

UPDATE

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Featured in this issue:

ASH GROVE CEMENT

From its plant in Durkee, Ore.,
this producer supplies customers
from Portland to Boise

See article inside . . .



Terry Kerby,
Plant Manager



Rick Wallace,
Reliability Engineer

KOMATSU



Brian Sheridan



Dear Equipment User:

We're looking forward to 2009 with optimism that construction will rebound. One reason we're hopeful is because of the recently approved economic stimulus package, which includes an estimated \$130 billion in construction-related spending.

No matter the conditions in the construction industry, we should all look for ways to be more efficient in our equipment use. That means using quality machinery that helps you produce more in less time with decreased fuel consumption and emissions. Komatsu has a full line of construction, utility, mining and forestry equipment that meets those standards.

You can find out about some of those products in this issue of *Modern Machinery Update*. Among them are innovative machines, such as Komatsu's largest utility excavator, the PC88MR-8; the PC200LC-8 excavator with thumb spec; and D31 and D37 dozers, which now feature the super-slant nose design. If it's mining equipment you're interested in, check out the MINExpo article to see products that have made Komatsu the leader in mining machinery.

If you need more information on any of these products, or if we can help you with any of your service needs, don't hesitate to contact us. We're here to help you in any way we can.

Sincerely,
MODERN MACHINERY

Brian Sheridan
President



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From its plant in Durkee, Ore., this producer supplies customers from Portland to Boise.

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Komatsu is at the forefront of design innovation with its award-winning super-slant design and other improvements to its D31 and D37 dozers.

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KOMATSU

ASH GROVE CEMENT

From its plant in Durkee, Ore., this producer supplies customers from Portland to Boise



Terry Kerby,
Plant Manager



Rick Wallace,
Reliability Engineer

With eight cement plants located from Texas to Washington, Ash Grove Cement is the largest U.S.-owned cement producer — and one of the largest in the world. Headquartered in Overland Park, Kan., Ash Grove has a strong presence in the Midwest and western regions of the U.S. With a plant in Durkee in eastern Oregon (as well as a plant in the Seattle area), the company also supplies cement to much of the Pacific Northwest.

“Our primary markets are ready-mix companies in Portland and Boise, even down to Las Vegas when Vegas is booming,” said Durkee Plant Manager Terry Kerby. “One of the advantages we have in Durkee is that

almost all the raw materials we need for cement are available right here on site in our own quarry. We have limestone (calcium), shale (silica) and clay (alumina). The only items we have to import are a little gypsum and a little iron.”

Ash Grove’s Durkee plant makes cement using the dry process. The dry process consists of preheating the raw-material mix in towers, then conveying it directly to the kiln where it’s cooked at 2,500-plus degrees to produce marble-size chunks known as clinker. It’s this clinker that’s ground and milled into the gray powder we know as cement.

“The main advantage of the dry process is that it’s faster and more fuel-efficient,” said Durkee Plant Reliability Engineer Rick Wallace. “The preheating in the towers actually begins the calcining process, which is the cooking of the raw material, even before it gets to the kiln where the mix is cooked into clinker.”

Employees are key

More than 100 Ash Grove employees work at the Durkee plant. In addition to Kerby and Wallace, key people at the operation include Quarry Superintendent Kevin Harris, Quarry Supervisor Don Worley and Safety Manager Chris Hughes.

“We have many longtime employees throughout our operation,” said Kerby. “We count on each and every one of them to help us produce a quality product for our customers and to do so as efficiently as possible for Ash Grove.”

The Ash Grove Cement plant in Durkee, Ore., first rented this Komatsu HM400 articulated truck, then after finding it very useful around the yard, purchased it a few months later.





This Komatsu D475 dozer is the primary production machine at the Durkee Quarry in Oregon. "In our quarries across the country, dozers are our primary production machines — and the last eight dozers we've bought were Komatsus," said Ash Grove Corporate Director of Purchasing Gene Brieck. "Why? Because they're reliable, productive and, in my opinion, represent the best value on the market."

The Ash Grove plant in Durkee has the capacity to produce more than 800,000 tons of cement annually.

Reliable equipment

A Komatsu D475 dozer (approximately 240,000 lbs. and 890 hp) is Ash Grove's primary production machine at the Durkee quarry.

"After blasting, we use the D475 to push the material over the face of the quarry to the bench below, where crews can load it onto trucks," said Wallace. "We've been very pleased with the performance it's given us. The best thing about the Komatsu is that it works. Machine availability has been phenomenal — like 99 percent."

Gene Brieck is Corporate Director of Purchasing for Ash Grove. He says the last eight dozers Ash Grove has purchased system-wide were all Komatsus.

"For me, Komatsu means value," said Brieck. "We have Komatsu dozers, loaders and trucks in plants across the country, and we wouldn't

keep getting them if they didn't work well for us. They are productive, reliable pieces of equipment that are equivalent, if not superior, to the other top brand in the industry. When you consider that they also typically cost less, that makes Komatsu a great value compared to the competition.

"We've also found that Komatsu distributors, like Modern Machinery, are great to work with," Brieck added. "We wouldn't even consider buying a machine, no matter how good it was or how little it cost, if we weren't convinced that the dealer could support it. On that front, Modern has proved itself time and again."

Modern Machinery support

The Ash Grove plant in Durkee is serviced by Modern's Boise, Idaho, branch. Branch Manager Paul Sandretto, Sales Rep Bob Brasch, PSSR George Young and Technician Dennis Gerwig all pitch in to see that Ash Grove is taken care of.



Gene Brieck,
Corporate Director of
Purchasing

Continued . . .

MODERN
MACHINERY

Ash Grove is U.S. cement leader

... continued



The Ash Grove Cement plant in Durkee in eastern Oregon, which has the capacity to produce up to 800,000 tons of cement annually, supplies ready-mix plants from Boise to Portland.

(L-R) Quarry Superintendent Kevin Harris and Reliability Engineer Rick Wallace work with Modern Machinery Boise Branch Manager Paul Sandretto, as well as many other Modern employees, on equipment issues. "Modern has been very responsive to our needs and a pleasure to work with," said Wallace.



"Our application can be tough on equipment and we understand that," Wallace admitted, "but we had a lot more problems with our other dozer brand than we thought we should have. Most frustrating of all was the response of the dealer. Modern, on the other hand, has been very responsive to our needs."

As an example of Modern support, Wallace pointed to a minor cracking problem that developed in the push arm of the D475.

"Modern didn't argue, didn't make excuses and didn't try to blame us by finding fault with the way we were operating. Instead, they took the push arms into their shop and came up with a new design — and we haven't had a problem since. That's the way they approach issues and we really appreciate it.

"We also appreciate that they carry a number of large dozers in their rental fleet," he added. "That's a lifesaver for us because if we have a dozer down, we need a replacement right away. We can't afford to wait. The downtime is too costly. Modern understands that and acts accordingly."

Economic stimulus

The demand for Portland cement has slowed right along with the national economy.

