Sean Taylor, Managing Director
Komatsu Australia

Thank you for taking the time to read this edition of D2E. Time is our most precious resource. In the Mining and Construction business it is all important, whether you measure time to open a new mine, on time project completion, time with the family or perhaps downtime, cycle time and getting a response on time. As I write to you for the first time I would like to assure you that I will try not to waste yours.

My philosophy is very simple, as my customer I want to ensure Komatsu meets your expectations and we deliver on time. To this end I am reviewing all aspects of our business to look at ways we can improve our delivery of machines, parts and services. Our understanding of your business and our ability to predict and meet your needs are paramount to us, but our ability to solve issues quickly when they do arise must be our central driver. Our onsite support team back through to our branch network and ultimately to Komatsu's National and Global resources must be focused on fixing your issue today. Training and support of our front line staff is the key, ultimately they are our most valuable contribution to your business.

Sadly, we have all witnessed either personally of via the media, terrible natural disasters since the last D2E. The impact has been very real for all of us at Komatsu. The impact on our customers in Christchurch, Queensland and Victoria concerns us greatly. The impact on our own operations in Brisbane and of course Japan is something we are working through every day to minimise. I am happy to say our team in Brisbane has done an outstanding job and is very much back to business as usual. Our colleagues in Japan have been working tirelessly in adverse conditions to get all of our factories open and running at full capacity. 200 Komatsu engineers have been dispatched to any of our suppliers in trouble to ensure we can continue to deliver machines and parts on time.

Finally, I am very proud to bring you this edition of D2E. I am sure you will find the Komatsu experiences of other customers interesting.

At Komatsu we are very excited about the Australian release of the world's first true production Hybrid earthmoving machine. Several hundred customers around the world are already enjoying the fuel saving benefits of the Komatsu Hybrid and if carbon is going to have a price this is a machine you cannot afford to leave out of your fleet. Lastly, if you only have time to read one story, have a look at our Apprentice Program. We need quantity and quality to deal with the challenges ahead.I am happy to welcome our 40 new first year apprentices to the company and keen to work even closer with our partners in TAFE's around Australia to ensure our frontline people are the best in the business.

Best Regards,

Sean Taylor, Managing Director

CONTENTS

CONTRIBUTORS

Editor
Wafaa Ghali, Komatsu Australia

Copywriter
Mark Cherrington,
Construction Communications

Graphic Design
Poppy Alexiou, Komatsu Australia

Printed by
Dominion Colanco Print Group

Front Cover
Komatsu Hybrid Excavator HB205

The Future Of Earthmoving

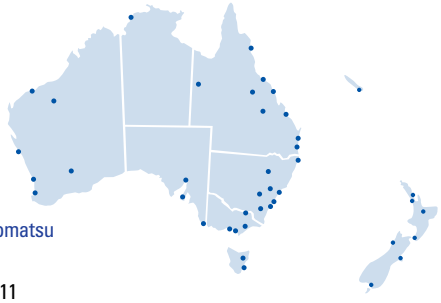
Komatsu Australia Pty Ltd.

PO Box 943, North Ryde,
NSW BC 1670, AUSTRALIA.

T. (02) 9795 8222 **F.** (02) 97958244
E. d2e@komatsu.com.au
Web AUS. www.komatsu.com.au
Web NZ. www.komatsu.com.nz

Down to Earth Magazine is a Komatsu Australia Pty Ltd publication.

Down to Earth Issue 55, May 2011



NEW HYBRID EXCAVATOR SETS THE BENCHMARK

Komatsu will launch its world-first HB205 hybrid excavator in Australia in May.

The 20-tonne operating weight Komatsu HB205 offers fuel savings of up to 41 per cent and a 10kg per hour reduction in carbon-dioxide emissions compared with an equivalent diesel-only excavator.

The key to the Komatsu HB205's dramatically reduced fuel consumption and emissions is its breakthrough diesel-electric drive system.

It uses an electric motor to drive the machine's swing function and to recover energy during the swing-braking phase of the machine's operating cycle.

The use of recoverable electric power for the swing function has allowed Komatsu to build the machine with a four-cylinder diesel engine in place of the six-cylinder diesel in Komatsu's popular diesel-only PC200 excavator.

Komatsu Australia managing director Sean Taylor said the new HB205 confirmed Komatsu's ability to deliver technology-laden earthmoving and mining equipment with a successful blend of tangible environmental benefits and commercial viability that was second to none.

"Komatsu uses technology as a mechanism for change," Sean said.

"Modern equipment must be more fuel efficient and produce fewer emissions, while delivering increased productivity for operators.

"Komatsu targeted the 20-tonne operating weight range for its first hybrid excavator to help achieve a substantial impact on fuel economy and greenhouse gas emissions in the largest construction machine market segment."

The Komatsu Hybrid System in the HB205 uses an electric swing motor, power generator motor, capacitor and 139 horsepower diesel engine.

Komatsu developed its revolutionary hybrid system to work on the principle of swing-energy regeneration and energy storage.

The kinetic energy generated during the swing-braking phase is converted to electricity, which is sent through an inverter and then captured by the Komatsu-developed Ultra Capacitor.

This captured energy is then discharged very quickly, to power the next rotation of the machine's superstructure.

Komatsu's Ultra Capacitors are used – rather than the nickel-metal hydride batteries employed in most hybrid cars – to provide fast energy storage and instantaneous power transmission.

In tests comparing the standard PC200LC-8 hydraulic excavator to the Hybrid HB205, the hybrid model reduced fuel consumption by approximately 25-40 per cent, depending on the application.

Komatsu's Sean Taylor is calling upon governments to begin advocating the use of environmentally sustainable machinery in future infrastructure developments.

"We believe the provision of funding for future projects needs to be contingent on developers being able to demonstrate their environmental responsibility.

"Hybrid technology significantly reduces the impact of equipment on the environment, without adversely impacting the economic feasibility of a project," Sean said.

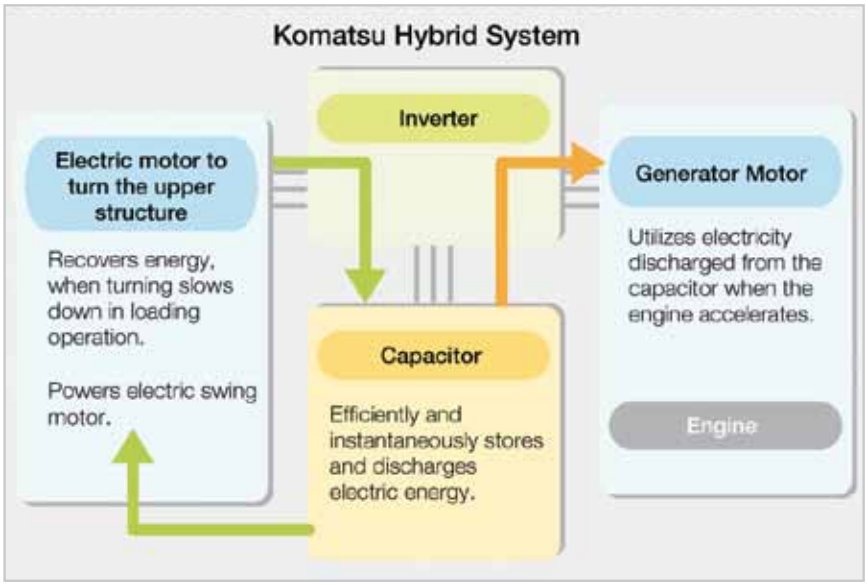
The HB205 excavator includes the latest KOMTRAX® technology, which sends critical machine-operating information directly to the machine owner's desktop.

Data such as operating hours, fuel consumption, machine location and machine utilisation are relayed to the web application for analysis, no matter how far the machine is from the owner.

The KOMTRAX fleet monitoring system increases machine availability, reduces the risk of machine theft and provides a wealth of other information to drive business efficiency.

"Modern equipment must be more fuel efficient and produce fewer emissions, while delivering increased productivity for operators."

- Sean Taylor, Managing Director, Komatsu Australia



THE FUTURE OF EARTHMOVING

At the heart of the HB205 excavator is Komatsu's ground breaking diesel-electric drive system.

Kinetic energy created by the machine's swinging motion is captured and redirected to power driveline components – thus reducing the load for the onboard diesel engine. Compared to an equivalent diesel only excavator, global HB205 Hybrid operators have seen CO_2 emissions reduced by 10kg per hour of operation, with fuel consumption reduced by as much as 41 per cent.


KOMATSU
Hybrid
HB
205

KOMATSU RECOGNISES ITS BEST NSW APPRENTICES

Komatsu held its NSW Apprentice of the Year ceremony on Friday March 11, 2011 at the new Hunter Hotel and Hospitality Academy at Kurri Kurri TAFE.

The apprentice awards are a much-anticipated event and an opportunity for Komatsu to recognise and acknowledge excellence in effort and skills development by its apprentices.

The awards were attended by first, second and third year NSW apprentices operating under Komatsu's award winning Apprentice Development System (ADS), as well as Komatsu managers, supervisors and trades people and TAFE representatives.

In addition to the presentation of awards to apprentices, the event also included end-of-assignment presentations by third-year apprentices.

The presentations were of a high quality both technically and instructionally and demonstrated the benefits of the apprentices developing their presentation and public speaking skills, through training with Toastmaster and experience delivering presentation over the past two years.

Unique to this event were presentations by two fourth-year apprentices from the Fairfield complex, four third-year apprentices from the Hunter Valley and two graduate trainee mechanical engineers from Komatsu Human Resource Development Centre (HRDC) in the Philippines who are on a learning assignment with Komatsu Australia for two years.

Above NSW apprentices who went to the Brisbane flood recovery, from left: Melmar Baluran, Tim Southgate, Julian Tello, Luke Saliba, Ben George, Shane Bradley, Rory Symonds and Ronald Palma.

These apprentices and engineers were sent to Brisbane in February following the Brisbane floods to support Komatsu's recovery effort on Komatsu facilities and machines that were damage by the flood.

Their experiences in Brisbane in a disaster situation were invaluable for all involved to use their technical skills, work as teams and in the development of camaraderie under extreme and difficult circumstances.

The event was designed and organised by Gavin Manning, Komatsu apprentice development manager for NSW.

Awards were presented to the following:

First-year 2010 Apprentice of the Year: Ben Mowat, who also commented on "the outstanding level of training he had in his first year".

Second-year 2010 Apprentice of the Year: Shane Bradley. This award included a tool chest and trolley assembly donated by JBS and Blackwoods. "I am very pleased to receive the award and the JBS chest," said Shane. "The apprenticeship opportunities in the ADS program will stand me in good stead for my future with Komatsu."

Above Award-winning apprentices, from left: Rory Symonds, Most Improved; Shane Bradley second-year Apprentice of the Year; Ben Mowat, first-year Apprentice of the Year.

First-year Most Improved 2010 Apprentice of the Year: Rory Symonds. "I have tried to use what I have learnt so far in the last two years and to build on that knowledge into the future," he said.

Refer to page 16 regarding the dedication of a new award for WA.

KOMATSU PUTTING 40 NEW APPRENTICES THROUGH AWARD-WINNING PROGRAM

As part of its commitment to ensuring the industry maintains the skills and training to meet demand for qualified tradespeople, Komatsu Australia started 40 new apprentices in January this year.

The new apprentices are in its Queensland region, Central region (NSW/ACT) and Western Region (Western Australia/Northern Territory), taking to 160 the total number of apprentices currently within the company.

The 40 new apprentices have been engaged through Komatsu Australia's innovative Apprenticeship Development System (ADS) which is designed to give entrants to the industry not only key trade and business skills, but also life and personal responsibility skills and awareness.

