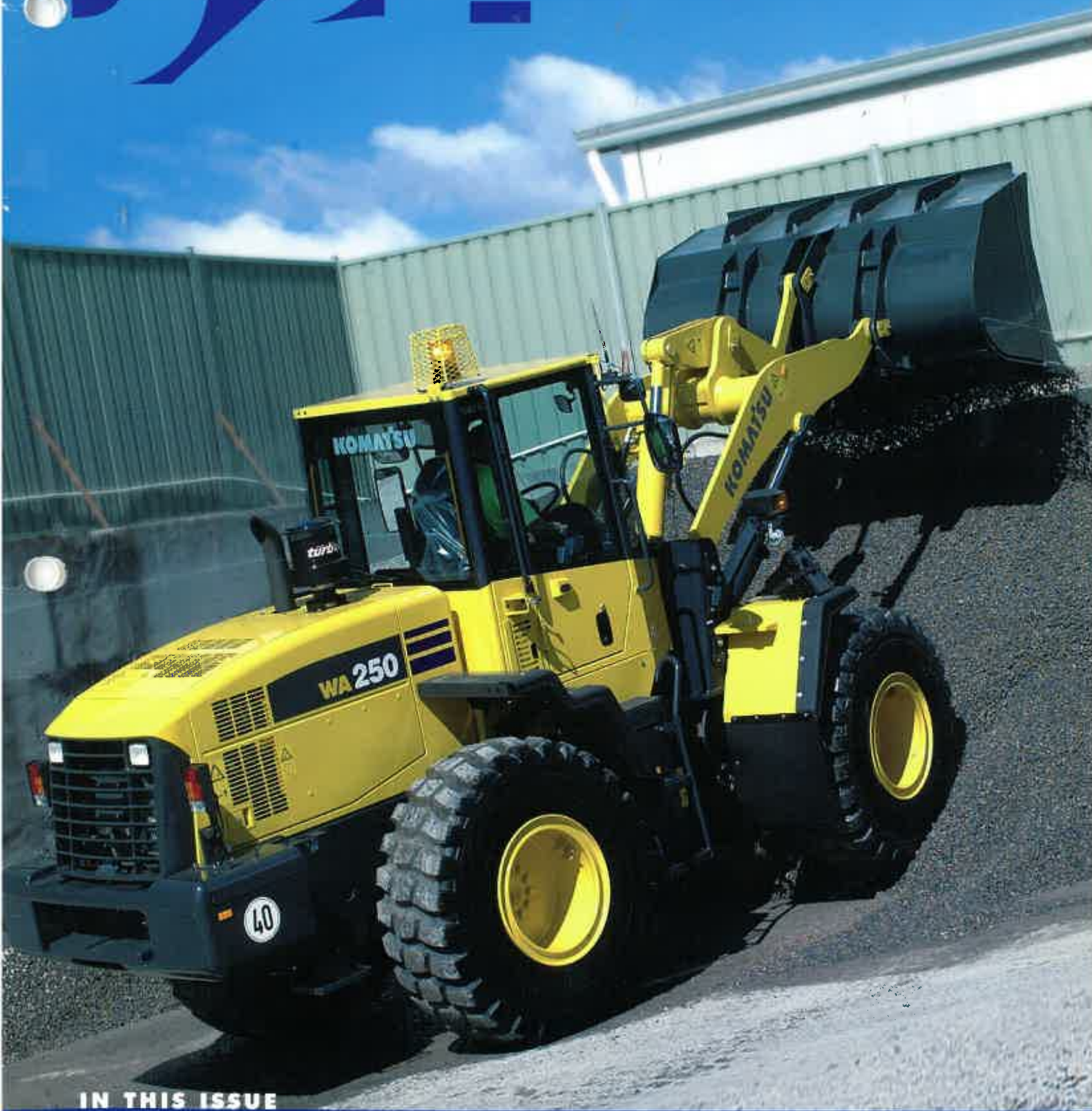


» DOWN TO EARTH MAGAZINE

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- » NEW WA250-5 WHEEL LOADER » 50<sup>th</sup> CRUSHER GOES TO ARMY

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**Ian Olivieri**  
 Managing Director  
 Komatsu Australia Pty Ltd

# KOMATSU COMMENTS

When we look at the Australian and New Zealand construction and mining equipment markets, the quarry segment stands out as one of our most consistent.

Across all regions of our company we have endeavoured to maintain a close focus on quarrying and related industries.

As a result, we have been rewarded with a number of long-term relationships and a strong share of the quarry equipment opportunity for both the Komatsu and Ingersoll-Rand product ranges.

We are, however, not resting on our laurels; over recent years, Komatsu has continued to extend its product line to now include the mobile crusher

market. We recently extended this even further with innovative new models such as the BR480 impact crusher and the BZ210 soil recycler.

In this issue of Down To Earth we are pleased to announce an all-new Dash 5 range of mid-size wheel loaders fitted with hydrostatic drive.

In addition to the features announced with our first Dash 5 series models during 2002, the new mid-size units are fitted with a hydrostatic transmission which delivers superior performance and a significant improvement in fuel consumption.

Along with our expanded menu of new equipment models, we have also enjoyed increasing

success with the importation of late model used Komatsu equipment for the Australian and New Zealand markets.

These units are in limited supply, but can offer considerable savings and, as a result, have continued to grow in popularity with our quarrying customers and the industry in general.

To all our clients in the quarrying and related industries, we thank you for your support and look forward to continuing to develop our products and services across the territories we serve.

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# NEW KOMATSU HYDROSTATIC LOADERS GIVE 20% FUEL SAVINGS

**Komatsu has released the first in a new line of mid-sized hydrostatic drive wheel loaders, the 102 kW WA250-5, and a toolcarrier variant, the WA250 PT-5.**

Aimed at local government, batching plants and contractors, the loader takes bucket sizes from 2.1 cu m to 4 cu m, and can load a 6 cu m hopper in four passes.

In addition to hydrostatic drive, both new loaders feature innovations introduced on other models in Komatsu's new Dash 5 wheel loader range, including very low fuel consumption, low noise levels and a high degree of operator comfort.

However, according to Colin Chamberlain, Komatsu Australia's senior product manager, wheel loaders.

"Our hydrostatic drive is extremely economical; we are able to achieve 20% better fuel economy than the previous Dash 3 version of the WA250," he said.

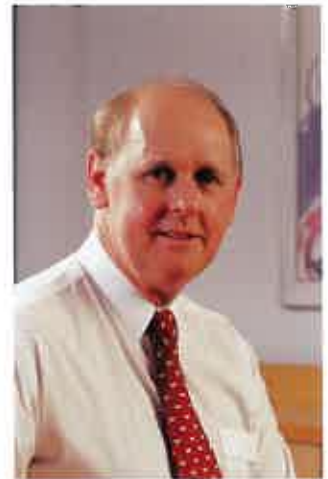
"This is a very attractive feature of this machine, especially to some sectors of the market. For example, concrete batch plants are no longer eligible for the diesel fuel rebate, so they are keen to do everything they can to reduce their fuel bills.

"The hydrostatic drive is based on the world-leading hydraulic technology Komatsu has developed for its excavator range, ensuring that drive power is delivered very efficiently to the wheels.

"Because only the power required is delivered, there are no power losses or friction losses — which is why we are able to provide such outstanding fuel efficiency," said Colin.

"This also means that there is maximum rimpull throughout the loader's working range, from 0 to 18 km/h."

The loader is powered by a new



*Colin Chamberlain*

Komatsu SAA6D102E engine rated at 102 kW at 2000 rpm and which meets all US and European Tier II emissions standards.

Komatsu has moved to a six-cylinder engine, resulting in a constant high-power output, with a 10% reduction in engine speed, another major contributor to reduced fuel consumption and lower engine noise levels.

*For more information please contact Colin Chamberlain on 1800 853 311 or email [loaders@komatsu.com.au](mailto:loaders@komatsu.com.au).*



*One of three Boral WA250-5 wheel loaders at a NSW concrete batch plant.*

## BORAL TAKES FIRST THREE WA250-5 LOADERS IN AUSTRALIA

**Boral NSW has taken delivery of the first three WA250-5 wheel loaders sold in Australia, for concrete batch plant operations in the southern highlands, south coast and Hunter Valley. All three are fitted with 2.8 cu m buckets.**

According to Robert Giddings, Boral's regional manager, southern NSW and ACT, there were a number of reasons for choosing these loaders.

One of the most important was operator safety.

"Cab access is very good with the new Komatsu loaders. The operator can exit from either side, and the ladder design makes them very accessible and easy to use," he said.

Reliability was also a key factor.

"One site in particular is fairly remote and so we needed new, reliable equipment," he said.

"We also decided to go for the hydrostatic drive because it's very good in these sandy, loose material operations."

# ARMY TAKES 50TH KOMATSU CRUSHER SOLD IN AUSTRALIA



*Army crusher working on Palm Island.*

**Komatsu recently supplied the 50th mobile crusher sold in Australia to the Australian Army, which put it into service in helping improve amenities for a remote Aboriginal community on Palm Island, off the north Queensland coast.**

Sappers from 17th Construction Squadron, the lead construction agency for this year's ATSC-Army Community Assistance Program (AACAP), have been building new houses, roads and other amenities for the local community.

