

February 2014

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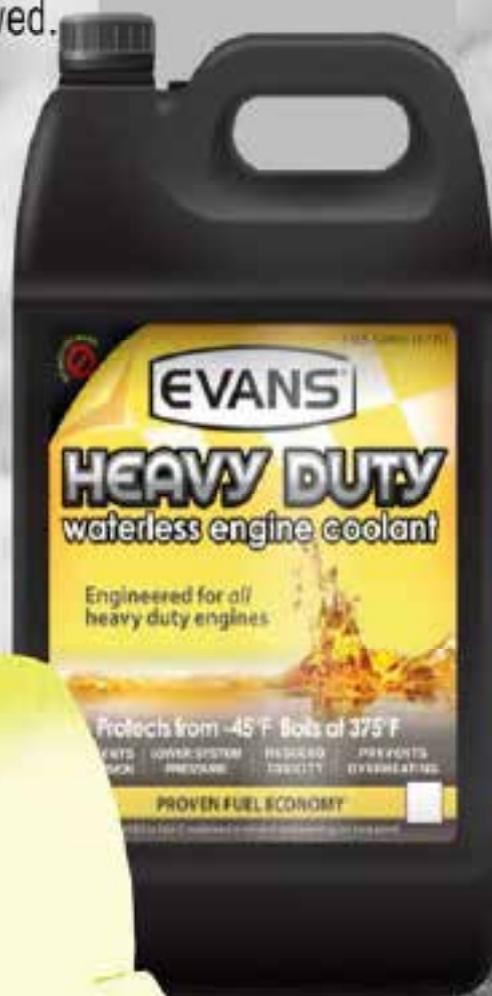
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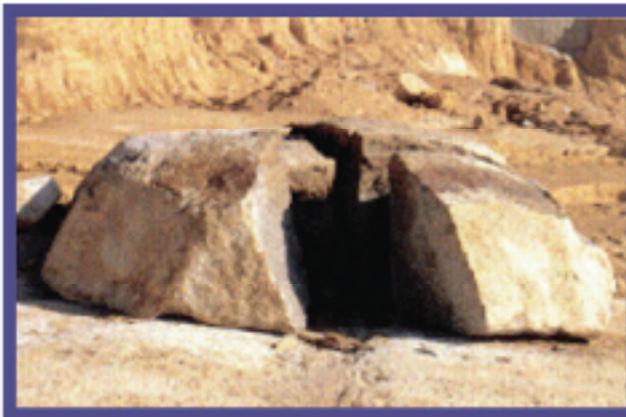
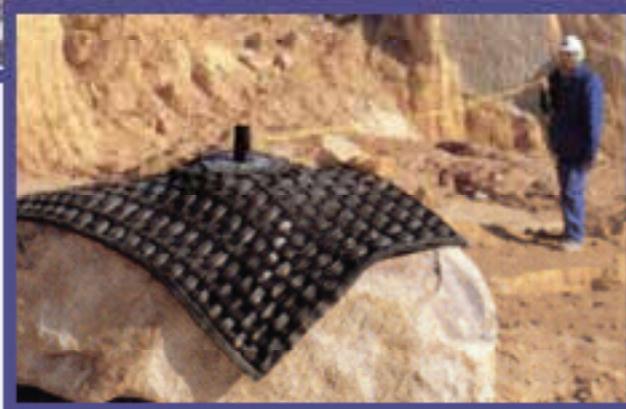
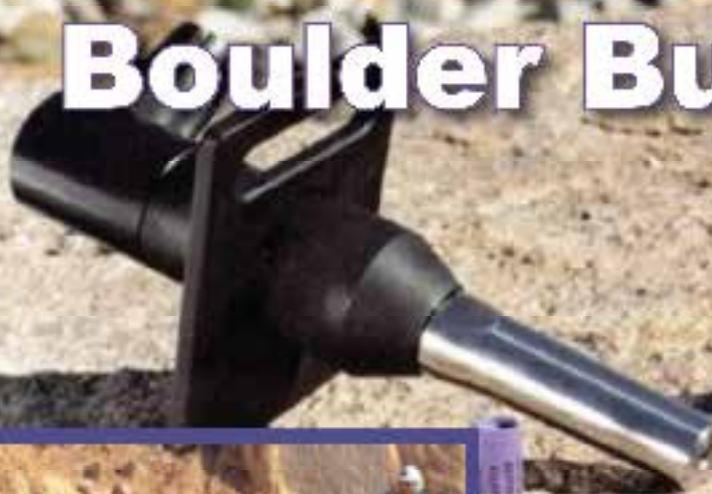
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World of Concrete is behind us and ConExpo is right around the corner. There's nothing like a good tradeshow. Everyone standing up and putting on their best face. A crowd full of optimistic buyers pushing through a maze of optimistic manufacturers and suppliers, all looking forward to a better year than the one before. And signs are pointing toward 2014 being a better year, if not the breakout year we're all hoping for.