Above Year One Central Region

Set up and piloted with Komatsu's NSW Hunter Valley apprentices during 2009 and 2010, the ADS took the runner-up spot in the federal Education Minister's 2009 Awards for Excellence.

According to Paul Richardson, Komatsu Australia's national organisational development manager, the apprentices undergo a rigorous selection process.

"Our recruitment cycle started back in September 2010 with advertising, screening, selection testing, interviewing and further screening prior to making final offers to those who were successful," he said.

Classroom training under the ADS is through the TAFE organisations in Queensland, Western Australia and NSW, using dedicated Komatsu facilities.

"We have developed a strategic education alliance with TAFE in these three states, taking advantage of the skills, strengths and industry knowledge within TAFEs, and adapting courses to our specific needs," said Paul.

"For example, in January our new apprentices from all three regions attended a Komatsu-designed TAFE skills application program in their base locations.

"This program – developed in conjunction with TAFE to Komatsu specifications – teaches practical hand and power tools skills as well as advanced first aid and OH&S to enable the awarding of work permits to our new apprentices," Paul said.

Ian MacCowan Komatsu Australia's general manager customer support said the ADS program is not just about training the company's apprentices.

"We want to give them life skills as well, plus bring higher levels of overall skills development for the industry – which translate to very strong social benefits for us, the community and our customers.

Above Year One Queensland

Above Year One Western Region

KOMATSU PARTNERS WITH TAFE COLLEGES TO DELIVER INNOVATIVE APPRENTICESHIP TRAINING

Komatsu Australia is developing a close relationship with TAFE organisations around Australia as part of its program to increase the number of apprentices it is training and to deliver an innovative apprentice development system.

It has developed strategic educational alliances with TAFEs in Queensland, NSW and Western Australia as a key element of the delivery of its Apprenticeship Development System (ADS), which is designed to give entrants to the industry not only key trade and business skills, but also life and personal responsibility skills and awareness.

The alliances include the provision of dedicated Komatsu classrooms, and Komatsu excavators and wheel loaders used exclusively for training that Komatsu's own apprentices – as well as other organisations' apprentices – can work on to develop their skills on real equipment while attending TAFE.

"In terms of apprenticeships and training generally, our philosophy is very much to work with TAFE organisations, rather than 'going it alone' and trying to develop our own institutes," said Paul Richardson, Komatsu Australia's national organisational development manager.

"Instead of the do-it-yourself model, our strong preference is for the partnership approach.

"It's very much a two-way process, whereby we can provide equipment and resources donated or otherwise made available to TAFE for training of our own apprentices and technical people, as well as TAFE's other apprentices, while for our part, we are partnering with Australia's leading training organisation."

Paul said Komatsu has co-located facilities on campuses in Queensland and NSW to provide technical training facilities.

"In Queensland, it is with Queensland TAFE Skills Tech at Acacia Ridge, where we have two new dedicated Komatsu classrooms and workshops, along with a PC200-8 excavator used exclusively for training," he said.

"In NSW, we are working with Kurri Kurri TAFE where we have a long-standing co-operative partnership – and where we originally developed our new ADS.

"Here we have two dedicated training facilities, plus we've made available a PC200-8 excavator and a WA480-6 wheel loader exclusively for training our service, apprentices and customer employees, using Komatsu's competency based technical training system.

"These machines will also be made available to TAFE for training of its public students.

"The systems and components on these machines let us cover about 80% of what our apprentices would come across with any item of Komatsu mining or construction equipment," said Paul.

Above Queensland training facility

Above Training excavator

PC350LC-8: KOMATSU'S NEW 35 TONNE CLASS FLAGSHIP CONSTRUCTION EXCAVATOR

Komatsu Australia has released what is the new "flagship" construction model of its Dash 8 excavator range – the 35.6 tonne PC350LC-8 excavator – developed for Australian conditions to suit the changing demands of this market.

According to Chris Moroz, Komatsu Australia's business manager, construction, it is a true heavy-duty machine, aimed at major civil construction applications, as well as light quarry work.

Benefits over the PC300LC-8 include improved lift capacities, increased stability, higher operating weight, and high-flow auxiliary piping as standard, allowing it to handle more powerful and productive attachments.

"The civil construction sector today is demanding a true 35 tonne plus excavator capable of meeting the challenges of today's projects, while still being relatively easily transported, particularly in metropolitan areas," Chris said.

"Everything about this machine is heavy duty; it's been designed from the ground up with a new frame and other factory improvements as a true 35 tonne machine, rather than simply being an upspecced 30 tonner.

"It takes over from the still-current PC300LC-8, offering increased productivity but still with the same fuel economy as the smaller machine," he said.

"The PC350LC-8 uses the same engine and hydraulics of the PC300LC-8 – so users can expect similar fuel economy – while the improved frame design and other factory upgrades ensure improved performance."

Chris said the PC300LC-8 was previously Komatsu's class-leading flagship construction excavator, and the company believes its customers will want the improved performance it can offer with the PC350LC-8.

"Our new PC350LC-8 comes with all the industry-leading factory standard features offered on our other Dash 8 machines, such as hammer and quick hitch piping, certified Komatsu ROPS Dash 8 cabin, hose-burst protection, rear camera and KOMTRAX remote monitoring," he said.

"We'd also like to point out that this is a quite different specification to the US-built PC350LC-8, which some customers may have seen overseas or online. The US is an upspecced PC300LC-8, while the Japan-sourced version we are releasing in Australia and New Zealand has been completely redesigned."

Key features of the heavy duty PC350LC-8 include:

- Lift capacity increased by 15%
- Extra heavy-duty track frame
- Heavy-duty quarry grousers
- Improved centre frame ground clearance
- Improved stability for more productive digging
- Full-length track roller guards as standard
- ROPS certified cabin factory standard
- High flow heavy duty hammer/ auxiliary piping as standard
- Machine operating weight of 35.6 tonnes including quick hitch and general purpose bucket, compared with the PC300LC-8's 34.5 tonnes
- Overall track width of 3320 mm with 600 mm grousers.

The PC350LC-8 – in common with other Dash 8 excavators – features Komatsu's ecot3 (ecology and economy technology 3) approach, which combines electronic control, hydraulic and engine technology, with all machine components designed and manufactured by Komatsu to work together as an integrated whole.

Chris said the PC350LC-8 was the latest example of Komatsu's unique design and manufacturing philosophy.

"No other equipment manufacturer offers the combination of industry-leading technology and componentry, all designed and manufactured by Komatsu to work together as an integrated whole," he said.

"Virtually all other manufacturers offer machines with engine and hydraulic components supplied by a host of third-party suppliers, which means compromises in technology and performance.

"Because all Komatsu excavator components – including those on the PC350LC-8 – are designed and manufactured from the ground up to work together, we offer unmatched technology, integration and machine performance.".

Brief specs of the PC350LC-8 are: Operating weight, 35.6 tonnes (depending on configuration); powered by Komatsu ecot3 Tier III-compliant SAA6D114E-3 diesel engine rated at 184 kW; SAE-rated digging depth, 7380 mm (with 3185 mm arm, 6470 mm boom); arm breakout, 16,800 kgf; bucket breakout, 20,400 kgf.

"Everything about this machine is heavy duty; it's been designed from the ground up with a new frame and other factory improvements as a true 35 tonne machine, rather than simply being an upspecced 30 tonner."

KOMATSU RELEASES PREMIUM-SPEC "PLATINUM" VERSION OF WB97R-5EO BACKHOE

Komatsu Australia has released a premium-specification version of its WB97R-5EO backhoe, the "Platinum" version, incorporating a full range of what were previously options as factory standard.

These include two-way attachments piping, hose-burst protection on key hydraulic elements, fully hydraulic sideshift, integrated factory air conditioning and Komatsu's KOMTRAX remote monitoring system, along with a range of other features.

According to Carl Grundy, Komatsu Australia's national sales manager, utility, the WB97R-5EO Platinum reflects the fact that the backhoe/loader market has become far more sophisticated in recent years.

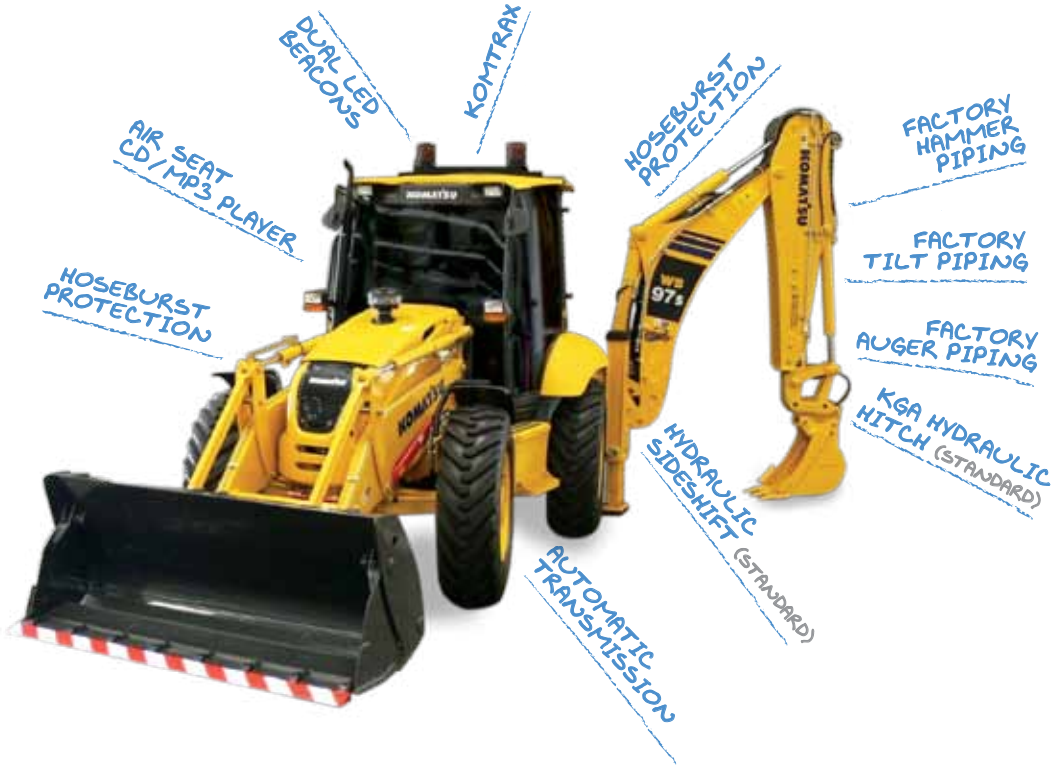
"The entire backhoe market – contractors, owner-operators, local government – is more sophisticated and is demanding higher-specification machines," he said.

"The backhoe is no longer just a shovel for doing a bit of digging and loading; it's a versatile utility machine that is expected to do a whole range of jobs.

"And owners and operators are demanding increased comfort, safety, versatility and productivity," said Carl. "Our new WB97R-5EO Platinum is designed to tick all those boxes—and more."

Its premium-spec features include:

- Two-way attachments piping, allowing a complete range of attachments, such as hammers, augers, compaction plates, profilers and others to be fitted with no additional modifications
- Komatsu Genuine Attachments (KGA) hydraulic quick hitch
- Hose-burst protection valves on the backhoe, loader and stabiliser hydraulic lines, to protect workers and operators in the event of a hose failure
- Full hydraulic sideshift
- Integrated factory air conditioning and window tinting
- Four-in-one bucket
- Air suspension seat
- Dual LED safety beacons on the cabin roof
- KOMTRAX remote monitoring system
- Three-year, 6000 hour factory warranty
- $5000 factory cashback, until the end of March.



"All controls are joystick-operated for low-effort operation, are within easy reach of the operator, and the seat/control positions can be easily adjusted to suit any operator's individual preferences."

