

# LOG TRUCKER

VOLUME 39 NUMBER 9

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SEPTEMBER 2012

*Going Forward*

**TYSON  
BUMGARNER**  
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SEE PAGE 6



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**OCTOBER 4-6, 2012**





From the stump...

## Will luck hold for another fire season?

by Mike Crouse, Publisher

**P**art of the thinking in traveling to the east side earlier this summer was prompted by the pending (and existing) reality of major forest fires playing their inevitable part of nature's planned harvest. Prolonged spring rains means lots of grass. A sudden warm snap and wind transform grass into fire starter, and added to the forest floor covered with debris you have a wildfire's ideal starting ground.

Wild fires are an inevitability, an issue some within the eco-community take great comfort in stressing, perhaps believing that nullifies their culpability in removing most if not all on-the-ground management of the public lands. But the reality from years of litigation, some justified, much frivolous, has not yielded the results promised from a change in forest policy, yet alone increased the public forest's health.

In today's depressed wood and housing markets, injecting more wood into the stream would serve to only depress timber values and kill value for private timberland owners.

As the late Finley Hays noted countless times, regardless of whatever else occurs "the forest continues to grow," and in the case of public forest lands, it grows with very limited on-the-ground management, almost no salvage, and aside from Stewardship Contracting, very little timber harvesting.

Since the beginning of the great forest debate the talk has always revolved around "forest health," yet as it stands we have made limited tangible progress, and considering how the forests appear off the main public access roads, progress would not be the appropriate term.

Short of the legal community's ongoing fees, there are no winners in this, certainly not forest health, demonstrably not the rural communities.

The answer remains in the incapable hands of congress, where the inept leadership and precious few members have any interest in putting their hands into the tar baby that is much needed pub-

lic lands law modernization. Thus far, in spite of their being some major fires, overall we've been fairly fortunate, but the day is coming where our luck will run out. Perhaps we could parachute in the combined force of individual state bar association members into the blaze to smother the flames with legal briefs and lawsuits. At the very least that would serve a positive purpose, and lend real measurable accountability to those pillars of the community.

### East side

**T**he long predicted plight of the east cascade forest industry came home to roost a few years ago with a substantial crash of the mill infrastructure due to the public policy shift in public timberland policy from multiple-use to multiple-lawsuits and the resulting loss of wood supply from those public lands. When combined with the continued slump in the economy of the past several years, multiple mills have been lost taking with them much of the economy. Those mills remaining are few and far between but running far more efficiently, and far more effectively in servicing and finding new markets in the midst of a housing market still a few years away from far from certain recovery.

Necessity and the will to survive have again brought a wave of innovation in manufacturing, management and marketing. Similarly most have taken precautions to fireproof their timberlands over the past few decades.

The public lands story is significantly different. Our Federal Forests are governed by a conflicting and archaic tangle of five different pieces of legislation, are for the most part unmanaged, and while the first temptation is to blame the US Forest Service, the reality is Congress has made this mess and done precious little to address that short of Forest Stewardship Contracting that was brought into existence perhaps a decade ago. They do not serve as a panacea, and require ev-

lic lands law modernization.

We've again seen the inevitability of extreme forest fires this year in Colorado, in the southwest and elsewhere. It is of little consequence to most of the country, and of no interest to the media until the fires (and their haze) affect a

everyone to adjust, particularly contractors looking to bid on all or part of a contract, but in an imperfect situation, Stewardship Contracting has worked on those districts, in those regions of US-FS ground. Of all the programs, expertise, and non-ending planning performed by today's Forest Service, we think the Stewardship Contracting, for those willing to undertake and understand the process, has worked reasonably well, and is the only functioning arm if our once proud and productive Forest Service.

While it's a positive, it's a Band-Aid approach to major hemorrhaging.

### The ignorance of arrogance

**C**ampaign season is like tax season: it seems to never end, which dismays many to the point of hiding their head in the sand and trying to ignore the whole thing in the hopes it will go away. It will not go away, as long as freedom lives' wherein the lesson and the concern comes.

Four years ago then Sen. Obama's conversation was of the "audacity of hope," and it carried well bringing him the White House. It energized many who had little or no experience into the political battleground, and that involvement in the process was good for our nation in spite of the election of Pres. Obama. As happens, the devil was in the details and the arrogance ushered in with the new administration we are reminded of every time he and his spokespeople see the light of day.

Our democratic republic form of government owes its very nature and life blood to participation and involvement. We've raised several generations to avoid confrontation, be politically correct, and just go along with their lives and beyond complaining, doing little else to get involved in the public business that is governance.

The theoretically "neutral" and "politically correct" phrases of, "leave politics to others," and "we hate anything political," are a surrender to tyranny of the worst sort in abandoning future generation's to the designs of the radical rabble. Remove the political middle and you're left with the polarized view, policies, rules, regulations and ideology of the entrenched, which has extreme voting power because you've abandoned your children's future.

Rather than allowing the milk-toasts to linger along, kick the politically "neutral" in their keis-

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See "From the Stump"

## In This Issue...



**COVER PHOTO:** At 22 years old, TYSON BUMGARNER (proudly behind the wheel of his 1995 Kenworth) is one of the new generation of log haulers excited about being part of the future of the industry.

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## 4 From the Stump

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SEPT 2012 SEPTEMBER 2012  
LOG TRUCKER  
ters and admonish them. Their wimpy-ness is directly responsible for all the partisan politics, the polarization, pettiness, overspending, and overtaxing is done with little concern because they've not the wherewithal to be involved.

Don't blame the Democrats, the Republicans, Communists or the Tea Party nor liberals or conservatives... apathy is at the root of our nation's problems. The cure is simple: have an opinion, voice it, be a part of the great experiment or explain to your grandchildren why our generation let it go.

### Future tense politics

The next few months we'll be steeped in state and federal political races full of vitriol and light on substance. The focus of many races has gone the way of television's "reality TV" where substance is light, and drama is high. The "free press" is the very weakest pillar of freedom, demonstrably and shamefully biased in their self-censorship and slanting of their political spin under the guise of public service. Edward R. Murrow must be doing cartwheels in his grave at the precipitous decline in the practice of today's journalism.

That taken into account, thus far in the presidential race, the differences are clear, the charges are vague, and the facts are fast, loose,

and their justification in reality are questionable at best.

We find Pres. Obama to be the absolute worst president in modern history, eclipsing the lowlights of Pres. Carter from the 70s. While Pres. Carter at least had good intentions, both set the bar for our country on a far lower rung of the ladder than real leadership with vision demands. Both men share a notable distinction: they came into a difficult situation and managed to make it far worse. We started out in a hole, and at the end of the four year term, the hole was both larger and deeper. Quite an achievement and it should earn Obama the same honor it earned Carter, a rapid departure from the oval office.

