

Perfect between a rock and a tight space

When Auckland construction firm JFC needed to replace two 14-tonne Doosan excavators, the DX140LCR – a new model with a near zero tail-swing – seemed to be the natural progression . . .

The new model DX140LCR joins the other reduced radius tail-swing models in the Doosan range, the six-tonne DX60LCR and the eight-tonne DX80LCR. With a tail-swing radius of just 1480mm, the DX140LCR hydraulic excavator is ideal for construction in confined city spaces. So when it came time to replace JFC Ltd's two 14-tonne Doosan machines, one of the owners, Sam Fillmore, thought the "DX140LCRs fitted the gap perfectly".



JFC Ltd is a construction company based in Mangere but working around the greater Auckland area. It that undertakes a lot of projects in the CBD environment including parks, drainage and roading, which provides challenges when it comes to operating machinery.

Often working in tight spaces, the company's machines need to be compact enough to work in narrow city confides yet powerful enough to do the job to JFC's high standards.

"They [the two DX140LCRs recently purchased] have the power without being too big, they tick all the boxes, and the operators love them as they have all the creature comforts and are very well balanced," Fillmore says.

Tail-swing radius

A main feature of the DX140LCR, and one of the advantages for JFC Ltd, is the machine's near-zero tail-swing, which enables it to easily manoeuvre in tight spaces. It is also extremely stable, even when fitted with long front end equipment. In addition, it has a 3/1-tonne curved counterweight that extends around the rear of the cab, reducing over-hang to almost non-existent. This is a compact excavator with a lot of hydraulic and engine power.



The engine

The DX140LCR has a four-cylinder engine at the rear, rated at 108hp. It has three modes: Standard, Power and Economy. The Standard setting is a mid-rpm (1850rpm) set-up that delivers around 70 percent of the excavator's hydraulic power; Power delivers 1900rpm, with 100 percent hydraulic power delivered with full engine speed; Economy is 1750rpm, with reduced hydraulic power.

Access panels

There are hinged doors on the counterweight that allow easy access for servicing and maintenance and panels on the slew motor and alongside the engine. One compartment houses the battery, fuel cooler and air filter, while the other has the main hydraulic pump and diesel filters.

These doors are opened by the ignition key and have no protruding handles that could compromise the machine in a tight space.

Cab features

The DX149R's cab is comfortable and spacious – features that Fillmore sees as important for his operators. "When you are in your machine all day, you need to make sure your operators are well looked after, for both health and safety and productivity."

It has a wide doorway, easy to access with grab handles and step, and a new 7-inch multi-function colour monitor. This gives operators clear information regarding engine rpm, fuel level, hydraulic oil and coolant temperatures and also acts as a monitor for the reversing camera.

The cab has a pillar-free window to improve visibility to the right-hand corner.

JFC Ltd

JFC Ltd, owned by John and Sam Fillmore, is recognised as an innovative leader in the civil and infrastructure industry in greater Auckland, with heavy involvement in all types of roading, streetscape, earthworks, drainage and landscaping projects.



The company was established in 1964 by John Fillmore and quickly gained a reputation in the market for superior workmanship and quality finish.

Today the company employs over 200 people and has a wide variety of mechanical plants and physical resources, which enables JFC to complete projects within tight time frames and to the highest standards.

Recent urban projects completed by JFC include Britomart Lane, a thoroughfare of street cobbles allowing pedestrian access to the bars, cafes and office buildings.

The company is currently involved in other urban civil and infrastructure work like improving public transport from Britomart to Newmarket with the Central Connector Project; upgrading St Patricks Square in the inner city; and an upgrade of the Otara mall.

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