

# DIRT TALK

A PUBLICATION FOR AND ABOUT POWER MOTIVE CUSTOMERS • 2012 NO. 3

## A-1 ORGANICS

Colorado's oldest and largest organic recycler  
turns waste into high-quality compost

See article inside . . .



Chuck Wilson,  
President and CEO

Kent Pendley,  
COO

**KOMATSU®**

# A MESSAGE FROM THE PRESIDENT



Bob Davis

**See what users  
are saying  
about new  
Tier 4 Interim  
machines**



"The Product Support People"

Dear Valued Customer:

With the construction season in full swing, we hope you're having a productive and profitable year.

If you find a need for new equipment during this busy time, please let us know. Komatsu continues to roll out its new Tier 4 Interim equipment, which we believe you'll find among the most efficient and productive on the market. In this issue of your Power Motive *Dirt Talk*, you can see what users are saying about the machines and their technology and service support. You can also read about the new PC210LC-10 excavator, which builds on the popular PC200LC models.

Like Komatsu, we're dedicated to keeping your owning and operating costs down. We help you do that in several ways, including the Tier 4 Interim machines, which come with complimentary scheduled maintenance through the exclusive Komatsu CARE program. Our trained technicians handle all the work, using genuine Komatsu parts and fluids.

We do some of that technician training right here at Power Motive. Our technicians also train at Komatsu's Training and Demonstration Center in Cartersville, Ga. There, Komatsu provides education on best practices to make parts and service personnel more efficient, maximizing your uptime.

Finally, during this busy construction season and throughout the year, we know you'll frequently encounter areas of road construction. Sometimes it seems inconvenient, but keep in mind those orange signs and cones are good for all of us as they represent progress toward better roads, bridges and other infrastructure. Like you, we're pleased that Congress passed legislation for even more highway and infrastructure construction.

Sincerely,  
POWER MOTIVE

*Bob Davis*

Bob Davis, President





# DIRT TALK



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## A SALUTE TO A POWER MOTIVE CUSTOMER

# A-1 ORGANICS

## Colorado's oldest and largest organic recycler turns waste into high-quality compost



Chuck Wilson,  
President and CEO



Kent Pendley,  
COO

Located in Eaton, Colo., A-1 Organics accepts wood waste, which it grinds into mulch, for use in compost or in the decorative mulch production process. The company uses a Morbark tub grinder to handle the wood waste.

Going green. Environmental sustainability. Ecological responsibility. All those buzz words and catch phrases are used so frequently these days that they almost begin to lose their meaning. Boiled down to their essence, they all mean the same thing: conserving resources is something each of us can do to help ensure the long-term viability of Planet Earth.

That's the basic thought behind a thriving Colorado business. A-1 Organics, based in Eaton (north of Greeley), is a national leader in organics recycling. What is organics recycling? It's the recycling of organic materials such as food waste, yard waste, biosolids (treated sewage), animal manures and industrial/packaging-plant byproducts — much of it through composting. A-1 also grinds wood into mulch, for use in compost or in the decorative mulch production process.

"Keeping material out of the landfill is one of the most important things we do," said A-1 President/CEO Chuck Wilson. "Organics make up a fairly large portion of the waste stream — 50 percent or more during summer months. Since our founding in 1974, we estimate we've diverted more than 8 million cubic yards of waste that otherwise would have gone into

landfills. We take this waste and turn it into high-quality compost — an additive that improves soil quality for better plant growth — and mulch products."

Like many businesses, A-1 Organics has evolved through the years. It didn't start out as a recycling operation designed to accept waste material from far and wide. Rather, it was the solution to a specific, internal business problem.

"My family had a large (75,000-head), commercial, lamb-feeding operation," Wilson recalled. "Obviously, 75,000 lambs create a lot of manure and it was becoming a significant expense to haul off the waste. So my father, Duane Wilson, started a manure composting business in 1974 to get rid of the waste, reduce transportation and tipping fees and, at the same time, create a product that we could sell to area farmers to help them grow crops. That was the beginning of A-1 Organics."

### Pride in industry

A-1 has grown considerably since those early days. Today, it accepts a wide-range of waste material and makes up to 20 different types of products and compost blends. The company works with some of Colorado's largest and best-recognized manufacturers, such as Coors Brewing, and has four separate Colorado operations (Eaton, Keenesburg, Denver and Golden), as well as two facilities in Las Vegas.

Wilson relies on a talented and experienced executive team to help him oversee short-term operations and plan for the future. That team consists of Chief Technical Officer Bob Yost, COO Kent Pendley, CFO Tim Tribbett and Controller Zac Griess.

A-1 sells its compost and wood chips to landscape contractors, nurseries, greenhouses and large national companies that package and retail







► VIDEO

the products under their own name brands. The company is now a \$20 million-a-year business with about 65 employees in the two states.

"Fortune 500 companies and other major corporations, along with many smaller, local businesses, want to be good corporate citizens and community leaders," said Wilson. "They want to do the right thing, and that includes recycling. Of course, traditional recyclables such as metals, plastic and cardboard are well-known, but organics also make up a large portion of the waste stream for manufacturers and other companies, as well as the general public.

"At A-1, we're the oldest and largest organics recycler in the region," he added. "Our No. 1 priority is product quality, while customer service, both on the intake side and the outgoing side, is a close second. We take great pride in always being honest and ethical in our dealings. We also take pride in the organics recycling industry as a whole because we believe it provides an important and beneficial service."