A key element in the project has been a Komatsu BR350JG-1 mobile crusher – the second of these units purchased by the Australian Army, and the 50th Komatsu crusher sold in Australia over the past 10 years.

In 1999, the Army bought its first BR350JG-1 mobile crusher, and one of this machine's first tasks was crushing roadbase materials during the rebuilding of East Timor.

The latest crusher has been crushing material for the 5 km

of roads being built on Palm Island as part of AACAP03.

Then in July, actor Russell Crowe and his band Thirty Odd Foot of Grunts put on a concert at Palm Island for the local community and the Army engineers "working their guts out" for the project.

AACAP is a joint initiative between ATSC, the Department of Health and Ageing and Army designed to improve health-related infrastructure for remote indigenous communities.

The seventh AACAP has engineers building seven of 21 new houses planned for the remote Aboriginal community, along with the construction of 5 km of roads.

The project has a total budget

of \$8.5 million and the squadron is deploying about 200 soldiers for five months to build roads, houses and other infrastructure.



*Russell Crowe performs for Army personnel and the locals at Palm Island.*

# WA CRUSHING CONTRACTOR BUYS MORE KOMATSU MACHINES

**A Western Australian crushing contractor has recently extended his fleet of Komatsu machines with the purchase of two WA500-3 wheel loaders and a PC300-7 excavator fitted with a Montabert V45HD rock breaker.**

Rapid Crushing is based in Maddington, a suburb of Perth, and carries out contract crushing for mines and other customers in the north-west of the state plus the Eastern Goldfields around Kalgoorlie.

The company also has its own quarry in Geraldton, WA.

According to owner Neil Irvine, while the majority of the

company's work is in crushing for mines, it also crushes rail ballast, road base, concrete and road aggregates.

In addition to the three new Komatsu machines, Rapid Crushing already owns five machines, three WA500-3s, a WA470-3 and a WA600-3.

The three latest machines were purchased for a contract which the company recently commenced for Western Mining.

"We have a five-year crusher-feed contract for a nickel mine. The rock breaker is used for breaking up oversize, while the two loaders are feeding the



*Rapid Crushing's new WA500-3 and PC300-7 machines will be used for a nickel mine.*

crusher and carrying out sampling work."

And why did he opt for Komatsu machines?

"Komatsu has looked after us from our early days; ever since then we've been getting a good

deal and purchasing Komatsu loaders," he said.

"We've always been very pleased with the performance of the loaders; this, combined with the support we get from Komatsu, means we're happy to keep supporting them."

# OPERATOR SAYS NEW GXX GRADER IS THE BEST HE'S EVER DRIVEN

**Australia's first owner of a Komatsu GXX-series grader has strongly praised the performance and features of the machine, with his highly experienced grader operator saying it is the best grader he has ever driven.**

In mid-July, Queensland mining contractor Cardross Mining took delivery of a GXX series GD655-3, which it uses for haul road construction and maintenance, as well as waste dump and pit floor grading and pad levelling at the Mt Garnet zinc mine west of Ingham in north Queensland.

Owner Jim Genocchio described the new GD655-3 as a "very, very good grader".

"It's replaced our existing GD650 grader, which was a good machine. Our operator, Fred Penna, is a very experienced operator, who used to have his own business and owned a Cat 140H. He says this is the best grader he's ever driven.

"It really is a pretty schmick grader," said Jim. "I didn't really understand just how good it was until Fred had been driving it for three or four days, and took me aside to explain.

"The hydraulics are a lot quicker than on other graders, plus the fine control works very well."

We also asked Fred for his



*From left, Ted Schrag (Cardross operations manager), Randal Johnson (Komatsu demonstrator), Fred Penna (Cardross grader operator), Phil Thompson (Cardross operator), Tony Johnstone (Komatsu branch manager, Townsville)*

preference between direct drive or torque converter, as the new GXX graders offer both options.

"I've become used to torque converter drive since operating

Komatsu graders for the past eight years, and I wouldn't like to go back to direct drive. However, it's great to have that option at the flick of a switch if I want it," he said.

# "SILENCED" LOADER ALLOWS QUIETER MINE OPERATION

**A Komatsu WA900-3 wheel loader fitted with a specially designed low noise kit is delivering environmental benefits to Worsley Alumina's mine near Collie in south-western Western Australia – and providing increased productivity.**

Because the mine is in the middle of a farming area, noise issues are a real concern for its neighbours.

When Worsley Alumina was looking for a replacement face loader, it sought a machine with substantially lower bystander noise levels than the standard 113-115 dBA for these sized machines.

Working closely with Komatsu's WA900-3 factory in Japan, Komatsu Australia was able to supply a machine that

consistently works at 108 dBA – a significant achievement for this size of loader.

Features of the Worsley machine include additional sound suppression inside the engine covers, sound-suppressing louvres on the grill and the use of a hydraulically powered fan.

The silenced WA900-3 is primarily used in face loading application at the mine, loading blasted cap rock and unblasted bauxite into the mine's fleet of 11 Komatsu HD985-5 dump trucks.

In addition to this, the loader is also used on the ROM (run-of-mine) stockpile, loading and carrying material to the hopper.

According to Keith Manson, Worsley Alumina's senior mine



*Worsley Alumina's silenced WA900-3 loader works at only 108 dBA.*

maintenance co-ordinator, the low-noise package has had no impact on the loader's performance.

"Digging the blasted cap rock and face-digging the bauxite is fairly demanding work for a loader, but it's handling it no problem at all," he said.

"We're now achieving all our production targets, or bettering them," he said. "It's certainly more productive than our previous loader."

Over the next few years, as equipment is replaced, Worsley will progressively move to low noise kits for all its large mining equipment.

# VERTICAL LIFT AND HIGH CAPACITY KOMATSU SKIDSTEERS LAUNCHED

**Komatsu Australia has released two new skidsteers: a vertical lift version designed for loading and materials handling applications, and a higher-production model.**

The new models are the SK818-5, the first vertical lift machine in Komatsu's skidsteer lineup, and the SK1020-5 which has an operating capacity of 905 kg.

Both machines complement Komatsu's SK714-5 and SK815-5 machines, released in Australia and New Zealand in early 2002.

"We've had an excellent response to these new machines," said Dave Stuart, Komatsu Australia's utility group manager.

"We've already sold all the incoming stock of our SK818-5s, sight unseen and off the spec sheets.

"Reasons for this have included the 'beefiness' of the unit, the excellent specifications and the performance other owners have been getting out of their SK714-5 and SK815-5 machines.

"In the 15 months since the first Komatsu skidsteers reached Australia, there have been no teething problems with Komatsu skidsteers, which translates into increased reliability and high uptime for owners," he said.

"In addition, our excavator-style servo control system is proving very popular. Excavator and wheel loader operators find it very easy to adapt to, while existing skidsteer operators take only a few hours to become used to this system.

"The ease of operation, and in-cab comfort means that operators are less fatigued at the end of a shift, and remain much more productive," said Dave.

## Vertical lift SK818

The SK818's vertical lift allows a greater reach at maximum height, and also makes forklift operations easier because the forks remain parallel to the ground throughout the lift cycle.

With an operating load capacity

of 870 kg, the SK818-5 has a standard capacity 170 kg higher than the conventional lift SK815-5.

This can be increased by a further 50 kg to 920 kg with the addition of 50 kg of optional counterweight.

## High-capacity SK1020

Komatsu's SK1020-5 is the largest in the company's skidsteer lineup, with an operating capacity of 905 kg. As with the SK818, an optional 50 kg counterweight boosts operating capacity to 955 kg.

Power for this machine comes from a Komatsu 4D98E-2NFE diesel, also complying with all Tier II emission standards, and rated at 51 kW.

As with the earlier machines, both the SK818-5 and the SK1020-5 have greatly simplified maintenance requirements with easy, unrestricted access to all components, advanced Komatsu excavator-style hydraulic system, and highly



David Stuart

responsive, easy-to-use servo-type joystick controls.

Both are also available as with "Super Flow" options, featuring high-flow hydraulics for attachments such as road profilers.

Further information: Please contact David Stuart on, ph 1800 853 311, email:

[skidsteers@komatsu.com.au](mailto:skidsteers@komatsu.com.au)



The SK818-5 has a vertical lift geometry, allowing greater lift at maximum height.



The SK1020-5 is the largest in the Komatsu skidsteer lineup.

# SA RIVERLAND CONTRACTOR GOES STRAIGHT FOR KOMATSU EXCAVATORS



Peter Ellis with his new short-tail PC228US-6 excavator.

**South Australian-based contractor Riverland Earthmovers has added three new Komatsu excavators over the past 12 months: a short-tail PC228US-3, a PC200-7 and a PC300-7.**

And due to the level of support from his local branch and the performance of his previous excavator, owner Peter Ellis

didn't even consider another make when purchasing his new machines.

