

Some new vehicles from a variety of off-highway industries.

by David Alexander

Big is beautiful at International

The world's largest production pickup truck—the **International CXT**—has two new, very different siblings. According to the company, the International 7700 is designed to deliver “a combination of beauty and power” for customers in severe-service industries, while the International RXT is a 22-ft (6.7-m) commercial pickup truck with (depending on configuration) a payload of up to 8 ton (7.3 t) and towing capacity of up to 12 ton (10.9 t).

The 7700 will provide many of the same standard features and benefits available with the current 7600 models, plus new options. The new features specifically target bridge formula mixer, super-dump, and block-hauler applications. Additional applications include severe-service tanks and logger trucks.

Two of the 7700 models feature a new front-bumper-to-axle setting of 29.1 in (739 mm), and a frame system that optimizes payload weights for states in the U.S. that follow bridge formula limits. With a new

front taper leaf-spring suspension, the International 7700 delivers a smooth ride even with empty payload.

The International 7700 offers new chassis packaging options that create a fast and economical process for mounting truck bodies. The location of components on a chassis is critical when mounting various bodies such as mixers and multiple lift axle trucks. The frame system includes a single 12.25-in (311-mm) frame that is 400 lb (181 kg) lighter than many double 10-in (254-mm) frames, giving customers the ability to haul heavier payloads.

Standard engine on the International 7700 is a 305-hp (227-kW) **Cummins** ISM with an 1150-lb-ft (1559-N·m) rating. The **Eaton Fuller** 10-speed overdrive transmission is also standard. The engine options include an upgrade in power to a 470-hp (350-kW) **Caterpillar** or Cummins engine. Dual-power steering is featured on axles over 16,000 lb (7260 kg), and with a wheel cut up to 50° delivers good maneuverability, low turning effort, and control on soft dirt or sand surfaces.

The chrome grille, resistant to road debris, cracking and breaking, is attached by six easily removable bolts for quick replacement if damaged. Powder base coating is standard on certain bumpers, mirrors, battery boxes, and fuel tanks to minimize chipping and corrosion. The standard base coat/clear coat paint process seals the truck's color coat from the environment and protects the base coat paint.

Repairs are simple on the multipiece hood and headlight assembly because in the event of damage only one piece needs to be replaced. The hood tilts easily and is made of a sheet-molded compound that is less expensive to repair than fiberglass.

Standard cab space features two overhead compartments and side-door storage areas. The “Fit and Finish” door features a cab exhauster to let the air out so that the door is tight and noise is kept low for a quieter cab. The steering wheel includes mounted controls such as cruise control. Additional compass, wind, and temperature gauges can be added to the truck.

The International 7700 also features the latest in truck electronics, including the Diamond Logic self-diagnosing system that electronically checks the status of the truck. When the key is turned to the “on” position, error codes will appear if there is a problem to let the technician know of the precise electrical fault. There are more than 517 fault codes that are diagnosed through the Diamond Logic system.

The new models include the International 7700 set-forward front axle 4 x 2 and 6 x 4 models, and the International 7700 setback axle 6 x 4 model.

According to the company, the CXT's other brother,



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The International RXT is a 22-ft (6.7-m) commercial pickup truck with (depending on configuration) a payload of up to 8 ton (7.3 t) and towing capacity of up to 12 ton (10.9 t). It features commercial hydraulic brakes for stopping large loads or trailers.

the International RXT, was built for business owners who want a truck that promotes themselves as much as their businesses. However, just as people have unique personas, the International RXT is designed for business owners who "prefer a strong and athletic look rather than a vehicle as big and bold as the International CXT."

Standing 8 ft (2.44 m) tall, the International RXT is a 4 x 2 pickup truck. It features an 8-ft (2.44-m) bed and commercial hydraulic brakes for stopping large loads or trailers. Its exterior design offers full-body side-skirts, a low step-in height, and aerodynamic hood. From the driver's seat, the ride is made comfortable by a spacious crew cab that seats five, as well as air cab suspension and an International ride-optimized suspension. The RXT features an International VT 365 diesel V8 engine that delivers 230 hp (171 kW) and 540 lb-ft (732 N·m).

