

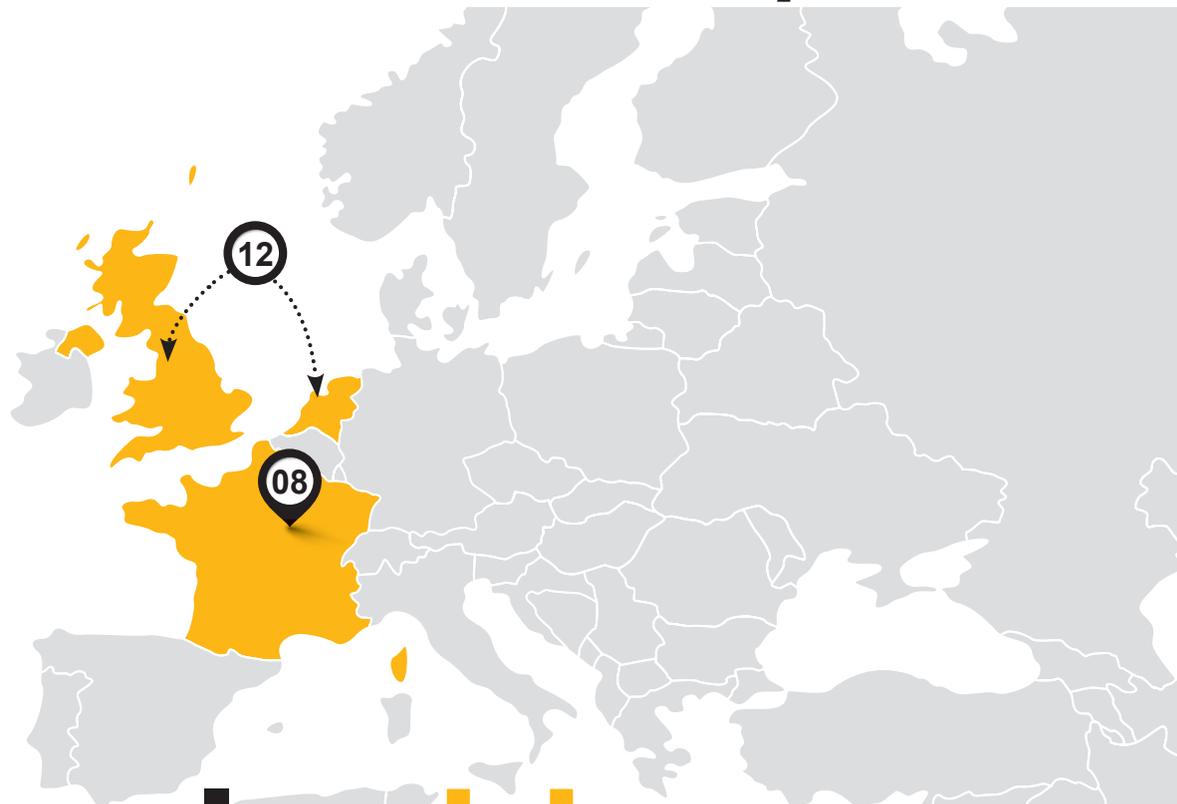
CAT[®] MAGAZINE

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REBUILD, REFINANCE AND RENEW YOUR FLEET RETURNING OLD MACHINES TO BEING AS GOOD AS NEW • BIOFUEL, THE FUTURE OF FUEL POWERING THE WORLD'S LARGEST TUG OPERATOR • NEW LAUNCHES FOR 2024 INTRODUCING NEW MACHINES, TOOLS AND TECHNOLOGY





Inside



ON-SITE SUCCESS

04
NEEMBA AND CATERPILLAR
 Open the Discussion on Mining Challenges in West Africa.

06
NEEMBA OFFICIALLY INAUGURATES ITS COMPONENT REBUILD CENTRE IN DAKAR
 This event marks a key milestone in the company's commitment to innovation and sustainability in the mining and construction sectors.

08
WHEN NEW ISN'T ALWAYS BEST
 A cooperation with Cat® Financial and Cat Rebuild made perfect sense to a Cat customer who wanted to upgrade his fleet.

12
THE NEXT WAVE OF FUELS
 Caterpillar is working with Svitzer, the world's largest tug operator, to develop the next-generation biofuel engines.

22
CATERPILLAR ARTISTRY
 Celebrating the unique furniture created out of old Cat parts by some of Caterpillar's employees.



INNOVATIONS IN MOTION

14
NEW PRODUCT NEWS
 A round-up of some of the latest products launched by Caterpillar in the last few months.

18
REDUCING DOWNTIME
 Remote service technology is paving the way for faster repairs.

FORWARD THINKING

10
THE SKY ISN'T THE LIMIT
 How the Cat logo made it into space, on the side of the Astrobotic Peregrine Mission One lander.

