ROCK AROUND THE CLOCK

THE QUILPIE RINGER

RED GOES GREEN FOR DEERE
Electronic Cummins QSB engines are delivering improved cost efficiencies for Western Flat farmer Mark Pridham in South Australia.

The potato, clover seed and lucerne grower has both mechanical and electronic Cummins engines for pumping water to his centre-pivot irrigators, but he has no doubt which he’ll be standardising on in the future.

“Our plan is to get the old mechanical engines out and replaced with electronic units,” he says. “We’re seeing thousands of litres of fuel a year with the electronic Cummins engines.”

Mark Pridham and his wife Jo have around 1300 hectares (2020 acres) of arable land at Western Flat in the Nancanorte region. Some of that land was acquired by Mark’s grandfather back in the 1930s, and then further developed by Mark’s parents Trevor and Di.

After graduating with a Bachelor of Agricultural Science, Mark Pridham worked in a number of jobs in agriculture before returning to the family farm at Western Flat and greasing it into a profitable enterprise through croppingrotation.

Prime and then cross-lamb production was also established as a key element of the Pridham business portfolio.

“We use around 390 hectares (960 acres) for cropping and work on a five-year rotation – potatoes for one year, clover seed for one year and lucerne for three years. The lucerne is grown for certified seed production,” Mark Pridham explains.

“We’ve spent a lot of money on soil renovation so that our crops can thrive. The land is very sandy, so we’ve mixed clay into it at 350 tonnes per hectare and spaded it to a depth of 30 centimetres. We’ve done this three times over the last 15 years. “This has given us a good horticultural type soil with carbon and fertilizer retention and much higher water holding capacity.”

The Pridhams use around 150,000 litres of diesel for irrigation in a dry year and they have 14 centre-pivot irrigators in operation, so any fuel savings are keenly sought.

The QSB was installed in 2012 and is doing around 1500 hours a year, so the fuel saving with the electronic engine is 4,500 litres in one season,” Mark Pridham points out.

“The QSB is running at lower rpm than the mechanical engine while doing exactly the same job. This came about when Michael Huddleston at Naracoorte Pumps and Electrical changed the pump drive ratio so that the engine was turning at lower speed – 1500 rpm, which is the QSB’s peak torque point and also the ‘sweet spot’ for fuel economy.

The initial cost outlay for the electronic diesel is higher than its mechanical predecessor, but that additional cost will be quickly recovered in the Pridham operation with a targeted first life of 20,000 hours which the older mechanical engines have done is achievable. Pridham has done the sums and clearly sees that the additional spend of the time of purchase will equate to a significant saving over the life of the engine.

A second Tier 3 QSB4.5 rated at 130 hp is recording fuel savings on the Pridham farm while operating 1500 to 1700 hours a season. It is doing exactly the same job as the engine it replaced, a mechanical 5.9-litre 6BT pumping 200,000 litres/hour to a centre-pivot irrigator.

The QSB, operating at the same speed as the 6BT (around 1480 rpm), is using 11.5 to 12.5 litres/hour compared with 14 litres/hour for the mechanical engine.

Both the Pridham QSB Tier 3 engines are set up as Cummins CustomPak which are self-contained power packs that power the pumps supplying the bore water to the centre-pivot irrigators. The Australian designed CustomPak incorporates a cooling system that provides continuous full power operation in ambient temperatures up to 50 degrees Celsius.

A new generation control system monitors the engine and the pump discharge during operation and protects the package in the event of a fault. The operator interface on the control panel is an easy to navigate digital display screen to read system values during operation, including maintenance fuel consumption data.

The immense strength of the QSK19 is laid bare on the Gwalia decline, where the engine is expected to perform at maximum effort – for minimum cost – in one of trucking’s greatest tests of endurance.

Carrying 57 to 60 tonnes of payload and weighing over 100 tonnes all up, the MT6020 trucks are achieving 11 to 12 km/h on the 1.7% (14%) grades that dominate at Gwalia. Combined with the head distances from 1.5km below surface, the trucks operate under full load for up to an hour per cycle.

Bymeatcl is targeting a 16,000-hour life to overhaul with the QSK19. Engine oil change intervals are 350 hours, while transmission and final drive oils are changed every 500 hours. Routine servicing of trucks is carried out daily.

A high-speed, twin-engine underground truck originally developed by Powertrans is working in the Byrnecut fleet at Gwalia.

Powered by twin 15-litre Cummins QSX engines, each punching out 500 hp, the double articulated truck carries a 80-tonne payload.

While pointing out there have been issues with the 1100 hp truck, Barry Scorton says the concept “has its merits” and that Bymeatcl is “fine-tuning” the design.

He points out that where the MT6020 does 11 to 12 km/h on a 1.7 grade, the twin QSX-engined truck does 17 to 18 km/h.

As underground mines go deeper, this kind of performance takes on even greater significance.

Atlas Copco showed at MINExpo in 2012 that it is also going down a dual-engine track – the largest articulated underground mine truck in the world, known as the MT85 – is a 85-tonne payload capacity, the truck is powered by a 780 hp QSK19 and a 350 hp Cummins QSX – in six-wheel drive configuration, the QSK19 drives the front and middle axles while the rear axle is driven electrically from the smaller 8.7-litre QSX on demand.
Termite, copper dust, fierce heat, remoteness... these were just some of the challenges facing Cummins when it set out to design and build a new power station for a copper mine in north-west Queensland.