"Previously I had a PC200-6, which I traded on the PC300-7," said Peter.

"The Dash 6 was an excellent machine; in 7000 hours, I never had a problem worth worrying about – and with any small problems, Komatsu Australia

looked after me very well.

"In fact, I can't speak highly enough of the Adelaide office: sales, service, spare parts, support – they are all very good," he said.

"Because of all these factors, when I was in the market for some more excavators, I didn't even look at another make. Because the Dash 6 machine had been so good, combined with the excellent support from Adelaide, I went straight to Komatsu."

And has he been happy with his new machines?

"Well the Komatsu Dash 6 excavator was certainly a good machine, but those Dash 7 machines run rings around it. They are just so much better in terms of speed, performance and ease of operation," said Peter.

Peter has been particularly impressed with the performance of the short-tail PC228US-3.

"We've only had it a month, and it's a very well-balanced machine," he said.

"We were after another 20 tonner, and I wanted another option. A short tailswing on a 20 tonne excavator is a very handy feature.

"I've been very impressed with this machine; there is no noticeable loss of performance compared with a standard 20 tonne machine. I'm extremely happy with its stability, and my operator likes it very much as well," said Peter.

"If I was buying another 20 tonne machine, I'd definitely go for one of these again," he said.

## "BEST BACKHOE I'VE EVER OPERATED"

**A Komatsu WB97R-2 backhoe owned by a Perth council has been described by its operator as the best backhoe he's ever driven.**

Ross Curtis, an operator with the Town of Vincent, which covers the council area just north of the Perth CBD, has been operating the WB97R-2 since May this year.

Ross has been an operator for 18 years, "on and off backhoes, with the past 10 years on backhoes pretty much full time".

His machine used for general construction and maintenance works throughout the council's area.

"It's a great machine, I'm really

impressed with it," he said. "It's definitely the best backhoe I've ever operated.

"It's got plenty of power and digging performance, heaps of breakout."

Ross has been particularly impressed with the machine's on-road performance.

"We don't truck this machine anywhere – we drive it from job to job on the road, so performance is very important and it does a lot of travelling.

"It's very good on the roads. You feel very safe, you're travelling in armchair comfort and there's no jarring," he said.

"It's got plenty of power in the hills, the brakes are really good



Ross Curtis operator of Vincent Town Council's WB97R backhoe.

so you know you can stop in plenty of time, and the ride control means it's as smooth as anything. That makes it a very comfortable machine to drive; as good as a car."

Ross previously operated another make, and was a committed fan of that brand.

However, a test drive in the Komatsu backhoe converted him straight away.

"As soon as I got in this machine, I changed my mind," he said.

"The controls are terrific, and it's got a good hydraulic system so you can do multiple functions at the same time. A lot of other machines only let you do one or two functions simultaneously.

"With the Komatsu, I can extend the dipper, slew, drop the arm and crowd the bucket — I'm not waiting to do things one at a time.

"I've never been in a machine like it," said Ross.



# WA1200 IS A "SUCCESS STORY" IN TOUGH GOLD MINING APPLICATION

**A Komatsu WA1200-3 loader has proved a successful investment for Newcrest Mining's Cadia Valley gold mining operation in central western NSW, in what the mine acknowledges is a very tough and demanding operation.**

The Cadia operation involves very hard, abrasive material that provides a tough test for all the equipment working there.

The WA1200-3, which went into operation at Cadia in March this year, works alongside three mining shovels: two Komatsu Demag H655s and another make on long-term hire. All the loading tools load a fleet of 25 230 tonne dump trucks.

This load and haul fleet gives Cadia a current mining capacity of around 95 million tonnes per year, loading blasted material directly from the face.

The loader, fitted with a 20 cu m bucket, is used to supplement the loading shovels to increase production, plus as a backup machine when a shovel is down for maintenance.

It also provides additional flexibility due to its ability to be moved to different areas of the mine quickly and at short notice.

In this role, it replaced one of two slightly smaller mining loaders.

According to John Battista, Cadia's senior mining engineer, planning, the previous loaders were a little small for the duty requirements at the mine.

"They were operating more or less at their limits in terms of the application," he said.

"And because they were operating at their limits, they were suffering some reliability problems. This didn't relate directly to the quality of the



*Komatsu's WA1200-3 loading a 230 tonne dump truck at Cadia Valley gold mine in NSW.*

machines; it's just that this duty was asking a bit much of them. At the end of the day, the loaders were just slightly too small to be an effective, reliable match to our truck fleet.

"Because of these reliability problems, we were suffering loading unit capacity problems when the shovels were down, whether for planned or unscheduled maintenance," said John.

"As a result of all these issues, we determined that we needed to replace one of the then fleet of two loaders with a larger machine that was better suited to the duty requirements. This was all about increasing reliability and achieving the production required. The other loader from the previous fleet remains in service at Cadia, primarily as a clean-up, rehandle and back up machine.

"In addition, over the next three years, we are planning an increased rate of material movement, so a larger loader was essential for us."

Since introducing the machine to the mine, "it's done everything we expect of it," said John.

"It's certainly proven itself to have the operating capability

we expected of it; it's delivered the goods.

"Reliability-wise it's been very good, with not much unscheduled downtime – and this is a very demanding operation.

"As far as I'm concerned, it's been a success story. Some initial issues with the bucket have been part of the learning curve," said John.

"It's operating 24/7. We've budgeted for over 90% utilisation of available time and we're getting that or better, and 88% availability, and we're getting that or better as well."

Budgeted production rate is 3000 tonnes per hour, which works out to around 20 million tonnes handled by the loader this current financial year. Engine hours are budgeted to be around 7000 for the current financial year.

On the operational side, mine operations superintendent Jamie Parker said response to the WA1200 from the operators had been "fantastic".

"Our operators really like driving it, particularly from the point of view of ease of operation and operator confidence in its performance and stability," he said.

When the machine came on site, Jamie hand-picked the operators who would drive it.

"I wanted dedicated operators who were relatively new to loader operating; only three to six months or so. That way I could be sure they didn't have any ingrained bad habits," he said.

Operation of the loader rotates among three crews, each consisting of three operators. A "frontline" operator from each crew operates the loader 90% of the time, with the other two acting as back up.

"They love the machine. It's so much easier on them; they're not getting bounced around, it sits on the ground nicely and it's got plenty of torque to get through the material easily.

"The other major plus is that it's not working at the top end of what it will do in order to meet targets and budgets. That means it's not flogging itself to death.

"The targets we've set, at 3000 tonnes per hour are not extreme. We could get 3500 tonnes per hour if we pushed it, but we don't want to do that," said Jamie.

# OPERATORS ARE FANS OF TASMANIAN GOLD MINE LOADER



*Henty Goldmine representatives with the mine's Komatsu WA380-5 loader when it was delivered earlier this year. From left, Jozsef Patarica, engineering manager; Glen Johnson, operator; Michael Frerk, engineering co-ordinator.*

**A Komatsu WA380-5 wheel loader has received the thumbs up from the operators who drive it at the Henty Goldmine, in Queenstown, Tasmania.**

Henty Goldmine is owned and operated by Placer Dome Asia Pacific.

The loader, which has to be

available 24 hours a day, seven days a week, is used to feed the mill with ore stockpiled from the underground mine.

It is required for two shifts a day, with operators rotated onto loader operations. According to Michael Frerk, engineering co-ordinator at the mine, the operators are rotated through different tasks as a means of minimising fatigue.

Since going into service in February this year, it has logged around 1500 hours.

According to Michael, its performance has been good. "We've had a few minor issues, but nothing to be too concerned about".

"It's been pretty much faultless, with no major dramas," he said.

"It is a critical machine for this operation. If it goes down, we're stuck with no other machine to back it up. So it is absolutely critical.

"The operators all love it. They tell me it's a very nice loader to operate; good ergonomics, comfortable and a really good automatic transmission.

"The ride control system has also made a big difference to comfort," Michael said.

# KOMATSU MACHINES GO WELL IN QUEENSTOWN NZ

**A contractor in the booming New Zealand Queenstown region has been a long-term user of Komatsu excavators and wheel loaders.**

Beaver Contractors is a general contractor specialising in drainage and subdivision works and operates solely in the Queenstown region.

"The on-going construction boom in Queenstown has been very good for us," said Grant Hensman, Beaver Contractors' owner.

"There's been a boom here for about the past five years, with lots of subdivision work going on, and so we haven't had to work out of town for over seven years," he said.

Komatsu equipment in Beaver Contractors' fleet includes a

PC45MRX, a PC100-6, one PC200LC-6 and two PC200-6 excavators, a WA350-1 and a WA120-3 wheel loader and a D65EX-12 dozer.

Its latest machine is the PC45MRX, which replaces a PC45-6.

"The new machine, which we've only had a couple of weeks, is performing very well," said Grant. "It's got a lot more power than the previous one."

Grant has been buying Komatsu equipment for more than 10 years, with his oldest machine being a PC200-6 with about 12,000 hours on it.

