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ROAD SIGNS

A PUBLICATION FOR AND ABOUT ROAD MACHINERY & SUPPLIES COMPANY CUSTOMERS

HERBERGER CONSTRUCTION COMPANY, INC.

History of bridge building
spans four generations



KOMATSU®

Dean Herberger,
President

Dennis Herberger,
Secretary/Treasurer

A MESSAGE FROM THE PRESIDENT



Mike Sill II



Dear Valued Customer:

We look forward to the upcoming CONEXPO-CON/AGG, the world's premier construction exposition. As always, the triennial event is expected to be bigger and better than ever as manufacturers unveil the latest and greatest in equipment and technology.

Once again Komatsu will showcase the innovative products and support capabilities that make it the world-class leader in construction equipment. This issue of your RMS Road Signs magazine features a preview of the show with information about Komatsu's display areas. We hope to see you March 7-11 in Las Vegas.

Of course, our other manufacturing lines will prominently display products at CONEXPO-CON/AGG as well. If you attend the show, we highly encourage you to stop by their booths, too. We know you will enjoy visiting with them and seeing what they have to offer.

Komatsu continues to introduce new Tier 4 Final machines that increase your production and efficiency, and you can read about several of them inside as this issue highlights the broad range of equipment our leading manufacturer produces.

Thoughts of CONEXPO-CON/AGG have us looking forward to what we hope is a great 2017 construction season for you. If you are interested in any of the machines featured here, or ones you see in Vegas, let us know.

As always, if there's anything we can do for you, please call or stop by one of our branch locations.

Sincerely,
ROAD MACHINERY & SUPPLIES CO.



Mike Sill II
President and CEO

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Mike Sill II,
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Russell Scheaffer,
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IN THIS ISSUE

HERBERGER CONSTRUCTION COMPANY, INC.

Meet the twin brothers who lead this family-owned Iowa construction firm that has specialized in bridge building for nearly eight decades.

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PRODUCT NEWS

Check out how the PC138USLC-11 excavator supplies a productive punch on today's jobsites.

NEW PRODUCT

Take a closer look at the all-around functionality of the WA270-8 wheel loader as it powers through wide-ranging applications.

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Komatsu's D155AXi-8 RC dozer offers high productivity through a combination of radio operations and *intelligent* Machine Control. Find the details inside.

FORESTRY NEWS

See why the Comfort Bogie system enables the 931XC harvester to deliver superior handling capabilities.

David Johnson,
VP, Sales & Marketing

Jon Anderson,
VP, Northern Operations

Chuck Gallagher,
VP, Iowa Operations

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HERBERGER CONSTRUCTION COMPANY, INC.

History of bridge building spans four generations



Dean Herberger,
President

Bridge construction is in the Herberger family's DNA. Third-generation owners and twin brothers, Dean and Dennis Herberger, operate the same company that their grandfather started in the 1940s and their father led for more than 30 years. With the family's nearly eight decades of experience in completing bridge projects, the brothers plan to forge ahead along the same path.

"It's what we grew up with," said Dean, who is President of the company. "We don't really know anything different."

"It's nice to realize that what we build will be around for generations," explained Dennis, who is Secretary/Treasurer. "We've been doing this for so long that we've replaced some bridges our grandfather and father built. That's a neat experience."

Today, the Indianola-based company has 42 employees and specializes in bridge construction and tear down, completing roughly a dozen projects across the state of Iowa annually.

"We've grown pretty conservatively throughout the years," explained Dennis. "We

have six crews operating right now, which is nearly double the number we had 20 years ago. We have added people when the company was ready and able to maintain it. It's worked out for us."

The brothers credit the growth and success of the firm to a staff of dedicated employees, a group that also includes the next generation of Herbergers, Dean's twin sons, Jerry and Jack.

"We've been fortunate to have great people on our team," noted Dean. "We have very little turnover, which helps us build and maintain experience."

Herberger Construction often has as many as six jobs going at a given time. Contracts range from smaller county bridges spanning 100 feet, to large structures over major interstates and waterways that can be as long as 1,000 feet. While the company does handle some minor road construction and dirt work, its activities typically focus on the bridge itself.

"We'll do some bridge approaches and light grading, but we usually only focus on bridges," explained Dennis. "If we get a bridge project as a general contractor, we will sub out the dirt and road work, and companies will hire us as a subcontractor if there is bridge work on a larger job."

Herberger Construction Company, Inc. specializes in building bridges. In 2016, the company completed the Beaver Avenue bridge, a 900-foot structure that crosses both Beaver Creek and Interstate 80/35 north of Des Moines.

Going big

Last year, Herberger Construction completed one of its largest undertakings in the company's long history, the \$7.5 million, 900-foot Beaver Avenue bridge north of Des Moines. The company removed the existing bridge and constructed a new one that crossed both Beaver Creek and Interstate 80/35.

"We had some unique challenges on this assignment," said Dean. "We had to account for the creek as well as one of the busiest stretches





▶ VIDEO

A Herberger Construction crew removes debris from an older bridge along Interstate 35 in Bevington, Iowa. Komatsu PC228USLC excavators are the machines of choice for the company's operators. "Bridge projects are always tight," explained Secretary/Treasurer Dennis Herberger. "The PC228s are very powerful machines, but they don't have a large counterweight, so the operators don't have to worry about hitting anything."

of interstate in Iowa, within an extremely tight time frame. Fortunately, the weather cooperated, and our crews did an excellent job to get everything done."

Herberger Construction built a temporary bridge over the creek so crews could access the jobsite. Then the company began the process of removing the existing structure, building substructures and setting the new bridge's 155-foot, 70-ton concrete beams. This phase required a complete closure of the highway at night.

"We closed some lanes during the day, but from midnight to 6:00 a.m. we were able to re-route traffic and close both directions of the road," detailed Dennis. "Fortunately, we completed all of this in eight shifts, so the interstate was completely closed for only 48 hours in total."

In order to finish the massive project, Herberger Construction used nearly all of its crews at some point and worked around the clock when night shifts were required. Dean called it a true team effort.

"Without our crews working like they did, we wouldn't have met our target," reported Dennis. "We had a deadline of 160 days, with no option to



add time for weather. We finished in 145 days and earned a nice bonus."

Komatsu excavators improve efficiency

When it comes to equipment, Herberger Construction's most important pieces are its Komatsu excavators from Road Machinery & Supplies Co. and Sales Rep Bob Newman. The company has eight excavators, including five PC228USLCs, two PC200LCs and a PC290LC.

"Our Komatsu excavators are bulletproof," shared Dean. "They are solid machines and very fuel-efficient – and we really love their versatility. Cranes were our dominant pieces of equipment, but now we are able to use our excavators in so many more applications because they have evolved. Instead of using drag and clam buckets on a crane, we use excavators and switch attachments. It has made us a lot more efficient, and now we only use cranes for lifting."

Continued . . .

RMS is a trusted partner for the company

... continued

Herberger Construction's most popular machines are its tight-tail-swing PC228USLC excavators.

"Bridge projects are always tight," explained Dennis. "Typically, our operators are working in medians or near a structure. The PC228s are very powerful machines, but without a large counterweight, so the operators don't have to worry about hitting anything."

The performance of the excavators – in addition to the service and support from Newman and

RMS – prompted the brothers to add a pair of Komatsu D39PX dozers to their fleet.

"We were looking for a new dozer in 2015, and we had great success with our Komatsu excavators, so we decided to demo the Komatsu dozers," recalled Dennis. "Our operators really liked them. The visibility is amazing, and they are solid machines. Our jobsites don't always have the best dirt – we call it 'bridge mud' – so we need machines that can handle anything. The D39s have been awesome."

"The relationship with RMS and Bob through the years has been terrific," continued Dean. "Bob does a great job of meeting our needs, and we have RMS service all of our construction equipment. We trust them, and they have been a great partner for us."

In addition to Komatsu equipment, Herberger Construction relies on RMS for services such as Komatsu CARE and KOMTRAX, Komatsu's telematics system. It also turns to RMS for NPK attachments.

Prepping the next generation

Dean and Dennis take pride in operating the same company their father and grandfather led before them. As they look to the future, they want to ensure that the next generation is as successful as the previous three.

The brothers – who will turn 63 this year – know that retirement is coming sooner rather than later, and that is why they have started grooming Jerry and Jack for their turns at the helm. Sharing nearly 80 years and three generations worth of experience will take some time.

