit the best drivers. The new V8 would undoubtedly further strengthen our image.”

Aside from a high standard of punctuality, the haulier’s customers are increasingly demanding that their goods shipments have the least possible environmental impact.

“That is why we’re now investing in Scania vehicles with Euro 5 or EEV-compliant engines.”

Collaborating with Scania on actual field testing has several advantages to the haulier.

“Just like Scania, we work with continuous improvements. Our ambition is that each new transport assignment will be better than the last. We try to learn something all the time,” Verdasca de Almeida says.

Casalinho feels that in the past six months he has learned considerably more than during his previous 23 years in the industry combined. A field test driver must have a high level of integrity, and sometimes use their talent for improvisation. The ability to keep a secret is paramount.

“Should something happen to this truck, I can’t just send for the nearest Scania service technician. Very few people have been told what’s inside. Scania’s research and development department has to give the go-ahead even for minor servicing. And of course it’s not a truck you just leave on the roadside.”

When socialising with colleagues around Europe, Casalinho has also been compelled to watch what he says. “At truck stops, most Scania drivers and everyone familiar with V8s can hear that it’s not an ordinary V8 engine. So I need to be careful all the time and avoid answering questions. Then, when I just glide past all the other trucks up long, difficult hills – with a full payload – of course everyone realises that this is not a 500hp truck, as it says on the grille. By then, I’m already far away.”

On some trips we have saved an amazing five litres per 100 kilometres.”

Boaventura Verdasca de Almeida, Transportes Broliveira

“...the most fantastic thing is that I can always drive at low revs.”

Daniel Pereira Casalinho, field test driver
PREPARED FOR THE FUTURE
Combining high performance with strict environmental standards was the focus of Scania’s development work for the new V8 engine.

Create the truck engine of the future: a V8 with the highest possible performance that meets Euro 5 requirements and is prepared for later environmental standards. This was the task facing Scania’s engine developers as they began work on the new V8. Five years later, the project has now achieved these objectives.

“Without compromising on fuel consumption, we have succeeded in building a very powerful engine,” says Björn Westman, head of engine development at Scania. Westman leads the V8 development teams.

To achieve 3500Nm and 730 horsepower, Scania’s engineers built new features into the engine. The engine block is cast from compacted graphite iron – lighter and stronger than before – and the swept volume has increased from 15.6 to 16.4 litres.

The new engine is also Scania’s first V8 featuring variable turbo geometry and Scania XPI common rail extra-high-pressure fuel injection. Variable turbo geometry ensures uniform high torque at low revs. With the Scania XPI, fuel injection timing and injection pressure can be adjusted with great precision regardless of engine speed. These choices of technology enable the engine to meet the strict EEV standard (enhanced environmentally friendly vehicle), which is tougher than Euro 5, without a particulate filter.

The emission control system is based on selective catalytic reduction (SCR) technology.

“We regard SCR as a technology of the future for this type of engine operation, and we have developed a new advanced engine management system that includes the dosage of AdBlue additive,” says Robert Hedström, project coordinator at Scania’s engine development unit. “The system is also Euro 6 ready.”

Both Westman and Hedström emphasise the new V8’s continuity and affinity with the rest of Scania’s engine range, despite the innovations. All parts and components in the new engine belong to the Scania modular product system.

“By building on our modular philosophy, for example, we can use the same cylinder diameter as in other newly developed Scania engines,” says Westman. “This gives our customers reliable access to parts and to tried-and-tested technology.”

The powertrain has been adapted to the new engine and is equipped with the new, fully automated Scania Opticruise gearchanging system. But no major changes were needed. A V8 engine is “gentle” to the powertrain, since it provides more uniform torque to the transmission and drive axle.

A Scania V8 is associated with power, good fuel economy and long service life – since a V8 does not have to work as hard. But, explains Westman, powerful engines will also be required to enable the transport industry to contribute to a more sustainable society.

“We expect more powerful engines to be needed to carry heavier payloads.”

Björn Westman, head of engine development

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**ENGINE FACTS**

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<tr>
<th>R 500, R 560, R 620</th>
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Read more about Scania’s new range of V8 trucks on the web or visit your local dealer. [www.scania.com/v8](http://www.scania.com/v8)
Two of the earliest new high productivity vehicles permitted under the May 1, 2010, amendments to the 2002 Land Transport Rule governing dimension and mass limits for vehicles operating on New Zealand Roads, have recently been put to work for Auckland-based general freight company Retko Haulage (2007) Ltd, to fulfil a new contract carting plastic goods across the North Island.

Upon delivery of the two 44-tonne, 22m length permitted truck and trailer combinations, co-owner of Retko Haulage, Peter Ellett, said, “With the new contract, we needed to get some big units put on the road as quickly as we could.”

According to a 2008 NZ Freight study, New Zealand’s freight volume is forecast to increase by 70 to 75 percent over the next 25 years. While all transport modes will carry their share, the nature of freight means that a lot of it will be carried by road. NZTA says, “There are significant productivity gains to be realised by allowing high productivity motor vehicles [HPMV] to operate outside the current mass and dimension limits by using fewer trucks to carry the same amount of freight without reducing the safety of road users.

“We were keen to look at it, and keen to definitely do something,” says Peter; “and with a new cubic metre-based contract coming up, it made sense.”

For its HPMVs Retko specified two Scania R 470 8x4 rigid from CablePrice, choosing to lease the trucks and trailers from TR Group. Peter cited comfort, driver acceptance, reliability and overall driving performance as the company’s
Influencing factors for selecting its vehicle of choice. Retko has run Scania since 1982, and Peter says “they’re a great fleet truck that the drivers love. You can’t beat the retarders. Nothing can touch Scania going down the hills. They’re brilliant.”

Peter goes on to say, “CablePrice has always provided us a really good service.”

So with 99 percent of the company’s line haul fleet already Scania, it comes as no surprise the new high productivity sign, a black H on a yellow rectangular background, would be mounted above a distinctive Scania grill.

CablePrice’s national sales manager for Scania, Karl Relph, says “We’re delighted Retko chose to continue the long-established relationship with CablePrice as part of their venture into the new high performance motor vehicle programme. Scania’s focus towards safer vehicles for safer roads makes it a perfect match when considering longer and heavier vehicles.”

The 7.87m curtainsider body with Zepro tail lift and 10.65m, 20-pallet, four-axle trailer, running BPW disc brakes and EBS braking system, were manufactured by Fruehauf NZ Limited of Fielding. The combination comes with split mezzanine floors across the truck and trailer, and the finished product has Peter’s approval.

“The boys at Fruehauf NZ have done us proud. They worked tirelessly for us to get the permit and we’ll definitely be using them again in the future.”

According to Fruehauf NZ Limited sales account manager, Tony Hodge, “The truck and trailer combination is the first HPMV specification we’ve manufactured and our first time working with Retko Haulage.”

The delivery of the two over-length combinations symbolises Retko’s move to leasing all of its gear from the country’s largest truck and trailer lease company, TR Group. According to Peter, TR Group has been great to deal with, proving to be very engaging when Retko wanted to venture into the new over-length specification. “They’ve made the switch from just leasing trailers, to the total package, seamless,” he says.

The ability to build out to the new HPMV lengths has created efficiencies for Retko that Peter, along with his business partners Ian Tulloch and Rob Covich, say will help Retko consolidate its fleet and more efficiently manage its contracts.

The two Scania R 470 HPMV combinations will be carting plastics between Palmerston North and Whangarei daily, running virtually 24 hours straight. While Peter says they could have done the new run with B-trains, he believes the new set up is much more efficient, and not just because they can cart more.

“The shift into the over-length specification means we’re definitely going to get a lot more cubic in them,” he says, but by selecting the 8x4 curtainsider configuration and setting the Scania up with a tail-lift, “the trucks can drop off their trailers and then go and do deliveries,” thus eliminating the need for Retko to have an additional delivery vehicle at the other end, and reducing double-handling.

According to Peter, the collaboration between Retko, Scania and CablePrice, TR Group and Fruehauf NZ Limited during the permitting of the new HPMV’s vehicles “has seen us put a couple of great-looking units on the road.” He also believes it has been a good litmus test for what is likely to be a steady increase in interest for HPMV configurations.
SPREADING

FROM ON HIGH
The idea of fixed wing aircraft or helicopters applying solid fertiliser is nothing new, however Dannevirke-based entrepreneur Jim McMillan – founder of Outgro Bio Agricultural Ltd – has adapted this conventional process to incorporate a biological view of a farm’s whole-of-life fertilising processes, along with a novel delivery system, which saw his business become the theme sponsor of the National Agricultural Fieldays 2010 at Mystery Creek – as well as propel it into a growth pattern Jim never dreamt of.

To learn a little more about the Outgro operation, and how Scania plays a role in this company’s innovative delivery system, Track&Wheel visited a Feilding sheep and beef farm to catch up with Jim’s right-hand man, and general manager of Outgro, Simon Barnes. Standing in front of the company’s newest Scania P 420, we watch as a Robinson Raven II R44 helicopter lifts off the helipad built atop the stainless steel tanker of the 8x4.

“The idea of what you're looking at now,” says Simon, “came from a conventional operation. A lot of the ag operators spread solid fert through fixed wing or helicopters.”

Talking to Simon, he says there are two problems with conventional fertilising applications. One of the challenges for such operations has always been proximity to water.

“You always had to work out of a dam or a trough or have access to water,” he explains.

While the norm at the time, this proved to be time-consuming and expensive because of the additional fuel required to collect water.

“The second thing,” says Simon, “was you had to cart all your fertiliser and ingredients to the site and mix them in the field. That was always inefficient in the sense that weather conditions would effect how well the mixing could happen. Variability in quality was also affected as it was difficult to get consistency while operating in the field.”

A commercial fisherman before deciding to learn to fly a helicopter, in 2000 Jim set up Outback Helicopters Ltd, starting out with a Robinson R22 helicopter in a conventional operation, including spraying equipment and a topdressing bucket fitted to the R22. As demand for his services grew, Jim’s fleet of helicopters expanded, and he upsized from the R22 into the larger operating capacity of a Robinson R44.

“One commercial fisherman before deciding to learn to fly a helicopter, in 2000 Jim set up Outback Helicopters Ltd, starting out with a Robinson R22 helicopter in a conventional operation, including spraying equipment and a topdressing bucket fitted to the R22. As demand for his services grew, Jim’s fleet of helicopters expanded, and he upsized from the R22 into the larger operating capacity of a Robinson R44.

“We need to test the farm and find out what’s missing in the soil and replace it.”
Simon Barnes, general manager, Outgro

“Jim began getting frequent feedback from customers saying things like, ‘I guess we’ll see you back again next year to do it again’ – spray the thistles, weeds, that sort of thing – and it just didn’t sit true with him,” explains Simon. “It was good for business, but didn’t make sense from a sustainable point of view. He felt there must be a better way.”

As a result, Jim began research into what biological farming is and the whole concept of treating the cause instead of killing the symptom. He discovered from the research available that, “if you get the balance of mineral levels and microbial life in the soil right, you can minimise the impact of weeds or unwanted insects, and everything works properly”, says Simon.

“Conventional fertilisers can have a detrimental effect on microbial life. So this is the problem that farming in New Zealand has got. For the last two generations farming practices have had superficial results, you put some chemical on, you get an instantaneous result, but over time the balance and life of the soil is being deteriorated. Now, what you’re finding is farms are putting more and more of the conventional stuff on for less and less return and they’re saying, why? I’m spending more money on fert but my production is going down. Something’s not right.”

A microbial science approach means a customised solution is required for every farm, as the nutrient deficiencies in one area will differ from that in another.
‘We need to test the farm and find out what’s missing in the soil and replace it,’ Simon says. ‘We also put stuff in to feed what’s already there, the microbial life – the bacteria and fungi that’s already in the soil – that’s really important. Combining the proven science of what nutrients are required for optimal plant growth or animal performance with some innovative technology and a unique application system, which eliminates the dependency on an available water supply [courtesy of the 10,000-litre water tanker] and also allows for their unique fertiliser mixture to be stored in a continual state of suspension within one of the tank’s chambers through an in-built stirring system, Outgro has been able to provide a state-of-the-art biological fertiliser application that can be carried out in the most efficient and hassle-free manner for the customer.’

The Outgro operation has quite literally been built on the back of Scania. After purchasing his first two Scanias from Taranaki-based transporter, Graham Symons, Outgro’s third truck was purchased new from CablePrice. As this article was written, Outgro had its fourth truck, and second new Scania (a groundsprayer unit) at the engineers being built – which is a reflection of the rapid growth the company has achieved.

The fleet comprises of three P-Series Scanias – ex-dairy tankers with bodies featuring the stirring system that keeps the fertiliser in a state of suspension until application, the necessary pumping gear, as well as helipad and storage for water and fuel. Each tanker also tows a three-axle trailer.

Outgro’s newest Scania, a P420LB8X4MHA features the 420hp 12-litre engine. The truck can carry up to 10,000 litres of mix, 1,400 litres of fresh water and has provision for carrying Avgas to fuel the helicopter. The trailer has a maximum capacity of 14,000 litres. The products carried and sprayed can vary from a viscosity of 1.1 to 1.8 so all of the mixes pumped into the truck’s tanks have to be calculated accurately to prevent exceeding gross tonnage in the trucks.

