



ROAD TO SUCCESS

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A PUBLICATION FOR AND ABOUT ROAD MACHINERY LLC CUSTOMERS



Quality Control Manager Bill Jess (left) and Maintenance Supervisor George Righter

CXT CONCRETE TIES

Road Machinery fabricates special equipment for this Tucson manufacturer

MORGAN TOOLS COMPANY, LLC

This Artesia, N.M., contractor builds locations for the oil and gas industry

See article inside . . .



KOMATSU®

President Carl and VP Gwenetta Morgan

A MESSAGE FROM THE PRESIDENT



Steve Branson

**We're optimistic
about the future**



Dear Valued Customer:

As we wind up this year, we're looking ahead to 2012 with optimism that the construction industry will begin a strong push toward growth. There have been some positive signs lately that show the industry is experiencing growth. As it does, that's going to mean more need for equipment that can get the job done as efficiently as possible.

Throughout this year, Komatsu has rolled out many of its new interim Tier 4 machines. In this issue of your *Road To Success* magazine, we spotlight a new excavator, articulated truck and dozer. Komatsu not only changed the engines in these machines to meet emissions standards, but, in many cases, lowered fuel consumption while increasing horsepower and operating weight.

These machines have additional components that require maintenance, and Komatsu is backing up the technology with an industry first — its Komatsu CARE Maintenance Program that provides complimentary services on new interim Tier 4 machines for three years or 2,000 hours.

Our skilled, factory-trained, service personnel take great pride in ensuring your machinery remains productive with as little downtime as possible. We do that on Komatsu machinery and the other manufacturers' lines we carry, as well as competitors' machines.

If you'd like more information about any products or services we offer, please don't hesitate to call us or stop by one of our branches. We're here to help.

Sincerely,
ROAD MACHINERY LLC

Steven M. Branson
President



ROAD To SUCCESS

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Find out how Komatsu made its new interim Tier 4 HM300-3 articulated haul truck more productive with a larger payload capacity and reduced emissions.

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MORGAN TOOLS COMPANY, LLC

Artesia, N.M., contractor builds locations for oil, gas industry

Carl and Gwenetta Morgan have weathered the ups and downs of New Mexico's oil and gas industry for almost 20 years. When the industry fell into a deep slump a couple of years ago, they knew how to survive.

"It was rough, but we knew eventually it would turn around and it is improving," said Gwenetta, Vice President of Morgan Tools Company, LLC. "In fact, we started the business during one of the toughest times for the oil and gas industry, and we got through it because we focused on a particular need and set out to be known for filling that need with an emphasis on customer satisfaction."

That has helped Morgan Tools develop a reputation as one of the premier oil and gas service companies within a 100-mile radius of

the company's base in Artesia. The Morgans specialize in oil- and gas-well pad construction that often includes building a road to the pad and constructing ponds that are used during drilling-completion operations.

"Our services start with staking and putting the site to grade, which can involve hauling in caliche, if needed, for the road and pad," explained Carl. "If the oil or gas well is a dry hole, which is not the case very often, we will come back and return it to its original state. We offer the same after a well has been plugged and abandoned. Most of the work we do is for customers we have worked with for years, including some of our very first."

A welder by trade, Carl started Morgan Tools by offering those services. Because he also had experience running heavy equipment, turning to grading and excavation work was natural. Some of the first jobs he did involved digging out old, plugged and abandoned wells so they could be re-entered.

"It was often tough and dangerous work, but it allowed customers to see that Carl was willing to do whatever it took to get the job done," Gwenetta said. "It is still that way. If a customer comes to us with a project that needs to be done within a certain time frame, our goal is to meet it."

"Outstanding group"

The Morgans say their staff takes the same approach. "We are a small business, but we can do sizeable projects because our staff is as conscientious about customer satisfaction as we are. They are an outstanding group of employees," reported Gwenetta.

Carl and Gwenetta Morgan are President and Vice President respectively of Morgan Tools. The Artesia, N.M., company builds roads and pads for the oil and gas industry and provides other related services.





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Morgan Tools operators use a Komatsu D65 dozer and a WA320 wheel loader to grade and move materials at a new well site. In addition to those machines, the company has two other D65 dozers, a Komatsu GD655 motor grader and a PC200 excavator.



“We have several longtime, key employees who are supervised by Stephen Wilson, our foreman, who’s been with Morgan Tools for almost its entire history.”

Komatsu, Road Machinery play role in success

“A breakdown with a competitive brand we previously used led us to Komatsu,” Carl recalled. “We had a practically brand-new dozer that broke down. The dealer could not seem to get it fixed, which caused significant downtime. I asked the dealer to bring me something to replace it. Sure enough, they did. They drove up with this old Komatsu dozer with about 6,000 hours on it. I did not think it would even be able to get off the trailer because it looked like it had been quite abused. But that machine fired up and it did not miss a beat. I told myself right then, ‘If Komatsu makes equipment like this, I am going to have to get some.’ Now, that is all I run.”

Morgan Tools currently has three Komatsu dozers, including a new interim Tier 4 D65-17. “The Komatsu is far superior to anything else we have run, both in terms of productivity and longevity,” Carl pointed out. “For comparison,



Morgan Tools Company specializes in oil- and gas-well pad construction that often includes constructing ponds that are used during drilling-completion operations.

over the same period of time that our competitive dozers would have needed tracks replaced, our Komatsus still have at least 50 percent of their track life left. That is a huge difference.

Continued . . .



**Stephen Wilson,
Foreman**



**Kathy Tanner,
Office Manager**

Topnotch equipment, dealer support contribute to success

... continued

"I am very impressed with the improvements made on the new D65-17," he continued. "The Sigma blade allows more ground to be moved during a longer push. Because the ground we move can be hard, we use the ripper quite often, and the D65 has the power to get through it."

In addition to dozers, Morgan Tools has a GD655 motor grader, a PC200LC-8 excavator and a WA320 wheel loader, all purchased from Road Machinery, LLC's El Paso branch with the help of Account Manager Gabe Mendivil. The new D65-17 dozer's services are covered under the new Komatsu CARE program that provides distributor service for three years or 2,000 hours on interim Tier 4 machines. Road Machinery handles service on the other Komatsu pieces through a service agreement.

