

UPDATE

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J.E. McAMIS

California firm works final phase of Columbia River hard-rock dredging project

See article inside . . .



John E. McAmis,
President



John C. McAmis,
Project Quality
Control Manager



KOMATSU



Brian Sheridan

Positive signs of a recovery



Dear Equipment User:

In recent months we've seen signs of economic improvement. The housing market seems to be stabilizing, and the second year of the stimulus is bringing an increase in actual spending on governmental projects. We're cautiously optimistic that these small steps will lead to a larger expansion of work in the near future.

Eventually, the broader economy will rebound and we'll see construction rise again. We're prepared for it, and we hope you are too.

As in the past, we at Modern Machinery can help you find the right machinery to meet your needs today and in the future, whether it's a new or used equipment purchase or a rental. If you're looking for new equipment, check out the articles in this issue of your Modern Machinery *Update* magazine on Komatsu's newest excavators (PC160LC-8, PC350LC-8, PC350HD-8 and PC450LC-8) and new GD655-5 motor grader.

Of course, Komatsu is not stopping there. As always, it's looking ahead for ways to lower your owning and operating costs. Many times, the changes made in new equipment are a direct result of customer input as you'll see in the Komatsu & You interview with the company's North American Vice President of Research and Development.

Komatsu has the products, and we at Modern Machinery have the know-how and expertise to keep your downtime to a minimum with our highly trained staff of expert service technicians and parts personnel. Whatever your needs may be, please don't hesitate to give us a call or stop by one of our branch locations, and let us show you how we can help.

Sincerely,
Modern Machinery

Brian Sheridan
President

UPDATE

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Learn about the custom equipment this California dredging firm is using on a major Columbia River project in Oregon.

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NEW PRODUCTS

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See how improved visibility from a newly designed cab increases operator productivity in Komatsu's new GD655-5 motor grader.

PRODUCT UPDATE

Find out how a redesigned work platform on Komatsu's PC160LC-8 excavator helps operators boost productivity.

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J.E. McAMIS

Specialists in hard-rock dredging, California firm works final phase of Columbia River project



John E. McAmis,
President



John C. McAmis,
Project Quality
Control Manager

J.E. McAmis owns the Megan-Renée, a barge with a customized Komatsu PC3000 excavator (Aquadigger), which is thought to be the most powerful backhoe dredge on the U.S. West Coast.

When it comes to doing tough, hard-rock dredging jobs, few if any companies have the resources, experience and expertise of J.E. McAmis. Although McAmis does all types of marine construction, water-related heavy/civil work and environmental restoration, difficult dredging jobs are a specialty of the Chico, Calif.-based firm.

“Our calling card is that we’re willing and able to do the dredging jobs that most other companies either can’t do or won’t do,” said John C. McAmis, Project Quality Control Manager and son of company founder and President John E. McAmis. “The harder the rock and the tougher the digging, the better it suits us.”

Although based in California, J.E. McAmis maintains marine yards in Astoria, Ore., and Stuart, Fla. The company has done jobs from Port Canaveral, Fla., to Marina Del Rey, Calif., to Anchorage, Alaska, and many points in between. Currently, McAmis is working on the final phase of the Columbia River Channel Improvement Project, a 20-year, 103-mile U.S. Army Corps of Engineers project to deepen the Columbia River ship channel between Portland, Ore., and the Pacific Ocean. This is the second time J.E. McAmis has worked on this channel improvement project, having dredged 1 million yards in 2007.

The purpose of the project is to improve access to ports along the river. By deepening the existing channel, the river will be navigable by new, larger, more efficient bulk-cargo ships. It’s significant because the river carries more wheat and barley than any other export gateway in the United States, and about \$19 billion of total product annually.

This final phase of the project is a \$52 million contract to remove 2.9 million yards of material over about a two-mile long and 800-foot wide stretch of river near Longview, Wash. J.E. McAmis won the contract in July 2009, and started initial dredging in October of last year. The job is scheduled for completion by the end of 2010.

What makes the job ideal for McAmis is that a section of the river contains hard rock. That section required blasting to loosen the rock on the riverbed. Due to environmental concerns, the blasting had to be (and was) completed before the end of January 2010. McAmis mobilized its Aquadigger, a barge-based unit featuring a powerful Komatsu PC3000 hydraulic excavator, which began dredging the blasted hard-rock area of the river.

Unique pieces of equipment

McAmis’ Aquadigger is a unique piece of equipment. Named the Megan-Renée (after J.E. McAmis’ youngest daughter Megan and wife Renée), the six-year-old unit features a trackless Komatsu PC3000 mounted on a barge making it a very large, floating backhoe dredge.

Specially designed and built for the purpose of tough, water-based digging, McAmis’ Aquadigger uses a 10-cubic-yard bucket that can dig a level cut 65 feet deep. Other special features include a highly sophisticated, automated spud control system; state-of-the-art dredging software; and an environmentally friendly fueling/greasing system that feeds fuel and grease from the barge





J.E. McAmis is completing the final phase of a Corps of Engineers project to deepen the main channel of the Columbia River between Portland, Ore., and the Pacific to allow newer, larger ships access to the river's ports. Operator Steve Barnes operates the Komatsu PC3000 on the Megan-Renée to dredge the channel to a depth of 51 feet.

"J.E. McAmis was awarded this final phase (a two-mile stretch of river near Longview, Wash.) largely because of our expertise in dredging hard-rock material," said Project Quality Control Manager John C. McAmis. "A typical clamshell dredge wouldn't be able to handle the hard digging on this section of the project nearly as efficiently as our Aquadigger."



Modern Machinery PSSR Tim Harmon (standing) works closely with Dredge Captain Del Thompson to ensure that J.E. McAmis has the parts needed to keep the Megan-Renée up and running. "We're all about safety, quality of work and efficiency," said Thompson. "Modern Machinery understands our need for uptime and they support us very well."

through the rotex coupler of the excavator to avoid the possibility of a spill.

"The Megan-Renée is a one-of-a-kind unit," said J.E. McAmis Dredge Captain Del Thompson. "The PC3000 is a 1,500-horsepower excavator, which combined with the barge weighs 1,600 tons. The Megan-Renée has more breakout force than a clamshell dredge, making it more suitable for hard-digging projects. It's the only Aquadigger on the West Coast. This is a very specialized piece of equipment that was built specifically for J.E. McAmis. Beyond that, we learn something new on every job so we're constantly adapting it to make operations better."

In addition to the Megan-Renée, J.E. McAmis has a second barge-based excavator unit for this



project, the Macy-Renée (named after John C. McAmis' youngest daughter). This barge features a Komatsu PC1250 hydraulic excavator.

