

LOG TRUCKER

VOLUME 41 NUMBER 4

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APRIL 2014

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ESTACADA, OREGON

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From the stump...

A great deal of Hot Air

by Mike Crouse, Publisher

The Chinese viewpoint

As we've become reacquainted with Chinese culture, we're reminded their point of view is both very long term and patient. Historically they've demonstrated that realizing a given goal is a long term process that may take many generations.

The environmental industry uses this same Chinese model: patient, persistent, any means being acceptable to reaching the end, mixing fear with convenient facts, and using any crisis to advance your overall agenda should never be wasted.

When one calls into question the motivations of the environmental industry, inevitably your comments must be hedged in first noting "...a lot of good has come from the environmental movement," which is true. However when it comes to accountability for their mistakes, missteps, and egregious regulatory and legislative over-reach they have and continue to receive a free ride.

To the positive side of the ledger, as a population we're far more conscious of our responsibility to do things responsibly, and consider a project including the potential ramifications, especially in the business of logging. No one finds fault with doing the best job possible.

To the negative side of the ledge are the many entities who have profited handsomely and continuously from the ongoing environmental zealotry, where the goal is not in doing things better, but in profiting from the process and finding a way for your personal profit.

The basic rule of thumb in finding the culprits: **FOLLOW THE MONEY**, Duh. Why is the environmental industry leadership composed primarily of the legal community? Concern for Mother Earth, maybe? Perhaps concern with their own ongoing revenue stream? Why heavens no, its only coincidence environmental law is one of the RICHEST and fastest growing of all legal fields. Altruism pays very well.

But the revenue stream extends far further: Academia, government at all levels, private firms dealing with environmental "clean ups," testing, mitigations, and navigating the maze of agencies, forms, etc. required by legislation and regulation.

This is concern for the environment? Again, perhaps, but numerous entities are mired in the trough of cash that has very little to do with on the ground solutions.

While you may think carbon taxes, and cap and trade issues are dead, think again. Turn on your children or grandchildren's television and video programs they watch. The regularity of the environmental agenda is palpable (Note above: when frequently repeated, opinion, and propaganda morph into fact). Youth is not a barrier to the environmental industry message, young minds are easier to bend.

At the recently completed Washington Contract Loggers Assn. Annual Meeting, we were presented with yet another approach, albeit sincere, which bore a familiar tone in slightly different packaging, or "repackaging" in marketing terms. Yoram Bauman, PhD. Economist, presentation revolved around "Environmental Tax Reform," based on "...best climate policy in the world is in British Columbia," which has been in place since 2008. "In the view of many economists including myself... it's a good policy." And perhaps that's true, at least for BC.

Bauman and a group of others (see the web site at: <http://carbonwa.org/>) have formed a political interest group, Carbon Washington, that's based on the BC plan, which was presented as a new source of revenue (from tax on carbon, especially fuels), which will then offset and reduce existing taxes (for instance a reduction on sales tax by one (1.0%) percent. And perhaps that will work, but rather it works or not, one needs to be aware of it for two reasons: 1) in its preliminary form its more effective to challenge and change so it may be workable and 2) know that taxes rarely (if ever) go down or stay down.

There is always the chance this proposal may work out, however I refer back to the earlier paragraphs and pose the question, "who profits," and who benefits? The central issue in environmental activism is not so much the environment but the constant encroachment of government into our lives well beyond the original stated intent. Who profits from these measures with certainty are the: bureaucrats at all levels, the academics, and believers in a larger government willing to remove all risk from our lives at the cost of our own individual power and freedom.

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See "From the Stump"

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COVER PHOTO: "A truck is a truck" for owner Sonny Myrick of River City Rock Products. Whether hauling logs, garbage or aggregate, the RCR trucks are equipped to work harder than the competition.

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RIVER CITY ROCK PRODUCTS, INC • ESTACADA, OREGON

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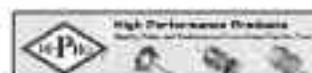
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READER RIDES



YOU HAVE TO LOOK TWICE at Jason Davenport's Kenworth W900L to realize it's only a 1/50 scale model. "It started out as a tri-drive lowboy truck. I had to remove the forward most rear end, the headache rack and the stacks," Jason says. "The rear frame extension is styrene and

the bunks and headache rack are brass, scratch built by my buddy Jimmy. Everything had to be carefully fit and glued down to look as real as possible. The stacks are made out of an old radio antenna, and the paint scheme and door lettering is all done by hand with a small brush."

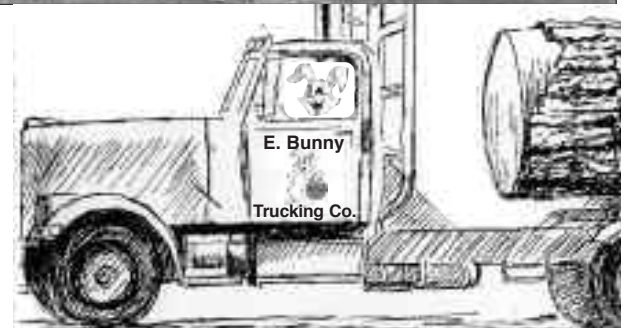
More Models From Our Readers On Page 13

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ROCK 'N ROLL WITH IT

RIVER CITY ROCK PRODUCTS, INC. ESTACADA, OREGON

by Darin Burt

It's not uncommon for Sonny Myrick to get a call asking if he has rock for sale. It's a valid assumption being that the name on the doors of his trucks is 'River City Rock Products' but the only thing the trucks are hauling these days is timber.

Over the years, Sonny's companies – no matter the name - have hauled a variety of products from aggregate to logs to garbage. 'Rock Products' is simply a holdover from when he operated a local quarry – and as the old adage goes, if it isn't broken, why fix it?