There are differences in that at least Carter had run a state and a business before becoming president, and thus may have learned: it is hard to earn money and easier to spend it, particularly easy when it's someone else's money. Pres. Obama has no practical experience of running anything other than a campaign. His experience at spending other people's money should go down as historic in terms of speed and amounts.

Four years ago his campaign was easy to grasp: *hope and change*. He had no record, and media reported glowingly.

Today Obama has a record, and the campaign seeks the simplicity of four years ago: *Forward*.

Not surprisingly, this campaign

would rather talk in vague phrases about accomplishments and the future rather than the disaster they've added to and the pall of uncertainty that hangs in the air.

Forward? What comes to mind is Picket's Charge during the Civil War where the confederate troops were killed in mass on a suicidal charge before blazing gunfire or a hoard of lemmings charging over a tall steep cliff to their own demise.

Obama's campaign message is to run from the past and blindly accept his version of the future. We've had ups and downs, our economic engine has gradually recovered in spite of, rather than because of the Obama administration's policies of uncertainty.

Our younger generation, who


were especially energized in the last campaign, should carefully ask if the president's last campaign delivered on the promise of a better future, a strong America, an end to the political partisanship, and working together towards a common goal?

We think the more accurate campaign slogan for the Obama re-election campaign than Forward would be **FOREWARNED**.

There are any number of small businesses who have slugged their way through the past four years who are not going to sit still an additional four years of yet more federal spending, federal taxes, and a tsunami of federal rules, standards and regulations. Hope and change is their plea, and if Obama is the outcome they'll be outta here. **L7**



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# ELECTION NEWS AND ROCKET SCIENCE

By Sherrie Bond

**L**ast month I touched on voter responsibility and making it your business to dig into a candidate's experience and making an informed choice. Today I'd like to talk about redistricting, which brings Representative Ed Orcutt of Kalama out of District 18 and into District 20 as he seeks re-election with a 56.3% lead against fellow Republican John Morgan of Rochester.

I have known Ed for many years and have watched him take on issues relating to timber harvest, sustainability and the uphill battle facing log truckers struggling to survive spiraling operating costs and the burgeoning load of more regulations. Orcutt understands "us" . . . because he is one of us. His "day job" so-to-speak is that of a Forestry Consultant who has been "aged in the woods" for certain. He understands the value of the timber industry as it relates to the economic survival of Washington State.

Protecting taxpayers and creating jobs is extremely important to Ed and as the ranking member on the Finance Committee he has worked tirelessly protecting citizens from tax increases that rear its ugly head each legislative session. As a mem-

ber of the Agriculture and Natural Resources Committee, Orcutt hits his stride putting his forest management education and experience to good use assuring regeneration and sustainability of timberlands as well as keeping farmlands productive, instead of becoming massive parking lots! Encouraging job growth and making home ownership within reach for every family is a key focus for Orcutt as he serves on the Community and Economic Development and Housing Committee.

Orcutt isn't shy about standing up for what he thinks is right, for the State and for its citizens. In an environment where most people would rather talk about their sex lives than admit knowing loggers and log truckers, Ed shows no reluctance in laying claim to those who work with this renewable resource ~ he makes his position loud and clear in bold imprint on the red safety flags available from his campaign: Re-Elect Ed Orcutt State Legislature (GOP)

## Protecting Timber Jobs

New on the 20th District scene and running against Orcutt for position 2 is John Morgan of Rochester. Morgan is the owner of a general freight, long distance trucking com-

pany, which began 12/10/2003. He originated from California and settled in Washington in 2001. While never having served in public office, he has held the position of vice president of a local gun club and is an observer for the Department of Homeland Security's Highway Watch program (an anti-terrorism/safety awareness organization).

Though there is not much information available at press time with regard to John's position on key issues, hopefully I will have more news from his campaign next time.

I want to close with encouragement, condolences and prayers to those affected by the Taylor Bridge fire outside of Cle Elum. This is a tragedy of monstrous proportions, created by an unconscionable lack of common sense! I'm spittin' nails over this! Everyone involved is finger-pointing at the other guy, but the bottom line, in my opinion, is thus ~ it isn't rocket science that heat, flame, dry environments and wind are a fatal recipe during fire season. The buck stops with whoever gave the order to light a welding torch in catastrophic fire conditions! Pure. Plain. Simple. Not having a water truck on site is ridiculous and

a sign of abject stupidity! I believe the individuals on the job, from the new hire to the straw boss screwed up, royally. This is a mistake for which each and every one should be held accountable.

(Sherrie Bond serves as Director of the Northwest Log Truckers' Cooperative. She can be reached via email at [ohsee@aol.com](mailto:ohsee@aol.com))

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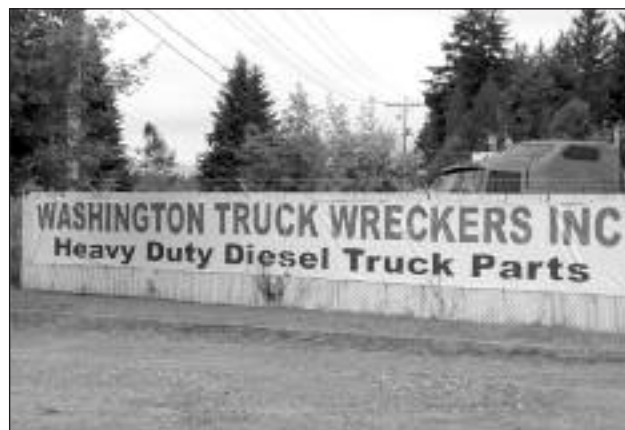
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# GOING FORWARD

## TYSON BUMGARNER PENDLETON, OREGON

by Darin Burt

**S**ome people complain up and down about their commute to work. Tyson Bumgarner should be; he lives in Eastern Oregon and for more than a year and a half, he's been hauling logs out of Tillamook, on the Oregon Coast.

Tyson's main haul is for A-1 Logging, out of Yamhill, and he's filled the slack with loads from area log-

ging contractors including Hopkes, Nygaard and Risseeuw. But he doesn't mind the commute at all. He stays over on the coast during the week and makes it back home as often as he can.