"Nationwide, our business was down considerably last year, most of it on the private side," said Brieck. "Public spending was still fairly strong and we hope it will be higher this year if the economic stimulus plan includes a lot of road and bridge work that can be started immediately."

"When the housing market turned down, our business turned down with it," added Kerby. "Fortunately, on the quarry side, we have some annual work like supplying a rock product for the sugar beet industry. But like everybody else, we're hopeful that our country's leaders will find the answers that will put us on the road to economic recovery sooner rather than later." ■

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POTENTIAL GOOD NEWS

Former NAHB Chief Economist says there may be light at the end of the housing tunnel soon



David Seiders,
former NAHB
Chief Economist

Congress should consider providing further “sorely needed” economic stimulus to encourage home ownership and limit foreclosure in order to pull the U.S. economy out of recession, according to David Seiders, who recently stepped down as Chief Economist for the National Association of Home Builders (NAHB). He spoke at the NAHB’s Construction Forecast Conference.

The steep decline in sales of new single-family homes should be coming to an end in 2009, Seiders said, setting the stage for “tepid” improvement in new residential construction later this year. However, he warned, that outcome has grown increasingly

uncertain in light of the turmoil that has gripped world financial markets.

“Things are a lot worse than any of us had anticipated six months ago,” Seiders said, and the national housing market — which is the root cause of the collapse in confidence among lenders — has continued to spiral downward. “Risks are piling up on the down side. These are tough times, no question,” he said.

While remaining reasonably optimistic that a housing recovery is beginning to take shape, “The uncertainties out there are unprecedented,” Seiders observed, “and there is a growing risk that today’s major housing contraction could get even worse.”

On the brighter side, Seiders said that housing in the first half of 2009 should be helped by the \$7,500 tax credit available to first-time home buyers; legislative efforts to address foreclosures; the continuation of affordable mortgage rates; and the availability of fixed-rate mortgage financing through Fannie Mae, Freddie Mac, the Federal Housing Administration and the Department of Veterans Affairs.

Restoring affordability

Citing an increase in pent-up demand for housing, he added that declines in home prices and increases in personal income have helped to restore housing affordability to the more normal levels that existed prior to the peak of the housing boom.

However, even as the demand for housing begins to grow, housing production will be constrained by tighter credit for the loans builders and developers need to break ground on new residential projects, he said. ■

Former NAHB Chief Economist David Seiders said the steep decline in sales of new homes should be coming to an end in 2009, setting the stage for “tepid” improvement in new residential construction later this year.



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STIMULUS PASSED

Infrastructure spending is a crucial element of the recovery plan

The American Recovery and Reinvestment Act, more commonly known as the economic stimulus package, was passed and signed into law in mid-February. The total cost of the package is estimated at \$787 billion.

"The goal at the heart of this plan is to create jobs," said President Barack Obama. "Not just any jobs, but jobs doing the work America needs done: repairing our infrastructure, modernizing our schools and hospitals, and promoting the clean, alternative energy

Infrastructure spending for items such as new utilities is a centerpiece of the new economic stimulus package.

sources that will help us finally declare independence from foreign oil."

Of course, the \$64,000 question about this three-quarters-of-a-trillion-dollar plan is, will it succeed in its job-creation goal?

Where the money will go?

The stimulus package is a combination of direct spending, tax breaks and appropriations. Direct spending, which includes items such as higher unemployment benefits and food stamps, accounts for \$267 billion or about 34 percent of the total. Tax breaks for individuals and businesses total \$212 billion, about 27 percent of the total. The largest piece of the pie is appropriations spending, which comes in at more than \$308 billion or 39 percent of the total.

It's the appropriations spending that includes the infrastructure investments that are crucial to the construction industry. Total infrastructure spending will be about \$135 billion. If you're wondering what might be in it for you, take a look at how the Associated General Contractors of America (AGC) breaks down the act's infrastructure and public building investment provisions (see chart on next page).

According to the Congressional Budget Office (CBO), only about \$35 billion worth of stimulus appropriations will be spent by Sept. 30, which is the end of FY 2009. The CBO estimates nearly \$111 billion will be spent in FY 2010.

The Obama administration estimates the stimulus package will create or save at least 3 million jobs. ■



Transportation Infrastructure (in billions) \$49.3 billion

Highway and bridge construction	\$27.5
Surface transportation grants	\$1.5
Transit capital assistance	\$8.4
AMTRAK and intercity rail	\$1.3
High-speed rail corridors	\$8.0
Airport improvement grants	\$1.1
Facilities and equipment	\$0.2
TSA explosive detection systems	\$1.0
Coast Guard bridges	\$0.24
Assistance to small shipyards	\$0.1

Building infrastructure (in billions) \$29.5 billion

GSA federal buildings and facilities	\$5.6
Military construction	\$2.8
DOD facilities renovations	\$4.2
DOD energy efficiency upgrades	\$0.12
VA major construction	\$1.0
Community Development Block Grants	\$1.0
Public housing capital fund	\$4.0
HOME investment partnerships	\$2.3
Native American housing	\$0.51
Lead paint removal	\$0.1
Rural community facilities	\$0.13
National Science Foundation facilities	\$0.4
USDA facilities	\$0.2
U.S. Geological Survey facilities	\$0.14
Social Security Administration facilities	\$0.5
BLM maint. and construction (M&C)	\$0.32
U.S. Fish & Wildlife (M&C)	\$0.28
National Park Service (M&C)	\$0.75
Forest Service maint. and facilities	\$0.65
Bureau of Indian Affairs facilities	\$0.5
Indian Health Service facilities	\$0.5
Community health centers	\$2.0
FEMA infrastructure grants	\$0.3
Fire station construction	\$0.21
State Department facilities	\$0.09
DHS headquarters consolidation	\$0.2
Ports of Entry construction	\$0.7

Water & environmental infrastructure (in billions) \$21.4 billion

Clean water State Revolving Fund (SRF)	\$4.0
Drinking water SRF	\$2.0
USDA rural water and waste disposal	\$1.4
Corps of Engineers	\$4.6
Bureau of Reclamation	\$1.0
Watershed infrastructure	\$0.34
Int'l Boundary and Water Commission	\$0.22
Superfund hazardous waste cleanup	\$0.7
Leaking underground storage tanks	\$0.2
Nuclear waste cleanup	\$6.0
NOAA Environmental R and I	\$0.83
Brownfields cleanup	\$0.1



Other infrastructure \$0.15 billion

Workforce develop./safety \$4.7 billion

Energy & technology (in billions) \$29.8 billion

Wireless and broadband grants	\$7.2
Electricity grid	\$11.0
Weatherization assistance	\$5.0
State and local gov't energy grants	\$6.3
Diesel emissions reduction	\$0.3

Total infrastructure investment:

\$134.9 billion

CONSTRUCTION JOBS

Stimulus money to fund highway improvements throughout the Pacific Northwest

The Pacific Northwest will receive almost \$1.4 billion from the American Recovery and Reinvestment Act (the economic stimulus package) to be used for infrastructure-related improvements. Most of the money will go to build or repair highways and bridges in the region.

