



# KELLY

PRODUCT SUPPORT NEWS

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## 4 New CAT Machines help Bergeron rebuild Airport Road. Pg. 2 & 3



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has downtime, I can't do a thing. It's my most critical unit." But, he adds, "...the D4H is pretty close to the same thing. If it fails, we'd be down a little while longer, but not very long."

**"High dependability and sustained productivity were major reasons for choosing the all-Cat fleet," Don states. He notes, "We simply couldn't afford to take chances."**

The job site is located midway between Kelly's West Palm and Clewiston stores. To underscore the importance of maintaining maximum machine availability, Don combines reliance on both stores for fast parts and service response time. "I know if I need service, I'm going to get it...whether it's 6 o'clock in the morning or 12 o'clock midnight. But," Don adds, "...I keep parts books on every machine on hand in order to evaluate the problem before the service call is made. That way, when the service-man comes, he'll already have the parts needed."

All four machines are enrolled in Kelly's SOS program. Oil samples are drawn from



From left to right, Don Stetter (Project Manager), Jim Cardaman (Project Engineer), Ron Bergeron (President), (behind Ron) Lonnie Bergeron (General Superintendent) and Kelly's Salesman Pete Broksch confer weekly on the progress of the job.

all compartments on each machine at least once a month - or at each oil change interval on a regularly scheduled basis. If a problem is developing, the oil sample will show it before the machine is down. Don clearly states, "Then, the repair is made at my convenience...not the machines'."

Reflecting on the project, Don sums up, "It's a real challenge, but that's what I like. That's where I get my fun!"

Airport Road is 3 miles long, 24' wide.

New job specs require removal up to a 4' depth of existing road which consists of 3 types of material: 6-8" layer of asphalt, 1-2' of fill and 1 1/2-2' of muck, thereby cutting the entire elevation of the road down. Also widening the road to a 48' width. Finished, the road will have a 24' paved full bed with 2-4' shoulders and 2-8' rock shoulders.

Excavation is handled by one of the Cat 235 Excavators equipped with a 2 3/4-cu.-yd. bucket enlarged by extending the cutting edge to increase the capacity to approximately 3 cu. yd. Close to grade and work crews spread the film membrane to cover the full width of the remaining muck fill. The fabric seals the muck base and also stabilizes the limestone rock material laid down on top of it.

In loading out the successive layers of asphalt, rock and muck, the 235 operator takes care to segregate materials so they can be stockpiled separately. Both asphalt and original rock fill are being recycled for later use in side ditches and gates.

Traditional road-building practices in South Florida required complete demucking down to the rock base. Ron Bergeron, President, and Don Stetter, Project Manager, endorsed the use of the Filter Fabric manufactured by Exxon in the particular road-building project. The fabric provides considerable cost savings. In some places of Airport Road, muck could reach 5' depths and the cost of this project could be 3 times greater.



Two other Cat units help provide the crushed limerock used for the new fill. This material was dredged 4-5 years prior from canals and stockpiled. The 235 feeds the portable crusher, which in turn makes new stockpiles of the spec' rock. The 950B loader loads from these into the fleet of 12-14 yd. dump trucks hauling 5 miles to the job site.