"We bought this machine new in about 1994, and it's still performing very well, which is why I've kept it on," he said.

He has stuck with Komatsu



*One of Beaver Contractor's fleet of Komatsu excavators and loaders.*

equipment over the years due to a number of factors.

"The performance of Komatsu equipment is very good; they have good reliability, resale value and excellent backup," he said.

"Over the years, we've always been very pleased with the performance from our Komatsu machines and the support we have had."

# TAKE FIVE FOCUSES ON SAFETY



*"Since Take Five was introduced, I have seen a noticeable shift in the mental approach of our service personnel towards their job safety..." states Peter Killey, general manager, product support.*

**"Stop, Think, Do" is the message behind Komatsu Australia's Take Five safety awareness program.**

First launched by Komatsu Australia in early 2000, all employees are now expected to apply Take Five before doing their job, in all areas of the work environment.

The Take Five program helps ensure Komatsu Australia personnel always take a safety-first attitude to their work, whether on our own premises, out on a jobsite or at a customer's premises.

The advantage for owners, users and operators of Komatsu equipment is that they can be assured safety is a key priority in all their dealings with Komatsu Australia personnel.

Take Five has been a tremendously successful program; today it is a term always in the minds and never far from the lips of Komatsu Australia employees.

"Before we do anything in our job, we should apply Take Five," says Peter Killey, general manager product support, and a champion of Take Five.

"Since Take Five was introduced, I have seen a noticeable shift in the mental approach of our service personnel towards their job safety.

"Take Five can be as simple as checking there is nothing to trip on before your climb on a machine, and it can help you to avoid injuries or worse to yourself or others around you," he said.

Peter always carries his Take Five card and encourages everyone at Komatsu Australia to also carry their card or

notepad, and to read and use them as a guide to Take Five.

The card and notepad that Peter refers to explain the name. There are five steps included in the elements of Take Five.

They are:

- ▶ Stop, look, walk around
- ▶ Think through the task
- ▶ Identify hazards
- ▶ Control & communicate
- ▶ Do the job safely

At Komatsu Australia, the program doesn't only apply to service personnel.

"We remind all Komatsu Australia employees that this is for everyone and even office staff need to apply Take Five," said Peter.

"Even a messy desk, or carrying too many documents up or down stairs can easily be the cause of accidents. Take Five before doing something, and the chances are much improved that you won't hurt yourself or someone else."

Take Five has been rolled out throughout Komatsu Australia thanks to the efforts of our OHS&E co-ordinators or managers in each location.

Take Five further training and additional resources are available through the following:

- ▶ Margaret Fittler, South Eastern Region
- ▶ Anthony Connor, Melbourne
- ▶ Mark Sproull, Queensland Region
- ▶ Paul Wyeth, New Zealand
- ▶ Gregory Be, New Caledonia
- ▶ Ross Graham, Western

## SAFETY MATTERS

**Stop, Think, Do.**

Take  Five

- 1 Stop, Look, Walk Around
- 2 Think Through the Task
- 3 Identify Hazards
- 4 Control & Communicate
- 5 Do the Job Safely

**KOMATSU**  
Our People Are Our Power

- **The Bigger Picture:** Will my work affect others? Can others affect me? Where are my emergency exits?
- **Spills or Leaks:** Where and how could fuel, hazardous liquids or gas spill or leak?
- **Slips, Trip or Falls:** Do I see wet or greasy floors or obstacles? Is there safe access to the machine?
- **Manual Handling:** Am I handling a safe weight? Am I in the best position? Are there any obstacles on the way to my destination?
- **Moving Parts:** Is the safety guard on? Any loose clothing, pinch points or impact risks?
- **Stored Energy:** Is there a compressed air, gas, steam or electricity risk?
- **Fire:** Do ignition sources or fuels pose a risk? Are fire extinguishers close by?

Region

- ▶ Barry Potter, Corporate Services.

New Take Five materials and training package are now under

preparation and a campaign to re-launch Take Five and provide company-wide training will commence early in the New Year.

# SKILLS SHORTAGE: KOMATSU BEEFS UP ITS APPRENTICES PROGRAM

**Komatsu Australia is substantially beefing up its apprenticeship intake, with a program to bring its ratio of apprentices to trained mechanics up to 1:3.**

Apprenticeship numbers have increased by 46% this year.

According to Peter Killey, Komatsu Australia's general manager, product support, the company's decision to boost its apprentice numbers is due to a number of factors.

"As the population of Komatsu equipment in the marketplace continues to rise, there's an increasing need for mechanics and fitters to service that equipment – and adding apprentices is an excellent way to fill that need," said Peter.

"Another important factor is the very real shortage within the construction and mining industry for qualified tradespeople.

"It's an issue not only for distributors such as ourselves and our competitors, but also for our customers: contractors,

quarries, mining companies, local government and so on.

"There is also an element of self-interest in having our own apprentices. Having been trained in maintenance and repair of Komatsu equipment, those who eventually leave us and get jobs with equipment owners will know our equipment very well and have a good appreciation of its quality."

Peter said that the on-going shortage of qualified tradespeople in the construction and mining equipment industry was an issue that the industry had to get to grips with very quickly – but also meant career prospects for people entering this industry.

There is also an upside for young people thinking about a career as a heavy equipment fitter.

"Any young person with some mechanical aptitude thinking about a career couldn't go far wrong as a qualified fitter," said Peter.



*Stephen Lewis inspecting oil samples in the CMS laboratory.*

"A competent fitter would never be out of a job, and would have skills that would easily get them work anywhere in Australia – or the world.

"It's also a good stepping stone to a career path at all levels in the industry, such as service, product support, sales and management – or ultimately becoming your own boss," he said.

Fitter/mechanics are not the only areas where Komatsu Australia is providing training programs. In addition, there has been an increase in the

warehousing and logistics operations and parts interpreting traineeships.

"These traineeships are giving these trainees front-line skills in dealing with customers," Peter said.

"Overall, our apprenticeship and trainee programs are about ensuring that we have the qualified tradespeople to be able to even better service our customers – but are also about contributing to overcoming the serious skills shortage in the industries in which we operate."

## KOMATSU FINANCE INCREASING BUSINESS IN VICTORIA

**Since establishing a presence in Victoria at the end of 2002, Komatsu Australia Corporate Finance (KCF) has seen a steady increase in the amount of business being written, and is now the state's leading financier of Komatsu equipment.**

According to Andrea McHugh, KCF's business analyst for Victoria, 25% of Komatsu machines in the state are now financed through KCF.

"This makes us the largest financier of Komatsu equipment in Victoria," she said.

Andrea said there were a number of reasons for KCF's success in the state.

"To begin with, I am based at the Campellfield branch and work closely with the sales reps, which mean we are able to offer a one-stop shop for Komatsu Australia customers.

"Customers buying equipment and financing it through KCF have the advantage of dealing with a single organisation, instead of having to go elsewhere to arrange financing.

"In addition, we have shorter lines of communication, we can



*Andrea McHugh*

offer a more flexible and more personalised service – and we understand the business and the equipment very well," she said.

"This means we are able to tailor finance packages to meet

customers' particular needs."

Andrea's areas of responsibility also extend to Tasmania and South Australia. With the Victorian operation now well established and growing, she will shortly be concentrating on providing similar service levels in the other two southern states.

Establishing a KCF branch operation in Victoria was its first move out of its NSW base; over the next few months, branches will also be established in Brisbane and Perth.

# WESTS TIGERS HELP JFT CELEBRATE SECOND KOMATSU CRUSHER DELIVERY

Sydney-based civil construction, recycling and environmental rehabilitation company JFT Group recently took delivery of its second Komatsu BR100JG-2 crusher – with players from Sydney-based NRL team Wests Tigers to help celebrate the event.

JFT provides a range of services, primarily to the petroleum and associated industries, including demolition and refurbishment of service station sites.

Its purchase of the first two BR100JG-2 crushers in Australia is now allowing it to carry out on-site crushing and

recycling of demolition material for re-use on the site.

These compact crushers can operate in confined spaces (typical of service station sites) and can be fed by fairly small excavators.

Previously, JFT was carting demolition material off-site for crushing or disposal, and importing material for fill, but its introduction of the compact Komatsu crushers is allowing it to streamline operations, and cut cartage fees, according to Colin Taylor, the company's managing director.

"We've gone for these

machines because of their mobility and ability to work in tight spaces," said Colin.

Since delivery of its first BR100JG-2, JFT has been achieving a fairly consistent 30 tonnes/hour throughput of demolition concrete.

"We're actually getting better production rates than we anticipated," said Colin. "We're finding that a 12 tonne excavator can't keep up with the crusher, so we're now looking at using a 20 tonne machine with a pulveriser to prepare the material, and then feed it with a 6 tonne excavator."



Members of Sydney's Wests Tigers team at the delivery of JFT Group's second BR100JG-2 crusher.

# SUCCESSFUL NZ QUARRY CONFERENCE FOR KOMATSU

Komatsu Australia's New Zealand operation was a major sponsor of the Institute of Quarrying NZ's and Aggregate & Quarry Association of NZ's combined annual conference in scenic Queenstown, in early July.