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That's what this industry does. And tradeshow like ConExpo and World of Concrete offer us a time to come together and see one another's visions for what tomorrow will be. Because today's technological advances will lead to tomorrow's cutting-edge construction... which will lead to tomorrow's intriguing new challenges that will drive the next round of technological advances.

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How To Safely Maintain The Diesel Engine Of A Wheel Loader

By Tom Jerrat

To ensure the reliability of your wheel loader, regular maintenance work must be completed on its diesel engine. It is important to keep the engine in excellent condition so your loader can perform tasks at peak efficiency. However, before carrying out any maintenance work to the engine, all safety measures must be observed when working with this part of the wheel loader. Understanding and observing all safety measures is the best protection against accidents. In this article, we share some tips on how you can safely carry out maintenance work to the diesel engine of your wheel loader.

1. The owner of the wheel loader and all operating personnel must read and understand the manual and other instructions relating to the operation of the engine. They must be familiar with all engine parts and how they work. It is also important to be familiar with the wheel loader and its performance limits.

2. Use only liquid diesel as fuel. Diesel cannot be mixed with other petrol or alcohol.

3. Always switch off the engine during maintenance, refuelling, repairs and cleaning. The engine must also be switched off before checking the oil level, changing oil and replacing the oil filter. When refuelling the engine, make sure no one is smoking nearby and there are no sources of sparks in the area.

4. Before any maintenance work, servicing or cleaning on the engine, allow the motor to cool down first. Also, allow the exhaust and exhaust pipe to cool first before touching it as it can cause burns.

5. Do not remove the radiator cap when the engine is running or still hot. If the radiator cap is removed too soon, hot water can spray out and cause serious burns to people working on the engine. Wait at least 10 minutes after switching the engine off and then carefully remove the radiator cap.

6. Do not let the diesel engine run in areas where there could be flammable vapour present or in other hazardous surroundings.

7. Before starting the engine, make sure that the drain valves for the coolant and oil are closed, the caps are closed and the hose clips are tightened. Having these parts open or loose during operation can cause serious injuries to personnel.

8. Make sure to release pressure in the air, oil and cooling system before removing any parts of the engine. Be cautious in removing any part of a pressurized system. Never check for any pressure



leaks using your hands as oil or fuel under pressure can cause serious burns and injuries.

9. Practice proper disposal of oil, fuel and other materials. Comply with environmental laws in the disposal and management of used oil, fuel, coolant, brake fluid, filters and batteries.

10. Make sure that the tools you are using to carry out any maintenance work are in good condition. You must also know how to use these tools properly.

Some final tips

If you are thinking of engaging third-party personnel to carry out maintenance work on the engine of your wheel loader, make sure they know its proper operation and that they follow all required safety measures. If you have concerns on how to safely maintain the engine or if you are looking for a wheel loader that is worth the investment, talk to a trusted wheel loader supplier as they will be able to provide you with advice on your enquiries.

This article was written by Tom Jerrat for Schaffer Loaders. Schaffer Loaders is the premier supplier of industrial quality German-built articulated, front end and wheel loaders in Australia. Visit schaffer-loaders.com.au for more information.



Tips On Maintaining Hydraulic System Of Wheel Loaders

By Lee Schraner

One of the most important parts of a wheel loader is its hydraulic system as any tiny failure to it might affect its overall performance. For this reason, proper maintenance and care is necessary to ensure a longer service life as well as maximum performance and reliability of the system. It is therefore of great importance to know how to properly maintain the hydraulic system for constant maximum efficiency of the loader.

Proper and regular maintenance of the hydraulic system not only elongates the service life and improves on efficiency but also prevents frequent and premature breakdown of the machine, consequently saving on service and repair fees. It is however important to be familiar and have proper understanding of the loader such as its performance, service conditions, structure and working conditions before doing any maintenance work on it.

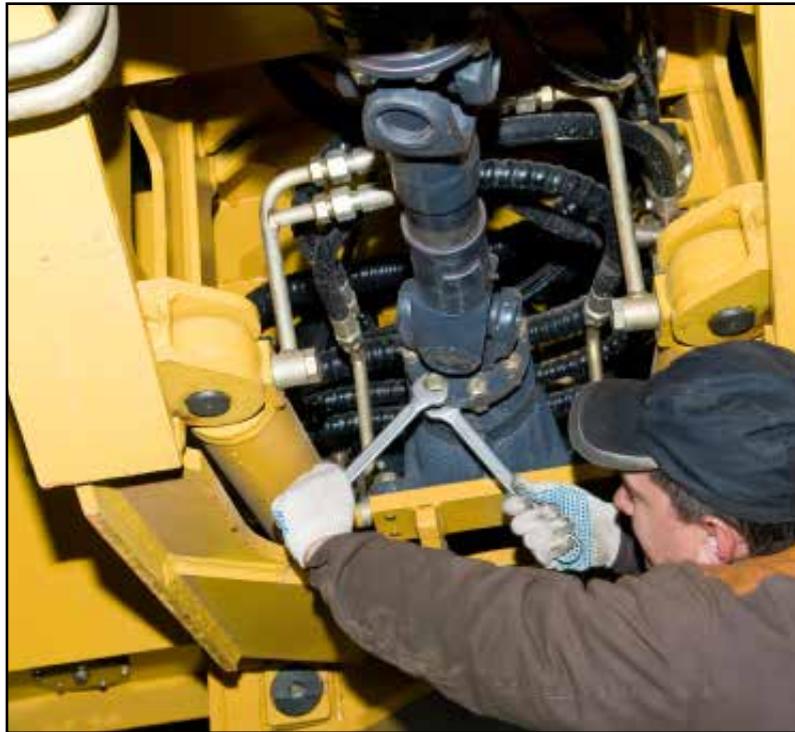
The first 6 months after purchase of any new loader are very critical to determining its later service life. During this period, regular checks should be conducted as they are very crucial

