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SCOOP

A PUBLICATION FOR AND ABOUT ROLAND MACHINERY CO. CUSTOMERS • 2009 NO. 3

Featured in this issue:

NEW WHEEL LOADERS

Special features make WA470-6,
WA480-6 productive and efficient

See article inside . . .

MT. CARMEL STABILIZATION GROUP

This Illinois company is the largest
soil-stabilization contractor
in North America



KOMATSU



A MESSAGE FROM THE PRESIDENT



Ray Roland

**Signs of better
times ahead**



Dear Equipment User:

There's some good news, tempered with cautious optimism, that the construction industry will start to see a rebound soon. One bit of news to be optimistic about is that billions of dollars have been approved for construction projects under the economic stimulus package, with some projects already underway. There are signs the housing market is stabilizing, and economists predict economic growth during the latter half of the year.

Whether you're a government contractor or focus on private residential and commercial construction, this is potentially good news. But how do you go about getting in on the action? For ideas that can help, read our article on tips to providing a winning bid.

If you're in the market for equipment that will help keep your costs down, Komatsu has introduced several new efficient and productive products that can save you money. In this issue of your *Industry Scoop*, find out about the PC200LC-8 HD excavator and PC800 Super Digger as well as two new wheel loader models. All could lower your per-yard costs, a savings that could be figured into your bid.

As you continue to gear up for more work, don't forget that whether you're in the market for new or used equipment, there are tax advantages to buying equipment this year. The economic stimulus plan extended the depreciation bonus on new machines and additional Sec. 179 expensing on both new and used equipment. For more information, contact your sales rep or Mark Reeter, Roland's Finance Manager in Springfield.

Remember to check out our new "Voices" feature and let us know what's on your mind. Simply email us your questions, concerns or comments and we'll respond and share it with our other readers.

If there's anything we can do to help you in sales, service or parts, don't hesitate to call on us. We're always here to help.

Sincerely,
ROLAND MACHINERY CO.

Raymond E. Roland
President



IN THIS ISSUE

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With more capacity and stability, Komatsu's new PC200LC-8 HD Spec Arrangement may be just the excavator you need for demanding applications such as demolition, scrap handling and land clearing.

PROFIT-PRODUCING IDEAS

Learn how to turn your excavator into more than a digging machine with Komatsu's Hydraulic Kit Program.

KOMATSU & YOU

Two Komatsu vice presidents discuss the company's focus on providing exceptional technology and value to customers.

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A SALUTE TO A CUSTOMER

MT. CARMEL STABILIZATION GROUP

This Illinois company is the largest soil-stabilization contractor in North America

Soil stabilization, which consists of blending on-site soil with chemical additives, such as cement, lime and/or fly ash, then compacting the mixture to make the ground firmer, is not new — it's been around since the Roman Empire. But in recent years, soil stabilization is becoming more common and is taking on new importance in the United States.

There are three primary reasons for the increase in soil-stabilization work. One, it allows building in desirable locations that might otherwise go unused because the ground is too wet and sloppy. Two, it provides a stronger, better base for any building or road. Three, by providing crews with a solid work platform, regardless of rain or subsurface conditions, stabilization speeds up the construction process, which makes any job more cost effective.

Headquartered in the small town of Mt. Carmel in southeastern Illinois, Mt. Carmel Stabilization Group is the largest

soil-stabilization contractor in North America. The company has done thousands of projects in 37 states. Jobs range from private parking lots as small as 2,000 square yards to major airports that require millions of yards of stabilization.

"Virtually nothing is too big, too small or too far away," said Mt. Carmel Marketing Manager Neil Ryan. "We'll complete some jobs in as little as a day, others we'll be on for many months — even years in some cases. Most of our work is in Indiana, Illinois, Kentucky, Ohio, Missouri and southern Wisconsin, but we're willing to travel for big jobs. We recently opened an office in Pittsburgh to help us better serve the northeastern U.S."

Mt. Carmel offers all levels of soil-stabilization services, from soil drying (adding chemicals to aid compaction); to soil modification (adding chemicals to aid construction); to true stabilization (engineering a soil blend to reach a specific, designated level of hardness — typically for a DOT paving project); to full-depth reclamation or FDR (using old, existing pavement in the stabilization blend to serve as new road base).

Signature Mt. Carmel projects include stabilization work for many of the nation's busiest airports (O'Hare in Chicago, Hartsfield-Jackson in Atlanta and DIA in Denver); for DOTs in 14 states from Pennsylvania to New Mexico; and for massive commercial jobs, such as auto plants in Missouri and Indiana, and NASCAR racetracks in Kansas City, St. Louis and Joliet.

Quality work done fast

Mt. Carmel Stabilization grew out of Mt. Carmel Sand & Gravel, which, in 1949, began doing soil-stabilization work on Wabash

Mt. Carmel's management team includes (L-R) Marketing Manager Neil Ryan, Vice President Mike McPherson, President Ed McPherson, Estimator/Project Manager Pat Donahue, CFO Phil Hipsher, Vice President Doug McPherson and Estimator/Project Manager Gregg Shaw, shown here at company headquarters in Mt. Carmel, Ill.





Last year, Mt. Carmel did a major project at Chicago's O'Hare Airport using its Wirtgen WR2400 soil stabilizers/recyclers. "Since buying our first WR2400 about five years ago, Wirtgen is the only brand we've bought, and we plan to continue that trend," said Marketing Manager Neil Ryan. "The WR2400 is state-of-the-art, but the most important thing to us is the increased uptime we get with it compared to our other machines," added VP Mike McPherson.



County roads. In 1969, Ed McPherson, who had been selling cement to Mt. Carmel Sand & Gravel, joined the company to oversee and grow the stabilization side of the business.

Growth was gradual until 1979, when Mt. Carmel Stabilization landed the contract for a new General Motors production facility in Wentzville, Mo., near St. Louis. By the time the job was finished, Mt. Carmel had treated more than 8 million square yards at the site and had saved General Motors millions of dollars in excavation costs. Other owners, developers and general contractors took notice and Mt. Carmel quickly gained a reputation as a stabilization expert.

Today, Ed McPherson is President of Mt. Carmel Stabilization. With a full-time payroll of about 150 people, plus about 150 more who are employed during the busy season, Mt. Carmel completes in the neighborhood of 600 stabilization projects annually.

Joining Ed McPherson on the management team at Mt. Carmel are his two sons, Vice Presidents Mike and Doug McPherson; CFO Phil Hipsher; Estimators/Project Managers Gregg Shaw, Pat Donahue and Dave Cannon; and Marketing Manager Neil Ryan.

"In addition to Greg, Pat and Dave, Doug and I are also estimators/project managers," said Mike McPherson. "We all have our own territories we're responsible for, and we rely on a very talented and experienced work force. A

majority of our field guys have been with us 20 years or more. We count on them to do the job for our clients, and they deliver."

"Because of our employees and their experience, we're able to perform what we believe are the highest-quality, fastest stabilization jobs in the industry," added Doug McPherson. "Most firms that offer stabilization services also do other things like excavation, rotomilling or paving. We're unique because this is all we do. Our clients appreciate it because they know we're never going to compete with them. It also makes us work harder. We have to be the best because we don't have anything to fall back on."

