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THOMPSON APPALACHIAN HARDWOODS

Focus on quality leads to worldwide demand
for Huntland, Tenn., company's products



(L-R) President and CEO Nordeck Thompson
and his children VP Thompson Transport
Laura Ann T. Howell, CFO Thompson
Appalachian Hardwoods Claire T. Getty
and COO Nick Thompson

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A MESSAGE FROM THE PRESIDENT



Chris Gaylor

**Komatsu adds
value while
meeting
regulations**

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Dear Valued Customer:

When new emissions regulations were introduced several years ago, Komatsu decided to provide more for its customers than simply machines that lowered emissions. Yes, it met the standards to reduce NO_x and soot, but it went a step further by producing machines that offer greater efficiency, while maintaining or improving production.

Komatsu has already introduced a significant number of new products this year, and we anticipate even more throughout the year. Some are Tier 4 Final and some are *intelligent* Machine Control products. Komatsu built all of them on the solid foundation of the Tier 1 machines it introduced 20 years ago. Several of these new machines are featured in this issue of your Power Equipmenteer magazine.

Komatsu's value goes far beyond the machines themselves. A decade ago, it introduced its first version of KOMTRAX, the remote machine-monitoring system that allows users to track their equipment. Throughout the years, Komatsu bolstered the information available in an effort to give customers additional vital statistics. For more information on KOMTRAX, read the featured article and see what customers have to say about it.

Komatsu added additional value once again by providing complimentary scheduled maintenance on its Tier 4 and iMC machines through the Komatsu CARE program. For the first three years or 2,000 hours, our technicians perform the services at your convenience, and at the same time, we perform a 50-point inspection at no charge.

You expect maximum uptime. Komatsu CARE, KOMTRAX and what we believe are the best construction, forestry, specialty and mining machines in the industry, help meet your expectations. We'd love to show you Komatsu's value, as well as how the other outstanding manufacturing lines we carry can meet your unique and specific needs.

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

Sincerely,
POWER EQUIPMENT COMPANY

Chris Gaylor
President

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IN THIS ISSUE

THOMPSON APPALACHIAN HARDWOODS

Find out how a focus on quality led to worldwide demand for this Huntland, Tenn., company's products.

CUSTOMER APPRECIATION EVENTS

Here's a recap of the open house events Power Equipment Company held at its Tupelo, Miss., and Chattanooga, Tenn., branches.

GUEST OPINION

Learn how the ROI of partnering with education could be significant for our industry.

INDUSTRY NEWS

Read about the plan one DOT official is proposing in order to get long-term infrastructure funding.

INDUSTRY EVENT

Check out Komatsu's Demo Days, where customers had a chance to "test drive" a variety of equipment.

PRODUCT SPOTLIGHT

Study the enhancements Komatsu made to its PC360LC-11 and PC390LC-11 excavators to increase performance and lower per-ton costs.

INNOVATIVE PRODUCT

Komatsu introduced a new *intelligent* Machine Control, Tier 4 Final version of its popular D65 dozer. Read about it inside.

NEW PRODUCT

Take a look at Komatsu's new D85-18 dozer, which features a SIGMADOZER blade that ups production by as much as 15 percent.

PRODUCT IMPROVEMENT

Discover Komatsu's new GD655-6 motor grader that provides superior grading performance with a class-leading wheelbase.

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THOMPSON APPALACHIAN HARDWOODS

Focus on quality leads to worldwide demand for Huntland, Tenn., company's products



Some of the nation's best hardwood timber is located in the south, specifically Tennessee, Alabama, Georgia and Mississippi. Several species can be found, and for the past 20-plus years, Thompson Appalachian Hardwoods has produced some of the finest-quality products from oak, poplar and other trees within about a 150-mile radius of the company's home in Huntland, Tenn.

"We pride ourselves on attention to detail at every level, from the person sweeping the floor to myself," said President/CEO Nordeck Thompson, who along with his wife, Mary Claire, founded the business in 1993. "We take great care to ensure our products are the straightest, flattest and meet our customers' expectations. When they receive a product from us that's going to be used to

make whatever they manufacture, it has to be right. Because we consistently deliver quality materials, our reputation is as solid as the wood we work with."

Thompson Appalachian Hardwoods mainly processes six species of hardwood, including red and white oak, poplar, ash, walnut, cherry and hard maple. It also deals with cypress and manufactures several different products, such as green-on-lathe and kiln-dried lumber, logs, ties, chips, sawdust and mulch.

Large percentage exported

In early 2000, Thompson Appalachian Hardwoods built its first kiln and began producing dried product. Twelve years later, it tripled production of dried kiln products and doubled its employment roster, after purchasing another company.

"We manufacture a wide variety of products that are shipped out both domestically and internationally, and every bit of timber that comes into our yard is used in some way," said Thompson's daughter Claire T. Getty, who is Chief Financial Officer. "We export 60 to 65 percent of our products, and we've found that each product serves a certain market well. For example, oak is popular in the Middle East, and ash sells very well in the United Kingdom. Domestically, poplar is in demand. Chips, sawdust and mulch are generally sold locally. Nothing goes to waste."

Services include custom sorting, milling and sawing; shipping and export preparation; and timber harvesting. Timber is sourced from loggers, tree sellers, landowners and from land that Thompson Appalachian Hardwoods buys and contracts to have logged.

(L-R) Nordeck Thompson founded Thompson Appalachian Hardwoods and is the company's President and CEO. His daughter Laura Ann T. Howell is VP of sister company Thompson Transport; his daughter Claire T. Getty is CFO of Thompson Appalachian; and his son Nick is COO.

▶ VIDEO





▶ VIDEO

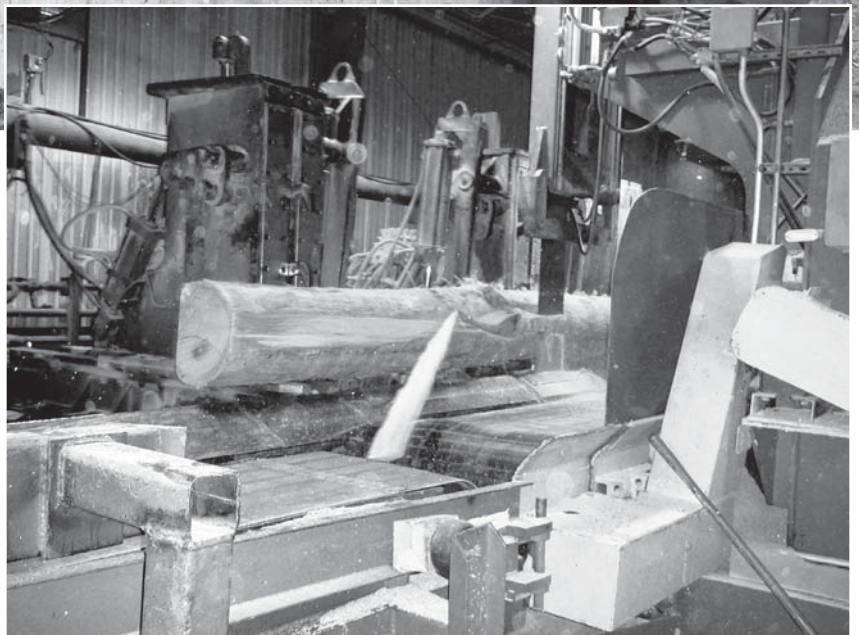
Thompson Appalachian Hardwoods uses a Komatsu WA380-7 to sort logs and feed the saw mill. "We can unload tree-length logs from a truck in four passes, and we make fewer trips from the log decks to load the mill," said President/CEO Nordeck Thompson. "It's fast, safe, comfortable, user-friendly and the cornerstone machine in our yard."

