

The



DIESEL MACHINERY, INC

# Difference

A PUBLICATION FOR AND ABOUT DMI CUSTOMERS • 2008 No. 3

Featured in this issue:

## NEW HYDROSTATIC DOZERS

"Super slant" gives them  
top visibility; more horsepower  
gives them top power

See article inside...



# KOMATSU

# A MESSAGE FROM THE CHAIRMAN



DIESEL MACHINERY, INC

Dear Equipment User:

There has been a strong push in recent years for more “green” construction, and it seems that trend will continue to increase as more and more projects take sustainability into account as they’re designed. It’s likely that any job you do now and in the future will have factors built into it that call for reuse and recycling of materials.

Equipment is among the items that are affected as standards call for better fuel economy and lower emissions. Komatsu has always been a leader in those areas. With the development of its ecot3 engines, it’s lowering emissions with better fuel economy, while at the same time providing more horsepower. The result has been improved productivity for less, leading to lower per-yard costs.

You’ll find such technology in new Komatsu machines, such as the next generation of the D39-22 dozers featured in this issue of your *DMI Difference*. Like other recent updates and additions to the Komatsu dozer line, these machines provide numerous features that help you move dirt faster and more efficiently.

It doesn’t stop there. DMI is working to make its GPS systems an option on dozers, motor graders and excavators. These systems can be a distinct advantage by helping you reduce the amount of material you move in getting to grade and costly overruns of material used for fill.

At Diesel Machinery Inc. we’re proud to represent such an innovative equipment manufacturer. If you’re looking for new equipment, Komatsu has a machine to fit nearly any need. Don’t forget, buying new equipment this year could provide you with significant tax advantages under the new Economic Stimulus Act.

As always, if there’s anything we can do to help you with your equipment, parts and service needs, please don’t hesitate to call us.

Sincerely,

A handwritten signature in black ink that reads 'Pat Healy'.

Pat Healy  
Chairman of the Board



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EQUIPMENT**

**RESPONSIVE  
SERVICE**

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DIESEL MACHINERY, INC

# Difference

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See how combining the expertise and resources of three companies, this concrete supplier has grown and prospered in South Dakota and Minnesota.

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### NEW PRODUCTS

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### NEW UTILITY MACHINES

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### FIELD NOTES

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#### SIoux FALLS

4301 North Cliff Ave.  
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Sioux Falls, SD 57118-5825  
**(605) 336-0411**  
**(800) 456-4005**

#### RAPID CITY

I-90 & Deadwood  
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Rapid City, SD 57709  
**(605) 348-7438**  
**(800) 658-3047**

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**(888) 762-6312**

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### SIoux FALLS

- Pat Healy**, Chairman of the Board
- Dan Healy**, President
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- Stan Burgers**, Controller  
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- Herb Lohnes**, Sales Manager  
(605) 361-7979
- Roger Horstmeyer**, Sales  
(605) 366-6000
- Mark Schievelbein**, Sales  
(605) 528-6464
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- Jon Winklepleck**, Sales  
(605) 361-7224
- Cliff O'Connor**, Sales  
(605) 351-3194
- Tim Kelly**, Parts Manager  
(605) 363-3023
- Steve Ward**, Service Manager  
(605) 498-0203

### RAPID CITY

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- Maurice Adams**, Sales  
(605) 642-9655
- Peggy Wolf**, Sales  
(605) 430-4580
- Ted Davies**, Service Manager  
(605) 399-9601
- Scott Houk**, Parts Manager  
(605) 574-9043

### ABERDEEN

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(605) 290-0503
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## A SALUTE TO A **DMI** CUSTOMER

# CONSOLIDATED READY MIX

## Concrete supplier offers exceptional products, service in South Dakota and Minnesota

Consolidated Ready Mix is much like the concrete products the company sells. It's a combination of ingredients that's come together to form a solid entity during the past several years.

Those ingredients were three companies — Henrich & Sons, B&B Concrete and Huron Steel Structures — that combined forces to create Consolidated Ready Mix, which has a combined 14 plants in eastern South Dakota and western Minnesota. The company's main office is in Bellingham, Minn., where Henrich & Sons was founded four decades ago by Maurice Henrich. His son, Tom, is now General Manager for Consolidated Ready Mix, which is a division of concrete giant GCC (Grupo Cementos de Chihuahua).

(L-R) Consolidated Ready Mix General Manager Tom Henrich, Tim Henrich, who oversees aggregate operations, Dispatcher Luke Henrich and Jason Henrich, who handles sales and dispatching



In addition to Bellingham, Consolidated Ready Mix has Minnesota locations in Dawson, Canby and Montevideo. South Dakota sites include Aberdeen, Big Stone City, Brookings, DeSmet, Flandreau, Huron, Redfield, Sisseton, Watertown and Webster. The company operates several pits from which it gets the aggregate to make its products.

"Our specialty is supplying concrete to about a 200-mile radius of Bellingham," said Tom Henrich. "With 14 locations, we can offer customers fast delivery, which is our biggest strength. We work with customers to provide any amount of concrete they need, be it the guy who wants a yard for a sidewalk repair or a highway contractor who needs thousands of yards. We also have pump trucks for jobs that are hard to get to."

