

LOG TRUCKER

VOLUME 40 NUMBER 2

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FEBRUARY 2013

Necessary Measures

L&L, INC.
LAKEVIEW, OREGON

SEE PAGE 7



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Log Trucker Chatterbox time once again. Seeing as how this issue of the magazine goes to the Oregon Logging Conference where everyone gets to dreaming about new trucks, the question this time is *WHAT IS YOUR DREAM TRUCK?*

KIPP BERTELSEN: Kenworth T800. 14,600lb. front axle, twin 75 gal. Aluminum fuel tanks, 625 Cummins, 18spd., AG.460 air ride,

46,000lb. Rockwells with all way lockers, double tapered quick change stinger, 8'6" bunks, 66" tall tapered stakes, bunks, and trailer

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DAN WILLIAMS: It would have to be a 359 long hood Pete with an E-model cat Chalmers suspension 280" wheelbase with Whit Log Long and short logging gear. The long trailer would have to be Gene's anvil trailer with scales on the third axle instead of the bolster and the short trailer would have to be Gene's new stick trailer with rubber block suspension! It was in the logging confer-

ence last year! Oh, and an 18 speed transmission! ?

FORREST WALDRON: I would need the whole magazine to describe them all, I can't settle on just one. So many I would like to build.

TERRY MANN: Brand new Western Star setback, Mule Train, DD16 600hp Detroit, 18 speed, 46k Rockwells, 3/8 frame, Hendrickson Haulmaxx, double push axles, 270 wb, Alpine rigging, SI scales, 8" west coast tip outs, train horns, painted yellow and black.

TEDD MANN: Brand new Kenworth W900L self loading mule

(Continued on Page 22)
See "Chatterbox"



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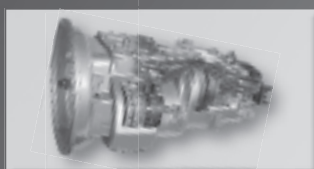


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From the stump...

Changing climate & cautious optimism

by Mike Crouse, Publisher

Today's surviving logging contractors, and their crews have emerged leaner, meaner, more versatile towards their customer base, and finding themselves with work scheduled ahead for more than a year in many cases. We're hearing this same optimism, albeit cautious optimism,

Reality differs sharply with the ongoing blather of the media's "crisis de jour," particularly in business where one's whining gives their competition a significant edge, especially if they (unlike congress and the Obama administration) are concentrating on solutions and figuring out how to work best with the given circumstances we face every day not only to survive but to thrive. Solutions pay, whining and complaining can be very expensive and a major distraction.

Higher taxes, the tsunami of regulatory overreach, gun hysteria, and the pending mess of Obamacare, like it or not, must be dealt with and made the best of. The sooner one adjusts, adapts, and moves to solution mode in dealing with the issues of the moment, the sooner you move ahead of your competition. That's why capitalism works.... Duh.

Just over five years ago, as our national and world economy charged towards financial calamity (that we've since managed to survive) we heard a series of economists' forecasts, which essentially painted the same future: a financial crash like none had seen since the great depression. Second, that unlike the previous economic cycles (with a steep crash, followed by a similarly sharp recovery), this recovery instead would be long and gradual, which has demonstrably come to pass as well.

It's been a sharp reminder to the private business sector that sound business practices, which include holding reserves, controlling spending, trimming expenses, acting quickly and decisively when you see the climate changing. Those of you still working and contractors still in business are here precisely because you knew your business, your expenses, your crew, machinery and the business expertise to weather this storm, regardless of its' length, as we now emerge towards the improving business climate.

all over the country.

The majority of contractors we talked with throughout the country, and most recently at the Associated Oregon Loggers Annual Meeting, noted 2012 had been more profitable than they've seen in several years, and that 2013 was looking even better. This is not to say everyone's rolling in money...far from it, however the climate's changed not only in the tone and tenor of conversation but in longer contracts, and several contractors noting they're seeing a long overdue increase in logging rates, not from the "generosity" of anyone, but from the simple law of supply and demand: there are fewer contractors, and fewer loggers, than there were 20 years ago. Certainly automation and technology have had an effect on the workforce, but at the end of the day the measure is in production, quality and safety, but all of that said, there are fewer loggers, and fewer logging companies.

A logging company is not machinery; *it is the quality of the crew.*

As the fabric of the industry continues to evolve the real challenge presented from the past several years of turmoil comes as business continues to climb out of this hole and starts to ramp up production in answer to public demand for product. That means updating machinery, hiring and replacing tomorrow's workforce, and maintaining the public license to manage our natural resources for multiple use.

All the planning, studying, and forecasting are incidental without someone competent, qualified, and prepared to actually perform on the ground, and produce product.

A vertical tree has any number of positive attributes. We grow them faster and better than anyone else in the world, but when it's horizontal the resource is transformed into product and cash.

Regardless of who owns and manages the land, the majority of the cash that drives the industry is generated from the array of products they can yield from delivering products the public wants. At the base of that economic chain is logging's harvest, maintenance, and expertise on those forests.

COFE... well done and worthwhile

This is not a typographical error, but stands for Council of Forest Engineering, whose purpose is to disseminate technical information and innovations in forest engineering. The Western Regional COFE holds an annual seminar in January, which we've attended the last few years to get a preview of trends and developments that help loggers, and land managers to do a better job.

The past several years this meeting is held the day prior to the Associated Oregon Loggers Annual Meeting at the Valley River Inn in Eugene, Oregon, an ideal way for AOL attendees to see some new and improved ways of doing an even better job.

