

UPDATE

www.modernmachinery.com • 2014 No. 1 • August



Ralph LoPriore,
Director of Fleet
Assets and Processes

GARY MERLINO CONSTRUCTION CO.

Seattle firm specializes in completing large, civil infrastructure projects on time and on budget



WILLIS ENTERPRISES

Oakville, Wash.,-based wood-chip company emphasizes product quality and customer service



Paul Willis,
Owner

KOMATSU®



Brian Sheridan

**Komatsu
expands
intelligent
Machine Control
family**

MODERN
MACHINERY

Dear Valued Customer:

Congress proved it could work in a bipartisan fashion when it passed the new water-resources bill that provides more than \$12 billion in spending throughout the next decade. We hope the good news continues with a measure that secures funding for a new highway bill as well. The current bill expires at the end of September, and by then, the Highway Trust Fund will be depleted. I encourage you to contact your representatives and emphasize how important such legislation is to our nation.

Last year, Komatsu introduced the first intelligent dozer, which drew rave reviews. Because these models were so well received, Komatsu has significantly expanded its *intelligent* Machine Control family. In this issue of your Modern Machinery *Update* magazine, you can read about three new models that are available and provide good options for a variety of applications.

We are also highlighting the new Komatsu PC240LL-10 Log Loader in this issue. It features heavy-duty components for better reliability, durability and performance in shovel logging, loading trucks, sorting in a mill yard, processing logs or road building. This unique machine provides efficiency and production when working in challenging conditions.

Dash-10 model machines are covered by Komatsu CARE, which provides complimentary scheduled service for the first three years or 2,000 hours. Our certified technicians perform the services at times and locations that are convenient for you. We also offer cost-effective service on older machines, including major items such as rebuilds. I urge you to contact us to find out how Modern Machinery can minimize your downtime, maximize your uptime and extend the life of your machinery.

If there's anything we can do for you, whether it's parts, service or equipment sales or rentals, please call or stop by one of our branch locations.

Sincerely,
Modern Machinery

Brian Sheridan
President



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GARY MERLINO CONSTRUCTION CO.

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Published by Construction Publications, Inc. for

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WILLIS ENTERPRISES

Oakville, Wash.,-based wood-chip company emphasizes product quality and customer service



Pat Tagman,
CFO/Procurement
Manager



Todd Charlton,
Operations
Manager



Paul Willis is the sole owner of Willis Enterprises, whose wood-chip business is headquartered in Oakville, Wash., south of Olympia.

It's no secret that homebuilding has been in the doldrums since the financial crisis. It has picked up recently, but the total number of new homes being built remains well below peak levels. While that has hindered construction, it's actually been a boon to another industry – wood chips.

"We're a commodity business, and it's all about supply and demand," said Pat Tagman, CFO and Procurement Manager for Willis Enterprises, a wood-chipping company headquartered in Oakville, Wash. "When sawmills are running hard to produce lumber for new housing, they also produce a lot of residual chips, which they sell to the same pulp mills (for paper) where we sell our whole-log chips. More supply lowers demand. Conversely, when sawmills aren't running hard – and they haven't since about 2008 – they don't produce as many chips. That means less supply, which is good for us."

Although sawmills aren't producing as many chips, Tagman says there's still plenty of competition from other whole-log chip producers.

"To differentiate ourselves from our competitors, we made a decision about a decade ago to emphasize service and chip quality,

and we pay close attention to our business relationships. Of course, it's up to our customers to determine if we're doing that, but I feel, at least to some degree, that we are, and it's working for us."

"Service in this industry is all about doing what you say you're going to do, and we certainly try to do that every time," added Operations Manager Todd Charlton. "Our goal is to always have what our customers need when they need it. To that end, we carry a larger inventory than most of our competitors. If Weyerhaeuser, KapStone, RockTenn or any of our other big customers call on a Thursday or Friday wanting an additional 100 loads the next week, we want to be able to say, 'Yes, we can do that.' That's part of our service-first philosophy."

Owned by Paul Willis, Willis Enterprises has four chip plants in western Washington (Everett, Belfair, Oakville and Hoquiam); one in central Washington (Cle Elum); one in Bonner, Mont.; and a veneer mill in Aberdeen, Wash. The company also does some of its own trucking, has barge-loading capabilities at Moon Island (Hoquiam, Wash.) and manages a barge reload facility in Columbia City, Ore. Willis Enterprises employs nearly 130 people, about half of them at the veneer mill.

Reliable and long-lasting Komatsu machines

Willis Enterprises has a good-size fleet of mobile machines to run its plants, much of it Komatsu equipment from Modern Machinery in Rochester, Wash. Among the units are eight Komatsu wheel loaders (five WA600s, a WA500, a WA380 and a WA320) and three Komatsu log shovels (two PC220LLs and a PC270LL).

"We turn to Komatsu machines for reliability and longevity," said Charlton. "We get great uptime from our log loaders, and the big wheel loaders are awesome machines – excellent visibility, low fuel consumption and very operator-friendly."





► VIDEO

A Willis Enterprises operator uses a Komatsu WA600 to offload logs from a truck at the company's Oakville chip plant. "We have five WA600s at chip plants throughout our territory," said Operations Manager Todd Charlton. "They're awesome machines with low fuel consumption and great longevity."

Two of the WA600s are actually Dash-1 models with more than 50,000 hours on each of them, and they're still everyday machines. Obviously, we've had some component-rebuild work done on them, but they're good enough units to be worthy of that.

"As good as the equipment is, the support we get from Modern and our Sales Rep Jim Stevens is equally important to us," he added. "I know I can call Jim any time, and he's going to spearhead whatever we need done. Modern has a good parts supply in Rochester, and whenever we call for service, the company responds quickly and does good work."

"It's a pleasure working with a company like Willis Enterprises because we share a similar philosophy regarding the importance of customer service," said Modern Machinery President Brian Sheridan. "We truly appreciate their business."

Company still growing

While Willis says he's semi-retired, Tagman and Charlton both say he remains active in the day-to-day operations of the company, as well as the long-term planning.

"We bought the veneer plant in 2009 as part of Paul's growth and diversification strategy," said Tagman. "Veneer is used in plywood and should do well when homebuilding is strong. Since that's the opposite of chips, it should help us smooth out some of the downs associated with our chipping operations. We're probably also going to add a 4-foot lathe at the plant for a customer who has requested that."

"We're looking at the 'green energy' movement to see what kind of opportunities that might present, such as burning our waste byproduct as hog fuel in a cogeneration facility," Charlton



► VIDEO

This operator uses a Komatsu PC220LL to split logs at the Oakville operation.



(L-R) Willis Enterprises CFO Pat Tagman, Owner Paul Willis and Operations Manager Todd Charlton work closely with Modern Machinery Sales Rep Jim Stevens and the Rochester branch. "Modern supports our Komatsu machines very well," said Tagman.

added. "We'll also continue to explore opportunities to expand into new locations, if it makes sense."

Willis says his goal when he acquired the business more than 30 years ago was steady growth, and that's what he continues to want for the future too.

"It's difficult to just maintain a business," explained Willis. "Typically, you're going forward or backward. We employ a lot of people who count on us to make smart decisions so we can continue to go forward, and that's what we intend to do." ■



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GARY MERLINO CONSTRUCTION CO.