"Quality and productivity go hand-in-hand at Mt. Carmel," Ryan pointed out. "You can't have one without the other. Our calling card is our production, which we maintain is untouched by any competitor. We do more stabilization work than anybody else, we do it better and we do it faster. That's our standard."

Continued . . .



Mt. Carmel Stabilization stays busy

... continued

Productive, reliable equipment

In addition to experience, employees and commitment, another factor working for Mt. Carmel is its equipment fleet. "Some people see us working and think this is easy," observed Ryan. "It's not. We may make it look easy, but it's difficult, technical work that requires a major investment in equipment."

Key pieces of equipment include spreaders to distribute the chemicals. "We have 65 spreaders, which are without question the best in the industry. We built every one of them in-house to our own precise specifications," noted Ryan. "Accurate spreading is paramount to stabilization performance, so we are constantly updating our spreaders with the latest technology to give our customers a better product."

The other key piece is the soil stabilizer itself, also known as a mixer, reclaimer or cold recycler. In recent years, Mt. Carmel has started purchasing Wirtgen WR2400 stabilizers from Roland Machinery in Carterville, Ill.

"We bought our first WR2400 about five years ago and since then, it's the only brand we've bought," said Ryan. "We now own eight of them. We still also have 20 or so older mixers. In the coming years, as we need to replace those units, our plan is to replace them with Wirtgen WR2400s."

Mt. Carmel owns about 65 spreaders to distribute stabilization chemicals. "We build them in-house to our own specifications," said Marketing Manager Neil Ryan. "They are without question the best spreaders in the industry."



"The WR2400 has been an excellent machine for us," Mike McPherson concurred. "Wirtgen has taken stabilizer performance to a new level. It's superior in many ways, but the most important thing to us is the increased uptime we get. We've had very few problems with the 2400, which means greater productivity and lower owning and operating costs."

"We also appreciate the support we've received from Roland and Wirtgen," added Doug McPherson. "Roland Territory Manager Mike Otten and everybody in Carterville and the rest of their organization do a good job of taking care of us and helping us keep the units up and running."

Still busy

Although there's less construction work being done today than the previous two years, Mt. Carmel Stabilization remains busy.

"We're down, but we're down from monster years in 2006 and 2007," said Ryan. "We still have 10 to 12 crews working full time. Our subdivision work, where we used to do as many as 10 subdivision roads a week, has gone away, but we're doing more DOT and county road jobs. As a result, where we used to do about 60 percent private-market work, we're now doing about 60 percent public work."

"The good news for us is that although building is down overall, more and more of the projects that are being done are using soil stabilization," said Mike. "Why? Because all the best locations have been taken. So building is now occurring in places where previous generations didn't want to build because the ground in those spots often consists of unstable subgrade. Something needs to be done to build it up, and stabilization is a cost-effective alternative to excavating and backfilling with imported material."

"Long term, we're optimistic about the future," added Doug. "In addition to a higher percentage of projects utilizing stabilization, we think there are some emerging industries where stabilization will also come into play. Once the economy pops back, we're ready to get after it. As long as we keep our focus on providing clients with sites that allow them to do their jobs faster and at a lower cost, we feel good about our prospects." ■

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GUEST OPINION

SAVING JOBS

AGC economist says stimulus-funded projects are helping boost construction employment

Construction companies nationwide are reporting that the stimulus bill is making it possible to hire new workers, according to information gathered by the Associated General Contractors of America (AGC). The early information provides the first glimpse into how federally funded infrastructure and construction projects can help improve the overall economic outlook, the association added.

“Early reports indicate that the infrastructure piece of stimulus is beginning to do exactly what was intended, put construction workers back on the job,” said Ken Simonson, Chief Economist for the AGC. “As a recent employment report shows, however, construction is still one of the hardest-hit industries in terms of job losses.”

Simonson said that as more and more stimulus-funded projects are awarded, a growing number of member companies are reporting adding new jobs or rehiring laid-off employees. He said, for example, that one company recently rehired 15 workers it laid off last year after receiving a stimulus-funded Interstate highway reconstruction contract. Another company hired new workers after winning a contract to build a new laboratory with stimulus funding provided by the U.S. Department of Energy, the economist noted. Meanwhile, yet another company has hired 30 new employees to help it complete recently awarded road construction projects funded by the stimulus.

Improving business environment

Simonson also pointed out that many contractors were canceling planned layoffs because of stimulus-funded work. Noting that an estimated 85 percent of construction

companies said they would cancel layoffs or add new employees with the stimulus, he said stimulus funds were improving a poor business environment for many firms.

“Without the stimulus, the jobs report would be much worse,” Simonson concluded. ■



Ken Simonson,
AGC Chief Economist

AGC Chief Economist Ken Simonson said stimulus-funded projects are helping maintain and create construction jobs, helping improve a poor business environment.





MANAGING YOUR BUSINESS

PUTTING TOGETHER A WINNING BID

Whether it's a stimulus job or a private project, here are tips for getting work and making money on it

The practical suggestions in this article are based on recommendations from a variety of construction industry sources.

Passage of the economic stimulus package (The American Recovery and Reinvestment Act) brought with it millions of dollars in governmental construction work that has either already begun, is in the bid process or will be put up for bid in the near future. A look at those projects that have already been bid and awarded indicates very competitive bids, many coming in well below engineers' estimates.

"The fact that these projects have come in well under what we thought they would, will allow us to award more projects, which means more jobs," said U.S. Transportation Secretary Ray LaHood in a recent conference call. If you're a government contractor, that's potentially good news as it means more chances to garner work.

Successful estimating and bidding require precise knowledge of both the job and your company's capabilities. In addition to studying plans, a visit to the site will often alert you to unforeseen problems or opportunities.



There are indications that work in other sectors may be turning around as well. So how do you get in on the action while it's heating up? Whether you're a seasoned veteran of the construction industry, or trying to establish yourself, one of the keys is putting together a winning bid or proposal that's the right price to get the job and make you money at the same time.

It's not an exact science, but there are certain steps to take to putting together a winning bid without leaving "money on the table." Chief among them is doing your due diligence to thoroughly understand the project before you even begin the bidding process. If it's not something you're interested in or have the skill for, why waste time on it? That time, which some experts say averages three to four weeks per bid, could be better spent estimating and putting together a bid for a project more suited to your firm's capabilities.

You probably find out about many projects by being invited to bid on them. Others you may discover in trade magazines, newspaper and other resources. You can request plans and give them a thorough look. You should have a good idea of whether it's a job for you or not. If not, return the plans, especially if you put a deposit on them, and turn your attention elsewhere.

Get all the information you can

Most likely there will be a prebid meeting. If you believe you're going to bid, it's something you should attend. This will give you access to project owners, engineers, architects and other key players who can answer questions and explain any unusual circumstances that have to be taken into account when preparing your price.

Visit the proposed jobsite. While good information can be gleaned from a prebid and blueprints, they don't tell the whole story. The proposed site may include items that are not on the plans, such as refuse or other objects that may need to be removed to do the job. How far is it to the nearest quarry or material yard? How will you get materials to the site? These items can add to your costs of doing the job and should be factored into your final proposal.

