

LINDER LINK

A publication for and about Linder Industrial Machinery customers • Fall 2026



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KOMATSU

 **BOMAG**
FAYAT GROUP



Travis Mullins

Technology and technicians

LINDER

Dear valued customer,

Do you ever wonder what's next for Komatsu and heavy industry? Komatsu CEO Rod Bull answers that question and many more in this issue. I highly recommend you check out the full Q&A to learn more about Rod Bull as a person and how he views technology, collaboration and a customer-first approach as important elements that are helping shape the future of Komatsu.

If you have been considering adding a new excavator to your fleet, Komatsu's next-generation PC220LC-12 and PC220LCi-12 models deliver comfort, control and automation. The PC220LCi-12 includes the latest intelligent machine control (IMC) 3.0 technology with two new features: swing-to-line and travel-along-line. You can read all about these advancements and the benefits of both models.

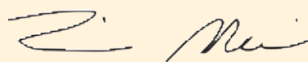
For contractors wanting to move more material with greater consistency, Komatsu's new HM460-6 articulated haul truck features an innovative traction system and a new Komatsu DBA127 engine designed to deliver exceptional power, torque and fuel efficiency.

We also highlight Komatsu's Smart Construction Advantage package, which gives customers a bundle of solutions at a lower price than purchasing each individually. The package includes Smart Construction Dashboard, Smart Construction Remote and Smart Construction Fleet Lite, as well as two applications that are only available with the bundle: Smart Construction Whiteboard and Smart Construction Home.

Additionally, there are several other valuable articles I think you will enjoy, such as customer success stories and a recap of Komatsu's national Advanced Technician Competition (ATC) that was recently held at Komatsu's Cartersville Customer Center in Georgia.

As always, if there is anything we can do for you, please feel free to contact one of our branch locations.

Sincerely,
Linder Industrial Machinery Company



Travis Mullins,
President and CEO

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Building in Crisdel Blue

Crisdel Group Inc.'s Florida team brings turnkey heavy civil expertise to complex commercial and public jobsites



Raul Gonzalez,
Area Manager of
Florida Division



Don Hentz,
Equipment Supervisor
of Florida Division

Raul Gonzalez still remembers the moment construction first caught his attention.

"It sounds corny, but I went to the Hoover Dam as a 12-year-old, saw it and said, 'This is something I'd like to do,'" Gonzalez recalled. "I've always been a hands-on person, and even in high school, I enjoyed woodworking because you were still building something. I liked starting with something raw, seeing it finished at the end of the day and taking ownership of it."

After finishing school, Gonzalez joined the construction industry and has since built a 33-year career, including 25 years with Crisdel Group Inc.

Today, he leads Crisdel Group's Florida Division, which opened in 2016 and has grown to approximately 200 employees. The operation focuses on heavy civil construction, aviation work, utilities, paving, and turnkey site development for complex commercial and

public projects, including schools, universities, hospitals, corporate facilities and airports.

"We're primarily a heavy civil contractor out of Tampa, Florida," stated Gonzalez. "We do whatever it takes to service our customers and clients."

Crisdel Group's history dates back to 1968, when the business started in New Jersey.

"Everybody knows us as baby blue because everything we own is painted our trademark Crisdel Blue color," Gonzalez said. "We take it very seriously as part of our identity and culture."

"Everybody knows us as baby blue because everything we own is painted our trademark Crisdel Blue color. We take it very seriously as part of our identity and culture."

- Raul Gonzalez,
Area Manager of Florida Division,
Crisdel Group Inc.

Customer snapshot

Company: Crisdel Group Inc.

Locations: Tampa, Florida (Florida Division); South Plainfield, New Jersey (Corporate Headquarters)

Established: 1968; Florida Division opened in 2016

Employees: Approximately 200 in Florida Division

Area of expertise: Heavy civil construction, aviation work, utilities, paving, site concrete, concrete paving and turnkey site development

Komatsu equipment: Excavators from the PC138USLC to PC650LC; dozers from the D21 to D71PXi; WA270, WA320 and WA380 wheel loaders

Komatsu technology: Intelligent machine control (IMC)

An operator moves material with a Komatsu D71PXi intelligent machine control (IMC) dozer painted Crisdel Blue.



Complex work and reliable iron

At Tampa International Airport, Crisdel Group is currently involved in several projects tied to the new Terminal D redevelopment. The multiyear job includes redeveloping the apron around the proposed terminal, removing and recycling old pavement, installing drainage and fuel lines, placing new road base, and paving approximately 100,000 square yards of 18-inch airfield pavement.

"You're talking about a major international airport, so there's an emphasis on safety, security and cleanliness," Gonzalez explained. "One of the major challenges is controlling dust and debris, because the million-dollar engines on those airplanes don't play well with it. You have to build your job around everything that goes into the operation of an airport, and we take a lot of pride in our ability to handle that."

In addition to its airport work, Crisdel Group recently completed a major Orlando Health hospital project. The 65-acre greenfield site was formerly a phosphate mine and required soil remediation, wick drains, surcharge work, clearing, utilities, roadway widening, traffic signal improvements and off-site sanitary force main installation.



All of Crisdel Group's machines, including this Komatsu excavator, are painted Crisdel Blue as part of the company's unique brand identity.

"We also assisted electricians with putting in the new high-voltage feeds, did all of the excavation for the buried fuel tanks for the standby generators, and we assisted with getting the chiller plants in place," noted Gonzalez. "It was a substantial scope with a lot of hats being worn."

To complete its projects, Crisdel Group relies heavily on Komatsu equipment from Linder Industrial Machinery Company.

"Komatsu plays a big role in our underground work and heavy earthwork," Gonzalez shared. "We have just about every size excavator Komatsu makes. Dozer-wise, we run everything from a Komatsu D21 dozer up to a Komatsu D71 dozer, and they're workhorses in our fleet."

While larger equipment plays an important role, Gonzalez emphasized that the Komatsu PC138USLC tight tail swing excavator has become one of the company's most valuable machines. Crisdel Group uses it for utility work, site grading, demolition, tighter urban jobs and rehabilitation projects where larger machines may not fit.

"The Komatsu PC138 excavator is like a Swiss Army knife for us," Gonzalez commented. "It's big enough to handle certain things and small enough to get into tight places. We use them everywhere, and we just keep buying them because they earn their money."

The company also runs Komatsu WA270, WA320 and WA380 wheel loaders in Florida, along with larger models in its

New Jersey/New York operation. According to Gonzalez, the wheel loaders are reliable machines that crews continue to request as the company's workload grows.

"We run them, run them, run them, and they keep going," Gonzalez remarked. "Every time I turn around, somebody tells me we need to buy another one. If you need another one, that's a good problem to have."

"Komatsu plays a big role in our underground work and heavy earthwork."

*- Raul Gonzalez,
Area Manager of Florida Division,
Crisdel Group Inc.*

Backed by responsive support

Standardizing the majority of the fleet around Komatsu creates practical advantages, according to Don Hentz, Equipment Supervisor for Crisdel Group's Florida Division. Hentz oversees equipment, mechanics, repairs, facilities and the paint standards that define Crisdel Group's fleet.

"I love having a fleet that is mostly one brand," Hentz declared. "It's easier to maintain and easier to have the parts on the shelf that we need here in the shop. Working with the guys at Linder makes it an easy flow of work."

To keep its projects on schedule, Crisdel Group needs equipment back in the field quickly.

Continued...

'We treat people the way we want to be treated'

... continued

Hentz said the company's relationship with Linder, including sales representative Matt Riggs-Stites, Regional Sales Manager Adam Stegeman and PSR (product support representative) Mike Hagy, helps keep machines productive.

"Matt knows what we need, how we like to structure our quotes and how we build our equipment," Hentz described. "Our equipment is different from an average standard machine, and the whole Linder team understands that. The relationship has grown over the years, and I don't think it's going to stop growing."

"Our equipment is different from an average standard machine, and the whole Linder team understands that. The relationship has grown over the years, and I don't think it's going to stop growing."

*- Don Hentz,
Equipment Supervisor of Florida Division,
Crisdel Group Inc.*

Crisdel Group relies on Linder for parts, troubleshooting, service support and quick access to equipment. Hentz noted that Linder's responsiveness is one of the biggest reasons the relationship works. When a machine is down or a part is needed, he knows he can reach someone who understands the urgency.

"I can call from 6 in the morning to 8 at night, or even earlier or later, and I'm going to get a call back or a text," Hentz said. "In our world, that's very important because a machine down means time and money."

Prepared for the next wave

As Crisdel Group looks ahead, Gonzalez sees a bright future in Florida. While the market may have ebbs and flows, Gonzalez views slower periods as opportunities to improve efficiency, maintain equipment and prepare for the next wave of work.

"We're getting leaner where we need to be lean, catching up on maintenance and servicing equipment," Gonzalez reflected. "We're painting things, so they look fresh and dialing everything in. We have a lot of irons in the fire, and we'll continue to be sharp in what we do."

With a decade of work in the books, Crisdel Group's Florida Division continues to grow by focusing on strong relationships, solving problems, supporting employees and taking pride in every detail.