"The service agreement is very valuable because it ensures our maintenance is done on time," said Carl. "Road Machinery tracks our equipment with KOMTRAX and sets up the services at our convenience. I also like that they track our machine usage with KOMTRAX. The service we get from Gabe and Road Machinery has contributed to our success."

In it for the long haul

The Morgans have seen many peaks and valleys over the years, but have seen increased activity in the oil and gas industry within the last few months. "There are vast oil and gas resources here and we are confident that the industry will continue to grow," said Gwenetta. "And as long as there is a demand for our business services, we will be here ... we are here for the long haul." ■



(L-R) President Carl Morgan, Vice President Gwenetta Morgan, Office Manager Kathy Tanner and Foreman Stephen Wilson meet with Road Machinery Account Manager Gabe Mendivil. "The service we get from Gabe and Road Machinery has contributed to our success," stated Carl.



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Komatsu dozers are Morgan Tools' primary machines, including this new interim Tier 4 D65-17. "I am very impressed with the improvements made on the new D65-17," said President Carl Morgan. "The Sigma blade allows more ground to be moved during a longer push."



D65-17

From Komatsu – The Dozer Experts



Komatsu has once again made a great machine even better. The new D65-17 increases productivity and operator comfort while lowering operating costs. All designed to improve your bottom line.

- Efficient Komatsu Tier 4 Interim engine and automatic shift transmission with lockup torque converter maximize productivity while saving fuel.
- PLUS (long life) undercarriage is standard, further reducing our already low operating costs.
- Komatsu CARE provides complimentary Tier 4 maintenance, including KDPF exchange filters. Contact your Komatsu distributor for details.

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CXT CONCRETE TIES

Tucson plant manufactures railroad ties that outperform their wooden counterparts



Bill Jess,
Quality Control
Manager

The CXT Concrete Ties Tucson location is nearing its sixth year of operation, and in that time its sole purpose has never changed.

“Union Pacific runs what’s known as the Sunset Line that moves inter-modal traffic between the Port of Los Angeles and El Paso,” explained CXT Quality Control Manager Bill Jess. “Our plant was set up to manufacture concrete railroad ties that replace old wooden ones. It’s all we do.”



George Righter,
Maintenance
Supervisor

Opened in early 2007, the 70-employee facility works nearly 24 hours a day manufacturing the 8-foot by 6-inch ties. Jess said it’s been proven that concrete ties are more cost-effective than their wooden counterparts and they reduce locomotive fuel usage.

“Concrete ties make the track more rigid and sturdy, providing a smoother ride, so there’s less energy wasted and, in turn, lower fuel usage,” explained Jess, who noted that CXT Concrete Ties is a wholly owned subsidiary of LB Foster Company. “Two further cost-saving features of concrete ties: fewer ties per mile of track are needed and less maintenance is required.”

One of the most crucial components of CXT’s operations is this “flying bucket” that brings concrete inside the plant where it’s poured into forms to make concrete ties. The bucket was fabricated and reconstructed by Road Machinery’s Tucson Hydraulic Reman operation.



Manufacturing the concrete ties starts with a specialty concrete that’s mixed on site and brought into the plant via a “flying bucket” that delivers two yards of concrete at a time to forms that create the ties. Inside each tie are 20 prestressed wire strands that provide strength and durability. Once the ties are made, they’re stored in CXT’s yard until the railroad brings in cars to pick up the new ties.

Road Machinery provides custom fabrication

CXT’s manufacturing was built on a model similar to other such facilities in Europe, making it essentially a one-of-a-kind in the United States. The company continues to refine its processes for greater efficiency and higher volumes.

“Of course, we do that without sacrificing quality or safety,” insisted Maintenance Supervisor George Righter. “This plant is a bit of a hybrid. A firm was retained to blend European and U.S. technologies and equipment to make our objectives possible. Similar equipment is used in other parts of the world, however, in the U.S. it is unique. Part of that process has involved creativity on our part, including custom-fabricating tools and components that we need to facilitate production.”

For custom fabrication work, as well as manufacture, repair and rebuild of components, CXT calls Road Machinery Product Support Representative Mike Gertsen. Located about a mile from CXT’s plant, Road Machinery’s 14,000-square-foot Tucson Hydraulic Reman operation offers more than a convenient location, according to Righter.

“One of the first things they did for us was rebuild a 5,000-pound cylinder that failed, which shut down that production line,”



Road Machinery's Tucson Hydraulic Reman shop continues to fabricate specialty items for CXT, such as this reel used to hold prestressed wire strands that are used in manufacturing concrete railroad ties.

recalled Righter. "It was a not an easy thing to fix because it has a 300-millimeter bore and about a 1,200-millimeter stroke and operates at 400 bar. Road Machinery's hydraulic shop got it fixed and had us back up within a couple days. That sold us on their capabilities.

"It's part of why we called them when we had an issue with flying buckets," added Righter. "As you can imagine, it's crucial to our ability to operate. In late 2007, we were having several issues with our first bucket, so we replaced it with a new one. That replacement had to come from overseas, so the lead time was unbelievably long. Rather than obtain another replacement, we asked Mike and Road Machinery to look at the bucket we had. Between their engineers and fabricators, they fabricated and reconstructed the bucket and got it running the way it was supposed to."

More recently, Road Machinery worked on an overhead crane beam that was too long for CXT to use in the plant. Road Machinery shortened the beam by 31 inches, working with an engineering firm to ensure it was done properly.

"It sounds simple, but you can't just chop the inches off," said Gertsen. "Structural integrity has to be maintained. The engineer had to inspect it and sign off that we did it within factory specs, which we exceeded. We bring that same commitment to every project we do, whether it's for CXT or another customer."

In addition to custom fabrication, Road Machinery's Tucson Hydraulic Reman shop offers chroming and plating, and will work on hoist cylinders and other components for construction- and mining-related items.