### Established composting standards

A-1's commitment to organics recycling was why it took a leading role in developing Colorado's standards and classification program. Wilson, who serves on the U.S. Composting Council's Board of Directors, and A-1's Chief Technical Officer Bob Yost, helped establish a classification system to identify

compost quality based on factors such as original material and method of processing. Additionally, the USCC developed a classification system which led to a national Seal Test Assurance (STA) program that guarantees compost quality.

"All compost is not created equal," Wilson explained. "If landscape contractors or homeowners use a poorly made compost or incorrectly apply the products, they are not going to get a good result, and that reflects poorly on the entire industry. The STA program, which is essentially a seal of approval from the U.S. Composting Council, ensures a high-quality product and proper use instructions. At A-1 Organics, all of our compost is STA-approved, and we're pleased that more and more large-volume end users, such as DOTs, are requiring STA compost material in their project specs."

For its work to make the industry better and more accountable, A-1 Organics was named U.S. Compostor of the Year in 2007, and this year, was honored by the Colorado Association of Recycling with a Lifetime Achievement Award.

### High productivity with Komatsu WA500

To help turn waste into high-quality compost, A-1 Organics uses wheel loaders at its production facilities to receive material, blend it, create and flip windrows and finally, after about

A-1 Organics owns two Komatsu WA500 wheel loaders, which it uses to turn waste into high-quality compost at the company's Keenesburg, Colo., yard. "We like the WA500 because it's a rugged, well-built machine that holds up well in a difficult environment," said CEO Chuck Wilson.



Go online or scan this QR code using an app on your smart phone to watch video of A-1 Organics' machines at work.

www.PowerMotiveDirtTalk.com

**PMC**  
**POWER MOTIVE**  
"The Product Support People"

Continued . . .

# Cycle of sustainability is key for A-1 Organics

... continued



Diego Gallegos,  
Keenesburg Yard  
Manager

120 days, load it out. The company's two newest wheel loaders are Komatsu WA500s.

"Our goal was to maximize production and minimize operational costs," explained Wilson. "Because the WA500 is the introduction to Komatsu's mining class wheel loaders, it's ruggedly built, which we believe will improve its longevity. We also have long tram distances at our Keenesburg yard, which is where we use the new loaders. Because the WA500 is bigger, it can carry more and therefore needs to make fewer trips, which further saves machine wear and tear, as well as reduces fuel costs. We also like the 500-hour service intervals."

"In addition to the machine itself, we've been very impressed with KOMTRAX," added COO Kent Pendley. "It not only reports on machine issues and keeps us up to date on services, it also gives us a utilization report that tells us how much a machine is working. We like it so much, we installed KOMTRAX on an older wheel loader we own. Frankly, from this point forward, I don't think we'll buy a piece of equipment that doesn't have KOMTRAX."

(L-R) A-1 Organics' COO Kent Pendley and CEO Chuck Wilson work with Power Motive Sales Rep Jeremy Griebel on equipment matters. "Dealer support is very important and we've been pleased with the support Power Motive gives us," said Wilson.



This A-1 Organics operator uses a Komatsu WA500 wheel loader to spread material at the Keenesburg yard as part of the composting process.



Thanks to KOMTRAX and a conscious effort to lessen idle time, the utilization rate for A-1's WA500s stands at about 86 percent, which is outstanding.

"Machine utilization at that rate means we're being productive," said Pendley. "We're not sitting there, idling the time away, we're working. We attribute that to our Keenesburg Site Manager Diego Gallegos and his machine operators, who've really bought into the program and our effort to reduce idle time."

"In addition to the quality of the equipment, dealer support is an important part of the buying decision, and Power Motive is great to work with," added Wilson. "They taught us how to use KOMTRAX. Their techs came out for the first 500-hour service to make sure our guys knew what they were doing. We do long-term rentals, and our PMC salesman Jeremy Griebel does a great job finding us quality rental machines. We also use PMC to supply parts for our Morbark grinders. Bottom line, we count on Power Motive for support, and they deliver."

## Recycling food waste and more

Organics recycling is growing and one area that A-1 Organics has emphasized in recent years is the recycling of food waste. The company's Las Vegas operations were largely set up to handle food-waste recycling from the large Strip hotels. A-1 also works with many Denver-area restaurants and other food-service establishments to recycle their food waste.

"As much as 75 percent of restaurant waste can be composted," said Wilson. "We place specially marked bins throughout the kitchen area, then we send out trucks to pick up the bins and bring the waste to our facilities for recycling. Eventually, it ends up back in the earth to help grow food, completing the cycle of sustainability."

"That's what we're all about and we'll continue to look for new opportunities to do more of it, such as oil and gas drilling," Wilson concluded. "For any business or industry, if the cost to recycle waste is less than or comparable to the cost of disposing of it, we believe they'll want to be part of the solution rather than part of the problem. And that's going to be better, not just for us, but for everybody." ■



## WHEEL LOADER FORKS

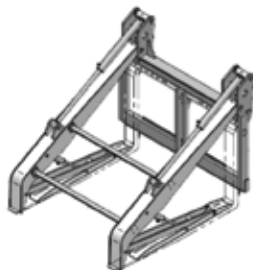


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# WANTED: MORE INFRASTRUCTURE FUNDS

## Colorado contractors call for better roads at two events hosted by Power Motive

Contractors from across Colorado turned out recently for two events at Power Motive locations to show their support for increased infrastructure funding in general, and increased road and bridge funding in particular.