Amongst the presentations of particular note was the "Opportunities for improving the efficiency of log hauling operations" presented by Rob Jokai of FP Innovations out of B.C. Canada. While he began showing pictures of some three drive axle log truck configurations in BC the thrust of the presentation centered on economies of driver training and awareness of driving habits that can lead to significant fuel economy. They enlist not only training but technology such as on-board computers, specifically their FPDat monitoring solution and FPFuel electronic fuel meter. He noted that with training and driver habits, "...the differences between drivers, can be up to 30%," a change that you can take to the bank.

In the same vein (and we've seen a lot of talk on this the past year), unnecessary idling has a significant impact on fuel costs as well. "Every hour of idling wastes about one gallon of fuel," Jokai noted, "and increases your maintenance costs." With several trucks, and over the course of a year, the impacts changed behavior through awareness is significant.

There were several presentations, all of them well done, technical and practical and worth your while. Give some consideration to knowing this group, and taking advantage by attending if it's available to you. To learn more check out their web site at: <http://www.cofe.org/>.



In This Issue...



COVER PHOTO: L&L INC DOES A LOT WITH A LITTLE. The southern Oregon logging and trucking outfit utilizes mechanized harvesting and a self-loader for increased efficiency and versatility.

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L&L, INC. • LAKEVIEW, OREGON

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Whadda ya' thinking?

by Sherrie Bond

This week the Washington State Legislature went into a 105 day session with the top priority being a balanced budget that includes meeting federally required standards of funding education; two extremely important prerequisites with miles between the suggested solutions. Logically the simplistic resolution would be paring down the expenditures while reallocating funds to cover the necessities. Isn't that what you'd do in your household if funds were out of balance? Common sense, huh?

Unfortunately, common sense budgeting and civic financial man-

agement are horses of different colors and never the twain shall meet! (In fact, as the state budget currently stands its clear the "twain" has completely run off the "twacks"! Why? I believe the major obstacle lies squarely at the feet of elected officials who have forgotten (or perhaps never recognized) their assigned public duty is to work cooperatively and for the greatest benefit to the citizens of the Evergreen State. Legislation is not akin to an athletic challenge wherein one team bests the other. There is no Super Bowl of Legislators! By strict definition Legislation is: the action of legislating; specifically: the exercise of the power and function of making

rules (as laws) that have the force of authority by virtue of their promulgation by an official organ of a state or other organization . . . Within that definition I do not see specifications of presented legislation only approved/passed if the individual introducing the Bill sits on the left or right side of the aisle.

It will take some real convincing for me to accept the idea that every elected official goes to work each day, duty-bound and unbiased in their opinions, keeping the "righting of the ship" uppermost in their minds. I personally believe many legislators have consideration for themselves first, re-election/job security (theirs, not yours) second and

let the chips fall where they may as a final thought.

Twenty-two years ago, I made my first comments regarding school funding at a Spotted Owl Panel held at Skagit Valley Community College in Mt. Vernon, Wa. The issue at that time hinged on killing the goose laying the golden egg (the timber industry) in exchange for a Northern Spotted who apparently was/is intellectually challenged and wouldn't fly if the tree in which his butt was parked was being hewn! Today, apparently no wiser, his population base continues to wane and he is now providing self-sustenance to the Barred Owl. Other areas of natural resource provision (commercial fishing, shellfish, mining, etc) have also

(Continued on Page 22)
See "Bond"

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6 **TOP 10 EQUIPMENT**

FEBRUARY 2013

LOG TRUCKER

Acquisition Trends for 2013

The Equipment Leasing and Finance Association, which represents the \$725 billion equipment finance sector, revealed its Top 10 Equipment Acquisition Trends for 2013.

Given that every year U.S. businesses, nonprofits and government agencies spend in excess of \$1.2 trillion in capital goods or fixed business investment (including software), financing more than half of those assets, these trends impact a significant portion of the U.S. economy.

Businesses considering acquiring equipment this year will consider numerous end-user benefits while weighing continued uncertainty related to economic conditions and fiscal policies.

Equipment acquisition plays a critical role in driving the supply chains across all U.S. manufacturing and service sectors.

The ELFA has distilled recent research data, including the Equipment Leasing & Finance Foundation's 2013 Equipment Leasing & Finance U.S. Economic Outlook Report and U.S. Equipment Finance Market Study 2012-2013, industry participants' expertise, and member input from ELFA meetings and con-



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ferences to provide its best insight for the top 10 Equipment Acquisition Trends for 2013.

ELFA issued the following Top 10

Equipment Acquisition Trends for 2013 to help businesses with their strategic equipment acquisition plans:

(Continued on Page 21)
See "2013 Trends"

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NECESSARY MEASURES

L&L, Inc. LAKEVIEW, OREGON

By Darin Burt

L&L, Inc. (which stands for Louis and Lori Mann, president and vice-president of the company, which they started in 1986) is a small logging and trucking outfit that proves the statement that size doesn't matter.

In actuality, it DOES matter. Louis heads the family crew with sons Terry and Ted. "We really like the dynamic (of a small outfit)," Terry says. "We've tried to expand in the past, but it was a challenge keeping good help. The cut-to-length

(Continued on Page 11)
See "L&L, Inc."



TED, LOUIS AND TERRY MANN have taken their show on the road from Montana to Oregon.