"We treat people the way we want to be treated," Gonzalez concluded. "When we get on a project and there's a problem, we don't walk away from it. We run at it, and we bring customer service and problem-solving to the table. That's what makes Crisdel Group a great place to work." ■

**The opinions expressed here are based on the customer's specific experience. Results may vary.*

By the numbers

- **100,000** square yards of **18**-inch airfield pavement are part of Crisdel Group's current work tied to Tampa International Airport's new Terminal D redevelopment
- **1** primary equipment brand across the majority of Crisdel Group's fleet helps simplify maintenance, parts inventory and day-to-day support for its mechanics and field crews
- **6 a.m. to 8 p.m.** access to Linder's team, and often beyond, helps Crisdel Group address equipment needs quickly when machines, parts or service support are needed



(L-R) Crisdel Group's Don Hentz and Raul Gonzalez work closely with Linder's Matt Riggs-Stites and Adam Stegeman to support Crisdel Group's fleet of equipment.

With a customized Komatsu D65PXi IMC dozer, an operator pushes bulk quantities of dirt while maintaining grade.



KOMATSU

Next-level excavators designed to empower operators



PC220LCi-12

When your operators are happy and have what they need to perform at their best, your jobsite hums and your entire operation reaps the rewards. That's the thinking behind the all-new Komatsu PC220LC-12 and PC220LCi-12 with the latest intelligent machine control — IMC 3.0.

From the advanced cab with exceptional comfort and ergonomics to industry-leading smart technology, both models feature the most advanced working environment we've ever created for an excavator.

Discover more

komatsu.com/PC220LCi-12



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The GXT EVO leads the way in durability and productivity.

The GXT EVO, the newest mobile shear in the industry, is built with features designed to enhance performance and reduce maintenance.

A narrower shear body and new stick design improve strength and agility. Dual pucks in the redesigned pivot system reduce structural component stress. The innovatively mounted regen tray moves independently of the shear body to extend component life. And our common head and lugs increase compatibility between attachments for mounting versatility.

When it's time for a new shear, it's time for an EVO.

Learn more at [linder.com](https://www.linder.com)



An **NPK** Company

More time-saving insights at a lower price

New Smart Construction Advantage package delivers essential solutions designed to increase jobsite efficiency and progress tracking

If your customers work with machines equipped with intelligent machine control (IMC) or Smart Construction 3D Machine Guidance, Smart Construction Remote and Smart Construction Dashboard are essential digital solutions.

Smart Construction Remote enables users to send design files or view machine screens remotely; **Smart Construction Dashboard** creates a 3D digital twin of jobsites from design, machine, drone and survey data. Both can save owners and fleet managers a lot of time.

And now customers can get both with just one annual bill — at a price thousands lower than if they were subscribed separately (\$15,000 vs. \$20,000).

Exclusive new technology with this package

When customers subscribe to the Advantage package, they also get Smart Construction Fleet Lite, Smart Construction Whiteboard and Smart Construction Home applications. Whiteboard and Home are only available with the package.

Smart Construction Whiteboard is what its name says — it's a digital version of the customers dispatch and scheduling whiteboard. Users just drag-and-drop machines and labor onto jobsite columns. Assignments are visible to both office and field teams to keep everyone on the same page.

Smart Construction Home is basically the homepage for projects, displaying jobsites on a map with key metrics such as job completion percentage. Each project can be opened directly in Smart Construction Dashboard with a single click.

Smart Construction Fleet Lite integrates with IMC 3.0 on excavators to track payloads.

New Dashboard Mobile

Dashboard gives owners and fleet managers near-real-time visibility into what's happening across their jobsites — without waiting for manual updates, spreadsheets or scattered reports. It turns field data into clear progress tracking, production insights and accurate quantities to make faster decisions. With a visual 3D view of the site, teams can quickly understand what's been completed, identify issues earlier and simplify billing and proof of work. Customers can even see what's

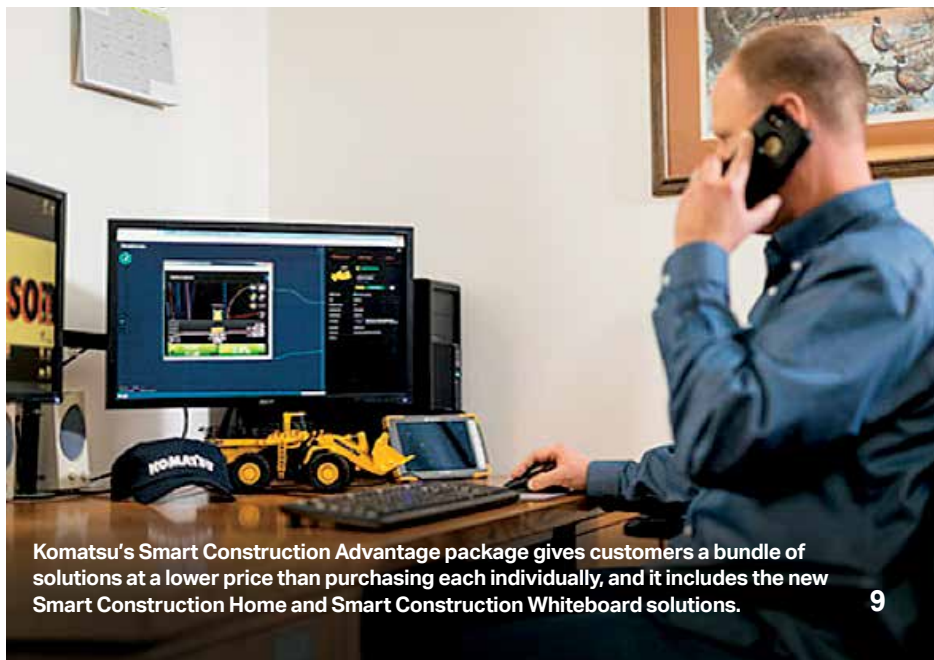
been completed by their IMC and 3D Machine Guidance machines every hour. Smart Construction Dashboard helps reduce the time, uncertainty and day-to-day hassles that slow projects down.

Komatsu is also extending access to the software's insights with its new **Smart Construction Dashboard Mobile**, a companion app that brings key project information out of the office. Users can view cut-and-fill and stockpile volumes, perform in-field line and area measurements, and more. It's an add-on to existing Smart Construction Dashboard subscriptions, for an additional fee.

"There's a big difference between guessing where a job stands and actually knowing."

*- Jason Anetsberger,
Senior Director,
Customer Solutions,
Komatsu*

"There's a big difference between guessing where a job stands and actually knowing," said Jason Anetsberger, Senior Director, Customer Solutions, Komatsu. "When teams can see current site conditions and production data, they can plan the next day better, answer customer questions faster and avoid surprises. We're focused on making that information simple to capture, easy to understand and available when crews need it." ■



Komatsu's Smart Construction Advantage package gives customers a bundle of solutions at a lower price than purchasing each individually, and it includes the new Smart Construction Home and Smart Construction Whiteboard solutions.

Managing waste responsibly

SWA serves Palm Beach County with a system designed to process material efficiently and preserve landfill capacity



Richard Meyers,
Director of Land
Management Services



Kevin Wallace,
Supervisor of North
County Landfill

The Solid Waste Authority of Palm Beach County (SWA) has spent more than half a century managing waste for one of Florida's largest counties. Created in 1975 through a legislative act, SWA handles the county's municipal solid waste through a system of transfer stations, recycling facilities, renewable energy facilities and landfill operations.

"The legislative act that created our integrated solid waste management system allows us to control how waste is collected and processed within the county while building and maintaining the facilities needed to do this work correctly," shared Richard Meyers, Director of Land Management Services, SWA. "That's been instrumental in helping us run an efficient operation."

SWA's main hub in West Palm Beach, Fla., is approximately 1,300 acres and serves as the central processing point for material collected

throughout Palm Beach County. Its focus is to maximize recycling and beneficial use of waste in an effort to limit the amount of material that is ultimately landfilled.

"We're always focused on managing the material responsibly and using our space as efficiently as possible."

*- Kevin Wallace,
Supervisor of North County Landfill,
SWA*

"Most of the waste generated in the county ends up at one of our transfer stations and eventually comes to our main facility," Meyers explained. "All recyclables received are processed at our Recovered Materials Processing Facility. Municipal solid waste is processed at our renewable energy facilities, which reduces the waste volume by approximately 90%. Any residue generated from the renewable energy facilities along with any unprocessable materials, such as construction and demolition waste/debris, are landfilled."

"Sending material directly to the landfill is the last resort," added Kevin Wallace, Supervisor of North County Landfill, SWA. "When we receive material that cannot go to the renewable energy facilities, such as roofing material, we can use it beneficially within the landfill as road base to construct customer access roadways rather than purchasing aggregate for the same purpose. We're always focused on managing the material responsibly and using our space as efficiently as possible."

Customer snapshot

Company: Solid Waste Authority of Palm Beach County (SWA)

Location: West Palm Beach, Florida

Established: 1975

Employees: 400+

Focus: Municipal solid waste management, recycling, renewable energy and landfill operations

Komatsu & BOMAG equipment: Komatsu D85PXi WH IMC dozer; BOMAG BC 1173 compactor; additional BOMAG compactors and rollers

Komatsu technology: Intelligent machine control (IMC)

The renewable energy facility at SWA's main hub allows the operation to reduce waste by 90% before reaching the landfill.





Lead Landfill Operator Reshi Persad appreciates the excellent vision of the surrounding area that the BOMAG BC 1173 compactor provides.

Right equipment for the job

SWA relies on several machines supplied by Linder Industrial Machinery Company to manage waste at its main hub. Equipment like BOMAG compactors and a new Komatsu D85PXi WH dozer help spread and compact material across the landfill.

"I have run landfill compactors from Canada down to Florida, and BOMAG is one of the best I have operated."