Power Motive stores in Grand Junction and Denver hosted stops on "The Road Connection," a nationwide effort to draw attention to the need for increased road and other infrastructure funding. The Road Connection campaign was initiated by crushing

equipment manufacturer KPI-JCI and Astec Mobile Screens as a way to highlight the ongoing need for highway and bridge construction and repair projects. It consists primarily of two KPI-JCI reps driving cross-country in a colorful truck, making stops at trade shows and dealer open houses, to promote infrastructure funding.

A key component of the traveling show is a kiosk with a direct line to U.S. congressional representatives' e-mail addresses. It allows attendees to send messages to their elected officials urging support for road infrastructure projects.

"Congress passed and the President signed a Highway Bill, which is welcome news," said Power Motive President Bob Davis. "But I think everybody in the industry recognizes that's just the first step. First of all, it's only for two years, whereas a five- to six-year commitment would provide much more certainty for road builders. The other issue of concern is that the level of funding under the new law basically stays the same. Because the gas tax no longer provides enough revenue to adequately fund road improvements, we need a new formula that will generate more money."

"This doesn't have to be a partisan issue," added Power Motive Vice President Mac Blount. "Both political parties recognize that increased infrastructure spending would help the economy by creating jobs, and at the same time, would make our country safer and more efficient by improving our transportation systems. It's a classic win-win scenario that could be achieved if both parties are willing to work together."

In addition to communicating with U.S. senators and representatives, attendees at the Power Motive stops were served lunch and some won door prizes, including an Apple iPad. ■

(L-R) Sakai District Manager Don Jones visits with Tommy Davis and Denis Osborn of United Companies at The Road Connection event in Grand Junction.



Jerry Herrera of Mesa County Road & Bridge (left) and KPI-JCI/Astec Advertising Manager Curt Peterka pose with The Road Connection truck.







Laura Driver of the Colorado Contractors Association registers for door prizes.



Power Motive Rental Manager David Kellerstrass (left) and President Bob Davis greet The Road Connection event crowd at Power Motive's Denver branch.



Jarrett Welch of United Companies (left) accepts a door prize from Power Motive Used Equipment Manager Richard Hill.



The Road Connection representative Andrew Gillman addresses Grand Junction event attendees about the importance of infrastructure spending.



(L-R) MHC Mechanic Brent Roberts, Randy Van Gundy from Van Gundy's Recycling and MHC's Jordan Bogue enjoy lunch during The Road Connection event.



Employees from United Companies listen to the presentation at The Road Connection event at Power Motive's Grand Junction branch.





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# HIGHWAY BILL FINALLY PASSES

## Two-year bill brings some certainty to surface transportation, transit construction

Congress passed and the President signed a bill in midsummer that funds highway and other transit projects, providing money for roads, bridges and other infrastructure for 27 months. Dubbed MAP-21 (Moving Ahead for Progress in the 21st Century), the measure comes nearly three years after the previous highway bill, SAFETEA-LU, expired in September of 2009.

Since then, nine, short-term funding extensions kept some money flowing to transportation projects. But industry organizations all complained that the lack of a long-term bill was adversely affecting contractors by creating uncertainty at the state and local level.

The bill totals \$120 billion, covering the remainder of this fiscal year, which ends September 30, and the next two fiscal years.

Attached to it was a student loan deal to keep interest rates at the current 3.4-percent rate for one year at a cost of about \$6 billion.

The measure provides \$40.4 billion in highway investment for fiscal year 2013 and \$41 billion for 2014. It includes \$12 million each year to support new pavement technologies to speed the adoption of cost-effective, sustainable pavement, as well as improve pavement design, maintenance and construction, according to the National Asphalt Pavement Association.

Construction and equipment industry groups had lobbied Congress hard for passage of a measure before the November election. It's hoped that the new bill will be a job creator for an industry that's seen unemployment well above the national average.

*Continued . . .*



The new \$120 billion highway bill, passed by Congress in late June, is good news to the construction industry. The funding will provide some much-needed stability to the highway market, bringing jobs and certainty to contractors, equipment dealers and other industry suppliers.

# Concessions made on both sides to finalize bill

... continued

## Faster environmental reviews

Both sides compromised to complete the deal.

Republicans dropped the Keystone Pipeline from their original proposal. They also agreed to abandon language that would have blocked the Environmental Protection Agency from regulation of ash generated by coal-fired power plants.

Democrats agreed to halve the time allowed for environmental reviews. This will mean speedier approval of projects and will shorten the length of time it takes to complete highway and bridge projects, which is estimated at an average of 13 years, according to the U.S. Chamber of Commerce. They also conceded on a funding issue regarding new bike paths and pedestrian safety projects.

The law gives states additional flexibility in spending federal money, imposes new safety regulations and expands a federal loan guarantee program to encourage private investment in transportation projects, according to a Yahoo News article. Private investment may well be needed, as estimates show the current gas tax does not cover the cost of transportation programs. Forecasts say revenue will continue to decrease with people driving less and greater fuel efficiency of cars and trucks.

## Industry reaction

Industry groups praised Congress for passing the 27-month Highway Bill. But almost all concur

that Map-21 doesn't go far enough. They want certainty past 2014.

"The leadership of the House and Senate should be congratulated for getting the conference report done," said National Asphalt Pavement Association President Mike Acott. "The additional year of funding will bring short-term certainty for the highway market and, at the very least, will help sustain jobs in the asphalt-pavement industry."

"This is a long-awaited, positive development for the construction equipment industry," said Associated Equipment Distributors Chairman Larry Glynn. "Contractors around the country have been on life support over the last few years. This bill will provide much-needed certainty for contractors, dealers and suppliers."