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1992 INTERNATIONAL 9300 SBA Eagle, N14 370 HP, Jakes, 10-Spd RTX14710B, 12k Front, 46k Rears, 5:29 Ratio, Hendrickson RTE Susp., 15' Dump Body, Pup Equipped, Etc., 678k Miles**\$27,500**



18 Speed

1999 INTERNATIONAL 9300 Eagle, N14 525 HP, Jakes, 18-Spd RTLO18718B, 14k Front, 46k Rears, 4:10 Ratio, Diff Locker, Air Susp., 4th Axle, 16' Dump Body, Pup Equipped, Etc., 919k Miles..**\$42,500**



NICE

1991 INTERNATIONAL 4900, DT466 210 HP, 6-Spd, 12k Front, 21k Rear, 4:78 Ratio, Spring Susp., 14' Service Body, Welder, Crane, Etc., 102k Miles, Good Condition.....**\$19,750**



Wet Kit

1994 Peterbilt 379, 3406E 475 HP, Jakes, 18-Spd RTLO16718B, 12k Front, 46k 2-Spd Rears, 4:33/5:91 Ratio, Air Trac Susp., 234" W.B., Hyd. Wet Kit, Cab Guard, American Class Interior, Power Windows, Full Gauges, Etc., 850k Miles, Recent Engine Work, Trans. Overhaul..**\$32,500**



46k Rears

2000 Peterbilt 378, 3406E 475 HP, Jakes, 18-Spd RTLO16918B, 12k Front, 46k Rears, 4:10 Ratio, Air Trac Susp., 220" W.B., 48" Flat Top Sleeper, New Paint, Etc., 834k Miles.....**\$39,500**



Wet Kit

2006 Peterbilt 357, C15 475 HP, Jakes, 18-Spd RTLO18918B, 20k Front, 46k Rears, 4:30 Ratio, Lockers, Air Trac Susp., Hyd. Wet Kit, Block & Mirror Heaters, Tilt Column, Power Windows, Etc., 262k Miles.....**\$79,500**



175k Miles

1982 KENWORTH W900, NTC 300 HP, Jakes, 13-Spd RTO11613 + 2-Spd Aux. Trans., 12k Front, 44k Rears, 5:29 Ratio, Hendrickson RSA Susp., 220" W.B., Diamond Plate Fenders, Storage Step Boxes, Block Heater, Full Gauges, Etc., 175k Actual Miles.....**\$14,950**



Single Turbo

2004 KENWORTH W900L, C15 475 HP, Jakes, 18-Spd RTLO18918B, 12k Front, 40k Rears, 3:90 Ratio, Lockers, Air Susp., 250" W.B., Cab Guard, Fog Lights, Heated Mirrors, Tilt Column, Full Gauges, Etc., 608k Miles.....**\$59,500**



Like New

2007 KENWORTH T800W, ISX 565 HP, Jakes, 18-Spd RTLO22918B + 2-Spd Aux. Trans., 22k Front, 46k Rears, 3:91 Ratio, Neway Susp., 201" W.B., Cab Guard with Storage, Block & Mirror Heaters, Tilt Column, Power RH Window, Full Gauges, Etc., 224k Miles..**\$112,000**



Overhaul

2008 KENWORTH T800, ISX 500 HP, Jakes, 13-Spd RTLO16913A, 13,200 Front, DSH40k Rears, 3:70 Ratio, Air Susp., 213" W.B., Heated Moto Mirrors, Spot Light, Tilt Column, Power RH Window, Etc., 364k Miles, Engine Overhaul, New DPF Sept. 2012**\$79,500**



THE ENCLOSED CAB on the Loglift self-loader means increased safety and comfort for the operator Ted Mann.

9

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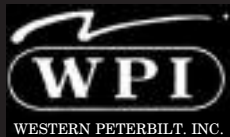


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2009 Kenworth T-800 with extended cab, ISX 550, 18 speed, 264" wheelbase, 14,600 front axle, 46,000 rear axle on Primaxx suspension. 335,000 miles metered

2012 Peterbilt 367 4 axle dumps, Cummins ISX 500 hp, 18 speed, 14,600 front axle, 46,000 rear axle with steel bodies

2008 Pete 388 4 axle sleeper truck, ISX 500, 13 speed 280" wheelbase, 63" flat top sleeper.

2006 Freightliner 4 axle sleeper truck, Cat C-15 550 hp, 10 speed transmission

2004 Peterbilt 378 4 axle log truck, 14,600 front axle, 46,000 rear axle Cat C15 and 15 speed transmission

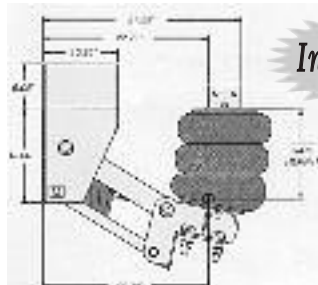
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L&L, Inc.

(Continued from Page 8)

equipment is expensive, and you've got to run it efficiently everyday, and it's hard to train guys to do that. We also bounce around so much - we've been everywhere from Chehalis, Washington to all parts of Oregon, and that it's hard to keep guys interested in what we do."

L&L has been based out of the Philipsburg, Montana until just before the start of the 2013 when they migrated to Lakeview in Southern, Oregon. The outfit began humbly with a grapple skidder and a D6 Cat in 1986, but it wasn't long before they were contract logging for Louisiana Pacific, Pyramid Mountain Lumber, RY Timber and Molt Lumber out of Helena, and were harvesting enough timber to keep up to a dozen independent trucks busily hauling. In 2004, they sold all of their tree-length logging equipment and bought Ponsse cut-to-length machinery. That forced them to do all of their own hauling because of the shortage of mule trains in the area.

