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PRIME POWER

A fleet of Liebherr trucks powered by Cummins QSK60 engines is achieving high utilisation at BHP Billiton’s Mt Arthur Coal mine in the Hunter Valley.

ORESOME PERFORMANCE

The Cummins QSK19 has set a new benchmark for durability in the world’s biggest roadtrains - 400-tonne units that are 100 metres long!
The Cummins QSK19 has set a new benchmark for durability powering the world’s most productive roadtrains - 400-tonne units that have six trailers, are 100 metres long, and need two engines!

It’s a roadtrain like no other. An astonishing, now proven creation that needs two Cummins engines – a QSK19 and ISX – to shift colossal payloads of gold-bearing ore in its six trailers.

The key to its phenomenal productivity is one trailer – the power trailer. A remarkable piece of technical innovation that contributes 400 hp to a total of 1000 hp that’s on tap to get 400 tonnes and 150 wheels rolling.

The Granites gold mine, 550 km north-west of Alice Springs in the Tanami Desert, is where the power trailer concept first confirmed its ability to dramatically improve cost-per-tonne/kilometre haulage efficiencies.

There’s no replacement for displacement, and the draw of the 18.9-litre QSK19 is enforcing this theory at The Granites with an exceptional life-to-overhaul record. One QSK19 has been rebuilt at 25,000 hours, the other at 27,000 hours – and it worked half its life without a power trailer but still pulled huge weights, 250 tonnes plus on each trip, during this period.

Remarkably, oil consumption of the 27,000-hour engine barely changed over its entire life. “It was using 13 litres of oil a month when it started here new and 13 litres of oil a month when it stopped to go in for the rebuild,” says W. A. Russell, manager of the Bulkhaul operation. That translated to oil usage of around one litre per 40 engine operating hours.

“Typical fuel consumption is 600 metres per litre (1.7 mpg),” W. A. Russell adds, highlighting the enormous load on the QSK19. This consumption isn’t a combined figure for both engines. Separately, the 15-litre ISX uses around 32 litres for each loaded leg of 40 km, and is switched off for the empty leg.

The QSK19 engines are installed in Kenworth C510 models, brutish trucks with a massive cooling system to handle the ferocious summer temperatures. “These are probably the best trucks we’ve ever run,” says Jim Cooper, managing director of the Gulf RTA group. Commenting on the established 25,000-hour life to overhaul of the QSK19, he’s concise: “That’s very good life. It’s good business when you get life like that.”

The QSK19 is the modern descendant of the K-series engine that for a lot of years enjoyed respect among many roadtrain operators, including Gulf RTA, for its longevity and reliability. In fact, Gulf RTA still has a number of K19s in service today.

The QSK19 features full-authority electronics as well as upgrades to most major components, and improves considerably on the reliability and durability record of the K19.

In the Bulkhaul operation at The Granites, three QSK19s are working with power trailers, hauling 280-tonne payloads at a time. Even when the 100-metre long six-trailer outfits are empty, they weigh in at 120 tonnes, a task that still needs serious performance.

The C510 Kenworths are set up as tri-drive body trucks and their QSK19s deliver 600 hp at 2000 rpm, with peak torque of 1950 lb ft at 1300 rpm. These outputs are well below the maximum capability of the 18.9-litre Cummins which can be rated up to 750 hp, with crunching peak torque of 2275 lb ft. However, so as not to compromise driveline life, the conservative levels of 600 hp and 1950 lb ft are programmed in. Behind the engines, 18-speed Eaton boxes transmit the grunt through to Meritor RT52-380 rears.

The ISX400 engines in the power trailers drive through Allison HD-series five-speed automatic transmissions to Meritor RT52-380 drive axles. The power trailer is actually the rear trailer of a B-double combination which slots into the middle of the six-trailer outfit. The B-double configuration, using a quad-axle A trailer, was chosen for added directional stability.
A fleet of Liebherr T282 trucks powered by Cummins QSK60 engines is achieving high utilisation at BHP Billiton’s Mt Arthur Coal mine near Muswellbrook in the Hunter Valley.

With eight Holset turbo pumping cool, compressed air to the 16 cylinders of the Cummins QSK60, it’s not surprising the engines are exerting immense strength in moving two units that went into service in mid-2002. They have an operating weight of 647 tons and are fitted with 33 cubic metre buckets.

Watching the Liebherr trucks and excavators at work at Mt Arthur Coal clearly demonstrates the strict environmental standards in place at the mine and also the quality of the sound suppression package developed by Liebherr.

The package, featuring engine encapsulation and other sound attenuation measures, was developed by Liebherr at its factories in Newport News (Virginia, US) and Colmar (France) in a team effort with Mt Arthur Coal staff.

“The T282s are extremely quiet trucks, and we worked hard to get them that way with a lot of development and testing,” says Jeff Eastwood, Liebherr’s manager at Mt Arthur Coal.

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The T282 AC-drive trucks are meeting the availability targets set by Mt Arthur Coal, and by the beginning of August the oldest units had pushed through the 5000-hour mark, hauling 327-tonne payloads.

The initial order from Mt Arthur Coal was for six trucks, and this was followed by an order for three more – testimony to the high levels of performance and service support established early on by Liebherr.

These performance levels are critical as the mine expands its production to meet the needs of 15 million tonnes per year run-of-mine coal to meet the needs of domestic and international steam coal customers.

A strong heart obviously pulses within the huge frame of the Liebherr T282s.

Cummins has underpinned its commitment to mining in the Hunter Valley by establishing a ‘satellite’ operation at Muswellbrook in the heart of the region.

“We’ve made significant changes to our traditional Newcastle Hunter Valley operations to place greater focus on our No.1 business objective of being the best customer support provider in all territories and markets in which we operate,” says Col Russell, Cummins’ area director for NSW.

“We’ve have 12 diesel technicians based at Muswellbrook as well as supervisors and administrative staff.

“We’re closer to our customer base in an effort to improve response times,” he emphasises. The Muswellbrook operation is a satellite to the Cummins Newcastle branch at Hexham.

Cummins has an extensive population of mining engines to support in the Hunter Valley region.

In the high horsepower sector alone, there are more than 230 Cummins engines of 19 litres displacement and above, ranging from 600 to 2700hp. These include 19-litre, 30-litre, 38-litre, 45-litre, 50-litre and 60-litre units.

Below 19-litres, there are hundreds more Cummins engines in a vast number of applications.

”O ver the last 18 months or so there has been a major increase in the number of high horsepower Cummins engines in the Hunter Valley region,” Col Russell points out.

“Much of this increase has been due to the success of our Quantum series engines, the QSK19, QST30, Q SK45 and Q SK60.

“At the same time, our long established engines such as the K38 and K50 are still very popular in a number of applications.”
Historic mine stirs the memory of ‘KL’

Keith Littlely immediately evokes the image of a bloke who has rough and tumbled his way to prominence in the mining industry. You don’t have to scratch deep to find the bedrock. Well-known for his drill rigs used in mineral exploration, Keith’s early days in mining in Western Australia obviously tested his resolve and spirit.

These days were spent at the historic Sons of Gwalia gold mine at Leonora, a couple of hundred kilometres north of Kalgoorlie.

“I started at the Sons of Gwalia mine in the late ’50s doing sampling,” he recalls. “It was an underground mine at that time. Herbert Hoover actually worked at Sons of Gwalia before becoming President of the United States.”

He hastens to point out that Hoover was at the mine many years before he started there. In fact, Hoover became the first Sons of Gwalia mine manager in 1898 at the age of 23.

Time and toil eventually saw Keith Littlely in Kalgoorlie, working for a drilling contractor. He spent 18 years doing that before moving to Perth in the early ’90s to start KL Drilling Services.

In 1998, worldwide group UDR acquired Keith’s company which now trades as UDR-KL. Keith has been around long enough to know what works and what doesn’t.

“Since starting the company (KL Drilling Services) in 1993 we’ve built around 90 drill rigs,” Keith points out. “Our first rig was for a gold mine at Norseman and it was powered by a Cummins 6CTA8.3 rated at 250 hp.”