"We want to make sure they have a good grasp of everything before we are finished," said Dennis. "We believe that it's always good to have the previous generation around. Regardless of how smart and sharp someone is, there will always be a need for advice. We started in the company when we were 27, and we worked with our dad for about eight years. We envision a similar time line, but if the boys are ready sooner, we'll let them go for it."

"We're confident in them," added Dean. "They will do a great job, but Dennis and I aren't ready to retire just yet. We have a few more years left in us." ■



(L-R) Herberger Construction President Dean Herberger and Secretary/Treasurer Dennis Herberger value their relationship with Road Machinery & Supplies Co. and Sales Rep Bob Newman. "The relationship with RMS and Bob through the years has been terrific," said Dean. "We trust them, and they have been a great partner for us."

Komatsu excavators help Herberger Construction complete bridge projects more efficiently by doing jobs that in the past were completed by cranes. "Cranes were our dominant pieces of equipment, but now we are able to use our excavators in so many more applications because they have evolved," said President Dean Herberger.





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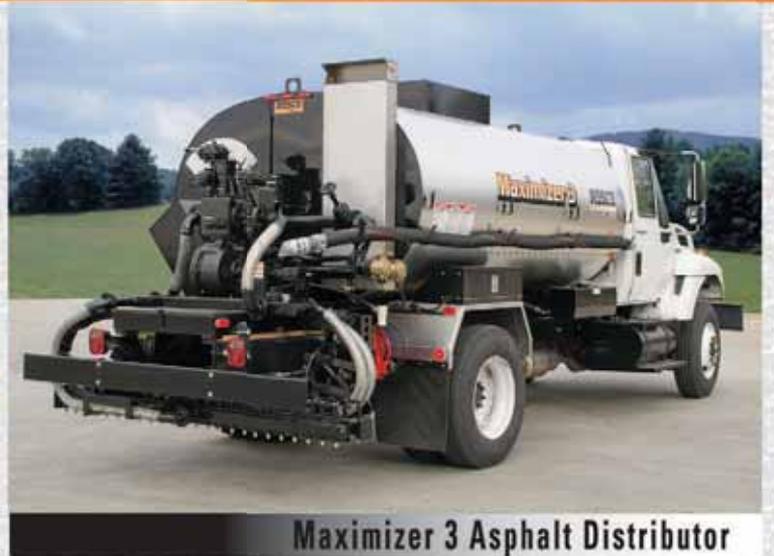
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HANDS-ON EXPERIENCE



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DEMOS IN THE DESERT

Hundreds of customers test drive the latest machines at Komatsu's Las Vegas Demo Days

Komatsu welcomed more than 350 people to its Las Vegas Demo Days in October 2016. The event featured six days of demonstrations and all of Komatsu's *intelligent* Machine Control excavators.

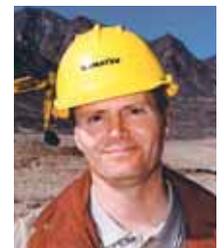
In total, Komatsu had 27 machines available for customers to operate: three *intelligent* Machine Control excavators (PC210LCi, PC360LCi and PC490LCi); eight additional excavators (PC55MR, PC88MR, PC138USLC, PC228USLC, PC210LC, PC270LC, PC360LC and PC490LC); six wheel loaders (WA270, WA320, WA380, WA470, WA500 and WA600); four *intelligent* Machine Control dozers (D51PXi, D61PXi, D65PXi and D155AXi); three additional dozers (D39PX, D61PX and D65EX); two trucks (HM400 and HD605); and a GD655 motor grader.

"It's important for attendees to get the best feel possible for our machines at Demo Days," explained Komatsu Director of Marketing Communications Bob Post. "We put the equipment in real-life applications with rocky

Continued . . .



Jay Smith of Great Plains Dairy (left) and Bill Fruhe of RMS compare notes at Demo Days in Las Vegas.



Bob Post,
Komatsu Director
of Marketing
Communications



(L-R) Phil and Tom Major of RMS meet with Tony Nitti of Nitti Rolloff Services Inc. and Brent Jensen of North Pine Aggregate.

A Komatsu PC490LCi – the world's largest *intelligent* Machine Control excavator – loads an HM400 articulated haul truck at Komatsu's Demo Days in Las Vegas.



▶ VIDEO



Charles Wicklund of Hallett Dock Company (left) and Wade Stromgren of RMS enjoy the activities at Demo Days.

Equipment, information on-hand at Demo Days

... continued



Curt Peterson (left) and Sonny Lee of Peterson Companies get ready to demo equipment.



(L-R) Shane Schrader and Kyle Nordman of Schrader Excavating talk with Jeff White of RMS.

soils. For the *intelligent* Machine Control equipment, we uploaded plans so customers could get a chance to operate with full automation. We want everyone who comes to one of our Demo Days to see exactly what a machine can do and go home with all of their questions answered."

Komatsu traditionally hosts two Demo Days at its Customer Center in Cartersville, Georgia, each year. The Las Vegas event was planned to make it easier for customers in western states to attend. ■



(L-R) Mike Buchanan of RMS, Matt Beinlich of Komatsu as well as Jim Rentz and Sam Meacham of Quam Construction take a break at Demo Days.

Demo Days attendees operate an array of Komatsu wheel loaders. Six loaders, ranging in size from a WA270 to a WA600, were part of a 27-machine fleet available for demo at the Las Vegas event.



Dennis Muggli of Rice Lake Construction Group (left) and Bill Bottema of RMS review the latest Komatsu machines.



(L-R) Steve Bush and Jon Fye of Fye Excavating discuss the machines available for demo with Woody Fisher of RMS.



Las Vegas Demo Days gave customers a chance to operate Komatsu's *intelligent* Machine Control dozers.

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IMAGINE WHAT'S NEXT

CONEXPO 2017 showcases innovative new products that will shape the future of construction



Visit Komatsu at:
North Hall, Booth N10902
Gold Lot, Booth G4183

It's often said that demolition is the first step to new construction. In May 2015, crews razed Las Vegas' famed Riviera Hotel and Casino, paving the way for an expanded CONEXPO-CON/AGG. Held every three years at the Las Vegas Convention Center – right next door to where the Riviera stood – the event is scheduled for March 7-11, 2017.

CONEXPO-CON/AGG will be the first trade show to use the new space, building on what is already the largest international gathering in the Western Hemisphere for the construction-related industries. It also earned the top spot on Trade Show Executive's prestigious Gold 100 trade-show rankings. The largest show in the U.S. of any industry in 2014 – the last time the event was held – it featured more than 2.35 million net square feet of exhibit space, 2,100-plus exhibitors and approximately 130,000 attendees.

Record attendance is possible at CONEXPO-CON/AGG, scheduled for March 7-11, 2017, at the Las Vegas Convention Center.

Nearly every time the triennial show is held it's bigger than the previous one. That's expected to continue with CONEXPO-CON/AGG 2017. All major areas of the construction industry will be represented in the more than 2.5 million square feet of exhibit space that will house 2,500-plus exhibitors. Almost 700 of the exhibitors are new in 2017. Event organizers expect increased attendance as well.

Technology and more technology

Those visiting will notice a heavy emphasis on cutting-edge innovation. CONEXPO-CON/AGG continues to provide attendees with access to the newest products from every key construction-related sector, including asphalt, aggregates, concrete, earthmoving, lifting and utilities.

To showcase the focus on technology, the theme for the 2017 exhibition is "Imagine What's Next." This theme reflects the vision for the show as it fully embraces applied technologies that help construction companies reduce downtime, maximize efficiency at jobsites and minimize waste, while increasing bottom-line profits and enhancing safety.

"Technology is critical to the future of the construction industry and CONEXPO-CON/AGG has always been a show that helps industry executives keep pace with the latest in new equipment and product innovations," said Rich Goldsbury, CONEXPO-CON/AGG 2017 show Chairman. "But, as the industry is being transformed by technology, our attendees understand the importance it has on the bottom line. It is our responsibility and privilege to connect them with the most cutting-edge innovations in safety, equipment and operations that are reshaping the future."