The solution was to set up a 2006 International as a mule train equipped with a 251 Log King self-loader, and a 2008 Kenworth T800 dedicated mule train. The self-loader serves a greater purpose for loading and unloading logs with differ-

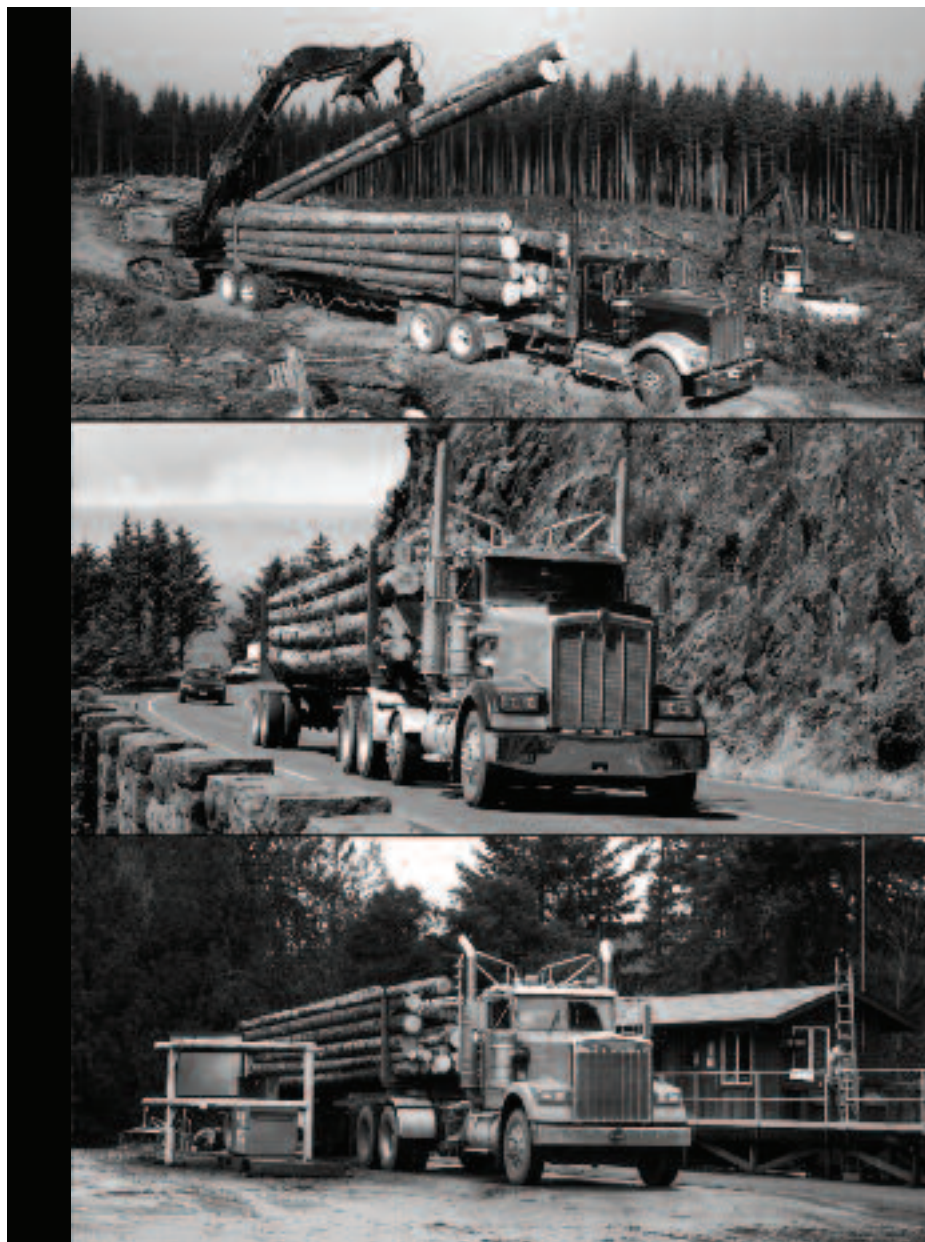
(Continued on Page 12)
See "L&L, Inc."



MOVING EQUIPMENT is part of being self-sufficient. L&L accomplishes the chore with a 2000 International pulling a 1996 Trail King 50-ton lowboy trailer.



LOUIS MANN at the controls of the Ponsse forwarder.



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12 L&L, Inc.

(Continued from Page 11)

ent log sorts.

"It's worked out really well with our type of logging because we tend to do a lot of small landings that tend to be spread out," Terry says.

In 2010, Montana's only pulp mill shut down, the cut-to-length market died, and L&L found themselves in a struggle to keep going. They were contacted by Miller Timber services, of out of Philomath, Oregon about doing a four-month job near Bend. "It was just going to be temporary and tied us over through spring-time, but they liked our work and we liked them; they kept us working ever since and we've decided to move to Oregon permanently."

It was a smooth transition, and with a small family crew, it was easy to just pick up and move. Having Ted on the self-loader has also helped create an efficient small operation. "The self-loader works really well for going from landing to landing and cleaning up decks. It's nice to just let him go and do the hauling, so we don't have to worry about it. When we need to hire additional contract trucks, we usually have him load those trucks as well," Terry says. A lot of the sorts are done by Terry in the woods with the processor, and the logs are hauled in and decks built by Louis with the forwarder. The majority of the hauls are going to the Collins mill right

**BEING MOBILE** requires being good at improvising.

there in Lakeview, which means an easy three-chip day.