“Today, the Cummins KTTA19 rated up to 700 hp is one of the most widely used engines in our drill rigs.”

UDR-KL builds mainly multi-purpose drill rigs, able to perform both reverse circulation and diamond core drilling.

New 23-litre Quantum engine targets lower life cycle costs

The QSK23 is a new addition to the Cummins Quantum engine line-up, with ratings from 560 to 708 kW (760 to 950 hp) for high duty cycle applications in the mining and construction industries.

The QSK23 is a result of the Cummins/Industrial Power Alliance joint venture and utilises the proven block and crankshaft of a 20-year-old engine design coupled to new piston, cylinder head, fuel injection, and electronics technology. Importantly, the 23-litre engine is expected to achieve over 15,000 hours before overhaul in most applications and is then capable of several rebuilds to dramatically reduce life cycle costs.

Cummins is tackling running costs head-on with the QSK23, as its straight six configuration makes it considerably simpler in both design and maintenance requirements than the V8 and V12 engines of its competitors.

An innovative rear gear train design also results in a major reduction in engine noise. The QSK23 incorporates the high-pressure fuel injection and full-authority electronic management system from the Quantum technology platform utilised across Cummins’ high horsepower line-up. The high-pressure injection (HPI) system gives an injection pressure capability of 2000 bar (29,000 psi) which helps maximise combustion efficiency and fuel economy while maintaining low emissions.

The QSK23 provides class leading fuel efficiency from peak torque at 1400 rpm to maximum rated power at 2100 rpm. In fact, across all operating ranges the QSK23 shows at least a 5% fuel saving over competitive engines.

Robust engineering is another key aspect of the QSK23 design to achieve best-in-class durability and ease of rebuildability. A one-piece cast iron block, large diameter crankshaft and camshaft, and wide cylinder spacing, mean the engine is purpose-designed for high load factor applications.

An exceptionally strong one-piece ductile iron piston is also used. It is identical to the piston used in the 3500 hp QSK78 and features a ceramic-coated top ring and twin jet piston cooling.

The individual cylinder heads incorporate a cross flow design with a strengthened seven-bolt design for even clamping and leak prevention.

The QSK23 has 500-hour oil and filter change intervals when fitted with the optional 135-litre oil pan. The electronic compatibility with all other Cummins Quantum engines up to the 18-cylinder 78-litre QSK means the same electronic tools and software can be used to access engine data, monitor performance and undertake diagnostics.

The QSK23 fills the power node between the Cummins QSK19 and QST30 and is available with the following ratings at 2100 rpm: 567kW (760hp), 597 kW (800hp), 641kW (860hp), 673kW (900hp), and 708kW (950hp).

The engine is suited to blast hole drill rigs, excavators and haul trucks. Repower kits have also been developed for 50 to 100-tonne payload haul trucks. Initial trials of the QSK23 were in Euclid R60/65 haul trucks.
Northern Territory Fuels is one of Australia’s largest roadtrain fleets, its 40 multi-trailer combinations delivering over one billion litres of Shell fuel a year into some of the country’s hottest, most desolate regions.

The longest round trip for the company is 4,400 km – from Darwin to Alice Springs to the gold mines far out in the Tanami Desert, and return.

It’s a tough land out there. One of Earth’s oldest landscapes parched by fierce heat and where time is foe, not friend, in the vast enormity of space. Here, the often brutal slog of roadtrain work is an accepted challenge for NT Fuels.

Established in 1980, the company today operates 30 Cummins Signature engines, all punching along square-shouldered Mack Titans coupled to three or four-barrel combinations.

The four-trailer trains, of which there are 11, operate at 264.5 tonnes over a length of 53.5 metres and move around 137,000 litres of fuel at a time.

A further eight Signature-powered Titans, all tri-drives, are now on order for delivery by the end of the year, and all will be pulling four-barrel, 160-plus-tonne combinations.

High utilisation is the name of the game, with NT Fuels’ roadtrains notching up to 380,000 km a year.

David Jones is operations manager for the company, a far-flung enterprise with depots in Kalgoorlie, Leonora, Mt Magnet, Geraldton, Mt Tom Price, Karratha and Kununurra in WA, and Alice Springs and Darwin in the NT.

He points out that the Cummins Signature 600s established their credentials for fuel efficiency early on. The first of the 15-litre, dual overhead cam engines went into service with NT Fuels in late 1999.

“Compared with the 610 hp Mack V8s we were operating, the Signatures were saving around 250 litres per engine per 3000 km round trip between Darwin and Alice Springs,” he says.

“The trucks on this run do around 100 trips a year, so the annual saving for one truck alone was 25,000 litres of fuel.”

NT Fuels experienced problems with early generation Signature engines, but the company has seen a major improvement in reliability and durability as the product has evolved.

“The reliability is very good now,” asserts David Jones. He confirms the Mack Titan is also up to the task.

“We know it’s a durable truck because the Tanami Road sorts anything out,” he says seriously.

NT Fuels delivers 50 million litres of fuel a year to the Granites and Tanami gold mines (around 600 km north-west of Alice Springs), so the infamous Tanami dirt road is a necessary evil. Depending on road conditions, driving times one way vary from nine to 14 hours.

The fuel for the Tanami comes from Darwin and is offloaded into storage tanks at Alice Springs and then transferred to dedicated trucks and trailers. The Tanami combinations run with a tyre pressure of 45 psi compared with 90 psi for the highway trucks, so the Tanami roadtrains are dedicated to the task, eliminating the need to deflate and reinflate all the tyres – 86 of them under a four-barrel outfit. “It’d probably take you eight hours to inflate that number of tyres,” quips David Jones.

Regardless of the conditions or energy-eating weights, the Signatures have proved to be absolute powerhouses, the unmatched masters of time and distance.

“Their performance is exceptional,” says David Jones. “All our trucks are speed limited to 90 km/h, yet they still manage to average 74 km/h on the 3000 km round trip between Alice Springs and Darwin.”

For David Jones, loyalty is very important in business. “I’m keen on supporting those who support you. Cummins has certainly supported us,” he says.
Transport Woman of the Year is passionate about road safety

Successfully juggling a career and a family with a passion for road transport, issues including politics and road safety have seen Queensland transport manager Merry Manton named Australian Trucking Industry Woman of the Year.

The 2003 award is sponsored by Cummins and includes a trip for two to the US. Merry and her husband Bill will be guests of Cummins in the US and will visit Cummins world headquarters in Columbus, Indiana.

Merry Manton has made a significant and passionate contribution to the road transport industry in a quest to improve its image and working conditions.

She balances a career as road transport supervisor for BHP Steel's Queensland operations, a board position with the Queensland Trucking Association, and a seat on the Road Freight Industry Council operational sub-committee, with raising a family and even finding time to contribute to local community activities.

She is also involved with the Australian Trucking Association's Safety Education Trailer and is a passionate advocate of industry safety initiatives.

"Road transport is a very large industry and, believe it or not, there are a lot of women out there who do exactly the same thing as I do," she says.

"I'm fortunate that my employers allow me to be involved in so many different things that benefit us and the wider transport industry."

She says the award may help alter any perceptions of the community's view that the trucking industry is a male domain.

"There are plenty of women in the industry but only a few get public recognition," she asserts.

"Of all the women I know who are working in the transport industry, none of them has a problem with it. To me it is no different to working in any other business. It's about knowing what you're doing and getting on and doing it."

"A teacher was doing an around the world tour coach wasn't delayed too long. Technicians from Karratha, made sure this tour coach wasn't delayed too long. The coach driver indicated everything was okay. The group was getting off the coach two mechanics told me they'd been working all night changing out an engine at one time they were painted as."

"Their real names aren't known to me, but "outback mechanic" was experienced recently by Ross Hardy, managing director of Hardy's Haulage of northern NSW, who was on holiday in Western Australia with wife Elaine.

He tells the following story in a letter to Cummins South Pacific area director Col Russell:

"We were heading out of Tom Price (in the Pilbara) when the left front tyre of the coach fractured and went flat immediately, not even allowing the driver time to get off the road to effect the changeout."