Seattle firm specializes in completing large, civil infrastructure projects on time and on budget



Ralph LoPriore,
Director of
Fleet Assets and
Processes

During the last half century, Gary Merlino Construction Company has earned a reputation as one of Seattle's leading civil contracting firms. Started by Gary Merlino in 1962, the company's specialty is infrastructure work, much of it for the City of Seattle, Sea-Tac Airport and top private firms such as Boeing.

"Gary Merlino Construction started small but didn't stay that way," said Director of Fleet Assets and Processes Ralph LoPriore. "When I came onboard as a mechanic 25 years ago, the company had maybe five crews. Today, it has about 30. Depending on the time of year and the level of activity, it probably has about 300 employees. A sister company, Stoneway Concrete, has another 200 or so employees."

In addition to Gary Merlino Construction and Stoneway Concrete, the company also operates several gravel pits in the Seattle area and a concrete recycling division.

"Our staff displays a high level of professionalism and a can-do attitude," said LoPriore. "We're recognized as a company that gets difficult projects done within budget and

on time. We've been able to attract many of the leading construction-industry professionals in the Pacific Northwest, and they are certainly a key to the company's success. Our goal is quality work done quickly and total customer satisfaction."

Proactive fleet management

As Director of Fleet Assets, LoPriore oversees a large Merlino equipment fleet, as well as a staff of about 25 mechanics, maintenance personnel and welders.

"We've worked hard in recent years to make our equipment-owning experience a science rather than guesswork," said LoPriore. "In the past, we experienced too many breakdowns that required what I call "triage" repair because it was like a hospital ER – do the best you can as fast you can and hope it's good enough. Then, when the machine reached what was probably a premature end, we'd buy a new one and start all over again.

"Now we're trying to manage our equipment rather than let it manage us," he noted. "We outfit all of our new machines with auto-lube systems to ensure greasing gets done. We install bypass filtration to make sure we're changing oil at the optimum time based on contaminant level rather than an arbitrary hour reading. We do timely maintenance that includes a repair-before-failure philosophy. Everything we do now is geared toward being proactive rather than reactive."

And when it comes to equipment purchasing, LoPriore wants facts.

"Too many people buy equipment based on ego and emotions. I try to base it on what's going to give us the best return on investment. We take into account price, fuel efficiency, serviceability, reliability, longevity, resale value – every significant factor we can think of – and we measure it for our own machines rather than use an industry average that may not be relevant to us. The idea is to determine true machine owning and operating

▶ VIDEO



A Merlino Construction operator uses a Komatsu PC650 to load trucks as part of a hard-stand (a parking lot for airplanes) project at Sea-Tac Airport. "We were hoping to load a truck every three minutes," said Supervisor Mike Hebert. "With the PC650, we're loading them in a minute or less, so it definitely helps us stay on or ahead of schedule."



Operator Todd Romano runs Merlino's new Komatsu WA500 wheel loader at sister company Stoneway Concrete's Seattle plant. "It's our first Komatsu wheel loader and it's really nice," said Romano. "It's powerful, smooth to operate and extremely fuel efficient. I've never been in such a quiet cab – it's very comfortable."



costs so we can get the biggest bang for our buck. I also try to involve as many people as possible – operators, supervisors, maintenance men, mechanics and more. They're all going to be impacted by the decision, so we want them onboard with it."

Komatsu and Modern "help us succeed"

Included in the Gary Merlino Construction fleet are about two dozen Komatsu excavators ranging from a PC18 to a new PC650. The company also recently added a Komatsu WA500 wheel loader, a Komatsu D65 dozer and a Komatsu HM300 articulated haul truck.

"I've been very pleased with Komatsu excavators through the years, including the PC650, which loads our dump trucks in two passes, improving our productivity on large earthmoving jobs," said LoPriore. "The D65 operator says the dozer pushes more than the competitive one we were using. We also like the 30-ton articulated truck, and it has been a big hit with our truck drivers because of the controls and the overall comfort."

As for the WA500, LoPriore says it's much more fuel efficient than the same size wheel loader from a leading competitor. Operator Todd Romano concurs, "It has excellent power but uses less fuel. The joystick feels like an extension of your body. The machine is very smooth, quiet and easy to operate. I've been doing this for 25 years; this is the first Komatsu I've run, and I like it a lot."

Of Merlino's four newest pieces from Modern, all except the PC650 are Tier 4 machines. "From what I've seen, Komatsu Tier 4 technology is superior to other brands," said LoPriore. "For example, the regeneration on the WA500 is very



Gary Merlino Construction Director of Fleet Assets Ralph LoPriore (left) works closely with Modern Machinery Sales Rep A.J. Scoffone. "Modern and A.J. work as a team to help us succeed," said LoPriore. "I've been pleased with the equipment and the full package of support services."

low compared to the competition. Komatsu has often seemed to be a step ahead when it comes to new technology. That includes installing KOMTRAX standard in all of its units. KOMTRAX tells me where a machine is, what it's doing, how it's being run, fuel burn, error codes – virtually everything I need. It's a very important tool to me as a fleet manager."

A team effort

LoPriore also appreciates the support he gets from Modern Machinery and Sales Rep A.J. Scoffone.

"Modern and A.J. work as a team to help us succeed using their equipment. For example, A.J. knew I wanted a new artic truck, but rather than just come in and make a sales pitch, he came to me with an exit plan for three of my existing units and found a buyer. That motivated me to purchase a new one, which benefitted both of us and was a true win-win. That's how it's been recently working with him and Modern. They deliver the full package, cradle-to-grave service, and I'm confident they'll be there for us when we need them."

"Gary Merlino Construction is a highly respected business in the Seattle area, and we appreciate the opportunity they've given us to work with them," said Modern Machinery President Brian Sheridan. "We look forward to continuing to build the relationship in the months and years to come." ■



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- Enhanced operator environment improves comfort and machine control.
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GREATER LOGGING CAPACITY

Komatsu introduces new PC240LL-10 Log Loader designed for increased production

When it comes to forestry work, you want machinery and attachments that stand up to the rigors of such a tough application. Komatsu provides that with specialty products, including its new PC240LL-10 Log Loader, which features heavy-duty components for better reliability, durability and performance in shovel logging, loading trucks, sorting in a mill yard, processing logs or road building. The PC240LL-10 is the newest member of Komatsu's Dash-10 log loader family, and it shares many design principles, features and benefits of the well-received PC390LL-10.

Typically, Komatsu uses some components from the next-size-larger excavator in its log loaders, such as the swing system and undercarriage," said Steve Yolitz, Manager, Marketing Forestry. "We also upgraded the revolving frame and final drives, as well as redesigned the forestry cab with stronger doors, windows and guarding. The live heel logging boom is redesigned too. Everything except for the grapple is engineered and manufactured by Komatsu to meet its Komatsu Engineering Standards and can be serviced through our distributors as opposed to some items handled by third-party entities."

Customers can now get factory-installed grapples, according to Yolitz. "Komatsu offers a turn-key solution in a powerful machine that meets Tier 4 Interim engine standards with special regeneration logic that notifies the operator that a regen is needed. That gives them the flexibility to select the optimum time and place to do it. The engine has 5-percent greater horsepower and up to 10-percent better fuel efficiency compared to the PC220LL-8 it replaces. In addition, the machine is covered by the Komatsu CARE complimentary scheduled maintenance program for the first three years or 2,000 hours. This is the same program offered

on the Komatsu PC390LL-10 Log Loader and all other Komatsu Tier 4 machines."

