



A publication for and about Kirby-Smith Machinery, Inc. customers

Connection

KART CONSTRUCTION & EQUIPMENT

Expanding services helps Hurst, Texas, contractor develop long list of satisfied customers

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Jerry Morgan,
President

Tom Koble,
Senior Project
Manager

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MESSAGE FROM THE PRESIDENT



Ed Kirby

**New machines
offer significant
owner benefits**



Dear Valued Customer,

One of the biggest pushes in emissions regulations takes effect this year with the introduction of Tier 4 Final for 175- to 750-horsepower machinery. Compliance for 76- to 174-horsepower equipment begins in 2015. These requirements mean that NOx and soot emissions will be near-zero for new machines, making them the cleanest ever.

We're aligned with excellent manufacturers, such as Komatsu, Manitowoc, Wirtgen and Manitou, who have worked hard to meet the evermore stringent requirements that each new tier level has brought. They've met the requirements in innovative ways that, in addition to reducing emissions, often produce machines that are more productive and efficient and improve your bottom line. Manitowoc, Grove and National are premier crane producers who plan to introduce the most innovative line of cranes in the industry at ConExpo, which will be held from March 4-8 in Las Vegas, Nev.

In order for your machines to stay productive and efficient throughout their lifetime, proper maintenance is essential. Komatsu and Kirby-Smith's innovation shines in this area too, with the introduction of the Komatsu CARE program, which began in conjunction with Tier 4 Interim models. The program provides complimentary scheduled maintenance for the first three years or 2,000 hours, whichever comes first, which equates to thousands of dollars of savings for Komatsu owners. Komatsu recently completed the 10,000th service under Komatsu CARE, which you can read about in this issue of your Kirby-Smith *Connection* magazine.

We're proud of our contribution to that impressive number. Our service departments track Komatsu Tier 4 Interim machines in an effort to pro-actively respond to scheduled service intervals. Our trained technicians perform work at times and locations convenient for you, which maximizes your uptime and reduces your owning and operating costs.

World-class products backed by world-class service are what you expect from an equipment dealer. We're committed to delivering on both counts.

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

Sincerely,
KIRBY-SMITH MACHINERY, INC.

Ed Kirby,
President



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MORE NEW PRODUCTS

Take a look at the new WA500-7 Yard Loader Arrangement with specially designed buckets to increase capacity and productivity.

GREEN TECHNOLOGY

Learn about the fast and fuel-efficient Hybrid HB215LC-1, which, in the right application, offers unmatched performance.

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KART CONSTRUCTION & EQUIPMENT

Expanding services helps Hurst, Texas, contractor develop long list of satisfied customers

CONSTRUCTION



▶ VIDEO

Jerry Morgan,
President

Jerry Morgan recently celebrated the 10th anniversary of owning Kart Construction, but both his and the company's histories in the Dallas-area construction market go well beyond a decade. In fact, Jerry's earthmoving experience spans nearly 40 years.

"Since high school, I've worked in the dirt in some form or fashion," said Jerry. "I joined the Marine Corps in the mid-1960s, and I guess that put the 'iron in the blood.' After I got out, I worked as a grade checker and worked my way up at that company to general superintendent. I spent 30 years there."

The vast wealth of experience and relationships he built with engineers and developers set a solid foundation for Morgan to build on when he and his wife, Barbara,

purchased Kart Construction in 2003. Jerry is President of the Hurst-based company and oversees field operations. Barbara is Vice President and handles the office management and bookwork.

"My strength is running day-to-day work in the field, and Barbara's background included solid business experience as a chief financial officer, so we brought a good balance to the table," said Jerry. "Buying Kart Construction was a great opportunity."

In 10 years, the Morgans have substantially expanded Kart Construction's services, and in turn, its volume of work. The company offers full-site packages that include clearing and grubbing, mass excavation, utility installation and rough and fine grading. Jerry estimates that about 75 percent of their projects fall under the residential development umbrella, with 20 percent in the commercial market. The remaining balance is municipal.

"It's our, and usually our customers', preference to provide a complete package, but we often break out our services and perform large stand-alone earthmoving or pipe projects," Jerry noted. "We run as many as seven dirt crews and twice that many on the pipe side. We also have concrete crews who mainly work with the utility side pouring inlets, headwalls and other structures.

"The previous owner also had a tree grinding service, but he kept that at the time we bought Kart," Morgan added. "We've since purchased that from him too. Occasionally, we'll grind for outside customers, but for the most part we're using the grinders on our own projects. It's been a nice addition."



Tom Koble,
Senior Project
Manager

To move massive amounts of on-site dirt efficiently, Kart Construction uses numerous pieces of Komatsu equipment, including 40-ton HM400 articulated haul trucks.

▶ VIDEO





▶ VIDEO

Komatsu equipment became a staple in Kart Construction's fleet about a year ago when it bought nearly 50 pieces, including a D65WX and other dozers. "We're very pleased with Komatsu's production, dependability and efficiency," said President Jerry Morgan.

Transition to larger projects

Morgan said Kart Construction did about a half million dollars in business the first year he and Barbara owned the company. Today, revenues are more than \$30 million with as many as 150 projects either completed or in the works annually.

One of Kart Construction's biggest projects was a \$2.5 million utility installation for a residential development in Fort Worth, which included installing several large box culverts. In total, Kart crews installed about 40,000 feet of water, sanitary and storm lines.

In Irving, Kart Construction moved more than a million yards of dirt on a recent residential job. During the six-month project, crews shaped the landscape of the new subdivision, built house pads, including moisture conditioning of the soil, and street grading.

"Our work runs from a 10,000-yard dirt job to multimillion-dollar earthwork and pipe projects," said Morgan. "Early on, our jobs were toward the former, and now it's flipped the other direction. We've continued to build to the point where we can handle those larger jobs effectively and dependably."

Building to its current level required hiring additional staff. Kart Construction employs about 200 people, including key individuals such as Senior Project Managers Tom Koble and Ryan Bell, who oversee the utilities and earthwork sides of the business.

"We strive to provide our customers with quality work done on time and budget, and that wouldn't be possible without a solid group of people," said Jerry. "Some folks stayed on when we purchased the business, and then we added some of the hardest working individuals you'll ever meet. I believe we've assembled the best staff in the business, and they deserve a world of credit for Kart's success."

Komatsu, Kirby-Smith support growth

Kart Construction significantly added to its equipment fleet last year, working with Kirby-Smith Machinery Territory Manager Tim Crawford to acquire about 50 pieces of Komatsu machinery. The list includes motor graders, 40-ton articulated trucks and Tier 4 Interim dozers, wheel loaders and excavators.

Continued . . .



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Diversification is key to future growth for Hurst contractor

... continued

"I ran some Komatsu equipment in the past when I worked for someone else, but to be honest, as an owner, I was loyal to a competitive brand," Morgan said.

"Tim laid out the benefits of Komatsu equipment backed by Kirby-Smith's service. He convinced us to demo some Komatsu equipment, and it passed the operator-satisfaction test. We're very pleased with the production, dependability and efficiency that Komatsu offers us.

"I'm equally, if not more, pleased with Tim, our PSSR Philip Hearrean and Kirby-Smith Machinery as a whole," he added, noting that Kart rented equipment from Kirby-Smith Machinery over the years. "Kirby-Smith came up with a plan that allowed us to buy the Komatsu equipment we needed with very beneficial terms. In addition, they take care of the maintenance on the Tier 4 machines with the complimentary Komatsu CARE program. That's a great benefit because it ensures the scheduled intervals are done on time, on site and during hours that minimize our downtime. They've met our needs and fulfilled every commitment they made to us."