Strong family business

Thompson learned logging while working at his father's sawmill in Hazelhurst, Ga. Throughout the past two decades, he's passed the same lessons he learned about lumber production down to the next generation in the strong family business. In addition to Getty, Thompson's son Nick is Chief Operating Officer.

Thompson's daughter Laura Ann T. Howell is Vice President of sister company Thompson Transport and his daughter Mary Lee T. McConnell recently joined Thompson Appalachian as Human Resources Manager. Mary Lee's husband, Rob, works for the company, as does Claire's husband, Drew. Other family members include cousin William Faircloth and uncle David Pruett. Additional key members of the staff are Vice President of Sales Todd Nelson, Procurement Manager Sam Terry and Sawmill Manager K.C. Cardines.

"We consider everyone a member of the family," said Howell. "Some of the staff have been here 20 years or more, and they



are certainly key to the company's success. Everyone is passionate about producing the highest-quality products in the industry. I believe that's why our products remain in demand and our markets have expanded greatly during the past 20-plus years."

Komatsu WA380-7 is the "cornerstone machine"

About a year ago, Thompson Appalachian Hardwoods added a Komatsu WA380-7 hydrostatic wheel loader equipped with a Rockland sorting grapple. The company worked with Power Equipment Company Territory Manager Heath Smith on the purchase.



K.C. Cardines,
Sawmill Manager

Continued . . .

Highest quality products, focus on sustainability are key

... continued

"Heath and I worked together very closely to set up that machine specifically for our needs, and it works extremely well," said Thompson, noting that the 191-horsepower WA380-7 is the highest-horsepower machine

he's ever owned. "We can unload tree-length logs from a truck in four passes, and we make fewer trips from the log decks to load the mill. It's fast, safe, comfortable, user-friendly and the cornerstone machine in our yard."



(L-R) Power Equipment Company Territory Manager Heath Smith meets with Thompson Appalachian Hardwoods' Nordeck Thompson; Thompson Transport VP Laura Ann T. Howell; Thompson Appalachian Hardwoods CFO Claire T. Getty; and COO Nick Thompson. "Heath and Power did an excellent job of ensuring the Komatsu loader was an exact fit for us," said Nordeck. "The fact that they cover routine scheduled maintenance for the first 2,000 hours or three years through the Komatsu CARE program is an added bonus."

Thompson also appreciates the service Power Equipment offers. "This is the first large piece of equipment we have purchased from Power, but we have a long relationship. Heath and Power did an excellent job of ensuring the Komatsu loader was an exact fit for us. The fact that they cover routine scheduled maintenance for the first 2,000 hours or three years through the Komatsu CARE program is an added bonus."

Expanding capacity

This year, Thompson Appalachian Hardwoods will bring three new dry kilns online. It recently began hauling its own logs and lumber, as well as third-party materials, through the newly formed sister company, Thompson Transport, LLC, which has 11 units.

"Our goal is not necessarily to expand our footprint, but to continue taking care of our customers by expanding what we already offer," said Getty. "We're not looking to be the biggest company out there. We simply want to offer the highest-quality products available."

Operator Jimmy Steward moves logs with Thompson Appalachian Hardwoods' Komatsu WA380-7 wheel loader.



▶ VIDEO



Thompson Appalachian Hardwoods also works to raise awareness of the timber industry and what it offers. It often hosts tours of its facility, and it works closely with area colleges that have forestry programs.

"It's a way for us to give back for all the blessings we've received," said Howell. "By working with the forestry programs, students get a good idea of what an operation such as ours does and how we focus on sustainability and use every bit of a log that comes to us. A lot of the people that come through here also have no idea where the materials come from that are in their homes and businesses, and we appreciate the chance to educate them and give them a better idea of what it takes to produce those materials. We really enjoy it." ■

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CUSTOMER APPRECIATION EVENTS

OPEN HOUSES

Power Equipment welcomes customers to Tupelo and Chattanooga branches

President Chris Gaylor (left) is pictured here with reps from key manufacturers, such as Komatsu, Takeuchi, Paladin attachments, Hydrema Trucks and Pettibone/Barko, who helped Power Equipment host a customer appreciation open house at its Tupelo, Miss., branch.



Power Equipment recently held open houses for customers of the Tupelo, Miss., and Chattanooga, Tenn., branches. It was an opportunity to say “Thanks for your business” and to show customers what’s new.

“These are customer-appreciation events,” said Power Equipment President Chris Gaylor. “We provide some good food and give away some nice door prizes. It’s also a chance for us

Continued . . .

Among the attendees in Tupelo were Monroe County officials (L-R) Sonny Clay, Billy Kirkpatrick, Fulton Ware and Jay Barnes.



(L-R) The Tupelo open house gave customers like CB Developers’ John Hollinghead, Quentin Bell and Anthony Dickinson an opportunity to talk with manufacturer reps, including Dennis Parker of Takeuchi.



Lynn Turner of Big Lynn’s Construction (left) talks with Power Equipment Tupelo CSR David Hicks.

Ike Johnson (left) and Larry Crowmeans of Itawamba County enjoy some catered chicken and catfish at the Tupelo event.





Larry Bonds of the Bonds Company (left) meets with Tupelo Sales Rep Chad Roberts.



At the Chattanooga open house, attendees had a chance to compete at "bucket ball."



(L-R) Donald Smith and Charlie Brewer of Jones Contractors saw Power Equipment's Tupelo branch Parts and Service Manager Mark Holley.



Power Equipment Sales Rep Heath Smith (left) and President Chris Gaylor (right) present a prize to Adam Strubhart of Full Throttle Excavating for winning operator contests at the Chattanooga open house.



(L-R) Beau Childs, Nick Warren and Andy Fornea of Oxford-based A.S. Fornea Construction.



Jerry Adkins (left) and David Vagts of Midsouth Aggregates attended the Chattanooga open house.

(L-R) Mark Page, Josh Hall, Stanley Johnson and Mitch Page of Page Clearing.



(L-R) Students Rob King, Jacob Durham, Micah Tertsch and Mirko Huber attended the event with Chattanooga State Diesel Instructor Michael Harris.



Tupelo and Chattanooga events were successful

... continued



Sales Rep Heath Smith (left) is with City of Chattanooga employees Ronnie Burt, Charles Cotton and Ken Phillips.



(L-R) Alex Baker of Baker Contracting and David Carlock of Carlock Trucking & Construction meet with Power Equipment Sales Manager Todd Nelson.

(L-R) Doug Wilson, Blake Shelton, Duane Harris and Mark David of Cleveland Utilities are pictured with Heath Smith of Power Equipment.



to talk with customers in a relaxed atmosphere and get their feedback on our industry and what we can do to help them do their jobs better. Power Equipment has also brought on some new product lines, recently, and we wanted to introduce those and let customers talk to manufacturer representatives about the machines."

New products include Hydrema articulated compact dump trucks and Takeuchi utility machines.

"We have a very diverse customer base, so we need a wide range of equipment to meet the needs of those customers," said Gaylor. "With Komatsu and our other lines, we believe we represent many of the best names in the equipment industry. Takeuchi and Hydrema bring that same quality commitment to the compact-machine market. We hope customers who need these smaller units – whether to own or to rent – will keep Power Equipment in mind." ■



Randy Whitener (left) and Tracy Whitener of R&T Asphalt and Concrete.

Power Equipment's Heath Smith (left) visits with Hamilton County Director Ben Wilson.