### **Diverse range of services**

Consolidated Ready Mix offers more than just concrete for delivery. It sells precast products, such as hog slats, feed bunks and septic tanks, for the agricultural market. The company has its own concrete construction crew that does flatwork and curb and gutter. Custom crushing, as well as the sale and construction of steel buildings, is also part of its repertoire.

Additional service includes setting up portable concrete plants for large paving jobs, such as DOT projects, in areas where it isn't cost-effective for customers to come to one of Consolidated's locations.

"We believe it's essential to offer a diverse range of products and services to our customers so that we can meet their needs more effectively," said Henrich. "Combining assets of the companies has allowed us to do

that. It's an approach that focuses not only on the quantity of services we offer, but the quality to go along with them. That's a key ingredient to our mix."

Consolidated Ready Mix customers run the gamut from commercial and residential builders to agricultural-related businesses, such as grain and dairy farms. The ethanol boom in South Dakota has brought a marked increase in the amount of concrete Consolidated Ready Mix has supplied for industrial customers. Henrich estimates that the company sells about 300,000 yards of concrete each year.

"It's a moving target as to which sector of the market we do the most business with," said Henrich. "The last couple of years have been very good in the agricultural market, and despite the housing market in some places, we've not seen a drop-off in this area. The addition of the ethanol plants has really been a benefit."

## Family atmosphere

Another key ingredient of Consolidated Ready Mix's success is a family atmosphere. Henrich's brothers Jon, Matt and Tim all play key roles at the company. Matt is head of plant operations, Jon heads up fleet maintenance and Tim oversees aggregate operations, ensuring Consolidated has the materials needed for its concrete mixes. Tom's sons also work in the business. Chad is Regional Manager, Nathan is Manager of the Concrete Pumping Division, Jason is a dispatcher and Joe helps with precast sales. Matt's son, Luke, also helps with dispatching.

They're all part of a staff of 175 to 180 people that are spread among Consolidated Ready Mix's 14 plants.

"We have a lot of experience on staff and that's really important from both quality and customer service standpoints," said Henrich. "They're safe and conscientious about delivering a product on time. It's a great group of people who are all considered a part of the family. They're a big part of Consolidated's success."

## The loader of choice

Also playing a key role in the company's success is quality equipment, such as the



Komatsu wheel loaders are a staple in Consolidated Ready Mix's fleet, including this hydrostatic WA320-5 used to stockpile and charge the hopper at the company's concrete plant in Aberdeen. "The hydrostatic loaders have several features that make them stand out, including excellent fuel economy," said General Manager Tom Henrich.



A Consolidated Ready Mix operator works on stockpiling material at the company's Big Stone City pit using a Komatsu D65 dozer.

Komatsu wheel loaders that Consolidated Ready Mix employs at several locations to load, stockpile material and feed crushers at its pits. It recently added three 166-horsepower WA320-5 hydrostatic wheel loaders to go along with several other WA320s, a WA450 and a WA500. It also still uses a WA320-1 wheel loader which it purchased from DMI Territory Sales Representative Mark Schievelbein in 1994.

"Our first Komatsu was the WA450, and it immediately became the loader of choice," recalled Henrich. "It handled and performed much better than the competitive models we tried. It has about 17,000 hours on it, and we've done very little to it. It's been the same story



Chad Henrich,  
Regional Manager

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*Continued . . .*

# Consolidated Ready Mix set for growth

... continued

Consolidated Ready Mix General Manager Tom Henrich (left) meets with DMI Territory Sales Representative Mark Shievelbein at Consolidated's Bellingham office. "Mark has been excellent about understanding our business and matching us up with the right equipment. Relationships are an important part of this business, and we have a very good one with DMI," Henrich stated.



with the WA320-1. That's a testament to the quality we've found in Komatsu loaders and a big reason why we've continued to buy them.

"The new hydrostatic loaders have several features that make them stand out, including excellent fuel economy," he added. "They've been using about three gallons an hour, which for a machine of its size is very efficient. The WA320-5s also work well for stockpiling material. In some of our pits we have limited space to pile material. Those loaders will drive up the pile without rolling back down, so we're able to build our stockpiles up a little higher. That's a big advantage to us."

In addition to wheel loaders, Consolidated Ready Mix uses a Komatsu PC220LC-6 excavator for extracting aggregate from a pond at its Big Stone City site, as well as a D65 for stripping and stockpiling.

For additional service work as needed and for Komatsu parts, Consolidated turns to DMI.

"Dealer support is as important to us as the machinery itself," stated Henrich. "If we have a machine down, that's not only hurting us, it's hurting our customers who rely on Consolidated to get them their products. DMI understands that, so they respond to our needs right away. Mark has been excellent about understanding our business and matching us up with the right equipment. Relationships are an important part of this business, and we have a very good one with DMI."

## Expansion coming soon

Henrich will have other plants to oversee before too long. Consolidated Ready Mix's parent company, GCC, is in the process of acquiring other companies in Iowa and south-central Minnesota that will bring its total to 42. Eventually, the Consolidated Ready Mix name will fall under the GCC label as well.

