

OVERSIZE NEWS

Dealing with the Unexpected

Perkins Delivers Despite Difficult Changes

The Perkins Team was put to the test on a recent project. Hauling permits had been approved. One monstrous Perkins transporter had arrived at the fab shop and was being loaded. Another rig was enroute, when it was discovered that the modules were taller and heavier than expected—in some cases 1' taller and 20% heavier.

In what amounted to a “no huddle offense”, the Perkins team attacked the situation with a number of key moves from our “playbook.” Despite the fact that routes had been surveyed and permits approved for the original weights and dimensions, the team understood a key obstacle lay in our path. *The lead time for new permits in the states on the original, most direct route was much too long.* Revising the permits for the existing route would push the delivery out past the point at which our customer would suffer significant *Liquidated Damages*.

The solution? Drive around the obstacle...or more accurately, drive around those states whose permit cycle time would push the deliveries out past the customers scheduled delivery date. Using a heavy-high-wide route that Perkins has used to move super large cargo from Houston to the Tar Sands Projects in Alberta, Canada, the team was quickly able to develop new permit applications through alternate states. Within two weeks, Perkins was moving the first module.



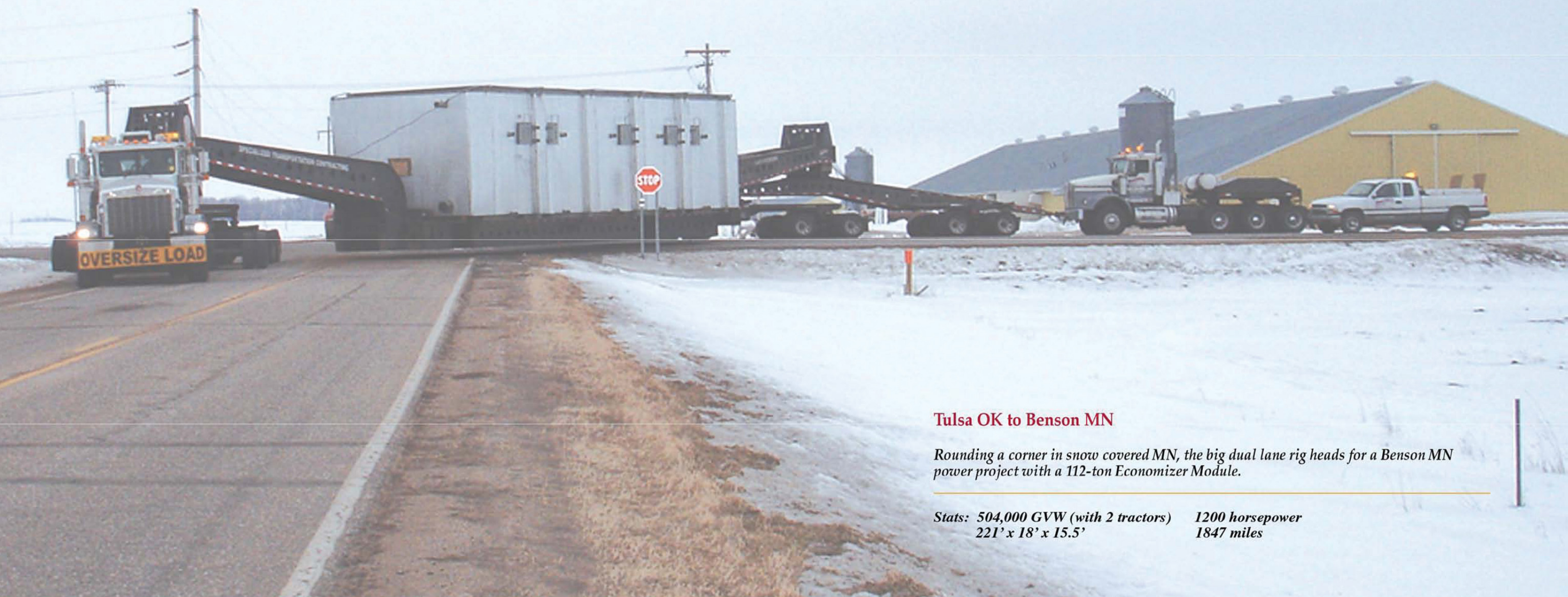
Another significant obstacle was the additional height. Rather than chance that the taller pieces could be hauled at nearly 17' high on a deck trailer, Perkins opted to use our Suspension System Transporter to positively ensure that the 14' tall modules could be delivered on time. With the module able to ride only 8" off the pavement, the number of available haul route segments was greatly increased. Perkins engineers quickly went to work with the fabricator's engineering department and developed a series of hauling lugs at the top of the module to support the module during transit. These lugs also doubled as lifting lugs.

In just a few short weeks, Perkins had entirely revised the engineering, planning and permits, had performed new route surveys and obtained hauling permits for all 5 big modules. And two days before the customers promised delivery date, Perkins delivered as promised with the last two modules - just in time to allow our customer to avoid significant *Liquidated Damages*.

The first module arrives at Benson MN just before the Christmas Holiday hauling curfew in Dec 05.



PERKINS
OVERSIZE
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Tulsa OK to Benson MN

Rounding a corner in snow covered MN, the big dual lane rig heads for a Benson MN power project with a 112-ton Economizer Module.

*Stats: 504,000 GVW (with 2 tractors) 1200 horsepower
221' x 18' x 15.5' 1847 miles*



"Execution Matters Most

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

Neil Perkins, President

Hot and Heavy: The 15' diameter dome section from an old Steam Generator was transported by Perkins to burial grounds in UT from a Midwest nuclear power plant. The 230,000 pound dome was low level radioactive waste and was transported over 1300 miles using Perkins Dual Lane Loading Suspension System. Perkins develops a job-specific Transportation Security Plan and a Risk Management plan for each radioactive shipment, which are performed in accordance with 49 CFR 107, DOE, DOT, NRC and Homeland Security Requirements. In the past 18 months, Perkins has moved nearly a dozen heavy radioactive loads such as this.



When the job is difficult and the penalty for failure or delay is steep, savvy shippers call upon the Perkins Team ...when execution matters most.



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SPECIALIZED TRANSPORTATION CONTRACTING



...when execution matters most