16
THE NAME GAME
 From the Model Twenty Tractor to today's 950s and 740Ds, the story behind how Caterpillar machines get their names.



COLOPHON:
 Above is just a taste of what's in this issue – you'll find plenty more news and views inside. If you have an idea for a story for a future issue, contact our publishers at anneles.vanderschoot@darkgrey.eu.

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Dear Reader,

Welcome to this new edition of Cat® Magazine.

Our focus on driving forward with technology is perfectly highlighted in several articles. One explains how our work with NASA has meant the Cat logo made it into space on the side of the Astrobotic Peregrine Mission One lander. Another describes how Caterpillar Remote Service technology allows Cat technicians to analyze our customers' machines remotely and minimize downtime.

In a partnership with Svitzer, the world's largest tug operator, we explain how we are helping them meet sustainability targets with the launch of Svitzer EcoTow, a towage solution for Cat powered tugs operating on 100% biofuels.

The quality and longevity of our machines are showcased in another article about how SAS Faivre-Rampant Carrières, a family-run business in France, chose Cat Rebuild over buying a new machine and saved even more money by funding it through Cat Financial. Finally,

with fuel continuing to represent a significant expenditure for most operations, we offer three ways to help you reduce your consumption.

It is with great pride that we are sharing these stories with you, which has only been made possible thanks to the exceptional teamwork between our Cat Dealers, our Customers, and our Caterpillar team members.

I look forward to seeing what the rest of the year brings.

Christophe Pelé
Caterpillar Senior Vice President
Europe, Africa, Middle East
and Eurasia Distribution

WHAT INSPIRES OUR

Contributors



Pierre Grandjean,
Caterpillar

Having gained a master's degree in finance, Pierre worked at Renault for 8 years before joining Caterpillar in 2021, as Territory Manager for Northeast areas of France. He lives in Strasbourg with his partner, their 3-year-old daughter and a second daughter arriving soon. When not working he plays sports and watches his favorite soccer team, Olympique de Marseille.



Leslie Van Lathem,
Caterpillar

Leslie started work at Caterpillar over 20 years ago. Originally a Customer Services Representative in Belgium, today she is a Cat Financial Marketing Rep and Area Sales and Operations Manager for France and Belgium. Fluent in French, Dutch and English she's travelled to over 50 countries and spends time watching her 9-year-old son, Nolan, play in tennis tournaments.



Tom Zilla,
Caterpillar

Tom is responsible for Product Identity across prime products, parts, and packaging including nomenclature and naming within the Brand Strategy & Activation team. He has a bachelor's degree and two decades of creative, design, and marketing experience. In his free time, he enjoys spending time with his wife and two children.



Mariia Kabanova,
Caterpillar

Speaking Russian, English, French and German, Mariia has worked in Abu Dhabi, Gstaad, Lausanne and now Geneva where she works as an EAME Graduate, Paving Products Sales, and Marcom, collaborating with 9 European dealerships. When not working, she loves to travel, paint in oils, ski, skate and play tennis.



NEEMBA AND CATERPILLAR OPEN THE DISCUSSION ON MINING CHALLENGES IN WEST AFRICA



HOSTED BY
NEEMBA

On June 25th 2024, the first edition of the West African Mining Forum was held in Dakar, organized by the Neemba Group in partnership with Caterpillar. This event brought together around 100 participants from 12 countries to discuss the major challenges facing the mining sector in West Africa.

This forum, a true platform for constructive exchanges, allowed industry stakeholders to debate five key topics:

- The importance of mining practices in the region
- Reducing environmental impact
- The role of technology in the sector's evolution
- Developing skills and retaining talent
- Empowering local communities

The discussions, both insightful and inspiring, highlighted the challenges to overcome as well as the opportunities to build a more sustainable mining industry. Jean-Luc Konan, Chairman & Dealer Principal of Neemba, emphasized that the forum's main objective was to "strengthen cooperation and mutual success in the West African mining sector." He also underscored the economic importance of this sector ; which accounts for 4.5% of Senegal's GDP and 32% of the country's national exports.