The PC3000 on the Megan-Renée loads material from the river bottom into a dump scow.

Obstacles overcome

On the Columbia River channel-deepening project, the Megan-Renée dredges the river bottom and deposits the material into one of two dump scows (barges) owned by McAmis to work in conjunction with the Aquadigger. Tug boats then take a full dump scow to the Macy-Renée for offloading at a designated site.

The Macy-Renée is positioned in water deep enough to accommodate the draft of the fully-loaded dump scows coming from the Megan-Renée, but also has to be connected to land. The PC1250 offloads the dump scows

Continued . . .

J.E. McAmis dredges Columbia River

... continued



Richard Downer,
Site Superintendent



Jim Campbell,
Marine
Superintendent

and swings the material into Komatsu HM300 articulated trucks (McAmis owns four HM300s and has a fifth on rental standby). The trucks have access to the Macy-Renée via a two-bridge system which allows the trucks to always be driving forward despite space constraints. After crossing a bridge and pulling into the loading area on the Macy-Renée, the trucks are filled, then drive off fully loaded over the second bridge. The HM300s haul the material to an upland storage site.

"Each new project presents obstacles that we must solve and then execute those solutions efficiently," said John C. McAmis. "One prominent aspect of this job was the blasting. We sub-contracted with a company that specializes in deep-water drilling and blasting, and J.E. McAmis used the Macy-Renée barge as a support platform. We also had to figure out the most effective way to get the dredged material off the river. McAmis transported the shot material by bottom-dump barges to the Ross Island Lagoon on the Willamette River.

"For the second phase, the Macy-Renée, the trucks and the double-bridge system came into the picture. Lastly, we had to procure a storage area for a million yards of dredged material. Fortunately, we were able to locate and secure a nearby site."

Productive equipment and dealer support

A key factor in making the Columbia River Channel Deepening Project a successful one for J.E. McAmis was getting the right equipment for the job. The company turned to Komatsu machines from Modern Machinery in Portland.

"We already had the PC3000 on the Megan-Renée so we were familiar with Komatsu excavators, which we consider top-of-the-line,"

said John C. McAmis. "When we needed another barge-based excavator for the Macy-Renée, we contacted Modern about a Komatsu unit. They did a great job helping us size the excavator and trucks we would need to complete the project in the most efficient manner."

McAmis, which had previously owned a Komatsu PC1800, initially considered its newer counterpart, the PC2000, as the excavator it would buy for the Macy-Renée.

"There's no doubt that the PC2000 would have done a great job, but Modern, and especially Lamont Cantrell (Modern VP-Sales and Marketing) convinced us that the PC1250 with a seven-yard bucket paired with the HM300s would give us the production we'd need and would cost substantially less, and that's been the case," said John C. McAmis. "We've been very pleased with the performance of the PC1250 and the articulated trucks. They're matched very well to the production from the Megan-Renée."

McAmis had the PC1250 equipped with a cab riser so the operator could better see into the dump scows for unloading. They also put a longer stick on the machine for better reach and included a quick-connect fueling system to eliminate spills.

"We certainly appreciated the way Modern worked with us on the PC1250 and the fleet of trucks," said McAmis. "We take care of the PC3000 ourselves, but rely on Modern for parts and they've done a good job of making sure we get what we need. For the PC1250 and the trucks, we have a service contract with Modern to perform all the services and maintenance intervals. This is a high-profile job and we can't afford downtime. Modern understands our needs and takes good care of us."

"J.E. McAmis is truly a unique contracting firm," said Modern President Brian Sheridan. "We appreciate the opportunity they've given us to show how we can help them on this important project."

"Family" business

Although today J.E. McAmis does very large, complex jobs, the company started small.

From those early days up to the present, J.E. McAmis was and remains very much a family business. Many vital employees are related, and those that aren't have long

In addition to the Megan-Renée and the PC3000, McAmis also owns a second barge-based unit (Macy-Renée) that features this Komatsu PC1250 to offload the dump scows.





This HM300 crosses a McAmis-constructed bridge connecting the Macy-Renéé to land as it hauls material to an upland storage site.

connections to the company. In addition to J.E. and John C. McAmis, key personnel include: Site Superintendent Richard Downer, Marine Superintendent Jim Campbell, Project Manager Scott Vandegrift; Dredge Captain Del Thompson, and Safety Officer Craig Chartrand.

“Scott is my cousin and he and I started with my dad when we were both 16 years old,” John C. McAmis recalled. “Craig Chartrand is my uncle, and Richard Downer and my dad went to high school together and served in the Army together — both Craig and Jim have been here 30 years. Del’s a young guy but he’s probably been here 15 years or more.

“In addition to the management group, we have good personnel in this area who make up our crew and they work for us frequently when we have long-term jobs on the East or West Coast,” he added. “All our employees are definitely a big factor in our success. They understand our operation and expectations. They work hard and work smart. We’re very grateful to have these guys.”

Still growing

Although J.E. McAmis’ top competitors are very large companies, John C. McAmis says he and his father are satisfied with the current size of the business. “My dad started from scratch. I think he’s very pleased with what the company has become, but I don’t think he has any desire to employ hundreds of people and have multiple crews. We’re much more in control of our own destiny when we’re able to personally oversee each and every job.”

Despite that, McAmis says the company is still growing. “We’re always looking for new and better ways to do our jobs, and for things that set us apart from our competitors. That attitude is what got my dad into the Aquadigger in the first place. We try to keep up on technological innovations that will make us more effective.

“One of the keys to the continued success of J.E. McAmis has been the relationships we have built with our customers,” observed Project Manager Scott Vandegrift. “Throughout the past four decades, J.E. McAmis has worked for



This McAmis operator uses the PC1250 to load 30-ton Komatsu HM300 articulated trucks. “Originally, we considered a larger excavator to offload the scows, but Modern showed us how the PC1250 and HM300s would be able to handle the flow of material at a lower cost,” said John C. McAmis. “We appreciate the way they worked with us to properly size our fleet for this job.”

many U.S. Army and Navy Districts as well as dozens of ports and other public and private clients throughout the country and we rank the Portland District as one of the very best. From top to bottom, the Portland District exemplifies all of the good things that our country is capable of. Their responsiveness to critical issues coupled with their willingness to tackle them, and their precision in doing so not only keeps morale high but also keeps budgets and schedules in line.

“Having the Portland District on our side, not only as the lead agency but as our partner, has played a huge role in the success of the Columbia River project,” Vandegrift continued. “This project is filled with the challenges and risks associated with large-scale blasting operations in an active shipping channel, including rock dredging, tight deadlines, tight budgets, multiple sponsors, complicated environmental issues and the day-to-day priority of keeping the construction team and the public safe.”