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INVESTING IN THE FUTURE

The ROI of partnering with education could be significant for our industry

The U.S. Chamber of Commerce's Institute for a Competitive Workforce states, "The business community is the number one consumer of the public education system and therefore must be an involved and engaged stakeholder in the education of America's children."

It is not unusual to hear employers talk about partnerships with education as having no real return on investment (ROI). I have personally heard the following statements from employers:

- "I attended three career fairs and saw no results."
- "I'm just trying to run a business and do not have the resources to engage with schools."
- "I wish education would just do its job and prepare students to become part of the workforce."

For years, some contractors focused on competing with those in their own industry for workers. Today, with the shifts in population and an aging workforce, contractors must realize that they are competing with a vast array of industries for workers. Technology, service, energy and manufacturing all face serious shortages.

If the purpose of education is to prepare students for the future, be that college or a career, what role does industry play in making that a reality? Why should contractors focus on career and technical education? The answer is because failing to do so will place our industry in jeopardy. A construction project's success depends on our ability to provide a quality product, on time and within budget. These three factors are largely dependent on our ability to gain new workers and on the skills of the craft professional.

Great craft professionals are not born in a classroom listening to a lecture; they are

cultivated, motivated and mentored. They are inspired by interacting with professionals within the industry. We ignite a passion by participating in hands-on experiences in which a future craft professional uses tools, completes a project and begins to understand the relationship between education and a future career.

In the business world, we look for the ROI in the resources we expend, and investing in the future sometimes requires vision that does not immediately translate to the bottom line. An investment of our time, talent and resources to partner with education means that our industry is willing to invest in our own future. ■

This article is reprinted with permission from "Breaking Ground: The NCCER Blog" at blog.nccer.org. Katrina Kersch is Senior Director and Chief Operations Officer of the National Center for Construction Education and Research (NCCER) and oversees product development, program services, credentialing and compliance services.

NCCER Senior Director and Chief Operations Officer Katrina Kersch says contractors need to focus on career and technical education. "A construction project's success depends on our ability to provide a quality product, on time and within budget. These three factors are largely dependent on our ability to gain new workers and on the skills of the craft professional," said Kersch.



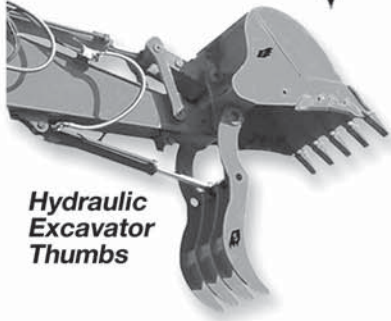
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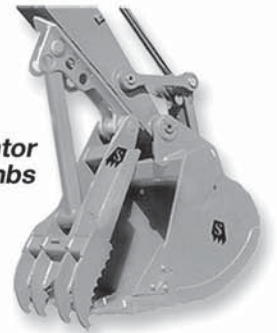
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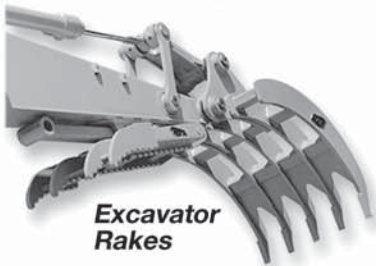
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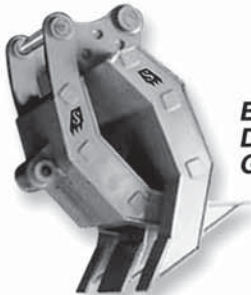
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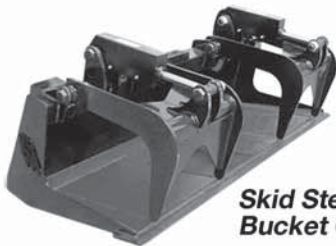
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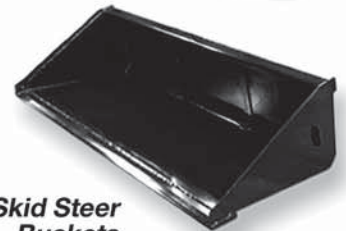


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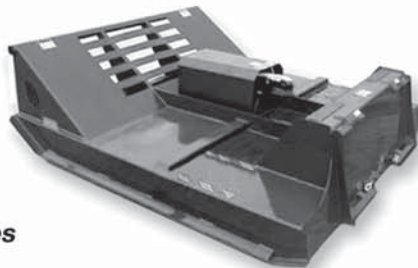


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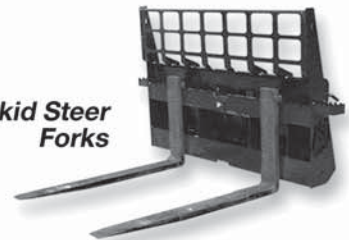
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A ROAD MAP FOR THE LONG HAUL

DOT official says long-term infrastructure funding needed – then lays out plans to get it

U.S. Department of Transportation (DOT) Deputy Secretary Victor Mendez emphasized the need to focus on rebuilding the nation's infrastructure during an address at the Associated Equipment Distributors annual Summit. The speech touched on proposals put forth by the Obama administration to increase funding for areas such as surface transportation.

Mendez outlined the administration's GROW AMERICA Act, which would increase surface-transportation infrastructure funding during the next six years, with an investment of nearly a half-trillion dollars. It would be a significant boost compared to the current highway bill, help create jobs and provide significant economic benefits, according to Mendez.

"Maintaining current levels is not good enough," said Mendez. "We will fall further behind in our infrastructure deficit. The GROW AMERICA Act provides a strong investment for aging highways and bridges across the nation and ensures that they are safe, reliable and well-maintained."

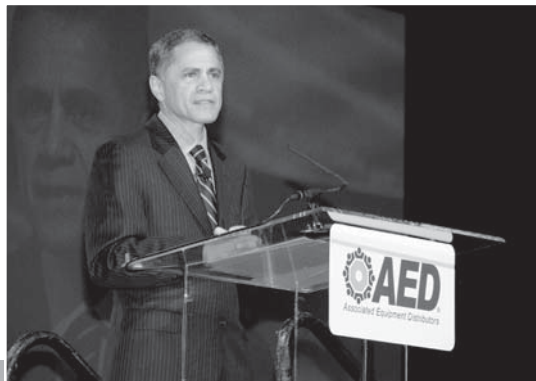
30-year framework

Mendez also spoke about the department's initiative, Beyond Traffic: U.S. DOT's 30-Year Framework for the Future. Beyond Traffic is an invitation to the American public – including users, developers, owners and operators of the

transportation network and the policy officials who shape it – to have a frank conversation about the shape, size and condition of that system and how it will meet the needs and goals of our nation for decades to come, according to the DOT's website.

It's a draft framework for the future; it's not prescriptive, the site says. It does not advocate for specific policy solutions. Rather it underscores critical decision points facing the country, by means of data-driven analysis, research, expert opinions and public engagement.

"We must look at all components as part of a larger whole," said Mendez. "We don't want to lose sight of the challenges of today. We haven't invested like we should have. There are a backlog of projects. We have to look ahead too. We need a long-term plan." ■



The United States Department of Transportation Deputy Secretary Victor Mendez (right) said long-term infrastructure funding, including surface transportation through a new highway bill, is critical.





KOMATSU DEMO DAYS

Events give customers a chance to “test drive” a variety of equipment

Customers could demonstrate several of Komatsu’s *intelligent* Machine Control and traditional dozers, including new, Tier 4 Final models.



New wheel loaders were among the many machines available for attendees to test drive.