Production of new excavator from Volvo begins

Production models of the new 70-ton (63.5-t) Volvo EC700B excavator are being field-tested worldwide by **Volvo Construction Equipment**, and full-scale production will begin in the first quarter of 2006 for delivery to all markets.

The Volvo EC700B excavator was designed and engineered from the ground up with extensive input from customers around the world to redefine performance in its excavator class. It is a next-generation machine with an aggressive performance profile for production digging and a proven Volvo powertrain, good balance and stability, and high digging forces. It is targeted at applications that include civil engineering, mass excavation, quarry loading, and heavy construction.

Power for the new EC700B comes from the Volvo D16C EAE3, with a gross output of 464 hp (346 kW) at 1800 rpm. The engine will use the new Tier 3-compliant Volvo Advanced Combustion Technology power system that is matched with Volvo hydraulic systems to provide high digging and crowding forces, and smooth operation in all conditions. A large counterweight and long, wide-gauge tracks give balance and stability to the machine.

Digging reach of the new Volvo excavator is 43.25 ft (13.2 m), digging depth is 27.6 ft (8.4 m), maximum breakout force is rated at 67,750 lb (301 kN), and bucket sizes are available from 3.3 to 5.9 yd³ (2.5 to 4.5 m³). The operating mass of the machine is from 148,810 to 154,980 lb (67,500 to 70,300 kg). The standard boom and arm on the EC700B are 25.25 ft (7.7 m) and 11.67 ft (3.56 m) respectively, and with 36-in (900-mm) double grouser shoes, the machine has a mass of 152,560 lb (69,200 kg).

Key components of the Volvo EC700B—including the main pump, swing motor, and bearing and track rollers—are of a higher capacity than normally found in a 70-ton (63.5-t) class machine. The result is high performance and durability in a



Power for Volvo's new EC700B excavator comes from the Volvo D16C EAE3, with a gross output of 464 hp (346 kW) at 1800 rpm. The engine uses the new Tier 3-compliant Volvo Advanced Combustion Technology.

machine with advantages in digging force, cycle times, bucket capacity, and fuel efficiency.

The operator station of the EC700B features clear visibility, a nine-way adjustable seat, ergonomic controls, sound and vibration protection, a high-capacity climate-control system, wide access steps, and an access ladder to the top of the machine behind the cab. Hydraulic noise is reduced with the use of pipe clamps designed with built-in damping.

For serviceability, there is easy access to the engine oil, fuel, and air filters, and to various other components via wide steps, a catwalk, and ladders. The undercarriage of the machine is retractable for easy transport and quick turnaround.

New wheel loader from Caterpillar

The new **Caterpillar** 994F wheel loader builds on the durability of its predecessor, the 994D, and provides significant increases in productivity as well as an improved operator environment. Serviceability improvements and new safety features help reduce risks for 994F operators and maintenance personnel.

The 994F Standard Lift arrangement with a payload of 38 ton (34.5 t) and rock bucket capacity of 24.5 yd³ (19 m³)

matches to the Cat 785 and the 789. A 994F High Lift with a payload of 34 ton (31 t) and rock bucket capacity of 22.5 yd³ is well matched with Cat 789 and 793 trucks equipped with standard bodies.

For coal-loading operations, the new 994F Super High Lift can efficiently load Cat 793 or similarly sized trucks equipped with coal bodies. Dump clearance of 24.1 ft (7.3 m) and dump

reach of 11.1 ft (3.4 m), in conjunction with the 994F hydraulics improvements, promote quick cycle times. The 994F Super High Lift employs additional counterweight to handle a 34-ton (31-t) payload and a 47-yd³ (36-m³) coal bucket.

The Cat 3516B HD EUI engine delivers 1577 gross hp (1174 kW), a 14% increase compared to the conventional 3516 in the previous model. Net power is 1429 hp (1065 kW), also 14% more than the 994D. In addition to internal changes that enhance torque rise and durability, the engine features new turbochargers, high-capacity air cleaners, and dual 80-A alternators. All promote fast engine response and fuel efficiency while maintaining long engine life. The Caterpillar Oil Renewal System is available on the 994F and offers a means to eliminate oil changes and increase machine availability.