"All these additional features on the WB97R-5EO Platinum are over and above the standard features of the WB97R-5EO, which already make it one of the most advanced and sophisticated backhoes on the market," said Carl.

Other features include:

- Four-speed automatic powershift transmission
- Load stabilisation (ride control) system as standard
- Curved excavator-style boom
- Large single-frame rear window for improved visibility
- Tilting bonnet for easy access to the engine and other components.
- 74 kW (99 hp) Tier III-compliant Komatsu engine
- Komatsu HydrauMind closed-centre PPC hydraulic system (the same as used on Komatsu's excavator range)
- Extendible dipper
- Two/four-wheel steering options.

And as with other equipment in the Komatsu range, all components are designed and manufactured by Komatsu to work together as an integrated whole.

"With the large single-frame rear window offering high-visibility to the excavator arm and our PPC-controlled work equipment, the WB97R-5EO is a backhoe that leads its class in operator comfort and ease of operation," Carl said.

"All controls are joystick-operated for low-effort operation, are within easy reach of the operator, and the seat/control positions can be easily adjusted to suit any operator's individual preferences.

"In addition, in load-and-carry operations, a load stabilisation system as standard further improves comfort and ride, while minimising load spillage."

On the backhoe unit, new features include the S-shaped excavator-style boom and hydraulic sideshift.

"Our excavator-style boom gives enhanced loading ability and the ability to reach over obstacles," he said.

A full powershift transmission is controlled by a simple twist-grip lever, with standard automatic gear shifting. A kickdown function is also standard.

An electro-hydraulic differential lock, combined with Komatsu heavy duty axles provides increased traction and efficiency in poor underfoot conditions.

Brief specs of the WB97R-5EO Platinum are: Operating weight, 7.56 tonnes; powered by turbocharged Komatsu S4D104E-3 diesel rated at 74 kW; maximum digging depth, 5.29 m (6.47 m with arm extended); SAE dig depth, 4.84 m (6.08 m); maximum dump height, 4.39 (5.15); bucket breakout, 6100 kgf; arm breakout, 4000 kgf; 4:1 loader bucket capacity, 1 cu m; loader bucket breakout, 6500 kgf.

KOMATSU RELEASES NEW PC27MR-3 IN SUB-3 TONNE CLASS

Komatsu Australia has released the PC27MR-3, a sub-3 tonne addition to its MR-3 range and suitable for transporting on a standard 3 tonne capacity tipper.

With an operating weight of 2.89 tonnes, it is powered by an Interim Tier 4 compliant Komatsu 3D82AE-6 diesel rated at 19.2 kW, and incorporates Komatsu's KOMTRAX remote monitoring system as standard.

"This new excavator has been designed for use with 3 tonne tippers, making it an extremely versatile and easily transportable unit – while still delivering close to equivalent digging power and performance to a 3 tonne excavator," said Carl Grundy, Komatsu Australia's national sales manager, utility.

As with other models in Komatsu's MR-3 mini excavator range, the PC27MR-3 incorporates a class-leading low-emission engine – complying with the forthcoming Tier 4 emissions standards – increased productivity, improved operator comfort and safety, and easier servicing and maintenance.

Key features include:

- Higher productivity, through faster hydraulics, extended dipper arm working range and better dozing performance
- A new high-strength "X-track" frame, similar to what is used on Komatsu's larger excavators, giving improved durability and reliability
- Komatsu's HydrauMind CLSS (closed load sensing system), the same system used on its larger excavators and other equipment, and which gives precise control of all machine functions even when they are activated simultaneously
- Easier serviceability through better service access, including a tilt-up operator's compartment, wider-opening engine door and side cover, side-by-side radiator and oil cooler for easier inspection and cleaning, and extended lubrication and engine oil replacement intervals
- Improved operator safety and comfort, through such features as having the hosing on the boom sheathed to protect the operator from hot oil in the event of a hose failure, as well as the largest, most comfortable operator cab/cabins of any mini excavator range
- Full ROPS cab/canopy, based around Komatsu's two-post ROPS design
- Factory air conditioning on the cabin model, so it is fully integrated within the excavator and is covered by a full Komatsu factory warranty.

"As with all products in our range, all components in our new PC27MR-3 excavator have been designed and manufactured by Komatsu to work together as an integrated whole," said Carl.

"This ensures they work efficiently together, providing optimum performance, reliability and durability.

"On the service side, Komatsu pioneered the concept of a tilt-up operator's compartment for easier access to key components, and on the PC27MR-3, this has been developed even further, with improved component positioning, ensuring that access is even quicker and easier.

"This is complemented by having our KOMTRAX remote monitoring system supplied as standard on all these machines – the first time this system has been available on Komatsu utility equipment," Carl said.

"This allows us to work closely with machine owners – whether fleet owners, contractors or owner-operators – to ensure that their machines remain in optimum operating condition at all times, with early warning of any potential issues or component failures.

"We are able to alert owners, plant managers or operators to any unusual occurrences, allowing them to carry out preventive maintenance before unscheduled downtime occurs.

"And the other great advantage of KOMTRAX is that it makes these machines virtually theft-proof, as we are able to track the location of all KOMTRAX-fitted equipment – and prevent it being started or used if it is reported stolen," he said.

"For owner-operators, for whom a single machine can be responsible for their entire livelihood, we see this as being a major advantage, while for plant hirers and fleet owners, it can be a major weapon against unauthorised use or theft in poorly secured worksites."

"This new excavator has been designed for use with 3 tonne tippers, making it an extremely versatile and easily transportable unit – while still delivering close to equivalent digging power and performance to a 3 tonne excavator."

- Carl Grundy,
National Sales Manager, Utility
Komatsu Australia

Brief specs of the new Komatsu MR-3 series are:

PC27MR-3: Operating weight, 2890 kg; engine, 3D82AE-6 diesel rated at 19.2 kW; bucket capacity, 0.08 cu m; maximum dig depth, 2550 mm; bucket breakout, 2230 kgf; arm breakout, 1500 kgf.

KOMATSU RELEASES NEW D39EX-22 DOZER - AN INDUSTRY LEADING 9 TONNE DASH 22

Komatsu Australia has released the D39EX-22 dozer, a 9 tonne, 71 kW machine with the hydraulic fan at maximum RPM that – in keeping with others in Komatsu's Dash-22 dozer range – offers industry-leading visibility to the blade thanks to a short, forward-sloping bonnet.

This bonnet design, achieved by mounting the cooling package at the rear of the machine, gives the operator a clearer view of the blade and work area – to within 4 m of the front of the blade. This is a significant improvement.

The D39EX-22 has been built to the same design principles as others in the Dash-22 dozer range, which covers from the D31EX-22 to the D51EX-22.

These include rear-mounted radiator, short sloping bonnet design, hydrostatic transmission, widespread use of castings rather than fabrications for increased strength and durability.

The new dozer is powered by a Komatsu SAA4D107E-1 ecot3 (Tier 3 compliant) engine rated at 71 kW through a dual-path, hydrostatic transmission.

According to Kevin Edwards, Komatsu Australia's Dozer Product Manager, the short bonnet and rear-mounted fan and radiator gives a number of advantages.

"The main advantage of the short sloping bonnet is the view that operators get of the work area; they can clearly see the blade and the work area at all times, so they are safer and more productive," he said.

"The rear-mounted fan also means there's a lot less dust blown up around the engine and cab in very dry, dusty conditions – which again means better visibility.

"The other key design feature on the D39EX-22 – and other Dash-22 dozers – is the use of castings on key components, such as final drive housings, blade rather than fabrications.

"For example, the blade has a cast grader-type ball socket on the back of the blade – the same as used on our graders so it's very solid," he said.

"Less wear on the blade joint also makes these dozers well suited to machine control systems, as the technicians don't have to continuously come back and adjust settings to ensure accurate blade placement," said Kevin.

"Castings are widely used on our Dash-22 dozers, rather than the fabrications used by other manufacturers. In fact, overall, we believe these dozers have a higher quality of build and design – they are not just built to a price."

In an effort to ensure that operators used to torque converter dozers can easily make the transition to a hydrostatic machine, Komatsu has made the hand and foot controls as similar as possible to conventional-drive dozers.

"That means an operator jumping off an older dozer will immediately feel comfortable with a Komatsu Dash-22 dozer, plus they will be able to take advantage of the benefits of hydrostatic drive," said Kevin.

Typical applications for the D39EX-22 include subdivisions, golf courses, reclamation projects and minesite maintenance.

Komatsu Australia have delivered D39EX-22 to a state government department,

"Our Dash-22 dozer range has been very successful in Australia since we launched it here in mid-2008," said Kevin. "We now have around 25 of these machines operating in Australia, as they have been proving very popular with owners and operators."

Other features of the D39EX-22, which are common to the rest of the Dash-22 range, include:

- Hydrostatic transmission controlled by Komatsu's patented Palm Command Control System (PCCS) – the same system used on its large construction dozers – giving operators unprecedented control in a ergonomically friendly package, so they are less fatigued at the end of a shift
- A pressurised air conditioned cab which is the same size internally as on Komatsu's larger construction dozers, and featuring the same cab damper mounting system – again contributing to operator comfort and productivity
- Komatsu's Komtrax remote monitoring system as standard.

"In an effort to ensure that operators used to torque converter dozers can easily make the transition to a hydrostatic machine, Komatsu has made the hand and foot controls as similar as possible to conventional-drive dozers."

- Kevin Edwards, National Business Manager, Government Komatsu Australia

Brief specs of the D39EX-22 are:
Operating weight, 9540 kg; engine Komatsu ecot3 SAA6D107E-1 rated at 71 kW; maximum speed, F/R, 8.5 km/h; PAT blade capacity, 2.21 cu m.

D39PX-22 (swamp dozer version): Operating weight, 9480 kg; engine Komatsu ecot3 SAA4D107E-1 rated at 71 kW; maximum speed, F/R, 8.5 km/h; PAT blade capacity, 2.3 cu m.

Komatsu Australia is the Australia, New Zealand and New Caledonian distributor for Komatsu construction, utility and mining equipment.

Further information (AUSTRALIA): Komatsu Australia, ph 1300 KOMATSU (1300 566 287), website www.komatsu.com.au, e-mail info@komatsu.com.au.

Further information (NEW ZEALAND): Komatsu NZ, ph 0800 KOMATSU, website www.komatsu.co.nz, email info@komatsu.co.nz.

KOMATSU UPGRADES FLAGSHIP WA1200 LOADER WITH

PRODUCTIVITY, ECONOMY AND RELIABILITY IMPROVEMENTS

Komatsu has released the WA1200-6 mining wheel loader – a replacement for its WA1200-3 – offering improvements in productivity, economy, reliability and durability over its predecessor.

With bucket sizes ranging from 18-35 cu m (depending on materials), it has an operating weight range of 216-220 tonnes (depending on configuration) and is powered by a Tier 2-compliant Komatsu SSDA16V160E-2 engine rated at 1316 kW net.

It is available in two configurations, standard boom and high lift boom.

In standard boom configuration, it can load Komatsu HD1500-7 (144 tonne capacity) and similar-class trucks in four passes, and 730E (184 tonne capacity) trucks in five passes.

In high-lift boom configuration, it can load 830Es (222 tonne capacity) trucks in seven passes.

According to Michael Hall, Komatsu Australia's Mining Product Manager, the new WA1200-6 offers a number of improvements over the WA1200-3, which was released over 10 years ago.

"The WA1200-3 has been a very successful large mining loader," he said. "More than 100 of these have been sold over the past decade – with around 30% of them going to mines in Australia.

"Its main application has been as a front-line loader in high production mines – for example, Rio operates 20 of them in Western Australia. It has also found applications in coal mining in the eastern states, and in places has been used as ROM loader."