Tyson loves hauling logs. He does the job with a 1995 Kenworth T800 slope nose powered by an N14 Cum-

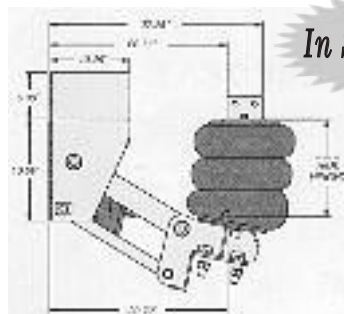
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**See "Bumgarner"**

TWENTY-TWO-YEAR OLD TYSON BUMGARNER sets a great example for the next generation of log haulers. "It makes me feel good," he says, "to be one of the younger guys keeping (log hauling) alive."

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# 8 Bumgarner

(Continued from Page 6)

mins motor, and equipped with a 13-speed transmission, 4:11 rears on eight-bag air-ride suspension, drop axle and a Peerless trailer with Whit-Log bunk gear. This was a truck that Tyson knew well. He bought it from A-1 Logging in July of 2011. "I knew who was driving it when I bought it and he was fixing it up. It came with the number one spot for the company," he says.

Tyson, 22, is as proud of the truck as if it had come right off the showroom floor. "Being a young kid, it takes a lot to get respect. I try and keep a really clean truck, and that helps a lot," he says.



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Young is right. Tyson earned his commercial drivers license in June of 2009, right after graduating from high school. He started out driving from his dad's company - Bumgarner Trucking, belly dumping and dump trucking around Pendleton. He hauled his first load of logs in January of 2010. When Chuck Bumgarner disbanded his company, he gave his son a 1977 Peterbilt. The truck has a big cam Cummins under the hood with a 13-speed transmission and Hendrickson suspension.

"It makes you appreciate it more when you eventually get a nicer one," Tyson says of his first truck,

adding that it "kind of just happened" that he found himself in business as an independent owner-operator. "Dad said I could keep the truck or sell it, and I figured I'd give it a try. He had a set of log gear that we threw on it; I came over to the Coast and the rest is kind of history."

It was only seven months before Tyson upgraded to the green '95 KW that he drives today. When he first moved to the coast, he found work with Nygaard and Millicoma Logging. One day, he happened into a backhaul for A-1 Logging that snowballed into a steady full-time gig.

"They're a really good outfit to

work for. It's a really small outfit, so you get to know everybody and it's like a little family," Tyson says. "The truck boss, Greg Van Loo, and I are pretty good buddies. I can go over and hang out at his house, and any time I need help I ask any of the guys and they'll let me use their shop and their mechanic."

"I try to stay out of the old guys' ways and jump out and help them when I can," he says. "I just try not to be the greenhorn on the job."

"I haven't looked that far down the road yet, but I have a feeling

(Continued on Page 9)

See "Bumgarner"

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## Bumgarner

(Continued from Page 8)

that I'll be hauling logs for quite a while. Right now I'm kind of seeing where it all goes. I'd like to update the truck again within the next year or so. I'd hope to jump another 10 years and get into something a little nicer."

"My next truck will probably be another Kenworth. I've always been a fan of Kenworth."

Tyson has only been at the business of log hauling a relatively short time, but he feels that so far he's been pretty successful. To him, that means, "Keeping your head above water and surviving". I've been able to help out when I can, and I've always had my fall back money so that if something happens to go wrong, I can cover it."

Tyson's family history goes back to his grandfather, who lived in Tillamook, and operated dump truck and hauled logs in his early days, and later on he pulled a flatbed and hauled chips. Chuck Bumgarner started out much like his son would later on - driving trucks through the local parade and using them to move hay around on the family farm. He too jumped in a truck for pay when he turned 18. When he moved his family to Pendleton, he bought a dump truck/belly dump and worked most of the time in the construction trade, and then hauling logs during the winter. After



**A-1 LOGGING HARVESTS** a lot of private timber; just recently they did their first job on a real log road in five months. Tyson says "farmer patches" might look like cake, but in reality they give him experience towards driving in the woods because on the small jobs, the roads are often narrow and windy with overhang and other obstacles.

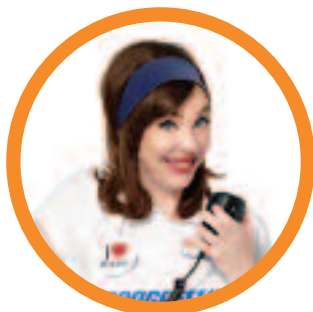
selling his dump truck, Chuck hauled logs and lowboyed equipment for Wildwood Transport. He eventually went back to construction as a laborer, and soon bought a 1977 Peterbilt that he used for hauling logs and belly dumping. As Tyson got close to graduation,

Chuck added another dump truck. As summer came to a close, and it came time to go back to hauling logs, rather than switching one of the dump trucks in a logger, Chuck bought a 1995 Peterbilt 379 extended hood, and that's what Tyson used to break into log hauling. As Tyson

remembers, it was a great truck full of flash and chrome - a young truckers dream rig.

"It was a really pretty purple color with like 110 lights on it and all

(Continued on Page 10)  
**See "Bumgarner"**



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# 10 Bumgarner

(Continued from Page 9)

chromed out," he says.

When summer came back around, they switched the Pete over so Tyson could pull a belly dump with it. Tyson had a grand plan to spend the winter working at a ski resort in Montana, so he gave up the newer truck to his grandfather to pull flatbed with. As luck would have it, the ski resort job never materialized, so he took off to work in the '77 Pete.

"Dad used to strap my car seat into the passenger seat of his truck and take me with him hauling lumber and chips," Tyson says. "When I got old enough, I'd move trucks around the yard, and when he was hauling hay, I'd drive on the gravel and move stuff around the farm. I actually got my first job because we pulled into the hay barn and I was driving the truck. The guy who was loading us said, 'If you can drive a truck, you can drive one of our tractors.' The next summer, when I was 12 years old, I went down and worked on the hay farm."

Ironically, trucking wasn't something that Tyson necessarily had planned on doing. As often happens when the family is involved in a business, the next generation falls in line. "It's turned out to be a good thing and I don't regret any of it," Tyson says. "I never really had a plan. It started out as summer job,

and I ended up loving it and not wanting to do anything else."

"I love hauling logs. Cruising down the freeway, everybody looks at you because you're a young kid and they're not used to seeing that anymore . . . then they see my name on the door," he adds. "It makes me feel good to be one of the younger guys keeping (log hauling) alive."

