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DAUGHRITY EXCAVATING & TRUCKING, LLC

Tennessee contractor grows and expands offerings



KOMATSU®

Joseph Daughrity,
Owner/President

A MESSAGE FROM THE PRESIDENT



Chris Gaylor

**Strong
additions to
Komatsu's
lineup**

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Dear Valued Customer:

If you attended CONEXPO/CON-AGG, you saw some of the new innovative products in today's construction marketplace, as well as services that companies such as Komatsu and Power Equipment Company offer to support them. In case you missed the show, this issue of your Power Equipmenteer magazine recaps the triennial event.

In addition, it highlights some of the standout machines Komatsu recently introduced, including new D51EX-24 and D51PX-24 dozers that combine a decade of award-winning design with the latest technology to increase fuel efficiency and boost productivity. The D51-22s were Komatsu's original slant-nose dozers, and the Dash-24s prove you can enhance and build on a successful platform.

That's also true when it comes to hybrid technology. Komatsu was the first to introduce a hybrid excavator, and now it unveils a true 36-ton size class model with the Hybrid HB365LC-3. Like previous models, it captures energy normally lost during a swing cycle and uses it to assist the machine. It's more fuel-efficient than a comparable standard excavator, and in applications where swinging is prevalent, such as loading trucks, users will find it equally or more productive than a PC360LC-11. See inside for more details and read the other articles spotlighting Komatsu products, including the new PC170LC-11 excavator.

These new machines are covered by Komatsu's extended Undercarriage Assurance Program. You can learn more about the program in this issue as well. I think you will also be interested in the article related to an award Komatsu received for its support of educational programs, as well as our Komatsu & You spotlight, among others.

As always, 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

POWER EQUIPMENTTEER

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See how this Tennessee company is growing and expanding its services to become more of a full-service site contractor.

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Here's a recap of CONEXPO-CON/AGG 2017, where customers got an up-close view of the latest innovations in construction equipment and technology.

GUEST OPINION

Read why a college professor believes that a plan to rebuild America's infrastructure is an idea that both political parties can support.

A CLOSER LOOK

Discover the features that increase the engine efficiency and durability of Komatsu's D51-24 dozers.

INNOVATIVE PRODUCT

Komatsu's new PC170LC-11 hydraulic excavator is well-suited for a wide variety of general construction jobs. Check out the details inside.

GREEN TECHNOLOGY

Fuel savings of up to 20 percent are possible thanks to the electric swing motor-generator on Komatsu's new Hybrid HB365LC-3 excavator. Find out more in this issue.

PRODUCT SUPPORT

The new Undercarriage Assurance Program from Komatsu offers extended coverage for all dozers and excavators. Take a look inside for the specifics.

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DAUGHRITY EXCAVATING & TRUCKING, LLC

Tennessee contractor grows and expands offerings



▶ VIDEO

Joseph Daughrity,
Owner/President

For the past three to four years, Daughrity Excavating & Trucking, LLC has been in transition. Originally, the Chapel Hill, Tenn., firm focused mainly on small residential work with occasional commercial projects mixed in.

"We turned that around and are now almost exclusively working on projects for retail stores, schools and other nonresidential markets," said Joseph Daughrity, who along with his wife, Rebecca, own and operate Daughrity Excavating & Trucking as President and Vice President respectively. "Residential work involves a lot of moving around and one-day or short-term jobs. Commercial allows you to stay at one site for a longer time.

"The increase in commercial work has helped us grow, too," explained Daughrity. "It allowed us to expand our offerings and become more of a full-service site contractor,

so we handle everything from clearing to topsoiling and finish grading. We also install utilities such as storm, water and sewer systems."

Daughrity Excavating & Trucking runs multiple jobs at a time, depending on their scope and stage of development. Daughrity estimates that assignments range in size from \$100,000 to \$2.5 million. He prefers to do full site packages, but will perform excavation- or utility-only projects upon request.

'Take it to the bank'

It's a long way from Daughrity Excavating & Trucking's humble beginnings when Daughrity worked alone with a skid steer, a pickup and a gooseneck trailer. He mainly focused on small residential yard jobs in and around Chapel Hill. Today, the company serves all of middle Tennessee, including the Nashville metro area.

"I took whatever work I could get," Daughrity recalled. "I beat the streets, talking to developers. Fortunately, the early 2000s were pretty good for homebuilders, and they kept me busy. I made connections with some larger general contractors, and that catapulted me into bigger jobs. Eventually, I bought a backhoe as well as a dump truck and started putting in utilities."

Daughrity's work ethic and penchant for delivering quality projects on time earned him numerous repeat customers. Today, he still works with several of them.

"If I give them my word, they know they can depend on me," shared Daughrity. "I've always prided myself on that. When I hand them a bid and say we can do the work at the price I give and will start on a certain date, they can take it to the bank."

Owner Joseph Daughrity digs into a pile of stone with a Komatsu WA200. "The wheel loader gives us good versatility because we can load trucks, move pipe and put bedding materials in a trench with one machine," said Daughrity.

▶ VIDEO





A Daughrity Excavating & Trucking operator loads a truck with the company's Komatsu PC290LC excavator while two more operators use PC360s with Montabert hammers from Power Equipment's Certified Rental fleet. "Komatsu excavators are our main production machines," said Owner/President Joseph Daughrity. "We encounter rock quite often, and the Komatsus handle the tough application. They are durable and reliable."

The Daughritys also credit their staff of approximately 15 people for the company's ability to complete jobs in a timely manner. Among them is original employee, Jamie Russell, who has been with the company since its founding 16 years ago. Another key person is General Superintendent Zach Townsend.

"We believe our staff is the best in the business," said Daughrity. "Our people are experienced, dedicated and put every effort into ensuring customer satisfaction. Like Jamie, several people have been with us long-term. We're loyal to them; and they are, in turn, loyal to us. They take the company's success to heart, and we appreciate everything they do."

Komatsu's durability stands out

Daughrity Excavating & Trucking recently completed its largest project to date. It cut and removed about 100,000 cubic yards of earth for a new car dealership in Mount Juliet. Existing on-site materials were unstable, so the company hauled in and placed 60,000 tons of shot rock. It also installed a large, underground detention system that included nearly 6,500 feet of storm piping and almost 50 structures.

On another project in Smyrna, a Daughrity crew put in roughly 3,000 feet of water and 2,000 feet of storm-sewer lines, as well

as 1,000 feet of sanitary sewer for a new storage facility. The job involved hammering rocky soils in order to open trenches for the underground pipe. The resulting materials were reused on site.

"Rock excavation is common in this area, so we are used to it and know how to effectively deal with it," said Daughrity. "In some cases, blasting can be done, but on the Smyrna project there were natural gas lines on site, so that was not an option. Instead, we used two Komatsu PC360 excavators with 7,500-pound Montabert hammers that we rented from Power Equipment, and our own PC200 equipped with a 5,000-pound hammer."

Daughrity acquired all three excavators from Power Equipment Company's La Vergne branch with the help of Territory Manager Joe Tant. The PC360LCs came from Power Equipment's Certified Rental fleet, as did a D65EX dozer, which Daughrity rented for the same project. Additionally, he has purchased or leased Komatsu PC290LC, PC210LC and PC138USLC excavators and a WA200 wheel loader.

"Komatsu excavators became our main production machines after I purchased the PC200 approximately 10 years ago," recalled Daughrity. "It now has more than 10,000 hours on it, and the only work that's been done to it, other than routine maintenance, is replacing a hydraulic pump."

Continued . . .

Durability, versatility of Komatsu equipment stand out

... continued

That's a testament to Komatsu's durability, especially considering that it is almost entirely dedicated to hammering, which is a very tough application."

In addition to durability, the versatility of Komatsu equipment stands out to Daughrity. "That really holds true with the PC210, PC290 and WA200. The excavators can handle virtually any small- to medium-sized job. We use them to load trucks, move mass amounts

of dirt, dig utility trenches and more. The WA200 is equipped with a quick coupler to easily change from bucket to forks and back, so we backfill, move pipe and load trucks with it."