Forestry versatility

Although the LL in the model name stands for "log loader," the PC240LL-10's overall rugged design and high and wide undercarriage makes it an ideal platform for other demanding forestry applications such as head processing and road building, according to Yolitz. "For forestry contractors seeking a tracked harvester, the PC240LL-10 can be equipped with a HD boom, HD arm and a processing head. The machine can also be used for forestry road building applications by equipping it with an HD excavator boom, one of several excavator arms and a variety of Komatsu buckets. With the combined versatility of the PC240LL-10 and the larger PC390LL-10, our distributors can now meet a broader range of their forestry customers' needs." ■



Steve Yolitz,
Manager,
Marketing Forestry

Quick Specs on the Komatsu PC240LL-10 Log Loader

| Model | Operating Weight | Net Horsepower | Reach |
|------------|------------------|----------------|--------|
| PC240LL-10 | 83,895 lbs. | 177 hp | 38 ft. |



Komatsu's new PC240LL-10 Log Loader is built with heavy-duty components and a redesigned cab for greater durability, reliability and performance.

MADILL MACHINES ARE BACK

Nicholson Manufacturing of Sidney, British Columbia, is making Madill track log loaders and track feller bunchers

Quick Specs on Madill Products

2250C Tilt Feller Buncher

80,550 lbs. • 300 hp

2850C Log Loader

89,000 lbs. • 300 hp

3800C Log Loader

100,000 lbs. • 325 hp

124 Swing Yarder*(Coming in November)*

125,000 lbs. • 450 hp

172 Tower Yarder*(Coming summer 2015)*

108,000 lbs. • 450 hp

It's no small feat to begin manufacturing logging machines, even if the machines have been built previously. But that's exactly what Nicholson Manufacturing is doing with Madill, which was a highly respected logging line for more than half a century until its bankruptcy in 2008. Modern Machinery bought the brand at that time to be able to continue to provide support, and even started, and continues to run, a rebuild program for customers who want "like-new" Madill yarders. Modern, however, never intended to manufacture new Madill products. That's where Sidney, British Columbia-based Nicholson Manufacturing entered the picture.

In 2011, Nicholson, a manufacturer of debarking equipment, purchased Madill from Modern, and that same year, re-introduced

the Madill track log loader (2850C and 3800C) into the market. Last year, it added the Madill 2250C track feller buncher to its product line. Presently, it's at work producing the first Madill 124 Swing Yarder in more than six years, which is scheduled for completion this November. It's also manufacturing the 172 Tower Yarder, with a scheduled ship date of summer 2015.

"The re-introduction of the Madill line is going great, thanks in large part to our U.S. distributor Modern Machinery, and we're working hard to keep up with demand," said Nicholson Manufacturing President Doug Jeffrey. "Loggers in the northwestern United States and western Canada like the Madill product because it's 'purpose-built' for forestry work in this area. The machines, which feature a relatively simple, straightforward design that delivers top performance, easy serviceability and excellent longevity, are too big for forestry work in much of North America, but are ideal for western logging."

Many updates

To bring the Madill products back to the marketplace, Nicholson had some updating to do.

"A lot of work went into bringing the machines up to current standards," said Jeffrey. "Much of the supply chain, including engines, transmissions, hydraulic components, etc., had to be re-sourced. If those products changed, we had to re-engineer them into our end products. We also tried to incorporate customer suggestions on how to improve the units. It's a major undertaking, but many customers wanted the product brought back, which is what makes it a worthy pursuit."

For more information on Madill forestry products, and to learn how they can be a cost-effective part of your logging fleet, contact your Modern Machinery sales rep today. ■

Nicholson Manufacturing President Doug Jeffrey (left) and Sales Manager Ron Hait stand in front of the first 3800C Log Loader Nicholson manufactured for Modern Machinery.



This past May, the entire Nicholson work force celebrated the completion of the 3800C Log Loader, Serial #300. Nicholson expects to complete its first swing yarder in November, and its first tower yarder next summer.



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KOMATSU EXPANDS DOZER LINEUP

Three new *intelligent Machine Control* dozers provide automatic blade control from the first pass to the last



Peter Robson,
Director,
Intelligent
Machine Control

Komatsu introduced *intelligent Machine Control* (iMC) to the dozer market about a year ago with its innovative D61i-23 model that features fully automatic blade control from rough-cut to finish grade. It's now expanded the lineup with three new dozers – a D51i-22, a D39i-23 and a D37i-23.

All iMC dozers are available in longer track-on-ground standard EX and low-ground-pressure PX versions, which offer flotation and weight distribution options that best match user applications.

"These new dozers feature the same *intelligent Machine Control* technology that made the Komatsu D61i-23 such a success," said Peter Robson, Director, Intelligent Machine Control. "With the

same slant-nose and cab-forward design, they provide excellent visibility to the blade and all around the machine for superior operator productivity. The simple operation, efficiency improvements and greater value reflect the quality that customers expect from Komatsu."

Like the D61i-23, the new iMC models feature fully automatic blade control from initial rough-cut to finish grade. As they travel around the jobsite, the dozers measure actual elevations, which provide accurate surface data. A stroke-sensing angle cylinder measures the actual angle of the blade for high-precision grading accuracy on cross-slope, whether the blade is angled or not. The iMC models are significantly more efficient compared to conventional aftermarket machine-control systems, depending on factors such as operation and conditions.

"During rough cut, if the system senses the blade has excess load, it automatically raises the blade to minimize track slip and maintain forward momentum," said Robson. "The blade also automatically lowers to push as much material as possible, so it's designed to maximize production under all situations."

Operators can select different dozing modes, which tailor the system response to the machine operation, and therefore, optimize performance. Operators can also adjust the blade-load settings to match actual material conditions for added efficiency.

Eliminating the three Cs

Unlike traditional GPS systems, Komatsu's iMC dozers' machine control system components are factory-integrated,

Komatsu's original slant-nose-design dozer is now available in an *intelligent Machine Control* D51i-22 model, along with Tier 4 Interim D39i-23 and D37i-23 machines.





Komatsu's *intelligent* Machine Control lineup now features four models, including the new D39PXi-23. All have integrated technology that provides automated grading from rough-cut to finish grading.

eliminating the need for masts and cables. A Global Navigation Satellite System antenna is mounted on top of the cab. Additional components include robust stroke-sensing hydraulic cylinders, an enhanced inertial measurement unit with monitor and a controller mounted inside the cab.

"The integrated system reduces maintenance costs as well as risk," said Robson. "Masts are not out on the blade and cables aren't dangling between the blade and the cab, so the chance of damage or theft is eliminated. Personnel don't have to spend time removing and reinstalling those components every day, which increases production. Finally, no one is climbing on the machine or blade to install and remove the mast and cables. We've eliminated the three Cs: cables, climbing and connections.