"What really matters is that we'll continue to provide the same quality service that our customers have come to expect, regardless of the name," said Henrich. "We've built longstanding relationships with our customers and we'll continue to do that." ■



Consolidated Ready Mix has a variety of products, including precast panels and feed bunks for the agricultural industry. The company also has its own concrete construction crew, offers custom crushing, and sells and constructs steel buildings.

Consolidated Ready Mix still uses several of its older Komatsu wheel loaders, such as this WA450. "It has about 17,000 hours on it, and we've done very little to it," said General Manager Tom Henrich. "That's a testament to the quality we've found in Komatsu loaders and a big reason why we've continued to buy them."



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## GREEN BUILDING

### How contractors can grow and profit by minimizing the environmental impact of construction projects



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When Francis Kent began recycling paving material nearly 30 years ago, he had to convince a lot of people the products made from crushed concrete and asphalt were an acceptable alternative to the construction building materials that come out of a conventional quarry.

"In the early 1980s, recycling wasn't fashionable," said John Kent, who joined his father in the family business and is now President of Oxford Recycling. "We had to fight to establish ourselves and prove to various municipalities and contractors that just because our product is recycled, that doesn't mean it's not as good as a virgin product. It meets required specs, and in fact, often exceeds them. But back then, we had a terrible time trying to convince people of that."

Eventually the practice caught on and the Kents today are running a large operation that

sees upward of 1,000 trucks per day either delivering or picking up product. They've added tree grinding to their operation, producing valuable mulch from what formerly may have been landfilled, burned or buried.

The rest of the construction industry is fast approaching the Kents' lead in what's rapidly becoming known as "green building," "sustainable design" or other terms that point to the idea of minimizing environmental impact through reducing the consumption of nonrenewable resources and waste.

#### A growing movement

The movement has been growing rapidly in the past few years as more consumers call for developers, designers and architects and builders to think about how they can build in a more eco-friendly way. The concept requires careful consideration in the planning stages, taking into consideration everything from how stormwater runoff can be used on site to selecting the most energy-efficient building materials. It often means using recycled materials throughout the construction process.

Industry professionals are taking green building and sustainable design into account and are joining such organizations as the U.S. Green Building Council (USGBC), a nonprofit organization that promotes such practices. It's grown to include more than 16,000 member organizations and 75 regional chapters, offering programs to educate construction personnel on green practices.

The USGBC also certifies green projects through its LEED (Leadership in Energy and Environmental Design) Rating System, "a nationally accepted benchmark for the design, construction and operation

Old practices often called for burning or landfilling trees and shrubs during clearing and grubbing. Today, more and more companies, such as Oxford Recycling, are turning them into reusable products such as mulch.



of high-performance green buildings." It promotes a whole-building approach by looking at key performance areas, such as sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Points are awarded to designate certification levels of Certified, Silver, Gold and Platinum. A LEED-certified project meets rigorous criteria, and the honor can reap rewards for those who designed and built it, putting them at the forefront for winning more projects. Those who use it also benefit through a more healthful living and/or working environment.

"Green construction is 30 percent to 50 percent more energy-efficient and 40 percent more efficient in water usage, plus it offers health benefits," said Ashley Katz, Communications Coordinator with the USGBC. "Currently, we have a little more than 1,500 certified projects in total, but our goal is to have 100,000 commercial buildings and 1 million homes certified by 2010. We've also raised our commitment to fund green-building research by increasing the amount given in grants to \$2 million in 2008."

In addition to the increased use of recycled materials, nearly all new construction projects have other green considerations built into them, such as erosion-control measures, retention ponds to keep stormwater runoff on site, and balanced earthwork designed to cut down on the amount of import and export materials and compaction. Many call for disturbing as little ground as possible, as well as finding ways to save existing trees, or planting new ones.

In many cases, state highway departments have led the way by using existing roadway materials in the construction of new paving projects. Materials such as old concrete and asphalt roadbeds that used to be hauled away are now being crushed on site and reused as road base. Asphalt millings are used in shoulder materials or put back into the mix for new road pavement. Porous pavement that allows water to drain through it to the stone base and back to the soil is becoming increasingly more popular.



More efficient machines with Tier 3-compliant engines, such as Komatsu's Dash-8 excavators and new BR580 JG crusher, increase production with less fuel and lower emissions than previous models. Used in combination, as shown here, these machines can turn old pavement into new materials for reuse, rather than putting them in a landfill.

## Efficient machinery reduces emissions

Reducing environmental impact in construction means more than just using recycled materials and careful jobsite planning. It also takes into account the machinery that's used to make the materials, move the dirt and lift building products into place. Equipment manufacturers are doing their part in conjunction with federal regulations and guidelines, which have included mandates that lower engine emissions, such as nitrous oxide (Nox) and particulate matter (PM). Both are considered significant public health risks.

Latest regulations require new diesel engines to meet Tier 3 standards, with stricter Tier 4 standards coming in the next few years. In some cases, the results have not only been lower emissions, but less fuel consumption as well, leading to the same or better production with lower operating costs. It's a win-win for the equipment user.

"That's been a great benefit of our ecot3 engines (the 'eco' stands for ecology and economy; the 't' for technology; and the '3' for Tier 3)," said Toshio Miyake, who was involved with product planning for Komatsu Ltd. during the development of ecot3 engines. "In addition to meeting the emission regulations, and thereby putting fewer pollutants in the air, we're also able to make a better machine.