depending on the work it does. You should check and always pay close and special attention to issues such as the loose bolted connections, installed attachments, oil conditions e.g. oil temperature as well as the service environment and conditions.

The following checks should be performed on a day-to-day basis. Check whether there is sufficient oil in the hydraulic system and also for the normal oil temperature taking care not to operate in high temperatures. There should also be no source of oil leakage in the system, as well as any damaged or distorted pipes as they may lead to leakages and overall damage. Check for any loose pipe joints or loose joint erections in the bolted areas.

The oil filter should also be checked for any blockages. The temperature of the hydraulic pump should be checked as well as the motor condition and presence of any abnormal noise. All the instruments for example the pressure gauges and the thermometer should be checked for any form of malfunction. You need to conduct a test run of the whole hydraulic system to ensure no problems were missed during the inspection.

Checks and tests on the machine should not only be done before the machine is employed for work but also after it has been used for a number of hours. The after work maintenance services on the machine include fastening and regular replacement of sealing elements, regular replacement and cleaning of different hydraulic parts, replacing filter elements and cleaning the fuel tank and pipes as well as replacing the oil in the system. These are some of the common maintenance tips that involve the hydraulic system on wheel loaders.



Lee is an experienced and competent writer, especially in busi-

ness and construction industries. His articles are opinionated, informative and at times controversial. His honest approach is designed to assist the reader make informed decisions on areas very important to our daily lives.

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How to Have a Safer Road Construction Environment

By Greg A Palmer

Construction work sites are full of hazards for workers that have to be accounted for with good engineering controls, safe working practices, and an effective personal protective equipment (PPE) program. On active roadways, road construction crews face additional challenges and hazards. One of the biggest dangers is low light and nighttime conditions that many crews will face. High visibility clothing is just one necessary component for a safe work environment.

There are a wide variety of industrial supplies available that are effective as personal protective equipment and will keep workers safe. It is important that every person is trained and properly uses their PPE at all times so that everyone can finish their shift and go home safe to their families.

Dealing With Low Light And Night Working Conditions

Everything becomes more hazardous at night; even a simple hose lying on the ground becomes a fall hazard. On an active roadway, each passing motorist represents a potential hazard as well. Even with flood lighting, workers need to be wearing high visibility clothing that meets ANSI standards. Regular clothing will allow a motorist to see a worker at around 300 feet, but high visibility clothing extends that range to 1280 feet. This is a key difference, as a vehicle traveling at highway speeds needs about 1200 feet of stopping distance.

For high risk job environments, such as those on an active highway, ANSI class three high visibility clothing is required. This consists of a reflective vest, sleeves, and trousers that outline the human form. For low risk job sites, such as ones that are physically separated from high speed traffic, usually only a reflective vest is required.

High visibility clothing is a requirement for all safe working sites, and it is only a matter of time before it is federally mandated as well.

Industrial Supplies To Protect The Head

Head injuries would classify as another primary concern

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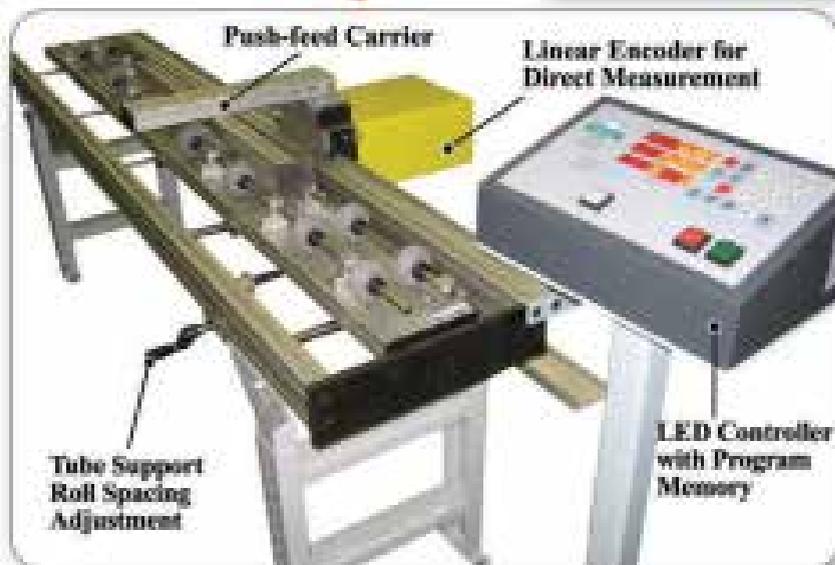


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for construction crews. Anything from a dropped tool to a low hanging beam can cause serious injury to an unprotected head. That is why hard hats should be like a second skin for workers and should be worn at all times when on the job.

