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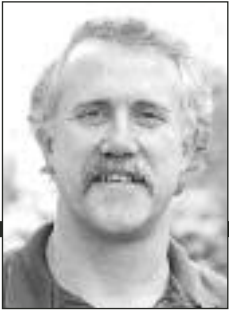


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From the stump...

Changing concept of efficiency

by Mike Crouse, Publisher

Efficiency should be an easy concept to grasp: fewer moving pieces, more energy focused on the goal and achieving the desired end.

We strive for this everyday in business, doing more with less, reducing wasted effort, using new technology to do more with less, anticipating and preparing for the future as you see it, constantly adjusting and changing with an ever changing world, learning from experiences, applying what we've learned to future endeavors, and hopefully transferring that knowledge to your crew and co-workers for a mutual gain and competitive advantage.

It is a practical exercise in evolution and survival of the fittest, the most efficient, and most innovative with change that have proven to be both cost effective, practical, and safe.

We work to be the best and collect those around us who are the best at what they do so we are constantly improving. It is the basis of capitalism.

In contrast we present the following:

The other day we caught a glimpse of congressional coverage where some committee or subcommittee was grilling a banker with Chase, seeking an explanation to their sudden market loss of several millions of dollars on some international stock trade. The gist of the committee member's disgust was aimed at how Chase could have lost all that money.

The irony wasn't lost on this viewer.

Here we have a member of congress finding fault with the banking industry for losing money on an open market trade and at least implying the bank had insufficient controls to assure such trades would always be protected from loss. Granted, the bank in fact lost money, certainly not by design: in business you either make a profit or cease to exist, thus the incentive to make rather than lose money. You're not rewarded for

failing in business, you're fired or you're no longer in business.

Thus this congressional committee, part of that august body that is congress, the vast majority of whom have NEVER signed the front of a check, commonly swap votes for projects and legislation they've never read,

and consider a reduction in the rate of automatic increase in a budget as a "cut" as prudent business to find fault in the business practices of this bank is laughable.

The lesson lost is simple: for congress to oversee anything they must first DEMONSTRATE their own ability to oversee and control themselves in dealing with the public's business.

As a nation we've come through a pretty horrendous plummet off the financial cliff, cratered the economy, losing a huge number of businesses, jobs, and homes in the process. The inefficient, poorly funded, poorly positioned, inefficient and unprofitable companies have been pruned, leaving the strongest and most efficient to rebuild the economy, which we are now doing not because of but In Spite Of this congress, this administration, and the collective of state legislatures.

The reason our system of government has survived and prospered over 237 years is due to design that retains political control at the local level, where accountability is up close and personal between the public and our elected representatives. Where the model goes awry, as we are seeing, is when accountability is lost to size and distance from the electorate.

Insuring "someone's" future

Health care, health insurance, and the legislated realities of the "Affordable Care Act" (a.k.a. Obamacare) has been a major topic at the Oregon Logging Conference, and the recently completed Washington Contract Loggers Association Annual Meeting, and with good reason: the law's timelines are moving forward, and agreeing or liking it is incidental. It's the law, which as we've seen before is far easier to start than it is to stop.

The one potentially good thing to come of this has been a uniform computerization of medical information by health care providers, which should give immediate access to one's medical

history, rather than having to fill out countless forms, at least that's the theory. Our own physician has been at this for a few years and noted that there are benefits both for his practice and for us patients. Ring up one for the plus side of the ledger.

The delay of information on the "Affordable Care Act" aside, it's up to you, and whomever you work with on insurance, to get yourself up to speed and in compliance. Ignorance is never a good defense, and you cannot ignore this "away."

Make no mistake about it, beyond the exception of many exempted labor unions, and our plentiful force of federal, state, and other government employees, we're all getting to pay for this grand scheme, for better or otherwise.

While the vastly merchandised reasoning behind this is to have everyone paying for health care, thus increasing the breadth and depth of the programs finances (which we'll call the public trough), there is no doubt whatsoever who unquestionably wins in the grand political design of "Affordable Care," that would be the bureaucracy, staff, administrators, enforcers, regulators, and paper pushers all of which comes prior to any health care at all, with a substantial price tag, and they are the first in line, first into the "trough" and first to be paid. The good news is these are all new jobs. The bad news is they primarily produce paper, and re-arrange deck chairs.

Near the end of this burgeoning line are the professional care givers (i.e. doctors, nurses, physical therapists, etc.) who actually perform and deliver the service, with whatever money may be left, and at the tail end of the cash outlays are we the clients/patients.

This, in fact, may be the most accountable/cost effective wave of the future. But in the enthusiasm to enact this model, efficiency has been left on the cutting room floor. You cannot add parts to any system, all of which erode efficiency and speed, siphon money from the care givers, which further erodes services to the clients, and achieve a savings.

At the end of the day, those whose future is assured are the bureaucrats and paper pushers, not the physicians, not the specialists, and most assuredly not the clients.

That notwithstanding the majority of the country voted to continue down this path in pursuit of the "free lunch" of hope and change.

Our charge at this point is to inform and prepare yourself, your company, and your crew. **LT**

In This Issue...



COVER PHOTO: It might officially be Spring, but tell that to Mother Nature. In some parts to the Pacific Northwest and Northern California, guys are still having to throw chains. That's just part of the job, and companies like Smoke Oakley Trucking, of Yreka, CA, don't mind a bit - work is work, and aint bad when you've got nice trucks.

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KW T880

What do you Think?

Skillfully designed and robustly engineered, the new Kenworth T880 builds upon Kenworth's distinguished 90-year heritage of quality, innovation and technology to produce industry-leading, rugged and reliable vocational trucks.

"As we celebrate Kenworth's 90th anniversary, the T880 represents our heritage very well as the latest evolution of our quality product line, while also reinforcing Kenworth's leadership in vocational truck performance. Vocational customers and drivers really demand a tough and durable truck in today's challenging work environments, and we are confident the Kenworth T880 will surpass customer expectations," said Kevin Baney, Kenworth chief engineer.

"For example, the T880 features a panoramic windshield for enhanced visibility, quiet cab with its triple-sealed and robust doors, 5-piece hood for easier and faster repairs, air-assisted hydraulic clutch, complex reflector headlamps, excellent maneuverability, and new lightweight, factory-installed lift axles that vocational customers will especially appreciate," Baney said. "On top of all that, we designed the

T880 with distinctively sculpted lines that form an evolutionary, but uniquely Kenworth look."

The new T880 is for vocational applications, including dump, mixer, refuse, and heavy haul. Its addition will complement Kenworth's current vocational line-up that includes the T800, T440, W900S and C500. The

(Continued on Page 19)

See "KW T880"



THE KENWORTH T880 is standard with the 12.9-liter PACCAR MX-13 engine. With its high-end ratings of 500 hp and 1,850 lb-ft of torque, the PACCAR MX-13 engine provides a lightweight, fuel-efficient engine option for vocational applications, including dumps and heavy haul applications over 100,000 lbs. The T880 also is available with the Cummins ISX15 engine with up to 600 hp and 2,050 lb-ft of torque.