Michael said the WA1200-6's main improvements compared with its predecessor relate to higher productivity, better fuel and operating economy, and increased reliability and durability.

"Net engine power at 1316 kW is almost 100 kW higher than the WA1200-3, and even higher than equivalent competitors in the same class," he said.

"High productivity is achieved through higher breakout and traction forces than any other loader on the market and large bucket capacity.

"These features allow it to economically and effectively load all but the largest mining dump trucks currently in operation," he said.

Other productivity features include its "Hi-Cab" design, which gives the operator an eye-level height of 6380 mm – sufficient to look directly into the body of a 220 tonne dump truck – and a payload meter capable of providing detailed information on material volumes being loaded.

In terms of operating economy, tests carried out by Komatsu indicate that the WA1200-6 uses 15% less fuel compared with the WA1200-3, while fuel efficiency (cubic metres of material moved per litre of fuel) is more than 20% better.

These fuel efficiency improvements are achieved through a range of new technology developments on the WA1200-6, including:

Operator-selectable maximum traction power, allowing the operator to set maximum traction force according to the condition of the road, material and type of work, greatly increasing fuel efficiency and extending tyre service life.

A dual-mode active working system, which can be selected depending on the type of material being worked – either "Powerful loading" mode giving more tractive power in blasted rock and hard ground, or "Normal loading" mode for loading loose material where higher traction forces are not required.

Automatically selected economy and power engine modes; power mode is only used when digging or when approaching a dump truck.

The use of more efficient hydraulic systems, including a "Pump Neutral Cut" system for the hydraulic pumps, which uses only the required amount of oil flow for the work being carried out, and a variable displacement steering pump incorporating Komatsu's Closed-centre Load Sensing System to deliver precisely the amount of oil flow required for steering.

A modulated clutch system which automatically raises the bucket faster when approaching a dump truck, while reducing forward travel speed – reducing braking requirements and speeding up the approach to the truck.

"These upgrades to the WA1200-6 make it a significantly more fuel-efficient loading tool than its predecessor," said Michael.

Above WA1200-6 offers improvement in productivity, economy and durability.

"These fuel-saving features, combined with operator-efficiency improvements, including low-effort precision joystick control, automatic transmission and a pillarless cab for a wide and uninterrupted field of view, ensure optimum production while minimising operator fatigue."

Another operating cost-reduction feature is Tyre Saver, which reduces tyre slip and extends tyre service life by sensing a slipping tyre, then controlling the torque converter via the modulated clutch to minimise tyre slip.

Komatsu has also paid attention to improving durability and reliability through a range of new features.

These include:

The use of Komatsu-designed and manufactured components throughout the drivetrain and hydraulic systems.

Increased torsional rigidity in the front and rear frames and the loader linkage for improved stress resistance.

Increased cooling capacity on the torque converter and hydraulic system.

"In addition to these features, we have also made the WA1200-6 easier to maintain and service, through increased oil replacement intervals, lubricated pins on the loader links, the inclusion of an automatic greasing system, and a 5100 litre capacity fuel tank giving 20 hours' operation between fills," said Michael.

"Overall machine component monitoring is through our Equipment Management Monitoring System (EMMS), which monitors the condition of all critical components.

"This is backed by our KOMTRAX Plus remote monitoring system for large mining equipment, which allows Komatsu service technicians to remotely monitor and analyse vehicle health and other operating conditions and feed this information back to the mine site.

"This ensures customers receive timely vehicle maintenance advice, resulting in reduced maintenance expenses, reduced downtime costs and the ability to avoid mechanical trouble," he said.

Since releasing the WA1200-6 on the global market late in 2010, Komatsu Australia has already sold three units, said Michael

"Global acceptance has been impressive, with production for this financial year already sold.

"Following a massive recovery effort at the factory after the March earthquake and tsunami, we expect the first of these units for Rio's West Angelas mine in north Western Australia, to be ready for shipping in July," said Michael.

"Additional units will be delivered to Western Australian mines over the next 12 months."

Brief specs of the new WA1200-3 loader are as follows:

Operating weight, 216-220 tonnes (depending on configuration); powered by Tier 2-compliant Komatsu SSDA16V160E-2 engine rated at 1316 kW net; bucket size range 18-35 cu m; bucket breakout, 102,000-130,000 kgf (depending on bucket and boom configuration); standard tyres, 60/80 R57.

Below The new WA1200-6 Loader

"These upgrades to WA1200-6 make it a significantly move fuel-efficient loading tool than its predecessor."

- Michael Hall, Mining Product Manager, Komatsu Australia

KOMATSU AUSTRALIA APPOINTS NEW MANAGING DIRECTOR

The board of directors of Komatsu Australia Pty Ltd today announced the appointment of Sean Taylor as managing director.

Sean Taylor, who has been general manager of the company's construction and utility division for the past seven years, has more than 25 years' experience in the earthmoving and construction industry.

According to the board of Komatsu Australia, his appointment comes at a pivotal time for Komatsu in this region and reflects the depth of capability within the company's local management team.

Sean assumes all the responsibilities held by the company's outgoing president Bill Pike, who has resigned to pursue other challenges.

Sean brings a customer-focused approach and extensive industry background to the role, making him ideally qualified to guide the company through a period of rapid growth over the coming years.

"I am very pleased to accept this promotion and appreciate the confidence shown in me by our shareholders," he said.

"I would like to assure all of our valued customers that my central focus will be to meet and exceed your expectations. Naturally, I am totally reliant on over 1600 extremely talented managers, employees and contractors. Only by maximising the teamwork and synergies of all Komatsu employees, external suppliers and importantly Komatsu manufacturing capabilities in Australia and overseas, can we meet the incredible growth challenges we are likely to face in Australia," Sean said.

The appointment comes just months before the launch of the Komatsu HB205 Hybrid Excavator - the first production hybrid excavator in the world.

"The Hybrid Excavator is just the latest advanced product to reach the market as a result of Komatsu's heavy investment in research and development," Sean said.

"I would like to assure all of our valued customers that my central focus will be to meet and exceed your expectations."

"It represents a step-change in the heavy-equipment industry with the potential to deliver substantial running-cost savings for customers and reduced emissions."

Last year Komatsu launched the world's first hybrid forklift. Komatsu is also the Australian market leader in the electric mining dump truck market.

Sean Taylor, Managing Director

Globally, Komatsu spends about $1.7 million every day in R&D to ensure it remains at the forefront of delivering innovative products.

Komatsu Ltd is a world-leading heavy equipment machinery supplier, with 40,000 employees and an annual turnover in 2009-10 of US$15.4 billion.

Komatsu Australia supplies equipment for mining, construction, forestry and most other material handling industries across Australia, New Zealand and New Caledonia. It employs more than 1600 people working from 41 sales and service facilities - making it Australia's largest national dealer network.

KOMATSU JAPAN EMPLOYEE FACILITATES DONATIONS TO QUEENSLAND FLOOD RELIEF

Komatsu employees at the company's Ibaraki factory in the north east of the country recently donated $875 to the Queensland Premier's flood relief fund – a gesture made all the more touching because this factory was damaged by the March earthquake and tsunami.

An Ibaraki plant employees, Mayumi Nabana, became a voluntary facilitator to collect donations for the Queensland flood damage within the factory. Her activities started from 1st February, and were to have been completed by the end of March.

However, due to the earthquake and tsunami on March 11, her voluntary activities had to be suspended.

The Ibaraki plant, which manufactures large wheel loaders, dump trucks, articulated dump trucks and large wheel dozers, suffered the most damage of all Komatsu Ltd's factories, with full production not expected to resume until early May.

On behalf of Komatsu Australia, and customers and communities affected by the Queensland floods, we would like to express our sincere appreciation to Mayumi and her colleagues at Ibaraki, and wish them all the very best in rebuilding the factory, and also their own lives.

PROFILE: DAVID SMALL, KOMATSU AUSTRALIA'S NEW GM, CONSTRUCTION

David Small has been appointed Komatsu Australia's General Manager, Construction, replacing Sean Taylor, who has been appointed Managing Director.

David, who was previously National Marketing Manager has been with Komatsu Australia for six years.

David joined the company in 2005 as NSW Sales Manager for Komatsu's construction and utility group based at Fairfield. During this time David delivered significant revenue growth through the development of the Sales Team. This culminated in the sales team being recognised in Komatsu's internal Sales Excellence Awards as the No 1 State for 2007.

David then moved to the National Marketing Services Manager role within the Head Office operations. This role was responsible for the business administration of the construction & utility group across Australia, New Zealand and New Caledonia. The role covered lead-time reduction projects through factory fitment of local options and forecasting regional market demands to Komatsu's global supply network.

"This was an extremely challenging period as we managed our way through a number of business transformation projects, massive market growth followed by the GFC and subsequent currency plunges. The responsibility in guiding a significant part of our business through these events was a massive education in a very brief period," said David.

David became National Marketing Manager just under a year ago.

"That role included much more front line involvement with our business managers and sales managers – and turned out to be a grooming for my current position," he said.

"I've also recently been involved in senior leadership programs with my peers throughout Komatsu Australia and KMSA, developing the organisation's management capability and expertise as a whole.

"This has included all the general managers, as well as the next tier of management, identifying potential roles, ensuring a better development of relationships across all departments with our peers, building continuity, recognising talent and keeping it within the company."

David said the timing of his move into his new role coincided with some exciting opportunities for him and Komatsu as a whole.

"As we move on from the effects of the global financial crisis (GFC), we are seeing a return to confidence among our customers, who are looking to re-enter the market and buy equipment," he said.

"Certainly there have been some big challenges over the past 3-4 years, with currency crashes, the GFC and more recently the earthquakes in New Zealand and Japan, the floods in eastern Australia and Cyclone Yasi.

"It's been a challenge to stay focused on our day-to-day business, while dealing with all the other events going on, particularly over the past few months.

"Throughout this, we have been continuing to reinforce the strength and quality of the Komatsu brand," said David.

One opportunity David is particularly looking forward to is the forthcoming Australian release of the Komatsu range of hybrid excavators.

"The release of the Komatsu hybrid in Australia is a very exciting time for us," he said.

"We are talking about a class-leading, world-first product, one which is unique in so many ways.

"Our job will be to ensure that those who have worked for many years on conventional technology excavators will be just as comfortable with a hybrid machine – and the benefits it will bring them," he said.

Above David Small

"As we move on from the effects of the global financial crisis (GFC), we are seeing a return to confidence among our customers, who are looking to re-enter the market and buy equipment."

- David Small
General Manager, Construction, Komatsu Australia

CHARLES WHEELDON TAKES ON NATIONAL MARKETING MANAGER ROLE

Charles Wheeldon has been appointed Komatsu Australia's National Marketing Manager, taking over the role from David Small, who has been appointed the company's General Manager, Construction and Utility.

Previously Charles was National Business Manager – Quarries, a position he'd held for the past five years. In that role, his responsibilities including overseeing Komatsu Australia's quarrying-related business across Australia, New Zealand, as well as product responsibility for Komatsu construction and quarry wheel loaders, dump trucks and articulated dump trucks.

He joined Komatsu in 2000 as Major Account Manager, Quarries, before being appointed NSW Sales Manager. Prior to joining Komatsu he spent some years with another supplier.

Before coming to Australia, Charles worked for his family company in the UK, which was a major supplier to the quarry sector in that market.

"I'm very much looking forward to my new National Marketing Manager role," said Charles.

"We are a very small, close-knit team in the marketing department, and we work together very well.

"We have some very exciting opportunities coming up, including the Australian release of the new Komatsu Hybrid excavator, our Boots On event in early May, as well as some very interesting new products coming through in the longer term," he said.