*- Reshi Persad,
Lead Landfill Operator,
SWA*

"Our BOMAG compactors are one of the main machines for saving air space," Wallace noted. "They're designed to crush and break down waste, so we can reduce the volume of material going into the landfill. That compaction helps us use the space more efficiently and extend the life of the landfill."

SWA has used BOMAG compactors for many years and recently added a BOMAG BC 1173 to its fleet. The compactor includes a larger front blade that helps corral material and place

it in front of the wheels for better compaction as operators build lifts across the active working face of the landfill.

"I have run landfill compactors from Canada down to Florida, and BOMAG is one of the best I have operated," stated Lead Landfill Operator Reshi Persad. "The new BOMAG is a very heavy and powerful machine that lets us get 1,700 to 1,800 pounds per cubic yard of compaction. It has all-wheel drive, so when we're working in soft, wet garbage or pulling up a slope, it keeps moving and doesn't get stuck as easily."

Persad continued, "When you're running the machine, you can tell the cab was well thought out. The controls are well placed, and it has great visibility. Landfills can be a dangerous place with trucks and customers moving around, and being able to see clearly and work comfortably helps us avoid serious accidents."

SWA also uses GPS technology on its landfill equipment to support compaction and placement.

"We try to use technology as much as possible and plan our fill sequence very carefully," Meyers stated. "GPS technology on the BOMAG compactor and Komatsu D85PXi WH dozer helps us place waste

Continued...

'Linder provides helpful information'

... continued

more strategically, build lifts more consistently, measure how the material is compacting, and manage stormwater and leachate more effectively. Once an area is effectively compacted, we can move to the next area instead of wasting time and passes."

Distributor support is key

To purchase and maintain its BOMAG and Komatsu equipment, SWA works closely with Linder, including Tom Bauers, Vice President of Linder's Waste Division, and sales representative Jordan Tafoya. They help SWA upgrade its fleet and provide support after delivery.

"Anytime we have questions about technology, Linder provides helpful information and provides continuous support throughout

the task," Meyers reflected. "We value that relationship because service and support are extremely important factors in keeping our equipment up and running."

In landfill operations, downtime can affect the entire flow of material through the site. According to Meyers, that makes distributor support a central part of SWA's equipment decisions.

Strong future

Looking ahead, SWA will continue to prioritize recycling and renewable energy technology to reduce the volume of waste that is disposed in the landfill. Meyers said SWA has constructed approximately 220 acres of landfill space to date with the ability to expand the space by an additional 100 acres, bringing the life expectancy of the landfill to the year 2071.

"This is a special place to work because we have the tools and resources to do the best job for our community," Meyers concluded. "Along with our experienced and accomplished staff, the continued use of technology and the proper equipment speaks to a bright future for the Solid Waste Authority." ■

**The opinions expressed here are based on the customer's specific experience. Results may vary.*

By the numbers

- **1,300** acres make up SWA's main hub in West Palm Beach
- **400** to **500** tons of material are processed per day at SWA's Class III landfill
- **90%** of municipal solid waste volume is reduced through SWA's renewable energy process
- **1,700** to **1,800** pounds per cubic yard is the compaction range SWA targets with its BOMAG BC 1173 compactor to maximize landfill air space
- **2071** is the current life expectancy of SWA's landfill

(L-R) SWA's Richard Meyers, Reshi Persad and Kevin Wallace rely on Linder's Tom Bauers and Jordan Tafoya to service and support equipment like the facility's new BOMAG BC 1173 compactor.



BOMAG expands pneumatic roller options

New midweight BW 18 RH asphalt compactor features 8-tire configuration and adjustable ballast system that delivers versatility

BOMAG has filled a gap in its pneumatic tire roller lineup with the new BW 18 RH, a machine designed to deliver the kneading action and surface sealing performance that asphalt contractors demand while offering a highly flexible ballast system and low operating costs.

With its adaptable ballast system, adjustable tire pressures and focus on efficient asphalt compaction, the BW 18 RH gives contractors a new option in the increasingly important midweight pneumatic roller category. Positioned between the company's smaller pneumatic tire rollers and the larger BW 28 RH, the BW 18 RH is aimed at highway, interstate, airport, chip-seal and maintenance work.

Power comes from a 74.2-horsepower diesel engine that delivers strong torque without requiring diesel exhaust fluid. BOMAG's ECOMODE engine management system automatically adjusts engine speed to reduce fuel consumption, lower noise levels and minimize wear. The roller is capable of travel speeds up to 9.9 miles per hour and can achieve compaction outputs ranging from approximately 90 to 165 tons per hour on lift thicknesses of 4 to 5 inches.

The machine offers a maximum operating weight of 39,683 pounds and a maximum wheel load of 4,960 pounds, providing contractors with a versatile compaction solution for a wide range of asphalt applications.

At the heart of the BW 18 RH is an 8-tire configuration with an 80.5-inch rolling width. The roller utilizes a three-way oscillating front axle to ensure even weight distribution across all tires, helping operators achieve uniform compaction and consistent surface quality. Individually oscillating tires create the kneading effect that pneumatic rollers are known for, improving density while promoting a smooth, tightly sealed asphalt surface.

Spacious operator platform

A key differentiator is BOMAG's flexible ballast concept. The machine features an approximately 106-cubic-foot ballast compartment that can be filled with water, sand, steel shot or other approved materials. Contractors can also add quick-change steel or concrete ballast plates to tailor machine weight to specific jobsite requirements. This allows the BW 18 RH to adapt to everything from lighter finish rolling

applications to heavier compaction duties without sacrificing versatility.

To further optimize compaction performance, the roller can be equipped with an optional onboard tire inflation control system. From the operator's seat, tire pressures can be adjusted between 29 and 116 pound-force per square inch (psi), allowing crews to match tire loading and contact pressure to changing material and jobsite conditions. A pressurized water spray system comes standard, while optional scraper brushes, coco mats and thermal aprons help prevent asphalt pickup and maintain tire temperatures during paving operations.

Operator comfort also received significant attention. A spacious platform, fully adjustable sliding and rotating seat, responsive travel controls, and excellent visibility to both tire edges and the work area are designed to reduce fatigue during long paving shifts. ■

Quick specs

Model	Horsepower	Operating weight	Rolling width
BW 18 RH	74.2 HP	39,683 lbs.	80.5 in.



BOMAG's new BW 18 RH pneumatic tire roller can be tailored to the specific requirements of a wide range of construction sites.

BOMAG STATE-OF-THE-ART ASPHALT DISTRIBUTOR

The **BOMAG BD 2000** features an automatic burner for efficient heating and intuitive computer-controlled distribution for exceptional accuracy and comfortable, one-person operation.



Telescopic spray bar with a minimum spray width of 8 inches and a maximum spray width of 16 feet.

Large operator platform with easy access to components and manhole.

Ergonomic, 7-inch screen and all-in-one joystick for intuitive operation within the cab.



LINDER

WWW.LINDER.COM

New highway-class paver and screed

BOMAG launches 8-foot CR 820 T-2 paver and front-mount Versa 16 screed

Having equipment that provides multiple options is a distinct advantage for paving companies. BOMAG recently launched a new 8-foot CR Series 2 paver that offers the latest advancements for its highway-class pavers and a new front-mount screed designed specifically for delivering paving application flexibility.

A new human-machine interface (HMI) for the CR 820 T-2 groups functions like hopper, screed and feed controls for quick identification, improving efficiency. Its large 7-inch multifunction color screen display at each console boasts the latest operating system program. Operators can make fast paver settings changes and view critical functions and gauges using either the touchscreen display or dial control. Fault codes are visible on the monitor to alert the operator for quick troubleshooting.

A split auger/conveyor design includes raisable or fixed augers and BOMAG’s exclusive FRAME RAISE, plus optional four-sensor control gives unlimited material management capabilities. Two independently controlled, variable speed outboard auger drive motors aid in material flow control and eliminate the center gearbox drive to reduce the occurrence of centerline segregation.

Powered by the 174-horsepower engine meeting Tier 4 Final emissions, the CR 820 T-2 offers plenty of power for full-width paving, while having enough power in reserve to operate the screed’s generator and lights for night-time paving. A new

sloped engine hood design provides a clear view into the 10-ton hopper from the operator’s seat. Dual swing-out operator stations feature the BOMAG SIDEVIEW innovation that swivel both the seat and console outward at different angles to deliver unobstructed views to the paver’s side and screed spreading augers.

Efficient width changes

The new BOMAG Versa 16 front-mount electric screed provides infinitely variable paving widths from 8 feet to 15.5 feet, and available 12-inch heated extensions increase maximum screed paving widths to 19.5 feet. Featuring fast screed heating, its new 480-volt, three-phase electric system reduces the time to warm up screed plates to paving temperatures by up to 50% compared to 220-volt, three-phase systems. The operator can choose to control material feed to the spreading augers either automatically or manually.

Thanks to its front-mount screed design, the Versa 16 excels in industrial and commercial paving applications that call for frequent width changes. Simplifying service and increasing reliability, the new screed design replaces hydraulic motors with electric motors for match height, vibration and angle of attack. Heated end gates and skis deliver a clean edge for paving subsequent adjacent lanes.

Automatic screed elevation controls for the new Versa 16 feature integrated Moba intelligent paving functions. Alternatively, Topcon and TF-Technologies asphalt paving solutions can be used to meet customer preference. ■

Quick specs

Model	Paving widths	Key feature
Versa 16	8-15.5 feet*	Fast-heating screed that reduces warm-up time

* Available 12-inch heated extensions increase maximum screed paving widths to 19.5 feet

Quick specs

Model	Horsepower	Hopper
CR 820 T-2	174 HP	10 tons



BOMAG’s new 8-foot CR Series 2 paver offers the latest advancements for its highway-class pavers, and the new Versa 16 front-mount screed delivers paving application flexibility.