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• 8V71T, runs clean.....	\$3000
• DDEC4 450hp., runs good.....	\$5000

EXCHANGE REQUIRED ON SOME EQUIPMENT - CALL FOR SPECIFIC UNITS

A STANDARD IS MORE ...than just a flagpole

by Sherrie Bond

Okay, I'll admit I am (quickly) becoming an old fogey! I grouch and I grumble about politics, the way kids are dressing and how people on the dole are spending my money. I gripe about the price of everything from ten-cent candy bars costing a dollar to \$3,200 cars now costing \$32,000!! I beef about drivers young and old and about prices going up while wages and jobs are floundering. I even piss and moan about slobs who wear house slippers and pajama pants in public, young men who wear gym shorts that come down to their ankles and every person who squats down within my line of vision, displaying their "butt crack"! (You'll never know how many times I want to walk past and drop a "quarter in their piggy bank"!!) What is wrong with people?

I remember that there was dignity when schoolteachers dressed in slacks and sport coats or dresses and heels. Now it's difficult to determine the adult from the adolescent with the ripped-up jeans and low-slung pants or how about dressing up to go to town or church? Re-

member when everybody's Dad wore a hat or when you had to change your school clothes before going out to play? I don't recall any of these behaviors being written in stone; people inherently knew how to behave and cared about how they were perceived.

Back in the day (before I became a certifiable fogey) when American women were staking a claim for equality we made a few "social blunders"! Because we were no longer satisfied with being locked into "girl jobs", we wanted the opportunity to decide the type of profession we'd enter. Women were on the move and unstoppable. We were pushing the proverbial envelope. So what did we do in the 60s to prove we were up to the task? Well, we burned our bras!! (That otta show 'em!) I'm not sure how that would prove, "I'm as capable as you when it comes to hard work and to prove it I'll torch my dainties" but, that's what we did. As I said, there were a few false starts on our journey and some misperceptions before the public, but we persevered and look at the female gender now ... we made entry into nearly every type of profession available, some successful and

some not so much, but overall we achieved the goal with a measure of dignity.

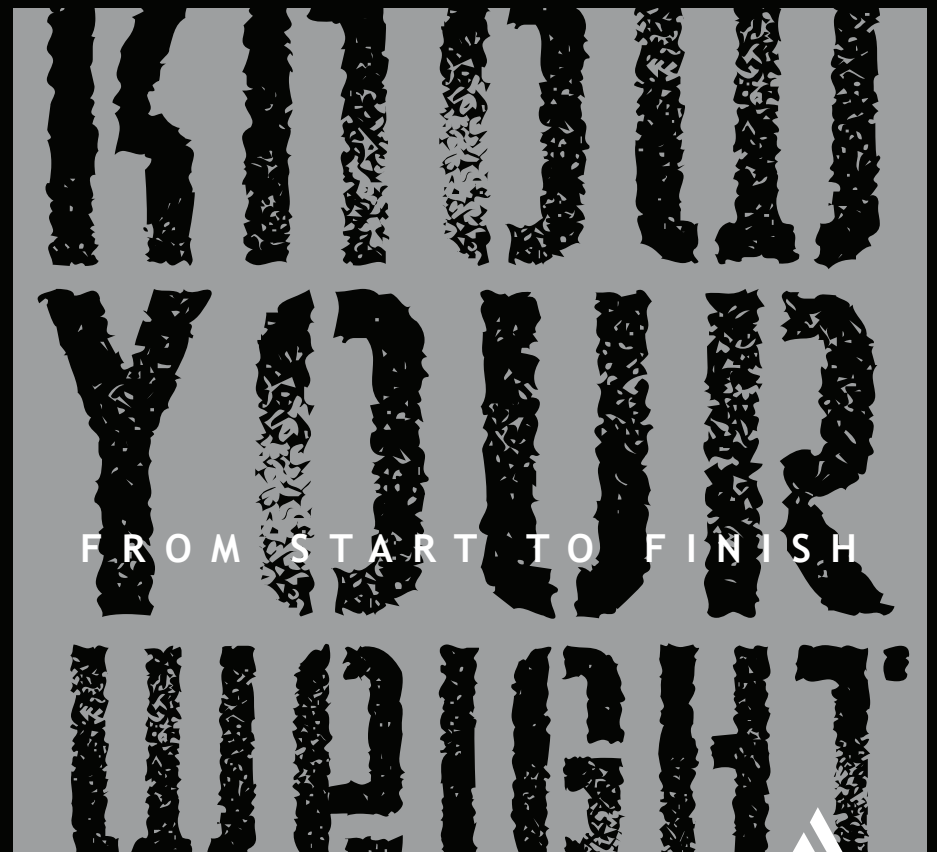
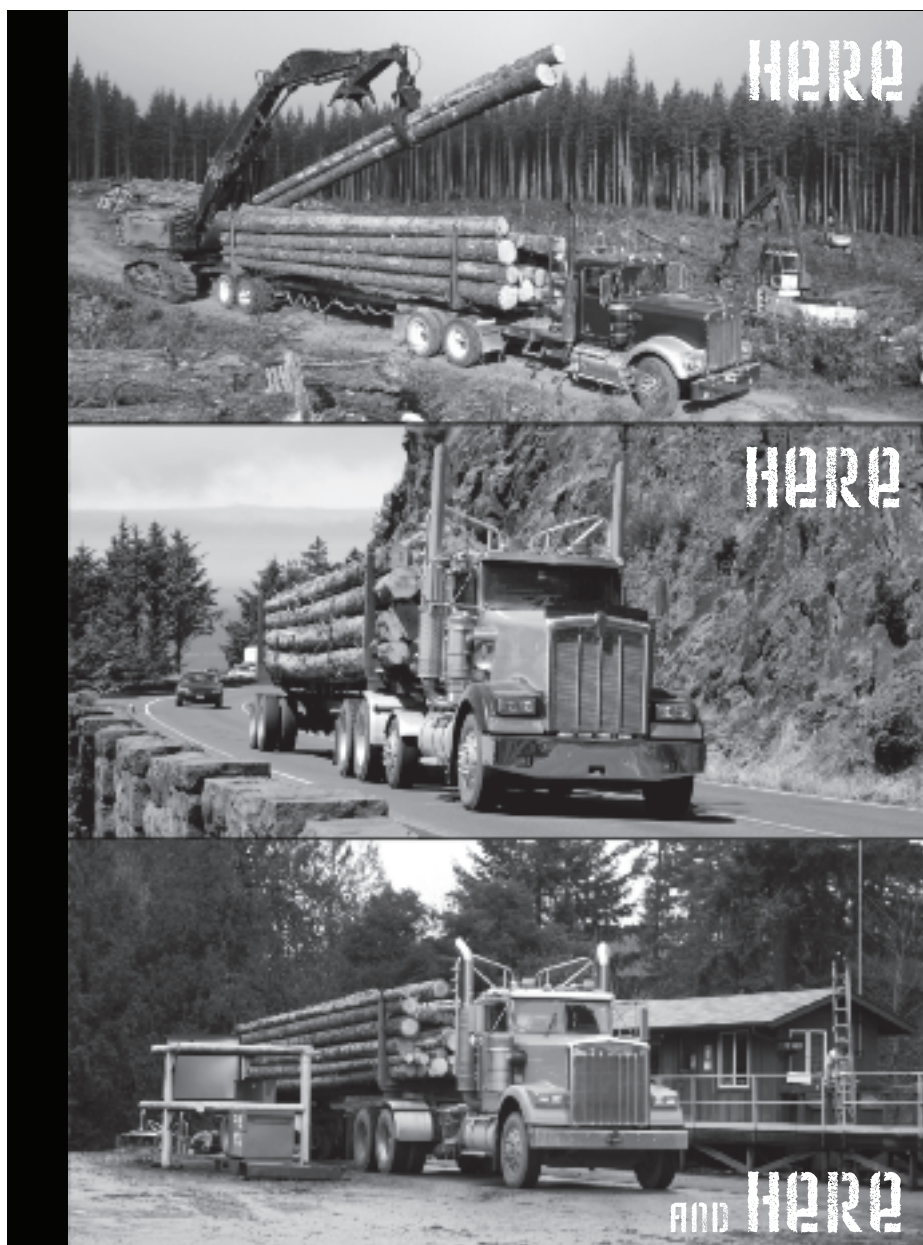
Lest the guys think I'm ignoring their advances in a variety of professions, I applaud you as well. Times have changed and guys are also unfettered by gender parameters. No one looks askance at male stewards, bakers, chefs, nurses or Mr. Moms. It's a day and age when we can be comfortable in our own skins without feeling the need to explain ourselves, and we've all managed the progress with distinction and self-esteem.

