

UPDATE

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RG CRUSHING

Chehalis, Washington,
firm hopes to turn
The Ridge Motorsports Park
into a one-of-a-kind
driving/racing
destination



Co-Owners
Joe Manke (left)
and Rusty Gill

KOMATSU

TITAN TECHNOLOGIES, INC.

Boise-based underground
utility contractor specializes
in pipe-bursting



Roger Thompson,
Principal



Brian Sheridan

**Determined to
keep your
expenses low**

MODERN
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Dear Valued Customer:

Komatsu introduced its first Tier 4 Final machine during CONEXPO-CON/AGG in early 2014. Since then, it has unveiled numerous new products that meet the governmental regulations for reducing emissions, and do so more efficiently and productively than ever before.

As the end of 2015 approaches, Komatsu continues to roll out Tier 4 Final products such as its new construction-sized D61-24 dozers and WA380-8 and WA470-8 wheel loaders. Added features and enhancements make these machines among the best in the industry for their size classes. You can read about these in this issue of your Modern Machinery Update magazine.

Komatsu's Tier 4 Final machines are also among the best in terms of owning and operating costs. Komatsu is determined to keep your expenses low, so when it began introducing Tier 4 equipment it upped the ante by providing complimentary scheduled maintenance through Komatsu CARE for the first three years or 2,000 hours. Our skilled technicians, here at Modern Machinery, perform the service at convenient times and locations to ensure your downtime is kept to a minimum.

We can also service your utility-sized equipment such as the PC45MR-5 and PC55MR-5 tight-tail-swing excavators, which are also featured in this issue. These smaller machines meet the Tier 4 Final standards without the added selective catalytic reduction, diesel exhaust fluid and diesel particulate filter required on construction-sized and larger machines. These are not covered by Komatsu CARE, but we have maintenance programs available that can keep your costs low.

Whether you own brands we carry or competitive equipment, we can help ensure all your machines – new or old – remain productive and efficient. We would be happy to work with you on your entire fleet's maintenance and repair needs.

If there's anything we can do for you, please call or stop by one of our branch locations.

Sincerely,
Modern Machinery

Brian Sheridan
President



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TITAN TECHNOLOGIES, INC.

Boise-based underground utility contractor specializes in pipe-bursting



Roger Thompson,
Principal

Titan Technologies has a fleet of Komatsu machines to help accomplish its pipe-bursting projects. The company works throughout Idaho and eastern Oregon.

For twelve years, Titan Technologies, Inc. has been the go-to utility contractor in Idaho for pipe-bursting. Roger Thompson and his wife, Mary Pat, started Titan in 2003, largely because Roger wanted a construction-related field that wasn't seasonal.

"I had a pretty diverse construction background that included heavy civil highway work and crushing," he recalled. "In looking to start my own business, one thing I noticed was that a lot of guys struggled because they had to shut down in the winter. A friend introduced me to pipe-bursting. Since I knew it could be done year-round, I was interested. I also knew a handful of people who would work for me, plus Mary Pat had a great background in finance and accounting. So, when we decided to start a utility contracting business, I wanted it to include pipe-bursting."

Pipe-bursting isn't new. It's been around since the 1970s, but it's fast becoming a major contender for rehabbing sewer and water

pipes. It's only used for jobs that require the existing pipe be replaced, not new construction. The process includes digging insertion and exit pits near manholes, then pulling or pounding fusion-welded, high-density polyethylene pipe through the existing pipe, "bursting" it so that the fractured pieces disperse into the surrounding soil.

Advantages of pipe-bursting are that it is less intrusive and often safer than traditional open-cut pipe replacement. According to Thompson, it's also faster and cheaper in many instances.

"Open-cut requires more trucking, manpower, bedding and asphalt. Pipe-bursting eliminates a lot of that. Start to finish, we can do a typical 350-foot segment with 15-20 lateral tie-ins in about two-and-a-half days. Doing the same job in a traditional open-cut method could easily take five to six days, so we can usually complete a rehab job in about half the time using pipe-bursting, and it's often 25 to 30 percent cheaper. The savings in time and money can be substantial.

"The technology is ideal when working in confined spaces," he added. "There are a lot of older neighborhoods in Boise where sewer lines are behind houses in narrow, gravel alleys. There are normally other utilities in those areas – phone, gas, TV – which makes open-cut difficult. We do very well with those jobs."

So, with all the advantages, why isn't pipe-bursting more common?

"Some engineers aren't all that familiar with it, so they're more comfortable with open-cut," said Thompson. "Everybody already has the equipment to do open-cut pipe work, but not many have pipe-bursting technology. Fortunately, we can go either way. Although pipe-bursting is probably 80 percent of our workload in any given year, we also do open-cut. We think being



able to do both is a significant advantage because it means we can do whatever is most advantageous for the customer."

Public and private jobs

Headquartered in Boise, Titan Technologies has two crews and about 10 employees. Most of the company's jobs are public works projects for the City of Boise and other municipalities in Idaho and eastern Oregon. While those public projects are common, Thompson says some of the most gratifying jobs are for individual homeowners.

"We recently did a job for a customer who had a problem with her sewer service. The pipe ran from her basement and under her patio, pool and garage to the alley. We used pipe-bursting to replace the sewer line and were able to complete the project for about \$6,500. The other quotes she received, which required cutting through her floor, ranged from \$14,000 to \$18,000. She was ecstatic about our price.

"We had a similar story where a homeowner paid a contractor something like \$15,000 to repair a sewer line four years ago, but it still wasn't right," he added. "We went under their garage and under some old trees to burst and replace the line for \$3,500 – and we completed the job in a day and a half. Being able to complete jobs like those makes us feel really good about what we do because we know our customers appreciate it."

Thompson says Titan bids the public work, but many of the private jobs are referred his way.

"It's a lot of word-of-mouth advertising from satisfied customers. The city even promotes us to an extent. If a homeowner calls the city to complain about a problem, but it's not something the city is responsible for, it will often refer them to us."

To be able to successfully complete projects, Thompson relies heavily on key personnel, including Office Manager Cliff Cox and Field Superintendent Brian Jones.

"We have good crews, plus Cliff and Brian are very hands-on," he said. "If something needs to be done, they don't hesitate to pitch in. Neither do I. Actually, I prefer being in the field more than in the office."



Komatsu excavators and Modern support

To do its pipe-bursting and open-cut work, Titan Technologies has a fleet of nine Komatsu hydraulic excavators, ranging from a PC18 to a PC360. The excavators include four compact machines and three other tight-tail-swing units. The company also has two Komatsu wheel loaders – a WA320 and a WA250.

"We have excavators that range from 1 to 40 tons, which gives us a lot of flexibility regarding jobs we can bid," said Thompson. "Why Komatsu? Because of the success we have with them. They're reliable, economical, comfortable and easy to operate.

"Everybody knows about the full-sized Komatsu excavators and how good they are – it's the minis that may surprise some people," he added. "With the blade and the boom articulation – they're amazing. Fast. Powerful. Efficient. Since we're often in tight quarters, we love them for their maneuverability compared to a backhoe. We can put them right in the middle of a segment and as soon as the main is in, they start digging almost immediately. We put five gallons of diesel in, and they go all day. The PC40

Titan Technologies has completed many pipe-bursting jobs in Boise, including this project on South Capitol Blvd. "When we started Titan in 2003, I bought a Komatsu excavator and I've never had reason to change," said Roger Thompson. "The equipment has performed and so has Modern Machinery. It's been a great relationship."



Discover more at
ModernUpdate.com

Continued . . .

Titan Technologies is Boise's pipe-bursting specialist

... continued



Ali Thompson,
IT/Marketing

and PC50 are great machines and are absolutely key pieces in pipe-bursting."

Productive equipment is important to Titan Technologies. Equally important is dealer support.

"When I started, I solicited equipment bids from the top dealers in the area," Thompson recalled. "Modern had a good quote and I knew Komatsu was quality equipment, so that's where we started. We've never had a reason to leave. The equipment has performed and so has Modern. It's been a great relationship. My Sales Rep, Ryan Rowbury, is top-notch. What I like best is that he always answers his phone. He never leaves us hanging, and he's always able to get us what we need.