At this point, if you're still planning to bid, it's time to start putting the package together. There are several factors to consider, including costs to mobilize and demobilize equipment, what machinery you'll need and the cost to run it, and how much manpower will be required. If you're bidding on a stimulus project, chances are, labor costs are covered under Davis-Bacon, also known as prevailing wage. This can add significant dollars to your cost per hour for employees.

Use your experience, double check

Another step in the process is to do the takeoff of the part(s) of the plan on which you expect to bid. This can be done in several ways, including the tried and true method of using a ruler and calculator. Most companies today have computer programs that will do highly accurate digital takeoffs. Programs can initially be expensive, but can save time and money in the long run. It's always a good idea to double check the work thoroughly for costly mistakes, and as you become more proficient in using the programs you'll be more comfortable with their accuracy, allowing for the small percentage the program may be off.

Many government plans already have estimated material lengths and quantities. Some may come on CD-ROM or other media formats you can plug into your computer. While they're helpful, it's always best to do takeoffs yourself, so that you identify any potential inaccuracies.

You'll also need to consider other technology and how it factors into the bid. If you use GPS-based systems in your equipment, it's



In the current economy where you're probably seeing more competitors submitting bids, a value-added service such as on-site crushing may allow you to be more cost-effective. By doing more for less, it will improve your odds, not just of winning the bid, but of making money on the job.

easy to plug the plans into whatever system you use and let the technology do the work. GPS systems have been proven to save time and material as they accurately put the site to grade or find the right elevation for a utility trench. The savings can be factored into your bid, helping you lower your price.

Experts point out other items often overlooked in putting together a bid. For example, many don't consider overhead, or the cost of doing business. Things such as office help and supplies, postage, utilities, upkeep of a building or office should be factored into your proposal in some way. Some calculate overhead as a percentage of wages, while other simply throw a number at it. Those items affect the bottom line, because they subtract from profit.

Finally, consider profit in your bid. After all, that's what you're in business for. There's no hard and fast rule for adding profit into a job. Some will try to make a certain dollar amount per day, while others may add a percentage to their base bid. Either way, as the job progresses, it's important to keep track of where you're at in relation to profit to ensure you're staying on target.

Once you're comfortable with your bid, be sure to double check it before submitting it. Be detailed. While the suggestions here are sensible, they are not comprehensive. Every job is different. But the more factors you consider, the better you'll be at putting together a winning bid. ■

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NEW PRODUCTS

NEW WHEEL LOADERS

Large-capacity torque converters head list of features that make WA470-6, WA480-6 productive and efficient

Komatsu grew its mid-size lineup of Tier 3-compliant wheel loaders with the addition of the WA470-6 and WA480-6 models, which feature large-capacity torque converters that provide excellent tractive effort, improved acceleration and improved climbing ability in a wide range of applications.

“The WA470-6 and WA480-6 are excellent in material handling; charging asphalt or concrete plants that use ramps to feed hoppers; general construction; load-and-carry and agricultural applications,” said Rob Warden, Product Manager Wheel Loaders. “The large-capacity torque converters offer several benefits, including greater productivity in V-cycle loading applications; faster gear upshifting and ability to achieve higher gear ranges; and higher travel speed for load-and-carry or hopper feeding applications.”

Those advantages offer increased production, while the large-capacity torque converters and Komatsu Tier 3 engines provide optimal power and efficiency for lower per-ton costs. Users can maximize power and efficiency by selecting from two operating modes. E mode provides maximum fuel efficiency for general loading, while P mode allows for maximum power in hard digging and hill climbing. An eco indicator informs the operator when the machine is maximizing fuel efficiency.

“Our studies show that these loaders increase production, while decreasing V-cycle times and fuel usage compared to previous models, no matter which mode is used,” said Warden. “Those are major factors for choosing a WA470-6 or a WA480-6, but that’s not the entire picture. We have other features that work to increase productivity and lower owning and operating costs.”

Among them are spacious cabs designed to reduce operator fatigue and increase productivity. Wide, pillar-less, flat glass gives excellent visibility in all directions, and the viscous-mounted ROPS/FOPS structure offers low noise and vibration for better comfort. Air

Continued . . .



Rob Warden,
Product Manager
Wheel Loaders

Brief Specs on Komatsu WA470-6 and WA480-6 Wheel Loaders

Model	WA470-6	WA480-6
Net hp	272 hp	299 hp
Operating Weight	51,850-52,150 lbs.	55,920-56,340 lbs.
Bucket Capacity	5.0-6.8 cu. yd.	5.4-8.0 cu. yd.
Breakout Force	41,927-45,660 lbs.	42,490-51,930 lbs.

Large-capacity torque converters in the WA470-6 and WA480-6 loaders provide excellent tractive effort, improved acceleration and increased climbing ability in a wide range of applications.



For more information on the new WA470-6 and WA480-6 wheel loaders — and to see video of the machines in action — go to www.videocpi.com



Improvements make new models best value in size class

... continued

conditioning is located in the front of the cab so the operator has increased seat reclining and backward slide adjustment. The new Pressure Proportional Control (PPC) levers provide fingertip control for easy operation. The lever console can be adjusted, along with the large arm rest, to suit individual operator needs.

Easy operation, maintenance

Along with fingertip controls, operation is easier with the automatic transmission with Electronically Controlled Modulation Valve (ECMV). The automatic transmission selects the proper gear speed based on conditions such as travel and engine speed. The ECMV allows for smooth gear and direction changes. With the touch of a finger, the operator can control a kick-down switch to automatically downshift from second to first when beginning a digging cycle. It automatically switches back to second in reverse. In addition, the kick-down switch activates the loader's Power mode when it's in first gear or Economy mode. It keeps the transmission in third or fourth gear when autoshift is selected.

Efficient operation and engines help keep costs down, and Komatsu added to that by building the WA470-6 and WA480-6 loaders with integrated production systems to create reliable machines with low maintenance costs and easy service access. Each is equipped with Komatsu's Equipment Management Monitoring System

(EMMS), which allows the operator to track machine function on an easy-to-read monitor. The standard automatic, reversible, hydraulic radiator fan allows the operator to quickly clean out the cooling system, either at a preset interval or instantly with the flip of a switch.

KOMTRAX comes standard

Equipment owners can further track machine performance and maintenance schedules with KOMTRAX, standard on both loaders. KOMTRAX offers information such as daily fuel consumption, working hours, hour meter, location, cautions and maintenance alerts using wireless technology. Users can log onto a secure Web site to find all the information they need to stay informed.

"There are a whole host of reasons for choosing a WA470-6 or a WA480-6," observed Warden. "They're efficient, productive and reliable in a wide range of applications, making them among the best value in their size class. Those who may have been using a WA450 or WA480 in the past, which the new models replace, will find that the new loaders will significantly outperform the previous models in terms of efficiency."