*Continued . . .*

# Komatsu, contractors join green movement

... continued

“Initially, there was concern that emissions requirements might negatively impact some power and performance features. But we’ve overcome potential problems and we view the ecot3 engine as a big step forward in all respects for equipment users.”

## Manufacturing part of the process

Komatsu and other manufacturers are taking additional steps by making going green

Factories such as Hensley Industries, part of Komatsu Ltd., are using more environmentally friendly practices during production. The plant, which makes ground-engaging tools for mining machines, recycles nearly 100 percent of its waste products, including dust, which goes into this containment area. It is pelletized and sold for use in other products, including concrete.



a consideration in the manufacturing process. When Hensley Industries, part of Komatsu Ltd., built its new foundry in Dallas, several steps were taken to improve efficiencies and recycle nearly 100 percent of the waste materials it generates in the process of making ground-engaging tools for mining machines.

During the planning stages, Hensley took into account how potential environmental issues, such as noise, smoke and odor, would affect not only the workers at the foundry, but its neighbors as well. The plant was built with a highly effective dust-collection system that moves the dust to outside containment units where it’s eventually pelletized and sold for reuse in such products as concrete. Noise suppression was built in so a nearby school and apartment complex wouldn’t be affected.

“We’re very proud of what we accomplished as we set out to build a very modern facility that was environmentally friendly and an asset to our neighbors,” said Paul Rudd, General Manager-Manufacturing, who helped design the foundry. “It’s truly state-of-the-art and highly efficient. It’s the cleanest manufacturing facility I’ve ever seen.”

## Continuing to grow

Contractors can invest in ways to help too. Using newer, lower-emission equipment, or retrofitting older equipment with more environmentally friendly engines can help out. Employing GPS-based site-preparation practices can help operations be more efficient. These systems allow users to get to grade in fewer passes with less wasted effort. More accurate grading requires less aggregate material for subbase, and increasingly, the subbase that is used is coming from recycled products, such as the ones Oxford Recycling makes.

“Much of the material we recycle would have ended up in a landfill. Asphalt and concrete do not decompose, so it’s not beneficial to dump that material there,” Kent noted. “Reusing the material is a way to reduce the environmental impact in variety of ways. Not only is the paving material reused, it often reduces trucking, which means fewer emissions. We’ve seen a gradual increase in the use of our recycled materials, and we believe it’s only going to continue to grow.” ■

## NEW PRODUCTS

# NEW HYDROSTATIC DOZERS

**“Super slant” gives them top visibility;  
more horsepower gives them top power**

About a year ago, Komatsu unveiled its new Dash-22 hydrostatic dozer series by introducing the revolutionary D51, easily distinguishable by its super-slant nose design. Now, the manufacturer has extended Dash-22 features to the next size class down, the 10- to 11-ton D39.

Available in a standard-track EX or wide-track PX version, the D39-22 is unique in appearance, thanks to its sharply sloped nose and mid-mounted cab. According to Komatsu, the features are much more than cosmetic improvements.

“The combination of the super-slant nose and the cab being mounted almost two feet forward compared to the D39-21, dramatically improves visibility to the blade,” said Komatsu Dozer Product Manager Bruce Boebel. “The mid-mount cab also improves machine balance, making the D39 both a highly productive and stable small to mid-size dozer.”

Other significant improvements to the new hydrostatic (HST) D39 dozers include the highest horsepower (105 hp) in class; an electronically controlled, hydraulically driven fan that improves overall machine efficiency; and adjustable blade pitch, which allows an operator to cut or carry material. In addition, the D39-22 dozers have larger undercarriage components; heavy plate steel throughout; and new, heavy-duty HST components; all of which combine to make them much more durable machines.

“From the blade, all the way to the back of the machine, we rethought everything about the D39, with the goal being to make it the most productive, efficient and user-friendly

dozer in its class,” said Boebel. “We believe we’ve succeeded in every way. For example, variable-displacement travel motors provide plenty of power throughout a turn, and with the unmatched visibility to the blade, even a beginning operator can be very effective on the D39-22.”

Powered by Komatsu’s ecot3 (Tier 3) engine, the D39 is also very fuel-efficient in either grading or dozing applications.

For more information on the new Komatsu D39EX/PX-22 dozer, contact your sales representative or our nearest branch location. ■



**Bruce Boebel,**  
Product Marketing  
Manager

### Brief Specs on Komatsu D39EX/PX-22

Model	Output	Operating weight	Blade capacity
D39EX-22	105 hp	20,834 lbs.	2.89 cu. yd.
D39PX-22	105 hp	21,804 lbs.	3.0 cu. yd.

The new D39EX/PX is the second Komatsu hydrostatic dozer in the Dash-22 series. Features include industry-leading power, along with a super-slant nose design and mid-mounted cab which provide unparalleled visibility to the blade.





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## NEW UTILITY MACHINES

# COMPACT EXCAVATORS

## Here's a first look at Komatsu's new MR-3 series

Komatsu recently introduced its third generation of short-tail-swing compact excavators, the MR-3 Series. The MR-3 carries the Komatsu pedigree through and through. From the Komatsu-designed and -built load-sensing hydraulic system to the design of the undercarriage, frame and body.