Komatsu will prominently display its *intelligent* Machine Control dozers and excavators, including the PC490LCi-11, in the outdoor Gold Lot (Booth G4183). There, it will also highlight its SMARTCONSTRUCTION program, which goes beyond *intelligent* Machine Control equipment with comprehensive jobsite solutions.

CONEXPO-CON/AGG brings the Imagine What's Next theme and technology focus to life with a new 75,000-square-foot Tech Experience pavilion dedicated entirely to presenting emerging construction innovations that are driving change and process improvements across the industry. Located in Silver Lot 3, it will feature items such as wearables for health, safety and productivity; the latest skills for careers; and new materials to enhance the nation's infrastructure, according to the Associated Equipment Manufacturers (AEM), the lead sponsor of the show.

"With the Tech Experience, CONEXPO-CON/AGG is advancing to a new level of thought leadership in our industry," said Sara Truesdale Mooney, Show Director and Vice President, Exhibitions and Business Development for AEM. "Attendees will explore three key zones: the worksite of the future, jobs of the future and the infrastructure of the future."

CONEXPO-CON/AGG is co-located with the International Fluid Power Expo (IFPE),

and the two shows are teaming up to unveil the world's first, fully functional 3-D printed excavator and the first large-scale use of steel in 3-D printing, known as additive manufacturing. In addition, attendees can watch as a second excavator is printed live on the show floor.

"We know our members look forward to seeing the industry's most innovative technologies at CONEXPO-CON/AGG and IFPE each show year, and 2017 will not disappoint," said John Rozum, IFPE Show Director. "We're thrilled to bring such a significant technological and first-of-its-kind achievement like the 3-D printed excavator to the show. It will serve as a platform to demonstrate how the latest innovations and applied technologies are changing the future of the construction industry."

Komatsu spotlights SMARTCONSTRUCTION

Komatsu introduced a significant leap in machine technology three years ago

Continued . . .

Learning sessions to focus on technology trends

... continued

with its *intelligent* Machine Control dozers. The Komatsu lineup now includes eight models, including a radio-controlled version of its D155AXi-8, as well as three excavators (PC210LCi-11, PC360LCi-11 and PC490LCi-11). Komatsu will display most of its *intelligent* Machine Control equipment at the company's outdoor exhibit space in the Gold Lot (Booth G4183), as well as a new machine featuring hybrid technology.

The outdoor area will also feature Komatsu's SMARTCONSTRUCTION program, which goes beyond *intelligent* Machine Control equipment with comprehensive jobsite solutions provided by Komatsu. In addition to training and support, offerings include surveying/inspection, 3-D modeling, jobsite-data solutions and setup, as well as optimized operation consultation.

Attendees flock to Komatsu's display at the 2014 CONEXPO. The company will have two exhibit areas at the 2017 show, with standard Tier 4 machines indoors in the North Hall (Booth N10902) and *intelligent* Machine Control equipment outdoors in the Gold Lot (Booth G4183).



Indoors in the North Hall (Booth N10902), Komatsu will prominently feature its standard Tier 4 machines. Among them will be excavators, ranging from utility to production-sized models; Dash-8 wheel loaders; multiple dozers and trucks; plus a motor grader. The 22,000-square-foot space will also have a presentation area; a company store with apparel, die-cast models and other logoed merchandise; as well as a photo opportunity spot.

Learning sessions

At this year's expo, educational opportunities abound with a record 143 sessions across 10 tracks. One specifically focuses on technology and will highlight industry innovations and future growth opportunities in the tech field – drones, autonomous machines, 3-D imaging, smart apps, gamification, big data and the Internet of Things (IoT).

Additional tracks will offer the latest trends and best practices for aggregates; asphalt; concrete; cranes; rigging and aerial lifts; earthmoving and site development; equipment management and maintenance; business practices; workforce skills; and safety.

"Education is a critical component of CONEXPO-CON/AGG, and we encourage attendees to take advantage of the convenience of so many learning opportunities available. They'll be able to work smarter because of the knowledge they gain," said Goldsbury.

Registration for sessions can be completed prior to the conference at the CONEXPO website (www.conexpoconagg.com). Single session, one-day passes and full-session passes are available.

"We're honored to be among the most trusted resources for industry professionals from around the world, and we feel tremendous pride as we take the exhibition to the next level of technological breakthroughs by delving into the future of the construction industry," said Truesdale Mooney. ■

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LET'S INVEST IN 'SMART CITIES'

How the Smart City Challenge helps meet the need for more infrastructure investment



Daniel Castro

Daniel Castro is the Vice President of the Information Technology and Innovation Foundation and Director of the Center for Data Innovation. This article is excerpted from an opinion piece Castro wrote for and was originally published by Government Technology. To see the full version, visit www.govtech.com/opinion.

The U.S. government has committed approximately \$160 million in the next five years to support smart city initiatives. Calling that a pittance, Daniel Castro says the United States needs to address this funding shortfall.

The United States has woefully underinvested in smart city efforts compared to other leading countries. To address this shortfall, federal, state and local governments should come together to create a new funding stream to help U.S. cities increase investment in the digital infrastructure needed to ensure that our cities are modern, sustainable and competitive. The U.S. government has committed approximately \$160 million in the next five years to support smart city initiatives. This is a pittance compared to some of the investments other countries are making to develop smart cities.

One of the single largest U.S. investments in smart cities occurred in June 2016, when U.S. Department of Transportation (USDOT) Secretary Anthony Foxx announced that Columbus, Ohio, had won the Smart City Challenge – a \$50 million federal prize awarded

to one city to address important issues such as safety, mobility and climate change through better use of data and technology. This is a significant milestone because most smart city initiatives in the United States have been small-scale projects focused on a particular application or problem, rather than the broad integration of sensors, data and analytics across virtually all public services.

The most impressive aspect of the Smart City Challenge was that so many cities responded to the call. From Anchorage to Atlanta and Albuquerque to Albany, the USDOT received 78 applications representing 85 cities in 36 states. Many of these cities identified important challenges facing municipalities and proposed novel solutions that leveraged technology to improve the community.

Unfortunately, the Smart City Challenge only funded one city's proposal, even though many more were also deserving. This is an inadequate approach for funding critical digital infrastructure. Just as it would be unwise to only fund bridges and highways in one U.S. city, it makes no sense to limit investment in the sensors, systems and networks needed to build smart cities to a single location. Instead, policymakers at the city, state and federal levels should work together to fund promising proposals and develop strong partnerships with the private sector. This could take the form of new grants or repurposing existing funding for physical infrastructure to include digital initiatives.

While there is enormous potential to leverage data-driven innovation to improve the quality of life in urban environments, the United States will need to take action soon if it does not want to fall behind in the race to build smart cities. ■



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011



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NEW COMPACT EXCAVATOR

Good lift capacity, tight-tail-swing radius are combined with advanced technology in the PC138USLC-11

Upgrades, updates and enhancements. Each new model that Komatsu produces has them, and the PC138USLC-11 Tier 4 Final excavator is no exception, with productive features that provide excellent lift capacity, stability and performance in a compact model design that fits a variety of applications.

“The PC138USLC-11 is the perfect machine for contractors on highway, bridge and other roadwork jobs,” said Kurt Moncini, Komatsu Senior Product Manager. “It’s easy to transport, versatile and the tight tail swing fits easily within one lane of traffic. Even though it’s compact, the excavator has a robust counterweight and can be an effective tool on large, open jobsites, too.”

The 7,630-pound counterweight provides excellent lift capacity, equal to or better than conventional models in the same size class. The contoured cab profile and sliding door allow the cab to swing within the same radius as the counterweight.

“If the tracks can fit through an area, then there is enough space for operators to swing without worrying about hitting an obstruction,” said Moncini. “That gives them confidence to work in congested areas, close to power poles or transformers and up against, or even inside of a building.”

Like other Tier 4 Komatsu machines, the PC138USLC-11 features Komatsu hydraulic technology that matches engine speed and hydraulic pump output for optimal performance. Operators can also match the machine to the materials and the job at hand with six working modes, including Power, Economy and Attachments. An enhanced attachment control stores up to 10 attachments in the monitor panel, with adjustable flow

control. Two-way attachments also run in Economy mode for greater efficiency.

Improved telematics

Komatsu upgraded its telematics technology to cellular, ensuring that when work is performed inside a building, KOMTRAX information remains available. Operators can view it through an updated monitor panel that also incorporates a standard, rearview-camera output that’s always available on the screen.

