

**Kawasaki**

# FOCUS

# PERFORMANCE THAT COUNTS



*KLEW Program*

*Southwest Asphalt Paving*

*Barrett Paving Materials*



**2006 NOVELTY PROGRAM**

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**Kawasaki**  
KAWASAKI CONSTRUCTION MACHINERY  
CORP. OF AMERICA

# KLEW Program

## *Kawasaki Loaders Early Warning*

***Clueless about what's happening inside your loader's engine, transmission, or gearbox? An oil analysis program, specifically designed for wheel loaders, is the answer. If you live in Australia, it is called BT Check. In the United States, Kawasaki's oil analysis program is called KLEW.***



Oil circulates through all the critical parts of your wheel loader. As component parts begin to wear, or outside contaminants breach seals, the oil picks up these small particles and carries them throughout the system. Even the most minute particles can do real damage by creating clogs or abrasive materials. And of course, component wear can lead to internal abnormalities, even failures.

Short of having a superhero on staff with X-ray vision, routine oil analysis is the best way to spot these kinds of problems before they lead to unscheduled and costly downtime.

### ***So what can oil analysis do for you?***

- Extend oil drain intervals
- Extend equipment life
- Identify minor problems before they become major failures
- Maximize asset reliability
- Increase resale value

Oil analysis is most effective as a diagnostic tool when samples are extracted and analyzed at the correct spots and at predetermined, scheduled intervals for each particular model. Not only does this enable trends to be spotted, which allow the early detection of problems, but failure to do this can void your extended warranty.

Whether you are a seasoned veteran or a first-time sampler, oil analysis puts you

on track for well-managed, cost-effective equipment maintenance programming.

### ***How to get KLEW***

KLEW is provided with every Kawasaki wheel loader registered in Kawasaki's Extended Warranty Program. Standard KLEW Kits and results are supplied free of charge during the Extended Warranty Program. Test results are available online at [www.kawasakiloaders.com](http://www.kawasakiloaders.com) or can be emailed to whomever you designate when the account is opened. Additional test packages and sampling supplies can also be purchased online. The program can be continued after the extended warranty expires by contacting KLEW Customer Service at 888-244-8529.

### ***Sampling***

In a non-pressurized system, a vacuum pump is used to extract samples. When extracting the sample, it is important to use a new piece of tubing in order to avoid sample contamination. It is also important to have the appropriate container and follow all the directions thoroughly to ensure that the oil sample is representative of all the oil in the machine. A Component Registration Form is included with every sample kit and must be used when adding a new component to be sampled for the first time, or whenever there is a change in the component and/or lube information previously submitted to the lab. Sample bottles, labels, and shipping containers are all included in the kit.

## ANALYSIS REPORT

Reading an oil analysis report can be an overwhelming and sometimes seemingly impossible task without an understanding of the basic fundamentals for interpreting laboratory results and recommendations. Your KLEW Laboratory places a wealth of information at your disposal through its free internet service, HORIZON. For a fee, reports can be faxed or mailed.

1) **Customer's** assign each of their units a unique Equipment ID.

2) **Unit Type** - compressor, gearbox, engine, etc., influences flagging parameters and how results are interpreted. **Application** identifies in what environment the equipment operates and helps in determining contamination sources.

3) **Lube Manufacturer, Type and Grade** identifies a lube's properties and viscosity and is critical in determining if the right lube is being used.

4) **Filter Types and their Micron Ratings** are important in analyzing particle count-the higher the micron rating, the higher the particle count results.

5) **Wear Metal** concentrations can identify internal components that are wearing. Knowing a unit's metallurgies can greatly influence an analyst's recommendations and significantly increase the value of elemental analysis.

6) Knowledge of a unit's environmental conditions can explain varying levels of **Contaminant Metals**. Excessive levels of dust and dirt can be abrasive and accelerate wear.

7) Samples are listed by **Date Received** in the lab - oldest to newest and are assigned a **Lab Number** for easy internal tracking. Also noted is whether or not the **Lube** has been **Changed** since the last sample was taken.

8) **Fuel and Soot** results are all reported in % of volume. High fuel dilution decreases unit load capacity. Excessive soot is a sign of reduced combustion efficiency.

9) **Water** decreases lubricity, prevents additives from working and furthers oxidation. Its presence can be determined by crackle or FTIR and is reported in % of volume. **Viscosity** measures a lubricant's resistance to flow at temperature and is considered its most important physical property.