New drivetrain components include larger gears, higher-capacity bearings, and a wider ring gear assembly for improved reliability and long service life. A 26% increase in powertrain oil flow, increased low-pressure filter capacity, and the addition of two oil-to-air coolers extend the life of components. The transmission features a redesigned control manifold for fast shifts and longer clutch life. The torque converter no longer uses a free wheel clutch. The impeller clutch offers full modulation and improved calibration for smooth, efficient control by the operator. A new, wider tire is available for applications requiring increased stability.

Hydraulic power comes from three fixed-displacement pumps and a new variable-displacement implement pump with electrohydraulic control. Increased flow provides 10% faster bucket lift and tilt speed compared to the previous model. Increasing relief pressure boosts lift force 10%. A new valve section and associated plumbing delivers faster bucket lowering for fast cycle times. Implement circuit filters are located for easy maintenance access. The hydraulic system is served by a new, higher-capacity tank and a remote air-expansion tank.

A new, larger cab with lower sound levels accommodates a trainer seat. The new Cat Comfort Seat for the operator features a state-of-the-art suspension to help fight fatigue. The new cab offers good visibility that can be further enhanced with the optional Rear Vision camera system. High-intensity-discharge lighting is another option.

The 994F retains the steering and transmission integrated control system that enables the operator to use small movements of a single hand to steer and make direction and gear changes. Also, to minimize operator effort while improving productivity, the Rimpull Control System enables the operator to set rimpull below 100% for optimum traction in poor underfoot conditions. The setting controls the maximum rimpull generated by the impeller clutch torque converter. The opera-



Caterpillar's 994F wheel loader is powered by the Cat 3516B HD EUI engine that delivers 1577 gross hp (1174 kW). Net power is 1429 hp (1065 kW).

tor can reduce rimpull and ground speed by using the impeller clutch pedal, which is fully modulating for smooth control when digging and loading.

Controls on the 994F also enable the operator to set the raise and lower kickouts while seated in the cab. Pilot-operated lift and tilt controls are low-effort and ergonomically designed. The new machine includes the latest Vital Information Management System (VIMS) for machine health monitoring and reporting. The 994F is VIMS wireless ready and Computer Aided Earthmoving System (CAES) ready.

Access improvements and additions outside the cab have been made to better accommodate operators and maintenance personnel. Two ladders—one on each side of the machine—with reduced step heights make ingress and egress easier. Handrails guard all work areas on the machine. Toe kick guards on the hood keep tools from being knocked to the ground. Transmission lockout and starter lockout switches and an engine shutoff switch are located at ground level for easy access. Optional fender extensions keep mud and moisture off steps and handrails.

The ground-level service center makes routine maintenance easier. Through the service center, the implement, brake cooling, steering, brake, and engine coolant tanks/radiator can be filled or topped off. Also, engine, transmission, and air compartments can be filled and drained from this ground-level position.

Greater stability from Komatsu

Komatsu America has introduced the brand-new 242-hp (180-kW) PC300LC-7 Power Plus to the North American market. The new design, with operating masses from 75,682 to 78,130 lb (34,330 to 35,440 kg), offers improved lift capacity and more efficient use of the PC300LC-7's arm crowd and bucket breakout forces. Like the standard model, the Power Plus offers a wide range of design features aimed at productivity, operator comfort, reliability, and low operating cost.

With additional upper frame reinforcement and increased counterweight mass, Komatsu has added 2500 lb (1134 kg) to the rear bias of the PC300LC-7 Power Plus for improved stabil-

ity in all digging applications. In comparison to the standard PC300LC-7, the Power Plus features an 8.2% improvement in front lifting capacity and a 10.8% improvement over the side (example based on 13.2-ft [4-m] arm, 25-ft [7.6-m] reach from swing center at ground level, lifting mode in use). In addition to the increased lifting capacity, the added counterweight allows the machine to fully realize its usable arm crowd force of 37,040 lb (165 kN) and bucket breakout force of 44,970 lb (200 kN) with the 10.4-ft (3.2-m) arm installed.