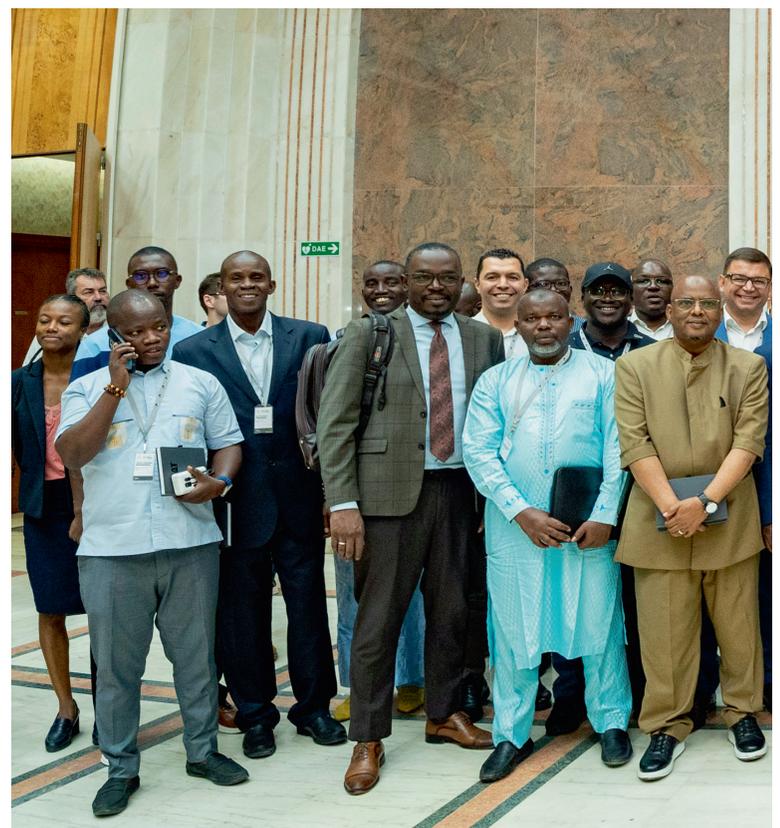
A REGULATORY FRAMEWORK: A CHALLENGE TO OVERCOME

At the opening of the forum, Mrs Roseline Mbaye, representative of the Minister of Energy, Petroleum, and Mines, stressed the need for a solid legal framework to regulate mining activities. She noted that "compliance with this regulation by all stakeholders remains a major challenge," but also that it is essential for ensuring the sustainability and proper management of mining resources.

For Neemba and its partners, creating spaces for dialogue is crucial to enable stakeholders to share best practices and explore innovative solutions. As a result, Neemba and Caterpillar have committed to making the West African Mining Forum an annual event, ensuring ongoing dialogue and fostering collaboration among industry leaders to address emerging trends and encourage sustainable growth in the West African mining sector. ■

"Compliance with this regulation by all stakeholders remains a major challenge."

Mrs Roseline Mbaye,
representative of the Minister of
Energy, Petroleum, and Mines