With as many projects as Kart Construction has going, it's spread out across a wide area. To keep track of the equipment, Kart turns to Komatsu's KOMTRAX remote machine monitoring system. "It allows us to locate a piece of equipment from the office and see vital information such as hours and idle time," said Morgan. "It's a valuable tool."

Surviving the ups and downs

Morgan admits there have been ups and downs in the past decade, including getting through the economic downturn a few years ago. "Surviving that strengthened us and made us a better company," said Morgan. "We understand what's needed to weather the markets. Diversification in services and markets is essential."

With more solid markets today, further expansion may be an option. "We're not actively seeking growth, but you never say never," said Morgan. "When we bought the business, I didn't think we'd be at the point we are now. I'm extremely happy that we took the chance. We grew as required to meet customers' needs. It's our strength, and I don't want to put that in jeopardy." ■



Kirby-Smith Machinery PSSR Philip Hearrean (left) and Territory Manager Tim Crawford (right) meet with Kart Construction President Jerry Morgan at his office in Hurst, Texas. "Kirby-Smith came up with a plan that allowed us to buy the Komatsu equipment we needed with very beneficial terms," said Morgan. "They've met our needs and fulfilled every commitment they made to us."

A Kart Construction operator moves dirt on a residential project with a Komatsu PC360LC-10 excavator.

▶ VIDEO



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STRONG OPTIONS

Find out how the new Komatsu PC170LC-10 excavator was designed to provide greater lift capacity

Whether you prefer a lighter, more mobile unit or the heavier piece with added lift capacity, Komatsu's new PC170LC-10 excavator can provide exactly what you need.

The new PC170LC-10 is available with two counterweight options, both of which are heavier and provide added lift capacity compared to the counterweight on the PC160LC-8 model that it replaces. The heavy counterweight option is 1,389 pounds heavier with 15-percent more lift capacity, and the lighter option adds 309 pounds and 5-percent more lift.

"Making the choice really depends on the user's preferences and applications," said Rob Orłowski, Product Manager, Excavators. "An advantage of choosing the lighter counterweight is mobility. In that configuration, the PC170LC-10 can be hauled with a bucket on a 40,000-pound tag-along trailer. That's beneficial to contractors who rely on a powerful excavator in a small package for applications such as residential or non-residential construction, while customers looking for still more lifting power can find it in the PC170LC-10 equipped with the heavy counterweight."

More fuel efficient

The PC170LC-10 has the same horsepower as its predecessor, but it is up to 10-percent more fuel efficient, depending on the application and conditions. Efficiency comes in part from a variable-flow turbocharger that provides optimal airflow under all speeds and load conditions. It also has a Komatsu Diesel Oxidation Catalyst (KDOC) that does not have a scheduled replacement interval as would be required for a unit with a diesel particulate filter.

"With the KDOC there is no active regeneration required; it's 100-percent passive," said Orłowski.

"No particulate filter equates to less maintenance over the life of the excavator. Of course, because it's a Tier 4 Interim machine, Komatsu covers the scheduled maintenance for the first three years or 2,000 hours through the Komatsu CARE program."

Orłowski said the closed-centered hydraulics and harmony of systems give the PC170LC-10 the smooth feel and control that makes Komatsu excavators famous.

"The PC170LC-10 offers more capability at a lower cost, which is what every contractor wants," said Orłowski. "The machine offers a solution to customers with a variety of needs." ■



Rob Orłowski,
Product Manager,
Excavators

CONSTRUCTION

* Includes heavy-counterweight bucket, thumb and coupler combo

Brief Specs on the Komatsu PC170LC-10			
Model	Net Hp	Operating Weight	Bucket Capacity
PC170LC-10	115 hp	38,100-41,600* lbs.	0.48-1.24 cu yds.

Komatsu's new PC170LC-10 comes with two counterweight options, both of which provide greater lift capacity compared to the previous PC160LC-8, and the PC170LC-10 is up to 10-percent more fuel efficient.



WA500-7

From Komatsu - The Loader Experts



The WA500-7 Tier 4 Interim Wheel Loader is a class-leading performer in the aggregate industry with improvements in production, fuel efficiency, operator comfort and serviceability.

- Large-capacity torque converter with lock-up delivers power, speed and efficiency.
- New operator's cab offers improved visibility and ergonomics.
- Efficient Tier 4 Interim engine provides up to a 7% reduction in fuel consumption.
- Komatsu CARE provides complimentary Tier 4 maintenance, including Komatsu Diesel Particulate Filter exchange. Contact your Komatsu distributor for details.

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MORE NEW PRODUCTS

FEWER PASSES

New WA500-7 Yard Loader Arrangement with specially designed buckets increase capacity, productivity

Whether loading trucks, stockpiling or charging hoppers, you want to move material as quickly as possible. Komatsu designed its new WA500-7 Yard Loader Arrangement with specific features that provide increased productivity for applications involving re-handled or loose material.

“Right away, users notice the larger, flat-floor buckets that keep more material inside. These buckets also significantly increase capacity and decrease the number of passes needed to load 24-ton and 26-ton on-highway trucks,” said Rob McMahon, Product Manager, Wheel Loaders, noting that both 9.1- and 9.8-cubic-yard buckets are available. “These buckets offer several other advantages as well, such as reduced abrasion wear of the floor, less force to penetrate a pile and a wear package that’s lightweight and highly effective.”

Komatsu also added a larger-diameter bucket cylinder for increased bucket forces and additional counterweight for better stability and tipping loads.

“The counterweight’s unique shape provides more ground clearance for stockpiling materials, which is a distinct advantage over competitive machines,” said McMahon. “Other standout features include 29-inch rims and low-profile tires for increased stability; a brake cooling system (front and rear), which maximizes brake life in extended-carry and high-speed applications; and full rear fenders for enhanced protection from debris and thrown material.”

The WA500-7 Yard Loader Arrangement features a Tier 4 Interim engine and is

backed by Komatsu CARE, which provides complimentary scheduled maintenance for the first three years or 2,000 hours, whichever comes first.

“The WA500-7 Yard Loader Arrangement has many of the same great features as our base WA500-7, and it offers even greater productivity,” said McMahon. “I encourage anyone who wants that combination to try one in their construction and/or quarry operations.” ■



Rob McMahon,
Product Manager,
Wheel Loaders

CONSTRUCTION

Brief Specs on the WA500-7 Yard Loader Arrangement

Model	Net Horsepower	Operating Weight	Bucket Capacity
WA500-7 Yard Loader	353 hp	79,162-79,630 lbs.	8.2-9.8 cu. yd.

Komatsu’s new WA500-7 Yard Loader Arrangement features larger, flat-floor buckets that increase capacity and productivity for applications involving re-handled or loose material. It’s designed to load 24-ton to 26-ton on-highway trucks in fewer passes.



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▶ VIDEO



KOMATSU HYBRID EXCAVATOR

Fast and fuel efficient, in the right application, the HB215LC-1 offers unmatched performance

CONSTRUCTION



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In late 2009, Komatsu introduced the Hybrid PC200LC-8, the first hybrid hydraulic excavator in North America. The second-generation HB215LC-1 remains the only hybrid excavator in the popular 25-ton class size. Today, however, it's not the uniqueness or novelty that sets the unit apart, but the performance.