The local adaptions of the trucks and trailers were engineered by Mercer Stainless Ltd in Taranaki.

“Our first truck was a bit of a prototype,” says Simon, “with a lot of effort going into the design and theory of it, and it’s a very, very good truck, in its own right – even today.”

Driver of the P 420 (and crewman for the Robinson R44), Shane “Flash” Cunningham, says the traction of the Scania is a key strength of the truck.

“They’ve got good feet on them with good cross-locks at the back,” he says, before summarising, ‘they’re a good all-round truck, really. We can’t really fault them.”

The combination of microbial science and the intellectual property Outgro has developed with its leading-edge fertiliser delivery system fulfils the two challenges of conventional fixed-wing helicopter spraying Jim sought to overcome at the beginning of his journey. The benefit in using the mobile landing pads on the Scanias are that Outgro doesn’t need any prepared site at the farms and can virtually work from any location the trucks can access, without the need for a local water supply. Probably the greatest benefit of this system, according to Simon, is that they only need the truck driver and the pilot to complete the entire spraying operation, making Outgro’s model extremely lean and efficient.

Along with the trucks, Outgro, through its aviation arm of the business, Outback Helicopters Ltd, owns five helicopters. Two work conventionally, while the other three work in unison with the Scania tankers. With the operation set up as it is, while the helicopter is flying the truck simply sits around acting as a glorified refuelling and fertiliser storage facility. As such, they’re quick to clock up hours on the pumps, but retain relatively low annual kilometres. In the seven months of owning the truck, the company had put just 38,000km on the clock. In saying this, with Outgro’s rapid growth, the trucks are being sent almost anywhere within the North Island, and have even been as far north as Waiheke Island. Going from the first truck, a 3-series Scania, into the new P 420 with an Opticruise transmission, Flash says from a driver’s viewpoint; “It’s beautiful. Its soft, easy to drive…you can’t go wrong.”

“Being the third unit,” says Simon, pointing to the new Scania P 420, “each one has seen a subsequent improvement in design and performance on the previous. This truck and trailer here is probably perfection in terms of design. Everything on it works how the guys want it to work, we achieved everything we wanted to achieve in terms of the design specs and the special kind of requirements that we need – our own IP [intellectual property] that’s in there – as far as the treatments while in the truck are looked after - because there is some science in that. We’ve pretty much got it as good as we can possibly hope.”
Following the delivery of four 120-190-tonne class Hitachi mining excavators in to its Stockton Opencast Mine earlier this year, Solid Energy has ordered and taken delivery of an additional 192-tonne Hitachi backhoe mining excavator to add to its mining operation.

This second round of procurements for the Buller export coal mine followed orders placed in September 2009 to update the mine’s core mining fleet, which included two 111-tonne Hitachi EX1200-6 and two 192-tonne Hitachi EX1900-6 mining excavators to form its core excavation fleet. The newly ordered EX1900-6 mining excavator was delivered in September 2010.

Barry Bragg, Solid Energy’s chief operating officer and chairman of Stockton Alliance, says the decision to purchase another machine reflected the service provided by CablePrice and the proven capability of the first tranche of Hitachi machinery.

“CablePrice went to great lengths to get the first order of equipment to the site and commissioned as quickly as possible, while also meeting our site safety policies and procedures. Since then, their team has supported the site to achieve our operational expectations for the machines,” Mr Bragg says. “Following the delivery and successful commissioning of this equipment, Stockton Alliance is now achieving record overburden volumes and its plans are for further increases. The support and results both played a part in our decision to order another machine.”

Managing director for CablePrice (NZ) Ltd, Sean Hashimoto, said shortly after learning of the confirmation, “The additional order of the Hitachi EX1900-6 following the successful commissioning process of the four earlier machines is a positive endorsement from Alliance of the confidence they have in the productivity and performance of the large-size Hitachi mining excavators, as well as the support CablePrice is providing from our Greymouth branch, as well as onsite at Stockton.”

The order represents one of a total of seven 100-tonne-and-above-class sized machines ordered from CablePrice in the past 12 months, and maintains Hitachi’s 100 percent command of the segments market share since 2008.

National equipment sales manager for CablePrice, Andrew Crane, puts Hitachi’s success down to two factors: “Firstly, we have a proven product that is performing exceptionally around the world – and locally – with exceptional productivity and uptime statistics, while clocking up tens of thousands of hours. Secondly, the support network for mining equipment within CablePrice and Hitachi is very strong. Our large mining-sized excavator population nationally has meant we have invested substantially in training and infrastructure support and have increased parts holdings.”

The EX1900-6 joins the two earlier procured 192-tonne Hitachi mining excavators as the frontline overburden extraction machines at Stockton, with one EX1200-6 dedicated to coal extraction and the others interchangeable between coal and overburden.

The latest EX1900-6 is among a second round of mobile plant and equipment order by Solid Energy totalling $65 million. Including the $75 million first-stage mobile plant and equipment order, approximately $15 million in infrastructure upgrades and $124 million to design and build a coal handling and processing plant, Solid Energy’s investment in Stockton comes in at just under $280 million in the last 18 months. The mine is operated jointly by Solid Energy and Downer EDI Mining NZ Ltd through the Stockton Alliance.
In March 2010, champion digger driver Brett Hollyman retained the title of New Zealand’s number one multi-skilled operator, winning the National Excavator Operator Competition finals for the second year running.

Brett, from Clive, was the first ever Hawke’s Bay winner and is only the second champion to successfully defend the title in the competition’s 15-year history.

Brett is a manager with Contrax Technical Services, and defeated 12 other regional champions from around the country at the two-day event held at the Field Days in Feilding, Manawatu in early March 2010.

“I’m delighted to have brought the title home for Hawke’s Bay two years in a row,” he says. “It was a very tough competition, with more competitors than last year.

“The organisers sprang some surprises on us but I just went in to it focused on what needed to be achieved and it worked out.”

After his first win last year, Brett celebrated until 5am – this year it was 4am enjoying “some live music and a few beers” with some of his fellow contestants.

The event, organised by the New Zealand Contractors’ Federation, is famed both for the rigorous nature of the competition – designed to test operators’ skills to the utmost – and for some of the more unusual tasks finalists are required to do.

This year that included using the Hitachi 12-tonne excavator to pick an egg up out of sand and balance it on the bottom of a small plastic cup, and picking up a half round wooden post and balancing it on top of a road cone – where it had to stay for at least 10 seconds.

Brett’s success is even more remarkable given that the 12-tonne Hitachi machines, provided for the competition by major sponsor CablePrice, are much larger than the three-tonne machines he uses at work.

The Federation’s executive officer, Malcolm Abernethy, says Brett, who also won the One Day Job category of the competition, was a very worthy winner; “Brett is a very modest, self-effacing sort of person but he just stands out when he is competing. He is very confident and thorough, has very extensive knowledge and just did everything right.”

Runner-up was 2008 National Champion Brian Hoffmann, representing Auckland, who also won the Truck Loading category. Brian is the only other contestant to have won the trophy consecutively, having also won it in 2007. Third place went to Myles Carson, the Wellington regional champion, who won the police-sponsored Load Security section.

As well as many practical challenges, including building a construction project from scratch, finalists were required to demonstrate their planning and project management abilities, show extensive knowledge about the machine, health and safety measures and land transport regulations, and deal with emergency first aid and environmental scenarios.

With the 2010/11 competition already underway, Brett’s automatic right to defend his title will again be challenged by some of the country’s best operators in Manawatu in March 2011.

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**Excavator Operator Competition**

The New Zealand Contractors’ Federation and Cable Price are looking for the best multi-skill excavator operator. Each regional winner is automatically entered in the final, March 2011.

### Is that you?

Show us your operator skills at a regional competition near you.

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<td>Bay of Plenty</td>
<td>12 Feb 2011</td>
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GET READY FOR THE REVOLUTION – WITH THE NEW E-SERIES FORWARDERS AND HARVESTERS, LOGGING WILL NEVER BE THE SAME AGAIN.
Harvesters

The John Deere E-Series wheeled harvesters feature redesigned cabins, with increased rotation and side-tilt angles that offer greater visibility to the surroundings for safer, more ergonomic log loading. The TimberMatic™ H-09 includes fully integrated machine diagnostics and bucking instructions, ensuring easy machine operation and operator-specific programmable parameters.

**1070E**
- **Engine**: 182hp (136kW) John Deere 6068HTJ turbocharged diesel
- **Net Peak Torque**: 575lb.-ft (780Nm) @ 1400rpm
- **Machine Weight**: 32,745lb-34,180lb (14,850kg-15,550kg)

**1170E**
- **Engine**: 194hp (145kW) John Deere 6068HTJ turbocharged diesel
- **Net Peak Torque**: 690lb.-ft (935Nm) @ 1400rpm
- **Machine Weight**: 39,460lb (17,900kg)
Forwarders

The industry-leading E-Series forwarders are packed with new features that result in higher productivity, lower operating costs and maximum uptime. Among the many major improvements are enhanced comfort and control via a cab that rotates to follow the boom.

810E
Engine: 127hp (95kW) John Deere 4045 turbocharged diesel
Cab Rotating Angle: 290°
Net Peak Torque: 398lb-ft (540Nm) @ 1400rpm
Machine Weight: 28,549lb (12,950kg)

1110E
Engine: 228hp (170kW) John Deere 6070HTJ turbocharged diesel
Cab Rotating Angle: 160°
Net Peak Torque: 830lb-ft (1125Nm) @ 1200-1400rpm
Machine Weight: 42,450lb (19,250kg)

110E
Engine: 183hp (136kW) John Deere 6068 turbocharged diesel
Cab Rotating Angle: 290°
Net Peak Torque: 575 lb-ft (780Nm) @ 1400rpm
Machine Weight 6W/8W: 34,170lb-38,140lb (15,500kg-17,300kg)

1210E
Engine: 183hp (136kW) John Deere 6068 turbocharged diesel
Cab Rotating Angle: 290°
Net Peak Torque: 575 lb-ft (780Nm) @ 1400rpm
Machine Weight 6W/8W: 34,170lb-38,140lb (15,500kg-17,300kg)

1270E
Engine: 228hp (170kW) John Deere 6070HTJ turbocharged diesel
Cab Rotating Angle: 160°
Net Peak Torque: 830lb-ft (1125Nm) @ 1200-1400rpm
Machine Weight: 42,450lb (19,250kg)

1470E
Engine: 225hp (165kW) John Deere 6090HTJ turbocharged diesel
Cab Rotating Angle: 160°
Net Peak Torque: 920lb-ft (1250Nm) @ 1400rpm
Machine Weight: 45,644lb (20,700kg)

1510E
Engine: 195hp (145kW) John Deere 6068 turbocharged diesel
Cab Rotating Angle: 290°
Net Peak Torque: 590lb-ft (800Nm) @ 1300-1400rpm
Machine Weight 6W/8W: 37,260lb-39,900lb (16,900kg-17,900kg)

1910E
Engine: 249hp (186kW) John Deere 6090 turbocharged diesel
Cab Rotating Angle: 290°
Net Peak Torque: 804lb-ft (1090Nm) @ 1400rpm
Machine Weight 6W/8W: 42,125lb-48,080lb (19,050kg-21,800kg)
The new John Deere E-series forwarder and the first K-series levelling carrier delivered into the country were the stars of a recent CablePrice demonstration in Whangarei.

Text supplied by John Ellegard, NZ Logger
Shackleton, described it as “a major step forward and an advantage over the previous rotating seats”.

The John Deere 1910E engine now boasts 186kW (249hp) of peak power fed through the VarioSpeed™ two-speed hydrostatic drive transmission for the eight driven wheels or the six-wheel drive option. The upgraded hydraulics makes use of 40cm³ of increased work pump size. The CF8 boom and loading grapple are carried over from the previous machine, which incorporates an improved weighing mechanism for greater accuracy. The heavy duty chassis and bunk has been further strengthened to cope with the 19-tonne log carrying capacity. It has more ground clearance, too. A total of six models now make up the John Deere forwarder range, compared to five under the previous D-series.

The K-series tracked harvesters are also relatively new to market and the John Deere 909K levelling carrier now working for Lars Rosewarne is the first of its size to arrive in New Zealand. It’s ideal for the hill country typical of these rugged parts of Northland, where its levelling base provides an opportunity for contractors like Lars to increase their mechanisation and improve safety and productivity.

The Rosewarne machine is fitted with a Southstar felling head as it works in conjunction with a 40-tonne Hitachi base and Waratah Bigwood processor to keep the timber supply flowing. The sophisticated electronics in the 40-tonne class carrier ensure the upper frame remains parallel to the ground, even when the tracks are climbing or tilting - it can tilt 26 degrees forward and 14 degrees to either side.

Like the incredible hulk – whose image is plastered across on the counterweight – the 909K isn’t short of power, derived from the John Deere 6090H engine that produces 300 gross horsepower (224kW) and 74,300lbf of tractive force - there’s also a 330hp option. A keyless start and one-touch Electro Hydraulic (EH) speed adjustability are also part of the new package.

The 909K benefits from what John Deere says is a superior engine/hydraulics cooling system that allows components to run cooler and last longer – specifically engineered for the demands of forestry. The high-torque dual swing motors now have a 2000-hour hydraulic oil service life.

John Deere says the 909K is very fuel efficient and Lars Rosewarne confirms it can use as little as 15 litres per hour on easy country, but has been averaging 24 litres per hour overall.