"It was a very good conference for us, exceptionally well attended with more than 300 delegates – including a sizeable number from Australia," said Jim Gardner, Komatsu NZ's sales manager.

Social highlights of the conference included the Komatsu-sponsored cruise on the historic "TSS Earnslaw" steam ferry on Lake Wakatipu on the Thursday, and a "Dangerous Comedy" show during the Friday windup lunch, also sponsored by Komatsu.

"This show, which featured Jake McCabe, lying down on a



The famous "TSS Earnslaw", on which Komatsu Australia hosted a cruise for quarry conference delegates.

bed of broken glass and swallowing a sword, took everyone's breath away," said Jim.

"Overall, it was an outstanding

conference, well organised, with excellent papers and a great roll up from the industry."

Komatsu representatives at the conference included Jim

Gardner, Jim Playsted, Angus Fotheringham, Colin Chamberlain, and a delegation from Ingersoll-Rand, including new Aust/NZ regional manager, Jeff Heinemann.

## EQUIPMENT SUPPLIERS FORM NEW UMBRELLA GROUP - CMEIG

**Australia's construction and mining equipment suppliers have formed a new umbrella group, the Construction and Mining Equipment Industry Group (CMEIG), bringing together for the first time importers, manufacturers, distributors and dealers.**

CMEIG, which held its first meeting in mid July, has been formed through the unification of three organisations:

**CMEAA** (Construction and Mining Equipment Association of Australia), representing manufacturers and importers of construction and mining equipment

**AAED** (Association of Australian Equipment Distributors), representing distributors and dealers of construction and mining equipment in Queensland, Victoria and Western Australia

**CPMA** (Construction Plant and Materials Association), representing distributors and dealers, along with some materials suppliers, in NSW.

All three organisations will retain their existing identities, and continue to serve members' interests in their respective states and fields of activity.

According to inaugural CMEIG president John Reid, of Komatsu Australia, the organisation was formed to provide a voice for the equipment supply side of the industry in dealings with government, statutory authorities and other industry organisations.

"Over the past few years, we have identified a number of important issues where this side of the industry's ability to speak with a single voice would have been a major advantage,"

said John.

"With the formation of CMEIG, we now have that single voice, giving us a lot more credibility in our dealings with government authorities.

"We believe there is much to be gained from having strong representation at all levels of the industry in negotiations and discussions with government and statutory bodies," he said.

"There are also many advantages in having a closer relationship with those associations representing end users of construction and mining machinery.

"By working closely with these groups, we can ensure that standards for equipment operation are set and maintained," John said.

Currently, CMEIG represents over 50 companies, made up of



**John Reid**

the individual members of AAED/CPMA and the 11 importer/manufacture members of CMEAA.

However, it will be embarking on an aggressive membership drive to encourage suppliers at all levels and of all sizes to become members of the new group.

*Further information: George Vorobieff, CMEIG executive officer and treasurer, ph (02) 9884 7236, email [inquiry@cmeig.com.au](mailto:inquiry@cmeig.com.au)*

## YOUR CHANCE TO OWN A SIGNED PRO HART PRINT – AND RAISE FUNDS FOR BEACON!

**Here's an opportunity to purchase a limited edition, signed photo of the Pro Hart-painted Komatsu excavator which was auctioned last year to raise funds for Beacon initiatives to combat youth unemployment.**

Only 300 copies of a photo of the Komatsu PC200-7 painted by Pro, and auctioned last year in Sydney, are being printed. They will be mounted in an Australian native timber frame, and each one is personally signed by Pro Hart.

Retail price of the photos is \$245 (including GST), and for each print sold the Beacon Foundation will receive 25% of the retail price (excluding GST), plus postage and handling of \$50.

The unique excavator was painted by Pro in late 2001 and early 2002, and auctioned at a special function in Sydney's Darling Harbour in February 2002.

After spirited bidding, the excavator was sold to Queensland's Gavin Markwell, of the Townsville-based Markwell Group, raising \$90,000 for the Beacon Foundation.

Throughout 2002, the PC200-7 toured Australia, being used as a drawcard to raise the profile and awareness of Beacon's activities and programs. Late last year, it finally went "home" to Markwell Group's premises in Townsville.

The signed photos are available through Legend Art in Broken



Hill, on phone/fax (08) 8088 6114, email [ace@pcpro.net.au](mailto:ace@pcpro.net.au).

Alternatively, you can simply fill

out the form on the opposite page and fax it to Legend Art.

# HOW BEACON DOES MAKE A DIFFERENCE



**A Beacon-inspired mix of a NSW South Coast high school, a student and Readymix has shown the power of the Beacon Foundation model in helping combat youth unemployment and bringing focus and purpose to young lives.**

*When Chris Larson, manager of Readymix in the Shellharbour area, began discussions with teachers at Oak Flats High School about his organisation's assistance with the school's No Dole Program earlier this year, he felt a degree of uncertainty about the usefulness of being involved.*

*However, dealing with the needs of just one student dispelled these doubts and sealed the Readymix/Oak Flats Partnership.*

*The story of the student concerned, Raschelle Bonanno is an inspiring one and is told by Oak Flats High's school counsellor, Belinda Wall.*

Within one month of introducing the No Dole Program we identified a Year 10 student, Raschelle Bonanno, whom we felt would benefit from participation.

Raschelle had reported to me that it was her intention to leave school immediately as she was unhappy and lacking in motivation.

As a consequence, her

schoolwork was suffering and she was finding it increasingly difficult to attend school each day. She is a very capable student and did in fact have a long-term career goal which was to leave school, wait until she was 18 and then apply to join the army.

We discussed the option of part time school attendance coupled with work placement with Raschelle and also with her parents; both felt there was nothing to lose. Our business partner Readymix offered one day per week work placement to start immediately. Her workload consisted of a variety of office duties.

Feedback within two weeks from Raschelle and her parents was very positive and her school attendance improved immediately. Readymix was also very pleased with her progress.

Six weeks into the work placement Raschelle again spoke with me but this time it was to discuss the option of returning to school full time.

She had come to the realization that the more education she had the greater the choices she would have in the future.

"I want to come back to school and get my school certificate and maybe even my higher school certificate," she said.



*Raschelle Bonanno addresses the Oaks Flats school at the Beacon Charter signing.*

This from a student who six weeks previously was adamant that she was leaving school and definitely not returning for years 11 and 12. Furthermore, she was very concerned that she was "letting us down" by withdrawing from the work placement.

When the office manager of Readymix was informed she was "delighted that Raschelle wants to return to school full time but sorry to see her go as she is a terrific worker".

Raschelle's parents were overwhelmed with the support given to their daughter and the positive impact this opportunity had on her: "We can't thank you enough; we have our daughter back," they said.

Readymix Manager, Chris

Larson was moved to comment: "Now I understand why we are in this program!"

The week prior to Oak Flats' public charter-signing ceremony, which was addressed by acting Governor General Sir Guy Green and other dignitaries, Raschelle asked if she might be able to speak along with members of the official party.

She wanted to reveal her story and let the gathering know about the benefits of the No Dole program. This she duly did in a very erudite and heart warming manner.

Raschelle is currently attending school regularly and is in the final stages of completing Year 10, fulfilling all requirements to gain her school certificate.

## PRO HART KOMATSU EXCAVATOR PHOTO ORDER FORM

Name ..... Street/PO Box Address .....

Suburb/town ..... State ..... Postcode .....

Phone number ..... Fax Number ..... Email address .....@ .....

Please send me ..... copies of the signed photo of the Pro Hart-painted Komatsu PC200-7 excavator at \$245 each, plus \$50 P&H

I enclose a cheque for \$ ..... or please bill my credit card  Mastercard  Visa  Amex

Card number ..... Expiry date .....

Name on card ..... Signature .....

# COMMON RAIL INJECTION: CLEANER, GREENER ENGINES



*Common rail injection systems are becoming increasingly common on today's high-tech diesel engines. David Laidlaw, Komatsu Australia's product manager, articulated dump trucks and large dozers, looks at the reasons why.*

You may have started hearing the term "common rail injection" system in some recent television advertising for prestige diesel-engined cars.

Well, it's also a term you'll hear a lot more of in relation to earthmoving equipment.