Righter said that level of service is invaluable. "Mike has never said no to any work that we've



As concrete is poured into forms, CXT workers smooth it out.



Outside CXT's plant is an example of the concrete railroad ties the company manufactures at its Tucson location. The company builds ties for Union Pacific as replacements for old wooden ties.



(L-R) CXT Maintenance Supervisor George Righter and Quality Control Manager Bill Jess meet with Road Machinery Product Support Representative Mike Gertsen. "Mike has never said no to any work, even very out-of-the-ordinary requests. He's always found a way to get it done," said Righter.

approached him with, and we've had some very out-of-the-ordinary requests. He's always found a way to get it done. Road Machinery even does work on our competitive brands of construction-related equipment. We can't say enough good things about the work Mike and Road Machinery do." ■



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GUEST OPINION

A STEP IN THE RIGHT DIRECTION

Congress temporarily extends transportation funding; a multi-year bill should be a priority

In September, the Senate approved the Surface and Air Transportation Extension Act of 2011 (H.R. 2887). The bill, which the President signed, extends the surface transportation and airport construction programs until March 31, 2012, and January 31, 2012, respectively. Had the programs lapsed, the Highway Trust Fund would have lost \$100 million per day in gas tax revenue and more than 1.6 million jobs would have been at risk.

“AED applauds Congress for putting politics aside and moving forward with extensions of federal transportation construction programs,” said Associated Equipment Distributors President Toby Mack. “This legislation ensures that the hundreds of thousands of workers who build and maintain our highways, bridges and airports can continue their work, at least temporarily.”

Given the current political situation in Washington, this is an important victory. House Republican leaders, who previously advocated cutting the highway program, were willing to go along with the deal, recognizing the massive job losses that would result from funding cuts.

The bill effectively extends highway and FAA construction programs at current spending levels. “While the extension is welcome news, it falls short of giving the construction and equipment industries the certainty essential to recovery and job creation. By delaying action on a new multi-year highway bill, Congress is putting off much-needed investment in the infrastructure the U.S. economy needs to grow and flourish,” Mack said.

As further evidence that the Hill is waking up to the need for action on highway reauthorization, a memo on job creation by House GOP leadership released in September cited infrastructure spending as a possible area for bipartisan cooperation saying, “Congress and the President should spend the next few months working out a multi-year transportation authorization bill.” ■

This article is from the Associated Equipment Distributors, a trade association representing companies in the distribution, rental and support of equipment. Its members account for more than \$15 billion of annual sales of construction equipment and related supplies and services in the U.S. and Canada.

Congress passed a bill that extends surface transportation and airport construction funding through January 31, 2012. The Associated Equipment Distributors believe a long-term bill is a necessity.



INDUSTRY OUTLOOK

WHERE ARE WE HEADED?

There's a need for infrastructure investment, but how to fund it remains in question

Congress passed and the President signed an act that provides an extension of funding for surface and air transportation. It came as welcome news to construction companies, their subcontractors and suppliers who work in those sectors, but the reality is that they can only breathe a sigh of relief for a short period of time.

The Surface and Air Transportation Extension Act of 2011 only provides monies into the first quarter of next year — another short-term mechanism for funding, much like what Congress has done since the previous highway bill expired in September of 2009. That means the fight for dollars to build the nation's infrastructure will be brought up again soon.

This comes at a time when numerous studies show America's highways, bridges, airports and other modes of transportation are suffering from a serious lack of investment. An American Society of Civil Engineers (ASCE) report shows that to bring the nation's surface transportation infrastructure up to tolerable

levels, about \$1.7 trillion is needed between now and 2020. Current funding levels fall short of that total by \$846 billion or \$94 billion per year, according to the report.

The results of underfunding are stark, the report notes. It will cost the economy 870,000 jobs and suppress growth of the country's Gross Domestic Product (GDP) by more than \$3 trillion by 2020. It will also cost American households and businesses more than \$129 billion in vehicle operation, delays, accidents and environmental damage.

"Clearly, failing to invest in our roads, bridges and transit systems has a dramatic, negative impact on America's economy," said ASCE President Kathy J. Caldwell, P.E., F.ASCE. "The link between a nation's infrastructure and its economic competitiveness has always been understood. But for the first time, we have data showing how much failing to invest in our surface transportation system can negatively impact job growth and family budgets. This report is a wake-up call for policymakers because it shows that investing in infrastructure contributes to creating jobs, while failing to do so hurts main street America."

According to a study by the Harvard Center for Risk Analysis, inadequate infrastructure systems also contribute to health problems. The analysis looked at health costs resulting from higher emissions associated with road congestion. Results showed traffic-related air pollution as a contributing factor to heart attacks and strokes, with emissions from idle vehicles causing nearly 4,000 premature deaths.

It also costs the country in terms of stature. A World Economic Forum report in 2007-2008 ranked our nation's infrastructure systems sixth best in the world. In a new report released in September, the U.S. slipped to 16th.

The nation's transit systems, including roads and rail, are in need of repair. One study shows \$1.7 trillion is needed during the next eight years to bring infrastructure up to tolerable levels.





A government report said America spends about 2 percent of GDP on infrastructure, about half what it did 50 years ago and well below other global leaders.

Gas tax increase unlikely

A recent Market Watch article, "How to fix crumbling U.S. roads, rails and airways," pointed out that "Deficits in the U.S. trust funds that support the country's Interstate system and civil aviation have been widening for years, as tax revenue failed to keep up with inflation. To fill the gaps, Congress has been taking cash from the general fund.

"But tax revenue for the general budget has declined as well because of the economic recession and the Bush-era tax cuts, and now Congress is determined to eliminate the shortfall by reducing spending across the board," it continued. "For every \$1 billion pulled from the U.S. budget for highways, an estimated 30,000 jobs are lost, according to a 2007 report from the Department of Transportation."

The ASCE report noted a modest investment would go a long way, saying an amount "equal to about 60 percent of what Americans spend on fast food each year, would: protect 1.1 million jobs, save Americans 180 million hours in travel time each year, deliver an average of \$1,060 to each family and protect \$10,000 in GDP for every man, woman and child in the U.S."