10) A **Total Acid Number** higher than that of the new lube indicates oxidation or some type of contamination. **Total Base Number** measures the lube's ability to neutralize acid. When TAN and TBN approach the same number, the lube should be changed or more lube could be added.

Make a habit of reading your analysis reports regularly. Know your equipment and share as much information with your laboratory as possible. Understanding your reports and being able to utilize analysis results to effect change in your maintenance practices is vital to getting the most out of your Kawasaki Extended Warranty Program.

UNIT ID: R024-5224 H		<b>Kawasaki</b>		SECOND ID	
UNIT TYPE: HYDRAULIC GEAR PUMP				MFR: KAWASAKI	
APPLICATION: 2T F-600/600V		MODEL: 600V		22	
LUBE FLUID: SAE 150		LUBE TSB		21	
LUBE TYPE: AW	SUMP CAPACITY: 6000	DATE SAMPL.:	NA	SEVERITY:	3
GRADE: ISO 46	HYD SYS PRESS: 6000	DATE SEC:	03/01/2006	ACCOUNT No.:	18
FILTER TYPE:	MICRON RATING: 600	DATE COMP.:	03/15/2006	Lab No.:	00132
				SA	00132

COMMENT: Lubricant and filter change is suggested if not done at sampling time. Particle Count is at a SIGNIFICANT LEVEL; ACEO NUMBER is SLIGHTLY HIGH, Potassium is at a MINOR LEVEL. Findings from Micropatch study are SIGNIFICANT (LEVEL 3). REFER TO MICROPATCH REPORT SENT UNDER SEPARATE COVER.

FLUID ANALYSIS REPORT - 88A-2448109																								
WEAR METALS						CONTAMINANT METALS			MULTI-SOURCE METALS			ADDITIVE METALS												
Fe	Cr	Ni	Al	Co	Pb	Cu	Sn	Cd	Ag	Tl	V	Si	Nv	K	Mo	Sb	Mn	Li	B	Mg	Ca	Na	P	Zn
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TEST DATA		LUBRICANT		FUEL		SOOT		WATER		VISCOSITY		OXIDATION		NITRATION		TAN		TBN	
DATE	LAB	LC	UN	DA	BA	FE	SO	WT	WT	VI	VI	OX	OX	NI	NI	TAN	TAN	TBN	TBN
03/01/06	100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150	150	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
03/15/06	101	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150	150	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

16) Molybdenum, antimony and boron are **Additive Metals** in some oils. Magnesium, calcium and barium are **Multi-Source Metals** often used in detergent/dispersant additives. Phosphorous is used as an extreme pressure additive in gear oils. Phosphorous, along with zinc, are used in anti-wear additives (ZDP).

17) Reviewing an analyst's comments before looking at the actual test results will provide a roadmap to the report's most important information. Any actions that need to be taken are listed first in order of severity. Justifications for recommending those actions immediately follow.

18) **Customer Account Number**

19) **Data Analyst Initials**

20) The laboratory at which testing was completed is denoted by an **I** for Indianapolis, an **H** for Houston or an **S** for Salt Lake City. The following **Lab #** is assigned to the sample upon entry for processing and should be the reference number used when notifying the lab with questions or concerns.

21) **Severity Status Levels:**

- 1) One or more items have violated initial flagging points yet are still considered minor.
- 2) A trend is developing.
- 3) Simple maintenance and/or diagnostics are recommended.
- 4) Failure is likely eminent if maintenance is not performed.

22) **Manufacturer and Model** can also identify metallurgies involved as well as the OEM's standard maintenance guidelines and possible wear patterns to expect.

23) Make note of the difference between the **Date Sampled** and the **Date Received** by the lab. Turnaround issues may point to storing samples too long before mailing or mail service problems.

24) **Sump Capacity** identifies the total volume of oil (in gallons) in which wear metals are suspended and is critical to trending wear metal concentrations. **Lube Time** is how long the oil has been used. **Unit Time** is the age of the equipment and **Lube Added** is how much oil has been added since the last sample was taken.

11) Comparing used oil analysis results with a "new lube reference" is essential to effectively assessing any change in an oil's physical properties or additives. New lube references also ensure product integrity — that you're getting what you've paid for.

12) The bottom of each test report is reserved for specialty testing such as Micropatch, Direct Read and Analytical Ferrography.