"Trucking is trucking once you know what to buy and what to fix," says Sonny, who started out at the wheel when he got out of the NAVY in February 1962 and set to hauling logs for various outfits around Estacada, Oregon. He worked as a hired driver for a couple of years, and then bought his own truck – actually he bought one back that had originally been owned by his dad



Oscar Myrick.

"Dad died in February of 1961 while I was

(Continued on Page 6)
See "River City Rock"

RCR'S 2010 KENWORTH IS A GOOD EXAMPLE of the kind of trucks they utilize to haul logs. It has a 525 ISX Cummins motor, double cross lockers and 18-speed transmission. "When you have a nice truck, everybody respects and treats it better," says owner Sonny Myrick, adding that having a good truck relies a lot on getting a solid truck in the first place and then keeping it that way. "Preventative maintenance never stops."

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APRIL 2014

LOG TRUCKER

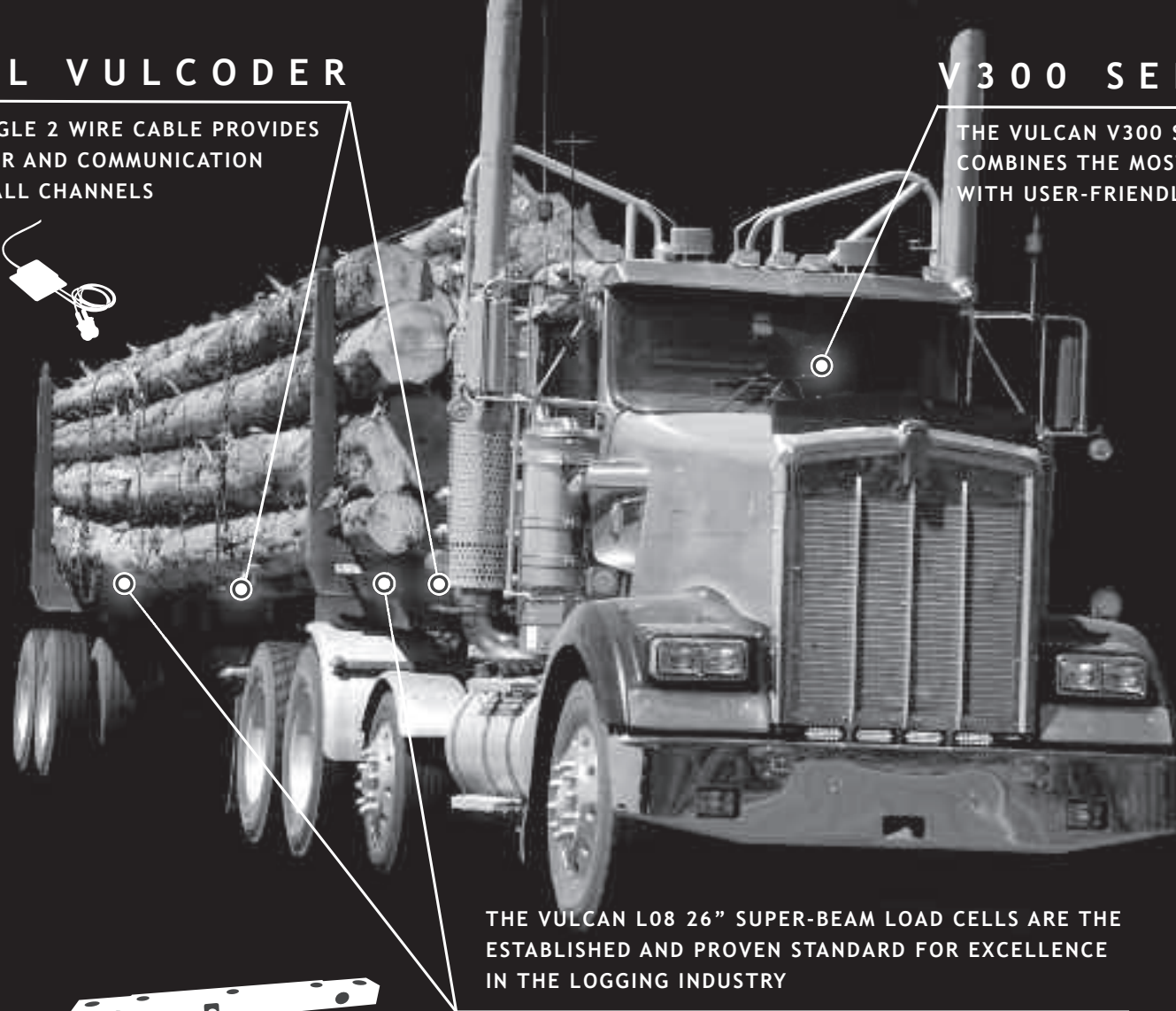
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River City Rock

(Continued from Page 4)

still in the NAVY; in the meantime, my mother had sold the truck to a friend of the family," Sonny recalls. "One Sunday morning there was a knock on the door, and it was the guy who had bought my dad's truck. I figured he wanted me to drive for him, but he said, no, he wanted to sell me the truck. I was

living from hand-to-mouth and I couldn't buy anything, but he told me that he was going to set me up."

Sonny trucked logs all the way up to 1978, building up a fleet of, at one time, eight trucks, that went under the name AJ Myrick Trucking, and hauled primarily for Crown Zellerbach.

