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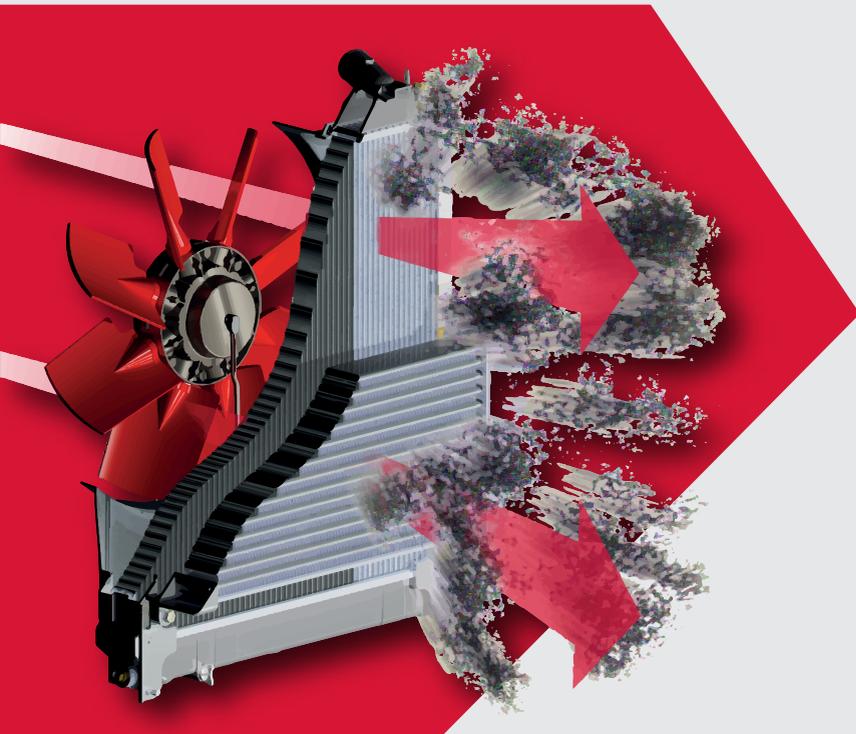
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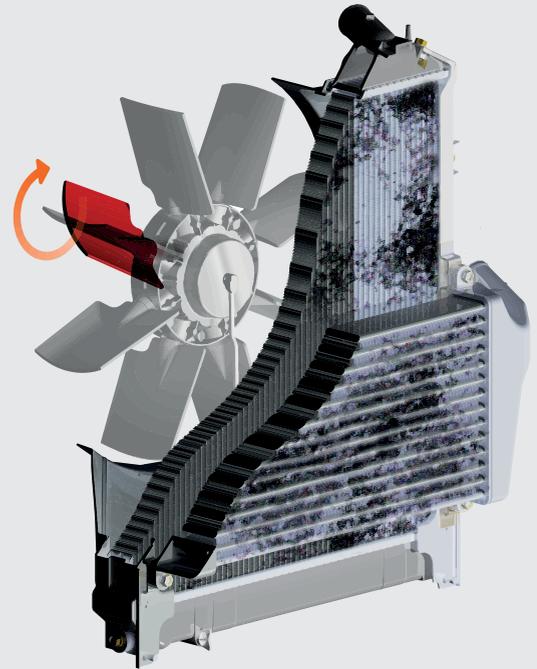
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Caterpillar Refined D3K2, D4K2, and D5K2 Models Deliver Reduced Emissions and New Production-Enhancing

The new Cat® D3K2, D4K2, and D5K2 Track Type Tractors have a refined design that includes engines meeting U.S. EPA Tier 4 Final/EU Stage IV emissions standards and new features and options that further enhance performance in utility and grading applications. The new models add customer value with such features as Automatic Traction-Control, Slope-Indicate, and available Slope-Assist, while retaining the premium features of their predecessors—hydrostatic drive, Stable Blade and Power Pitch systems, Eco Mode, and spacious, well-appointed operator's stations with improved climate comfort features.

With respective power ratings of 80, 92, and 104 horsepower (59.7, 68.8, and 77.6 kW), the new

models all use the Cat C4.4 ACERT™ engine, which meets the most stringent emissions standards with only the Cat NOx Reduction System (cooled exhaust gas recirculation), maintenance-free diesel oxidation catalyst, and selective catalytic reduction system.

Efficient Grading

Precision blade control for grading applications remains a primary design objective for K2 models, which feature new systems that contribute significantly to increased productivity and reduced operator fatigue.