"We were excited to bring Komatsu's *intelligent* Machine Control technology to the market last year, and the overwhelmingly positive response from our customers

Brief Specs on Komatsu *intelligent* Machine Control dozers

| Model | Horsepower | Operating Weight | Blade Capacity |
|-----------|------------|------------------|------------------|
| D37EXi-23 | 89 hp | 18,872 lbs. | 2.5-2.78 cu. yd. |
| D37PXi-23 | 89 hp | 19,533 lbs. | 2.5-2.78 cu. yd. |
| D39EXi-23 | 105 hp | 20,922 lbs. | 2.5-2.78 cu. yd. |
| D39PXi-23 | 105 hp | 21,848 lbs. | 2.5-2.78 cu. yd. |
| D51EXi-22 | 130 hp | 27,381 lbs. | 3.5-3.80 cu. yd. |
| D51PXi-22 | 130 hp | 29,057 lbs. | 3.5-3.80 cu. yd. |
| D61EXi-23 | 168 hp | 39,441 lbs. | 4.5-5.1 cu. yd. |
| D61PXi-23 | 168 hp | 41,381 lbs. | 4.5-5.1 cu. yd. |

pushed us to quickly expand this family of crawler dozers," added Robson. "All of the intelligent dozers provide excellent and efficient production in residential, commercial, road building, landscaping and other applications. Customers just have to decide which size or sizes best fit their business." ■

Continued . . .

iMC dozers eliminate cables, climbing and connections

... continued

Customers impressed with innovative D61i-23

Komatsu took dozing to a new level when it introduced its first *intelligent* Machine Control (iMC) dozer, the D61i-23, about a year ago. Unlike traditional GPS add-on systems that are typically used for finish grading, the D61i-23 provides automatic dozing from rough-cut to final pass with an integrated system that eliminates masts and cables.

During rough dozing, the automatic blade control monitors the blade load and adjusts the blade elevation to minimize track slip for highly efficient dozing. Closer to finish grade, automatic blade control adjusts accordingly to provide finish-grade performance with high-level precision. The intelligent machines are significantly more efficient compared to machines using add-on control systems.

"It definitely saves us time," said Andy Smith, Operations Manager of Sellers Contracting Services, LLC. "The operator doesn't have to worry about how deep he's cutting. He's not moving his arm up and down trying to control the blade, because the machine does it all for him. From our experience, the accuracy has been dead-on. We've had projects where

surveyors check behind us on building pads and even roadways, and it's always been extremely accurate."

Aspen Construction rented a D61i-23 during a road reconstruction project that involved rough cutting heavy peat and placing about 76,000 tons of road base once subgrade preparation was done.

"It powered through the tough materials with minimal track slip, and did a perfect job during the finish portion of placing the road base," said Aspen Construction Estimator/Project Manager Ryan Blank. "It was an amazing machine. We loved it."

Todd Sattler, Superintendent of CL Trucking, likes the accurate grading and the integrated system.

"The biggest advantages with an integrated machine over a bolt-on application are: safety, because no one is climbing on a machine; cost savings, because we won't have broken wires or damaged parts; and time savings, because the time for setup, teardown and redesign on each jobsite is gone," said Sattler. "Now we're able to move the machines around, integrate them quickly to a new jobsite and change operators frequently without any production loss." ■



Komatsu introduced its *intelligent* Machine Control (iMC) dozer line with the D61i-23 about a year ago. It provides automatic blade control from rough-cut to final pass, with an integrated GPS system that eliminates masts and cables.

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FIRSTHAND EXPERIENCE

Komatsu event showcases new dozers that feature *intelligent Machine Control* technology



Peter Robson,
Director of Intelligent
Machine Control

Komatsu recently expanded its *intelligent Machine Control* (iMC) dozer lineup, and customers and distributor personnel got a chance to see and operate several dozers during an iMC event at the Komatsu Training and Demonstration Center in Cartersville, Ga.

Attendees learned about the innovative technology behind the iMC lineup that includes D61i-23 and D39i-23 models, as

well as the D51i-22 dozer. The dozers feature factory-integrated 3D machine control that functions without the blade-mounted masts and cables associated with conventional aftermarket systems. The technology provides fully automatic blade control from rough-cut to finish grade with maximum blade load.

"The feedback we get from users is phenomenal," said Peter Robson, Director of Intelligent Machine Control. "They see both time and money savings, and with automatic blade control, they get to final grade faster and more efficiently. Additionally, there are no masts or cables to get damaged and replaced, and no one has to climb on the machine to install and detach them. We're glad so many came to this event and saw the benefits of *intelligent Machine Control*."

Komatsu also highlighted the latest Topcon technology for productivity reporting and remote machine monitoring. Attendees could see the software that's designed to work with GPS systems to track production in real time. ■



Komatsu showcased its *intelligent Machine Control* dozers, including D61PXi-23 and D39PXi-23 models, during an iMC experience at its Training & Demonstration Center in Cartersville, Ga.

Komatsu recently added to its *intelligent Machine Control* dozer lineup with the addition of new models, including the D51PXi-22.



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HIGH PERFORMANCE

Wirtgen's WR 250 easily powers through difficult soils, pavements

If you perform cold in-place recycling and/or soil stabilization, you want exceptional performance, efficiency and simple handling in a productive package. Wirtgen's new WR 250 delivers with high engine output and optimal traction.

Wirtgen's WR 250 is the highest-performing machine of the new WR generation, and it effortlessly works its way through heavy soils or existing failed pavements, homogeneously mixing or performing in-place cold recycling with dry lime or dry cement, lime or cement slurry or asphalt emulsion. Also, when equipped, it can perform in-place foamed asphalt or foamed bitumen recycling of existing failed pavements.

The WR 250's 766-horsepower engine provides plenty of power for work in difficult soils or pavements, at widths of nearly 8 feet and depths up to 22 inches. The cutting-drum design is tailored to high performance for exceptional mixing quality and speeds.

"The WR 250 works great in a variety of conditions, and users can easily match it to the conditions with 12 available speeds, a variable cutting chamber and a deep cutting depth," said Andy Kazanis, Wirtgen District Sales Manager. "It provides total mix and excellent gradation. The WR 250 is a high-volume machine, so it's very productive."

Operators control all base functions using a sensitive, multifunction joystick on the right armrest. Automated processes, such as automatic lowering and raising of the milling and mixing rotor, the ergonomically designed workplace and the innovative reverse-assist also provide enhanced productivity.

A glassed-in, large-capacity cab, work zone camera system and 90-degree rotating driver's seat ensure the best visibility conditions of both the WR 250 and the project site.

"Multifunctional machines make a big difference to the bottom line," said Kazanis. "The WR 250 provides outstanding results, with high productivity and efficiency. I encourage anyone who performs paving or construction applications that require soil stabilization to check out the WR 250." ■

Quick Specs on the Wirtgen WR 250

| | |
|----------------------|---------------|
| Model | WR 250 |
| Horsepower | 766 hp |
| Working Width | 7 ft., 11 in. |
| Working Depth | 22 in. |

Wirtgen's WR 250 cold in-place recycler/stabilizer delivers exceptional performance, efficiency and simple handling in a productive package with high engine output and optimal traction.





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K200+ CONE PLANT

Crushing efficiency is a hallmark of the KPI-JCI and Astec Mobile Screens cone plant

When it comes to crushers, only two things really matter – how quickly does it get material to size and is it cost efficient? The KPI-JCI and Astec Mobile Screens K200+ closed-circuit cone plant passes both tests with flying colors.