"We also appreciate the ease of working with Komatsu Financial," he added. "They have great rates. There's never any early payoff penalty.

They make financing a breeze. I've tried to use my personal bank to finance equipment, but they can't come close to what we get from Modern and Komatsu Financial."

A cost-effective "solutions provider"

Titan Technologies has grown through the years. It's not a large company, but Thompson says that's by design.

"I never wanted to get too big. It just doesn't interest me. I'm hands-on. I like to always know what we're doing and have a handle on the business. Scheduling is easier, and we can pick and choose projects rather than bidding everything that comes along. We only do jobs that interest us and that we can make money on. We also don't travel very much. We could go anywhere in the region – Oregon, Washington, Montana, Nevada – and eventually, we might. But at this point, I'm in no big hurry to do that.

"Frankly, I'm comfortable with where we are and what we're doing," Thompson added. "One of my primary satisfactions of owning a business is being able to provide a good job for my employees. Plus, the work itself still interests me. Each job presents specific challenges and there's a sense of accomplishment when you overcome those issues. Most of all, I enjoy being a cost-effective 'solutions provider' for our customers. We offer something different that has some distinct advantages. It's very gratifying when our skills match up with people's needs." ■



Titan Technologies' Roger Thompson (left) works closely with Modern Sales Rep Ryan Rowbury on equipment matters.



Office Manager Cliff Cox (left) and Field Superintendent Brian Jones help Thompson manage day-to-day operations.

Komatsu's smaller excavators, like this PC50, are essential machines for Titan Technologies. "Since we're often in tight quarters, we love the minis for their maneuverability," said Principal Roger Thompson. "With the blade and the boom articulation – they're amazing."



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RG CRUSHING

Chehalis, Washington, firm hopes to turn The Ridge Motorsports Park into a one-of-a-kind driving/racing destination



In 2011, Rusty Gill, at the time the owner of RG Construction, started work on a 2.47-mile road course racetrack in Shelton, Washington. The Ridge Motorsports Park, which opened for business in 2012, was a labor of love for Gill, a long-time racing fan and participant.

"Since I'm a racing enthusiast, it was a great job for me," said Gill. "It became more than a job when I was presented with an opportunity to invest in the track. In 2014, that investment expanded into an ownership role with another longtime area businessman and racing enthusiast, Joe Manke. Today, Joe and I are partners in the venture, and we're excited about the future of it."

Located 20 miles northwest of Olympia, The Ridge Motorsports Park is nestled between the Cascade and Olympic mountain ranges with remarkable views of Mount Rainier and Mount St. Helens. In its short history, the track has been very successful. The road course has a full slate

of events throughout the year, with car and motorcycle races, various car club and race club activities, driver training, corporate events and more on the schedule. The facility also recently opened its Olympic Grand Prix kart track – a one-fifth-scale version of the road course with all the same features as the original. The six-tenths-of-a-mile course includes rental karts for the general public to take a spin.

"Racing can be expensive," Gill noted. "With our kart track, people can get a taste of racing at an entry-level price. We're excited about being able to introduce the sport to more people, especially young people."

Big fan of Komatsu and Modern

Gill sold RG Construction in 2014 but retained RG Crushing, a sister company, and with it, the rights to the motorsports park project. This summer, RG Crushing completed an addition to the road course and will complete any future site work there as well. However, The Ridge is just a tiny part of RG Crushing's workload. The company's primary job is working for large timber farm owners to provide portable rock crushing; road and bridge construction and maintenance; and other earthwork and pipework services that forestry customers require.

To do those jobs, RG Crushing has a large fleet of Komatsu equipment that includes 15 excavators, a half-dozen dozers, five wheel loaders, three off-road trucks, three jaw crushers and a motor grader.

"I'm a big fan of Komatsu and Modern Machinery," said Gill. "I've run about every brand of equipment. I think, across-the-board, Komatsu is the most productive, most reliable

Joe Manke (left) and Rusty Gill, shown here with their cars, are racing enthusiasts and co-owners of The Ridge Motorsports Park in Shelton, Washington.





Rusty Gill and his company, RG Crushing, use a large fleet of Komatsu equipment to complete a recent addition to The Ridge Motorsports Park in Shelton, Washington, including a six-tenths-of-a-mile kart track that replicates the facility's 2.47-mile road course.



and most cost-effective. The support we get from Sales Rep Jim Stevens and everybody at Modern couldn't be better. I totally trust them. They're all looking out for me and what's in my best interest – rather than trying to figure out what they can get out of me."

Just scratching the surface

While it's already an impressive facility, Gill believes The Ridge Motorsports Park is "just scratching the surface" of what it will eventually be.

"Our goal is to be a world-class motorsports facility and be widely recognized as such. Right now we have the road course and the kart track. In the future, we're looking to add a motocross track, an off-road circuit for truck racing, a dragstrip and some oval racing. We'll be one of the few places in the world with such a wide range of motorsport activities all in one place – and I don't think any of the other facilities can match the ambience and stunning scenery we have here.

"We want to be a facility where anybody with interest in any aspect of motorsports, especially people from the Pacific Northwest,



can come out and enjoy their passion," he added. "We feel as though we're off to a good start and we're optimistic about what lies ahead."

If you're interested in learning more about what the track has to offer, visit www.ridgemotorsportspark.com. ■

"I've run about every brand. Across-the-board, Komatsu is the most productive, most reliable and most cost-effective," said RG Crushing Owner and The Ridge Motorsports Park Co-Owner Rusty Gill. "The support we get from Sales Rep Jim Stevens and everybody at Modern couldn't be better."

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HADALLER LOGGING INC.

Longview, Washington, company puts new Madill 172 tower yarder to work on steep slopes

Twelve years ago, at the age of 24, Jason Hadaller started his own company, Hadaller Logging Inc. At that time, it was just Jason doing small, private jobs in and around his hometown of Longview, Washington.

Today, Hadaller Logging employs about 40 people with two tower sides and two ground-based sides. The company works for all the major landowners within about an hour's drive of Longview.

"I went out on my own at an early age because I always thought if I had control, I could do it better," said Hadaller. "I wasn't really money-driven, I just loved what I was doing and wanted to be the best at it. It's been a lot of fun to put together the team I have and watch it grow. I think we have the best crews in the region."

172 is "the best yarder ever"

Recently, Hadaller Logging acquired a Madill 172 yarder from Modern Machinery and Portland Sales Rep Dan Kipp. It's the first 172 manufactured and put into the forest in about a decade. With a 70-foot tube, the mid-sized yarder is the largest in Hadaller's fleet, which includes a pair of 50-foot Madill 071s.

"My other yarders are more than 30 years old," said Hadaller. "We're really excited to have the 172 and are very pleased with how it's performing. We have a lot of experienced employees, and they call the Madill 172 the best yarder ever made because of its production and versatility."

"In addition to improving productivity, one of the reasons we wanted a new 172 was safety," he added. "Yarders are used on steep slopes. I considered buying a used one, but tower logging is dangerous. With a brand-new machine, we have a lot more confidence from a safety standpoint."

Hadaller says he also wanted the support Modern Machinery provides.

"Modern has top-notch people throughout the organization, many of whom worked for Madill. Modern's logging professionals have the knowledge, the resources and the commitment to provide the support we need to be successful."

Company exceeds expectations

Growing from one person to 40, Hadaller says his company has exceeded his expectations.

"Everyone dreams big, but realistically, this is more than I anticipated. As for the future, I'm optimistic. I think there's a worldwide need for wood and I'm looking for a good run going forward. ■



Jason Hadaller,
Owner



Hadaller Logging Inc. owns this Madill 172 yarder, the first one manufactured and put in the forest in about a decade. "We're really excited to have the 172 and are very pleased with how it's performing," said Owner Jason Hadaller. "We have a lot of experienced employees, and they call the Madill 172 the best yarder ever made."

GIVING YOU STRONG OPTIONS

John Arapidis says rental, used equipment through Komatsu and its authorized distributors make sense



John Arapidis,
Vice President, Rental &
Used Equipment

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.