Other head protection includes safety glasses and face shields to protect the face and eyes, and ear plugs or ear muffs for hearing conversation. Even a short project can leave a person with hearing damage without noise suppression industrial supplies. Best of all, a hardhat can be outfitted with an attached face shield and ear muffs for all-around protection with just one item of PPE.

Head To Toes

Comfortable, protective industrial footwear is the foundation of a safe worker, literally and figuratively. Steel toe boots can provide complete protection and support for daily activities on the job. The steel plating protects against crushing injuries, non-slip tread helps to eliminate slips, trips, and falls, and a high ankle will cushion against sprains. For wet environments, including water and chemicals, slip-over latex boots are ideal for adding an additional layer of protection. After being on one's feet for an entire shift, it pays to have a good set of industrial footwear that is comfortable and fits right. Make sure to shop around for the right brand, style, and fit for each person.

Matching Industrial Supplies To Hazards

As a part of a safety review, potential work site hazards should be identified so that every person on site can utilize the right equipment to keep them safe. This includes the right apparel for protection against temperature, chemical splashes, flash fires, and arc fires. Fall suppression systems and lanyards are a must for any elevated work. Nearly every job site should have a wide range of gloves available for protection against injury and chemicals, if applicable.

Other industrial supplies that are not worn on the body are important as well. Signage near road work is a vital tool for communicating between workers and passing motorists. Caution cones, barrels, and other barriers should be used to direct the flow of traffic and offer a degree of separation between the crew and motorists. Fire extinguishers and first aid kits are indispensable for small fires or injuries.

In the end, construction management should utilize a safety review to determine what types of industrial supplies and high visibility clothing are required for each project. Utilizing an industrial supplier that carries a full line of products allows for a good discount and superior service while maintaining a safe work environment.

Greg Palmer is an author for Reid Supply, an industrial distribution company with a 60-year history of supplying customers in all 50 states and over 40 countries with industrial supplies and high visibility clothing.

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Peak Parking Lots

By David G. Hunt

Q: We will be closing on a building within a month. It has a parking lot that is beginning to show its age, probably about 20 years old. What sort of preventative maintenance is appropriate for parking lots?

A: The average life a parking lot is generally from 20 to 30 years, but that depends greatly on its overall maintenance during its lifetime. You did not mention its present condition, but it is common that a parking lot undergo a major renovation that includes an overlay or complete resurfacing after 17 to 20 years, so yours is probably due.

The original construction of the lot (the quality of the installation, materials, foundation, and drainage), and its continuing maintenance are the major factors influencing its eventual life. If there are problems with the original construction, they will generally show up early in the form of fatigue cracking, depressions or rutting. The original design should take into account high traffic or areas that might bear extra weight, such as loading zones. Environment also causes parking lot failure, particularly water infiltration. Sunlight, water infiltration and a freezing/thawing cycle all contribute to parking lot failure.

A planned maintenance program is the best way to ensure that your parking lot reaches its peak life span. This includes regular sweeping (sand works just like sandpaper on wood), crack sealing, filling potholes and seal coating. There should be an urgency in sealing cracks and filling potholes. The longer they are unrepaired, the more extensive damage as water infiltrates. Winter repair may be temporary, but it should be done quickly. If necessary, a more permanent repair of cutting and replacing should be done in the spring.

Pavement will age regardless of how it was installed. Within three to four years a parking lot begins to “ravel”, which means the surface is getting rougher. This is the time to seal-coat, and we recommend seal-coating no less than once every four years. This is the time to fill any cracks, which are disastrous to the long term life because they allow water intrusion into the pavement, as well as any potholes. And obviously, re-stripping will be necessary after a complete seal-coating.

There is no magic available to indefinitely extend the life of a parking lot. But with a planned maintenance program, you can extract the maximum life, probably avoiding a costly total lot replacement by at least 10 years. This is truly one of those cases in life where spending a relatively small amount of money upfront will substantially reduce your overall cost.

David G. Hunt, MCR, CCIM, SIOR is the president of Hunt Corporate Services, Inc. and Hunt Construction Services, Inc. He has thirty-nine years experience in commercial real estate on Long Island, New York.