Komatsu Demo Days attendees could operate several pieces of equipment, including the world’s first *intelligent* Machine Control hydraulic excavator, the PC210LCi-10.

▶ VIDEO



Komatsu recently held Demo Days events at its Training & Demonstration Center in Cartersville, Ga., giving attendees a chance to see and operate several products and learn how Komatsu uses technology to create real productivity increases and jobsite savings. Komatsu provided new dozers, a motor grader and the world’s first “intelligent” hydraulic excavator, the PC210LCi-10, for demonstration.

Customers also learned how to optimize production through efficient machine operation, how to more effectively use KOMTRAX and the benefits of Komatsu’s No Idling campaign. Tours of Komatsu’s Chattanooga Manufacturing Operations were available as well. ■



Joey Edwards (left), Operator for The Quartz Corp., visits with Power Equipment PSSR Joey Baker. “I’ve been operating a motor grader for 15 years, and I am very impressed with the Komatsu GD655. It’s easy to operate and control, and it’s very operator-friendly,” said Edwards.

Bill Cook (left), Manager at Egger Construction, attends Demo Days with Power Equipment Sales Rep Matt McQueen.





PC210LCi-10

INTRODUCING THE FIRST AUTOMATED EXCAVATOR

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



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JASON ANETSBERGER / KOMATSU ENGINEER

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005

IMPROVED PERFORMANCE

Enhancements give PC360LC-11, PC390LC-11 increased performance and lower per-ton costs



Kurt Moncini,
Komatsu Product
Manager,
Excavators

Building on the success of the previous models, Komatsu has designed its new PC360LC-11 and PC390LC-11 excavators to increase production. These Tier 4 Final versions have 257-horsepower, environmentally friendly engines that provide high levels of performance, while reducing operating costs and improving fuel efficiency.

Komatsu enhanced the new excavators' Power mode with improved hydraulic-control logic, resulting in better performance, according to Kurt Moncini, Komatsu Product Manager, Excavators. Power is one of six working modes that allow

operators to match the machine performance to the application.

"The enhanced Power mode combines flow from both pumps and has an improved engine power match to the hydraulics when digging," said Moncini. "That creates better cycle times and digging performance and lowers per-ton costs. During testing, we saw up to 4-percent improved performance, although, it would not surprise us to see even greater performance with experienced operators."

Additional new features include an Operator Identification System, which reports key information for different operators, applications or job locations, and the Auto Idle Shutdown function that helps reduce idle time, as well as operating costs. Both features can be tracked through the latest KOMTRAX technology, which provides essential data, such as fuel and diesel-exhaust fluid levels, operating hours, location, cautions and maintenance alerts.

"Snappy response"

The excavators maintain the horsepower of their predecessors, with a less-than-1-percent increase in operating weight. The PC390LC-11 continues to feature a one-class-size-larger undercarriage with heavy-duty components, which gives it high lift capacity and lateral stability. The larger undercarriage has a 6-percent-wider track gauge and offers up to 18-percent-greater over-the-side lift capacity than the PC360LC-11.

"The PC360LC-11 is a good fit, right in between a utility-size machine and bigger excavators," said Moncini. "It's great for site development, trenching, pipeline and general construction applications. It's easy to transport and provides high performance."

The new PC390LC-11 continues to feature a one-class-size-larger undercarriage with heavy-duty components, which gives it high lift capacity and lateral stability. The larger undercarriage has a 6-percent-wider track gauge and offers up to 18-percent-greater over-the-side lift capacity than the PC360LC-11.





Komatsu's new excavators feature an enhanced Power mode with improved hydraulic-control logic, resulting in better performance.

Quick Specs on the PC360LC-11 and PC390LC-11

Model	Net Horsepower	Operating Weight	Bucket Capacity
PC360LC-11	257 hp	78,645-80,547 lbs.	.82-2.56 cu. yds.
PC390LC-11	257 hp	87,388-89,248 lbs.	.89-2.91 cu. yds.

"When a company needs extra lift capacity, that's where the PC390LC-11 comes in," he added. "Even though we didn't change the horsepower, we're seeing a better response from this model. During testing, users described it as 'snappy' and were extremely pleased with the increased production they were getting."

Large, comfortable cab

Both models feature a large, comfortable cab specifically designed for hydraulic excavators. It is both ROPS and OPG Level 1 certified and gains strength from a reinforced box-structure framework. The cab is mounted on viscous isolation dampers, which provide low vibration levels. A standard, heated, air-suspension high-back seat with fully adjustable armrests provides improved comfort. In addition to a standard AM/FM stereo, an auxiliary input for connecting external devices is provided to play music through the cab's speakers. Additionally, both models feature two 12-volt power ports, and optional joysticks are available with proportional controls for attachment operation.

For global support, the high-resolution, 7-inch LCD color monitor has enhanced

capabilities and displays information in 33 languages. The monitor panel provides information on DEF level, eco guidance, operational records, fuel-consumption history and utilization. A new display interface combines vehicle information with a wide landscape view from the standard rearview camera, so the operator can easily view the working area directly behind the machine.

The new excavators are equipped with the exclusive Komatsu EMMS (Equipment Management Monitoring System). The system has diagnostic features to give operators and technicians greater monitoring and troubleshooting capabilities for preventive maintenance, which minimizes diagnostic and repair time.

"Komatsu covers routine scheduled service complimentary through our Komatsu CARE program for the first three years or 2,000 hours," said Moncini. "The PC360LC and PC390LC have been among our most popular models for many years due to their productivity and efficiency, and these new models build on the foundation of their predecessors." ■



PC360LC-11



PC390LC-11



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001



STRONG CHOICES

Komatsu introduces new *intelligent* Machine Control, Tier 4 Final version of popular D65 dozer

Komatsu continues to lead by example in dozer automation and integration with its new D65PXi-18. Like the other members of the integrated machine-control family, the new dozer offers automatic blade control from rough-cut to finish grade.

The D65PXi-18 is an *intelligent* Machine Control (iMC) dozer with factory-integrated machine-control system components, which eliminate the need for traditional blade-mounted masts and cables. A Global Navigation Satellite System antenna is

mounted on top of the cab. Additional components include robust, stroke-sensing hydraulic cylinders, an enhanced inertial measurement unit and a touch-screen display mounted inside the cab.

A stroke-sensing angle cylinder measures the actual angle of the blade for high-precision grading accuracy on a cross-slope, whether the blade is angled or not. The dozers are significantly more efficient compared to

Continued . . .



Jason Anetsberger,
Komatsu Product
Manager, Intelligent
Machine Control



Chuck Murawski,
Komatsu Product
Manager, Dozers

Quick Specs on the Komatsu D65i-18 and D65-18 Dozers

Model	Net Horsepower	Operating Weight	Blade Capacity
D65EXi-18	217 hp	45,780 lbs.	7.3 cu. yds.*
D65PXi-18	217 hp	50,420 lbs.	5.8 cu. yds.**
D65EX-18	217 hp	45,628 lbs.	7.34 cu. yds.*
D65WX-18	217 hp	48,760 lbs.	7.72 cu. yds.*
D65PX-18	217 hp	51,960 lbs.	5.78 cu. yds.**

* With standard SIGMADOZER blade

** With standard PAT blade



Komatsu's new D65PXi-18 *intelligent* Machine Control dozer features automatic blade control from rough-cut to finish grade. Operators can also adjust the blade-load settings to match actual material conditions for added efficiency.

The new D65s reduce fuel consumption, increase productivity

... continued

conventional aftermarket machine-control systems, depending on operation and conditions.

