



SCRAP RECYCLING

WITH KAWASAKI

There was a time in America when socks were darned, clothing patched, and shoes resoled. Broken appliances were repaired and cars nursed until they literally fell apart. Those days are long, long gone.

Today's exhausting 24/7 pace leaves little time or profit margins for repair. Our disposable society produces cheaper and fancier goods, but also generates more trash than ever. So with the growing emphasis on green, it's not surprising that metal recycling, once the norm during World War II, is experiencing a resurgence. Especially since the ravenous overseas appetite for metals has skyrocketed prices and gobbled up supplies. As a result, recycling of steel, copper, and aluminum, especially for

stateside use, makes good economic and ecological sense.

IN THE ZONE

Franklin Iron and Metal Corporation in Dayton, Ohio, has been in business since 1962. The company goes out and collects items like scrap metal, iron, steel, appliances, lockers, doors, furnaces, and autos from industrial clients as well as accepts drive-up loads from the general public, contractors, and others. As the scrap recycling industry has matured, Franklin has upgraded their facilities to keep pace, at the insistence of their president, Jack Edelman. Concrete and asphalt paving replaces mud.



Shears cut metal down to size.

X-ray machines check all scrap for radiation. Waste oil is treated and broken down. A new multi-million dollar shredder is being installed. With four locations in the metro, and a fleet of 36 trucks, 300+ trailers, over 3,000 roll-offs, and their own rail spur and rail scale, Franklin is serious about scrap.

Larry Gupton is the equipment manager. He points with pride at their two Kawasaki loaders — a 90ZV and a 95ZV-2. “They are awesome loaders, they really are. We used to have a Cat® 988. When it wore out, we talked about replacing it with another one, but were persuaded by our local Kawasaki dealer to check them out. So I looked at some. The warranty stood out as well as the service. That’s what sold us on our 90ZV Kawasaki initially. Since it’s been here, the loader has sold itself. We went up to the 95 to use in the new shredder yard. It has the quick coupler attachment so we can use it with forks or a bucket. We also got ride control. In anticipation of the shredder coming, we’ve been using it to move rock and dirt.”

“The 95 is really going to help us handle the cars brought in,” explains Jerry Gupton, Operations Manager and Larry’s brother. “It is going to be a tremendous savings to us. A crane can only offload a car or two at a time. The loader can handle more. I anticipate our loader will be able to do in a half hour what



Magnets are indispensable in moving and separating materials.

a crane does in eight. Definitely much faster, safer, and more efficient. The 95 will offload flat beds, feed the shredder, load rail cars, and push a lot of metal around.”

When the new 3,000 hp shredder comes on board, the plant will be able to move even more material, and do so more quickly. Shredding and the use of magnets allows nonferrous metals such as stainless steel, copper, and aluminum to be more easily separated, resulting in better quality control and higher profits. “We try to turn everything around and get it in and out as fast as possible to get the metal to the steel mills,” says Jerry.

HEAVY METAL

Despite frequent watering, it is still a tough environment on equipment. Dust fills the air. Lots of heavy metal objects are pushed from spot to spot. Big parts are cut down to size by torches or shears, then ferried to different parts of the yard. Metals are stockpiled by kind. Prior to baling, everything is inspected to make sure all combustibles have been removed.

“We do our own maintenance here,” says Larry. “On the Kawasakis, we blow out the

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– Larry Gupton, Equipment Manager, Franklin Iron and Metal



wide fin radiators daily and change the air filters about every two weeks. They are very maintenance-friendly, with everything easy to get to. The steps are done right too — belted so they don't tear off. With construction equipment today, you tend to see more fiberglass and plastic. But with Kawasaki, the fenders are metal. Same with the radiator grills and light housings. I much prefer metal, especially in our environment."

Turns out the operators much prefer their Kawasakis over the older Cats too. Larry has noticed the operators really appreciate the improved comfort offered by the air ride seat — no more aching backs when they go home. They also appreciate the machines' performance.

"I've been here four years," says Deon Norton, Operator. "I can tell you the Kawasaki 90 is a lot faster and responds a lot faster than the Cat 988. The cab has more room and you can see better. The bigger 95ZV-2 I like even more because the ride control makes it ride and handle a lot



Larry Gupton, Equipment Manager, with Mark Bardo, RECO Equipment.

smoother. It is easy to run and I can get in and out of anywhere I need to be."

"We've got a clean operation and good equipment," concludes Jerry. "You don't have to carry tools around in your pocket all the time to work on them. I am very satisfied with both of our Kawasakis. If we had to buy again, yes, we'd buy Kawasaki. I really like them. We've had no trouble with

them. It is a very nice machine and is very competitive price-wise. The fuel efficiency is so much better than with our older loaders. And I know our guys like the preventive maintenance on them because they are easy to work with."

Franklin Iron and Metal is serviced by RECO Equipment, Monroe, Ohio.



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