(Continued on Page 8)

See "River City Rock"

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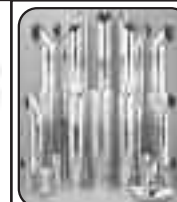
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GREG MEIER, who's been trucking for 32 years, shows the ropes to his son Michael, 29, who enthusiastically hopes to follow in his footsteps. "Hauling logs is in my blood," says Greg, "I'm a fourth or fifth generation timber products worker. People say it doesn't take much smarts, but I beg to differ." On a side note, when Greg isn't hauling logs, he's playing the accordion.

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8 River City Rock

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"We had some good jobs and made a good living," he says.

"Everybody started out with one; my brother-in-law and one of my best friends had trucks, and pretty soon we were bumping shoulders. It was hurting friendships, and I had a chance to go out on the highway with my friend, so I sold my log trucks and hauled flatbed for two years. We were supposed to be buying the company, but that didn't work out, so I went to work for a year with Mitchell Bros. until I lost control of the dispatch."

Over the years, Sonny had been a customer at Dick's Logging Supply, which had been in business in Estacada since the 1950s. He liked the place so well, that he'd offered to buy it a few times. But the answer was always 'No' because the owner was going to keep it in the family. Then one day, Sonny walked into the store on a Saturday on his way to take a flatbed load to Los Angeles, and Dick handed him his business card, and said that he wanted Sonny to buy the business.

"He couldn't have picked a worse time - I'd been losing my butt in trucking. When it was all said and done, I went on to Los Angeles where I had to sit waiting for my load. I called my wife and told her I wouldn't be home when I expected, and she said, 'You'd better get your butt home . . . I just bought Dick's Logging Supply.'"

Sonny took over Dick's Logging Supply in 1980. But the name stayed the same, because it was an established business in the community. "You wouldn't ever find a more honest man to do business with than Dick," Sonny says.

Sonny sold his trucks to help fund the new venture, put some in the bank, and bought a logging outfit with the rest. He and a buddy logged for a couple of years for Publishers Paper, but pulled the plug

(Continued on Page 11)

See "River City Rock"

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SONNY MYRICK isn't afraid to take a 'calculated' risk on a business venture. He's been successful selling rock products, hauling logs, transferring garbage, and even as a local retailer selling and fixing saws and lawn and garden equipment. For him, it's all about working harder than the next guy and doing whatever it takes to succeed.



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PRIMAAX

(2) 2008 KENWORTH W900, Cummins 485HP, Jakes, 10-Spd, 13200 Front, HD40k Rears, 3:91 Ratio, Full Lockers, Hendrickson PRIMAAX Susp, 15' Dump Body, Tarp, Hitch, Full Gauges, Power RH Window**\$79,500 ea.**



Allison

2007 INTERNATIONAL 5900i SFA Eagle, CAT 430HP, Jakes, Allison Auto, 20k Front, 46k Rears, 4:56 Ratio, Full Lockers, Hendrickson HAS Susp, 16' Dump Body, Power Tarp, Full Gauges, Power Windows/Locks, 420k Miles**\$89,500**



Allison

(6) 2007 INTERNATIONAL 5900i SFA Eagle, CAT 430HP, Jakes, Allison Auto, 20k Front, 46k Rears, 4:56 Ratio, Full Lockers, Hendrickson HAS Susp, 240" WB, 97" AF, Full Gauges, Power Windows/Locks, From 428k Miles**\$79,500 ea.**



Hendrickson

2003 WESTERN STAR 4900SA, CAT 475HP, Jakes, 18-Spd, 14600 Front, 46k Rears, 3:91 Ratio, Rear Diff Locker, Hendrickson HAS Susp, New 4,000 Gal Water System 2008, 5 Spray Heads, Hose Reel, 541k Miles**\$59,500**



3 or 4 Axle

2006 TRAIL KING Lowboy, 55 Ton, 51'x102", 3 Axle, 1 Axle Booster, 24' Well, Air Susp, Outriggers, Front Flip Ramps, Steel Wheels, LED Lights**\$64,500**



3 or 4 Axle

2002 KAYLN SIEBERT Lowboy, 53 Ton, 48'x102", 3 Axle, 1 Axle Booster, 1 Axle Jeep, 23'-6" Well, Air Susp, Self Contained, Outriggers, Front Flip Ramps, Steel Wheels**\$57,500**



Self Contained

2000 Talbert Lowboy, 51 Ton, 51'x102", 3 Axle, 24' Well, Air Susp, Self Contained, Outriggers, Steel Wheels, New Paint**\$49,500**



Good Condition

(3) 2000 CPS Belly Dump, 42'x96", 2 Axle, Spring Susp, Windrow Gate, Push Block, Front Ladder, Tlspc Landing Legs ..**\$26,500 ea.**



QUENTIN MILES, of Salem, Oregon, has been driving trucks for over 21 years; 'everything' from logs to fuel to over-the-road transport. "I'll do this till I'm done," he says of logging, "I like hauling logs; I get home every night." The 2010 KW (below) that Quentin drives for River City Rock has a 600 hp motor, but he promises that he just "putts down the road."



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BILL MOORE KEEPS A WATCHFUL EYE on his trailer as it's being loaded at the PFC side. "I'm NOT a log truck driver," Bill states. "I'm a Professional Tree Relocation Technician." Bill, who previously worked construction building highways and bridges, is driving for River City Rock Products where his grandfather also worked as a log trucker during the 1970s. "I just love being out in the woods and being free," he says. "You don't have a boss breathing down your neck; you just take care of the truck and it takes care of you."



DRIVER BUD WILLIAMS, of Eagle Creek, Oregon, has been logging and trucking for 50 years, and came out of retirement to haul logs for River City Rock Products. "I started out working on the rigging, fell timber and got into trucking and that's where I've been ever since," he says. Bud had his own self-loader truck for 25 years.



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River City Rock

(Continued from Page 8)

when they decided they weren't making the profits they'd expected.