John Arapidis considers himself a “28-year rookie” when it comes to his tenure with Komatsu America. “I say I’m still a rookie because, hopefully, I’m learning something new every day,” said Arapidis, Vice President, Rental & Used Equipment. “I’ve taken that approach since I joined the company in 1987.”

Arapidis joined Komatsu after graduating from Loyola University in Chicago. He has held several positions throughout Komatsu America, including working in finance, mining, rental, utility equipment and ReMarketing. While working at Komatsu, he earned an MBA from the Keller School of Management. Before moving into his current role, he was Director of Sales & Marketing, West Region, for new equipment. As Vice President, Rental & Used Equipment, Arapidis oversees a group that was formed in April 2013 and includes Komatsu ReMarketing.

“Each position involved, and involves, working closely with customers,” said Arapidis. “I’ve always found that very enjoyable. Nothing is more satisfying than helping people find the right equipment to match their needs, so they can be productive and profitable.”

John and his wife, Sherri, enjoy traveling and exploring the beautiful cities of the world. He’s also a classic car and motorcycle enthusiast.

QUESTION: What does the Rental & Used Equipment group offer customers?

ANSWER: Komatsu and its distributors are committed to offering our customers the highest quality machinery in the marketplace, including rental and pre-owned equipment offered through Komatsu ReMarketing, which was combined with our rental operations in April 2013 as part of our overall circulation strategy. The Rental & Used Equipment group offers great alternatives to buying new. Between them are a variety of machines in the used category, such as late model units coming off rent. Many of the pre-owned machines are Distributor Certified Used, and numerous used Tier 4 machines are designated as Komatsu CARE Certified Equipment.

QUESTION: How is Komatsu CARE Certified Equipment different from Distributor Certified Used?

ANSWER: When Komatsu established ReMarketing, it set a new standard for certified used equipment with the Distributor Certified Used designation. Distributors continue to offer the standardized inspection, certification and technician training through the ReMarketing program for machines acquired through customer trade-in and lease returns. They also keep their rental fleet fresh by offering the latest-model machines – so as they add new models, old ones can be moved into their used market. This is especially true of Komatsu Tier 4 machines.

Komatsu CARE complimentary maintenance is standard on most new Tier 4 machines that are leased or purchased. That means specially trained distributor technicians perform a 50-point inspection every 500 hours for the first three years or 2,000 hours. Our distributors



John Arapidis, Vice President, Rental & Used Equipment, says one of the benefits of choosing rental and used equipment through Komatsu's ReMarketing program is peace of mind. "Customers can be assured that the machine has been well maintained by their Komatsu distributors' technicians, with records to back it up," said Arapidis.

have records showing these services and inspections. Only units that have met all of the Komatsu CARE requirements are eligible for the Komatsu CARE Certified Equipment designation. The machines must also meet or exceed ReMarketing's already rigorous inspection process that includes mechanical and diagnostic operations, as well as interior and exterior appearance standards. Only then can a machine be labeled as Komatsu CARE Certified Equipment.

We believe this gives customers added confidence that they are buying the best-made and maintained machines in the world. To make that easier, our distributors offer financing, extended maintenance and warranty options on all types of used equipment.

QUESTION: Does this mean customers should avoid older machines?

ANSWER: Absolutely not. Our ReMarketing machines are more than a piece of equipment with a new paint job. There are still a lot of Tier 3 – and older – machines available that will suit a variety of needs. Those have been inspected, repaired if necessary, and may also come with financing and warranty options.

With the certification process that Komatsu America offers for both Distributor Certified and Komatsu CARE Certified Equipment, we want to clearly demonstrate that we can provide a valued product in the marketplace and differentiate ourselves with the best alternatives to buying new.



All scheduled service on new and rental Komatsu Tier 4 equipment is covered for the first 2,000 hours or three years through the Komatsu CARE program. Certified technicians perform all of the work, which includes a 50-point inspection with each service interval.

QUESTION: How should customers go about checking availability of rental and ReMarketing machines?

ANSWER: The first contact should be with their local distributor. Generally, they will find all the answers they need there. If they want to see machines that are offered through ReMarketing, they can check www.komatsuused.com.

QUESTION: What do the rental and used markets look like going forward?

ANSWER: Those markets have been strong the past years, and we expect that to continue to be the case. While customers are buying more new machines today, they are still cautious and augmenting their fleets through rentals and used pieces. It's smart economically. As an equipment supplier, we want to continue the successful relationships we have with Komatsu customers through our distributors in order to help them achieve their goals. ■

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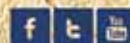
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004

TRANSPORTATION CAREERS

Report shows highway construction among leading industries needing a larger number of new workers

US. Secretary of Transportation Anthony Foxx emphasized the importance of addressing the expected growth of the transportation industry in a joint report released by the Departments of Transportation, Labor and Education. The report predicts that more than 400,000 openings were, are and will be created between 2012 and 2022. In addition to creating well-paying jobs for a number of workers within the industry, the report states that a thriving transportation industry can benefit other sectors and improve the quality of life for all Americans.

“Careers in the transportation industry can lift Americans into the middle class or help them stay there, and this report concludes that there will be more job opportunities in the near future,” said Foxx. “We want to fill all these new positions, so industry and government must increase recruitment and help young people get the skills, training and apprenticeships they need to gain entry into these careers.”

The report, “Strengthening Skills Training and Career Pathways Across the Transportation Industry,” looked at six transportation industries: highway construction and maintenance, transit and ground passenger, trucking, rail, air and maritime. In total, the industry is projected to need an additional 417,000 workers during the 10-year period to accommodate its growth.

Highway construction and maintenance positions led the way – especially maintenance, which had about 141,000 openings. It was followed by labor, which will have to fill nearly 89,000 jobs. Large numbers are also needed in categories such as operating engineers and

other construction equipment operators; heavy and tractor-trailer drivers; first-line supervisors of construction trades; and extraction workers. Rounding out the list were paving, surfacing and tamping operators at nearly 20,000; carpenters at more than 15,000; cement masons and concrete finishers at 12,875; and construction managers at 6,882.

Regional growth

The joint report examined several key areas of the transportation industry to collect

Continued . . .

Highway construction and maintenance will have about 141,000 openings, according to the report “Strengthening Skills Training and Career Pathways Across the Transportation Industry.” It was followed in the industry by labor, which will need to fill 89,000 jobs. Large numbers are also needed in categories such as operating engineers and other construction equipment operators; heavy and tractor-trailer drivers; first-line supervisors of construction trades; and extraction workers.



Report predicts 11-percent employment growth by 2022

... continued

data: current industry employment and worker distribution by age, sex, race and ethnicity; projected industry and occupational job openings based on net job growth and separations; job openings by career area; top occupations by sector, based on long-term projections; geographic “hot spots” for future transportation jobs; wages and education/work experience/training requirements for high-demand transportation jobs; and annual job openings compared to educational program completions.

“Between 2012 and 2022, the average employment growth rate of 11 percent across transportation industries is similar to that of the entire country (10.8 percent) and of the infrastructure industry (11 percent) – which includes transportation, logistics, water, energy, telecommunications and public works,” according to the report. “Net transportation job growth will occur in all but two states. The fastest growth will occur on the West Coast, the Gulf Coast, the upper Mid-Atlantic, several Mountain States and the Midwest.”

It further states that much of the regional transportation job growth is driven by growth in the large metropolitan areas within those regions. The highest number of job openings in

transportation, including all six industries, will likely be generated in New York City, Dallas, Los Angeles, Houston and Chicago.

Pathways to getting a job, moving up

For every future central-services or construction job opening in the transportation industry, there will be an estimated two jobs in maintenance and 21 in operations. The jobs in greatest demand are semi-skilled and skilled jobs in operations and maintenance. Thirteen of the 20 most in-demand transportation jobs pay above the median wage and have strong benefits.

However, one major takeaway from the report was that there are too few workers to accommodate the industry’s growth, and many projected jobs will require education beyond high school. The report indicated that projected annual openings are 68 percent larger than the number of students who are completing related educational programs. It highlights a significant skills gap that must be addressed to meet the expected demand, according to the report.