Cummins was selected to design and build the power station by Chinese giant Sinosteel Equipment and Engineering Co. Sinosteel is currently building the Rocklands processing plant which it owns and expects to complete by mid-2015.

“Cummins is a well proven brand in China, one of the key reasons we were selected by Sinosteel for the Rocklands project,” says Shane Rigney, who has headed-up the all-encompassing project for Cummins.

“Our ability to design, supply, install and commission a complete turnkey power station was another key factor behind Cummins being awarded the contract.

“In fact, with the exception of laying the concrete, we built the entire power station on a site that was nothing but a patch of red dust and dirt covered in termite mounds.”

Sinosteel’s commercial manager for the Rocklands project, Yu Peng, says the turnkey power station “reflects Cummins’ reputation globally...we’ve had no concerns from day one”.

Cummins was responsible for the design and construction of high voltage switchgear; supply and installation of the steel-framed acoustic building housing the generators; design and construction of the high voltage switch room and supply of all low voltage switchgear; supply and installation of the Cummins digital master control system; and supply and installation of an auxiliary transformer to a kiosk,” says Shane Rigney.

He points to other features such as the dust filtration system which incorporates 48 filters per engine with the ability to deliver 26 cubic metres per second. The fans draw air through the filters, pressurising the room and supplying cooling air for the generator sets.

Cooling is also provided by remote-mounted radiators supplied by Air Radiators which allow the C2250 D5 generator set to operate continuously in ambient temperatures of 50 deg. C. The vertical exhaust stacks are 20 metres high, an EPA requirement.

The noise level requirement for the acoustic building housing the generators is 80 dBA at 1.0 metre. Engine oil and coolant changes are a simple procedure via a remote control system. A 20,000-litre diesel day tanks.

Starting batteries are mounted in their own wheeled container which can be moved out of the way for easy access by the personnel.

Cummins’ scope for the project extended well beyond the supply and installation of the 16 generator sets powered by one of Cummins’ biggest diesel engines, the 60-litre QSK60. Birol Guler – who ensured it was completed on time.

The Rocklands power station is a showcase facility, certainly a credit to the Cummins team,” says Shane Rigney and general manager of power generation projects

Our work included all civil, electrical and mechanical engineering; design and construction of the steel-framed acoustic building housing the generator; design and construction of the high voltage switch room and supply of all low voltage switchgear; supply and installation of the Cummins digital master control system; and supply and installation of an auxiliary transformer to a kiosk,” says Shane Rigney.

Cummins project leader Shane Rigney (centre) with Sinosteel commercial manager Yu Peng (left) and project leader Birol Guler.

The Rocklands project is 15 ten west of outback Cloncurry, a town that claims to have the highest official temperature recorded in Australia at 53.1 deg. C. Obviously the region is parched by intense heat, a major factor influencing the design of the power station.

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Sixteen Cummins generator sets, delivering a total of 18 MW, will be vital to the operation of the Rocklands processing plant which will produce copper, cobalt, gold and magnetite at a rate of 3.0 million tonnes per year.

The power station for Cudeco’s Rocklands copper mining project is one of the largest power generation projects undertaken by Cummins in Australia.

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With the first whisper of daylight, Dick Loveday is up and about, planning the hours ahead. He eases a quad-trailer roadtrain into his workshop for a couple of maintenance items before it departs for a cattle station on the edge of the Simpson Desert.

"Anyone would think you're the boss," quips daughter Skye, as Dick rattles off a couple of jobs for her to do.

Dick Loveday’s cattle carting business is based at Quilpie in far western Queensland, a business started 10 years ago and today has an equipment line-up of five Western Stars with Cummins Signature 600 power, and a trailer capacity of 33 decks.

"I know exactly how much it costs to run a truck and I know cattle," declares the man who does everything for his business from the ground up. "I may not be able to spell that good, and I may not be all that good with a computer, but I know exactly how much it costs to run a truck and I know cattle." 

"I'm just a ringer," he remarks today, a comment that conceals an astute business brain.

Dick Loveday’s five Western Stars – four 6900s and one 4900 – use Cummins Signature 600 muscle to pull roadtrain combinations up to four trailers. Four Signature are Sam II EGR/DPF units, while the fifth is an earlier EGR engine in a 6800 Western Star. The latter will be replaced early in 2015 with a Signature EGR/DPF in a new 6900.

Dick Loveday sells his trucks after four years or 600,000 km. This keeps major maintenance costs to a minimum while resale value is also improved. All his current trucks are under four years old, and engine oil change intervals are at 200 hours – intervals he rigidly adheres to.

Loveday holds Cummins’ service support in high regard.

"The thing about Cummies is they look after you. The Roma fellows know their job. They get to a problem quickly," he says.

The "Roma fellows" are Cummies’ two technicians based in the western Queensland town of Roma – Dylan Knight and Andrew Boleseu.

The level of technology in today’s trucks is something of a worry for Loveday, the reason he relies support from his suppliers as critical.

"We want product that gets us out to the desert and back without a problem, or if we do have a problem know that we will get someone out to help us.