The gap in funding isn't likely to decrease soon, and may widen further. The national 18.4-percent gas and 24.4-percent diesel per-gallon taxes haven't been raised in nearly



Numerous roads and bridges have been rated as structurally deficient or in need of repair, causing our nation's global rank to fall from sixth to 16th in terms of infrastructure systems.

Funding for surface and air transportation was extended into next year, but long-term plans remain elusive.

two decades, and the recession has meant less driving, which in turn means less fuel purchased. More fuel-efficient cars and new standards to further improve fuel efficiency equate to even fewer fill-ups.

Potential funding sources

So where will the money come from to repair and replace an ever-increasing deterioration of the nation's surface, air and other transit systems?

Given the economic and political climates, an increase in the gas tax isn't likely any time

Continued . . .

Various funding sources offer potential solutions

... continued

soon. Alternate funding methods have been discussed, but there are no sure bets right now. Past research from a survey by the firm HNTB showed Americans preferred tolling to increased gas taxes.

HNTB's Pete Rahn said tolls will likely be a more prominent source of future funding. The organization's survey revealed most of the nation supports highway tolls with 82 percent saying the rate should be a dollar or less for every 10 miles on an Interstate. Fifty-six percent of those said the rate should be less than 50 cents.

Sixty-six percent of the people polled by the organization said they would like their toll money to go toward relieving congestion issues, with 41 percent saying they would support their toll money going to road and bridge repair. Others said they would like to see the money go toward dedicated truck lanes or adding lanes to existing roads.

The American Recovery and Reinvestment Act — also known as the stimulus bill — that was passed in 2009 funded some road construction project during the past two years. In a speech before Congress in September, the President proposed additional spending on infrastructure as a way to boost the economy.

One idea he mentioned was an "infrastructure bank" that would provide loans or loan guarantees for transportation and other projects. The idea has been brought up several times before, including bills proposed by congressional

leaders. One put forth in the Senate would make the bank an independent government entity with congressional oversight. The proposal would give the bank a one-time appropriation of \$10 billion that would lead to more than \$600 billion in future projects.

The rest of the money would come from private investments in the infrastructure bank. Investors could partner with local, state and regional governments and propose a project to the bank, which would determine its worthiness based on factors such as public demand and support and the ability of the project to generate revenue that would pay back investors.

If deemed a worthy project, the bank would loan up to 50 percent of the total cost, making the bank another investor. Loans would be repaid through revenue generated from the project, which may come from such sources as dedicated state taxes, fees, tolls and passenger tickets.

PPPs

These "public-private partnerships" (PPPs) have already worked together on some state-level projects. According to the National Conference of State Legislatures, PPPs are agreements that allow private companies to take on traditionally public roles in infrastructure projects, while keeping the public sector ultimately accountable for a project and the overall service to the public. A government agency typically contracts with a private company to renovate, build, operate, maintain, manage or finance.

"Though PPPs are not optimal for many transportation projects, they have been shown to reduce up-front public costs through accelerated or more efficient project delivery," said the organization. "PPPs don't create new money but instead leverage private-sector financial and other resources to develop infrastructure."

Not everyone agrees on how to pay for the infrastructure investment, but most everyone agrees that something has to be done.

"We can no longer ignore the growing liability our aging roads present to U.S. economic competitiveness and the mobility of our citizens," said HNTB's Rahn. "Americans are feeling the pain, every day, as they commute and cross the nation's highways and bridges." ■

Several funding sources have been proposed, including public-private partnerships, which allow companies to pair with government entities as investors in a project. Known as PPPs, they have been used on state-level projects around the country.



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NEW PRODUCTS

MORE POWER, LESS FUEL

New Komatsu PC360LC-10 offers more efficient excavation

Efficiency is the name of the game when it comes to moving dirt. Now, a new player in the excavation game, Komatsu's interim Tier 4 PC360LC-10 excavator, has taken the lead. Using its proven Tier 3 platform, Komatsu added features to provide greater efficiency with lower fuel consumption, improved operator comfort and enhanced serviceability, all of which maximize productivity while lowering operating costs.

In addition to meeting interim Tier 4 engine standards, the 257-horsepower PC360LC-10 uses an integrated design with Komatsu-exclusive hydraulic pumps, motors and valves. The design has a closed-center, load-sensing hydraulic system that uses variable speed matching to adjust engine speed based on the pump output. To make the excavator even more efficient, Komatsu enhanced the hydraulic system to reduce hydraulic loss and fuel consumption.

Komatsu lowered the fuel consumption while providing additional horsepower (compared to its predecessor, the PC350LC-8) with a larger-displacement engine that features an advanced, electronic control system to manage air-flow rate, fuel injection, combustion parameters and aftertreatment functions. An integrated Komatsu Diesel Particulate Filter (KDPF) reduces emissions without interfering with machine performance.

"Komatsu's mid-size excavators have always been considered the top of their size class, and the PC360LC-10 fits right in," said Product Manager Doug Morris. "Users will find it an excellent digger for speciality work, such as trench and large foundations, as well as for productive bulk excavation. It also has good power to run attachments, such as demolition grapples or hammers."

Strong, comfortable cab

A new, strong, ROPS-certified cab has a reinforced pipe-structure framework with viscous damper mounts for low vibration. A high-back, fully adjustable seat uses air suspension and is heated for improved comfort. An auxiliary input and two 12-volt ports are standard.

"Outside the cab, the PC360LC-6 has handrails that surround the upperstructure for easy access to service points," noted Morris.

"We want users to get maximum production with minimal downtime. The PC360LC-10 delivers just that," he concluded. ■



Doug Morris,
Product Manager

Brief Specs on PC360LC-10

Model	Operating Weight	Horsepower	Digging Depth
PC360LC-10	79,930 lbs.	257 hp	26 ft., 10 in.

"Komatsu's new PC360LC-10 excavator offers excellent digging power for large trenches as well as bulk excavation," said Product Manager Doug Morris. "It also has good power to run attachments, such as demolition grapples or hammers."