The MR-3 series brings some great new features to the Komatsu line of compact excavators that are accepted the world over. ■

*Continued . . .*



Komatsu's new MR-3 series of compact excavators features ease of maintenance with larger, lockable access covers for accessing the engine, hydraulics and fuel, as well as for cleaning coolers.



A new monitor panel has easy-to-read gauges and warning lights, hour meter, charge-level monitor with audible alarm, engine oil-pressure monitor with audible alarms and high-speed travel indicator.



Ease of use was built into the MR-3 series with a new dozer control lever that has two-speed travel control, as well as auto shift and load sensing.

The new MR-3 series of compact excavators ranges in size from the 4,090-pound PC18MR-3 to the 11,376-pound PC55MR-3.



# Many new features on MR-3 series excavators

... continued

Komatsu's MR-3 series features a spacious operator station with the KOMTRAX remote machine-monitoring system (standard on PC18MR-3 through PC55MR-3). Cab models have heater/air conditioner, two radio-ready speakers and wiring for a radio.



A high-strength, X-frame design has rounded legs to help prevent build-up of debris on the frame. Open centers allow material to fall off the frame.



Komatsu's MR-3 series of compact excavators has a new look, with integrated counterweight that allows for swing, even in the tightest spaces.



Komatsu improved functionality with the MR-3 series, including a reduced gap between the blade and bucket for easier load-and-carry.



Superior service access means tilt-forward access to the operator station for periodic inspections (on PC18MR-3 through PC55MR-3) with easy access to the main hydraulic valve, swing motor, starter and alternator.

Komatsu packaged the MR-3 series with tracks and blade included in the package as well as other unique features.





# COMPACT EXCAVATORS

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## KOMATSU & YOU

# NEXT GENERATION OF COMPACT EQUIPMENT

## Komatsu's Utility Division introduces new machines that improve owning and operating costs



Ivor Hill,  
Vice President and General Manager,  
Komatsu America Utility Division

*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.*

Ivor Hill joined Komatsu in 2000 and was named Vice President and General Manager of Komatsu America's Utility Division in 2002. Under his guidance, the division has grown to be a significant player in the North American compact equipment market. It has grown from five products in its infancy to nearly 30 today.

"Komatsu really began to produce compact construction equipment about a decade ago, bringing to the table years of experience building quality and reliable large construction and mining machinery," said Hill. "That experience paved the way for innovative utility machines that we believe are second-to-none. Komatsu is committed to making each of its products efficient, productive and easy to maintain. Customers will get the same quality and reliability from our smallest PC09 excavator as they will from our largest mining machine."

Although born and raised in England, Hill has lived and worked in North America most of his adult life. His background includes work with a mining company before joining Komatsu.

An avid soccer player, Hill plays in several leagues around Komatsu Utility's home base of Newberry, S.C. He has four children and two grandchildren he enjoys spending time with when he's not on the job.

**QUESTION: What's changed in Komatsu's Utility Division in recent years?**

**ANSWER:** Since Komatsu seriously began marketing compact and mid-sized machines in the North American market about a decade ago, we've seen our unit sales grow significantly. Since establishing the Komatsu Utility Division 5 years ago, our unit sales have grown 400 percent.

In 2002, Komatsu consolidated all major functions of the Utility Division at our Newberry, S.C., headquarters. At first, there was only a manufacturing plant and a few marketing people. Today, the Utility Division in South Carolina is also the home to our North American sales, marketing, finance, distribution, and manufacturing personnel and the global center of excellence for skid steer loader and compact track loader development.

The Utility Division is responsible for seven product lines with 30 machine models, including products like excavators, skid steer loaders, compact track loaders, backhoe loaders, compact wheel loaders, crawler carriers and compact dozers.

**QUESTION: Why is it important to the end user to have the skid steer loader development center located in South Carolina?**

**ANSWER:** North America is the largest skid steer loader market in the world and the skid steer loader is a product with an American pedigree. It only makes sense to place the design and development center here in South Carolina. It's close to the customers who use these products, and input from equipment users is a key part of

our research and development. With sales, marketing, engineering and manufacturing all located at the Utility Division headquarters, we can streamline communication and the development process, to ensure quality and reliability across the board.

With our new role as the global center of excellence for the SSL and CTL products, we have the benefit of working with customers and dealers all over the world. This expands our knowledge base and helps us find new ways to serve our customers, wherever they live and work. We can also be more efficient by producing higher unit volumes for the world market — again a benefit for our customers.

**QUESTION: Is Komatsu Utility introducing new products this year?**

**ANSWER:** Komatsu Utility is in the process of introducing its new generation of compact and mid-size excavators. The MR-3 compact range improves on the vastly popular MR-2 units. There's a brand-new PC45MR-3 with better performance and price position than its predecessor. The all-new PC88MR-8 extends our range into the mid-size eight-ton class with a larger, more powerful unit that's designed and built by the same team as our larger construction-class excavators. In our fourth business quarter, we plan to introduce the first North American-designed skid steer models and build them in our Newberry, S.C., plant.