"People generally associate a hybrid with fuel savings – and the HB215LC-1 is definitely fuel-efficient," said Komatsu

Excavator Product Manager Rob Orłowski. "On average, it uses 25-percent less fuel than the Komatsu PC200LC-8, a similar-size, traditional excavator. In the perfect application (light digging with lots of swinging), we've had reports of fuel-savings much greater than 25 percent.

"But what surprises equipment operators most is the machine's speed," he added. "The swing motor in the hybrid is exclusively dedicated to the swing function, which makes it faster and more productive."

Other benefits include:

- Quiet, inside and outside the cab;
- Better company image among the general public and many governmental entities;
- Komatsu engine, hydraulics and hybrid technology work together for maximum performance.

"Of course, the HB215 is not the ideal machine for all applications," Orłowski noted. "For example, if you're using a hammer (although there is a service valve to power hydraulic attachments) or performing deep, heavy work with limited swing involved, this machine may not be the perfect fit. But, in a swing-heavy application such as truck loading, it's tough to beat the fuel-savings and speed advantages of the HB215."

The HB215LC-1 comes with a five-year, 7,000-hour warranty on hybrid powertrain components. If you're considering purchasing a hybrid, now is a good opportunity as Komatsu Financial is offering special financing on the HB215 for a limited time. ■

Brief specs on the Hybrid HB215LC-1 excavator

Operating Weight	Power	Bucket Capacity
48,175 lbs.	139 hp	1/57 cu. yd.

The Komatsu HB215 hybrid excavator is 25-percent more fuel efficient than the PC200LC-8, and operators report the swing speed is faster than the traditional model.

▶ VIDEO



HYBRID EXCAVATOR

From Komatsu - The Green Experts



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Komatsu continues to strengthen its innovation leadership with the HB215LC-1. Komatsu hybrid excavators have accumulated more than 1 million operating hours in the field, proving their reliability, along with fuel and emissions savings.

- With every swing, the HB215LC-1 regenerates energy – yielding an average fuel savings of 25% with an equivalent 25% fewer CO₂ emissions.
- Hybrid powertrain components are backed by a 5-year/7,000-hour warranty.

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EQUIPPED FOR ENERGY PRODUCTION

PC360LC-10 Pipeline Arrangement handles heavy-duty applications such as oil, gas pipelining

CONSTRUCTION



Kurt Moncini,
Product Manager,
Excavators

Growth in the oil and gas industry has created a unique need for specialty equipment that can handle rugged terrain, trenching and heavy pipe. Specially-equipped Komatsu excavators perform well in those situations, including the popular PC360LC-10 Pipeline Arrangement. Special features that make this a pipeline machine include: anti-drift/anti-burst valves to provide optimum precision when working with heavy loads; single grouser tracks; and heavy-duty under guards.

Pipe sections are often heavy and the excavators have to hold the load for an extended period of time. These units offer an HKX anti-drift/burst valve package that provides superior

load-holding capabilities, including minimal pipe movement under load.

“Excavators are often called on to perform the role of a side boom to hold pipe sections in place during welding,” said Kurt Moncini, Product Manager, Excavators. “Maintaining precise pipe position is critical, and the anti-drift valves play an important role in the process.

“If a hose or hydraulic tube fails, boom and arm anti-burst valves help protect against uncontrolled load lowering, ensuring compliance with hose burst requirements,” added Moncini. “This is especially important when loads are lifted in close proximity to workers and welders.”

Several other options are also available, including a wide range of hydraulic kits and line packages for powering attachments. If steep ground or rough terrain are issues, the PC360LC-10 Pipeline Arrangement can be equipped with single grouser shoes for increased traction and maneuverability, which is especially important when working on steep sections of pipeline right-of-way. Special under guards are available for the upper frame (Heavy Duty are 3.2 mm thick and Severe Duty are 9 mm thick) to protect engine and hydraulic components from potentially damaging debris rolling along the top of the tracks.

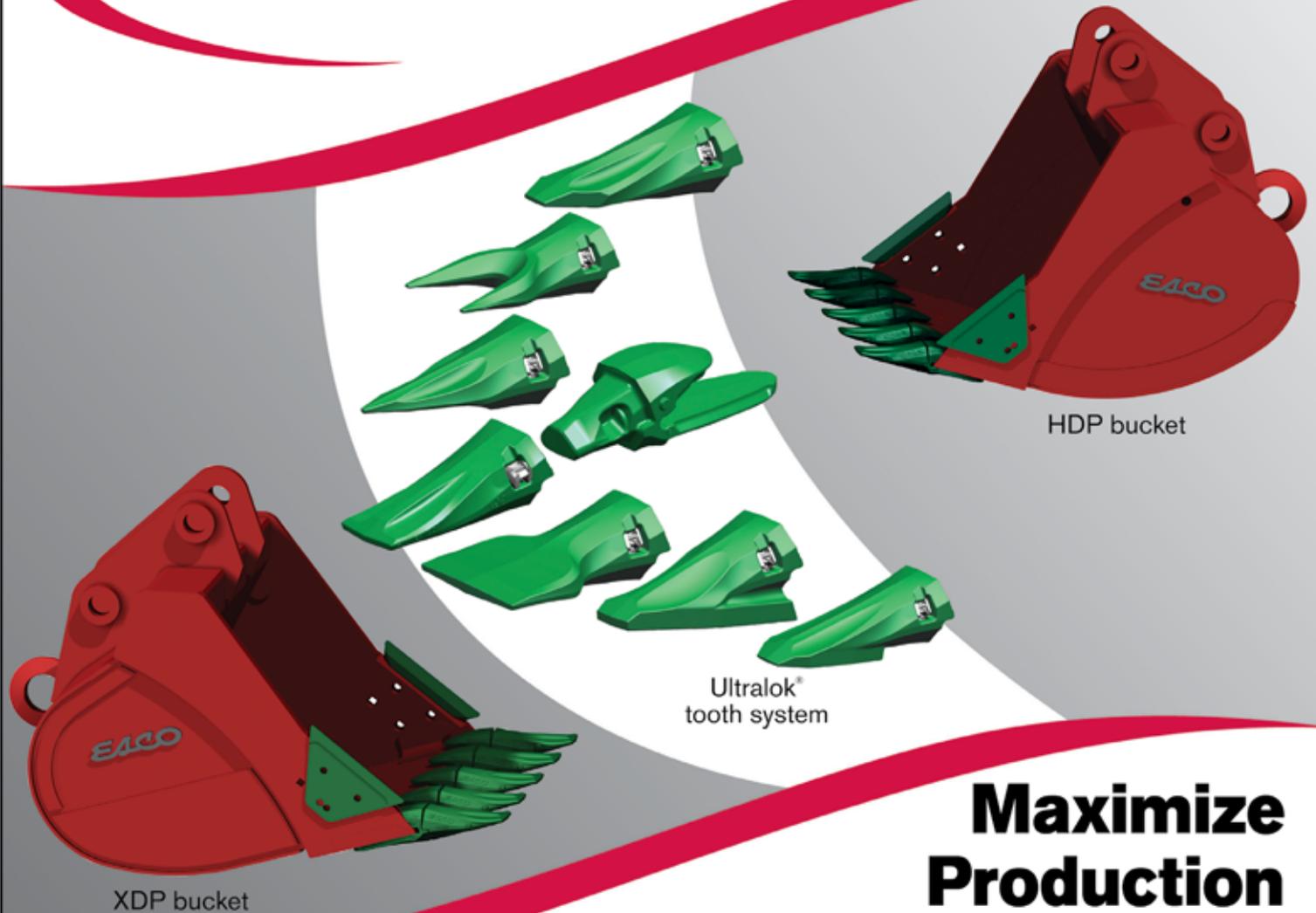
“Excavators are very flexible products for pipeline applications, and the PC360LC-10 Pipeline Arrangement is an especially good option,” said Moncini. “Its hydraulic systems are easily adaptable for a broad spectrum of attachment uses. For instance, aside from digging pipe trench, they can be used as pipe handlers in distribution and storage yards, to power bedding material screening buckets, run hydraulic hammers and many other applications requiring hydraulically-driven attachments.” ■

Brief Specs on the PC360LC-10 Pipeline Arrangement

Model	Horsepower	Operating Weight	Bucket Capacity
PC360LC-10 Pipeline Arr.	257 hp	78,255-79,930 lbs.	.89-2.56 cu. yds.