Sonny devoted the next decade to the logging supply business until he was approached by the owner of a local rock pit to lease out the property. Knowing a good opportunity, Sonny went into the rock business, buying equipment and trucks for the operation. He had a fleet of three dump trucks – heavily spec'd with 18-speed transmissions, 525 CAT engines, 46,000-lb double locker rears, drop axles, and 20,000-lb axles. "I bought 'dump trucks' and had them rigged up right," Sonny says. "Most of the dump trucks you see running on the highway are lightweight and not made to hold up. I wanted my trucks to last."

River City Rock Products supplied aggregate to a booming construction market, and as Sonny

points out, "I never made so much money so quickly in my life." He was doing do well, in fact, that he was using up the rock pit faster than the owner had expected – he'd almost mined the pit out within six years. Sonny decided to sell out his trucks and equipment, and once again change directions. In the meantime, he'd purchased a garbage company, located in Lakeview, Oregon, in the Southeastern high desert portion of the state near the border of Nevada.

"They had run an ad in the Oregonian for a 'Garage' sale and of course it was a misprint. I checked it out, and negotiated with the wife of the owner was sick, and bought it," Sonny recalls. Lakeview Sanitation has the contract for garbage hauling in the city. Sonny expanded his refuse holdings with Arrowhead Waste, servicing Fort Rock, Christmas Valley and Silverlake, Oregon. Merging the two companies into Lakeview Sanitation

North and South, the fleet runs half a dozen garbage trucks; they've since expanded into commercial drop boxes for construction debris, septic tank pumping, and portapotty rental and service with more than 200 units.

"I didn't know anything about the garbage business at the time, but I knew trucks . . . it was a no brainer . . . there's always going to be garbage to be picked up and septic tanks that need pumping. . . nobody owes you very much, but everybody owes you a little," Sonny says.

Sonny's businesses aren't all centered on forest products, but he wasn't out of the woods yet, so to speak. After leaving the rock business, he needed a way to beat the taxman on the sale of the dump trucks, so he invested in a logging truck. That one truck went to work and never missed a day, and so as typically happens, he added another and another until now – nearly two years later, he has a fleet of nine log haulers. The trucks work for Pacific Forest Contractors, Mike Bryant Logging, Chandler Burke Logging, and Wayne Stone Logging.

Whatever the undertaking, Son-

ny says 'devotion' is the key to success.

"When I started out in the trucking business, I only had one truck. I had big shoulders and a small hat – I'm not very smart but I've got a lot of ambition," Sonny says. "I knew that I was going to outwork anybody else, and if I take on a job, I'm going to make it work one way or another."

Another factor is has been his ability to take on jobs that were outside his comfort zone.

"There are some people I call 'home guards' who will stay close to home and work for nothing regardless of what the job pays. I stay home now, but when I was younger, I would haul in Burns and John Day and Baker, and that's how I ran across the garbage company. By broadening horizons I was able to expand my opportunities," Sonny says.

"You're never going to get rich trucking, but you can make a good living with it if you pay attention," he adds. "I like putting the pieces together and making everything work."



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TY VAUGHN STARTED DRIVING when he was 19. His dad had four trucks, and he did the maintenance on them while he was going to high school; he also fell timber for 12 years, cut for Sonny Myrick in the 80's, drove low-boy for 9 years, then moved back to Estacada four years ago, to drive dump truck for River City Rock. He went to a mule train for TK Farms for three years and is now back hauling logs at RCR. "Sonny is one of the best guys to work for and a well-respected man in the community," Ty says of his friend and boss.

"IT'S ONE VERY SWEET TRUCK. . . other than the emissions problems," Ty says of the 2012 Kenworth with a 550hp Cummins motor and 18 speed transmission.



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THE RADIO-CONTROLLED 1/14TH SCALE Pacific P510, built by Louis Desbiens, from Courtenay, British Columbia, started out as a Tamiya King Hauler chassis. He scratch-built the wheels and headache rack, as well as most everything on the Jeep and log trailer, using a CNC machine. Of course, no "working" truck would be complete without real lights in the mirrors for a little bling.



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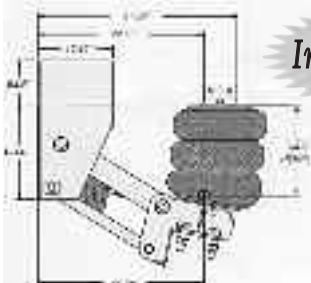
TIM AHLBORN, of St. Ignace, Michigan, highly modified an Italeri Peterbilt 377 kit with a resin copy of a 386 hood to create a 1/24th scale Peterbilt 386 as an Arrow chip hauler. The trailers were scratch-built, and fellow modeler Doug Walker made the Arrow decals. Tim created a matching road on which to photograph his models (right). "I shoot the models at a low angle, as if the camera was in-scale with the model and the view a 1/25th scale photographer might see," he explains. "This 'forced perspective' puts the background in scale with the model, creating a realistic effect."