"In recent months, we have faced some challenges with the floods and cyclone in Queensland, and the earthquake in Japan, but these are all now well in hand.

"The market is now starting to pick up, and the outlook for the industry over the next few years is looking very good," he said.

Above Charles Wheeldon

VALE IAN DAWSON, KOMATSU AUSTRALIA WESTERN REGION TECHNICAL MANAGER

It is with deep regret that we announce the passing of Ian Dawson, Komatsu Australia's Western Region Technical Manager in Perth on Friday 04 February , 2011.

Ian was a highly respected and much-loved figure within the mining and construction industry for more than 20 years.

He was highly regarded by his workmates, his customers, and his managers for his technical capabilities, his passion for customer support and his boundless enthusiasm and positiveness that he brought to everything he did.

He was the benchmark for Komatsu customer support.

Ian joined the Komatsu more than 20 years ago when he worked for Hawker Noyes, the-then Haulpak electric truck distributor.

Ian joined the Komatsu family directly, during a restructure, when the independent companies merged, working with distinction in various roles within the customer support area, reaching the position of Western Region Technical Manager – a position he held until his passing.

Ian's qualities and work ethic quickly gained him the respect of customers and his work colleagues, which has lasted to this day.

His passion, hard work and commitment to his customers has played an important part in creating the successful reputation for Komatsu product and support in Australia, that saw us grow from a small distribution outlet with a few hundred people to the large national billion-dollar company that we are today.

Ian's passion for assisting customers was legendary. He was always committed to any task that came his way.

Throughout his successful career, Ian pioneered many of Komatsu Australia's customer relation policies and technical resolution processes and also formed close relations with our parent company in Japan and the subsidiaries in Europe and the USA.

Many tributes have been received from the overseas subsidiaries; Ian was respected not only in Australia but throughout the Komatsu world.

He was also dedicated to the mentoring of the Komatsu Australia apprentices and junior technical staff and constantly kept a close eye on their progress throughout their earlier years with our company. This is a quality that Komatsu will find very difficult to replace.

To acknowledge this legacy, Komatsu Australia has created the Ian Dawson Western Region Apprentice Of The Year Award, which will be presented to WA apprentices who demonstrate outstanding achievement in learning and skills development. The dedication of this award highlights Ian's own commitment and values.

While we are all saddened by Ian's passing, we are proud and thankful that we were able to get to know Ian, to work with him, learn from him and call him a friend. Ian was the kind of person that we all looked up to. He was liked and respected by all.

Above Ian Dawson

On behalf of the employees and management of Komatsu Australia I would like to offer our heartfelt condolences to Eileen, Chris, Angela, Peter and the Dawson family for their loss.

Chris Cassettari , Director Regions and Global HME

VALE DEAN RIORDAN, KOMATSU NZ TERRITORY SALES MANAGER, SOUTH ISLAND EAST COAST

January 22, 1970-April 2011

It is with deep sadness and regret that we advise of the unexpectedly sudden and tragic passing of Dean Riordan in his sleep in the early hours of Wednesday morning April 13, 2011.

It was sudden and unexpected in that Dean appeared to be full of life, was enjoying his work and there was once again a spring in his step, and particularly tragic because he had just recently been given a clean bill of health after a long battle against leukaemia.

Dean joined Komatsu New Zealand on September 6, 2004 as a sales representative in the Canterbury region, the position he held until his passing.

Dean enjoyed a long and distinguished career servicing and selling earthmoving equipment.

Apart from the six years we were privileged to enjoy his service, he also worked for other notable companies such as Cable Price, Gough Gough and Hamer, Clark Equipment and Projex Equipment sales during his shortened career.

Despite the perceived glamour of front-end sales, it was often a roller coaster ride with many more rejections and lost sales than those that are won. Dean handled these emotional swings with aplomb.

Dean was a dedicated, loyal, hard working and committed employee. This brought him many successes and accolades.

He was a perfectionist, only satisfied when he had given his best and his all to ensure that both Komatsu and his customers received the best possible service and attention.

He enjoyed a large number of business acquaintances, many of whom were also his friends. He built strong bonds and relationships and was well liked and respected in the industry.

Dean was extremely knowledgeable of both the market requirements in his area as well as the Komatsu product line, was voted salesman of the year on at least two occasions, and successfully passed all the available modules in the recently launched National Construction Division Training (NCDT) program.

Dean was a fun-loving person, determined, focused and energetic. He filled his life with people. Komatsu and the New Zealand sales team were enriched by his team spirit and caring for his fellow colleagues.

Komatsu and its customers have lost a true friend and ally and our lives will be poorer for his passing.

Dean is survived by his wife Antonia and his two children Janae and Zach. Our thoughts and prayers are extended to his loved ones and his many friends and acquaintances at this time of sadness and grieving.

Above Dean Riordan

Rest in Peace, Dean, from your colleagues and friends at Komatsu.

Philip Dring, National Sales and Marketing Manager, Komatsu New Zealand

KOMATSU AND PIRTEK EXTEND HYDRAULIC HOSE SUPPLY AGREEMENT

Komatsu Australia and Pirtek Fluid Systems have announced an extension of their landmark partnership.

The partnership, in operation since May 2010, allows customers to access locally- assembled Komatsu Genuine hydraulic hoses through any of Pirtek's 90 branches nation-wide or through Komatsu's extensive branch network.

Komatsu and Pirtek have added 2500 hose product lines to the supply agreement, significantly increasing the number of machine models that can now be serviced with Pirtek-assembled Komatsu Genuine hose.

Komatsu Limited of Japan has transferred additional intellectual property to Pirtek for the design of hydraulic hoses, now covering machines manufactured in a number of Komatsu factories worldwide.

The initial agreement focussed mainly on machines assembled in Japanese factories. The additional product lines cover European and American-assembled machines, including a number of larger mining models.

Komatsu's National Business Development Manager, Hydraulic Hoses, Brandon Semple said Pirtek was now able to provided more than 3000 genuine-specification hose product lines to Komatsu customers.

"With the addition of these new lines, more than 90 per cent of the Komatsu machines currently in service are covered," he said.

"The transfer of hose design and manufacturing to Pirtek has resulted in an enhanced level of service to customers, with the majority of replacement hoses being fitted within 24 hours of the order being placed.

"Significantly, every hose is manufactured to Komatsu's stringent engineering standards, ensuring quality and safety are never compromised," Brandon said.

"Downtime is significantly reduced – as there is no waiting at the worksite for the stock to arrive from a warehouse," he said.

Komatsu and Pirtek say the use of inferior-quality or non-genuine hose products can lead to costly hydraulic hose failures.

A blown hose has the potential to cost an operator thousands of dollars in lost production and machine repairs – and can pose a significant physical risk to machine operators and technicians.

With work-site safety continuing to be a major issue for operators, Komatsu and Pirtek have implemented a number of safety measures when manufacturing hoses to minimise the risk of injury.

General Manager of Pirtek Australia, Stephen Dutton, said each Pirtek-manufactured hose was subject to several testing procedures before it is shipped to the customer.

"Pirtek has invested heavily in world-class cleaning machines, ensuring every hose is free from dust, grit and any particle that may damage the hydraulic components of a machine," he said.

"Each hose is assembled using the Komatsu Japan design matrix, and is guaranteed to fit – just like any other genuine part.

"The partnership has been welcomed by operators all over Australia, and has now been successfully rolled out across New Zealand and South Africa.

"Every Pirtek technician is nationally accredited with a Certificate IV qualification, which helps controls the quality of the finished product.

"By assembling these units using identical hoses and fitting them at Komatsu factories, quality and safety is world-class, meaning the fitter and operator's operations are never compromised," Stephen said.

Pirtek has 90 branches nation-wide and more than 320 mobile service units. It is on call 24 hours a day, seven days a week to service Komatsu customers wherever they are located.

Customers can access their replacement hoses either by contacting their local Komatsu or Pirtek branch, or by calling the Komatsu Customer Support Centre on 1300 566 287.

Customers are able to access genuine Komatsu hydraulic hoses through the Pirtek network, 24 hours a day, 7 days a week.

- 2500 additional Pirtek-manufactured genuine hose lines now available
- Increased hose-category product safety for customers

Above Andy Wiggan - Komatsu Project Manager with Pirtek service technician.

KOMATSU STARTS BUILDING BRISBANE SUPER-SITE

Komatsu Australia Limited has begun building a new super-site at Wacol, southwest of Brisbane.

The centre will assemble up to 70 "ultraclass" dump trucks per year on-site, beginning January 2011. Komatsu will inject $50 million into the local economy in total project expenditure.

The centre will act as a one-stop shop for Komatsu's Queensland customers - with sales, service, and assembly of mining and utility equipment taking place on-site.

The facility will house Komatsu's national Mining Division head office, and will service a national customer base through a state-of-the-art remanufacturing centre.

Stage One will involve the construction of more than 14,000m2 of workshop and assembly facilities on the 56,000m2 site.

The greenfields Wacol site will employ over 200 people when fully operational and is the company's single biggest investment in its 45 years of Australian operations. More than 400 jobs will be generated during the construction phase.

Komatsu is investing heavily in local employment, with the Wacol facility set to add an additional 78 full-time jobs to the region by 2015. Currently, Komatsu employs more than 1600 people in Australia.

Komatsu received significant support from the Queensland State Government and Brisbane City Council, leading to Brisbane being selected for the new facility.

Queensland Treasurer and Minister for Employment and Economic Development, Andrew Fraser, said the attraction of Komatsu's Remanufacturing Centre to Queensland was further proof the State is a great place to do business.

"There was strong competition from other States to attract Komatsu, so this news simply reinforces that Queensland is open for business," Mr. Fraser said. "Komatsu will make a significant contribution to the community".

"Wacol has a strong manufacturing and industrial history, acting as an employment hub for the area, so it was a natural fit for Komatsu to set up shop there.

Brisbane Lord Mayor Cr. Campbell Newman said the facility would encourage future development in the region.

"We welcome new development by respected manufacturers such as Komatsu, and the significant economic benefits they bring," Cr Newman said.

"We look forward to seeing the facility take shape, and eagerly await the commencement of operations in 2012," he said.

The Wacol development features several cutting-edge environmental measures and is planned around the principle of ecological sustainability. The Wacol site is specifically designed to incorporate a variety of high-tech environmental control measures as part of the company's global commitment to reducing its ecological footprint. Rainwater harvesting, energy-efficient lighting, temperature-controlling insulation and a bio-retention basin will all minimise the environmental impact of the site.

Construction of the Wacol facility will span a 12-month period, with final fit-out to take place late in 2011. The site is due to commence operation January 1, 2012.

KOMATSU WACOL FAST-FACTS

Total site investment - $50 million

Employment
- 400 (construction phase, 170 peak on-site)
- 200 (operational phase)

Site size
- 56,000m2

Building developments:
Six buildings, totaling 14,386m2 (assembly workshop, service workshop, remanufacturing facility, track-press/ boilermaker shop, wash-bay, paint-shop)

Mining workshop
- capacity for 7 x 930E "ultraclass" dump trucks at one time
(930E: 15m-long, 9m-wide)

Rainwater harvesting
- 291,000 litres stored underground. Used for irrigation, workshop production and amenities

Wash pad
- use of 100 per cent reclaimed water from roof-tops, 100 per cent water re-use using Clearmake water separator system

Lighting
- use of new technology "T5" light fittings, three times as efficient as existing "T8" fittings
- Use of natural lighting through adoption of translucent sheeting in workshop bays

Insulation
- all roofs insulated to minimize energy usage

Bio retention
- Bio retention basin along the lower boundary creek catchment, using a Gross Pollution Trap. Features a 40-metre buffer zone from waterway.