“While a high school diploma and demonstration of math and language proficiency is sufficient to gain access to many entry-level jobs in transportation, training through some combination of career and technical education programs, apprenticeships or on-the-job learning, is required to attain mastery,” said the report. “In some transportation crafts, there is a need to earn post-secondary certificates or other industry-recognized credentials prior to entering work.”

The report identifies several pathway models, including career and technical education programs beginning in high school and continuing into post-secondary education and apprenticeship. Two other pathways mentioned were pre-apprenticeship programs for disadvantaged youth and adults, which would prepare an underrepresented population for entry into skilled positions, and significant training at the workplace to help people move from novice to skilled practitioners in their crafts. ■

The report “Strengthening Skills Training and Career Pathways Across the Transportation Industry,” looked at six transportation industries, including trucking and highway construction and maintenance. In total, transportation is projected to add 417,000 jobs between 2012 and 2022.



D61PXi-23



PUSHING AHEAD WITH *INTELLIGENT* MACHINE CONTROL

- Automated operation from rough dozing to finish grade
- *intelligent* Machine Control dozing mode and load control features
- No cables between machine and blade
- A factory-installed integrated system



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CODY GASTON / KOMATSU DOZER DESIGN ENGINEER / CHATTANOOGA, TN

"I'm proud that our Komatsu dozer designs are always breaking new ground, like our forward cab small dozers and now our *intelligent* Machine Control equipment with integrated technology. But it's a team effort and it takes dedicated team members to build in the quality it takes to meet our customers' demands. And that's why I AM KOMATSU."

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009

HIGH SPEED DOZING

"H mode" among enhancements in Komatsu's new D61-24 dozers



Jonathan Tolomeo,
Komatsu Product
Marketing Manager,
Crawler Dozers

Komatsu's new D61-24 dozers features a new H mode (High engine idle speed) that helps maintain ground speed when heavy blade loads might otherwise slow down the machine. The setting allows the dozer to detect subtle changes in load, so it is suitable for power-intensive work.

When a manufacturer introduces a new machine, your expectation is that it will meet or exceed the production and efficiency of the model it replaced. Komatsu continues to exceed those expectations with innovative products such as its new Tier 4 Final D61-24 dozers. The new dozers feature improved blade response and durability, in addition to faster work equipment speed.

Komatsu added a new H mode (High engine idle speed) that helps maintain ground speed when heavy blade loads might otherwise slow down the machine. The setting allows the dozer to detect subtle changes in load, so it is suitable for power-intensive work. As with previous models, the D61EX-24 and D61PX-24 feature both E mode (Economy) and P mode (Power). E mode is for general dozing, while P mode provides powerful operation and maximum production in heavy-load and uphill work.

Quick Specs on Komatsu's D61-24 Dozers

Model	Net Horsepower	Operating Weight	Blade Capacity
D61EX-24	168 hp	40,830 lbs	4.41 cu yds
D61PX-24	168 hp	42,902 lbs	4.98 cu yds



"The D61-24 is excellent for finish grading on projects such as infrastructure and highway construction; commercial and residential site prep; golf courses; and other applications," said Jonathan Tolomeo, Komatsu Product Marketing Manager, Crawler Dozers. "Customers frequently comment how powerful and well-balanced the D61-24 dozer is, especially on steep slopes. It also has the horsepower and blade capacity for heavy dozing, if required. In fact, the D61-24 has the highest horsepower compared to competitive dozers in its size class."

Finish grading operations are aided by the dual-mode foot pedal. When set to D mode (Decelerator), the pedal will slow down both the dozer's travel speed and its engine speed. When set to Brake mode, the pedal slows only the travel speed. Engine and work equipment speed remains fast and responsive for maximum productivity.

"Giving operators the ability to match the machine to the application and working conditions continues to be a hallmark of Komatsu equipment," said Tolomeo. "Operators can easily select the proper mode using the large LCD monitor in the cab."

Improved visibility

Komatsu improved visibility to the sides and rear of the blade in its super-slant nose design D61-24 by moving the cab forward and by making it wider, taller and deeper. ROPS and FOPS certified, the cab provides superb sealing that helps reduce noise and vibration, and minimizes dust entry.

"We believe the D61-24 is a great all-purpose machine that fits well in a wide range of applications, and we encourage anyone looking for a productive dozer with low owning and operating costs to try one out," said Tolomeo. ■

MORE EFFICIENT MATERIAL MOVEMENT

New Dash-8 construction/quarry loaders feature high breakout force, lower fuel consumption

Multiple machines for multiple tasks equates to higher owning and operating costs. That's why a wheel loader that can handle several applications on one jobsite is a great choice. Komatsu has numerous options to choose from, including new Tier 4 Final WA380-8 and WA470-8 models that feature high breakout force and enhancements that make them more efficient than their predecessors.

Komatsu Product Manager Rob McMahon says the WA470-8 is perfect for companies looking for a mid-sized construction/quarry loader. "The WA470-8 has an outstanding combination of stability, breakout power and tractive effort. Whether you're moving gravel, transporting pipe, charging hoppers or working with landscape or aggregate materials, it's the machine you want on your worksite. Available machine arrangements specifically adapted

for logging and waste-handling applications extend the machine's versatility.

"The wheelbase and overall width were not changed for the WA470-8, however the tip load ratings and speed of the boom-raise function was increased. This contributes to enhanced machine stability and faster cycle times," added McMahon. "Where operators and owners will particularly notice the difference is in efficiency. The WA470-8 features enhancements that reduce fuel usage as well as make the operating environment more comfortable, leading to reduced fatigue and greater production."

The WA380-8 is the smallest of Komatsu's construction/quarry loaders, but remains productive in a variety of applications.



Rob McMahon,
Komatsu Product
Manager



Craig McGinnis,
Komatsu Product
Marketing Manager

Continued . . .

Quick Specs on Komatsu's WA380-8 and WA470-8 Wheel Loaders

Model	Net Horsepower	Operating Weight	Bucket Capacity
WA380-8	191 hp	40,523-40,929 lbs	3.5-4.3 cu yds
WA470-8	272 hp	53,352-55,579 lbs	5.0-5.75 cu yds

Both new wheel loaders feature Komatsu's SmartLoader Logic software combined with a lockup torque converter that activates in second, third and fourth gears. Together, the system provides optimal engine torque for improved acceleration, hill climbing, fuel savings and a higher top speed.



WA380-8



WA470-8



Advancements make Dash-8s powerful and efficient

... continued

"With one of the highest breakout forces in its class and excellent balance, the WA380-8 is made for tough digging tasks," said Craig McGinnis, Komatsu Product Marketing Manager. "It's ideal for carrying pipe, sand and other aggregates; site cleanup and support; digging into piles; and backfilling."

SmartLoader Logic

Both new wheel loaders feature Komatsu's SmartLoader Logic software combined with a lockup torque converter that activates in second, third and fourth gears. Together, the system provides optimal engine torque for improved acceleration, hill climbing, fuel savings and a higher top speed.

The Tier 4 Final engines on the Dash-8 models are variable-geometry turbocharged and aftercooled, and they use up to 6-percent-less fuel compared to the previous Tier 4 Interim models. The engines use an advanced electronic control system to manage air-flow rate, fuel injection, combustion parameters and after-treatment functions to optimize performance, reduce emissions and provide advanced diagnostic capability.

A Selective Catalyst Reduction assembly further reduces NOx emissions using diesel exhaust fluid (DEF). Komatsu designed the machines' Diesel Particulate Filter (KDPF) and other after-treatment components in conjunction with the engine for efficiency and durability.

Komatsu's new Dash-8 Tier 4 Final loaders offer the ability to perform multiple tasks with one machine, lowering owning and operating costs. Both the WA380-8 and the WA470-8 feature high breakout force and more efficient engines that lower fuel consumption.