"It's a lot of money and should be a shot in the arm for the regional construction economy," said Modern Machinery President Brian Sheridan. "It's not going to solve every problem, but it is going to create thousands of construction jobs and will fund many needed infrastructure improvements in Washington, Oregon, Idaho and Montana."

Where will the money go and what will it fund? According to Kiplinger.com, a division of the financial advice and business forecasting

Kiplinger organization, the State of Washington will receive \$529 million for roads and bridges; Oregon \$349 million; Idaho \$216 million; and Montana \$278 million. It's estimated that those dollars will create a total of 45,000 jobs.

Washington will use \$341 million to fund highway and bridge projects, including \$70 million for two large jobs on I-405 in the Seattle area. Most of the projects identified by the Washington DOT are essentially ready to go and could begin by mid-May.

Oregon identified \$122 million worth of shovel-ready highway projects that could begin by May of this year. Included are a \$5 million I-5 lane addition south of Portland; nearly \$14 million for curve and slide stabilization of U.S. 20 Coast Range Route from Corvallis to Newport; and \$15 million for improvements on U.S. 97 south of Bend.

In Idaho, projects that are likely to be funded using stimulus money include widening U.S. 93 in Jerome (\$20 million); relocation of U.S. 12 in Lewiston (\$20 million); and two road construction projects in Meridian (near Boise) totaling almost \$17 million. In total, Idaho expects to have about \$182 million in stimulus money for DOT work.

Montana expects to receive \$211 million for DOT work. The lion's share of that money could go for three large projects: replacing the Two Medicine River bridge off U.S. 2 near the Blackfeet Reservation (\$54 million); rebuilding the Rockvale-Laurel corridor of U.S. 212 (\$61 million); and reconstructing the bridge on U.S. 2 near Swamp Creek (\$48 million).

For the latest news and decisions on stimulus-related highway projects, check with individual state departments of transportation. ■

According to Kiplinger.com, these are the dollars that states in the Pacific Northwest will receive in stimulus funding for roads and bridges, and the number of jobs the money is expected to create.



TEST DRIVE

Demo Days attendees operate Komatsu equipment, take advantage of CMO tour

Equipment users from around the country got a close look and a chance to demonstrate machinery at Komatsu's most recent Demo Days at the Komatsu Training and Demonstration Center in Cartersville, Ga. Among the units highlighted were the PC200LC-8 excavator with thumb spec and the new D275AX-5 dozer with the patented Sigma blade.

Additional machinery included the award-winning D51-22 dozer and its smaller counterparts, the D39-22, D37-22 and the D31-22. All are available with KOMTRAX, Komatsu's remote machine-monitoring system, which customers could learn more about during the event. They also had the opportunity to tour Komatsu's Chattanooga Manufacturing Operation (CMO), where some of the excavators and articulated dump trucks on display at Demo Days are made.

Also on site were a wide range of the latest excavator and wheel loader models, as well articulated and rigid-frame trucks, rubber-tire skid steers and compact track loaders, a GD655-3 motor grader and a BR580JG mobile crusher.

Komatsu personnel were on hand to answer questions about all the machinery, which equipment users could demonstrate.

For more information on Komatsu equipment, call your sales representative or visit our nearest branch location. In many cases, if you'd like to try something out, we'll be able to set up a demo for you. ■



Peak Sand & Gravel Equipment Manager Mike Peak (left) and Modern Machinery Territory Manager Nathan Stott



Komatsu Product Manager Mike Vigil (left) and Modern Machinery Territory Manager Russ Smith



(L-R) Road Construction Northwest Equipment Manager Rodney Letta and Field Mechanic Milo Hegamin met up with Technician Joe Barret of Gary Merlino Construction.



Demo Days featured a wide array of Komatsu equipment.





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NEW DOZERS

Award-winning super-slant design among improvements in D31, D37 models

The revolutionary design that made Komatsu's first super-slant dozer, the D51EX-22, an award winner is now available in the new D31 and D37 models. They are ideal for owners and operators looking for better visibility and performance in smaller-dozer applications.

Both new models, available in standard-track EX and wide-track PX versions, feature Komatsu's super-slant nose coupled with a new cab-forward design that puts the operator closer to the blade, while improving machine balance, ride and stability.

"Slanting the nose and moving operators forward allows them a better view all around, and especially gives them a great view of the material they're pushing," said Bruce Boebel, Komatsu Dozer Product Manager. "Cabs are larger than their predecessors, with more glass to enhance visibility, making the operator more efficient. Owners could put a new operator in these machines and be confident they'll learn how to run a dozer faster so they're productive more quickly.

"We didn't stop with improving the cab," he added. "The dozers are more durable with thick plate steel and rigid frames, and tracks are welded onto the frame, unlike most competitors, which have bolt-on track frames. Both have more horsepower than their predecessors, increasing pushing capabilities for better production and cost per yard. Couple that with new Tier 3 engines that reduce fuel consumption, and maintenance time, and they're among the most efficient dozers on the market."

Those attributes are helped by large power-angle-tilt blades that hold more material, especially useful in mass dozing. Each hydrostatic dozer has a steering system that provides smooth movement during

dozing, even in gradual turns. That also allows the operator to approach objects accurately in corner and sidewall operations.

By simply pushing a button, operators can select between variable and quick-shift speed control for maximum efficiency during fine or rough grading with optimal travel speeds to match job conditions and operator preferences. With variable speed, travel speed is adjusted through a range of 20 incremental speeds, while quick-shift allows operators to select three predetermined speed settings to match job conditions.

"All models come standard with KOMTRAX to help track utilization and maintenance," noted Boebel. "The D31 is great in residential applications and tight places for general finish work, and the D37 is a step up for those wanting a little bigger machine, but can't justify going to a larger D39. They're both great investments that will pay big dividends." ■



Bruce Boebel,
Komatsu Dozer
Product Manager

Brief Specs on Komatsu D31 and D37 Dozers

Model	Output	Operating weight	Blade capacity
D31EX-22	78 hp	18,056 lbs.	2.11 cu. yd.
D31PX-22	78 hp	18,827 lbs.	2.11 cu. yd.
D37EX-22	89 hp	18,298 lbs.	2.32 cu. yd.
D37PX-22	89 hp	19,070 lbs.	2.55 cu. yd.

Komatsu's award-winning, super-slant nose design, is now available in its new D31 and D37 models. Also available in D39 and D51 models, it allows operators a better view of the blade for increased efficiency.



ADDED VALUE

PC200LC-8 Thumb Spec excavator offers greater lift capacity and stability



Armando Najera,
Product Manager
Excavators

Komatsu's PC200LC-8 Thumb Spec excavator has the innovative features of its standard counterpart, plus a reinforced mainframe and additional counterweight for increased lifting capacity and stability when working with heavy loads at maximum reach.