To see video of the machines, log onto www.videoapi.com. For more information on the WA470-6 and WA480-6 loaders, contact your sales representative, our nearest branch location or log onto www.komatsuamerica.com. ■

With the touch of a finger, the operator can control a kick-down switch to automatically downshift from second to first when beginning a digging cycle with the new WA470-6 and WA480-6. The machines will automatically switch back to second in reverse.





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

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

100% Komatsu.

866.513.5778 www.komatsuamerica.com



PRODUCT IMPROVEMENT

PC200LC-8 HD SPEC ARRANGEMENT

Heavy-duty arm, boom and bigger counterweight give more capacity and stability

A new Spec Arrangement is the latest improvement available for the Komatsu PC200LC-8 HD excavator. The arrangement was conceived to provide increased lifting capacity and stability, even in the toughest applications.

“The standard PC200LC-8 is among our most popular models because its size allows users to keep per-yard costs low with fast cycle times and low fuel consumption,” explained Armando Najera, Product Manager, Excavators. “We built off of that to craft a PC200LC-8 Thumb Spec model by designing a unique, strengthened, revolving frame, applying additional counterweight and equipping it with a heavy-duty arm. The already powerful hydraulics also received an upgrade to include Soft Boom Control, which dampens boom movements, giving the PC200LC-8 Thumb Spec better dynamic stability.”

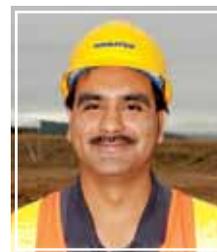
Najera says the Thumb Spec package provides excellent stability for not only thumb applications, but for all applications including dirt digging. “Having a sure-footed base allows the operator to confidently use the machine to its full potential, thereby maximizing productivity.”

Building on the Thumb Spec, the PC200LC-8 HD Spec Arrangement also includes a heavy-duty boom, HD undercovers and factory piping. Those additional features increased the operating weight of the PC200LC-8 HD Spec Arrangement. The reinforced unique frame, one-piece castings and thicker steel plating make this a perfect machine for tough applications such as demolition, scrap handling and land clearing.

“Komatsu filled a niche with this machine,” said Najera. “The standard model is great for general, all-around work, as is the Thumb Spec which added more lift capacity and stability for users who need the versatility of a machine that encompasses constant thumb work and heavy lifting.”

“The PC200LC-8 HD is built for all of the above applications, but in tougher conditions and where a breaker or shear could be utilized 100 percent of the time.”

Continued . . .



Armando Najera, Product Manager

Komatsu PC200LC-8 Excavators			
Model	Horsepower	Operating Weight	Bucket Capacity
PC200LC-8 Base Machine	148 hp	46,643-47,260 lbs.	.66-1.57 cu. yd.
PC200LC-8 Thumb Spec	148 hp	51,199-51,815 lbs.	.66-1.57 cu. yd.
PC200LC-8 HD Spec Arrangement	148 hp	51,564-52,181 lbs.	.66-1.57 cu. yd.

The PC200LC-8 HD Spec Arrangement has a heavy-duty arm and boom, along with added counterweight for increased lifting capacity and stability as well as durability in demanding applications.



For more information on the PC200LC-8 HD Spec Arrangement excavator — and to see video of the machine in action — go to www.videocpi.com



KOMTRAX lowers excavator owning, operating costs

... continued

Like the standard model, the PC200LC-8 HD Spec Arrangement is powered by a 148-horsepower Tier 3 engine that offers low fuel consumption and emissions without sacrificing power or productivity. It has five working modes, including an economy mode that improves fuel consumption and an eco-gauge for energy-saving operations. P mode provides maximum production and power for faster cycle time, while the L (lifting) mode increases hydraulic pressure by 7 percent. B (breaker) mode provides optimum one-way flow, while the ATT (attachment) mode does the same for two-way flow.

Increased productivity

The operator can set all modes using the large LCD monitor, which also provides valuable machine information using Komatsu's EMMS (Equipment Management Monitoring System).

EMMS monitors engine oil level, coolant temperature, battery charge and abnormalities so the operator can spot potential troubles before they become major downtime issues. The PC200LC-8 HD Spec Arrangement also comes with KOMTRAX, Komatsu's remote machine-monitoring system that keeps track of machine location, error codes, cautions, maintenance items and more, and can be accessed via a secure Web site using wireless technology.

"KOMTRAX is invaluable in terms of providing owners and/or operators with information they can use to stay on top of scheduled maintenance and machine function," said Najera. "Among other features, Komatsu extended the replacement intervals of engine oil, engine oil filter and hydraulic filter so these machines don't have to be serviced as often. That lowers owning and operating costs." ■

Komatsu PC800LC-8 Super Digger offers increased digging power

Users of the PC800LC-8 know the machine offers great digging power and productivity, but Komatsu further enhanced that with its new PC800LC-8 Super Digger. Equipped with an 11-foot, 10-inch heavy-duty arm and an HD boom, the Super Digger has been proven to add 19 percent more arm digging force and an additional 9 percent bucket digging force compared to the standard configuration.

The Super Digger has a heavy-duty arm equipped with double-arm cylinders and a heavy-duty bucket cylinder, that work to increase the digging force, while maintaining the same working range and transportation dimensions as the standard machine. "Because the digging forces are substantially increased, the machine can break through difficult materials more easily," explained Doug Morris, Product Marketing Manager, Excavators. "Typically, when a mass excavator boom and arm are put on a machine, the working range is significantly decreased, but that's not the case with the Super Digger. It delivers the best of both worlds."

Additional advantages include an efficient 487-horsepower, Tier 3 engine that keeps fuel usage and emissions low while providing ample power, even in deep digs. Like the standard PC800LC-8, it's equipped with KOMTRAX, four working modes and a large, comfortable cab.

"The Super Digger helps keep per-yard costs low because it provides amenities that keep the operator productive, helps the user stay on top of maintenance scheduling and has exceptional digging power," said Morris. "It delivers that extra boost needed even in the toughest conditions."



The PC800LC-8 Super Digger provides additional digging force to break through difficult materials more easily. For more information and to see a video, visit www.videopi.com.



HD605-7 & WA600-6

100% loaded
(with features that deliver results)

KOMATSU®

When it comes to loading and hauling large amounts of material, speed and capacity mean productivity. But to turn that productivity into profitability, you have to consider maintenance, fuel efficiency and reliability. The Komatsu WA600-6 and HD605-7 fit this equation perfectly.

- Fuel-efficient, Tier-3 engines and optimized hydraulics deliver maximum work per gallon.
- Precise, responsive controls allow for faster cycle times.
- Advanced diagnostic technology simplifies maintenance and service.

When every minute—and every dollar—count toward your bottom line, rely on the rugged dependability of precision-engineered machines that are...

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BACKHOE LOADERS

100%
productive

KOMATSU®

Komatsu backhoe loaders are designed to deliver. Attention to every detail ensures the highest levels of operator safety, comfort and convenience, productivity, ease of service, durability, reliability and quality. Komatsu backhoe loaders provide the ultimate comfort and productivity package.