“The system senses excess blade load during rough-cut and automatically raises the blade to minimize track slip, as needed, and to maintain momentum,” said Jason Anetsberger, Komatsu Product Manager, Intelligent Machine Control. “It also automatically lowers the blade to push as much material as possible until the grade is reached, thereby maximizing production in all situations.”

Selectable dozing modes

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

“As with all of our *intelligent* Machine Control dozers, the D65PXi-18 produces results that lower owning and operating costs associated with traditional blade-mounted sensors and makes the next generation of machine operators more productive and efficient,” said Anetsberger.

New Tier 4 Final D65-18 dozers have more powerful engines, and the D65EXi-18, D65EX-18 and D65WX-18 dozers are equipped with a patented Komatsu SIGMADOZER blade that provides large-capacity dozing of 7.3, 7.34 and 7.72 cubic yards, respectively.

▶ VIDEO



New, more powerful engine

The iMC dozers were one of many machines to receive an upgrade. All Komatsu D65PXi-18 dozers, whether iMC or not, feature a stronger, 217-horsepower engine that delivers high performance and low fuel usage and operating costs.

The all-new D65-18 also has an automatic transmission with lockup torque converter, which lowers fuel consumption and raises powertrain efficiency. The lockup mechanics of the torque converter automatically transfer engine power directly to the transmission, reducing fuel consumption by as much as 10 percent. Operators can easily choose from two gearshift modes, Automatic and Manual, to fit the appropriate application: Auto for general dozing and Manual for dozing and ripping in rough ground.

Patented SIGMADOZER blade

The D65-18 SIGMADOZER blade increases soil capture and limits spillage by rolling material to the center of the blade. It also reduces digging resistance, producing smoother material flow; more dozed soil with less power; and up to 15-percent-more productivity, compared to conventional Semi-U blades.

“The D65-18s are great, all-around machines,” said Chuck Murawski, Komatsu Product Manager, Dozers. “They remain among the most popular in their size class because they offer excellent production for large dozing jobs but are small enough for finish grading on most jobsites. They manage to burn less fuel, while being more productive than their predecessors.”

The D65-18 dozers come standard with Komatsu’s new Operator Identification System, which reports key information for multiple operators, and the new Auto Idle Shutdown function that helps reduce idle time and operating costs. The new dozers have the latest version of KOMTRAX, providing data on fuel and DEF levels, operating hours, locations, cautions and other vital information. The machines are also covered by the pioneering Komatsu CARE maintenance and service program. ■

NEW PRODUCT

INCREASED DOZING CAPACITY

New D85-18 features SIGMADOZER blade that ups production by as much as 15 percent

If you use large construction and/or small mining dozers, chances are high that production is your main goal. Komatsu's new Tier 4 Final D85-18 dozers provide that, with the added advantages of greater efficiency and lower fuel consumption, even though operating weight increased by nearly 10 percent, compared to the previous, Dash-15 models.

The D85-18 is now equipped with a 9.4-cubic-yard, high-capacity Komatsu SIGMADOZER blade with power pitch. This improves performance and increases productivity by up to 15 percent, compared to a conventional Semi-U blade. The SIGMADOZER blade's unique frontal design rolls material to the center of the blade and increases soil-holding capacity. Digging resistance is reduced for a smoother flow of material, so larger amounts of soil can be dozed with less power.

"The protruding edge of the SIGMADOZER resembles a spade-nose shovel, whereas the straight cutting edge of a conventional Semi-U blade resembles a flat shovel," explained Chuck Murawski, Komatsu Product Manager, Dozers. "The SIGMADOZER works similar to a spade-nose shovel, because it is easier to push through the soil and requires less energy."

The Dash-18 D85 features a new automatic transmission that reduces fuel consumption by up to 5 percent, compared to previous models, and offers greater power-train efficiency. Two gearshift modes – Automatic and Manual – can be easily selected to fit the application: Automatic for all general dozing and Manual for dozing and ripping rough ground. For added efficiency, operators can choose E mode for all general dozing, leveling and spreading. E mode provides adequate speed and power, while saving up to 10-percent fuel usage.

Large, quiet ROPS cab

The large, quiet cab is more comfortable, allowing operators to concentrate on the work at

hand for increased productivity. It has a high-capacity, air-suspension seat with standard heat, and its mounts reduce shock and vibration, even in adverse conditions. A new, 7-inch, high-resolution color monitor has pull-down menus that enable quick operational adjustments and enhanced service diagnostics capabilities. A new rearview monitoring system can be set to synchronize with reverse operation, and the integrated ROPS cab improves visibility.

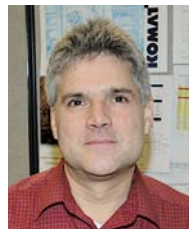
"Of course, as with all Tier 4 models, Komatsu covers the scheduled maintenance for the first three years or 2,000 hours through our Komatsu CARE program," said Murawski. "We believe this is the most efficient and productive dozer in its class size, and we're sure that users will feel the same. It will push mass quantities of material, and we encourage anyone needing a large construction/small mining dozer to try one and see the advantages for themselves." ■

**D85EX-18 with SIGMADOZER blade, D85PX-18 with straight-tilt blade*

Quick Specs on the Komatsu D85-18 dozer

Model	Horsepower	Operating Weight	Blade Capacity*
D85EX-18	264 hp	68,165 lbs.	9.4 cu. yds.
D85PX-18	264 hp	63,800 lbs.	7.7 cu. yds.

Komatsu's new D85-18 dozer features an automatic transmission that provides greater power-train efficiency and lowers fuel consumption. It also has Komatsu's patented SIGMADOZER blade, which will carry up to 15-percent-more material than an equivalent-size Semi-U blade.



Chuck Murawski,
Komatsu Product
Manager, Dozers





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003

PRODUCT IMPROVEMENT

MOTOR GRADER IMPROVED

New Komatsu GD655-6 provides superior grading performance with class-leading wheelbase

Komatsu's new GD655-6 motor grader delivers both excellent production and increased efficiency by combining the strengths of previous models with a new, Tier 4 Final engine. In addition, improvements to the front frame, as well as to the circle and draw bar, increase structural strength and durability.

"The GD655-6 provides superior grading performance, in part because it has the longest wheelbase in its class, at 21 feet 4 inches, and maintains its tight-turning radius of 24 feet 3 inches, so it's extremely maneuverable and productive during tight road work," said Komatsu Product Marketing Manager Joe Sollitt. "At the same time, it's even more efficient than the previous Dash-5 model. In Power mode, users can expect to burn 5-percent-less fuel and 15-percent-less fuel in Economy mode."

Sollitt said the dual-mode transmission is what sets the GD655-6 apart from the competition. It was designed and built specifically for Komatsu graders and incorporates a powershift transmission with eight forward speeds and four reverse speeds. It is coupled with the engine by both a torque converter and a direct-drive lock-up clutch. This design gives operators high travel speeds, low fuel usage, increased tractive effort and fine control at lower speeds. Engine stall prevention is controlled electronically and automatically by disengaging the lock-up clutch when handling heavy loads.

Ten control valves

Direct-acting control valves provide outstanding operator "feel" and predictable system response. The new motor grader has

10 control valves, including two valves with linkage for additional attachments. Standard features include independent blade lift float, a Turbo II precleaner, front-mounted work lights and a lockable toolbox. It also has provisions for ripper and grade-control installations.

"We maintained the large, low-profile cab with excellent visibility, as well as the tilting, center console, and added a new high-resolution monitor with enhanced capabilities and a new rearview camera," said Sollitt. "We believe the GD655-6 sets a new standard for motor graders, and we encourage anyone who uses graders to test it and see the difference." ■

Komatsu's new Tier 4 Final GD655-6 motor grader provides excellent production with increased efficiency. It has 10 control valves, including two valves with linkage for additional attachments.