“Ground-level access to service points are all located on one side, including fuel, engine oil and air filters,” said Moncini. “That saves time, which can be better spent in production. It’s a terrific all-around machine that’s built for great production, even in less-than-ideal conditions. The PC138USLC-11 would be a valuable addition to any fleet.” ■



Kurt Moncini,
Komatsu Senior
Product Manager

Quick Specs on Komatsu’s PC138USLC-11 Excavator

Model	Net Horsepower	Operating Weight	Bucket Capacity
PC138USLC-11	97.2 hp	34,731-37,669 lb	0.34-1.00 cu yd

Komatsu’s new Tier 4 Final PC138USLC-11 features excellent lift capacity, stability and performance in a compact model designed to fit a variety of applications. If the tracks can fit through an area, then there is enough space so that operators can swing without worrying about hitting an obstruction.

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010

NEW PRODUCT



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VERSATILE WHEEL LOADER

The new WA270-8 powers its way through a wide variety of applications

High production, greater fuel efficiency and improved operator comfort are all traits found in Komatsu's new WA270-8 wheel loader, which fits a wide range of construction, landscaping, agriculture and other applications. Its parallel-lift linkage, with auto tilt-in to simulate a Z-bar, can be used for virtually any job, from pallet handling to hard digging.

"Whether you're lifting, digging or changing attachments on the fly, the WA270-8 is compact enough to squeeze between farm buildings, yet has the power to tackle jobs often planned for bigger machines," said Frank Nyquist, Komatsu Product Specialist. "It's one of the most versatile machines Komatsu offers."

The WA270-8 features a proven, fourth-generation hydrostatic drive train with variable traction control. It has multiple working modes, including an S-mode that provides excellent traction control to reduce wheel slip. This setting is especially useful in snowy, icy or slippery conditions. Creep mode in first gear is easily controlled via a knob on the console, and allows the operator to dial in a travel speed from 1 to 8 miles per hour.

The WA270-8's new Tier 4 Final engine lowers fuel consumption by up to 3 percent in V-cycle loading and 2 percent in load-and-carry applications, compared to its Tier 4 Interim predecessor. The selective catalytic-reduction (SCR) system and other aftertreatment components help the engine with efficiency and longevity. More than 98 percent of the Komatsu Diesel Particulate Filter (KDPF) regeneration happens passively, with no action required of the operator and no interference with machine operation. The SCR system lowers nitrogen oxide emissions and is designed to last for the life of the machine.

From farms to construction sites

A more comfortable cab with a new, high-back, heated seat softens machine vibration for greater operator comfort. Operators can check vital machine metrics, including KDPF status, diesel exhaust fluid level, fuel consumption and performance information on the 7-inch LCD color monitor.

"Our advanced KOMTRAX system enables fleet managers to track highly detailed information, such as fuel burn in one type of material versus another, or to monitor fuel usage on a specific job or by operator," Nyquist noted. "It's a great tool that helps owners get the most out of the WA270-8." ■



Frank Nyquist,
Komatsu Product
Specialist

Quick Specs on Komatsu's WA270-8 Wheel Loader

Model	Net Horsepower	Operating Weight	Bucket Capacity
WA270-8	149 hp	28,208-29,079 lb	2.5-3.5 cu yd

Komatsu's new wheel loader fits a wide range of construction, landscaping, agriculture and other applications. Its parallel-lift linkage, with auto tilt-in to simulate a Z-bar, can be used for virtually any job, from pallet handling to hard digging.

▶ VIDEO



MARRIAGE OF TECHNOLOGIES

New radio-control dozer combines remote operation and *intelligent* Machine Control



Sebastian Witkowski,
Komatsu Product
Marketing Manager

From time to time, earthwork companies take on projects in less-than-ideal conditions. Grading must be completed, but site hazards need to be addressed. Komatsu has a solution with its new D155AXi-8 Radio Control (RC) dozer with *intelligent* Machine Control.

“The D155AXi-8 RC dozer is ideal for applications where customers may want to remove the operator from the machine, yet maintain high levels of efficiency and productivity,” said Sebastian Witkowski, Komatsu Product Marketing Manager. “This dozer meets customer demands in those applications, while utilizing Komatsu’s proven, automated, rough-cut-to-finish-grade technology.”

Operators can control the D155AXi-8 RC dozer while inside the cab or with a remote transmitter that has a range of approximately 330 feet. Operators must maintain line of sight, and they can check the status of the machine through the cab-top lights.

Witkowski pointed out that for many operators, the ability to feel the machine’s response to blade load is an important factor in effective dozing. This is difficult for a radio-control application where the operator is separated from the machine, but the D155AXi-8 RC is unique among radio-control dozers thanks to the *intelligent* Machine Control that automates operation from heavy dozing to fine grading. This model has the ability to sense and control blade load, optimize the start of the cut and minimize track slip just like other Komatsu *intelligent* Machine Control dozers.

An automatic gearshift transmission and lock-up torque converter work together to select the optimal gear range, depending on jobsite conditions and load. These two features are designed to provide maximum operation efficiency. The electronically controlled transmission locks up the torque converter to transfer engine power directly to the transmission, eliminating horsepower loss and increasing fuel efficiency.

“The D155AXi-8 RC is extremely effective working in hazardous conditions or next to a high wall,” Witkowski explained. “Komatsu has a long history with radio-control equipment and now several years of solid experience with its *intelligent* Machine Control products. Both are proven to provide excellent production. The D155AXi-8 RC is a perfect marriage of these two advanced technologies.” ■

Quick Specs on Komatsu’s D155AXi-8 RC Dozer

Model	Horsepower	Operating Weight	Blade Capacity
D155AXi-8 RC	354 hp	102,060 lb	12.3 cu yd

Komatsu’s new D155AXi-8 RC dozer combines radio-control grading with *intelligent* Machine Control. Operators can run the D155AXi-8 RC dozer from within the cab or with a remote transmitter that has range of approximately 330 feet, and the status of the machine is always available by checking the cab-top lights.



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NEW KOMATSU HARVESTER

Unique Comfort Bogie system provides maneuverability and superior handling in challenging terrain

Forestry work often involves navigating challenging terrain. Komatsu's 931XC (eXtreme Conditions) eight-wheel-drive (8WD) harvester stands up to the task with a unique double Komatsu Comfort Bogie system that provides maximum maneuverability and productivity on steep, rough or soft terrain.

The 931XC builds upon the proven 931 six-wheel-drive (6WD) platform with its innovative hydraulic pump system, best-in-class ergonomic cab, four-way cab/crane leveling and 360-degree cab/crane rotation. What sets it apart from other 8WD harvesters is the unique drive system that starts with Komatsu's proven articulated frame joint, rear-swing axle with +/- 16-degree left/right oscillation and the high-oscillation Comfort Bogie front axle. The trademark Komatsu Comfort Bogie is added to the rear-swing axle to provide excellent uphill/downhill and left/right oscillation.

"The Comfort Bogie drive system gives the 931XC superior handling characteristics as the harvester follows the terrain more closely than 8WD machines with a fixed rear-axle design," said Steve Yolitz, Manager, Marketing Forestry, Komatsu America. "This 8WD system dramatically reduces rear ground pressure, resulting in 54 percent lower psi with tracks and 23 percent lower psi with tires compared to the 6WD 931 model."

Lighter footprint with powerhouse abilities

Yolitz points out that the lighter tire footprint reduces the need for tracks and chains, potentially increasing fuel economy.

Additionally, the 931XC has 12 percent more tractive effort, 1.8 inches of additional ground clearance and 14 percent greater crane slewing torque.

"Combine those features with the 8WD double Comfort Bogie drive system, and the 931XC becomes a harvesting powerhouse able to take on nearly any terrain a forestry contractor may face," said Yolitz. "To further enhance its abilities to work in tough conditions, it features heated batteries, diesel exhaust fluid, engine coolant and hydraulic oil systems, which improve cold weather starting." ■



Steve Yolitz,
Manager,
Marketing Forestry,
Komatsu America

Komatsu's 931XC's unique double Comfort Bogie system provides maximum maneuverability and productivity on steep, rough or soft terrain. The new eight-wheel-drive system dramatically reduces ground pressure compared to the six-wheel-drive model: 54 percent lower psi with tracks and 23 percent lower psi with tires.