The self-loader mule train weighs 44,000 pounds empty, and with a pair of drop axles, it has a gross of 105,500. "In Oregon and Washington, we're able to utilize those drop axles and it helps to maximize our payload."

The Ponsse cut-to-length machines are expensive, partly because they are built overseas in Finland, but at the same time, Terry points out that they are well-built and purposeful, and the company also backs them up with excellent service. "When we had tree-length equipment, we had everything from Cat

and Komatsu to Timberjack, but the reason we went with Ponsse is because we had a friend who was a forestry professor at Auburn State University, and he had worked with the President of Ponsse North America. He gave them great reviews, and when we saw them in action, we were very impressed with the performance - they handle bigger timber and limby timber very well, and the saw speed is fast; they're very fast and very user-friendly."

Part of the reason for going with the Loglift self-loader, again, was because they have been so happy with the Scandinavian machinery.

The loader also has an enclosed cab, which was very nice in Montana with all the cold weather. It's also a great safety feature because you're so close to your work, and the cab is constructed of steel and Lexan safety glass all around, so it can take a log hit. The cab also elevates to 16-feet, so there is better visibility when stacking loads up to 14-feet tall."

You might think that operating a self-loader mule train would be a slow process, but Ted has been clocked at 11 minutes.

As for trucks, the guys like the big wide cabs of the Internationals and the heavy-duty 3/8" frame, which handles the weight of the loader really well. The Kenworth they bought used was a great deal and have had no complaints. "They've both been really good trucks," Terry says.

Living on the road, at least for the moment, maintenance and repairs have been a little interesting. L&L has a cargo trailer that they take everywhere along with a 2004 Ford F550 service truck outfitted with a crane, welder and compressor. A retired Frito-Lay van serves as mobile parts and tool storage.

From processing logs, to harvesting them and bringing them to the landing, to loading and hauling, L&L takes their fate into their own hands.

"We're very self-sufficient," Terry says.

LT

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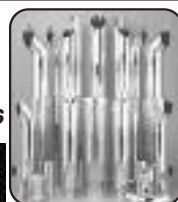
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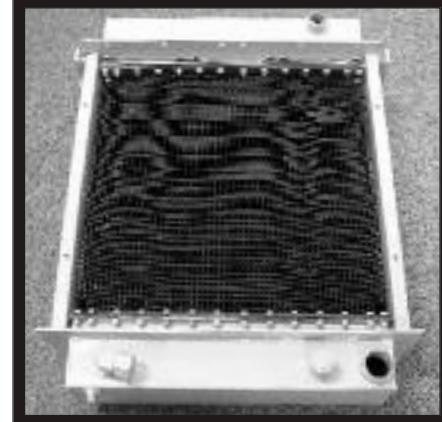
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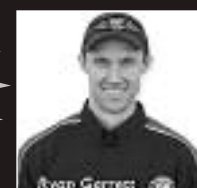
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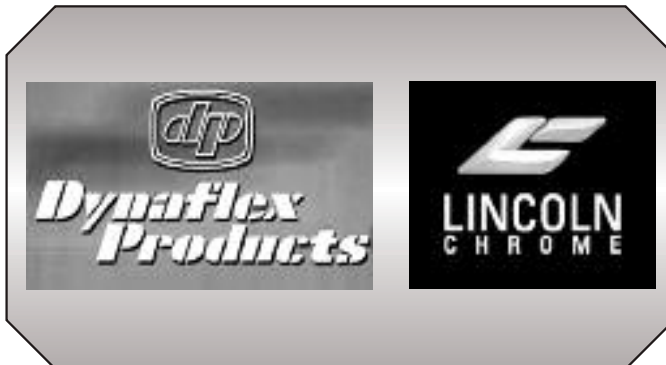
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2013 Trends

(Continued from Page 6)

1. Corporate perceptions of the economic outlook will be a primary driver of business investment decisions.

Despite pressing considerations such as technological innovations and aging equipment, the economy will be the true barometer for whether or not businesses acquire new equipment in 2013.

2. Equipment investment will pick up in the second half of 2013.

Equipment investment will grow this year, although the rate of growth will be hampered by fiscal uncertainty.

Some companies will remain cautious about taking on large capital investments even now that important decisions impacting short-term fiscal stability have been made.

Equipment acquisition activity

will gain momentum through relief from the policy uncertainty that brought the economy to the edge of the fiscal cliff. An improving housing sector will provide an added boost.

3. Pent-up demand will spur investment across varied equipment types.

Demand for replacement equipment will drive investment in the construction, agriculture and transportation categories in particular, while other equipment types will await the replacement cycle. However, greater economic improvements will be needed before significant equipment investment expansion takes place.

4. A continuing low interest rate environment will enable companies to acquire the equipment they need and conserve cash.

The prospect of continued low interest rates at least through 2014

will be an incentive for businesses to acquire equipment through financing and still hold on to their cash for uncertainties.

In addition to maintaining cash flow, equipment financing will help businesses preserve capital and improve expense planning in challenging economic conditions.

5. A majority of U.S. -businesses will use some form of financing for equipment acquisition.

In 2013, \$742 billion (55%) of the projected \$1.3 trillion investment in plant, equipment and software investment in the United States will be financed through loans, leases and lines of credit.

Seven out of 10 businesses will use at least one form of financing to acquire equipment.

6. Business size will impact equipment acquisition.

Size will matter when acquiring equipment in 2013.

Primarily larger businesses anticipate increasing equipment spending over the next 12 months. Small companies' high degree of concern about general economic conditions and less access to credit will temper their equipment acquisition plans.