Automatic Traction Control, new for the K2 models, reduces track slippage when the machine encoun-



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ters maximum load conditions. This feature, which does not require operator interaction as did the previous traction-control system, automatically adjusts machine operating parameters to keep the machine moving steadily and productively through the cut, minimizing the operator's need to continually adjust the blade to prevent stalling. The net results are more consistent grades, reduced operator fatigue, and substantially improved undercarriage life.



Also new for the K2 machines are the standard Slope Indicate and available Slope Assist features. Slope Indicate accurately displays the machine's blade cross-slope direction, as well as its main-fall (fore/aft) direction, eliminating guesswork and allowing operators to grade with assurance.

Slope Assist facilitates achieving the required main-fall by automatically maintaining pre-established blade angles. Consistent grades are attained more quickly with the system, fill materials are conserved, and less-experienced operators are more productive. The system is part of the Cat AccuGrade™ Ready attachment, allowing the system to be easily upgraded to 3D capability.

Control, Comfort, Durability

The Eco Mode system for the new track-type tractors is designed to improve fuel economy up to 20 percent by reducing engine speed in less-demanding conditions. Two settings—Forward/Reverse or Reverse Only—are selected via the rotary throttle, and once set, Eco Mode controls engine speed at optimum levels, delivering maximum speed and power when required.

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The operator-selected Stable Blade feature complements the operator's blade-control input, resulting in finer control and more consistent grades. Complementing Stable Blade is the available Power Pitch feature that allows the operator to adjust blade pitch hydraulically on the go— more aggressive forward angles for loading the blade, less-severe rearward angles to carry the load. Power Pitch can boost productivity as much as an estimated 6 percent.

The well-appointed operator's station includes single-lever travel/steering control and single-lever blade control. More efficient air conditioning is a standard feature with the available enclosed ROPS cab, and for ultimate operator comfort, an available package provides a heated/ventilated seat and heated (joystick) control handles, switch-activated.

The Cat Product Link™ telematics system, satellite- or cellular-based, is standard on the new models and includes a 36 month connection subscription to the web-based VisionLink® interface for generating summary reports that assist in effective fleet management.

To ensure optimum performance and long-term durability, undercarriage choices include extra- long (XL) and low-ground-pressure (LGP) configurations. An additional LGP configuration includes 30-inch (762 mm) track shoes. Sealed and Lubricated Track (SALT) and SystemOne™ undercarriage systems are offered to provide the lowest operating costs in specific operating conditions.



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Balancing Production and Placement of Hot Mix Asphalt

Dale Starry, Director, Strategic Technologies





Successful asphalt paving projects do not happen by accident. They are the result of careful planning and implementation. From restricting or rerouting traffic flow to making sure the right asphalt equipment is on-site to perform the job, a complex series of events comprises an asphalt paving project, especially in the critical asphalt laydown phase.

Production

To achieve the best results and most profitable operation on an asphalt paving project, contractors must balance the elements of hot mix asphalt (HMA) production and placement. A number of hot mix asphalt plants are available. Top-end stationary drum mix facilities produce up to 700 tons (635 metric tons) per hour of HMA. On the other end of the spectrum, portable drum / batch plants produce 30 to more than 100 tons (90 metric tons) per hour of hot mix asphalt.

Paving projects are rarely adjacent to a hot mix asphalt plant, so transportation of the material is necessary. A wide variety of types and sizes of transport vehicles are available, many specifically designed to haul HMA. Live bottom and moving floor trailers feature the largest haul capacities; dump trailers and trucks have less capacity.

Regardless of the type and capacity of the haul vehicles, the delivery of hot mix asphalt from the plant to the asphalt paving project requires consistency and regularity so that the mix being placed is of uniform temperature. Specified density and smoothness of the finished asphalt pavement can only be achieved when the mix temperature is uniform.