Power Equipment plays a big role

Power Equipment performs maintenance on the rented equipment as well as on newer Tier 4 machines through the Komatsu CARE program. Technicians do the work on site and at a convenient time that minimizes Daughrity Excavating & Trucking's downtime. Komatsu CARE is complimentary for the first three years or 2,000 hours and includes a 50-point inspection.

"They call ahead of time to let us know a service interval is close, schedule it and get it done," noted Daughrity. "I like that Power's technicians take care of it, so we can concentrate more of our time and resources on production. We handle maintenance on most of our other machines with parts from Power. They are good about having them on-hand when we need them. Joe is the reason we started using Komatsu in the first place. The service that he and Power Equipment provide plays a big role in why we continue to purchase and rent from them."

Back to more residential?

The business could make another shift, according to Daughrity. It recently started its first residential subdivision development that involves performing a package of services.

"We would like to bump up that area a little more, and possibly grow some, too," he indicated. "What we don't want is massive growth that takes away the personal touch that we have with our customers. I'm able to be on most jobsites every day, and I still do all the bidding and scheduling of jobs. About the only thing I have given up is running equipment, but I still get in a machine from time to time.

"Expansion will only happen if I believe we can continue to meet customers' expectations," Daughrity added. "We built our niche and have remained busy, and that's how we would like to keep it." ■



Power Equipment Company Territory Manager Joe Tant (left) meets with Daughrity Excavating & Trucking Owner/President Joseph Daughrity on a jobsite in Smyrna, Tenn. "Joe is the reason we started using Komatsu in the first place. The service that he and Power Equipment provide plays a big role in why we continue to purchase and rent from them," said Daughrity.

Daughrity Excavating & Trucking rented this Komatsu D65EX dozer from Power Equipment Company's Certified Rental fleet.



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A GLIMPSE INTO THE FUTURE

CONEXPO sets records as attendees look for 'what's next' from Komatsu, construction industry

(L-R) Brandeis Machinery & Supply Company's Lisle Dalton, Komatsu's Todd Daugherty and Power Equipment President Chris Gaylor.



Attendees browse through the exhibit hall where Komatsu featured its latest standard machinery, a virtual reality simulator area, a Komatsu CARE Certified used machine, a company store and more.

Attendees of CONEXPO-CON/AGG may have gone to the show "Imagining What's Next," but they left with a solid idea of what the present and future of the construction industry hold. Much of what they saw at the triennial event – which set records for net square feet of exhibits, number of exhibitors and educational sessions – involved new technology designed to make the workforce and equipment more efficient, more productive and safer than ever.

Komatsu showcased its combination of *intelligent* Machine Control dozers and excavators as well as SMARTCONSTRUCTION. Introduced at CONEXPO three years ago, innovative *intelligent* Machine Control equipment features



factory-integrated GPS technology that works from rough-cut to finish grade without the need for traditional masts and cables associated with aftermarket systems. Komatsu's first *intelligent* Machine Control excavator was the PC210LCi-10, and during CONEXPO the company previewed its next-generation PC210LCi-11.

SMARTCONSTRUCTION takes *intelligent* Machine Control to another level with a comprehensive list of services that can help customers increase their production and profitability.

"SMARTCONSTRUCTION is integrated support and solutions," explained Jason Anetsberger, Komatsu Senior Product Manager. "With one phone call to Komatsu we can supply *intelligent* Machine Control equipment, train operators to utilize them most efficiently and provide quality 3-D data to get the most out of the machines. Additionally, Komatsu offers other tech such as aerial mapping with drones or our SMARTCONSTRUCTION cloud-based service that helps monitor production and progress on the jobsite. Komatsu's goal is to be a partner to our customers by delivering the best technology and service to ensure high productivity and efficiency."

Komatsu highlighted the future of operator training with a virtual reality simulator that attendees could test. This tool is designed to accurately simulate operating an excavator on a jobsite. "It was a good experience, very life-like," said Nick Beneke with DeLoss Construction of Spencer, Iowa. "The controls were very responsive. It was like running a real machine, so I can see how it would be good for training new operators or even to fine-tune skills for veteran operators."

Latest Tier 4 machinery, Certified CARE excavator

Additional new machinery at the show included Komatsu's first 36-ton size class Hybrid HB365LC-3 excavator, developed with as much an emphasis on increased productivity as on fuel economy. Similar to previous hybrid models, it captures energy normally lost during a swing cycle and uses it to assist the machine, making it more fuel efficient than a comparable standard excavator. Komatsu also formally introduced the new D51-24 dozers and the

Continued . . .

Komatsu machines earn accolades for highest retained value



Product Managers Rob McMahon (Left, GD655) and Craig McGinnis (Right, WA320), along with Keith Allmandinger, Senior Marketing Manager for Komatsu Forklift U.S.A. (BX50 line), accept Highest Retained Value Awards from EquipmentWatch at a CONEXPO reception.

Komatsu's WA320 wheel loader, GD655 motor grader and BX50 forklift lines received Highest Retained Value Awards from EquipmentWatch at a CONEXPO reception. It is the industry's only award based on residual values for heavy equipment. All models honored are projected to retain the highest percentage of original value after five years, among all competitors in their respective categories.

To calculate the 2017 awards, EquipmentWatch analysts considered 12,536 models in their valuation database, which were then narrowed to 156 series from 36 brands. Once the finalists were set, residual values were calculated at the series level by leveraging a database covering more than \$412 billion in market activity to identify each category winner.

The Highest Retained Value Award is indicative of excellence across a manufacturing organization, according to EquipmentWatch Vice President Garrett Schemmel. He noted that product quality has the most obvious impact on an asset's performance in the secondary market, but residual values are also highly influenced by brand affinity and fair original pricing. A manufacturer must excel on all three fronts to gain recognition as a Highest Retained Value Award winner. ■

Attendees see latest technology at CONEXPO

... continued



A CONEXPO-CON/AGG visitor looks through a headset as he takes part in a virtual reality simulation of operating an excavator at a jobsite.

Ryan Kinning (right) of Penro Construction meets with Komatsu's Bruce McKown to learn more about SMARTCONSTRUCTION services that can help boost production and productivity.



Komatsu's outdoor booth focused attention on *intelligent* Machine Control dozers and excavators as well as SMARTCONSTRUCTION, Komatsu's integrated support and solutions for operator training, 3-D data, aerial mapping with drones, and a cloud-based service that helps monitor production and progress on the jobsite.



PC170LC-11 excavator, while displaying other Tier 4 Final products both in standard and *intelligent* Machine Control versions.

A Komatsu CARE Certified PC170LC-10 excavator with 1,452 hours was also on display to showcase this service program and the value of pre-owned machines maintained under it. Komatsu CARE ensures that pre-owned equipment, such as this excavator, have service intervals performed by Komatsu factory-trained technicians, for the first three years or 2,000 hours using Komatsu Genuine fluids, filters and coolants. The technicians conduct a 50-point inspection at each interval, and all maintenance and service information is available to buyers.

"CONEXPO is a great opportunity to see the latest in equipment and technology that's advancing the construction industry," said Komatsu's Rich Smith, Vice President, Product and Services Division. "It affords us the opportunity to show the broad range of equipment Komatsu offers, from small excavators to large haul trucks, all in one place. In addition, we want attendees to know that we are more than an equipment manufacturer. We offer outstanding parts, service and jobsite solutions. Komatsu is here to support customers from the time they purchase a machine until they are ready to trade it." ■

The next CONEXPO-CON/AGG is set for March 10-14, 2020.

SMARTCONSTRUCTION

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Want to make your next machine acquisition really count? Komatsu's lineup of automated excavators, including the all-new PC360LCi-11 and PC490LCi-11, feature a revolutionary, factory integrated, machine control system. The exclusive *intelligent* Machine Control technology lets operators focus on moving materials efficiently, without worrying about digging too deep or damaging the target surface. Contact your Komatsu distributor to learn how you can hit pay dirt today with Komatsu innovation.