Discover more

KOMATSU'S LARGEST TRUCK EVER

New electric-drive 3,500-hp mining truck with built-in management system delivers 400-ton payloads



Tom Stedman,
Komatsu Product
Manager

Mining customers asked for a bigger truck and Komatsu answered the call with its largest ever model, the new 980E-4. The 3,500-horsepower electric-drive 980E-4 brings to market a true 400-ton payload, increasing productivity and efficiency in a mining operation. The 980E-4 is an optimal match for today's large loading tools, typically loading in three to five passes (55 to 99 cubic yards). Paired with Komatsu's PC8000 mining shovel, the 980E-4 is a superb production machine.

"Building on the foundation of the 960E, Komatsu was able to expedite the development of this new truck, while maintaining our strict standards of design, testing and product quality," said Komatsu Product Manager Tom Stedman.

"We have every confidence this new model will reliably deliver high productivity."

A payload management system (PLM IV) allows mines to track payloads, cycle times, load counts, frame torque and much more. Businesses can store more than 20,000 downloadable records of data, while using PLM IV to monitor truck production and prevent overload conditions.

Komatsu designed the 980E-4 to improve truck performance and lower per-ton costs. Its features include a powerful 18-cylinder diesel engine that's comparable to other trucks in the 400-ton class for speed on grade, while maintaining a high stall torque capacity for mines with soft underfoot conditions. The AC electric-drive system enables efficient operations even in deep-pit applications.

Drivers will appreciate the excellent vehicle control and handling that comes from a high-capacity retarding package that provides longer life and improved horsepower for downhill descents. The electric, dynamic retardation force maintains constant downhill speed or decelerates without the frequent use of brakes.

Quick Specs on Komatsu's 980E-4 Mining Truck

Model	Horsepower	Operating Weight	Payload Capacity
980E-4	3,500 hp	1.3785 million lb	400 ton

Komatsu's new 980E-4 mining haul truck with a 400-ton payload capacity has features that improve performance, vehicle control and handling, as well as combat rugged and other less-than-ideal conditions.

Meeting rugged conditions head on

To combat rough conditions, the 980E-4 uses a continuous horse-collar and ladder-type frame that provides long life and long-term reliability. A new dump body incorporates high-tensile strength and abrasion-resistant steel, giving it a rugged-chassis construction that's able to withstand the rigors of off-road hauling.

"For several years, many of our customers have been asking Komatsu for a 400-ton electric-drive rear dump truck with the reliability of our flagship model, the 930E," said Stedman. "With the release of the 980E-4, we now have a product to meet this market demand." ■



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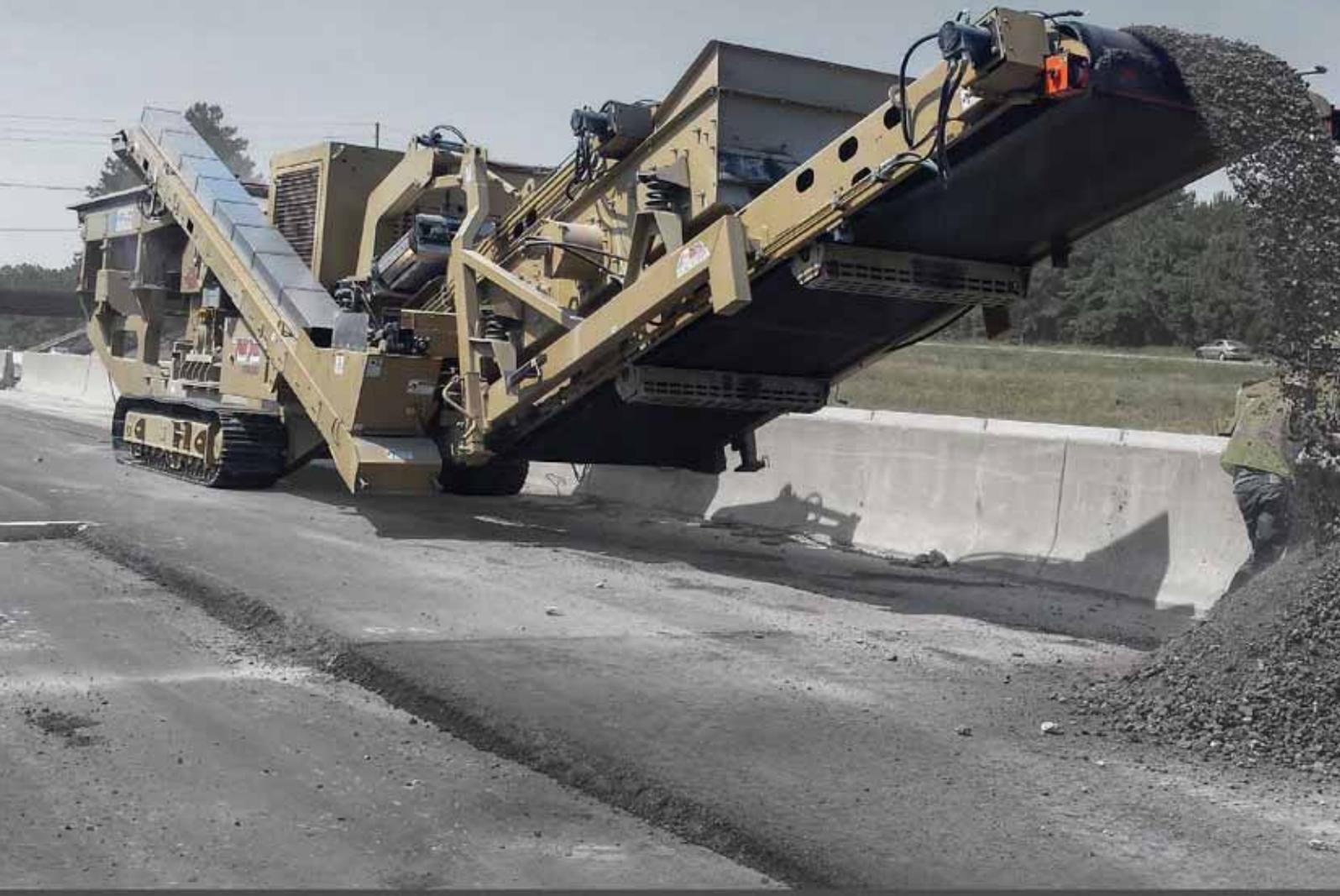


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NEW FUEL RULES

EPA, DOT finalize tougher fuel efficiency, emissions standards for larger trucks

The Environmental Protection Agency (EPA) and the Department of Transportation (DOT) set stricter fuel-consumption and carbon-emissions standards for medium- and heavy-duty trucks. The 1,690-page rule is the second and final phase of regulations called for by President Obama's Climate Action Plan and is in response to the President's directive in early 2014 to develop new standards that continue into the next decade.

The program promotes a new generation of cleaner, more fuel-efficient trucks. It does so by encouraging the wider application of currently available technologies and development of new and advanced, cost-effective technologies through model year 2027, according to the DOT. It will be a three-step process with the first coming in 2021, followed by further steps in 2024 and 2027 to provide lead-time compliance.

This rule is expected to lower CO₂ emissions by approximately 1.1 billion metric tons, save nearly \$170 billion in fuel costs and reduce oil consumption by up to 2 billion barrels during the lifetime of vehicles sold under the program. The DOT and EPA claim the new rule will provide \$230 billion in net benefits to society, including favorable payback periods for truck owners. Buyers of a new long-haul truck in 2027 would recoup the investment in fuel-efficient technology in less than two years through fuel savings, according to the DOT and EPA.

"This ambitious, but achievable announcement is a huge win for the American people, giving cleaner air, more money saved at the pump, and real benefits for consumers across the supply chain," said Transportation Secretary Anthony Foxx. "Today's action preserves flexibility for manufacturers to

deliver on these objectives through a range of innovations and technology pathways."

The final rule builds on the fuel efficiency and greenhouse gas emissions standards already in place for model years 2014-18, which the agencies anticipate will result in CO₂ emissions reductions of 270 million metric tons and save more than \$50 billion in fuel costs.

Trucking industry groups are hopeful the new standards can be met.