Surveying to sitework

Triad SC Inc. tackles complex sitework projects across the Carolinas with an adaptable, relationship-driven approach and Komatsu technology



Bill Cureton,
Owner and President



Scott Clement,
Construction Manager

Triad SC Inc. began in 1999 as a surveying and engineering company, but its roots in the construction industry quickly pulled it toward moving dirt. Owner and President Bill Cureton started as a land surveyor providing construction staking for DOT (Department of Transportation) contractors, following jobs from clearing limits and erosion control through final as-built drawings.

"We were involved from the beginning of a project all the way to the end," Cureton recalled. "As we grew, we started doing some smaller grading work for big-box clients we already knew."

With a mini excavator, a skid steer and a couple of employees, the company handled punch-list-type sitework while shadow-bidding DOT grading projects. Then, Triad SC successfully bid two Greenville

County intersection projects worth more than \$1 million each.

"We had to grow almost overnight," Cureton remembered. "We went from culvert cleanouts and \$5,000 jobs to needing more people, more equipment and a different level of organization."

In January 2025, Triad SC moved into its new facility in Duncan, S.C. The building offers Triad SC room to grow, train employees and develop leadership.

"Our associates are what make us successful," Cureton emphasized. "Our grading division includes 70 employees now, and we still keep a surveying and engineering presence. We've been fortunate to find good people, nurture leadership and resist the temptation to grow too fast."

Today, Triad SC primarily handles commercial work for larger general contractors, while residential development supports its in-house Triad Development business. Triad SC typically stays in South Carolina, but it will occasionally take on jobs in North Carolina as well.

Construction Manager Scott Clement oversees field operations, estimating, project execution and equipment planning. He joined Triad SC 11 years ago after working across the country on airports, runways, bridges, roads, dams and tunnels for larger contractors. For Clement, Triad SC's size gives it the ability to act quickly while still handling complex work.

"We're big enough to do serious projects, but we can still pivot," Clement said. "If a client calls and needs something handled quickly, we don't need 10 layers of approval. We can make decisions, solve the problem and keep the job moving."

Technology at work

That approach shows up on projects like the Long Branch Apartments complex near Greenville. The multifamily site includes moving about 125,000 yards of dirt, as well as installing storm drain, water, sewer, curb and gutter, aggregate base, erosion control, seven building pads, and a clubhouse. According to Clement, it fits squarely within Triad SC's wheelhouse.

"It has on-site dirt, import and borrow, utilities, pads, and all the moving parts we like to manage," Clement noted.

Customer snapshot

Company: Triad SC Inc.

Location: Duncan, South Carolina

Established: 1999

Employees: 70 in the grading division

Areas of expertise: Commercial grading, utilities, site development, curb and gutter, surveying, engineering and in-house residential development

Komatsu equipment: D39PXi-24, D51PXi-24 and D61PXi-24 IMC dozers; excavators ranging from PC55MR-5 to PC360LC-11 models; HM300-5 articulated trucks; wheel loaders

Komatsu technology: Intelligent machine control (IMC); Komtrax

An operator uses a Komatsu D51PXi-24 intelligent machine control (IMC) dozer to move material and shape grade at the Long Branch Apartments jobsite near Greenville, S.C.

▶ VIDEO





A Komatsu PC290LC-11 excavator gives Triad SC the reach and digging power needed to handle mass excavation, utility work and site development projects.

To support that work, Triad SC relies heavily on 29 Komatsu machines from Linder Industrial Machinery Company, including D39PXi-24, D51PXi-24 and D61PXi-24 intelligent machine control (IMC) dozers, excavators ranging from PC55MR-5 to PC360LC-11 models, wheel loaders, and most recently, HM300-5 articulated trucks.

"We've been Komatsu people since 2001," Cureton stated. "When we were moving from surveying into grading, we interviewed and talked with the major manufacturers, and the Komatsu equipment and dealership support really stood out."

Cureton continued, "The excavators were the first thing that really struck me. That 200-size machine felt like the Cadillac of that class, and now we're running excavators like the new PC220. On the dozer side, everything from the D39 to the D61 has been a workhorse for us."

Since switching to primarily Komatsu IMC dozers, Triad SC has reduced its surveying crews from seven to two.

"I don't see us being able to function anymore without GPS," Cureton commented. "It hasn't made surveying less important; it has made surveying more efficient. The IMC dozers and GPS integration let us do the work with fewer

stakes, less rework and better information in the operator's hands."

"The efficiencies are phenomenal," Clement added. "We can put a Komatsu IMC dozer on a job and use the same model from rough grading through fine grading. When plans change, we update the file and keep moving instead of waiting on a whole new staking effort."

GPS is especially valuable on smaller, congested jobs such as gas stations. While the sites do not frequently involve mass earthmoving, their curbed islands, tight features and frequent layout details make machine control even more important.

"Without GPS, you would have stakes everywhere, and then you're backing over them while trying to work," Cureton explained. "With GPS, we can get so close that we may only need very minimal staking for stringline for curbing."

Triad SC also uses Komtrax telematics with third-party maintenance and equipment-management software.

"Komtrax plugged right into what we were already trying to build," Clement said. "We can see hours, maintenance intervals, locations and issues quickly. If an operator reports a code or a maintenance need, that information gets to our maintenance team, so we can react before a small issue becomes a bigger one."



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TheLinderLink.com**

Continued...

'We have a great relationship with Linder'

... continued

Long-term partnership

In addition to increased efficiency, support from Linder remains a major reason why Triad SC continues to invest in Komatsu equipment. Sales representative Andy Chapman and product support representative (PSR) Cody Thilking help Triad SC keep projects on schedule.

"We have a great relationship with Linder," declared Cureton. "If our service guy can

pick up the phone and get an answer, that is invaluable. Linder has been great about getting us parts, service and answers quickly."

Clement added that Linder's branch network, rental options and service support help Triad SC respond when projects require additional equipment or when a machine needs attention outside the Greenville-Spartanburg market. Komatsu Care also supports Triad SC's lean maintenance approach by handling service on newer machines.

"Having that care after the sale on newer equipment is vital to how we operate," remarked Clement. "Linder fills the gaps when we need rental machines, service support or help getting something back to work."

Built to last

Looking ahead, Triad SC is preparing for the next generation of leadership while preserving the culture that built the company. Cureton's son, Hampton, recently graduated from Clemson University and now works with the company, while Adam Clement, Scott's nephew and a Citadel graduate, is also part of Triad SC's future.

"We're not looking for a landing; we're looking for a continued flight," Cureton concluded. "We want to keep growing, keep developing people and pass along what makes Triad special. At the end of the day, if it's only about numbers, it's short-lived. It has to be about people. We're excited about where we're headed." ■

**The opinions expressed here are based on the customer's specific experience. Results may vary.*

With GPS-equipped Komatsu D39PXi-24 IMC dozers, Triad SC reduces staking needs and gives operators accurate grade information on jobsites.

By the numbers

- **80%** of work is commercial
- **125,000** yards of dirt are being moved on a current multifamily project
- **29** Komatsu machines



A Komatsu D61PXi-24 IMC dozer gives Triad SC's operators the power and precision to go from rough to fine grading and move material efficiently on large site development projects.

Triad SC's Bill Cureton (left) and Scott Clement (right) work closely with Linder's Andy Chapman (center), who helps support the company with equipment recommendations, responsive service and rental solutions that keep projects moving.



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Smart alignment features take center stage

Both next-generation PC220LC-12 and PC220LCi-12 excavators deliver comfort, control and automation, while the latter features even more advanced technology

Komatsu's new PC220LCi-12 excavator, with the latest intelligent machine control update (IMC 3.0), introduces two significant technological features designed to help operators work more efficiently: swing-to-line and travel-along-line. These features build on Komatsu's growing lineup of intelligent automation, offering refined machine movement that supports accuracy, consistency and reduced operator effort on trenching-focused jobs.

Swing-to-line is selectable by tapping a polyline and marking it as a checkable option. Once activated, the machine automatically restricts unnecessary overswing when returning to the trench after dumping, ensuring the upper structure stays aligned with the intended cut. Operators benefit from smoother, more predictable cycle movements and better trench-to-dump workflow rhythm.

Travel-along-line, also enabled by selecting a polyline as a checkable option, helps the excavator maintain a square position to the center of the trench line as it advances. By minimizing the need for constant micro-repositioning, this background function helps operators stay on the line, improve trench continuity and reduce time lost to realignment.

These new capabilities build on an already-advanced technology base of the companion model without IMC 3.0, the PC220LC-12. Even without the addition of intelligent machine control, the PC220LC-12 includes some powerful integrated baseline smart tools: 2D machine control, 2D boundary control and payload monitoring.

But for operations looking to level up on cutting-edge technology that helps good operators do a great job, the PC220LCi-12 adds the IMC 3.0 platform for advanced automation. Features such as auto grade assist, bucket angle hold, compaction control, minimum distance control, auto swing, advanced payload monitoring and industry-first integrated 3D boundary control help operators work more precisely and productively across the full jobsite. Auto swing and travel stop functionality is another notable factory-installed feature — another industry first for excavators.

Added comfort and exceptional performance

Comfort and performance remain core strengths of both models. The redesigned cab provides

28% more space, 30% more legroom, significantly improved visibility, reduced noise and vibration, and a high-quality heated air-suspension seat. An 8-inch HD monitor gives operators easy access to machine data and customization settings.