"As the group was getting off the coach twoCummins service vans came along and stopped, realising there was a problem and offering their assistance.

"The coach driver indicated everything was under control but I sensed the two Cummins servicemen had assessed the situation - seeing mostly elderly people standing around in the middle of nowhere in the tropical sun - and insisted 'we'll give you a hand and get you on your way.'"

"The two mechanics told me they'd been working all night changing out an engine at one of the mines."

"I was impressed with their offer of assistance as I know everyone was. In today's world it's comforting to experience a lending hand in the very polite way they helped."

"Their real names aren't known to me, but their uniform names were Chumpy and Nerco." Chumpy is Courtney Bonnett and Nerco is Travis Keough.

The spirit of the Cummins 'outback mechanic' Cummins technicians work in some of Australia's most desolate regions, often traversing thousands of kilometres of parched land to service and maintain diesel equipment. It's no place for a weak spirit. The true spirit of the Cummins 'outback mechanic' was experienced recently by Ross Hardy, managing director of Hardy's Haulage of northern NSW, who was on holiday in Western Australia with wife Elaine.

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Transport Woman of the Year Merry Manton with husband Bill and daughters Holly (right) and Emma. They will be visiting Cummins headquarters in Columbus, Indiana.

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Brookes’ focus on fuel efficiency

Gary and Jill Brookes started their company in Bunbury, WA, in 1976 with a 1418 Benz. Today Brookes Transport operates around 80 pieces of Cummins-powered machinery in its roadtrain and log harvesting businesses.

With 60 roadtrains in Western Australia, Brookes Transport of Bunbury is well aware of the impact of fuel costs on operating profits. The long established family company operates around 80 pieces of Cummins-powered machinery in its roadtrain and log harvesting businesses.

Brookes Transport’s latest roadtrain prime movers see a Cummins ISX475 pitted against two C15 Caterpillars, also rated at 475 hp. The engines are doing identical work, powering Kenworth K104s which are hauling particleboard in 80-tonne roadtrain doubles between Bunbury and Perth.

The ISX475 is showing a fuel economy advantage over the C15 Cats of more than 6% which translates to a $15,000 saving over 12 months/300,000 km.

With the engines at the 35,000 km mark, the ISX475 was running at 1.45 km/litre trailed by the 35,000 km mark. The company has been logging since 1980 and today operates up to 30 pieces of machinery in this operation, including skidders, excavators, graders and trucks. Five roadtrains move 700 tonnes of logs a day.

The company also moves 1200 tonnes of chip a day, 800 tonnes of which comes from its own wood chip mill in Bunbury and trucked to the port for export.

“W e’ve built relationships and grown with our customers,” he notes, reflecting on the company growth. Once established with the 1418 Benz, hauling particleboard and general freight, Gary added two S2 Kenworths to the business, one of which is still working today – 20 hours a day – hauling chip residue under power from small cam Cummins NTC230.

“We’ve operated most types of Cummins engines over the years,” says Gary. “W e’ve had smallcams, bigcams, Formula engines, triple-fours, C16s and now we’re running the ISX.

“The first Cummins I actually drove was an NH220 in a Foden for Malatesta Transport in the late 60s,” Gary remembers. The Brookes roadtrain fleet is engaged primarily in the haulage of building and concrete products along with general freight.

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“We own most of our trucks,” Gary reveals. “That gives us a comfort zone in that we’re not over-committed financially. We rebuild a lot of our trucks in-house. We spend $30,000 to $40,000 on the rebuild and that extends the earning capacity of the truck without us having to invest large amounts of capital in new vehicles.”

He brought in a complete 1950s sawmill from Collie. It was electric drive but he converted it to steam and has pushed through 500 tonnes of logs and used the timber in the construction of the park. Local retirees – Gary calls them ‘Dad’s Army’ – have worked feverishly to get the park ready for the opening.

A host of rare old workhorses that chug, grunt, hiss and wheeze contribute to magnificent and extensive displays. There’s an 1892 Smith steam crane, various steam engines from the 1800s and early 1900s, a 1903 Marshall traction engine, a 1913 International traction engine, and a 1917 International bus to name just a few of the highlights. One shed is packed with an amazing array of old tractors and dozers. To single out a piece of machinery doesn’t do the scope of the park any justice. The collection has to be seen to be believed.

Gary remembers.

Gary’s integrity, values and achievements will remain a legacy to all who knew this great man,” said Cummins area director Arno Vidović.

“Our thoughts are with Gary’s wife Jill, children Geoff, Trevor, Dianne and Judy and their families.”

Gary Brookes will be missed

14/05/46 b 15/08/03

Shortly after this article was written we were saddened to hear of the sudden passing of Gary Brookes.

At the family’s request the article has been published as originally written, including quotes from Gary.

The many tributes to Gary Brookes all echoed the same profound sentiments about the man who was such a significant part of the community in which he lived.

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Cummins V12 engines propel new 4000 hp offshore supply vessel

The new NSW police headquarters provides 32,500 square metres of high security office space in twin towers of nine and 12 levels, with underground parking for 450 cars.

The standby power involved the supply of a Cummins KC3002 master control system for the two 1340 kWe generator sets which are powered by Cummins 50-litre KTA50-G3 engines.

The system allows the owner to parallel the generator sets to any one of the three independent utility supplies for maintenance test runs. This allows the generator to regularly exercise with the true building loads without interrupting the building power supply. It also eliminates the need for a load bank to be installed.

The system controls 32 levels of load throughout the building during mains failure conditions. The Master Controller is actually split into two physical controllers. One is located on the ground floor and the other on the 11th floor. The two controllers are connected via a data cable which reduced installation costs.

All controls are performed through a 256 colour touchscreen located at the controller on the ground floor. This touchscreen is easy to use and animates all the system statuses as well as allowing the operator to make all changes required for optimum system performance.

The two Cummins generators are installed in a purpose-built acoustic enclosure designed to meet a noise level requirement of 70 dBA at seven metres.

Fuel for the generators is stored in a 30,000-litre bulk storage tank on basement level three of the building. Cummins supplied and installed the fuel transfer system comprising transfer pumps, fuel risers, day tanks and control panel to provide fully automatic operation of the fuel system when the generators are running.

The generators, controllers and fuel transfer system are remotely monitored by the building management system (BMS). Teamwork within Cummins ensured successful completion of the project.

The police Power Generation team which had to successfully work to Multiplex's PowerCommand control system for the two 1340 kWe generator sets which are powered by Cummins 50-litre KTA50-G3 engines. PowerCommand is no noticeable transition from mains failure outage. This means there is no need for a load bank to be installed.

The Cummins Master Controller animates all the system statuses as well as allowing the operator to make all changes required for optimum system performance.

The system responds to mains failure signals from three independent incoming utility supplies. The controller operates all the required circuit breakers at the respective main switchboards.

The controller is capable of providing emergency power to each switchboard individually, or multiple boards depending on the status of the utility supplies.

The system seamlessly transfers the building loads back to the three independent incoming utility supplies without any noticeable transition from mains failure outage. This means there is no need for a load bank to be installed.

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The system allows the owner to parallel the generator sets to any one of the three independent utility supplies for maintenance test runs. This allows the generator to regularly exercise with the true building loads without interrupting the building power supply. It also eliminates the need for a load bank to be installed.

The system controls 32 levels of load throughout the building during mains failure conditions. The Master Controller is actually split into two physical controllers. One is located on the ground floor and the other on the 11th floor. The two controllers are connected via a data cable which reduced installation costs.

All controls are performed through a 256 colour touchscreen located at the controller on the ground floor. This touchscreen is easy to use and animates all the system statuses as well as allowing the operator to make all changes required for optimum system performance.

The two Cummins generators are installed in a purpose-built acoustic enclosure designed to meet a noise level requirement of 70 dBA at seven metres.

Fuel for the generators is stored in a 30,000-litre bulk storage tank on basement level three of the building. Cummins supplied and installed the fuel transfer system comprising transfer pumps, fuel risers, day tanks and control panel to provide fully automatic operation of the fuel system when the generators are running.