"We don’t want a truck broken down in Birdsville country in 50 degrees of heat with cattle on board and no one prepared to come out and help us."

Thoughtful for a moment, he adds: "To be honest, we have few problems with our trucks, and that includes our Signature engines. Once we get them settled down they’re fine."

High engine load factors are the norm in the Loveday operation. "There’s no such thing as fuel economy out here," he says. "We’re under maximum load most of the time. When we’re in sand and bulldust the best we’d be doing is 400 metres per litre."

All but one of his Western Stars run on 4.56:1 rears which help achieve a good balance between performance and fuel economy. "In good going I like to have the trucks running at 1500 rpm which is just under 90 km/h," he points out.

"We get a good run out of the Western Stars," he adds, mentioning that support from the dealer, Brisbane Truck Centre, is another good aspect of using the brand.

His Western Stars are fitted with spacious 68-inch integrated sleepers and they’re furnished with all the creature comforts and conveniences including double bunk, icepack air conditioning, TV and microwave oven. "I lived on a horse and in swag for nine years so I know what it’s like to be without creature comforts," he quips.

Dick Loveday eschews genuine bush hospitality once the sun dips below the horizon and a few cool ales are consumed.

A genuine pride in what he has built up over the past 10 years is obvious. "Don’t ever lose sight of your customers," he says, reflecting on what he thinks makes a successful business.

Then, in a moment of calm sincerity, he offers just a few words: “I’m just a ringer.” A smile creases his face. His past is his present.

Loveday with daughter Skye who pilots a roadtrain.

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"The thing about Cummins is they look after you."
Surrounded by jungle and located in one of the least accessible highland regions in the world, a new airport in Papua New Guinea – its electricity provided by a Cummins power station – is proving vital to a $19 billion natural gas project.

Built at Komo and completed last year, the airport had to be big enough to handle the massive Antonov at Komo. First landing for the Antonov.

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When Annejeda decided to buy Hyundai loaders and excavators for its Queensland operations, there were no shortage of doubters.

There’s a long way to go yet to determine whole-of-life costs, but the Cummins-powered Hyundai machinery – backed by a service contract with Hyundai – is helping Annejeda deliver customer projects on time and within budget.

Annejeda was established by Lindsay Reardon in the early 1980s in Roma. His credentials in regional infrastructure dated back to the early 1960s when he worked with Thases Contracting on construction of the 330 km of pipeline from Mount Isa to the Port of Brisbane – the largest pipeline project undertaken in Australia at that time.

He was also instrumental in the rollout of above-ground electricity and telephone networks in regional Queensland, having built up a background in the construction and mining industries.

Lindsay Reardon’s son Andrew today heads up the business that services the burgeoning regional Queensland, having built up a background in the construction and mining industries.

A fleet of roadtrains including tippers, water tankers and vacuum tankers, along with excavators and loaders, and mobile crushing and screening plants, are among the equipment used by Annejeda to carry out its business.

The company also has quarry resources at six pit locations, including one in Brisbane.

A number of excavators were raised when Annejeda increased its excavator and loader fleet in 2012-2013 and selected Hyundai over other brands considered to be the market leaders.

Annejeda operations manager James Howard says the Hyundai equipment had the running gear Annejeda wanted – Cummins engines for starters – and was also very price competitive.

There were a number of doubters – mostly staff here – who questioned the decision to buy Hyundai,” says James Howard.

“[that attitude has now well and truly turned around.”

The Hyundai machines include three 23-tonne HL770-9 wheel loaders, two 38-tonne R380LC-9 excavators, and two 32-tonne R320LC-9 excavators.

All have Tier 3 emissions compliant Cummins engines – the 8.9-litre QSL9 rated at 360 hp in the 38-tonne excavators, and the 8.3-litre QSC rated at 395 hp in the 32-tonne excavators.

James Howard says whole-of-life costs for the Hyundai machines will be the telling factor, but he is confident the product will prove viable over the longer term based on feedback the company has received.

The machines have been well received by Annejeda clients, who appreciate the support Hyundai provides.

Annejeda has service contracts with all its Hyundai machines for increased warranty done on the brand by the company and also Hyundai’s level of back-up support.

It’s very important that a customer visiting a Hyundai dealership has the capability of speaking to the parts department, service department, and the sales department,” says Howard.

“Annejeda has been impressed with Cummins’ commitment to deliver parts and service on time,” he adds.

“We have a very good relationship with Cummins in Townsville,” says Howard.

“James Howard makes the point that Cummins also has technicians based in Roma adds up to excellent service support.”

Annejeda has 12 roadtrain prime movers, nine of which are Kenworths. The latest units are T660s with Cummins ISX 1500 engines using Select 8 EGR/DPF technology.

Sourcing of equipment is carried out at the company’s new headquarters in Roma – an impressive facility where a hoist system allows a complete roadtrain double to be raised for servicing.

Servicing of equipment is carried out at the company’s new headquarters in Roma – an impressive facility where a hoist system allows a complete roadtrain double to be raised for servicing.

Annejeda insists, “and the fact Cummins also has technicians based in Roma adds up to excellent service support.”

A 26-tonne Hyundai excavator powered by the 3.9 Cummins ISC.
Cummins Laverton wins community award, named ‘great corporate citizen’

"Wyndham is very fortunate to have a multi-national company like Cummins South Pacific committed to the future of our young people."