Among other features of the 909K are an improved cab with glass in the front footwell to provide a view of the tracks, a redesigned HVAC system, reduced sound levels, improved storage, an optional air-ride seat and new full-colour LCD monitor linked to the new Total Machine Control (TMC) computer.

At the conclusion of the demonstration, customers were entertained with an evening at the company’s Whangarei branch. The evening including presentations from CablePrice management and John Deere personnel, who were present in force (nine John Deere employees from varying John Deere backgrounds throughout the world) to reinforce their continued support for the New Zealand market. Among those representing the OEM was John Deere’s director of sales for construction & forestry products for all overseas markets, Kelly Granatier.

In an address to a close to 100-strong audience, Kelly emphasised John Deere’s long history, which dates back to 1837, as well as its continued commitment to New Zealand customers, and spoke of the growing strength of the CablePrice-Deere relationship, which dates back to the early 1980s.
REACHING NEW HEIGHTS
Hawke’s Bay and East Coast forestry contracting company, DG Glenn Logging, reaches new heights with its Hitachi ZX360W-3 wheeled excavator.

Twenty kilometres north of Napier at the Whirinaki industrial site, Pan Pac mill’s processing yard is a hive of activity as logging trucks, cut-to-length excavator-based processors, log loaders and wheel loaders scurry about, transporting, scanning, measuring, swinging, cutting, sorting and stacking the continual flow of logs, in to the mill.

In the midst of the organised chaos sits the first 36-tonne Hitachi ZX360W-3 wheeled excavator delivered into the country. Complete with an impressive 16m boom/arm reach, hi-rising cab and Ensign grapple, the ZX360W-3 – Hawke’s Bay and East Coast forestry contracting company DG Glenn Logging’s (DGL) newest purchase – is quickly making its mark on the processing yard operation.

Behind the wheel of the new ZX360W-3 sits Matthew Glenn, son of company owner, Dennis Glenn. From inside the air-conditioned cabin, raised 3m off the ground, listening to music broadcast via his iPod plugged into the radio’s auxiliary point, Matthew sits in a key position in the yard’s log-handling process. His role is to sort and stack the logs as they come off the QC (quality control) deck. The logs are then placed in bunks for wood going direct to the mill by way of wheel loader, with export logs separated out from there.

The processing yard is capable of averaging 2500-tonne per day when demand requires, with Matthew handling around 60-70 percent of this. If he can’t keep up it creates a backlog that slows down the entire operation.

After clocking up over 32,000 hours on a Hitachi EX300 tracked log loader over eight years, Matthew says, “This is like learning to drive a new machine ‘cause I was so used to having to drive erratically with an older machine.

“Then I jumped into this brand-new one, and it actually took a few days before I got settled and started driving really well.”

“...It has also got a lot more reach than the last machine, so it means he [Matthew] can have more sorts stacked around him and he can run for longer if the wheel loaders don’t come and clean him out.”

Dennis Glenn, DG Glenn Logging

And now?

“Yeah, it’s perfect now,” Matthew says.

With the EX300 due for replacement, operations manager for DGL, Rob Scurr explains, “Putting tracks back onto a sealed yard wasn’t going to be the best option. The rubber tyres don’t damage the yard as much and the mobility of the wheeled excavator makes it a more versatile machine in our operation.

“If Matt finishes sorting and loading early the loader can go and do different tasks more easily than a tracked machine.”
An operator’s viewpoint

From the cabin, operator Matthew Glenn can choose any height that suits him, up to a maximum operating height of 5.9m. He also comments that from an operator’s viewpoint, the high-rise cabin is great to work from because it gives an exceptional view of the job site, although the elevated view took a little getting used to.

“I normally work at around 2-3m, but wouldn’t necessarily go up to 6m because it’s very high and quite nerve-racking.”

At its full 6m high extension, Matthew says you can’t really see much looking down into a loading application, but “it’s great for high stacking”.

DG Glenn Logging

DG Glenn Logging works mainly for PanPac in the Hawke’s Bay, with a few crews in the upper-East Coast that work for PF Olsen also. It predominately runs hauler logging operations, with 11 haulers in total, plus the company has one ground-based operation and the processing yard at PanPac – where the new Hitachi ZX360W-3 has been put to work.

“It has also got a lot more reach than the last machine, so it means he [Matthew] can have more sorts stacked around him and he can run for longer if the wheel loaders don’t come and clean him out.”

Referred to by Hitachi as a “material handling machine” – and suitable for a wide variety of applications – the Hitachi ZX360W-3 weighs in at 36,500kg. It is powered by a turbocharged four-cylinder Isuzu 4HK1X engine and is capable of producing 188hp (140kW) @ 2100rpm.

Fitted with outriggers for a solid operating platform, the highly mobile wheeled machine also features a two-speed powershift transmission and variable displacement axial piston type travel motor, as well as all-wheel drive and oscillating front axles, and is capable of a maximum speed of 14km/h to get it efficiently and quickly around the yard. The two main hydraulic pumps provide ample swing and lifting
power with a maximum oil flow of 236L/min.

Both Rob and Matthew commented on the power, hydraulic lifting ability, versatility and frugal fuel consumption of the material handler, with Matthew adding that he has already noticed increased intervals between filling the 500-litre fuel tank compared with the earlier tracked machine.

With a 9.7m boom and 6.70m arm combination, the ZX360W-3 has a maximum working reach of 16.05m and height of 17.08m, making it ideal for the sorting and high-stacking work DG Glenn Logging chose the machine for. Having clearly noticed the improvement the long boom and arm combination has given him, Matthew comments, “…it just makes things so much easier – it’s awesome.

Basically, I’ve got more reach – I’m tidier. The guys on the wheel loaders, they have to come in and clean me out all the time now, and if they don’t I can just carry on making new stacks.”

While Rob believes most main brand machines are “pretty good machines”, all DG Glenn Logging’s excavators are Hitachi.

“We’ve never had another brand excavator that we’ve brought. We’ve had machines from when we’ve taken over something and ended up with other brands, but we haven’t kept them for long.”

Aside from Hitachi excavators, the company also runs John Deere skidders and bulldozers as well as a Scania logging truck – to complete the CablePrice trifecta.

With a history of solid performance and reliability from his Hitachi excavators, Rob says, “We haven’t seen any good reason to change.

What the company has seen of the ZX360W-3 has even been enough to convince DG Glenn Logging to buy a second unit.

“The new Hitachi loaders will continue to increase the processing yard’s efficiency,” says Rob. “Just the fact that he [Matt] can be loading trucks at the end of the day – that’s something he wasn’t doing before, so that’s an improvement.”
Among those present for the handshake ceremony was Hitachi director Kiichi Uchibayashi, from Japan, and CablePrice managing director Sean Hashimoto.

The new ultra-large digger replaces as the frontline machine, a 348-tonne Hitachi EX3600-5 purchased by OceanaGold in 2005 that has clocked up over 30,000 hours of operation. In announcing the purchase in April, general manager of the Macraes operation, Bernie O’Leary, said “the EX3600-5 excavator has a proven track record of high productivity and being operator-friendly, and we look forward to taking possession of a big brother to the existing EX3600”.

The new Hitachi EX3600-6 arrived via ship into Lyttelton Port onboard the vessel Madame Butterfly on July 25 from the Hitachinaka port outside Tokyo, Japan, where the Hitachi mining
How the Hitachi EX3600-6 measures up

- Weighs 359,000kg
- A single 16-cylinder turbo-charged Cummins diesel engine produces 1450kW (1944hp) and a whopping 8346Nm of torque
- Top of the cabin reaches more than 7.8m in height
- Operator sits approx. 6m above ground level
- Maximum digging reach of just over 18m, digging depth of 8.58m, a maximum cutting height of 17.69m, with a maximum bucket digging force of 1050kN (107,000kgf).
- The machine will load a 191-tonne payload haul truck in five-to-six passes of the 22m³ bucket in about two and a-half minutes and is expected to move about 80,000 tonnes of material a day and upwards of 25 million tonnes of overburden annually.

The EX-6 series boasts Hitachi’s computer-aided Engine-Pump Control (E-P Control), which coaxes optimum efficiency from the engine and hydraulic pumps. This innovative system senses load demand and controls engine and pump output for maximum operating efficiency. The large bucket has been shaped specifically to enhance scooping and loading operations. Its sharp tilt angle also helps boost operating efficiency. The EX-6 also promotes an improved operating environment. Comfortable work stations with ergonomically positioned controls, simplified maintenance and new Hitachi technologies means the EX-6 series gets giant sized jobs done fast.

With the EX3600-6 excavator now commissioned, the EX3600-5 will be taken out of service for scheduled maintenance and repairs, before returning as a support machine at Macraes for OceanaGold.

The new EX3600-6 becomes the largest excavator in the OceanaGold fleet, and one of the largest excavators operating in New Zealand. During the warranty period, the after-sales service support for the excavator will be provided by CablePrice’s Invercargill branch.

A further Hitachi EX2500-6 250-tonne excavator has been ordered for the mine and is due in mid-2011.

Not many people get to drive machines like this.
Not in this country.”
Paul Barringer, operator
Over the past three years, West Coast mining contractor Rosco Contractors has significantly increased production from the Francis Mining-owned Echo opencast coal mine, north-east of Reefton. In April, owner Ross Moore purchased a new 52-tonne Hitachi ZX520LCH-3 heavy duty mining excavator as the frontline machine for his latest expansion, the opening up of the Wellman Basin (just a stone’s throw away from Echo mine). To find out what it was fuelling Rosco’s rapid expansion I headed to the Coast to catch up with the man everyone calls “Rosco”.

“To open up the Wellman Basin we needed something with size, power and grunt,” explains Rosco. “In selecting the 353hp Hitachi ZX520LCH-3, it met the needs of all of the various components of the job and it is a strong machine with excellent track gear - which is necessary for mining operations.”

When the ZX520LCH-3 was delivered by CablePrice (Greymouth), Rosco sent it to Stillwater where an opportunity had arisen to “daylight” a railway tunnel alongside HRS/Downers of Wellington. Situated on a fault line, the job required careful blasting and mass-excavation of the hillside to expose the deteriorating brick-lined tunnel before demolishing it and stabilising the remainder of the hillside for secure and unobstructed safe passage for rail transport for the Coast.

It was at the Stillwater jobsite, 40m above SH7 on the hillside overlooking the Grey River, that I caught up with Barney Archer - Rosco’s long-time friend, operator and co-owner of the ZX520LCH-3.

Chatting beside the cab of the ZX520LCH-3 - which sports Barney’s nickname “Biguns” on its right flank - Barney says, “Coming from a 35-tonne machine, the new Hitachi seems slower”, but quantifies that by saying, “I like the amount of earth this machine is able to move in a short time.”

By Glenn Croasdale
IF THE DIGGER FITS...
adding, “being a bigger machine, it’s not surprising”.

You would be remiss to confuse his comments as a criticism of the new Hitachi, because what Barney really appreciates about his new, larger digger is its productivity.

“I like the amount of earth this machine is able to move in a short time.”

Barney’s comments later become evident when two quick loads of the 2.7m³ bucket are dumped into the waiting truck’s bin before Barney gives the driver the toot. The truck pulls out and Barney slews around for another load, then waits for the next truck to back in.

Upon completion of its maiden job at Stillwater, the ZX520LCH-3 headed to the Wellman Basin to perform the job it was bought by Rosco and Barney to do; to open up the new opencast mine for Francis Mining Company. After all, mining is Rosco Contractors’ primary business and at present, mining on the coast is booming.

After talking with Barney, I headed north to visit Rosco at his depot just outside the historic mining town of Reefton.

Rosco’s history with Echo is a long one. It dates back to his first job in an opencast mine where he worked on the diggers for then-owner, Hughie Hassin. It’s also about the same time when Rosco began to develop – what his son Logan and daughter Aimee refer to as – an obsession with earthmoving equipment. Echo was eventually sold to Francis Mining, under which Rosco progressed to manage the mine before going out alone with one digger and a truck, rural contracting.

After 15 years working for cocky’s, Rosco was given an opportunity to move into and open up the Spring Creek mine for Solid Energy, which he says “really kick-started my mining career”.

The venture into Spring Creek gave Ross the experience to head back into

“I’ve been very pleased with the EX1200-5, and the 65-tonne dump trucks as they have exceeded the needs of the job requirements and increased productivity.”

Ross Moore, owner – Rosco Contractors
Echo, this time contracted to mine, strip and win the coal at Echo for mine owner, Brent Francis. In 2003, at the end of his contract with Francis Mining at Echo, Ross packed up his gear and staff and moved down to Invercargill for 10 months to construct the Clifton water treatment ponds as a subcontractor to Downers.

Returning from Invercargill as Echo’s current contractor was finishing up, Rosco was invited back to mine Echo by Brent Francis. Rosco says, “When the previous contractor moved out and I moved in, we got 100,000 tonne out of the pit where they reckoned there was no coal left.”

As we continue talking, Rosco explains that on the back of continued strong demand for coal, the expansion of Echo really took off when he introduced a 120-tonne Hitachi EX1200-5 mining excavator and three 65-tonne Hitachi EH1100-3 offroad dump trucks into the mine three years ago. The impact, he says, was immediate.