"The members of Congress that worked so hard to craft this message .... understand the benefits to our economy," said Stephen E. Sandherr, Chief Executive Officer of the Associated General Contractors of America. "Today's legislative accomplishments must be seen, however, as the start of a broader effort to address the long-term funding challenges that still threaten the federal transportation program. That is why we look forward to resuming our work on an even longer-term transportation measure that includes key revenue reforms, as soon as Congress returns."

## Long-term needs

The new transportation bill comes on the heels of recent information that predicted the American Society of Civil Engineers (ASCE) would likely give the nation's infrastructure a D grade when it releases its next report in 2013. The last report card in 2009 put our infrastructure shortfall at \$2.2 trillion. It's assumed that figure will be considerably higher in 2013.

"The report card isn't saying we don't spend money on infrastructure; it's saying .... we should be spending a greater amount," said ASCE President-Elect Greg DiLoreto in a recent Bloomberg article. "As civil engineers, we feel we are stewards of the infrastructure. It's what we know best. It's just like a doctor telling you that you have a heart condition. We're taking it to the concrete and saying, 'America, you have a mortar and bricks problem with your infrastructure.' " ■

MAP-21, the new highway bill, provides funding for bridges and roads while allowing faster approval for such projects.





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# REACTION TO HIGHWAY BILL

## Measure contains “good news and bad news” says Transportation Association leader



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

*The new highway bill that Congress passed in late June was welcome news throughout the construction industry. However, it was not the long-term, significant funding measure that many believe is needed. The following article is from Pete Ruane, President and CEO of the American Road & Transportation Builders Association (ARTBA).*

In the short term, the bill will provide stability in federal funding for state and local transportation projects. The elimination of earmarks should also accelerate the speed at which federal funds impact the market for transportation improvements. That's the good news.

Although Congress finally passed a new, bipartisan, highway bill, many believe it doesn't provide the long-term stability needed to support transportation infrastructure.

The bad news is there is no new money. And even with their federal funds, we are now in a situation where 28 states have invested less in highway and bridge projects over the past 12 months than they did in prerecession 2008, even when adjusted for inflation.

We view this bill – as we believe congressional leaders do – as just “Step One,” which is making the significant program and policy reforms needed to restore public confidence in how the federal government is investing their money in transportation and mobility.

“Step Two” is coming to grips with how to fund the nation's investments in transportation infrastructure and mobility over the longer term. That tough job remains. And it will require the same bipartisan, bicameral leadership and cooperation that was ultimately demonstrated on this bill.

Our mission is crystal clear: to do everything possible to ensure that the proper level of transportation investment is viewed as a core priority as the looming, larger discussion and legislative activity begins in earnest on Capitol Hill to define the proper role of the federal government in the 21st century and how it utilizes the public's money.

We commend Senate Majority Leader Harry Reid (D-Nev.), House Speaker John Boehner (R-Ohio), Senate Environment & Public Works Committee Chair Barbara Boxer (D-Calif.), EPW Ranking Member Jim Inhofe (R-Okla.), Senate Finance Committee Chairman Max Baucus (D-Mont.), House Transportation & Infrastructure Committee Chairman John Mica (R-Fla.), and T&I Committee Ranking Member Nick J. Rahall (D-W.Va.) for their steadfast and dogged determination to get the job done. ■





## NEW PRODUCTS

# EXCAVATOR EXCELLENCE

## Greater fuel efficiency, lower emissions make Komatsu's new PC210LC-10 even better than its popular predecessor

**W**hen Tier 4 Interim standards were announced, the challenge was to take already proven and productive machinery and reduce emissions without losing performance. Komatsu's new PC210LC-10 excavator does just that, with greater fuel efficiency as a bonus.

"The previous PC200 models, which the PC210LC-10 replaces, were popular because they were proven to be among the most productive excavators in their size class," said Komatsu Product Marketing Manager Brian Yureskes of the 47,000-pound-class PC200 excavators. "They're good machines in a wide range of applications. That holds true with the new PC210LC-10, with several added benefits, including up to 10 percent better fuel efficiency, depending on the application."

Yureskes notes that Komatsu achieved better fuel economy through advancements in engine and hydraulic-pump control technology, utilizing a combination of both newly designed pumps and advanced matching techniques. Komatsu did it without sacrificing power, as the PC210LC-10 maintains the same digging forces and lifting capacity of the previous model.

"The machine has larger displacement pumps, which are capable of providing higher flow at lower engine speeds," explained Yureskes. "Because the pumps are able to generate more volume per revolution, the engine speed does not need to be as high in order to achieve the same amount of hydraulic flow. That reduces fuel consumption by allowing the machine to operate at a lower engine speed without compromising pump flow.

"With variable-speed matching, the machine makes slight adjustments to engine speed

based on the amount of hydraulic flow the application requires. Whenever high flow is required, such as during heavy digging or trenching, the engine speed will adjust to accommodate the flow demand. In lower-flow applications, such as leveling or fine grading, engine speed will slightly reduce in response to the lower hydraulic work load. Previous models would operate at consistent engine speeds regardless of hydraulic demand, so fuel consumption was consistent even during low-flow applications. This slight reduction in engine speed improves fuel efficiency."