According to McAmis, most of the company’s projects are public, many of which are for the Corps of Engineers, but J.E. McAmis also does some large-scale private work. “Generally speaking, our work tends to be one-of-a-kind projects that require unique solutions. It’s not necessarily design-build, but we do work very closely with the project owner to determine the best way to execute a particular job. We don’t usually get work based on low bid; we get it because we’re the most qualified company to do the project, therefore our customers trust us to do it right. We’re very proud of our track record and the fact that previous clients never hesitate to call us back for their next job that requires our specific skill set.” ■



Scott Vandegrift, Project Manager



Craig Chartrand, Safety Officer



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COVER YOURSELF

Some helpful hints to ensure your construction contract leads to a profitable project

The news is everywhere that construction spending is down. Contractors face the liability issues inherent in having to cut prices while construction material costs either increase or stay the same. However, opportunities exist for a construction contractor to turn a profit, even in these seemingly dire times.

In order to do, so a contractor must plan ahead, run a project smoothly and professionally, assure that its contracts contain terms that protect it from liability as best is possible in an uncertain world, and assure prompt action to collect, should those terms be breached (whether with a lawsuit, mechanic's lien, or possibly a Miller Act claim).

One key to avoid having to pursue this last course of action is to make sure that you, as a general contractor, subcontractor or supplier, run your portion of the construction job smoothly. Good relationships with those both upstream and downstream can go a long way toward heading off problems before they blossom into legal action. The construction guidelines published by a coalition that includes the Associated General Contractors are a good starting point for advice on this topic.

Another way to avoid problems and protect yourself as a construction professional is through the use of escalation clauses in your construction documents. These clauses allow a subcontractor to pass on an increase in materials cost to a general contractor (or a GC to an owner) under certain circumstances. Absent such a clause in your contract, you (as the downstream construction company) will likely have to eat any increased costs under a fixed-price, lump-sum contract. Of course, an escalation clause is just one protection that you can build into your contracts. A

knowledgeable construction attorney can help you incorporate others.

Finally, make sure that all the details are hammered out up-front in the contract documents. Many problems will be avoided by clear contract drafting that assures all parties know the deal before the project starts. Surprises cause litigation much more often than clear contracts, even in claims situations.

Taking these relatively simple steps should help you concentrate on completing the work and making money doing it. ■

Christopher G. Hill is a lawyer at the Richmond, Va., firm DurretteBradshaw PLC, a LEED AP and a member of Virginia's Legal Elite in Construction Law. He specializes in mechanic's liens, contract review and consulting, occupational safety issues (VOSH and OSHA), and risk management for construction professionals. Mr Hill authors the Construction Law Musings blog at <http://constructionlawva.com>.

Running a job smoothly and hammering out contract details are a couple ways that can help you turn a profit on any job, according to lawyer Christopher G. Hill.



Christopher G. Hill



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TAKING STOCK OF THE STIMULUS

Increased construction spending expected during second year of the economic recovery plan

A significant increase in construction spending under The American Recovery and Reinvestment Act (ARRA) is expected as the economic stimulus package heads into its second and final year. Estimates show about \$20 billion was spent for infrastructure projects during the first 12 months of the plan, only a little more than 10 percent of the total allotted.

When the \$787 billion stimulus package was passed last year, nearly \$135 billion was appropriated for various transportation and other infrastructure funding. The early focus was on "shovel-ready" projects, those that could be started within 120 days of the plan's enactment. Spending for longer-term jobs would come later, much of it this year.

"Many projects are just now getting underway, and will be creating jobs throughout 2010 and beyond," said Vice President Joe Biden, appointed to oversee the stimulus package. "Work on many Recovery Act projects will accelerate in the spring and summer months as weather conditions permit work on roads, bridges, water projects and Superfund cleanups."

Though only \$20 billion has been spent, more than \$104 billion has been obligated, meaning projects are approved and waiting for construction to begin. The increased spending is expected to contribute 1.4 percentage points to gross domestic product growth in 2010. The pace of actual spending is slated to more than double, from about \$3 billion per month to more than \$7 billion.

"I think we'll see a lot more stimulus money going into actual contracts and actual hiring in 2010 than we did in 2009," said Ken Simonson, Chief Economist of the Associated General Contractors of America in a recent Wall Street Journal article.

TIGER projects announced

One area of the economic stimulus package to see an increase in spending is Transportation Investment Generating Economic Recovery (TIGER), a discretionary grant program that's different from traditional hard-bid projects. The Department of Transportation recently announced \$1.5 billion in TIGER grants for more than 50 projects throughout the country.

According to the DOT, TIGER grants target major national and regional transportation projects that are in many cases difficult to

Continued . . .

More than \$1.5 billion in TIGER grants, part of the economic stimulus package, were recently awarded with projects falling into sectors such as freight rail, road and bridge repair and community livability.



Some construction job growth taking place

... continued

pursue through other government funding programs. Selected projects must foster job creation, show strong economic benefits, and promote communities that are safer, cleaner and more livable.

The TIGER grants have been popular, with states pitching for the funds. More than 1,400 applications were submitted for review, totaling nearly \$60 billion.

Key sectors for investment under the TIGER program include freight rail, road and bridge repair and community livability. Eleven national freight projects, 13 highway infrastructure projects and 22 community livability projects, which are designed to give Americans more choices about how they travel and improve access to economic and housing opportunities in their communities, were announced.

"The TIGER program takes a new, common-sense approach to investing scarce federal resources on transportation projects of national significance," said a U.S. Department of Transportation outline announcing the grants. "Unlike other federal transportation programs, TIGER funds are open to all types of projects, from roads and bridges to transit and rail. In order to receive funding, each project must show how it will help the United States meet its national goals, most importantly growing and rebuilding the economy."

Construction spending under the economic stimulus ramps up during 2010 with more money slated to be spent than during the first year of the act.



Jobs per \$1 billion spent beat prestimulus estimates

Spending more funds under The American Recovery and Reinvestment Act is good news to an industry that's been one of the hardest hit by unemployment. Critics have pointed to the stimulus plan as a failure for not creating or saving more jobs. They've also panned government bureaucracy for provisions of the act that they say have delayed stimulus spending.

Proponents of the bill acknowledge that there have been hiccups, but overall it's made a significant contribution and will continue to provide even more positives this year. Simonson points to a federal employment report that showed heavy civil employment remained stable earlier this year, an area where the bulk of stimulus-funded construction activity was spent.