“We had been up Echo stripping the overburden, but my frontline machine was only 45-tonne. I bought the larger machinery two years ago – the 120 tonne digger and the 65-tonne dump trucks – and since then the team has been very busy and have significantly increased productivity.”

With a whole hill to move at the Echo mine Rosco says, “The work is being completed within the timeframes given by Francis Mining Company, and the director/owner, Brent Francis, is very happy with the results of the current production rate.”

Rosco’s fleet comprises of more than 55 pieces of plant, including excavators from 250 kilograms to the 120-tonne EX1200-5. Add to this, wheel loaders, rigid and articulated dump trucks, power screens, large jaw and cone crushers, wheeled and tracked dozers, large mining dozers, graders and rollers, as well as on- and offroad trucks, including truck and trailer units for coal cartage, 6x4 gravel trucks, and a variety of auxiliary trucks such as water, fuel and a hiab truck.

Although he runs a number of brands in what he refers to as his “liquorice-allsorts” fleet, he admits to a preference for Hitachi machinery, joking, “If it ain’t orange it’s a lemon”. Rosco goes on to say that reliability and suitability for the job are definitely the key factors in his decision to purchase Hitachi.

“I’ve been very pleased with the EX1200-5, and the 65-tonne dump trucks as they have exceeded the needs of the job requirements and increased productivity.”

Six months on and Rosco’s expansion plans show no sign of abating. The 52-tonne Hitachi ZX520LCH-3 has clocked up over 1800 hours working solidly in the Wellman basin, and Rosco has now placed an order for an even larger 87-tonne Hitachi ZX870LCH-3, due for delivery in early March.
A West Coast contractor stakes his claim with the new Hitachi ZX450LC-3.
ince as late as the middle of 2008, large-scale commercial and agricultural spending on infrastructure and land development has declined significantly, leaving contractors balancing financial pressures as well as intensifying competition for whatever work is available. With agricultural and civil earthworks on the West Coast not exempt, in early 2009, rural contractor Henry Adams did what so many financial advisers consistently tell us to do – he diversified, choosing in this instance to follow international commodity traders into the lucrative gold sector, but not with stocks.

Since the recession began, gold prices have skyrocketed from as low as USD$650/oz to over USD$1300/oz as investors seek the security of a stable and internationally recognised tangible commodity. However, instead of investing in the soft precious metal on the stock exchange, the appreciation in the value of gold encouraged Henry to venture into gold prospecting on the West Coast and invest in another form of metal – that of orange steel; a 45-tonne Hitachi ZX450LC-3, to be precise.

Situated on the outskirts of Hokitika, the claim Henry is now working was first drilled in 1946, and again in 1986. Waitangi Minerals had originally mined further up the valley, stopping in 1991 when the price of gold got too low, making extraction of the commodity uneconomical.

“This was always stage-two of what they were going to do,” says Henry, but until he obtained the mining licence the claim lay un-worked for two decades; with known deposits of gold sitting below what was a typical looking West Coast farm paddock.

While making the jump from mainly rural contracting work to gold prospecting might seem like a daunting move for an eight-man contracting company, Henry was able to call on 15 years’ prior experience from working for various mining companies on the coast before contracting out on his own. Practically, Henry says, “Clearly the leap from contracting into gold mining means you need bigger and more gear, but it’s not that different.

“It’s not an easy claim to work,” he adds. “We’ve got a layer of mud, then a layer of wash, before going into a layer of blue mudstone and then back into wash again on the bottom. We’re digging down to about 18-20m all up, meaning there is a lot of stripping.”

Already possessing a fleet of six Hitachi diggers, ranging in size from 12-tonne to 25-tonne, as well as three trucks, the size gear Henry ran in his contracting operation was never going to cut it for mining gold. Investment in large-scale mining equipment would be required.

Since his days of working for wages, Henry says he has always been involved with Hitachi, commenting that the reliability and his knowledge of the gear made it a simple choice when looking earlier this year for a new 45-tonner to work the claim.

Henry also speaks highly of CablePrice’s Greymouth branch, with Ray Williams (branch manager) and Scott Alison (service manager) receiving particular praise from Henry, who says “the whole team at CablePrice have always given good service”. He also singles out area sales representative Andrew McCoy, saying “I’ve purchased all my Hitachis from him”. So for Henry’s new mining machine it wasn’t so much what brand, but what model?

“We needed the size to feed the screen,” he says, “so we chose the Hitachi ZX450LC-3.”

Instead of the conventional 3.4m arm, Henry specified the 3.9m option, with a 7m boom. The combination gives Henry a maximum digging depth of 8.27m and maximum digging reach of 12.49m. Fitted with a factory standard 1.9m³ bucket the ZX450LC-3 feeds around 80-100m³ into the screen an hour, which, according to Henry, “is not a huge amount, but it’s the depth that we’re digging to that determined the size of the machine we needed”.

Specified with 600mm shoes and the longer arm, Henry’s Hitachi ZX450LC-3 actually tips the scales at slightly over 47-tonne operating weight. To move this much steel as fast and efficiently as the Hitachi dash three range has become renowned for, Hitachi fit a six-cylinder Isuzu AH-6WG1 turbocharged engine to the ZX450LC-3, producing 349hp (260kW) at 1800rpm and capable of 1580Nm at maximum torque.

The new Hitachi was delivered in early September. By early October the machine had already knocked up 292 hours and according to Henry the ZX450LC-3 has quickly been appreciated by his operator, who says the machine is performing well.

According to CablePrice’s national equipment sales manager, Andrew Crane, “This delivery represents one of a number of large-scale Hitachi excavators that have been dominating mining excavator purchases across the country.

The sustained high value of gold and strong demand for other raw minerals has created a lot of interest in our range of mining solutions, as production-focused customers demand machinery with exceptional availability and durability for the harsh environments they operate in. Hitachi mining equipment gives customers just that.”

Having been gold mining for just on 12 months, Henry sells the extracts from the claim to local gold buyers in Greymouth. When asked if the venture had been profitable, he says the first few months were tough going, but with a wry smile he adds, “It’s paying its way, I suppose”.

Still running his rural contracting businesses – albeit with more attention and resources presently being channelled into the gold claim – the venture into mining has enabled Henry to retain all eight staff, where he says he would have otherwise been unable to do so. Pragmatically, he says, while the mining industry is buoyant now, his latest investments also give him extra gear to go contracting with, when the time comes.

It seems there is clearly still money in gold. However, Henry Adam’s long-term investment in Hitachi machinery is now also providing solid gold returns!
This year Hitachi Limited celebrates its 100th anniversary. The parent company of CablePrice (NZ) Ltd, Hitachi began humbly, as an electrical repair facility for a copper mine in Hitachi village, on the Honshu island of Japan.

In the spring of 1910, founder Namihei Odaira completed work on a five-horsepower induction electric motor. This, combined with a factory he built in November of that year to manufacture electrical machinery, form the origin of the company we know today.

Since 1910, Hitachi has grown into one of the leading researchers and manufacturers of new technology. The following timeline looks back at some of the innovations and products that have shaped the company, and the world, over the last century.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>1910</td>
<td>Hitachi, Ltd was founded in 1910 in Hitachi village, Japan, by Namihei Odaira.</td>
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<tr>
<td>1915</td>
<td>Produced its first water turbine, a 10,000 horsepower unit.</td>
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<td>1924</td>
<td>The first large-scale DC electric locomotive to be produced in Japan.</td>
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<tr>
<td>1932</td>
<td>Started production of elevators. Completed Hitachi's first electric refrigerator.</td>
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<tr>
<td>1949</td>
<td>Completed first cable power excavator.</td>
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<tr>
<td>1955</td>
<td>Completed 100,000kW Francis water turbine and 93,000kVA alternating current generator.</td>
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<td>1958</td>
<td>Electron microscopes awarded the Grand Prix at the World Exposition in Brussels.</td>
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<tr>
<td>1961</td>
<td>Developed fully automatic washing machine.</td>
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<tr>
<td>1964</td>
<td>Hitachi builds the world's fastest bullet train. Hitachi signs distributor agreement with CablePrice.</td>
</tr>
<tr>
<td>1965</td>
<td>Hitachi manufactured its first hydraulic excavator. CablePrice imports the first Hitachi UH03 into New Zealand.</td>
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<tr>
<td>1968</td>
<td>World's fastest elevator, travelling 300m/min for high-rise buildings.</td>
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<tr>
<td>1970</td>
<td>Hitachi Construction Machinery Co Ltd formed as a separate entity. Pollution prevention committee set up.</td>
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<tr>
<td>1974</td>
<td>First large-scale processing computer.</td>
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<tr>
<td>1976</td>
<td>Succeeded in trial of world's first optical transmission system.</td>
</tr>
<tr>
<td>1978</td>
<td>Completed world's first field emission electron microscope with record-high resolution.</td>
</tr>
<tr>
<td>1983</td>
<td>Deere/Hitachi global alliance formed.</td>
</tr>
<tr>
<td>1987</td>
<td>Released the EX3500, then the world's largest class of super-size hydraulic excavators.</td>
</tr>
<tr>
<td>1988</td>
<td>Developed quadrupedal robot.</td>
</tr>
<tr>
<td>1989</td>
<td>Developed world's fastest superconductive computer.</td>
</tr>
<tr>
<td>1990</td>
<td>Released large-scale computer with the world's fastest processing speed at that time.</td>
</tr>
<tr>
<td>1993</td>
<td>New bullet train service reaches 270km/h.</td>
</tr>
<tr>
<td>1996</td>
<td>CablePrice becomes a wholly owned subsidiary of Hitachi Construction Machinery.</td>
</tr>
<tr>
<td>1997</td>
<td>Developed cancer treating proton accelerator.</td>
</tr>
<tr>
<td>1998</td>
<td>Introduced the EX5500. The first antipersonnel landmine removal machine completed.</td>
</tr>
<tr>
<td>2000</td>
<td>Hitachi enters the rigid dump truck market.</td>
</tr>
<tr>
<td>2004</td>
<td>Introduces the EX8000, one of the world's largest class hydraulic excavators.</td>
</tr>
<tr>
<td>2005</td>
<td>Full-scale Corporate Social Responsibility activities launched.</td>
</tr>
<tr>
<td>2006</td>
<td>Launched Zaxis-3 Series large and medium sized hydraulic excavators, and ZW Series wheel loaders.</td>
</tr>
<tr>
<td>2007</td>
<td>Developed EMIEW 2, a small and lightweight interactive robot capable of direct dialogue. CablePrice delivers EX3600-5 348-tonne digger to OGL.</td>
</tr>
<tr>
<td>2008</td>
<td>Developed technology for small but highly efficient electric motors that do not use rare metals. Launched EH3500ACII, one of the largest AC-driven, rigid dump trucks manufactured in Japan.</td>
</tr>
<tr>
<td>2009</td>
<td>CablePrice launched the ZW compact wheel loaders into the New Zealand market. CablePrice delivers four 100+ tonne sized excavators to Stockton Alliance.</td>
</tr>
<tr>
<td>2010</td>
<td>Hitachi develops Lithium-ion batteries for plug-in hybrid electric vehicles. CablePrice delivers EX3600-6 360-tonne mining digger to OGL and EX1900-6 to Stockton Alliance, maintaining two years of 100 percent market share in the 100-tonne plus class.</td>
</tr>
</tbody>
</table>
HITACHI

Hitachi umbrella $43.50

Hitachi 3-in-1 jacket $139.95

Hitachi polo $32.50

Great for the kids!

Hitachi Kids' ride-on digger $149.95

John Deere multi-tool $13.50

John Deere cap $19.20

John Deere work wear $49.95

John Deere keyring/bottle opener $8.00
MERCHANDISE

Scania kids' denim jacket $55.00
Scania R620 Topline $125.00
Scania t-shirt $22.00
Scania overnight bag $103.00
Scania watch $75.00

- Analogue & digital display
- Black nylon band
- Water resistant to 50m
- Alarm, chronograph & date

John Deere wheel loader $57.00
John Deere thermo mug $8.00

John Deere oil skin jacket $145.00
Scania hooded jacket $125.00
Scania belt 100 & 110cm $79.50
Scania R620 Topline

$145.00
$57.00
$61.00
$103.00
$22.00
$75.00
$125.00

To place an order for these & other great merchandise products contact your local CablePrice branch today!
To enter, simply colour in the picture as best you can, then post it to us at:

TRACK & WHEEL
COLOURING COMPETITION
Marketing Department
PO Box 38-040
Wellington Mail Centre 5045

NAME: ...................................................................................
AGE:  ............ EMAIL ..............................................................
ADDRESS: ..............................................................................
..............................................................................................
PHONE: ...................................................................................
There are two age categories: 0-5 and 6-12. How to enter: Simply colour in the picture for your age group and send your entries to

**Colouring Competition**  
**CablePrice Marketing Department**  
**PO Box 38-040, Wellington Mail Centre 5045**

Remember to complete all the details on the colouring competition to be eligible.

Final date for entries will be 5pm, January 31, 2011. Winners will be notified by phone and prizes will be couriered to the address supplied on the entry form. **Note:** Prizes can only be sent by courier to physical address, not PO Boxes or Private Bags. **Note:** The colouring competition will be available for download from www.cableprice.co.nz for any entrants not wishing to colour in on the gloss paper of the magazine.

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**6-12 year olds**

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**NAME:** .............................................................................................