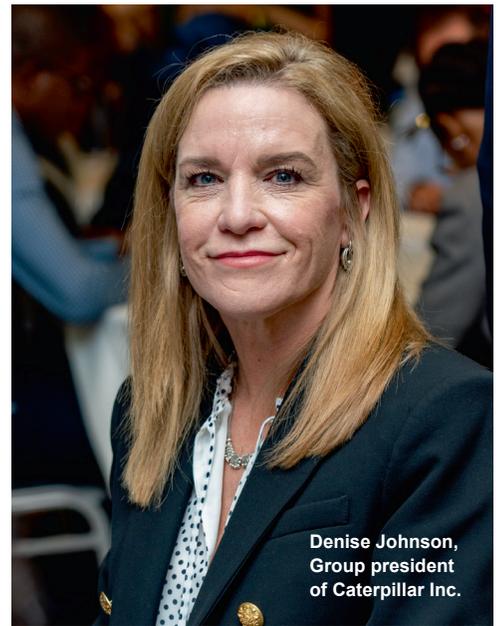


Jean-Luc KONAN,
Chairman & Dealer
Principal of Neemba

*“Strengthen
cooperation and
mutual success in
the West African
mining sector.”*



Speakers
of the
“Localization
in Mining
Operations”
Session

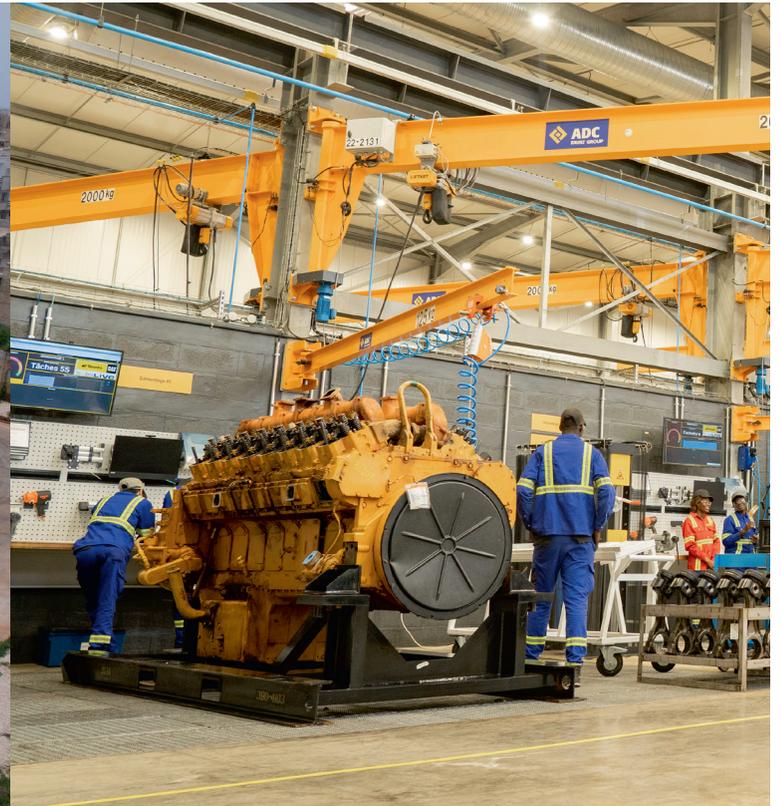


Denise Johnson,
Group President
of Caterpillar Inc.



Group photo

Cat Magazine 5



NEEMBA OFFICIALLY INAUGURATES ITS

COMPONENT REBUILD CENTRE IN DAKAR

Neemba is proud to announce the official opening of its new Component Rebuild Centre (CRC) in Dakar, inaugurated on June 24, 2024. This event marks a key milestone in the company's commitment to innovation and sustainability in the mining and construction sectors.

The Neemba Senegal CRC represents a €17 million investment and stands as a cutting-edge facility that meets global standards. With a processing capacity of up to 500 major components per year, this Centre offers our customers in the sub-region both economical and sustainable solutions for the maintenance of their equipment.

Equipped with state-of-the-art technology, the Centre not only reduces rebuild costs but also enhances the durability of components, addressing the growing needs of the sector. The CRC performs two key functions: component rebuild for Standard Exchanges (Neemba Manufactured) and direct rebuild of customer components, following strict Caterpillar processes and specifications.

Operations at the Centre are guided by detailed protocols focused on safety, quality, and efficiency, all supported by a continuous improvement approach. The CRC is also equipped with advanced salvage capabilities, including machine tools and the latest generation of metal spray technology.

The Centre features load testing benches for engines and transmissions, allowing us to verify the integrity of rebuilt components and evaluate their performance before delivery.

In terms of process management, the CRC is fully digitalized, ensuring real-time traceability of operations. This digitalization guarantees complete transparency and optimal responsiveness to customer needs, significantly improving operational efficiency.



A STRONG COMMITMENT TO THE ENVIRONMENT AND TRAINING

In addition to its technological advancements, the CRC places a strong emphasis on environmental protection. By rebuilding components rather than producing new ones, the Centre helps reduce industrial waste and minimize the carbon footprint. It optimizes resource use while integrating environmentally friendly practices, aligned with Neemba's commitment to sustainability.

The Centre also has a significant social impact, creating 80 direct jobs and 300 indirect jobs. Neemba supports youth employment by offering continuous training programs in advanced mechanical engineering, contributing to the development of local skills. ■





HOW CAT FINANCIAL MADE A CAT 972M XE REBUILD POSSIBLE

BRINGING LIFE BACK TO OLD CAT MACHINES

After a decade of hard service at their quarry in Les Fins, France, SAS Faivre-Rampant Carrières was ready to replace their old Cat 972M XE. Their original intention was to buy new, but their Cat dealer had a different suggestion.



A FAMILY-RUN BUSINESS

SAS Faivre-Rampant Carrières is a family-run business specializing in extracting stones from rock deposits to create high-quality gravel and other materials for local construction companies. For the last 45 years, they've partnered with French Cat dealer Bergerat Monnoyeur to increase their efficiency and output.

Since both companies are long-established in the community and share a commitment to pursue sustainable business practices, they've built an incredibly strong business relationship.

So, when it was time for SAS Faivre-Rampant Carrières to invest in their business' future and replace their Cat 972M XE Loader, they were receptive to an alternative solution from Caterpillar: don't buy a new machine. Instead, go for a ground-up rebuild of your existing one.

Patrick Henriod, Cat Parts and Services Manager for France and Belgium, explains. "Cat machines are designed to be rebuilt. We've been doing this since the mid-1980s. And since technicians trained and certified by us lead all our rebuilds, we offer a 10,000-hour, full-service Caterpillar contract on completion. Thanks to our network of dealers, no other company on the market can offer this."

DESIGNED TO BE REBUILT

The result is a machine that meets customers' needs, but costs just over half the price of a new machine. And the benefits go beyond cost. Almost 80% of the machine is recycled in the process. For a family-run company like SAS Faivre-Rampant Carrières, doing right for the next generation is always going to be very personal.





“When we looked into rebuilding this machine, it made sense from both environmental and financial standpoints.”



Evelyne Faivre-Rampant,
Managing Director of SAS
Faivre-Rampant Carrières



Fabrice Faivre-Rampant,
CEO of SAS Faivre-
Rampant Carrières

FINANCIAL AND SUSTAINABLE BENEFITS

Initially, Fabrice Faivre-Rampant, who runs the company with his sister Evelyne, was concerned about timing. A rebuild can take three months to complete, and three months without his Cat 972M XE would be tough.