Like other new Tier 4 Interim excavators, the PC210LC-10 has increased operating weight and net horsepower compared to its predecessor. Both are about 10-percent higher compared to the PC200LC-8. An optional, lighter counterweight is available



**Brian Yureskes,**  
Product Marketing  
Manager, Excavators

*Continued ...*

**Komatsu's Tier 4 Interim PC210LC-10 provides up to 10 percent better fuel efficiency, depending on application, while maintaining the productivity of the PC200LC-8.**



# Improvements abound in new PC210LC-10

... continued

to accommodate regional transportation regulations. The PC210LC-10 also has 13 percent more drawbar pull, which improves steering and maneuverability.

## Eco Guidance, Komatsu CARE

Additional new features of the PC210LC-10 include an enhanced LCD color monitor with improved resolution. Through the monitor, operators can set the proper working mode and program the attachment control, with the ability to store up to 10 attachments. It also has an Eco Guidance feature that gives the operator information on ways to improve fuel economy.

"We want operators to maximize productivity in the most economical way so their per-yard, per-ton costs are the lowest possible," noted Yureskes. "There are times when maximum output is necessary, but often it's unnecessary, and the operator can run the machine in a different mode that uses less fuel. Eco Guidance alerts them to those situations. It will also alert them to excessive idling, showing that it might be better to shut a machine down to save fuel and operating hours."

Once the PC210LC-10 reaches its routine service intervals, the work is covered by Komatsu CARE. This exclusive program

provides complimentary, factory-scheduled maintenance for the first three years or 2,000 hours, performed by distributor technicians using genuine Komatsu parts and fluids. Serviceability is improved with the addition of handrails around the upper structure, a rear-opening hood, battery-disconnect switch, swing-out cooler and improved diagnostics through the monitor.

"Komatsu CARE ensures that those service intervals are done properly, with the goal of longevity, reliability and lower owning and operating costs throughout the lifetime of the machine," said Yureskes. "In addition, we provide two, complimentary Komatsu Diesel Particulate Filter (KDPF) exchanges at 4,500-hour intervals. Komatsu and its distributors track the service intervals through KOMTRAX 4.0, then set up the scheduled maintenance."

The KDPF is one of several components that reduce emissions on the Tier 4 Interim PC210LC-10. Through passive and active regeneration, the KDPF uses heat to burn soot. Other components include the Komatsu Variable Geometry Turbocharger (KVG) and the exhaust gas recirculation system. Komatsu designed the components to work in harmony for maximum efficiency.

## Cab improvements

Komatsu further boosted productivity by improving the operating platform in the PC210LC-10 with an integrated ROPS cab designed to minimize noise. A high-back, heated, air-suspension seat provides more comfort for the operator.

"We saw the new emissions standards as an opportunity to build a machine that not only meets regulations, but improves upon what users have already come to know as the leader in its size class," summarized Yureskes. "We believe that anyone who uses the new PC210LC-10, whether for digging trenches, mass excavation, clearing, demolition, landscaping or a host of other applications, will find it to be a class leader. We encourage anyone who's interested to try one out. We're confident that the results will speak for themselves." ■

The PC210LC-10 has increased operating weight, net horsepower and drawbar pull, compared to its predecessor.





# DASH 10 EXCAVATORS

From Komatsu - The Excavator Experts



Komatsu Dash 10 excavators provide increased horsepower, improved operator comfort and reduced fuel consumption. The excavator experts at Komatsu can help you complete jobs more quickly, while lowering your fuel and maintenance costs.

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- Enhanced operator environment improves comfort and machine control.
- Komatsu CARE provides complimentary Tier 4 maintenance, including KDPF exchange filters. Contact your Komatsu distributor for details.

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- Komatsu CARE provides complimentary Tier 4 maintenance, including KDPF exchange filters. Contact your Komatsu distributor for details.

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## CUSTOMER COMMENTS

# TIER 4 TESTIMONIALS

## Here's what users are saying about Komatsu's new interim machines and their technology

The past couple of years saw the introduction of Tier 4 Interim emissions standards for many machines used in the construction industry. Regulations required reducing Nox by 45 percent and soot by 90 percent. With new technology, Komatsu achieved the standards while improving production and fuel efficiency as well. Komatsu also introduced KOMTRAX 4.0 and Komatsu CARE, a program that offers complimentary scheduled service on Tier 4 Interim machines. Here is what a few of the users of these innovative new wheel loaders, dozers, articulated trucks and excavators have to say about the machines.

"We're very impressed with the new Tier 4 machines, because they're as productive as previous pieces in that size, with greater fuel efficiency. The PC360 is very powerful and also smooth to operate. We use the D65s quite often for discing-in drilling mud on the farms, and they have good power to get through that heavy material. One of our operators, who's very loyal to another brand, called in to tell us how much he liked the D65 and claimed it was his machine now. That said a lot to us." — **Brian Foster, Equipment Manager, J.W. Hughes Excavation, Inc., a multifaceted contractor that works in the Texas oil market.**

"It was practically a foregone conclusion that we'd purchase Komatsu; it was just a matter of which machine was the right fit. We decided that the Tier 4 Interim machines fit the best, not only in terms of productivity, but meeting the tough California emissions standards. I have to admit, I was never a Komatsu guy, but working with ERSI and using these machines has made me a believer. They have good reach, power and stability. Our operators love them." — **Sonny Centeno, Senior Project Manager for**

**Environmental Remediation Services' West Coast operations, which was set up about a year ago. An East Coast-based company, ERSI has used Komatsu equipment in its demolition operations for several years.**

"I am very impressed with the improvements made on the new D65-17. 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." — **Carl Morgan, President of Morgan Tools, which builds locations for gas and oil companies in the Southwest. Morgan Tools is a longtime Komatsu user and now has three Tier 4 Interim D65-17 dozers.**

*Continued . . .*

New Tier 4 Interim machines, such as the PC490LC-10 excavator, have proven to be as or more productive than their predecessors, with greater fuel efficiency.