7. The gaining prominence of cloud computing will transform the way businesses pay for IT investments.

Along with changes in how companies consume software and hard-

ware, cloud computing will spawn new financing options. Companies will look to equipment financiers for variable payment structures in the cloud.

8. Credit market conditions will remain favorable for long-term equipment financing.

Businesses will generally find an improving credit supply as they consider equipment acquisitions.

9. The one-year extension of bonus depreciation may provide incentives for businesses to acquire equipment.

The continuation of the depreciation bonus will allow businesses to deduct up to 50% of the cost of new equipment purchases in 2013.

10. Although the value of lease financing will remain, businesses will begin to adapt their equipment acquisition strategies to comply with long-awaited changes to lease accounting standards.

A new draft of proposed changes to lease accounting standards by the Financial Accounting Standards Board and the International Accounting Standards Board should be announced this year, enabling businesses to begin to evaluate how their balance sheets, earnings and other financials will be affected by equipment financing agreements.

21

FEBRUARY 2013

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NEWS AND INFORMATION

Washington in early stages of possible pay by mile study

Any pay by the mile plan in Washington state would not include commercial trucks. (The Trucker file photo)

Facing steep declines in gas-tax revenues that pay for road repairs, Washington state is exploring a cre-

ministration take effect, requiring automakers to nearly double the average gas mileage of all new cars and trucks by 2025.

"The gas tax is dwindling," Hammond said. "It would be irresponsible for us not to look ahead and take care of our system in the future."

Between 2007 and 2023, fuel tax revenues are projected to fall by more than \$5 billion, according to

tion.

Still to be debated is how the fee would be charged - by miles driven, time spent on the road or another alternative - and how mileage would be reported or collected.

Options for collecting mileage include annual odometer readings, smartphone apps and equipping cars with GPS devices that would track miles driven. But the prospect of tracking drivers by GPS is likely to raise protests from those concerned about privacy issues.

The idea of charging drivers by the mile isn't a new one. At least 18 states have studied the idea as one of many ways to replace fuel tax, but no state has

implemented it widely, said Jaime Rall, a senior policy specialist

with the National Conference of State Legislatures.

"It's a very popular idea to think about, but there's no jurisdiction that has that kind of fee on all vehicles. It's still very much experimental," Rall said. "It's one of the options on the table. Many transportation experts think it's one of the better options, but the general public still has very real concerns about privacy and equity."

An Oregon pilot project is testing a way to collect road user fees.

Martin Callery of North Bend, Ore., is one of 40 volunteers who have agreed to pay a charge for each mile they drive during the three-month project.

He equipped his 2009 Honda CRV with a GPS device that tracks his miles. Other volunteers had the choice to pay a flat-rate plan that doesn't report mileage or to report mileage without a GPS.

Based on early reports, Callery thinks he and his wife have paid less than what they would have paid in fuel taxes.

"I think this is an important phase of getting a system that's ready to go," said Callery, who works for the Port of Coos Bay.

Privacy may be a concern by some who don't want government tracking their movements, but Callery said it wasn't a big deal for him.

Callery said he thinks all roadway users need to pay their fair share. "If people want to see the transportation system maintained and improved, they're going to pay as you go." - AP

Speed reduction, driver training, progressive shifting give best fuel efficiency payback

A survey of fuel efficiency initiatives found that the best payback came from cutting highway speed, training drivers and progressive

(Continued on Page 23)
See "LT News"

Chatterbox

(Continued from Page 2)

train, Cummins ISX 600, 18 speed 3/8" x 12" frame, 46,000lb Rockwells, 14,000lb steer axle, double Watson and Chalin push axles, 280" wheelbase, alpine rigging, SI scales, west coast style cabguard, dual 7" mitered top stacks and bright red cab and frame and black bunks

TROY SCOTT: I just want my old 1989 International with an 8v92 and an 18 speed all fueled up.... I miss that truck.

JOHN LESAMIZ: If this is a dream than it would be 2013 359 Peterbilt with 3406 b with cruise control 46-160 rears lockers extended leaf suspension 260 wb with a 6 and 4 and abs brakes to bad its not possible?

CHESTER DE. RASPE: New Pete 367 set back 20,000 lbs front axle, tri drive, black n chrome, 8" pipes from the ground up, gangster visor! C-16 600 cat with Jake n retarder, 15" air cleaners, lots of chicken

lights, rockin' stereo system, rigged out for longs, Peerless cab guard, Anser or Peerless tri-axle trailer! And more lights and chrome.

HARLAN MITTS: Wife asks this just the other night when U going to update, given a min or two told her I rather afraid that I would be very disappointed in what's new over what I have now, hard to beet a truck that has proven her self time over time, she has been she has been with me for over 14yr's, she be a 97 378 Pete 235 wheel base, 3406E, 18 fuller, 46 Rockwell double lockers, Chalmers, tapered stinger quick change, wet kit, with whit log gear, have always updated her with new this an that, still very tight cab no noise's, but working here on the boarder of California's new regs, half of my work coming from across the boarder is just a bummer, guess what I'm trying to say is I'm not sold on any new trucks yet.

DAWN SLAM: Well, if it's a dream, and I could have the best of all pos-

sible worlds (including driving it lol)...W900B 3406E (6NZ) engine cranked up to 600hp, 14,600 front axle, RTLO20918BP, dual 100gal- lon-behind the cab fuel tanks, 46,000lb Rockwells with lockers in both, AG460 suspension, Whitlog gear w/Si scales.