KOMATSU IN QUEENSLAND

Sales forecast (2010) - 259 units
Turnover forecast (2010) - $433 million (+28 per cent on 2009)
Customers - 700 +
Employees (direct and indirect) - 442, including 21 apprentices
Employment growth - 118 additional positions by 2015 (forecast).

" "Wacol has a strong manufacturing and industrial history, acting as an employment hub for the area, so it was a natural fit for Komatsu to set up shop there."

Above Komatsu's WACOL Site - artists impression

KOMATSU OPENS DEDICATED HEAVY RE-SPRAY FACILITY

Komatsu Australia has significantly upgraded its re-spray facility at its NSW head offices in Fairfield in Sydney's west.

Opened late last year, the $300,000 facility is purpose-designed for earthmoving equipment and can accommodate machines equivalent in size to a PC1250 excavator, GD655 grader or a WA900 loader.

Its environmentally friendly "Spray N Bake" booth can be used to apply enamel, oven-baked enamel or two-pack paint systems in a fully controlled environment.

According to Tom Zube, Komatsu's NSW Regional Manager, the new painting facility provides a significantly improved finish and superior corrosion prevention compared with the previous one – as well as faster turnaround times.

"The booth provides a significant upgrade to our Fairfield site, replacing paint facilities that have been in operation for 35 years," he said.

"It has more than 500% more lighting than our previous booth, and is environmentally sustainable, complementing the full range of services we offer at Fairfield."

"The new booth also allows us to reduce the paint dry time and improve the quality of finish due to the control options available, minimising the time the equipment is out of service."

"In addition to providing our customers throughout the wider Sydney area with a full respray facility, our Fairfield paint shop offers steam cleaning, machine detailing, paint touch-ups, minor panel repairs, and a heavy equipment wash bay," Tom said.

The paint shop services are not restricted to Komatsu-branded machines, with the facility able to all makes and models of earthmoving equipment.

"The flexibility of the new booth means we can cater for practically any make or type of construction machine, no matter what size, shape or colour," he said.

Komatsu Australia is investing heavily in new re-spray facilities Australia-wide. During 2011, it will also install an all-new booth at its Mackay branch in central Queensland.

Above Respray facility in Fairfield..

mykomatsu CONDITION MONITORING WEB PORTAL LAUNCHED

Komatsu Australia has launched of its all-new web portal – myKomatsu – giving its registered Conditioning Monitoring Service (CMS) customers access to a significantly enhanced range of oil sampling data and reporting.

The new portal gives customers instant access to critical machine condition data based on KOWA (Komatsu Oil Wear Analysis) results, and uploaded to the site by Komatsu Australia's oil laboratories.

The myKomatsu site, which began live operation in early February, was developed in-house by Komatsu during 2010 and early 2011.

According to Karl de Lautier, Komatsu's Systems Engineer, Condition Monitoring, the site will help customers manage the maintenance and operation of their fleet.

"The myKomatsu site has been specifically designed to give CMS customers easier access to data that could potentially save them thousands of dollars in repairs," he said.

"Having the results of any KOWA oil sampling report immediately at hand can alert customers to a machine fault, which if not detected early on could lead to significant downtime, lost production and considerable maintenance cost.

"Komatsu has developed the new web portal with end users in mind, following extensive feedback from customers on exactly what data was important to them.

The new myKomatsu web portal replaces the previous Komatsu NetCAM website, which will be gradually phased out by June 2011.

"myKomatsu is easier to use, with an all-new design and simplified operation. It's also much quicker," Karl said.

"The improved search function and reporting system allow customers to access exactly what they need with just a few clicks, saving time and money, and improving the efficiency of their operation."

All existing machine data has been imported from NetCAM, and existing customers have been provided with a new login and password.

The site can be accessed at https://my.komatsu.com.au.

Key features of myKomatsu include:

- All-new simpler design
- Quicker site operation
- Quick and advanced search options
- Additional downloadable reports
- Email reports to yourself or others
- Enhanced report export options
- Self-management of passwords and a forgotten password facility.

More information on the myKomatsu website can be accessed by calling the Komatsu Customer Support Centre on 1300 566 287 (1300 KOMATSU) in Australia, or 0800 566 287 in New Zealand, 24 hours a day, seven days a week, or by email to my@komatsu.com.au.

KOMATSU OIL WEAR ANALYSIS
– SAVING YOU FROM UNSCHEDULED (AND EXPENSIVE) DOWNTIME

Predicting the life of a machine's vital mechanical components has come a long way in the past 30 years, with the advent of oil analysis programs that provide an unprecedented view into the inner workings of equipment.

The KOWA (Komatsu Oil Wear Analysis) service, offered as part of Komatsu's Condition Monitoring Service (CMS) is one of the most technically advanced oil analysis programs on the market, offering customers and end users unmatched accuracy and early-warning identification of critical machine components.

KOWA is a highly sophisticated oil analysis service, looking at the structure and makeup of used oil and other fluid samples taken from a machine, ensuring owners know exactly what's going on inside the particular component tested being.

Komatsu Australia uses cutting-edge technologies in the analysis of each oil sample to provide operators with critical early-warning data on component wear and oil condition.

CMS technicians can use a KOWA sample to predict if a machine may be in danger of experiencing a component – potentially saving owners thousands of dollars in repairs and downtime.

KOWA data can be logged over the life of a machine and wear trends predicted – based on Komatsu's worldwide experience with many thousands of machines across a wide range of conditions and applications – helping determine the life of a component, and allowing it to be replaced before failure.

And KOWA and other CMS services are not specific to Komatsu-branded machinery. All KOWA samples can be processed from any make or model of machine, across any application, including fixed plant and on- or off-highway vehicles – and all are tested to the same high standard.

KOWA sampling provides the best data on internal wear if it is conducted right from the beginning of a machine's lifecycle, because all data is logged online and made accessible to equipment owners.

Trends established from the data can assist with maintenance schedules, component change out times and inventory planning.

In addition, a KOWA sample history adds value to a machine, especially at trade-in time.

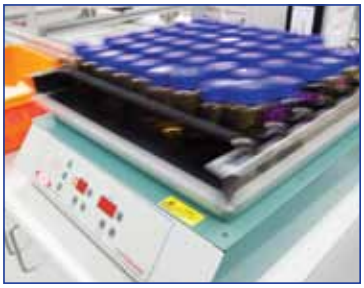
To give D2E readers an insight into the procedures used at Komatsu's KOWA labs, let's follow the progress of a sample once it arrives at the lab.

Komatsu Australia's CMS business *(of which KOWA is a key element)* has high-tech labs in Brisbane and Perth, featuring the finest testing equipment in the world. These are designed to help customers understand how, when and why equipment components wear and how unscheduled failure can be avoided. Komatsu's CMS service is now available throughout Australia, New Zealand and the Pacific Islands.

The first step of the process involves taking an oil, grease or coolant sample from a machine. In this photo, a dedicated sampling station has been fitted to a dump truck, allowing samples to be taken safely in seconds.

KOWA Samples can also be taken using the vacuum method, where a sample is drawn from the machine into a special bottle. Once the sample is taken, it is placed in a postage-paid outer bottle, which is delivered directly to the nearest CMS lab in a special KOWA shipping package.

Time is critical when it comes to analysing KOWA samples. Step one involves entering into the computer the details of the sample (these are provided on the yellow card attached to each sample bottle).Packages from most customers are delivered overnight to the laboratory, with analysis taking place the day packages arrive, and data available to customers that afternoon. If a machine does have a problem, owners are alerted as soon as possible.



When KOWA samples arrive in the lab, they are placed in this machine that shakes the bottles to thoroughly mix the fluid, and ensuring any particles that may have settled during transport are suspended.

KOWA samples are divided into different types – engine, transmission, hydraulic, and gearboxes – with each sample allocated a tracking number so it can be followed through the lab and stored on the KOWA database – and logged against the component history.

Particle Testing is carried out on components that generate larger wear particles (often as a result of different machine operating conditions). Particle testing can be reported to many standards including the common ISO 4406 Standard.

Using this sophisticated Induction Coupled Plasma (ICP) test, a sub-sample is essentially broken down to its basic chemical elements. Soot levels, oxidisation of the sample, nitration sulphation and glycol content are all measured by a similar spectrometric method, and the results logged into the computer system for analysis by technicians.

The viscosity of the oil is checked against its product specification, and checked against the oil indicated on the sample card. A major change of viscosity at operating temperature may signal a problem with the oil itself, potentially leading to inadequate lubrication of the component.

Correctly marking and identifying each KOWA sample ensures accuracy of data and correct reporting of any potential issues along the way.

Fuel testing in engines is essential in used oil analysis, as fuel contamination can increase rapidly if a system leak is apparent, causing a rapid change in the oil's property and its ability to lubricate engine components.

Secondary testing can be conducted to obtain a clearer picture of a particular area of interest if primary testing indicates an unusual or unexpected issue with an individual component.

Particle testing, and determination of the origin of a particle, is one of the most important aspects of oil analysis. Particles may originate from inside the component – when metal components wear – or from outside the component (for example, dirt, which may signal external contamination). Here, the particle test fires a laser beam through the oil, indicating the size and quantity of any present particles.

If contaminant particles are present in the samples, they can be quantified, qualified or categorised into size ranges (ISO Coding) or reported accordingly to any required particle standard. Particles can also be placed onto slides and microscopically examined to determine their origin and wear regime.

Once all tests have been performed, the data is logged in to the database, where it is analysed by CMS technicians. Each KOWA sample is benchmarked against any previous samples from that machine, trend analysis used to indicate if the machine is performing normally and as expected. Any red-highlighted data indicates a critical warning and the owner of the machine is contacted immediately. KOWA sample results are immediately uploaded to the myKomatsu website, as well as being distributed directly to the customer depending on their requirements.

BORAL OPTS FOR LOW-HOUR USED KOMATSU TRUCKS AT DUNMORE OPERATION

Komatsu Australia's Premium Used equipment division has recently sold two low-hour HD465-7 dump trucks to Boral Ltd's Dunmore Quarry south of Wollongong.

The two new Komatsu dump trucks are ideally suited to the tricky downhill topography at the quarry because the trucks very high automatic retarding capability allows the drivers to set the maximum speed.

According to Dunmore Quarry Manager Todd Kalajzich, the automatic retarding system enables the trucks to cope with the quarry's 1 km downhill haul, with minimal use of the brakes.

"It's a bit like a car's cruise control, but keeping the speed below a set maximum," he said.

The two new Komatsu dump trucks are used for taking raw feed from the pit to a 7 foot by 5 foot jaw crusher. At the pit, the trucks are loaded with drilled and blasted material by a large wheel loader, before hauling about 1 km in what is a fairly unusual downhill haulage operation.

This is required because the quarry is sited on the top of a large hill which is gradually being quarried away.

"Since we've taken delivery they have performed exactly as we have expected," Todd said.

"They are comfortable, the operators are happy with them, and the automatic retarding system is working very well. They are as-new units, only a couple of years old and with very few hours on them."

The Dunmore quarry started operations in 1919, and was purchased by Boral in 1982, from the-then BMG/BMI Group.

The quarry's resource consists of latite, a fine-grained volcanic rock similar to basalt, and which is a high-quality low-abrasive rock well suited to concrete and asphalt applications.

The quarry also incorporates variable depth interburden layers between the latite layers.

According to Todd, the interburden itself is suitable for roadbase and capping material for rail lines.

"The interburden contains a certain amount of latite as it comes out of the ground, so there's no need for any additives; it's just a matter of managing the blending process," he said.

Aggregates from the quarry are used for asphalt and concrete, and are transported by train to Sydney twice a day.