Placement: Laydown

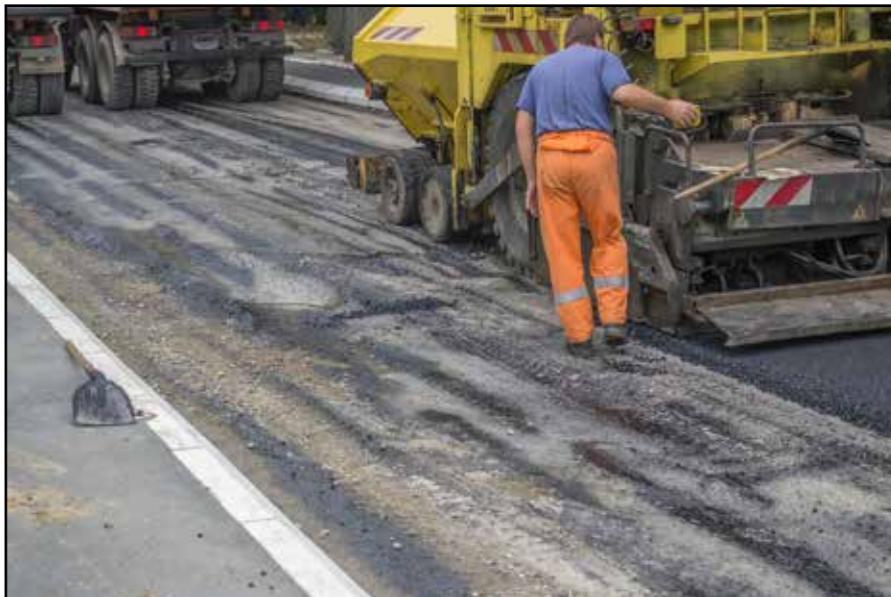
Placement of hot mix asphalt is a two-part process. The first portion of placement is laydown, accomplished using an asphalt paver. An asphalt paver has two major components - the tractor and the screed. The tractor is the prime mover that is used for self-propulsion of the asphalt equipment.

The screed is the working tool, the equipment that spreads the HMA into asphalt pavement.

The operator must judge three factors when determining paving speed. First, the operator must see how much hot mix asphalt is being delivered to the asphalt paver. Second, the operator must look down at the width and thickness of the asphalt pavement panel being laid. Third, the operator must check behind the asphalt paver to see if the compactor train is able to keep up with the paver.

This balance between production and placement needs to be maintained throughout asphalt paving. If the delivery of asphalt mix to the paver is interrupted, the asphalt paver needs to stop. Current

practice is to rapidly stop and start the paver so the screed level does not fluctuate because of asphalt paving speed or head-of-material in front of the screed. If the paver outruns the compactor train, the entire asphalt paving operation is at risk of failing to achieve target



density and/or asphalt pavement smoothness.

Placement: Compaction

The second part of the placement process is compaction. The compaction of hot mix asphalt must be completed within a finite time period.

This interval is referred to as time available for compaction (TAC). The TAC varies based on environmental considerations, mix properties and mix temperature.

An asphalt mix cools continually, although at varying rates, from the time it leaves the pugmill or mixing

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drum. The longer a mix is stored in a silo and the longer the delivery time to the asphalt paver, the greater the temperature loss. Temperature drops as the mix moves through the mobile conveyor, sometimes called a material transfer vehicle, and the paver. After being spread by the asphalt paver's screed into the width and thickness required for the project, the mix continues to cool. By the time the breakdown compactor begins the compaction process, the mix may have cooled 10 to 15 percent from the point of production. The TAC varies from less than 10 minutes to greater than 20 minutes based only on the difference in temperature of the base. Obviously, it is more difficult to achieve specified density in 10 minutes than in 20, with all other factors remaining constant. Compaction speed must match asphalt paving speed for optimum project efficiency. If a vibratory compactor is utilized for breakdown, the rolling speed is controlled by the need to achieve pavement surface smoothness. A vibratory compactor drum impacts the surface of the asphalt pavement each time an unbalanced weight inside the drum spins one complete revolution.

Vibratory compactor drums must make between 10 to 14 drum impacts for each foot of travel (33 to 46 drum impacts per meter of travel).

Vibration frequency of the compactor is measured using a vibrating reed tachometer or similar tool. Dividing vibration frequency by the required drum impacts per length of travel determines the rolling speed of the compactor with vibration. For example, a vibratory compactor with 2,500 vibrations per minute frequency that delivers 12 drum impacts

per foot (39 impacts per meter) spacing means the compactor can roll at a maximum speed of 208 feet per minute or 2.4 miles per hour (3.85 kilometers per hour). This vibratory compactor cannot increase rolling speed if it fails to keep pace with the paver. To do so would change impact spacing and risk failure to achieve smoothness.

This is why vibratory compactor manufacturers like Volvo Construction Equipment provide high frequency vibrating compactors.