JEFF HENKE: I'd build a 79" Kenworth 900L, C-16 600 cat, 18 speed, 46,000# rears on Hendrickson Primaxx. 260 wheel base and new Pedersen gear.

LON KNIERIEM: I get to drive my dream truck everyday. T 800W, ISX 600 Cummins, 18 spd with an air shift 4 spd aux, 52000 lb rears with lockers on 52000 lb Neway adz air ride (the best suspension for ride, stability, traction and maintenance) double 3/8 frame and 20000 lb steer and lift axles.

ROB GORDON: Not a new one by any means - either a KW or a Pete, Cummins 600 horse N14, 18sp, 46k Eaton 2 spd rear ends under Hendrickson extended leaf walking beam, 16-18k front end. I'm thinking it would have to be a T-800, a W900L KW or a 378 or 379 Pete.

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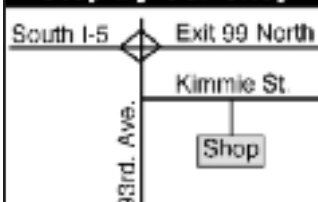
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LT News

(Continued from Page 22)

shifting. Not surprisingly, these actions, along with recording engine data for greater driver feedback, also were the most commonly implemented among the carriers surveyed.

The study was sponsored by third-party logistics provider Transplace, PepsiCo and the U.S. Environmental Protection Agency. The survey of more than 65 transportation carriers was designed to gain insight into the implementation of EPA's SmartWay program and other fleet fuel efficiency initiatives.

More than 75% of the carriers in the survey have implemented driver training, SmartWay-verified tires, reduced highway speed, progressive shifting, recording engine data for

driver feedback, and aerodynamic mirrors.

Other initiatives, including tire pressure monitoring systems, gap reducers, alternative fuels and a vehicle battery system for heating and cooling, had a more limited deployment across the fleets. Some fleets have implemented such initiatives with expected ROI, and other fleets are either still evaluating these initiatives, have not evaluated them, or have had more mixed results following implementation.

The least common SmartWay initiatives were nitrogen-filled tires, truckstop electrification, advanced trailer end fairings and verified retrofit technologies, although a number of fleets were considering or evaluating them.

Technologies that mostly were rated "below expectations" included single-wide tires, particulate filters,

and vehicle battery systems for heating and cooling.

On wide-base single tires, fleet comments ranged from "everyone wants them for the fuel savings" after initial driver resistance to payback being below expectations due to retread and maintenance and problems with lack of supply on the road for breakdowns and lower trailer resale value.

"We designed this survey, which grew out of the PepsiCo sustainability team, with key input from leading shippers and carriers such as PepsiCo, Con-way, J.B. Hunt and Western Express," said Ben Cubitt, senior vice president, consulting and engineering, Transplace.

Well Spoken

"Give me six hours to chop down a tree and I spend the first five sharpening the axe."

- Abraham Lincoln

Fuel problems decrease, unscheduled downtime increases

As medium-duty truck engine technology advances, more complicated repairs lead to more unscheduled downtime, according to the J.D. Power and Associates 2012 U.S. Medium-Duty Truck Engine and Transmission Study.

The study, now in its fifth year, measures customer perceptions of 2011 model-year Class 5, 6 and 7 gasoline- and diesel-powered engines and provides manufacturers with a comprehensive and objective measure of customer satisfaction and product quality.

Eight attributes are measured to determine overall engine satisfaction: engine reliability and dependability; ease of access for service or

(Continued on Page 24)

See "LT News"

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(Continued from Page 23)

FEBRUARY 2013
LOG TRUCKER

maintenance; maintaining speeds on grades; acceleration when fully loaded; control module (ECM); vibration at idle; engine warranty; and average fuel economy.

Overall, the number of engine and fuel problems has decreased to 40 problems per 100 trucks (PP100), down by 11 PP100 from 2011. While the number of problems has decreased, the average length of unscheduled downtime due to these problems is 13.4 days, an increase of 2.7 days from 2011.

"As engine manufacturers continue to make advances in technology, there will likely be fewer problems," said Brent Gruber, director of the commercial vehicle practice at J.D. Power and Associates. "However, the trade-off is that when problems occur, they will likely be more complicated and require more downtime to fix."

The study finds that overall satisfaction with medium-duty truck engines is 760 (on a 1,000-point scale), and increases to 778 when selective catalytic reduction technologies are used to meet emission requirements.

Satisfaction varies among the different classes of trucks, with an 11-point gap in satisfaction between the highest- and lowest-scoring classes. The greatest difference among the three truck classes is the number of reported PP100, with considerably fewer engine problems reported for Class 5 trucks, compared with Class 6 and Class 7 trucks.

Bond

(Continued from Page 5)

been subjected to the "Greening of America" and the monies provided to the state education system via those resources has plunged.

Instead of the Governor or legislature revisiting the annals of natural resource production for school funding, the majority chooses instead to dip deeper into the pockets of citizens. In the current economic climate, this can be devastating. Money management by the State must come before taxation. Governor Inslee is standing firm on his campaign pledge not to "raise taxes" according to the comments he made after being sworn into office. There will be no new tax increases, said Inslee, but there will be an extension of the increases levied two years ago and set to expire this year. He is willing to carry the increase through 2015. Consideration is also being given to additional charges at the pump, ... cautiously called a "revenue" source as the word "tax" has been stricken from commentary at the Dome. Current-

Satisfaction and Repurchase Plans Customers' perceptions of their truck engine's performance are the most important factor of overall truck satisfaction. The 2012 study finds that owners who rate their overall engine satisfaction 9 or 10 on a 10-point scale, compared with those who rate their overall engine

ly, fuel taxes in Washington are 55.9 CPG for gas and 61.9 CPG for diesel. To compensate commuters who suffer from fuel tax increases, WSDOT creatively added other forms of transportation to the mix allowing many workers to leave the driving to someone else. I applaud this move however, I've yet to see bunks on a Light Rail system, transit bus or ferry. It appears the trucking industry, vitally essential to the transport of goods and services, is again expected to shoulder the increase and suck it up. I would expect the Governor to have direct knowledge of a fuel tax impact upon the trucking industry, as during his campaign he touted a history of "driving cement truck" to pay his college tuition. There's more to come on this as the legislative session progresses, but in the meantime, I'll be knocking on the doors of legislators statewide asking, "Whadda ya thinkin'?"