The K200+ is the smallest of four Kodiak Plus series cone plants from KPI-JCI and Astec Mobile Screens, which are designed to provide the most efficient crushing performance in the industry. At 200 horsepower, the K200+ is typically a secondary or tertiary crusher, although in the right setting, it can also serve as a primary crusher. When used with a 6' x 20' three-deck horizontal screen on a portable chassis, it is the ideal plant for a contractor who crushes at multiple locations, or to augment a stationary plant.

"For a crushing contractor, the biggest advantage of the K200+ is its overall efficiency," said Terry Cummings, Regional Sales Manager for KPI-JCI and Astec Mobile Screens. "It does a great job of sizing material properly on the first pass. For example, when set at 1-inch, we'll typically get about 80 percent of the material sized properly the first time through. Few competitors can consistently match that number. As a result, we get more product into the pay pile sooner and with less wear and tear on the crusher."

One of the keys to the K200+'s performance is its roller bearing design, whereas most other manufacturers use a bushing compressor.

"Our roller bearing design uses horsepower more efficiently, which significantly reduces overall operating expenses when compared to bushing-style crushers," said Cummings. "It also makes the K200+ more tolerant of climate and temperature fluctuations, which can be

very beneficial when it gets hot in the summer and cold in the winter."

Other key selling points of the K200+ are:

- Uptime. A 360-degree hydraulic-locking ring requires less maintenance than cylinders.
- Durability. Kodiak Plus crushers are the heaviest in their respective classes.
- Ease of use. A tramp iron relief system eliminates accumulator-related maintenance costs.

Cummings says ideal applications for the K200+ closed-circuit cone plant include sizing base material to 1½ inches or less and making aggregate product for an asphalt plant. ■



Terry Cummings,
Regional Sales Manager
for KPI-JCI and Astec
Mobile Screens

For more information on the K200+, or any of the Kodiak Plus series of cone plants, contact your sales representative or visit your nearest branch location.

Brief Specs on the KPI-JCI and Astec Mobile Screens K200+ Cone Plant

| Model | Head Diameter | Operating Range | Horsepower | Total Weight |
|-------|---------------|-----------------|------------|--------------|
| K200+ | 40 in. | 800-950 rpm | 200 hp | 34,000 lbs. |



The KPI-JCI and Astec Mobile Screens K200+ closed-circuit cone plant features a roller bearing design, which improves crushing efficiency. For example, set at 1-inch, it typically achieves about 80 percent of sizing on the first pass, which means more material in the pay pile sooner and less wear and tear on the crusher.



ROCKIN' A HARD PLACE

Crushing and screening contractor sees greater efficiency, cost savings with Xcentric® Ripper attachment

Thousands of years ago, a vast sea covered West Texas' Permian Basin. When it eventually dried up, it left behind a thick deposit of rock that presents challenges to companies such as Mobile Crushing & Screening, which supplies limestone and caliche to a variety of customers in the area.

For years, companies have used the typical methods of blasting and hammering to break up the hard rock material. Recently, Mobile Crushing & Screening decided to try an XR50 Xcentric® Ripper attachment to sheer rock off its quarry walls. Owners Blake and John Frerich said the results speak volumes.

"Our production rate is relatively the same as it was before, but we're finding greater efficiency and savings with the Xcentric Ripper," said Blake. "It's more efficient than hammering and pulling down the material. The biggest advantage is it eliminates our need to blast. Using the XR50 has cut our per-ton cost in half compared to blasting, so we're seeing significant savings."

Komatsu's subsidiary Hensley Industries, Inc., recently became the distributor for Xcentric Ripper attachments in 82 countries throughout the world. There are nine models available that fit seven- to 150-ton excavators. The attachments have Xcentric's patented Impact Energy Accumulation Technology, which features amplified eccentric gears and enables efficient rock breaking. The unique design uses high-frequency impact force, different than traditional hydraulic breakers. Impact frequency varies by model and ranges from 900 to 1,500 beats per minute to help increase production.

"We're getting more useable material because it virtually eliminates fines associated with blasting," said John. "We were getting about 30 to 35 percent after blasting. Using the attachment, we're up to 85 to 95 percent."

Less maintenance

Xcentric Ripper attachments are made with wear-resistant steel for long life and durability and have a simple structure for ease of maintenance. Unlike traditional hammers, which have to be greased every few hours, Xcentric Rippers require no daily lubrication. The attachments only need greasing every 1,000 hours and use an easily replaceable tooth instead of a blunt bit.

"Less maintenance equates to greater production and lower costs," said Blake. "That's a big advantage." ■

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Blake (left) and John Frerich use an XR50 Xcentric® Ripper to sheer walls at their quarry. "We're getting more useable material because it virtually eliminates fines associated with blasting," said John. "We were getting about 30 to 35 percent after blasting. Using the attachment, we're up to 85 to 95 percent."



▶ VIDEO



KOMATSU TOTAL SOLUTIONS

New KAC President says finding better ways to meet customers' needs is Komatsu's goal

QUESTION: Komatsu has been very innovative through the years in integrating technology such as KOMTRAX and intelligent Machine Control into equipment. What's next?

ANSWER: Regarding intelligent Machine Control (iMC), we started with the D61i dozer, then expanded it to smaller finish-grade dozers, the D51i, D39i and D37i. We intend to launch our first iMC excavator in the United States in the near future.

Building good, high-tech machines, such as our iMC products with industry-leading specs and features, is just the first step. That's the minimum any top manufacturer must do. At Komatsu, our goal is to also provide great service and, ultimately, offer "total solutions" to help customers overcome the challenges they face.

QUESTION: Can you give examples of such Komatsu "total solutions"?

ANSWER: Let's stay with iMC dozers. The product itself, with factory-integrated blade-control technology, is significant, and to my knowledge, it's unique in the industry. But in and of itself, it's not a total solution. However, when you factor in KOMTRAX, Komatsu CARE (complimentary maintenance for the first three years or 2,000 hours), and the fact that nearly all of our dealers have a Technology Solutions Expert on staff – those are service solutions that I believe are a step ahead of other manufacturers. Finally, to encompass the full iMC solution to the customer, three-dimensional modeling, as well as daily productivity, will become part of the portfolio.

Continued . . .



Masayuki "Max" Moriyama, President and COO, Komatsu America Corp.

This is one of a series of articles based on interviews with key people at Komatsu discussing the company's commitment to its customers in the construction and mining industries — and their visions for the future.

Masayuki "Max" Moriyama became President and Chief Operating Officer of Komatsu America Corp. (KAC) in April 2014. Born in the ancient city of Nara, Japan, Max grew up and was educated in the Tokyo suburb of Kawasaki City, then attended Keio University in Tokyo. In 1980, he graduated with a degree in Mechanical Engineering, and started his Komatsu career shortly thereafter.

Max began as a design engineer for small dump trucks. In 1988, he was awarded a Komatsu scholarship to study abroad and spent two years earning a Master's Degree in Mechanical Engineering from Cornell University in Ithaca, N.Y. Upon returning to Japan, he worked on excavator research and development at the Technical Center in Osaka from 1990-2000, then was transferred back to the United States to be senior design engineer at the Chattanooga Manufacturing Operations in Tennessee.

In 2003, Moriyama went back to Tokyo where he became worldwide product manager for construction-size excavators, overseeing the Tier 3 Dash-8 model introduction. In 2006, he went back to Osaka to oversee design of all track machines, then in 2010, he was elected Executive Officer of the Tech Center – a position he held until he was named KAC President a few months ago.