One benefit that users will find across the board is that all our utility machines will have common controls, such as Pressure Proportional Control (PPC). The benefit is that operators can move from one machine to another, a compact excavator to a skid steer, for example, and be confident they can run the machine because the controls are common among them. That will obviously speed up production because the operator doesn't have to learn a whole new skill set to run the machine.

**QUESTION: What else is Komatsu Utility doing to help the machine owner save time and money?**

**ANSWER:** Like much of Komatsu's larger construction equipment, utility machines



Komatsu's Newberry, S.C., manufacturing facility is the worldwide development center for skid steer loaders. Komatsu will introduce its next-generation, Tier 3-compliant skid steers later this year.

will now come standard with our KOMTRAX remote machine-monitoring system. Komatsu is the first manufacturer of compact equipment to make such a system standard equipment. As new models are introduced, KOMTRAX will be on board. KOMTRAX allows the owner to keep track of machines by logging onto a secure Web site. Information, such as machine location and hours are available. If there's an issue, an error code will pop up and alert us and the distributor so we can call and let the owner or operator know we're on our way to fix it. It's a very effective tool for controlling owning and operating costs because maintenance and service schedules can easily be tracked.

**QUESTION: Are there other similarities between Komatsu's utility machines and its larger construction counterparts?**

**ANSWER:** Customers will find that even though we're a relatively new player in the utility market, our smaller machines are just as reliable and productive as Komatsu's larger models. No matter what size the machine, the same Komatsu development and testing process is applied. Whether a skid steer loader or 40-ton excavator, the process is the same. There's also a high degree of component commonality and Komatsu is known for its in-house hydraulic systems. That means customers will get the same quality and reliability from our smallest PC09 excavator as they will with our largest mining machine. It's part of Komatsu's commitment to quality equipment, product support, parts and service throughout its entire lineup. ■



Komatsu recently introduced its new MR-3 series of compact excavators. The units are packed with features that offer better productivity and operator comfort.



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- Multi-function LCD monitor provides critical operating information at a glance (and it can do this in 10 languages).

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## FIELD NOTES

# DEMO DAYS

## Equipment users test drive and operate new Komatsu machines

Komatsu's newest products, along with many that have been updated, were featured at a recent Komatsu Demo Days event. Hundreds of equipment users took advantage of the opportunity to operate the machines at the Komatsu Training and Demonstration Center in Cartersville, Ga.

Among the units that were available were the brand-new Komatsu D39-22 dozer and its big brother, the D51-22. The units feature powerful engines, rugged components, a mid-mounted cab and a distinctive sloping nose that provides the best visibility in the industry.

Construction-size excavators on hand ranged from the popular PC200LC-8 up through the 487-horsepower PC800LC-8. Loaders included Dash-6 versions of the WA250, WA380, WA500 and WA600. Also available to test drive and operate were Komatsu articulated and rigid-frame haul trucks, a GD655-3 motor grader, numerous utility machines, and a BR580JG mobile crusher.

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

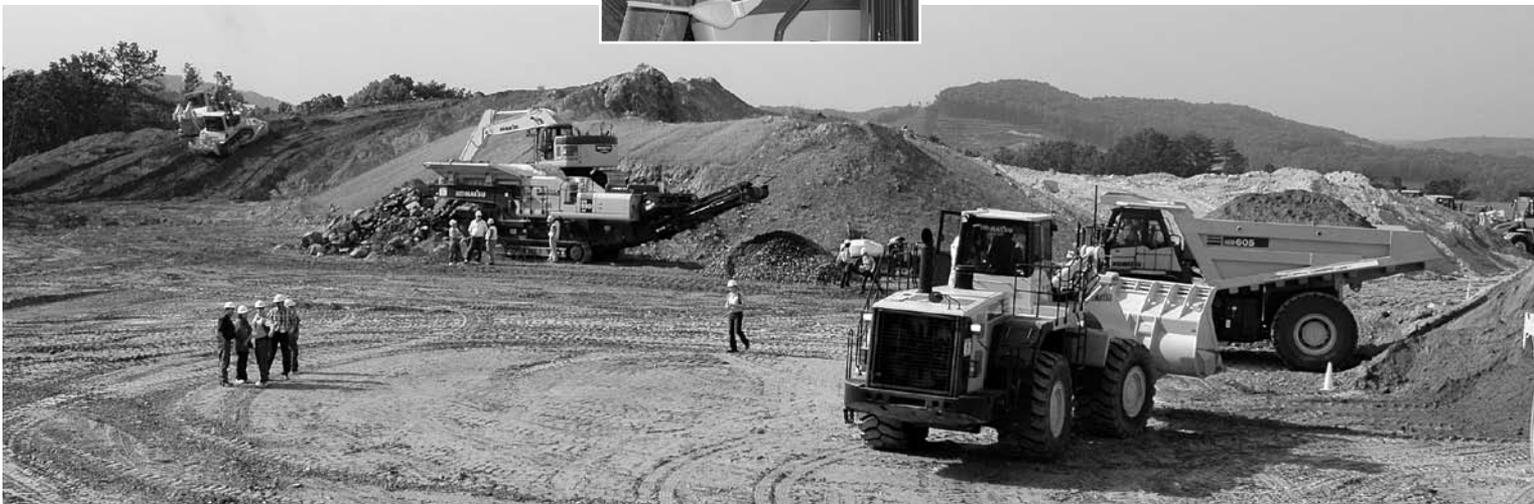


The new Dash-22 series dozers (D39 and D51) were among the machines featured at a recent Komatsu Demo Days event.