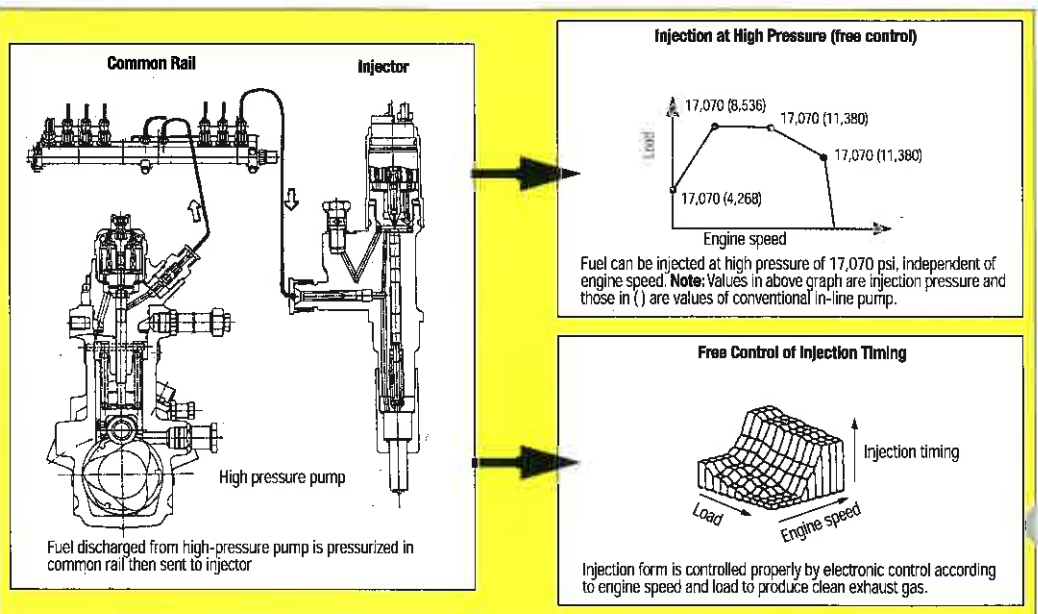
Common rail injection (CRI) systems are delivering substantial benefits in terms of emissions and fuel consumption; they are seen by many as giving diesel engines the potential to become much cleaner than petrol engines in the future.

Komatsu, and a number of other heavy equipment manufacturers, are starting to introduce CRI system engines; in this article, I'll look at how they work and what they mean for equipment owners and users.

First of all, what are the advantages of common rail injection systems?

In summary, they are as follows:

- ▶ Cleaner / lower emissions and higher outputs due to high-pressure injection at all usage ranges
- ▶ More efficient combustion
- ▶ Improved fuel efficiency
- ▶ Reduction in noise and emission due to injection rate control
- ▶ Improved performance due to increased flexibility in injection timing setting
- ▶ Faster and smoother acceleration



These diagrams show the operating principles behind today's common rail injection system engines.

▶ Independent control of injection pressure in response to rotation and load.

### How a CRI system works

Key CRI components are the supply pump, a "common rail", an injector, sensors to detect running condition of engine and a computer (ECM) to control these devices.

A CRI system injects fuel to the engine at much higher pressures than conventional fuel injection systems. Typically, CRI injection pressures are around 20,000 psi, compared with 4000-5000 psi for a conventional system.

High-pressure fuel from the supply pump is distributed to an injector mounted on each cylinder by means of the common rail, with fuel injection quantity and timing determined

by controlling the injectors.

Compared with conventional injection system characteristics, a CRI system has the following features:

- ▶ Injected fuel quantity and injection pressure are independent of each other, and are definable for each and every engine operating condition, allowing optimum air/fuel mix formation
- ▶ At the beginning of the injection process (during the ignition lag between the start of injection and the start of combustion), injected fuel quantities are very low.

### Environmental benefits

Engine manufacturers have developed CRI systems as a method of getting diesel emission levels down to

internationally specified standards.

You will have noticed that most new machines now being released have engines capable of meeting US and European "Tier II" emissions standards.

The end result is that equipment fitted with such engines produces substantially lower emissions than earlier models – even those just a few years old.

The other major advantage is in fuel consumption – which goes directly to a machine owner's bottom line.

Typically, CRI engines provide fuel savings of 10-20% compared with equivalent sized earlier-model machines.



# OPERATOR LOVES HIS D275AX-5 IN LANDFILL APPLICATION

The operator of a Komatsu D275AX-5 dozer in a landfill application in Sydney's southern suburbs is full of praise for the machine's comfort and ease of operation.

Terry May operates the D275AX-5 in various dozing operations for Kurnell Landfill.

The landfill is based at Kurnell on the southern shores of Botany Bay, and takes intert Class II clean construction and demolition waste from sites throughout Sydney.

According to manager, Sammy Ghosn, the great majority of the material coming to the site is recycled, crushed bricks and concrete, clean topsoil, gypsum and lime fertiliser from plasterboard, timber waste for powering powerstations (in place of coal) and steel.

Clean validated virgin fill delivered to the site is also

used as a replacement for sand dredged by Rocla from a sand mining operation adjacent to the site.

As a result, only a small proportion of the several thousand tonnes a day delivered to the site has to be buried as landfill, said Sammy.

The dozer is used primarily for two applications:

- ▶ Pushing concrete delivered on site into stockpiles, ready for contract crushing and turning into construction-grade materials
- ▶ Pushing virgin fill into the sand mining pond.

Sammy said that since the dozer was delivered to the site at the beginning of the year, it had logged about 2600 hours.

"It's been performing very well," he said. "There have



Kurnell Landfill's D275AX-5 dozer pushing virgin fill material.

been some overheating issues due to the large amounts of fine dust produced in this sort of operation, but we have that solved now."

Operator Terry May said the Palm control system on the D275AX-5 made it very easy and comfortable to operate.

"The controls on this machine are great," he said. "They make it very easy to control and operate."

He also likes the comfort of the dozer.

"It's got a very good cab; very comfortable to sit in all day, and very well soundproofed.

"I can be pushing up to 4000 tonnes of material a day here when the industry's busy, and there's plenty of material being delivered to the site," said Terry.

# VIC SAND AND GRAVEL OPERATION BUYS A SECOND KOMATSU LOADER – 15 YEARS LATER

Melbourne-based Burdett Sand Soil and Stone has recently bought its second Komatsu wheel loader – a WA480-5 – 15 years after it owned a WA450-1.

"This is only our second Komatsu loader; we had a

WA450-1 about 15 years ago, and never had any problems with it," said Andrew Burdett, who runs the company in partnership with his mother Pearl.

"We decided to return to

Komatsu because we believe their loaders have improved so much in the past few years.

"When we were in the market for a new loader, we looked at Komatsu and a few other makes, and decided we'd standardise around the two leading makes on the market.

"Since putting the WA480-5 into operation, the loader's been great. The operator who mostly drives it prefers it to our other machines; he's rapt in it," said Andrew.

"Each bucketload is getting 8-10 tonnes of material out of the stockpile. The nature of the material means it's nearly

digging out of a face, and this loader's got great breakout force.

"It's also a very comfortable machine; our operator's very happy with his work environment," he said.

Burdett Sand Soil and Stone has been in operation for around 32 years, owning three quarries in Melbourne's southeastern suburbs – two at Langwarrin and one at Leongatha.

It is one of Victoria's leading suppliers of quarry, landscaping and building products, extracting 300,000-400,000 tonnes of material a year.



Burdett Sand Soil and Stone's new WA480-5 wheel loader.

# KOMATSU SPONSORS SME REUNION

The Australian Army's Royal Australian Engineer's School of Military Engineering (SME) held its biannual reunion "Back to SME 2003" over the weekend of September 26-27.

Around 200 former and currently serving SME personnel attended the weekend, which was sponsored by Komatsu Australia.

Highlights included a three-team rugby contest (including a 70 year old "elder statesman" from the Penrith Legless Emus team), a cobbles night, a cabaret night, a memorial service and a visit to the SME's



Members of the three footy teams competing at the Back to SME 2003 reunion, check out the new Komatsu HM400-1 articulated dump truck.

museum. As part of Komatsu's sponsorship, four machines

were on display: the new HM400-1 articulated dump truck, WB97R-2 backhoe/loader,

SK815-5 skidsteer loader and PC45MRX short-tail excavator.

# NEW IR DRILL BOUGHT AFTER GREAT RECORD WITH 15 YEAR OLD RIG

Central western NSW quarry operator Mudgee Dolomite & Lime has just purchased a new Ingersoll-Rand ECM660 Mk III drill rig following an excellent performance record with its 15 year-old 500C rig.

Mudgee Dolomite & Lime (MDL) operates four quarries in the Mudgee region, as well as carrying out contract drill, blast and crushing works for Orica and other customers.

"Our IR 500C has been a very good rig for us," said MDL general manager Bob Murdoch, who owns the company in partnership with his brother Brian. "It's been such a good performer that we don't want to sell it, so we'll continue to operate it in conjunction with the new one."

MDL bought the new rig when the opportunity came up to carry out additional contract drilling works around the Mudgee region.

With clients requiring larger diameter holes than the 500C was capable of drilling, Bob and Brian Murdoch opted to go for the higher-capacity ECM660-III.

On delivery to MDL, the new ECM660-III was sent to Australian Cement's Kandos quarry, where it is being used for drilling holes for production and overburden shots for Orica, which has the blasting contract at the mine.

"It's only been there a week, but they've been very happy with the rig's performance," said Bob. "In fact, they want to keep it there for the next six months.

Operator Dean Campbell has also been very impressed with the new rig.

Dean said that once he'd got used to the controls on the new machine, he'd found it a lot easier to operate.



"It's a really good machine, a lot faster than the 500, which is no surprise. All the levers are fingertip control, so it's very easy to work in, compared with the old-style levers on the 500.