But, the financial benefits were too significant to ignore. And of course, there were the sustainability benefits too. As Evelyne says, “When we looked into rebuilding this machine, it made sense from both environmental and financial standpoints.”

Benoît Billod-Laillet, Bergerat Monnoyeur’s Aftermarket Inspector worked with the family to secure the financing. “Everything was arranged through our local Cat Financial adviser, Pierre Grandjean. Together, we partnered to find the best solution for our customer. I’ve worked with Fabrice for over 23 years – I know what matters to him. Working

with Cat Financial instead of a conventional bank enabled us to find Fabrice a bespoke solution.”

In this instance, that meant Cat Financial offered to buy the original machine at its net book value – and then provided additional financing for the rebuild cost.

The rebuild project was successfully completed by Bergerat Monnoyeur workshop – and completed on time.

As for Fabrice’s experience of his first rebuild, he’s delighted. “Working with Bergerat Monnoyeur and Cat Financial built a bond between us, a human connection, which is very important in our region.” ■

OUR LONG-TERM CONNECTION WITH NASA IS SHAPING INNOVATIONS FOR OUR CUSTOMERS

WHY THE CAT[®] LOGO WAS ON NASA'S LUNAR LANDER

On January 8, 2024, the United Launch Alliance's Vulcan rocket sent the Astrobotic Peregrine Mission One lander into space. The Astrobotic Lander was part of NASA's Commercial Lunar Payload Services initiative. But, there's also a Caterpillar connection.

While Caterpillar isn't manufacturing spacecraft, it has been involved with NASA since the early 2000's on technologies ranging from autonomy and 3D-printing to robotics and simulators. The Cat logo on the lander is an honorary nod to that work and their early support of aerospace company Astrobotic.

EXPLORATIONS IN LUNAR AUTONOMY

Caterpillar has been working with autonomy technology since the 1980's. This expertise made them an obvious partner for NASA when they started developing lunar excavation and construction capabilities in 2007.

"As NASA looks to create a permanent human presence on the lunar surface, they need to create infrastructure and resource access," explained Caterpillar Automation & Autonomy Program Manager Eric Reiners. "Caterpillar enables our customers to do these activities here on earth every day. By working together, Caterpillar and NASA can accelerate the development of technology that will help us both achieve our goals."

"By working together, Caterpillar and NASA can accelerate the development of technology that will help us both achieve our goals."

Eric Reiners, Caterpillar Automation & Autonomy Program Manager



The ongoing relationship with NASA has been mutually beneficial, leading to equipment technologies used by both NASA and Caterpillar.

LUNAR EXCAVATORS & SIMULATING MOON DIRT

Most recently, NASA has been leveraging Caterpillar's proprietary simulation technology to develop its own robotic excavator. The In-Situ Pilot Excavator (IPEX) will help build essential infrastructure on the moon as part of the Artemis mission.

At Caterpillar, they use this technology to simulate various working environments and soil conditions during product development. It helps the engineers work out bugs in real time before they start real-world testing. Today, NASA is evaluating

the technology to simulate working conditions on the moon, which are tough to test in real life.

"We are tuning our simulation capability to the lunar simulant that Kennedy Space Center now uses in their development program," Eric said. "They'll use it to refine their excavator design and test different scenarios before actually going to the lunar surface."



ONWARD!

"The Cat logo on the lander was a moment of pride for us and represents years of space technology contributions. While this particular mission didn't go as everyone hoped (the lunar lander lost power), we also know that trial and error is part of the innovation process. When we're working with NASA, we find that their challenges can cause us to look at solutions we may not have previously considered," said Eric. "Many times, those solutions also provide value to our customers."

A perfect example of this was the Planetary Infrastructure Development project. The goal was exploring how tele-operation could benefit future planetary exploration missions and construction, which led to new design concepts in both the Cat Command Remote Operator Station and the Cat Command for Dozing Semi-Autonomous Tractor System.

With the future looking bright for their work in technology, Caterpillar looks forward to continued work with NASA, where the sky really isn't the limit. ■

CATERPILLAR POWERS A TUGBOAT FLEET WITH BIOFUELS

FUELING THE FUTURE

Svitzer is the world's largest tug operator with a global fleet of over 460 tugs and operations spanning more than 30 countries. They recently introduced a biofuel solution called EcoTow as a key part of their sustainability strategy.

"Sustainability and decarbonization are at the forefront of our business operations and, increasingly, our customers' expectations," says Gareth Prowse, head of decarbonization at Svitzer. "We are committed to creating a carbon-neutral tug and towage sector."

Svitzer's decarbonization strategy is three-pronged.

First is helping crews enhance scheduling and operational efficiency across the company's fleet. Second is equipment, powered in many instances by Caterpillar, to help improve vessel efficiency and optimize fuel use. Third is the fuel itself.