When Komatsu designed its PC200LC-8 Thumb Spec excavator, it kept all the same innovative attributes of its PC200LC-8 counterpart and beefed up the counterweight to 11,113 pounds. The result was a 20-percent increase in lifting capacity compared to the standard PC200LC-8 and increased stability when working with heavy loads at maximum reach.

"This is really a great machine for anyone who's working in conditions that warrant that extra lift and stability needed in applications such as digging trenches or setting pipe and structures," said Armando Najera, Product Manager Excavators. "The thumb and bucket, as well as attachment piping, can be factory installed. The PC200LC-8 Thumb Spec also has a heavy-duty arm for improved durability and increased support for thumb installation."

Also available for customers who require factory piping is an HD Spec (Heavy Duty) that includes an HD boom, HD revolving frame under covers and HD decals. The HD Spec is a setup that is suited for demolition-type work. Other major production numbers remain the

same for both the Thumb Spec and the HD Spec, with bucket capacity between 0.66 and 1.57 cubic yards and 148 net horsepower.

"Keeping those numbers consistent means the Thumb Spec machine will continue to be productive and fuel efficient, even while handling heavier work loads," said Najera. "The PC200LC-8 Thumb Spec has increased in popularity because of that. Contractors are seeing the benefit and asking for this machine."

Efficient features

Part of its popularity comes from the standard features, similar to its counterpart, that make it among the most productive in its size class, including low fuel consumption and emissions from a Komatsu turbocharged, aftercooled Tier 3 engine. Operators can maximize fuel efficiency by using the Economy mode (one of five available modes), and using the Eco-gauge for energy-saving operations. An extended idling caution helps operators remember to shut the machine down for fuel conservation.

Operators can set the modes using an easy-to-view, seven-inch LCD color monitor in the large, comfortable cab that has damper mounting for low noise and vibration. Extended replacement intervals for engine oil and filter and hydraulic filters means less downtime. Like all new Komatsu excavators, the PC200LC-8 Thumb Spec comes with Komatsu's KOMTRAX remote machine-monitoring system.

"Like the standard PC200LC-8, this is truly a great machine that can benefit almost anyone doing mass excavation, site preparation or utility installation. The Thumb Spec is not just for customers with machines that will use a thumb," said Najera. "If they need a little extra kick or additional stability, they should consider this machine. They'll definitely see the difference." ■

Brief Specs on Komatsu PC200LC-8 Thumb Spec Excavator

Model	Operating weight	Net hp	Bucket capacity
PC200LC Thumb Spec	51,199-53,115 lbs.	148 hp	0.66-1.57 cu. yd.



EXPERIENCE PAYS OFF

Komatsu designs the ultimate eight-ton size class excavator

Komatsu recently introduced its new PC88MR-8 excavator to the North American market to much critical acclaim. There are a number of competitive units in its eight-ton size class, but the comparison ends there as side-by-side tests show that the PC88MR-8 offers more value from the start and can save more money throughout the life of the machine.

Before the test was conducted, Komatsu looked at 13 obvious areas of comparison, such as the manufacturer's own hydraulics and engine, short tail swing, fuel management features and number of working modes. In each case, the PC88MR-8 was equal to or better than the competitive model. Major areas where Komatsu stood out were working modes — the PC88MR-8 has five to maximize production and fuel economy — and fuel management features, such as auto-idle, eco gauge, Economy mode and excess idle alarm. The competition had only one mode, auto-idle.

After comparing the models, they were put to the test under controlled conditions at Komatsu's Training and Demonstration Center in Cartersville, Ga. Komatsu was the clear winner in several categories, including 15 percent faster cycle time in Production mode and nearly the same cycle time in Economy mode. The PC88MR-8 moved 6 percent more spoil per hour in the Working mode.

While the Komatsu PC88MR-8 moved more material, it used less fuel — 8 percent less in Power mode and a whopping 45 percent less in Economy mode. In the same mode, Komatsu was 22 percent more efficient in terms of cubic yards per gallon.

Continued . . .



In a side-by-side comparison, Komatsu's PC88MR-8 showed faster cycle times, moving 6 percent more spoil per hour in the Working Mode. In addition, it used less fuel, making it more efficient and productive than the competition.

PC88MR-8 offers higher productivity, lower cost

... continued

Adding to the PC88MR-8's productivity numbers is a quiet cab that's more comfortable for the operator. During the comparison, operators noted they could better hear the standard radio in the Komatsu, making for a more pleasant operating environment.

Komatsu PC88MR-8 Field Test Results

Truck Loading		PC88MR-8	Competitor
P Mode	Cycle time in seconds	12.31	14.17
E Mode	Cycle time in seconds	14.27	14.17

Komatsu had a 15% faster cycle time in Production Mode and nearly the same cycle time in Economy Mode.

Loading Amount		PC88MR-8	Competitor
P Mode	Cubic yards per hour	114.6	107.4

Komatsu moved 6.2% more spoil.

Fuel Consumption		PC88MR-8	Competitor
P Mode	Gallons per hour	2.74	2.96
E Mode	Gallons per hour	2.04	2.96

Komatsu used 8.1% less fuel in P Mode and 45.1% less in E Mode.

Fuel Efficiency		PC88MR-8	Competitor
P Mode	Cubic yards per gallon	41.9	36.3
E Mode	Cubic yards per gallon	46.9	has only one mode

Komatsu was more efficient by as much as 22.6%.

KOMTRAX saves money

In today's competitive environment, the availability of accurate operating information can improve the bottom line. Helping provide that accurate information is Komatsu's KOMTRAX system, standard on every new machine with five years of free communications. To put such a system on a machine using existing aftermarket offerings would cost well in excess of \$2,000.

Komatsu sampled the KOMTRAX information on several of its first PC88 models sold, and found the following information:

- Six of eight machines analyzed idled 50 percent of the time. That excessive idling wastes fuel, increases engine wear and adds unnecessary hours to the engine hour meter, which may affect machine resale value at trade-in time. The excess hours require more frequent maintenance resulting in higher costs. By knowing and managing engine idling time, owners can reduce maintenance costs and increase useful life and resale value.
- Those operators who idled the machine less, also used the Economy mode two-thirds of the time. Using the E mode and idling less saved nearly 60 percent in fuel consumption. Assuming a fuel price of \$3 per gallon, that equates to more than \$3,300 savings over the course of 1,000 hours of operation.

Higher resale value, peace of mind

The conclusion from Komatsu's testing and monitoring is that the PC88MR-8 is truly the ultimate eight-ton excavator. It gives owners more up-front at time of purchase and it keeps on giving with exclusive fuel-management features, five working modes to match machine performance to demand and the exclusive KOMTRAX machine-monitoring system that can enhance efficient, money-saving operation. Komatsu believes that the KOMTRAX history record will pay dividends at trade-in time with higher resale values.