"The visibility's also much better; there's glass everywhere. On the 500C, I really had to crane my neck to see the drifter; on this machine I can just glance up to see it, so I don't go home with a sore neck any more," he said.

"It's a big improvement in

operator comfort too. With the door closed, I can operate this rig without having to wear hearing protection."

Both MDL's older 500C rig and its new ECM660-III will also be used in the company's own four quarries.

Product extracted by MDL includes dolomite, lime and feldspar granite.

Since release of the new ECM 660, Komatsu has delivered 16 of these machines in Australia.

# UPGRADED IR DRILL RIG OFFERS MORE POWER AND SPEED

**Komatsu Australia has released an upgraded version of its best-selling Ingersoll-Rand ECM-660 hydraulic drill rig, resulting in increased power, drilling speed and hole size.**

The ECM-660 Mk III has been fitted with a new, more powerful engine, giving it more power and allowing it to drive a higher-capacity compressor, combined with a larger, more powerful drifter.

Since its release in mid-2001, the ECM-660 has become a popular machine with Australian drilling contractors, quarries and mines, delivering on its promise of significantly longer consumables life, increased reliability and ease of operation.

A major feature of the EMC-660 drill rig is its Montabert Strata-Sense "drill automatics" system.

This system uses a single hydraulic valve block to dynamically monitor four key variables:

- ▶ Rotation pressure
- ▶ Feed pressure
- ▶ Percussion pressure
- ▶ Feed speed.

The valve block automatically adjusts pressures and speed as the drill bit traverses different rock and soil zones, whether they be soft rock, hard rock, mud, clay, cracked material or voids.

The Strata-Sense system is based on technology developed by French-based Montabert – a division of Ingersoll-Rand – which has long been at the forefront of ground-condition-sensing technology with its range of hydraulic hammers and drill rigs.



*Komatsu has recently released the new ECM-660 Mark III hydraulic drill rig.*

Power for the new EMC-660 Mk III comes from a Cummins 6CTAA8.3 diesel rated at 194 kW, an increase of 14 kW over the previous model. This engine complies with all EU Tier II emissions requirements.

This higher-power engine drives a higher-capacity air compressor, a GHH-Rand screw-type compressor with a capacity of 10 cu m/min (350 cfm) — up from 8.7 cu m/min (300 cfm) on the earlier model.

In turn, this higher capacity compressor allows the new drill rig to handle hole diameters up to 125 mm (5 inches).

Also new on the ECM-660 Mk III is a Montabert HC160 drifter, a heavier, more powerful drifter than on the previous model.

According to Ingersoll-Rand, drilling performance in soft and medium rock is 10-15% faster, and 5-10% faster in hard rock.

Other improvements include:

- ▶ Faster rod handling, nearly twice as fast as on the earlier model.
- ▶ Reverse fan rotation on the oil cooler and engine radiator to prevent over-cooling in cold weather, and minimise dust being blown into the engine.
- ▶ A "3D" angle and depth indicator for more accurate measurement of metres of rock drilled.
- ▶ Data storage capacity, allowing operators to provide an accurate recording of metres of rock drilled; a useful feature, considering that drilling contractors are usually paid on a per-metre basis.

According to Angus Fotheringham, Komatsu Australia's product manager, drill rigs, the new ECM-660 Mk

III offers a number of advantages over its predecessor.

"The upgraded capacities of this machine mean it is suitable for a wider range of applications, while offering higher production rates across all conditions," he said.

"At the same time, we've taken note of customer requests for additional features and improvements to make this an even better drill rig.

"Customer reports in the two years since the ECM-660 first came on the market indicate that it offers much lower consumables costs to contractors; these improvements will deliver increased productivity and ease of operation," he said.

*For more information please contact Angus Fotheringham on 1800 853 311 or email [drillrigs@komatsu.com.au](mailto:drillrigs@komatsu.com.au).*

# AWARD-WINNING CARAVAN PARK OPTS FOR KOMATSU SKIDSTEER

One of Victoria's leading caravan parks, and one which has won a number of awards for the quality of its facilities and services, has recently purchased a Komatsu SK714 skidsteer.

The Apollo Caravan Park, at Somerton on the northern outskirts of Melbourne, covers an area of around 20 hectares.

Facilities include 92 cabins, 20 "drive-through" tourist sites, around 100 powered sites and 20-30 tent sites.

The SK714 skidsteer was purchased in May this year, and is fitted with a 4:1 bucket and posthole borer, plus the

caravan park is looking at adding a road sweeper.

The machine is used for a variety of tasks around the site, including general maintenance and construction, landscaping, earthworks and weed clearing.

According to Stephen Lawler, owner of Apollo Caravan Park, the Komatsu skidsteer was chosen for a number of reasons.

"One of the key reasons is that it is one of the quietest skidsteers on the market," he said.

"Because we have guests here all year round, operating noise is a real issue for us.



"Another major factor was reliability. We've done a lot of earthworks here in recent years, and many of the operators and contractors have used Komatsu equipment. Watching it in operation and talking to them, we knew Komatsu gear was reliable."

As a former backhoe and

excavator operator, Stephen found himself quickly at home in the Komatsu skidsteer.

"I was stunned at how easy it is to drive. Because of the ISO control layout, if you can drive an excavator, you can operate this machine. It was very easy to learn."

# 18 YEARS – AND STILL PLENTY OF LIFE IN THE OLD LOADER

A Komatsu WA300-1 wheel loader that's notched up 18 years and an unknown number of hours has plenty of life left in it, according to its Pilbara region owner.

The machine is owned by B J Young Earthmoving, based at Port Hedland in north Western Australia. Brad Young, with his wife Julie owns the business. (Readers of *Down to Earth* may remember our article on Julie's joey rescue service in our March 2003 edition.)

Brad bought the loader in Queensland about seven years ago, when it had about 11,600 hours on the clock – which was stopped. Since then, he's put another 3000 hours on it.

He cleaned the loader up when he first bought it, taking the heads off, getting Komatsu to check the pressure and

hydraulics, and line boring the articulation joint and front end.

"I got it pretty much back to original condition, and it goes well for its age," he said.

"It would be one of the few loaders around that still operates well at such an age; everything on it is as tight as tight – there's no oil leaks or sloppy pins."

Brad uses the WA300-1 for a whole range of work: as a general loader, loading rocks in conjunction with his excavator, backfilling mineshafts, clearing pipelines and routes under major transmission lines for the major mine companies.

A major use for it is in exploration work, preparing pads for exploration drills, and then cleaning up afterwards to ensure minimal environmental impact.



Brad Young's WA300-1 loader shows the benefits of a well cared for machine.

"We prefer using a wheel loader for this sort of work, rather than a dozer," he said.

"The rubber tyres hardly disturb the ground, compared with tracks, but it's still beefy enough to handle the odd tree if we need to.

"However, generally, we'll try to avoid trees. Most of the country it's working in is flat open country, with scrubby

vegetation typical of the Pilbara," said Brad.

"The other great advantage over a dozer is that it can travel up to 80 km in a day under its own power.

"This particular machine is a very honest loader, and always will be. I reckon it's still got years more life in it," he said.

# KOMATSU BRINGS RIGID TRUCK RELIABILITY AND DURABILITY TO ADT'S

**Komatsu Australia has entered the articulated dump truck business in its own right.**

Overseas, Komatsu released its new line of articulated dump trucks about two years ago, but Komatsu Australia has waited until now before releasing them in this country.

The first model to be released here is the HM400-1, a 36 tonne (40 US ton) truck, which offers 100% Komatsu componentry, higher power-to-weight ratios, better operator comfort and great stability than competitive makes.

Six of these units have been working at the RTL (Roche/Thiess/Linfox) joint venture in Victoria's LaTrobe Valley, hauling in extremely difficult underfoot conditions as part of a fleet of 60-80 ADTs.

According to David Laidlaw, Komatsu Australia's product manager, articulated dump trucks, the new line of ADTs is being positioned as a top-of-the-line, high-performance truck, featuring all-Komatsu components: engine, drivetrain, axles, etc.

"In terms of its performance and technical specifications, we believe it is the leading truck on the market," said David.

"It has more power, giving better performance in any combination of conditions, it has the highest braking capacity of any truck in its class, and is more comfortable than any other ADT on the market.

"What Komatsu has done in developing this truck is to apply the technological advances of our rigid frame quarry and mining trucks, giving it the most advanced transmission and suspension systems on the



*Komatsu's new HM400-1 articulated dump truck features a high power-to-weight ratio and excellent operator comfort.*

market, combined with the durability and reliability of our rigid frame trucks," he said.

"Traditionally, ADTs have been regarded as far less durable than rigid frame trucks. We believe with this new range that Komatsu has brought rigid truck durability and reliability to artic for the first time."

Power comes from Komatsu's newly released turbocharged SAA6D140E-3 engine, with Common Rail fuel injection giving substantial savings in fuel consumption, and meeting all US/European Tier II emission standards.

This engine is SAE rated at 321 kW, with a gross vehicle weight of 66,875 kg.