"One of the few areas of construction to see increased spending in 2009 was in highway and roads according to the latest Census Bureau figures," he noted. "Considering the massive overall declines in construction activity last year, this is a strong sign the stimulus is having a positive impact."

Citing a recent federal report, Simonson said highway projects during the past year saved or created about 280,000 construction jobs. That equates to about 15,000 jobs per billion dollars spent, better than prestimulus estimates of about 9,700. Simonson indicated the ramp-up in spending this year will also lead to increased hiring of new workers or the return of some laid-off employees.

"The good news is that 2009's delays mean significantly more stimulus-funded opportunities for contractors in 2010," Simonson said. "We expect to see many more stimulus-funded projects come on line, especially for building contractors. This work will provide a much-needed lifeline for contractors, allowing them to retain many of their workers."

"The stimulus is one of the few bright spots the construction industry experienced last year," he added. "The stimulus is saving construction jobs, driving demand for new equipment and delivering better and more efficient infrastructure for our economy." ■



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NEW EXCAVATOR MODELS

Heavy-duty booms offer increased durability in PC350LC-8, PC350HD-8 and PC450LC-8 models

Stress on an excavator's boom can significantly shorten its life and increase long-term owning and operating costs. That's why Komatsu took a big step in extending that life expectancy by introducing heavy-duty booms on its new PC350LC-8, PC350HD-8 and PC450LC-8 models.

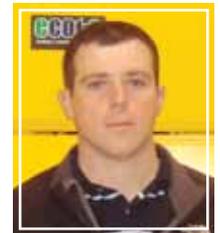
Komatsu designed the heavy-duty booms to provide increased strength and durability compared to the PC300LC, PC300HD and PC400LC, which these new machines replace. Large cross-sectional structures, thick, high-tensile-strength steel, and partition walls help the boom and arm resist bending and torsional stress, making them more durable.

"The new machines basically maintain the same performance capabilities of their predecessors in terms of horsepower and bucket capacity," noted Doug Morris, Product Manager, Excavators. "However, heavy-duty booms are now standard to increase the durability of the work equipment. As with previous models, contractors will choose the model that best suits them based on factors such as the applications in which they use them, site conditions and breakout force."

Added reliability features of the new models include a sturdy frame structure. Its revolving frame, center frame and undercarriage were designed using advanced CAD analysis technology for better durability and longer life. Components, such as engine, hydraulic pumps and motors, control valves and electronic devices, are exclusively Komatsu-manufactured for seamless integration into the machines. Metal guard rings protect hydraulic cylinders, and hydraulic hoses equipped with O-ring seals provide extended, leak-free life.

Komatsu lengthened undercarriage life with grease-sealed tracks and track links with struts, which offer superior durability. Longer track life is part of an overall effort by Komatsu to lower owning and operating costs.

"Contractors will find these new machines a little more robust in all applications, whether digging utility trenches, loading trucks, mass excavation or demolition," said Morris, who noted a PC350HD-8 model is available that combines the upper structure of a PC350 with the lower part of a PC450. "Komatsu built in additional value by using more durable components that offer improved reliability, better maintenance and service intervals, and



Doug Morris,
Product Manager,
Excavators

Continued . . .

Brief Specs on the Komatsu PC350LC-8, PC350HD-8 and PC450LC-8 Excavators

Model	Operating Wt.	Net hp	Bkt. Capacity
PC350LC-8	77,362-79,037 lbs.	246 hp	0.89-2.56 cu. yd.
PC350HD-8	85,305-88,771 lbs.	246 hp	0.89-2.56 cu. yd.
PC450LC-8	97,372-104,058 lbs.	345 hp	1.47-3.75 cu. yd.

Heavy-duty booms on Komatsu's new excavators provide increased strength and durability compared to their predecessor models.

To watch videos of machines at work, visit www.ModernUpdate.com



New excavators feature five working modes

... continued

cab improvements that make the operator more productive.”

Built-in productivity

Five working modes — Power, Economy, Lifting, Breaker and Attachment — help users get the most efficient production out of the PC350LC-8, PC350HD-8 and PC450LC-8. Using different modes, the operator can match engine speed, pump flow and system pressure to the application. For example, when high digging force isn't needed, operators can switch to Economy mode for better fuel economy and savings. Power mode provides maximum production for faster cycle times, when needed.

Operators choose modes using the self-diagnostic, multifunction, color monitor that's among the industry's most advanced diagnostic systems. In addition to mode selection, the Komatsu-exclusive system identifies maintenance items, reduces diagnostic times, indicates oil and filter replacement hours and displays error codes. When the operator turns on the machine, check-before-starting items appear, and if abnormalities are found, a warning lamp blinks and a buzzer sounds to alert the operator. During operation, continuous machine condition checks help prevent serious problems from developing, allowing the operator to concentrate on the work.

Komatsu crafted the excavator cabs with operator comfort and productivity

in mind. The new design features a wider cab, high-back seat and reduced noise and vibration levels. The pressurized cab also helps minimize outside dust from entering.

In addition, the new, highly rigid cab has a pipe-structured framework with reinforced strength for high durability and impact resistance. A larger glass area provides excellent visibility of the work area, while a skylight offers better overhead visibility. Large side-view mirrors give the operator clear views to both sides of the machine and a standard rearview camera lets him see behind the machine.

Longer service intervals

The PC350LC-8, PC350HD-8 and the PC450LC-8 can work longer before requiring downtime for routine maintenance. High-performance filters extend replacement intervals to every 500 hours for the engine oil and filter, 1,000 hours for the hydraulic filter and 5,000 hours for the hydraulic oil. All grease points, except the bucket, are at 500-hour intervals. Large-capacity air cleaners and high-pressure, in-line filters at the pump discharge ports are standard.

Each excavator has easy service-access points, including side-by-side radiator and oil cooler modules for quick removal, cleaning and installation. Engine oil-level check, oil fill port and fuel filter have improved accessibility as does the engine oil filter and fuel drain valve. An eco-drain valve is standard and enables easier and cleaner engine oil changes. A fuel prefilter that separates water and removes contaminants minimizes potential fuel problems.

“While there are noticeable changes, we kept key elements of the previous models that are proven productive and efficient, such as the efficient, high-pressure, common-rail Tier 3 engines that provide high productivity with low fuel consumption and emissions,” said Morris. “KOMTRAX remains standard and allows owners and operators to track machine function and service intervals, among other items, which help keep downtime to a minimum. From that standpoint, users won't notice change, but in terms of other direct links to owning and operating costs, they'll see some significant improvements.” ■

Komatsu added value to its new excavators with features such as heavy-duty booms, five working modes, reinforced cabs with larger glass area and longer service intervals.