- Low-effort Proportional Pressure Control (PPC) loader and backhoe joysticks with SAE/ISO pattern changer
- Spacious and ergonomically designed operator platform and exceptional visibility
- Narrow S-shaped backhoe boom and high-performance hydraulics
- Tilting engine hood with easy access to service check and fill points
- Heavy-duty, 1.25-yard loader with parallel lift and over 6½ tons breakout force

When you want the most from your backhoe loader investment, the choice is 100% clear. Put a Komatsu backhoe loader to work today and enjoy the confidence that comes from machines that are...

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PROFIT-PRODUCING IDEAS

ADDED VERSATILITY

Komatsu's Hydraulic Kit Program can turn your excavator into more than a digging machine

You already know Komatsu excavators are among the most powerful and efficient digging machines in the equipment industry. But any of its long list of excavator models can also be equipped to make you more versatile and profitable in a wide variety of other applications. The Hydraulic Kit Program, offered through Komatsu's Working Gear Group, makes it possible.

"A Hydraulic Kit will enable a contractor to use a machine to do much more than just dig," explained John Bagdonas, Product Marketing Manager Working Gear Group. "With the hydraulic kit, users can run breakers, thumbs, compaction plates, stump splitters, forestry processors and a whole host of other applications. More versatility means the contractor has more to offer his customers, which can lead to additional work and more profits."

Komatsu's Working Gear Group offers the hydraulic kits through a joint effort with HKX, Inc. Kits are specifically engineered for each Komatsu excavator model with special attention given to accurate hydraulic flow and pressure to enable maximum productivity.

The excavator owner can easily install kits on existing machines. Each kit comes complete with detailed instructions and all components and support needed for complete installation. This includes steel piping with mounting hardware, hoses, valving, adaptors and other necessary items. It also includes operator controls with solenoid valves, pilot hoses and all fittings necessary to control the auxiliary valve.

Potentially high return on investment

Customers can order new machines preplumbed with the kit already installed to

work with Komatsu machine technology. Users can set hydraulic flow and monitor it through the large LCD monitor panel found in the latest Komatsu excavator models. Online tools and preferred customer programs are also available.

"Whether you're buying a new machine or adapting a used one, it makes sense to install a hydraulic kit to increase the equipment's versatility and productivity," said Bagdonas. "The installation is relatively quick and simple and the return on investment could potentially be very high."

For more information on Komatsu's Hydraulic Kit Program, check with your sales representative or contact our nearest branch location. ■

The Komatsu Hydraulic Kit Program can add versatility to your excavator by allowing you to use a breaker, compaction plates, forestry processor or other attachments that can lead to more work and profits.



John Bagdonas,
Product Marketing
Manager Working
Gear Group





KOMATSU & YOU

CUSTOMER RETENTION

Komatsu service team focuses on providing exceptional technology and value



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.

Mike Tajima, Vice President of Service (left) and Ivor Hill, Vice President Service Operations

Mike Tajima became Komatsu's Vice President of Service in October of 2006 and has been with the company since 1970 when he joined out of high school. After graduating from Komatsu Technical College in 1973, he joined the Overseas Division as Service Manager in Saudi Arabia. He's also had overseas postings in Turkey and Russia.

"The old saying that service sells the next machine is not a cliché, it's something to strive for," said Mike. "That's our mission, and we're constantly working on ways to improve. We've added significant technological advances to our machines to help in those efforts, but it still goes back to the human element. Our technicians are highly skilled and trained, so customer downtime is minimized. That's one of our greatest strengths."

Ivor Hill recently moved into the position of Vice President Service Operations after about seven years as the Vice President and General Manager of Komatsu America Utility Division. He's been with Komatsu since 2000.

"No matter the job title, customer service is always a key element of the business," said Ivor. "Customers often judge a company based on how well they're treated after the sale. If they have a great experience, they're likely to continue that relationship. Komatsu's longstanding relationships with numerous companies show the value we place on being the leader in service in the construction industry."

QUESTION: What's Komatsu's current focus in regard to service?

MIKE: We've recently reshaped our service organization with a focus on more efficient use of our resources. Service is streamlined into a centralized technical support center at our headquarters in Rolling Meadows, Ill. The organization is split into two groups, one focused on mining and one focused on our North American construction operations. Both operations have what we call "flying engineers" who can be dispatched quickly to a customer's location to provide technical assistance and support as needed.

IVOR: Our mission is — and always has been — customer retention. We believe Komatsu has the highest-quality and most-efficient equipment in the marketplace. But no matter how good the equipment is, customers won't come back unless they're satisfied with the service after the sale. We're focused on ensuring they not only have a positive buying experience the first time, but that Komatsu is their first choice the next time they buy because we've given them more than they expect from a service standpoint.

QUESTION: How does Komatsu do that?

MIKE: It begins with the sale of a piece of equipment. Nearly every Komatsu machine comes standard with five years of free KOMTRAX or VHMS (Vehicle Health Monitoring System). These monitoring systems send critical machine information to our headquarters where we have a staff monitoring it 24 hours a day. If a machine has an error code, we know about it right away and contact the customer's local distributor, which can immediately dispatch a technician to diagnose and fix a potential problem before it becomes a major issue.

We know that if there is an issue, customers are going to contact their local distributors first. We're working with our distributors to have the most highly skilled and trained technicians in the industry. We've made a major investment in our training facility in Cartersville, Georgia, which offers classroom and hands-on training, and hosts our annual Komatsu Advanced Technician Competition. We've developed the Komatsu Learning Management System which provides online distance education and certification programs that technicians can tap into from the distributorship or their own home. We're also excited about our Technical Solutions System, which is a massive database of information where technicians can post their experiences working on a machine and find answers to questions they may have — similar to a "frequently asked questions" section on a Web site.

IVOR: This use of technology is an example of our proactive approach to service. We want to head issues off at the pass, so to speak. These monitoring systems have been in place for several years, so we've collected reams and reams of data that we can use in building better machinery. In addition, before customers even put the machine on a jobsite, we can show them how they can best utilize their Komatsu equipment under different operating conditions to optimize performance and fuel efficiency.

QUESTION: Where does customer input figure in?

IVOR: Throughout our entire process, we're always looking to improve. To do that, we have to have direct contact with customers who give us feedback on what we're doing well and constructive criticism on what we can improve upon. Many of our service initiatives have been driven by that feedback. Our customers work hard and don't always have the time to check on machine functionality, and certainly can't afford downtime associated with major issues. Our KOMTRAX and VHMS systems help in those areas. Customers always want to keep downtime to a minimum. With our technological advances, we've reduced downtime by being able to efficiently diagnose and fix problems based on error codes.

MIKE: Without that technology, downtime would be much longer. In the past, a technician



Komatsu personnel at the company's headquarters monitor critical machine information around the clock via KOMTRAX and VHMS. "If a machine has an error code, we know about it right away and contact the customer's local distributor, which can immediately dispatch a technician to diagnose and fix a potential problem before it becomes a major issue," said Vice President of Service Mike Tajima.



Komatsu service technicians are among the most highly trained in the equipment industry, receiving classroom and hands-on training from a variety of resources.