All this being said with an open mind and supportive understanding, I still wrestle with that old school attitude of public propriety; for example this Session a state senator, who is also a new Mom, missed a floor vote when she left to nurse her infant instead of tending to her elected duties. This decision not only upset the voting majority at which time the opposition decided to run amok, but it also caused me to wonder if she really thought that was the best thing to do at the time? Maybe she didn't even give a thought to the consequence of her action. Is nursing a child when you

are "on the clock" right and proper? Wouldn't it have been better to "pump" and "serve" instead of leaving the floor? What the heck was her baby doing at the Capitol anyway? Is daycare unavailable? While the old age question of which came first, the chicken or the egg has never been answered, the new age question should perhaps be, does fulfilling a "taxpayer" funded position take precedence over breast feeding? Ms. Senator may have been within her "rights" to nurse her child, but there are certain things in life that are proper and appropriate. A time and place for everything. The "old fogey" in me believes everything isn't okay or acceptable, just because it's "allowable" to ignore social graces. Maybe it's an issue of poise, standards or self-regard. It is apparent some people have it; others never will, but I can say with certainty, "standards" are more than just poles upon which we hang flags!

LT

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



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Pride in the Ride

SMOKE OAKLEY TRUCKING YREKA, CALIFORNIA

by Darin Burt

Schoolwork was the priority for young Shane Oakley, but when the bell rang he'd head for the Smoke Oakley truck shop, helping to grease and wash the trucks. He even worked on brakes, and did his first rebuild on a B-model Cat motor when he was just 12. His dad Smoke, the owner of the company, helped him see the head, but other than that, Shane buttoned it all up on his own.

"When I was just a little kid, my dad was hauling logs and lowboying for different loggers in the area. He bought his first truck when I was three, and he progressed from there," Shane says. "He started

(Continued on Page 7)
See "Smoke Oakley"



SMOKE OAKLEY OPERATES a 2000 Peterbilt 379 that's been outfitted with a lot of accessories and paint from Brent's Custom Trucks in Medford, Oregon. The frame was stretched four and a half feet from the cab back; 100-gallon fuel tanks were added to improve ground clearance and lessen the truck weight; Kenworth 8-bag suspension was also installed for a smoother ride. Shane says the suspension is "like a Jeep in that it can go anywhere."

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Smoke Oakley

(Continued from Page 6)

building a fleet, adding a truck about every year around the time I was about 10 years old. At one point, he was running 13 trucks."

The first truck that Shane piloted for the family business was a 1991 Freightliner. He hauled logs with it for three months right after he turned 18 and was legal to drive. He continued to work under the company name from 2003 to 2005, but there came a point when he itched to be on his own.

"I asked him if he'd buy me a Peterbilt 359 – which was the truck of my dreams ever since I was a little kid, and he said let's go for it. We went down that next weekend and bought it from a company in Redding that had been using it as a dirt hauler. We converted it into a log truck and I've driving it up until just recently."

"Dad wanted to make sure that I had my wings underneath me first before I just took off," Shane says. "He stressed to me about taking care of equipment, and that the bills are the number one priority – some months are good and some aren't; that's just the way it is."

Shane's brother-in-law Trevor Ayres also runs a log truck under the Smoke Oakley name. Smoke sold off the fleet of trucks some years back because it was becoming harder to find competent drivers and the headaches were mounting.



SHANE OAKLEY'S 1986 PETERBILT 359 equipped with a 15-speed transmission, B-model Cat motor, air-leaf suspension, Eaton 4:04 rearends and a Miller conventional log trailer. He just retired the truck and upgraded to a 2001 Peterbilt 379 with Whit-log gear.

Now it's just him and his sons on the road together, hauling primarily for Del Logging, out of Redding.

"Dad wants us to go out on our own and experience it for ourselves," Shane says. "We're all going to continue to truck together and use the same shop, but he wants us to be ready to step up and take it over someday."

Assuming that day ever comes. "Dad's the kind of guy who will probably never retire," Shane says. "He'd rather be in his truck than sitting in a coffee shop."

"As age comes on, I'm progressing that way too," he adds.

The truck that Shane started out in was a 1986 Peterbilt 359 equipped with a 15-speed transmis-

sion, B-model Cat motor, air-leaf suspension, Eaton 4:04 rearends and a Miller conventional log trailer. He just retired the truck and upgraded to a 2001 Peterbilt 379 with Whit-log gear – it's so new, that when we did the story it was still

(Continued on Page 8)
See "Smoke Oakley"

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8 Smoke Oakley

(Continued from Page 7)

awaiting a paint job, stacks, visor and other accessories to make it shine.

One of the reasons for the upgrade was the need to be compatible with California's EPA regulations (although the actual word Shane used to describe the CA law has been edited for a family audience). "With the electronic motor, it's going to be a lot easier to pass the emissions test," he says. "All I have to do is buy the special muffler – the cheapest of which I've found is \$14,500."

"Pretty much, California is forcing all of us loggers into Oregon," he says. "I'm looking at moving to Southern Oregon; it's probably going to happen within the next year because it's just not feasible to haul logs down here any more. Our fuel prices down here are ridiculously high compared to just across the boarder in Oregon. Start up costs are also lower in Oregon."

No matter where the trucks are running, Smoke Oakley is a company that's known for having pride in their rides. "I'm not driving it if it doesn't have a big bumper, big visor,

(Continued on Page 9)

See "Smoke Oakley"

FOR SALE



#22 R855049 2000 T-800 Kenworth, Cummins N14 500, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**

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#128 R861711 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**

#130 R861714 2000 T-800 Kenworth, Cummins ISX 475, Jake brake, 18spd trans., RTLO 18918 BAS (auto shift), single spd Eat rear ends, DS 462P (4:11) w/locker, Hendrickson Haul Max Walkbeam Suspension, 3/8 steel frame, 250"wb, 4 axle truck.....**\$48,000**

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"I WANT TO THANK MY DAD for getting me into an industry," says Shane Oakley. "I'd rather be doing this than working for 10 bucks an hour and being stuck in some cubicle."