ADDED VALUE

Komatsu's new GD655-5 motor grader cab design is among features that improve productivity

One of the keys to productivity in motor grader work is the operator's ability to see the material and the blade as clearly as possible. Komatsu enhanced that ability in the new GD655-5 with a patented hexagonal cab that provides improved all-around visibility.

"The better visibility, the better production," said Product Manager Steve Moore. "We set out to make the most comfortable, productive and efficient motor graders possible. Komatsu did that by adding features, starting with a low-noise operator platform design that's similar to the unsurpassed, award-winning cabs in our small-dozer line. Then we built on that to provide even more value."

Better visibility is only part of the value-added equation, as Komatsu increased both horsepower and operating weight by nearly 10 percent, while decreasing fuel consumption by 20 percent compared to the GD655-5's predecessor. Its new, patented, dual-mode transmission system is mounted in the front for better weight distribution and provides on-the-go, full power shifting as well as inching capability and automatic shifting in the higher gear ranges.

"The operator has total control and can run the grader in direct drive (manual mode) for tough grading, or with the lock-up torque converter (auto mode) for fine work that may require inching," said Moore. "The higher horsepower allows for better productivity at higher speeds in applications such as road building and maintenance and snow removal. The combination of manual and auto is very effective for low-speed smooth operation by virtually eliminating engine stall. Komatsu is the only manufacturer to offer that."

Additional control valves

Komatsu also offers two additional control valves for a total of ten, making attachment additions easier. Other new standard features include a Turbo II precleaner, right and left independent blade-lift float, front-bar-mounted lights and a toolbox with lock. KOMTRAX 2.5 is also standard, providing better maintenance tracking. Users can perform nearly all services from the ground, including fueling for faster fill-ups.

"That reduces downtime and boosts production time," noted Moore. "Another key element is a new hydraulic, variable-speed, reversible fan that minimizes dust entering the radiator, which also minimizes downtime. With the GD655-5, as well as other Dash-5 motor graders we're introducing, we set out to engineer a machine that would significantly improve productivity and profitability. More horsepower and operating weight, as well as additional standard features, add value for anyone who uses a motor grader." ■

A new hexagonal cab provides exceptional all-around visibility and is among several new features designed to improve productivity and reduce owning and operating costs.



Steve Moore,
Product Manager

Brief Specs on Komatsu GD655-5 Motor Grader

Model	GD655-5
Net hp	218 hp
Operating Weight	38,415 lbs.
Blade Width	14 ft.



To read the magazine online and watch a video of the machine in action, go to www.ModernUpdate.com





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MORE COMFORTABLE CAB

Redesigned work platform of the PC160LC-8 helps operators maintain productivity

A common adage in equipment says “a comfortable operator is a more productive operator.” Starting with that nugget of wisdom, Komatsu designed its new PC160LC-8 to foster an environment where operators can thrive.

The PC160LC-8 has a newly designed, larger cab (compared to the Dash-7 model) with excellent sound absorption. Noise-source reduction and a quieter Tier 3 engine, hydraulic equipment and air conditioner make the excavator’s noise level similar to a new automobile. Viscous damper mounting coupled with a highly rigid deck reduces vibration as well.

“There’s more to the equation than just noise and vibration reduction,” noted Product Manager Doug Morris. “The cab is pressurized with automatic air conditioning, an air filter and a higher internal air pressure to minimize the amount of dust that enters the cab. Operators who have used the PC160LC-8 notice right away how much more comfortable it is.”

Operators can set the temperature in the cab using the upgraded LCD monitor panel, which also allows them to set the proper working mode to match conditions. Five modes are available, including an Economy mode for lighter digging and loading, which reduces fuel consumption by 10 percent compared to the Power mode.

Durable, easy to maintain

No matter the conditions, operators can be confident that the PC160LC-8 will get the job done. Komatsu engineered it with a boom and arms of thick-plate, high-tensile-strength steel. Designed with large cross-sectional areas and generous use of castings, working attachments exhibit long-term durability and high resistance to bending and torsional stress.

“The PC160LC-8 is the largest in what’s considered our light excavator line, but don’t let the word ‘light’ fool you. It has the strength and durability to handle substantial work loads,” said Morris. “At the same time, it’s light enough at less than 40,000 pounds to be easily transported, as well as mobile enough for maneuverability on the jobsite. It’s great in commercial and residential applications.”

Morris said with KOMTRAX as standard equipment, it’s also easy to track and maintain proper service intervals. The radiator, aftercooler and oil cooler are arranged side-by-side for quick cleaning, removal and installation. Maintenance costs are reduced with high-performance filtering materials and long-life oil that extend intervals to 500 hours for engine oil and filter, 1,000 hours for hydraulic filter and 5,000 hours for hydraulic oil. ■

Brief Specs on Komatsu PC160LC-8 Excavator

Model	Net Hp	Operating Weight	Bucket Capacity
PC160LC-8	115 hp	36,770-37,740 lbs.	0.48-1.24 cu. yd.

The PC160LC-8 has a larger, more comfortable cab, helping keep operators productive longer. It also features an efficient engine, low fuel consumption and is easily transported.

To read the magazine online and watch a video of the machine in action, go to www.ModernUpdate.com





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MAGIC NUMBER — 930

Komatsu's legendary "ultra class" truck reaches a historic milestone

In 1996, Komatsu became the first equipment manufacturer to introduce an AC drive system into a large mining truck. In the 14 years since its introduction, Komatsu's 930E electric-drive truck has become the best selling "ultra class" truck in the world.

On March 1, Komatsu celebrated production of the 930th unit of its 930E series, which is designed and built at Komatsu's Peoria Manufacturing Operation in Peoria, Ill.

"The 930E represents Komatsu's genuine passion to see our customers succeed," said Don Lindell, Product Manager for mining trucks. "Based on data from real-world performance, we continue refining the features of the truck to lower the operating cost per ton."

That "real-world" data is gathered from 930Es that are operating around the world — from North and South America to Africa, Asia and Australia. The largest concentration of 930Es is in Chile, which is the world's largest copper-producing country. In fact, the massive Collahuasi copper mine in the mountains of northern Chile has more than 40 930Es, including historic unit number 930.

A key to Autonomous Haulage System

Because of its technology and reliability, the 930E is often used in remote locations and difficult applications. It is also a key part of Komatsu's Autonomous Haulage System which allows trucks to operate without drivers, thereby improving fuel efficiency, lowering production costs and lengthening truck life.