"We are pleased that our concerns, such as adequate lead time for technology development, national harmonization of standards and flexibility for manufacturers, have been heard and included in the final rule," American Trucking Association President Glen Kedzie said in a statement. ■

The EPA and DOT finalized emissions and fuel-efficiency standards for medium- and heavy-duty trucks, which is the second-largest segment of U.S. transportation in terms of emissions and energy use, according to the agencies.



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MINING THE FUTURE

Komatsu announces agreement to acquire mining equipment manufacturer Joy Global Inc.

Komatsu and Joy Global announced an agreement in which Komatsu will acquire Joy Global, Inc., a leading mining equipment manufacturer based in Milwaukee, Wisconsin. The companies are working to finalize the transaction by mid-2017.

“Our customers are sharing very positive feedback about the agreement,” said Tetsuji (Ted) Ohashi, President and CEO of Komatsu Ltd. “We are working closely with Joy Global and relevant authorities to move the process forward.”

Ted Doheny, President and CEO of Joy Global, Inc. agreed, noting industry recognition of the complementary nature of the two companies’ product and service offerings.

“Many of our customers and other business partners see the benefit of combining companies: a broader offering of products, systems and solutions across a wider scope of mining and construction applications,” Doheny

said. “Both companies believe in having the best products, offering direct service, being operationally excellent, and having the best people in the world.”

Joining Joy Global with the Komatsu Group will offer several benefits to customers, including:

- A broader line of industry-leading mining and construction equipment for drilling, earthmoving, loading and hauling systems, as well as solutions for both underground and surface mining. Joy Global’s best-in-class rope shovels, for example, pair well with Komatsu’s best-in-class large electric dump trucks.
- Enhanced global customer support through the companies’ mutual commitment and expertise in direct sales and service directly connected via embedded personnel in the mines and electronically connected with world-class fleet management systems.

“The synergistic collaboration between the companies will drive our innovation and enhance our capacity to provide quality products and solutions that improve the safety and productivity of mining operations,” Ohashi said. “We will, together, strive to become an even better, more invaluable partner for our customers.”

“The combination of two world-class companies offers exciting opportunities to enhance and expand the solutions and services we provide customers,” Doheny said. “With strengthened capabilities and a continued focus on solving our customers’ toughest challenges, we look forward to working together to advance the mining industry.” ■

President and CEO of Komatsu Ltd. Tetsuji (Ted) Ohashi (left) and President and CEO of Joy Global, Inc. Ted Doheny meet at MINExpo INTERNATIONAL® 2016 in Las Vegas. Joy Global is the largest independent manufacturer of underground-mining machines.



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019

BUILT FOR THE LONG HAUL

Dan Funcannon says mining truck design and quality manufacturing ensure durability and dependability



Dan Funcannon, Vice President and General Manager of the Mining Division

This is one of a series of articles based on interviews with key people at Komatsu discussing the company's commitment to its customers in the construction and mining industries – and their visions for the future.

In his role as Vice President and General Manager of the Mining Division, Dan Funcannon is responsible for the sales and support of Komatsu mining products in North America, as well as its 200-ton and larger mining trucks globally. He moved into the position last fall. Funcannon joined Komatsu in 1994 as a design engineer and has held roles of increasing responsibility within research and development.

Most recently he was Director of Engineering, overseeing all engineering activities related to large mining trucks. Funcannon directed new product research and development projects, including AC-drive haul trucks; autonomous technology adoption into large mining trucks; and innovations to improve safety, quality, reliability and productivity.

"I started my career with a third-party company that Komatsu used for contract engineers," Funcannon recalled. "Then, I was hired directly by Komatsu and began working in the structural engineering group, which is responsible for all major structural components of our mining trucks – the frame, axle housing and bodies – referred to as the backbone. I was involved with design, testing and quality confirmation for the structural components."

Funcannon is a native of Peoria, Illinois, where Komatsu manufactures mining truck products and houses the Research and Development Group behind the design of electric dump trucks that are 200 tons and larger. He graduated from Bradley University in Peoria with a Bachelor of Science degree in mechanical engineering.

"In the past few years Komatsu has shifted its focus to a customer-centered approach instead of simply serving as an equipment manufacturer," said Funcannon. "That means we communicate more with customers at their sites, listen to their needs and input and then implement their recommendations into the design and manufacture of new products as well as strong support systems. It has strengthened relationships and helps us better meet customers' needs."

QUESTION: As head of the Mining Division you oversee operations at the Peoria Manufacturing Operation (PMO). What products does that facility produce?

ANSWER: PMO produces one mechanical truck, the HD1500, for the North American market. We are also responsible for six electric-drive models globally, ranging from the 200-ton-capacity 730E-8 to the recently introduced 980E-4. At 400-ton-capacity, the latter is now our largest truck ever.

In some cases, we manufacture more than one version of a product. For example, our 830E and 930E trucks have both standard and autonomous (driverless) models, and our 860E and 960E products have trolley versions, which operate using overhead electrical lines.

In Komatsu terminology, PMO is a mother plant, which means it also houses the Research and Development Group for the products manufactured there. That group is responsible for developing Komatsu's electric dump trucks.

QUESTION: Why should a mine consider using Komatsu trucks?

ANSWER: Bottom line, we make high-quality and reliable trucks that are built to last and meet customers' total cost of ownership goals. We have numerous examples of trucks running 60,000, 75,000, 100,000 hours and beyond with outstanding availability. In fact, when customers talk to us about purchasing new units, we are frequently asked to guarantee that their availability will be at or above 90 percent throughout the life of the trucks. We're confident in providing that guarantee because of our robust designs, quality manufacturing process and world-class support through our distributor network.



Komatsu's Peoria Manufacturing Operation designs and builds 100-ton to 400-ton trucks, including the popular 930E.

QUESTION: Where does each product fit?

ANSWER: That's dependent on customer need. Many of our Ultra-Class products, which are 300-ton-capacity or larger, are put to work in copper or coal mines. Smaller-sized trucks are heavily used in iron, but some of those mines may go to a larger size, depending on several factors.

QUESTION: How does Komatsu help determine what trucks a mine needs?

ANSWER: We have an Applications Engineering Group that works closely with customers to evaluate their mines and production requirements, and then makes recommendations. The group looks at loading areas and equipment, haul roads, distance to a crusher or stockpile, material and a whole host of other determining factors.

We go beyond simply recommending machinery. We also have a Mining Optimization Group that helps identify ways to maximize production and do it more efficiently and cost effectively. The ultimate goal is to help our mining customers keep their per-ton costs as low as possible.

QUESTION: The mining industry has experienced a downward trend in the past few years. What do present and future conditions look like?

ANSWER: There are some signs that the markets have bottomed out, and hopefully that is the case. Commodity prices have risen a little. I think there is cautious optimism that things might pick up in 2017 and that there will be incremental improvement. ■



Dan Funcannon says Komatsu products are manufactured with superior quality and robust designs, "We have numerous examples of trucks running 60,000, 75,000, 100,000 hours and beyond with outstanding availability."

Vice President and General Manager of Komatsu's Mining Division Dan Funcannon says, "We make high quality and reliable trucks that are built to last and meet customers' total cost of ownership goals."

MEETING HIGHWAY NEEDS

Study shows vehicle mileage tax best option for funding construction projects

An Indiana University study that forecasts state and federal fuel-tax revenue based on different fuel-taxation policies found that adopting a vehicle mileage tax (VMT) would best meet highway construction needs in the long run. It showed that current fuel taxes haven't kept up with inflation, causing shortfalls and inadequate funding.

"Our results indicate that although a mileage fee is politically and technologically difficult to achieve, it is the only measure that avoids a declining tax revenue in the long run," said Jerome Dumortier, the study's co-author and an Assistant Professor in the School of Public and Environmental Affairs at Indiana University-Purdue University. ■



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TECHNOLOGY DRIVES SERVICE

With evolution of Tier 4 machines, Komatsu continues to expand service and support offerings

The evolution of technology has led to the creation of advanced machines with efficient engines and lower emissions.

“As technology continues to move forward, so do our service offerings,” said Komatsu Director of Product Marketing Doug Morris. “Technology and emissions standards are frequently updated, and it can be challenging for customers to stay on top of it all. Our goal is to minimize the impact of those changes.”

One way that Komatsu helps customers stay abreast of upgrades in technology and emissions standards is through the Komatsu CARE service program. Komatsu introduced this plan when it launched Tier 4 Interim machines in 2011.