The generators, controllers and fuel transfer system are remotely monitored by the building management system (BMS). Teamwork within Cummins ensured successful completion of the project.
When the Cummins QSK19 was approved for underground mining use in late 2000, it didn't take long for the engine to start making its mark as a high availability hauler.

Atlas Copco Wagner released the QSK19 in its 50-tonne payload MT5010 underground truck, and the package has since proved its durability and ability to provide excellent cycle times.

An articulated truck, the MT5010 was originally offered with the Detroit Diesel 2000-series engine, a 16-litre V8 delivering 559 kW (650 hp).

The switch to the 19-litre Cummins QSK19 rated at 650 hp came with the need for greater reliability and durability.

The first QSK19-powered MT5010 went to work in Australia in early 2002 at Western Metal’s Pillara mine in the Kimberley region of WA. A further three new MT5010s have since gone into service with Western Metal while three of the company’s existing machines have been repowered with the QSK19.

The fleet of MT5010 trucks has led the production ramp-up at Pillara, one of the world’s lowest-cost zinc producers.

“The main focus of using the QSK19 is improved reliability, but there are a number of other benefits,” says Brian Patience, Atlas Copco’s service manager in Perth.

Ten new dewatering pumps powered by Cummins 6BT A.9 engines are working around the clock at the Sunrise Dam mine in Western Australia’s northern goldfields region.

Designed by Pumpnseal of Perth for Atlas Copco, the mobile pumps have a 240-metre discharge head capability, pumping at 15 to 20 litres per second.

The 5.9-litre Cummins engines are rated 132 kW (177 hp) at 2500 rpm and are operating 24 hours a day, powering the pumps that perform the critical job of keeping groundwater out of the pit.

Cummins Perth supplied the engines along with radiators, exhaust systems, air cleaners and Twin Disc power take off units. The end centrifugal pumps are a stainless steel Blackmer System ONE design to counter the water’s high saline content.

“The QSK19 is giving better speed on grades while its longer, flatter torque curve means fewer and smoother gearshifts and thus less stress on rest of the drivetrain.”

The Cummins-powered MT5010 is 10% faster on a 14% grade at the Pillara mine, being one gear higher on the grade.

“There are no fire issues with the QSK19 either, because of the engine’s internal fuel lines,” Brian Patience points out.

At the beginning of July, the oldest MT5010 at Pillara had done in excess of 8000 hours, and the expectation is for a 12,000-hour engine life to overhaul. The MT5010 has an all-up operating weight of close to 100 tonnes.

The QSK19 incorporates Cummins Quantum technology such as full-authority electronic control. It delivers 559 kW at 2200 rpm and peak torque of 3083 N m (2275 lb ft) at 1300 rpm.

Atlas Copco’s Brian Patience... "The main focus of using the QSK19 is improved reliability, but there are a number of other benefits..."
Cummins’ commitment to VLocity wins ministerial approval...

Bombardier Transportation will begin building the VLocity trains later this year at its Dandenong facility. The two-car units will spirt Victorians around the state in high-speed comfort, linking Melbourne with the regional centres of Geelong, Ballarat, Bendigo and the Latrobe Valley.

Tim Holding visited the Cummins engineering facility in Ferntree Gully where a full-scale mock-up of a VLocity railcar incorporating powertrain, generator set and cooling system modules has been built for testing and validation purposes. Cummins South Pacific engineers developed the module concept which will significantly reduce downtime when the trains are in service. Each module is designed for quick replacement with a standby module, meaning fast turnaround during scheduled servicing and maintenance.

The traction engines for the 160 km/h trains are 19-litre Cummins QSK19-R horizontal units rated at 559 kW (750 hp). The prime power generator set are Cummins 68T59G units, each with a rating of 85 kW.

Cummins South Pacific’s chief technical officer John Bortolussi outlined Cummins’ approach in offering a ‘total solution’ to the customer. In the case of Bombardier Transportation we offered a total propulsion and generator set system and a 15-year maintenance agreement,” he pointed out, adding that designing for reliability and maintainability was the key.

Tim Holding said he was impressed by Cummins’ ‘total system solution’ approach to business, and also the cooperative development work being carried out with Bombardier on the VLocity trains.

He pledged support for companies like Cummins and Bombardier which committed leading-edge engineering and manufacturing resources to Victorian projects. He also toured Cummins South Pacific headquarters at Scoresby where major expansion of facilities is currently underway to cater for business growth.

Even Bill Clinton has been out with Matilda!

“None of our Cummins 4B generators has done 19,000 hours and has never missed a beat,” says Justin Gorddard. “We’re very impressed with that,” he adds. “We’re a great believer in the KISS principle.”

“By standardising on the one engine brand we’re also making it easier for our technicians in terms of servicing and troubleshooting, and we’re keeping our parts inventory simpler. “We’ve found Cummins’ technical and service support to be superior to that of any other engine manufacturer we’ve dealt with,” Justin continues. “The Cummins people are very easy to deal with.”

Matilda Cruises has an all-catamaran fleet comprising 13 vessels – seven for charter work and six for high-speed, low-wash ferry operation.

"One of our Cummins 4B generators has done 19,000 hours and has never missed a beat. We're very impressed with that," says Justin Gorddard.

"One of the benefits of the Cummins B-series engine is its simplicity," he adds. "It's the most straightforward unit we ever had in our fleet."

"We've even had Bill Clinton on board for a dinner cruise." Matilda Cruises was established over 20 years ago and is part of the Amalgamated Holdings’ business stable which includes Greater Union, Rydges, and Thredbo Resort.

"Our aim is to convert our entire charter fleet to Cummins power," says Justin Gorddard.

In recent times Matilda Cruises has put seven new Cummins engines into service as repowers – five for genset operation and two for propulsion. Four Cummins engines were already in service.

All of Matilda’s charter catamarans are 25 to 30 metres in length and have four diesel engines – two for propulsion and two for power generation. A mix of 3.9 and 5.9-litre Cummins B-series engines are in use, with outputs ranging from 130 to 220 hp.

"None of our Cummins 4B generators has done 19,000 hours and has never missed a beat. We're very impressed with that," says Justin Gorddard.
The LifeSaver Rescue Helicopter Service is close to the hearts of Alan and Joy Lever of Wollongong, NSW. A family tragedy eight years ago hit home to the Levers the fantastic work performed by the aeromedical search and rescue team. “They’re very special people,” says a softly spoken Joy Lever, the memory of eight years ago still obviously hurting deeply. “They’re taken for granted,” laments Alan Lever. “They do such a fantastic job.”

An interesting statistic is that of the 900-plus missions carried out last year by the rescue service based in Wollongong, 120 involved heavy vehicles. Alan and Joy do whatever they can to promote the helicopter rescue service in appreciation of what was done for them. One of the Levers’ B-double trailers publicises the work of the rescue service, and Alan makes the trailer available to the Wollongong rescue team for promotional and fund-raising events.

As a charity organisation, the service relies on corporate sponsorship and community donations along with the funding from major sponsors Westpac and the NSW Department of Health. The LifeSaver Rescue Helicopter Service was established in 1973. Hundreds of missions are carried out each year with no cost or obligation to any member of the public who has been transported by a rescue helicopter.

Alan Lever’s Signature-powered Peterbilt pulls a trailer promoting the work of the LifeSaver Rescue Helicopter Service.

The Peterbilt 379 in partially knocked down form before it was rebuilt, refurbished, repainted, and converted to right-hand-drive by Chrysties of Melbourne.

Signature 620 provides formidable tractive effort – a ‘luxury’ Alan deserves after 45 years on the road.

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Signature 620 provides formidable tractive effort – a ‘luxury’ Alan deserves after 45 years on the road.

Alan Lever’s ‘new’ Peterbilt has been a long time coming – 42 years in fact! “I even saw one of the first Peterbilts brought into this country 42 years ago. I said to my twin brother Doug that one day I’d buy one. Well, it has finally happened!”

Under the long classic bonnet of the Pete 379, a Cummins Signature 620 provides formidable tractive effort – a ‘luxury’ Alan deserves after 45 years on the road.