"The Caterpillar team was very responsive when we reached out about this HVO pilot," says Sven Lumber, head of Svitzer EcoTow. "Their support enabled it all to happen on the Cat tugs extremely quickly."

PERFORMANCE ON TRIAL

Operating Cat engines on biofuels isn't a new concept. Caterpillar has been researching their

use for over a decade. But, the EcoTow pilot was an opportunity to study the effects of biofuel use first-hand – not just on the engines themselves but also on Svitzer's total cost of ownership.

"Running on 100% biofuel, is quite different from running on a blend," explains Andres Perez, Global Tug Strategy Manager at Caterpillar. "We worked hand in hand with Svitzer to understand the challenges that can come with handling a new fuel."

That included monitoring fuel quality, fuel cleanliness, load response and overall engine health. Caterpillar also provided special maintenance recommendations and guidelines on what to look for to identify and address any abnormal component wear.

"We put in place a special maintenance plan to look at parts wear as well as the condition of filters, gaskets, hoses – the kind of components that could be affected by exposure to a fuel other than diesel," Perez says. "We wanted



PILOT STATS TABLE

	PILOT No.1	PILOT No.2
Location	United Kingdom	Netherlands
Number of Vessels Each powered by	Five Two Cat 3516C main engines. Plus two C4.4 auxiliary engines.	Two Two Cat 3516C main engines. Plus two C4.4 auxiliary engines.
Fuel	Renewable Diesel. 100% HVO	Biodiesel. 100% FAME



to make sure we caught any trends early on related to the overall health of the engine.”

NEW PORTS OF CALL

Svitzer has since expanded the use of HVO in its tugs throughout the UK. “We’ve only seen very positive signs so far,” says Lumber.

Given that success, Svitzer embarked on a second EcoTow pilot, this one in the Netherlands, to compare the qualities and performance of FAME with those of HVO.

“The availability and price of HVO and FAME vary around the world,” Perez says. “Understanding the impact of different types of biofuels used in tugs over periods of time will allow Svitzer to make the best choice no matter where they’re operating.”

BIOFUELS, TODAY

“Collaborations like this one with Caterpillar are helping us find practical solutions we can deploy

at scale,” Prowse says. “We haven’t got time to wait. Our three strands – behavior, equipment and fuel – give us opportunities to drive change and invest in solutions for the long term while facilitating change across the maritime industry.”

The launch of EcoTow is enabling Svitzer to make that change a reality now.

“It’s been really rewarding to expand these pilots into something that we can take to our customers,” Prowse says. “This is not just talk or an aspiration. We can show that we’ve employed biofuels, which has a decreased carbon intensity.” ■

MARCH TO JUNE 2024

THE LATEST PRODUCTS TO HELP YOUR BUSINESS THRIVE

This month, we introduce a number of new machines, tools, and technology, all with the aim of improving efficiency and lowering running costs for your business.

CAT AP400 - AP555 MID-SIZED ASPHALT PAVERS

PAVING

What's New

- AP400 & AP455: Compact design with small footprint to simplify manoeuvrability in tight spaces and lighter weight, optimal width for easy transport
- AP500 & AP555: Increased performance with increased feeder system capability, power and performance
- Simple operation with single sliding console, easy-viewing display, unobstructed visibility of the hopper and innovative ease of use solution with Pave Start Assistant
- More flexibility with the highly configurable new screed design (SE47VT & SE50VT), and the versatile undercarriage types (wheel, new steel track & Mobil-trac™)

Availability: Europe



CAT 920 AGGREGATE HANDLER

BCP

What's New

- Greater power and performance than the previous 920
- Heavier counterweight allows for an extra 800 kg of full turn tipping load
- Compact in size
- Greater visibility & control
- IT & ISO couplers available Q3 2024, together with 20.5 tires

Availability: Europe, Africa, Middle East



CAT MEDIUM DOZERS TECHNOLOGY PACKAGE UPGRADES

TECHNOLOGY

What's New

- Cat Assist with Attachment Ready Option (ARO) suite included as standard on Cat D4, D5, D6, D6 XE and D7 medium dozer models
- Assist with ARO features include:
 - Stable Blade for easier finishing
 - Traction Control reduces track slip and minimizes wear
 - Auto Carry maximizes blade loads
 - Blade Load Monitor improves operator coaching
 - Slope Assist™ holds blade angles with no GPS
 - Steer Assist automatically keeps dozing straight
 - ARO sensors (IMUs) allow for GPS capability

New Cat Grade with 3D Ready option available on D4, D5, and D6 dozer models. By using a GPS signal, it can automatically adjust blade lift and tilt movements, saving time and reducing cost.