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NEW PRODUCTS

NEW ARTICULATED TRUCK

Increased load capacity among more productive features of Komatsu's new HM300-3 truck



Rob Warden,
Product Manager

When Komatsu made changes to its articulated dump trucks to meet interim Tier 4 regulations, it took the opportunity to also make the trucks more productive. Case in point, Komatsu's new HM300-3. The artic truck now reduces emissions and offers increased capacity compared to its predecessor model.

Komatsu also increased operating weight, while maintaining a maximum ground speed of 36.4 miles per hour in order to move more material in the same amount of time. "The HM300-3 has a low, nine-foot, three-inch loading height, so it matches up well with 30-ton to 60-ton hydraulic excavators and five-yard to seven-yard wheel loaders," said Product Manager Rob Warden. "In addition, it has two, single-stage,

body-lift cylinders that give it a 70-degree dump angle. It's a very efficient and productive truck that fits well into load-and-carry applications."

The HM300-3 features a new Komatsu Traction Control System (KTCS) that automatically provides optimum traction when operating in soft ground conditions. The HM300-3 continually monitors machine performance and detects changes in momentum due to soft ground conditions. When a change in momentum is detected, the inter-axle differential lock applies automatically, activating KTCS. KTCS monitors tire slippage with sensors located on four wheels. If slippage occurs, the four independent brakes automatically apply as necessary to regain traction.

In addition, a Komatsu Advanced Transmission with Optimum Modulation Control System (K-ATOMiCS) offers a six-speed, fully automatic transmission that selects the ideal gear based on vehicle speed, engine rpm and shift position. It results in powerful acceleration, smooth downshifting and synchronized engine speed when climbing slopes. K-ATOMiCS also helps keep the load in the body and increases productivity.

A new cab design on the HM300-3 provides a more comfortable and quiet work environment, including a rounded front dash panel with easy-to-reach switches. A redesigned dashboard and relocated, air-ride seat improve visibility. From the new, high-resolution monitor, the operator can modify settings, such as reversing the fans or selecting the starting gear.

"A newly designed engine hood provides convenient access to service points and improved forward visibility," Warden pointed out. "Of course, it has the same standard features, such as KOMTRAX, that make it a true Komatsu machine, so we know users will find the HM300-3 a valuable addition to their fleets." ■

Brief Specs on HM300-3 Artic Truck

Model	Operating Weight	Load Capacity	Ground Speed
HM300-3	116,823 lbs.	22.4 cu. yds.	36.4 mph

Komatsu's new interim Tier 4 HM300-3 articulated haul truck provides greater load capacity and a new traction-control system that automatically provides optimum traction when operating in soft ground conditions.

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COMPLIMENTARY TIER 4 SERVICES



Komatsu CARE for Komatsu Tier 4 Interim models is a new, complimentary maintenance program designed to lower your cost of ownership and improve your bottom line. It provides factory-scheduled maintenance on the machines for the first three years or 2,000 hours, whichever comes first. This includes up to two exchange Komatsu Diesel Particulate Filters. Be sure to contact your Komatsu distributor for all the details.

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PRODUCT IMPROVEMENT

NEW D155AX-7 DOZER

Interim Tier 4 model builds on already productive features for greater efficiency



Bruce Boebel,
Product Manager

On its surface, Komatsu's new D155AX-7 dozer is much like its predecessor: the operating weight, net horsepower and blade capacity all remain the same. However, many comparisons stop there as the new interim Tier 4 D155AX-7 offers lower emissions, yet maintains low fuel consumption for reduced per-yard costs.

Coupled with a highly efficient, automatic transmission, the new interim Tier 4 engine uses advanced electronic control to manage air-flow rate, fuel injection, combustion parameters and aftertreatment function for optimal performance. The automatic gearshift transmission and lock-up torque converter transfer engine power directly to the transmission, providing a 10-percent decrease in fuel consumption compared to conventional models. The D155AX-7 uses a much larger cooling package

with improved airflow to keep the engine running cool in harsh working conditions.

"Even in the toughest working conditions, the D155 remains efficient and productive," said Product Manager Bruce Boebel. "It meets all the interim Tier 4 standards for reduced emissions, without sacrificing the excellent power previous D155 models have become known for in dozing and ripping applications where mass quantities of material are involved."

To fit the application at hand, operators can choose from automatic or manual gearshift modes: automatic for general dozing and manual for dozing and ripping in rough ground. The automatic gearshift transmission shifts to the optimal gear range based on working conditions and load.

Auto blade pitch, ripper controls

Equipped with Komatsu's unique SIGMA dozer blade, the D155AX-7 has a capacity of 12.3 cubic yards. While that's the same as the previous model, Komatsu incorporated a new, automatic, blade-pitch function that reduces operator effort and increases efficiency. With the flip of a switch, it sets blade-pitch position between digging and dump positions with no additional lever movements. Operators can set the blade-pitch control through the seven-inch HD monitor to automatically return to the digging position when they select reverse.

"A new ripper-control lever is more ergonomic for increased operator comfort," said Boebel. "Like our other interim Tier 4 machines, we didn't stop with just putting in a new engine. Komatsu worked with customers to identify features that would improve their dozing and ripping performance. We believe we've made a dramatic improvement with the D155AX-7." ■

Komatsu's new D155AX-7 dozer features an automatic blade-pitch function that increases operating efficiency and reduces operator effort. The new dozer is interim Tier 4 compliant and maintains the same low fuel consumption as the D155AX-6.



POINTS OF INTEREST

ENGAGING EXCAVATION

Komatsu's KMAX tooth system offers cost-effective solution in a large range of applications

In 2003, when Komatsu introduced its KMAX tooth system, it was limited to six tooth styles strictly for excavators. Today, those numbers have expanded to more than 20 ground-engaging tools for both excavators and wheel loaders — PC120 to PC800 and WA150 to WA800 — that handle a wide range of applications.

"There's a right fit for virtually anyone who does excavation or similar types of work, whether they need teeth for digging in clay or rock, or they need something with good penetration into a pile, such as quarry work," said Gary Jones, General Manager Product Support & Marketing for Hensley Industries, a Komatsu company that produces the KMAX tooth system. "The number of styles we have is a direct result of listening to our customers' needs and cost-effectively crafting teeth that meet those needs."