The goal of Komatsu CARE is two-fold: deliver a value-added service and provide an opportunity for owners to become more familiar with the latest engine technology through regular interactions with factory-trained service technicians. Today, engines have advanced to Tier 4 Final technology, which includes a Selective Catalytic Reduction (SCR) system that uses Diesel Exhaust Fluid (DEF).

In response to these changes, Komatsu enhanced the Komatsu CARE program. Now, in addition to three-year or 2,000-hour complimentary maintenance and two Komatsu Diesel Particulate Filter exchanges during the first five years, Komatsu CARE addresses the SCR/DEF system as well. This includes replacing the DEF tank breather element every 1,000 hours and changing DEF pump filters every 2,000 hours on select machines. The program also covers two factory-recommended services of the SCR/DEF system in the first five years, where technicians will flush the DEF tank and clean the strainer every 4,500 hours (for engines with a gross horsepower of 174 or higher).

“We recognized that along with the SCR, there were also maintenance points that needed to be included in the Komatsu CARE program,” noted Morris. “When we introduced Komatsu CARE, our goal was to increase value to the end user. These enhancements to the program ensure that we will be able to do that.”

Data sophistication

Komatsu’s telematics system, KOMTRAX, was also upgraded with a cellular-based communication method, giving customers better coverage than with the satellite-based method the system previously employed.

“With a cellular-based system, customers have the ability to communicate information faster than before and with more reliable coverage,” explained Morris. “However, we still offer an ORBCOMM satellite communication kit for customers who work in areas with low cellular coverage.

“As customers and distributors become more sophisticated in how they use the data, we are continuously working to improve the system to make it more valuable for them,” said Morris. “The more data we are able to offer our customers, the more efficient they can become, and that’s our goal.” ■



Doug Morris,
Komatsu Director of
Product Marketing

Komatsu enhanced its Komatsu CARE offerings to keep pace with Tier 4 technology advancements.



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Duluth, MN 55802
218.727.8611

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Virginia, MN 55792
218.741.9011

100 Sheridan Avenue
Des Moines, IA 50313
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ANDY BRUNKO

New Cedar Rapids Service Manager brings experience, dedication to position

Andy Brunko was looking for a new challenge in his professional life. Working as a service technician, he loved helping customers, but was ready for a change of pace. In a reversal of roles, it was a former customer who helped Brunko embark on a new career path.

"I've always enjoyed turning wrenches, but I was at a point where I was ready for something different," recalled Brunko. "One night, I ran into a former customer who had become a service manager. He suggested that I look into a managerial position that was open in his company. The rest is history. I'm able to continue to help people solve problems in a role that I really enjoy."

Brunko's career change began in 2007 with that advice as he became the Assistant Service Manager at an implement dealer's Waterloo branch. He ran the Consumer Product Service Department and was promoted to Service Manager at the company's Waverly location in 2009. Brunko joined Road Machinery & Supplies Co. in October 2016 as Service Manager of the Cedar Rapids branch. After more than a decade in managerial positions, his passion for the job remains strong.

"I'm really excited to be at RMS," shared Brunko. "The people here are awesome to work with, and they have made this transition easy for me. From my first day on the job, I have been impressed with RMS. I am proud to be part of the team."

With a new garage to call home, Brunko has operated in overdrive to meet customers, get to know his staff, learn the organization and set goals. One thing that hasn't changed is his dedication to customer service.

"It's been pretty crazy trying to get assimilated as quickly as I can," said Brunko. "Meeting customers' needs is my top priority while I'm getting settled in. Fortunately, I stepped into a good situation with a great staff who have helped me a lot."

Brunko says that he plans to meet with customers in the coming months and get to know their needs and explain how RMS can meet their expectations.

"I want customers to know that we are here for them," he stated. "We are prepared to keep their equipment running so that they can remain profitable."

In his free time, Brunko enjoys hunting, fishing, racing cars and spending time with his six children – ranging in age from 24 years to 5 months. And, just in case his life wasn't hectic enough, he and his fiancée, Calista, are planning a wedding as well.

"I'm busy all the time, but I like it that way," he said. ■

Road Machinery & Supplies Co. Service Manager Andy Brunko brings a decade of management experience to his position at the Cedar Rapids branch. "I want customers to know that we are here for them," he stated. "We are prepared to keep their equipment running so that they can remain profitable."



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\$94,500

2012 LEEBOY 8510B Paver,
1,918 hrs., S/N 87252



\$119,000

2009 KOMATSU D65WX-15E0,
5,901 hrs., S/N 69097



\$105,500

2014 KOMATSU PC160 LC-8,
2,297 hrs., S/N 25917

Year	Mfgr./Model/Descr.	S/N	Hours	Price	Year	Mfgr./Model/Descr.	S/N	Hours	Price
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HYDRAULIC EXCAVATORS



2013	KOMATSU PC360 LC-10	A32923	2,397	\$182,500
2014	KOMATSU PC490 LC-10	A40661	4,898	\$207,500
2008	KOMATSU PC300 LC-8	A90315	7,356	\$69,500
2005	KOMATSU PC400 LC-7L	A86457	7,600	\$99,500
2014	KOMATSU PC490 LC-10	A40640	13,486	\$89,000
2006	KOMATSU PC300LC-7E0	A88200	6,875	\$65,000
2008	KOMATSU PC300LC-8	A90603	6,467	\$107,500
2014	KOMATSU PC160 LC-8	25917	2,297	\$105,500
2007	KOMATSU PC300 HD-7E0	A86053	10,282	\$75,000
2012	HYUNDAI ROBEX 210LC-9	HQ601CB0001058	2,716	\$110,000
2003	CATERPILLAR 345BL	AGS01548	14,802	\$49,500
2005	DEERE 330CLC	804226	6,804	\$99,900
2005	DEERE 270C LC	702380	7,518	\$54,500
2008	DEERE 240DLC	605840	5,839	\$75,000
2012	HYUNDAI ROBEX 160LCD-9	HZ501JC0000211	1,996	\$84,500
2013	HYUNDAI ROBEX 80CR-9	HZ101HC0000452	158	\$82,161
2012	VOLVO EC480D	210148	6,641	\$135,000
1998	CATERPILLAR 345BL	4SS00249	19,086	\$31,000

COMPACTORS/PAVERS



2013	DYNAPAC F1000T Paver	717US2008	522	\$149,000
2012	LEEBOY 8510B Paver	87252	1,918	\$94,500
1979	BLAW-KNOX PF120H Paver	0850-018	1,174	\$7,500
2012	BLAW-KNOX RW35A Paver	88330	219	\$64,500
1998	BLAW-KNOX PF5510 Paver	551025-49	6,101	\$15,000
2013	LEEBOY 8616 Paver	91825	883	\$139,500
2005	INGERSOLL-RAND SD45FB Padfoot	181481	477	\$49,700
2005	INGERSOLL-RAND SD77F Padfoot	185928	832	\$49,500
2013	BLAW-KNOX PTC15 Pneumatic	B88321	516	\$59,000
2003	INGERSOLL-RAND DD34HF Smooth drum	173517	4,932	\$10,500
2003	INGERSOLL-RAND DD28HF Smooth drum	175014	6,140	\$10,500
2003	INGERSOLL-RAND DD28 Smooth drum	174269	8,102	\$10,900
2015	DYNAPAC CC900G Smooth drum	10000303JFC005208	162	\$15,000
2005	WACKER RD15 Smooth drum	5548311	296	\$16,500

SCRAP PROCESSING/DEMOLITION

2005	DEERE 330CLC	804226	6,804	\$99,900
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WHEEL LOADERS



2013	KOMATSU WA500-7	A94139	4,905	\$249,500
2004	KOMATSU WA500-3	52332	16,100	\$65,000
2012	KOMATSU WA380-7	A64039	6,095	\$99,000
2014	HYUNDAI HL740-9A	HLN05KE0000182	345	\$133,000
2014	HYUNDAI HL760-9A	HLL04TE0000241	1,490	\$162,036

OFF-HIGHWAY TRUCKS

2015	KOMATSU HM400-3	3627	4,184	
2015	KOMATSU HM400-5	10023	2,691	
2013	KOMATSU HM400-3	3168	5,547	\$249,000
2012	KOMATSU HM400-3	3001	6,893	\$159,000