This is the commitment from Wyndham, a local government area in Melbourne’s south-western suburbs, following Cummins Laverton’s recognition as winner of the ‘Mayor’s Award’ at the 2014 Wyndham Business Awards.

The commendation continues: "While it could be easy for many large firms to focus only on the bottom line, Cummins’ focus is much broader."

"The company’s Laverton operation is a great corporate citizen for the people of Wyndham. Its many contributions to the community include the donation of diesel engines to the Point Cook Secondary College Trade Training Centre and taking a lead role in the Young Ambassadors for Learning program that is being launched to the Wyndham Local Learning and Employment Network.

"The company is also actively involved in the Beacon Foundation that aims to inspire and motivate students to choose positive pathways to employment. Eleven Cummins staff are actively engaged in the program as Beacon ambassadors for the local area.

"In 2014 the company also employed five 1st year apprentices and it works experience program increased by 61%.

Cummins Laverton branch manager Mick Crollet praised the efforts of the team members who contributed to the programs, specifically mentioning Kate Evans and Mark Pedlington for their commitment to youth career opportunities.

Big lift for $1.8b Sunshine Coast hospital

The first installation of a Cummins QSK95 in a commercial project outside North America is taking place at the new $1.8 billion Sunshine Coast Public University Hospital on Queensland’s Sunshine Coast.

The 9.5-litre, 10-cylinder QSK95 is the biggest diesel engine ever produced by Cummins with its 4000hp output. Four QSK95 generator sets are being installed on level 3 of the hospital in enclosures that are 11 metres long, 3.65 metres high and 3.5 metres wide.

The photos show one of the QSK95 generator sets being lowered into an acoustic enclosure. The radiator is mounted on top of the enclosure.

See p.14 of this issue for full details on the new QSK95 series generator set.

As with any organisation and individual, there is always room to improve and get better.

Our continuing success is a team effort by all of the employees at Rodney’s. It’s also the result of a close and long-standing relationship with PACCAR Australia, its dealer and the consistent support of Cummins South Pacific’s engineering team on engine and driveline technical support.

"Rodd has been an outstanding member of the Cummins regional apprenticeship program, and has also led a global mining strategic growth initiative project."

For my first editorial as the managing director of Cummins South Pacific, I thought I would continue our focus on what Cummins is doing to further build our customer support in the South Pacific. This year we have continued to invest more in tooling, training, service engineering and parts inventory holding than in previous years. Our focus remains unchanged: to further develop our capabilities in the key areas of service responsiveness; improve communication to our customers through the service event; quality of workmanship in the repair event; and building a supply chain that is second to none, always ensuring that we have a part to effect a repair.

Our current business outlook in the region continues to be uncertain, signalling a challenging period ahead. We have seen an unprecedented level of requests and emphasis on cost efficiencies from customers across the board as they continue to focus on creating sustainable business models for the long term. We are partnering very closely with our customers to help them identify opportunities that will enable their success both in the near, and longer, term.

We continue to focus on uplifting our customers and I am pleased to say we have been able to maintain a healthy level of technicians in our network and have locked-off our process to bring on another new group of apprentices. A significant element of our focus in 2015, through both our apprenticeship program and formal technician intake, will be to increase diversity among our workshops. Specifically with the number and percentage of female apprentices and technicians, we believe that creating greater diversity in our workshops will enable us to further improve on our levels to its issues right from the first time and provide the level of support customers expect.

As with any organisation and individual, there is always room to improve and get better. We recognise the great work that has been done throughout the year but we will not let up on our relentless effort to continuously improve.

I have spent much of my first four months outside of the Melbourne area visiting, and listening to, both our branch teams and their customers. It has been an invaluable opportunity to learn from those closest to the work and the market. If there is a consistent theme that has emerged, it is this: Our differentiator and competitive advantage continues to be our ability to support our customers regardless of the situation. However, the competition recognises this and continues to make every attempt to narrow the gap which should provide us with the motivation to get even better.

As I close, I would like to thank our customers for their continued commitment and loyalty to Cummins. We very much appreciate it. And to our team members throughout the entire organisation, I want to thank you for all that you do to “Put our Customers First” and ensure we are continuing to make Cummins South Pacific a safe, great, and place to work!

Andrew Penca

Another Cummins ISX5 for Rodney’s Transport Service

"Our continuing success is a team effort by all of the employees at Rodney’s.

Hodges files in

Lincoln Hodges has been appointed Cummins regional branch manager with responsibility for the Carole Park (Brisbane) and Toowoomba branches.

He has a broad range of experience in the airline industry, transport and logistics, and retail and facility maintenance sectors.

Hodges served in various management roles for Cetas, including national fleet manager and operations manager. He also worked as an airline maintenance engineer for Qantas.

As a national fleet manager for the Qantas group, he was responsible for developing the specialist high-lift catering trucks to service the A380 fleet, wide-body jets and regional aircraft.

Hodges has a Postgraduate Certificate of Business with a major in operations management, and he is also a 5 Sigma qualified technician.

The Cummins Focus award is a lead role in the Young Ambassadors for Learning program and was created through early completion of his apprenticeship.

Further recognition has come in the form of membership on the apprentice advisory board.