With a payload capacity of 320 tons (276 cu. yds.), the 930E is Komatsu's second-largest

mining truck, next to the 960E. Depending on the model, it is available with 2,700 or 3,500 gross horsepower (brake power). ■



Employees at Komatsu's Peoria Manufacturing Operations pose with the 930th Komatsu 930E haul truck. All of the 930 trucks were designed and built at the plant.

The Komatsu 930E was the first mining truck with an AC drive system and is the best-selling "ultra class" mining truck in the world.





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DEMO DAYS

Hands-on event gives attendees opportunity to see, operate variety of equipment

Customers attending Komatsu's most recent Demo Days got the first look at new products, the GD655-5 motor grader and the D65EX-16 and D65PX-16 dozers. They were among the more than 20 pieces of equipment featured at the event held at Komatsu's Training and Demonstration Center site in Cartersville, Ga.

In addition to the motor grader and dozers (see related dozer product article), attendees operated everything from a tight-tail-swing utility excavator such as the PC88MR-8 to the D275AX-5 dozer with Komatsu's patented Sigma blade. The Sigma is also an option on the new D65EX-16, and customers had a chance to see how it works on the smaller dozer.

"Being able to not only see, but operate any piece of equipment we have on site is a real advantage for those who attend," said Bob Post, Director of Marketing Communications and Sales Training. "We want them to walk away seeing the breadth of our product offerings and appreciating how productive Komatsu equipment is. You can only do that by getting in the cab and running the machine, which is a big part of what Demo Days is all about."

Attendees could also take advantage of educational seminars designed to help them get the most out of their machinery in productive and efficient ways. An optional tour of Komatsu's Chattanooga Manufacturing Operations where excavators and articulated trucks are built was available too.

Several of those products were available to operate at Demo Days, along with wheel loaders, a crusher and a rigid-frame haul truck. For more information on any piece of Komatsu equipment, contact your sales representative or visit our nearest branch location. ■



Komatsu's newest dozers, the D65EX-16 and D65PX-16, were available to operate for the first time during Demo Days.



(L-R) Dale Malyebac of Inter Mountain Construction, Richard Thumma with Streamworks and Tom Wackler with Modern Machinery attended Demo Days.



(L-R) Don Gimbel and Bill Berg of Plum Creek Timber enjoyed checking out the Komatsu equipment with Modern Machinery's Mike Ployhar.

Those attending Demo Days got to see the depth of Komatsu's construction equipment line, which includes dozers, excavators, crushers, motor graders, wheel loaders and trucks.



ALWAYS LOOKING FORWARD

Komatsu Vice President of R&D says making quality products is a never-ending process



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.

Ike Mochida, Vice President of North American Research & Development

This year marks Ike Mochida's 35th anniversary with Komatsu. He joined the company in 1975 after graduating from Tokyo University with a degree in Mechanical Engineering.

His first duties were designing special applications for small and medium dozers, including safety devices. Eventually, he became responsible for the entire development process of building new dozers and was transferred to the U.S. Technical Center in Chattanooga. Two years ago, he was named Vice President of the North American Research & Development division, overseeing R&D for both technical centers (Chattanooga and Peoria) in North America.

"In the 35 years I've been with Komatsu, the company's aim has never changed," said Mochida. "It's to constantly work to design and build machines that make our customers more productive and efficient. We've done that with their input and our technological advances, which in many cases has improved their per-yard and per-ton costs. I find the process enjoyable."

Mochida also enjoys traveling the U.S., especially areas of wide-open landscape and mountains. He also likes reading and playing golf with his wife Sonoko. The couple has two grown daughters.

QUESTION: How does Komatsu start the research and development of a new product?

ANSWER: Research and development is a never-ending process. When a new machine is introduced, we're already thinking about how to improve upon it. Of course, when the machine is introduced, we're not automatically working on building the next version of it. We study its attributes and how it's performing in the applications for which it was designed. Then we look for ways to improve upon it, keeping in mind that our goals include improving our customers' costs of moving materials.

QUESTION: How much input do customers have in the process?

ANSWER: A very significant amount. Our customers are a vital part of the research and development process. After all, they're the ones using the machines, so we value their assessments of our products. In some cases, we start by surveying customers to find out what they want to see in a new machine. We marry that with what our research and development tells us, then set out to build a machine that will offer the productivity and performance our customers want to see. As we do that, we're constantly testing, retesting, and making sure that the machine meets all governmental standards and requirements.

One example is our D51 dozers with the cab-forward and Super Slant nose design. Customers told us that they wanted to be able to move more dirt at a lower cost. They indicated that improved visibility would be a significant step in the process. We took that information and incorporated it into dozers that offer excellent views all around the machine, especially to the blade and material, so the operator is more productive. Consequently,



Komatsu uses CAD and other technology in the research and development of its new products. "Technology has become an ever-increasing part of our R&D," said Ike Mochida, Vice President of North American R&D. "It streamlines things, but it doesn't replace the most important aspect of our process: customer input and ideas."

cost per yard was improved. Komatsu added to that with fuel-efficient Tier 3 engines and lower maintenance costs. The result was an award-winning, technologically advanced dozer that customers rave about. As a result, we've incorporated the Super Slant design into other dozer sizes.

QUESTION: What other types of machines in North America is Komatsu focusing its R&D on?

ANSWER: The emphasis in North America is multidimensional. We have three manufacturing plants that produce several machines, not only for the North American market, but globally. The Chattanooga, Tennessee, facility where I am located, produces excavators and articulated trucks. In Newberry, South Carolina, it's wheel loaders and utility machines. The Peoria, Illinois, plant focuses on mining products. Peoria is a "mother" plant, meaning all research, development, manufacturing and production of mining trucks takes place there, as opposed to a piece of the process done here and another done somewhere else. Another part of that is that all components are genuine Komatsu OEM and integrated into the design, which makes for superior quality and reliability. It creates better communication and streamlines our production when everyone involved with producing a particular machine is in the same place.

QUESTION: How many people are involved in the process?

ANSWER: It depends on the machine, but there are always several individuals working on research and development of a product. We have about 130 people in R&D, but of course they aren't the only ones involved. We work with engineering and manufacturing to



The D51 dozer with its cab-forward and Super Slant nose design is a result of input from customers who wanted increased productivity and improved visibility.



Komatsu research and development is incorporated into new products, many of which are built in three North American manufacturing plants. OEM components, such as engines, are an integral part of the process.

assure that when a machine is in development, everyone is on the same page. Having multiple people at work on one project means we can take different views and incorporate them into the design of a better product.

QUESTION: What's Komatsu working on now?

