



OVERSIZE NEWS

Perkins Delivers Using New Innovation



Perkins timed the loading in mid-October 2006 at the fabricators' facility near the end of what had been expected to be a typical 5-week allowance for Texas DOT hauling permit issuance in anticipation that we would be moving shortly thereafter. However, as most superload carriers and shippers found out the hard way, we were unable to depart because of the lack of a hauling permit and felt the frustration and disappointment of significant transport delays due to TX DOT's continued backlog of super-load permit requests. Perkins was advised through the Specialized Carriers & Rigging Association that Texas DOT had a backlog of over 530 permits with each one taking weeks to process due to bridge review.

Perkins, however, patiently waited its turn in line with Texas DOT to get the needed permit to legally move its loaded transporter. Once the long-awaited permit was in hand, Perkins' expert crew made short work of the circuitous 1,250 mile haul route into southeast Kansas by way of the Oklahoma panhandle as designated by the respective states in just 6 days.

It should be noted that on its, the Perkins' new Dual-lane transporter had to back the final roughly 1,000 feet of this delivery inside the refinery to place the tower in the correct orientation for offloading, dress out and erection. At minimum, a very difficult accomplishment for a typical "dolly transporter" that consists of house-moving dollies and structural beams, the new modular 10-line Goldhofer dual-lane transporter's hydraulic steering made it look easy by backing down a refinery road into a 90 degree turn under a low pipe rack with inches to spare on either side of columns and then down another plant road before pulling forward with its load through another 90 degree turn to the designated offloading site. Texas permit notwithstanding, it was a very successful maiden voyage for Perkins' Hydraulic Modular Dual Lane Transporter.

Immediately upon arrival from Germany to City Docks in Houston, TX in late October 2006, Perkins Specialized set its experienced superintendents and crew with the task of the initial assembly of the latest hydraulic platform trailer innovation available on the international market for moving super-loads over the highways of North America, the first of our new Goldhofer dual lane hydraulic trailers! After a thorough hands-on education in Houston under the supervision of a German factory engineer, our veteran crew rigorously put the new equipment through its paces around the Houston ship channel area to become completely with its safe operation to prepare for its first move-a newly fabricated coker fractionator tower bound for a refinery in southeastern Kansas. At nearly 119' long and over 13' in diameter with a net weight of 225,000 lbs, Perkins' new Dual Lane Platform Trailer System was the ideal method for shipping this big tower by the highways.

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PERKINS

OVERSIZE CENTERFOLD

Cypress, Texas to Coffeyville, Kansas

Perkins' new Goldhofer modular dual-lane platform trailer backs a new 225,000 lb. coker fractionator tower load through a 90 degree turn under a low pipe rack inside a refinery in Kansas to deliver it in the correct orientation for vessel erection.

Stats: 391,000 lbs. GVW 600 horsepower
152' x 13'4" x 16'7" (lwh) 1,250 miles

OVERSIZE LOAD



"Execution Matters Most

because results are better than any excuse or alibi ever given"

Neil Perkins, President

"Once a new technology rolls over you, if you're not part of the steamroller, you're part of the road." - Early Internet Whiz Stewart Brand



It is rare in the world of project transportation that a real innovation or improved technology comes along. After all, people have been moving huge, heavy things over long distances not too long after the wheel was created and the earliest wagons were developed. However, we at Perkins Specialized can now make the exclusive claim of owning cutting edge technology that might be a "steamroller moment" in the area of super load highway transportation.

Perkins Specialized is currently the exclusive owner of the first modular hydraulic platform trailer equipment by German manufacturer Goldhofer specifically designed for dual-lane long distance highway transportation on North American highways. With the footprint of "beam & dolly systems" originally created by the house-moving industry that are loved by permitting agencies in the US and Canada for its ability to spread the load wide over bridges, the new modular Perkins Specialized dual-lane transport system also has all of the features of typical hydraulic trailer. Easy to

mobilize/demobilize. Easy to assemble and operate. Hydraulic steering and suspension. And best of all, it can back up as easily as it can be pulled forward! Although there's always room for future improvements, this new system is still the best super load transport technology on the highway today. Perkins will strive to remain the best, most innovative heavy hauling company in North America.

"The challenge isn't to keep your eye on big competitors. It's to pay attention to the innovators." - Dave Duffield-former CEO of PeopleSoft

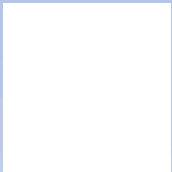
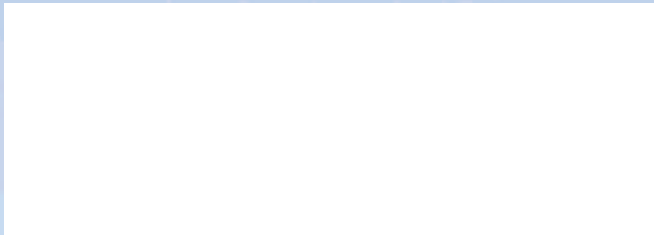


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...when execution matters most