Enhanced operating environment

Several in-cab enhancements and features are built-in to the new Dash-8 models:

- Air-suspension, high-backed seat that softens machine vibrations for operator comfort;
- Seat-mounted electronic pilot control levers with F-N-R switch for operator convenience and reduced fatigue;
- KOMTRAX telematics system and monitor that provides key machine metrics such as KDPF status, DEF-level data and fuel consumption, as well as performance information collected and sorted by operator ID;
- Auto-Idle Shutdown to reduce idle time and save fuel;
- Auxiliary jack and two 12-volt ports;
- Seven-inch, full-color, high-resolution monitor with Ecology Guidance to support more efficient machine operation;
- Dedicated rearview monitor.

Komatsu also makes maintenance convenient with a swingout cooling fan that has wider fin spacing and a standard auto-reversing fan for easy cleaning. Gull-wing engine doors provide quick access for daily checks, and additional hinged panels at each side give fast access to regeneration components.

The Dash-8 loaders and all other Komatsu Tier 4 Final construction-sized machines – whether rented, leased or purchased – are covered by the Komatsu CARE program for the first three years or 2,000 hours. Komatsu CARE includes complimentary scheduled factory maintenance and a 50-point inspection at each service, up to two KDPF exchanges and up to two DEF tank flushes in the first five years.

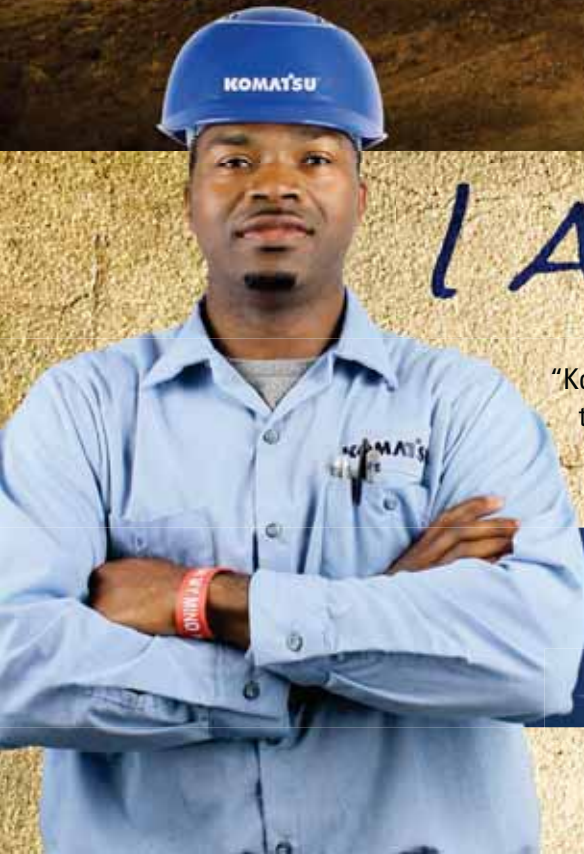
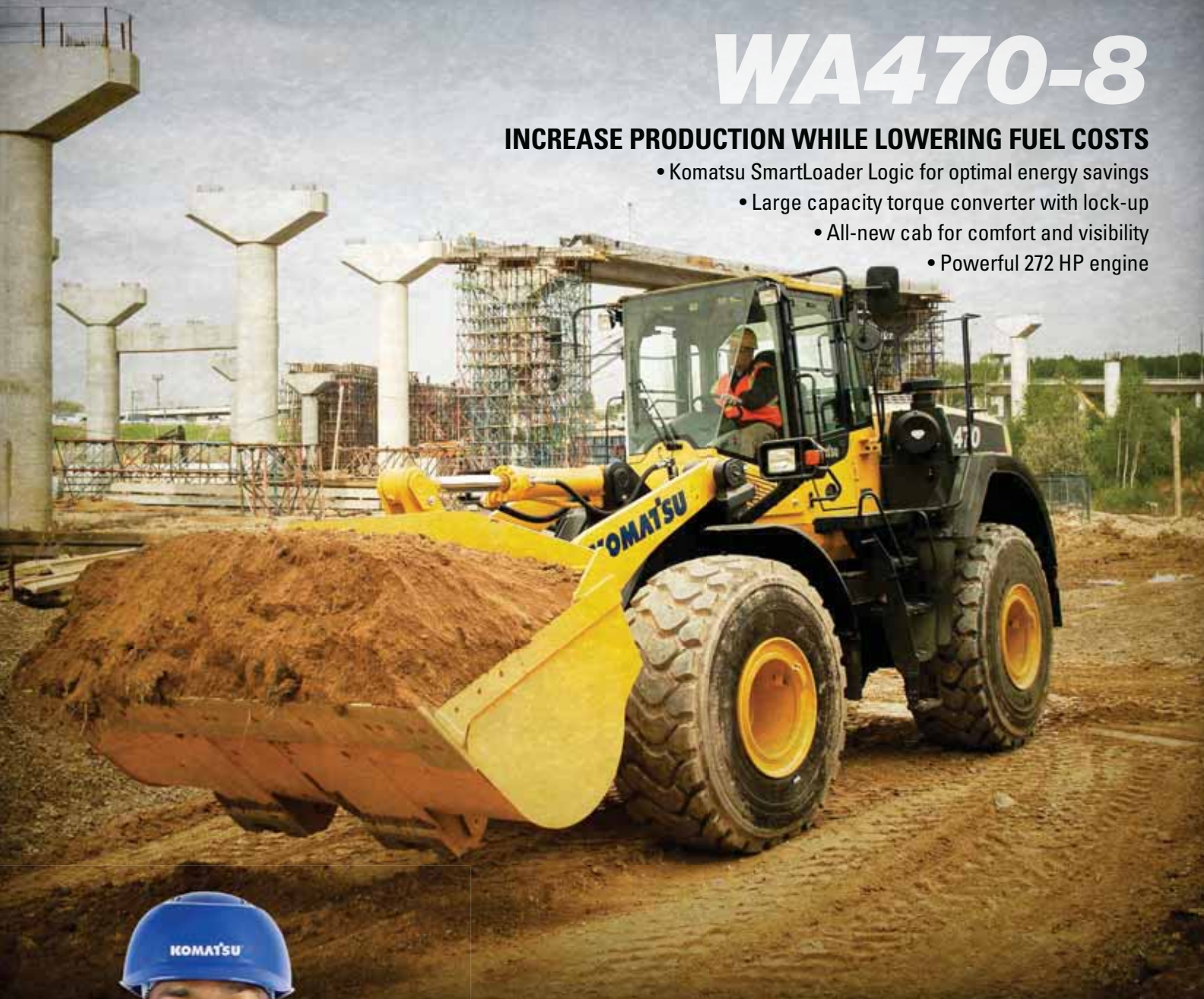
"With specified labor, fluids and filters covered by Komatsu during this period, Komatsu CARE lowers ownership costs, raises resale value and improves uptime and availability," said McGinnis. "We encourage anyone looking for solid, all-around wheel loaders with excellent performance in a variety of tasks to demonstrate these new machines and see the difference for themselves." ■



WA470-8

INCREASE PRODUCTION WHILE LOWERING FUEL COSTS

- Komatsu SmartLoader Logic for optimal energy savings
- Large capacity torque converter with lock-up
- All-new cab for comfort and visibility
- Powerful 272 HP engine



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OLANJUWON LUKIE / ASSEMBLER / NEWBERRY, SC

"Komatsu loaders are tough. The loaders I assemble here in South Carolina are built to high standards. I know because my team and I meet and exceed those standards every day. Our goal is to build you a product that will handle the jobs you throw at it and keep coming back for more. And that's why I AM KOMATSU."

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006

LIMITING OVEREXCAVATION

Site preparation company sees savings with Komatsu PC210LCi-10 *intelligent* Machine Control excavator

As its name implies, U.S. SiteWork is a company that provides turnkey site packages that involve everything from clearing and grubbing to curb and gutter and paving. Its projects generally involve moving large volumes of earth, either as part of mass excavation and grading, soil stabilization, utility installation, foundation digs or all of the above.