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Wet Kit

2009 Peterbilt 389, Cummins ISX 550 HP, Jakes, 18-Spd RTLO18918B, 12k Front, 46k Rears, 3:91 Ratio, Air Trac Susp., 223" WB, All Alum. Wheels, Hydraulic Wet Kit, Quad Horns, Spot Light, Heated Power Mirrors, Prestige Interior, High Back Air Seats w/Lumbar, Power Windows, Full Gauges, Etc., 339k Miles**\$84,500**



Hendrickson PRIMAAX

(3) 2008 KENWORTH W900, Cummins ISX 485 HP, Jakes, 10-Spd FRO16210C, 13,200 Front, Heavy Duty 40k Rears, 3:91 Ratio, Dual Diff Lockers, Hendrickson PRIMAAX Susp., 222" WB, All Alum. Wheels, Spot Light, Block & Mirror Heaters, Tilt Column, Power RH Window, Full Gauges, From 390k Miles.....**\$79,500 ea.**



Allison Automatic

(5) 2007 INTERNATIONAL 5900i SFA, C13 430 HP, Jakes, Allison Automatic 4500RDS-P, 20k Front, 46k Rears, 4:56 Ratio, Dual Diff Lockers, Hendrickson HAS Susp., 240" WB, All Alum. Wheels, Block & Mirror Heaters w/RH Moto, Eagle Interior, Air Seats w/Lumbar, Power Windows & Locks, Full Gauges, From 270k Miles**\$79,500 ea.**



Engine Overhaul

2007 FREIGHTLINER FLD12064SD, S60 475 HP, Jakes, 18-Spd RTLO18918B, 14,600 Front, 46k Rears, 3:91 Ratio, Dual Diff Lockers, AirLiner Susp., 205" WB, Air Slide 5th Wheel, Block Heater, Heated Power Mirrors, High Back Air Seats, Tilt Column, Power Windows, 538k Miles, OPT Overhaul**\$59,750**



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1997 WESTERN STAR 4964EX, N14 460 HP, Jakes, 13-Spd RTLO16913A, 12k Front, 40k Rears, 3:73 Ratio, Hendrickson HAS Susp., 246" WB, High Back Seats with Arm Rests & Lumbar, Tilt Column, Power RH Window, Full Gauges, Etc., 554k Miles**\$29,500**



Hendrickson RTE

1989 Peterbilt 357, 3406B 425 HP, Jakes, 13-Spd RTO12513, 12k Front, 44k Rears, 3:90 Ratio, Hendrickson RTE Susp., 218" WB, 14' Dump Body, High Lift Gate, Hitch, Etc., 280k Miles**\$22,500**



SMOKE'S TRUCK has a custom cab guard and 100-gallon low-profile fuel tanks.

Smoke Oakley

(Continued from Page 8)

nice pipes and lots of chrome," Shane says. "We spend A LOT of time polishing."

"It's definitely worth it. Especially when you walk out in the morning, look at the truck and go, 'Heck Yea! I get to drive that today!'"

It's not just about looks. The guys are very particular about maintenance, and if something - even something minor, doesn't feel right or needs fixing, it gets taken care of immediately.

Smoke Oakley is also known for sporting big power under their hoods. Smoke's 3406E Cat motor is churning out about 1,000 hp and Shane's tops out right about 800 hp.

"It's not necessarily to go fast. We can pull up a hill at 55 miles an hour, where a stock truck might on-

ly be going 25 mph," Shane says.

"A lot of the mills down here have us in such a crunch too because they aren't open very many hours - they might open at 7am and close at 3pm," he adds.

Ups and downs and annoyances aside, Shane makes the point that he wants to thank his dad for getting him into an industry that he is sure is going to make it. "Everybody says that logging is dying, but if you are in it, you know that it's not. I kind of feel that only the strongest survive," he says. "I'd rather be doing this than working for 10 bucks an hour and being stuck in some cubicle."

"I might be kind of a young guy, and some people might say that this doesn't really fit me, but when the sun is coming up in the morning and you're coming over the hill with a load of logs, it's amazing and we get to do it every single day."

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PETE 567

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The new Peterbilt 567 is the result of the most extensive product research and development in the company's legendary line-up of vocational vehicles and sets the standard for quality, innovation, and reliability for the vocational market.

The new Model 567 builds upon Peterbilt's long history of providing customers with the most durable and reliable trucks that are designed to endure the harshest of vocational applications," said Bill Kozek, Peterbilt General Manager and PACCAR Vice President. "From the 567's rugged design and versatile configurations to its enhanced visibility and new spacious interior, this new model exceeds the demands of our customers' unique vocational operating requirements."

Quality & Durability

At the core of the 567 is the durable, new aluminum cab that is stronger for long-lasting endurance and comes standard to meet severe-service requirements. Strategically-placed steel reinforcements were designed to increase strength and optimize rigidity. The 567 cab endured

rigorous testing at the PACCAR Technical Center in Mount Vernon, Washington.

"For additional strength and cab stability, steel upper A-pillars and rear corner reinforcements have been added," said Landon Sproull, Peterbilt Chief Engineer. "The large cast aluminum front cab mounts distribute road stresses evenly, reducing road-induced wear and improving ride quality."

In addition to cab durability, the signature stainless steel oval mesh grille and surround provide protec-

tion from gravel and road debris and bears the iconic Peterbilt styling. The new Metton® hood is highly resilient, absorbing many impacts that would shatter or crack other materials. The hood pivot system has a protection feature that directs energy around the cooling module in the event of an impact.

Visibility Enhancements

The outstanding forward lighting system on the Model 567 is a proven design that significantly enhances down-road visibility and reduces

driver fatigue. The headlamps feature projector module low beams, which have a 2,000 hour lifecycle, and complex reflector high beams. Peterbilt's signature pod-mounted design helps protect the headlight from potential damage to the fender, common occurrences on congested jobsites.

Maximum forward visibility is achieved through a panoramic windshield that features integrated lo-

(Continued on Page 11)
See "Peterbilt 567"



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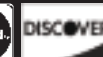
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Peterbilt 567

(Continued from Page 10)

caters in the cab structure to allow for high-quality and time-efficient field repairs. A-pillars utilize strategically placed supports for added strength, allowing them to be 13% narrower than other designs, further enhancing visibility.

"Visibility of traffic, construction and pedestrians is critical on today's jobsites," said Sproull. "Our design team evaluated real-world scenarios during day time and nighttime situations to optimize the visibility for the operator."

Designed for the Job

The Model 567 is designed with the versatility necessary for vocational trucks which are often required to perform highly specialized jobs. The 567 is available in two BBC configurations – the 121-inch and 115-inch – in a day cab or with a selection of detachable sleeper configurations.

Three sleeper sizes – 44", 70" and 80" – all provide an inviting living space. The large sleeper opening gives the feel of an integrated sleeper design while maintaining the resale-enhancing detachable sleeper construction.

The 567 can be spec'd with a wide variety of heavy-duty components and in a number of configurations for increased payloads and optimized weight distribution. The 567



is available in a set-back front axle configuration for increased maneuverability in congested worksites and with steer axle ratings up to 22,000 lbs. An angled steering gear installation further improves maneuverability by increasing wheel cut by up to 9 degrees over other designs, reducing curb-to-curb turning diameter by up to 9 feet.

"Our optimized steering geometry reduces bump steer by up to 25 percent," said Sproull. "This minimizes steering wheel feedback over rough, uneven surfaces, minimizing driver fatigue."

The 567 is also available with sin-

gle, tandem or tridem drive axles and a variety of lift axles."