The words ‘Alan’s Last Toy’ are inscribed on the back of the Peterbilt sleeper, hinting that his retirement is just around the corner. “It better be his last toy,” quips wife Joy.

The Peterbilt is one of two trucks operated by the Wollongong-based Levers. The other is a Kenworth K104, also propelled by a Signature 620 in B-double work.

“Cummins has been great to deal with,” says Alan. “They look after the small bloke. They listen to you, and it doesn’t matter which branch you go to they’re always helpful.”

“That’s quite novel in this day and age,” Joy adds intently.

When the Levers’ Peterbilt arrived from the US it was in semi-knocked-down form, so it needed to be rebuilt, refurbished, repainted, and converted to right-hand-drive, a task handled by Chrysties of Melbourne.

The truck had actually done close to 300,000 miles (480,000 km) on US highways and was powered by one of the very early Signature engines – No. 13 of the production line. The Levers decided straight off to buy a brand new Signature – a 620, of course. It’s easy to admire the finished product – a purebred American conventional with ageless quality. “The team at Chrysties did a great job,” says Alan, proud of his 379.

Inside the cab the incredible expanse of chrome-bezelled gauges and long chrome switch toggles is just another reminder of what Peterbilt and its traditional values are all about.

Alan Lever bought his first truck in 1959 at the age of 17. He actually started driving at 16 after putting his age up three years, getting a licence, and starting with well known steel hauler M.H.P. in a Kew model Dodge.

The first truck he owned was an A.A. 180 International and on Christmas Day 1959 he tipped it over on Macquarie Pass near Wollongong. “That was my first and only bingle,” says Alan. “I haven’t had a claim on insurance since.”

He replaced his A.A.180 with an R190 International in 1960 and started running to Melbourne, Adelaide and Perth. “I was subbying for A. Sett and met Reginald Sett, Alan recalls. “We got on well. He used to offer advice and I’d listen.”

“I bought my first real truck, a B61 Mack, in 1964,” Alan continues. “In the first 12 months I did 48 return trips to Adelaide.”

In 1968, after buying a second truck, a Flinstone Mack, Alan met Brian and Devon Booth of LS Booth and asked them if they needed any subbies. That was the start of a long association with the Booths, and a large part of his work today is for Booth Transport out of Adelaide.

Alan Doherty.

Looking back at his time on the road, Alan is conscious of his greatest asset. “It takes a special woman to be married to an interstate driver,” he says. “I’ve been very lucky to have Joy.”
Mine rescue team shapes up in Kalgoorlie

Robe’s Pannawonica Mine Rescue team, sponsored by Cummins, competed with distinction in the recent surface mine emergency response competition in Kalgoorlie.

The three-day competition, which attracted 15 teams, included theory examination, fire fighting, rope rescue, breathing apparatus skills, vehicle extrication, first aid, and hazchem.

The Pannawonica team, which finished 11th, comprised Michael Saunders (captain), Kate Mischmore, David Milton, Peter Attrill, Graham Gilchrist, Nick Lynch, Luke Michelmore, and Andrew Smith.

Robe is the world’s largest supplier of low iron content iron ore. At its operations in the Pilbara region of WA, it produces more than 30 million tonnes of ore a year for export to steel makers around the world.

Robe’s No.1 priority is safety, and the company continually strives to improve its safety performance, with a goal of zero incidents.

Convoy for Kids success in Queensland and Victoria

Heavy Haulage Australasia’s Jon Kelly (right) won the award for the best owner-driver truck at the recent Fraser Coast Convoy for Kids. Cummins was major sponsor of the event which attracted more than 100 trucks to Maryborough and Hervey Bay in Queensland.

Over $11,000 was raised for the Leukemia Foundation specifically for the treatment of kids on the Fraser Coast.

Jon Kelly’s award-winning Mack Titan is propelled by a Cummins Signature 620. “It’s a phenomenal performer,” he says. “I thought the 610hp Mack V8 went well, but the Signature leaves it for dead.”

Cummins was also major sponsor of Victoria’s Convoy for Kids which raised a record $60,000. The actual convoy stretched an amazing 17 km and could well end up in the Guinness Book of World Records for the world’s longest truck convoy.

Heavy haulage drivers Garth Tander and Jamie Whincup from Gary Rogers Motorsport were popular attendees on the day.

The Cummins team which played a part in the big fund-raising day at Melbourne’s Calder Park Raceway.

More than 6000 people converged on Calder Park Raceway in Melbourne for a great day of entertainment, all aimed at raising funds for Asthma World Records for the world’s longest truck convoy.

Cummins roles

Sylvia Ryan has joined Cummins South Pacific as the newly created role of manager responsible for quality, environmental compliance, and occupational health and safety. She previously worked for Visy Industries, initially as O H & S manager for NSW and Qld, and then later as national O H & S manager. Before joining Visy, she was human resources officer for Smorgan (sold to Visy in 1989).

Sylvia was extensively involved in the implementation, maintenance and improvement of Visy’s quality, environmental and O H & S systems, supporting all Visy locations (110 plus sites).

She also launched a variety of environmental and O H & S publications for Visy.

Sylvia recently attained her Masters in Applied Science (Organisational Dynamics) and following this began consulting to a variety of major organisations in the areas of training, auditing, and advising on quality, O H & S, and environmental issues.

Sylvia is a member of the Cummins South Pacific management board.

Cummins chronicles

Documenting the history of a time-honoured company is no easy task, but it’s a task Frank Caddy has taken on with gusto, writing the story of Cummins in Australia.

Frank retired in 1997 after many years with Cummins, most of them in Western Australia.

“We need to capture the history and culture of Cummins in Australia,” says Cummins South Pacific area director Arno Vidoni, who initiated the project.

“It is important for existing employees as well as people who are new to Cummins to understand the roots, the development, the growth of the company.

“The growth has been significant,” he points out. “There are currently more than 40 Cummins facilities in the South Pacific compared with eight in the mid-80s.”

Frank Caddy has so far written 60,000 words, most of these on Cummins in Western Australia from 1948 to 1997.

He is sorting through several hundred photos and has four 10-litre bins of documentation on Cummins in WA alone.

He still has a long way to go, however, and would welcome any historical contributions from around the country.

Frank started with Blackwood Hodge in 1965 as Cummins service manager for WA, and then moved to Sydney in 1970 to become national service manager. He moved back to the west in 1973 to become state manager, a position he held through to his retirement in 1997.

Frank Caddy (left) with Arno Vidoni.

“It is important we capture the history and culture of Cummins in Australia,” says Vidoni.

Sylvia Ryan has joined Cummins South Pacific in the newly created role of manager responsible for quality, environmental compliance, and occupational health and safety.
In the last edition of Cummins Commentary I explained the Cummins South Pacific strategy and focus for 2003. The strategy is simple - get back to basics and focus on being the best customer support provider in all territories and markets in which we operate.

I’m pleased to report that significant progress has been made in our journey to achieve this goal, although more still needs to be done. During the last few months I have taken the opportunity to travel and meet as many of our customers as possible and I have appreciated the honest and open feedback about Cummins operations in the South Pacific region. The feedback was mostly positive but, as expected, I was also told that we have room for improvement in some key areas and markets. I want to thank all those people that I met for their feedback and I want to assure you that as a company, Cummins respects the voice of the customer and we will build our improvement plans around surpassing your expectations.

In September in Sydney, Cummins is participating in AIMEX, one of the world’s largest mining exhibitions. Mining is a significant part of the Cummins South Pacific business which is evident in the large population of K and QSK-series engines powering a vast array of mobile equipment at almost each and every mine in Australia. An interesting point is that we have built up an impressive population base of around 100 QSK60 engines and 25 QSK45s in the four years since their launch.

Given the growth in population of the QSK product and in keeping with our strategy for superior customer support, we recently invited customers to attend the inaugural Cummins Mining Forum held in Brisbane. The customers were quite frank and forthright in their comments and held nothing back when giving their input. The Cummins management team at the forum appreciated the quality of feedback and also the way we heard it – direct, face-to-face, with manufacturers and customers “telling it as it is”.

