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January 2022

A PUBLICATION FOR AND ABOUT OUR CUSTOMERS IN THE NORTHWEST

UPDATE

Bullock Contracting LLC



Megan and
Buster Bullock,
Owners

Advanced Excavating Specialists LLC



Chad Rorabaugh,
Owner

Mike LaFave,
Owner

A Message from Modern Machinery



Jeff Schwarz

**Informative
articles to help
your business**



Dear Valued Customer:

We applaud Congress for passing the \$1.2 trillion Infrastructure Investment and Jobs Act. The multiyear bill will provide much-needed funding for fixing aging roads and bridges, expanding public transit and internet access, modernizing the electric grid, and improving water and wastewater systems. It's a historic investment in our nation's infrastructure.

This edition of your Modern Update magazine features several informative articles designed to help you and your business. For instance, there is a quick how-to on installing and maintaining a breaker, a valuable tool that can increase your versatility.

Learn more about quick surface creation, which lets you perform simple operations with your intelligent Machine Control (iMC) 2.0 dozers without digital plans. It can be used for a wide variety of tasks, including stripping topsoil and haul road cleanup.

We also highlight some new products, including the Komatsu WA480-8 yard loader arrangement that is designed to be a three-pass match for loading aggregate and other materials into on-highway trucks. It is great for infrastructure, forestry and non-residential applications, too.

Plus, now is a good time to consider doing the maintenance and repairs that you may have put off during the busy season. Our skilled service personnel can perform the work in a timely, cost-effective manner to help limit your downtime. Contact us for details.

As always, if there's anything we can do for you, please call one of our branch locations.

Sincerely,
Modern Machinery



Jeff Schwarz,
President



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Great Recession proves to be catalyst for duo to start Advanced Excavating Specialists LLC



Chad Rorabaugh,
Owner



Mike LaFave,
Owner

When the Great Recession hit in 2008, it wiped out or took a severe toll on a lot of construction businesses, including the contractor Mike LaFave and Chad Rorabaugh were working for at the time. Both were laid off, but they had been talking about starting their own firm and saw the severe economic downturn as an opportunity to go for it.

"We figured that if we could start at the bottom of everything and make it work, that would be a good business model," said LaFave.

"Fortunately, we had some relationships with previous customers. One reached out and said they had a job for us repairing some water mains in an industrial plant. We didn't have any equipment yet, so we actually borrowed theirs."

"I 'stole' all the shovels, sledgehammers, chainsaws and anything else I thought we needed out of my garage," Rorabaugh added. "We hired a couple of guys that we had worked with before to help out and were officially in business."

That was 2009. Twelve years later, Advanced Excavating Specialists LLC (AES) has 50

employees and a dozen or more projects in the works at any one time. Originally founded in Kalama, Wash., it moved to Longview in 2012. The company services multiple markets with excavation, grading, mass earthwork, erosion control, utility installation, demolition and more in its service portfolio.

"We doubled our work capacity every year for about the first seven," said LaFave. "Then, things leveled out and we have maintained or had slight growth here and there since. We don't want to get to the point where we are overextended and can't ensure that we meet schedules, or our quality suffers."

"Our approach is fairly conservative," Rorabaugh added. "We saw a lot of companies go under in '08 and '09, and we learned from that and have continued to educate ourselves with every job."

One of their first learning experiences came from being a low bidder on an approximately \$100,000 public works project to install a pump station and associated piping for the Port of Kalama. They had to figure out the process for acquiring bonds, which they have since used to bid numerous undertakings in that market. For the last few years, AES' niche specialty has been replacing existing, or building new, ramps at intersections to accommodate those with disabilities. The scope includes subgrade prep, concrete and signals.

"About 75% of our current workload is competitive-bid public works," said LaFave. "The balance is mostly commercial, with some institutional and industrial mixed in. Lately, we've had several school jobs. We do a lot of maintenance in the mills (in southwest Washington). We break out our services and work as a subcontractor, but we like being the general contractor so that we have control over the schedule. In those cases, we self-perform the site preparation and sub out items such as paving and electrical."

The right formula for equipment

LaFave and Rorabaugh have also taught themselves a good method for acquiring the equipment AES needs as it continues to build its fleet.

"We typically rent something for a specific project and see if it's the right fit before we buy;

An Advanced Excavating Specialists (AES) operator loads a truck with a Komatsu PC138USLC-11 excavator. "For their size they have great power, so we can not only dig in confined spots, but in open areas, as well as lift and set some fairly sizable structures and pipe," said AES owner Chad Rorabaugh.

► VIDEO





► VIDEO

Operator Travis Stonehouse grades with a Komatsu intelligent Machine Control D61PXi-24 dozer with integrated GPS grade control. "It's amazing that you can go to a site and work without staking because the machine knows where it is in relation to final elevation," said Stonehouse.

if we purchase it, then we bid work to fit the machine," explained Rorabaugh. "Like right now, we have a lot of midsized machines — Komatsu PC88s and PC138s (tight tail swing excavators) — because they fit us best for the work that we're doing. For their size they have great power, so we can dig in tight areas, as well as lift and set some fairly sizable structures and pipe."

AES uses several other Komatsu machines, including a PC170 excavator, a PC228 excavator, a GD655 motor grader, and three WA270 wheel loaders. Last year, it bought a PC360LC-11 for larger excavation projects and most recently added a new intelligent Machine Control 2.0 D61PXi-24 dozer to its fleet. AES works with Modern Machinery Territory Manager Dan Kipp on purchases and rentals.

"We put that dozer on a 7-acre log yard with the intent that we would do the cuts and fills with it, get close to final grade, then bring in the motor grader to finish," recalled LaFave. "Instead, we did it all with the D61i, from the initial cut to spreading about 25,000 cubic yards

of rock for underneath the slab with no stakes or a grade checker. It freed up the grader for other projects. The accuracy was spot-on, and we figured that it saved between two and three weeks compared to traditional methods. That equates to less fuel, less labor, less surveying costs — which really adds up. It makes us more competitive in bidding."

AES monitors its Komatsu machines through My Komatsu, checking for hours, production and other critical data. "It's a good tool for fleet management," stated LaFave. "A good example is being able to see idle time. We discovered that ours was very high in some instances, which puts unnecessary hours on the machines and wastes fuel. We addressed that with the operators, and the numbers went down significantly."