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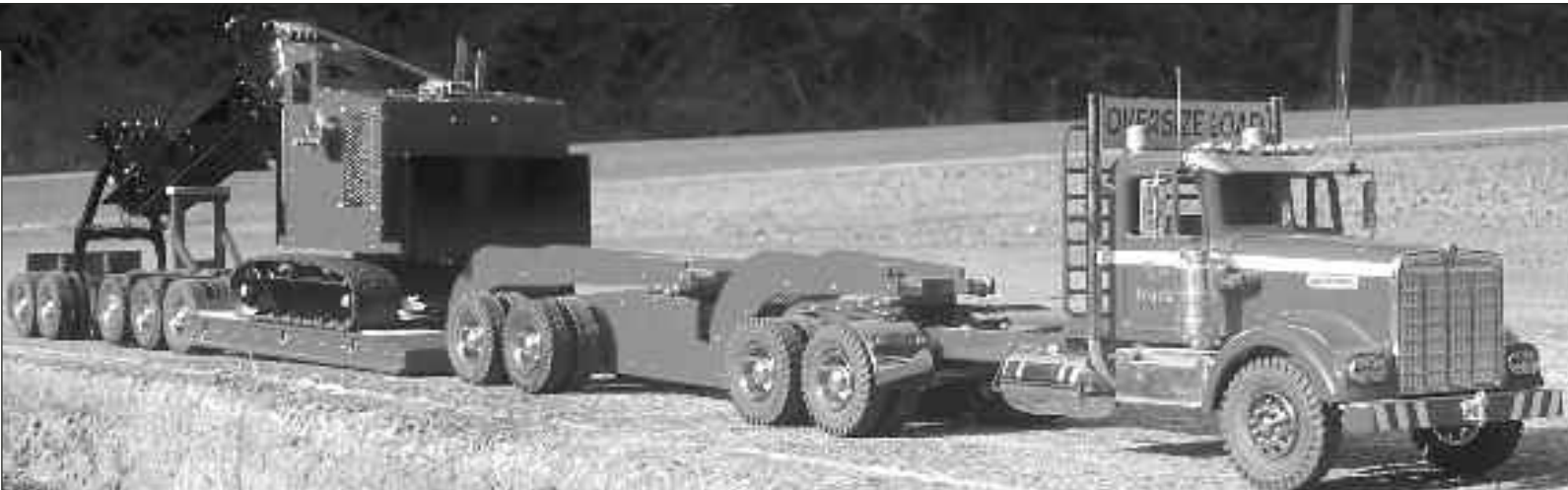
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JASON BIGGS, from Australia, spent two years building this 1/24 scale Western Star 4900 conversion kit, with many mods including Cummins signature motor, rubber block rear suspension on truck, air, electrical and fuel lines. The trailer is an Auslowe model accessories Jinker kit with airbag suspension. The model also has many spun aluminum parts including fuel tanks, air cleaners and wheel rims.



YOU ALWAYS LOVE your first truck – even if it's a model. Clifton Whitehouse, of Happy Camp, California, started his modeling hobby with this KW T800W log truck in 1/50 scale. The truck is diecast made by Sword models and started out as a lowboy, and Clifton made some new aluminum exhaust stacks as well as added some CB antennas, walking beam suspension and working compensator. The log gear is a white metal kit made by McKenzie Iron and Steel that he modified as well.



RYAN RONNING, of Chugiak, Alaska, heavily modified a 1/25th scale International Paystar 5000 log truck to resemble an off-road Simpson truck used in the woods of Northern California. It has 12' bunks, working compensator built in to the truck instead of the trailer like the Hayes log trucks used to run, a tank on the back for water to cool the brakes and a platform attached to the custom-built headache rack for a spotter.



STEVE NASBURG, of Myrtle Point, Oregon, pays tribute to a Jimmy Hill Jr. truck with his detailed 1/64th scale replica. "I started with a standard fifth wheel cab, made by Die Cast Promotions. I totally stripped all the parts and pieces down to bare metal (100 parts in all) and then started the repainting process, checking four different yellow paint cans in different light to make sure it would look the same as the real truck," Steve says. "Everything is built either from Styrene plastic sheets and strips, or brass, such as the round rods used for the headache rack."



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CLAYTON SHEPARD, of Swainsboro, Georgia, used two AMT junk yard White Frightliner kits in building of the truck; the cab itself is from a 1970's production, while the rest of the kit is a 1990's reproduction. Tires, rims and steer axle are from a Revell of Germany 359 kit. Bumper and visor are made from sheet aluminum. The log trailer is based on ones used in Southern GA. Frame, bolsters and cab guard are made from flat sheet stock with window-screen for the mesh and working landing legs. The bogie and bumper are from an AMT lowboy kit.



ROSS CHRISTIANSEN builds models during his spare time while working aboard a cargo ship in the Pacific trade to Asia. The old AMT 359 Pete that he built as a kid was a recent project that he completely tore down and re-built as a replica of a Peterbilt 358 owned by his dad Darwin Christiansen during the 1960s. "My dad had a Page D9 Special lowbed that secured to the front logging bunk (you don't see this much anymore), I built this one from scratch from old photos. He hauled all the loggers equipment on the Nor Cal coast near Elk," Ross says. "It brings back the best memories of my life as a youngster getting up before first light on the weekends to either ride in the truck with him or walk a cat through the woods."

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NEWS AND INFORMATION

LOG TRUCKER

FMCSA changes truck-trailer weight definition

In a move to clarify enforcement practices, the Federal Motor Carrier Safety Administration is changing the definition of weight in single-unit trucks that are towing a trailer.

The final rule aims to provide an easy way to determine if a driver of this particular configuration must have a Commercial Driver's License. It comes in response to a petition from the Commercial Vehicle Safety Alliance, which represents enforcement officers who have found it difficult to determine the status of these rigs.

The change concerns the relationship between "gross combination weight rating" and "commercial motor vehicle."

It says enforcement officials can determine the GCWR from the certification label on the power unit. If that information is not on the label, the GCWR can be determined by adding the gross vehicle weights on the labels of both units. If the methods produce different numbers, the higher number will apply.

Are logbooks going electronic?

The Federal Motor Carrier Safety Administration has unveiled its proposal to require interstate commercial truck and bus companies to use Electronic Logging Devices in their vehicles to improve compliance with the safety rules that govern the number of hours a driver can work.

FMCSA contends the proposal would significantly reduce the paperwork burden associated with hours-of-service recordkeeping -- the largest in the federal government following tax-related filings -- and improve the quality of logbook data.