Demo Days are held periodically at the Komatsu Training and Demonstration Center in Cartersville, Ga.



At Demo Days, equipment users get the opportunity to see and operate new and updated Komatsu machines.



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# BRIDGE TO THE FUTURE

## ARTBA calls for increased funding in highway and bridge construction

The 2009 federal highway and transit authorization bill provides the best opportunity in more than 50 years to chart a new course for America's surface transportation programs and significantly boost highway and bridge construction for the future. But, it will be a heavy political lift to get the job done and will require strong grassroots support from transportation design and construction professionals.

Those were among the key messages American Road & Transportation Builders Association (ARTBA) President & CEO Pete Ruane delivered to 1,500 bridge owners and engineers, senior policymakers, government officials, bridge designers, construction executives, and suppliers attending the 25th Annual International Bridge Conference in June.

The United States has nearly 576,000 bridges. Approximately 22 percent are located on the National Highway System (NHS) and 55,245 are on the Interstate system.

Ruane cited research from the American Association of State Highway & Transportation Officials (AASHTO) calling for 10,000 miles of new routes or corridors and upgrading 20,000 miles of new or replacement bridges on the NHS.

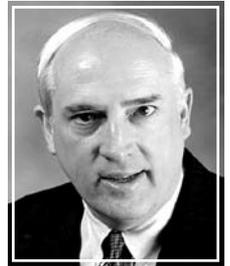
With the U.S. Department of Transportation (DOT) reporting more than 25 percent of the nation's bridges to be structurally deficient or functionally obsolete, the trend toward greater investment should continue, Ruane said. He cautioned, however, that a nearly 40 percent increase in highway and bridge construction costs since 2003 was making bridge improvements much more expensive, and would require additional federal, state

and local funding. Building support among policymakers at all levels of government will be challenging in the current political atmosphere, but can be done.

He outlined two major thrusts of ARTBA's legislative proposals for the 2009 bill, which include expanded investments in the core highway, bridge and transit programs — financed by a minimum 10 cents per gallon increase in and indexing of the federal motor fuels tax — to protect past infrastructure investments, particularly on the Interstate system.

The second part of ARTBA's plan calls for initiation of a 25-year national construction priority — the "Critical Commerce Corridors" (3C) goods movement program — to add new infrastructure capacity to the nation's transportation network. ■

ARTBA President & CEO Pete Ruane said the 2009 federal highway and transit authorization bill provides a great opportunity for a boost in future highway and bridge construction. ARTBA is calling for expanded investment in core programs as well as a 25-year national construction priority.



Pete Ruane,  
President & CEO,  
American Road  
& Transportation  
Builders Association  
(ARTBA)



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## UNDER THE HOOD

**EXTENDING MACHINE LIFE****Why Komatsu Genuine Oil is the right choice for your engine**

Engine oil is engine oil, right? Not if you're entrusting something other than Komatsu Genuine Oils to keep the moving parts of your machinery working at maximum performance.

Komatsu recently independently tested several popular engine oils offered at the retail level, and subjected them to rigorous testing to see if they met Komatsu Engineering Standards (KES), which are far more stringent than the industry standard. Among the tests was a determination of the oils' abilities to resist oxidation, a critical factor considering Komatsu's 500-hour oil-drain interval.

In addition, these tests predict an oil's ability to resist deposit formation, an essential element in Komatsu's Tier 3 engines. The oils tested claimed to meet the needs of Komatsu engines, yet all the products failed the tests.

"Komatsu is a company that prides itself on its engineering and has chosen oils which allow our machines to achieve maximum performance and life," asserted Jake Tiongco, District Parts Sales and Product Manager for Komatsu America. "With our latest Tier 3 engines, it's more important than ever to protect your investment with Komatsu Genuine Oils."

**Superior oxidation and viscosity control**

Using something other than Komatsu Genuine Oils could lead to rapid buildup of under-crown deposits. Left unchecked, these deposits cause an insulating layer and lead to piston overheating. With insufficient cooling of the piston, deposits form in the area of the rings, which can cause sticking or collapse. This in turn leads to loss of oil control, compression and premature liner wear. Worst case scenario: piston seizure.

Komatsu Genuine Oils help ensure those problems don't occur. Oxidation control is a critical factor in maximizing the life of any Komatsu engine, and Komatsu Genuine Oils are an essential part of that. While designed for Tier 3 engines, Komatsu Genuine Oils are approved for use in all preceding Komatsu engines.

An additional factor in oxidation stability is viscosity control. As oil becomes oxidized, it thickens and turns dark in color, eventually causing loss of viscosity, often before a scheduled change interval.