13) **Oxidation** measures the breakdown of a lubricant due to age and operating conditions. Oxidation prevents additives from working and increases viscosity. **Nitration** is an indication of excessive "blow-by" from cylinder walls and/or compression rings. Too much disparity between oxidation and nitration can indicate air to fuel ratio problems.

14) The **ISO Code** is an index number that represents a range of particles within a specific micron range, i.e. 4, 6, 14. The particle count is a cumulative range between 4 and 6 microns and is valuable in determining large particle wear in filtered systems.

15) Numbers with "carets" printed below them denote test results the analyst has **flagged** because they exceed pre-set warning parameters and warrant closer examination or require action.

**Step 1** - Carefully unpack the Sample Kit, place material on a clean surface and fill out sample jar label. Measure tube to the length of reservoir tank or dipstick, add six inches to the measurement and place mark on the tube. Cut the tubing 12 inches beyond this mark.

**Step 2** - Insert the tube into top of vacuum pump and tighten lock ring.

**Step 3** - Screw in the white sample jar to the bottom of the vacuum pump and tighten securely. Place tube into fill port, reservoir, or dipstick, retaining tube only to the mark on the tubing. To avoid drawing settled debris into the sample, do not allow contact between tubing and bottom of reservoir.

**Step 4** - Push and pull the vacuum pump plunger a few times to start the suction. Continue pumping until sample jar is three-quarters full.

**Step 5** - When sample reaches shoulder of jar, unscrew jar from the vacuum pump, replace jar lid, and tighten securely. Unscrew pump locking ring, remove tubing, and drain excess fluid back into reservoir. Discard tubing after each sample to avoid cross-contamination.

**Step 6** - Place the sample jar label on sample jar and the appropriate return-mailing label on black return mailer. Send the sample to the lab immediately.

A QuickDraw Valve and a Red Cap Valve can also be used to take oil samples from a pressurized system.



Differential sampling



Engine sampling



Transmission sampling



Hydraulic sampling

### Fast results

Most routine oil samples are processed within 24-48 hours. Results and recommendations are available via HORIZON (KLEW's laboratory internet application on Kawasaki's website) within 15 minutes of completion. HORIZON contains problem summary reports, turnaround tracking, and sample scheduling, giving you powerful data-mining capability so you can make informed and meaningful maintenance decisions. Reports can also be faxed and/or mailed, for an additional charge.

*Don't be clueless - use KLEW!*



CIT has been Kawasaki's primary finance source for fifteen years. With this kind of experience comes understanding of equipment financing. You need loans turned around quickly. You need someone who knows the value of equipment. You need a finance partner you can count on to be there for the future. We're here. And we're ready to get things moving. Click on CIT.com or call Rick MacDonald at 800-553-8778 x1410. CIT.

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# SOUTHWEST ASPHALT PAVING

## *Completes Emergency Repairs on I-40*



Southwest Asphalt Paving established a hot mix plant just off I-40 and 191 South (to where the material would be transported) and constructed a crushing plant to supply the hot mix plant with materials.

### ***In Spring 2005, the Arizona Department of Transportation (ADOT) issued a challenge to local highway contractors.***

The challenge, in the form of a project, was that a 12-mile (9.3 km) stretch of I-40, between Sanders, AZ, and the New Mexico state line, was in dire need of repair and ADOT wanted the highway's conditions improved before winter temperatures would render pouring asphalt impossible. ADOT put out an emergency bid on May 26 and Southwest Asphalt Paving, a subsidiary of Fisher Industries located in Tempe, Arizona, accepted the challenge by winning the bid on June 17.

The contract, worth \$12 million, called for 180,000 tons (162,000 t) of asphalt paving to be completed by November 12 at midnight. A completion time later than that would mean incurring a \$250,000 penalty.

Before laying the asphalt, Southwest would first have to manufacture it. As a result, integral parts of the project had to be completed before actual paving began. First, the company drilled and shot the aggregate from a quarry 35 miles away.

Then, Southwest established a hot mix plant just off I-40 and 191 South (to where the material would be transported) and constructed a crushing plant to supply the hot mix plant with materials.

"We started the actual set up work for the crusher and hot mix plant and got all the equipment on site by July 5," said Sam Grasmick, general manager of Southwest Asphalt Paving.