LT



**THREE GENERATIONS OF LOG TRUCKS.** The purple Peterbilt (far left), was the first truck that Tyson drove as log truck for Bumgarner Trucking. The 1995 Peterbilt 379 is powered by a 60 Series Detroit with an 18 speed and air ride suspension. Tyson's grandpa, Jim "Bum-

mer" Bumgarner, now owns the truck. The black 1977 Peterbilt (middle) was the truck in which Tyson earned his CDL, and was also the truck his dad gave him when he started on his own. The 1995 Kenworth T800 (far right) is the truck that Tyson currently calls his own.



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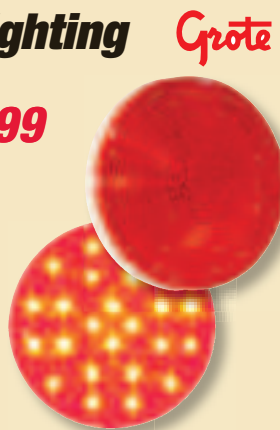
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# CASEY HULL TAKES THE FLAG AT 2012

WOODBURN DRAGSTRIP,  
WOODBURN, OREGON

PHOTOS COURTESY WOODBURN  
DRAGSTRIP/GEORGE ADAMS

The staging lanes were full of diesel big rigs and the drag racing did not disappoint on the hottest day of the year. Casey Hull defeated Ross Cribbs in the King of the Valley Finals at the 34th Annual Lucas Oil/Wilson's NAPA/99.5 The Wolf Thunder Truck Drags held at Woodburn Dragstrip on August 4, 2012.

Hull's victory is even more impressive considering that he was behind the wheel of a 1947 Mack LJ. The lovingly restored classic, an exact replica of one owned by his grandfather, Homer Hull, is equipped with a Cummins 200, Mack 5 Speed Main Box, Mack 2-speed duplexer, Spicer 3-speed auxiliary, and Mack single speed bogie rear ends.

Ross Cribbs had defeated Chris Kisselburgh and Casey Hull had earned the win over Rick Freeman for the right to race it off for the "King of the Valley" title. Jimmy Bobby downed Leeway for Consolation honors. Bill Weissenfluh, from Canyon City, nailed the quickest and fastest run with a 15.246 second pass at 94.12 miles per hour in his 1200 horsepower truck powered by a 3406e Caterpillar.



PHOTOS COURTESY WOODBURN  
DRAGSTRIP/GEORGE ADAMS

CASEY HULL races to victory in his 1947 Mack LJ.

"Horsepower is quite a bit of it," says Weissenfluh, who was the King of the Valley at the 2011 drags, "but you've also got to catch the light, get off the line just right and shift smoothly. It's just a matter of everything clicking . . . plus a lot of luck too."

Joe Maser was the star of the show with his Super Diesel "Cornfield Corvette". With blasts over 103 mph and more power than his tires could control in the heat of the day. Maser was by far quicker and faster than any of the big rigs.

Winners in the other classes were Bill Allen over Dino Ignagni (Hot

Truck), Jerry Durant, Jr. over Larry Canfield (Pick Up), Frank Muno over Larry Hofenbredl (4X4 Diesel), and Chad Hookland over Wes Triv-

elpiece (4X4 Gas).

(Continued on Page 13)  
**See "Truck Drags"**

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## Truck Drags

(Continued from Page 12)

Final Results are listed giving driver's name, city, truck, reaction time, elapsed time, miles per hour, and dial-in for each class.

### KING OF THE VALLEY

W: Casey Hull, Monroe, OR (Cummins) .010, 31.440, 39.16 (31.25 dial).

R/U: Ross Cribbs, Dallas, OR (Cummins) .321 19.521, 72.40 (18.80 dial).

### DIESEL "A"

W: Ross Cribbs, Dallas, OR (Cummins) .270, 18.786, 74.38 (18.90 dial).

R/U: Chris Kisselburgh, Sweet Home, OR (Cummins) .030, 18.183, 76.96 (18.32 dial).

### DIESEL "B"

W: Casey Hull, Monroe, OR (Cummins) .098, 31.304, 37.69 (31.25 dial).

R/U: Rick Freeman, Eugene, OR (Caterpillar) .234, 17.094, 83.18 (17.00 dial).

### CONSOLATION

W: Jimmy Bobby, Eugene, OR (Cummins) .202, 20.136, 65.66

(20.00 dial).

R/U: Leeway, Toledo, OR (3406 Cat) .552, 19.518, 70.69 (19.10 dial).

### SUPER DIESEL

W: Joe Maser, Springfield, OR (Cornfield Corvette) .313, 14.515, 103.89.

R/U: Eric Anderson, Port Angeles, WA (Diesel) .244, 16.077, 85.74.

### HOT TRUCK

W: Bill Allen, Vancouver, WA ('06 Dodge) .179, 13.448, 99.38 (12.99 dial).

R/U: Dino Ignagni, Hoodspport, WA ('86 GMC) -.071 foul.

### PICK UP

W: Jerry Durant, Jr, Oregon City, OR ('05 Dodge) .078 14.408, 94.15

(14.53 dial).

R/U: Larry Canfield, Portland, OR ('63 Chev) -.015 foul.

### 4X4 DIESEL

W: Frank Muno, Dallas, OR ('99 F350) .171, 18.542, 67.14 (18.35 dial).

R/U: Larry Hofenbredl, Willamina, OR ('11 Chevy) .200, 16.967, 80./65 (16.65 dial).

### 4X4 GAS

W: Chad Hookland, Junction City, OR ('12 Dodge) .109, 15.332, 87.57 (15.30 dial).

R/U: Wes Trivelpiece, Yamhill, OR ('01 F350) .189, 18.528, 69.44 (18.45 dial).

(More Pictures on Pg 14-15) 

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RTX-14609B ...2,150	RTO-12513 ...2,100	RTO-18913 ...3,650	RTLO-18918 ...4,150
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N-14 Celect+ 460-525 Exch .....	7,750
N-14 Celect 460, w/ Jake.....	7,500
M-11 Celect 370, w/ Jake .....	5,750
Big Cam III 350, w/ Jake.....	4,750
8.3 210 HP .....	4,750
5.9 6-Cyl., Super Shape.....	3,750
NTC 335, w/ Jake.....	2,850

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3406B 400, w/ Jake .....	6,000
3406B 425, Rebuilt .....	12,500
3406B 425, Used .....	5,750
3406E 435, w/ Jake, Used .....	6,750
3406E 475, w/ Jake, Used .....	8,500
C-15 475, w/ Jake, Used Starting @ ..	7,500
C-15 475, 2006 Model .....	9,500
C-13 Accert 430, 2006 .....	10,000

### - VOLVO -

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Location: Aberdeen, WA



**New Logger Chassis, 2012 T800B**, Cummins ISX 15, 550HP, 1850 lb-ft, RTLO 18918B, D46-170HP Rears w/Double Lockers, Hendrickson Primax Air Ride, 260" W.B., LOADED .....**P.O.R.**  
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# YOU'RE FIRED!