Stand your ground

Speakin' of thinkin' obviously Rep. Sherry Appleton (D-23rd District) had a real brain fart in December as she submitted an early

Bill (HB 1012) into the hopper. Mrs. Appleton is concerned with gun laws (as are many citizens following the massacre at Newton, CT.) Included in her proposal though was this "jewel" ... Sec. 1. . . (2) Homicide shall not be justifiable under this statute if the slayer knows or should know that he or she could avoid the necessity of using such force with complete safety by retreating. Absurd? Beyond absurd! Anyone with half a wit would recognize the threat posed by an individual(s) breaking into your home with the intent of causing damage. To think anyone could escape a violent confrontation in seconds, suffering no injury or harm is ludicrous. The positive point is Mrs. Appleton has pulled the Bill off the table, but not before having her intentions and intellect seriously questioned. More on this to come.

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

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LT News

(Continued from Page 24)

hicle brand (50% vs. 21%, respectively).

"The level of satisfaction directly influences customers' future buying behaviors. By exceeding customers' expectations, engine manufacturers are generating customer loyalty for both the engine and truck brands," said Gruber.

Hino engines rank highest in customer satisfaction for a fifth consecutive year with a score of 801 and performs particularly well in control module; ease of access for service or maintenance; engine reliability and dependability; average fuel economy; and engine warranty. Cummins (793) and Paccar (789) follow Hino in the rankings.

The 2012 U.S. Medium-Duty Truck Engine and Transmission Study is based on responses from 1,272 primary maintainers of one-year-old conventional cab medium-duty trucks. The study was fielded between June and July 2012.

Allison details 2013 production launches

Allison Transmission is pre-

paring to initiate production of a range of new products it has announced over the course of this year.

In 2013, the company said it will start of production of the new Allison TC10 TS automatic transmission for Class 8 tractors, along with the Allison Hybrid H 3000 transmission for medium-duty commercial trucks.

The company added that it also plans to roll out its fifth generation of electronic controls as well.

The Allison Hybrid H 3000 transmission functions within a parallel hybrid architecture that supplies blended power from a conventional diesel engine and stored energy from batteries, along with a regenerative braking kinetic energy recovery system. The company said fuel savings are projected to range from 25% to 35%, depending on vocation and duty cycle.

The company said its fifth-generation electronic controls will replace fourth-generation controls on its Allison 1000, 2000, 3000 and 4000 Series transmissions and are incorporated in the new TC10 TS and H 3000 models.

Finally, Allison said it expects to expand its presence in the hybrid truck market in 2013 via the non-

controlling equity stake it acquired in Odyne Systems LLC this past July.

"Odyne Systems' expertise and experience in the development and manufacture of advanced hybrid control systems made them an attractive partner," said Lawrence Dewey, Allison's chairman, president & CEO.

"I believe commercial vehicle operators who require a clean and sustainable stationary power source will appreciate the features and benefits that Odyne and Allison bring to the industry," he added.

Fleetpride acquires Oregon parts distributor

Heavy-duty truck and trailer parts aftermarket distributor FleetPride Inc. said Monday it acquired E.H. Burrell Co., a distributor of original equipment manufacturer and aftermarket parts serving western Oregon and southwest Washington state.

Terms of the deal were not disclosed.

Founded in 1918, E.H. Burrell was a third-generation family business when it was purchased in 1995 by Curtis Schott, a long time em-

ployee, and his wife Denise. Schott started his career at the company at the age of 16 and by his early 20's he was a full-time salesman for the firm.

"The Schotts have been true partners in E.H. Burrell for over 13 years and we are very pleased that Curtis will stay on and become FleetPride's area manager for Oregon after the acquisition is complete," said Steve Turnlund, FleetPride's western regional manager.

Kenworth offers dual LNG tanks

Kenworth is offering factory-installed, dual liquefied natural gas (LNG) fuel tanks on Kenworth T800s powered by the 15-liter Westport GX engine. "By equipping a Kenworth T800 with dual LNG fuel tanks, operators now have the option of running the truck up to 700 miles on a single fueling," said Alan Fennimore, Kenworth's vocational marketing manager. "This option doubles the operating range making the truck a better choice for long haulers with slip-seat or drop-and-hook operations and for regional haulers whose drivers travel long distances, but still return home at the end of their shifts." The dual LNG tank configuration is only available on the Kenworth T800, equipped with a day cab or the Kenworth Extended Day Cab.

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FEBRUARY 2013

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2007 Kenworth T800

ISX, RTLD 18918B, D40S w/rear lockers 3.91 ratio, Hendrickson Primax suspension, 12 alum. wheels, Vulcan scales, 1983 Peerless trailer w/outboard drums, 8'6" bunks, truck comes with #5 position w/ALRT, everything goes.....**\$90,000**

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