Key personnel and equipment were mobilized to accomplish this. Guy Keith, crushing superintendent, and his crew used multiple pieces of equipment, including a Kawasaki 115ZV, to load the Fisher Industries-designed crusher. A Kawasaki 95ZV loaded the Cedarapids hot mix plant, managed by Jim Cox, hot plant superintendent. An Ingersoll-Rand PF55 10 asphalt paver, Ingersoll-Rand DD138 and DDI18 rollers, as well as a Dynapac CP271 roller, all were employed by Joe Portella, paving superintendent, and his crew. And Project Manager Chris Bryant ensured that the 28 employees, 40 haul trucks, a Case 570MXT and Lincoln 660 pickup machine worked in sync with the entire project.

By August 12, Southwest was ready to produce hot mix and lay asphalt. The company began by laying 15,000 tons (13,608 t) of asphalt per week. As the project progressed, Southwest was putting down 6,500 tons (5,897 t) per day.



An Ingersoll-Rand PF5510 paver lays the asphalt on a section of picturesque I-40 in Arizona.

On November 11, at 3 p.m., Southwest Asphalt Paving completed the project — 31 hours early.

Speaking like an actor during an Academy Awards acceptance speech, Grasmick was both grateful and thankful for the people and equipment that contributed to the project's successful completion.

"Not a minute could be spared on this job and the right people and the right equipment had to be in place," began Grasmick. "Pulling a job like this with double shifts, seven days per week is a true statement to the people working in the field for our company and our suppliers.

"We are especially grateful to companies like Falcon Power (the local Kawasaki dealer) for all their dedication in helping us to meet our deadline," he continued. "Falcon Power's Luke Manney, Account Manager worked closely with our staff to make sure that the equipment performed at peak performance.

Their top technician, Kraig Bennett, even worked on Sundays following a four-hour drive to the site to ensure there was no downtime on the Kawasaki equipment."

**Southwest Asphalt Paving is serviced by Falcon Power, Phoenix, Arizona.**

\*Story reprinted courtesy Construction Equipment Guide

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***“ We are especially grateful to companies like Falcon Power for all their dedication in helping us to meet our deadline. ”***

***– Sam Grasmick, General Manager***

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A photograph of a yellow Kawasaki 115ZV wheel loader at a quarry. The loader is positioned in front of a large pile of light-colored aggregate material. The background shows a rocky, hilly landscape under a clear sky.

A Kawasaki 115ZV loader loads the aggregate for the Fisher Industry-designed crusher.

*“ We have had tremendous success  
with the Kawasaki loader. ”*

*– Robert Bard, Plant Superintendent*

## Kawasaki Makes Lasting Impression on

# BARRETT PAVING

**K**awasaki has made a lasting impression on Barrett Paving Materials' Litchfield, NY, facility. Barrett Paving owns a year 2000 Kawasaki 95ZIV, a 6.5- yard (5.9 m) machine and has put a startling number of hours on it.

According to Robert Bard, Barrett's Litchfield plant superintendent, "We have had tremendous success with the Kawasaki loader. They have a number of features that our operators appreciate," he says. "The cabs offer great visibility and comfort and the machines are generally easy to operate. We've put 15,000 hours on our 2000 Kawasaki 95ZV without a single major failure.

"The winters here in upstate New York are excessively cold with temperatures regularly well below zero and at times we have to operate our loaders under these conditions, but the Kawasakis have started every time," he adds.

Since purchasing the machine in 2000, Barrett also has purchased a 2003

Kawasaki 115ZV, a 7.5-yard (6.9 m) machine and has put 5,000 hours on it. In addition, Barrett owns a 2005 Kawasaki 95ZV and a 2005 Kawasaki 90ZV. Because the company has experienced such good fortune with the Kawasaki line, it has another 90ZV on rent from Tracey Road Equipment.



**(L-R):** John Roden, sales representative of Tracey Road Equipment; Rick Sullivan, quarry foreman of Barrett Paving; Kevin Crane, Barrett Paving mechanic; and Robert Bard, Barrett Paving's plant superintendent, stand in front of the company's Kawasaki 95ZV.

Barrett's Litchfield location is active primarily from May through November because it is an aggregate and asphalt producer. Each loader is expected to have 1,500 to 2,000 hours of operation each year. As Barrett's Kawasaki dealer, Tracey Road Equipment has kept a good track record.

"We enjoy a strong relationship with Tracey Road Equipment and our sales rep, John Roden," Bard says. "Tracey Road responds well to Barrett's needs. Jerry Tracey, president of Tracey Road Equipment, personally stays in contact with us. That kind of attention you never receive from larger dealerships."