The input gathered from our mining forum is being worked on in a systematic and focused manner. The large number of action items (around 50) is making us review the way we address the mining business in each and every aspect: our people, organisation structure, training systems, support capability, service equipment and facilities at each branch that supports the mining business. In short, every facet of our operations is being reviewed so we can pinpoint the ways we can lift our game in this key segment of our business. We will continue to remain focused on this to ensure that customers see a quantum improvement in the way we service and support Cummins engines in their mining equipment.

Integrity in business is very important and within Cummins all our people are being driven to do what we say we’re going to do, every time, without question. The mining forum is an example of how we are following this principle. Some action items are taking longer than expected to bring to resolution but we have the determination and the commitment to follow through on every item.

Best regards,

Gino Butera
Brian Smith has returned from a three-year stint in Singapore to take up the position at Cummins Adelaide as regional and branch manager. He was general manager of distribution at Cummins Singapore, head office for Cummins in South East Asia. Brian began his career with Cummins as a diesel fitter in Mt Gambier in 1984. He became service manager and then branch manager at Mt Gambier. In 1995 he moved to Melbourne as branch manager at Altona and was then responsible for the design and construction of the Laverton branch which was opened in 1996. Brian was manager of Laverton from its opening until moving to Singapore in 2000.

Wade Romeyn is the new manager of the Cummins Karratha branch in WA. He is familiar with the Pilbara, having worked in the area for three years prior to joining Cummins in Perth. At Cummins Perth he was responsible for the input and administration of warranty claims for all Cummins branches and dealers in Western Australia and the Northern Territory. He was also involved in the Six Sigma quality improvement program, completing a project to improve truck bay labour efficiency. Wayne completed his apprenticeship as a mechanic in 1991 and then moved to Karratha where he worked for Ampol and Avis as a fleet mechanic. He returned south in 1993 to work for YoungToyota in Fremantle as a senior technician. One of his achievements at the Toyota dealer was to become a Master Service Advisor (recognised by Toyota Motor Co), and at the time he was one of only seven in Australia.

John Herring has been appointed branch manager at Queanbeyan in the ACT. He started with Cummins at Wodonga (Vic) as a service technician in early 1997, and was then promoted to service supervisor, a position he held for 18 months. He was promoted to the role of customer support manager at Wodonga in June 2000 and then became service manager late in 2001 with 18 staff, a position he held until 1998. Successes in these roles helped Bryce gain the necessary management experience to advance to the position in Auckland as industrial business manager and then to NZ equipment sales director.

John Herring

Bryce Colville has been appointed branch manager for Cummins Auckland. He has had extensive experience with Cummins in New Zealand, starting with the company in Auckland in 1989 in the parts department. In 1990 he was appointed branch manager at Christchurch, and then in 1992 became branch manager at Mt Maunganui, a position he held until 1998. Successes in these roles helped Bryce gain the necessary management experience to advance to the position in Auckland as industrial business manager and then to NZ equipment sales director.

Bryce Colville

Trevor Hope has taken up the role of South Island (NZ) regional manager. He started with Cummins in 1991 at Mt Maunganui as a customer service representative and then in 1998 moved to the Bay of Plenty branch with responsibility for key accounts and equipment sales.

Trevor Hope

Not a pretty sight, but ReCon team raises $15,000 for children’s cancer

Fundraising initiated by the Cummins ReCon team at Scoresby (Melbourne) amassed nearly $15,000 for the Children’s Cancer Institute of Australia. Not surprisingly, any scheme involving ReCon operations manager Ian Bates contains a fair amount of cajoling and coaxing, and so it was with the fundraising for the Children’s Cancer Institute.

Displaying all the gallantry he’s renowned for, Bates agreed to have his head shaved first (for a sizeable donation) followed by Jim Matthews, Brendan Smith, Roger King, Ken Laurent, and Andy Hardy.

Andy Smee and Kevin Ryan preferred instead to have their hair dyed flamingo pink. “Wherever we could get money we did,” said a triumphant Bates. Cummins suppliers weren’t spared. They were nobbled for items for an auction which included valuable sporting memorabilia.

Cummins South Pacific managing director Gino Butera matched the dollars raised at the auction to significantly boost the final amount.
On time, every time for Fastrak in big tonnage work

Running late is out of the question for Mike Glenn of Perth. He prides himself on being one of the most reliable in the business, and that means having equipment which must meet demanding standards.

O perating as Fastrak, Haulage, Mike has been running a Signature 520-powered Iveco Powerstar on roadtrain work. This is his second Powerstar with a Cummins Signature. Both have “run like clockwork,” he asserts.

For the last three years Mike has been pulling two and three trailers for Centurion, and has also been doing his fair share of ‘hot shot’ runs – urgent freight to the mines sites with a fair share of ‘hot shot’ runs – urgent

Most of his work has been to the north, propelling refrigerated trailers by the Signature 500, did close to 500,000 km, while his second, punched along by the Signature 520 had closed in on 150,000 km by early July.

The fuel efficiency of the Cummins Signature is another critical element in Mike Glenn’s viability as a one-truck operator. On single trailer ‘hot shot’ work, the Signature 520 is always around the 2.3 km/litre mark when driven hard. On roadtrain doubles, fuel consumption is typically 1.5 to 1.6 km/litre while triples pull it drilling. His boyhood dream was to own a truck and at the age of 12 he did exactly that, buying a cab-over Kenworth with a two-stroke Detroit and engaging in freelance float work. Then followed a W model Kenworth, an International S-Line, a Ford LTL9000 and a W Western Star, and in these four trucks he tried the three major American brands - Cummins, Caterpillar and Detroit.

When he made the decision to buy his first Iveco Powerstar three years ago, Cummins’ service support was one of the key reasons he opted for Cummins power. “I certainly can’t complain about Cummins’ service because I haven’t had to call on it in the last three years with the Signature,” he says.

Mike Glenn, 36, met Nadine three years ago when she was Geraldton, a one-truck operator. His first Powerstar, powered by a Signature 500, did close to 500,000 km, while his second, punched along by the Signature 520 had closed in on 150,000 km by early July.

The fuel efficiency of the Cummins Signature is another critical element in Mike Glenn’s viability as a one-truck operator. On single trailer ‘hot shot’ work, the Signature 520 is always around the 2.3 km/litre mark when driven hard. On roadtrain doubles, fuel consumption is typically 1.5 to 1.6 km/litre while triples pull it
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One of Sydney’s largest clubs has switched to Cummins standby power to ensure no interruptions to its gaming, dining and entertainment facilities in the event of a power outage.

Fifty thousand people visit Barkstown Sports Club a week to enjoy a great array of facilities against the spectacular backdrop of an indoor rainforest.

The club has 750 pools, fine dining in three restaurants, extensive function and conference facilities, one of Australia’s largest private collections of sports memorabilia, and numerous other facilities and attractions.

Steve Williams, maintenance manager at Barkstown Sports Centre (left) with Cummins/Wetherill Park contracts manager David van Brussel.

“The main benefit of the mains paralleling is that you don’t have power interruption when transferring back from generator to mains supply,” says David Van Brussel, contracts manager at Cummins Wetherill Park in Sydney.

“Also, mains paralleling allows full load testing of the generator without any power interruption to the club.”

This is critical with today’s electronic pokies, a point emphasised by Steve W I lliams.

“We switch from mains supply to generator power once a month for full load exercising of the generators,” he points out. “This is done during normal club hours and there’s no interruption whatsoever to power supply – not even a flicker. It’s an excellent set-up.”

The seamless power transfer also benefited the club during last year’s Sydney bushfires when power surges could have played havoc with the pokies.

“We simply switched the pokies to generator power to eliminate the problems with the mains power,” Steve W I lliams explains.

Fifty thousand people visit Barkstown Sports Club a week to enjoy a great array of facilities.

The biggest power demand in the club is from the poker machines which draw around 600A followed by the air conditioning system’s chilling plants (500A).

Ongoing expansion of the club along with the threat of power outages have seen the need for greater standby power.