The KMAX tooth system, which now comes on Komatsu buckets, is cost-effective for several reasons, said Jones. Chief among them is durability, which is achieved through superior heat treatment that hardens KMAX teeth to the core, as opposed to some teeth that have hard exteriors but are soft on the inside.

"That gives our teeth a longer life, allowing use to 60 percent of wear as opposed to the usual 40 percent before replacement," said Marketing Manager Brent Dennis. "Heat treatment to the core is one part of the equation. Another is our streamlined design that allows KMAX teeth to offer better penetration of the material while staying sharper longer. That means added efficiency and durability for lower owning and operating costs."

Fast, easy, safe

When teeth need to be changed, the process is fast, easy and safe. Users simply need a socket wrench to unlock the reusable, non-load-bearing fastener in order to remove the tooth from the adapter on the bucket. After placing the new tooth on, it's easy to tighten it back down. In most cases, the process takes less than a minute.

"We believe it's the best system on the market because there are no pins to be hammered out," said Jones. "Our teeth are designed so that if users see uneven wear, they can flip the teeth."

"While KMAX teeth are first-fit on Komatsu machinery, the KMAX system can adapt for use on other brands," Dennis pointed out. "If you add it all up — durability, better penetration of material, speed of tooth changes, safety — we're convinced the KMAX system offers the best tooth value in the industry." ■



Gary Jones,
GM Product Support
& Marketing,
Hensley Industries



Brent Dennis,
Marketing Mgr.,
Hensley Industries

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NEW!



Komatsu's KMAX tooth system offers durability in more than 20 tooth styles for a wide range of excavators and wheel loaders. It's easy and safe because the system requires only a socket wrench — no pins to hammer — to remove and replace teeth from the adaptors.



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KOMATSU & YOU

FORECASTING THE FUTURE

GM says PMO continues to expand production to meet present, future global mining demand

QUESTION: There have been a few sparks in construction, but overall activity remains low. How's mining?

ANSWER: Mining has been strong for quite a while now. We are producing more than four or five times the number of trucks we did just 10 years ago. It's probably more than many of us here at Peoria Manufacturing Operations (PMO) thought was even possible back in 2002. Mining continues to be very strong globally, so there's a great demand for the five Komatsu mining trucks we manufacture.

QUESTION: How are you meeting demand?

ANSWER: Taking into account several factors, such as historical trends, current mining and what we see down the road, we update our forecast frequently. More recently, our firm-order backlog is very strong and we are able to see the future more clearly. We're basing our production on what we believe the long-term trends will be. Again, we expect mining to remain strong, so we're being proactive.

Most of our operations are running around the clock to ensure we meet our production goals and the demand for our mining trucks, which is globally very high. Because demand is so high, we added a second assembly line and further refined our processes to make them even more efficient. That's allowed us to double the number of trucks produced a day, and we're working to further increase that.

QUESTION: Why are Komatsu mining trucks in such demand?

ANSWER: Komatsu trucks have always been at the top of the class in terms of per-ton costs because they're not only efficient, but reliable and have a long life cycle. A big reason why is because the trucks are electric-drive as opposed

Continued . . .



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.

Jim Mathis, General Manager of Manufacturing, Komatsu Peoria Manufacturing Operation (PMO)

Jim Mathis has returned to his roots. Mathis is a General Manager of Manufacturing at Komatsu's Peoria Manufacturing Operation (PMO), where he has spent most of his career with Komatsu.

Mathis started at PMO in 1984 as Production Scheduler and moved his way up to Superintendent of Component Manufacturing. In 2008, he was promoted to Director of Manufacturing Administration, which meant a move to Komatsu America's headquarters in Rolling Meadows, Ill.

"I've spent my entire adult life with Komatsu," Mathis said. "I'm very happy to be returning to Peoria and getting the chance to work with many of the same people I worked with during the 20 years I was here before. I can't say enough good things about the people who work here. Their hard work, dedication and commitment have helped PMO expand its production capacity greatly."

Mathis, along with another general manager, oversees a staff of more than 600 salaried and hourly workers at PMO, where five models of electric-drive, mining haul trucks are produced. He's responsible first and foremost for safety, then quality, followed by production, delivery and profit and loss.

"It's a challenge, but one that I enjoy," said Mathis. "I've seen many changes through the years that have made our equipment better, both in production and reliability. There's nothing more satisfying than knowing we're building a truck that's going to help a customer be more profitable."

Mathis completed an MBA at Peoria's Bradley University a few years ago, while working at PMO. Jim and his wife, Suzanne, have five children, the youngest of which started her freshman year of college this fall.

Komatsu — at the forefront of technology

... continued

Komatsu's Peoria Manufacturing Operation works around the clock to ensure timely assembly and delivery of five sizes of mining trucks.



Some of the world's largest mining trucks, including electric-drive 830Es are assembled at PMO. "It's been proven that our trucks work longer with less downtime. That makes a huge difference to a mine that's running 24 hours a day," said Jim Mathis, General Manager of Manufacturing at PMO.



to mechanical. It's been proven that our trucks work longer with less downtime. That makes a huge difference to a mine that's running 24 hours a day. Our customers tell us that.

Of course, many other features have been a direct result of our working with customers and listening to their needs to incorporate those into our trucks. Based on their recommendations, we've integrated convenience features, such as ramp-style staircases to the driver's cab rather than a ladder hanging on the side.

QUESTION: Komatsu has built its reputation for mining trucks based on the foundation of reliability. What does the factory do to ensure each truck reinforces this reputation?

ANSWER: It's important to recognize that product quality begins with unrivaled design, followed by rigorous testing and confirmation. Only then can manufacturing truly excel at producing high-quality products and deliver reliability to our customers. We make countless quality checks and confirmations every day on every truck throughout the production process. This also includes the critical role our suppliers play in supporting us. It's not something special or unique. It's what we do every day with every process.

QUESTION: What does the future hold beyond Tier 4?