At the 2014 Hunter Region Apprenticeship and Traineeship awards he was named Apprentice of the Year and also Top Apprentice in Heavy Vehicle Trade.

At the 2014 Hunter TAFE Institute Awards he won the award (sponsored by Komatsu) for outstanding academic achievement and also the award (sponsored by SAE Australia) for achieving the highest average mark on completion of his Certificate in Industrial and Mining Mechanical Technology.

In 1997 Paul moved to Cummins headquarters in Columbus, Indiana, to work in the high horsepower mining applications team, then as a senior engineer and then as a technical specialist. During this time he was account engineering manager for Kumatsu Mining Systems and Liebherr Mining Truck.

Paul Jackson returned to Australia in 2000 and became one of Cummins’ original Six Sigma Black Belts in the South Pacific.

Since then he has held various business roles within Cummins South Pacific including general manager of Cummins MerCruiser Diesel, mining business manager, and major projects leader. He also led a global mining strategic growth initiative project.

Paul holds a Bachelor of Mechanical Engineering and an MBA.

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We continue to focus on uplifting our customers and I am pleased to say we have been able to maintain a healthy level of technicians in our network and have locked-off our process to bring on another new group of apprentices. A significant element of our focus in 2015, through both our apprenticeship program and formal technician intake, will be to increase diversity among our workshops. Specifically with the number and percentage of female apprentices and technicians, we believe that creating greater diversity in our workshops will enable us to further improve on our levels to its issues right from the first time and provide the level of support customers expect.

As with any organisation and individual, there is always room to improve and get better. We recognise the great work that has been done throughout the year but we will not let up on our relentless effort to continuously improve.

I have spent much of my first four months outside of the Melbourne area visiting, and listening to, both our branch teams and their customers. It has been an invaluable opportunity to learn from those closest to the work and the market. If there is a consistent theme that has emerged, it is this: Our differentiator and competitive advantage continues to be our ability to support our customers regardless of the situation. However, the competition recognises this and continues to make every attempt to narrow the gap which should provide us with the motivation to get even better.

As I close, I would like to thank our customers for their continued commitment and loyalty to Cummins. We very much appreciate it. And to our team members throughout the entire organisation, I want to thank you for all that you do to “Put our Customers First” and ensure we are continuing to make Cummins South Pacific a safe, great, and place to work!

Andrew Penca

Awards haul for James Munro

James Munro is now a busy technician at Cummins Newcastle (NSW) branch but it was not so long ago he was a Qantas Engineer. His dedication and hard work have been rewarded not so long ago he was a Qantas Engineer. His dedication and hard work have been rewarded

James Munro (right) with Ramin Hariri, Cummins Regional Manager Northern Australia (NSW branch).
Cummins Power Generation has announced availability of the new QSK95 series generator sets, the most powerful diesel gensets ever produced by the company.

Long maintenance intervals, class-leading life-to-overhaul and fuel efficiency, and availability of the highest ratings for a 16-cylinder engine are among the features of the new line of high-performance generator sets.

The QSK95 units are powered by Cummins’ new 95-litre V16 engine, a high-speed diesel (1200 to 1800 rpm) that achieves higher output from its 16 cylinders than competitors’ 20-cylinder engines.

In fact, the QSK95 is the most powerful 16-cylinder high-speed engine ever built with its 4000 hp plus output.

The new generator sets are offered with ratings up to 3750 kVA (standby), 3350 kVA (prime) and 3000 kVA (continuous) – ratings that are inclusive of radiator fan loads. This is important because not all generator manufacturers rate their products inclusive of fan loads.

The QSK95 generator sets are also engineered with the highest kilowatt per square metre ratio in their class, resulting in a smaller footprint that achieves a 30 percent improvement in power density.

Reduced operating costs are achieved through long maintenance intervals that are up to three years or 3000 hours for oil and filter changes, while condition-based maintenance sensors monitor air and fuel filter restrictions and prompt filter changes only when required.

Life-to-overhaul of the QSK95 is 25,000 hours when running the generator set at near 70 percent of continuous rating. Mid-life intervention is minimal.

Aimed at mission critical markets such as data centres and hospitals, remote prime power applications such as mining and oil and gas projects, and utilities requiring high-output gensets to support the grid, the QSK95 generator sets accept 100 percent of rated load in a single step, and are ready to accept facility load in less than 10 seconds.

The most powerful diesel generator ever produced by Cummins.

The QSK95 was installed in February 2014 and has been meeting targets for reliability, fuel efficiency, performance and serviceability, says Contract Power general manager Marc Grosser.

The Pilbara is a harsh environment for equipment, with Cloudbreak mine around 150 km from the nearest power grid. It is a dusty, remote region with limited accessibility and where temperatures can hit 50 deg. C.

“The QSK95 is a robust unit,” says Marc Grosser. “We’ve been very happy with its load acceptance, load rejection and stability, and it’s hitting the maintenance milestones set for it very well.

“We’ve also been very happy with the fuel efficiency of the QSK95 generator set. It’s impressive compared with the competitors it’s running against. This represents considerable savings to the mine at the end of the day.

“Oil consumption is also lower than the competitors, while the filtration in general is doing very well in the harsh environment of the Pilbara.”

Ease of access to major components and serviceability of routine maintenance items are other strong points, he asserts.