# Users seeing fuel savings with Tier 4 Interim equipment

...continued

"The first dozer proved reliable, and that really made us look at Komatsu as we added machines. Each one we've owned or rented has cemented that reliability. I admit, there was some apprehension with the new Tier 4 machines because of the new technology. But they've proven to be just as good as any piece of Komatsu equipment we've ever had."

— **Mark Sellin, President, Sellin Brothers, Inc.**

**A Minnesota-based excavation contractor, Sellin Brothers is a longtime Komatsu equipment user, including excavators, dozers and wheel loaders, in both its highway and underground utility divisions.**

"When we first started looking for a machine to replace one of our PC220s, we wanted another one. Our sales representative talked to us about the PC240, which replaced the PC220. We were hesitant at first because the PC220 has always been a reliable performer. The PC240 has a lot of new technology, and that made us a little apprehensive, but our sales rep, distributor and Komatsu said they would stand behind it. In less than a year, we've put more than 1,100 hours on it without any issues. It's proven to be just as effective as the machine it replaced, with less fuel usage. We're sold." — **Edwin Coggins, Co-owner of Coggins Farms & Produce, which grows and harvests several crops in the southeastern United States and uses the PC240LC-10 to clear trees and stumps.**

## KOMTRAX 4.0

"I can log onto the computer and get a lot of information about a machine, such as what time it started in the morning, what rpm it's running at, how much fuel it is using per hour, etc. It also gives us a level of security. Some of our jobs take us into tough areas, and with KOMTRAX, I can use a geofence to prevent a machine from starting between certain hours if it's not supposed to be running at that time. KOMTRAX is a great tool." — **Sonny Centeno, Senior Project Manager, Environmental Remediation Services**

"KOMTRAX is a very valuable tool that provides us with useful information. I can see actual working hours versus idle time and fuel consumption. That allows me to address any productivity issues I see with the operator, showing them ways to maximize fuel economy and production." — **Mark Sellin, President, Sellin Brothers**

"A light on the monitor indicates the Komatsu Diesel Particulate Filter is regenerating. Other than that, I can't even tell it's happening. I can keep working with no loss of performance, which I've found is all-around better than other excavators I've run." — **Davey Stabler, Operator, Coggins Farms & Produce.** ■

Komatsu's Tier 4 Interim machines come with KOMTRAX 4.0 and Komatsu CARE, a program that provides complimentary scheduled services.





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# AUTONOMOUS AGREEMENT

## Large Australian mining operation to use huge Komatsu driverless trucks

Komatsu and Rio Tinto, one of the largest mining companies in the world, signed a Memorandum of Understanding to take the next step in large-scale implementation of the Komatsu Autonomous Haulage System (AHS), with the two companies committed to deploying a minimum of 150 Komatsu AHS trucks. Built at Komatsu's Peoria Mining Operations, delivery of equipment will begin this year.

Rio Tinto has been testing the Komatsu AHS, the world's first commercial, autonomous, mining-haulage system, since December of 2008 at its West Angelas mine in the Pilbara region of Australia. During the trials, the AHS technology demonstrated clear value to the business, especially in the areas of health, safety and productivity.

"We're extremely excited to expand the Rio Tinto fleet to at least 150 AHS trucks in its Western Pilbara operations by the end of 2015," said Komatsu Ltd. President and CEO Kuno Noji. "Komatsu and Rio Tinto are global partners and have developed a strong alliance throughout the years. We are confident that our leading-edge technology will accelerate Rio Tinto's Mine of the Future™ objectives through improving safety and mine operations."

### Revolutionizing mining

The 930E-AT autonomous trucks enable users to haul 320-ton payloads without a driver. The dump trucks, which feature a 2,700-hp (rated brake power) engine, are equipped with vehicle controllers, a high-precision GPS system, an obstacle-detection system and a wireless network system. The trucks are operated and controlled via a supervisory system.

"This announcement further reinforces our longstanding alliance with Komatsu," said Tom Albanese, Chief Executive of Rio Tinto. "Autonomous haulage is an important component of our Mine of the Future™ program. These new, 150, autonomous trucks will work with our pioneering Operation Centre that integrates and manages the logistics of 14 mines, three ports and two railways.

"These technologies are revolutionizing large-scale mining, creating attractive, high-tech jobs and helping us improve safety and environmental performance, while reducing carbon emissions," he added. ■

Komatsu's 930E-AT electric, autonomous, haul truck can carry a 320-ton payload without a driver.



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## A CLOSER LOOK

# DEMO DAYS

## Tier 4 Interim machines among highlights of Komatsu's latest customer event

Customers and Komatsu distributor personnel recently got an up-close look and a chance to operate equipment at the Komatsu Training & Demonstration Center in Cartersville, Ga. More than 15 machines were on site during the three-day event.

Featured were several of Komatsu's new Tier 4 Interim machines, including D65EX-17, D65PX-17 and D155AX-7 dozers, as well as PC240LC-10 and PC490LC-10 excavators. Excavator models also included Komatsu's second-generation hybrid excavator, the HB215LC-1.

Other Tier 4 Interim machines included WA500-7 and WA380-7 wheel loaders and an HM400-3 articulated haul truck. In addition, a PC650LC-7 excavator, WA250PZ-6 and WA600-6 wheel loaders, GD655-5 motor grader, HD605-7 rigid-frame haul truck, and D39PX and D51PX dozers were available for demonstration.