ANSWER: In some sense, Komatsu is already there and has been for quite some time. We've been developing, producing and testing autonomous haul trucks — trucks that run without a driver — for several years. They are already being used in active mines. That's a huge technological advantage for the customer because it keeps costs down, and for us because it puts us at the forefront of the mining equipment industry.

We've always been strong in technology, especially in tracking machine usage, function, production and maintenance with our KOMTRAX PLUS system. It allows both us and the customer to see how a truck is being used so we can build future machines based off that information and customer recommendations. We never stop trying to improve. ■

A CLOSER LOOK

TAKING A TEST DRIVE

Demo Days provides opportunity for equipment users to try out new Komatsu machines

Komatsu interim Tier 4 machines headlined the most recent Demo Days event at the Komatsu Training and Demonstration Center in Cartersville, Ga.

“There’s always some concern on the part of equipment users when new models are introduced with new technology in them,” said Bob Post, Komatsu Director of Marketing and Sales Training. “That concern may even be greater when the change is mandated by the government, as is the case with Tier 4 (to meet new emissions requirements).

“The fact is, at Komatsu, we’ve made our Tier 4 machines better,” he noted. “In addition to being cleaner emission-wise, they’re also more productive and more fuel-efficient. And contrary to what many believe, there’s not that much more maintenance involved. Demo Days is the perfect opportunity to introduce equipment users to our interim Tier 4 units as well as all our other latest machine models.”

At the Fall Demo Days event, Komatsu had dozers ranging from the D39-22 up to the D275. Several of the dozers were equipped with 3D machine-control systems for operators to try out. Excavators at the show included the world’s only true hybrid hydraulic excavator (HB215LC-1) and several new interim Tier 4 models including the PC360LC-10 and PC390LC-10, as well as the PC1250LC-8. Other new machines featured were the WA380-7 wheel loader and D65-17 crawler dozer.

“We welcome all opportunities to get equipment users inside our new machines,” said Post. “Once they test our equipment in a real-world environment like Demo Days, they can see for themselves the Komatsu difference.” ■



Operators could experiment with several dozers at Demo Days, including this low-ground-pressure D39PX-22, equipped with a 3D machine-control system.



Among the machines at Demo Days was the Komatsu HB215LC-1, the world’s first and only hybrid excavator.



Equipment users tried out many Komatsu machines, including the popular WA500-6.

EQUIPMENT MANAGEMENT

END EXCESSIVE IDLING

Komatsu personnel explain how non-productive hours negatively affect your machinery



Rizwan Mirza,
Manager,
KOMTRAX,
ICT-Construction
Business Division



Goran Zeravica,
Distributor Operations
Development Manager,
ICT-Construction
Business Division

Equipment monitoring systems, such as Komatsu's KOMTRAX, provide valuable information on machine functions, including hours, fuel consumption, machine location, trouble warnings and more. All items are important, but there's one function that's often overlooked, and Komatsu's Goran Zeravica and Rizwan Mirza are on a mission to let users know that it may be the most important one of all.

"Owners and operators don't seem to take idle time into account as much as they should," emphasized Zeravica, Distributor Operations Development Manager, ICT-Construction Business Division. "It has a huge impact on owning and operating costs, in many cases driving up those costs well beyond what they should be."

Studies show that a rather large percentage of a machine's working hours are spent idling rather than actually working. According to Mirza and Zeravica, the industry average is about 37 percent of time idling. "If that's the average, it means there are machines out there idling well above that, sometimes in the range of 50 percent or more," said Mirza, Manager, KOMTRAX, ICT-Construction Business Division. "In nearly

every case, it would be better to shut the machine down when it's not in production and reduce the idle time."

Idle time adversely affects machines in several ways. "The most obvious is the amount of wasted fuel," Zeravica noted. "But something else to think about is the number of unnecessary hours being put on that machine. That drives up owning and operating costs, too."

"Letting a machine idle means reaching service intervals sooner, thereby raising owning and operating costs even more," added Mirza. "Tier 4 machines will increase the need to eliminate idling because the Komatsu Diesel Particulate Filter (KDPF) must be cleaned/serviced at 4,500-hour intervals, according to Komatsu's recommended specifications. In addition, idling for extended periods prevents the KDPF's passive regeneration system from meeting optimal temperatures for maintaining cleanliness. The result could be additional active regenerations consuming more fuel or additional KDPF cleanings at less than 4,500 hours."

Warranty affected

Piling up the hours idling also hurts your bottom line from a warranty standpoint. Idle hours count against the warranty clock just as productive hours do. If you're idling, you'll reach the end of the extended warranty period sooner.

"That's something that hardly ever crosses most users' minds, and it should be at the forefront of their thinking," Zeravica pointed out. "One other area most don't consider is resale value. If you have a five-year-old machine to sell or trade with 10,000 hours as opposed to 5,000 or 6,000, you're obviously going to get less for it. Bottom line, machine owners and operators need to take a proactive approach to idling. If the machine isn't producing, shut it down." ■

Letting a machine idle can cost you in many ways, including everything from wasted fuel to resale value.



INDUSTRY NEWS

LOST REVENUE

Analysis shows proposed fuel-efficiency standards would reduce highway funding

Proposed new fuel-efficiency and emissions standards for everything from cars to light- and heavy-duty trucks could have a detrimental effect on transportation funding, according to an American Road and Transportation Builders Association (ARTBA) analysis. It predicts that revenues could fall by a total of more than \$75 billion for state, federal and local highway, bridge and transit improvements.

ARTBA says the new standards, announced in late July, would be the equivalent of eliminating all federal highway funding for nearly two years. One proposal calls for an increase to an average of 54.5 miles per gallon for new cars and light trucks between 2017 and 2025.

ARTBA's analysis assumes the mpg requirement will be phased in at 5 percent per year during that time frame. That is on top of a current increase in fuel standards that was announced last year, which increases the average mpg increase from 28.3 to 34.1 by 2016. ARTBA Vice President of Economics and Research Dr. William Buechner estimates that would cost the Highway Trust Fund about \$9 billion, with another \$65 billion or more lost by the latest proposed standards.