Joe Sollitt,
Komatsu Product
Marketing
Manager

Quick Specs on the Komatsu GD655-6 Motor Grader

Model	Horsepower	Operating Weight	Blade Length
GD655-6	218 hp	37,346 lbs.	14 ft.





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NEW FORESTRY MODELS

Komatsu's XT-3 Series improves operator comfort, ease of operation, productivity and reliability

Productivity and reliability are essential in logging. Komatsu's new XT-3 Series track feller bunchers and harvesters improve both, as well as operator comfort and ease of operation. Four models are available, and each provides superior maneuverability, multi-function capability and high production, even in the most demanding forest environments.

New cab features "First in the Forest" technology

Komatsu focused on the operators with a completely redesigned, more spacious cab that has a sloped roofline, which increases headroom above and in front of the seat and reduces debris buildup. The floor-to-ceiling front window is 10-percent larger than in previous models, and larger side windows and skylight window further increase visibility. It's quieter; pressurized with fresh, filtered air for the new automatic heating, cooling and defrosting system; and has an ergonomic seat with easy-to-reach instrumentation.

The XT-3 Series cab features the new "First in the Forest" IQAN-MD4 programmable digital control system, one of the most advanced systems on the market, and highly intuitive Komatsu programming makes it very easy to use. All former analog gauges and warning lights are now prominently displayed on the highly visible and durable 7-inch LED color touchscreen monitor. It accommodates individual preference settings for multiple operators, records harvest data and provides advanced diagnostic reports.

"From the start of the Komatsu XT-3 family project, the primary objective was to improve operator productivity through 'attention to the details' from the operator's perspective," stated Steve Yolitz, Manager, Marketing Forestry, for Komatsu America Corp. "The most visible

result of this is the totally new, state-of-the-art forestry cab. Everything from the cab layout to cab-feature content was designed to improve operator comfort, ease of operation and productivity."

Upgrades to the hydraulics and undercarriage deliver greater productivity, reliability and durability. The XT460L-3 has a 37-percent-greater lift capacity at full reach compared to the XT450L-2 model. The undercarriages feature a new chain-guide design, which uses stronger materials for increased service life.

The XT-3 Series can be equipped to meet a wide range of customer applications. Komatsu offers as many as nine hydraulic system arrangements, two heavy-duty booms and four heavy-duty arm options that accept a broad range of cutting attachments, including a disc saw, bar saw and processing head. Advanced, parallel-boom geometry allows fast boom movement and smooth control, which increases operator productivity and reduces fatigue. ■



Steve Yolitz,
Manager,
Marketing Forestry,
for Komatsu
America Corp.

Quick Specs on the Komatsu XT-3 Series

Model	Operating Weight	Peak Horsepower	Swing Torque
XT430-3 (non-leveling)	62,240 lbs.	300 hp	58,400 lb.-ft.
XT430L-3	64,460 lbs.	300 hp	58,400 lb.-ft.
XT445L-3	68,180 lbs.	300 hp	58,400 lb.-ft.
XT460L-3	74,320 lbs.	300 hp	58,400 lb.-ft.



Komatsu's new XT-3 Series of track feller bunchers and harvesters provides significant improvements in production and reliability compared to previous models.

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A DECADE OF KOMTRAX

Komatsu's remote monitoring system evolves into useful tool for lowering O&O costs

The past decade saw huge advancements in machine technology. One prominent area is remote machine monitoring, and Komatsu led the way with its KOMTRAX system, which was designed for users to track equipment performance and plan for maintenance needs. It is also used as a teaching tool to make operators more productive and efficient.

"The initiative behind KOMTRAX was driven by Komatsu's senior management, and many give the company's legendary former CEO Masahiro "Shank" Sakane credit for the vision," said Ken Calvert, Komatsu

Director, KOMTRAX. "KOMTRAX fits with the 'Komatsu Way,' which is our philosophy of core values that feature seven guiding principles. For instance, one is commitment to quality and reliability. Our design and quality engineers all use KOMTRAX to make sure that Komatsu equipment works well and performs as intended. Another principle is to be customer oriented. KOMTRAX helps customers improve their operations through jobsite efficiencies and lower owning and operating costs."

Continued . . .



Ken Calvert,
Komatsu Director,
KOMTRAX



Rizwan Mirza,
Komatsu Manager,
KOMTRAX



KOMTRAX on Tier 4 machines includes information such as diesel particulate filter levels, idle time and other pertinent information to help reduce owning and operating costs.

KOMTRAX improves to benefit customers' bottom lines

... continued

What users are saying about KOMTRAX

"It allows us to locate a piece of equipment from the office and see vital information, such as hours and idle time. It's a valuable tool."

*Jerry Morgan,
President,
Kart Construction*

"We often work in remote locations, so I can't always be on site. KOMTRAX allows me to see a machine's location, hours, idle time and other necessary information. It helps me be a better manager. I wouldn't have a machine without it."

*Steve McNew,
Vice President,
DKM Enterprises*

"It's a great tool that allows me to see fuel usage and if someone is idling excessively. I also like that Komatsu tracks the machines and alerts me to error codes."

*Andy Fornea,
Owner, A.S. Fornea
Construction*

Komatsu first introduced KOMTRAX as an option that buyers could have installed on their Komatsu equipment. The first generation provided three basic pieces of information – machine location, service meter readings and daily hours of operation.

Within a short time, Komatsu made KOMTRAX standard on almost all new machines, and added even more valuable information, such as cautions; error codes; load frequencies; maintenance notifications; average hourly fuel consumption; fuel level and water temperature readings; geofencing; engine lock for theft prevention; and monthly and annual reports.

Several means of accessing info

Calvert said that the technology used to meet emissions regulations led to even further changes. Tier 4 Interim machines allowed users to monitor the diesel particulate filter's performance. With Tier 4 Final, KOMTRAX provided information on diesel exhaust fluid consumption. The latest iteration, KOMTRAX 5.0, allows users to track idle time and other pertinent information related to owning and operating costs, such as travel hours and distance, working modes and cycle times.



Customers can now access information from smart phones and other mobile devices, which was not available in earlier versions. In its latest iteration, KOMTRAX 5.0, users can track idle time and other pertinent information related to owning and operating costs, such as travel hours and distance, working modes and cycle times. The KOMTRAX team continues to look for improvements to benefit its customers' bottom lines.

Users can access information in a variety of ways from a secure website. Office and home computers, tablets and smartphones can all be used to view specific, detailed information.

"Construction has always been a highly mobile field, and the KOMTRAX Mobile app plays right into that," said Rizwan Mirza, Komatsu Manager, KOMTRAX. "Similar to traditional KOMTRAX, users can find information through the app that helps them make decisions to potentially reduce their owning and operating costs, without being tied to an office or a laptop. Many equipment users now carry a mobile device, so we evolved KOMTRAX to the mobile world."

Proven to work

As always, the evolution will continue. Today's KOMTRAX is much more comprehensive than its first version, and Calvert and the KOMTRAX team continually look for improvements that will benefit their customers' bottom lines. The system is on hundreds of thousands of machines worldwide, all of which Komatsu can track for critical information to help companies see trends, plan inventories, contact customers with information, such as error codes, and more.