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BIPARTISAN SUPPORT

The best dam idea Trump has: rebuilding our nation's infrastructure



John Tures,
Professor,
LaGrange College

Most people couldn't tell you which state Oroville was in before its dam was about to burst. But once the California town was in trouble, the floodgates opened with calls to fix our nation's infrastructure. President Trump supported an infrastructure plan during his campaign, and it's one of the few issues he could unite with Democrats to solve.

"The situation is a textbook example of why we need to pursue a major infrastructure package in Congress," said White House Press Secretary Sean Spicer during a press briefing. "Dams, bridges, roads and all ports around the country have fallen into disrepair. In order to prevent the next disaster, we will pursue the president's vision for an overhaul of our nation's crumbling infrastructure."

It's not just Trump who calls for this plan. The American Society of Civil Engineers reviewed America's infrastructure condition and wrote, "America was given an overall grade of D+ in 2013. This grade indicates that on average; most of the infrastructure are in poor condition and are at risk of failure. In order for the nation to maintain its status as the leading global economy, the state of infrastructure must improve."

Trump's plan calls for more than a trillion dollars in infrastructure spending, and, in theory, it has bipartisan support. However, Republicans and Democrats disagree on whether the funds should come from private or public money.

More disasters sure to occur

Given high-profile emergencies like the Oroville Dam, last decade's Interstate 35 bridge collapse and the failure of the New Orleans levees during Hurricane Katrina, our infrastructure can't tolerate partisan wrangling for too long. Hurricanes will return, as will increased rains, buckling bridges and dams that degenerate. This country can't afford another Johnstown Flood.

A solution is possible for a deal maker artful enough to secure a political victory. It would entail compromising on the issue of private and public spending, where infrastructure problems are handled by a combination of tax credits and government spending. That should please both parties. ■

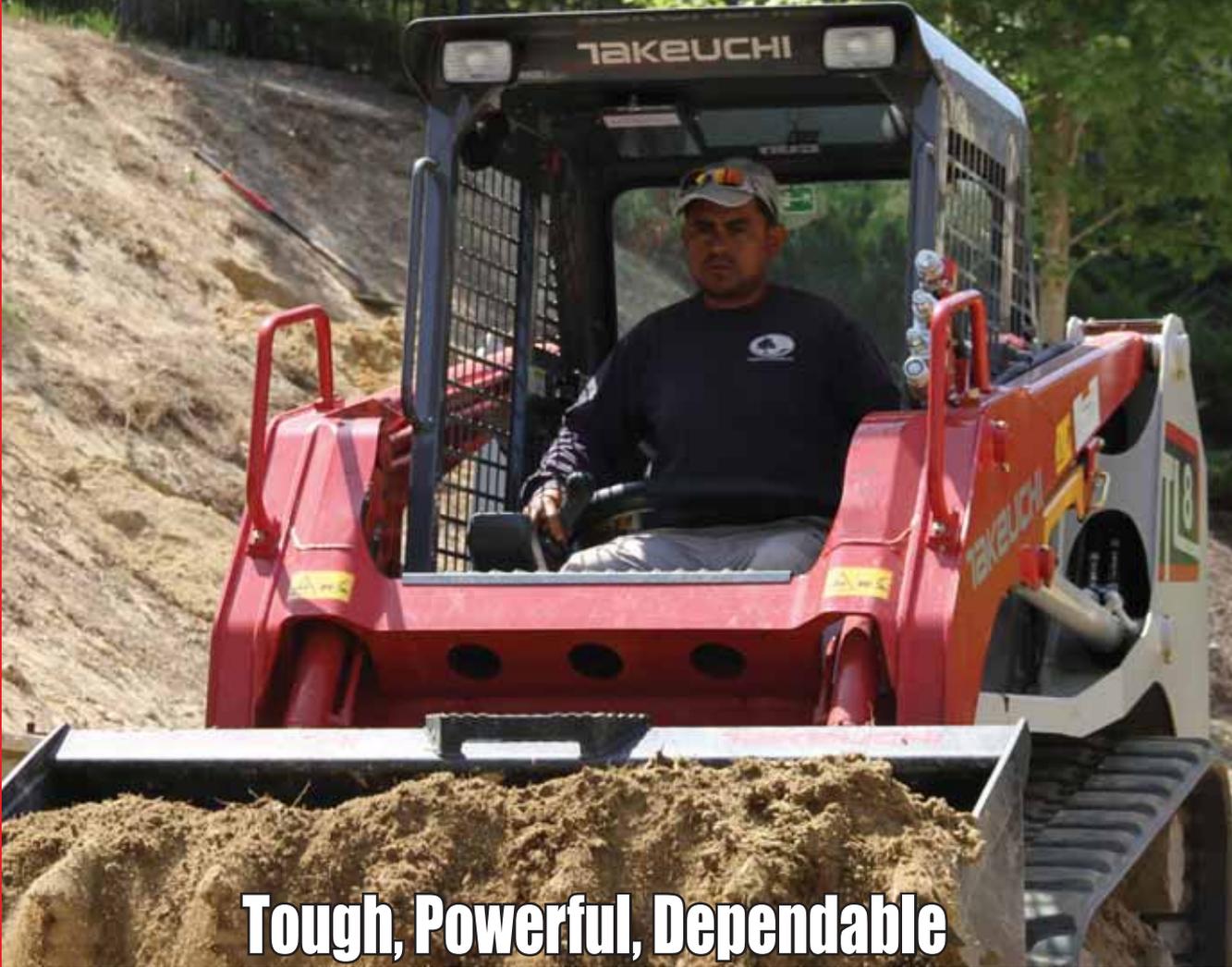
John Tures is a Professor of Political Science at LaGrange College in LaGrange, Ga. Contact him at jtures@lagrange.edu. This article was excerpted from an original piece published in the New York Observer.

John Tures, Professor of Political Science at LaGrange College in LaGrange, Ga., says a solution to fixing the nation's infrastructure would entail compromising on private and public spending, where infrastructure problems are handled by a combination of tax credits and government spending. He says it should have bipartisan support.



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BUILDING ON SUCCESS

New D51-24 dozer features improve efficiency, durability of original award-winning design



Jonathan Tolomeo,
Komatsu Product
Manager

Ten years ago Komatsu introduced its first super-slant nose dozers, the D51-22s. A year later they earned an International Design Excellence Award for the unique design which allows operators to see objects that are close to the blade, dramatically increasing efficiency and production on the jobsite. During the past decade, Komatsu brought that same innovation to additional dozer models, including its new Dash-24 D51s.



Chuck Murawski,
Komatsu Product
Manager

“The super-slant nose design moves the operator forward 20 inches, which delivers unrivaled visibility to the six-way power angle tilt blade and the work at hand,” said Jonathan Tolomeo, Komatsu Product Manager. “Visibility is further improved because Komatsu moved the air intake and the exhaust stack to the left side of the slant-nose hood so that it’s in line with the pillar. This offers the operator an unrivaled view, compared to the rest of the industry.”

Komatsu’s new D51EX-24 and D51PX-24 dozers maintain the award-winning slant-nose design, but new features provide better fuel efficiency and productivity. A parallel linkage undercarriage system (PLUS) with rotating bushings is now standard.



More efficient engine, transmission

Two models are available – D51EX-24 and D51PX-24 – both with a more efficient Tier 4 Final engine that lowers fuel consumption by up to 13 percent, while at the same time boosting production by as much as 15 percent. The engines use a Diesel Oxidization Catalyst and Selective Catalytic Reduction system, eliminating the need for a Diesel Particulate Filter. It has a variable geometry, water-cooled turbocharger that automatically controls back pressure and the exhaust system to maintain temperatures for better regeneration.

“Like their predecessors, the new D51-24 dozers feature a hydrostatic transmission (HST) that gives them excellent maneuverability and a smooth, comfortable ride,” reported Komatsu Product Manager Chuck Murawski. “The HST is customizable with quick-shift settings and variable-speed selection for maximum efficiency during fine and rough grading operations, with travel speeds to match job conditions and operator preference.”