Modern also tracks AES' newer Komatsu equipment in order to perform routine scheduled maintenance on time for the first 2,000 hours or three years under the Komatsu Care program.



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Continued...

'Open to anything and everything'

... continued

"It's seamless; they call us when a service is due and set it up at a convenient time to minimize downtime," said Rorabaugh. "It allows our mechanic to work on something else such as repairs. It's value added, which

we have come to expect from Komatsu and especially from Dan and Modern. Their sales and service are a big factor in why we buy Komatsu. Us, and any one of our foremen, can call and get answers right away. On the rare occasions we need something they don't have, they are willing to think outside the box to get it taken care of."

New headquarters

Soon, AES will move into a new headquarters in Kelso, Wash. LaFave and Rorabaugh recently acquired the building company that is constructing it.

"We are never comfortable because we are in a competitive market, so we look for ways that we believe give us a bit of an edge," said LaFave. "That acquisition was a strategic move. Our plan is continued growth, maybe even more aggressively than we have lately. We see the potential to double in the next five years if we can find the right people."

"At the same time, we have to stay flexible," added Rorabaugh. "That's always been a strength of ours. There was a time when we focused more on commercial work, and when it slowed down, we moved to public. We have the ability to make that switch again. We're absolutely open to anything and everything." ■



An Advanced Excavating Specialists operator moves dirt with a Komatsu WA270-8 wheel loader.

(L-R) Advanced Excavating Specialists owners Mike LaFave and Chad Rorabaugh discuss a Komatsu motor grader with Modern Machinery Territory Manager Dan Kipp. "Their (Dan's and Modern's) sales and service are a big factor in why we buy Komatsu," said Rorabaugh. "Us, and any one of our foremen, can call and get answers right away."

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Thriving Montana family business, Bullock Contracting LLC, grows from a part-time venture into a full-time success

About 16 years ago, Buster Bullock faced a tough decision. He had been steadily building his own small business — putting in septic systems and doing grading jobs after hours and on weekends — while still working full time for the Montana Department of Transportation.



Megan and Buster Bullock own and operate Bullock Contracting LLC in Boulder, Mont. The company provides excavation services and runs gravel pits in central Montana.



Chad Bullock loads a Komatsu HM300-5 articulated dump truck with a PC400LC-8 excavator. "The speed and power of the excavators really stand out," said Chad. "I think pound-for-pound that the PC400 is the hardest working machine we ever bought, and the newer ones are proving to be just as dependable and productive."

► VIDEO



"A shoulder widening project came up on York Road in Helena. We bid it as a prime contractor, and we were low," recalled Buster. "Because I worked for the DOT (Department of Transportation), there seemed to be a conflict of interest working on a state project. I either had to quit my job or not be awarded the contract. I left, and it turned out to be one of the best decisions I have ever made."

At the time, Buster had a couple of employees and had grown Bullock Contracting LLC from a single backhoe into a few pieces of equipment. In the years since, the Boulder-based company has seen even more substantial growth that includes larger contracts and projects in the heavy civil and highway markets. Recent earthwork projects include moving more than 1.3 million yards of earth to build two landfills.

"We like to say that no job is too big or too small, but honestly, we have grown to a point where we are doing less and less of the smaller work, like putting in septic systems," said Buster. "Our jobs typically involve complete site work that includes moving dirt, putting in utilities and prepping the subgrade. If paving is part of the package, we sub that out. Chip sealing is a service we offer as well."

Buster and his wife, Megan, now own and operate Bullock Contracting, which has about 20 full-time employees, including their son Chad. Their other son, Griffin, is a student at Montana Technological University and works for the business operating equipment during the summer. Their daughter, Darcie, also operates machinery occasionally.

"I typically take a little more cautious approach to things, while Buster is a risk taker," said Megan. "That balance has been good for us. It's helped us gain new business and grow without getting too far ahead of ourselves or taking on too much."

Building an aggregate presence

Recently, Bullock Contracting teamed up with other contractors for a runway rebuild at the Helena Regional Airport. In about a month, they dug out and replaced 28,000 tons of material and repaved the runway. A sizable portion of the gravel they used came from Bullock Contracting's pit located just outside



VIDEO

Griffin Bullock pushes dirt with Bullock Contracting's Komatsu D61PXi-24 intelligent Machine Control dozer. "The hydrostatic transmission performs a lot better under load than competitive dozers, and you don't have to downshift. It grabs and just keeps on going. It makes everything easier and is a lot faster."

of Helena — not far from where Buster did the state job that was the catalyst for him committing to his business full time.

"Almost 100% of the product we made this past year from that pit was used by Bullock Contracting," stated Buster. "We produced about 100,000 tons, mostly 1.5-inch base course and three-quarter-minus. We also make some five-eighths crushed limestone chips that are used for chip sealing. That's something I learned how to do while working for the state, so I bought a chipping fleet at a sale. We are currently in our second year of performing that work for Lewis and Clark County."

In total, Bullock Contracting makes about a dozen standard products that range from fines to riprap at the pit. It also produces high-specification materials for specialty projects such as the Helena Regional Airport. The Bullocks have recently added mobile crushing services, and they also have a small pit on some land near Boulder, Mont.

"The new pit gave us a leg up as far as being able to keep our guys working during the winter," said Megan. "We can crush during that time, so it's taken some of the ups and downs out of the business and made things more predictable."

Growing with Komatsu, Modern Machinery

A longtime Komatsu equipment user, Bullock Contracting uses a mix of older and newer machines. Its latest additions include an intelligent Machine Control D61PXi-24 with factory-integrated GPS. Buster set up a demonstration of the dozer with Modern Machinery and put it on a 30-acre project that involved moving a half-million yards of dirt and included pond construction.

"About a month into the job, we bought it because the savings were obvious," said Buster. "In total, it probably saved us 30% compared to what we had figured. We finished almost six weeks ahead of our schedule. The dozer knows where it is in relation to finish grade at all times, so staking is cut down, and we don't have to go over areas again and again."

Griffin, who often runs the D61PXi-24, added, "The hydrostatic transmission performs a lot better under load than competitive dozers, and you don't have to downshift. It grabs and just keeps on going. It makes everything easier and is a lot faster."

The D61PXi-24 joined a Bullock Contracting fleet that is now comprised of about a dozen pieces of Komatsu equipment including excavators,



Darcie Bullock



Discover more at
ModernUpdate.com

Continued...