These units have a vibration frequency of 4,000 vibrations per minute or greater. With the same drum impact spacing of 12 impacts per foot, a vibratory compactor with 4,000 vibrations per minute can increase rolling speed to 330 feet per minute or 3.8 miles per hour (6.1 kilometers per hour) and still achieve pavement surface smoothness. The higher vibration frequency provides a 50 percent faster speed to keep up with quickly moving and more productive asphalt pavers.

Balance

What is the key to effective placement of hot mix asphalt? Balance. Balance between placement and production and between mix delivery and production yield the best results. Careful control of the asphalt paving speed enables efficient laydown and compaction of the mix at consistent temperatures. The best asphalt paving projects find balance between each of these elements.



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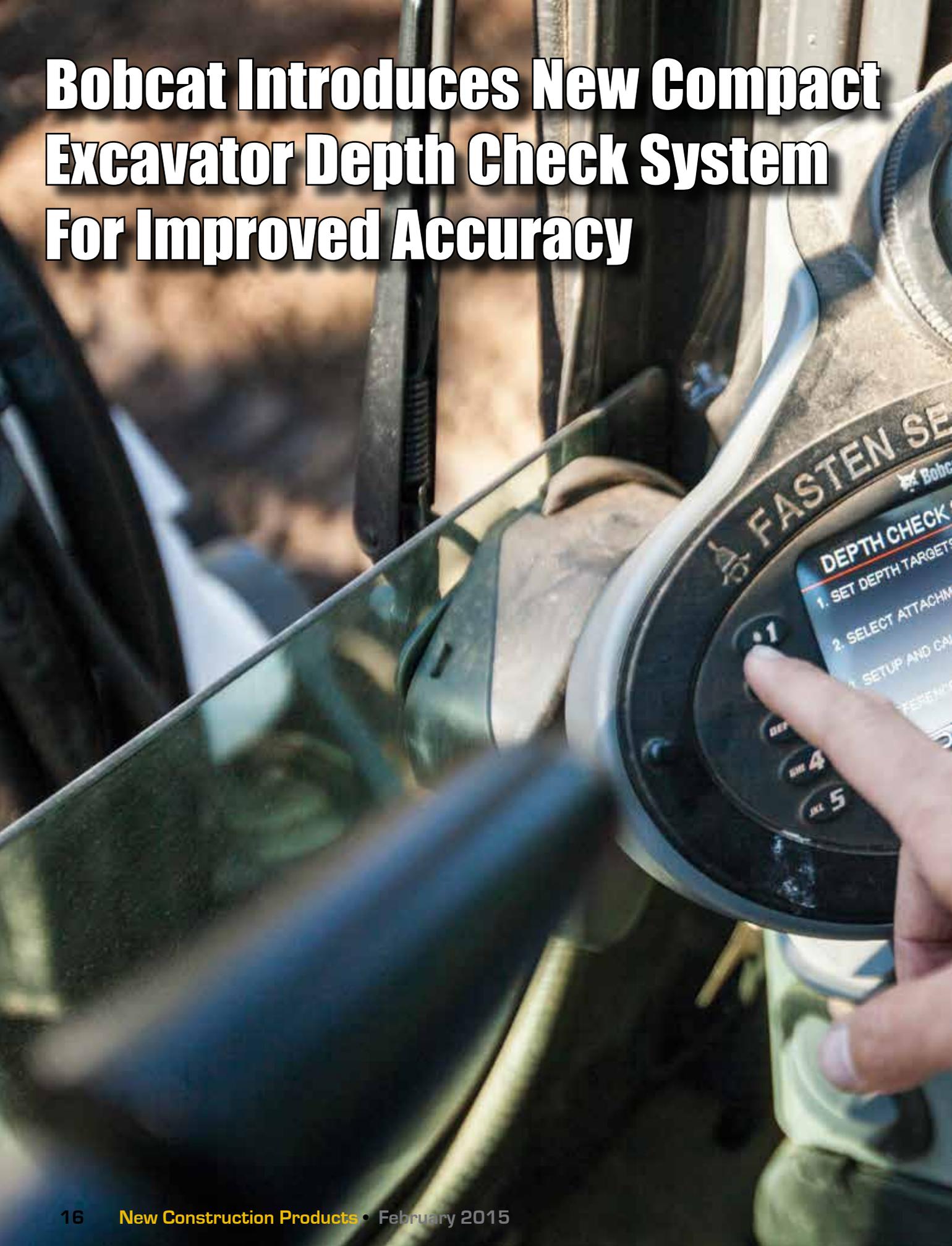
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Bobcat Introduces New Compact Excavator Depth Check System For Improved Accuracy