Komatsu’s PC360LC-10 Pipeline Arrangement works well for holding heavy pipe sections during welding thanks to a standard anti-drift valve. An HKX anti-burst valve package is available and gives superior load-holding capabilities, including precision load control.





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NEW ROTATING TELESCOPIC HANDLERS

Manitou's MRT Series provides excellent lift height and capacity, excels where space is limited

CONSTRUCTION



Steve Kiskunas,
Manitou Telescopic
Handler Product
Manager

Working in limited space without sacrificing lift height and capacity can be difficult. Manitou has a solution with its new MRT Series Rotating Telescopic Handlers.

All three models (the MRT 1840 Easy 360 degree, the MRT 2150 Privilege Plus and the MRT 2540 Privilege Plus) have turrets that rotate 360 degrees and two-speed hydrostatic transmissions that provide optimal power and control for precise placement of the machine. They feature four-wheel drive and oscillating rear axles, as well as standard front and rear stabilizers.

Machine information is incorporated into an LCD control display that monitors axle alignment, steering selection, load levels, working zone limits, stabilizer mode and more. Operators can store maximum movement speeds of the boom lift, extend, fork tilt, turret rotation and auxiliary hydraulic function with the hydraulic-function speed memory feature. This feature allows the operator to tailor the machine for specific working conditions and applications.

MRT Series models come standard with the E-RECO – Automatic Attachment Recognition – system that automatically senses an attachment when correctly installed and assigns the correct load chart and safe operation zones. Operators can match the lift capacity of the attachment to the task.

Privilege Plus

The MRT 2150 Privilege Plus and the MRT 2540 Privilege Plus models have a telescopic scissor design, which enables the legs to be partially deployed when obstacles are present or space is limited. The machine does not lose ground clearance or additional machine width, and an adaptable calculator adjusts the load chart and lifting zones based on the position of the stabilizers. Stabilizers and pads are integrated into the machines' bodies when retracted.

“The MRT Series Rotating Telescopic Handlers provide a unique solution to congested, urban jobsites where traditional telescopic handler use is difficult,” said Steve Kiskunas, Manitou Telescopic Handler Product Manager. “With the telehandler, as well as winch and platform modes, the MRT Series provides exceptional versatility to customers. One machine can complete the work of many.” ■

Quick Specs on the Manitou MRT Series Telescopic Handlers

Model	Rated Lift Capacity	Maximum Lift Height
MRT 1840 Easy 360°	8,800 lbs.	58 ft., 9 in.
MRT 2150 Privilege Plus	11,000 lbs.	67 ft., 7 in.
MRT 2540 Privilege Plus	8,800 lbs.	80 ft., 8 in.

Manitou's new MRT Series Telescopic Handlers are an ideal solution for high, heavy lifts on jobs where space is limited.



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ANGLEN CRANE

Contractor turns friend's need into one of eastern Oklahoma's premier lifting, heavy hauling companies

The only reason Stan Anglen owns and operates a crane business is because he wanted to help out a friend.

"I was visiting a friend who was the superintendent of a bridge plant, and he told me how difficult it was to get crane service," recalled Anglen, Founder and President of Anglen Crane. "I suggested that I buy a crane that could be kept at the plant, and he could call me to operate it as needed. He thought that was a great idea, so I did it, despite having no crane experience whatsoever."

That was nearly 20 years ago. At the time, Stan and his father, Dow, owned Anglen Diesel, a full-service engine sales and repair business that Stan continues to own and operate. Stan's son Bradley joined Anglen Crane about 15 years ago, and he now serves as Vice President and owns a portion of the business.

"Our growth is directly tied to that original commitment," Stan explained. "Initially, that company had one shift working eight hours a day, and we moved, stacked and warehoused girders and loaded them onto trucks. Then the company added a second shift, which increased our production. From there, we started working at a second plant with two additional shifts, and finally a third. As the company grew, I added cranes and operators to keep up with the demand. We still work with that company performing specialized hauling of the girders from the plants to their bridge sites."

Anglen Crane has also grown well beyond its early days and that original customer. Today, the company has nine cranes it rents with an operator, and often riggers, to a variety of clientele throughout a 200-mile radius of Pocola, Okla. Additionally, it offers heavy hauling.

"Eventually, we started getting calls from outside customers asking us to do other industrial, public and commercial types of picks," said Stan. "Most of our work now is with local power authorities to set transformers and change out piping in power plants. However, rig moving for oilfield companies has really taken off during the past several years, so we've had a lot of opportunity there as well. We've continued to increase our crane sizes to meet the demand, and we probably have as good or better capacity than most companies in this area."

Challenges and innovations

Anglen Crane also has one of the most experienced staff of operators, riggers and truck drivers. Included among them is Jim Chastain, the first operator Anglen hired.

"Because I had no experience, it was essential for me to hire someone who knew

Stan Anglen (right) and his son Bradley are President and Vice President of Anglen Crane. The Pocola, Okla., business rents cranes with operators, and often riggers, within a 200-mile radius.

▶ VIDEO





how to operate a crane,” said Stan. “Jim has taught me a lot about the business and has played a central role in Anglen Crane. Many of our operators started out as riggers and have been with us for a long time. Fortunately, our turnover rate remains low. I have to give everyone credit, because they’re an outstanding group of people experienced in getting a project done safely and successfully.”

The staff of 13 has completed a large number of challenging and innovative projects. Currently Anglen Crane is working with the Army Corps of Engineers to replace generator turbines and turbine shafts at the Webber Falls hydropower plant along the Arkansas River.

“The shafts weigh roughly 165,000 pounds and the turbines are close to 200,000 pounds,” noted Stan, who found a unique way to remove and install them using both a crane and a truck. “Previously, the Corps would set them on dollies and use forklifts to push them in or pull them out of the tunnels they’re housed in, but that caused a lot of uncontrolled movement, which could be a problem. I designed a rolling device that works in conjunction with a trailer. We lift the units with a crane onto the trailer and back it into the tunnel. Once it’s in, we use the crane to take it off the trailer and set it into place. No one had ever done it that way before. It’s safer, more efficient and faster.”

Anglen Crane also worked with the Corps of Engineers to place a 130,000-pound bulkhead onto a trolley along the dam at Norfolk Lake so the Corps could stop water flowing from

spillways as needed. Built in sections, the bulkhead was trucked to a site close to the dam for final fabrication. Once fabricated, Anglen Crane lifted the roughly 40-foot by 50-foot bulkhead horizontally onto a lowboy and steering dolly and trucked it close to the dam.