A new electronically controlled hydraulic system paired with a high-output engine delivers tangible performance gains. Compared to the previous Komatsu PC210LC-11, operations can benefit from up to:

- 8% greater digging force
- 7% more lift capacity
- 20% lower fuel costs
- 18% higher workload productivity with a new P plus mode

Komatsu also prioritized safety and operator assurance. Features such as rollover avoidance, KomVision 360-degree camera coverage, object detection, automatic deceleration controls and seat belt reminders promote zero harm. Maintenance is streamlined with ground-level service points and longer replacement intervals, helping reduce costs by up to 20%.

For contractors seeking machines that enhance operator capability, reduce fatigue and deliver smarter, more consistent trenching performance, both next-generation excavators represent a major step forward. And, with the introduction of swing-to-line and travel-along-line on the PC220LCi-12 with IMC 3.0, this more advanced excavator levels up intelligent automation in practical, productivity-driven ways that support operators shift after shift. ■

**All percentage claims are based on a comparison to the previous PC210LC-11 model. Reductions in maintenance costs are due to longer replacement intervals for hydraulic oil and oil filters and longer cleaning intervals for the particulate filter.*



Komatsu's PC220LCi-12 intelligent machine control (IMC) 3.0 excavator now features swing-to-line and travel-along-line functions that help operators work more efficiently.

Built to move people

GOPO Trains manufactures accessible, high-capacity transportation solutions for commercial operations worldwide

Long before GOPO Trains began creating its recognizable people movers in Naples, Fla., Luc Goemaere's family was rebuilding Europe's postwar machinery landscape. His grandfather converted American military trucks left in Belgium after World War II into tractors, giving farmers a mechanical farming tool instead of relying on horses.

"My friends in Europe tell me I don't have blood; I have hydraulic oil," Goemaere said. "My father continued my grandfather's work, and I joined the agricultural machinery business when I was 17 or 18."

Agricultural consolidation squeezed small equipment dealers in the early 1980s, prompting Goemaere to look beyond the family trade. He knew people frequently walked a long distance between two mountains near his home and envisioned a train that could carry them.

"I told my parents over coffee, 'I'm going to make a train,' and my mother asked if I had become a child again," Goemaere recalled. "I built the first

one, operated it on weekends and holidays, and a client bought it after the first season. I used that sale to build three more."

The people-mover trains soon outperformed the agricultural operation, and Goemaere expanded into manufacturing trains, trolleys and other people movers. After concentrating fully on production around 2000, he sold his Belgian factory to an investor in 2017, moved to Florida and later rebuilt the business in Naples when the transition did not unfold as promised.

"I thought I was ready to retire, but I was tired of retiring," Goemaere admitted. "I love what I do, and Florida is the right place for it. There are a lot of people here, and wherever there are people, somebody needs to move them."

From its facility in Naples, GOPO serves an international market that includes theme parks, zoos, fairgrounds, amusement venues, arenas, jobsites, rental companies and cruise ports. Its vehicles have reached customers as far away as Japan and Africa.

"Most of our products are commercially used because they are built to work," Goemaere noted. "A park may have a 10-hour day, and some electric vehicles cannot cover that shift. With our engine-powered solutions, including the Kubota, customers can keep moving people around the clock."

Goemaere remains the company's owner, creator and designer, and he describes himself as involved in nearly every function. The production team assembles vehicles from stocked chassis and components, while his 17-year-old son is preparing to carry the family business into a fourth generation.

"I was thinking about slowing down, but now my son is coming into the business," Goemaere shared. "My grandfather passed the work to my father, and my father passed it to me. Now, I'm giving the company another push, so my son has something strong to continue."

Engineered for smooth travel

That push centers on a Kubota RTV-X2 utility vehicle that GOPO extended into a shuttle for as many as 23 passengers, including one wheelchair user. Each vehicle includes rear ADA access, giving customers a single platform for both capacity and accessibility.

Customer snapshot

Company: GOPO Trains

Location: Naples, Florida

Established: 1986 in Belgium; Florida operations established after 2017

Employees: 15

Area of expertise: Design and manufacture of commercial people movers, trains, trolleys and passenger shuttles

Kubota equipment: Kubota RTV-X2 utility vehicles

GOPO Trains owner Luc Goemaere (right) proudly stands with his son, who represents the fourth generation of the family in the machinery business.





► VIDEO

A GOPO Trains shuttle built from a Kubota RTV-X2 utility vehicle provides accessible, high-capacity passenger transportation for commercial applications.

"We keep about 90% of the original Kubota in the shuttle," Goemaere described. "We remove the rear axle, extend the chassis and install the axle at the back."

Goemaere's preference for a donor vehicle reflects lessons learned over roughly four decades. Earlier custom builds combined engines, axles, batteries and radiators from different sources, making later parts identification difficult when a vehicle changed owners or operated overseas.

"Today, except for the chassis work, the parts remain from the Kubota RTV-X platform," Goemaere said. "That consistency matters when a customer needs service years later. Even in a remote market, there is a good chance a Kubota dealer can help."

GOPO is also developing an antique-style hood for municipalities that want a vehicle suited to historic surroundings. The planned bodywork will change the appearance without giving up the modern platform beneath it.

"It will look like a 100-year-old vehicle, but it will have current technology," Goemaere emphasized. "That is what our clients need: something distinctive that can still be serviced and covered by a warranty. We can create the historic character without building every mechanical system from scratch."

The Kubota RTV-X2 utility vehicle also provides the hydrostatic drive Goemaere considers essential for passenger work. Long parabolic



The Kubota RTV-X2 utility vehicle provides the hydrostatic drive that is essential for passenger work, according to GOPO Trains owner Luc Goemaere.

springs help soften the ride whether the shuttle carries a full load or only a few riders.

"A people mover has to accelerate and brake smoothly," Goemaere explained. "With a clutch and a conventional transmission, a driver can shake the passengers around. Hydrostatic drive gives us smooth control and the power the application requires."

GOPO further separates itself through an inventory-led production model. With chassis and major components on hand, the company can finish vehicles in requested colors and



Discover more at
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Continued...

'It is a pleasure to work with Linder'

... continued



GOPO Trains keeps Kubota machines and chassis on hand to help speed up production.

By the numbers

- **23** passengers, including **1** wheelchair user, can ride in GOPO's extended shuttle configuration
- **90%** of the original Kubota platform remains in the finished shuttle, simplifying parts sourcing and long-term service
- **24** hours a day is the potential operating availability of GOPO's engine-powered solution for demanding commercial applications
- **20 to 50** chassis in inventory help GOPO reduce delivery schedules from months to days or weeks

configurations without beginning every order as a one-off build.

"We have 20 chassis available, and the next batch will be 50," reported Goemaere. "That turns delivery into days or weeks instead of months."

Support that scales

Linder Turf & Tractor supplies the Kubota donor vehicles and gives GOPO a single source for the platform at the heart of its latest shuttle. The Linder sales team works directly with Goemaere on product questions, availability and support.

"The service and support have been very good, and we have a strong relationship," Goemaere commented. "It is a pleasure to work with Linder."

GOPO's future combines greater production volume with the inventive instincts that began back in Belgium. By adding models, stocking larger chassis batches and preparing the next generation, the company intends to make specialized passenger transportation easier to obtain and maintain.

"We want to move toward continuous production because we know there is a market for what we build," Goemaere stated. "People dream about something today and want it tomorrow. Being ready to deliver, while building a product that can be supported for years, is our biggest advantage." ■

**The opinions expressed here are based on the customer's specific experience. Results may vary.*

GOPO Trains manufactures distinctive people movers for amusement venues, parks, municipalities and other operations.



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Building the future while honoring the past

Komatsu CEO Rod Bull says focusing on technology, collaboration and people is helping the company shape what comes next for heavy industry



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

**Rod Bull,
CEO,
Komatsu North America**

Rod Bull serves as Chief Executive Officer of Komatsu North America, the company's largest global region, overseeing construction, mining, forestry, forklifts and digital solutions. With more than 25 years in the heavy equipment industry, Bull brings deep expertise in manufacturing operations, field leadership and global customer engagement.

Raised around equipment in central Illinois, Bull's roots in the industry run deep. He worked for his family's tree removal business as a teenager, gaining hands-on experience that shaped his appreciation for machinery and hard work. After earning a bachelor's degree from Eastern Illinois University and later an MBA from the University of Illinois Springfield, he began his career as a pricing analyst in the heavy equipment sector, building a strong foundation in dealer relations and customer-focused problem-solving.

"What I love about our industry is that every customer has real challenges — and we get to help solve problems that truly matter," said Bull. "There is no question that for them to win a bid or secure a project, they have to have the right partners, and we believe Komatsu is that. We have an opportunity to add real value to their businesses."

Bull has held a series of senior leadership roles across parts marketing, regional mining operations, manufacturing and field operations since joining Komatsu in 2011. Following Komatsu's acquisition of Joy Global in 2017, he led loader manufacturing in Texas, then oversaw operations in the mining, construction, forestry and technology fields before being named CEO in 2025. He also completed the Advanced Management Program at The Wharton School.

"I've been very blessed to be surrounded by great people who gave me opportunities to learn different parts of the business," Bull commented.

Bull is known for his strong belief in customer centricity, workforce development and collaboration across the industry. Outside of work, he is married to his high school sweetheart, Gina, and they have three children. He enjoys reading, spending time with his family and staying connected to the field side of the business — where his passion for the industry first began.

Question: How does innovation and technology shape Komatsu's strategy today?