Optimized Chassis Design

The 567 features a chassis design that reduces weight for increased payload capacity, improves stiffness for an exceptional driving experience and improves maneuverability for operating in congested worksites. In addition, the chassis is 10 to 15 percent stiffer than comparable products improving ride and handling while reducing in-cab noise.

The chassis was also designed to consider the needs of service techni-

cians and body manufacturers. Chassis system routing improvements include new air and fuel hard lines and the separation of key air, fuel, diesel exhaust fluid and electrical systems routings which significantly simplifies service, repair and body installation.

The Model 567 is standard with front Air Disc Brakes, providing excellent straight-line braking stability and significantly increasing brake maintenance intervals. Complementing Air Disc Brakes, the stan-

(Continued on Page 12)
See "Peterbilt 567"

11

APRIL 2013

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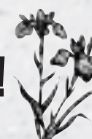
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12 Peterbilt 567

(Continued from Page 11)

APRIL 2013 **Log TRUCKER** dard Electronic Stability Control System provides added stability and traction by applying the brakes when excessive wheel slip or a critical stability threshold is detected.

Ergonomic, Comfortable Interior

The Model 567's interior combines ruggedness and durability with comfort and performance for the vocational market. The new interior begins with a 2.1 meter-wide cab that is spacious, provides a quiet, ergonomic environment that reduces driver fatigue and improves efficiency.

"A key consideration of the Model 567 design process is the driver-centric, roomy cab and sleeper environment," said Sproull. "During our research and planning, we interviewed and surveyed hundreds of drivers about their preferences to ensure the 567 cab would provide operators with the most productive and comfortable operating environment."

The Model 567 is available in Peterbilt's Platinum and Prestige trim levels. The Prestige interior is made with durable materials that are easy to clean and show fewer scratches and scuffs. The Platinum features woodgrain highlights throughout the cab and sleeper. The available interior colors are Titanium Gray and Buckskin Tan.

The new gauge panel is easy to read, completely visible through the steering wheel, and provides critical and functional information to the driver. The Model 567 also features a 5-inch color Driver Information Display. The display features important information including an engine-RPM sweet-spot indicator to help drivers maximize fuel economy. A secondary panel can house up to six optional gauges or, when specified, Peterbilt's SmartNav™ audio and navigation system.



The Model 567 dash brow is sculpted and positioned for excellent forward visibility. The dash top is made from a soft, durable material and includes an integrated tray for quick access to often-used items. All other dash shell and kick panels, along with the steering column shroud, use molded-in-color parts to minimize scratching and marring.

All controls and switches are placed within easy reach to minimize driver distraction. Switches are backlit for enhanced nighttime visibility. LED lighting throughout the cab provides a contemporary look and bulb life is 10 times greater than incandescent lighting and significantly lowers power consumption.

"The 567 is designed with an efficient hanging pedal design with floor-mounted feel and actuation," Sproull explained. "This design provides a more comfortable driving position and less fatigue, which makes a safer driver. Pedal position preferences, pedal effort requirements, and driver safety and comfort have all been accommodated in this pedal package."

The Model 567 will have two steering wheel options. The Standard wheel is an 18-inch soft-touch, four-spoke wheel and the Premium

wheel is leather-wrapped and features wheel-mounted audio and cruise control buttons. Both steering wheels feature tilt and telescoping capabilities through an easy-to-use, column-mounted lever.

Designed for Serviceability

The new Model 567 was designed to provide ease of serviceability and improve vehicle uptime. The electrical system features angled dress covers providing added protection for electrical connections and several routing troughs have been incorporated to define harness placements and ensure reliability.

The Model 567 features Electric-over-Air rocker switches, enabling valuable electronic interlocks. This technology removes complex air plumbing from the dash, and provides fleet owners and drivers with the peace-of-mind that critical components will not be damaged due to driver oversight.

The durable Metton® hood opens a full 90 degrees for easier access to key service points so technicians can reach the cab electrical and air connections, air intake filter, A/C service ports, and cab fresh air filter, which are all firewall mounted for convenient access.

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By Darin Burt

November 5, 2012. Gene Kelly was hauling a load of logs on Highway 55 about two miles outside of Smith's Ferry, Idaho. It was a road he'd traveled numerous times, but this day was about to be different.

"I'd been around the same corner 8 million times in my career. People say I might have been going around the corner too fast . . . to be honest, I just don't know what happened."

"The trailer came up off the ground on the right side, and took the truck with it. The truck laid over on the driver's side and broke the side window out – my arm was scraping the ground. The truck probably slid for 50 feet on its side. When it came to a stop, I was able to climb out the passenger side, and was luckily not hurt too badly other than from being thrown around."

A BAD DAY at work and a valuable lesson learned.

"The logs were strung out all over the highway. I just thank God that

(Continued on Page 15)
See "Gene Kelly"



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2000 KENWORTH W900L makes the conversion from highway truck to logger hauler.

Gene Kelly

(Continued from Page 14)

there was nobody hurt in the whole ordeal."

As you can guess, the truck was totaled; the wreck causing about \$10,000 worth of damage. Being a 1984 359 Peterbilt, the older truck wasn't worth much to begin with. Gene had driven the truck for 10 years, and owned it for the last eight.

"It was a highway truck that was made into a logging truck. I'd been through it top to bottom. I loved the truck; it was like family to me."

"At the time, I thought I was done," he admits. "I wasn't sure what I was going to do. I was looking at either rebuilding the Peterbilt

or going to work for somebody else."

It was just his luck that Peterbilt of Utah had a 2000 Kenworth W900L for sale. It too had been an old highway truck, but Gene saw that as a positive because being on the pavement meant that it hadn't been used and abused under severe conditions in the woods. It was a steal at only \$28,000.

"I just wanted a cab and chassis rather than a complete log truck because I still had the logging gear from the truck that had been wrecked," Gene says, adding that the fact that the KW came with a stack of maintenance records, from all kinds of rebuilt and upgraded

(Continued on Page 16)
See "Gene Kelly"



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Gene Kelly

(Continued from Page 15)

components from the clutch to the steering box, was another good sign

that he was getting a good deal.

"I wanted something that somebody else had put all the money into, so that I save can my money with it," he says with a laugh.

Another plus – the new truck was significantly lighter weight at around 24,000lbs "on a bad day."

Because the KW was in such good condition, it took only a couple of

weeks to turn it into a logger so that Gene could get back to work. Over a

(Continued on Page 17)
See "Gene Kelly"

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Gene Kelly

(Continued from Page 16)

weekend they had the sleeper off and the backend cut and ready for the stinger. He couldn't have done it without the help of fellow log haulers Tommy Reedy and Shawn Pruitte. Gene's dad Tom Kelly lent a hand as well.

Gene, 33, followed the lead of his friend John Etchemendy, who drove for Canaday Logging into the log hauling business. "I thought it would be neat to start hauling logs," he says. Gene was 21 at the time, and found a job with Charlie Yates,

of Emmet, who taught him the do's and don'ts of logging. He followed that with driving jobs for JI Morgan, of New Meadows, and Eastern Oregon Fast Freight before returning to work with Yates. It wasn't two years into that job that Yates offered to buy Charlie a log truck – the 1984 Pete – that he was driving.

"I talked it over with some people and asked if they thought it was the right thing to do and I just jumped into it. It was a scary deal because owning a business was something new to me. I had a job lined out with Brown Brothers Logging, in Emmet, before I had the truck and knew that I could go right to work."