Bobcat® compact excavator owners can increase performance, profitability and productivity by adding the new Bobcat Depth Check system option — a grade control system. The system is available for use with E32, E32i, E35, E35i, E42, E45, E50 and E55 models, with either standard or long-arm iterations. The Depth Check system is a kit that utilizes three sensors — one on the trenching or grading bucket, one on the arm and one on the boom — that are connected to the deluxe instrument panel inside the cab to track the precise location of the bucket teeth as the bucket, boom and arm move. The system can be calibrated to a specific machine as well as its corresponding attachments — up to five buckets — using the excavator's boom and arm length, as well as a bucket tooth radius.

Less effort, more precision

Bobcat compact excavator operators can dig faster using less effort and have greater precision with the new Depth Check system. Tasks such as trenching for footings and utility lines or grading ditches call for a consistent grade or sustained slope. The Depth Check system has an accuracy of ± 0.5 inches, preventing excavator operators from stopping the machine to measure depth and entering and exiting a trench with a measuring device. It also helps to minimize over-digging and under-digging, and the costs and time associated with backfilling, compacting fill material and manual labor to finalize depth or grade. Another benefit: No additional display screens are required, allowing for more operator space in the excavator's cab.

How to use the system

Excavator operators simply access the Depth Check system screen in the deluxe instrument panel's menu bar. Excavator operators choose from multiple methods for using the Depth Check system.

- They can dig to the desired depth, bench off the grade point with the target depth set to zero.
- Bench off a grade post that is within reach, with the target depth set to the desired grade.
- Set the depth target at minimum cover value, then bench off the adjacent soil.
- An audible alert can be turned on or off to help indicate how close the Bobcat excavator operator is to the desired target. A slow beep will sound when the operator approaches the target depth, a solid tone will occur at target depth and a fast beep will let the operator know if he or she is beyond the target depth.

Some excavator operators may utilize a laser beacon while someone else holds a laser receiver on a grade stick to check for grade. That process can be time-consuming and labor-intensive. The base Depth Check system is laser-compatible and can be operated with a basic laser system, allowing the operator to benchmark off a laser signal instead of the trench grade. Plus, the laser helps excavator operators to grade or slope with a beacon or grade at multiple onsite locations. The Depth Check system takes out the leg work and assures proper grade.

Depth Check laser receivers

Two Depth Check system laser receivers are available. The CR600 basic laser is not tied to the system; however, it visually aligns the receiver with the beacon signal. The BLR2 receiver is available as an upgrade, is connected to the Depth Check system harness and can catch the beacon signal as it passes through the beam.

Bobcat advantages

Compared to other manufacturers, the Bobcat Depth Check system utilizes a built-in deluxe panel screen for display and operator input, avoiding the extra expense of adding another display panel — a Bobcat exclusive feature. As a wired system, Depth Check system reduces signal lag time from the sensor to the display, boasts improved functionality if submerged in water and eliminates charging or maintaining batteries.



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The new LED StarBeam features 10 light emitting diodes (LEDs) per head, with each head providing a low 4-Amp power draw. The heads utilize the newest white LED technology, which provides a brighter, crisper, and whiter light output which is closer to the color temperature of daylight. The LED heads are resistant to damage from shock and vibration, and feature an impact resistant polycarbonate lens making them extremely durable.

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Atlas Copco: New, Economical Breaker Attachments for Heavy Carrier Weight Classes

Atlas Copco has added three new hydraulic breaker attachments to its Essential Case-Mounted (EC) range to fit 22- to 49-ton carriers. The new, Heavy Range breaker attachments – the EC 140 T, EC 150 T and EC 155 T – like the full line of EC breakers, give rental

centers and contractors fast ROI by simplifying maintenance and operation.



The EC breaker attachments feature Atlas Copco's box-style mounting systems, which eliminate the need for removing external fasteners to access components, such as wear bushings and seals. This translates to expedited turnaround times for maintenance and, as a result, higher utilization rates.

The heavy-duty attachments are as light as 4,000 pounds and generate impact rates as high as 800 bpm to deliver effective impact energy to the breaking surface. With their high power-to-weight ratios, they're highly effective in demanding applications such as demolition, earthwork, quarrying and trenching.