“We have, on average, six blackouts a year in the Barkstown area,” says Steve W I lliams, maintenance manager at Barkstown Sports Club.

Two years ago one of these blackouts occurred on New Year’s Eve, throwing the club into disarray and emphasising the lack of generator capacity. At the time the club had one 500 kVA Dorman generator.

Since then Cummins Power Generation has installed a new generator rated at 1340 kW, and this is paralleled with the Dorman generator as well as the mains electricity to provide seamless power transfer.

Of the most reliable in the yard and that’s very important to me because I hate being late.

“If you recall the PowerStar is doing an exceptional job.”

His first Powerstar, powered by a Signature 500, did close to 500,000 km, while his second, punched along by the Signature 520 had closed in on 150,000 km by early July.

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Remote radiator designed and built by Cummins-subsidiary CBM cools the generator which is powered by a Cummins KTA50 engine. A remote radiator designed and built by CBM cools the generator which is powered by a Cummins KTA50 engine.

Cummins worked closely with Haron Rohsin, Alldex Engineering, Integrated Engineering Solutions and Paynter Dixon on the project.
Cummins LPG engines help Elgas to environmental award

Frank Ryan is one of Australian trucking’s most enduring characters. He talks passionately, sometimes irascibly, about the 50-plus years he has been in trucking, and gives no hint that he is about to hand over the reigns of the business completely to his three sons.

South-west Victoria is the stamping ground of Frank, 72, who still keeps a keen eye on the daily operation of the business he founded in Warrnambool – a business that today serves close to 1000 customers.

Ryans Removals & Transport runs a fleet of 29 linehaul trucks – all Cummins powered – and 14 furniture removal vans, and a strong sense of achievement underpins a business that today employs around 100 people.

Frank Ryan’s determination for the company to continue as a respected family entity under the guidance of sons Graham, Gary and Peter has obviously provided a clear direction for the future.

Graham is director of general freight and equipment, Gary heads up the furniture removals business, and Peter manages the Melbourne depot.

Frank Ryan is determined for the company to continue as a respected family entity under the guidance of sons Graham (left), Gary (right) and Peter (in separate photo).

Frank Ryan still obviously enjoys the cut-and-thrust of business and being able to manoeuvre himself well in difficult business situations. One thing’s for certain: He doesn’t stand around starry-eyed.

“I’ll keep going while I’m happy,” he says when asked about retirement.

Listening in, son Graham quips: “He has a warped idea of what happiness is!”

“I bought my first truck 53 years ago,” Frank states emphatically. “It was a Dodge and I had to sell my car to buy it.”

“I was working at the butter factory and they couldn’t get wood for the boilers. So I started cutting wood and bought the Dodge to cart it. The factory actually needed 3000 tonnes of wood a year.

“I then started doing local delivery work and one thing led to another.” It wasn’t until 1964 that Frank Ryan bought his first new truck, an Albion Chetlands. Since then the fleet has included numerous makes of truck – Atkinson, Commer, Leyland, Dexta, Wippa and Volvo – before the company acquired its first international S-Lines in 1980.

The 195 hp LPG engine is a modified Cummins B5.9 diesel design using spark ignition, advanced electronic engine management, closed-loop air/fuel ratio control, and lean-burn technology.

The 85.9% lean-burn technology provides cooler combustion temperatures for reduced NOx emissions. Greatly reduced noise levels are also achieved with the LPG engine. A1 dbA, for example, is remarkably 14 dbA quieter than the diesel equivalent making it ideal for early/late residential deliveries.

Additionally, Elgas has slashed running costs by a third with its LPG-powered trucks.

“We’ve had no notable R&M expenditure with our existing Cummins LPG engines and Cummins has invested in training technicians which is important because of the specialised nature of the application.”

He points out that Elgas is also operating a Cummins CBE3 engine converted to LPG operation, while another CBE3 is operating as a dual-fuel (diesel/LPG) unit with up to 40% gas substitution.

“We’ve had some issues early on with our Signatures but Cummins’ back up got us through,” he says.

Reflecting on the reasons for the company’s solid foundations today, the man who rough and tumbled his way to prominence in one of the most fiercely competitive of industries rates one factor above all others: “Working 24 hours a bloody day!”

Frank Ryan… talks passionately about the 50-plus years he has been in trucking.
**Signature performance for 1987 Ford**

Matthew Sultana... "I looked at outlaying $250,000 on a new truck but decided I didn’t want the burden of the repayments."

To handle the 2050 lb ft torque rating of the Signature 620, the old 15-speed direct Roadranger box gave way to the highest capacity 18-speed available, the RTLO 22518, while a 2010-series tailshaft was installed between the gearbox and power divider.

The LTL9000 has the old 44,000 lb ft Rockwell rear, but these are next on Matthew’s upgrade list. When the repower and refurbishment were completed early this year, Peter Mustone carried out the engine installation review. "It was obvious Matthew had done a very good job and hadn’t taken any shortcuts," says Peter.

"On the Cummins Wetherell Park chassis dyno-meter, the new LTL9000 put out up to 545 hp at the drive wheels with the fan disengaged, and up to 560 hp with the fan engaged."

"The repower is definitely worth a good job and hadn’t taken any shortcuts," says Peter.

"The competitor who took the business from us went in with a low price, but their product didn’t live up to expectations," says Gary Ross of Fleetguard Australia.

"The bottom line is that we’ve jointly tailored specifically to the Indonesian place, and then regained it, we made the difference with the signature engine brake but I had no idea the difference would be as great as it is."

"Fuels economy is on a par between the old engine and new – around two kilometres per litre both ways."

life service engineer Peter Mustone providing a raft of guidelines for cooling air intake, exhaust, cranking fuel supply and return, engine mounting and other technical requirements for the engine installation process. Nothing was left to chance.

Field service engineer Peter Mustone providing a raft of guidelines for cooling air intake, exhaust, cranking fuel supply and return, engine mounting and other technical requirements for the engine installation process.
Doin’ it the Doen way: New jet package for Cummins MerCruiser diesels

The Doen waterjet is recognised in global marine markets, but the fact it is a long established Australian product designed and manufactured in Melbourne is not so well known.

Doen Pacific is a major exporter with more than 400 waterjets in Indonesia and Malaysia alone, operating in pilot boats, crew boats, ferries, patrol and interceptor boats, and water taxis.

“We’ve basically had to prove ourselves offshore to gain recognition in the Australian market,” confides Mike Madden, operations director for Doen Pacific.

The new joint venture company Cummins MerCruiser Diesel has just announced a fully integrated jet package that was developed in conjunction with Doen and is matched to diesel engines rated from 120 to 250 hp. Doen is producing the waterjet in Melbourne for Cummins MerCruiser Diesel’s world markets, and the one waterjet model suits three different MerCruiser engine sizes – 1.7, 2.8 and 4.2 litres.

The first Doen waterjet was developed more than 30 years ago by Frank Udvary, who heads up Doen Pacific today as director and chief designer. His son Tim is also with the company as design manager.

“The new Doen jet is a direct development of our existing Doen jet with the added benefit of Cummins MerCruiser Diesel’s engineering and manufacturing expertise,” Mr Madden says.

The Doen jet sprint racing team, sponsored by Cummins and Valvoline, certainly knows what it’s all about.

The team has won world and Australian titles in the Group A class and, significantly, around 70 per cent of the boats in the Australian championship series use Doen waterjets.

A boat has a crew of two – a driver and navigator. Lightning-fast reflexes are required by the driver who has to react to the navigator’s directions as the boat hurtles through the maze of twists and turns.

The turning forces are as high as 4g accompanied by mega-doses of adrenaline!

The Doen team boat is propelled by a 406 cu. in. Chevrolet V8 punching out 620 hp at 6200 rpm. Fuelled with avgas, which burns at a rate of four litres per minute, the engine is direct coupled to a Doen DJ85 waterjet with twin 215 mm impellers.

It has the pumping capability of 24,000 litres a minute which can fill a standard swimming pool in less than two minutes. Maximum speed of the 3.45-metre boat is around 140 km/h.