Marc Grosser points out that the QSK95 generator set is currently the most powerful high-speed unit available to Contract Power. “It delivers a more compact footprint per kW which is critical because the generator is installed in a residential area,” says Ian George, who headed up the project for Cummins Adelaide.

“We know that we can keep on producing if there are any interruptions to our mains power supply.”

The genset is a 330 kVA unit powered by Cummins’ low-emission, 8.9-litre electronic QSL9 engine, and is covered by a standard acoustic Cummins enclosure. “The low noise level is critical because the genset is installed in a residential area,” says Ian George, who headed up the project for Cummins Adelaide.

He points out that Cummins has also value-added on top of the customer’s requirements, putting in place a service agreement, the focus being on 24/7 back-up every day of the year.

Cummins Power Generation has announced availability of the new QSK95 series generator sets, the most powerful diesel gensets ever produced by the company.

Cummins is ready if there’s a power outage at Adelaide’s first Krispy Kreme doughnut store.

Cult doughnuts... only in America? Well, no, they’ve been available in Australia for some time, just not in Adelaide.

The tentacles of this cultish confectionary – Krispy Kreme doughnuts – are now reaching into a new market, South Australia.

The first Adelaide store – with 24-hour drive-through – opened on Port Road in July, creating headlined scenes as customers possessed by a mania need to sample the “original glazed doughnut” waiting for long periods to be served.

Krispy Kreme Kreme made traffic congestion, with parking inspectors reportedly walking out of work as customers able to watch the whole process through a viewing window.

While there’s irrefutable evidence to argue for Krispy Kreme’s status as an urban cult, the need for a measured and reliable behind-the-scenes operation is obvious, especially where production is concerned.

Cummins was selected to install the standby generator set at the Adelaide store to ensure reliability in the event of a power outage, especially during peak periods when the doughnut production line can be working 18 to 20 hours a day.

If there is an outage, the generator set comes on-line within 10 seconds.

“The standby generator gives us peace of mind,” says Mark Howie, retail manager at the Krispy Kreme store. “We know that we can keep on producing if there are any interruptions to our mains power supply.”

The genset is a 330 kVA unit powered by Cummins’ low-emission, 8.9-litre electronic QSL9 engine, and is covered by a standard acoustic Cummins enclosure. “The low noise level is critical because the generator is installed in a residential area,” says Ian George, who headed up the project for Cummins Adelaide.

He points out that Cummins has also value-added on top of the customer’s requirements, putting in place a service agreement, the focus being on 24/7 back-up every day of the year.

Based on our experience with the QSK95 generator set to date, it will be our choice in our next construction build.”

First QSK95 generator set installation in the world at a Cloudbreak iron ore mine in Western Australia’s Pilbara region – a power station owned and operated by Perth-based Contract Power, a specialist in power management and supply for mining companies.
Onion farm peels off the fuel savings

Farmer’s Leap is a well-known wine producer in South Australia’s Padthaway region. Not only that, it grows a decent crop of onions too.

In fact, Farmer’s Leap onions are grown on 70 hectares (170 acres) of irrigated land in the Naracoorte region for both internal consumption and export.

Farm manager Mark Keller points out that 25 to 30 tonnes of onions are harvested per acre, with irrigation on the Lametitia property provided by four centre-pivot irrigators.

An electronic 6.7-litre Cummins QSB engine rated at 200 hp is part of the pumping package for the irrigation, and is delivering huge fuel savings compared with a mechanical 8.3-litre VTA engine that was doing exactly the same job.

The QSB6.7 is Tier 3 emissions compliant and is set up as a Cummins CustomPak – a self-contained power pack. A 110 kVA Cummins generator set is also used on the Farmer’s Leap property to provide power for irrigation pumping.

The QSB6.7 CustomPak and generator set work in unison to pump water when all four irrigators are operating at the same time, and they also work independently when only one or two irrigators are in use.

Mark Keller reports that the QSB6.7 uses 14 litres/hour at 1590 rpm when working for the irrigators, and is delivering major fuel savings compared with a mechanical 8.3-litre engine that was doing exactly the same job.

The QSB Tier 3 upgrades included a new high pressure common rail fuel system, a new electronic control module, and a rear geartrain configuration. The engine was also designed to meet higher reliability, durability and power density targets.

The noise level of the Tier 3 QSB was reduced by as much as 9 dBa through utilizing a new noise and an enclosed intake and exhaust, and a sculpted block. In fact, the Tier 3 engine is as quiet at full load as its predecessor was without load.

The high pressure common rail fuel system on the Tier 3 engine is capable of generating up to 1800 bar (26,400 psi) injection pressures. This translates to refined and rapid power delivery, reduced noise, and improved cold start.

With the common rail fuel system, maintaining peak injection pressure isn’t dependent on engine speed, load conditions or fueling capability. Injection pressure can be virtually constant at all speeds, providing greater flexibility and precision in controlling both injection rates and timing.

Of course, the lower exhaust emissions dictated by Tier 3 are a major benefit in meeting environmental compliance.

However, a range of benefits were introduced with the Tier 3 engine.

But that’s not surprising considering his background. After completing his apprenticeship as a diesel mechanic in 1973, he went on to serve in various workshops, field service and service management roles.