ANSWER: As I mentioned, it's a never-ending process. Starting next year, Tier 4 engine technology is slated to ramp up, so we're working to ready our machines for that. At the same time, we're working on designs that will ensure our products continue to have more productivity, efficiency and reliability for which those machines have always been known. ■

CRUSHING LINE EXPANSION

Modern's purchase of Spokane Machinery increases offerings to Washington/Idaho customers

With its acquisition earlier this year of Spokane Machinery (SpoMac), Modern Machinery has become the Metso Minerals distributor for eastern Washington (east of the

Cascade Mountains) and all of Idaho. SpoMac has been a leader in supplying crushing and screening equipment to the mining, quarry and contracting industries in eastern Washington and northern Idaho for more than 60 years. The company will do business as Spokane Machinery (a Modern Machinery company).

"We're very pleased to be able to add Spokane Machinery into the Modern Machinery family," said Modern President Brian Sheridan. "We're especially pleased that many of SpoMac's longtime employees remain with us, including Jim Peplinski who serves as President of the SpoMac operations for Modern."

Kim Eickerman, Modern's Spokane Branch Manager, says SpoMac customers can expect to see a high level of support from Modern Machinery.

"All of our service technicians in Spokane, as well as Boise, have been trained to service Metso crushing, screening and conveying products. We can make repairs and we'll have a solid supply of replacement parts.

"In addition, most of SpoMac's customers were also Modern customers," he added. "We already worked with many of them, serving their mobile equipment needs such as Komatsu wheel loaders, excavators, dozers and trucks. Now, those customers have access to a broader range of products from one sales and service location. It will be much more of a one-stop-shopping experience for them, which I think they will appreciate."

Spokane Machinery is now located in Modern Machinery's state-of-the-art new Spokane branch at 4428 E. Trent Avenue. ■

After purchasing Spokane Machinery around the first of the year, Modern Machinery became the Metso Minerals distributor for eastern Washington and all of Idaho.



Spokane Machinery (a Modern Machinery Company) operates out of Modern's new branch location in Spokane.



Modern Machinery will provide service and parts for a full line of Metso crushing, screening and conveying products. "All our service technicians have gone through Metso training so they can work on all the products," said Modern Spokane Branch Manager Kim Eickerman. "We think our Metso customers will appreciate the added support we bring to the table."

Court ruling may have implications for general contractors

A ruling in a Mississippi Supreme Court case, *Architex Association, Inc. v. Scottsdale Insurance Co.*, could have an affect on general contractors and their insurers across the country. Architex brought suit against Scottsdale, claiming the insurance company should have paid claims after a hotel chain sought damages against Architex for work a subcontractor did that was later deemed defective.

Scottsdale Insurance denied coverage, despite Architex paying additional premiums for additional coverage that was specifically for covering subcontractors' work. The court ruled that general contractors are covered under commercial general liability policies for subcontractor work found to be defective. That

decision overturned a 2003 ruling in favor of Scottsdale by the U.S. Court of Appeals Fifth Circuit court.

"It has implications for the rest of the country because the policies being written and enforced throughout the U.S. are identical to the policies the Mississippi Court has addressed," said Mike Kennedy, General Counsel of the Associated General Contractors in an *Engineering News-Record* article. The court made it clear that the insurance carriers should be held to the terms of the policies that they choose to write, recognizing that the carriers are free to write their policies differently if they wish to exclude certain coverages." ■

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Top service personnel square off at annual Komatsu Advanced Technician Competition



Wade Archer,
KATC Director

Top service personnel from North American distributors competed in the annual Komatsu Advanced Technician Competition (KATC), held March 2 to 4 at the Komatsu Training and Demonstration Center in Cartersville, Ga.

“We changed the format from the previous few years,” explained Wade Archer, Technical Training Instructor and Director of the

KATC program. “In January of this year, we held a qualifying event in which any distributor technician could compete. The four competition categories were: Excavator, Wheel Loader, Dozer and Truck. The top technicians from each of four geographic regions were then eligible to come back for the national competition in March. Other factors that determined their eligibility included completing certain training and educational opportunities throughout the year.”

Four individual categories were part of the competition, and winners of each competed against each other for title of National Champion.



The team competition featured competitors working together to diagnose and fix problems on a “mystery machine,” which turned out to be a CD110R-2 crawler carrier.

Those 10 technicians who qualified, started the first day of the national competition by competing in the category they placed in during the qualifying event. Winners were named at the end of the day, and each moved on to the next round where they competed against each other for the title of National Champion. During this round they had to diagnose and fix problems in the other three categories. Individual winners received a trophy and cash prizes, while the National Champion received a trophy, cash and a tool box filled with tools valued at about \$17,000.

In addition to competing individually, top finishers from the first day of competition were paired together with another technician from their region to compete as a two-man team on a “mystery machine,” which turned out to be a CD110R-2 crawler carrier. Teams did not know ahead of time what the machine would be.

“Beyond honoring technicians for their excellence, the purpose of the KATC is to motivate technicians to take advanced training, which results in better, faster diagnostics and service to customers,” noted Archer. ■



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USED EQUIPMENT PRICED TO SELL

(Prices subject to change without notice)