"We're a full-service company with the experience and resources to take care of a wide range of customers," said President/Project Manager Scott Kerzman. "We can breakout our services, or provide a comprehensive package. Our goal is outstanding customer service so that whenever we finish a project, the customer's thought is, 'Why would I call anyone else to do my work when U.S. SiteWork knocked out our job problem-free, on time, on budget, fairly and honestly.'"

From the first project on which U.S. SiteWork used the *intelligent* Machine Control PC210LCi-10 excavator, it saw time and material savings. "We used the PC210LCi-10 to dig foundations for a transformer station and large apartment complexes, and it worked perfectly," said General Superintendent Rory Paggen.

In order to ensure that happens, U.S. SiteWork invests heavily in reliable, productive and efficient Komatsu equipment, including a new PC210LCi-10 excavator. The world's first *intelligent* Machine Control hydraulic excavator can be used from rough-cut to finish grade with simple guidance to semi-automatically limit overexcavation and trace a target surface. Once the target elevation is reached, no matter how hard an operator tries to move the joystick to lower the boom, the excavator won't allow it.

"We used the PC210LCi-10 to dig foundations for a transformer station and large apartment complexes, and it worked perfectly," said General Superintendent Rory Paggen. "We definitely see the benefits of less time to reach final elevation and less material costs associated with overexcavation. Normally, on trenches with fairly steep slopes, we would dig with an excavator, then use a skid steer to smooth them out. With the intelligent excavator, we load the file with the plan, and it accurately puts it to target without the need for another machine. The savings are obvious."

Integrated technology

As with Komatsu's *intelligent* Machine Control dozers, which U.S. SiteWork also uses, the technology that drives the PC210LCi-10 is factory-integrated into the excavator.

"We're proponents of GPS grading, and aftermarket systems are good, but Komatsu's integrated technology is simply head-and-shoulders better," said Paggen. "The fact that we can use it from start to finish lowers our per-yard costs and virtually eliminates staking. It reduces O&O expenses because we don't have masts or cables to install and remove or get damaged." ■





PC210LCi-10

INTRODUCING THE FIRST AUTOMATED EXCAVATOR

- Auto stop improves speed and cycle times
- Auto grade assist allows precision tracking
- Depth protection prevents over-digging
- Easy touch screen controls



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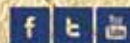
JASON ANETSBERGER / KOMATSU ENGINEER

How do you improve both excavating efficiency and precision? Managing advanced sensor types and hydraulic control logic to make life easier, the operator is automatically limited from digging below grade and assisted in quickly pulling a precise surface. The *intelligent* Machine Control system is factory installed and engineer integrated. And that's why I AM KOMATSU.

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005

NEW COMPACT EXCAVATORS

Komatsu adds to its Tier 4 Final lineup with the more efficient tight-tail-swing PC45MR-5, PC55MR-5 models



Desmond Jarvis,
Komatsu Product
Marketing Manager

Early last year, Komatsu kicked off its Tier 4 Final lineup with the tight-tail-swing PC88MR-10 excavator that bridged the gap between compact and construction-sized machines. Komatsu has introduced several larger machines since, but its latest offering includes two compact models – PC45MR-5 and PC55MR-5 – that use less fuel with no loss of productivity compared to their predecessors.

Both excavators feature a tight-tail-swing radius, swing booms and convex doors that hug the machine, helping them when working in limited-space applications.

“The PC45MR-5 and PC55MR-5 are designed for versatility, maneuverability, comfort and

low operating costs,” said Desmond Jarvis, Komatsu Product Marketing Manager. “For most confined-area jobsites with construction, utility, landscaping and similar applications, this is the right tool for the job.”

The excavators have 38-horsepower Tier 4 Final engines that use up to 5-percent-less fuel. The after-treatment system requires no diesel exhaust fluid. The Komatsu diesel particulate filter and other after-treatment components are also specifically designed to work in harmony with the engine for added efficiency and longer life.

Versatility for a wide range of applications

Komatsu made several features and improvements standard on the PC45MR-5 and PC55MR-5, including enhanced working modes that allow operators to match engine speed and pump delivery to the application. New E mode (Economy) and auto-idle shutdown help save fuel and reduce machine wear. The 3.5-inch, high resolution LCD monitor with Ecology Guidance helps operators monitor machine performance to maximize fuel efficiency.

Standard auxiliary piping for attachments and thumb mount provisions on the arm provide job versatility in applications ranging from digging to demolition work. In all working environments, the high-strength, X-Track frame deters dirt and debris buildup, saving operators valuable machine cleanup time.

“These excavators allow operators to get in close without worrying about hitting something with the counterweight, and be confident that they can get the work done with high productivity,” said Jarvis. “They are a terrific fit for anyone who wants excellent production on even the most confined jobsite.” ■

Komatsu’s new PC45MR-5 and PC55MR-5 feature a tight-tail-swing radius, swing booms and convex doors that hug the machine, helping them when working in limited-space applications, including construction, utility and landscaping, among others.

Quick Specs on Komatsu’s PC45MR-5 and PC55MR-5 Excavators

Model	Net Horsepower	Operating Weight	Bucket Capacity
PC45MR-5	38 hp	10,737-11,001 lbs	0.07-0.21 cu yds
PC55MR-5	38 hp	11,354-11,618 lbs	0.07-0.24 cu yds



PC45MR-5



PC55MR-5

REDUCED UNDERCARRIAGE COSTS

Komatsu's PLUS offers up to twice the wear life, and is now available for D155AX-8 dozers

Since Komatsu introduced PLUS (Parallel Link Undercarriage System) several years ago, it has proven to extend the life of a dozer undercarriage. The revolutionary design limits wear and the need for pin and bushing turns. It also significantly reduces costly undercarriage repairs and replacements – generally 50 percent of per-hour operating costs over the life of a dozer.

Komatsu recently added PLUS as an option on the new D155AX-8 dozer, with 24-, 26- and 28-inch shoe widths available. Each is made with extreme service shoes for maximum wear life and durability to provide up to twice the life of a conventional undercarriage, lowering maintenance and repair costs by up to 40 percent in certain applications.

"Applications for PLUS range from high-impact, rocky ground conditions to low-impact, abrasive, sandy worksites," said Chuck Murawski, Komatsu Product Manager, Dozers. "This has enabled PLUS to become standard equipment on other Komatsu models."

Eliminates pin, bushing turns

The PLUS undercarriage features a rotary design, so it's not necessary to turn the pin and bushings. It uses oil-lubricated bushings that rotate freely, unlike fixed bushings used on conventional undercarriage systems. Links have increased wear material and depth hardness, as well as a strutted design for extended life and added strength. All link assembly components can be field-replaced individually, as opposed to replacing an entire undercarriage system. Sprockets are segmented for simple replacement and designed to minimize material packing.

For added peace of mind, the PLUS assurance program covers leakage and breakage due to defects or workmanship for three years or 4,000 hours, whichever occurs first.

"Supplemental wear-life coverage is available through our local distributors," said Murawski. "PLUS started as an option on some of our mid-sized dozers, but it quickly became standard because owners saw their undercarriage maintenance and repair costs significantly reduced. It's a great option on the larger D155, so we encourage users to talk with their distributors about putting PLUS on those dozers." ■



Chuck Murawski,
Komatsu Product
Manager, Dozers



Komatsu's PLUS system eliminates pin and bushing turns, reducing undercarriage maintenance and repair costs. It is now an option for the D155AX-8 dozer.



Highway Administration finalizes standards for tunnel inspections

The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently published the final rule for national standards that will serve as the foundation of the nation's first standardized tunnel inspection program. It will be modeled after the FHWA's bridge program established nearly a half-century ago to ensure the safety of the nation's bridges.

"This important step to keep our nation's tunnels safe for the traveling public is unprecedented," said U.S. Transportation

Secretary Anthony Foxx. "Establishing national standards will help us maintain a high level of quality and uniformity in tunnel inspections nationwide."