"Because the trains operate to a schedule, even if they are not full, they have to go," said Todd. "We also have two Komatsu WA600-3 loaders which give us the firepower to load the trains quickly."

Dunmore took delivery of the two HD465-7s in early November 2010, joining the two older WA600-3 loaders which have been on site a number of years.

"These trucks have come through Komatsu's Premium Used division, and are very low-hour units out of the US. Before the GFC, the dealer had ordered them from the factory, but then couldn't sell them," said Paul Chenery, Komatsu Australia's major account manager for NSW construction and utility sales.

"The two new Komatsu dump trucks are used for taking raw feed from the pit to a 7 foot by 5 foot jaw crusher. At the pit, the trucks are loaded with drilled and blasted material by a large wheel loader, before hauling about 1 km in what is a fairly unusual downhill haulage operation."

- Todd Kalajzich, Dunmore Quarry Manager

Above The HD465 Dump Trucks are ideally suited for downhill topography at the quarry

BORAL PEATS RIDGE QUARRY PURCHASE PC850-8 FACE EXCAVATOR

Above The new PC850 Excavator has unusual bucket configuration

Komatsu Australia has recently supplied a new PC850-8 excavator – in an unusual bucket configuration – for a unique face excavation application at Boral Ltd's Peats Ridge Quarry on the NSW Central Coast north of Sydney.

The new quarry excavator works a face excavating and loading overlain columnar basalt which has clay between the columns. Material is either blasted and then loaded, or broken up using an excavator-mounted ripper.

To carry out this work, the PC850-8 is fitted with a 4.5 cu m capacity, 2.5 m wide sieve bucket with 200 mm holes, used to screen out as much of the clay as possible before loading the broken up basalt into 50 tonne dump trucks for cleaning, crushing and processing.

The resulting material is high-quality aggregate, which is typically supplied to concrete plants throughout the Central Coast and Sydney markets, particularly in demanding high-specification applications.

The Peats Ridge quarry has been in operation since the 1950s, and was significantly expanded in the late 1970s.

Currently the quarry has an output of 550,000 tonnes of material a year, and has an expected life of 15-20 years.

Since being delivered in early December, Peats Ridge Quarry manager Edd Magill said he had been very happy with the performance of the new excavator.

"It's got great breakout force, and our operators have been very pleased with it and how easy it is to operate," he said.

"Komatsu is responsible for all maintenance and support on the machine, and if something has needed to be done, they have come to the site very quickly to sort it out.

Edd said that Boral opted for Komatsu on this site after going to tender.

"Komatsu Australia was successful based on price, the quality of its service and support, and the performance of the equipment.

"The excavator comes with a fully maintained service contract from Komatsu," he said.

In addition to the sieve bucket, Boral's new PC850-8 is supplied with a ripper and a standard rock bucket.

As supplied by Komatsu, it complies with all Boral's quarry safety requirements, including emergency stops (E-stops), fire suppression, an auto-grease system, sheathed hoses, an OPG guard and extra lights.

Depending on configuration, the PC850-8 has an operating weight of 78.7-80.0 tonnes (depending on configuration) and is powered by a Komatsu ecot3 Tier III -compliant SAA6D140E-5 diesel rated at 370 kW.

"Komatsu Australia was successful based on price, the quality of its service and support, and the performance of the equipment."

- Edd Magill, Peats Ridge Quarry Manager

RELIABILITY OF 14-YEAR-OLD WA800-3 PROMPTS HANSON TO GO FOR ANOTHER ONE

Hanson, one of Australia's leading aggregates and premixed concrete suppliers, has recently purchased a new Komatsu WA800-3 face loader, following an excellent reliability and production record from its predecessor, also a WA800-3 purchased in 1997 and which has notched up more than 40,000 hours.

The loaders are working at Hanson's Wollert Quarry, located about 30 km north of Melbourne.

Wollert is a basalt quarry with an annual throughput of 1.5-2 million tonnes a year, supplying concrete aggregate and crushed rock to Melbourne's northern metropolitan markets.

According to Grant Farquhar, Hanson's Operations Manager, Metro Quarries, the face loading operation at the quarry is carried on 16 hours a day, 6 days a week.

Equipment at the quarry, in addition to the new WA800-3, as well as its predecessor – which is still being used when required as a relief loader – includes two Komatsu WA500-6 sales loaders, a Komatsu HD785-7 dump truck, and two other trucks.

Grant said the performance of the older WA800 over the past 14 years was a key factor in the purchase of its replacement.

"Performance of the previous machine was a major factor, along with that of our other Komatsu equipment, which we've had success with," he said.

The new loader is a standard machine, kitted out with Hanson's standard quarry package requirements, including ROPS, fire suppression system, reverse camera, proximity alarms, emergency isolation and auto-greasing.

Since taking delivery of the new loader in July 2010, the Wollert Quarry team has noticed significant improvements in fuel consumption and operator comfort compared with the older one.

"Overall performance of the new loader is very good," said Grant.

"Obviously it's a lot more fuel-efficient than the previous WA800 and it's certainly handling the application it's been put into, that's for sure.

"In terms of fuel consumption, we certainly expected some improvements and it was pretty much in line with the modelling from Komatsu.

"And in terms of operator comfort and ease of operation, it's light years ahead of where they were with the previous machine," he said.

"The new loader is a standard machine, kitted out with Hanson's standard quarry package requirements, including ROPS, fire suppression system, reverse camera, proximity alarms, emergency isolation and auto-greasing."

- Grant Farquhar, Operations Manager, Metro Quarries, Hanson

GREAT PERFORMANCE, RELIABILITY AND BACKUP WITH TWO KOMATSU MACHINES – SO DARREN BUYS TWO MORE

West Australian-based cable and communications installation specialist Aligned Cables has recently purchased two new Komatsu excavators, a PC55MR-3 and a PC88MR-8, based on the performance, reliability and product support it has received with two older Komatsu machines .

Below Darren Hotker

The company operates throughout the south west of WA, as far north as Perth and south as far as Augusta,laying and installing underground electrical cable and communications ducting.

While most of its works involve ducting and cabling, it also carries out drainage, water mains and stormwater installation works.

The company was started by Managing Director Darren Hotker in July 2006; before that, he'd worked for about eight years in the civil construction industry sector.

Prior to its latest purchase of the two new Komatsu excavators, Aligned Cables operated two Komatsu machines, a WA100-3 loader dating back to 1986 and which was purchased when starting the business, and a WA150-5 bought new in late 2007.

"Basically the reason we are going back to Komatsu for the two new excavators has been the performance of the wheel loaders," said Darren.

"The WA150 has been absolutely brilliant: it is a great machine for what we do.

"It is very easy and very comfortable to operate, while servicing has been excellent with Komatsu's branch down here in Bunbury.

"It is always easy enough to get parts and advice when we need it," he said.

"The same goes with the WA100-3, which we've traded in on the two new excavators.

"Since we had it, we have rebuilt the engine – we did that all ourselves – but we went through Komatsu for parts.

"Everything was readily available, either ex-Perth or ex-Bunbury, and anything that wasn't available from those branches was sourced pretty quickly."

Darren said applications for the new excavators would include a variety of jobs, including trenching, installing street lights, lifting culverts, and lifting and installing small transformers, along with incidental related works.

At the time of speaking to him, just before taking delivery of his new machines in mid-April, Darren was looking forward to trying out Komatsu's KOMTRAX remote monitoring system, which comes standard with Komatsu construction equipment.

"I am really looking forward to getting hold of a machine with KOMTRAX to see how it works and what we can do with it.

"It will be good for me just to be a bit more in the know about what is going on with the machines while they are working.

"Being too busy to be out there all day long watching them, I just have to hope that the guys look after them, so KOMTRAX will give us a fair bit more insight into what is actually going on, which will be good," said Darren.

KOMATSU UNDERCARRIAGE INSPECTIONS KEEP MUDGEE DOZERS IN SERVICE FOR LONGER AND CUT MAINTENANCE COSTS

Komatsu Australia has been able to drastically reduce downtime and increase machine utilisation at a NSW coal operation with the provision of their undercarriage inspection program.

Moolarben Coal, near Mudgee, operates a fleet of three D375 and five D475 Komatsu dozers in a variety of coal production and loading operations.

The efficiency of their operation depends heavily on machine utilisation and reducing the cost of maintenance – both tackled through the minimisation of downtime.

As a means of extending track life and therefore reducing lifetime maintenance costs, Komatsu have implemented a plan where the track pins and bushes are rotated. This is currently being carried out on the fleet of D475 machines.

This pin and bush turn however requires the removal of the tracks from the machine, and a specialist track press facility.

To facilitate the maintenance requirement, Komatsu have shipped a replacement track set to Moolarben so maintenance personnel are only required to idle the machine for as long as it takes to remove and replace the track set.

It is estimated that this will save each machine up to 7 days in the workshop, equating to significantly less downtime for the machine.

Komatsu Site Maintenance Manager Gavin Gardner said the ability to provide the change-over program will significantly improve machine utilisation on site.

"As with any developing mine project, having the machine producing as often as possible is of utmost importance," he said.

"As these machines are relatively new, we're constantly looking at new ways to schedule the routine maintenance so that it doesn't affect production.

"The undercarriage of a machine in this environment can prematurely wear if not carefully monitored, which is why it's important to have preventative maintenance and inspections performed regularly to allow for efficient planning.

"Komatsu's large network and parts support allows us to assist with such tasks – like the provision of change-over tracks for this customer.

"The key to long term efficiency is regular maintenance, and Komatsu takes pride in its ability to assist customers in meeting their production targets," he said.

Komatsu has been able to provide further assistance with the D475 Dozers, as the coal environment is soft under the machine, Moolarben has elected to fit wider 910mm track shoes to reduce ground pressure on the larger D475 Dozers which have also been incorporated with the track change-out program.

The Komatsu Fairfield facility was able to fit the larger shoes so that they could be fitted in a single change-out operation – once again minimising downtime.

The larger shoes allow the machine to "float" in the coal environment, distributing the weight of the machine over a larger footprint area.

This reduced ground pressure "floating", works to reduce compaction of the processed coal, and improves fuel efficiency of the machine, reducing operational costs on site.

"As with any developing mine project, having the machine producing as often as possible is of utmost importance."

- Gavin Gardner, Site Maintenance Manager, Komatsu

Above D475A

TARONG ENERGY OPTS FOR 830E FOLLOWING TOP PERFORMANCE FROM EXISTING KOMATSU TRUCKS

Queensland's Tarong Energy mine has recently taken delivery of five Komatsu 830E 220 tonne dump trucks, based on the performance and reliability of eight Komatsu 630Es which have been on site since 1997, with some of them logging up to 75,000 hours.

The mine, supplies 5.2 million to 5.4 million tonnes of coal annually to the Tarong Power Station, 180 km north-west of Brisbane.

The trucks are owned by Tarong Energy, but are operated and maintained by Thiess Contractors, which has the contract to extract the coal from the mine.

They are loaded by 360 tonne and 520 tonne hydraulic excavators, shifting both coal and overburden – with the new 830Es primarily hauling overburden, working around the clock, 24 hours a day, 363 days a year.

"We've had a very successful run with the Komatsu 630Es – with high reliability and very low maintenance requirements for this type of mine – so when we needed to upgrade our fleet, we chose Komatsu again," said Jim Young, Tarong Energy's asset manager for mining.

"Komatsu had all the bodies of the 830Es built in Kingaroy, providing up to 15 jobs to the local community injecting almost $2 million to Kingaroy - which is a small rural town in South Queensland.

The new trucks were delivered over about a six-week from the middle of 2010.

"Since they went into operation, we've had very good performance," said Jim.

"When they first arrived, they went to work after the initial commissioning period and they have been working ever since.

"We had a few minor teething problems, but only very minor, and they have been fixed pretty well straight away by Komatsu."