**AGE:** ........... **EMAIL:** ......................................................................

**ADDRESS:** ............................................................................................

**PHONE:** .............................................................................................

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**Terms & Conditions:** Entrants contact information will not be used for any other activity and will not be passed on to any third parties. Information is gathered purely for the purpose of contacting the winner(s) and delivering prizes. CablePrice (NZ) Ltd staff and their direct families are not eligible for entry. Final day for entries is 31st January 2011. The winning drawings will be selected by a panel of judges. The judges’ decision is final and no correspondence will be entered into. The prize is not redeemable for cash or other items. Only one entry per individual. Winners will be advised by email and/or phone and prizes will be delivered to the address supplied on the form. Prizes can not be couriered to a PO Box or Private Bag.
Reefton Hire Ltd – Scania R620

Reefton Hire Ltd’s new R620 is used to cart gold concentrate. This concentrate is sent down from Reefton to Palmerston by rail, unloaded and then reloaded onto the Scania and taken to Macraes Mine processing plant, seven times a day. John Collins and Marty Lynch are impressed with the comfort, quietness, retarder and fuel economy of their new Scania. The other more impressive feature is the hp of the 620, they can’t believe how well the Scania powers up the Macraes hill and with the new two-pedal opticruise it makes the hill so effortless.
Kevin (KJ) and Tracey Murray – Scania R580

Kevin (KJ) and Tracey Murray have taken delivery of their third Scania. The new big 8x4 Swede has 580hp with Opticruise transmission and sleeper cab. The truck logging gear was supplied by Patchell’s, and the sign writing and art work was done by Chris Simpson (Simpson Signs Whangarei). The new unit will work the Northland area.

Hyslop Blair Transport – Scania G480

Tom Hyslop of the Mosgiel-based logging contract carrier, Hyslop Blair Transport (HBT), recently took delivery of what is believed to be the first Scania into logging in the Otago region. Among a number of firsts, the Scania G480hp 8x4 is also the first new Scania into Tom’s fleet. It was selected due to its true logging specification and in order to take advantage of the new tare-weight laws, says regular driver Chris Wylie. The 8x4 meets requirement for 53-tonne legislation, with a 22m permit. Fully log spec’d, the G480 CB 8x4 MSZ includes hub reduction, six-rod steel suspension, a manual GRS0905R gearbox, and a 480hp Euro 5 engine, as well as a factory cab and chassis paint job. Following early drives, Chris says he finds the retarder particularly effective in the harsh logging application, even in the snow. He also appreciates the comfort of the cab, saying there’s ample room and the ergonomics of the cab are exceptional. Chris also commented to CablePrice’s Southland Scania sales representative, shortly after the truck’s delivery, that two air dams midway down the cab do a fantastic job of aerodynamically pushing the air down when driving, preventing spray from splattering the windows and mirrors and maintaining good downward force for exceptional ride stability. From a visibility and overall safety point of view, Chris says this is marvellous. The Scania G480 carts logs throughout the Otago region to the port and local sawmills.

HydroTech Drainage – Scania R480

Auckland-based HydroTech Drainage is the country’s largest drainage maintenance company. It has recently added a specialist Scania R480 “mobile recycling unit” to its fleet to help the company to service drains, sludge ponds and sewerage systems using advanced technology. The 480hp Scania features a five-axle configuration with rear-steering axle providing exceptional turning circles. The body features dewatering plant capable of sucking up the product and separating the solids from the water. It’s used for septic tanks, grease traps, food processing by-products, pond desludging and removing sludge from commercial wastewater plant. The Scania’s system is so efficient that it can do the jobs previously carried out by three trucks! The bodies are built in Denmark by J. Hvidtved Larsen A/S.

Inter-Freight Ltd – Scania R470

Inter-Freight has added another Scania to its ever increasing fleet. This Scania R470 LA 6x4 MNA was put to work in June, pulling a five-axle B-train between Auckland and Wellington.

George Thompson – Scania R580

George and Dorothy put this well presented 580hp Scania, contracted to Mainfreight, on the road pulling a flat deck six-axle B-train throughout New Zealand. George opted for the Opticruise transmission this time around and says he made the right choice. This truck is on a Max24 service contract with CablePrice. Extras include CB radio, Scania Chrome badges, Xenon headlamps, air horns and more.
Southfuels – Scania P420
Southfuels has recently put this Scania, one of three, into work in the deep south where Scaniads work best. This unit carts fuel throughout the Southland region and into the beautiful Queenstown area. Southfuels 8x4 spec includes a P cab, 420hp engine, air suspension and Opticruise transmission.

Morton Logging 2008 Ltd – Scania R480
Morton Logging 2008 Ltd has taken delivery of a new 480hp Scania R480 logging unit to work in Northland; working between Mitimiti and Kaitaia with the odd load to Marsden Point. The log gear (trailer and truck set-up) was done by “Kraft” Engineering in Rotorua. Standing next to the new unit are the two Ernest Mortons (Senior and Junior).

Outgro – Scania P420
Outgro Bio Agricultural Ltd took delivery of its first new Scania P420 tanker this year. The rapidly successful recent start up company has grown steadily on the back of an innovative business model focused on providing biological answers to sustained long-term healthy paddock growth. Feilding-based, the mobility of the company’s growing Scania fleet allows staff to travel the entire North Island applying the special fertiliser via a combination of truck and helicopter. The 420hp Scania tanker features an in-built stirring system to keep the fertiliser in suspension until application, as well as a helipad and storage for water and fuel.

Road Haulage – Scania R620
Road Haulage Ltd put a new Scania R620 8x4 into its Te Awamutu-based stock transport fleet this year. The V8 620hp features a sleeper cab, manual transmission, Jackson trailer and deck and Total stock crates. The company carts sheep and beef throughout the North Island. The R620 is the sixth V8 Scania for co-owners Peter and son, Hayden Jones, and business partner Warren Whittaker. Hayden says the R620 is “a brilliant truck” and goes on to say they’ve stayed with Scania due largely to the great service they get through sales rep James Worsnop, as well as the service back up they get from CablePrice and the ScaniPlan Max24 repair and maintenance contract.

Brausch Trucking Ltd – Scania R480
This is the first R Series Scania for Brausch Trucking. The company has this smart looking Scania R480 LA 6x4 MNA pulling a Maxicube quad trailer. Driver, Francis, is enjoying the normal Scania luxuries and the rig is certainly turning the heads on the road, in the Brausch blue and the unique sign writing on the trailer. This Scania is one of the exclusive few with the Svempa packages brought into New Zealand.
Moutere Logging – John Deere 624K

If you do the Iron test on the 624K loaders, this is the guy to go to! He has driven loaders for years and wanted a Volvo... but he loves his new John Deere and will tell anyone.

Moutere Logging Nelson has taken delivery of a new John Deere 624K wheel loader to go into the hauler crew Moutere Two, working in the Hancock Forests behind Nelson. Sold by Todd Blackwood, CablePrice. This is number two of three new John Deere loaders Dale and Christine Ewers have purchased, replacing three Volvo L90D machines. Dale will be the first to say it was hard to change but the Deere name is held in high regard in his company with a large fleet of John Deere skidders and dozers. The decision came down to a number of things but overriding it all was the ability to spec the loader from the factory with Parallel Lift Mudguards and Michelin tyres, heavy paneling, massive cooling package, big cast counterweight and controls to match what the drivers are used too – tough logging jobs. The last word must be from Barry, the driver, who says “I love it, it’s powerful, comfortable, quick around the skid, has great visibility and the driver can option so many functions to suit his style and job site”.

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Nelson Marlborough Harvesting Ltd – John Deere 624K

Dale and Christine Ewer’s company NMH (Nelson Marlborough Harvesting Ltd) took delivery of its new John Deere 624K wheel loader. It’s fitted with Trinder custom-built log forks and is working in the Nelson and Blenheim forests for NPI (Nelson Pine Industries Ltd). The John Deere 624K was the same specification as the other two parallel lift machines the Ewers have purchased (one in partnership with Richard Marden). The parallel lift provides extra break-out grunt. The 624K also comes with reversing radiator, huge quad cooling package, diff-coolers, and many more factory logging options. Another function is the keyless start, with individual codes for each driver, including after-hours loading. The driver, Chris Baxter, spent his first morning on the machine with CablePrice driver trainer, Tony Scharvi, going through all the driver-adjustable functions, including setting the boom suspension to suit the application and many other things. Very quickly Chris commented that the speed around the skid is much quicker and the comfort is good.

Rosewarne Contractors Ltd – John Deere 1910E

Lars Rosewarne of the Whangarei-based Rosewarne Contractors Ltd recently took delivery of a new John Deere 1910E forwarder. The 22-tonne forwarder is the first of John Deere’s new E-series delivered into the country and features the industry’s first forwarder cab rotating and levelling system. With an additional two tonnes of load capacity, 26kW (35 SAE hp) more power, increased work pump size, and 20kN more tractive force than its predecessor, the 1710D, the eight-wheel drive 1910E is the most advanced and productive forwarder on the market.

Ron Creighton – John Deere 648H

Kyle Johnston stands in front of his new John Deere 648H skidder, replacing the existing G series. Owner, Ron Creighton, purchased the John Deere after many years of good service from the brand. The crew work for Pan Pac group in Hawke’s Bay and were logging in the Kaweka forest when we delivered the new machine.

Balco Logging – John Deere 648H

Barlow Anderson, of Balco Logging from Murupara, has added a new John Deere 648H to his operation in Te Whaiti; working a combination hauler and ground base operations for Fortus. Toi and Hahona Anderson are pictured with John (centre), who will be operating the new machine. The dual arch grapple skidder is equipped with a powerful 4000 series John Deere winch, for those just-in-case moments and is John’s third new skidder since starting with Anderson Logging.
Craig Wedd –
Hitachi ZX60USB
Craig Wedd has just taken delivery of his latest excavator, a Hitachi ZX60USB. He found this machine to be everything he could have wanted – great balance and fuel efficient, with plenty of power.

DG Glenn Logging –
Hitachi ZX450-3
DG Glenn Logging in Napier has replaced the older Hitachi ZX450-3 processor at Pan Pac, with the latest Hitachi ZX450-3 with new Ensign guarding package and Woodman head. The unit works in with the scanner to process most of the wood for Pan Pac.

Mike Hurring Logging –
Hitachi ZX210K-3
Mike Hurring Logging has just taken delivery of another new Hitachi excavator, a ZX210K-3, joining the fleet of 18 other Hitachi machines. The machine will be used to load logs in the west/south Otago region. The Hitachi guarding was done by Duffy Engineering in Balclutha.

DG Glenn Logging Ltd –
Hitachi ZX280L -3
Douglas Logging Ltd has added another new Hitachi to its fleet. The new unit is a ZX280L -3 High & Wide, and has started work in Northland. The guarding package was completed by EMS in Rotorua. The ZX280L-3 is fitted with a Satco 630 felling head.

V L Greig –
Hitachi ZX30U-3F
Charlie is no stranger to Hitachi as this is his third new machine. He was impressed with the cabin; in particular, the seat and hand control layout on the new model. Charlie fills his day with driveway repair, section clearing and new driveway landscaping.

D & M Kimpton –
Hitachi ZX120-3
Marc Kimpton, of D & M Kimpton, recently took delivery of a Hitachi ZX120-3, with Wedgelock quick hitch and tilting wide bucket. Marc is now the proud owner of his fourth Hitachi.

FlameTree Developments Ltd Fiji –
Hitachi ZX330-3
Glenn Wakeman, of FlameTree Developments Ltd Fiji, has recently taken delivery of a Hitachi ZX330-3, which will be shipped to Vanuatu for quarry operations. This latest Hitachi will be added to the company’s fleet of eight machines.

Shane McWatt Earthmovers Ltd –
Hitachi ZX50U-3F
Shane McWatt Earthmovers Ltd has recently purchased a Hitachi ZX50U-3F, complete with JB Sales power tilt and quick hitch. Shane opted for the Hitachi this time due to service from the CablePrice workshop.

CablePrice 57
Damel's Traffic Management (DMT) – Hitachi ZX17U-2
Traffic management company, DMT has purchased a new Hitachi ZX17U-2 to help out in the trenching part of its business, which specialises in thrust trenching and drilling. On its first day on the job, co-owner David Taui was very impressed with the machine’s power. DTM is a 100 percent family owned and operated business based in Rotorua. David and Mel Taui set the business up four years ago after working in the industry for around 17 years. The ZX17U-2 features a zero-tail swing design, bolstered by a powerful 11kW engine with a robust 1800kg operating weight. Compact and agile, the ZX17U-2 can easily be transported from job to job.

MarchCato Ltd – Hitachi ZX135US-3
Dick and Adam from MarchCato Ltd have recently added a Hitachi ZX135US-3 to their fleet. The machine comes complete with JB quick hitch and Montabert M700 rock breaker, as the company specialises in tunnelling work and also sheet piling and rock breaking.

Ramsay Earthmoving – Hitachi ZX160LC
Ramsay Earthmoving is about to receive its fourth Hitachi ZX160LC. Derek commented that CablePrice has looked after the company exceptionally well over the last three machines and that is why he had no hesitation choosing Hitachi once again.