Gene worked for Brown Bros. for a couple of years, until the spring breakup forced him to look for work to keep him busy. He went to Grand Coulee, Washington and hauled logs for Columbia Helicopters, and when that job ended he traveled to Northern California for more helicopter logging. Eventually he returned to Idaho and his old job at Brown Bros. where he's been for the last couple of seasons.

Despite having to move around a bit for work in order to keep current on his truck payments, Gene is the type of guy who likes to have a steady job. "Even if you're not making the big bucks, it's good to have a

steady job where you know you have a paycheck."

Being newly married, to his bride Desiree, it's good to be home as well, Gene adds. "I'm glad I went back home because otherwise I never would have met her," he says.

In his free time, Gene likes to go fast. He has a 1968 Camaro Roadster equipped with a 1,015hp, 640" big block Chevy engine that he's planning to race at Firebird Raceway in Boise. He expects to clock low eight's in the quarter-mile. "From now on," he says, "I'm going to keep all my speeding on the drag strip."

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VOLVO TRUCKS DEBUTS POWERFUL VNX MODEL HEAVY-HAUL TRACTOR

It might not be long before you see another Swede in the woods. Volvo Trucks has raised the bar today North American heavy-haul tractors with its reveal of the Volvo VNX, a high-performance model designed for extreme gross weight applications.

At the core of the powerful VNX is a Volvo integrated powertrain featuring a newly introduced D16 engine with 600 horsepower, 2,050 lb.-ft. torque and I-Shift automated manual transmission. Developed for applications up to 225,000 pounds, the Volvo VNX is ideal for long combination vehicles, heavy equipment hauling, aggregate, lowboy, logging, oil field and mining operations. VNX demonstrator models will be available early summer, and customers can begin placing orders fall of 2013.

Key features of the Volvo VNX:

• Integrated Powertrain:

New for the Volvo VNX is a 16-liter D16 engine with 600 horsepower and 2,050 lb.-ft. torque, Volvo's most powerful North American engine. The VNX also features Volvo's I-Shift automated manual transmission, a standard feature across Volvo's North American product lineup. I-Shift's integrated sensors identify truck load and road grade to place the truck in the right gear for the conditions for smooth, optimum shifts, improving fuel efficiency and extending clutch life and service intervals.

• Heavy-Haul Components

Available in 6x4 and 8x4 configurations, the Volvo VNX offers a wide range of heavy-haul components to ensure it's properly spec'd for the job. Front axle ratings range from 16,000 to 20,000 pounds with

parabolic springs. The VNX is available with 385 wide-base, 425 and 445 tires to match front axle load capacity. Available rear axles range from 46,000 to 52,000 pounds in regular, dual-track and wide-track tandem configurations are available. Dual steering gears and a 20,000-pound steerable pusher axle are also available as options.

The imposing VNX provides an increased ride height to accommodate more articulation and front ramp angle. A signature feature of the VNX is its distinct metallic, honeycomb-patterned grille and brightfinish steel bumper with center tow pin. A brightfinish steel moose bumper with center tow pin is also available.

• Driver Comfort and Safety Features

The VNX utilizes Volvo's full-size daycab equipped with Volvo's ergonomic dash, ample storage room and contemporary styling and trim levels, ranging from vinyl for rugged

applications to premium leather for ultimate driver comfort.

The Volvo VNX also provides proven safety features, like a sloped hood and large windshield for superior visibility, standard driver's side airbag and cab constructed with High-Strength Steel. Also standard is Volvo Enhanced Stability Technology, a full electronic stability program that assists the driver in maintaining control during emer-

gency maneuvers and braking events, dramatically reducing the likelihood of a rollover or jackknife.

• Remote Diagnostics

Standard on all Volvo-powered, Remote Diagnostics helps maximize vehicle uptime by providing diagnostic and repair planning assistance with detailed analysis of critical diagnostic trouble codes.

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KW T880

(Continued from Page 4)

T880 will be available for production later this summer.

The Kenworth T880 is standard with the 12.9-liter PACCAR MX-13 engine. With its high-end ratings of 500 hp and 1,850 lb-ft of torque, the PACCAR MX-13 engine provides a lightweight, fuel-efficient engine option for vocational applications, including dumps and heavy haul applications over 100,000 lbs. The T880 also is available with the Cummins ISX15 engine with up to 600 hp and 2,050 lb-ft of torque.

The T880 uses Kenworth's 2.1-meter wide, stamped aluminum cab, which is robotically assembled. The cab has a comfortable 23 inches of room between the seats. The T880 offers the premium Diamond VIT and Vantage trim levels and two in-



THE KENWORTH T880 IS STANDARD with a panoramic one-piece, bonded-in windshield with superior visibility. The T880 windshield has excellent thickness to minimize the effect of rock incidents, offers efficient replacement time, and is much larger in size compared to the T800 windshield.

terior color options of Sandstone Tan and Slate Gray.

Here are key Kenworth T880 features:

Stamped Aluminum Cab: The lightweight cab is new for vocational applications. First introduced with

the T680 in 2012, the cab's extensive durability testing regimen focused on achieving the highest, demanding requirements for vocational trucks. Robotically assembled, the stamped aluminum panels are connected by Henrob™ self-penetrat-

ing fasteners to produce an extremely durable cab with enhanced resistance to noise, vibration and corrosion. The cab also utilizes Ken-

(Continued on Page 20)
See "KW T880"



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20 KW T880

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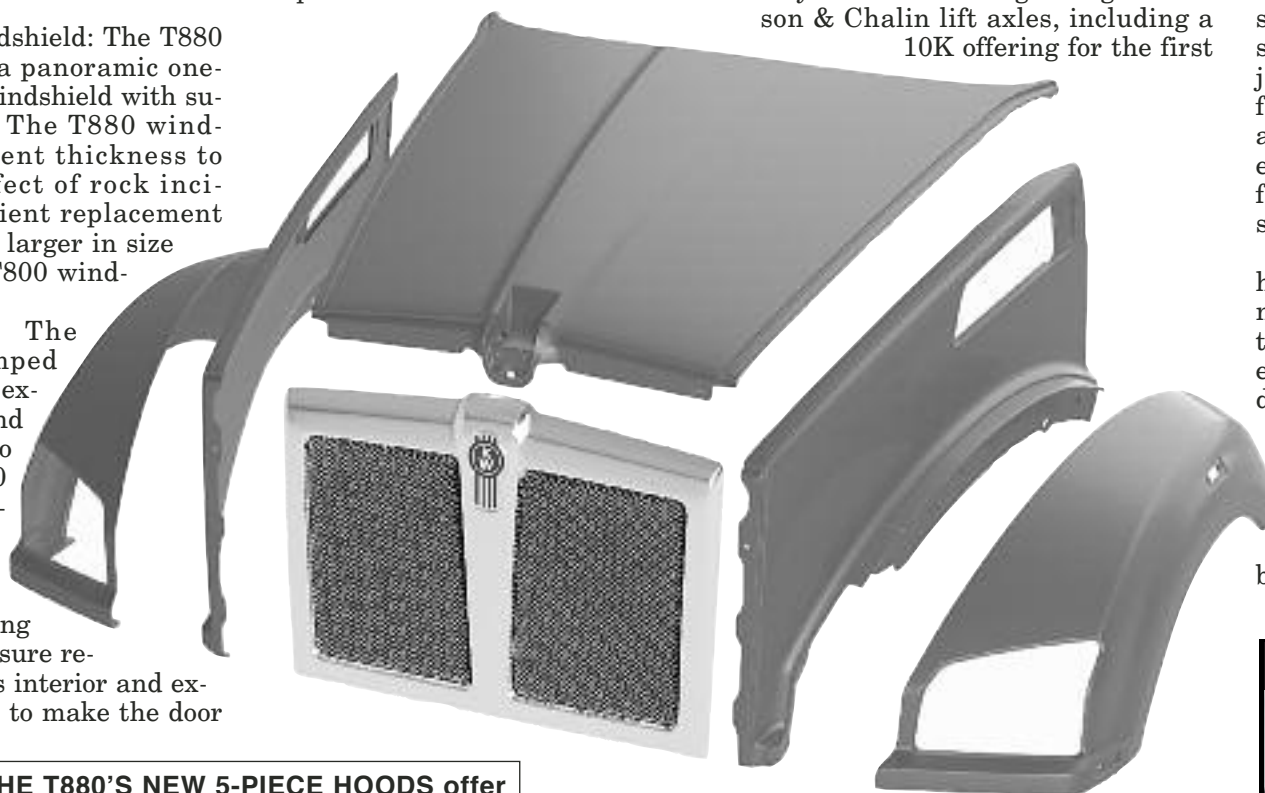
worth's signature cowl-mounted mirrors for better visibility, increased durability and reduced adjustment.