"This is my third time in America with Komatsu, but my fourth time living here," said Max, whose wife, Kozue, will join him in Chicago in the near future. "From first through third grade, I attended a public elementary school in Queens, N.Y., while my father, who worked for a Japanese trading company, was based there. I really enjoy the United States, in large part because the people are energetic and open-minded. I look forward to working with our KAC personnel, distributors and customers during the next few years, and I fully intend to visit every distributorship and every state during my presidency."

KAC president plans to visit every state

... continued

Our Autonomous mining truck is another example. It's not just that we make a driverless truck that's already operational in mines. The total solution is everything that goes along with it, such as a dispatch system and fleet-management services.

Those are the types of total solutions we're working toward. Are we all the way

there yet? No. But we're working with our distributors and customers, so they understand the direction and can see how we intend to differentiate ourselves from the competition.

QUESTION: You mention customers, where do they fit in?

ANSWER: At the very top. They are why we do what we do. My background is in design engineering, and I'm hands-on when it comes to equipment. I like to see it at work on the job. That's why it's my intention to visit every state and talk to our distributors and also to their customers. I want to know what they like and what they need. Most of all, I want to get facts and see for myself what's happening on construction sites so I'll know firsthand what we need to do to improve our customers' experiences.

QUESTION: What's the equipment market like right now and what are you anticipating for the rest of this year and beyond?

ANSWER: It's a mix. A few years ago, mining was very strong. This year, it isn't. That's especially true for new-equipment sales. We still have good parts and service sales at mines that are still operating, but we would like to see the mining side of our business improve. It's especially important to Komatsu America because we have the Komatsu "mother plant" for large, electric dump trucks right here in Peoria, Ill.

Demand for construction equipment, on the other hand, is good, and we're projecting a strong market for the remainder of the year and into the future. The total number of units sold continues to increase, and at Komatsu, we're improving market share. We believe that's a result of innovations such as iMC machines, Komatsu CARE, KOMTRAX and hybrid excavators. As long as we keep innovating and giving customers tools to do their jobs better, Komatsu will continue to be a major force in the heavy-equipment industry and can become indispensable to customers. ■



Komatsu is known for its cutting-edge technological innovations, such as iMC dozers and KOMTRAX. But, KAC President Max Moriyama says that providing "total solutions," such as iMC set-up and a Komatsu team to monitor KOMTRAX (above) and report to customers – that's what really sets Komatsu apart.



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PREPARING FOR REPAIRS

Programs such as Firm Future Order help customers plan for needed work well in advance



Glenn Schindelar,
Senior Marketing
Manager



Paul Moore,
Senior Marketing
Manager

V You know a proactive approach to equipment maintenance is essential to its continued performance, production and efficiency. That's why planning ahead for repairs makes sense, and to help you do that, Komatsu distributors, such as Modern Machinery, have programs designed to fit your needs and your budget.

"Komatsu believes long-term planning for major repairs, such as component rebuilds and engine replacements, is vital," said Glenn Schindelar, Senior Marketing Manager. "It allows equipment owners to build those repairs into their budgets and know when a

Distributor programs backed by Komatsu allow equipment owners to better plan and budget for upcoming repairs. For information on the programs and how to take advantage of them, contact your product support representative or your nearest Modern Machinery branch.

machine is going to be down and for how long. Our distributors have a number of excellent programs backed by Komatsu that provide assistance in planning to make those repairs cost effectively and with minimal downtime."

The Firm Future Order program fits nicely into that long-term planning, according to Paul Moore, Senior Marketing Manager. "Generally, a distributor's personnel and the customer will plan for the repair in a six-month window, so it allows for work to be done during the off-season or slower times. With Firm Future Order, once the customer makes the commitment to have the repairs or other work done, the parts pricing and delivery are locked-in to suit the customer's overhaul schedule. That allows them to better budget for the repair, minimize downtime and ensure their equipment is ready to go when it's needed the most."

Used in conjunction

Customers can use Firm Future Order in conjunction with other programs, such as the Remanufactured Quality Assurance Program, the Komatsu Undercarriage Assurance Program for Replacement Undercarriage, and the Komatsu Rebuilds Program.

"Our distributors provide several options that are competitively priced, and in many cases, repairs can be financed at zero percent for up to 15 months through other programs such as the Parts and Service Note Financing," said Schindelar. "It's possible that a customer could take advantage of three, four or more programs at once, and we encourage them to contact their distributor to find out how." ■



Study: Crashes in nearly half of highway work zones

A study from the Associated General Contractors shows that vehicles crashed into 45 percent of highway work zones during the past year. AGC Chairman Tom Case said 20 percent of crashes injure workers and 6 percent of those crashes are fatal. The study also found that 43 percent of contractors reported that drivers and passengers sustained injuries in work-zone crashes and 16 percent died.

Additionally, the survey showed that 67 percent of contractors believe tougher laws, fines and legal penalties for work-zone violations would reduce injuries and fatalities, and 74 percent of those surveyed said an increase in work-zone concrete barriers would have a similar impact. ■

CONEXPO sets dates for next show

CONEXPO-CON/AGG announced that its next exhibition at the Las Vegas Convention Center will be held on March 7-11, 2017. The triennial show is the Western Hemisphere's

premiere event for the construction and construction-materials industry. This year's CONEXPO drew nearly 130,000 attendees from across the globe. ■

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Mike Hayes,
Director Service
Marketing &
Distributor
Development
Service

The equipment industry continues to face a shortage of skilled technicians, but Komatsu, along with dealers and the North Dakota State College of Science (NDSCS), aims to close the gap. The college and Komatsu distributors announced a new program – Diesel Technology-Komatsu – in May, and the first wave of students will begin classes at NDSCS's Wahpeton, N.D., campus during the fall semester.

The two-year Diesel Technology-Komatsu program combines classroom and hands-on laboratory instruction, as well as internships at the dealerships. Through the program, students receive state-of-the-art technical training on Komatsu equipment, including classes on engines and fuel systems, powertrains and undercarriage, electrical/electronics and hydraulics. NDSCS is an AED (Associated Equipment Distributors) accredited college.

"With high-quality, innovative equipment comes the need for highly skilled, trained technicians," said Mike Hayes, Komatsu's Director Service Marketing & Distributor Development Service. "This collaboration gives Komatsu and our distributors those technicians

that are needed in today's marketplace. It aligns with Komatsu's global initiative and complements several active training programs that we offer."

Graduates earn an Associate in Applied Science degree, and through scholarship assistance, may be reimbursed up to 90 percent of the costs associated with the program, such as tuition, fees and supplies. Students are sponsored by dealers and will have the opportunity to intern with the dealers during their summer breaks. Students will also have two additional eight-week internships as part of the program.

"The internship portion provides an opportunity for students to apply what they learn in classrooms and labs to real-world experience," said Hayes. "As times change, so has equipment and the skills needed to properly service it. In addition, students take core curriculum in math, English and other subjects, so they graduate with a well-rounded educational experience that prepares them well to be a technician of the future."

Looking for more partners

Hayes noted that the NDSCS program is similar to another program Komatsu offers with distributors, at the Okmulgee campus of Oklahoma State University.

"We've found the program through Oklahoma State University to be a great resource, and we believe this new program will provide similar results," said Hayes. "Komatsu is definitely looking for ways to expand such programs in the future."