CRANES



2014	GROVE YB7725 Carry deck	322116	875	\$346,900
	GUNNEBO JOHNSON	705310000908-8228		\$850
2013	SANY SRC840 Rough terrain	13RC00351276	2,275	\$159,500

SKID LOADER



2015	TAKEUCHI TL10 Skid steer - track	201000577	519	\$47,500
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AGGREGATE EQUIPMENT

1957	KOLBERG 45VE Crusher	S.H. 42.762		\$85,000
1991	CEDARAPIDS CSC54RC II Crusher	059123H		\$179,000
2015	KOLBERG PIONEER TRACK TUGGER Misc	415318	210	\$38,750
2010	KPI-JCI FT5260 Screen	410186	8,850	\$379,000
2015	KPI-JCI 1830PH Screen	414372-414374		\$336,000
2009	KPI FT3620CC Screen	93101	4,571	\$149,000
2002	CHIEFTAIN 1400 Screen	6604654	7,415	\$64,500
2010	JCI FT6203 Screen	PT01600	4,495	\$159,000
2008	TRIO 3625 Screen	TSW3625-358		\$21,500

CRAWLER DOZERS



2011	KOMATSU D65EX-16	26860365	8,911	\$90,000
1992	KOMATSU D37P-2	2191	6,700	\$18,500
2007	KOMATSU D85EX-15	11190		\$10,000
2013	KOMATSU D155AX-7	90084	3,880	\$299,000
1998	KOMATSU D65EX-12	62391	10,419	\$39,500
2009	KOMATSU D65WX-15E0	69097	5,901	\$119,000
2012	KOMATSU D61EX-15E0	B46761	860	\$159,000
2001	DEERE 750C LGP	T0750CX893942	9,168	\$37,500
2006	DEERE 700J	T0700JX127623	11,721	\$59,000

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2008 KOMATSU PC300LC-8,
6,467 hrs., S/N A90603



\$182,500

2013 KOMATSU PC360 LC-10,
2,397 hrs., S/N A32923



\$249,500

2013 KOMATSU WA500-7,
4,905 hrs., S/N A94139

Year	Mfgr./Model/Descr.	S/N	Hours	Price	Year	Mfgr./Model/Descr.	S/N	Price
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FORK LIFTS & BOOM LIFTS

2014	PETTIBONE EXTENDO 1530 telescopic	EX10428-14	254	\$146,500
2014	PETTIBONE T944 telescopic	EX10435-14	868	\$114,500
2007	SKY TRAK 10054 telescopic	160031923	4,022	\$58,500

FORESTRY EQUIPMENT

2012	TIMBERPRO TL725B feller buncher	TL725B-0137-032612	5,106	\$275,000
2005	TIMBERJACK 1110 forwarder	WJ1110D001603		\$171,500
2010	TIMBERPRO TL735B processor/harvester	TL735B-0057-072910	6,418	\$286,500
1997	CATERPILLAR D4H TSK skidder/yarder		6,700	\$64,500

MISCELLANEOUS

2014	MOROOKA MST1500VD Dumper	A150131	1,067	\$135,780
2014	MOROOKA MST1500VD Dumper	A150134	736	\$141,780
2014	MOROOKA MST1500VD Dumper	A150150	1,000	\$147,135
2014	MOROOKA MST1500VD Dumper	154862	579	\$147,135
2014	MOROOKA MST800VD Dumper	80131	701	\$104,295
2014	MOROOKA MST800VD Dumper	80174	1,079	\$107,950
2014	MOROOKA MST800VD Dumper	80184	608	\$107,950
2014	MOROOKA MST2200VD Dumper	A220203	520	\$191,930
2014	MOROOKA MST2200VD Dumper	223707	909	\$180,250
2010	GORMAN-RUPP T615WF Pump	1457383		\$1,270
2005	GORMAN-RUPP 06B20B Pump	1315582		\$1,785
2012	LOAD KING Dump trailers - bottom	28482		\$46,900
1994	TRAIL KING Lowboy trailer	1TKJ04836RM035618		\$34,800
2006	TRAIL KING Lowboy trailer	1TKJ054466B066539		\$55,000
1983	W-W TRAILERS Utility / light-duty trailers (up to 7,500 lbs) - flat			\$2,750

ATTACHMENTS

2013	KOMATSU Arm			\$4,900
2005	Blaw Knox Asphalt/Paving	A/023328		\$3,500
	YOUNG RS200 Bucket, Clamshell	RS200-62		\$9,500
2007	LEMAR Bucket, GP	K0737		\$13,700
2011	EMPIRE PC490/A Bucket, GP	E7876		\$6,950
1999	EMPIRE PC200 Bucket, GP	E4942		\$2,000
	BADGER Bucket, GP	CO-36-22		\$8,500
2015	EMPIRE Bucket, GP	E8460		\$6,800
2016	GEM Bucket, GP	0116-8127-2/1 035836		\$5,900
2015	HENSLEY Bucket, GP	77108		\$4,900
2013	PEMBERTON Bucket, GP	GPB-5107-6.0-0413		\$14,500

ATTACHMENTS continued...

1999	EMPIRE PC200LC Bucket, GP	E4731		\$2,500
1994	EMPIRE PC250LC Bucket, GP	E2583		\$2,500
2005	HENSLEY Bucket, GP	47388		\$2,900
2006	PC300 Bucket, GP	10463		\$3,500
2008	Bucket, GP	1107021		\$610
2011	EMPIRE Bucket, GP	E702-11		\$25,000
2009	KOMATSU 423-70-32200 Bucket, GP	2273		\$7,350
1998	EMPIRE PC360 Bucket, Light Material	E4321		\$1,750
2008	MDB-72 Bucket, Other	107013		\$850
	GAR-BRO 483R Bucket, Other	04631E		\$3,250
2012	ALLU DH31225 Bucket, Screen	DH31212010		\$65,100
2014	HENSLEY Bucket, Spade Nose	73198		\$27,500
2007	JRB PC210 Coupler / Quick Coupler	AKR4403		\$6,500
2009	JRB Coupler / Quick Coupler	1209-AKR9277		\$6,750
	CENTRAL FABRICATORS Coupler / Quick Coupler	CF114398		\$250
2007	PEMBERTON Fork	UF239960507		\$5,150
	ROCKLAND Fork	R52369		\$7,500
2001	EMPIRE A/PC360 Grapple, GP	2001		\$9,500
2014	FLECO PC360 GRAPPLE Grapple, GP	49961		\$9,500
2012	Sennebogen OP4S Grapple, Orange-Peel	442089		\$24,500
2011	Gensco PR01/5-60 Grapple, Scrap/Salvage	13283		\$13,900
2000	SURESTRIKE 6000 Hammer/Breaker - Hydraulic	6001		\$39,500
2008	ATLAS COPCO Hammer/Breaker - Hydraulic	KAL02324		\$14,675
	SURESTRIKE 6000 Hammer/Breaker - Hydraulic	B58148		\$6,000
2013	NPK Hammer/Breaker - Hydraulic	MRN43924		\$600
2005	NPK E203 Hammer/Breaker - Hydraulic	82073		\$8,500
2008	STANLEY DH1500 Hammer/Breaker - Hydraulic	112608001		\$6,700
2007	KOMATSU 4DD01-J Ripper	A/11190		\$10,000
2012	GENESIS LXP300 Shears, Concrete	320CP187-1		\$194,500
2011	GENESIS LXP400 Shears, Concrete	420121R		\$119,000
2012	GENESIS LXP400 Shears, Concrete	420125R		\$159,000
2010	GENESIS GVP15 Shears, Steel	15005		\$59,000
2010	GENESIS LXP300 Shears, Steel	320157		\$109,000
2003	GENESIS GXP300 Shears, Steel	300304		\$45,000
2013	GENESIS GXT445 Shears, Steel	4451004		\$124,500
2011	GENESIS GXP660R Shears, Steel	600-533R		\$185,000
2012	GENESIS GXP300R Shears, Steel	300464R		\$79,000
	LABOUNTY MSD100 Shears, Steel	100509		\$65,000
2007	INGERSOLL-RAND Shell Kit			\$13,500
2007	INGERSOLL-RAND Shell Kit	A/194178		\$10,500
	ROCKLAND Thumb	7628402		\$9,500
2006	C&P Thumb	581-153067		\$4,500

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