Standard PLUS undercarriage

A parallel linkage undercarriage system (PLUS) with rotating bushings is now standard, as are a triple-labyrinth-seal final drive and a debris shield that provides longer undercarriage life and lowers repair and maintenance costs. The final-drive seal creates a restricted path for debris, while the shield directs debris away from the final drive and the floating seal area.

Self-adjusting idler support provides constant and even idler tension, reducing vibration and increasing undercarriage life. Komatsu’s PLUS undercarriage system now includes five-year or 6,000-hour assurance. (See related article on Komatsu’s Undercarriage Assurance Program).



More durable frame, blade

Komatsu improved the durability of the dozers by utilizing heavy-plate steel for the nose as well as for the hydraulic and fuel tanks. The dozer frame is manufactured with full steel castings.

The U frame behind the blade is reinforced, and the box section is thicker with fewer welds. Reinforced mold boards on the blades of the D51EX-24 and D51PX-24 provide greater wear resistance. The D51PX-24 offers a higher-capacity 4.4-yard blade, which can increase production by up to 15 percent.

Both dozers have manually adjustable blade pitch that boosts productivity. Operators can choose from three blade modes (Fast, Fine or Normal) to match conditions and preferences. For example, Fast mode increases blade speed while using the same amount of lever movement.

Enhanced technology

A redesigned cab features new technology that includes an easy-to-read and use, large, 7-inch, high-resolution, multi-color LCD monitor with Ecology guidance and onboard diagnostics that require no additional tooling. Hundreds of parameters can be measured through the monitor, and operators can make adjustments to blade settings and travel speeds.

An integrated rearview camera can be synchronized with the travel lever, so that when the dozer is shifted into reverse it displays what's behind the machine. This

Komatsu improved the durability of the dozers by utilizing heavy-plate steel for the nose as well for the hydraulic and fuel tanks. Reinforced mold boards on the blades of the D51EX-24 and D51PX-24 provide greater wear resistance.

Quick Specs on Komatsu's D51EX-24 and D51PX-24 Dozers

Model	Horsepower	Operating Weight	Bucket Capacity
D51EX-24	131 hp	30,821 lb	3.8 cu yd
D51PX-24	131 hp	31,438 lb	4.4 cu yd

saves the operator from turning around, reducing overall fatigue.

The D51-24s now have one pedal with two modes, Braking and Deceleration. "Deceleration slows down the travel speed and the engine rpm," explained Murawski. "Braking keeps the rpm constant and slows the machine, which is handy for fine grading and on jobsites where there are lots of contour changes and blade motion during grading."

Additionally, the D51-24s have Komatsu's Auto Idle Shutdown that reduces excessive idle time and the Operator Identification System, which provides KOMTRAX data for machine operation and applications for up to 100 individual ID codes. A disconnect switch lets operators completely shut down the machine's power for storage. An operating-system lamp sends an alert if the machine is not ready for a complete shut down.

"Customer feedback tells us the D51-24s are highly versatile," shared Tolomeo. "They are very effective for final and fine grading. The D51-24s are also high-production pushing machines, so they are extremely versatile for a variety of applications, including landscaping, site preparation and road construction among others." ■

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018

INNOVATIVE PRODUCT

BIG-TIME VERSATILITY

Komatsu's PC170LC-11 excavator provides flexible options for utility contractors

Operators looking for a lightweight excavator have found an answer with Komatsu's new PC170LC-11. The 40,000-pound-class hydraulic excavator also gives owners a choice between two counterweights to best fit the machine to its application.

"The PC170LC-11 is well-suited for a wide variety of smaller, general construction jobs like grading, excavating and loading applications," said Andrew Earing, Komatsu Project Manager - Excavators. "A standard PC170LC-11 is below the 40,000-pound limit, so it can be towed behind a truck with a trailer. The ease of transporting and versatility are very beneficial for customers who need to handle multiple jobs in a day with minimal equipment."

The machine operates at 38,730 pounds with a standard counterweight configuration and at 41,338 pounds with the heavier counterweight.

"For operators who are running couplers, thumbs and other attachments, the heavier counterweight helps maintain the over-the-side lift capabilities as they would have with the standard counterweight," explained Earing.

Small frame, big power

The new excavator boasts a 121-horsepower, Tier 4 Final engine that, with the Komatsu Diesel Oxidation Catalyst, eliminates the need for active and manual regeneration. In addition, the new machine includes Selective Catalytic Reduction to lower nitrogen oxide emissions, Komatsu Auto Idle Shutdown and wide-access service doors to make it easy to reach components for ground-level maintenance.

Also, an enhanced P mode provides up to 6-percent improvement in productivity when

compared to the previous model. Like the rest of Komatsu's Tier 4 machines, the PC170LC-11 is covered by Komatsu CARE for the first 2,000 hours or three years of operation.

Comfortable and efficient

Operator comfort and efficiency were also upgraded in the new PC170LC-11. The integrated ROPS cab features a high-back, heated, air-suspension seat with adjustable arm rests.

The cab also includes a 7-inch, high-resolution LCD display monitor that gives operators enhanced hydraulic attachment control, with one-way/two-way flow and programmable work tool names and settings. It features a rearview camera display and the ability to store up to 100 individual ID codes. ■



Andrew Earing,
Komatsu Product
Manager - Excavators

Quick Specs on Komatsu's PC170LC-11 Excavator

Model	Net horsepower	Operating Weight	Bucket Capacity
PC170LC-11	121 hp	38,730 - 41,338 lb	0.48 - 1.24 cu yd

Komatsu's new 121-horsepower, Tier 4 Final PC170LC-11 excavator has two counterweight options to best fit the machine to its application.



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hi-tech out there!”

ANTHONY CARLTON

OWNER / CARLTON, INC / ALPINE, UT

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“Using and understanding the new product technology, available from Komatsu for our business, made me apprehensive at first. But our dealer and their technical support have worked with us to help us make the tech work for our needs. I am seeing the benefits now. I’m on board and love it!”



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019

POWER AND EFFICIENCY

Komatsu releases new Hybrid HB365LC-3 excavator built for performance, fuel savings

Equipment owners are always looking for ways to increase production while decreasing costs. Komatsu's new Hybrid HB365LC-3 excavator – the industry's first true hybrid in the 36-ton size class – offers increased fuel efficiency without sacrificing performance, providing owners the best of both worlds.

"The Hybrid HB365 will be equal or better than our standard PC360LC excavator in terms of production, but with fuel savings that could be as much as 20 percent," said Kurt Moncini, Komatsu Senior Product Manager – Tracked Products.

Komatsu's unique hybrid system reduces fuel consumption through an electric swing motor-generator that captures and regenerates energy as the upper structure slows down and converts it into electric energy. The regenerated energy is stored in the capacitor and is used by the motor generator to provide swing power. An engine-mounted motor generator also uses stored energy to provide engine assistance when required.

"The Hybrid HB365LC will be a great fit for customers who use their excavators in high-swing applications," stated Moncini. "Each time the excavator swings, the capacitor is getting charged. That allows the engine to use electric power instead of fuel and operate at a lower rpm."

Tier 4 and more

The excavator features a Tier 4 Final, 269-horsepower, six-cylinder engine with a motor-generator and capacitor. The design of these two components also allows all swing energy that is captured to be used for boom and arm function.

"When it comes to the boom arm and bucket, the capacitor drives the swing and all available engine horsepower can go into the hydraulic

system," explained Moncini. "This creates faster cycle times and a very quick, responsive swing."

The engine has a Komatsu aftertreatment system that meets U.S. EPA Tier 4 Final emissions regulations. A Komatsu Diesel Particulate Filter and Selective Catalytic Reduction work together to inject Diesel Exhaust Fluid and decompose nitrous oxide into non-toxic water and nitrogen.

The ROPS cab gives operators a spacious and safe working environment. Features include vibration-dampening mounting and a fully adjustable, air-suspension seat and arm rests.