He also set up his own heavy equipment repair business, Rotorua Transport Repairs, in the late 1980s – a business he still operates today.

“I know how to operate and maintain a truck…do the little things and the big things stay away,” says the man who is known for his fastidious attention to detail. “I do all my own maintenance…100 per cent. Seldom does anyone else touch my gear.”

“I'm ecstatic with the ISXe5,” says Ivor. “I'm an easy care, easy drive, easy go, easy, easy, easy.”

Ivor Gainsford has owned 10 trucks since he started in the logging game in New Zealand’s North Island in 1990, and all have been immaculately presented and maintained.

The ISXe5 in the K200 Kenworth has won over Ivor Gainsford in no uncertain terms. “I'm ecstatic with the ISXe5,” he says. “It has great throttle response and is very smooth, even when pulling at low rpm.

“I've always been impressed with the ISXe5 engine,” he adds. “It feels like a low rpm, high torque engine.”

Mark Keller… impressed with the ISXe5 engine's performance improvement.
Les Eastoe...built a business
Kenworth SAR with Cummins Formula 300
Moorabbin depot.
...unloading at the
350-powered W models
18 19
...single drive and spread bogie trailer in the Gardiner in those days.
...Peninsula to Sydney markets.
...transport and a boy’s dream to pilot a Big E. One day this will be me, I thought.
...nicking Coke bottles from behind the local shop and cashing
...As a young boy growing up in Moorabbin in Melbourne’s
By Simon Pratt*

Every driver had to have a nickname… Chook, Kookaburra, Bowser, Poppy, Lizard, Possum
...job. Proud men sporting the Eastoe’s uniforms were often found in numbers in the roadhouses.
...It was not an easy task to get a job driving for Eastoe’s and you needed to know someone to get a
...delivered was ample for the 36-ton GVM of the time.
... Fuller gearbox, giving a top speed of around 65 mph. The 660 lb ft of torque the NH 250s
...miles without any appreciable repairs”.
...So “powerful” were these trucks that trip turnaround times were reduced and Les claimed that
...Peterbilts, also with Cummins NH power.
...transmissions. This order was followed by an ERF with a Cummins NH 250 and two more
...four COE models powered by Cummins NH 250 engines with Spicer 4 x 4 twin stick
...Rolling into the 1960s Les must have met up with Laurie O’Neil who was importing Peterbilt
...Some were apparently told to “do a bit more in the 250s mate and we will see how you go”.
...increased pay loads.
...axle to his existing fleet of 10ft 1in spread bogie refrigerated trailers to take advantage of
...around this time that triaxle trailers were hitting the roads and Les was quick to add another
...Jacobs engine brakes. These were followed by a further four identical units in 1974. It was
...and drivers were carefully selected based on experience to drive these new big bangers.” Some
...Peter (Lizard) Williams at the Winton roadhouse
...Peter (Lizard) Williams stops

As a young boy growing up in Moorabbin in Melbourne’s southern suburbs, there were always plenty of boy things to do...
...exploring drains, rummaging around building sites, nicking Coke bottles from behind the local shop and cashing
...However, my most cherished memories of those days in the mid 1970s were sitting on the side of South Road on a Sunday morning for the Eastoe’s to come thundering past on their way to Sydney, Adelaide or Brisbane.
...Often trucks would stop at the Cabins service station with drivers buying supplies of Coca Cola, and would sit on my bike and stare in awe at the Kenworth trucks, their Cummins engines idling away. This is the story of a company that became an iconic name in road transport and a boy’s dream to pilot a Big E. One day that will be me, I thought.

Eastoe’s Transport was founded in the late 1950s by Les Eastoe who started out with a Diamond Reo W30 and an International R1050 fueling truck from Melbourne’s Westinghouse Distributors to Sydney markets.

Soon Les piled up a contract carrying frozen turkeys to Wagga Wagga and Shepparton with a Cummins Knoxie and single-axle trailer. Shortly after the first big trucks arrived in the fleet, two Fodors – one with a Cummins Nitro the other a Gardner GLK, Ken Hennessy, one of Eastoe’s early drivers recalls, “It used to take 14 hours from Melbourne to Adelaide with a single drive and spread bogie trailer in the Gardner in those days.”

Rolling into the 1950s Les must have met up with Laurie O’Neil who was importing Peterbilt trucks from North America. Les saw great value in these new “big bangers” and purchased four COE models powered by Cummins NH 250 engines with Spicer 4 x 4 6-speed transmissions. This order was followed by an ERF with a Cummins NH 250 and two more Peterbils, also with Cummins NH power.

“So “powerful” were these trucks that trip turnaround times were reduced and Les claimed that “11 trucks could do the work of 15” as an interview for a transport magazine of the time. Along with the added power came increased durability with Les achieving “at least 300,000 miles without any appreciable repairs”.

Ken Hennessy earning $94 per Melbourne-Sydney return trip in 1956, for a total of $188 per week.

The success of the Peterbils saw Les place an order for four Kenworth cabover K125 models built in Seattle followed by another four when local Kenworth production began in Brunswick. These Kenworths were also powered by the legendary NH 250 but now boasted the RTD 915 Fuller gearing, giving a top speed of around 65 mph. The 660 lb ft of torque the NH 250s delivered was ample for the 36-ton GVM of the time.