According to Komatsu, many excavators tout large arm crowd and breakout forces, but difficult working conditions

(excessively heavy or wet material, tight digging faces, unstable ground, etc.) can cause an excavator to tip or become unstable well before maximum digging forces are attained. The added counterweight of the PC300LC-7 Power Plus allows the operator to dig, swing, and lift with confidence, knowing that the machine can handle maximum workloads without becoming unstable.

Komatsu introduced the original PC300LC-7 in 2002 with improvements in "virtually every excavator feature that impacts productivity, profitability, and ruggedness." All of these features also benefit the PC300LC-7 Power Plus.

The excavator's turbocharged Komatsu SAA6D114E engine

is rated at 242 hp (180 kW), designed for low fuel consumption, and EPA Tier 2-compliant. Engine oil and filter change intervals have been doubled to 500 h. Drawbar pull has been increased by 17% to 59,300 lb (264 kN), and a three-speed auto-shift travel system introduced for steering and slope climbing performance.

Komatsu's powerful HydraMind closed-center hydraulic system design provides arm crowd and bucket breakout force increases of 7 to 18% over the previous similar model. The two-pump system provides large hydraulic flow for fast cycle times, and the hydraulic system filtration includes a high-pressure, inline filter for each pump.

Four working modes allow the operator to tailor machine operation to the job at hand. Active mode offers maximum production, power, and fast cycle times. With Economy mode, high productivity is maintained with fuel consumption reduced by up to 20% compared with Active mode. Lifting mode increases hydraulic pressure by 7% to enhance lifting capacity, and Breaker mode allows the operator to adjust hydraulic flow from the cab to meet various attachment requirements. The excavator also features two boom settings—smooth mode and power mode—to optimize boom force when performing different tasks.

The PC300LC-7 and Power Plus version offer a comfortable operating environment with a spacious cab—14% larger than the prior -6 model. The automatic air conditioner, air filters, and high internal air pressure prevent outside dust and dirt from entering the cab. The Power Plus also uses a new cab damper mount system that incorporates a longer stroke and the addition of a spring. The damper mounting, combined with a strengthened deck, reduces vibration and noise levels for a quiet, comfortable operator environment.

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The PC300LC-7 Power Plus is powered by a turbocharged Komatsu SAA6D114E engine rated at 242 hp (180 kW).

to work in comfort while maintaining precise control. A double-slide mechanism allows the seat and controls to move together or independently, allowing the operator to position the controls for maximum productivity and comfort. The PC300LC-7 cab has a much higher percentage of glass for improved visibility, reducing blind spots by 34%.

The Power Plus comes standard with Komatsu's exclusive EMMS monitoring and diagnostic system, which identifies current operating conditions, warns the operator of malfunctions, tracks maintenance schedules, and provides complete diagnostic assistance. With EMMS, operators can address minor problems before they become larger failures, and repair times are

reduced with full diagnostic and error code data available to service personnel. The end result is improved machine availability and reduced operating cost per hour.

Komatsu has also designed the PC300LC-7 and Power Plus for easy regular maintenance and service. The clearance between the radiator and oil cooler is increased to facilitate core cleaning with an air nozzle. A water separator and corrosion resistor are standard equipment, and the engine oil filter and fuel drain valve are remotely mounted to improve accessibility. As with engine oil and filter replacement, the hydraulic filter service interval has been doubled.

Smaller tractors from AGCO

Four new tractors, including a first-ever subcompact, have been added to the **AGCO** ST Series compact tractor lineup. The subcompact ST22A—along with the larger-chassis ST24A, ST28A, and ST33A—includes many popular full-size tractor features, such as four-wheel drive and differential lock in compact packages of 22.5 to 33 hp (16.8 to 24.6 kW). Just like those larger power units, the new STs feature flip-up hoods and removable side panels for easy daily maintenance checks and regular servicing of oil and air filters. All four are designed to be equipped with pedestal-mount quick-attaching loaders; offer multiple tire options and both rear and mid-mount PTOs for maximum versatility.