Consistent maintenance is the key to keeping your truck from going up in flames

**G**reg Mitchell was sitting at the mill waiting to dump when he noticed in the mirror that smoke was rising from inside the frame rail just behind the flap hangers.

"I jumped out, grabbed my fire extinguisher and when I got back there I saw that two wires had rubbed through, broke, and were touching and arching; catching some bark dust and plastic loom on fire," says Mitchell. "It was quick and easy to put out, but it sure does get your attention quick when you see smoke under your load of wood."

Truck fires can be devastating, risking injury to the driver or others. Often vehicles valued \$100,000 or more are completely destroyed as a result. Claims costs can escalate even further when trailers and cargo are destroyed.

Truck fires affect both truck owners and drivers. The loss of a vehicle often results in significant out-of-pocket expenses in the form of insurance deductibles, lost revenue, and reduced wages. These costs create a powerful incentive for truck owners and drivers to implement strategies to reduce the risk of fires.

There are several common causes associated with truck fires. Like most types of accidents, increased awareness and simple prevention strategies can help reduce the risk that your vehicle will be damaged or



destroyed by fire.

**Electrical fires.** Many truck fires result from electrical shorts in the cab, sleeper, or engine compartment. Overloaded circuits caused by too many electrical accessories are another source of electrical fires. Circuits and wiring in many vehicles are not designed to accommodate multiple accessories such as extra lights, stereos, etc. In addition, improper installation or poorly planned modifications can result in electrical shorts that can spark and cause a fire. At the very least, they can result in electrical problems that are difficult to locate and costly to repair.

Alex Boyd knows this situation all too well. He burned down a '74 KW from a wiring fire on an accessory that was improperly installed. "I fused it and everything EXCEPT,

(Continued on Page 17)  
**See "You're Fired!"**



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## You're Fired!

(Continued from Page 16)

I put the fuse close to the accessory, and not at the beginning of the 7ft wire run," he says. "Just one little brain fart at the right time is all it takes."

These problems point to a need to watch for loose, worn or chafed wiring and to ensure all electrical repairs and modifications are completed only by trained, experienced technicians.

**Engine fires.** Although the exact origin of these fires is not always clear, loose or damaged wiring and hoses, leaking oil or fuel, and overheated engine and exhaust components are often suspected. Drivers and mechanics should inspect these parts thoroughly during routine maintenance and pre- and post-trip inspections. Mechanical problems

should be repaired immediately by trained, experienced technicians. One basic tip is keep motors and engine compartments clean and painted up like new. Not only does this make it easy to see fuel leaks, but there's no oil to burn.

**Wiring Sparks Fires.** There can be a danger in changing out of one component for another, especially if it's a starter motor or alternator. A fleet might use a different component in service than those fitted by the OEM. In these cases, often the terminals are located in different positions on the component. This can lead to the wiring being stretched beyond its designed length and position. Putting additional stress on the cables can lead to chafing or terminal breakaway, either of which can lead to exposed wiring contacting grounded metal and subsequent arcing.

**Starter Fires.** Starter motors

have been identified as a potential cause of fires even when the terminals are not compromised. There are conditions when the starter pre-engages before the pinion engages, and then a high current is drawn over a long enough period that the unfused starter cables start a fire. A starter that remains in engagement after the engine has started could also cause a danger; because of the noise from the engine, the driver was unaware and the cables again started a fire.

**Tire, brake and axle fires.** Many truck fires originate from tire fires. Friction causes improperly inflated tires to heat up. Over time, they can become hot enough to burn. Under-inflation causes the casing of the tire to continually bend and flex, and, like a piece of metal bent back and forth, the tire becomes hotter and hotter until a fire breaks out. In the case of a blow out, tire tread can

become entangled around an axle or other suspension parts and quickly generate sufficient heat to ignite. Tire fires can be very difficult to extinguish. If not controlled quickly they can spread rapidly. Keeping tires properly inflated at all times and free of defects that could result in a blow out is essential. Overheated brakes and axles can also cause a fire. Axle hubs should be sufficiently lubricated and free of leaks. These components should be inspected thoroughly during routine maintenance, pre-trip inspections and periodically during a trip.

**Cargo fires.** Although rare, cargo fires occasionally occur as a result of spontaneous combustion, embers from a nearby fire, or as a result of a carelessly discarded cigarette. Avoid driving near fires

(Continued on Page 18)  
**See "You're Fired!"**



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## 18 You're Fired!

(Continued from Page 17)

SEPTEMBER 2012  
LOG TRUCKER

where embers could settle on and later ignite cargo. Take the necessary precautions when transporting materials sensitive to spontaneous combustion. In the event of a cargo fire inside a sealed trailer, safety experts recommend leaving the trailer doors closed to limit the amount of oxygen available to the fire. This will help keep the fire from spreading until emergency response personnel arrive.

**Engine Block Heater Fires.** Now's the time, before the weather turns cold, to inspect your engine block heater components. The AC power cord is typically routed to the front bumper area where a plug is installed to connect an extension cord. Chaffing of insulation can occur as a result of repeated contact with the bumper or other structural members by either the block heater power cord or the extension cord. Heating from the ensuing electrical fault can cause a fire.

**Secondary fires.** Occasionally vehicles are destroyed when fires occur in the buildings they are parked in or near. In some cases, a company that stores its vehicles inside incurs a crippling loss when its shop, office, and multiple vehicles are destroyed. If your vehicles are parked inside, precautions should be taken to ensure the premise is safe from potential sources of fire.

These precautions can help reduce the risk that your vehicle will be damaged or destroyed by fire. However, if a fire does occur, here are steps safety professionals recommend to help prevent injury and minimize damage:

Get away from the vehicle as soon

as possible if you are in immediate danger. If a fire occurs while you are driving, quickly move to the side of the road and park away from other vehicles or property that could be damaged by fire or smoke if possible. Set the vehicle's brakes. Turn off the engine and accessories. Call 911. If it is possible to do so safely, separate the tractor from the trailer.

Commercial motor vehicles subject to the federal motor carrier safety regulations must be equipped with a fire extinguisher. Since a fire extinguisher is your first line of defense against a fire, ensure it is properly charged and readily accessible at all times. Take time to learn how to use your fire extinguisher before a fire occurs.