It was not an easy task to get a job driving for Eastoe’s and you needed to know someone to get a

Peter Williams, never a short story, recall stopping at the Mandan weighbridge to have his log book stamped. “I was way out of time so I handed over my log book on top of a box of frozen turkeys...my log book returned unstampet.” These were great days he recalls, “when men were made of steel and trucks were made of wood”.

The fleet was growing and customers included Ingham’s Chicken, Walter Piot, Edgell, Dairy Bell, Potato Products later to become McCain’s, Topco Icemakers and various meat processors including Gibberstones, Ralph and Bartheck.

1973 saw the arrival of the NH3-powered Ford LNT 900 which prompted Les to sign up for five prime movers. With the exception of one ERF this was the first move away from PACCAR history.

Fuel prices around the mid 1970s were starting to rise and Les still remember reading an article in 1977 in the Melbourne Herald in which Les was complaining about his annual fuel bill “exceeding one million dollars.” The fuel cost for a Melbourne-Sydney-Melbourne trip would have been around $80 in those times.

As a result of the increasing fuel prices the direct RTD 915 transmissions in the 50s Kenworths were quickly converted to the RTD 915 with its 85 overdrive reducing cruising rpm to 60 mph but increasing top speed to 75 mph. On the V903 Turbo the speed was kept in check and a weight vesting in the driver was ample deterrent for speedsters.

With the increase in fuel prices starting to play an important part in equipment choice, Les ordered 10 W925 SAR Ford LNT 900s. This order was followed by the Cummins Formula 300. The W models were to take advantage of the recently increased length laws. Another 14 were purchased in 1984.

Of the 14 W models in 1984 there was one more shift, this time from Cummins when Les specified one truck with a Detroit Diesel 927TA. Fortunately for Cummins this engine did not prove itself in the Eastoe’s fleet and a further seven Cummins-powered W models went into service in 1987. This would be the final order Les would sign a truck order.

In May 1986 Les decided it was time to retire and enjoy time with his family on the large ocean going boat he had built from scratch.

The company, now owned by Ingham Enterprises, appointed several managing directors between 1986 and July 1989 when the company was finally sold to Noel Griffin’s and Bernie Brady’s Reagardened Roadways.

As Peter Williams and Ken Hennessy reminded me, “Eastoe’s was one of the best jobs I ever had a feeling shared by many who built this company from behind the wheel.

Ken went on to work for Cosiers in later years but Peter went to Amant Freight Express before moving to the NT to work for Roadtrain of Australia where he worked until he retired in 2013.

Sadly Les Eastoe passed away in 2011 leaving behind a legacy as a road transport pioneer, and

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A well-known Malaysian player in the oil and gas industry is Sealink International, a long established company with a diverse fleet of over 40 offshore support vessels that are either chartered or operated by Sealink itself.

Based in Miri, Sarawak, Sealink also has its own shipbuilding yard, constructing offshore support vessels ranging from 24 to 100 metres in length for both its own fleet as well as customers’ operations.

Since 2000, long established Cummins distributor Scott & English has delivered close to 300 Cummins engines to Sealink for its operations in the oil and gas fields in the South China Sea and other global locations, including Australia, and today 33 of the company’s 40 vessels are installed with Cummins power.

These engines, totaling 68 units, include the QSK60, KTA60, KTA38, KTA19 and a range of smaller engines from the 4BTAA3.9 to the 6BT5.9 and 6CTA8.3. They are used for a variety of applications – propulsion, generator sets, bow thrusters, fire fighting pumps and other on-board functions requiring reliable power.

“After sales support and product reliability are very important in the oil and gas industry,” says Sealink director, Soo Moi.

“When we’re operating a vessel under a time charter agreement, where we provide the crew and carry out the maintenance, the cost to the customer can be $25,000 a day depending on the type of vessel and application.

“Under these conditions we don’t want any downtime. The vessel has to be available 24/7,” she says.

Cummins’ acquisition of Scott & English Malaysia will strengthen what is already a very good relationship with Sealink in terms of sales and service support.

“We’re very familiar with Scott & English,” says Soo Moi. “Whenever we’ve had an issue, they readily provide the assistance in rectifying and resolving the problem. We are relatively happy with their support.”

In its horsepower class, the 2200 hp Cummins QSK60 is one of Sealink’s preferred selections for main engine propulsion.

In fact, Sealink was the first company in the Malaysian oil and gas industry to specify the 60-litre QSK60, putting the first units into service in 2006.

The existing QSK60 engines in the Sealink fleet have the older HPI unit fuel injection system compared with the MCRS modular common rail fuel system fitted to the latest generation QSK60 for IMO Tier II emissions compliance.

Sealink is currently building a 54-metre safety standby vessel for its own fleet with dual 2300 hp QSK60 MCRS engines, and will soon begin construction of a 59-metre offshore support vessel, also with dual 2300 hp QSK60 MCRS engines.

As one of Sealink’s preferred suppliers, Cummins’ focus as a global company is to provide the product and support through Scott & English that ensures lowest cost of ownership.

Sealink itself has come a long way since it was established in 1974 to operate landing craft, tugs and barges in the timber industry. The company ventured into the offshore oil and gas industry in 1994 and has since forged a top-level reputation among customers as an integrated service provider with international class vessels.