The agency claims the proposed rule will reduce hours-of-service violations by making it harder for drivers to misrepresent their time on logbooks and avoid detection by the agency and law enforcement personnel. FMCSA says analysis shows the proposed regulation would help reduce crashes by fatigued drivers and prevent approximately 20 fatalities and 434 injuries each year for an annual safety benefit of \$394.8 million.

The proposed rule also includes provisions to:

Respect driver privacy by ensuring that ELD records continue to reside with the motor carriers and drivers. Electronic logs will continue to only be made available to FMCSA personnel or law enforcement during roadside inspections, compliance reviews and post-crash investigations.

Protect drivers from harassment through an explicit prohibition on harassment by a motor carrier owner towards a driver using information from an ELD. It will also establish a procedure for filing a harassment complaint and creates a maximum civil penalty of up to \$11,000 for a motor carrier that engages in harassment of a driver that leads to an hours-of-service violation or the driver operating a vehicle when they are so fatigued or ill it compromises

safety. The proposal will also ensure that drivers continue to have access to their own records and require ELDs to include a mute function to protect against disruptions during sleeper berth periods.

Increase efficiency for law enforcement personnel and inspectors who review driver logbooks by making it more difficult for a driver to cheat when submitting their records of duty status and ensuring the electronic logs can be displayed and reviewed electronically, or printed, with potential violations flagged.

In developing the updated proposal, FMCSA relied on input from its Motor Carrier Safety Advisory Committee, feedback from two public listening sessions and comments filed during an extended period following the 2011 proposed rule. The proposal also incorporates the mandates included in the most recent transportation bill, the Moving Ahead for Progress in the 21st Century Act, and other statutes.

Decisiv launches maintenance Scorecard

Need to know how your fleet stacks up against your peers and competitors? Vehicle maintenance and service analytics provider, Decisiv, has rolled out a new concept in benchmarking it calls a "Service Scorecard." It is premiering this week at The Technology & Maintenance Council's annual meeting in Nashville.

The scorecard was developed for TMC, and a few volunteer fleets will be the first to help populate the database and start building fleet service profiles. The idea behind it, according to Michael Riemer, Decisiv VP of products and channel marketing, is to let fleets see how fleets compare on several key service and maintenance metrics based on the size of the fleet, type of operation, cargos, etc.

Reimer said in an interview that one of the challenges in fleet maintenance is evaluating the effective-

ness of their service programs -- not just internally, but also when compared to similar fleets.

"It's not enough to say we're doing okay," Reimer said. "In such a cost-competitive environment, you have to know where your costs are relative to the competition -- to a fleet peer group."

This scorecard can also help fleets focus their attention on areas where its needed, through management by exception. Reimer says users can select various attributes and focus on the irregularities rather than massive amounts of data fleets now have access to.

"It's a way to identify issues that are important to a particular fleet," he said.

The current proposal will see the system open to any fleet with a U.S. DOT number. There will eventually be a yearly subscription fee and participating fleets will be required to reply to questionnaires throughout the year.

Peterbilt, Kenworth offer Spicer EconoTrek 6x2 tandem axle

Dana Holding Corp. says its Spicer EconoTrek 6x2 tandem axle is now available for 2014 Peterbilt and Kenworth commercial vehicles.

The Spicer EconoTrek 6x2 tandem axle reduces vehicle weight by up to 400 pounds when compared with a traditional 40,000-pound 6x4 tandem axle arrangement, and it offers numerous innovations for reducing maintenance and increasing the fuel economy of heavy-duty line-haul tractors from 2 to 3 percent.

"Growing numbers of North American fleets are recognizing the gains in fuel efficiency they can achieve by spec'ing 6x2 axles for select applications," said Pat D'Eramo,

(Continued on Page 19)
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(Continued from Page 18)

president of Dana Commercial Vehicle Driveline Technologies.

The Spicer tandem axle supports the use of wide-based single tires on standard track axles with two-inch outset wheels. When specifying the Spicer EconoTrek tandem axle with single-wide aluminum wheels, fleets can realize an additional 400-pound weight savings versus dual tires with steel wheels.

Later this year, Dana will release a SelectTrac option that provides maximum gross axle weight capability for fleets that spec 0- to 0.56-inch outset wheels for wide-based single tires.

Eaton and Cummins expand SmartAdvantage

Power management company Eaton — the power management company — along with Cummins Inc., said their popular SmartAdvantage Powertrain package is being expanded to include applications for the ISX12 diesel engine and ISX15 SmartAdvantage applications up to 110,000-pounds gross vehicle weight (GVW).

Initially integrating an Eaton Fuller Advantage Series Automated Transmission with the Cummins ISX15 engine, the new product has been embraced by customers since its launch last year.

Speaking at a media event on Monday at the American Trucking Associations' annual Technology & Maintenance Council meeting, executives from both companies said that the product announcement is a continuation of the long-standing collaboration between Eaton and Cummins.

It builds upon an announcement a year ago of the SmartAdvantage Powertrain for the ISX15 engine. More than 80 customers have taken

delivery of trucks with the SmartAdvantage ISX15 package or have orders pending, with many confirming that their expectations in fuel economy improvements have been met or exceeded under real-world operating conditions.

Designed for fleets seeking lighter-weight vehicles, the new SmartAdvantage offering will pair the Eaton Fuller Advantage Series 10-speed automated manual transmission with the Cummins ISX12 diesel engine. Through a combination of hardware and software enhancements, the powertrain package benefits include:

Integrated power, fuel and shifting strategies to provide an estimated 2 percent to 4 percent fuel economy improvement for regional haul applications;

Optimized engine and transmission communications and new control logic, enabling further engine downspeeding in the overdrive position, and the effective use of direct-drive technology in operational conditions required for a blend of perfect efficiency.