The annual Komatsu Advanced Technician Competition tests service personnel on their knowledge and ability to diagnose and fix potential equipment issues. It's one of many ways Komatsu puts a focus on quality, efficient service designed to minimize downtime.

would oftentimes respond to a service call and go in blind, so to speak. He'd spend time diagnosing a problem, and often have to return to the shop for parts to fix it. In addition to the technology we mentioned before, technicians now carry laptops that can access shop manuals for every new series of Komatsu machinery, and soon we'll have computerized manuals for machinery going back 20 years or more. If technicians are on the road and get a service call, they can look up the machine that's down and see what they need to fix it. If they need parts, they can swing into their distributor branch location and pick them up before going out on the jobsite. These are just a few examples that have grown out of listening to customers' input and implementing the necessary measures to ensure uptime and increased production. ■



Innovations... for Your Benefit!



Available through Roland Machinery Company

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

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

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CUSTOMWORKS

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INDUSTRY NEWS

THE NEXT ROUND OF FUNDING

With SAFETEA-LU ending, Congress must debate new highway bill

The American Recovery and Reinvestment Act, also known as the stimulus package, authorized billions of dollars for highway construction, and billions more were appropriated under the omnibus spending bill later signed into law by President Obama. The monies pledged to those bills will eventually run out, as will funding from the 2005 SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users), which was the prime source of revenue for the nation's surface transportation projects.

SAFETEA-LU, a \$287 billion funding mechanism, is slated to end September 30 of this year. Members of Congress are gearing up to pass new legislation that will fund transportation for several years, potentially even decades. Estimates show the next funding bill could substantially increase, perhaps double, what SAFETEA-LU provided.

The first step in that direction is the recently introduced Federal Surface Transportation and Planning Act of 2009. The act lays out a strategic, integrated plan that addresses the challenges to our national infrastructure and federal programs.

Lofly goals

Some of the major goals of the act are to:

- Reduce national per capita motor vehicle miles traveled annually;
- Reduce national motor-related fatalities by 50 percent by 2030;
- Reduce national surface transportation-generated carbon dioxide levels by 40 percent by 2030;
- Reduce annually national surface transportation delays per capita;

- Increase by 20 percent system-critical surface transportation assets that are in a state of good repair by 2030;
- Increase annually the total usage of public transportation, intercity passenger rail services, and non-motorized transportation.

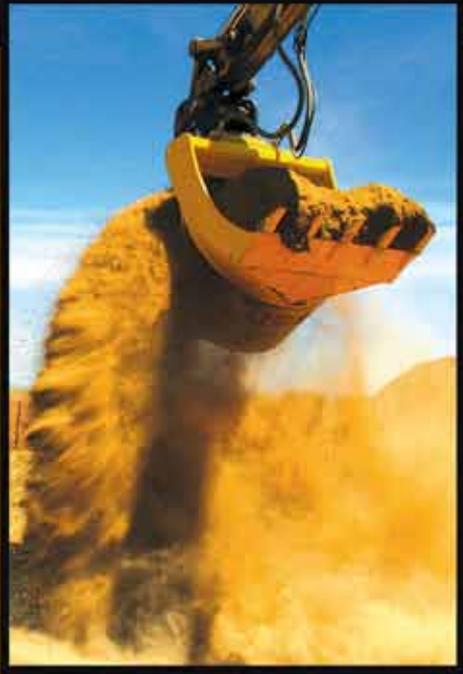
"A national surface transportation policy for our country is long overdue," said Sen. Frank Lautenberg, D-N.J., Chairman of the Subcommittee on Surface Transportation. "This legislation will establish a national policy that improves safety, reduces congestion, creates jobs and protects our environment."

Funding for the next highway bill is up for debate. Currently, funds come from an 18.4-cent-per-gallon gas tax. One group, the National Association of County Engineers, has proposed a 7-percent increase in the fuel tax, while others suggest indexing the gas tax to inflation. Still other groups have pushed for a user-based fee that would tax drivers on the number of miles driven, something the Obama administration has said it opposes. ■

Long-term funding for future road projects will be taken up by Congress as it debates a new highway bill. The current funding mechanism (SAFETEA-LU) expires in September.



MAGNUM ATTACHMENTS



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MACHINERY CO.

AVAILABLE THROUGH ROLAND MACHINERY CO.



NEWS & NOTES

Komatsu America, Roland and Beemsterboer team up for Special Olympics fundraiser

Komatsu articulated dump trucks can be used to haul many things — dirt, demolition debris, ducks. Ducks? Well, rubber ducks.

On July 30, a Komatsu HM300-2 30-ton hauler carried 20,000 rubber ducks into downtown Chicago and dumped them into the Chicago River off the Columbus Drive Bridge. It was the centerpiece of a Special Olympics fundraiser known as the “Windy City Rubber Ducky Derby.” The ducks, which were “adopted” by sponsors, then “raced” down the river. Prizes were awarded to sponsors of the first ducks to cross the finish line.

It’s the fourth year that Komatsu and Roland Machinery have been involved in the fundraising effort. The previous three events raised more than half a million dollars for Illinois Special Olympics. Roland customer Beemsterboer Slag Co. also provided significant support for the project.

You can check out video of the event, which drew a good-size crowd of onlookers, at www.komatsuamerica.com/DuckyDerby2009.html. ■



This Komatsu HM300-2 articulated haul truck dumped 20,000 rubber ducks into the Chicago River off the Columbus Drive Bridge recently. Komatsu, Roland Machinery and Beemsterboer Slag Co. participated in the event known as the “Windy City Rubber Ducky Derby,” a fundraiser for Illinois Special Olympics.

Studies show construction among “greenest” of all industries

Analysis shows that the construction industry is one of the “greenest” in the United States. An Associated General Contractors (AGC) of America study showed the industry accounted for less than 1 percent of manmade greenhouse gas emissions in 2007, and new Environmental Protection Agency data showed the same.

Stephen E. Sandherr, CEO of AGC said the industry recycles more than others, reusing nearly 98 percent of structural steel, 65 percent of reinforcement steel and 80 percent of asphalt. In addition, lower-emission engines implemented in this decade have cut more

than 75 million tons of carbon dioxide each year.

“These data show that we aren’t just constructing cleaner projects, we’re building a cleaner construction industry,” said Sandherr. “As good as our accomplishments are, we can do even better.”

He noted that contractors are further cutting emissions by turning equipment off instead of idling, maintaining their equipment, using equipment that is properly sized for the specific job and finding local sources for building materials to cut shipping costs. ■



8816 Asphalt Paver



8515 Asphalt Paver

endless
PAVEMENT
solutions.

Increase productivity and reduce operating costs with LeeBoy's 8515 Asphalt Paver. The 8515 incorporates big paver features into a heavy-duty maneuverable package designed for production and reliability. It includes an 8- to 15-foot heated and vibrating Legend screed system, powerful 87 HP Kubota engine, dual operator controls and high-deck/low-deck configuration. Now available with the Legend Electric Screed heat option.