Answer: Innovation starts with a simple question: What problem is the customer trying to solve? Technology is not pursued for its own sake but as a way to make work safer, more productive and more sustainable. Historically, Komatsu has been known for quality and reliability, and that foundation remains unchanged. What is evolving is how technology is developed and deployed.

"What I love about our industry is that every customer has real challenges — and we get to help solve problems that truly matter."

*— Rod Bull,
CEO,
Komatsu North America*

The organization is investing heavily in advanced automation, electrification and digital platforms, while also partnering with technology leaders outside traditional heavy industry. These partnerships allow the company to move faster, learn from adjacent industries and bring proven solutions into mining, construction and forestry. A key focus is autonomous equipment — haulage, loading and dozing — designed to help customers address labor shortages, rising costs and productivity constraints.

Equally important is how technology is developed. By adopting strategic development and testing cycles, the company aims to sustain long-term leadership rather than short-term advantage. Innovation is viewed as an ecosystem — internal expertise combined with external partners, all aligned around customer outcomes.

Question: What does a customer-first approach look like in practice?

Answer: Customer focus is deeply embedded in the culture. It begins with spending time where the work happens — a concept known as *gemba* — on jobsites, in shops and in production facilities. This philosophy ensures that strategies and products are grounded in real-world conditions rather than assumptions.



Komatsu's PC365LC-11 excavator with electric work equipment technology and intelligent machine control (IMC) dozers are part of Komatsu's commitment to improving production, efficiency and sustainability.

A significant portion of new product development is driven directly by customer feedback. Engineers and product teams observe operations firsthand, test solutions in the field and refine designs based on real use. This continuous feedback loop helps ensure that equipment, technology and services deliver measurable value.

Customer focus also extends beyond the machine itself. Service, parts availability and technical support are viewed as critical components of the value proposition. The goal is to allow customers to focus on their projects while relying on a trusted partner to support the full life cycle of their equipment.

Question: How does Komatsu differentiate itself as a market leader?

Answer: Market leadership is built on three pillars: quality, safety and accessibility. Quality and reliability define the products, while safety guides how they are designed, built and supported.

Safety is a shared responsibility that starts with strong leadership and extends across every team member of the organization. We work hard to keep leaders and stakeholders connected, aligned and focused on our ultimate goal of zero harm. Our top priority is to help ensure everyone returns home healthy and safe to their family each day. Another key differentiator is accessibility. Customers and dealers can reach deep into

the organization, including engineering and manufacturing teams, to resolve challenges quickly. This openness creates trust and accelerates problem-solving.

Market leadership is also reinforced through strong dealer partnerships and a growing brand presence. Rather than relying on aggressive marketing, the company focuses on consistency — delivering the same high standard of experience across products, services and regions. This approach strengthens long-term relationships and reinforces credibility in the marketplace.

"Selling equipment is only the beginning; long-term growth comes from supporting customers throughout the entire equipment life cycle."

*— Rod Bull,
CEO,
Komatsu North America*

Question: What has driven Komatsu's growth?

Answer: Growth is driven by a holistic view of value. Selling equipment is only the beginning; long-term growth comes from supporting customers throughout the entire equipment life cycle. Service contracts, rebuild programs, parts support and digital tools all play a role in reducing the total cost of ownership for customers while creating sustainable revenue streams.

'Komatsu is focused on balancing heritage with momentum'

... continued

Significant investments in infrastructure support this strategy. Modern manufacturing plants, rebuild centers and distribution facilities enable faster response times and higher-quality service. These investments also support export growth, positioning North America as a critical hub for production and innovation within the global organization.

Workforce development is another growth driver. Komatsu is expanding training programs, partnerships with schools and trade organizations, and flexible learning platforms to attract and develop the next generation of technicians and operators. Addressing labor shortages is not just a workforce issue — it is essential to supporting customer growth as well.

Question: How does Komatsu view the industry's future as it celebrates more than a century of notable achievements?

Answer: The future is collaborative. The challenges facing heavy industry — labor availability, sustainability, cost pressures and regulation — cannot be solved by individual companies acting alone. Komatsu sees its role as part of a broader community that includes customers, dealers, competitors, technology partners and industry associations.

Technology will continue to play a central role, particularly in automation, electrification and data-driven operations. At the same time, sustainability will extend beyond emissions to include processes, supply chains and long-term workforce health.

Nothing is more important than keeping safety at the center of how we operate, and that's a commitment I work to reinforce every day. As we look ahead to the next 100 years, safety will remain at the forefront of everything we do. It is fundamental to our culture, embedded in the way we operate and essential to how we grow and plan for the future.

That unwavering commitment not only defines how we work today but also reflects the values that have shaped Komatsu. With more than a century of history, Komatsu is focused on balancing heritage with momentum. Its origins were rooted in protecting livelihoods and creating value through skilled work, and that philosophy continues to guide decisions today. By investing in people, embracing partnerships and staying relentlessly customer-focused, the organization believes it is well positioned to lead the industry forward — responsibly, collaboratively and with ambition for the long term. ■



WORK SMARTER WITH TRACK TRUCKS

The remote locations and challenging weather conditions of stream mitigation projects mean North State Environmental relies on machines that can handle a heavy workload while minimizing their impact on the ecosystem.

“We’re working close to the water table and flood plain areas, so we prefer high flotation equipment with low ground pressure tracks. That’s where the Terramac machines come into play.”

Darrell Westmoreland
Owner
North State Environmental



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Delivering a safe event

Milestone excavator underscores safety and partnership at annual D.H. Griffin Safe & Sound event



John Suggs,
PSR,
Linder Industrial
Machinery Company



James Hall,
General
Superintendent,
D.H. Griffin
Companies

D. H. Griffin Companies' annual Safe & Sound event featured its newest excavator, a custom-wrapped, commemorative Komatsu PC490LC-11. It is the 60,000th excavator manufactured at Komatsu's Chattanooga Manufacturing Operation (CMO) in Tennessee, which celebrated its 40th anniversary earlier this year.

"D.H. Griffin has always been a very good partner with us, and we were excited to be able to get this machine out here today as a special commemorative item for this event."

*- John Suggs,
PSR,
Linder Industrial Machinery Company*

"We worked with D.H. Griffin's heavy haul division to transport the excavator," said John Suggs, a product support representative (PSR) for Linder Industrial Machinery Company's Greensboro, N.C., branch. "We loaded the machine at our Greensboro facility, and we transported it to the corporate office. D.H. Griffin has always been a very good partner with us, and we were excited to be able to get this machine out here today as a special commemorative item for this event."

Vendors presented safety topics and new safety products throughout the gathering. Linder hosted a booth, offered giveaways and gave employees an up-close look at the milestone machine.

"It is an absolutely beautiful machine, and I hate to think about the bucket going into rock," commented James Hall, a general superintendent for D.H. Griffin's Greensboro infrastructure division. "We have top-notch operators who take care of their equipment, so I believe it will still look good five years from now."

In addition to seeing the special excavator, Hall enjoyed having all of the divisions of D.H. Griffin come together for this event.

"It's a real pleasure being here," stated Hall. "One thing about D.H. Griffin that I admire the most is what they do for the employees, the training that we get, and events like this where we can all get together and go over a lot of issues that we normally never get to talk about in the field, and safety is one of the most important."

D.H. Griffin reinforces those conversations with daily accountability. Operators conduct morning walkarounds, document inspections and receive oversight from the company's safety division. D.H. Griffin also runs a sizable Komatsu fleet, and Hall



(L-R) D.H. Griffin Infrastructure's Chris Carter; D.H. Griffin Companies' Donna Griffin and David Griffin Jr.; and Linder Industrial Machinery Company's Rich Fikis, Michael Moore, Justin Switzer and John Suggs celebrate the delivery of the 60,000th excavator from Komatsu's Chattanooga Manufacturing Operation (CMO).



D.H. Griffin displays its new custom-wrapped Komatsu PC490LC-11 excavator at its annual Safe & Sound event.



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D.H. Griffin transports the 60,000th excavator manufactured at Komatsu's Chattanooga Manufacturing Operation (CMO) from Linder's Greensboro, N.C., branch to the Safe & Sound event.

▶ VIDEO

said advances in machine technology have helped improve efficiency and safety.

"I've been in this industry for 35 years," shared Hall. "The new technologies and excavators are unbelievable. What I've seen change over the last 15 years is just crazy with the setups in the machines, as far as the 360 avoidance. They've come a long way. I'm a strictly Komatsu fan because they bring one of the best machines on the market today. I'm very happy D.H. Griffin Companies are as into Komatsu as I am. It makes my life a lot easier from the service we have on the equipment to the breakdowns — which are very few compared to the other mainline machines. When I ask for a repair, Linder's service team comes out and gets us back online as quick as possible. I commend Linder for that." ■



Attendees stop by Linder's booth to pick up some swag.

Delivering more tons per cycle

Komatsu HM460-6 elevates articulated truck performance with engineering designed for increased traction, power and payload

For contractors working in quarries, construction sites and large-scale earthmoving operations, the ability to move material efficiently across soft, uneven or unpredictable terrain can have a major impact on productivity. Komatsu's new HM460-6 articulated haul truck is a next-generation articulated dump truck engineered to help contractors move more material with greater consistency, even in challenging ground conditions.

Designed around a new high-output powertrain, an advanced traction control system and a redesigned operator environment, the HM460-6 reflects direct customer input on performance, efficiency and control in demanding applications. With a higher-rated payload and improved fuel efficiency compared to the Komatsu HM400-5 (which this new model replaces), the truck is designed to deliver a lower cost per ton while maintaining stable, predictable operation throughout the haul cycle.