The Doen team is driver Rohan Smith and navigator Shane Madden. Rohan is chief jet assembler at Doen Pacific while Shane is son of operations director Mike Madden.

Frank Udvary…developed the first Doen waterjet more than 30 years ago. He heads up Doen Pacific today as director and chief designer.

Cummins automotive business manager Rick Fordham (second from right) explains features of the Signature engine to truck show visitors from Papua New Guinea.

The boat show highlighted the new company Cummins MerCruiser Diesel (CMD), a 50/50 joint venture between Mercury and Cummins South Pacific. The theme of the CMD display, set out on a pontoon, was “Working in perfect harmony”. Cummins MerCruiser Diesel is focusing on applications below 15 litres ranging from small ski boats and runabouts to sport fishing boats, luxury cruisers and commercial vessels.

The broad product range includes sterndrive and inboard engines from 120 to 660 hp, and a range of workboat ratings with various duty cycles for applications from 76 to 580 hp.
Geoff Cotterill upholds Cummins’ service tradition

Mention Cummins service on the far south coast of NSW and the name Geoff Cotterill immediately springs to mind. Cotterill has been the Cummins dealer in Eden for 12 years, and during that time has established an enviable reputation for service operating as South-East Truck & Marine.

"It's basically a fish and chips business here with the fishing trawlers and logging trucks," he explains.

Well known truck operators in the Eden region like Vin Heffernan, the Cocks family, Neville Bobbins and Dennis Whte are undeniably happy with the service provided by Geoff Cotterill.

Indeed, many engine purchasing decisions in the Eden/Monaro region have been, and will continue to be, influenced by Cotterill's after sales service and support.

"Cummins has an excellent reputation around the country for service support and it's great to be part of that..." says Geoff.

There are 28 ISX/Signatures in his region along with numerous N14 Celect and mechanical engines, all of which form the core of his business.

"There are no large fleets here, mostly one, two and three truck operators," he points out.

Debbie Carr

Ups for Downes with Cummins IS-X

meticulous maintenance. Since the largest
controllable daily cost is fuel, keeping a
constant focus on fuel economy is a priority.

The R.E. Downes fleet is 100% Cummins-powered, comprising three ISX
engines, two ISMs, an L10 Celect, and a Big Cam III 350.

Jason Downes uses Cummins Premium
Blue Oil in all his engines, and oil
sampling has seen the
introduction of extended drain
intervals of 30,000 km for the
ISX 450 engines.

In the Downes operation the
ISX 450 has confirmed its
reputation as the efficiency benchmark for Australian single
trailer applications.

A new ISX 450 entered service in
June while Downes' first ISX
had notched up around 400,000
km at the beginning of that
month. Installed in
an Iveco PowerStar,
it is consistently
around the 2.25
km/litre mark,
operating at
maximum single
trailer weight
between Melbourne
and Brisbane, pulling a drop-deck
curtainside trailer.

"The engine is proving very
reliable and the driver loves the
truck," Jason points out. "We're also impressed with the fuel
economy of the ISX."

The ISX 450s are driving through
18-speed boxes to 4.11:1 rears.

Downes' has one ISX475 pulling
a camel tanker, and it hauls liquid
(mainly molasses) one way and
general freight return. This
engine has actually been upgraded
to 500 hp, while maintaining
peak torque of 1650 lb ft, to
determine the effect on fuel
consumption.

"We've run various engines over
the years, but our preference remains with Cummins..."

Jason Downes is a
no-nonsense type, running a
seven-truck outfit; R.E. Downes,
that was founded by his
grandfather Roy in the mid-50s.
Based at Nar Nar Goon east of
Melbourne, Jason joined the R.E.
Downes business in 1990 which,
at the time, was being run by his
father Keith.

"We had close to 20 trucks at
one stage, but the fleet today
comprises seven trucks which is
a comfortable size to manage," Jason points out.

A diesel mechanic by trade, he
manages the business precisely
through knowing his costs and
underpinning uptime with

Cummins Masters raises $6000

The inaugural Cummins Masters golf tournament at Coolangatta on the Gold Coast raised more than $6000 for the Variety Club, an organisation that supports underprivileged children.

Bob Richardson from Martins Stock Haulage won the individual stroke event over nine holes and was also a member of the team that won the ambrose competition over 18 holes.

The winning team comprised Richardson, Peter John (Rivercat), Gary Ross (Fleetguard) and Neil Blacklock (O'Loveck).

The tournament was held at the Coolangatta & Tweed Heads Golf Club.

Pow e rCare parts and service conference in WA

Cummins Perth staged a very successful PowerCare dealer parts and service conference in June.

W.A. dealers represented were Max Winkles/Volvo (Perth and Bunbury), Truckworld (Perth), Skipper Trucks (Perth and Port Hedland), Punter International (Geraldton), Farmers Centre (Esperance, Albany and Katanning), Goldfields Truck Power (Kalgoorlie), Hulton Northby Sales (Merredin, Muckinbudin and Cunderdin), Boekeman Machinery (Wongan Hills, Dalwallinu and Dowerin), and Cunningham Ag Services (Three Springs).

The theme of the conference was ‘Growing our business together’, with dealer representatives attending a number of sessions on various aspects of Cummins’ business.

Topics included Cummins’ global business, QuickServe O line, warranty, Re:Core core procedures, instal, training, product overview and latest engine upgrades.

Bob Richardson (left) presented with the winner’s trophy by Cummins Wayne Burr.

Tony Steer of Steer Diesel (centre) with Cummins area director Amo Vidois (left) and Cummins Darwin’s Corey Impelmans.
Providing power to remote NT communities

The service and parts support provided by Cummins out of Darwin is a key factor in its supply of most of the diesel generator power. “The remoteness of many of the communities is the biggest challenge we face in servicing the generators,” says Corey Impelmanns, manager of the Cummins Darwin branch.

“A lot of our service work is carried out using aircraft because of the distance factor and also the wet season when we can only access some of the communities by plane or boat. “A service call can sometimes mean a trip of 2,500 km, and that’s just one way to get to the generator.”

Cummins’ expertise in power generation is also evident in East Timor where Cummins Darwin has played a key role in restoring power to key areas in the nation which achieved independence on May 20, 2002.

East Timor will be reliant on outside help for many years since much of its infrastructure was destroyed when loyalists went on the rampage to discourage the vote for independence. Cummins has established an 8 MW peak load topping power station in Dili for the East Timor Power Authority as well as a 2 MW prime power plant in Baucau. Also supplied were 2 MW containerised generator sets to the United Nations for prime power.

A Cummins microturbine is at the heart of a CSIRO project in Sydney aimed at demonstrating major greenhouse gas reduction. The project, focusing on Hornsby Central Library, will take around 250 tonnes of a greenhouse gas a year which is like taking 70 cars off the road. The male components are the small gas-powered turbine supplied by Cummins Power Generation and a dehumidifier-activated desiccant system.

The conventional air conditioning system at the library has been re-engineered to exploit waste exhaust heat from the 60 MW Cummins microturbine that will also provide the primary electricity supply to the building. Recovery of heat energy from the microturbine exhaust gas is the key to the greenhouse and energy savings.

In summer, this waste heat will be used to dry the fresh air entering the building’s air conditioning system. Removing the moisture from the air considerably reduces the amount of energy needed to cool the air. During winter, the heat in the turbine exhaust will be used indirectly to heat the library with little or no requirement for additional energy.

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The main features of the Cummins microturbine are that it is compact, produces ultra low emissions, particularly of NOx (oxides of nitrogen), and it can run efficiently on gas and liquid fuels,” he points out.

“Because there is generally an associated need for heating or cooling it makes sense for all councils, shopping centres, hospitals, medium size businesses and apartment housing developers to start getting serious about installing technologies that will generate power locally,” he says.

“In the long run, it will save them money – and they will feel good knowing that they are helping to save the environment in the process. “There is huge wastage in the way electricity is lost due to wasteful equipment and practices. “There is huge wastage in the way electricity is lost due to wasteful equipment and practices.

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