Another important element is the 7-inch, color LCD monitor, which shows key machine information. The monitor displays a capacitor charge gauge, DEF levels and rearview camera. It has an Operator ID system that records machine-operation and application data for up to 100 individual ID codes. ■



Kurt Moncini,
Komatsu Senior
Product Manager –
Tracked Products

Quick Specs on Komatsu's Hybrid HB365LC-3 Excavator

Model	Horsepower	Operating Weight	Bucket Capacity
HB365LC-3	269 hp	78,645-80,547 lb	0.89-2.56 cu yd

Komatsu says the Hybrid HB365LC-3 will be equal or better than its standard PC360LC excavator, but with up to 20-percent greater fuel efficiency.





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LONGER UNDERCARRIAGE COVERAGE

New Assurance Program sets industry standard

How does Komatsu evaluate the quality of its undercarriage components? One way is by analyzing the dependability of components and also collecting insight on the user experience to gather feedback from those who use the product.

“We believed that the previous terms were not indicative of how positively we feel about the quality of our undercarriage,” said Jim Funk, Komatsu Senior Product Manager - Undercarriage. “That led us to extend our terms for all dozers and excavators and, in turn, really separate Komatsu from the competition.”

Komatsu’s new Undercarriage Assurance Program covers all conventional and PLUS (Parallel Link Undercarriage System) components against leakage and breaks. Conventional components are covered for four years or 5,000 hours, whichever comes first. PLUS undercarriages are covered for five years or 6,000 hours. Also, this new policy allows coverage terms to restart on any group of components replaced while supported by both the customer and Komatsu. Previously, all Komatsu undercarriage components were included under the same terms, three years or 4,000 hours.

“This new assurance program is the longest in the industry,” noted Funk. “Every major undercarriage component is included in this policy – link assemblies, rollers, idlers and shoes. If there is an issue that is not due to improper use or other influences, customers can expect that Komatsu will stand behind the product and provide support.”

Manufactured for durability

Funk added, “We are proud to say that Komatsu undercarriage components are built

and designed by Komatsu, specifically made for our machines. They are precision-machined and heat-treated for exceptional performance and durability.”

All sizes of dozers and excavators put in use starting from July 1, 2016 now fall under the Undercarriage Assurance Program, as do replacement undercarriages installed since that date.

“This is not a short-term deal,” Funk emphasized. “It’s now our standard and another Komatsu mark that sets the industry standard. We understand our customers expect quality and value. This new coverage shows that they are going to get both when purchasing Komatsu Genuine Undercarriage.” ■

Komatsu’s new Undercarriage Assurance Program covers conventional undercarriage components against leakage and breakage for four years or 5,000 hours, whichever comes first. PLUS (Parallel Link Undercarriage System) undercarriages are covered for five years or 6,000 hours. The extension is now standard and the industry’s longest.



Jim Funk,
Komatsu Senior
Product Manager -
Undercarriage



NEW LARGE COLD MILL

Wirtgen's W 250i features integrated dual conveyor, two engines for maximum efficiency and power

Large mills are the machines of choice for renewing sizable asphalt or concrete surfaces. Wirtgen's array of cold milling products gets the job done effectively and productively with working widths of 4 feet, 11 inches to 14 feet, 4 inches. Included in the lineup is a new 610-horsepower W 250i that features an integrated dual conveyor.

Two parallel belts uniformly accelerate the milled material, transferring it in a compact stream to a waiting truck. Numerous other advanced features – such as the camera system, operator consoles, scraper-activation system and job-data processing – help make this and other large Wirtgen cold mills even more productive and profitable.

The twin-engine drive of the W 250i is unique among cold milling machines. With two diesel engines, the operator can utilize engine power on demand, reducing fuel costs by up to 25 percent compared to another conventional drive system.

Wirtgen's large cold mills can do more than remove asphalt and concrete pavements layer by layer down to the maximum working depth of 14 inches. They can also roughen surfaces, level substrates, produce plane surfaces with millimeter accuracy and remove tunnel floors. The variety of applications is immense, as is the flexibility with which they adapt to individual milling jobs.

Modern tech for diverse applications

The twin-engine drive of the W 250i, as well as the W 210i, is unique among cold milling machines. With two diesel engines, the operator can utilize engine power on demand, reducing fuel costs by up to 25 percent compared to another conventional drive system.

The parallel-to-surface feature automatically positions the large milling machines parallel to the road surface, ensuring simple and flawless operation for high-quality profiling work. This automatic function carries out all the steps that an operator would otherwise need to select individually. Automating the process of lowering the machine into the milled cut helps avoid excessive tool wear or breakage as milling begins, while greatly simplifying the operator's job.

Another example of Wirtgen's innovative technology is the Intelligent Speed Control system that, like traction control in a car, minimizes spinning of the crawler tracks. That enables optimum traction in each one so the machine can achieve ideal milling performance. ■



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NEXT-GENERATION INNOVATION

Vögele's SUPER 2000-3i, SUPER 2003-3i asphalt pavers deliver high laydown rates

What do you do when you have already introduced a next-generation 10-foot tracked asphalt paver? If you're Vögele, you add a wheeled version and give customers in the highway construction and large-scale commercial application markets another strong option.

Vögele recently debuted the wheeled SUPER 2003-3i after rolling out the tracked SUPER 2000-3i last year. Given their enormous tractive effort and high laydown rates, the

new machines are ideal for paving in wide passes. Both can be supplied with mix easily and quickly using a material hopper that holds 16.5 tons, wide hopper wings and sturdy rubber flashings fitted to the hopper apron.

The hydraulically operated hopper apron prevents material spills during truck exchanges. It guides the material inside the hopper directly onto the conveyors, so no hand work is required. The wide conveyor tunnel and powerful, hydraulic separate drives for the conveyors and augers support high laydown rates of up to 1,540 tons per hour.

Large, 16-inch diameter auger flights with precision pitch ensure excellent spreading of material when paving in large widths or at lower engine rpm. Vögele's unique auger flight design provides prolonged service life versus standard flight designs. Thanks to its effectiveness in spreading material, the pavers always have an optimal head of material in front of the screed to meet the demands of each paving situation.

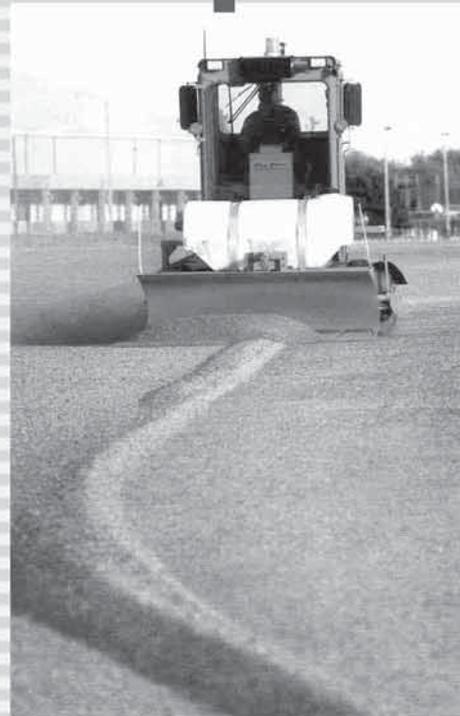
New ergonomics

ErgoPlus 3, the latest version of the Vögele operating system, was enhanced with a number of new ergonomic and functional features. For example, with its new mounting system, the paver operator's console can now be shifted conveniently and easily between the right and left sides of the operator's stand when in use. In addition, the console has a large color display that ensures good readability even in poor lighting conditions. The screed consoles were completely redesigned, making operation of these new Dash-3 machines easier for the entire paving crew. ■

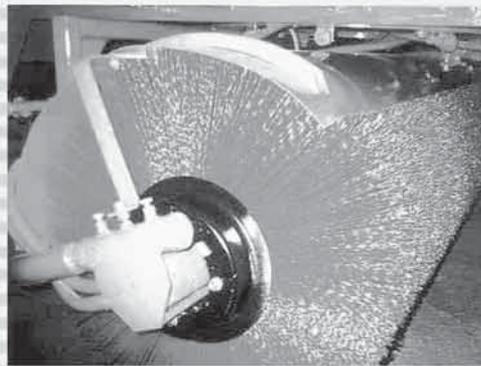


Vögele's SUPER 2000-3i's and 2003-3i's high-performance and precision systems that convey and spread material support high laydown rates and consistent quality.