Barrett also is impressed with Kawasaki's commitment to customer satisfaction. "Loaders are all they manufacture and they are very focused on doing it right," he says. "Anytime we have had any problems, Kawasaki has been tremendous about standing behind their product.

"One of the things that we consider here at Barrett in buying a machine is what



Barrett Paving's Kawasaki operators proudly stand along side their machines.

kind of service and support we are going to receive after the sale and we have had no complaints with Kawasaki," Bard adds.

As a Kawasaki factory representative, Jim Simons goes to the Barrett plant and welcomes input regarding loader needs. "We take what input they offer us and they willingly receive suggestions from us, and that makes for a great relationship," adds Bard.

### ABOUT BARRETT PAVING

The Barrett Paving Litchfield facility has been owned and operated by Barrett Paving since 1978. The quarry has been

in operation since 1964 and encompasses approximately 100 acres.

In addition to producing all popular sizes of crushed stone, Barrett Paving also manufactures and sells hot-mix asphalt. The Litchfield facility services its surrounding areas within a 50-mile (80.1 km) radius.

"We're very customer-service driven," says Bard. "Our regular customers know that we will be there for them any time."

**Barrett Paving is serviced by Tracey Road Equipment, Syracuse, New York**

\*Story reprinted courtesy Construction Equipment Guide

### KAWASAKI 90ZV:

- Emissions-compliant 275 HP Cummins diesel
- 5.0 to 5.9 cu. yard buckets available
- Dual Z-linkage arms — heaviest in its class
- Redesigned integrated ROPS/FOPS cab
- 20% cab width increase
- Transmission redesigned with helical gears, reducing noise level and vibration
- A/C and heater standard
- Automatic powershift transmission with four forward and four reverse speeds
- Outboard-mounted, four-wheel, dual circuit sealed wet disc brakes
- Torque-proportioning differentials extend brake and tire life and improve traction in sand or mud
- Easy access to drains, filters and fittings
- Optional Ride Control for stable load handling
- Optional K-Lever provides one-hand steering and transmission control

### KAWASAKI 95ZV:

- Emissions-compliant 340 HP Cummins diesel
- 7.0 cu. yard bucket provides excellent production for most materials
- Dual Z-linkage arms — heaviest in its class
- Integrated ROPS/FOPS cab
- Overall reduced height due to integrated ROPS provides ease of transportation
- 20% cab width increase
- Transmission redesigned with helical gears, reducing noise level and vibration
- A/C and heater standard
- Automatic powershift transmission with four forward and three reverse speeds
- Outboard-mounted, four-wheel, dual circuit sealed wet disc brakes
- Torque-proportioning differentials extend brake and tire life and improve traction in sand or mud
- Easy access to drains, filters and fittings
- Optional Ride Control for stable load handling
- Optional K-Lever provides one-hand steering and transmission control

### KAWASAKI 115ZV:

- Emissions-compliant 480 HP Cummins diesel
- 8.3 to 8.5 cu. yard buckets available
- Dual Z-linkage arms — heaviest in its class
- Optional Ride Control for stable load handling
- K-Lever provides one-hand steering and transmission control
- A/C and heater standard
- Automatic powershift transmission with four forward and three reverse speeds
- Outboard-mounted, four-wheel, dual circuit sealed wet disc brakes
- Easy access to drains, filters and fittings
- 20% cab width increase
- Transmission designed with helical gears, reducing noise level and vibration
- Engine cooling system with hydraulic fan

# As the Kawasaki Sales Person of the Year, the winner of the 2005 Bill Gibbs Award is...

## *Dallas Moyer, APCO Equipment*

***“ We are pleased to be awarding the 2005 Bill Gibbs award to Dallas Moyer. Dallas has proven to be a dedicated and highly productive Kawasaki salesman. He is committed to his customers, his company, and his suppliers. ”***

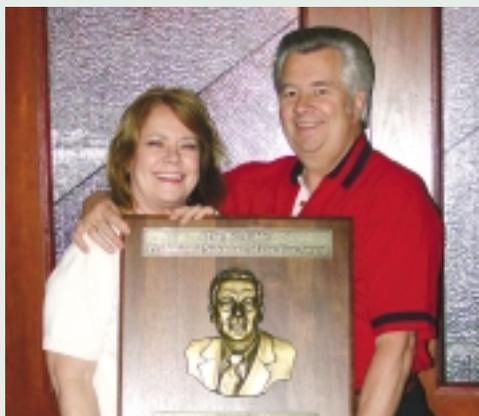
***– Gary Bell, Vice-President, General Manager, Kawasaki Loaders***

### BACKGROUND ON THE BILL GIBBS AWARD

The award was established by Kawasaki as a memorial to the late Bill Gibbs, sales representative, GS Equipment, Inc. of Tampa, Florida, who was the number one Kawasaki wheel loader salesman in North America for over ten years. He was known for his professionalism and his attitude. He always represented himself, his distributorship, and his manufacturers in the most ethical manner. Gibbs passed away in February 1999. The first Bill Gibbs Award was presented for the 2000 Salesman of the Year.