'The speed and power of the excavators really stand out'

... continued

wheel loaders and articulated haul trucks. Its first unit was a PC200 excavator purchased from Modern Machinery around 15 years ago that currently has about 18,000 hours on it and is still used daily in the gravel pit.

"The speed and power of the excavators really stand out," said Chad. "Our newest is a PC360LC-11 that I use for utility digs and mass

excavation. I think pound-for-pound that the PC400LC-8 is the hardest working machine we ever bought, and the newer ones are proving to be just as dependable and productive."

In addition to Komatsu equipment, Bullock Contracting has acquired KPI-JCI (ASTEC-owned) crushing and screening equipment from Modern Machinery. Bullock Contracting currently works with Territory Manager Ben Ralls.

"The equipment Modern carries is great, and the service is the best in the business," stated Buster. "Any time we call, Ben or anyone else we deal with picks up the phone and gets us an answer. I also have to credit Komatsu Financial for its assistance. Komatsu equipment, Komatsu Financial and Modern Machinery make a really good team. They have the solutions we need and have been a big part of our growth plan."

A good opportunity

While it's not set in stone what the succession plan is for Bullock Contracting, it is clear what Buster and Megan would like to see happen.

"We consider this a strong family business, and we want that to continue into the future," said Megan. "Our hope is that someday, the kids take it over. They already know the hard work and sacrifice it's taken to build it, and they have all been a part of that. We don't see it happening any time soon, but eventually, we would like to step down. There's a good opportunity for them if they want it." ■



(L-R) Griffin and Buster Bullock talk with Modern Machinery Territory Manager Ben Ralls on a job site near Helena, Mont. "The equipment Modern carries is great, and the service is the best in the business," stated Buster. "Any time we call, Ben or anyone else we deal with picks up the phone and gets us an answer. Komatsu equipment, Komatsu Financial and Modern Machinery make a really good team. They have the solutions we need, and have been a big part of our growth plan."

Bullock Contracting moves material and charges its KPI-JCI (ASTEC-owned) crushers with a Komatsu WA500-8 at its pit just outside of Helena, Mont.

► VIDEO





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LHC Inc. reaches compaction in fewer passes, lower cost with new Dynapac CC6200 VI asphalt tandem rollers



Dustin Yeadon,
Operator, LHC Inc.



Stanley Appelt,
Operator, LHC Inc.

Modern Machinery
Territory Manager
Ben Ralls (left)
talks with LHC Inc.
operator Stanley
Appelt about a
Dynapac CC6200 VI
roller on a job site in
Kalispell, Mont.



For more than 50 years, LHC Inc. has provided construction services to Montana's Flathead Valley. It has completed and is currently working on some of the Treasure State's largest, most complex and high-profile projects, including the construction of a nearly \$34 million bypass around its home city of Kalispell.

LHC's services include design, engineering and construction of all types of infrastructure undertakings, as well as site work for commercial and other properties. It self-performs nearly every aspect of a project, including mass earthwork, utility installation, subgrade prep and asphalt paving. LHC supplies the materials for the latter from three strategically located gravel pits around the Flathead Valley.

LHC recently added its first two Dynapac CC6200 VI rollers to its asphalt paving operations. With an operating mass of 27,340 pounds and 84-inch drum width, the CC6200 VI is the largest in Dynapac's tandem rollers lineup. Operators Dustin Yeadon and Stanley Appelt said the machines have increased productivity and efficiency.

"We call them the Swiss Army knives of compaction because they actually work great in all three paving stages: breakdown, intermediate and finish," stated Appelt. "Typically, we just use

them for the latter two because you can do both virtually simultaneously with a CC6200. You can do more in one pass than with competitive machines."

Yeadon added, "The ability to get the job done with fewer passes gives us time, labor and fuel savings. We basically can run all day on less than half a tank. And, if we can handle two stages with one machine, that eliminates the need for additional rollers, which increases the savings."

Adjustable vibration frequency, user-friendly operation

Dynapac designed its CC asphalt tandem rollers for high vibration frequency with low amplitude in order to maintain high efficiency on modern, thin asphalt layers. This allows them to compact quickly without crushing the aggregate material. They can also be used for thick layers with high amplitude and a "normal" vibration frequency. A wide frequency and amplitude range provides optimization in any application.

"Being able to adjust the vibration frequency increases versatility," said Appelt. "We used the CC6200s on everything from smaller parking lots to large-scale highway projects. You can set your numbers to what you need, and it will tell you the range of where you need to be speed-wise for optimized production. That helps with efficiency."

Vibration frequency is set through the new instrument panel and controls that were designed with simplicity in mind. A bigger touch screen ensures maximum visibility. The latest technology simplifies roller operation and ensures optimized handling, thus increasing the quality of the compaction job.

"It's very user-friendly with a dynamic screen that gives you instant feedback with information such as where you're at in terms of impacts per foot," said Appelt. "You can input your numbers pre-workday, so you can get right to work when it's time. If you do need to make a quick adjustment, it's two or three buttons and you're back to rolling."

The swiveling operator's module in the CC6200 VI allows a 180-degree turn of the seat, instruments and levers. It can also slide from side to side, making it possible for the operator to see drum surfaces, sprinkler nozzles and drum edges.



▶ VIDEO

Operators Dustin Yeadon and Stanley Appelt said the Dynapac CC6200 VI rollers have increased LHC Inc.'s productivity and efficiency. "We call them the Swiss Army knives of compaction because they actually work great in all three paving stages: breakdown, intermediate and finish," stated Appelt.

"Sliding and turning is all done with one handle, as opposed to numerous ones like other rollers I have run," said Yeadon. "You can instantly slide over and get on point. It's effortless and speeds up operation."

Appelt added, "The visibility is outstanding with the open-cab design. There are no bars in the middle of the cab that you have to look or lean around to see as you go forward. The seat sits up higher than others, so you can see right down in front of you."

Yeadon and Appelt can set how often water from the high-capacity water tank is sprayed on the drums with the control panel and a joystick button. The tank can be filled from both sides of the roller, and there is a two-bar setup on both drums.

"If you want water on demand, just push the button; otherwise, you can adjust how often it sprays to match the job," Yeadon pointed out. "In most cases, even if it's the lead roller behind the paver, it takes a good, long time for the water to run out. We typically put down 400 to 500 tons between fill ups."