The truck's increased rated payload capacity of up to 46.3 tons (compared to the 44.2-ton capacity of the HM400-5) also allows more material to be hauled in each cycle — further boosting productivity and increasing the total volume of material that can be hauled over a period of time. This has positive impacts across

the truck's total cost of ownership and the hourly cost of moving material.

"We didn't just increase the payload and call it done," said Bruce Boebel, Director, Products and Service, Komatsu. "The entire machine was engineered as a system — reducing the truck's weight; adding a high-torque engine, a nine-speed transmission and locking axles; and pairing it with system hydro-pneumatic suspension. When all those elements work together, you get a more nimble truck, faster cycle times and higher overall productivity."

Powered by a new engine

At the core of the HM460-6 is the new proprietary Komatsu DBA127 engine equipped with a two-stage turbocharger system. The engine delivers 518 gross horsepower at 1,700 rpm, providing increased torque at lower engine speeds to support strong acceleration, improved hill-climb capability and efficient power delivery under load. It also eliminates the complexity of an exhaust gas recirculation (EGR) system through a simplified design, uses less fuel and helps extend service intervals, lowering the total cost of ownership. Paired with a new nine-speed Komatsu transmission and intelligent gear control, the powertrain is designed to balance performance and fuel efficiency across a wide range of conditions.



An increased rated payload capacity of up to 46.3 tons (compared to the 44.2-ton capacity of the Komatsu HM400-5) allows for the Komatsu HM460-6 articulated truck to haul more material each cycle.



Komatsu's new HM460-6 articulated truck features an innovative traction system and a new Komatsu DBA127 engine designed to deliver exceptional power, torque and fuel efficiency.

Quick specs

Model	Gross horsepower	Operating weight	Capacity
HM460-6	518 HP at 1,700 rpm	165,126 lbs.	46.3 tons

The DBA127 engine's two-stage turbocharger system is designed to deliver efficient boost across a wide operating range, supporting strong low-speed torque while maintaining consistent performance at higher speeds. An electronically controlled bypass valve helps manage boost pressure, contributing to durability and smooth engine response. The engine meets U.S. EPA Tier 4 Final emissions standards and is designed with extended maintenance intervals to help reduce downtime.

"The goal with the new powertrain was to improve performance while also lowering operating costs," Boebel stated. "By pairing the new DBA127 engine with a nine-speed transmission and reducing the truck's overall weight by about 6,600 pounds, we were able to increase production while lowering fuel consumption by up to 12% — which is a meaningful improvement for customers focused on lowering their total cost of ownership."

Designed to maintain traction

Traction performance is a central focus of the HM460-6's design. The Komatsu Traction Control System continuously monitors wheel speed and slip, automatically applying brake force to individual wheels when traction loss is detected. This system works in conjunction with an inter-axle differential lock and a manually activated cross-axle differential lock, providing operators with multiple layers of traction assistance based on ground conditions. Together, these systems are designed to help reduce tire spin to extend tire life, limit material spillage and support steady travel on grades or soft surfaces. Combined with a hydro-pneumatic suspension system engineered to balance ride comfort and stability, the HM460-6 is designed for reliable hauling across the toughest terrain.

Improved awareness

A redesigned cab focuses on visibility, ergonomics and operator comfort. A four-pillar cab design increases glass area by 16% and reduces blind spots by 43% compared to the HM400-5, helping to improve awareness during loading, hauling and dumping. Control layouts were revised to group high-use functions within easy reach, and a high-resolution 8-inch machine monitor paired with a 10-inch sub-monitor provides access to payload data, machine information and rearview camera feeds.

Standard operator-assist features include cruise control and automatic retard speed control to help maintain consistent downhill speeds, as well as hill start assist, which helps prevent rollback on steep grades. A rollover prevention system monitors vehicle speed and rear frame angle, providing alerts and limiting machine functions when thresholds are approached. New brake inspection guidance helps operators assess brake status.

Maintenance access is also addressed in the HM460-6 design. A powered tilting engine hood, ground-level service points and extended service intervals are intended to help reduce downtime and simplify routine inspections and scheduled maintenance. The truck is equipped with telematics data-monitoring technology that enables fleet managers to access machine health and operating data, helping improve utilization and planning and supporting proactive maintenance.

"In engineering the HM460-6, the focus is on delivering confident performance in real-world conditions where traction, torque and control make the difference — with extra payload," said Boebel. "The new DBA127 engine and advanced traction systems were designed to help operators stay productive on challenging and versatile terrain, while the redesigned cab and service features reflect how closely we listened to customer feedback." ■

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From sapling to sawmill, Komatsu Forestry equipment is purpose-built for the forest.

See the TimberPro 745D at Komatsu.com.



Full-cycle forestry solutions

Komatsu broadens its forestry lineup with equipment and technology designed to support the full cycle of timber production

From harvesting and extraction to silviculture and planting, Komatsu's forestry equipment helps contractors fell, harvest, load and process timber.

"Komatsu manufactures a wide variety of forestry machines that are high-performing, high-quality and built for the toughest conditions," said Doug Morris, Vice President of Komatsu's North American forestry business. "Whether a customer is in cut-to-length applications or needs full-tree solutions, we offer a broad range of products and technology that perform well in each segment."

Komatsu's forestry lineup includes forwarders and wheeled harvesters for cut-to-length work, harvester heads for processing, swing machines for log loading and processing, TimberPro tracked machines for harvesting and felling, and Bracke products for silviculture and planting applications. That application-specific range gives contractors options that fit their production methods, terrain and timber conditions.

"We have continued to invest in forestry by expanding our product portfolio," Morris stated. "That gives customers a wider range of equipment options suited to the way they work and the conditions they face."

Operator simulator training

In addition to iron in the field, operator development remains a key part of the equation.

The Komatsu wheeled harvester operator simulator allows operators to train in a controlled environment before working in the woods.

"The simulator significantly shortens the learning curve for an operator and helps get that person ready for a production environment," Morris explained. "They can refine their techniques and learn how the machine responds before they ever step into an actual machine. At a time when the industry is really struggling to find operators with a lot of experience, simulators help people become productive much faster."

Full-cycle support

Today, forestry equipment is about more than production. Customer support, parts availability and operator comfort all play an important role in equipment decisions. Through decades of relationships with customers and distributors, Komatsu has shaped its equipment to meet customers' evolving needs.

"By listening to customer input and investing in products and technologies across the full forestry cycle, Komatsu is positioned to support customers well beyond production," Morris concluded. "That means giving them the equipment, service and support they need to operate efficiently and plan for the long term." ■



An operator uses a Komatsu 931XC harvester to cut timber to length for a logging operation.

Skill, speed and interactions tested

Komatsu's national Advanced Technician Competition put customer uptime front and center as competitors performed inspections and identified issues



Watch the video

In an industry where equipment downtime can halt productivity and drive up costs, technicians play a critical role in keeping operations moving. That reality was on full display at Komatsu's national Advanced Technician Competition (ATC), where top distributor technicians from across North America competed in a rigorous, real-world test of skill.

Held at Komatsu's Cartersville Customer Center in Georgia, the event highlighted the expertise required to maintain and repair machinery. Ten technicians from Komatsu's dealer network took part. More than just a competition, the event underscored Komatsu's commitment to customer service and minimizing downtime, according to Griffin Reome, Director of Technical Workforce Development for Komatsu.

"This competition is an awesome way to showcase the faces behind the iron," said Reome. "Our customers can't live without our field techs, and ATC is one of the best opportunities to highlight their skillset and abilities to diagnose issues and identify fixes. In addition, they were tasked with doing a machine inspection, identifying issues and giving customers recommendations for addressing those."

Built on real-world challenges

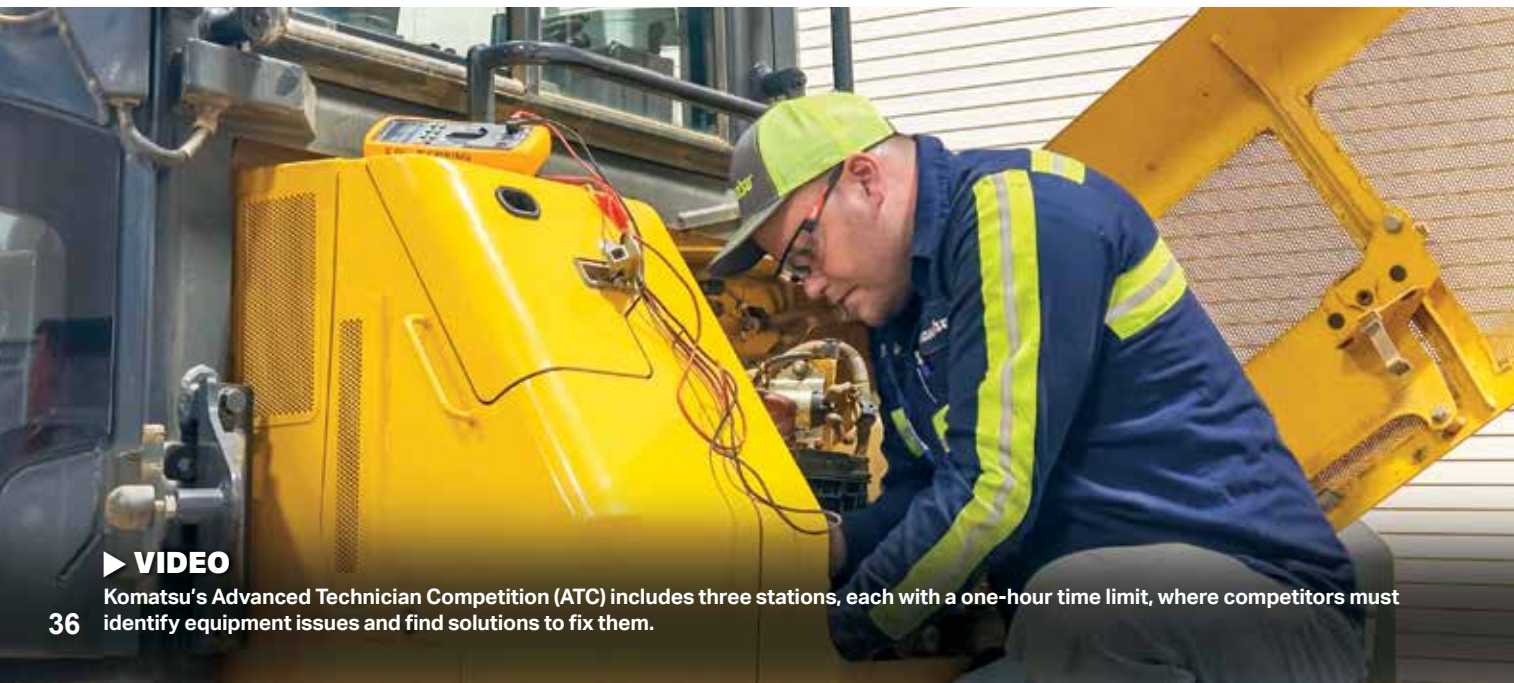
ATC was designed to mirror the realities technicians face in the field. It involved three