The braking system includes wet multiple-disc brakes, the same as on Komatsu's proven range of wheel loaders and dump trucks.

They work in conjunction with a hydraulically controlled retarding system with a capacity of up to 583 kW when fitted with an optional exhaust retarder.

A high degree of operator comfort is achieved through a large cab – in common with Komatsu's current range of loaders, excavators and dozers, the largest on the market – fully isolated from the body of the truck using silicon oil and rubber viscous type cab mountings.

Operator comfort is further enhanced through the use of independent front axles – the only ADT on the market to feature this system – which greatly reduces the operator "roll" common to ADTs in rough conditions.

The HM400 also uses the same hydro-pneumatic suspension used on Komatsu's rigid dump trucks.

Also based on Komatsu's rigid truck technology is the electronically controlled K-Atoms transmission, an electronic clutch modulation system that ensures proper clutch pressure when the clutch is engaged.

This system controls both the engine and transmission, by

continuously monitoring vehicle and underfoot conditions, for smooth gear shifts without shocks.

A full-time 6WD system ensures traction in the most difficult underfoot conditions, while a wet multiple-disc interaxle clutch locks the three axles in unison for greater traction.

The interaxle lock and diff locks can be engaged or disengaged while the truck is moving.

The diff lock switch can lock up the rear diffs only or all axles for maximum performance in the worst conditions.

Brief specs are:

**HM400-1:** Payload capacity, 36,500 kg; heaped capacity, 22.3 cu m; maximum GVW, 66,875 kg; engine, Komatsu SAA6D140E-3 rated at 321 kW; transmission, 6F/2R fully auto powershift; maximum speed, 58.6 km/h.

*For more information please contact David Laidlaw on 1800 853 311 or email [ADTs@komatsu.com.au](mailto:ADTs@komatsu.com.au).*

# KOMATSU PROFILE: KENT YOSHIMURA, KOMATSU'S DEPUTY MD



Kent Yoshimura

## Komatsu Australia welcomes Kent Yoshimura back to Australia.

Kent, who previously spent four years here as product support manager, recently returned as newly appointed deputy managing director for Komatsu Australia.

He replaces Kevin Watanabe who has returned to Japan after four years in this role.

Kent has been with Komatsu Limited since 1974, starting as a design engineer in the R&D department for the D155A and D355A dozers.

He has travelled extensively during his career with Komatsu.

In 1980 he transferred to Komatsu America to develop sales promotions and a task force for a technical product program for Komatsu dozers.

After five years in America, Kent transferred to the product-planning department in Tokyo, where he experienced many different cultures in dealing with various Komatsu group companies worldwide.

He told *Down to Earth* that a project with Brazil was especially interesting, which involved taking part of the start up of D41 dozer manufacture in that country.

In 1994 he moved to Australia as product engineering manager across the full range of Komatsu products.

"The introduction of the D575-1 super dozer into the Australian market during that period was one of the highlights in my career," said Kent.

"We exhibited the D575 at the 1994 AIMEX show and received many enquiries. I recall one

particular Queensland customer showed interest at the show and later purchased two D575 machines." said Kent.

In 1998 he returned to the Osaka plant in Japan to take a managerial role in the quality assurance department, where the main focus was to reduce claim costs and to develop better quality and reliable machines.

Returning to Australia in 2003 as deputy managing director is quite a different challenge for Kent.

This new role will require all the experience and knowledge he has acquired during the past 29 years with Komatsu.

"I believe the biggest benefit is the relationship I have with head office and in particular the engineering department," said Kent.

"This will allow us to provide new efficiencies and cost saving measures which will further enhance Komatsu Australia's strength in the Australian market," he said.

## HM400 Colouring-in Competition Rules

**1. Contest of skill.** This is a contest of skill. Winners will be selected based on judges' selection of colour neatness, originality, creativity and accuracy of Komatsu dump truck likeness. In the event of a tie score for a prize, the entry with the highest point score for Komatsu dump truck likeness will win. Winners will be notified by telephone and in writing or email. The winner will be published in *Down To Earth* summer edition.

**2. Competition Period.** The competition runs from October 13, 2003, until November 21, 2003. All entries must be post-marked on or before November 21, 2003.

**3. Eligibility.** Any child is eligible for entry. Only one entry per child. Offer open to Australian and New Zealand residents only, however children under 12 must have parental permission. Entries that do not comply with these official rules will not be eligible to win a prize.

**4. Entering the competition.** Entrants must colour in the Komatsu dump truck activity sheet included on the inside back cover on this edition of *Down To Earth*. Fill out the entry form and send coloured activity sheet to Attn: Editor, Down To Earth, Komatsu Australia Pty Ltd, PO Box 66, Fairfield, NSW, 2165. Entries will not be returned. Entries must be received on or before November 21, 2003 to be eligible to win a prize.

### 5. Prizes

a) First three winners will win the Komatsu Kids Pack (which includes 1x backpack, 1x cap and 1x drink bottle).  
b) All prizes will be awarded. Prizes are not transferrable. No substitutions (including for cash) are permitted. All prizes won by minors will be awarded to their parents or legal guardians on their behalf.

**6. Miscellaneous.** Entrants agree to be bound by these official rules and by the decisions of Komatsu colouring competition judging panel.

**7. Release.** By entering the competition, you (and, if you are a minor, your parents or legal guardians) release Komatsu Australia Pty Ltd and agree to hold harmless its parent, subsidiaries and affiliates, and each of their directors, employees, and agencies from any liability whatsoever for any claims, costs, injuries, losses or damages or any kind arising out of or in connection with a) entering the competition, b) acceptance of any prize or c) otherwise arising out of or related to the competition.

## Prizes for the colouring competition

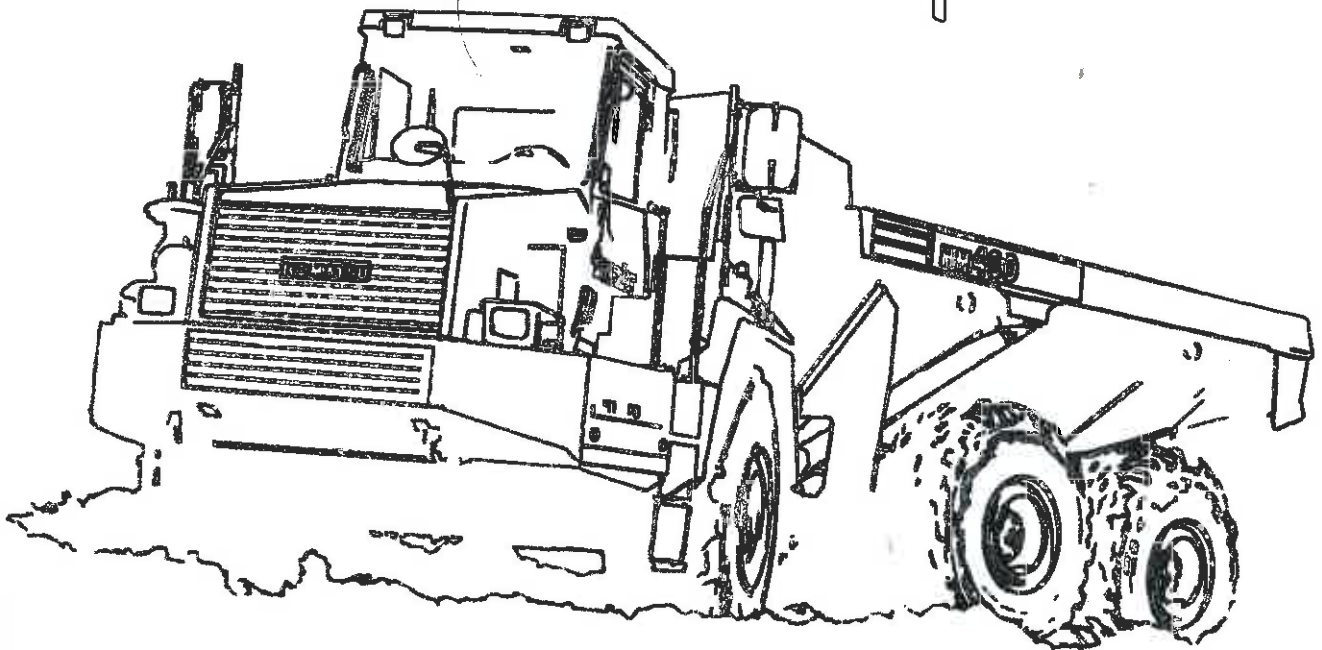


\* prizes donated by Motif Australia

# KOMATSU KIDS CORNER

HM400  
Dump Truck

Colouring-in  
Competition



Name .....

Age ..... Address .....

..... Postcode.....

Phone ..... Email .....@.....

Parent or Guardian Signature .....

**PLEASE READ COMPETITION RULES ON PAGE 22 AND SIGN PRIOR TO POSTING.  
ALL ENTRIES MUST BE POST-MARKED ON OR BEFORE NOVEMBER 21, 2003.**

# GO WITH THE FLOW.



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# KOMATSU

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