Dempsey & Wood Civil Contractors Ltd – Hitachi ZX120-3, ZX200LC-3 and ZX240LC-3
Conal Dempsey and Jeff Lowrey from Dempsey & Wood Civil Contractors Ltd, have recently added three Hitachi excavators to their fleet, a ZX120-3, a ZX200LC-3, and a ZX240LC-3. Dempsey & Wood Civil Contractors Ltd has a fleet of 15 excavators, which are used for commercial and residential sub-division developments.

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Rosewarne Logging Ltd – Hitachi ZX250L-3
Rosewarne Logging Ltd has added a Hitachi ZX250L-3 factory built High & Wide machine to its fleet. The guarding was done by Morgan Engineering in Whangarei and the grapple was built and fitted by Jason, owner of Donaldson Mechanical.

Keith Bullock Contracting – Hitachi ZX135US-3
Keith Bullock Contracting has recently taken delivery of a Hitachi ZX135US-3 with blade. Operating from Porirua as a family owned business since 1960 in Wellington, Glenn Bullock, owner of Keith Bullock Contracting, thought the new machine was very well balanced and was looking forward to putting it to work. This is the third new Hitachi for Bullocks. The company has bought a new Hitachi ZX17U-2 and Hitachi ZX30U-3F in the last couple of years so orange is definitely starting to infiltrate the fleet. Bullocks covers all sorts of work in contracting from subdivisions to section dig outs and employs 14 staff.
A & G Sinton – Hitachi ZX270-3
Tracey, from A & G Sinton, took on all the responsibility while Alan was away and ordered a new Hitachi ZX270-3, for Gang 55, working near Atiamuri, just south of Tokorua. The guarding and grapple package was prepared by SATCO and it was fitted with a 552 CDL grapple. The new machine will be working mainly on the skids, doing the load outs and was handed over to Des on delivery day.

Balco Logging – Hitachi ZX280L-3
Balco Logging, from Murupara, has taken on a new Hitachi ZX280L-3. The machine comes direct from the factory with a High & Wide Chassis and double bar grousers. The rest of the guarding was undertaken by Engineering Services in Rotorua and includes its ENSIGN grapple and live heel. Pictured with the machine on delivery day – Adam, Hahona and Toi Anderson.

Havard Logging – Hitachi ZX400LCH-3
Havard Logging has taken delivery of another Hitachi, a new ZX400LCH-3, fitted out with Douglas Engineering log build, a Global cab and a Waratah HTH 626 harvesting head. “ThunderBird” crew manager, Ricki McGlashan, is hands on at the Northern Logging location in the Waipu forest. The operator of the ZX400LCH-3 is Jake DeGoey.

Rotorua Forest Haulage – Hitachi ZW310
Rotorua Forest Haulage has purchased a new Hitachi ZW310 to work in the Kaingaroa Processing Plant loading trucks. The machine was fitted up with ENSIGN log forks and RFH engineering added the rear grill protection.

Gair Contracting – Hitachi ZX200LC-3
Steve Galbraith, from Gair Contracting, in front of the latest Hitachi into the fleet. The ZX200LC-3 has impressed with its fuel economy and smoothness. Joe Gair decided to run with another Hitachi, as the backup performance was the best in Hawke’s Bay.

ISO – Hitachi ZX160LC-3
ISO has recently had three Hitachi ZX160LC-3 excavators delivered, with a further one being prepared for delivery for the company’s Port of Tauranga log handling contract. Over the past three years ISO has taken delivery of 18 ZX160LC-3 Hitachis, with the majority of them being put to work at the Port of Tauranga, handling logs as they are loaded into ships for export. The guarding package has been prepared by Active Engineering, and grappling was added to the unit.

Bruce Buchanan Ltd – Hitachi ZX30U-3F
Bruce Buchanan Limited is a family owned business operated by Wayne Buchanan. Bruce Buchanan founded the company in 1959 and it has been providing contracting solutions in the Wairarapa ever since. It currently employs approx 40 staff, some of whom have been working for the company in excess of 20 years. Wayne has a firm belief in loyalty and that is why choosing the new Hitachi ZX30U-3F was so easy.

Warren Fowler Earthmovers Ltd – Hitachi ZX225USR-3
Warren Fowler recently took delivery of another Hitachi ZX225USR-3. Fowler now has three ZX225USR-3s. The machine, complete with Doherty quick-hitch, NSP wide bucket and trenching bucket, is working at the Victoria tunnel job in Auckland.

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EQUIPMENT SPECS
A comprehensive guide to the full range of Hitachi construction, forestry, quarry and mining equipment

Excavators | Wheel Loaders | Articulated Dump Trucks | Rigid Dump Trucks | Rubber Crawler Carriers | Mobile Crushing Plant | Crawler Cranes

HITACHI
EXCAVATORS

The Hitachi Zaxis-3 range of excavators offers a versatile machine to suit almost any application, with an extensive range of models and variants in every weight class.

From the zero tail swing mini excavators through to the H&K heavy duty models, every machine is built with the same attention to quality and dedication to building the world’s finest excavator. The dash three generation Hitachi excavators take production, efficiency and comfort and redefine all three. Now available from 2.3-80-tonne, the new ranges are stamping their mark throughout the country.

Hitachi excavators can be found in mines and quarries, and in construction, demolition, recycling, waste handling and forestry applications throughout New Zealand. Hitachi customers come back time and again because they know there is no substitute for quality workmanship and precision engineering.

For higher productivity and lower operating costs, as well as higher retained values, CablePrice can help you select the right machine and attachments to keep your business productive and profitable.

We can also assist with extended warranty, scheduled maintenance plans or application-specific advice and support. Your local product support consultant can plug you into a global knowledge base, compiled from customers just like you from around the world.

It’s just another way we aim to ensure you’re powered to succeed.

MINI EXCAVATORS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>BUCKET* (m³)</th>
<th>DIG DEPTH (mm)</th>
<th>BREAKOUT (kgf)</th>
<th>POWER (kW@rpm)</th>
<th>FLOW (L/min)</th>
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<td>1600</td>
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<td>3450</td>
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<td>ZX50U-3F</td>
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<td>ZX60USB-3F</td>
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<td>0.24</td>
<td>4120</td>
<td>41.1kN</td>
<td>40.5@2000</td>
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MID-SIZED EXCAVATORS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>BUCKET* (m³)</th>
<th>DIG DEPTH (mm)</th>
<th>BREAKOUT (kgf)</th>
<th>POWER (kW@rpm)</th>
<th>FLOW (L/min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZX70-3/ZX70LC-3</td>
<td>6470/6570</td>
<td>0.24</td>
<td>4670</td>
<td>5600</td>
<td>40.5@2000</td>
<td>2x72.6</td>
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<tr>
<td>ZX75US-3</td>
<td>7200</td>
<td>0.24</td>
<td>4610</td>
<td>5600</td>
<td>40.5@2000</td>
<td>2x79.2</td>
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<tr>
<td>ZX85USB-3</td>
<td>8080</td>
<td>0.24</td>
<td>4470</td>
<td>5600</td>
<td>40.5@2000</td>
<td>2x79.2</td>
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<tr>
<td>ZX80LC-3</td>
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<td>0.24</td>
<td>4460</td>
<td>5600</td>
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<td>2x72.6</td>
</tr>
<tr>
<td>ZX11-3</td>
<td>10,900</td>
<td>0.45</td>
<td>4080/4880</td>
<td>9100</td>
<td>69@2000</td>
<td>2x111</td>
</tr>
<tr>
<td>ZX12-3</td>
<td>12,100</td>
<td>0.45</td>
<td>5570/6060</td>
<td>10,100</td>
<td>69@2000</td>
<td>2x117</td>
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<td>ZX13OK-3</td>
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<td>0.45</td>
<td>5570</td>
<td>10,100</td>
<td>69@2000</td>
<td>2x117</td>
</tr>
<tr>
<td>ZX13US-3</td>
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<td>0.45</td>
<td>5530/6020</td>
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<td>ZX140W-3</td>
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<td>5030</td>
<td>10,100</td>
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<td>135+180</td>
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<tr>
<td>ZX160LC-3</td>
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<td>0.55</td>
<td>5980</td>
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<td>ZX170W-3</td>
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<td>0.55</td>
<td>5330</td>
<td>10,400</td>
<td>107@2000</td>
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</tr>
<tr>
<td>ZX180LC-3</td>
<td>18,500</td>
<td>0.7</td>
<td>6120</td>
<td>12,500</td>
<td>90.2@2200</td>
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</tr>
<tr>
<td>ZX190W-3</td>
<td>18,200</td>
<td>0.6</td>
<td>5830</td>
<td>11,800</td>
<td>122@2000</td>
<td>2x189</td>
</tr>
<tr>
<td>ZX200-3/ZX200LC-3</td>
<td>19,800/20,400</td>
<td>0.7</td>
<td>6670</td>
<td>15,400</td>
<td>122@2000</td>
<td>2x212</td>
</tr>
<tr>
<td>ZX210H-3/ZX210LCH-3</td>
<td>21,000/21,400</td>
<td>0.7</td>
<td>6670</td>
<td>15,400</td>
<td>122@2000</td>
<td>2x212</td>
</tr>
<tr>
<td>ZX210K-3/ZX210LC-3</td>
<td>21,900/22,300</td>
<td>0.7</td>
<td>6670</td>
<td>15,400</td>
<td>122@2000</td>
<td>2x212</td>
</tr>
<tr>
<td>ZX225USR-3/ZX225USRCLC-3</td>
<td>22,300/22,700</td>
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<td>6670</td>
<td>15,400</td>
<td>122@2000</td>
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</tr>
<tr>
<td>ZX240-3/ZX240LC-3</td>
<td>23,400/23,900</td>
<td>0.9</td>
<td>6960</td>
<td>18,400</td>
<td>132@2000</td>
<td>2x216</td>
</tr>
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*Bucket Capacity – CECE heaped
MID-SIZED EXCAVATORS (CONTINUED)

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>BUCKET* (m³)</th>
<th>DIG DEPTH (mm)</th>
<th>BREAKOUT (kgf)</th>
<th>POWER (kW@rpm)</th>
<th>FLOW (L/min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZX250LC-3</td>
<td>24700</td>
<td>0.9</td>
<td>6960</td>
<td>18,400</td>
<td>132@2000</td>
<td>2x216</td>
</tr>
<tr>
<td>ZX250H-3/ZX250LCH-3</td>
<td>24,700/25,300</td>
<td>0.9</td>
<td>6960</td>
<td>18,400</td>
<td>132@2000</td>
<td>2x216</td>
</tr>
<tr>
<td>ZX270-3/ZX270LC-3</td>
<td>27,300/27,800</td>
<td>1</td>
<td>7230</td>
<td>19,700</td>
<td>140@2100</td>
<td>2x227</td>
</tr>
<tr>
<td>ZX330-3/ZX330LC-3</td>
<td>31,600/32,200</td>
<td>1.2</td>
<td>7380</td>
<td>23,900</td>
<td>202@1900</td>
<td>2x288</td>
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<tr>
<td>ZX350H-3/ZX350LCH-3</td>
<td>33,700/34,200</td>
<td>1.2</td>
<td>7380</td>
<td>23,900</td>
<td>202@1900</td>
<td>2x288</td>
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<td>ZX350K-3/ZX350LCX-3</td>
<td>34,400/35,000</td>
<td>1.2</td>
<td>7380</td>
<td>23,900</td>
<td>202@1900</td>
<td>2x288</td>
</tr>
<tr>
<td>ZX400LC-3</td>
<td>39,000</td>
<td>1.2</td>
<td>7310</td>
<td>20,400</td>
<td>202@1900</td>
<td>2x288</td>
</tr>
<tr>
<td>ZX450-3/ZX450LC-3</td>
<td>45,700/46,700</td>
<td>1.7</td>
<td>7770</td>
<td>28,400</td>
<td>260@1800</td>
<td>2x360</td>
</tr>
<tr>
<td>ZX470H-3/ZX470LCH-3</td>
<td>47,100/48,100</td>
<td>1.7</td>
<td>7770</td>
<td>29,400</td>
<td>260@1800</td>
<td>2x360</td>
</tr>
<tr>
<td>ZX500LC-3/ZX520LC-3</td>
<td>49,500/51,700</td>
<td>1.8/1.7</td>
<td>7690</td>
<td>28,400/29,400</td>
<td>260@1800</td>
<td>2x360</td>
</tr>
<tr>
<td>ZX650LC-3/ZX670LCH-3</td>
<td>65,900/67,300</td>
<td>2.5</td>
<td>8530</td>
<td>33,100</td>
<td>345@1800</td>
<td>2x456</td>
</tr>
</tbody>
</table>

*Bucket Capacity - CECE heaped

MINING EXCAVATORS

Hitachi is one of the world’s market leaders in large hydraulic excavators. Combining engineering excellence with a dedication to quality, Hitachi makes tough machines with long lives to meet the challenges of mining. Hitachi’s large excavators range in size from 80 to 800 tonnes. With the ability to keep running for 24 hours straight, these machines have exceptional durability. Their endurance is further proven by the ultra-large excavators, which have working-time records of over 90,000 hours. This kind of performance is not surprising when you consider that Hitachi’s corporate policy is to never release equipment that is not field ready. In mining, cost-efficiency is all important. Hitachi’s excavators provide one of the lowest cost-per-tonne options for moving materials in their class. Low maintenance cost and long-life make for machines that give you significant savings!