The Correct Way to Repair an Asphalt Parking Lot

By Peyton Stallings

There are many contributing factors that make asphalt a great material to use when paving a parking lot or an asphalt driveway. It is a relatively inexpensive material when compared to other material such as concrete or concrete paving blocks. Asphalt is a very durable product that stands up well to basic wear and tear of vehicle and foot traffic. Another great reason to use asphalt for your paving needs is that asphalt is a green product that is recycled more often than any other paving product.

Here are a few tips that will help you if you already have an asphalt driveway or parking lot surface that is in need of repairs. Although asphalt will need maintenance from time to time, it will only help in keeping future repair cost down to a minimum. If you are trying to do your own maintenance repairs, you will want to complete the repairs properly in order to get the maximum life out of your pavement. If you are hiring a contractor to handle the repairs for you, a little education on what to look for will help you choose the right contractor and also help you know what to look for once their on the job.

Asphalt maintenance should be done periodically as needed. Sealcoating is one way to protect against water undermining the asphalt and reaching the base material beneath the asphalt. Ultraviolet rays can break down the binder material in asphalt allowing it to become brittle and fall apart. Sealcoating will give your asphalt surface protection against the ultraviolet rays. Sealcoating should be mixed to the proper specifications and should not be diluted to in order to stretch out the product. This will not give the asphalt the same protection. The first coat can be sprayed on to ensure the material gets into the smaller cracks to seal off and stop any future water penetration.

If you have areas in your asphalt pavement that have potholes or noticeably large alligator cracks you may need to remove these areas in order to repair them correctly. The first step in this process is to cut out the affected area with a saw. Next, you will need to remove any excess materials from the affected area. Once the area is cleaned of any debris, apply a tach coat to make the new hot asphalt adhere to the cut out area. Then apply the new asphalt, and always make sure to compact the newly installed asphalt.

Peyton Stallings is a lifetime Atlanta resident and general contractor. Peyton is President and onsite manager for PKS Paving And Construction and writes regular columns on, paving, Asphalt Paving Atlanta and construction in general.



A photograph of a power line tower in a field with a helicopter in the sky. The tower is a lattice structure, and the field is green. The helicopter is yellow and black, flying in the upper right corner. The sky is blue.

When Everything's On The Line...

Custom synthetic winch line distributors offer unprecedented benefits

By Bill Putnam



Motivated by gains in safety and efficiency, utility companies are increasingly opting to upgrade the winch lines on their trucks to modern, high-performance synthetics. But with such a wide array of fibers and constructions to choose from, the process is not always as simple as just replacing wire with rope. With several leading fibers sold under various brand names, available in dozens of constructions, the combinations can seem endless. It's easy for a fleet manager to become overwhelmed when weighing the benefits of Spectra™ versus Vectran™ fiber; choosing between core-dependent and balanced-double braids; and trying to figure out how easy a product will be to splice in the field.

Fortunately, application-specific synthetic rope manufacturers (and their certified distributors) are equipped to help fleet managers navigate the options and confidently select a safer, more efficient synthetic rope.

Here's a breakdown of the tasks they'll guide you through:

Determine the right synthetic fiber for your workload, budget, and climate.

Manufacturers can employ modern braiding techniques with a wide variety of different fibers. In an electric utility setting, the environmental conditions the rope will be subjected to (temperature and precipitation) and the purpose of the winch (weight, volume, and frequency of lifts) heavily influence which fiber should be used. Most winches used for utility work need to be reliable in harsh weather, so high-tenacity polyester jacketing is commonly used. For the weight-bearing core, polyester is a popular choice, as are high-modulus polyethylene (HMPE) fibers such as Spectra™ and liquid crystal polymer (LCP) fibers such as Vectran™. In certain situations, 12-strand HMPE ropes can also work well.

Choose the construction most conducive to your environment.

As with fiber choice, the weather you'll be working in is a primary driver when it comes to rope construction (single-braid, double braid, etc.). Rain, freezing temperatures, sand, wind, heat, and sun exposure should all be considered.

In environments where abrasion is less likely to occur, a 12-strand single-braid rope might be a worthy option, though any 12-strand rope should still have a protective coating to prevent premature wear. Example: Yale Cordage's Ultrex™.

In environments where the rope is likely to come in contact with plenty of sand, dirt, salt, sunlight, and other abrasive forces, a popular alternative to the 12-strand is a balanced double-braided polyester rope, wherein the polyester core is protected by a high-tenacity polyester sleeve. Even if the sleeve experiences surface abrasion or UV damage, the independent core will still retain strength. Because of polyester's durability and tenacity in harsh weather, some New England utilities have standardized entire fleets with winch lines of this construction. Example: Yale Cordage's Double Esterlon™.

For ropes used in all conditions and for

heavier lifts, core-dependent double braids provide the next level of strength. A core of HMPE, one of the strongest fibers available, protected by a high-tenacity polyester sleeve provides ultimate strength and optimum protection. HMPE is also lighter and stronger than polyester, offering excellent maneuverability and sheave cycling capabilities for high-stakes tasks. This construction is particularly ideal for major construction projects, and for fleets that need to be prepared to respond to hurricanes, tornadoes, earthquakes, or other events requiring workhorse equipment. Example: Yale Cordage's Maxibraid Plus™.