"Only oils with superior oxidation resistance, such as exhibited in the Komatsu hot-tube test, can operate the full 500 hours and maintain both viscosity control and maximum antiwear performance," said Tiongco. "Using Komatsu Genuine Oils takes the guesswork out of the equation. They're always the right choice." ■

Komatsu Genuine Oils provide superior oxidation and viscosity control. A recent test showed other engine oils failed to meet Komatsu Engineering Standards, which are far more stringent than the industry standard.



Jake Tiongco,  
District Parts  
Sales and Product  
Manager, Komatsu  
America



# LOOKING AHEAD

## Massive new funding proposed to meet needs of transportation systems

Rep. John Mica, R-Fla., is looking ahead to funding the nation's highways and transit systems beyond 2009, calling for a massive increase over the \$286 billion under the current SAFETEA-LU funding measure, which provides funds for such projects as maintenance and rehabilitation of highways and interstates. SAFETEA-LU expires in 2009, and Mica wants more than a trillion dollars in new funding.

Mica, a member of the House Transportation and Infrastructure Committee, is aiming for \$1.5 trillion over five years, which includes \$500 billion in the basic bill, with another \$500 billion each for infrastructure and public-private ventures. Funding for the bill would come from several options a surface transportation commission called for earlier this year, including higher federal and state fuel taxes.

The proposal comes on the heels of a recent study that showed the U.S. transportation system is failing to keep pace with the demands of a 21st century economy. The study, "The Transportation Challenge: Moving the U.S. Economy," showed the U.S. competitive

advantage is shrinking as other countries increase investment in transportation infrastructure. The increasing age of the nation's infrastructure was a major contributing factor, and without needed investment, the nation will continue to fall behind.

"If the United States declines to invest in transportation infrastructure and ignores the transportation needs of key industry sectors, our economy will become less productive and less competitive," said Janet F. Kavinoky, Executive Director of the Americans for Transportation Mobility Coalition (ATM), who helped conduct the study, along with the National Chamber Foundation and the U.S. Chamber of Commerce. "Without an adequate transportation system, the nation's economic growth is at risk."

### Recommendations urge more strategic planning

According to the study, lack of investment will put the U.S. transportation system further behind the growing demands of five major economic sectors — agriculture and natural resources, manufacturing, retail, services and transportation — which account for 84 percent of the nation's economy.

Several recommendations were part of the study, including emphasizing the importance of increased investment in transportation systems, such as highway, rail and marine. It urged policymakers to become more strategic in planning and investing in the U.S. transportation system.

"If we do not, our transportation system will become a competitive disadvantage for U.S. industries, and it will become harder to sustain the growth of our regions and the national economy," the report said. ■

Rep. John Mica, R-Fla., is looking for a massive increase in funding for the nation's highways when the current funding measure ends in 2009. A recent study shows the U.S. transportation system is failing to keep pace with the demands of a 21st century economy.





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# AGC says looming tax increase will hurt construction

The Associated General Contractors of America (AGC) is calling for Congress to make the tax cuts enacted in 2001 and 2003 permanent, saying if they are not, there will be a significantly negative impact on the construction industry when they expire in 2011.

AGC points out that tax rates will increase across the board for all Americans, including partnerships and "S" corporations, which make up most businesses in the construction industry. Further, the death tax will rise to 55 percent in 2011, while the impending enactment of 3 percent withholding on public-works contracts will devastate construction businesses, which on average make 2.4 percent per contract.

"Construction companies will be especially hit hard by this (3 percent withholding) because

their profit margin is less than the withholding at 2.4 percent on average," the AGC said in a press release. "This will force many small businesses out of the government market, increase the costs of performing public-works contracts, and increase the costs to the taxpayer.

"Marginal tax increases raise taxes up to 5 percent in 2011, unless Congress acts, and impact more than 60 percent of construction companies that file their business taxes at the individual level," AGC continued. "The sharp rise in the death tax will take the life out of many small and medium-size companies. Owners will be forced to take their focus off their business and instead focus on ways to save their companies for future generations and their current work force." ■

# New Canadian pipeline will increase oil supply

Construction of a 2,148-mile pipeline that will carry nearly a half million barrels of oil a day from Canada to the United States was recently approved under a presidential permit. The pipeline will transport crude oil from the Canadian province of Alberta to markets in the Midwest.

The pipeline will further increase the nation's supply of oil from Canada, which is already its largest supplier of foreign oil at

1.9 million barrels of crude a day. The new Keystone Pipeline is expected to have an initial capacity of 435,000 barrels a day by 2009, with an increase to 590,000 by late 2010.

Construction in the United States will total just under 1,400 miles of new pipeline, while Canada will construct 232 miles of new pipeline and convert 537 miles of existing line from natural gas transportation to crude oil. ■

# New blog focuses on infrastructure needs

The Americans for Pure Water campaign launched a new blog designed to generate information and discussion about the nation's infrastructure and the need for updating it. Located at [waternewsupdate.com](http://waternewsupdate.com), the campaign hopes to help readers gain a clearer picture of why increased federal funding is needed to prevent infrastructure failure in the country's water and sewer systems, as well as

generate conversation about what needs to be done to repair them.

The Americans for Pure Water campaign is an initiative of the Clean Water Council, a coalition of 32 national associations and labor unions representing contractors and skilled craftsmen, among others. It's committed to ensuring high quality of life through sound environmental infrastructure. ■

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