Panoramic Windshield: The T880 is standard with a panoramic one-piece, bonded-in windshield with superior visibility. The T880 windshield has excellent thickness to minimize the effect of rock incidents, offers efficient replacement time, and is much larger in size compared to the T800 windshield.

Robust Door: The lightweight, stamped aluminum door is extremely durable and robust enough to support up to 400 lbs. The door provides smooth air-flow around the cab and minimizes noise-inducing turbulence. A pressure relief valve equalizes interior and exterior air pressure to make the door easy to open and close. The door is triple sealed against the elements and road noise.

Hood and Bumper: The new vocational hood is made of Metton®, which is a lightweight, durable composite material with excellent impact resistance and finished surface. The hood, which offers easier and faster repair, is offered in two configurations, both with bolt-on fenders. The T880 is available in a 116.5-inch BBC. It also is available in a 122.5-inch BBC standard length. Both in-

clude a 5-piece Metton hood. The stylish, signature Kenworth grille is made from corrosion-resistant aluminum wire mesh for superior protection of cooling system components. The grille's surround is made of polished stainless steel. With the



THE T880'S NEW 5-PIECE HOODS offer easier and faster repair. The hood is made of Metton, which is a lightweight, durable composite material with excellent impact resistance and finished surface. The T880 is available with all the current T800 metal bumpers for easy serviceability and replacement

advanced hood assist system, lifting the hood requires just 35 lbs. of opening force.

To aid in easy serviceability and replacements, the T880 is available with all the current T800 metal bumpers.

Lighting: The T880 is standard with dual lamp complex reflector headlamps which offer best in industry headlamp performance at a lower cost and more durable package. All standard exterior lights utilize LED technology that provides a

20,000-hour life, which equates to about 15 years of truck life. LED lights are also used extensively in the cab and sleeper.

T880 Vocational Options: The T880 is available with five new, factory-installed and lightweight Watson & Chalin lift axles, including a 10K offering for the first

desired temperature and the system maintains it. A one-touch feature provides maximum defrost. These features help keep drivers comfortable while maintaining their focus on driving.

Seats: The Kenworth proprietary seats offer an advanced air suspension system that automatically adjusts to various driver weights. A full range of seat comfort is available to meet driver-specific preferences. For the T880, Kenworth offers the DuraSupreme® heavy duty seat fabric in charcoal, gray and tan.

Kenworth Dash: The dash cluster has an easy-to-read layout with nine standard gauges and 12 additional gauges available. The switches utilize the toggling feature that drivers prefer, while maintaining rocker switch functionality. The

T880 uses new electric-over-air dash switches introduced on the T680, and offers additional options to aid with vocational and body builder requirements.

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NEWS AND INFORMATION

Idaho passes bill to increase truck weight

Lawmakers in Idaho's House voted almost unanimously on Monday in favor of a bill to make permanent a 10-year pilot project that allows trucks up to 129,000 pounds along 35 southern routes in the state.

The legislation, SB 1064, earlier passed a near unanimous vote in the Senate, meaning it now heads to Governor Butch Otter for his signature.

Opponents argue that making this program permanent will lead to more wear and tear on the Gem State's routes and more truck crashes. Some also point to a study from 2010 by the governor's transportation funding tax force that trucks don't pay their fair share of taxes in Idaho, which drew a strong objection from the Idaho Trucking Association.

Supporters argue the program has been successful and there is no reason not to make it permanent.

This development came on Monday as a House Transportation com-

mittee passed separate legislation, SB 1117, involving truck weights, which passed the Senate earlier. It would open up any non-interstate route to heavier trucks, though reportedly not as high as the bill that's already passed the full House. SB 1117 now awaits consideration by the full House.

If the measure that has passed both chambers becomes law, local highway districts would have the final say on whether they would allow the heavier rigs, using criteria laid out by the Idaho Transportation Department. Opposition has been strong in the northern part of the state.

Some believe Governor Otter will sign the fully passed measure since he approved legislation in 2007 that expanded where heavier trucks can travel in the state.

FMCSA posts Agriculture Hauler Exemptions

The Federal Motor Carrier Safety Administration yesterday posted rule exemptions for agricul-

tural transporters that were ordered up in last year's highway law.

The rule expands an hours-of-service exemption for farm-related transport during planting and harvesting seasons. Formerly, drivers hauling ag commodities within a 100 air-mile radius of the farm were exempt. The rule expands that to 150 air miles.

It also creates new exemptions for "covered farm vehicles" and their drivers. The exemptions go to the CDL requirement, drug and alcohol testing and hours of service limits, among other things.

Turning left while talking on a hands-free phone a risky combination

Most serious traffic accidents occur when drivers are making a left-hand turn at a busy intersection. When those drivers are also talking on a hands-free cell phone, "that could be the most dangerous thing they ever do on the road," said Dr. Tom Schweizer, a researcher at St. Michael's Hospital in Toronto.

Researchers tested drivers operating a novel driving simulator equipped with a steering wheel, brake pedal and accelerator inside a high-powered functional MRI. All previous studies on distracted driving have used just a joystick or trackball, or patients passively watching scenarios on a screen.

Immersing a driving simulator with a fully functional steering wheel and pedals in an MRI at Sun-

nybrook Health Sciences Centre allowed researchers to map in real time which parts of the brain were activated or deactivated as the simulator took them through increasingly difficult driving maneuvers.

The researchers were able to show for the first time that making a left-hand turn requires a huge amount of brain activation and involves far more areas of the brain than driving on a straight road or other maneuvers.

When the drivers were also involved in a conversation, the part of the brain that controls vision significantly reduced its activity while the part that controls monitoring a conversation and attention was activated.

"Visually, a left-hand turn is quite demanding," Schweizer said. "You have to look at oncoming traffic, pedestrians and lights, and coordinate all that. Add talking on a cell phone, and your visual area shuts down significantly, which obviously is key to performing the maneuver."