Anglen then lifted the bulkhead and set it up vertically on two trailers with steel plating between them and moved down the road on top of the dam. Once in place, crews again picked the bulkhead and lifted it over the dam and onto the trolley.

Always used Grove

Anglen Crane used its largest unit, a Grove GMK5275, in tandem with a GMK5165 (165-ton capacity), to lift the bulkhead over the dam. It also uses the 275-ton-capacity GMK5275 to lift the turbines and turbine shafts on the Arkansas River project. In addition to the all-terrain GMKs, Anglen uses truck-mounted models, including a 110-ton TMS900ES and an eight-ton deck crane.

“Our work runs the gamut from small picks that may take an hour or two, to complicated, heavy, multi-day tasks, so we have a wide range of Grove cranes,” said Stan. “The first crane I purchased was a Grove, and I’ve continued to add them to our fleet ever since. Grove is constantly improving upon previous models, which in turn has increased our services and capabilities. The difference between our newer and older cranes is astounding.”

Continued . . .

Anglen Crane’s fleet includes several Grove all-terrain and truck-mounted cranes that the company often uses in tandem on large picks. “The first crane I purchased was a Grove, and I’ve continued to add them to our fleet ever since. Grove is constantly improving upon previous models, which in turn has increased our services and capabilities,” said President Stan Anglen.



Go online or scan this QR code using an app on your smart phone to watch video.

Grove cranes offer superior mobility, lift and reach

... continued



(L-R) Anglen Crane Vice President Bradley Anglen and President Stan Anglen work with Kirby-Smith Crane Territory Manager for Oklahoma Jeff Cavaness. "Kirby-Smith also factors into our decision," said Stan. "Jeff has done a fantastic job of matching our needs with the right cranes, and when we need service, Kirby-Smith responds very quickly."

Anglen Crane operators set a bin into place using two Grove cranes. "They travel at highway speeds, which is one reason we use these Grove models," said Vice President Bradley Anglen. "They're easy to set up too. Lift capacity and reach are also essential, and the Groves are excellent on both counts."

"Mobility is a huge aspect of our business, because not only are we doing regular contract work, but we respond to emergency situations; basically, we're on call 24 hours a day, seven days a week," added Bradley. "The cranes travel at highway speeds, which is one reason we use these Grove models. They allow us to move around in different jobsite conditions, and we can get there quickly. We do have to haul counterweight in some cases, but we don't have to haul the crane, so it saves us trucking expenses. They're easy to set up too. Lift capacity and reach are also essential, and the Groves are excellent on both counts."

"Kirby-Smith also factors into our decision," said Stan. "Our Territory Manager Jeff Cavaness has done a fantastic job of matching us up with the right crane for our needs, and when we need service, Kirby-Smith responds very quickly. We handle the maintenance, and turn to them if there's something electronic. They're good about having parts on hand, or if they don't have something in stock, they get it to us the next day."

Possibility for expansion

Despite having no intention of getting into the crane business, Stan Anglen said he had thought about it in the years prior to starting Anglen Crane.

"I was fascinated by it, mainly because I had an uncle that was a crane operator," he recalled. "I guess my friend's situation provided the spark I needed to take action. I really never considered it before, and I never thought about the business growing to where we are now. I'm happy Bradley joined the business and is interested in taking it over some day."

The Anglens believe further expansion is a possibility.

"Of course, a lot depends on the economy," said Bradley. "For instance, without much drilling for natural gas, that area has slowed. But, others are up. Fortunately, because we work with a broad range of customers across several markets, we're able to weather the ups and downs. Dad's seen and learned a lot over the past 20 years, and he's passed that down to me. I believe there's potential for us to certainly continue at the size we are now, and possibly grow in the future." ■



NEW BOOM TRUCK

National Crane's NBT60 features 60-ton capacity, longest boom in its class

The new National Crane NBT60, the largest National Crane ever built, will be on display at the Manitowoc Cranes booth at CONEXPO 2014, which will be held in Las Vegas, Nev., on March 4-8. Visitors will be able to see firsthand a new era of boom truck innovation with the 60-ton capacity NBT60.

The new crane has a 128-foot, five-section, full-power boom – the longest in its class – and a 26-foot to 45-foot, two-section, offsettable manual extension is available. Even with the larger size of the NBT60, the crane is still roadable, without the need for additional permits in many regions, which can save customers time and money before projects begin.

Other features include two-piece, hydraulically removable counterweight slabs that can be stowed on the front outrigger box to provide different roading configurations; ground level and in-cab CanBus outrigger controls with a new beam position sensing system that aids the operator in selecting the right load chart based on the crane's outrigger footprint; an X-shaped footprint that eliminates the need for a single front outrigger; and front bumper control of the hoist(s) for quick road setup configuration.

Ruben Olivas, Global Product Director for Truck Cranes, Boom Trucks and Carry Deck Cranes with Manitowoc, said the NBT60 – along with an NBT15 that will also be on display at CONEXPO – were developed from extensive customer research. Customers in the oil and gas industry were the primary drivers of the NBT60's creation, as many companies desired a larger National Crane that would still have the flexibility

of the boom truck, with the comforts and serviceability that commercially-sourced trucks provide.

“For these new National Crane models, we asked customers what they really wanted and needed,” Olivas said. “This ‘voice of the customer’ collaboration resulted in boom trucks that will truly meet the demands of the market, whether it’s size, capacity, lifting power, maneuverability or other advanced features.” ■

National Crane's new NBT60 is its largest crane ever, with a 60-ton capacity. It also has a 128-foot boom and features that provide fast setup.





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SETTING THE STANDARD

Wirtgen's WR 240i combines power, efficiency in recycling, stabilizing applications

New road construction often involves recycling old pavement. It can also mean stabilizing incohesive soils. Wirtgen's versatile WR 240i stabilizer handles both in a powerful package that provides a working width of more than 7 feet and a maximum depth of 20 inches.

As a soil stabilizer, the WR 240i works equally well on large construction sites, highway rights-of-way and other types of projects that use any stabilizing medium. As a cold recycler, it can recycle 100 percent of existing deteriorated asphalt pavements. Water, cement or lime slurry, asphalt emulsion or foamed asphalt can be used. The WR 240i creates the latter inside its mixing chamber.

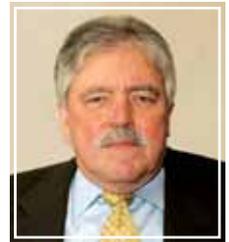
The 600-horsepower WR 240i performs both soil stabilizer and cold recycler functions efficiently and economically with machine output optimized by a power plant that has high torque reserves. Nine rotator speeds guarantee optimum mixing performance, aided by computer-controlled metering technology with automatic monitoring to ensure exactly the right mix.

A spacious cabin with a camera system and a driver's seat that can be turned up to 90 degrees gives the operator a clear, constant all-around view of the machine and project site. The cabin can be displaced beyond the right-hand edge of the machine, permitting a direct view of the milled edge. Operators can control all basic functions easily and conveniently with the highly-responsive joystick in the right hand armrest.

Wirtgen offers an optional high-resolution color camera that can be installed at various points of the machine, which allows the operator to monitor processes under way. By

using the joystick, the operator can select the view, which results in a significant increase in performance, economic efficiency and work quality.