For additional peace of mind, the PC88MR-8 comes with a standard three-year/3,000-hour warranty. ■



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Komatsu compact excavators are right at home working in tight spaces. With advanced Proportional Pressure Control (PPC) joysticks, these machines give you precise handling without sacrificing speed, reach or capacity. Plus, they have all the features that make Komatsu excavators the choice of owners and operators across the country.

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- Tilt-forward operator cab structure for ease of service access
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(the LOGICAL CHOICE
for your next excavator)

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Komatsu excavators have set the standards for productivity, operator comfort and reliability over the years. And, with the introduction of our mid-sized -8 series, the standards have been raised yet again.

- Tier-3 engines deliver reduced emissions without sacrificing power or productivity.
- Electronics, engine and hydraulics are optimized for maximum efficiency and minimum fuel consumption (10% reduction compared to -7 models).
- Multi-function LCD monitor provides critical operating information at a glance (and it can do this in 10 languages).

From enhanced safety features to extended maintenance intervals, the PC200LC-8, PC220LC-8 and PC270LC-8 show what happens when the best engineers put the latest technology to work. The results are always...

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MINExpo REPORT

Komatsu showcases how equipment and technology work together for better production, management

When it comes to mining machines, Komatsu believes in “inventing the future” with innovative products designed to make the user more efficient, productive and profitable. It showcased the present and future of some of its largest production machinery with one of the show’s biggest displays at MINExpo in Las Vegas.

Highlighting the Komatsu display were two new electric mining trucks — the massive 960E-1 and the 860E-1KT — that provide optimal productivity and fuel efficiency. Topping 1 million pounds when fully loaded, the 960E-1 is now the largest in Komatsu’s full line of mining trucks with a 360-ton payload. Hauling that massive amount of material is no problem for the 960E-1 and its 3,346-horsepower Komatsu engine, which uses a unique dual-stage, turbo air-handling system. It has the lowest brake-specific fuel consumption at rated horsepower for its size class.

“More than a decade ago, Komatsu was the first to introduce an AC drive system for ultra-class mining trucks,” said Don Lindell, Product Manager for Mining Trucks. “That experience, along with the more than 100 million operating hours logged overall for our electric trucks, clearly puts us in the lead with these new machines. Customer feedback was also a big influence driving our design criteria for these two new models. The result is a truck that’s unrivaled for productivity, efficiency and comfort in this size class. We took great care in manufacturing the truck to be rugged and dependable, even in the most demanding applications. There are significantly fewer bearings than on other trucks, so there are fewer wear components. We ultrasonically test every weld. It’s a very innovative product.”

Komatsu added innovation to the 280-ton-payload 860E-1KT (The K stands for

Komatsu drive and the T for Trolley) as well. The 2,700-horsepower, 16-cylinder, two-stage turbocharged diesel engine is not only powerful, but Tier 2 certified for lower environmental impact. With Komatsu’s factory-installed, trolley-capable option, the 860E-1KT can be utilized on either 1,600- or 1,800-volt lines for faster propulsion uphill while the engine reduces rpm, saving fuel and extending the life of the engine compared to a non-trolley truck.

Both trucks have ultra-quiet, dynamic retarding systems assisted by four-wheel, wet-disc brakes coupled with traction-control technology that provides excellent braking force, even in difficult road conditions.

“One of the advantages is that the operator can maintain a desired traveling speed,” said Lindell. “We also made the cabs in these machines larger with better visibility. An integrated electronic dash display allows the driver to more easily see and read the gauges as well as payload data.”

D475ASD-5 Tier 2 pushes more

Komatsu displayed the latest D475ASD-5 dozer with its Komatsu 890-horsepower Tier 2



Rich Smith,
Product Manager,
Mechanical
Drive Equipment



Don Lindell,
Product Manager,
Mining Trucks

Continued . . .

Komatsu had one of the largest displays at MINExpo, including a WA1200-3 wheel loader.



Innovation helps Komatsu remain a leader in mining machinery

... continued



Tom Stedman,
Product Marketing
Manager for
Mechanical Mining
Equipment

engine that works to help the 246,000-pound-plus machine push nearly 60 cubic yards of material with its Super Dozer blade.

"The D475ASD-5 Tier 2 is great for long, consistent pushes where operators can utilize all its horsepower," pointed out Rich Smith, Product Manager for Mechanical Drive Equipment. "It



A Komatsu 860E-1KT
has 2,700 horsepower for
moving mass amounts
of material faster.



The D475ASD-5 Tier 2 dozer pushes nearly 60 cubic yards of material with its Super Dozer blade.

Komatsu's newest mining truck, the 960E-1, is also its largest with a payload of 360 tons.



uses a lockup torque converter that gets the engine's power to the tracks and down to the ground where it belongs. With the Super Dozer blade, it's about 15 percent more effective than a standard blade.

"That becomes even greater in uphill pushes," he added. "For instance, on a 12-percent or 15-percent grade, users may see 20 percent to 25 percent greater productivity advantages over a standard full-U blade. In addition, it offers greater travel speed while the engine kicks down in rpms, so it uses 3 percent to 5 percent less fuel than the competition. With today's fuel prices, that adds up significantly in a fleet of machines."

WA1200-3 leads the pack

Rounding out Komatsu's equipment offerings at MINExpo was its largest wheel loader, the WA1200-3. This machine has a 1,560-net-horsepower engine and a 26.2-cubic-yard bucket capacity in its standard configuration. An optional high-lift model provides an additional two and a half feet of reach.

The standard WA1200-3 is not only Komatsu's largest loader, but one of the world's largest at more than 452,000 pounds with a dumping clearance higher than 20 feet. It has more than 286,000 pounds of breakout force and 253,000 pounds of traction force. Steering is controlled by the Advanced Joystick Steering System (AJSS) with light, short strokes for perfect steering accuracy, and stopping is safe with closed, wet-disc brakes.

"Of the world's largest loaders, it gives the best advantage in tractive effort and digging power," said Tom Stedman, Product Marketing Manager for Mechanical Mining Equipment. "Komatsu loaders are well-known throughout the range of sizes for their powerful digging, breakout force, stability and outstanding tipping load weight and ratio, and we believe the WA1200-3 is unmatched in all these areas.

"The WA1200-3 has a wide range of applications," he added. "They are in use in all types of mines around the globe because they match up very well with our electric mining trucks. In addition, because of their stability, they make great load-and-carry machines for applications such as charging a hopper." ■



PC600LC-8 & HM300-2

100%

compatible

(it's the perfect working relationship)

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"Synergy" isn't a word often associated with construction equipment, but it's the perfect word to describe the Komatsu PC600LC-8 and HM300-2 working together... especially when the terrain is less than perfect. Both of these hard-working machines deliver:

- Rugged, dependable, go-anywhere productivity
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- Advanced hydraulics for faster cycle times

If you want maximum efficiency—no matter how rough the terrain might be—put this pair to work. At the end of the day, you'll see the results from machines that are...