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>BUCKET* (m³)</th>
<th>DIG DEPTH (mm)</th>
<th>BREAKOUT (kgf)</th>
<th>POWER (kW@rpm)</th>
<th>FLOW (L/min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZX850-3/ZX850LC-3</td>
<td>80,500/82,200</td>
<td>3.1*</td>
<td>8870</td>
<td>40,700</td>
<td>397@1800</td>
<td>2x528</td>
</tr>
<tr>
<td>ZX870H-3/ZX870LCH-3</td>
<td>82,100/84,000</td>
<td>3.1*</td>
<td>8870</td>
<td>41,000</td>
<td>397@1800</td>
<td>2x528</td>
</tr>
<tr>
<td>EX1200-6</td>
<td>108,000</td>
<td>6.5</td>
<td>8050</td>
<td>58,000</td>
<td>567@1800</td>
<td>3x520</td>
</tr>
<tr>
<td>EX1900-6</td>
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<td>12</td>
<td>8180</td>
<td>68,400</td>
<td>775@1800</td>
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<tr>
<td>EX2500-6</td>
<td>249,000</td>
<td>15</td>
<td>8600</td>
<td>84,800</td>
<td>994@1800</td>
<td>4x375/2x425</td>
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<tr>
<td>EX3600-6</td>
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<td>8490</td>
<td>85,800</td>
<td>1450@1800</td>
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</tr>
<tr>
<td>EX5500-6</td>
<td>522,000</td>
<td>29</td>
<td>9000</td>
<td>160,000</td>
<td>2x1400@1800</td>
<td>8x375/4x425</td>
</tr>
<tr>
<td>EX8000</td>
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<td>40**</td>
<td>4100</td>
<td>227,000</td>
<td>2x1400@1600</td>
<td>16x500</td>
</tr>
</tbody>
</table>

*Mining Excavators

MOBILE CRUSHING PLANT

Hitachi’s mobile crushers are machines that pulverise concrete debris with their shark-like jaws. Mobile, compact, and environmentally-friendly, these machines do their part to recycle precious materials. There are three models of Hitachi mobile crushers to suit your recycling needs. Each type comes equipped with a powerful jaw crusher. The gravel, sand and metal that is crushed from concrete and other debris is first sorted. The metal is recycled, and the remaining elements are used as construction material for roads or other structures. This type of environment-conscious recycling makes sure that resource waste is eliminated.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>OPERATING WEIGHT (kg)</th>
<th>ENGINE RATED OUTPUT (kW)</th>
<th>FEEDER TYPE</th>
<th>MAXIMUM FEED-IN SIZE (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZR950JC</td>
<td>29,000</td>
<td>140</td>
<td>Grizzly</td>
<td>930 x 530</td>
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</table>
WHEEL LOADERS

Hitachi’s comprehensive range of wheel loaders, packed with features and attention to detail, are lifting the standard in wheel loader comfort, control and productivity.

The new ZW wheel loaders provide top-class production with amazing mobility. Total control of engine and pump torque is an industry first.

Three work modes and three driving modes help enhance operating ease and yield higher levels of production. What’s more, numerous advances in design give power and speed for loading and travel.

The ZW Series will set a new standard of productive, easy-to-operate wheel loaders.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT *(kg)</th>
<th>BUCKET *(m³)</th>
<th>DUMP HEIGHT (mm)</th>
<th>BREAKOUT (kgf)</th>
<th>POWER *(kW@rpm)</th>
<th>STATIC TIP LOAD *(Full turn kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZW20</td>
<td>1945</td>
<td>0.3</td>
<td>1850</td>
<td>2100</td>
<td>15.8@2500</td>
<td>1100</td>
</tr>
<tr>
<td>ZW30</td>
<td>2785</td>
<td>0.4</td>
<td>2155</td>
<td>2990</td>
<td>22.2@2200</td>
<td>1400</td>
</tr>
<tr>
<td>ZW40</td>
<td>3295</td>
<td>0.5</td>
<td>2445</td>
<td>3650</td>
<td>30.4@2200</td>
<td>1720</td>
</tr>
<tr>
<td>ZW50</td>
<td>3605</td>
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<td>2500</td>
<td>3400</td>
<td>30.4@2200</td>
<td>1960</td>
</tr>
<tr>
<td>LX50-7</td>
<td>4845</td>
<td>0.9</td>
<td>2550</td>
<td>4750</td>
<td>44.1@2200</td>
<td>2900</td>
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<tr>
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<td>2760</td>
<td>9820</td>
<td>96@2000</td>
<td>6970</td>
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<tr>
<td>ZW150</td>
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<td>2820</td>
<td>10,290</td>
<td>107@2000</td>
<td>7940</td>
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<tr>
<td>ZW180</td>
<td>14,450</td>
<td>2.6</td>
<td>2800</td>
<td>12,138</td>
<td>128@2200</td>
<td>10,110</td>
</tr>
<tr>
<td>ZW220</td>
<td>17,370</td>
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<td>2880</td>
<td>15,350</td>
<td>164@2000</td>
<td>11,850</td>
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<tr>
<td>ZW250</td>
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<td>2950</td>
<td>16,570</td>
<td>179@2000</td>
<td>12,950</td>
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<tr>
<td>ZW310</td>
<td>22,410</td>
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<td>3100</td>
<td>19,550</td>
<td>220@1800</td>
<td>14,900</td>
</tr>
<tr>
<td>LX300-7</td>
<td>29,700</td>
<td>5</td>
<td>3130</td>
<td>24,200</td>
<td>243@1800</td>
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</tr>
<tr>
<td>LX450-7</td>
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<td>5.7</td>
<td>3330</td>
<td>400kN</td>
<td>331@2050</td>
<td>27,780</td>
</tr>
</tbody>
</table>

*Operating weight based on Cabin

RIGID FRAME DUMP TRUCKS

By purchasing Euclid (a rigid dump truck brand synonymous with the mining industry), Hitachi was able to expand its line-up of mining products with a world-leading product to complement perfectly its hydraulic excavators.

Hitachi AC drive technology, developed in conjunction with Siemens, provides truck performance with a higher top speed, better gradability and stronger retardation. These features increase the trucks’ productivity and uptime, while reducing operating and maintenance costs, which all equates to a lower cost per tonne of material moved.

Engineered for performance, designed for comfort and built to last, Hitachi rigid dump trucks make even the toughest jobs look small.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>ENGINE RATED POWER <em>(kW)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SAE J1349, net</td>
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<tr>
<td>EH750-3</td>
<td>362</td>
</tr>
<tr>
<td>EH1100-3</td>
<td>520</td>
</tr>
<tr>
<td>EH1700-3</td>
<td>836 *1</td>
</tr>
<tr>
<td>EH3500AC II</td>
<td>1491</td>
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<tr>
<td>EH4500-2</td>
<td>2014</td>
</tr>
<tr>
<td>EH5000</td>
<td>2014</td>
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</tbody>
</table>

*Operating weight based on Cabin

<table>
<thead>
<tr>
<th>MODEL</th>
<th>LOAD CAPACITY <em>(m³)</em></th>
<th>PAYLOAD <em>(Tonnes)</em></th>
<th>GMW – GROSS MACHINE WEIGHT <em>(kg)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>SAE heap 2:1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EH750-3</td>
<td>27.7</td>
<td>41.8</td>
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<tr>
<td>EH1100-3</td>
<td>38.7</td>
<td>64.9</td>
<td>110,677</td>
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<tr>
<td>EH1700-3</td>
<td>60.3</td>
<td>88.6 *2</td>
<td>170,010</td>
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<tr>
<td>EH3500AC II</td>
<td>111</td>
<td>168</td>
<td>325,000</td>
</tr>
<tr>
<td>EH4500-2</td>
<td>159</td>
<td>254.0</td>
<td>480,362</td>
</tr>
<tr>
<td>EH5000</td>
<td>196.1</td>
<td>286</td>
<td>528,208</td>
</tr>
</tbody>
</table>
ARTICULATED DUMP TRUCKS

Stamping their authority all over the globe in poor underfoot conditions, the Hitachi D-series articulated dump trucks are setting a new standard in earthmoving!

The trucks boast incredibly fuel-efficient engines that deliver outstanding productivity for their owners and the reliability Hitachi is renowned for.

With the AH500, Hitachi became the first manufacturer in the world to develop a 50-tonne articulated. From 25 to 50-tonne, Hitachi has the ADT to suit your specific job requirements.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>PAYLOAD (kg)</th>
<th>CAPACITY (m)</th>
<th>ENGINE</th>
<th>DRY WEIGHT (kg)</th>
<th>POWER (kW@rpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AH250D</td>
<td>23,200</td>
<td>13.8</td>
<td>OM906LA</td>
<td>17,500</td>
<td>205@2200</td>
</tr>
<tr>
<td>AH300D</td>
<td>27,300</td>
<td>16.5</td>
<td>OM906LA</td>
<td>18,000</td>
<td>205@2200</td>
</tr>
<tr>
<td>AH350D</td>
<td>32,500</td>
<td>20.0</td>
<td>OM501LA</td>
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<td>290@1800</td>
</tr>
<tr>
<td>AH400D</td>
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<td>22.5</td>
<td>OM501LA</td>
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<td>315@1800</td>
</tr>
<tr>
<td>AH500D</td>
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<td>OM502LA</td>
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<td>OM906LA</td>
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<tr>
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<td>OM906LA</td>
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<td>205@2200</td>
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<tr>
<td>AH350L</td>
<td>32,500</td>
<td>20.0</td>
<td>OM501LA</td>
<td>27,465</td>
<td>290@1800</td>
</tr>
<tr>
<td>AH400L</td>
<td>37,000</td>
<td>22.5</td>
<td>OM501LA</td>
<td>29,650</td>
<td>315@1800</td>
</tr>
</tbody>
</table>

CRAWLER CRANES

Hitachi cranes are supplied by Hitachi Sumitomo Heavy Industries Construction Crane Co., Ltd. (a Hitachi group company). They bring together the advanced technologies of both companies to produce the most comprehensive crawler cranes in the world.

All Hitachi Sumitomo cranes are designed under a three key concepts approach of “simple”, “refined” and “reliable” to enforce the key elements customers are looking for in their equipment.

<table>
<thead>
<tr>
<th>MODELS</th>
<th>MAX LIFTING (tonne x m)</th>
<th>MAX BOOM LENGTH (m)</th>
<th>ENGINE RATED POWER (kW/min-1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCX300</td>
<td>30 x 3.0</td>
<td>34</td>
<td>110/2000</td>
</tr>
<tr>
<td>SCX400</td>
<td>40 x 3.7</td>
<td>46</td>
<td>147/2100</td>
</tr>
<tr>
<td>SCX500</td>
<td>50 x 3.8</td>
<td>52</td>
<td>147/2100</td>
</tr>
<tr>
<td>SCX550</td>
<td>55 x 3.7</td>
<td>52</td>
<td>147/2100</td>
</tr>
<tr>
<td>SCX700</td>
<td>70 x 3.7</td>
<td>54</td>
<td>147/2100</td>
</tr>
<tr>
<td>SCX800-2</td>
<td>80 x 3.3</td>
<td>54.5</td>
<td>212/2000</td>
</tr>
<tr>
<td>SCX800HD-2</td>
<td>80 x 3.4</td>
<td>54.5</td>
<td>212/2000</td>
</tr>
<tr>
<td>SCX900-2</td>
<td>90 x 4.0</td>
<td>60</td>
<td>212/2000</td>
</tr>
<tr>
<td>SCX1200-2</td>
<td>120 x 4.5</td>
<td>72</td>
<td>212/2000</td>
</tr>
<tr>
<td>SCX1500-2</td>
<td>150 x 4.1</td>
<td>75</td>
<td>212/2000</td>
</tr>
<tr>
<td>SCX2800-2</td>
<td>275 x 4.3</td>
<td>91.45</td>
<td>272/2000</td>
</tr>
<tr>
<td>SCX3500</td>
<td>350 x 5.0</td>
<td>96</td>
<td>302/2200</td>
</tr>
</tbody>
</table>

RUBBER CRAWLER CARRIERS

Hitachi’s rubber crawler carriers are powerful vehicles that are ideal for muddy, uneven construction sites. Even with heavy loads, these carriers can run smoothly on soft-ground conditions.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>OPERATING WEIGHT (kg)</th>
<th>ENGINE RATED POWER (kW)</th>
<th>MAXIMUM PAYLOAD (kg)</th>
<th>MAXIMUM TRAVEL SPEED (km/h)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EG40R</td>
<td>6200</td>
<td>73.6</td>
<td>4000</td>
<td>11</td>
</tr>
<tr>
<td>EG70R</td>
<td>10,800</td>
<td>132.6</td>
<td>6500</td>
<td>10</td>
</tr>
<tr>
<td>EG110R</td>
<td>16,100</td>
<td>183.9</td>
<td>11,000</td>
<td>-</td>
</tr>
</tbody>
</table>
John Deere’s JH Series purpose-built cut-to-length harvesters help you manage your forest with every cut. Built on a long history of harvester evolution, John Deere’s tracked and wheeled harvesters are all about making technology pay off for logging contractors. No unnecessary gimmicks - just hard-working, practical, high efficiency systems to make the operator’s job easier. And to add the margin of difference that can help grow your business.

John Deere leads the world in onboard management systems, systems designed to help the operator better manage their time, and the forest, as well as providing higher levels of return.