Manufacturer/Model	Description	Serial No.	Year	Hours	Price
CRAWLER DOZERS 					
KOMATSU D375A-5E0	U BLADE, MS RIPR	50107	2008	3,507	POR
KOMATSU D155AX-6	SU BLADE, WINCH OR RIPPER	80532	2008	3,065	POR
KOMATSU D65EX-15E0	SU BLD, OROPS, RPR HYDS	69460	2007	533	POR
KOMATSU D65WX-15E0	PAT BLD, A/C, RPR	69054	2007	1,385	POR
KOMATSU D65PX-15E0	ST BLD, A/C	69519	2007	2,728	POR
KOMATSU D61PX-15	PAT BLD, A/C	B40550	2006	2,338	POR
KOMATSU D51PX-22	PAT BLD, A/C	B10803	2008	1,189	POR
KOMATSU D39PX-21A	PAT BLD, OROPS	1727	2005	2,139	\$59,500
KOMATSU D37PX-21A	PAT BLD, A/C	5787	2007	948	POR
KOMATSU D37EX-21A	PAT BLD, A/C, RIPPER	5943	2008	697	POR
WHEEL LOADERS 					
KOMATSU WA500-6	7.5 YD WITH EDGE, STIKSTR, RDLS, SCALE	A92489	2008	1,822	POR
KOMATSU WA430-6	4.5 YD, RDLS, LSD	65198	2007	3,233	POR
KOMATSU WA380-6	RDLS, QC, MONO, BKT723061	A53521	2008	1,707	POR
CAT 950F-II		8TK00275	1993	10,174	\$49,500
CAT 938G	QC, GP BKT	HCRD01906	2006	3,837	\$109,500
CAT 928G	GP BKT	DJ002249	2006	7,210	\$82,500
JOHN DEERE 624E	GP BKT, X SNOW RDLS	DW624EB53466	1992	15,171	\$30,000
HYDRAULIC EXCAVATORS 					
KOMATSU PC800LC-8	15' ARM, CTWT REM	55104	2007	2,672	\$625,000
KOMATSU PC600LC-7	14' ARM, QC	20023	2004	8,760	\$235,000
KOMATSU PC400LC-7E0	13' ARM, QC, 48"	60012	2006	1,409	\$287,500
KOMATSU PC308USLC-3	11'6" ARM, COMBO HYDS, QC, 42"	20026	2003	5,253	\$119,500
KOMATSU PC300LC-7E0	13' ARM, QC, 72" BKT	55284	2007	3,540	\$142,500
KOMATSU PC228US-2	BRKR PIPES, BKT	15329	2000	6,657	\$65,000
KOMATSU PC220LC-8	10' ARM, QC, THM	75021	2006	2,856	\$165,000
KOMATSU PC158USLC-2	8'2" ARM, RDLNR, QC, THM, CMBO HYDS	10105	2005	3,291	POR
KOMATSU PC138USLC-2	8'2" ARM, QC, BRKR HYDS	1824	2005	3,531	POR
KOMATSU PC128US-2	COMBO HYDS, QC	6507	2000	3,942	\$40,500
KOMATSU PC120-6	33" B&C, EXTRA BKT	70239	2003	2,316	\$67,000
HITACHI ZX800	QC, 70" BKT	6253	2003	5,587	\$305,000
JOHN DEERE 200CLC	NO ATTACHMENTS, THM PIPES	FF0200CX5082	2006	2,780	\$110,000
CAT 315CL	EXC, 36" B&C	CJC01289	2004	4,500	\$55,000
CAT 330CL	EXC, 54" B&C	CYA00425	2004	6,389	\$121,500
MOTOR GRADERS 					
KOMATSU GD655-3C	14' BLADE, A/C, MS RIPR	B20036	2006	1,943	POR
CAT 14H		7WJ00347	1996	14,530	\$189,000

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SKID STEERS & UTILITY LOADERS 					
KOMATSU CK35-1	U18, HIFLO, A/C	A40255	2010	177	POR
KOMATSU CK30-1	U18, HI FLO	A30623	2010	10	POR
KOMATSU WA80-5	1.18 YD, CAB, QC, FORKS, ECSS, FD	H50513	2008	358	POR
FORESTRY EQUIPMENT 					
VALMET EX10	445 U/C, ESPAR	ET4C28950426	2007	1,170	POR
TIMBCO T475E	NO HEAD, SET UP FOR PROCESSOR	CW4C2137020903	2003	4,772	\$135,000
TIMBCO 475EXL	WITH 395	CW4C2224082903	2003	4,003	\$115,000
VALMET 500T	WITH 965 HEAD	500T0111	1993	4,659	\$75,000
VALMET 500T	SQRT. BOOM.	500T0168	2000	7,312	\$99,500
MADILL H1800	622B WARATAH	H180037	2007	2,078	POR
VALMET 911C	HARVESTER	911C4025	1997	8,581	\$100,000
VALMET 921	HARVESTER	3109	1999	9,207	\$99,500
TIMBCO T445B	QUADCO T445C	FT4C0838022296	1996	9,704	\$79,000
TIMBCO T425E	HARVESTER	AT4C2048043002	2002	8,798	\$99,500
KOMATSU PC270LC-7L	622B WARATAH	A86082	2003	7,260	\$150,000
KOMATSU PC270LL-7L	LOG LOADER WITH KETO 825 HEAD	A86004	2005	2,364	\$225,000
KOMATSU PC220LL-8	LOG LOADER WITH KOM FRONT	A87001	2008	192	POR
KOMATSU PC200LL-7L	LOG LOADER	A86023	2007	2,017	POR
VALMET 890.3	FORWARDER WITH BRUKS CHIPPER	310249	2007	1,770	POR
VALMET 890.3	FORWARDER	310359	2008	37	POR
VALMET 892	FORWARDER	892237	1996	15,248	\$80,000
HAUL TRUCKS 					
KOMATSU HM400-1	T.GATE	1168	2004	7,950	POR
KOMATSU HM350-1	T.GATE	1125	2005	3,125	POR
KOMATSU HM300-2		A11011	2006	3,756	POR
VOLVO A25C	ARTIC TRK	5350V60360	1992	10,014	\$28,500
MOXY MT31X	A/C, TGATE	710548	2005	5,742	POR
MOXY MT31X	A/C, TGATE	710549	2005	4,198	POR
MOXY MT31X	A/C, TGATE	710528	2005	4,245	POR
MOXY MT31X	A/C, TGATE	710659	2006	1,849	POR
MOXY MT31X	A/C, TGATE	710675	2006	2,077	POR
AGGREGATE EQUIPMENT					
KPI 1200LS	TBIRD PLNT, 6X16-3 SCR.N, 3 AXLE	00C03C-CONE	2000		POR
JCI K400	CONE PLANT	P070456	2007	152	POR
JCI FT6203CC	TRACK MOUNT SCREEN PLANT	P060369	2007	26	POR
KPI 36"X100'	SIDE FOLD STACKING CONV.	407876	2007		POR
KPI 36"X150'	SUPER STACKING CONVEYOR	408907	2008		POR
MISCELLANEOUS 					
SAKAI GW750	PNEUMATIC	10170	2007	884	POR
IR CR30	52" IR RBR/STEEL ASPHALT ROLLER	172940	2004	2,031	POR
IR SD160DX	84" SMOOTH SINGLE	181528	2005	2,316	POR
IR SD160DX	84" SMOOTH SINGLE	184746	2005	2,558	POR
HAMM HD90HV	66" ASPHALT, HI VIBE	H1810462	2008	174	POR

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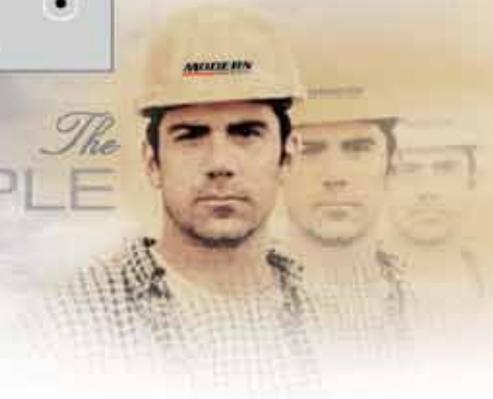
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