"Having one machine that handles multiple tasks is always an advantage, especially when it provides outstanding efficiency and production that lowers costs and increases the bottom line," said Kirby-Smith Paving Specialist Gary Corley. "Like all Wirtgen Group products, the WR 240i sets the standard. We encourage anyone who works in paving and/or stabilizing applications to try one and see for themselves the advantages the WR 240i can offer." ■



Gary Corley,
Kirby-Smith Paving
Specialist

Quick Specs on the Wirtgen WR 240i

Model	Horsepower	Working Width	Working Depth
WR 240i	600 hp	7 ft, 1 in.	20 in.

Wirtgen's versatile WR 240i can handle multiple tasks, including soil stabilization and cold recycling. "It provides outstanding efficiency and production that lowers costs and increases the bottom line," said Kirby-Smith Paving Specialist Gary Corley.

▶ VIDEO



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8515B Asphalt Paver

Increase productivity and reduce operating costs with LeeBoy's 8515B Asphalt Paver. The 8515B incorporates big-paver features into a heavy-duty maneuverable package designed for production and reliability. It includes an 8- to 15-foot heated and vibrating Legend screed system, powerful 84-hp Kubota engine, dual operator controls and high-deck/low-deck configuration. Now available with the new, heavy-duty 815 electric screed.



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8616 Asphalt Paver



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BEYOND THE STANDARDS

Mike Ueno says innovative approaches help Komatsu meet and exceed emissions regulations

QUESTION: Tier 4 Interim requirements finished at the end of last year. How would you assess Komatsu's implementation of the regulations?

ANSWER: I'd say it was very successful. We met the requirements of reducing soot and NOx, and in some cases, exceeded them with an innovative approach that differentiated us from other manufacturers. For instance, to reduce soot we use a diesel particulate filter (DPF) to capture the particulate matter, and we burn it off with the aid of a variable-geometry turbocharger. This process promotes regeneration during production, and in most circumstances, the operator has to take no action. With other-brand machines, operators often have to take them out of production for a significant period of time. That lost productivity can be costly.

We have learned a lot about our DPF system from customers and from our field experience, as we strive for continuous product improvement. From this sense, I would like to express my sincere appreciation to all our distributors and others who promote our products.

QUESTION: How is Komatsu handling implementation of Tier 4 Final regulations, which begin this year?

ANSWER: The biggest challenge Tier 4 Final presents is a further decrease in NOx, taking emissions to near zero. To do that, we will use a selective catalytic reduction (SCR) and urea to regulate and virtually eliminate the amount of NOx emitted from construction equipment. Our SCR-fitted machine tests also show a decrease in fuel consumption. Komatsu's engineering and manufacturing personnel have been integrating the SCR into new models for quite some time, and as with previous regulations, we're ready for Tier 4

Continued . . .



Mike Ueno,
Komatsu Executive Vice President
& Chief Technical Officer

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.

This year marks Mike Ueno's 30th with Komatsu, and during his tenure with the company he's held several positions. He started with the design of 15-liter engines and later helped develop 30-liter engines.

Ueno became Komatsu's Executive Vice President and Chief Technical Officer about three years ago, giving him overall technical responsibility for the company. That includes overseeing products at the Komatsu operations in Chattanooga, Tenn., where construction and forestry equipment is manufactured, as well as in Peoria, Ill., where Komatsu produces mining equipment.

He was also Vice President and President of Industrial Power Alliance, a joint venture between Komatsu and Cummins. Ueno was an executive officer for the Engine and Hydraulics Business Division at Komatsu, which involved plant management.

"Engine technology has evolved tremendously through the years," said Ueno. "I'm proud of the way we've implemented the tier emissions standards and made equipment that's more productive, reliable, durable and efficient at the same time. What's really gratifying is that many of the features that make those attributes possible came from listening to our customers and implementing their recommendations."

Mike and his wife celebrated their Silver Anniversary last year. The couple has three children.

More automated machines on the horizon

... continued

Final. We'll also be ready when it's time to implement Tier 4 Final on mining equipment, which begins in 2015.

Another significant challenge with Tier 4 Final standards is the number of machines it affects. During the Interim phase, Komatsu introduced about 20 new machines. During Tier 4 Final, that number will be almost double. In fact, the next few years will involve re-engineering our entire fleet.

QUESTIONS: One new machine Komatsu recently introduced was its first *intelligent Machine Control (iMC)* dozer model, the D61i-23. Where does it fit in?

ANSWER: The D61i-23 is a Tier 4 Interim machine. It's also a perfect example of how

The *intelligent Machine Control* D61i-23 dozer provides automated blade control from rough-cut to finish grade, with integrated GPS technology. More automated products are on the horizon, according to Mike Ueno, Komatsu Executive Vice President and Chief Technical Officer.



Komatsu met emissions regulations with its Tier 4 Interim machines, and in many cases, increased production and fuel efficiency. Mike Ueno, Executive Vice President and Chief Technical Officer, says Tier 4 Final machines show further increases in fuel economy.



Komatsu exceeded emissions requirements. The iMC dozers, with integrated GPS systems, provide automatic blade control that optimizes the amount of material moved from rough-cut to finish grading. All the operator has to do is control direction by moving the joystick control forward or backward, making even the most inexperienced operators more effective and productive. Feedback has been phenomenal, and customers are looking for more automated models.

QUESTION: Will Komatsu have more automated machines?

ANSWER: Most definitely, and relatively soon for some models. Komatsu plans to introduce additional *intelligent Machine Control* dozers, as well as iMC excavators. Other products could follow. And the future may hold further possibilities, such as autonomous machines requiring no operator. We've already had autonomous haul trucks for several years.

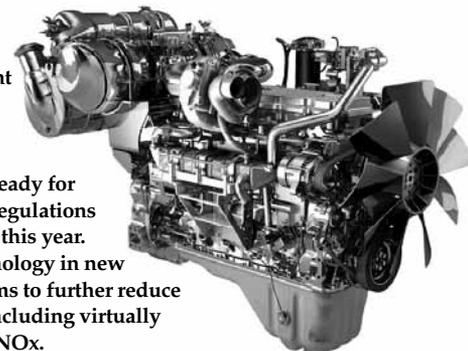
QUESTION: What else may be on the horizon?

ANSWER: From a machinery standpoint, another hybrid excavator. We introduced the first and are now in our second generation with the 20-ton-class HB215LC-1. A new, 30-ton model would be next.

Technology is always improving, and Komatsu will continue to implement it. One example is our KOMTRAX mobile app for smart devices. Since we introduced KOMTRAX, we've continued to add features and data that allow users to track hours, idle time, location, machine usage, modes and a whole host of other critical information. Tracking the SCR and urea level will be integrated with the Tier 4 Final machines. ■

Mike Ueno, Executive Vice President and Chief Technical Officer, says

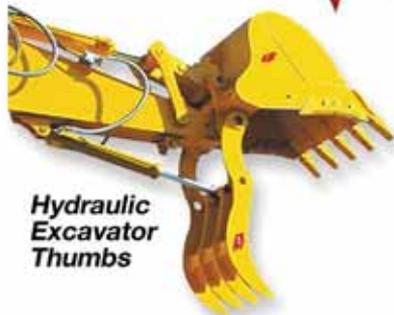
Komatsu is ready for Tier 4 Final regulations which begin this year. Engine technology in new machines aims to further reduce emissions, including virtually eliminating NOx.