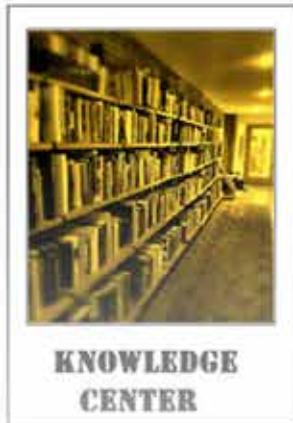
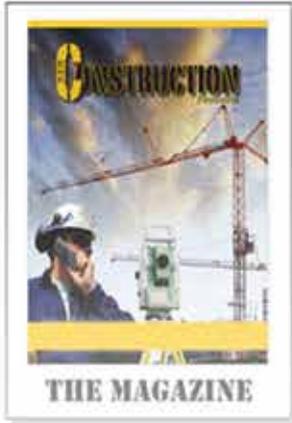
The Heavy Range EC breakers also ensure smooth operation and long service lives with integrated features such as nitrogen-gas assist and Atlas Copco's exclusive Energy Recovery system, which minimizes hydraulic pressure spikes and captures reflected



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- BOLT's 5/8-inch and 1/2-inch Receiver Locks prevent theft of trailer ball mount or accessories, features a durable, solid stainless steel lock shutter designed to keep out elements and debris, and a plate tumbler sidebar that prevents picking and bumping.
- The rugged Padlock 2.0, for a range of applications, features a chrome-plated hardened steel shackle and a double ball bearing locking mechanism, made of weatherproof, corrosion-resistant automotive grade stainless steel.
- The BOLT Toolbox Latch Retrofit Kit, which enables a toolbox cylinder retrofit, helps protect and secure toolboxes. Works with DeeZee(r), UWS Truck Accessories and other toolbox brands featuring a paddle-style handle.

www.boltlock.com.

Brokk TC120 Tank Cutter Attachment



The 47-by-17-inch TC120 Tank Cutter can be used with the Brokk 160, 260 and 400 models to deliver extraordinary precision. The TC120 brings flexibility to the jobsite with its hydraulic rotation capabilities and five-inch-wide jaws. It exerts 75 tons of cutting force at 7,250 psi to easily cut through half-inch thick steel plate.

Although this attachment can be used in a variety of applications, such as in salvage yards and balers, it's commonly employed for cutting steel tanks, pipes and vessels. By using the electric Brokk machine with the TC120 instead of an open-flame torch, operators reduce the risk of exposure to toxic emissions as well as prevent fires.

"For the first time in the industry, there's a safe, easy, high-productivity option for cutting steel," Martin said. "Combining the Brokk machine with the TC120 attachment is like powering a giant scissors – it slices through steel like a scissor to paper."

Brokk machines' remote capabilities, coupled with arms that extend as far as 27 feet, easily reach places others can't, improving efficiency while minimizing labor costs, and reduces the risk of injury to laborers by eliminating the need to climb scaffolds and ladders with torches to get to hard-to-reach spaces.

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Drywall Screwgun with Extreme Runtime allows drywall carpenters to Get More Done™ without power cords. The new drywall screwgun is ideal for both residential and commercial drywall hanging applications – driving screws into both wood and steel studs. Slower speeds and limited runtimes compared to corded versions are no longer issues – the new 20V MAX* Brushless Lithium Ion Drywall Screwgun with Extreme Runtime is the tool a professional needs to get the job done.”

The screwgun packs high performance into a small, lightweight package weighing only 3.3 lbs. Other features include an adjustable driving depth nosecone that locks to the tool, a trigger lock-on switch, an LED light with 20 second delay, and a belt clip.

A Collated Screw Auto-Feed Magazine Attachment (DCF6201) will be available, allowing users to work fast, while minimizing dropped/wasted screws. The DCF620 cordless screwgun can be converted to and from an auto feed system with the new DCF6201 magazine attachment without using a tool.

The attachment is capable of driving collated screws up to 2” in length and is compatible with most major screw strip brands on the market.



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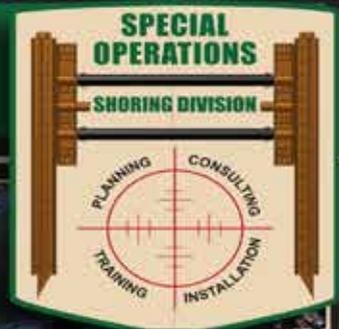


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