Align the strength of your ropes with the capacity of your trucks.

To comply with current standards the breaking strength you choose for a synthetic winch line must be five or more times the rated working load or lifting capacity of the truck to which it is attached. This information is listed on a plate affixed to the crane on the truck. Making a correct match is essential to preventing accidental overloads out in the field. But since acceptable working load to breaking strength ratios can vary, particularly with newer rope constructions, this is an area where it can be very helpful for a manufacturer to weigh in.

Analyze your work practices to determine energy absorption needs.

A rope of any breaking strength can be compromised if used to absorb a dynamic load beyond its energy absorption capability. A rope's energy absorption capability is not related just to its breaking strength; rather, it is ascertained by studying a stress strain curve of load versus elongation. Rope manufacturers understand the metrics involved, and can help you determine which fiber and construction will offer the energy absorption characteristics you need for the loads you typically handle, as well as how much rope you will need to deploy to avoid shock loads.

Understand the splicing requirements of your lines.

If you're switching from a standard wire winch line, or even a basic 12-strand synthetic rope, to a newer fiber or construction, you may need to change your splicing protocols. Whereas the splicing techniques for the older rope styles may have been fairly straightforward, many newer constructions require proprietary techniques that differ from traditional methods. Many rope manufacturers and distributors offer splicing, tracking, training, and technical support for their proprietary products.

Custom-fit ropes keep you efficient. These five maintenance tips will keep you safe:

- ▶ Inspect ropes daily – Inspect the working eye and the area adjacent to it for any movement. The rope should have a Whiplock® or lock stitching at the eye to prevent movement. If the locks are not intact, or you notice the eye becoming larger or smaller in service, replace the rope.
- ▶ Use slings – Never choke back on the winch line by securing it around the load and attaching the rope back to itself with a hook or shackle. This will wear out the rope, and may create visible damage for the first four to eight feet above the eye. If you notice such damage, either replace the rope or end-for-end it, placing the new end on the drum.
- ▶ Invest in a certified splicer – A certified splicer who is trained on your rope will ensure you get a proper splice every time, with the added benefit of each splice being tagged and recorded for you under the rope's serial number. This data enables even the largest companies to effectively track the condition of their ropes and replace them on time.

- ▶ Consider proactive replacement – A line's life expectancy can be shortened when a loaded rope jumps over a wrap of the winding spool, when the operator uses a winch line instead of pole jacks to pull pole butts, or by other shock-loading incidents. Because it's difficult to definitively know how much damage each incident causes, many users proactively retire their lines immediately after any shock loading occurs. Another common practice is to end-for-end all ropes every 12 months and retire every two years. This practice, however, is not a substitute for proper inspection before every use. Damage to a rope's strength can be determined both by the rope's service history and by visual inspection.
- ▶ Dispose of retired lines properly –It is important to properly dispose of a retired rope before it reaches the hands of a user who could overestimate its strength. All too often, used commercial lines get recycled for personal use – thrown in the back of a pickup truck as a tow line, or boat line, or to haul a moose out of the woods. To prevent resultant accidents, retired lines should be cut into short lengths and either recycled or repurposed for non-critical uses.



Bill Putnam is the president of Yale Cordage, a Maine company which designs application-specific industrial rope products incorporating the newest and best synthetic fibers available, anywhere in the world.

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Industry to Show Appreciation to Construction Contractors by Highlighting 50 at CONEXPO-CON/AGG in Las Vegas



CONEXPO-CON/AGG, the largest construction equipment trade show in North America, wants to publicly show appreciation to the construction contractors who continue in this tough economy to build our quality of life.

The construction industry suffered more than most other economic sectors in the Great Recession and the recovery is still struggling as demonstrated by these figures:

Employment fell further and longer in construction (residential plus nonresidential) than in any other sector. Employment declined for nearly five years, by 1.9 million or 25% from 7.7 million in April 2006, seasonally adjusted, to 5.4 million in January 2011. By August 2013, the industry had regained fewer than 400,000 jobs. Construction spending totaled \$857 billion in 2012, a 9% increase from 2011 but 27% below the peak year of 2006. Public construction spending totaled \$279 billion (down 3% from 2011); private nonresidential spending, \$298 billion (up 16% from 2011); and private residential, \$280 billion (up 16% from 2011). Nevertheless, the industry perseveres and continues to build our quality of life. CONEXPO-CON/AGG is recognizing the accomplishments of the construction industry, through the Quality of Life Campaign. For example:

The New Mississippi River Bridge is a boon to the region construction across a highway in North Houston? No problem. As subway extension construction project reduces congestion, toronto commuters will benefit hunting, fishing, and commuting: Kentucky's Eggnor's Ferry Bridge repair keeps people moving in the western



lakes region keeping new Philadelphia, Ohio residents safe and warm more stories such as these can be found online at this link.