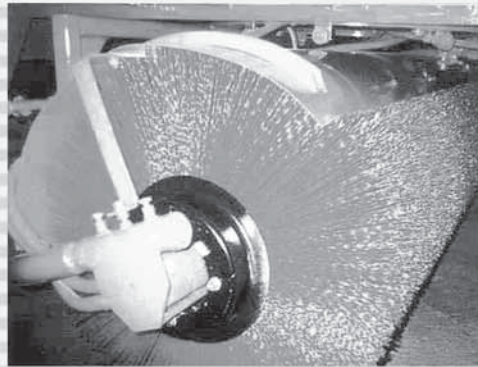
"KOMTRAX remains popular because it has proven that it works," said Calvert. "The system is robust, accurate and provides valuable information. It drives decisions and business practices, especially after the Great Recession, when everyone started looking more closely at their operations and balance sheets. A system such as KOMTRAX offers greater information on utilization and proper machine deployment, and it helps owners identify training and coaching opportunities for maintenance staff and operators.

"All forward-thinking business leaders realize that leveraging information from systems such as KOMTRAX will be key to remaining competitive, whether it's an equipment manufacturer using KOMTRAX to track machines for maintenance issues or machine owners who know KOMTRAX will help them get their work done on time, on spec and under cost." ■

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POWER
EQUIPMENT THE POWER TO PERFORM

MEETING, EXCEEDING EXPECTATIONS

General Manager Bruce Nelson says Komatsu's CMO is dedicated to high-quality products delivered quickly



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.

Bruce Nelson,
General Manager, Chattanooga
Manufacturing Operation

Bruce Nelson started with Komatsu in 1993 as a welding engineer at the Chattanooga Manufacturing Operation. Nearly 20 years later, he became General Manager at CMO, where he oversees production of hydraulic excavators and forestry machines. During his tenure, Nelson served as Fabrication Manager, Y2K Project Manager, Operation Manager, SAP Project Manager and nine years as Senior Manager of Administration.

Nelson helped create Komatsu's Supply Chain Division in 2009 and was General Manager of that division until moving into the General Manager role at CMO in 2012, upon the retirement of Dennis Riddell.

A year prior to joining Komatsu, he graduated from Auburn University with a degree in Industrial Engineering and worked for a small manufacturing company. Nelson is a Certified Supply Chain Professional and is Certified in Production and Inventory Management.

Bruce enjoys vacationing in central Florida and taking cruises. He likes to spend time with his wife and two daughters, who enjoy being anywhere it's warm.

QUESTION: What products are produced at the Chattanooga Manufacturing Operation (CMO)?

ANSWER: We currently produce six sizes of hydraulic excavators, ranging from the PC210LC-11 to the PC490LC-11. These models are primarily sold in North America, but we also export one model to Latin America and South America. In addition, we produce three sizes of forestry excavators, from a PC210LL-10 to a PC390LL-10, and four sizes of forestry tracked harvesters and tracked feller bunchers, from the XT430-3 to the XT460-3. We are the only Komatsu plant in the world that builds specialized forestry track machines, and we ship them all over the globe.

QUESTION: Why should a customer buy a machine produced at CMO?

ANSWER: The hydraulic excavators we build at CMO are also built in several other Komatsu factories around the world, in order to better serve local markets. Each factory uses the same parts, designs and quality standards, so users should not be able to tell the difference between an excavator built in a plant in Japan or the United Kingdom versus one built at CMO. In addition to high quality, CMO's mission is quick delivery with whatever options a customer may need. Our staff works regularly with distributors and customers to ensure we meet or exceed their expectations. Being a part of the North American market means we can offer options on our machines that are not normally found in other parts of the world. For example, we offer pipeline spec hydraulic excavators with single grouser tracks and severe-duty revolving-frame undercovers.

QUESTION: How do you prepare for new models, such as the Tier 4 Final products?

ANSWER: We start planning almost a year before our first build date, determining equipment

requirements and laying out a detailed schedule of events. For all model changes, we work closely with the engineering and manufacturing groups to understand the fabrication and assembly differences. We have weekly meetings with all departments involved to understand the status of everyone's activities and ensure we are all on schedule. We invite a staff member from the hydraulic excavator design group to stay at our plant during our first builds, so we have immediate feedback if we have any questions during the assembly process. After completing the first machine, we send it to our Cartersville Demonstration Center for operation and final evaluation. Once everything is complete, the product is released for sale to customers.

QUESTION: What are the markets (construction, utility) like now, and how do you adjust to ensure machines are available?

ANSWER: The construction-equipment market in North America has been growing throughout the last five years. Our plant works closely with Komatsu America's Supply Chain Division to make sure our production plans are in sync with market requirements. We use KOMTRAX to see usage trends by model, which helps us predict and verify marketing forecasts. We have worked hard during the last several years to reduce our lead times to our customers. The time from receiving a distributor order to making the machine ready to ship was two months in 2009. Now, it's three to five days, on average.

QUESTION: Do you encourage customers to visit CMO, and why or why not?

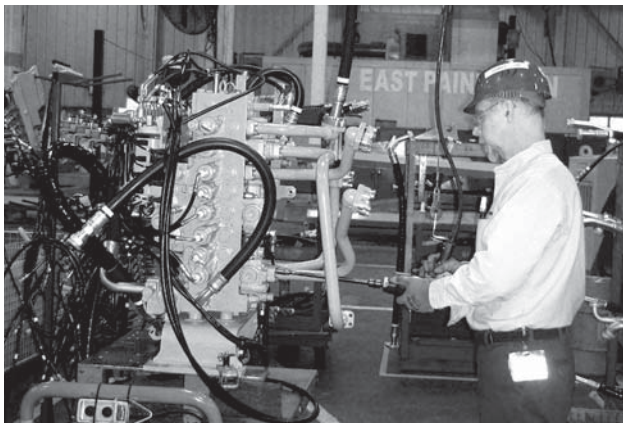
ANSWER: CMO always welcomes customer visits. We have customers at the plant on a weekly basis. A tour can be as small as one contractor with his wife and children passing through the Chattanooga area to as large as 75 people a day as part of Demo Days activities held just down the road at Cartersville. We love to show off our facility and allow people to see how the Komatsu machines, which we consider to be the best, are manufactured. Customers can see for themselves that we strive to keep the plant safe and clean for our workforce. They can also see how we build quality into each step of the process as frames are welded or as machines move down the assembly line. ■



Komatsu's Chattanooga Manufacturing Operation produces six sizes of hydraulic excavators, ranging from the PC210LC-11 to the PC490LC-11.



Four sizes of forestry tracked harvesters and tracked feller bunchers are produced at Komatsu's CMO, among them are new Dash-3 models, including the XT460.



General Manager Bruce Nelson says CMO has worked hard to reduce lead times to customers. In 2009, that was two months. Now, he says it averages three to five days to get a machine ready to ship after receiving a distributor order.

MORE INDUSTRY NEWS

CBO report shows feds spent \$96 billion on infrastructure

A Congressional Budget Office (CBO) report says the federal government's infrastructure spending was less than a third of what state and local governments put toward road and water system improvements in 2014. States spent \$320 billion, while the federal government's total was \$96 billion.

Of the federal spending, 57 percent went to maintaining existing infrastructure and operating expenses, while 43 percent was put into new construction. The report said

the impact of infrastructure spending was negatively affected by rising construction costs.

"Nominal public spending on infrastructure increased by 44 percent between 2003 and 2014, but because prices of materials and other inputs rose more quickly than nominal spending, real (inflation-adjusted) public purchases decreased, falling by 9 percent from their peak in 2003 to their level in 2014," said the CBO. ■

FAA releases proposed rules for small drones

If you use drones on your construction site, don't fly them at night or out of the operator's site. Those are part of the new rules proposed by the Federal Aviation Administration (FAA) for small commercial unmanned aircraft, which can now map sites and record projects. Final rules are expected in two to three years.