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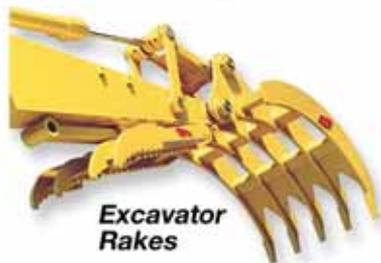
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Private developers increasingly require surety bonds

A rise in defaults during the past several years has also increased the demand from private developers that contractors provide surety bonding on their projects, according to a recent Business Insurance article. Surety bonds are normally associated with public

works projects, but due to sluggish recovery in the construction industry, developers are now seeking the same assurances that their investments will be protected against contractors and subcontractors who are unable to perform contracted work, the article notes. ■

LEED projects top 10 billion square feet

A report from the U.S. Green Building Council shows about 60,000 projects across the globe total more than 10 billion square feet of building being built under its LEED (Leadership in Energy and Environmental Design) certification program, which is aimed at reducing energy and water usage, emissions and maintenance costs among other items.

The U.S. ranks first among world-wide countries with more than 17,000 LEED-certified commercial and industrial projects, representing approximately 2.3 billion square feet. Nearly 30,000 more U.S. projects are currently pursuing LEED certification. Canada comes in second with about 4,400 LEED-certified projects. ■

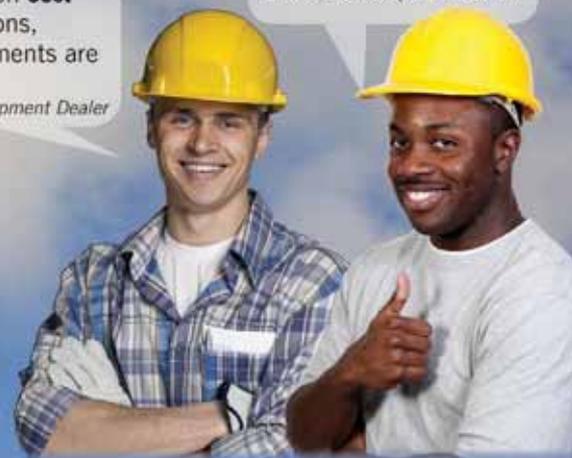
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MAINTENANCE MILESTONE

Komatsu CARE hits 10,000th service interval; successful program increases longevity of machines

Milestones are often marked in big numbers. For Komatsu CARE, its latest big number is 10,000. This is meaningful because it represents the number of services performed since the program's launch in 2011, which came with the introduction of Tier 4 Interim machines.

Komatsu CARE provides complimentary scheduled maintenance for the first three years or 2,000 hours, whichever comes first, on Tier 4 Interim machines. It also includes up to two Komatsu Diesel Particulate Filter exchanges. Komatsu distributor technicians perform the services using genuine Komatsu OEM parts and fluids.

"We wanted to work with our distributors and customers to provide a solution to the new technology coming into the marketplace with the Tier 4 Interim machines," said Tony Rizzo, Deputy Director of Komatsu CARE Program Development and Operations. "We also wanted to help our customers reduce the owning and operating costs associated with maintenance. Komatsu CARE is a proactive approach designed to meet those needs. The program is a tremendous success, thanks in large part to the dedication of our distributors."

Both customer-owned and rented machines are covered under Komatsu CARE. Distributors track the machines with KOMTRAX to determine hours and machine location, and then work with customers to schedule service intervals at a convenient time and place.

The 10,000th service was an initial 250-hour interval performed on a WA470-7 wheel loader. Similar to many service intervals performed under the Komatsu CARE program, it was done on site by a Komatsu distributor field technician.

"There are a couple reasons for reaching 10,000 so fast," said Rizzo. "Having a tremendous number of Tier 4 Interim machines in the field is one. Another is that those machines are highly utilized, so there are a lot of hours put on them. Komatsu CARE assures that the services are done on time, which in turn may help increase the longevity and dependability of the machines." ■



Tony Rizzo, Deputy Director of Komatsu CARE Program Development and Operations



A Komatsu distributor technician performs the 10,000th service interval under the Komatsu CARE program. The program provides complimentary scheduled maintenance for the first three years or 2,000 hours, whichever comes first, on Komatsu Tier 4 Interim machines. It also includes up to two Komatsu Diesel Particulate Filter exchanges.

Komatsu, distributor and customer personnel celebrated the 10,000th service interval performed under the Komatsu CARE program.



CONEXPO 2014

Construction industry event will showcase innovative new products and technology

“If it’s new, it’s here” is the theme of CONEXPO-CON/AGG 2014, and by all indications, there will be plenty of new products, educational opportunities and amenities at the event. Held every three years, CONEXPO 2014 is scheduled for March 4-8 at the Las Vegas Convention Center.

Billed as the largest construction industry event of its kind, CONEXPO is expected to draw in more than 130,000 visitors and 2,400 exhibitors in the asphalt, aggregates, concrete, earthmoving, lifting, mining and utilities sectors, among others. Show personnel designed CONEXPO 2014 with better-defined product concentration areas to promote more efficient and productive use of attendees’ time.

“The goal, as with all our planning, is to provide the best trade show value and create

the most return on investment for attendees and exhibitors to connect with the people and companies they want to see,” said Megan Tanel, Show Director and Vice President Exhibitions and Events for the Associated Equipment Manufacturers (AEM), which is a lead sponsor of CONEXPO. “These moves will definitely make a positive difference for 2014; attendees can spend less time searching for what they need and spend more time with exhibitors doing business on the show floor.”

New for 2014 is a Platinum Lot where asphalt production/paving, aggregate processing and drilling equipment will be showcased. Located across from the South Hall on Swenson Drive, it will have both indoor and outdoor exhibits, the primary registration area, a full-service restaurant and one of two shuttle stops.

A Demolition & Recycling Exhibits Pavilion is also being rolled out for the first time. Sponsored by the Construction Materials Recycling Association, attendees will find products specific to construction and demolition recyclers and demolition contractors.

“Recycling is an important facet of our industries; more demolition contractors are attending the show, and this pavilion is one way CMRA serves the industry needs,” said Tanel.

Attendees can use an enhanced internal shuttle system to easily get from one show area to another, for example from one of the outside lots where lifting equipment such as cranes can be found, to the North or Central halls where earthmoving machinery will be located.

Thousands attend CONEXPO every three years as it’s considered the premier construction industry event. The show returns to the Las Vegas Convention Center March 4-8.





New products, such as Komatsu's innovative D61i-23 *intelligent Machine Control* dozers, will dominate CONEXPO's landscape. The show will have products grouped by categories, including earthmoving, paving, demolition/recycling and aggregate processing along with many others.

intelligent Machine Control

Komatsu will feature its *intelligent Machine Control* dozers that provide automated grading, from rough cut to finish, through integrated and factory-installed 3D machine control technology. Personnel will be on hand to answer questions, including members of Komatsu's *intelligent Machine Control* Technology Division, which helps customers implement technology into their operations. Also, new Tier 4 Final products will be prominently featured in the 30,000-square-foot Display Area, located in the North Hall, Booth #10016.

Visitors can check out other Komatsu technology such as its KOMTRAX remote machine monitoring system, including its mobile app, which provides users valuable equipment data from a secure website. It will also showcase parts and service capabilities like Komatsu CARE, a complimentary scheduled maintenance program for new Tier 4 Interim and Final machines.

Visitors can also browse the store where apparel, die-cast models and other logoed items will be available.