Expanded partnership that helps more contractors

LHC purchased the Dynapac CC6200 VI rollers from Modern Machinery with the assistance of Territory Manager Ben Ralls. Modern has a long history with Dynapac in Montana and Idaho, and earlier this year, it added Wyoming, Washington and Oregon to its territory — making it one of North America's largest Dynapac dealers.

"Modern is well-respected in the market and a perfect fit for Dynapac," said Dynapac North America Vice President Jamie Roush when the expansion was announced. "This partnership will enable us to strengthen our brand presence and customer support even further in this region."

Ralls and Modern set up a demo with one CC6200 VI, so LHC could put it to the test on a highway paving project. Dynapac representatives, including Western Region Manager Steve Cole, were on hand to answer questions and provide training and support.

"They gave us a walk-around and showed us every aspect, which gave us a leg up before we started," said LHC Superintendent Cruz Smith. "That was a huge help, and they have followed up since we purchased the machines to make sure everything continues to run smoothly. We are looking forward to doing more business with them after purchasing these rollers and seeing how they increase our productivity."

Ralls emphasized that others could see similar results. "I have seen these and other Dynapac rollers get compaction where other brands would struggle. Having equipment like Dynapac that's backed by great manufacturer service and support plays a strategic role in Modern Machinery's ability to build trust with customers. Both companies are excited about the partnership expansion, as it gives us the ability to help other customers like LHC be more productive, efficient and profitable." ■



Cruz Smith,
Superintendent,
LHC Inc.



Discover more at
ModernUpdate.com

Quick surface creation lets you perform simple operations with your iMC 2.0 dozer without digital plans



Ron Schwieters,
Senior Product
Manager, iMC and
Hardware, Komatsu

Moving dirt with little or no staking and surveying has become much easier with integrated GPS grade control. Simply upload 3D data, perform a short calibration, and you're ready to strip, push, place and grade materials.

However, what if you have a task that's not in the plans? Perhaps you want to create a level surface for a job site trailer, or it's about to rain and you want to make sure water drains to a certain area.

"Even without plans, you can easily get simple jobs done in short order with the quick surface creation feature on new iMC (intelligent Machine Control) 2.0 dozers," said Ron Schwieters, Komatsu senior product manager, iMC & hardware. "It lets operators easily create a temporary design surface."

Quick surface creation on Komatsu intelligent Machine Control (iMC) 2.0 dozers lets you create a surface in a few easy steps without plans. "This is a great tool for times when there is no 3D data available," said Ron Schwieters, senior product manager, iMC & hardware for Komatsu. "You can use it for a wide variety of tasks, including stripping topsoil and haul road cleanup. It's another way to utilize and maximize your investment to the fullest."

To use quick surface creation:

- Lower the blade to the ground or target elevation.
- Press the "quick surface creation" button on the monitor. Values are entered automatically based on your current blade position.
- Adjust values, if desired. When you are ready, press "OK" to set the temporary design surface. The "quick surface adjustment" button will display.
- Move material.

Easy adjustments

You can adjust the temporary design surface parameters by pressing the "quick surface adjustment" button. Touch the desired parameters to be modified and adjust accordingly.

"This is a great tool for times when there is no 3D data available," said Schwieters. "You can use it for a wide variety of tasks, including stripping topsoil and haul road cleanup. It's another way to utilize and maximize your iMC investment to the fullest." ■



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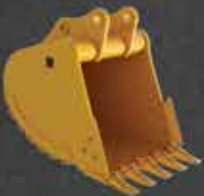
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Want a versatile loader with the capacity to load highway trucks quickly?

Loading and moving materials in as few passes and cycles as possible not only helps increase productivity, but it also reduces costly wear and tear on machines. One versatile machine that offers that across multiple applications provides a distinct advantage.

"The WA480-8 yard loader arrangement is designed to be a 3-pass match for loading aggregate and other processed materials into highway trucks," said Adam Braun, Komatsu product marketing manager. "It is also adaptable for use in infrastructure, forestry and non-residential construction applications."

A host of new features contribute to its high production in truck loading, carrying, stockpiling and hopper charging applications. Among them is a Komatsu designed, 7.2-cubic-yard bucket with curved side edges built to minimize spillage. Its internal space and shape provide smooth material flow, and the long bucket jaw and decreased strike plane angle results in easy fill and low resistance during pile penetration. Operators can easily see how much material is in the bucket with the integrated load meter system in the cab.

More than 1,400 pounds of added counterweight compared to a standard WA480-8 gives the yard loader arrangement the ability to handle increased bucket capacity and improves stability. Low-profile tires with increased ground contact and new heavy-duty front and rear axles provide additional stability. The front and rear frame have been redesigned on the yard loader arrangement with an increased diameter for a larger center hinge pin that connects the two.

Added productivity features include excellent visibility to the pile and surroundings, an easy-to-operate Advanced Joystick Steering System (AJSS), and a comfortable air-suspension seat. Outside the cab, there are front frame steps, a folding left-hand mirror, tie off points and a front cab grab rail.

Maximized brake life

Another highlight of the WA480-8 yard loader arrangement is the new highly efficient air-cooled braking system designed to

maximize brake life in extended load-and-carry or high-speed applications. The dedicated system enhances higher cooling efficiency even in tough environments. In severe test conditions, the cooling system demonstrated a 56 to 58 degree Fahrenheit better cooling effect.

"Stable cooling performance under high duty cycle operation reduces the risk of hydraulic oil overheating," said Braun. "The electric drive pump has a sensor that senses the axle temperature and activates only when needed." ■



To learn more about the new WA480-8 yard loader arrangement, visit <https://www.komatsu.com/en/products/wheel-loaders/large-wheel-loaders/wa480-8/>



Adam Braun,
Product Marketing
Manager, Komatsu

Komatsu's new WA480-8 yard loader arrangement is designed to be a 3-pass match for loading aggregate and other processed materials into highway trucks. It features a 7.2-cubic-yard bucket with curved side edges built to minimize spillage. A highly efficient air-cooled braking system helps maximize brake life in extended load-and-carry or high-speed applications.





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The top reasons robots are suited for construction work, and what's holding them back

Could robots, smart systems and automated processes someday soon control the full operation of a construction site? Would it make the job of a project manager easier or harder in the short term? Long term?