Prospective students can learn more about the Diesel Technology-Komatsu program through NDSCS by visiting www.ndscs.edu/komatsu or calling Enrollment Services in Wahpeton at 1-800-342-4325. ■

Komatsu, distributors and North Dakota State College of Science (NDSCS) teamed up to create the Diesel Technology-Komatsu program at NDSCS. During the two-year program, students get classroom, lab and internship experience with Komatsu equipment, which prepares them to become service technicians.



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CRAWLER DOZERS



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|-------------------|-----------------------------|--------|------|-------|-----------|
| KOMATSU D375A-6 | U BLADE, SS RIPPER | 60060 | 2012 | 1,359 | POR |
| KOMATSU D375A-6 | U BLADE, SS RIPPER | 60053 | 2011 | 5,821 | \$570,000 |
| KOMATSU D155AX-7 | U BLADE, MS RIPPER | 90086 | 2012 | 1,558 | POR |
| KOMATSU D65PX-17 | S BLADE, A/C | 1991 | 2013 | 1,955 | POR |
| KOMATSU D65WX-17 | PAT, MS RIPPER | 2028 | 2013 | 1,174 | POR |
| KOMATSU D65EX-17 | SIGMA, A/C, MS RIPPER | 1049 | 2011 | 2,664 | POR |
| KOMATSU D51EX-22 | PATBLD, OROPS, HEAT, RIPPER | B10228 | 2008 | 2,836 | POR |
| KOMATSU D39EX-23 | PAT BLD, A/C, RIPPER | 90107 | 2013 | 1,224 | POR |
| KOMATSU D39EX-22 | PAT BLD, A/C, RIPPER, RAKE | 3208 | 2009 | 415 | \$92,500 |
| KOMATSU D31EX-21A | PAT BLD, A/C, RIPPER | 50750 | 2006 | 995 | \$51,750 |

WHEEL LOADERS



| | | | | | |
|------------------|----------------------------|-----------|------|--------|-----------|
| KOMATSU WA500-6 | GP BUCKET | A92026 | 2007 | 9,989 | POR |
| KOMATSU WA500-6 | 7.3YD, STIKSTR, RADIALS | 55023 | 2006 | 14,130 | \$170,000 |
| KOMATSU WA380-5L | 4.25YD, RADIALS, QC, FORKS | A52544 | 2005 | 11,219 | POR |
| KOMATSU WA380-6 | RADIALS, QC, MONO, BUCKET | A53229 | 2007 | 4,181 | \$160,000 |
| CAT 992G | ROCK BUCKET | ADZ00131 | 2000 | 39,952 | POR |
| CAT 980K | GP BUCKET | W7K00357 | 2011 | 2,338 | \$409,500 |
| DEERE 621E | GP BUCKET | NBF210664 | 2010 | 8,400 | \$80,000 |

HYDRAULIC EXCAVATORS



| | | | | | |
|-----------------------|----------------------------------|---------------|------|-------|-----------|
| KOMATSU PC800LC-8 | 15' ARM, CTWTRMVR, QC | 55215 | 2009 | 7,441 | \$549,000 |
| KOMATSU PC490LC-10 | 11A | 80090 | 2013 | 1,071 | POR |
| KOMATSU PC308USLC-3E0 | 11'6A, QC | 30046 | 2006 | 7,151 | \$145,000 |
| KOMATSU PC300LC-7 | QC, 54" BUCKET | 40688 | 2004 | 9,202 | \$97,500 |
| KOMATSU PC228USLC-3N | 9'6A, QC | 32599 | 2006 | 5,538 | POR |
| KOMATSU PC210LC-10 | 9'7A, QC | 450214 | 2012 | 1,563 | POR |
| KOMATSU PC138USLC-8 | 8'A, QC, THUMB | 27172 | 2012 | 1,644 | POR |
| KOMATSU PC130-8 | 8'A, BUCKET | 84044 | 2012 | 995 | POR |
| KOMATSU PC55MR-3 | A/C, RDLNR, QC, THUMB | 17403 | 2013 | 841 | POR |
| KOMATSU PC45MR-3 | A/C, RDLNR, QC, THUMB, 24, 48CU | 6562 | 2013 | 543 | POR |
| KOMATSU PC35MR-3 | A/C, PABLD, RBR TRK, WOODS WG/QC | 18875 | 2012 | 343 | POR |
| CAT 320L | BUCKET | 4JM00270 | 1994 | 8,484 | POR |
| DEERE 160CLC | BUCKET | FF160CX045827 | 2007 | 4,850 | \$66,000 |

MOTOR GRADERS



| | | | | | |
|-------------------|-------------------------------|----------|------|-------|-----------|
| KOMATSU GD655-3C | 14' BLADE, A/C, MS RIPPER | 51262 | 2006 | 5,475 | POR |
| KOMATSU GD655-3E0 | 14' BLADE, A/C, MS RIPPER | 51614 | 2008 | 1,512 | \$212,500 |
| KOMATSU GD655-3E0 | 14' BLADE, A/C, MS RIPPER | 51683 | 2008 | 2,856 | \$180,000 |
| KOMATSU GD655-5 | 14' BLADE, A/C, MS RIPPER | 55062 | 2011 | 2,013 | \$235,000 |
| CAT 14M | 16' BLADE, RIPPER, TOPCON BOX | R9J00259 | 2011 | 1,796 | \$465,000 |

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|---|--------------------------------|----------------|------|--------|-----------|
| FORESTRY EQUIPMENT  | | | | | |
| TIMBCO 445EXL | BUNCHER | FT4C2266 | 2004 | 10,718 | \$115,000 |
| TIMBCO 445EXL | BUNCHER, 22/360 S/N22B859 | FT4C2721120505 | 2006 | 12,300 | \$149,500 |
| TIMBCO 450FXL | BUNCHER, 22/360 S/N22B825 | FT4K2967020908 | 2008 | 8,070 | \$245,000 |
| TIMBCO 450FXL | BUNCHER W2900 QUADCO-360 SN130 | FT4K2993052708 | 2008 | 7,415 | \$220,000 |
| TIMBCO T445D | BUNCHER, QFH, S/N22B22732 | AT4C2430091504 | 2000 | 7,873 | \$180,000 |
| VALMET EX10 | 370E SN 11392 | ET4C2842120506 | 2006 | 8,271 | \$180,000 |
| VALMET 890.3 | VT FORWARDER, BRUKS CHIPPER | 310249 | 2007 | 5,824 | \$565,000 |

| | | | | | |
|--|----------------------|----------|------|--------|-----------|
| ARTICULATED HAUL TRUCKS  | | | | | |
| KOMATSU HD785-5LC | 79-YD HAUL TRUCK | A10357 | 2005 | 18,882 | \$250,000 |
| KOMATSU HD785-5LC | 79-YD HAUL TRUCK | A10358 | 2005 | 23,540 | \$250,000 |
| KOMATSU HD605-7 | HAUL TRUCK | 7115 | 2004 | 15,659 | \$250,000 |
| KOMATSU HD605-7 | HAUL TRUCK | 7125 | 2004 | 15,857 | \$250,000 |
| KOMATSU HM350-2 | ARTIC TRUCK, T. GATE | 2107 | 2011 | 8,846 | POR |
| KOMATSU HM300-2 | ARTIC TRUCK, T. GATE | 2829 | 2011 | 3,090 | POR |
| KOMATSU HM300-2 | ARTIC TRUCK, T. GATE | 2868 | 2011 | 1,839 | POR |
| CAT 777D | 100T HAUL TRUCK | 3PR00540 | 1997 | | POR |