The participating contractors -- up to 50 -- will be publicly honored at a recognition event in Las Vegas, March 6, 2014. There is still an opportunity for contractors to participate. Each contractor and a guest will receive complimentary show admission plus airline tickets to Las Vegas and two nights in a hotel room. The CONEXPO-CON/AGG Quality of Life Campaign is raising greater awareness of the accomplishments of the construction industry among all those who benefit from its work: vital improvements such as well-maintained and safe roads and bridges, upgraded and fully functioning clean-water and sewer capabilities, and improved facilities for recreation, health, transit and other services. The sto-



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ries already developed are posted on the show website in the Media Services section.

Campaign-generated stories explain the positive benefits of construction projects of all sizes and descriptions across the United States, and CONEXPO-CON/AGG invites contractors and other industry professionals to submit projects demonstrating how their companies and their projects contribute to our quality of life. Just fill out a very brief form available on the show website landing home page, www.conexpoconagg.com. Contractors whose projects fit the program will not only have the opportunity to garner publicity for their work; they will be recognized at the show.

When the campaign was first announced, Glen Tellock, the CONEXPO-CON/AGG 2014 chair and chairman and CEO of The Manitowoc Company, said this: "CONEXPO-CON/AGG 2014, as the global gathering place in North America every three years for the construction and construction materials industries, provides an ideal context for the culminating recognition event that will focus on the people of the construction industry and their significant contributions to our modern quality of life." The stories submitted for the campaign can be from any segment of the construction industry (See www.conexpoconagg.com for more details). For more information on the program, or to contact participating contractors in these stories, please contact show management's Rich Jefferson (rjefferson@conexpoconagg.com, tel: 414-298-4122).

CONEXPO-CON/AGG 2014 will be held March 4-8, 2014 at the Las Vegas Convention Center in Las Vegas, USA.



An advertisement for Alpine Cutters. The top half features the company name "ALPINE" in large, bold, yellow letters with a gear icon to the right. Below the name, two main product categories are highlighted in white, slanted text: "ROCK & CONCRETE ATTACHMENTS" and "SOIL MIXING EQUIPMENT". The background shows a close-up of a large, multi-toothed rock attachment on the left and a soil mixing attachment on the right. The bottom section has a black background with white text: "STATE OF THE ART ATTACHMENTS", "LEASE / PURCHASE", "ALPINECUTTERS.COM", "814.466.7134", "info@alpinecutters.com", and the "ALPINE" logo with a gear icon.

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The RT120's engine is Tier 4-compliant, meaning that it meets with the most up-to-date EPA emissions requirements and, therefore, needs no expensive, time-consuming after-treatment. Like every Ditch Witch RT-series tractor, the new RT120 is a blend of advanced technology and heavy-duty components that ultimately results in exceptional efficiency and productivity.

The foundation of the RT120 is a massive one-piece, rigid frame that can withstand tough jobsite conditions job after job, year after year. The Ditch Witch organization also offers an optional tilt frame configuration that enables operators to dig a vertical trench on uneven ground. In addition to two types of trencher attachments, the RT120 offers a vibratory plow, a combination trencher/plow, a backhoe, reel carrier, and two types of saw attachments.

Dial control design gives the operator precise control of the ground drive speed and attachments, improving production. The RT120 is also equipped with a cruise-control system that senses engine load and automatically adjusts ground drive speed. Plus, standard four-wheel drive helps provide superb traction and mobility in all kinds of jobsite conditions and applications.

The RT120's operator's station is ergonomically designed to improve comfort and enhance overall productivity. It offers a 90-degree swivel seat, adjustable armrests, an easy-to-read gauge cluster, and a tiltable steering column. The operator's station also features a color LCD engine display that provides all engine information and diagnostics.

Maintenance of the RT120 is simplified by removable side panels that provide easy access to service areas. Engine service points are conveniently located on the left side, and the oil level can be checked without opening the engine enclosure.