stations, each featuring different machines and problem scenarios, all requiring a methodical approach to troubleshooting and repair. Communication also played a central role in the evaluation process, reflecting its importance in the field.

Competitors were given an hour per station to diagnose and resolve issues, with a brief period to familiarize themselves with the equipment before being timed. Komatsu personnel "bugged" a PC220LCi-12 intelligent machine control (IMC) excavator and a D71PXi-24 IMC dozer for the diagnosis stations. An older WA320PZ wheel loader was used for the machine inspection.

Unlike traditional skills competitions, ATC evaluated more than just whether a technician could diagnose and fix a problem. Judges assessed each competitor on a range of criteria designed to reflect a full customer experience. Judges played the role of the customer who had called to have a technician assess the machines' issues and perform the inspection.

"We had very detailed bugs in these machines that the technicians had to strategically, methodically troubleshoot, based on information from the customer, as well as their skills," explained Andrew Earing, Director of Operator and Technical Training, Komatsu. "Communication was extremely important because it was the first line of contact with



► VIDEO

Komatsu's Advanced Technician Competition (ATC) includes three stations, each with a one-hour time limit, where competitors must identify equipment issues and find solutions to fix them.



Competitors are judged on technical performance, safety, professionalism and documentation.

the customer, who provided background and information that the technician could use to diagnose and fix the issues.”

After the initial discussion with the customer, technicians were tasked with using their expertise, training, service manuals, tools, and other information to resolve the issue. During the inspection, they had to identify any potential issues that could affect the equipment’s performance, and provide recommendations for fixes.

Scoring included:

- Technical performance, for accurate diagnosis and repair
- Safety, confirming proper procedures were followed
- Professionalism, including demeanor and approach
- Documentation, such as correct part numbers and service records

Each winner of the Komatsu ATC received a selection of Komatsu-branded prizes and merchandise. In addition, the top two finishers earned an exclusive “Day in the Life” experience with the opportunity to see how a pit crew operates up close at the upcoming Miami Grand Prix, United States, made possible through Komatsu’s ongoing partnership with the Atlassian Williams F1 Team.

Reinforcing a commitment to uptime

At its core, the competition highlighted the direct connection between skilled

technicians and customer uptime. Effective maintenance, especially when proactive, helps avoid costly breakdowns and keeps equipment operating efficiently. By simulating real-world service scenarios, ATC reinforced the importance of quick, accurate troubleshooting and clear communication under pressure. It also demonstrated how technicians served as a critical link between Komatsu and its customers, according to Reome.

The return of ATC came at a time when the industry faces an ongoing shortage of skilled labor. Dealers across North America are actively working to recruit and retain qualified technicians, making workforce development a top priority. By reviving the competition, Komatsu aimed to elevate the profession, recognize top talent, and inspire the next generation of technicians.

For participants, ATC was as much about recognition as it was competition. Simply earning a spot among the finalists reflected a high level of skill and dedication.

“ATC aligns with Komatsu’s broader efforts to grow the technician workforce through education partnerships, training programs and career development opportunities,” said Reome. “The number one thing we want them to know is that we’re not successful without them. We hope to continue ATC for a long time to come.” ■



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Helping customers put technology to work

TSE Eli Goodpaster supports Linder's customers with machine control, GPS and practical jobsite training

Eli Goodpaster did not begin his career in construction, but his path to Linder Industrial Machinery Company has given him a unique perspective on technology, service and problem-solving. As a technology solutions expert (TSE), Goodpaster works out of Linder's Concord and Greensboro branches, supporting customers across central North Carolina.

"I came from a little town in the mountains of North Carolina, a little west of Asheville," Goodpaster shared. "After college at Appalachian State University, I worked in law enforcement for a few years before I was ready for a change. That eventually led me into drones, GPS and the technology side of construction."

Goodpaster first entered the industry with a Charlotte-area contractor, where he managed drones and GNSS equipment. The role introduced him to topographic surveys, photogrammetry and machine control systems. What started as a chance to fly drones quickly grew into a deeper interest in how technology could help contractors work more accurately and efficiently.

"I had no idea what technology in the construction world was capable of at that time," Goodpaster recalled. "It was completely foreign to me, but I kind of hit the ground running. Once I saw what these machines could do with centimeter-level accuracy, it really grabbed my attention."

Smarter jobsite support

At Linder, Goodpaster helps customers understand and use Komatsu intelligent machine control (IMC) equipment, Topcon systems and related support tools. Since joining the company in 2023, his days vary from training operators in the field to troubleshooting machines, supporting sales demonstrations and helping customers remotely when they need guidance on a jobsite.

"That's one thing I like about this job — there is no typical day," Goodpaster said. "Some days I may be in the field training people, some days I might be elbow deep in an excavator fixing something, and some days I may be meeting with an owner to talk about our products."

Goodpaster sees his role as more than fixing issues. He wants customers to understand the "why" behind the technology, so they can use it with confidence. Whether he is showing an operator how to use proactive dozing or helping a GPS manager support their own fleet, he focuses on teaching skills that last.

"I'm an open book," Goodpaster declared. "Anything they want to know, I'm more than happy to show them. I love to teach people how and why this stuff works, so they can support themselves and use the technology to its full capabilities."

Outside of work, Goodpaster still feels most at home in the mountains. He enjoys camping, riding his Suzuki V-Strom 800DE motorcycle, exploring logging trails and spending time outdoors whenever he can. ■



Eli Goodpaster,
TSE,
Linder



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TheLinderLink.com

Linder TSE Eli Goodpaster sets up a base station to support GPS-guided equipment on a jobsite.



A clear picture of your projects

Komatsu's cloud-based 3D Smart Construction Dashboard helps contractors turn jobsite data into daily action

Komatsu's Smart Construction Dashboard is giving contractors a clear picture of their projects by merging 3D design files, aerial mapping and intelligent machine control data into a single, easy-to-use solution. Designed for daily use by operations teams, Smart Construction Dashboard offers near-real-time visibility into jobsite conditions, supporting efficient decision-making and accurate project control.

At its core, Smart Construction Dashboard helps contractors understand where they are today, so they can make informed decisions about where they want to be tomorrow. By combining multiple 3D data streams, users can confirm quantities, monitor progress, and reduce the guesswork that can surround earthwork and site development.

Features and benefits include:

- **Real-time, integrated 3D jobsite view**
The dashboard combines 3D design data, drone mapping and machine as-built

information, allowing users to spin, rotate and manipulate a model of the entire site. No specialized hardware or software is required, and collaborators can log in from anywhere.

- **Fast and accurate quantity calculations**
Whether verifying a pre-bid topo map or evaluating daily production, the system is designed to make volumetric measurements simple. Users can outline a stockpile with a few clicks to quickly calculate volume, density/mass or assigned value. Cut/fill calculations are equally fast, with options to compare the initial survey versus the design, today versus the design or any day in between.
- **Color-coded cut/fill visualizations**
Smart Construction Dashboard automatically generates industry-standard color maps to highlight material movement. These grids can be downloaded, emailed or printed, helping teams communicate progress and provide documentation for reporting or change orders.
- **Timeline-based project progress tracking**
A playback feature lets teams review jobsite development through time, using whole-site views, cross-sections and measurement snapshots. With drone data layered in, progress becomes visually obvious and simple to confirm.
- **Enhanced documentation and accountability**
High-resolution aerial data captured throughout the project helps contractors document site conditions, support change order requests and maintain complete records for clients and stakeholders.
- **Advanced site management**
The 3D viewer, fed by drone and machine data, gives project managers a complete view of the jobsite. This helps teams identify issues early, coordinate effectively and maintain tight control over daily operations.

The platform is backed by Komatsu-trained Smart Construction and Technology Solution Experts who offer coaching before, during and after deployment. Support includes operator training and guidance to help project managers navigate digital transformation. ■



Komatsu's Smart Construction Dashboard helps users confirm quantities, monitor progress, and reduce the guesswork that can surround earthwork and site development.

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