Availability: Europe, North America and South Korea



Learn more

BOLT TOGETHER BUCKETS FOR UNDERGROUND LOADERS

MINING

What's New

- Safer than ever with no need for underground welding
- Easy to transport and quicker assembly
- Harder wearing main consumables, i.e. Edge and Shrouds
- Optimized bucket design for better performance
- Lower repair costs with improved production hours before major repairs
- Multiple modular Cat Ground Engaging Tools, including the modular weld-on half arrow (MWOHA) GET, bolt-on half arrow (BOHA) GET and the Cat Durilock™ Shroud System with Cat Infnitite™ Retention

Availability: Worldwide



Learn more



THE NAME GAME

A BEHIND-THE-SCENES LOOK AT CAT PRODUCT NOMENCLATURE



Does the “D” stand for “Dozer”? Why is that loader called a “950”? What’s the logic behind those numbers and letters? Where do they come from, and what do they mean? Learn more about the naming of Cat products in this interview with Tom Zilla, product identity consultant for the brand team at Caterpillar.

Can you explain what nomenclature is and what it means to Caterpillar?

Tom: Nomenclature is simply a name or designation for our products. It lets us speak to our customers about our machines and engines in a common language. For over 100 years, the Cat brand has been known for being strong and straightforward, and that’s reflected in our product names and naming strategy. We try to keep our nomenclature as simple as possible.

Speaking of that history, can you tell us the first Cat product to have an official name? What about the product that’s had its name the longest?

Tom: That would be The Model Twenty Tractor in 1927. Back then, tractors were literally replacing horses on the job, so the name represented that the tractor could do as much work as 20 horses. As for the longest-standing name, our dozers’ “D” designation goes back to 1937.

If the “Twenty” represented 20 horsepower, are current product names also associated with equipment size and power?

Tom: Yes, although it’s not a direct correlation. Model number increments tend to go up and down based on the size of the product – generally, the smaller the number, the smaller the machine. Take our wheel loader family, for example; the 950 falls in the middle of the line-up, the 995 is the largest, while the 901 is the smallest.

Can you take us through the process of naming a new product?

Tom: For a new product, we work closely with the product development team,

conduct market research, and learn about what’s established in the industry.

Obviously, if it’s the next generation of an existing product, that’s easier. We simply build on the equity we’ve established over decades and make minimal changes.

There have been some changes to nomenclature in recent years, most notably eliminating letter designations on some machines. Why?

Tom: Originally, we used letters to denote the next generation of a product. For example, the 740C represented the third generation of that articulated truck; while the fourth generation was called the 740D.

It was a good system, but we started running out of letters in the alphabet for some of our product lines. So now it’s simply a 745 articulated truck. However, every product’s PIN plate now has a three-character build number that denotes generation, so nothing’s lost.

What do the letters “GC” and “XE” that we see on specific machines mean?

Tom: Those letters help customers differentiate between different levels of spec. If you see “GC” on a machine, that’s a focused value model with simple technology. “XE” represents our premium, market-leading models – those that may have the highest levels of technology, productivity and fuel efficiency.

Some models have a trade dress with blue hexagon instead of red. What’s that about?

Tom: That indicates a fully electric product. We chose blue to signify and showcase our unique powertrain offerings. It also helps distinguish our fully electric machines on the jobsite.

What’s your #1 tip for customers trying to decipher Cat product nomenclature?

Tom: Don’t overthink it. Specific product lines tend to be very straightforward. But if you’re not sure, your dealer is always there to help. ■



420XE

301.9





EQUIPMENT **FIXED IN ONE** **VISIT** SAVES TIME & MONEY

Unplanned downtime:
It's our mortal enemy. And when it happens, the last thing any of us want is to spend unnecessary time waiting for the equipment to be repaired. Remote Service technology is one way your dealer can make diagnosis and repairs faster, no matter where you're located.

CUTTING-EDGE TECHNOLOGY FOR TECHNICIANS

Traditionally, the field service process has looked like this: Your dealer technician drives to your work site with the tools and parts they think they'll need based on the initial description of the problem. They run diagnostics on your equipment to confirm the issue – only to realize it's actually a different issue, and they may not have the parts or tools to fix it right away.

Now, Remote Service technology allows your technician to diagnose the issue before driving to your site so they can be better prepared to repair it in one trip.

Two key components of Remote Service include:

- **Remote Troubleshoot (RT)** allows dealer technicians to run diagnostic testing on your connected equipment from anywhere in the world, pinpointing potential issues while it's in operation.
- **Remote Flash (RF)** allows your dealer to update your equipment remotely with the latest software so it can operate at optimum performance levels.

ENABLING FIRST-TIME FIX SO, WHAT DOES THIS LOOK LIKE IN REAL LIFE?

Let's say landscaping customer Mike Smith is operating his D6 Dozer when a fault code pops up on the



NE JOBSITE NEY

monitor in the cab. Mike calls his Cat dealer, who quickly assigns Tim, the technician, to investigate and repair the equipment. Mike's D6 is Remote Service capable, so Tim initiates an RT session from the dealership while the dozer continues to work.