Eaton's Fuller Advantage Series transmissions have lower overall package weight and improved reliability due to the elimination of the cooler. The new transmission weighs 82 pounds less than Eaton's UltraShiftPlus LAS base model. A new precision lubrication system for precise and efficient transmission lubrication further enhances fuel economy by reducing churning losses.

This newest SmartAdvantage powertrain package will be available in the fall of 2014, and is currently undergoing field testing, with initial test results confirming a 2 percent to 4 percent fuel economy improvement, depending on duty cycle and application.

Eaton and Cummins continue to collaborate on expanded offerings to cover more market segments, in-

From the Stump

(Continued from Page 2)

A cleaner environment needs to be assessed at a cost/benefit ratio and measurable results beyond a series of graphs based on computer modeling. One needs to keep in mind the concern and alarm over "global cooling" scare of 45 years ago share the same source as those selling and rebranding global warming today. They are patient, persistent, and have found a very

deep trough full of government (that would be our) money to pay them well taken care of with plenty of upside for growth, regardless of what the cost may be to the rest of us. All we ask is to accurately assess the costs, benefits, and downsides rather than just march forward without questioning. The proponents literally have nothing to lose and everything to gain, which makes me a bit cynical as to their motivation beyond the "benefit of mankind."

LT

cluding the ISX15 SmartAdvantage in operations more than 110,000-pounds GVW for customers seeking to maximize driver comfort and productivity in their operation. The joint validation of the products is being conducted with planned release later in 2014.

FuelSense package claims 20% fuel savings

Allison Transmission has launched a new fuel-efficiency package that it says can deliver up to 20 percent fuel savings. FuelSense features automatically adapt shift schedules and torque, maximizing transmission efficiency based on load, grade and duty cycle.

"Fuel prices have nearly doubled since the mid-2000s, and fleet owners need solutions," said Michael Headly, senior vice president, global marketing, sales and service for Allison Transmission. "They want straightforward fuel economy, without compromising overall fleet performance and productivity. With FuelSense, Allison delivers the best of both worlds."

FuelSense features include: Fifth generation smart controls, acceleration management, and a precision inclinometer; EcoCal shift technology to keep engine speed at the most efficient level; Dynamic Shift Sensing to automatically sense when low-engine speed shifts can be

made; Neutral at Stop to save fuel and reduce emissions when the vehicle is stationary.

Cutting fuel consumption by up to 20 percent during both testing and simulations, FuelSense features have already been integrated into Allison's TC10 for tractors. Freightliner will be the first OEM to offer this fuel-saving solution in the North American medium-duty market, available in late 2014 in M2 chassis equipped with Allison 2000 and 3000 series transmissions.

"We are proud to be the first to offer this innovative solution to customers," said Mary Aufdemberg, director of product marketing for Freightliner. "We value our relationship with Allison and have a common commitment to maximizing the performance of work trucks and the profits of the businesses that depend on them," she said.

According to Lou Gilbert, Allison Transmission's director of North American marketing and global brand development, "Allison automatic transmissions are already extremely productive. FuelSense takes that efficiency to a whole new level with fuel saving technology that really delivers by adapting to driving conditions using features that have a proven impact on fuel economy."

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See "LT News"

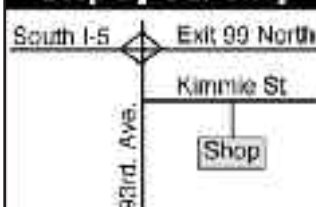
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Fuel-efficiency program may drive up costs

APRIL 2014
LOG TRUCKER

The Owner-Operator Independent Drivers Association (OOIDA) says it fears the Obama administration's proposed fuel-economy standards for medium- and heavy-duty trucks has the potential of placing the cost of a new truck out of reach of many America's commercial vehicle drivers.

President Obama stood with UPS, Coca Cola and other large corporations in Maryland to roll out the second round of fuel-economy standards for medium- and heavy-duty trucks.

The mandate to roll out a second round of fuel-economy standards for medium- and heavy-duty trucks calls for the U.S. Environmental Protection Agency to work with the DOT's National Highway Traffic Safety Administration to tighten fuel economy standards. The goal is to reduce greenhouse gas emissions at the manufacturing level beyond an initial round of standards that affects model years 2014 through 2018.

OOIDA said in a press release today that the standards will "continue to push the cost of new trucks skyward, thereby forcing many small-business truckers and fleet owners to hold onto older trucks and put off buying new equipment as

long as they can."

The driver group said that EPA's own numbers say the 2014-2018 standards will add approximately \$6,200 to the price of a new truck — and the administration has yet to release how much the second round will affect the cost of those trucks.

"Shock and awe may be the best way to describe what's happening to the vast majority in trucking with these proposed regulations," said Todd Spencer, OOIDA executive vice president. "Each year for the past 10, more and more truckers are squeezed out of the option to buy new equipment because of ever-increasing prices due to government requirements that are long on promises but way short on performance."

Spencer added, "We're not talking about some 60-watt light bulbs here where poor performance or premature failure is a minor inconvenience. Large trucks are vital tools, essential to our economy and our way of life, and most truck operators are small-business people just getting by."

OOIDA said the latest proposal — according to a White House document — promotes improvements to engines and powertrains, aerodynamics, weight reductions, rolling resistance, hybridization, automatic engine shutdown and accessory improvements for fans, auxiliary power units, air conditioning and more.

"Many of these technologies are not yet in production and most

would have impacts on specialized trucking operations," the OOIDA statement read.