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IMPROVED OPERATIONS

Vijay Dara explains how continuous, measured improvement drives manufacturing process

QUESTION: What has Komatsu done to make its manufacturing operation more efficient?

ANSWER: Two years ago we began to include spare or service parts warehousing, along with production/assembly, in our definition of manufacturing. While this may seem like a small detail, it is important because it requires us to consider the entire machine's life cycle and integrated supply chain when making decisions.

QUESTION: What is the impact of this change?

ANSWER: It has helped us to better understand how the entire process works together. One example is with spare parts availability. There isn't any difference between a part that is made for a new machine or one that is stocked for spare parts – one gets put on a machine, the other goes into a box – the engineering and manufacturing/procurement are the same.

Prior to including parts warehousing in our definition, the warehouses and production facilities worked independently of each other. Now, if a customer needed a part that was out of stock, the warehouse could call the production plant, that would then make or procure a new one, pull one from its production line or take the part from a machine that was in production.

By including warehousing under one umbrella, all areas are now on the same page. They work together particularly to plan inventory, procurement and transportation needs; and unexpected needs are easier to manage, which is an advantage to Komatsu. However, customers also benefit because it means that warehouses should have

Continued . . .



Vijay Dara, Director,
Manufacturing Administration

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.

Vijay Dara joined Komatsu nine years ago and began his tenure in corporate strategy. He has worked in manufacturing administration for the last five years. In his current role as Director, Manufacturing Administration, he serves as an internal advisor and supporter to the Komatsu America production and warehouse locations to enable standardization of all strategic and tactical activities for safety, legal compliance, quality, delivery and cost (SLQDC).

"The SLQDC acronym is a very common and important one in manufacturing," said Dara. "All aspects need to work together to have a successful operation, and all aspects are important."

Dara has more than 20 years of experience in manufacturing, procurement, design engineering and information technology in off-highway and automotive industries.

Originally from India, Dara earned his bachelor's degree in mechanical engineering from the University of Mumbai, India, as well as an MBA from the University of Michigan, Ann Arbor.

In addition to his manufacturing responsibilities, Dara is also involved in Komatsu America's Leadership Development Program "Trax."

"Trax is a great thing for Komatsu to offer," he said. "It has helped me develop as an individual and to contribute both at work and at home."

Outside of work, Dara enjoys spending time with his wife, Samatha, and their two children.

Customer-driven metrics help evaluate quality

... continued

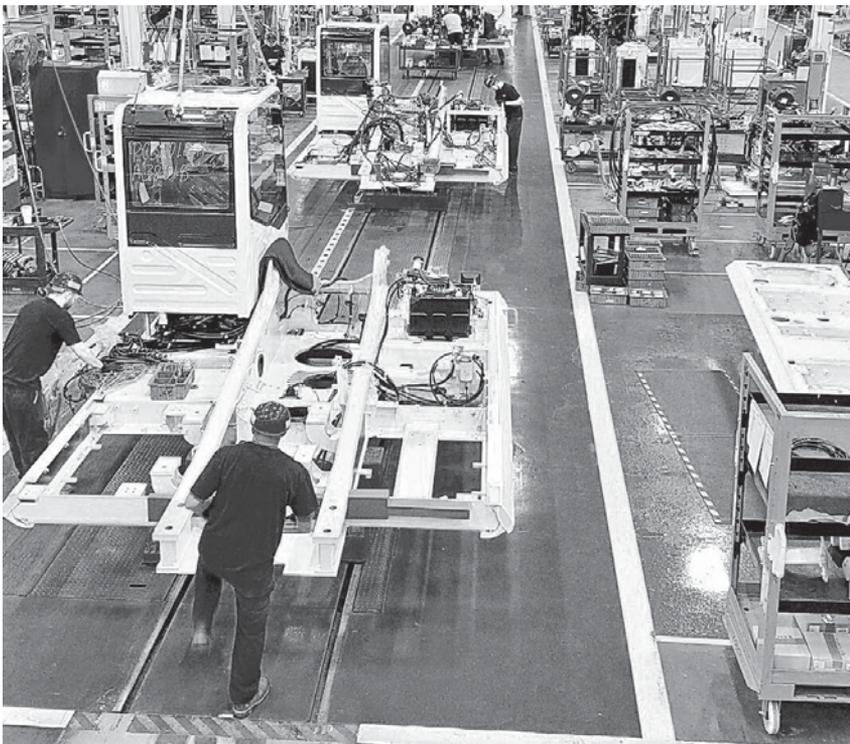


While Komatsu strives for zero customer claims on its parts and machines, Komatsu Director, Manufacturing Administration, Vijay Dara sees each claim as an opportunity to improve engineering and manufacturing processes.

Komatsu began including spare parts warehousing in its definition of manufacturing two years ago.



By locating spare parts warehouses closer to production facilities, warehouses have better access to the resources of the manufacturing plants and increased availability.



more access to parts in-stock or be able to get them faster.

QUESTION: How do you think that process will evolve in the future?

ANSWER: I think we will eventually see warehouses located closer to the production plants. The proximity will have a very positive effect on the whole process. The parts are made at the production plant, and if they aren't installed on a machine, they are put on a shelf. It eliminates many logistical costs and makes communication between production and warehousing a lot more efficient. It gives the parts warehouse access to all of the manufacturing operation's resources as well.

QUESTION: What process does Komatsu use to check the quality of its parts after they leave the manufacturing plant?

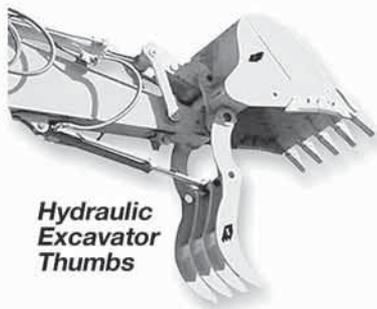
ANSWER: Every plant has a Quality Assurance (QA) Manager who is responsible for seeing that the quality of the products meets customers' needs. After a machine leaves the plant we use customer-driven metrics to evaluate the quality. When a customer files a warranty claim on a part (100 hours, 500 hours or later) or even when the plant identifies a nonconformity before shipment, we really dig into the claim to see what occurred through the entire supply chain. It is our goal to determine if the issue was isolated or something that affects every part/machine and causes us to reevaluate our engineering and manufacturing processes. The QA Manager works with other personnel within and outside of Manufacturing to address quality issues in a streamlined manner utilizing QC concepts to correct the concern.

QUESTION: Will there ever come a time when there are no claims?

ANSWER: That is always our desire. We know that it is realistically improbable, but we believe we can continue to improve if our goal is zero. As long as we are improving, we do not get discouraged when we receive a claim. Instead, we see every claim as an opportunity to learn and better our machines. So, in a way, we actually view a claim's "bad news" as good news. ■