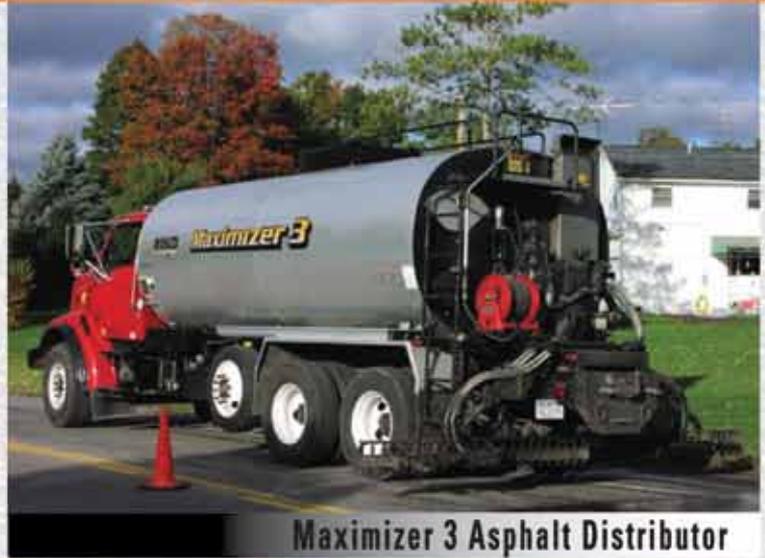
SPRINGFIELD, IL (217) 789-7711	CARTERVILLE, IL (618) 985-3399	PALMYRA, MO (573) 769-2056	BRIDGETON, MO (314) 291-1330	COLUMBIA, MO (573) 814-0083
CAPE GIRARDEAU, MO (573) 334-5252	BOLINGBROOK, IL (630) 739-7474	MARENGO, IL (815) 923-4966	PORTAGE, IN (219) 764-8080	FRANKSVILLE, IN (262) 835-2710
DEFOREST, WI (608) 842-4151	EAU CLAIRE, WI (715) 874-5400	GREEN BAY, WI (920) 435-6676	SCHOFIELD, WI (715) 355-9898	ESCANABA, MI (906) 786-6920



Tru-Pac 915 Pneumatic Roller



SweepPro Broom



Maximizer 3 Asphalt Distributor

endless
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solutions.

Rosco's Maximizer 3 asphalt distributor features an extendible spraybar that smoothly and efficiently moves from 8-foot to 16-foot width in 4 inch increments. The EZ Spray extendible spraybar makes radius and taper spraying, along with maneuvering for obstacles such as bridges, a smooth and efficient operation.



SPRINGFIELD, IL (217) 789-7711	CARTERVILLE, IL (618) 985-3399	PALMYRA, MO (573) 769-2056	BRIDGETON, MO (314) 291-1330	CAPE GIRARDEAU, MO (573) 334-5252	BOLINGBROOK, IL (630) 739-7474	
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					SCHOFIELD, WI (715) 355-9898	
						ESCANABA, MI (906) 786-6920

**Pavers Graders Brooms Asphalt Distributors Rollers Patchers
Chip Spreaders Belt Loaders Tack Tanks Maintainers**



SIDE TRACKS

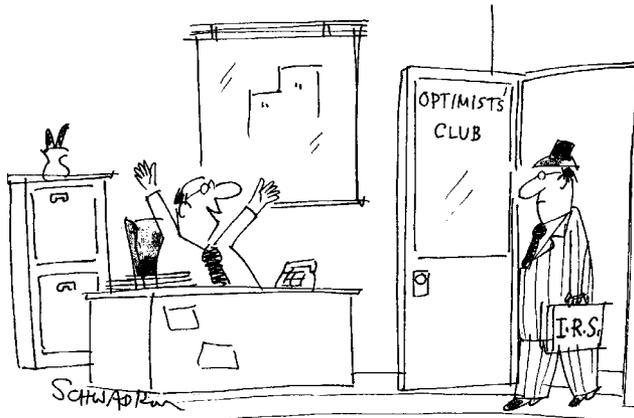
On the light side



"That should take care of the virus in your office computers."



"It isn't exactly my idea of a corner office."



"Ah! You must be here to give us a refund!"

Brain Teasers

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

1. SIELED _____
2. RETSI _____
3. DOTEVRUCIP _____
4. SOTEBIJ _____
5. RCENHT _____
6. SOPWEHRERO _____

Did you know...

- A watermelon is a vegetable not a fruit.
- 160 cars can drive side-by-side on the Monumental Axis in Brazil, the world's widest road.
- A dime has 118 ridges around the edge.
- A sneeze travels out your mouth at more than 100 m.p.h.
- Only one of the Seven Wonders of the World still survives: the Great Pyramid of Giza.
- The can opener was invented 48 years after cans were introduced.
- Major League Baseball teams use about 850,000 balls per season.
- In the US there are more TV sets than telephones.
- Traffic lights were used before the advent of the automobile.
- The length from your wrist to your elbow is approximately the same as the length of your foot.
- Domestic cats purr at about 26 cycles per second, the same frequency as an idling diesel engine.



VOICES



Please send us your questions & comments...

We want to know what's on your mind — and we want to share your thoughts with other industry professionals. VOICES gives you the opportunity to ask questions and comment on issues of interest regarding the construction industry, Komatsu equipment, articles you've seen in this magazine or other topics. VOICES will answer your questions, respond to your comments and address the issues you care about. We encourage you to join the conversation. You can do that by e-mailing your questions and comments to IndustryScoopEditor@constpub.com

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Here are the types of questions and comments we hope to receive:

QUESTIONS & ANSWERS

QUESTION: When will Tier 4 emission standards go into effect?

ANSWER: Actually, Tier 4 regulations started in 2008 and will be phased in for non-road diesel engines through 2015. The EPA's goal is to reduce particulate matter and nitrous oxide emissions by 90 percent. Engines 25 horsepower and less had to meet Tier 4 standards beginning last year. The next set of requirements comes in 2011 when engines between 175 and 750 horsepower must meet the requirement, followed by 75- to 175-horsepower models.

Of course, manufacturers are encouraged to meet Tier 4 standards as quickly as possible. Similar to Tier 3 emission standards, Komatsu is already working to make sure it can deliver EPA-compliant machines as Tier 4 requirements are phased in.

QUESTION: Can I run biodiesel in my Komatsu equipment?

ANSWER: We urge extreme caution when considering biodiesel. Komatsu certifies its engines based on using prescribed EPA fuels; therefore, it does not certify any other fuels. It's the user's responsibility to use the correct fuel as recommended by Komatsu and allowed by the EPA or other local regulatory

agencies. Despite EPA specifications and standards, we believe the quality of available biodiesel remains inconsistent.

If you're thinking about using biodiesel, make sure you're only considering B5 to B20 blends. If you plan to use biodiesel in a Komatsu machine, it's imperative that the biodiesel is high-quality and meets or exceeds the specifications we've outlined. For more detailed information, visit Komatsu's Web site at www.komatsuamerica.com, and click on the press release tab.

COMMENTS & REPLIES

COMMENT: Although it wasn't big enough, it does look as though the stimulus package is doing some good. Moving forward, we hope that continues to be the case.