### Dallas Moyer Bio –

Dallas Moyer, President of APCO Equipment in Las Vegas, Nevada, is the recipient of the Bill Gibbs Salesman of the Year Award.



Gina along with her husband Dallas Moyer.

Dallas started with APCO Equipment back in 1991 as the General Manager when he and his wife Gina relocated to Las Vegas. With only six employees, Dallas has grown the business to its current 45 employees. Patrick Moyer, their only son, came home from the Navy in 2005 and is now very active in the sales department.

1991 is also the year APCO Equipment brought in the Kawasaki line. APCO Equipment has consistently been a Kawasaki Top 10 Dealer since 1993. Gary

Bell, Vice-President and General Manager of Kawasaki, says “APCO is such a pleasure to work with, primarily because of Dallas; the relationship here is so easy.”

Moyer was surprised with an award dinner with close friends, APCO management, and Kawasaki management in attendance. Rick Ewing, Equipment Manager for Las Vegas Paving, stated, “I can assure you that as Dallas Moyer the Manager, the Salesman, and the Friend, you are top notch, and I very much appreciate that.”

“I get the accolades, the awards, but I’m just the figurehead,” responded Moyer. “I feel so humble to be around such great people. All the parts guys, the service guys, the sales guys, and everyone that makes this operation run so smoothly — they are awesome people. I’m very proud to be associated with such wonderful people. And it’s great that they all don’t just work with me, but are my friends.”



Rick Ewing, Rick Adams, Dallas Moyer, and Gary Bell.

# ONE FOCUS

COMPLETE SOLUTIONS

Since 1978, Kawasaki Construction Machinery Corp. of America has been designing and manufacturing world-class wheel loaders. Because Kawasaki specializes in wheel loaders, you are assured of the very best in performance, economy, service and support.

## The best in service and support

- Factory trained service and parts technicians
- Direct computer link to the parts warehouse provides immediate parts inquiry, on-the-spot stock availability and order placement
- Cost-effective component exchange program
- Kawasaki Loaders Early Warning system (KLEW) preventative maintenance program tracks the wear of major mechanical systems

Kawasaki designs, engineers and fabricates a full line of wheel loaders and attachments tailored to the North American market. Throughout the process, from engineering, fabrication, assembly and inspection, the highest quality standards are maintained. These machines will provide you with years of reliable service and an excellent return on your investment.

## See the Advantages of Kawasaki!

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## Kawasaki. Your Wheel Loader Specialist.

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# ONE FOCUS

COMPLETE SOLUTIONS

## Kawasaki ZV Wheel Loaders

Kawasaki Construction Machinery Corp. of America, a division of Kawasaki Heavy Industries, known Internationally for innovative technology in industrial markets, is a leading supplier of high quality wheel loaders. Located in Kennesaw, Georgia with production facilities in Newnan, Georgia, Kawasaki has been serving the North American market for over 40 years.

- *Operators appreciate the increased visibility, comfort and power.*
- *Owners appreciate the efficiency, versatility and productivity.*

The cab is designed to provide the ultimate environment for productivity, comfort and safety. The high visibility, quiet, temperature controlled cab offers the operator ideal surroundings for putting the Kawasaki loader through its paces.

### Meeting your Demands:

Kawasaki Special Applications Packages are designed using practical experience and end-user input. This combination, in conjunction with the latest technology, provides a safe, efficient, productive alternative to standard wheel loaders. In the most demanding application or environment, factory installed guarding packages, specialty cooling systems, cab filtration systems, safety options, and third spool hydraulics combined with special attachments provide optimum production.

### Your Wheel Loader Specialist

- 11 models available
- 96 HP – 720 HP
- 1.8 cu. yd. – 13 cu. yd.

*View all of the products and services offered by Kawasaki by visiting [www.kawasakiloaders.com](http://www.kawasakiloaders.com)*

# Kawasaki

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