Numerically, there are some clear wins for productivity when you leverage the repeatability of a robotic element to get work done, versus the variability of human work. For example, using a conveyor belt, robotic arm and concrete pump, Construction Robotics' SAM100 (Semi-Automated Mason) can lay 3,000 bricks per day as it works alongside a mason. A human bricklayer typically averages around 500. So, does that mean a crew of SAMs can or even should replace a human crew? Not any time soon, according to one expert.

"We don't see construction sites being fully automated for decades, if not centuries," Zachary Podkaminer of Construction Robotics, the New York-based company that developed SAM, told *Digital Trends* in 2017. "This is about collaboration between human workers and

machines. What SAM does is pick up the bricks, put mortar on them, and puts it on the wall. It still requires a mason to work alongside it. SAM's just there to do the heavy lifting."

Robotics use in construction continues to make headway, though, as technology rapidly advances, and the need for new solutions to worker shortages remains strong. In limited instances, automated or semi-automated devices are already working alongside humans.

Nils Napp, an assistant professor at Cornell University's School of Electrical and Computer Engineering, and his students are studying robotics for building and other applications. He said these examples of "cobots" — robots that are built to work alongside humans — are good at what they do, but they have limitations.

"Right now, SAM and others like that are useful at one thing," Napp pointed out. "Programming them to move on to a completely different function is a challenge that will have to be overcome. There is a lot of really cool theory on

Editor's Note: This article is excerpted from a longer piece. For the full article, scan the QR code or visit <https://www.komatsu.com/en/blog/2021/top-reasons-why-robots-are-suited-for-construction-work/>



Continued...

Automation between humans and machinery is increasing job site efficiency. Drones and GPS technology are among the technologies making it happen.



Autonomous machines, GPS earthmoving 'proven to work'

... continued

robot construction, such as using a large swarm of termite-inspired bots that work together to build a structure. In practice, application is difficult because the assumptions you need to make in order to develop the theories end up being really hard to map on physical robots."

That may change as technology advances, according to Will Knight in *Wired*. The article talks about a robot drywaller built by Canvas that scans unfinished walls using lidar (light detection and ranging) or what's sometimes referred to as "laser scanning" and applies joint compound.

"It has long been impractical to deploy robots at construction sites because the environment is so varied, complex and changing," wrote Knight. "In the past few years, however, advances including low-cost laser sensors, cheaper robotic arms and grippers, and open-source software for navigation and computer vision have made it possible to automate and analyze more construction."

Increasing automation, analysis

Drones are also gaining prominence. Construction businesses are using them for tasks such as surveying, building models, tracking progress, recording data, billing, measuring stockpiles and more. Drone usage in the construction industry has grown about 239%, according to a recent estimate.

Increased safety is another benefit of drone technology. Inspections in hazardous and/or remote areas can be done without putting personnel in harm's way.

"Simply put, drones enable us to provide needed views that are inaccessible, or otherwise too risky and expensive to capture by any other means," said Ryan Holmes, program manager of unmanned aircraft systems (UAS) for Multivista, in the ForConstructionPros.com article "Six Factors to Consider When Adding Drones to Your Construction Business." "We are using drones to help anywhere, from assessing land

clearing and earthwork, insurance coverage, inspections, through to project completion and maintenance thereafter."

Proven and emerging technology

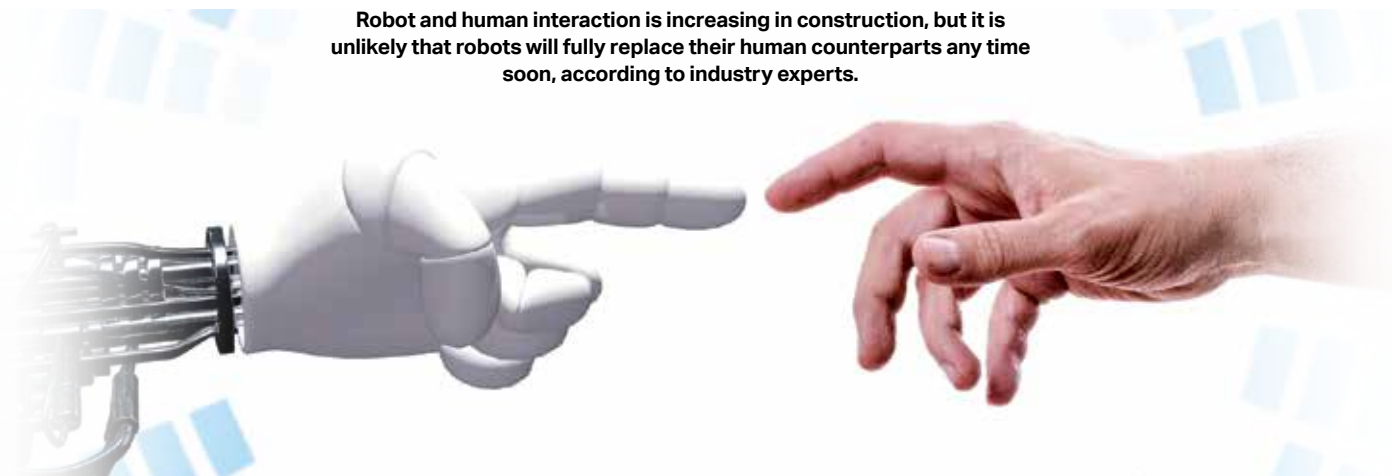
After site work has been done to prepare building pads and parking lots, robotics can come into play in building construction itself with 3D printing that allows machinery to be programmed to create practically any shape. A 3D-printed, two-story house recently won the German Design Council's German Innovation Award for its social, ecological and economical sustainability.

The house was printed with a mortar specifically designed for 3D printing by HeidelbergCement. "The printing of the residential house in Beckum is a milestone for 3D concrete-printing technology," said Dr. Jennifer Sheydt, head of engineering and innovation for HeidelbergCement. "We are convinced that this new type of construction will become an established standard in the years to come."

How many years down the road will depend on several factors, according to Napp. Among them are trust, acceptance and an open mindset to different building materials, such as double-insulated stacking blocks that he believes would optimize automation.

"Autonomous machines and GPS earthmoving are proven to work," Napp said. "A 3D-printed structure is also proven. An entire structure built by robots is different because you have to trust that the robots are correctly joining plumbing pipe and connectors so that they don't leak, for instance. We have that with humans. For now, the questions are there, such as would they meet code, can you even get a permit, are they fire and earthquake tested? If those, and others, can be overcome, then I believe there will be faster movement toward acceptance and someday having fully or near-fully robotic construction sites." ■

Robot and human interaction is increasing in construction, but it is unlikely that robots will fully replace their human counterparts any time soon, according to industry experts.