Customers also had the opportunity to tour Komatsu's Chattanooga Manufacturing Operations, where six excavators and seven models of forestry equipment are manufactured. Educational seminars led by Komatsu personnel at the Training & Demonstration Center provided valuable information about effective and efficient excavation practices.

In addition to demonstrating equipment, attendees could tour Komatsu's Chattanooga Manufacturing Operations where several models of excavators and forestry machines are built.



"Demo Days has always been a popular event because it gives customers the opportunity to operate equipment and see how it stacks up," said Bob Post, Director of Marketing for Komatsu. "They walk away with a good sense of how a piece of Komatsu machinery can fit into their operations. It also provides us with valuable feedback, so it's a true win-win." ■



**Bob Post,**  
Director of Marketing



Among the many models on display and ready for operation was the WA500-7 wheel loader. A Tier 4 Interim machine, the WA500-7 features SmartLoader Logic that automatically provides the optimal amount of torque based on need.

Komatsu introduced several new Tier 4 Interim excavators during the past year, including the 257-horsepower PC390LC-10 that has better drawbar pull, increased lift capacity and lower fuel consumption compared to its predecessor model.



# WHAT'S YOUR IDLE TIME?

## KOMTRAX team points out benefits of shutting a machine down during nonproduction



Rizwan Mirza,  
Manager, KOMTRAX,  
ICT Business Division



Goran Zeravica,  
Manager,  
Distributor Operations,  
ICT Business Division

Having an accurate picture of how long your equipment is idling can have significant advantages. But how do you know if it's idling too much? KOMTRAX can help by providing detailed information that will show your machinery's productive operation versus idle time.

"In 2007, we started a push to get owners and operators to think about idle time and how it affects the bottom line," said Goran Zeravica, Manager, Distributor Operations. "It's paying off, as our information shows that idling time has gone down somewhat. But it's nowhere close to where we would like it to be."

Komatsu's KOMTRAX team would like it to be near zero. Estimates show that the average machine spends nearly 40 percent of its working time at idle. Zeravica and Rizwan Mirza, Manager, KOMTRAX, said that excessive idling has several negative implications.

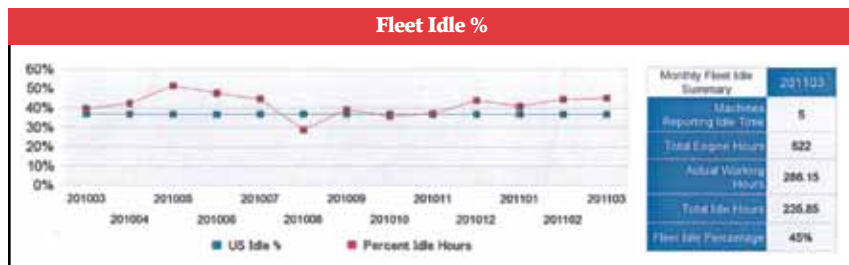
"To start with, idling is an incredible waste of fuel that eats into profits," pointed out Mirza. "Then consider that those nonproductive hours are putting the machine closer to the next service interval at a faster pace. The per-yard and per-ton cost of the project goes up. It affects resale value as well. Limiting idle time means fewer hours, which equals a higher resale value."

### How do you stack up?

Komatsu offers a complimentary, detailed, monthly report with easy-to-read charts and graphs highlighting key items, including how a machine's idle time compares with the average of all machines it tracks.

"A simple graph shows owners if their machines' idle times are above, below or average, when compared to the national average," explained Zeravica. "Of course, we want them to be below average, and eventually we want to get the overall idle-time average below 10 percent. Customers tell us these reports are helpful because they give them a better understanding of how efficiently their fleet is operating and the costs associated with idling."

For more information about KOMTRAX or to receive reports, contact Zeravica or Mirza at [gzeravica@komatsuna.com](mailto:gzeravica@komatsuna.com) and [rmirza@komatsuna.com](mailto:rmirza@komatsuna.com). ■



A monthly fleet report from Komatsu offers detailed information about machine use, including idle-time percentage compared to the average of all machines KOMTRAX monitors.





# LISTENING TO CUSTOMERS

## Equipment users provide valuable insights, says new Komatsu America President/COO

**QUESTION:** You've been with Komatsu many years. How have your experiences prepared you to be President/COO?

**ANSWER:** I have extensive sales & marketing experiences from my long history with Komatsu. I always think and take actions from a customer perspective, such as what are our customers' goals and expectations from Komatsu and its distributors, and how can Komatsu meet their expectations. I keep those things in mind and bring them to the President/COO role. That "boots on the ground" philosophy provides us with invaluable feedback.

**QUESTION:** What do you believe Komatsu does especially well?

**ANSWER:** We're an equipment manufacturer, so "Job One" for us is making great equipment. We believe our products are the most unique and unrivaled machines available. We're always striving to make them even more productive and efficient.

Having such great products requires a significant investment in our technology initiatives, which we also believe are unique and unrivaled in the industry. Komatsu is a strong engineering company with a commitment to technological innovation. Proven examples of our dedication include machines that are plug-and-play ready for GPS grading systems; KOMTRAX, the first machine-monitoring system installed as standard equipment; our Tier 4 Interim engines that customers tell us are truly superior; our autonomous haul trucks and our second-generation Hybrid Excavator.