Jim said that when the trucks were delivered Komatsu Australia and Tarong Energy had a major hand-over ceremony to mark the occasion.

"We thought that this was such a significant event, that Komatsu brought V8 Supercar drivers Craig Lowndes and Jamie Whincup along to visit the site, the local community, and local schools.

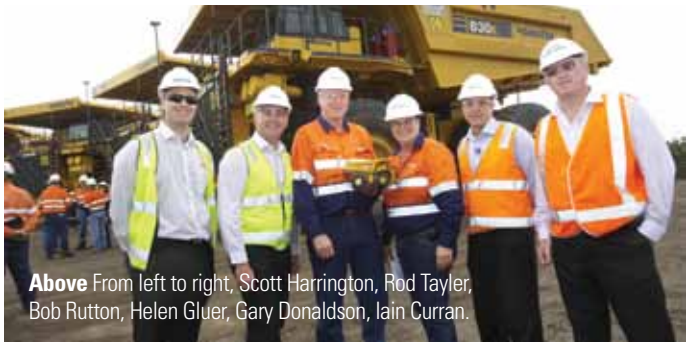
"They were here spread the safety message to everyone – and let our workers see the V8 Supercars on site," he said.

The eight Komatsu 630Es, which have been on site since 1996-97, are about to undergo a major refurbishment, which will see some of them out to at least 100,000 hours, said Jim.

"Once we give them an upgrade, we intend to keep them running for another 25,000 hours, which will make a total of 100,000 hours for the older trucks," he said.

"Over the past 14 years, we've put them through the recommended rebuilds to keep them updated and that's why we continually have a good run with them, because we keep them well maintained."

The history of Tarong Coal Mine goes back to the early 1980s, when it was established by Rio Tinto, starting production in 1983; in 2008, Tarong Energy bought the mine and has since run it with Thiess as the principal contractor.



Above From left to right, Scott Harrington, Rod Tayler, Bob Rutton, Helen Gluer, Gary Donaldson, Iain Curran.

Above 830E

KOMATSU CONDITION MONITORING HELPS KEEP XSTRATA HAULING

Xstrata Copper's Ernest Henry mine in Cloncurry, North Queensland, has reduced downtime and prevented expensive machine failure through its use of Komatsu Oil Wear Analysis (KOWA) on its haul truck fleet.

KOWA, which is available through Komatsu Australia's Condition Monitoring Service (CMS), involves carrying out sophisticated laboratory tests on oil and other fluid samples taken from equipment, ensuring the owner is aware of what is happening inside each component being tested.

Xstrata Copper's 18 Komatsu 830E DC trucks at Ernest Henry are unique, running the only 36:1 electric wheel motors in Australia.

Careful monitoring of the performance and condition of these motors is of major importance to Xstrata, with potential repair costs exceeding $250,000 per motor, according to Alf Bonato, Komatsu's Technical Representative for the site.

"Xstrata was first introduced to KOWA as part of Xstrata's maintenance and repair contract, initiated when the machines were delivered in 8 years ago?," Alf said.

"The wheel motors have a relatively small oil pick-up area and small oil storage compartment, and there are few replacement gear-sets available anywhere in the world.

"That means minimising the risk of significant and costly downtime was priority number-one," he said.

Xstrata mine maintenance planner Kari Markham said that the company's fleet of trucks had now passed 65,000 hours each, highlighting the important role CMS has played in maintaining production at the site.

"The pit depth is in excess of 600 m and the trucks move overburden and ore along a steep incline, which means extensive monitoring is required to prevent overheating issues.

"By knowing what's going on (mechanically) with each truck, we can provide feedback to the production department, and initiate additional education of drivers if needed."

She said that following the completion of the mainenance and repair contract, Xstrata has continued to use KOWA, drawing on more than eight years' component history to continue monitoring wheel motor condition and schedule maintenance.

"Alf has always been prompt and efficient with our enquiries, and always available to help train new fitters on-site," Kari said.

"There's a good relationship between Alf and the fitters, and he can relate to our team.

"KOWA is a simple and effective tool that not only prevents major failure, but allows for accurate maintenance planning by providing knowledge of upcoming problem components.

"We'd recommend it to any fleet operator – large or small," she said.

LOW OPERATING COSTS DRIVE LOGGING CONTRACTOR TO ANOTHER KOMATSU DOZER

Taupo-based logging contractor Ron Thomassen has recently taken delivery of New Zealand's first Komatsu D65EX-16 dozer – purchased because of the outstanding performance and low operating costs of a Komatsu D65EX-12 he's had since 2003.

"I went for the new Komatsu dozer because I've had such a good run with the last one," Ron said. "Nothing's ever gone wrong with it.

"In comparison, one of my other dozers – another make – is an endless bucket of money for me.

"Komatsu dozers are just good workhorses; they go on and on and on.

"With the old girl – which I'm keeping – she's up to 11,000 hours and I've never done anything except do the servicing on time. The engine's never been out, the transmission's never been out," he said.

Ron took delivery of his new D65EX-16 in early November, and said operator DJ Favelle has been very happy with it.

"It's got a lot more power and it's a lot more user-friendly. It's been very good so far," he said.

Ron's company, Thomassen Logging, has been in business for around 10 years, and carries out forestry works – almost exclusively timber extraction, with some minor logging track construction if required – around Taupo, Wanganui and Tokoroa.

It runs four ground-based crews – one each at Taupo and Wanganui, and two at Tokoroa – based around skidders and tractors, with dozers at the Taupo and Tokoroa operations.

The new Komatsu dozer is with the Taupo crew, which carries out timber extraction for NZ Forest Managers.

All maintenance work on the Komatsu dozers is carried out by Komatsu NZ service crews.

"The good thing about this new dozer is that it also comes with KOMTRAX (Komatsu's remote monitoring system), so that Komatsu NZ can keep a pretty good eye on how it's going from upstairs," said Ron.

About Komatsu's D65EX-16

Komatsu's newly released D65EX-16 dozer can deliver up to 10% more production combined with 15% less fuel consumption – for a total 25% increase in efficiency.

Powered by Komatsu's Tier 3-compliant SAA6D114E-3 ecot3 engine delivering 139 kW net, the new dozer (which is also available in a swamp dozer version, the D65PX-16) features an automatic transmission with lockup torque converter, delivering up to 10% lower fuel consumption compared with its predecessor.

This, combined with Komatsu's new generation SIGMA Dozer blade (first released on the D155AX-6 in 2005) – which can deliver up to 15% higher productivity than a conventional semi-U blade – results in up to 25% better efficiency.

According to Philip Dring, Komatsu NZ's National Sales & Marketing Manager, the automatic gearshift transmission and full automatic lock-up torque converter are the keys to the D65EX-16's overall improved performance.

"Constant monitoring of the dozer's application requirements allows the system to engage the torque converter when high torque is needed, or to lock-up the torque converter automatically and supply 100% direct drive during less demanding working conditions – reducing overall fuel consumption by up to 10%," he said.

"In addition, all powertrain components are sealed in a modular design that allows them to be removed and installed without oil spillage, making servicing work clean, smooth and easy."

Other features of the D65EX-16 and D65PX-16 include:

- Operator-selectable working modes, with the option of E (economy) mode for general operations and P (power) mode when higher production or pushing power is required.
- Komatsu's Palm Command Control System (PCCS) joystick control for the travel system, and its Palm Command Proportional Pressure Control (PPC) blade control joystick.
- Powertrain electronic control system, incorporating automatic/manual shift selectable mode; automatic shift is for general dozing, while manual shift is for dozing or ripping on rough ground, when more operator control is required.
- Hydrostatic Steering System (HSS), with engine power transmitted to both tracks at all times, for smooth, powerful turns.
- Redesigned ROPS cab – with a fully adjustable air suspension seat – that is wider, deeper and taller than on its predecessor and fully integrated with the ROPS structure, and offers the best visibility in its class.
- Cab damper mounting, incorporating long-stroke dampers to soften shocks and vibration in rough conditions, suppressing vibration and providing a quieter more comfortable operating environment.
- Komatsu's Parallel Link Undercarriage System (PLUS), with rotating bushings combined with heavy duty double seals
- Supplied with Komatsu's KOMTRAX remote monitoring and tracking system as standard.

cu m; drawbar pull, first gear, 1 km/h, 28,000 kg; transmission, three-speed automatic Torqflow transmission with lockup torque converter.

"Komatsu dozers are just good workhorses. they go on and on and on."

- Ron Thomassen

Brief specs are: Operating weight, 19.95 tonnes, powered by Komatsu SAA6D114E-3 ecot3 diesel rated at 139 kW; SIGMA Dozer blade capacity, 5.61

Above Komatsu mechanic Tony Veale, Thomassen Operator DJ Flavell and Thomassen Foreman Ivan Turdeich

DIRTWORKS STICKS WITH KOMATSU FOR PERFORMANCE, RELIABILITY – AND SERVICE

North Auckland-based clean fill specialist Dirtworks has stuck with Komatsu – including switching from another brand – due to the performance and reliability of the equipment, as well as the availability of specialised service and technical knowledge from its local Komatsu branch.

Founded seven years ago by Lydden Wood when he was only 19, Dirtworks specialises in clean fill operations, filling in gullies, large scale landscaping, property improvements and site excavations.

"We manage the entire process from start to finish, from initial planning and resource consent applications through to final trim of the completed works," said Lydden.

"We supply and place clean fill, improving properties in the process, and more recently we have begun recycling concrete. Recycling concrete is environmentally friendly and it creates good quality material which we use for our own roads and sell from our yards.

"Our latest clean fill project involves three large ponds and 4500 plants, raising a boggy area out of a floodplain and landscaping approximately 2.5 hectares of land.

"Around 70 medium to large contractors hold accounts with us, and most of them tip with us regularly. There are also around 150 smaller contractors who tip with us," said Lydden.

"Our focus has been the North Auckland region, up to Silverdale and Albany; however, we have also just opened a yard in Avondale, and we expect to open a cleanfill in Massey late next year.

Dirtworks owns five Komatsu machines: a D41P-17 swamp dozer with a six-way blade, a PC200-6 excavator, which works at the tip head and feeds material to the dozer, a PC130-7 excavator and two D31-17 dozers which are used for haul road construction and maintenance, and pushing out at smaller tip sites.

"Our Komatsu dozers are astounding," he said. "The D41 is such a strong, machine, and it's really low maintenance; it just goes and goes.

"I bought it used about four years ago, with about 3000 hours on it, and it's now got around 6000 hours up.

"We use it primarily to push out at the tip head. It has low-ground pressure tracks and is a fairly light machine, so we can push out wet material throughout the winter when the cleanfill is boggy.

"For our PC200-6 excavator we've recently bought a concrete crushing attachment, which gives us the mobility to crush concrete at customers' sites as well as at our yards.

"Our next machine will likely be a short tailswing Komatsu PC138US-8 which we'll use for tree work and rural work."

Lydden has very high praise for the Komatsu team at his local branch – which he credits as being the primary reason that he keeps buying Komatsu. "We used to have another brand of excavator, but I've been so impressed with Silverdale branch manager Gary Tunnicliffe's advice and expertise that I decided to switch over to Komatsu entirely," he said.

"Gary has been my go-to guy for years, and I put substantial weight on his advice; he manages all our service and repairs, and he has not put us wrong yet. He is just first-rate at his job, he's very responsive and efficient, and I don't know a better mechanic," he said.

"Overall Komatsu provide a fantastic service and we are pleased with the machines."

Dirtworks accepts clean fill, concrete and burnable vegetation from throughout the North Auckland region – and its sites are often the closest and cheapest. Lydden Wood can be contacted any time on 021 456 496 to arrange tipping. ■