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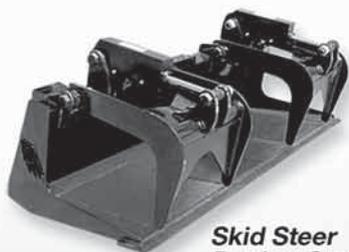
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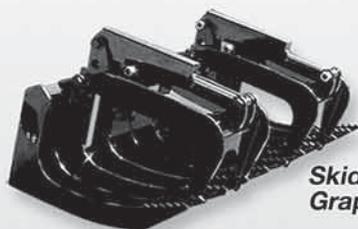
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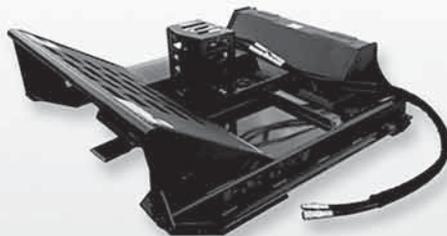
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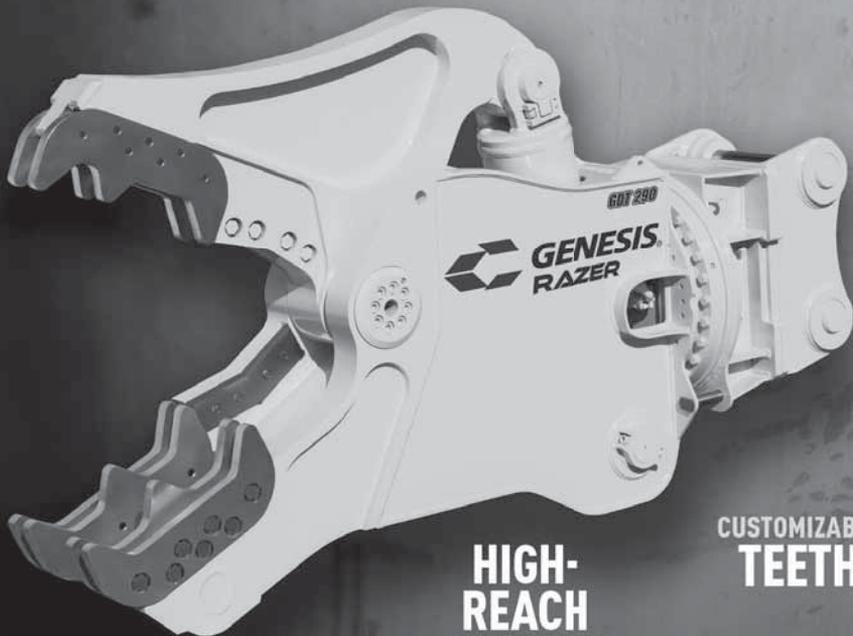
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AT YOUR SERVICE

LOWERING UNIT COSTS

Mining groups help customers evaluate proper equipment and best practices for improvement

Mining involves moving materials from point to point at the lowest per-ton costs possible. To accomplish that takes the proper equipment as well as a solid plan for how to best use it in a particular operation. Komatsu Mining helps customers with both aspects, utilizing the experience of two groups focused directly on making companies more efficient, productive and cost effective.

Selecting the right equipment is about more than getting big machines and putting them to work. Komatsu Application Engineering Group Director J.D. Wientjes explained that it's important to take many factors into consideration, and his team is happy to help with that process.

"Primarily, we work with customers prior to a purchase to determine items such as proper fleet and equipment size," said Wientjes. "This exercise typically involves reviewing site productivity and operating

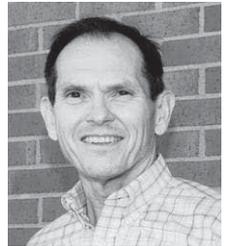
goals, as well as equipment performance objectives, both near- and long-term."

Wientjes says sometimes it's not necessary for customers to buy new equipment to increase production and realize greater efficiency.

"We come in with an earnest approach to identify the optimum means of production, and determine if the equipment the mining company is looking to purchase makes the most sense," he said. "Occasionally it doesn't, and it might be best to change practices to better utilize what they already have. We recommend what we believe is most beneficial, and then it's up to the customer to decide what to do."

The Application Engineering Group has numerous examples of these study types.

Continued . . .



J.D. Wientjes,
Director,
Komatsu Application
Engineering Group



Pat McCarthy,
Director, Komatsu
Mining Optimization
Group



Komatsu Mining's Application Engineering Group helps mines determine the proper fleet and equipment size. "This exercise typically involves reviewing site productivity and operating goals, as well as equipment performance objectives, both near- and long-term," said Director J.D. Wientjes.

Happy to help in any way

... continued

"Recently, a quarry asked us to look at its historical mining methodology, which had always been to use large dozers pushing long distances at steep incline angles," Wientjes noted. "It wanted to know if there was a better way. Given its existing fleet size and other aspects of its material-handling system, we suggested that the company keep using dozers, but not push long, uphill grades.

"To achieve this, we noted that the available highwall length could be used to develop sequential working faces of varying heights," he added. "This application change would allow the dozers to mine in a stair-step fashion to optimize performance."

Focusing on goals

Mining customers also benefit from Komatsu's Mining Optimization Group. Headed by Director Pat McCarthy, it identifies ways to improve practices and maximize production.

"Mines change over time. Pits get deeper, haul roads become steeper and other factors come into play," said McCarthy. "Companies have to adapt and change to maintain or gain

The Mining Optimization Group helps mines identify ways to improve practices and maximize production. "Mines change over time. Pits get deeper, haul roads become steeper and other factors come into play," said Director Pat McCarthy. "Companies have to adapt and change to maintain or gain production. Otherwise, they risk per-ton costs going up and losing their competitive edge."

production. Otherwise, they risk per-ton costs going up and losing their competitive edge."

McCarthy and his team collaborate with mine personnel to gather information on the operations and the customer's goals. Then, the Mining Optimization Group forms a plan to help achieve those aims.

"We look for detailed information in every meeting," said McCarthy. "As we build the plan, our team tackles the most prominent concern first and then moves down the list. Customers may only implement an item or two, and that's fine. We're happy to help any way we can."

McCarthy cited a prime example of how the Mining Optimization Group solved a common problem that plagues mines and created an innovative approach for improvement.

"There is an optimal target load for every truck, but shovel operators can have difficulty meeting that each time," McCarthy explained. "We asked our engineers to develop software for the trucks to identify the actual load on each haul cycle, and this solution is now known as the Optimized Loading Software for the payload management system. It provides the tonnage number to the operator so that person knows exactly to what point to load the truck. This software has helped tighten the distribution curve by calculating the allowable load on each cycle. Mines are seeing up to 30 percent improvement compared to a few years ago."

No need to get out your wallet

Neither mining group charges for its services. The assistance is all part of Komatsu's commitment to maximizing customers' operations.

"Our goal is to help increase the bottom line of our customers," said Wientjes. "This helps build loyalty with customers who use Komatsu equipment. Hopefully, our services lead to a better, longer-lasting relationship that keeps them purchasing Komatsu products."

"Anyone considering new Komatsu equipment, or currently using it and looking for better utilization, can contact us anytime," added McCarthy. ■



NEWS & NOTES

Better wages lead construction employment back to pre-recession level

An Associated General Contractors of America (AGC) analysis of government data showed construction employment recently increased to its highest level since November 2008. The government report noted that better wages were one reason for the rise, with companies paying more in an effort to attract new employees at a time when there is a chronic worker shortage in the construction industry.

“This report aligns with what contractors have been telling AGC – that the construction

industry is still eager to add workers,” said Ken Simonson, AGC’s Chief Economist. “The employment gains would be even larger if there were enough workers with the right skills available to hire.”

Construction employment reached a little more than 6.8 million in January, and average hourly earnings rose 3.2 percent in the past year to \$28.52. Construction’s hourly earnings are rising faster than those for all private-sector workers and are currently 10-percent higher than the private-sector average of \$26 per hour. ■



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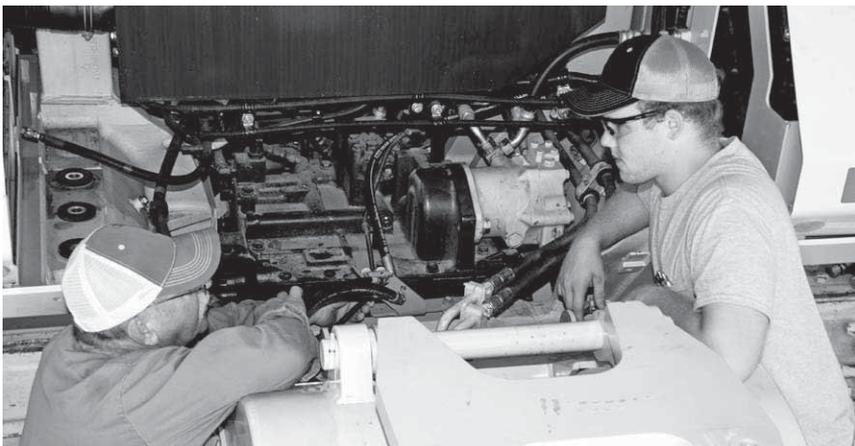
Komatsu America has long advocated for education in the construction industry, especially service technician training. The AED Foundation recognized Komatsu for its efforts with the Foundation Partner Award during its annual convention, AED Summit, held earlier this year.