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8510 Asphalt Paver

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8515 ASPHALT PAVER



420 Pneumatic Roller



685 Motor Grader



RB-48 Broom

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KOMATSU'S "GREEN" COMMITMENT

VP says the company's efforts impact both the environment and customers' bottom line

QUESTION: Komatsu has introduced a large number of new machines in the past few years. What's changed and why?

ANSWER: In the past three years, Komatsu has redesigned or replaced nearly 95 percent of its vast equipment offerings, some as a result of increased governmental standards, but just as importantly, because we've listened to our customers' desires for improved technology, better parts availability and other improvements that benefit their businesses' bottom lines. From the governmental standpoint, nearly every machine in Komatsu's lineup has a Tier 3 or EPA-compliant engine. With the Tier 3 engines, we not only meet governmental standards for reduced emissions, but we often exceed them. At the same time, we reduced fuel consumption and increased service intervals, both of which add up to more efficiency and cost savings. We simplified the machines for better operator efficiency and added items such as lock-up torque converters for better productivity. We're very proud of those achievements because they fit right in with our goal of being an environmentally friendly company with sustainable and "green" solutions as part of our corporate commitment.

QUESTION: What else has Komatsu done to go "green?"

ANSWER: Well in some sense, we believe we've always been the greenest equipment company in the marketplace, stretching back decades. All our equipment is designed and built to last. That means fewer machines being put out to pasture, so to speak. An example where we've extended life is in

Continued...



**Erik Wilde,
Vice President,
Product Marketing**

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.

Erik Wilde has been with Komatsu more than a decade, the last five as Director and now Vice President of Product Marketing.

"One of my primary missions is to help our product managers and distributors get the message out about how our products can make our customers more efficient and productive at the same time," said Wilde. "Komatsu has done that in several ways that not only improve machine and operator performance, but reduce fuel consumption and harmful emissions. We believe we're the most environmentally friendly equipment company in the market."

Wilde has seen several of the changes that have led to better owning and operating costs since he joined Komatsu in 1997 as a Warranty Coordinator and Assistant Service Engineer for mining dozers. He was with the Mining Division nearly four years before moving into the Construction Division as Product Manager of hydraulic excavators. He completed an MBA in Marketing in 2003, which led to his position as Director of Product Marketing later that year.

A San Francisco Bay-area native, Wilde has adapted well to the Midwest as he's based at Komatsu's Corporate Headquarters in Rolling Meadows, Ill. He and his wife have three children under age 10 who keep them busy with various activities.

Delivering more value to customers

... continued

our new PLUS undercarriage on the D51, D61 and D65 machines, which doubles the undercarriage life. But we all know that at some point, every machine outlives its useful life and will be taken out of service. Komatsu designs machines that are virtually 100-percent recyclable, from the steel to the plastic to the glass. We use recycled materials in their initial production. That way, there's less waste and more reusable material that can go into making future products.

When Komatsu designed its Tier 3 engine machines, it not only lowered emissions, in many cases it increased horsepower and reduced fuel consumption, making them among the most productive and efficient machines in utility, construction and mining applications.

Komatsu continues to implement green practices in its manufacturing operations. It's adopted an Earth Environmental Charter that lays out our principles and activities for a green and sustainable company. All our plants are near-zero-waste facilities, so that every material that comes in is used or reused in some way. Waste oil is recaptured and used for

heating. We've adopted new painting practices that cut waste and environmental impact, while making our paint jobs better. In addition, we've strategically located our parts depots to be closer to our customers so less fuel is used to get parts to them quickly, and we've teamed with suppliers and carriers who are close to our manufacturing operations, so there are shorter shipping distances and less fuel burned in getting materials in and products out of our manufacturing facilities.

QUESTION: What are some ways Komatsu is working with equipment users on green practices?

ANSWER: Komatsu prides itself on being ahead of the technological curve. With our KOMTRAX monitoring system, which is free for five years and standard on most new machines, users can see how a machine is performing in various modes that Komatsu offers. It's widely believed that being in Power mode offers the best production. That's understandable, but our data show that in 70-plus percent of applications, they get the same productivity in the Economy mode at a lower cost. The benefits are less fuel used, less engine wear and more profit. Komatsu is also introducing a "Green Guide," which offers ways for equipment users to promote and implement green practices into their companies and run their machinery more efficiently. We're encouraging users to check it out online so they're not using paper. If they want a paper copy, it will be printed on recycled paper using soy ink, which is much more environmentally friendly.

QUESTION: What else is on the horizon for Komatsu?

ANSWER: Our utility products already have interim Tier 4 engines and we're working to meet Tier 4 standards on time, or ahead of time, like we did with Tier 3 on the balance of the product line. Engines 175 horsepower and up are required to be Tier 4 compliant by 2011, 75 through 175 horsepower in 2012. Tier 4 standards reduce emissions even more, which further reduces environmental impact. As with our other products, we're working to further improve performance and efficiency on our Tier 4 machines, delivering more value for our customers. ■



Utility machines, such as the CK30 compact track loader, were required to meet Tier 4 emission standards in 2008. Tier 4 is on the horizon for 175 horsepower and up machines in 2011 and 75 to 175 horsepower must be Tier 4 in 2012.



SAVINGS SOLUTIONS

Komatsu offers QuickEvac™ system designed to help reduce routine maintenance time

Komatsu has teamed up with RPM Industries to offer its QuickEvac™ prelubrication and oil evacuation system, which is designed to reduce the time it takes to perform routine oil and filter changes on equipment. The QuickEvac system is available as a factory-installed item or a retrofit kit available for virtually any piece of Komatsu equipment.

"It's an on-board engine maintenance system that offers several advantages over conventional oil changes, especially the speed at which a service can be performed," said John Bagdonas, Product Marketing Manager for Komatsu's Working Gear Group. "In many cases, oil and filter changes can be performed in a half hour or less compared to multiple hours on some machines. That's a significant time savings that equals more profit because the machine and operator are producing more. Technicians and mechanics can perform more services in less time because they don't have to crawl under or over a machine to deal with oil spills from plug removal and installation."

Technicians simply follow these six easy steps in the QuickEvac system:

- Purge lube filters of oil;
- Connect the service tool with quick-connect fittings and an electrical connection;
- Empty the sump directly into a waste container;
- Install dry oil filters;
- Refill the sump and oil filters with new oil;
- Disconnect the service tool and reconnect the Prelub™ line (technology that fully pressurizes the engine with oil before the engine cranks and prior to every start).

Study shows reduced engine wear

Time and money savings are only part of the equation. When coupled with Komatsu's fuel savings and lower emissions, the QuickEvac system further reduces environmental impact.

There's less chance of oil spills, and waste oil can be transferred directly to final containment without messy pans or cans. With the Prelub technology, there's no need to prime the filter with oil, reducing another contamination risk.