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Expert advice on how to make sure your breaker performs its best



Greg Clinton,
Attachment Product
Support Manager,
Komatsu

A breaker can be one of the most valuable tools in a construction or quarry company's equipment fleet because it allows you to break up hard materials for excavation, perform demolition of buildings and roads, and break large rocks into manageable sizes for a crusher to handle.

If you are purchasing a new excavator and you think that you will use it with a breaker, consider having the machine set up at the factory with the necessary plumbing to run the attachment. If you are adding a breaker later, have a distributor/dealer technician perform the work because they have the skills to properly set the flows and pressures, and ensure lines are the right size to handle them.



Breakers can be valuable long-term assets if properly sized, used, installed and maintained. "If you do that, you can help increase profitability and your return on investment," said Greg Clinton, attachment product support manager, Komatsu.

Grease is the lifeblood

Operators or service personnel should be vigilant about grease. Using the proper amount of high-quality grease and putting it on correctly reduces friction wear on the tool and the bushings. Breaker tools become extremely hot, so the grease you use should be rated to work at temperatures of at least 500 degrees Fahrenheit. Use a good grease with, at minimum, a No. 2 lithium base containing 3% molybdenum. Molybdenum is crucial because it helps the grease stick to the tool and not run off.

An automatic lubrication system set to automatically grease during operation can help ensure the breaker remains greased. When purging the lube system a hand grease pump is best. Pump grease into the grease line until a steady stream of grease appears inside the hammer's upper and lower bushing lube holes. Remove the handpump and reattach the grease hose to the breaker lube line.

Inspect consistently, replace worn components immediately

Inspections are an essential part of keeping your breaker in proper working order. A daily walkaround performed before operation, and periodically throughout the day, should be part of an operator's routine as they check for leaks, cracks or loose hardware. A more comprehensive inspection should be done at least every 40 hours of operation and sometimes at shorter intervals, depending on the material you are working with. It's also recommended that you take the breaker in annually for a rebuild to have wear components replaced and the unit resealed.

"If you take care of your breaker, it can take care of you," emphasized Greg Clinton, attachment product support manager, Komatsu. "Once you and your distributor have determined which one is right for your operations, make sure it's properly installed, then inspected and maintained regularly. If you do that, you can help increase profitability and your return on investment." ■

For more detailed information about breakers and how to properly use and maintain them for long life, visit <https://www.komatsu.com/en/blog/2021/how-to-help-keep-your-breaker-performing-at-its-best/>

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payment skips every 12 months are available. Terms and conditions apply. Subject to credit approval. Current rates are good through March 2022. Contact Modern Machinery for complete details.

Insider Tip: Contact Modern's finance team for additional details. ■



To learn more about parts financing, visit <https://www.komatsu.com/en/services-and-support/financing/>

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Design feature makes a difference in production



While you probably know that intelligent Machine Control (iMC) dozers, such as the D71i-24, can make operators more efficient, did you know that a simple design feature makes all of the D71-24 models more productive?

Komatsu specifically matched the blade width to the track gauge to ensure material is always cast outside the edges of the tracks for an optimal surface finish. Additionally, new performance features include greater steering power for improved maneuverability and productivity.

Insider Tip: "The D71-24 lets you cover multiple applications with one machine — from stripping, to pushing large loads, to finish grading — cutting your need for multiple pieces and saving you time and costs," said Andrew Earing, product marketing manager. ■



Scan the QR code to learn more about how to lower your costs and increase productivity with a D71-24 dozer.

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"COULD YOU MAKE A DETOUR THROUGH MY DRIVEWAY?"



"THEN SANTA STARTED SHIPPING WITH AMAZON. THAT WAS THE END OF MY SLEIGH GIG!"

Did you know?

- There are 10 million bricks in the Empire State Building.
- Bong Joon-ho's "Parasite" was the first non-English-language film to win Best Picture at the Oscars.
- As of 2020, women account for 10.9% of the construction workforce.
- Taylor Swift appeared on an episode of "CSI: Crime Scene Investigation" in 2009.
- The heart of the blue whale, the largest animal on earth, is five feet long and weighs 400 pounds. The whale in total weighs 40,000 pounds.
- Flamin' Hot Cheetos were developed by a janitor at Frito-Lay, Richard Montanez, who got the idea after putting chili powder on some reject Cheetos and then pitched it to the CEO. He's now a successful executive and motivational speaker.
- Willi Maier holds the record for hammering 24 nails in one minute.
- American gymnast Simone Biles has seven Olympic medals — four gold, one silver and two bronze.
- Mary Shelley wrote "Frankenstein" when she was 18 during a ghost story competition, while staying in Switzerland with writers Percy Shelley (her lover) and Lord Byron.

Brain Teasers

Unscramble the letters to reveal some common construction-related words. Answers can be found in the online edition of the magazine at www.ModernUpdate.com

1. LIFL _____
2. DASN _____
3. ATRWE _____
4. RMA _____
5. EADLB _____



Discover more at
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Mineral Creek Logging and Hauling LLC improves production with Komatsu/Falcon tethering system combination and Falcon Claw

Mineral Creek Logging and Hauling LLC's Dustin DeAtley says logging is currently undergoing a revolutionary change.

"We are transitioning to the future where you will be able to do more with less, and that's good in a time when finding workers is a big challenge," said DeAtley, who co-owns the company with his wife, Brittany, in Eagle Point, Ore. "Equipment is playing a big role in that as we move from having less people on the ground, in the elements felling trees and setting chokers, to having them in the cabs of mechanized machines."

DeAtley emphasizes that the tether systems he uses from Modern Machinery are a great example. The setup consists of a modified low-hour Komatsu PC290 excavator that Modern equips with a Falcon Winch Assist. It's primarily used for logging on steep terrain and is a stationary uphill machine. Using remote control, an operator moves the downhill machine up and down to harvest timber.

"We recently used one on a site we originally bid to log with a yarder," recalled DeAtley. "The problem was, we couldn't get enough guy lines for it, so the only choice was the Komatsu/Falcon setup. We figured that with the yarder, we would probably get three loads of wood a day using seven people to run it, set chokers, etc. With one operator working the tethering system, we got six. Less employees, less time and better production really adds up."