Projects, people recognized

During the show, attendees will see a CONEXPO campaign focused on raising awareness of the construction industry's accomplishments. The campaign publicizes the positive benefits of construction projects and shows how they can elevate the nation's quality of life. Prior to the event, CONEXPO is inviting those in the construction industry to submit projects that illustrate construction's contributions. Fifty will be chosen and given special recognition.

"CONEXPO-CON/AGG 2014 is the global gathering place in North America every three years for the construction and construction materials industries. It provides an ideal context for the culminating recognition event that will focus on the people of the construction industry and their significant contributions to our modern way of life," said Glen Tellock, CONEXPO Chair.

Recognition will also be given to "young leaders" in construction during a special event on March 5. Those under 40 are encouraged to participate and share ideas that will contribute to the future of the industry.

Continued . . .

CONEXPO-CON/AGG 2014: "If it's new, it's here"

... continued

Educational seminars

Educational opportunities designed to help businesses increase productivity and efficiency are on the docket from March 4 -7. Led by industry professionals, these 90-minute presentations cover subjects such as aggregates, asphalt, concrete, cranes, earthmoving, equipment management, recycling and more. Continuing education units are available as are DVDs of the sessions.



Komatsu personnel will be available throughout the show to explain features of products and the technology and engineering behind them.

Komatsu's CONEXPO display will highlight new products, parts and service capabilities and technology along with areas reserved for fun and games and a company store.



As in the past, CONEXPO is co-located with the International Fluid Power Expo, an exposition and technical conference dedicated to the integration of fluid power with other technologies for power transmission and motion control applications. More than 400 exhibitors are expected to participate in IFPE, which also has educational opportunities, including college-level courses in hydraulics and pneumatics.

Its theme is "Where all the solutions come together, and connections are made." An International Fluid Power Summit, with leaders from associations around the world will also be held.

"Attendees will find focused industry education, with the latest techniques and information, that they need to run their businesses most efficiently," said Melissa Magestro, IFPE Show Director and AEM Senior Director Exhibitions. "The opportunity to share experiences and ideas with industry peers adds another dimension to the show experience."

Online show preparation

Preparing for the show can be done by visiting its website at www.conexpoconagg.com. The site provides a list of exhibitors and their locations via a floor plan of the Convention Center, educational seminar topics, registration and hotel information, meeting information and an agenda planner. You can also sign up to receive e-mail alerts about CONEXPO. An enhanced internal show transportation system with a show-specific mobile app will also be available.

As in the past, CONEXPO-CON/AGG is sponsored by several industry groups with which attendees are affiliated, including the American Concrete Pavement Association, American Road & Transportation Builders Association, The Associated General Contractors of America and Construction & Demolition Recycling Association.

"Attendees will find the newest products and technologies and technical experts ready to discuss product features and applications," said Tanel. "In the space of a few days, in one place, visitors can examine and compare the best of what our industries have to offer." ■

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USED EQUIPMENT FOR SALE



2012 Komatsu PC27MR, EQ0023444, 429 hrs.
\$32,500



1998 Freightliner 1500-Gallon Water Truck,
 EQ0022846, 155.3 m.....\$17,000



2011 Komatsu WA250PZ-6, EQ0020636,
 2,550 hrs.....\$104,000

Year	Make/Model	Description	Unit #	Hrs.	Price	Year	Make/Model	Description	Unit #	Hrs.	Price
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HYDRAULIC EXCAVATORS

2012	Komatsu PC27MR		EQ0023444	429	\$32,500
2009	Yanmar SV100		EQ0022657	4,140	\$45,000
2003	Komatsu PC158USLC-2		EQ0004116	9,040	\$60,000
2003	Cat 345BL		EQ0022453	14,670	\$45,000
2006	Komatsu PC200LC-7L		EQ0020383	6,913	\$65,000
2006	Komatsu PC300HD-7EO		EQ0013795	8,437	\$100,000
2007	Link-Belt LBX 460LX		EQ0008416	5,020	\$145,000
2000	Gradall XL4100	Wheeled excavator	EQ0020657	3,817	\$45,000

PAVING & COMPACTION

2009	LeeBoy 8510		EQ0019388	3,990	\$62,500
2010	Hamm HD13 VV	52" dbl	EQ0022844	2,071	\$32,400
2006	I-R SD100D TF	84" with pad kit	EQ0023481	3,211	\$42,000
2008	Sakai SV505T	84" with sm kit	EQ0023256	1,444	\$72,000

SKID LOADERS

2011	Case SV300		EQ0015019	500	\$39,900
2006	Komatsu SK820-5		EQ0009893	1,111	\$21,900

TRUCKS/TRAILERS

2006	Witzco RG-35	Trailer	EQ0012522	n/a	\$25,000
1974	42FT VAN	Box trailer	EQ0002989	n/a	\$3,000
2008	Lone Stare	Concrete mixer truck	EQ0013979	353	\$55,200
1998	FGT LNR	1500-gallon water truck	EQ0022846	155.3 m	\$17,000
2006	Moxy MT41	Artic truck	EQ0008019	4,267	\$115,000
2006	Moxy MT41	Artic truck	EQ0008065	5,705	\$115,000
2007	Moxy MT41	Artic truck	EQ0007914	3,515	\$115,000
2007	Moxy MT41	Artic truck	EQ0007913	4,265	\$115,000

CRANES

2007	Terex 3670	Boom truck	EQ0023317	2,500	\$77,500
2000	National 1195	Boom truck	EQ0019340	11,363	\$84,000
2005	Elliot 32117	Boom truck	EQ0022700	5,400	\$165,000
2007	National 18103	Boom truck	EQ0009137	9,513	\$225,000
2004	Broderson IC80-3G	Industrial	EQ0008311	2,660	\$61,500
2006	Grove RT875E	Rough terrain	EQ0007121	4,719	\$398,000

LOADERS

2011	Case 721F XT		EQ0022678	1,787	\$164,900
2008	Komatsu WA200PZ-6		EQ0023456	4,430	\$85,000
2007	Deere 544J		EQ0023240	8,450	\$75,000
2006	Deere 544J		EQ0023242	9,925	\$60,000
2008	Deere 644J		EQ0023241	11,997	\$80,000
2005	Komatsu WA200L-5		EQ0018533	7,742	\$59,900
2011	Komatsu WA250-6		EQ0018251	8,113	\$79,500
2006	Komatsu WA450-5L		EQ0018476	45,834	\$52,500
2011	Komatsu WA250PZ-6		EQ0020636	2,550	\$104,000

CRAWLER DOZERS

2007	Dressta TD10M		EQ0009302	600	\$62,500
2007	Dressta TD10M		EQ0009304	466	\$49,500
2007	Dressta TD15M		EQ0008512	1,613	\$117,500
2005	Komatsu D41E-6		EQ0021376	1,689	\$47,900
2008	Komatsu D51EX-22		EQ0019394	4,278	\$110,000
2008	Komatsu D61EX-15EO		EQ0020653	4,050	\$98,000
2008	Komatsu D65EX-15EO		EQ0020208	5,067	\$119,900
2008	Komatsu D65EX-15EO		EQ0017724	4,302	\$139,900
2008	Komatsu D65EX-15EO		EQ0022060	3,714	\$142,000
1987	Dresser TD7G		EQ0020843	2,111	\$11,900



2010 Hamm HD13VV, EQ0022844, 2,071 hrs.
\$32,400



2000 National 1195, EQ0019340, 11,363 hrs.
\$84,000



2008 Komatsu D51EX-22, EQ0019394, 4,278
 hrs.....\$110,000

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