### TRACKED HARVESTERS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>POWER (kW/HP)</th>
<th>REACH (m)</th>
<th>PROCESSOR</th>
<th>CUT DIAMETER (inches)</th>
<th>WEIGHT (kg)</th>
<th>CLEARANCE (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>703JH</td>
<td>135/181</td>
<td>8.5</td>
<td>HTH622B</td>
<td>30”</td>
<td>23,115</td>
<td>737</td>
</tr>
<tr>
<td>753JH</td>
<td>180/241</td>
<td>8.48</td>
<td>HTH622B</td>
<td>30”</td>
<td>23,261</td>
<td>737</td>
</tr>
<tr>
<td>759JH</td>
<td>180/241</td>
<td>8.5</td>
<td>H480</td>
<td>25.6”</td>
<td>26,762</td>
<td>762</td>
</tr>
</tbody>
</table>
The J-series crawler dozers from John Deere combine operator comfort and finger-tip control with a barrage of power to ensure any job is finished to the highest level in the optimal time. The full-featured hydrostatic drive-train and state-of-the-art controls deliver unsurpassed operating ease and versatility. John Deere dozers offer a variety of production-boosting advantages and allow the operator to customise machine operation with preferences for unbeatable flexibility and control. If you are looking for a dozer with the finesse for finishing work, but one that is equally capable of handling big blade loads then you can’t go past the John Deere J-series crawler dozers.

---

### MOTOR GRADERS

Not an alternative, but a better grader! The all-new G-series graders from John Deere offer a range of models, all with variable horsepower and the option of 6WD.

More glass and more space make the G-series cabins a more enjoyable place to work. Best-in-class low rpm torque delivers power when you need it. And no more stopping to change directions either – just slot straight from reverse into forward in any gear below 4th – and you’re away again.

Experience the John Deere G-series today and move up to a new level of productivity.

---

### FORWARDERS

John Deere forwarders lead the world in innovative design and quality manufacturing. Whether you are running a large-scale, round-the-clock harvesting operation, or haul short wood over short distances, there’s a John Deere forwarder loaded with features to bring up your production numbers.

The revolutionary new E-series are all about best-ever performance, cab comfort and service access, which epitomise John Deere’s value proposition of productivity, uptime and low daily operating costs.

Available in 4WD or 8WD to match the terrain and a variety of boom and deck length configurations, John Deere forwarders have earned a worldwide reputation as hardworking, easy to run, reliable machines that pay their own way every shift.

---

### BULLDOZERS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>ENGINE</th>
<th>TRANSMISSION (mm)</th>
<th>DBAR PULL (kg)</th>
<th>POWER (kW@rpm)</th>
<th>BLADE WIDTH (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>450 JLT</td>
<td>7401</td>
<td>4045T</td>
<td>HS</td>
<td>12,000</td>
<td>52@2200</td>
<td>2921</td>
</tr>
<tr>
<td>550 JLT</td>
<td>7717</td>
<td>4045T</td>
<td>HS</td>
<td>12,500</td>
<td>60@2200</td>
<td>2921</td>
</tr>
<tr>
<td>650 JLT</td>
<td>8436</td>
<td>4045T</td>
<td>HS</td>
<td>13,000</td>
<td>67@2200</td>
<td>2921</td>
</tr>
<tr>
<td>700 JLT</td>
<td>12,152</td>
<td>6068H</td>
<td>HS</td>
<td>16,000</td>
<td>86@2100</td>
<td>3048</td>
</tr>
<tr>
<td>750 J</td>
<td>14,781</td>
<td>6068H</td>
<td>HS</td>
<td>22,000</td>
<td>108@2100</td>
<td>3300</td>
</tr>
<tr>
<td>850 J</td>
<td>18,083</td>
<td>6090H</td>
<td>HS</td>
<td>24,000</td>
<td>137@1800</td>
<td>3250</td>
</tr>
</tbody>
</table>

---

### MOTOR GRADERS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>WEIGHT (Max kg)</th>
<th>BLADE SIZE (tt)</th>
<th>ENGINE</th>
<th>VARIABLE HORSEPOWER</th>
<th>TORQUE RISE</th>
<th>SPEEDS (F/R)</th>
</tr>
</thead>
<tbody>
<tr>
<td>670G</td>
<td>15,340</td>
<td>12/14</td>
<td>6090H</td>
<td>195 (145kW)</td>
<td>72%</td>
<td>45.2/45.2</td>
</tr>
<tr>
<td>672G</td>
<td>16,357</td>
<td>12/14</td>
<td>6090H</td>
<td>195 (145kW)</td>
<td>72%</td>
<td>45.2/45.2</td>
</tr>
<tr>
<td>770G</td>
<td>15,754</td>
<td>12</td>
<td>6090H</td>
<td>230 (172kW)</td>
<td>63%</td>
<td>45.2/45.2</td>
</tr>
<tr>
<td>772G</td>
<td>16,747</td>
<td>12</td>
<td>6090H</td>
<td>245 (183kW)</td>
<td>55%</td>
<td>45.2/45.2</td>
</tr>
<tr>
<td>870G</td>
<td>16,384</td>
<td>12/16</td>
<td>6090H</td>
<td>255 (190kW)</td>
<td>60%</td>
<td>44.6/44.6</td>
</tr>
<tr>
<td>872G</td>
<td>17,346</td>
<td>12/16</td>
<td>6090H</td>
<td>265 (198kW)</td>
<td>53%</td>
<td>44.6/44.6</td>
</tr>
</tbody>
</table>

---

### FORWARDERS

<table>
<thead>
<tr>
<th>MODEL</th>
<th>REACH (m)</th>
<th>GROSS LIFTING TORQUE (kNm)</th>
<th>DECK LENGTH (m)</th>
<th>POWER (kW@rpm)</th>
<th>LOAD RATING (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>810E</td>
<td>7.2 / 8.7 / 9.8</td>
<td>76</td>
<td>3.8</td>
<td>95@1900</td>
<td>9000</td>
</tr>
<tr>
<td>1010E</td>
<td>7.2 / 8.5 / 10</td>
<td>102</td>
<td>4.5</td>
<td>115.5@1900</td>
<td>11,000</td>
</tr>
<tr>
<td>1110E</td>
<td>7.2 / 8.5 / 10</td>
<td>102</td>
<td>4.5</td>
<td>136@1900</td>
<td>12,000</td>
</tr>
<tr>
<td>1210E</td>
<td>7.2 / 8.5 / 10</td>
<td>125</td>
<td>4.5</td>
<td>136@1900</td>
<td>13,000</td>
</tr>
<tr>
<td>1510E</td>
<td>7.2 / 8.5 / 10</td>
<td>125</td>
<td>4.5</td>
<td>145@1900</td>
<td>15,000</td>
</tr>
<tr>
<td>1910E</td>
<td>8.5</td>
<td>151</td>
<td>4.8</td>
<td>186@1900</td>
<td>19,000</td>
</tr>
</tbody>
</table>
The new John Deere K-Series wheel loaders take the three tenets of John Deere machine design – productivity, uptime, and lower daily operating costs – to all-new levels. This is a machine designed to work – day in, day out.

All of the models in the K-Series are Loadrite™ ready, and feature advantages such as solid state electronics, highly efficient Quad-Cool™ cooling and advanced diagnostic monitors.

Traditional John Deere durability is inherent in the new K-Series design, with booms and mainframes so tough that they're warranted for three years or 10,000 hours.

### Wheel Loaders

<table>
<thead>
<tr>
<th>MAKE</th>
<th>MODEL</th>
<th>WEIGHT (kg)</th>
<th>BUCKET (m³)</th>
<th>Breakout (kgf)</th>
<th>STATIC TIP FULL TURN (kg)</th>
<th>POWER (kW@rpm)</th>
<th>DUMP HEIGHT (45° dis) (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Deere</td>
<td>544K Z-Bar</td>
<td>12,820</td>
<td>1.9-4.5</td>
<td>10,278</td>
<td>9434</td>
<td>125@1900</td>
<td>2270</td>
</tr>
<tr>
<td>John Deere</td>
<td>544K Powerllel</td>
<td>13,840</td>
<td>1.9-4.5</td>
<td>8604</td>
<td>7554</td>
<td>125@1900</td>
<td>2680</td>
</tr>
<tr>
<td>John Deere</td>
<td>624K Z-Bar</td>
<td>15,185</td>
<td>2.5-5</td>
<td>12,920</td>
<td>12,031</td>
<td>147@1800</td>
<td>2870</td>
</tr>
<tr>
<td>John Deere</td>
<td>624K Powerllel</td>
<td>16,454</td>
<td>2.5-5</td>
<td>10,759</td>
<td>9257</td>
<td>147@1800</td>
<td>2700</td>
</tr>
<tr>
<td>John Deere</td>
<td>644K Z-Bar</td>
<td>18,160</td>
<td>2.8-5.0</td>
<td>15,377</td>
<td>13,126</td>
<td>173@1700</td>
<td>2840</td>
</tr>
<tr>
<td>John Deere</td>
<td>644K Powerllel</td>
<td>18,547</td>
<td>2.8-5.0</td>
<td>13,664</td>
<td>11,813</td>
<td>173@1700</td>
<td>2790</td>
</tr>
<tr>
<td>John Deere</td>
<td>724K Z-Bar</td>
<td>19,130</td>
<td>3.3-5.0</td>
<td>14,398</td>
<td>14,204</td>
<td>197@1800</td>
<td>2790</td>
</tr>
<tr>
<td>John Deere</td>
<td>744K Z-Bar</td>
<td>24,182</td>
<td>3.8-5</td>
<td>19,395</td>
<td>17,123</td>
<td>227@1500</td>
<td>3050</td>
</tr>
<tr>
<td>John Deere</td>
<td>824K Z-Bar</td>
<td>26,210</td>
<td>4.2-6.1</td>
<td>18,905</td>
<td>17,588</td>
<td>248@1600</td>
<td>3200</td>
</tr>
<tr>
<td>John Deere</td>
<td>844K Z-Bar</td>
<td>31,792</td>
<td>4.6-6.8</td>
<td>21,709</td>
<td>20,282</td>
<td>283@1600</td>
<td>3330</td>
</tr>
</tbody>
</table>

### Log Skidders

#### Log Skidders Cable

<table>
<thead>
<tr>
<th>MODEL</th>
<th>ENGINE</th>
<th>POWER (kW/HP)</th>
<th>WINCH MODEL</th>
<th>LINEPULL (KN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>540G-111</td>
<td>6068H</td>
<td>96/129</td>
<td>4000</td>
<td>156</td>
</tr>
<tr>
<td>640H</td>
<td>6068H</td>
<td>125/168</td>
<td>4000</td>
<td>212</td>
</tr>
<tr>
<td>740H</td>
<td>6068H</td>
<td>141/189</td>
<td>6000</td>
<td>247</td>
</tr>
</tbody>
</table>

#### Log Skidders Grapple

<table>
<thead>
<tr>
<th>MODEL</th>
<th>ENGINE</th>
<th>POWER (kW/HP)</th>
<th>ARCH TYPE</th>
<th>GRAPPLE BUNCHING (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>548G-111</td>
<td>6068H</td>
<td>96/129</td>
<td>Single</td>
<td>2.159</td>
</tr>
<tr>
<td>648H</td>
<td>6068H</td>
<td>138/185</td>
<td>Dual</td>
<td>3.175</td>
</tr>
<tr>
<td>748H</td>
<td>6081H</td>
<td>141/189</td>
<td>Dual</td>
<td>3.226</td>
</tr>
<tr>
<td>848H</td>
<td>6068H</td>
<td>149/200</td>
<td>Dual</td>
<td>3.302</td>
</tr>
</tbody>
</table>

### Feller Bunchers

Designed and forestry-built for sustained hard work in high volume, day and night, John Deere feller bunchers have more of everything it takes to raise your production numbers. See one in action and you’ll appreciate the increased boom lift and swing torque, plus superb tractive effort and ground clearance to travel smartly to the next harvesting position. Every move is automatically controlled with speeds customised to the operator.

John Deere feller bunchers have earned a worldwide reputation as hardworking, easy to run, reliable machines that pay their own way every shift.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>POWER (kW/HP)</th>
<th>FELLING HEAD</th>
<th>CUT DIAMETER (mm)</th>
<th>CUT RADIUS (m)</th>
<th>WEIGHT (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>753J</td>
<td>180/241</td>
<td>FS20/FS22</td>
<td>559</td>
<td>7.8</td>
<td>25,529</td>
</tr>
<tr>
<td>759J</td>
<td>180/241</td>
<td>FS20/FS22</td>
<td>559</td>
<td>7.1</td>
<td>29,874</td>
</tr>
<tr>
<td>909K</td>
<td>219/294</td>
<td>FS22B/FS24/FR22B</td>
<td>559</td>
<td>8.4</td>
<td>34,428</td>
</tr>
<tr>
<td>959K</td>
<td>219/294</td>
<td>FS22B/FS24/FR22B</td>
<td>559</td>
<td>8.5</td>
<td>36,016</td>
</tr>
</tbody>
</table>
There’s only one number you need to remember for all your commercial vehicle and heavy machinery assistance, including:

- Breakdowns
- After-hours assistance
- Parts ordering
- In-field service support

One number. A nation of support.

Service Assistance
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