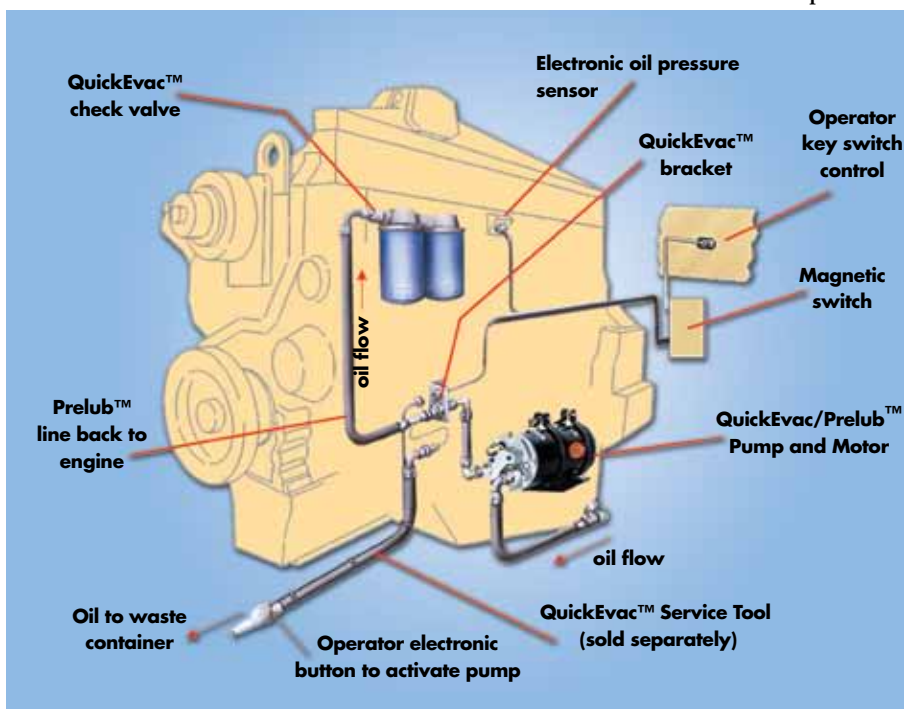
"QuickEvac is a very 'green' technology," said Bagdonas, who noted teaming up to offer QuickEvac is part of Komatsu's commitment toward one-stop shopping. "Installing the filters dry and using Prelub technology is not only environmentally sound, it could help the engine last longer. A recent study by Southwest Research Institute showed that engine prelubrication reduced wear an average of 68 percent. Of course, every situation is different, but increased component life and any savings on service costs and downtime mean more money in the owner's pocket."

To learn more about QuickEvac, contact Komatsu, your sales representative or our nearest branch location. ■

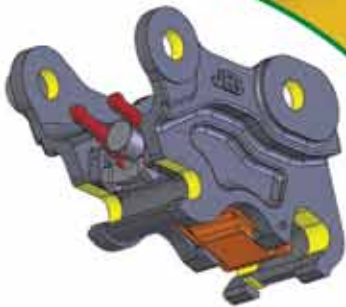


John Bagdonas,
Product Marketing
Manager,
Working Gear

The QuickEvac™ system is designed to reduce routine maintenance time as well as potential environmental impact.



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VersaLoc™ Quick Couplers are designed to showcase versatility and safety while improving productivity. The VersaLoc can accommodate a complete range of attachments from different manufacturers within the same class. With three locking mechanisms, VersaLoc is one of the safest couplers in the industry.

We invite you to learn more about our product offering at www.jrbattachments.com

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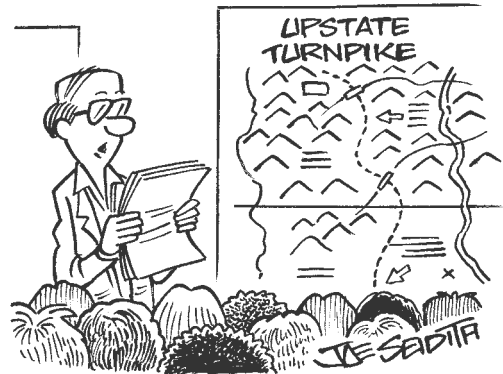
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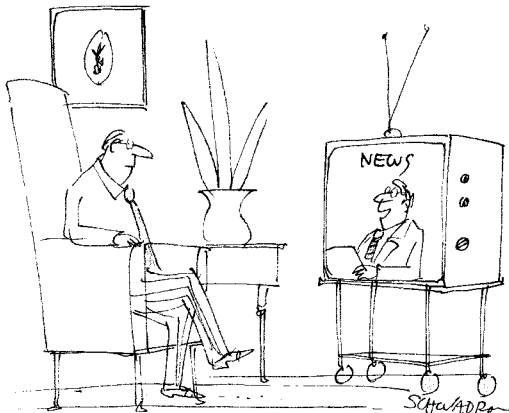
CUSTOMWORKS

PALADIN HEAVY CONSTRUCTION

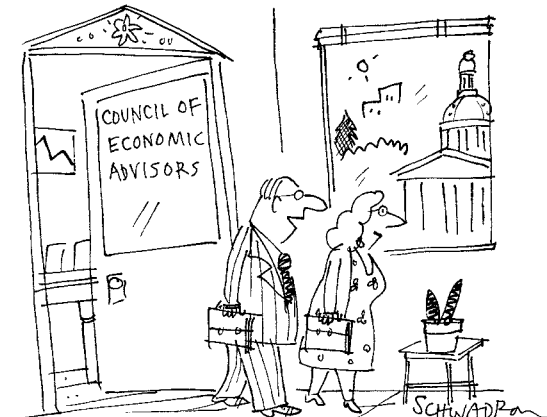
On the light side



"The good news is that we got the job ... the bad news is that they want us to loan them the money to pay for it."



"In local news, police seized 40 tons of smuggled asphalt worth an estimated street value of \$1.5 million ..."



"Just between you and me, we were counting on a big stock market rally, so Wall Street could bail out the government."

Did you know...

- Recycling one aluminum can saves enough energy to run a television for three hours.
- 80% of the earth's surface is water.
- A 'jiffy' is an actual unit of time for 1/100th of a second.
- Ten inches of snow equals one inch of rain in water content.
- The WD in WD-40 stands for Water Displacement. It was invented on the 40th try for a formula that worked.

Brain Teasers

Unscramble the letters to reveal some common construction-related words. Answers are on the right side of this page.