| | | | | | |
|----------------------------|---------------------------------|------------|------|-------|-----------|
| AGGREGATE EQUIPMENT | | | | | |
| ALLIS CHALMERS 48X60 | JAW CRUSHER SKID MOUNTED | B-5699 | | | \$349,500 |
| JCI 2650 | JAW PLANT W/ 50"X15' FEEDER | 411197 | 2014 | | POR |
| JCI 1400LS | REFURBISHED BASE CONE | C090566 | 2009 | 1 | POR |
| NORDBERG 1560 | CONE PLANT | 1560331 | | | POR |
| METSO HP400 | REBUILT CONE, BARE | HP400489 | | 1 | \$250,000 |
| METSO HP300 | PORTABLE CONE PLANT | 127096 | 2010 | 682 | POR |
| SYMONS 4.25 | 5X16-3/PORTABLE CONE PLANT | 4106 | | 1 | \$115,000 |
| JCI K300/6203 | JCI KODIAK CLOSE CIRCUIT PLANT | P111643 | 2011 | 2,353 | POR |
| JCI FT2650 | PIONEER TRACK MOUNT JAW | 412081 | 2012 | 2,359 | POR |
| JCI FT2650 | PIONEER TRACK MOUNT JAW, MAGNET | 413683 | 2014 | 240 | POR |
| METSO LT106 | JAW CRUSHER | 77341 | 2013 | 531 | POR |
| FABTEC 5X16-3 | WASH PLANT | 5163W34614 | 2014 | 1 | POR |
| METSO ST3.5 | TRACK SCREEN | 76645 | 2012 | 860 | POR |
| CEDARAPIDS 7203-38 | SCREEN PLANT | 2021/2040 | 2012 | | POR |

| | | | | | |
|----------------------|---------------------------------|----------|------|-------|----------|
| MISCELLANEOUS | | | | | |
| HAMM 3520 | 87" SMOOTH SINGLE, | H1761689 | 2012 | 436 | POR |
| HAMM 3516 | 84" SMOOTH SINGLE, A/C | H1761701 | 2012 | 879 | POR |
| HAMM 3412 | 84" SMOOTH SINGLE | H1802137 | 2013 | 716 | POR |
| HAMM 3410 | 84" SMOOTH SINGLE | H1690968 | 2007 | 1,660 | POR |
| HAMM GRW280-15 | 8 WHEEL PNEUMATIC ROLLER, OROPS | H1950327 | 2012 | 378 | POR |
| HAMM HD0120V | 78" ASPHALT, OZZIE | H1820070 | 2008 | 2,309 | \$95,000 |
| HAMM HD+120VO | 78" ASPHALT, OZZIE | H1840202 | 2010 | 1,025 | POR |
| HAMM HD+110VO | 66" ASPHALT, OZZIE | H1850644 | 2013 | 636 | POR |
| IR SD115D | ROLLER, CAB, A/C, PADSHILL | 153758 | 1998 | 1,621 | \$52,500 |
| IR SD122DX | 84" SMOOTH SINGLE | 176677 | 2004 | 1,800 | \$52,500 |

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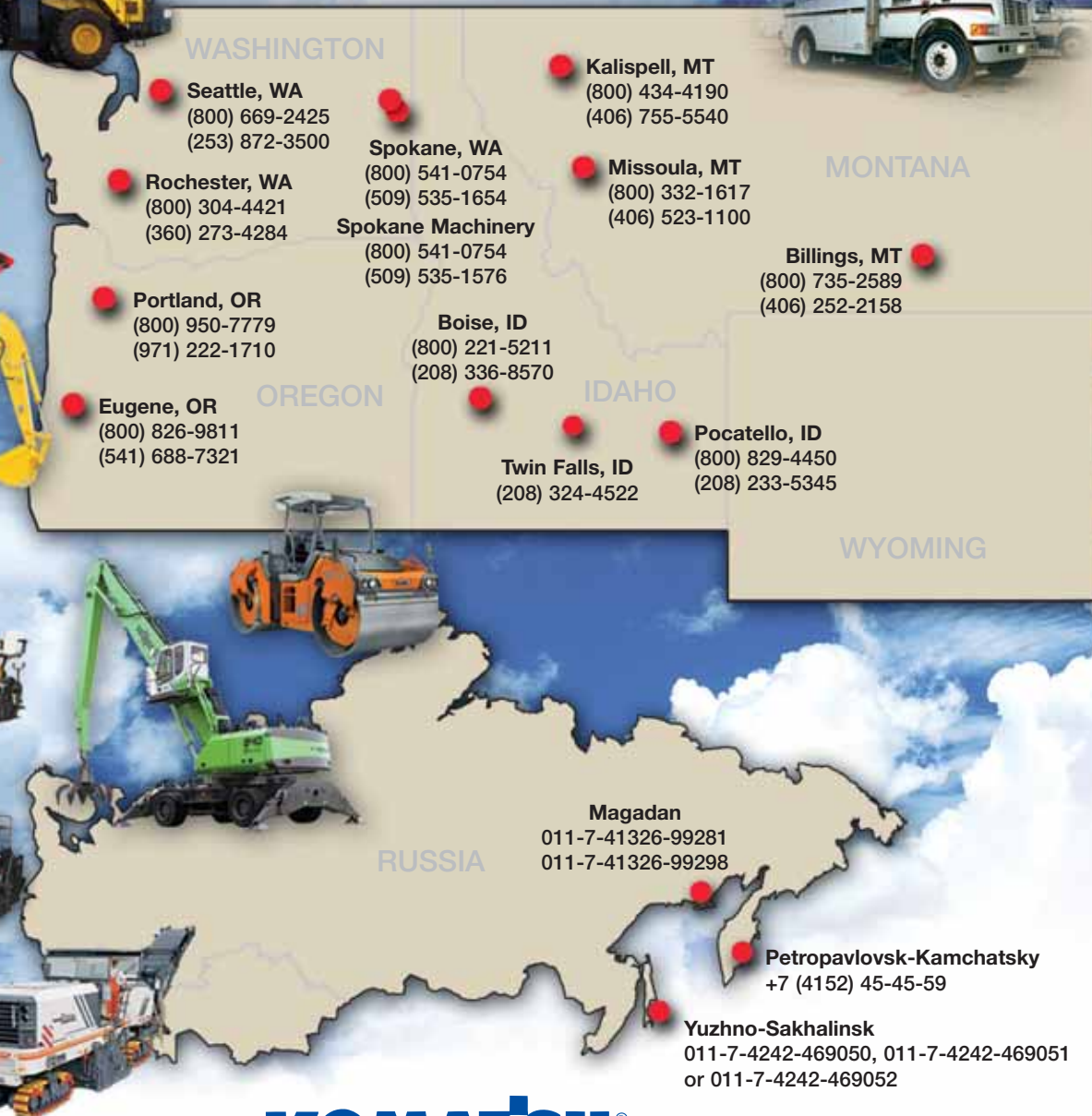
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