To support the implementation of the standards, FHWA has developed guidance documents and manuals. The agency will offer training to state and local engineers on how to conduct highway tunnel inspections, including on what elements to inspect and how to code and record the results. ■

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FIRST-IN-THE-FOREST

Komatsu's next generation harvesters feature a host of improvements that benefit your bottom line

Komatsu strengthened its wheeled harvester lineup with four new models – 901, 911, 931 and 951 – representing a new generation that features breakthrough improvements in operator comfort, convenience, performance and productivity. Each is powered by a Tier 4 Final engine that provides high-torque, high-capacity cooling systems and reduced fuel consumption.

Increased operator comfort and convenience begins with a totally new cab design and operating environment that increases the front-line-of-sight visibility by 62 percent upward and 17 percent downward. The modern design features first-class ergonomics, high-end automotive fit and finish, and a MaxiXplorer control and information system with seven new software options and a more powerful computer.

Next-generation technology improves performance and productivity. The harvesters feature new H-series parallel cranes with greater lift capacity, 360-degree cab/crane rotation and four-way cab/crane leveling. An innovative 3PS three-pump hydraulic system design produces significantly greater hydraulic work flows, and a new Hydrostatic Transmission generates more torque.

Outside the cab, 16 powerful LED lights provide double the illumination to the harvesting head. All daily maintenance checks and fills can be performed at ground level or from inside the cab. The harvesters feature a highly functional and sleek new design, including a one-piece hood that opens rearward to fully expose the entire engine compartment for easy service access. All filters are vertically mounted and easy to change.

"This first-in-the-forest lineup is Tier 4 Final and a whole lot more," said Steve Yolitiz, Manager, Marketing Forestry, Komatsu America. "From operator comfort and convenience to machine performance and productivity, these harvesters are the new benchmark in the category. Each model can be equipped with a variety of Komatsu harvesting heads to meet specific application needs." ■



Steve Yolitiz,
Manager,
Marketing Forestry

Komatsu's new Tier 4 Final harvester lineup features four models that increase production and performance while lowering fuel consumption. The new models feature H-series parallel cranes with greater lift capacity, and an innovative three-pump hydraulic system design that produces significantly greater hydraulic work flows. A totally new cab substantially improves visibility.



Discover more



PAVING IN LESS TIME

Wirtgen's AutoPilot stringless system makes slipform projects with its SP 15 machines even more efficient



Erik Smydra,
Stringless Machine
Control Specialist,
Wirtgen America



Discover more at
ModernUpdate.com

When it comes to versatility on paving monolithic profiles, Wirtgen set the standard with slipform pavers such as its SP 15 and Tier 4 Interim SP 15i models. They are true multipurpose machines that lay curb and gutter, barrier, sidewalk, V-ditch, special applications and slabs. Both can be quickly configured on-site for left- or right-side pouring, have maximum paving widths of 6 feet, and maximum barrier/parapet placement height of 4 feet 3 inches.

Wirtgen's new AutoPilot stringless paving system for poured-in-place concrete profiles – designed exclusively for its slipform pavers – has helped make those standard-bearers even more efficient. AutoPilot is a GPS-based system that ensures the highest precision and optimum efficiency, regardless of whether the job calls for straight profiles or highly complex curved paths.

Wirtgen's SP 15 slipform paver with a GPS-based AutoPilot stringless paving system for poured-in-place concrete profiles ensures the highest precision and optimum efficiency on any job. The system bypasses the need to establish a digital terrain model.

"The system creates a virtual stringline, and the machine runs off that," explained Erik Smydra, Stringless Machine Control Specialist with Wirtgen America. "There are no trip points or strings to knock down or pins to set. Users can either import shapes from a CAD file or use a field rover to shoot hubs and input the data. The machine starts paving from there."

Intuitive operation, increased production

Wirtgen's proprietary AutoPilot control system gives construction companies a distinct competitive edge, because it bypasses the need to establish a digital terrain model. Programming is completed with a rover pole to capture coordinates or by simply using the jobsite plans, eliminating the need for a surveyor.

The system uses a computer that is integrated into the machine, as well as a control panel that allows intuitive operation. For course control, two machine-mounted GPS receivers communicate with an additional GPS reference station positioned on-site. For precise grade control, a laser, ultrasonic sensor or total station is used.

"It saves a significant amount of time because a crew doesn't have to come to the jobsite ahead of time to set pins and lines," said Smydra. "That makes paving any job faster and more efficient, and it especially pays for itself on tight radii with the elimination of setting all the pins necessary for those pours. Theoretically, you could shoot hubs in the morning, import the files and be paving the same day – increasing the number of feet poured compared to traditional methods." ■



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Manufacturer/Model	Description	Serial No.	Year	Hours	Price
CRAWLER DOZERS					
KOMATSU D375A-6	U BLADE, SS RIPPER	60060	2012	1,640	POR
KOMATSU D375A-6	U BLADE, SS RIPPER	60053	2011	5,928	\$570,000
KOMATSU D155AX-7	U BLADE, MS RIPPER	90086	2012	2,216	POR
KOMATSU D85EX-15E0	SU, A/C, MS RIPPER	12116	2014	1,821	POR
KOMATSU D65WX-17	PAT, MS RIPPER	1873	2013	2,087	POR
KOMATSU D65EX-17	SIGMA, A/C, MS RIPPER	1267	2012	1,747	POR
KOMATSU D65PX-17	S BLADE, A/C	1991	2013	2,945	POR
KOMATSU D61EX-15E0	PAT BLADE, A/C, RIPPER	B47007	2012	932	POR
KOMATSU D51EX-22	PAT BLADE, A/C	B13348	2014	407	POR
KOMATSU D39EX-23	PAT BLADE, A/C, RIPPER	90107	2013	2,693	POR

WHEEL LOADERS					
KOMATSU WA500-7	8YD, XHA, STICK STEER	10344	2014	1,187	POR
KOMATSU WA500-7	8YD, RDLS, STEERING WHEEL	10014	2012	3,969	POR
KOMATSU WA470-6	GP BUCKET, RDLS	90750	2012	5,261	\$240,000
KOMATSU WA380-7	4.3YD, RDLS	10004	2012	4,910	\$192,500
KOMATSU WA380-6	RDLS, QC, MONO, BUCKET	A53229	2007	5,280	\$170,000
CAT 992G	ROCK BUCKET	ADZ00131	2000	39,952	POR
VOLVO L180G	CHIP BUCKET	L180GE0001950	2012	5,307	\$185,000

HYDRAULIC EXCAVATORS					
KOMATSU PC600LC-8	11'7" ARM, QC, 36" BUCKET	55098	2008	10,205	POR
KOMATSU PC490LC-10	13' ARM, QC, THUMB	A40160	2012	2,891	POR
KOMATSU PC350HD-8	10'6" ARM, QC, 3RD MEMBER HYDS	A00022	2011	5,558	POR
KOMATSU PC308USLC-3E0	11'6" ARM, QC	30046	2006	7,896	\$145,000
KOMATSU PC240LC-10	10' ARM, QC, THUMB,	90064	2013	3,101	POR
KOMATSU PC210LC-10	9'7" ARM, QC, THUMB	450697	2013	1,957	POR
KOMATSU PC228USLC-3N	9'6" ARM, QC	32599	2006	5,852	POR
KOMATSU PC170LC-10	8'7" ARM, QC, THUMB	30080	2012	1,319	POR
KOMATSU PC130-8	8' ARM, BUCKET	84044	2012	1,773	POR
KOMATSU PC88MR-8	A/C, RDLNR, QC, THUMB, 24", 36", 48" BUCKETS	6244	2013	1,341	POR
KOMATSU PC55MR-3	A/C, RDLNR, QC, THUMB	17403	2013	1,666	POR
KOMATSU PC35MR-3	A/C, PAT BLADE, RUBBER TRK, WG/QC	18875	2012	569	POR
CAT 325DL	QC, BUCKET, THUMB	A3R00363	2006	6,515	POR

MOTOR GRADERS					
KOMATSU GD655-5	14' BLADE, A/C, MS RIPPER	55062	2011	2,658	\$235,000
KOMATSU GD655-3E0	14' BLADE, A/C, MS RIPPER	51614	2008	1,832	\$212,500
KOMATSU GD655-3E0	14' BLADE, A/C, MS RIPPER	51683	2008	3,130	\$180,000
CAT 14M	16' BLADE, RIPPER, TOPCON BOX	R9J00259	2011	2,313	\$405,000