Also make certain your vehicle is equipped with the proper type of fire extinguisher. A vehicle transporting non-hazardous cargo is required to have an extinguisher with a 5B:C rating or greater. A vehicle trans-

porting hazardous materials must be equipped with an extinguisher that has a 10B:C rating or greater (49 CFR Part 393.95).

Fire extinguishers are designed to extinguish small fires. Using a fire extinguisher to suppress a fire that has already spread can be dangerous. If a fire cannot be contained safely, stand clear and wait for emergency personnel to arrive. Remember, no vehicle is worth risking your health or safety.

A fire extinguisher may not fully extinguish a tire fire. To ensure a tire fire is fully extinguished the tire must be cooled with water. After extinguishing a tire fire, do not leave the vehicle unattended. Seek assistance and look for a source of water to finish the job.

Fires can also occur after an accident if fuel or other flammable materials are spilled. Precautions should be taken following an accident to ensure electrical shorts or

heated surfaces do not ignite a fire. Inspect the vehicle carefully following an accident to determine if a fire could occur. Never use flame-producing emergency warning devices, such as flares, when transporting explosives, flammable hazardous materials, or following an accident that has resulted in a fuel spill.

A strong maintenance program and frequent inspections are essential to ensure vehicles are free of mechanical defects or electrical problems that could contribute to a fire. Following these simple safety precautions can help reduce the risk of a financially devastating truck fire. Despite these precautions, however, safety experts recommend being prepared. In the event of a fire, make sure you are ready to respond quickly to minimize damage and avoid endangering yourself or other people and property nearby.

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## NEWS AND INFORMATION

### J J. Keller develops cargo securement training

J.J. Keller & Associates, provider of compliance products, has developed a new driver training pro-

gram designed to reduce the risk for cargo securement violations, accidents and liability.

Cargo Securement Flatbeds training program teaches drivers how to keep their flatbed loads in place and in compliance with 49

CFR Section 392.9 and Part 393, Subpart I. The program goes beyond the minimum requirements by including best practices and how-to information to further ensure the proper and safe securement of cargo. Plus, it underscores the impact of cargo securement violations, on both the individual driver and the carrier, under CSA.

The training program covers key topics such as correct tiedown use, rub rail issues and headerboards. It also includes separate segments on the five most common types of commodities: heavy equipment, lumber and building materials, logs, metal coils, and concrete pipe

"This training program truly cov-

ers a lot of ground," says Daren Hansen, senior editor-transportation safety at J. J. Keller. "Of course it explains the regulations and the consequences of securing cargo improperly, but it goes well beyond that. It really conveys the responsibility that drivers have for protecting their cargo, their vehicles, the public, and their own personal safety throughout the transportation process, from pre-trip right up to the point of delivery."

The program features a closed-captioned DVD video that includes a main program, hazard perception challenge scenarios, a 10-question quiz and a note to trainers. The video demonstrates proper load securement, plus situational scenarios to increase drivers' comprehension. Supporting materials include an Instructor's Guide, a Trainer Tools CD-ROM with two PowerPoint presentations and an awareness poster.

The program also includes a driver training packet containing one Cargo Securement Flatbeds driver handbook, a cargo securement hand-

(Continued on Page 20)

See "LT News"

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(Continued from Page 19)

book for drivers, and a cargo securement sliding calculator.

Cargo Securement Flatbeds is available in additional formats that feature the same content, enabling trainers to respond to a variety of student learning styles. Training formats include Video On Demand, which grants access to J. J. Keller's entire video training library and is available in Pay Per View or Subscription Service. Interactive Online will be available in July 2012, enabling self-paced learning anywhere there is an Internet connection. In August 2012, Interactive CD-ROM training will also be available, which enables self-paced learning without an Internet connection.

### Used truck industry sends mixed signals

June used truck sales grew 8% over May, but lagged June 2011 and the first six months of 2011, while pricing appears to be slowing a little more rapidly than was previously expected.

The update on the used market was reported in the latest release of the State of the Industry: U.S. Classes 3-8 Used Trucks, published by ACT Research.

"While June's sales appear positive at face value, concerns are now surfacing, especially relative to the amount of inventory on hand and

the prices at which those units were acquired," reported Steve Tam, Vice President-Commercial Vehicle Sector with ACT.

Concerning pricing, he added, "The slowdown is not necessarily permanent, nor irreversible, but is a reflection of current economic conditions. Flat demand for more units started the ball rolling. Higher prices have led to changes in financing, which are making transactions more expensive and preventing some potential buyers from making purchases. The solution lies in increased economic activity, which is expected, but at a measured pace."

The report from ACT provides data on the average used price for the top-selling Class 8 model for each of the major truck manufacturers.

### Kenworth scores highest in customer service two years running

Kenworth Truck Company achieved the highest customer satisfaction ranking among truck owners in the Heavy Duty Dealer Service Segment, according to the J.D. Power and Associates 2012 Heavy Duty Truck Customer Satisfaction Study.

This year's study results are based on interviews with primary maintainers of one-year-old (model year) Class 8 trucks and include the 2010 EPA certified engines for the first time. Kenworth was well-ranked in the study's key service categories, which include Dealer Fa-

cility, Service Quality, Service Delivery, Service Initiation, and Service Advisor.

"The constant commitment by Kenworth and the strong Kenworth dealer network to achieve superior customer satisfaction is supported by major investments in The World's Best product line and outstanding dealer facilities," said Gary Moore, Kenworth general manager and PACCAR vice president.

Kenworth has received the Heavy Duty Dealer Service award two years in a row and three times in the past four years (2009, 2011, 2012). Overall, Kenworth has received 18 J.D. Power and Associates Heavy Duty customer satisfaction awards since the heavy-duty awards began in 2003.

### Continental Tires offers Emergency Road Service

Through an affinity program offered to OOIDA members, owner-operators can now remove some of the uncertainty that comes with roadside tire emergencies.

As of August 1, 2012, members of the Owner-Operator and Independent Driver Association are automatically enrolled in a new emergency road service program exclusive for the organization, called "TrukFix for OOIDA." The program allows OOIDA members free access to a 24 hour, seven day per week call center with access to more than 1,000 points of sale in the U.S. and

Canada. According to Clif Armstrong, director of marketing for Continental Commercial Vehicle Tires in the Americas, the program has no membership costs for OOIDA members and gives them added peace of mind.

"With TrukFix for OOIDA, drivers only have to call our toll-free assistance hotline at 877-TRUKFIX and provide their OOIDA membership number. From there, our trained emergency assistance operators will help identify the issue, locate a service provider, provide regulated pricing for tires and related services, and stay in contact with the driver until he or she is back on the road," Armstrong explained.

