

MAXIMUM LIFE UNDERCARRIAGE



FEATURING SC-2™-COATED BUSHINGS



JOHN DEERE CONSTRUCTION & FORESTRY COMPANY

A TOUGH UNDER LONGER AND MORE

- > With rapid and unbalanced undercarriage wear eating up some 50 percent of the average contractor's maintenance budget, our new Maximum Life Undercarriage is a strong ally in the battle to keep uptime up and operating costs down. This new system combines popular and exclusive SC-2™-coated bushings with new stronger seals and larger components that deliver longer and more balanced wear. Contractors across the country are already enjoying dramatically increased uptime with SC-2 crawler bushings. And now, this protection has taken several steps forward with the John Deere Maximum Life Undercarriage.



In a patented process, alloy powders, atmospherics, and 2,000-degree heat fuse the SC-2 coating fast to the part.

CARRIAGE WITH MORE EVEN WEAR

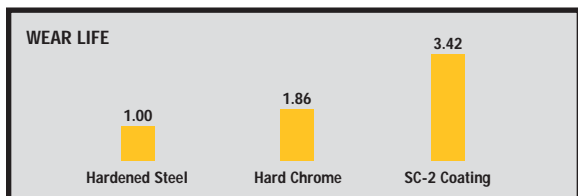
> A MORE RUGGED UNDERCARRIAGE SYSTEM

Now, SC-2 bushings work together with dramatically improved seals and larger, longer-wearing components for a Maximum Life Undercarriage engineered to deliver significantly longer — and more even — wear.

This new undercarriage has been designed to withstand up to 4,500 hours in wet, highly abrasive soil. With these bushings, seals, and larger components working together as a system, wear life is longer and occurs more uniformly between all system components.

> SC-2 BUSHINGS: THE HEART OF THE MAXIMUM LIFE UNDERCARRIAGE

John Deere has perfected the slurry-coat process through a technique that creates a tough shell around a wear part that won't break or crack under duress. In fact, SC-2-coated bushings can deliver up to twice the wear to keep crawlers on the job and out of the maintenance bay.



SC-2: Proven to be harder than hardened steel or chrome.

> **GET AS MUCH AS TWICE THE BUSHING LIFE — OR MORE**

SC-2-coated bushings minimize service requirements because they deliver up to twice the life before you need to make a “turn decision.” In some cases, bushing turns may be eliminated. But longer-life bushings are just part of the Maximum Life Undercarriage’s superior value.

Standard bushing



Bushing with SC-2



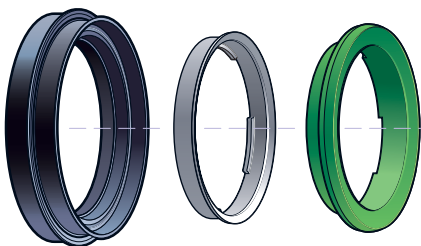
Stands up to punishing tests in abrasive sand.

Track-chain assemblies were field-tested in sand. These photos show that the standard bushing wore 32 percent, while the bushing with SC-2 coating had no visible wear.



> **LARGER AND BETTER SEALS ARE ALSO PART OF THE SYSTEM**

Contributing to the long-wearing ruggedness of the Maximum Life Undercarriage are dramatically improved seals. These new seals are reinforced to prevent deformation and retain structural integrity. Through their ingenious design, these new seals retain lubrication in track-chain joints for long, even wear and unmatched wear life.



The new seal design complements SC-2 bushings and larger components for extended undercarriage longevity.

> **MORE STEEL FOR LONGER, MORE BALANCED WEAR**

The breakthrough SC-2 slurry coating is just part of the John Deere Maximum Life Undercarriage system. Major components like track links, track rollers, carrier rollers, and front idlers are significantly larger. And more steel means longer wear in a well-balanced system like the Maximum Life Undercarriage.

The photo below depicts standard and Maximum Life Undercarriage parts fused together. The blue areas illustrate the added wear material in Maximum Life components.



> **MAXIMUM LIFE UNDERCARRIAGE IS TESTED AND READY**

"We've been testing Maximum Life Undercarriage in extremely abrasive soil conditions for over two years. We're confident this system will deliver the long, even wear our customers need. We've seen over 50-percent improvement in seal life and other undercarriage components. Most importantly, the parts and components in the system wear out at approximately the same time for superior asset utilization."

TIM WODRICH

Chief Undercarriage Engineer,
John Deere Dubuque Works

> **HOW MUCH WILL THE MAXIMUM LIFE UNDERCARRIAGE SAVE YOU?**

Plenty. And not just due to the super-tough SC-2 bushings. Sharing the credit for your coming bottom-line surge are the beefed-up chains, idlers, and carrier and track rollers. How beefed? The heavier components add 525 pounds to a 650J-sized undercarriage. More wear material means longer component life with more even wear. You'll go longer before replacing the idler and carrier rollers, swapping the track rollers, or turning the bushings.



> **PURE BUSINESS SENSE**

Savings are significant when you opt for the John Deere Maximum Life Undercarriage. In fact, tests show the combination of SC-2 bushings, larger components, and improved seals deliver 57-percent-per-hour cost savings over standard sealed and lubed track.

> **ESTIMATED COST PER HOUR***

PRODUCT	STANDARD SEALED AND LUBED TRACK	SC-2 EXTENDED LIFE TRACK CHAIN	MAXIMUM LIFE
Features	Life – 2,000 hours Turn at 900 hours	Life – 3,000 hours Turn at 1,400 hours	Life – 4,500 hours Turn at 2,200 hours
Technology	NA	SC-2 bushings	SC-2 bushings, new seals, and Maximum Life components
Cost reduction from standard sealed and lubed	NA	29%	57%

**In wet, abrasive soil conditions, similar to central Florida.*



> **MAXIMIZE THE VALUE WITH WEAR ASSURANCE PROGRAMS**

An investment in Maximum Life Undercarriage promises to reduce your operating cost and extend undercarriage wear life. And we stand behind that promise with our flexible Wear Assurance programs. Up to 6,000 hours of coverage are available on all crawlers with SC-2-coated bushings (Extended Life) or new Maximum Life Undercarriage. Call your John Deere dealer for complete details.



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