The proposed requirements for commercial operators include passing an FAA-administered test and security checks. Drones could fly up to 100 mph at altitudes of 500 feet or lower. Flights over people, other than those operating the drones, would be prohibited. ■

Gains made in STEM degrees

A report from the National Student Clearinghouse shows an increase in prevalence of students earning STEM (science, technology, engineering, math) bachelor and doctoral degrees between 2004 and 2014. The rise was seen in both men and women during that time.

"This data demonstrates the importance of tracking science and engineering degree attainment at different levels and within specific

fields of study," said Doug Shapiro, Executive Research Director of the Clearinghouse's Research Center. "Both men and women are increasingly choosing STEM degrees, particularly in hard sciences, including computer science, engineering and physical and biological sciences. But in terms of the shares of degrees earned within individual disciplines, women are gaining ground in some STEM areas, while losing ground in others." ■

Group calls for gas tax increase

The American Road & Transportation Builders Association (ARTBA) called for an increase in the federal gas tax of 15 cents per gallon to help pay for infrastructure. It would

raise about \$400 billion, according to the group, and President Pete Ruane said the increase would be more viable than other proposals to fund a transportation shortfall. ■

Some key considerations as Congress considers highway and road funding

Roads and highways are the backbone of the U.S. transportation system. TRIP (The Road Information Program) recently put together a fact sheet that details their importance. It comes as Congress considers both short- and long-term transportation funding plans. Here are some of the highlights from the TRIP report, which cited data from the U.S. Census, U.S. DOT, FHWA, NHTSA and Congressional Budget Office, among others:

- Americans travel more than 2 trillion miles annually on roads and highways;
- Vehicle travel increased by 39 percent from 1990 to 2013, while new road mileage increased by just 4 percent;
- Each transportation dollar spent returns a benefit of \$5.20 in reductions in vehicle maintenance costs, delays and fuel consumption, among other considerations;
- Travel in private vehicles accounts for 88 percent of all person miles of travel in the United States;
- There were 32,719 traffic fatalities in the United States in 2013. Roadway conditions were a "significant factor" in approximately one-third of those fatal crashes. ■

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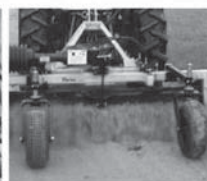
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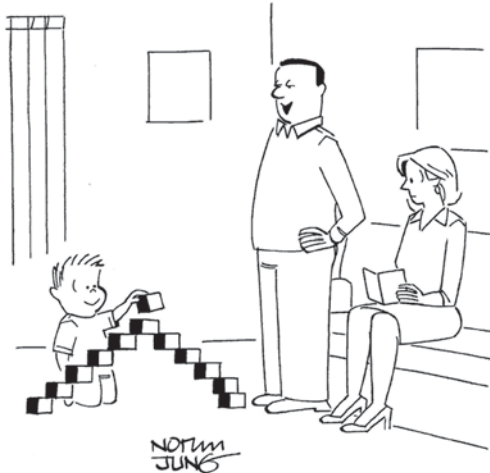


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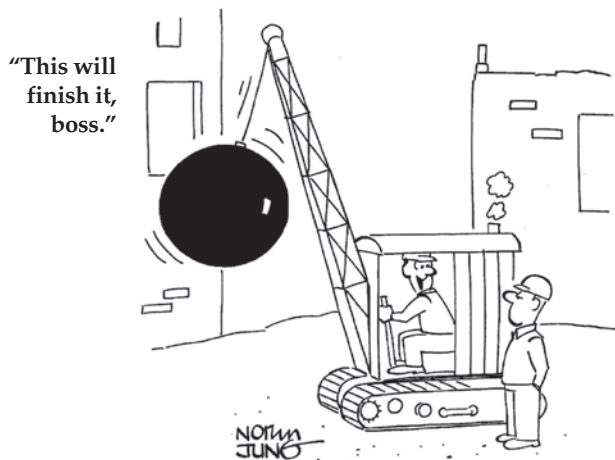
On the light side



"He definitely has a talent in construction."



"My parents are old-fashioned. We can't have social media at the dinner table. We're expected to actually talk."



Did you know...

- The letter J does not appear anywhere on the periodic table of the elements.
- The ocean is home to nine out of every 10 living things.
- The tooth is the only part of the human body that cannot heal itself.
- The University of Alaska spans four time zones.
- Avocados have the highest calories of any fruit, at 167 per hundred grams.
- Warner Communications paid \$28 million to copyright the song "Happy Birthday."
- The roar we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.
- In ancient times, strangers shook hands to show that they were unarmed.
- Everything weighs 1-percent less at the equator.
- A 1,200-pound horse eats about seven times it's own weight each year.

Brain Teasers

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

1. M P U D _ _ _ _ _
2. K T C R U _ _ _ _ K
3. G R E Y N E _ N _ _ _ _ _
4. C R T A R O T _ R _ _ _ _ R
5. R T A L I E M A _ A _ E _ _ A _

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DOZERS					
J00173	2007	Komatsu D31PX-21		51218	2,025
J00191	2013	Komatsu D31PX-22		60925	14
J00179	2013	Komatsu D61PX-23		30405	1,496
J00178	2013	Komatsu D65WX-17		1131	964
EXCAVATORS					
J00206	2007	Komatsu PC138USLC		002184	6,500
J00184	2012	Komatsu PC360LC-10		A32284	1,970
J00196	2012	Komatsu PC490LC-10		A40104	4,030
J00205	2014	Komatsu PC490LC-10		A40529	1,117
PT26558-1	2013	Komatsu PC490LC-10		A40407	3,569
PTC5464-2	2007	Komatsu PC400LC-7E0		A87672	0
PP26214-1	2012	Komatsu PC200LC-8T	with A/C	A91098	1,120
PT26916-1	2014	Komatsu PC160LC-8	with A/C	25913	410
PTC0291-2	2002	Komatsu PC210LC-6		K34898	7,933
WHEEL LOADER					
J00165	2013	Komatsu WA200-6		72012	3,236
J00193	2006	Komatsu WA200PT-5		68283	2,674
J00175	2011	Komatsu WA250-6		75934	1,830
J00181	2014	Komatsu WA320-7		80314	342
J00182	2014	Komatsu WA320-7		80319	311
PT16678-1	1999	Komatsu WA180-3L	with cab and A/C	A80524	5,639
PP26116-1	2012	Komatsu WA320-6	with cab and A/C	A35301	632
SKID STEER LOADER					
J00156	2008	Komatsu SK1026		A80401	1,202
TRUCKS (ARTICULATED)					
J00186	2007	Komatsu HM300-2		A11086	6,548
FORESTRY EQUIPMENT					
PP26946	2005	Pitts KB45	delimber trailer	P050300	7,942
PT26703	2003	John Deere 753G	harvester	GX002052	5,414
PT23086-1	2007	Komatsu Forest 445EXL	feller buncher	FT4C-2867	7,774
PT27239		Dynapac 565	chipper	565-5032	1,341
PT26873	2004	Timberking TK540DS	knuckleboom loader	PR59695	9,980
PP27416	2007	Prentice 2670	feller buncher	PB19353	7,915
PT27240	2002	Chambers	deliminator	JD10155	6,408
PT27499	2005	Barko 495ML	knuckleboom loader	10523582	8,984
PAVING/COMPACTION					
J00176	2006	Hamm 3410		H1690681	3,685
MOTOR GRADER					
PT28056	2004	Volvo G720B	motor grader	X036446	0

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