Sold after the first unit

DeAtley admits he was skeptical before buying the Komatsu/Falcon Winch Assist system. A customer he was discussing a project with convinced him to try a tethering system.

"I was actually anti-tether before this, but I decided to give it a try. I took delivery on our first unit in August of 2020, and at the time, (Modern Machinery Territory Manager) Russ Smith said that within six months I would call and order a second. It only took two. We saw right away it was the way to go for steep logging jobs. The original unit was our first purchase from Modern. They have been great to work with, especially Russ and our other territory manager, Ed James. They and Falcon came out and spent five days training us in how to most effectively use everything."

In addition to the Falcon Winch Assist, Mineral Creek Logging and Hauling has purchased a Falcon Claw that its yarder side uses. The unit runs on a cable and is controlled remotely from inside the yarder. Cameras on the Falcon Claw let the operator see where to place and pick up logs to move them from hillside to landing.

"It speeds things up because the operator doesn't have to wait on a choker setter or a rigging slinger," said DeAtley. "We've had it out as far as 2,200 feet. It's extremely productive." ■



Dustin DeAtley,
Co-owner




Mineral Creek Logging and Hauling LLC co-owner Dustin DeAtley said the Komatsu/Falcon Winch Assist combination from Modern Machinery improved production on steep ground projects like the one it recently completed. "We figured that with the yarder, we would probably get three loads of wood a day using seven people to run it, set chokers, etc. With one operator working the tethering system, we got six. Less employees, less time and better production really adds up."





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Dozers 					
KOMATSU D155AX-8	SIGMA BLADE, MS RIPPER	100359	2019	1,244	POR
KOMATSU D85PX-18	SU BLADE	22098	2017	4,610	\$265,000
KOMATSU D65PX-17	STRAIGHT BLADE	1987	2014	5,002	\$105,000
KOMATSU D65PXI-18	PAT BLADE, 915 SYSTEM	90480	2016	3,718	\$275,000
KOMATSU D61PXI-23	PAT BLADE, AUTO LUBE	30417	2013	5,525	\$145,000
KOMATSU D61EXI-24	PAT BLADE, UHF SYSTEM, MS RIPPER	B61169	2020	1,700	POR
KOMATSU D61PX-24	PAT BLADE	B61088	2019	2,670	POR
KOMATSU D51PXI-24	PAT BLADE, UHF SYSTEM	10931	2020	678	POR
KOMATSU D39EXI-24	PAT BLADE, 915 SYSTEM	96604	2020	645	POR
KOMATSU D39EX-24	PAT BLADE, MS RIPPER	100046	2021	444	POR

Wheel Loaders 					
KOMATSU WA600-8	9.5 YD BUCKET, BRAKE COOLING	80279	2020	1,698	POR
KOMATSU WA500-8	8.2 YD BUCKET, AJSS, 875/65 TIRES	A97135	2020	2,978	POR
KOMATSU WA480-8	7.2 YD BUCKET	100742	2021	187	POR
KOMATSU WA470-8	5.5 YD BUCKET	A49466	2019	3,165	\$235,000
KOMATSU WA380-8	QC	A75257	2020	1,152	\$229,000
KOMATSU WA320-8	QC, REAR FENDERS	85961	2019	2,286	POR
KOMATSU WA270-8	QC	A28449	2019	1,469	\$135,000
KOMATSU WA200-8	HI LIFT, QC, 3RD VALVE	85589	2019	2,370	\$135,000

Compaction 					
DYNAPAC CA5000D	84" DYNP SINGLE, A/C	10000174TMA031170	2021	416	POR
DYNAPAC CA3500PD	84" DYNP, PADFOOT	10000168EKA023682	2019	485	POR
DYNAPAC CA2500D	84" DYNP SINGLE	10000167ALA030460	2021	136	POR
DYNAPAC CA2500PD	84" DYNP SINGLE PADFOOT, A/C	10000167PLA026630	2021	460	POR
DYNAPAC CA1500D	66" DYNP SINGLE	10000160LLA030284	2021	92	POR
DYNAPAC CA1400D	66" DYNP SINGLE	10000169JLA030617	2021	154	POR
DYNAPAC CC1200VI	47" ASPHALT ROLLER	10000446VMC010547	2021	208	POR
DYNAPAC CC4200VI	66" ASPHALT ROLLER	10000385JJA023170	2019	48	POR
DYNAPAC CO4200VI	66" ASPHALT ROLLER, OSCILLATION	10000436PMA031115	2021	317	POR

Excavators / Backhoes 					
KOMATSU PC800LC-8E0	18' ARM, COUNTERWEIGHT REMOVAL SYSTEM	65067	2012	8,514	\$450,000
KOMATSU PC650LC-11	14' ARM, COUNTERWEIGHT REMOVAL SYSTEM	80139	2020	1,109	POR
KOMATSU PC490LCI-11	13' ARM, UHF SYSTEM	A45068	2018	1,963	\$385,000
KOMATSU PC490LC-11	11' ARM, QC, 3RD MEMBER HYDRAULICS	85596	2019	3,352	\$432,000
KOMATSU PC360LCI-11	10' ARM, QC, UHF SYSTEM	A38371	2020	1,628	POR
KOMATSU PC360LC-11	10' ARM, QC	A37429	2019	2,017	\$279,000
KOMATSU PC360LC-11	13' ARM, QC, 3RD MEMBER HYDRAULICS	90329	2017	2,870	\$325,000
KOMATSU PC290LCI-11	10' 6" ARM, UHF SYSTEM	A29110	2021	440	POR
KOMATSU PC290LC-11	10' 6" ARM, QC, BUCKET, +1 HYDRAULICS	A28014	2018	2,129	\$225,000
KOMATSU PC240LC-11	10' ARM, QC, THUMB COMBO HYDRAULICS	95252	2017	1,866	\$215,000
KOMATSU PC238USLC-11	9'6" ARM, QC, THUMB	5616	2018	2,329	\$205,000
KOMATSU PC210LCI-10	9' ARM, QC, UHF SYSTEM	452977	2017	4,730	\$155,000
KOMATSU PC210LC-11	9' 7" ARM, QC, THUMB, + 1 HYDRAULICS	C80341	2018	1,907	\$214,000
KOMATSU PC138USLC-11	9' ARM, QC, THUMB, + 1- HYDRAULICS, BLADE	58548	2021	548	POR
KOMATSU PC138USLC-10	9' ARM, QC, THUMB, BLADE	42463	2016	4,039	\$115,000

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Spokane Machinery
(A Modern Machinery Company)
4428 E. Trent Ave.
Spokane, WA 99212
(800) 541-0754
(509) 535-1576


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For more information, talk to your salesman or call Chris Johnson at 800-332-1617.