Mike Hayes, Komatsu Director of Distributor Development, received the award on behalf of Komatsu at The AED Foundation Fundraising Gala. Proceeds from this fundraiser help provide educational opportunities in the industry. Hayes has served on The AED Foundation's board for several years and has helped with its workforce goals, such as developing school accreditation programs.

Komatsu Director of Distributor Development Mike Hayes (left) receives The AED Foundation's Partner Award from The AED Foundation President Robert Henderson.



More than 90 percent of students from two-year diesel technician programs with an emphasis on Komatsu equipment find work prior to graduation.



"There is a real skills gap in the industry today, and we have to be proactive in finding and recruiting those individuals who will fill the numerous job openings in the construction industry today and in the future," said Hayes. "Komatsu is doing that by partnering with schools, such as the Oklahoma State University Institute of Technology (OSUIT) and the North Dakota State College of Science (NDSCS), that provide two-year programs in diesel technology with a specific emphasis on Komatsu equipment. We have a 20-year history with OSUIT, and last year the first class graduated from NDSCS."

Classroom, hands-on

Both programs are accredited by The AED Foundation, and Hayes is talking with other schools about starting similar training options. Komatsu supplies some machinery and parts that students use to gain practical knowledge. The schools offer both classroom and hands-on experience. Students rotate attendance between their school and a Komatsu dealership where they work in a shop at a branch location. Dealerships sponsor students and usually provide financial and other incentives to complete their degrees – and often jobs when they have successfully finished the program.

Hayes recently told AED's Construction Equipment Distributor magazine that enrolling in such programs is a great investment in the future, both for students and the industry as a whole. "Schools can teach theory, and they have the latest and greatest technology from manufacturers," according to Hayes. "Many of the technical colleges I talk to report that students have no problem securing employment upon graduation. More than 90 percent have already found work by the time they graduate." ■

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LOOKING TO THE FUTURE

Komatsu's recruitment day gives students an opportunity to meet with future employers

Finding qualified employees is a challenge facing much of the construction industry. Identifying and growing the next generation of employees is imperative for the health of the industry going forward. To help address the issue, Komatsu America hosted 35 students from three colleges along with three equipment distributors at its Customer Center in Cartersville, Ga., in January.

The event gave construction-focused students from Kennesaw State University, Reinhardt University and Chattahoochee Technical College the opportunity to meet with representatives from Tractor & Equipment Company, Linder Industrial Machinery Company and Bramco, which operates Power Equipment Company and Brandeis Machinery & Supply Company. The one-day program enabled students to learn more about the dealers and to interview with them.

"This was designed to introduce students to Komatsu distributors who are looking to hire," said Komatsu Director of Training and Publications Tom Suess. "We had an excellent turnout; and it was a great opportunity for all parties involved."

Recruitment day attendees get hands-on experience operating several Komatsu excavators and dozers.

Representatives from participating Komatsu distributors gave an overview of their companies and cultures. The students could also operate several Komatsu machines, including *intelligent* Machine Control dozers and excavators, on the Customer Center's training ground.

"All of the students here have a desire to work in this industry, many as technicians, which is a big need for many of our distributors," said Suess. "It was valuable for the students to listen to recruiting pitches from our distributors and then interview with them.

"It was also fun for them to get on the machines, see how they operate and use the technology," he added. "For most students, it was their first time operating our equipment, and they got the chance to do it with our technicians on-hand. We're very happy that we were able to provide them with all of these experiences." ■



Tom Suess,
Komatsu Director
of Training and
Publications



Students, faculty and distributor representatives pose on a Komatsu HD605 mining truck during Komatsu's Recruitment Day at its Customer Center in Cartersville, Ga. The students met and interviewed with Komatsu distributors at the event.

▶ VIDEO



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USED EQUIPMENT

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2015 Waldon 7000	Cab, a/c	70-32736	214	2007 Komatsu HM400-2		2290	4,659
EXCAVATORS				2007 Komatsu HM400-2		A11062	10,678
2015 Komatsu PC138USLC-10	Road liners, blade, qc, 24" bucket	42428	850	DOZERS			
2014 Komatsu PC138USLC-10	8'2" arm, blade, aux hyd, 24" bucket	40340	1,058	2015 Komatsu D37EX-23	Cab, a/c, 16" tracks, PAT blade	80104	726
2014 Komatsu PC170LC-10	Hyd thumb	30158	1,322	2015 Komatsu D61PX-23	Cab, a/c	31769	399
2014 Komatsu PC210LC-10	9'7" arm, cab, a/c, 31.5" shoes, 30" bucket	A10557	1,652	2015 Komatsu D61PXi-23	Cab, a/c, 34" shoes, PAT blade, draw bar, UHF	31676	1,292
2014 Komatsu PC210LC-10	9'7" arm, aux hyd, 42" bucket, 31.5" shoes	A10286	1,431	2015 Komatsu D61EXi-23	Cab, a/c, 24" shoes, PAT blade, draw bar, UHF	31567	1,623
2013 Komatsu PC210LC-10	9'7" arm, cab, a/c, 31.5" shoes, 42" bucket	A10243	2,806	2015 Komatsu D65PX-18	Cab, a/c, 36" pads, st blade, draw bar	90063	900
2014 Komatsu PC228USLC-8	9'6" arm, qc, aux hyd, 31.5 shoes, 48" bucket	51653	2,054	2015 Komatsu D65EX-17	Cab, a/c, sweeps, screens, sigma blade, draw bar	1964	747
2015 Komatsu PC240LC-10	10' arm, 31.5" shoes, 48' bucket	90194	1,450	2007 Komatsu D65EX15E0	Cab	69845	4,208
2015 Komatsu PC240LC-11	10' arm, cab, a/c, 31.5 shoes, 48" bucket	A22033	425	FORESTRY EQUIPMENT			
2015 Komatsu PC240LC-11	10' arm, cab, a/c, 31.5 shoes, hyd thumb, quick cplr	A22029	1,197	2007 Komatsu 445EXL	Feller buncher	FT4C-2867	7,774
2016 Komatsu PC290LC-11	10'6" arm, cab, a/c, 31.5" shoes, 30" bucket	A27232	476	1995 Komatsu T445B	Feller buncher	FT4C-642	9,595
2016 Komatsu PC290LC-11	10'6" arm, cab, a/c, 31.5" shoes, 30" bucket	A27230	692	2005 John Deere 759G	Feller buncher	X001062	8,089
2014 Komatsu PC360LC-10	33.5 shoes, 10'6" arm, qc, ham hyd, 36" bkt	A33562	1,845	PAVER			
2015 Komatsu PC360LC-10	13'2" arm, 33.5" shoes, 60" bkt	K64150	1,090	2006 LeeBoy 8515	Paver	45311	3,352
2014 Komatsu PC360LC-10	13'2" arm, 33.5" shoes, 36" bucket	A33425	1,104	MISC.			
2016 Komatsu PC360LC-11	13'2" arm, 33.5" shoes, 42" bucket	A35376	1,365	1982 Dresser 412B	Scraper	16281	12,256
2014 Komatsu PC360LC-10	10'6" arm, 33.5" shoes, bucket	A33656	2,444	1998 Etnyre S2000	Distributor	S2292	13,688
2015 Komatsu PC170LC-1		30031	1,562				
2016 Komatsu PC170LC-1		30575	1,111				
2010 Komatsu PC200LC8T		A89529	5,141				
2015 Komatsu PC170LC-1		30679	805				
2015 Komatsu PC360LC-10		K64150	1,090				
2005 Komatsu PC200LC7L		A87467	7,945				

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