The proposal calls for the EPA and NHTSA to finalize a rule by March 2016. It also directs the EPA and NHTSA to work closely with the California Air Resources Board (CARB) "with the goal of ensuring that the next phase of standards allows manufacturers to continue to build a single national fleet."

In addition, the proposal says the new standards will promote alternative energy for vehicles such as natural gas and biofuels.

OOIDA says the proposal completely overlooks the driving habits of trained professional CMV operators who strive for fuel economy.

Spencer said, "Multiple studies have shown the biggest variable in fuel economy is always the driver — accounting for as much as 30 percent of fuel consumption — yet they aren't trained to maximize fuel economy."

New trailer lights, more durable, visible

Phillips Industries has joined LED manufacturer Innotec in a new partnership that signifies Phillips entry into the exterior trailer LED lighting market. The business arrangement calls for Innotec's unique Boardfree LED lights to be packaged with Phillips' award-winning Sta-Dry trailer harnesses.

Last September, the American

Trucking Associations' Technology & Maintenance Council (TMC) issued RP-704C recommending a "whole-systems" approach when specifying new trailers to address electrical problems.

And since exterior lighting was the only piece of the trailer electrical system not provided by Phillips, the company pursued a partner. The partnership with Innotec will offer the commercial trailer industry an exceptional product that matches Phillips quality requirements, according to Rob Phillips, president.

He said Phillips' Sta-Dry harness systems, available for a wide range of trailer applications, are built to take more abuse, handle harsher weather conditions and are simple to install and maintain.

Innotec and its patented Board-free LED lights are manufactured in the U.S. Bundling the new lights with Sta-Dry trailer harnesses offers fleets a real solution unlike anything currently available in the market. Innotec's in-mold technology eliminates the need for a traditional printed circuit board, which results in an ultra-thin light that has no hazardous waste.

Other features and benefits of the new lights are: 3D forming to direct light in various directions; Sealed components completely protected from environmental issues; Diodes directly mounted to circuitry to efficiently dissipate heat; and thin profile resulting in superior strength.

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SLACK 'ER DOWN

by Sherie Bond

Slack 'er down' was definitely what the call from the House and Senate as the end of the legislative session arrived. There was no lingering after the pronouncement "sine die" (an adjournment of the legislative body in such a way it may be called back into special session). Nor was there any hesitation after the smack of the gavel or throwing open the chamber doors, no 'hints' of an extra session nor discussion of the Bills that lay crumpled on the floor, unattended and nearly forgotten as the stampede to exit gained momentum. The sine die adjournment is sort of like fingers-crossed when you make a promise!

So has any good to come out of Olympia following this session? Perhaps some, but seemingly each year the goal in mind is not logic or laws beneficial to the constituents, but more of a "look at me mommy" mentality to introduce as many Bills as possible in an effort to impress voters that House and Senate members are remarkably productive (and I use that word loosely). There were 631 Senate Bills introduced this session and a House introduction of 714. Now if that was nose-to-the-grindstone, serious work I might applaud the effort, but I hesitate to praise time spent on such Resolutions as "Honoring the Life of Margaret Thatcher", "Recognizing the United States Flag" (What!? Is this

a "know-it-when-you-see-it" House Resolution or acknowledgement as a national symbol?) While implementation of these and other senseless proposals don't eat up a tremendous amount of time or effort, in my opinion they should be given due consideration after the work is finished. Like my Dad used to say, "You can go out and play after your chores are done!" I don't give two-whoops about what the state dragonfly or frog may be nor am I interested in idolizing England's Prime Minister, Margaret Hilda Thatcher! I hold firm in my believe that elected officials when in session, make a concerted effort of due diligence to introduce practical legislation enhancing the economic stability and productivity of Washington State and its residents while enforcing past legislation instead of repetitively, re-introducing their personal take on the same subject matter year after year in an effort to show the folks-back-home how industrious they have been.

Recognition of positive efforts include Senator Jim Hargrove's SB6259 providing a permanently reduced public utilities tax for log transportation businesses in haul-

ing of logs over public highways. I appreciate Representative Ed Orcutt's sponsorship of HB1319, a welcome home Viet Nam Veterans' Day along with Representative Richard DeBolt sponsoring HR4643 honoring those who serviced our country in Viet Nam. While there were other viable passages of legislation this session, we dodged the bullet on an increased fuel tax that would have added pressure at the pump when fuel is on the rise.

In consideration of the above, I want to remind readers that 2014 is a 'mid-term election year' and we will be hearing from state and federal candidates. Please be certain as your consider casting your vote, that the individual running for re-election is one providing you, your state and your country with sustainable governance, while keeping you in mind above and beyond their "career, prestige and retirements benefits".

LT

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

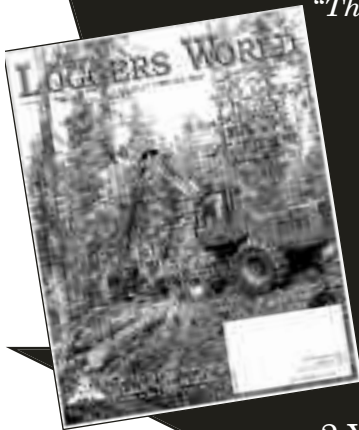
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2009 Pete 388, Cummins ISX, RTLO18918B, 46K rears dbl/lock, GREAT BUILDER.....**CALL FOR PRICING**



2007 KW W900, C-15 Cat ACERT, RTLO18918B, AG400 w/lockers **PARTING OUT**



2007 Pete 378, ISX 565 HP, RTLO18918B, 69K Tri/Drive, lockers, Air Ride**PARTING OUT**



2013 KW T800 Day Cab, Cummins ISX 525, RTLO18918B, 46K Rears on Air Ride**PARTING OUT**