"It's a reliable service that not only helps OOIDA members get back on the road faster, but gives them a predictable, competitive price for Continental and General brand truck tires and emergency services," he said. "We've taken some of the guesswork out of breakdowns so that independent drivers don't have to worry about the unpredictable prices for tires when they need them most."

For OOIDA members who have iPhone or iPad mobile devices, the TrukFix for OOIDA service is also accessible with just a tap of the screen through Continental's Truck Tires Dealer Locator app. The application can be found on the iTunes

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**See "LT News"**



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App Store by searching for "Continental Truck Tires Dealer Locator." Continental has also published a QR code to instantly download the application from its Web site at [www.continental-truck.com](http://www.continental-truck.com). With this application, there is just a single click to dial the TrukFix call center from an iPhone.

TrukFix for OOIDA also offers convenient credit card billing, as well as follow-up calls made the next day to make sure that the owner-operator is satisfied with the service they have received, said Armstrong.

The TrukFix for OOIDA program joins Continental's suite of emergency road service plans, which also include TrukFix for Continental national account customers and ContiFleet for smaller fleets.

For more information about any of these plans, visit [www.trukfix.com](http://www.trukfix.com)

### DOE price predictions rise

The Department of Energy's projections for oil and fuel prices for the rest of the year are higher than they were last month, according to the monthly Short Term Energy

Outlook from the DOE's Energy Information Administration.

EIA projects that the Brent crude oil spot price will average about \$103 per barrel during the second half of 2012, about \$3.50 per barrel higher than in last month's Outlook. The forecast Brent crude oil spot price falls to an average of \$100 per barrel in 2013.

The projected West Texas Intermediate (WTI) crude oil spot price discount to Brent crude oil narrows from about \$14 in the third quarter of 2012 to \$9 by late 2013.

These price forecasts assume that world oil-consumption-weighted real gross domestic product, which increased by 3% in 2011, grows by 2.8% in 2012 and 2.9% in 2013.

EIA now expects that on-highway diesel fuel retail prices, which averaged \$3.84 per gallon in 2011, will average \$3.84 per gallon and \$3.62 per gallon in 2012 and 2013, respectively.

EIA increased the average regular gasoline retail price forecast for the third quarter of 2012 to \$3.49 per gallon from \$3.39 per gallon in last month's Outlook. EIA expects regular gasoline retail prices, which averaged \$3.53 per gallon in 2011, to average \$3.53 per gallon in 2012 and \$3.33 per gallon in 2013.

Natural gas working inventories

ended July 2012 at an estimated 3.2 trillion cubic feet (Tcf), about 17% above the same time last year. EIA expects the Henry Hub natural gas spot price, which averaged \$4 per million British thermal units (MMBtu) in 2011, to average \$2.67 per MMBtu in 2012 and \$3.34 per MMBtu in 2013.

### Bridgestone app helps truckers connect

Bridgestone Commercial Solutions, a division of Bridgestone Americas Tire Operations, recently launched a multi-platform mobile app for its Bridgestone Everywhere Network (b.e.n.). By selecting their location or entering a new location, truckers can find service, products or emergency help, complete with pinpoint maps offering directions to the most suitable dealers or truckstops.

"Bridgestone Everywhere Network is the ultimate resource for today's trucker," said Scott Damon, vice president of marketing for BCS. "From your tablet or smartphone, truckers can now get the Bridgestone, Firestone or Bandag services they need with a few simple clicks. It keeps truckers safer, more connected and more productive than ever before."

Truckers can search results by one or any combination of emergency service, dealer or location, 24-

hour service and tow service. Users can zoom, scroll and view the best roadmaps and driving directions to the service provider of their choice.

The application also features truckstop or dealer service capabilities, proximity and hours of operation. Users also can save service provider contact information in their favorites.

The b.e.n. application is supported on Android, BlackBerry and iPhone platforms. Download the application on your mobile phone for free at the Apple, Android or BlackBerry marketplaces.

### Safety groups challenge HOS rule

The Federal Motor Carrier Safety Administration erred when it preserved the 34-hour restart and 11-hour driving limit in driver work rules, truck safety advocates told a federal appeals court.

The agency abused its discretion when it preserved these provisions of the hours of service rule, said Public Citizen, Advocates for Highway and Auto Safety and the Truck Safety Coalition.

The groups, joined by truck drivers Mildred Ball and Dana Logan, filed suit last week in the U.S. Court of Appeals for the District of

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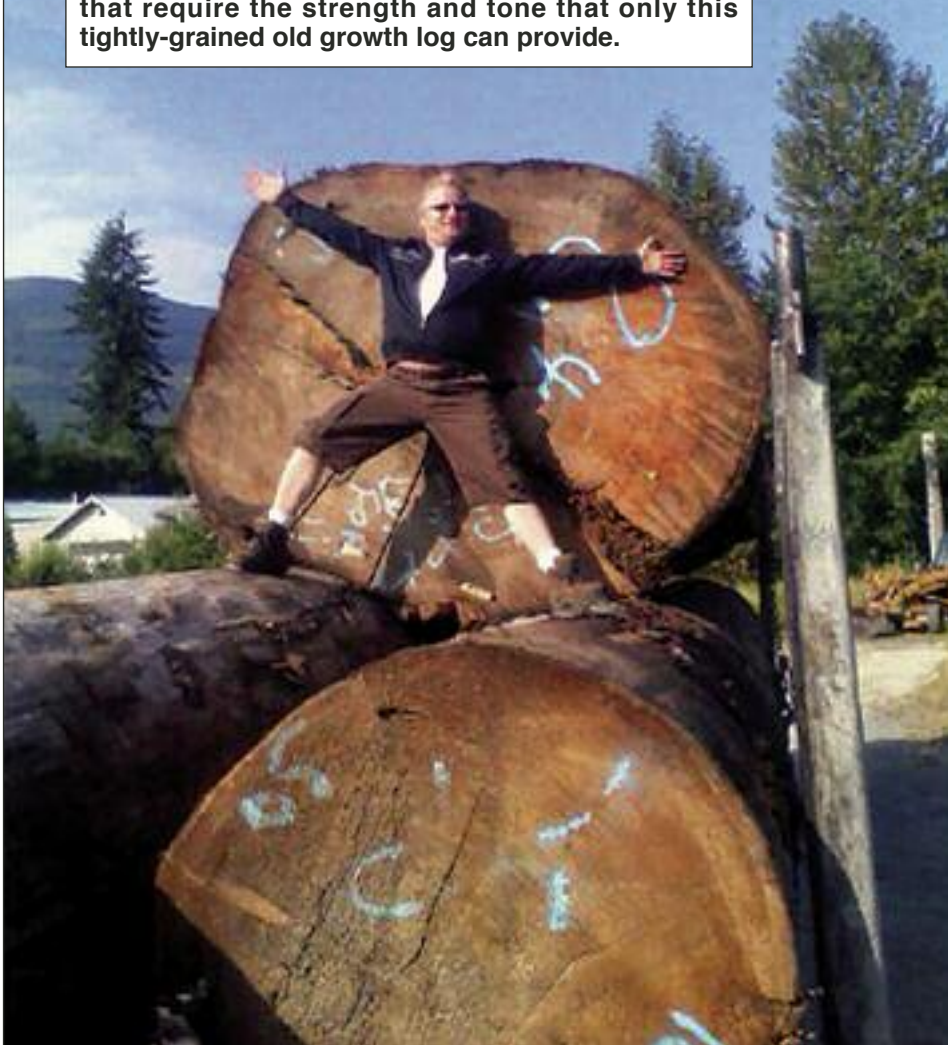
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Jeff Tellesfen, of Everson, Washington, shows off the seven-foot sitka spruce logs that he picked up in Vancouver, British Columbia. He brought the massive logs to the States where they'll be sold to companies like Martin, Gibson, and Fender guitars that require the strength and tone that only this tightly-grained old growth log can provide.