The simulation had the drivers making six left turns with oncoming traffic, which required them to decide when to turn safely. It then distracted them, by making them answer a series of true-false audio questions, such as "Does a triangle have four sides?"

The MRIs showed that blood moved from the visual cortex, which

(Continued on Page 22)
See "LT News"

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(Continued from Page 21)

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controls sight, to the prefrontal cortex, which controls decision-making.

"Brain activity shifted dramatically from the posterior, visual and spatial areas [of the brain] to the prefrontal cortex," said Schweizer, a neuroscientist and director of the Neuroscience Research Program at the hospital's Li Ka Shing Knowledge Institute.

"This study provides real-time neuroimaging evidence supporting previous behavioral observations suggesting that multitasking while driving may compromise vision and alertness. 'Hands free' not does mean 'brains free,'" Schweizer explained.

Schweizer said his study needed to be replicated in larger groups and with various age groups, as well as with people with known brain impairments such as Alzheimer's disease.

Say goodbye to electric system corrosion

During a press conference held in conjunction with the Technology & Maintenance Council 2013 Annual Meeting and Transportation Technology Exhibition, Phillips Industries presented their newest product designed to fight the harmful effects of corrosion build up in the electrical systems of commercial vehicles, the patented Sta-Dry QCMS2 (Quick Connect Modular

System).

The most common warranty claims for 7-way connections are due to complete loss of electrical function on the "blue" circuit. This loss of function happens because of corrosion brought on by three primary reasons – lack of maintenance, water and chemical deicer intrusion, and constant current passing through the "blue" circuit as long as the tractor's key is in the "on" position.

Regulations for the SAE J560 do not call for a watertight connection, and with many connectors being constructed in different sizes for compatibility purposes, it leaves a considerable gap between the plug and socket connection, where contaminants easily enter.

According to top fleet maintenance experts, the 7-way union on the tractor side is disconnected and cleaned 99% less than the trailer 7-way union. Combine the gap in the connection and no proper maintenance with the inevitable water intrusion and you have a recipe for corrosion.

Phillips new modular socket/plug hybrid, the QCMS2, is semi-hard-wired to the tractor creating a complete seal at the 7-way connection. By removing the socket from the union, the QCMS2 mates directly with Phillips Sta-Dry QCS or QCS2 (Quick Connect Socket) boot (standard on most tractor OEMs), so there is no break or gap where moisture can enter.

California fuel taxes going up

The state known for typically having some of the highest fuel prices and fuel taxes in the nation will see them move higher later this year.

The California Board of Equalization has voted to increase the excise tax on gasoline by 3.5 cents per gallon. This will move it up to 39.5 cents a gallon starting on July 1.

The board reviews the tax annually to make sure fuel tax revenues remain steady to pay for infrastructure work. Less fuel use due to higher pump prices and more fuel efficient cars have cut into the money brought in the past several years. The excise tax is not directly paid by consumers, but it is typically passed along to them by retailers.

Recent figures indicate diesel use has increased in the Golden State, and it has escaped seeing an excise tax hike by the board at least through the end of June of 2014. However, the state sales tax on diesel increased the first of this year and is set to move up slightly higher

this year, although far less than the hike that will be seen on the state gasoline excise tax rate.

Navistar extends rebates to small fleets, owner-operators

Navistar is offering a series of partnership rebate programs designed to make it easier for small fleets and owner operators to pur-

(Continued on Page 23)

See "LT News"

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(Continued from Page 22)

chase new International trucks.

Members of participating organizations are eligible for rebates of up to \$1,500 per truck. Depending on the program, members may receive the rebate directly or in the form of a prepaid debit card that can be used at more than 700 dealer locations across the country for parts and service purchases.

Industry organizations that International Truck currently partners with include, LandStar, Owner-Operator Independent Drivers Association and TruckersB2B.

"The organizations we have partnered with provide valuable services to their members and serve as key industry advocates for owner-operators and small fleets," said Michael Cerilli, Vice President, Marketing. "We understand that when it comes to managing total cost of ownership, every penny counts which is why we are committed to doing our part to help ensure the continued success of small fleets and owner operators."

Program members may redeem the rebates on up to five International trucks. Eligible trucks include

the ProStar+, LoneStar and the 9900i models.

All programs run through December 31, 2013.

States ease CDL restrictions for military

In the past two years, 34 states have adopted laws that allow motor vehicle departments to waive the CDL skills test for qualified military veterans, the Obama administration says in a new report.

Nine more states plus the District of Columbia are considering legislation to do the same thing. And under a new law, states may issue commercial licenses to military personnel who live in another state.

These are several of a number of initiatives under way to help relieve the driver shortage in the truckload industry.

There also is a glimmer of more relief on the horizon, if Congress can pass a comprehensive immigration reform package. Under consideration, for example, is a measure that would establish a guest worker status so former illegals could obtain a CDL.

According to the White House report, The Fast Track to Civilian Employment, there are more than 22,000 active duty drivers in the military and nearly 10,000 became

civilians last year.

Military service can instill skills that are desirable for truck drivers, discipline not the least of them, but clearly not all of those driving specialists are interested in commercial trucking.

There are no exact numbers on how many do want to work for a fleet or own their own truck, so it's hard to say how big a dent these veterans can put in the shortage of drivers, said Boyd Stephenson, director of HazMat and Licensing Policy at American Trucking Association.

Doesn't Transfer Directly

And the hands-on driving skills that service members learn do not necessarily transfer directly to civilian trucking. The military, for example, does not train to Federal Motor Carrier Safety Administration regulations, Stephenson said.

Nor are military drivers exposed to commercial-style equipment, said Cindy Atwood, deputy director of the Commercial Vehicle Training Association, which represents private truck driver training schools.

"You can't take someone directly out of the military and put him in an 18-wheeler," she said. "About 80% of commercial trucks have manual transmissions, while 98% of military trucks have automatics."

And more than 95% of military trucks qualify only as Class B trucks, Stephenson noted.

But the federal-state effort to ease the path between military and commercial trucking is useful, he said.

The skills test waiver, for example, makes it possible for a safe military driver who meets several conditions to skip the CDL driving test.

Besides a proven safety record in the military equivalent of a commercial truck, the driver cannot have held more than one license in the preceding two years, cannot have had his license suspended, and cannot have a conviction for a CDL offense.

Stephenson also underscored the usefulness of allowing states to exempt military personnel from restrictions on issuing a CDL to someone whose legal residence is in another state.

Procedures for this exemption may vary from state to state, but the overall effect will be to make CDLs more accessible to military drivers, the White House report said.

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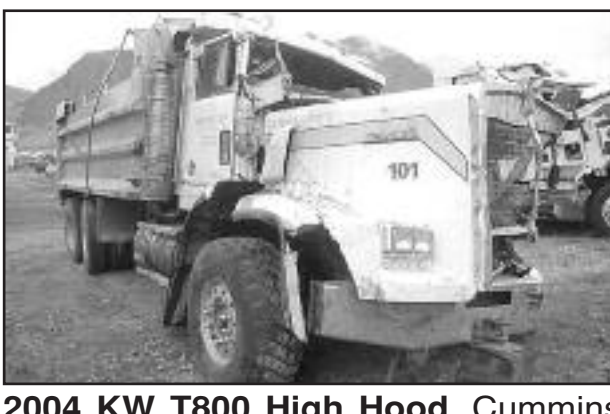
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