

Cyclone's airport cleaner is designed specifically for removing rubber buildup from runways to keep the pavement from becoming slick and dangerous.

Blast off!

Cyclone Environmental Technologies relies on John Deere engines to power its revolutionary new surface-cleaning machines



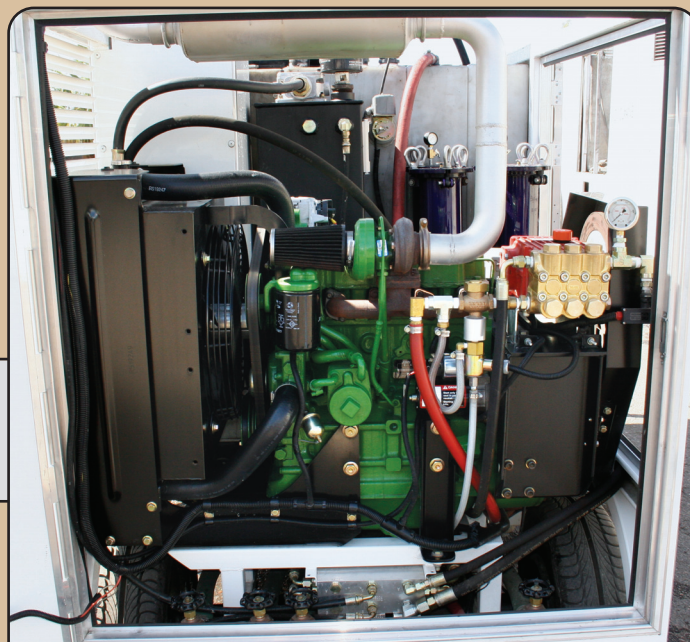
A technician prepares a 49-kW (66-hp) John Deere PowerTech 4024T diesel engine for installation.

Innovative new machines invented by Richard Rohrbacher, the founder, owner and CEO of Cyclone Environmental Technologies, have been hailed as the most efficient and environmentally safe pavement-cleaning equipment ever. The first model, introduced a little more

than a year ago, is powered by a 49-kW (66 hp) John Deere PowerTech 4024T diesel engine. The newer PowerTech E 4024H engine will replace that engine in the near future.

According to Ellen Rohrbacher, Richard's wife and Cyclone's president, it's "a pressure washer on steroids." A 102-centimeter (40 in.) cleaning head, mounted on a highly maneuverable, 4-wheel-steer vehicle about the size of a golf cart, blasts grease and grime off a 91-centimeter-wide (36 in.) strip of pavement with hot, pressurized water. There's no runoff or potential pollution, and the water is continuously recycled and reused.

These machines are already cleaning up pavement in places such as parking garages, shopping centers, resorts, petroleum refineries, a loading dock for containerized freight, and a world-renowned theme park.



A John Deere 4024T powers the Cyclone pavement cleaning system.



A Cyclone hard-surface cleaner blasts grease and grime off a strip of pavement with hot, pressurized water.

Richard has also created and recently began marketing two much bigger machines intended primarily for use on airport runways. Both are powered by a 280-kW (375 hp) John Deere PowerTech 6090H diesel engine and use the same multi-patented technology as their little brother. One, which sports two 102-centimeter (40 in.) Cyclone heads and produces up to 572 bar (8,300 psi) of water pressure, was designed specifically for removing rubber buildup from runways to keep the pavement from becoming slick and dangerous.

The other operates with 2,965 bar (43,000 psi) of pressure. It has both a head for rubber removal and a special head for paint-line removal. Richard explains that busy airports have to repaint the lane striping that guides pilots on runways as often as once a week. If the paint isn't removed periodically, it builds up and creates virtual speed

bumps. This machine also can be used to remove paint lines from highways and for resurfacing concrete.

Richard says reliability was the deciding factor in selecting John Deere engines. Early versions of his smaller machine were powered by another manufacturer's engine. "It worked well enough in Arizona and Texas," he explains, "but higher elevations just choked it down. We haven't had a bit of trouble with any John Deere engine we've tested or put in our products."

While developing the bigger machines, Richard tried John Deere

engines and two other major brands and decided a John Deere power plant would be the most reliable. He also cites respect for the John Deere name and worldwide availability of parts and service as key factors in the decision. He adds that the company envisions significant future sales overseas. Cyclone already has shipped seven of its smaller machines to Australia. "With John Deere's worldwide service organization," Richard notes, "potential customers will know that parts and service will be available wherever our products go."

Emissions Cert.	Tier 2/Stage II	Interim Tier 4 and Stage III A	Tier 3/Stage III A
Engine Model	PowerTech 4024TF270	PowerTech E 4024HF295	PowerTech Plus 6090HF485
Displacement	2.4L	2.4L	9.0L
Rated Power	49 kW (66 hp) @ 2800 rpm	49 kW (66 hp) @ 2800 rpm	280 kW (375 hp) @ 2200 rpm
Cylinders	4	4	6
Aspiration	Turbocharged	Air-to-air aftercooled	Air-to-air aftercooled
Distributor	Western Power Products, Inc., Bakersfield, California (661) 397-9155, www.westernpowerproducts.net		