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Manufacturer/Model	Description	Serial No.	Year	Hours	Price
FORESTRY EQUIPMENT					
TIMBCO 445FXL	BUNCHER	A10005	2011	7,725	\$245,000
TIMBCO 445EXL	BUNCHER, 22/360 #22B859	FT4C2721120505	2006	12,537	\$149,500
KOMATSU PC350LL-7E0	LOG LOADER	A50010	2012	4,587	\$350,000
KOMATSU WA500-7	MEDFORD LOG FORKS	10235	2014	840	\$470,000
VALMET EX10	370E SN 11392	ET4C2842120506	2006	8,271	\$152,000
TIMBERJACK 608B	762 PROCESSING HEAD	10BA1028	1999	7,956	POR
DEERE 2154D	LOG LOADER, 4552 GRAPPLE	1FF2154DAB0210202	2011	8,431	\$195,000

OFF-ROAD TRUCKS					
KOMATSU HD605-7	HAUL TRUCK	7115	2004	15,659	\$175,000
KOMATSU HD605-7	HAUL TRUCK	7125	2004	15,857	\$195,000
KOMATSU HD325-7	31YD, PAYLOAD SYSTEM	7353	2009	19,520	\$135,000
KOMATSU HM400-3	ARTIC. TRUCK, TAILGATE, HEATED BED	3230	2013	6,129	POR
KOMATSU HM400-3	ARTIC. TRUCK, TAILGATE	3200	2013	5,759	POR
KOMATSU HM400-3	ARTIC. TRUCK, TAILGATE, HEATED BED	3229	2013	3,474	POR
KOMATSU HM300-3	ARTIC. TRUCK, TAILGATE	3398	2013	2,876	POR
KOMATSU HM300-3	ARTIC. TRUCK, TAILGATE	3158	2013	1,938	POR

AGGREGATE EQUIPMENT					
PIONEER 3042	PORTABLE JAW PLANT W/ FEEDER	UH3314			\$110,000
JCI FT2650	TRACK MOUNT JAW, MAGNET	413683	2014	240	POR
JCI FT2650	TRACK MOUNT JAW	412081	2012	2,359	POR
METSO LT106	JAW CRUSHER	77341	2013	1,543	POR
NORDBERG 1560	CONE PLANT	1560331	1991		POR
METSO HP400	REBUILT CONE, BARE	HP400489	2004		\$195,000
METSO HP400	PORTABLE CONE	2012F025	2013	181	POR
JCI K300/6203	CLOSE CIRCUIT PLANT	P111643	2011	3,710	POR
SYMONS 4.25	PORTABLE CONE PLANT, W/ 5X16	4106			\$115,000
PIONEER 2454	ROLL CRUSHER PLANT, W/ 5X16	33-006			\$55,000
CEDARAPIDS 7203-38	SCREEN PLANT	2021/2040	2012		POR
METSO ST3.5	TRACK SCREEN	76645	2012	1,319	POR
METSO ST272	TRACK SCALPING SCREEN	77255	2013	353	POR
METSO CV100	SCREEN ALL	30206	2013	446	POR

MISCELLANEOUS					
HAMM 3520	87" SMOOTH SINGLE	H1761689	2012	899	POR
HAMM 3412	84" SMOOTH SINGLE, A/C	H1802560	2013	1,512	POR
HAMM 3412	84" SMOOTH SINGLE	H1802584	2013	992	POR
HAMM 3410	84" SMOOTH SINGLE	H1690968	2007	1,846	POR
HAMM HD140VO	84" ASPHALT, OZZIE	H1840044	2009	3,300	\$105,000
HAMM HD+120VO	78" ASPHALT, OZZIE	H1840202	2010	1,515	POR
HAMM HD0120V	78" ASPHALT, OZZIE	H1820070	2008	2,635	\$95,000
HAMM HD+110VO	66" ASPHALT, OZZIE	H1850332	2013	1,004	POR
IR SD115D	ROLLER, CAB, A/C, PADSHELL	153758	1998	1,806	\$45,000
ROSCO RB48	BROOM, A/C	79848	2012	1,003	POR

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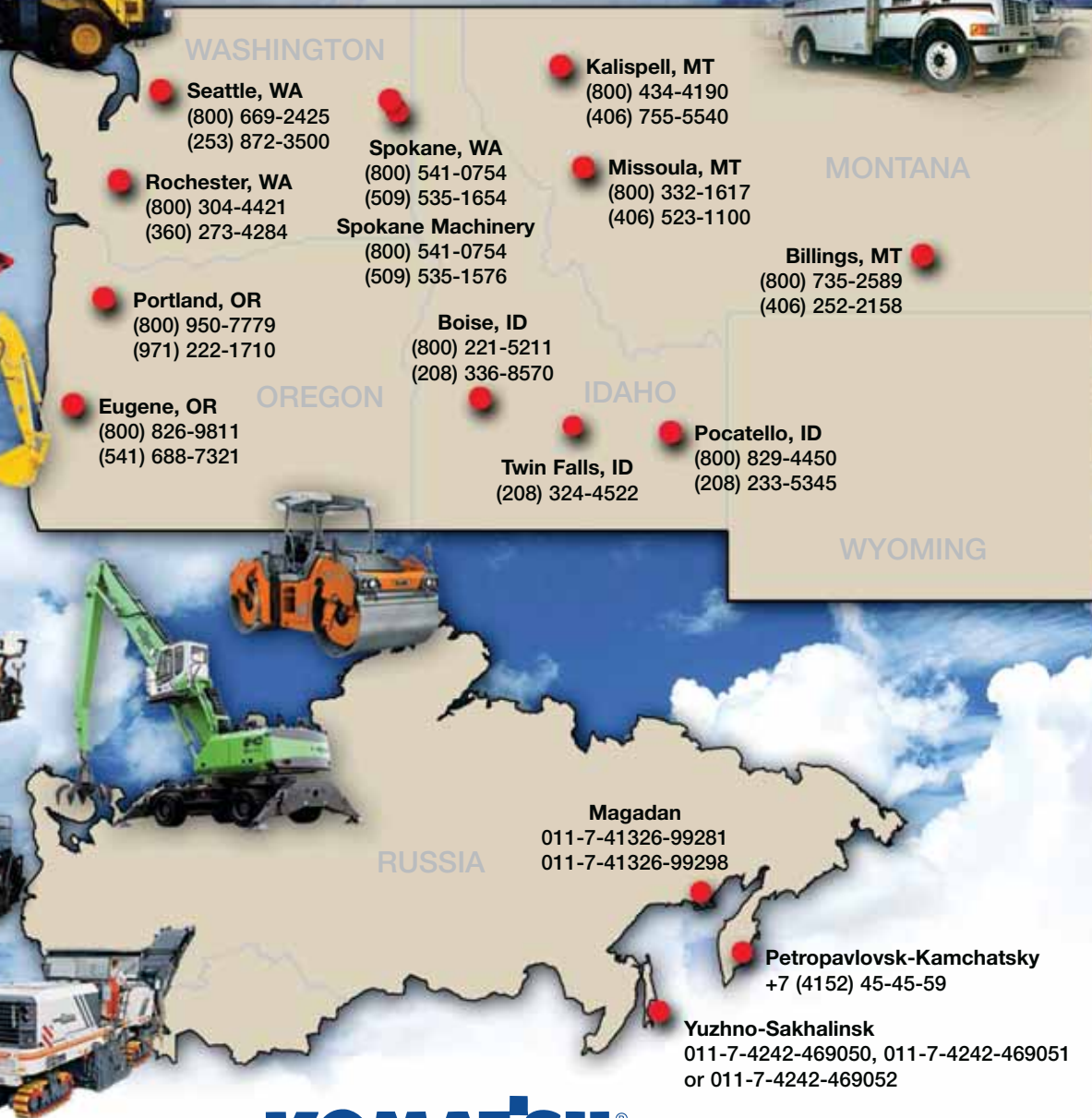
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