"With these four new models, we have a tractor for every situation, from the large-lot owner to the landscape or lawn



The ST22A is the first subcompact tractor from AGCO. It is powered by a 22.5-hp (16.8-kW) diesel engine.

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The AGCO ST24A tractor features the same engine as the ST22A but on a chassis built for heavier loads.



The largest of AGCO's new compact tractors, the ST33A, features a three-range hydrostatic transmission and a 33-hp (24.6-kW) diesel engine.

care professional and even the general contractor who needs a loader tractor that will maneuver in tight quarters," said Todd Stucke, General Marketing Manager, AGCO tractors. "All are designed with the look and feel of our full-size tractors and engineered for that same rugged dependability. Their power steering, spacious platforms, and deluxe seats deliver operator ease and comfort, even featuring cruise control on hydrostatic transmission-equipped models. Meanwhile, the efficient engines, rugged final drives and hydraulic systems deliver the power needed for jobs that are often anything but compact in nature."

The ST22A leads off the new lineup with its 1123-cm³, 22.5-hp (16.8-kW), three-cylinder diesel engine and two-range

hydrostatic transmission with cruise control. With its 57-in (1448-mm) wheelbase and length of only 97.6 in (2479 mm), it is the smallest available AGCO tractor. Yet like its larger counterparts, it is built for hard work and heavy lifting, with a hydraulic flow rate at remotes of 4.1 gal/min (15.5 L/min). It offers a 540-rpm rear PTO and 2000-rpm, mid-mount PTO standard. The Category I, three-point hitch has a lift capacity of 1213 lb (550 kg) and a loader bucket capacity of 470 lb (213 kg).

The ST24A also uses the three-cylinder diesel engine from the ST22A, while sharing the family look common to larger AGCO tractors. It not only has the "big tractor" look, it also features a heavier-duty, yet still compact chassis, and a hydraulic

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flow rate at remotes of 5.3 gal/min (20 L/min). This lets it handle a loader bucket capacity of 565 lb (256.5 kg). The new compact can be ordered with either a 6F x 2R manual transmission or a two-range hydrostatic transmission. It is equipped with a 540-rpm rear PTO. The 2000-rpm, mid-mount PTO is available standard with the hydrostatic transmission or as an option with the manual transmission. The Category I three-point hitch has a lift capacity of 1213 lb (550 kg).

The ST28A and ST33A models share an even larger chassis and feature bigger engines and more powerful hydraulic systems. The ST28A—with its 1463-cm³, three-cylinder, liquid cooled diesel engine—delivers 28.4 hp (21.2 kW) and features a 7.4 gal/min (28 L/min) hydraulic flow rate. It is available with either a 9F x 3R manual transmission or a three-range hydrostatic transmission.

The ST33A—with its 1498-cm³, liquid cooled, three-cylinder, diesel engine—delivers 33 hp (24.6 kW) and features a 7.7 gal/min (29 L/min) hydraulic flow rate. It comes standard with a three-range hydrostatic transmission.

The two medium chassis compacts feature a loader bucket capacity of 785 lb (356 kg) and a three-point hitch lift capacity of 2425 lb (1100 kg). Both are equipped with 540-rpm rear PTO, and a 2000-rpm, mid-mount PTO is standard on the ST33A and the ST28A if equipped with hydrostatic transmission. A mid-mount PTO is optional on the manual transmission-equipped ST28A. Both models are also equipped with foldable ROPS (rollover protective structure).

The ST22A can be outfitted with either agricultural R1 or turf-style tires, as can the ST24A, ST28A, and ST33A. The three larger compacts are also available with industrial R4 tires for improved traction yet minimal impact on grass.

Gehl adds five

Gehl has introduced five new CT-Series telescopic handlers: CT5-16, CT5-16 Turbo, CT6-18 Low Profile, CT6-18 Turbo, and CT7-23 Turbo. These models can be used in almost any construction, agriculture, and landscape application. Designed for loader and material-handling tasks, they offer quiet and spacious ergonomically designed cabs, high load capacity, a tight turning radius, and three-mode steering.