Manufacturer/Model	Description	Serial No.	Year	Hours	Price
Motor Graders 					
KOMATSU GD655-7	14' BLADE, MS RIPPER	65051	2020	583	POR
KOMATSU GD655-7	14' BLADE, MS RIPPER, TOPCON SYSTEM	65092	2021	229	POR

Off-Road Trucks 					
KOMATSU HM400-5	ARTICULATED TRUCK, TAILGATE	11260	2019	2,078	\$535,000
KOMATSU HM400-5	ARTICULATED TRUCK, TAILGATE	11211	2019	2,076	\$535,000
KOMATSU HM400-5	ARTICULATED TRUCK, TAILGATE	10900	2018	6,724	\$295,000
KOMATSU HM400-5	ARTICULATED TRUCK, TAILGATE	10966	2018	4,200	\$430,000
KOMATSU HM400-5	ARTICULATED TRUCK, TAILGATE	10865	2018	4,597	\$390,000
KOMATSU HM300-5	ARTICULATED TRUCK, TAILGATE	10981	2019	2,179	POR
KOMATSU HM300-5	ARTICULATED TRUCK, TAILGATE	11120	2020	2,284	POR
KOMATSU HM300-5	ARTICULATED TRUCK, TAILGATE	10859	2019	2,691	POR
KOMATSU HM300-5	ARTICULATED TRUCK, TAILGATE	10867	2019	3,260	POR

Aggregate Equipment					
JCI K300/6203	JCI KODIAK CLOSE CIRCUIT PLANT	P212110	2021	100	\$957,795
JCI 2650	JAW PLANT, 5020VGF REVERSE	PC265041018	2018	N/A	\$420,000
PIONEER FT2650	PIONEER TRACK MOUNT JAW	419466	2021	156	\$735,355
PIONEER FT2650	PIONEER TRACK MOUNT JAW	419654	2021	291	\$752,940
PIONEER GT125	PIONEER TRACK MOUNT JAW	419355	2020	992	POR
PIONEER GT125	PIONEER TRACK MOUNT JAW	419446	2021	575	\$463,835
KPI-JCI FT4250CC	TRACK MOUNT HORZ IMPACTOR	419309	2020	372	\$812,950
KPI-JCI FT4250CC	TRACK MOUNT HORZ IMPACTOR	419347	2021	272	\$791,235
KPI-JCI GT440	TRACK MOUNT IMPACTOR	417939	2018	1,064	\$542,615
KPI-JCI GT440	TRACK MOUNT IMPACTOR	419202	2021	197	\$657,670
SPOMAC 8203-38LP	SCREEN PLANT	S19SCN0437	2019	461	\$335,800
FAB TEC 7203-38	SCREEN PLANT	S15SPT0110	2014	N/A	\$178,450
JCI 7X20	TRANSCO SCREEN PLANT	J5348	2018	612	POR
SPOMAC 6203-32	SPOMAC SCREEN PLANT	1188674	2021	N/A	\$295,000
SPOMAC 6203-32	SPOMAC SCREEN PLANT	S215228	2021	N/A	\$295,000
AMS GT165	AMS SCREEN PLANT	204822	2020	729	\$316,290
AMS GT205S	AMS SCREEN PLANT, 2 DECK	214981	2021	N/A	\$341,650
KPI 36" X 100'	KPI END FOLD RADIAL STACKER	419268	2020	310	\$108,420

Forestry Equipment					
KOMATSU XT465L-5	BUNCHER, 24B360	A90013	2020	414	\$564,000
KOMATSU XT445L-3	BUNCHER	A3112	2015	5,930	\$275,000
TIMBCO TL745D	BUNCHER 24/360	TL745D0657041219	2019	N/A	POR
TIMBERPRO PC240LL-10	LOG LOADER, TC58	A20618	2017	1,466	POR
KOMATSU PC290LL-11	LOG LOADER, TC58	A29535	2022	18	POR
KOMATSU PC290LC-11W	WINCH ASSIST MACHINE	A27839	2018	3,450	\$615,000
KOMATSU PC290LC-11W	WINCH ASSIST MACHINE	A27312	2016	1,929	\$625,000

Miscellaneous					
ATLAS COPCO QAS95	ATLAS COPCO GEN, SKID MNT	HOP103348	2018	N/A	\$35,000
ATLAS COPCO ROC7-11	ATLAS COPCO DRILL 2.5"-4.5"	AVO05A562	2005	N/A	\$146,250
ATLAS COPCO ROCF9-11	ATLAS COPCO DRILL	AVO05A513T	2005	6,000	\$166,250
ATLAS COPCO ROC T45-10	ATLAS COPCO DRILL 3.5-5"	G18SED0141	2018	2,190	POR
ROADTEC RX600E-3	ROADTEC MILL 86" DRUM	4039	2016	2,192	\$285,000

**re available for some Models.
Branch For Details.**

KOMATSU

Kent
22431 83rd Ave. S.
Kent, WA 98032
(800) 669-2425
(253) 872-3500

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Rochester, WA 98579
(800) 304-4421
(360) 273-4284

Eugene
4610 Cloudburst Way
Eugene, OR 97402
(800) 826-9811
(541) 688-7321

Portland
5241 N.E. 82nd Ave.
Portland, OR 97220
(800) 950-7779
(971) 222-1710

Pocatello
2666 Garrett Way
Pocatello, ID 83201
(800) 829-4450
(208) 233-5345

Boise
1257 West Amity
Boise, ID 83705
(800) 221-5211
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Jerome, ID 83338
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MODERN MACHINERY

www.modernmachinery.com



**For more information,
call the location nearest you.**

Eugene, Oregon

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Portland, Oregon

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101 International Way
Missoula, MT 59808
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28 Arcadia Way
Columbia Falls, MT 59912
(800) 434-4190
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Billings, Montana

7850 S. Frontage Rd.
Billings, MT 59101
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