Tim connects to the equipment using RT and finds the fault code description along with a list of related electronic control modules and pre-populated data. He selects the parameters he'd like to view and then asks the operator to perform actions to pinpoint the issue. Tim then determines the parts and tools he needs to take to the jobsite to fix the equipment in one visit.

During the RT session, Tim also noticed the D6 had out-of-date software and initiated the download via RF. While Tim drives to the site, a dealer technical communicator works with Mike to initiate the flash so that the software is up to date when Tim arrives, reducing the work Tim must complete on site. ■

Are you ready to go remote?

Many current Cat equipment models are built with Remote Service technology at the factory. If your equipment doesn't have that capability, your dealer may be able to install it.

Call your dealer today to see if your machine is already remote capable or how you can get it activated.



THREE WAYS TO SAVE ON FUEL

With fuel costs continuing to be high at the moment, finding ways to reduce consumption can mean a big difference to the bottom line. Here are three ways for you to do just that.

1. REDUCE IDLE TIME

Onsite machine idling can easily increase over time. Here are a few things you can do to help reduce it

- Limit idle at shutoff to two minutes for older engines, almost none for newer ones
- Turn off trucks waiting more than five minutes to load or unload
- Restrict morning warmups to between three and five minutes
- Turn off equipment during lunch and breaks
- Use automatic shutdown when available

IMPACT OF IDLING ON FUEL COSTS

How idle time could drive up fuel costs for an owner who logs 2,000 hours per year for five years.

% IDLE TIME PER YEAR	IDLE HOURS PER YEAR	ANNUAL FUEL COST OF IDLE TIME	FIVE-YEAR CUMULATIVE FUEL COST
20%	400	€2,936	€14,680
25%	500	€3,670	€18,350
30%	600	€4,404	€22,020
35%	700	€5,138	€25,690
40%	800	€5,872	€29,360

CHART FACTORS:
 EXPECTED EQUIPMENT OWNERSHIP: 5 YEARS
 ANNUAL OPERATING HOURS: 2,000

AVERAGE E.U. DIESEL FUEL COST: €1.94/LITER
 ESTIMATED FUEL BURNED DURING IDLE: 3.78 LITERS/HOUR

2. TRAIN YOUR OPERATORS

Cat machines are highly efficient, but maximising their potential requires skill and practice.

- Taking steps to reduce idle time and taking advantage of equipment technology both help to reduce fuel consumption and emissions
- Fully trained operators improve on-the-job productivity and safety
- Offering training is an effective way to increase employee loyalty, improve retention and attract top people

3. USE THE DATA

Fuel data is a powerful tool that, used correctly, can reveal many potential issues, such as:

- Inefficiencies in your site layout
- Low tire pressure on your machines
- The use of undersized machines, buckets or work tools
- Dirty fuel injectors, plugged air filters, defective sensors, a slipping clutch and much more





SPOTLIGHTS

TURNING MACHINE PARTS INTO ART

The lifespan and longevity of Caterpillar machinery are legendary. It's well known that after decades of onsite service, Cat parts can be remanufactured and the machines rebuilt, only to be sent back to work for many more years to come.

But inevitably, even the sturdiest parts reach the end of their working life. And for some Cat parts, that means a whole new lease of life.

It all started in 2018 in the Caterpillar Lafayette Engine Center when Maintenance Planner Roger (RD) Merryman, Technology Project Team Lead Nick Wainscott, and Tool Room Machinist Mark Powell saw the potential in turning old Cat parts into furniture.

The first piece was a podium featuring Cat's 3600 platform and incorporating the engine's connecting rod and piston. It also set out an important rule for all future projects. "We never use anything that isn't a failed or scrapped part," RD explains. "Our parts are valuable, so we're not just taking them out of production. But, if we know, for example, that we have a failed crank, we ask ourselves, what could be done with this?"

Since then, they've built a table from a 3508 crankshaft with rods and pistons as legs and a large monitor display case crafted from a generator's doghouse. As well as coffee tables and abstract art pieces.

Today, many of these pieces are showcased in Caterpillar facilities worldwide, where they captivate visitors with their originality and craftsmanship.

Each piece is a testament to the skill, ingenuity, and vision of three extraordinary men and a celebration of the ethos and values of Caterpillar itself. ■



Nick Wainscott and RD Merryman created furniture for the Greater Lafayette Commerce building.



22 Cat Magazine

Have you built something from Cat parts?

Have any Cat parts furniture creations you'd like to share with us? Tag us on Instagram @caterpillarinc or email your pics to social@cat.com



JA Delmas becomes



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facilities
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+4000
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3 Component
Rebuild
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1 Regional
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Center
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technical training
hours



23000
equipment
including + 8550
connected assets



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rental fleet



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