The new Gehl CT-Series telescopic handlers feature maximum capacities from 5000 to 7000 lb (2268 to 3175 kg), maximum lift heights from

6.2 to 22.6 ft (4.9 to 6.9 m), and rated capacities from 5000 to 6000 lb (2268 to 2721 kg). Powerful turbocharged and naturally aspirated diesel engines range from 58 to 101 hp (43 to 75 kW) and comply with **EPA** Tier 2 regulations.

The pilot-controlled hydraulic system allows precise handling of large loads with minimal effort. A tri-function joystick is standard on the CT7-23 and CT6-18 Turbo models, while the CT5's and the CT6-18 Low Profile offer a joystick and dual levers. Auxiliary hydraulics are standard on all models.

On all turbocharged models, the view from the quiet, vibration-insulated enclosed cab is a full 360°. It includes a fully adjustable seat with suspension, a split-level door, rear window





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that opens, and front-, rear-, and roof-mounted wipers. Three cab-mounted work lights, road lights, turn signals, tail and backup lights are all standard equipment. Air-conditioning is standard on the CT7-23 and optional on the others.

The hydraulic quick-attach system allows fast and easy changes of attachments. This system features a hydraulic circuit for attaching buckets and forks without leaving the cab. A hydraulic locking feature is included to avoid accidental actuation of the auxiliary circuit. A wide variety of attachments is available, including a selection of forks, carriages, buckets, and hay tools for loader and material-handling applications.

The CT5-16 and CT5-16 Turbo have maximum lift capacities

of 5000 lb (2268 kg) all the way to the top. That means a full pallet of cement blocks or bricks can be lifted more than one-and-a-half stories. And both models have an overall height less than 7 ft (2.13 m), making them usable in buildings with low entryways. An easy-to-use hydrostatic transmission with a power shuttle is standard.

The CT6-18 Low Profile and CT6-18 Turbo are designed for applications that require extra lift capacity; they can lift 6000 lb (2721 kg) to full lift height. Both machines can use a 92-in (2.34-m) wide, 2.5-yd³ (1.9-m³) light-material bucket. The CT6-18 Low Profile has a cab height less than 7 ft (2.13 m), which makes it capable of working in garages and small poultry

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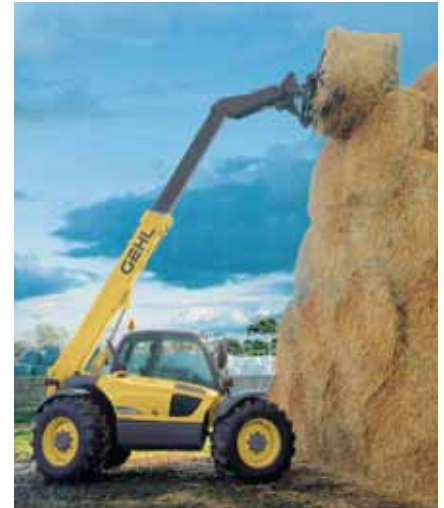
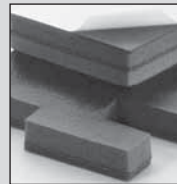
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The CT7-23 Turbo is the largest of the new CT-Series telescopic handlers from Gehl.

barns. The CT6-18 Turbo, with a 101-hp (75-kW) engine and tri-function joystick, is designed for agricultural applications. The large 17.5LR x 24 x M27 tires and quick-attach system are standard.

The CT7-23 is suited for tough agricultural applications. With its 101-hp (75-kW) turbocharged engine and cyclonic pre-filter, it has plenty of power to handle a 2.5-yd³ (1.9-m³) bucket. It has a load-sensing hydraulic system that features a variable-displacement piston pump. It is designed to match the Gehl Bunker Buster II attachment for silage and haylage. The hydraulic system is efficiently cooled and simple to clean. The engine is side-mounted for ease of maintenance and service. Its easy-to-use transmission is fully synchronized, with a torque converter and a power shuttle that requires no manual clutching. The torque converter and modulated "soft shift" clutch ensures smooth shifting. For the long hauls, maximum transport speed is 21 mph (34 km/h).