In addition, we believe we're the best when it comes to proactive product support. Our distributors do an outstanding job of focusing

*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.*

**Noboru Sato,**  
President/COO of  
Komatsu America Corp.

New Komatsu America Corp. (KAC) President and COO Noboru (Nob) Sato has been with the company for more than 30 years, but his experience with the company goes back much further. As a child growing up, he often visited the family farm.

"My uncle used a Komatsu bulldozer to cut out a mountainside and level the land to farm ground. When we visited, I would ride along with him while he worked the crops," said Sato. "When I grew up, I wanted to work for a leading company and travel the world. Komatsu has given me the opportunity to do both."

As President and COO, Sato is responsible for managing Komatsu operations related to construction and mining. He took over the position April 1, after serving as Executive Officer and President of the Overseas Marketing Division at Komatsu Ltd for four years. Before that, Sato was Executive VP, Marketing at KAC for five years.

"My previous positions allowed me a great deal of time to talk with customers, which is something I enjoy," he noted. "That one-on-one interaction provides valuable information. Because they're the ones directly using our machines, customers often have great insight. Many of our marketing and service strategies have come as a result of that input. I enjoy talking with customers to learn their visions for their businesses, then asking what we can do to help meet them."

In his leisure time, Sato enjoys playing golf and recently took up cooking.

# New COO says Komatsu a leader in product-support solutions

... continued

on customer satisfaction and deserve a great deal of credit for Komatsu being a leader in support programs, including Komatsu CARE, which was introduced with our Tier 4 Interim machines.



Komatsu America President Noboru (Nob) Sato said he believes Komatsu is the best in the industry when it comes to product support, citing programs such as Komatsu CARE, which provides complimentary scheduled maintenance on new Tier 4 Interim machines.

Innovative products such as hybrid excavators, including the second-generation HB215LC-1, set Komatsu apart, according to company President Noburo (Nob) Sato.



**QUESTION: What benefits does the Komatsu CARE program offer?**

**ANSWER:** It provides complimentary scheduled service that assures the customer those services are done correctly with no out-of-pocket costs. Also included are two diesel particulate filter exchanges. The distributor tracks the machine and schedules the service at a beneficial time.

The program also benefits us. Tier 4 Interim technology is new, including componentry. Komatsu CARE allows us to track this technology and see first-hand how it's working. What we're learning from that, along with what our customers are telling us, is that it's performing very well.

**QUESTION: What do the construction and mining markets look like now?**

**ANSWER:** Some segments of the construction market are strong, including the energy sector with the oil boom. Other construction segments, such as roads and housing, are seeing an increase, but are still behind where they were several years ago. Some states, and even municipalities, are increasing their infrastructure work, but we need more on a national level. As for housing, I believe that will make a strong comeback next year.

There is some concern as coal mining has softened somewhat here in the U.S., due largely to low natural gas prices. However, in the long term, I see mining remaining strong for several years. ■



Komatsu America President Noboru (Nob) Sato says it's vital to listen to customers as they provide valuable feedback on ways to improve Komatsu products.



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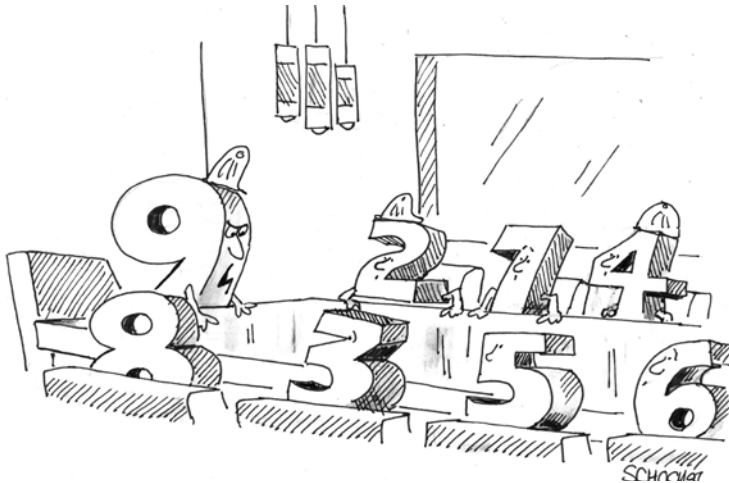
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## SIDE TRACKS

### On the light side



"I think it's time we stood up to be counted!"



"Er . . . can we get in there, pop?"



"Your resumé is pure baloney. How'd you like to write political speeches?"

### Did you know...

- Benjamin Franklin had only two years of schooling — one year in grammar school and one with a private teacher.
- Jumbo, PT Barnum's famous 6-ton elephant consumed 200 pounds of hay per day.
- The famed Greek philosopher Socrates was trained to be a stonecutter.
- A cough releases an explosive charge of air that moves at speeds up to 60 mph (a sneeze can exceed 100 mph).
- An average human scalp has 100,000 hairs (a human being loses an average of 40-100 strands of hair each day).
- Honey is the only food that does not spoil. Honey found in the tombs of Egyptian pharaohs has been tasted by archaeologists and found edible.
- Interstate 80 passes through 12 states — New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada and California.

### 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.PowerMotiveDirtTalk.com](http://www.PowerMotiveDirtTalk.com)

1. E U L F \_ \_ \_ E \_
2. L D L I R \_ \_ \_ I \_ \_ \_
3. P R T U P S O \_ \_ \_ P \_ \_ \_ \_ \_
4. R O T M I S E A T E \_ \_ \_ \_ \_ \_ \_ \_





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