The Highway Trust Fund's primary revenue source is federal gas and diesel taxes collected from motorists filling up their vehicles. Therefore, lower motor-fuel sales mean less money in the coffers.

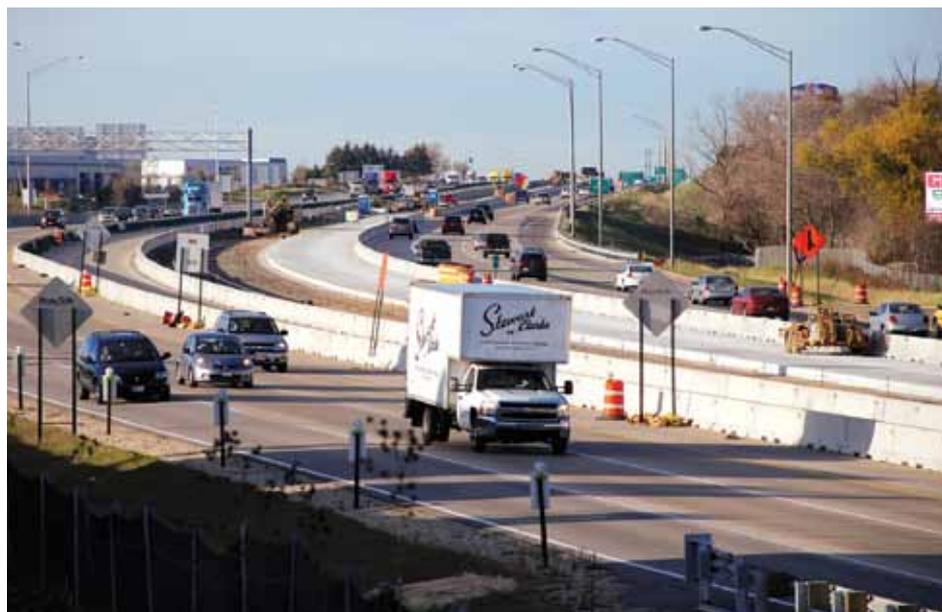
New standards for medium- and heavy-duty trucks, developed by the Department of Transportation and the EPA with input from the trucking industry, environmental groups and state governments, are slated to go into effect between 2014 and 2018. Most tractor-trailers will be required to reduce fuel consumption

and emissions by up to 20 percent by model year 2018. Heavy-duty pickups require about a 15-percent reduction.

The projection is that these new standards will reduce oil consumption by 530 million barrels of oil, cut carbon emissions by about 270 million metric tons and save an estimated \$50 billion in fuel costs.

"Like everyone else, we are supportive of efforts to reduce carbon emissions and improve fuel economy," said ARTBA President Pete Ruane. "However, from a public-policy perspective, this is a classic case of the left hand not knowing what the right hand is doing. It's irresponsible to advance such proposals without acknowledging and attempting to mitigate the adverse effect they would have on the areas of federal responsibility, like making infrastructure improvements that improve safety, reduce traffic congestion, create jobs and help grow the economy." ■

Proposed new fuel-efficiency standards could cost billions in lost revenue that goes toward highway and other transportation funding, according to industry groups.



MORE INDUSTRY NEWS

AGC lauds EPA's decision to back off on new stormwater rule

The Associated General Contractors applauded the EPA's decision to temporarily withdraw limits on the amount of dirt it will allow in stormwater from construction sites. At the same time, the organization is pushing for the EPA to not impose the measure altogether.

"The fact that the EPA recognizes the serious flaws in the data supporting its efforts to impose a rigid, one-size-fits-all limit on the amount of dirt in rainwater leaving construction sites is encouraging," said AGC

Chief Executive Officer Stephen Sandherr. "Indeed, contractors are already required to take significant measures to ensure that dirt — clean, uncontaminated dirt — does not escape from project sites. Setting a specific limit on how much dirt should be in rainwater will only force contractors to spend billions more on new dirt-busting measures that may not work; expose firms to costly lawsuits from outside groups; and put them at risk of receiving tens of thousands in daily fines." ■



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Did you know...

- George Washington was the only unanimously elected U.S. president.
- The average human body contains enough:
 - iron to make a three-inch nail,
 - sulfur to kill all fleas on an average dog,
 - carbon to make 900 pencils,
 - potassium to fire a toy cannon,
 - fat to make seven bars of soap,
 - phosphorous to make 2,200 match heads,
 - and water to fill a 10-gallon tank.
- The average mature oak tree sheds approximately 700,000 leaves in the fall.
- Snails move at a rate of approximately 0.000362005 miles per hour.
- A "jiffy" is an actual unit of time for 1/100th of a second.
- A typical lightning bolt is two to four inches wide and two miles long.
- The Hoover Dam was built to last 2,000 years. The concrete in it will not even be fully cured for another 500 years.

Brain Teasers

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

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

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YEAR	MAKE	MODEL	HRS	STK#	PRICE
2009	KOMATSU	PC160LC-7E	857	EMD232	Call for Pricing
2005	KOMATSU	PC200LC-7	2,679	EMD61	Call for Pricing
2005	KOMATSU	PC200LC-7	1,437	EMD60	Call for Pricing
2007	KOMATSU	PC220LC-8	2,530	EMD81	Call for Pricing
2007	KOMATSU	PC200LC-8	1,232	EMD229	Call for Pricing
2007	KOMATSU	PC300HD-7EO	4,425	EMD104	Call for Pricing
2007	KOMATSU	PC300LC-7EO	2,884	EMD253	Call for Pricing
2008	KOMATSU	PC200LC-8	1,577	EMD109	Call for Pricing
2007	KOMATSU	PC220LC-8	1,923	EMD66	Call for Pricing

WHEEL LOADERS

2005	KOMATSU	WA380-5L	6,098	EMD7470	Call for Pricing
2008	KOMATSU	WA450-6	641	EMD180	Call for Pricing

DOZERS

2007	KOMATSU	D61EX-15	3,361	EMD290	Call for Pricing
2006	KOMATSU	D41P-6	2,135	EMD291	Call for Pricing
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