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Columbia Circuit.

This suit sets the stage for a legal showdown between trucking industry interests, the safety groups and the agency in the long-running battle over the rule.

American Trucking Associations and its allies have asked the court to strike four provisions of the rule, which is scheduled to take effect next July. They object to limitations on the restart, and to a driver break provision.

The agency has until October 24 to respond, and final briefs are due November 21. Oral arguments are not yet scheduled.

The safety groups say in their brief that the agency should have considered revoking the 34-hour

restart, pointing out that the court has twice vacated that provision. And the limitations on the restart - it can be used only once a week and it must include two rest periods between 1 a.m. and 5 a.m. - do not make the provision safe, they said.

The agency also erred in its decision not to eliminate the 11-hour limit on daily driving, the groups said.

The agency was incorrect when it said it needs "compelling scientific evidence" that a 10-hour limit is cost-effective, they said. The agency's mandate to improve highway safety gives it all the authority it needs to make the change, they said.

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(Continued from Page 22)

## Betts Spring launches new website

Betts Spring Co. has launched a new interactive Website focused exclusively on its heavy truck parts distribution operation. The company says the Website at [www.bettstruckparts.com](http://www.bettstruckparts.com) reflects its line card and service operations strategically located in major West Coast markets in California, Arizona and Oregon.

At the site, visitors can review the broad range of parts and services the company offers, request quotation for popular parts and schedule service appointments. In addition, the site has been designed for easy navigation and for visitors to make online inquiries.

## Formula can stop rear main seal leaks

Bar's Leaks has introduced Concentrated Rear Main Seal Repair, a new concentrated formula it claims will offer a low-cost way to stop vehicle leaks.

According to the company, the product features same unique blend of polymers, lubricity agents, anti-oxidants and conditioners as the original Rear Main Seal Repair in a much smaller bottle: 16.9 oz. vs. 32 oz.

"Bar's Leaks has offered affordable stop leak solutions since 1947,"

said Clay Parks, vice president of development. "As the cost of some of the non-essential ingredients in our product has increased, we looked at the best ways to keep our price as low as possible for our customers. Reducing the base oil while maintaining the same level of key additives allows us to offer a Concentrated Rear Main Seal Repair that will stop all oil leaks very affordably."

Designed to stop leaks at the rear main seal, it can also be used to stop leaks at the timing cover seal, O-rings and other seals and gaskets.

Bar's Leaks Concentrated Rear Main Seal Repair works with all gasoline and diesel engines that use conventional, high-mileage or synthetic motor oil. One bottle treats four to six quarts of oil. Larger systems use one bottle for every five quarts of oil capacity.

## Snap-On wireless diagnostics tool

Verus Pro builds on the capabilities of the original Verus, Snap-on announced, and integrates a scanner, scope, data manager, waveform library, schematics, TSBs, online technical forum, Fast-Track Troubleshooter, guided test procedures and verified repair tips in a single tool.

An optional ShopKey Repair Information System gives technicians quick access to complete repair guidance for virtually any light vehicle on the road.

"Verus Pro is our most powerful diagnostic platform ever, built for technicians who want solid quality hardware, long-term software and support, wireless productivity, broad vehicle coverage and access to web resources in the bay," said Mark Schaefer, director of marketing for Snap-on Diagnostics.

Features of the Verus Pro include:

- Expanded software suite that combines scanner, guided component tests, an online technical forum, expert information and optional repair information system

- Exclusive Fast-Track Troubleshooter and online community that brings the latest tips and expertise from technicians around the country

- Single vehicle ID shared across scanner, component test meter, repair information and data manager

- Menus show exactly the systems and tests applicable to the selected vehicle

- Hot-dockable 4-channel scope for extended reach and flexibility

- Industry-leading scan tool functions, tests and coverage only found in expensive factory tools

- Fast-Track guided component test procedures, known good test values and a waveform library to help verify good/bad components - avoid comebacks and unnecessary replacement of components

- 10.2-in. touchscreen with high-resolution for detailed graphing, precise results and easy to read in-

formation and schematics

Exclusive wireless scanning for 1980-newer vehicles and WiFi for freedom and flexibility to work from anywhere in the bay - move freely around the vehicle while running powerful bidirectional controls and viewing live data on the screen

"S" button to instantly capture screen images and provide navigation shortcuts

Verus Pro is also 3 lbs. lighter than the original Verus tablet, offers a single keyless adapter for OBD-II applications, faster bootup, and built-in digital camera to save and email repair records.

## ArvinMeritor Extreme-duty suspension

ArvinMeritor has announced a new trailer suspension aimed at extreme-duty vocational applications in the U.S. and Canada, as well as general trailer use in Mexico. The RideStar RFS30T is based on ArvinMeritor's RFS suspension technology, with added features designed for increased durability to handle loads up to 30,000 lb. GAW.

According to Jim Sharkey, business unit director for ArvinMeritor Trailer Systems, North America, "The RFS30T was expressly engineered for our fleet and owner-operator customers in Mexico and those operating extreme-duty vocational trailers, such as dump vehicles, in the U.S. and Canada."



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