REPLY: You're right, stimulus money has been flowing into states for a couple months, and industry experts and contractors alike say jobs have been saved and created. Transportation Secretary Ray LaHood recently said highway and transit sectors have made the most progress. Even more encouraging is that future additional funds will go to these sectors under the stimulus package as well as a new highway bill to replace the current one (SAFETEA-LU) that expires in September. ■



ROLAND

USED EQUIPMENT SPECIALS OF THE MONTH

Make/Model	Year	Hours	Price	Location
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EXCAVATORS

Komatsu PC78MR-6	'04	2,457	\$64,500	RESERVED!	Bolingbrook, IL
Komatsu PC150LC-6	'98	9,115	\$39,500		Franksville, WI
Komatsu PC150LC-6	'99	5,600	\$45,000		Cape Girardeau, MO
Komatsu PC200LC-7	'05	3,800	\$84,500		Schofield, WI
Komatsu PC200LC-7	'04	5,418	\$72,500	REDUCED!	Schofield, WI
Komatsu PC200LC-7	'06	3,724	\$90,000		DePere, WI
Komatsu PC228USLC-3	'01	4,587	\$75,500		Marengo, IL
Komatsu PC228USLC-3	'04	3,500	\$72,000		DePere, WI
Komatsu PC228USLC-3	'05	4,268	\$82,500	DEMO!	Bridgeton, MO
Komatsu PC300LC-7	'04	7,167	\$99,500	REDUCED!	Bolingbrook, IL
Komatsu PC300LC-6	'01	11,736	\$67,500		Bridgeton, MO
Komatsu PC400LC-6	'03	3,326	\$155,000		Springfield, IL

COMPACTION, MILLING & PAVING

LeeBoy L8000T	'87		\$5,700		Bridgeton, MO
LeeBoy 8500HD	'04	1,823	\$59,500		Bridgeton, MO
LeeBoy 8500HD	'96	2,836	\$22,500		Bridgeton, MO
LeeBoy 8500HD	'97	3,000	\$14,500		Cape Girardeau, MO
LeeBoy 8500HD	'04	1,862	\$52,500		Bridgeton, MO
Ingersoll Rand SD105DX	'03	1,487	\$52,500	REDUCED!	Franksville, WI
Wacker RD11-A	'02	695	\$5,950		Springfield, IL
Ingersoll Rand DD24	'00	2,400	\$16,500	REDUCED!	Columbia, MO
Ingersoll Rand DD24	'04	2,728	\$16,500		Bolingbrook, IL
Bomag BW138AD	'99	34,249	\$13,500		Portage, IL
Hypac C747B	'06	2,412	\$13,500		Portage, IN
Hyster C747B	'01	3,997	\$14,500		Springfield, IL
Hyster C747B	'01	1,992	\$11,500	DEMO!	Cape Girardeau, MO
Hypac C778B	'01	1,949	\$29,500		Springfield, IL
Blaw-Knox PF161	'94	7,350	\$24,500		DeForest, WI
Blaw-Knox PF500	'87		\$19,000		DePere, WI
Blaw-Knox PF5510	'02	5,900	\$37,500		Portage, IN
Cat 816B Landfill Compactor	'86		\$25,000	DEPOSIT!	Eau Claire, WI

FORESTRY

Valmet 911C Processor	'00	12,000	\$110,000		Escanaba, MI
Timbco 415B	'96		\$95,000		Eau Claire, WI
Timbco 415D	'99	7,365	\$165,000		Escanaba, MI
Timbco 415D	'01	11,010	\$145,000		Schofield, WI
Timbco 425E Processor	'01		\$145,000		Escanaba, MI
Fecon FTX90	'05	1,183	\$51,500		Eau Claire, WI
Fecon FTX90	'05	1,131	\$53,000		Schofield, WI

Make/Model	Year	Hours	Price	Location
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DOZERS

Komatsu D475-3	'03	15,197	\$525,000		Rockdale, IL
Komatsu D65EX-12	'96	6,828	\$62,500		Palmyra, MO
Komatsu D61EX-15	'05	950	\$105,500		Palmyra, MO
Komatsu D65PX-15	'05	5,794	\$72,500		Bridgeton, MO
Komatsu D65P-8	'86		\$18,500		Palmyra, MO
Dressta TD9H	'04	471	\$52,500	REDUCED!	DePere, WI
Cat D6N XL	'03	3,841	\$88,500		Bolingbrook, IL
Cat D5C LGP	'01	4,500	\$42,500		DePere, WI
Cat D5G LGP	'02	4,300	\$40,500		Eau Claire, WI
Case 1150G LT	'97	4,300	\$35,750		Eau Claire, WI
John Deere 550G LGP	'96	4,861	\$29,500	DEMO!	DePere, WI
John Deere 550G LGP	'98	9,415	\$21,500		DePere, WI
Dresser TD9H	'95	5,579	\$20,000		DePere, WI
Komatsu D31E-20	'99	2,666	\$29,500	DEMO!	Escanaba, MI
Komatsu D31P-20	'93		\$18,000		Escanaba, MI
Komatsu D31PX-21	'06	317	\$56,750		Eau Claire, WI
Komatsu D39P-1	'97	3,867	\$39,750		DePere, WI

WHEEL LOADERS

Komatsu WA500-3	'99	20,000	\$70,000		DePere, WI
Komatsu WA380-5L	'06	4,264	\$115,000		Columbia, MO
Komatsu WA400-1	'87	12,564	\$39,500	REDUCED!	Bridgeton, MO
Komatsu WA420-3	'99	9,200	\$67,250		Eau Claire, WI
Dresser 520B	'86	7,397	\$29,750		Schofield, WI
Dresser 510B	'84		\$9,450		Springfield, IL
Komatsu WA600-3L	'02	17,470	\$186,500		Cartersville, IL
Komatsu WA600-1	'95	20,591	\$39,500		Bolingbrook, IL
Komatsu WA65-3	'02	3,076	\$36,500		Marengo, IL
John Deere 624G	'93	7,223	\$39,500		Springfield, IL

MISCELLANEOUS

Cat 311B	'96	4,080	\$29,500		Marengo, IL
Cat 315C L	'01	3,060	\$55,500		Springfield, IL
Cat 315C L	'05	2,800	\$68,500		DePere, WI
Cat 325B L	'97	12,172	\$42,500		DePere, WI
Volvo EC160 BLC	'04	3,200	\$58,500		DePere, WI
Case CX160	'02	3,000	\$34,500		Springfield, IL
Gehl 7810 Skid Steer	'04	1,517	\$21,500		Springfield, IL
Hitachi EX400LC-3	'95	15,604	\$36,500		Eau Claire, WI
Hitachi EX400LC-3	'96	14,173	\$36,500		DePere, WI
Dresser 210M 60-Ton Haul Truck	'89		\$57,500		Bridgeton, MO
Dresser 210M 60-Ton Haul Truck	'89		\$57,500		Bridgeton, MO
Volvo A35C	'01	5,111	\$117,500		Schofield, WI
Moxy MT30	'95	9,000	\$37,500	RESERVED!	Schofield, WI
Tramac V55 Breaker	'02		\$36,500		DeForest, WI
Metso ST620 Mobile Screen Plant	'05	512	POR		Palmyra, MO



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