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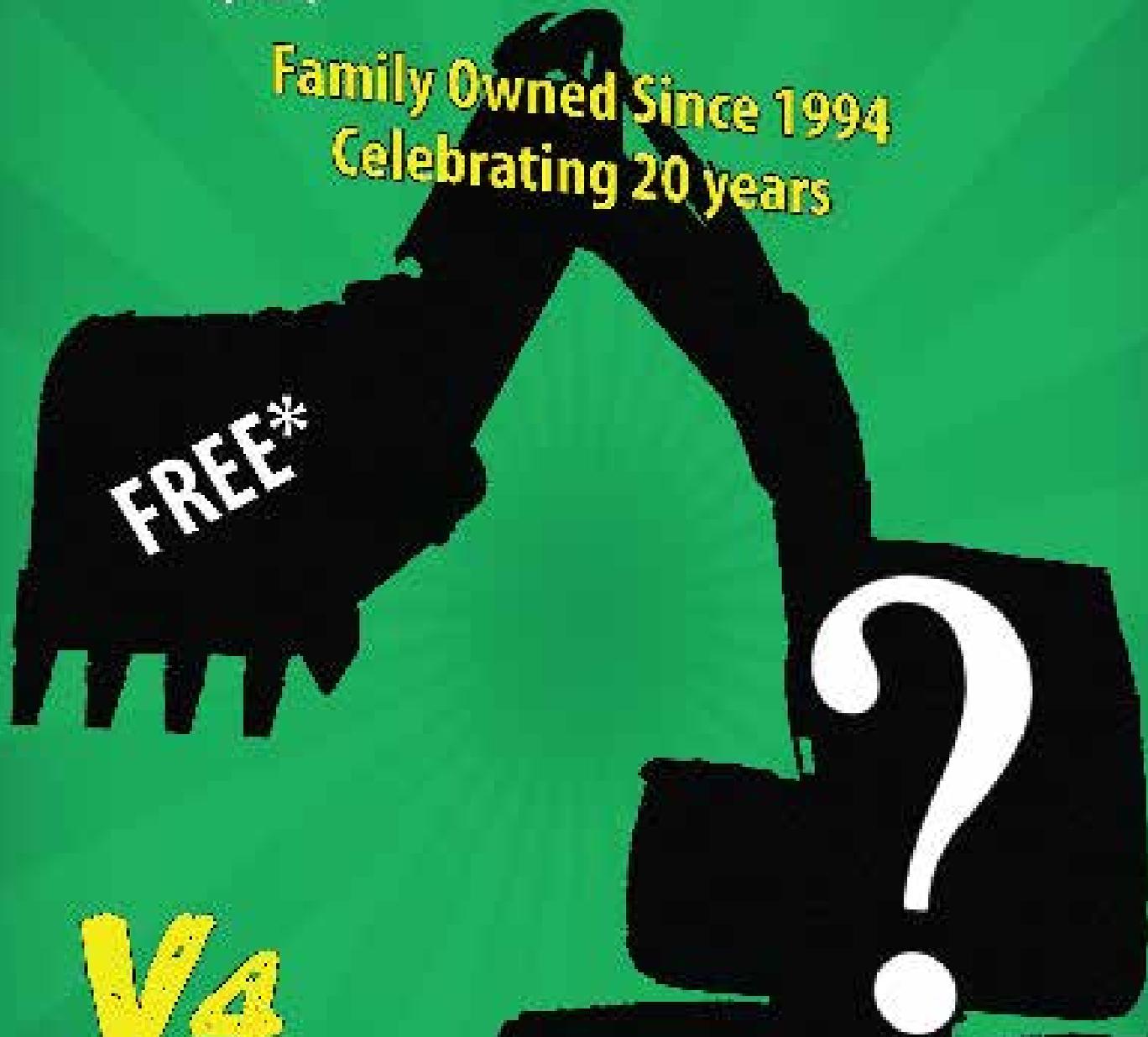
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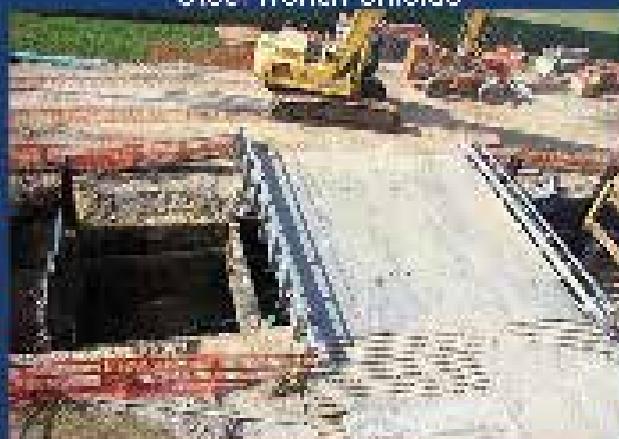
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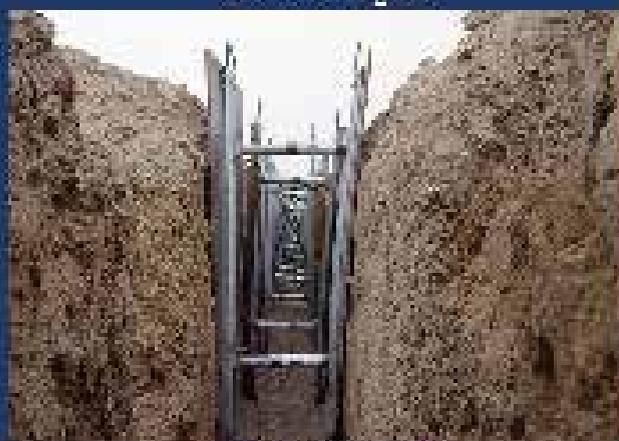
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