1. MAMRHE _____
2. ZRODE _____
3. MTCCOPA _____
4. IRPPAR _____
5. CRTENH _____
6. RPOATERO _____



MODERN MACHINERY

USED EQUIPMENT PRICED TO SELL

(Prices subject to change without notice)

Manufacturer/Model	Description	Serial No.	Year	Hours	Price
CRAWLER DOZERS 					
KOMATSU D375A-5	SU BLADE, SS RIPPER	18080	2003	6,204	\$465,000
KOMATSU D155AX-6	SIGBLD, MS RIPPER	80296	2007	1,928	POR
KOMATSU D65EX-15E0	SU BLD, OROPS, RIPPER HYDS	69180	2006	943	POR
KOMATSU D65WX-15E0	PATBLD, A/C, RIPPER	69054	2007	671	POR
KOMATSU D65PX-15	ST BLD, OROPS	67659	2006	3,063	POR
KOMATSU D61PX-15	PATBLD, A/C	B40550	2006	1,800	POR
KOMATSU D51PX-22	PATBLD, A/C	B10093	2007	1,069	POR
KOMATSU D39PX-21A	PATBLD, OROPS	1727	2005	2,056	\$72,500
KOMATSU D37PX-21A	PAT. BLD, A/C	5787	2007	875	POR
D8R	U BLADE, RIPPER	7XM02035	1998	13,741	\$250,000
WHEEL LOADERS 					
KOMATSU WA450-3MC	GP BKT, RDLS	A31107	2000	7,480	\$75,000
KOMATSU WA380-5L	4.25 YD, RDLS, QC	A52182	2003	8,939	\$59,000
KOMATSU WA320-5L	RDLS, ECSS, QC, MONO	A33301	2007	1,578	POR
CAT 980G	GP BKT, BIAS	2KR01338	1997	24,805	\$125,000
CAT 950F-II	LOADER	8TK00275	1993	10,174	\$57,500
CAT 938G	QC, GP BKT	HCRD01906	2006	2,611	\$130,000
CAT 928G	GP BKT	DJ002249	2006	7,096	\$89,500
HYDRAULIC EXCAVATORS 					
KOMATSU PC800LC-8	15' A, CTWT REM	55104	2007	2,284	\$625,000
KOMATSU PC600LC-7	14' A, QC	20023	2004	8,058	\$235,000
KOMATSU PC400LC-7E0	13' A, QC, 48" 76528	60012	2006	1,401	\$305,000
KOMATSU PC308USLC-3	11'6" A, COMBO HYDS, QC, 42"	20026	2003	4,615	\$119,500
KOMATSU PC300LC-7E0	13' A, QC, 72" BKT	55284	2007	3,027	\$185,000
KOMATSU PC228US-2	BRKR PIPES, BKT	15329	2000	6,624	\$65,000
KOMATSU PC220LC-8	10' A, QC, THM	75021	2006	2,286	\$165,000
KOMATSU PC158USLC-2	8'2" A, RDLNR, QC, THM, CMBO HYDS	10105	2005	1,220	POR
KOMATSU PC138USLC-8	8' A, QC, 36"	21531	2007	965	\$109,000
KOBELCO SK330LC	38" B&C	YC07U1109	2005	3,700	\$68,500
HITACHI ZX800	QC, 70" BKT	6253	2003	5,565	\$305,000
DEERE 200CLC	NO ATTACHMENTS, THM PIPES	FF0200CX5082	2006	2,780	\$110,000
CAT 315CL	36" B&C	CJC01289	2004	4,500	\$55,000
CAT 330CL	54" B&C	CYA00425	2004	5,800	\$121,500
DEERE 450LC	QC	FF0450X09004	1997	10,355	\$39,000
MOTOR GRADERS 					
KOMATSU GD655-3C	14' BLADE, A/C, MS RIPPER	B20036	2006	1,574	POR
CAT 14H	GRADER	7WJ00347	1996	14,213	\$189,000

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BACKHOES



KOMATSU WB140-2N	4WD, OROPS, EXTD. ARM, AUX HYD	A21934	2005	320	POR
KOMATSU WB140-2N	4WD, OROPS, EXTD. ARM, AUX HYD	A21935	2005	352	POR
KOMATSU WB140-2N	4WD, OROPS, EXTD. ARM, AUX HYD, LSS	A20546	2003	1,360	\$35,000

FORESTRY EQUIPMENT



TIMBCO T475E	NO HEAD, SET UP FOR PROCESSOR	CW4C21370209	2003	4,772	\$150,000
TIMBCO 475EXL	W/395VT, SN 902	CW4C22240829	2003	4,003	\$350,000
VALMET 500T	W/ 965 HEAD, SN 333	500T0111	1993	4,659	\$135,000
VALMET 500T	SQRT. BOOM, 965 SN452	500T0168	2000	7312	\$197,500
VALMET 500T	W/ 965 HEAD	AT4C18250802	2000		\$175,000
VALMET 911C	965 SN381	911C4025	1997	8,581	\$100,000
VALMET 921	965	3109	1999	9,207	\$190,000
TIMBCO T445B	QUADCO T445C	FT4C08380222	1996	9,704	\$79,000
TIMBCO 445EXL	HARVESTER, SET UP FOR 385	FT4C26831013	2006	945	POR
TIMBCO T425E	HARVESTER	AT4C20480430	2002	8,798	\$155,000
TIMBCO 445EXL	BUNCHER	FT4C27221206	2006	1,940	POR
KOMATSU PC270LL-7L	LOG LOADER	A86004	2005	2,349	POR
KOMATSU PC220LL-7L	LOG LOADER	A86026	2005	3,275	POR
KOMATSU PC200LL-7L	LOG LOADER	A86023	2007	1,759	POR
VALMET 892	FORWARDER	892237	1996	15,248	\$80,000
KOMATSU PC220LC-7L	PPM STROKE DELIMBER	A87037	2006	1,075	POR
MADILL 1236DL	DENHARCO 4400	832DM447	2001	10,000	\$49,000

HAUL TRUCKS



KOMATSU HM400-1	ARTIC TRUCK, TGATE	1168	2004	5,846	POR
KOMATSU HM350-2	ARTIC TRUCK, TGATE	A11060	2007	2,375	POR
KOMATSU HM300-2	ARTIC TRUCK	A11011	2006	3,074	POR
VOLVO A25C	ARTIC TRUCK	5350V60360	1992	10,014	\$35,000
MOXY MT31X	A/C, TGATE	710548	2005	2,603	POR
MOXY MT31X	A/C, TGATE	710549	2005	3,898	POR
MOXY MT31X	A/C, TGATE	710528	2005	3,891	POR
MOXY MT31X	A/C, TGATE	710659	2006	1,798	POR
MOXY MT31X	A/C, TGATE	710675	2006	1,764	POR

AGGREGATE EQUIPMENT

JCI FT300	TRACK MOUNT CONE CRUSHER	P060365	2007	12	POR
JCI K400	CONE PLANT	P070456	2007	152	POR
CEDARAPIDS S6203	SCREEN PLANT W/BELT FEEDER	P620332506	2005	1,354	POR
KPI 36"X100'	SIDE FOLD STACKING CONV.	407876	2007	0	POR
KPI 36"X150'	SUPER STACKING CONVEYOR	408907	2008	0	POR

MISCELLANEOUS



IR DD110HF	78" ASPHALT ROLLER	162769	2000	4,930	\$32,500
IR DD130	84" ASPHALT ROLLER	171655	2003	1,489	POR
IR SD160DX	84" SMOOTH SINGLE	181528	2005	2,224	POR
IR SD160DX	84" SMOOTH SINGLE	184746	2005	1,957	POR
ATLAS COPCO CM780D	DRILL	78343	2007	978	POR

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