Perkins Specialized Transportation Contracting

PORTS-TO-PLAINS ALLIANCE
Securing the Benefits of Commerce to North America’s Energy & Agriculture Heartland
Agenda for Presentation

• Overview of Perkins Specialized Transportation Contracting

• Difficulties in the permitting and transportation of oversize and overweight cargo on public highways
Perkins Specialized Transportation Contracting is an asset-based carrier recognized by its peers as the leader in engineered transportation solutions for North American long distance highway movement of super heavy and extremely abnormal dimension cargo using over 4,000 combinations of the most modern modular equipment available from internationally recognized manufacturers.
Perkins is not a “Trucker”

While Perkins uses truck and trailer combinations to move its client’s cargo, we are a process-oriented project cargo carrier with an emphasis on engineering, project management and customer communication with our primary focus on safety. We are dedicated to constant improvements in every area of our business and to doing our job right the first time, so as to achieve total customer satisfaction.
Perkins Specialized Transportation Contracting is committed to provide a high level of quality and service to our customers while keeping the nations highways safe for ourselves, our families, and the motoring public.
<table>
<thead>
<tr>
<th>Experience Modification Rates</th>
<th>Loss Time Injuries</th>
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<tbody>
<tr>
<td>2008- 0.82</td>
<td>As of 10-1-11, Perkins has not experienced a LTI in the past 683 days.</td>
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<tr>
<td>2009- 0.82</td>
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<tr>
<td>2010- 0.80</td>
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Escort Training

Perkins is the only company in North America that is qualified to self-train its employees for Utah DOT Escort certification, which is recognized and accepted by 45 other states.
Escort Vehicles

High Profile Dodge Sprinter Escort Vans
Northfield Operations Center
Northfield Operations Center
Northfield Operations Center
Northfield Operations Center

Professional Custom Fabrication by AWS certified Supervisor
Modern Equipment

New Mack “Titan” Prime Mover – Next Generation Tractors
Perkins Custom Design “Quantum” Transport System
Transportation of Oversize and Overweight Cargo

The issues we face moving big loads
Oversize / Overweight Transportation Categories

**Legal Load:** A tractor trailer combination not exceed 8’6” wide, 13’6” high, a trailer or commodity length of 53’0” and a gross vehicle weight (truck, trailer and load) of 80,000 pounds on a 5-axle combination (18 wheels)

**Permitted Load:** A loaded vehicle that exceeds any of the above dimensions and or weights.

**Things To Remember For All oversize Loads**

Widths in excess of 12’ wide require escorts in most states.

Loaded heights in excess of 14’6 high require escorts with height poles in most states east of the Mississippi river.

**Routine Permit Loads**

Generally includes loaded dimensions of up to 14”0” wide, 15’0” high, 75’0” long and a gross vehicle weight combination of 132,000 pounds on 7 axles.

Standard equipment allows for 48’ – 53’ of loading space for a flatbed trailer at a deck height of 4’8”, 40’ of loading space for single drop trailers at a deck height of 3’4” and 30’ of loading space for a double drop trailer at a 2’ deck height.

This category allows for a maximum cargo weight of 75,000 pounds. Loads in excess of 75,000 pounds will require additional axles and increase the overall dimension and cost of the move.

**Not So Routine Permit Loads (Superload Light)**

Generally up to 16’wide, 16’ high, 130’ long and a gross vehicle weight of 254,000 pounds on 13 axles.

Standard equipment for these loads are multi-axle configurations with an allowable loading space of 30’.

**Superloads**

Generally any loaded dimension exceeding 16’ wide, 16’ high, 130’ long with a gross vehicle weight of 254,000 pounds on 13-axles.

These loads require a minimum of 6-8 weeks for permit procurement, route surveys and logistical coordination.

Equipment availability is a critical aspect for this type of move.
We Make It Look Easy
It Is NOT Easy!
Moving a Superload

• Complete and accurate information from the customer
  • Detailed drawings and information on the cargo including projections, support points and vertical and horizontal centers of gravity
Moving a Superload

• Complete and accurate information from the customer
• Selecting the right transport system
  • Minimizing the loaded dimensions of the envelope vehicle
  • Weight mitigation to minimize the impact on roads and bridges (driven by states traveled)
“solution is different for each payload”
“note difficult CG location”
End View

SPECIALIZED TRANSPORTATION LAYOUT

OVERSIZE LOAD

www.perkinsinc.com

PERKINS

PERKINS SPECIALIZED TRANSPORTATION CONTRACTING
NORTHFIELD, MN
1-877-PERKINS

ORDER INFORMATION

DESTINATION INFORMATION

CUSTOMER

SHIPPED TO CARRIER

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Oversize Load

This drawing contains confidential and proprietary information of Perkins Specialist Transportation Contracting. The drawing is the property of Perkins Special Transportation Contracting. The drawing as revised is to be kept by an engineer or surveyor with the written consent of Perkins Special Transportation Contracting.

DATE: 04/22/2007
DRAWN: R. M. B.
REVISIONS:

PERKINS SPECIALIZED TRANSPORTATION CONTRACTING
NORTHFIELD, MN
1-877-PERKINS

DRAWING No.: 101855

Size: 1/4" detail, 1/2" main size

Checked: 04/28/2007

CLEARED: 05/01/2007

Drawn: R. M. B.

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Dual Lane Loading States

Historic Weights Performed on DLL Equipment

Weights are not the guidelines of the state indicated, rather of load weights granted to Perkins. **“Please use this map as a guideline only.”**

- **18’ Wide 82,000 lbs**
- **18’ Wide 81,400 lbs**
- **20’ Wide 78,000 lbs**
- **20’ Wide 80,000 lbs**
- **18’ Wide 72,000 lbs**
- **18’ Wide 68,000 lbs**
- **16’ Wide 67,000 lbs**
- **DLL Approved**
- **Unknown**
- **DLL work done weights unknown**
Dual Lane Loading States

Historic Weights Performed on DLL Equipment (CDN)

10’ Wide Trunion 68,343 lbs
16’ Wide Max
Unknown
Moving a Superload

- Complete and accurate information from the customer
- Selecting the right transport system
- Verification through proven engineering practices
connections at steam drum and base attachments
Predictive Engineering – “what it will look like”
Suspension Engineering – hardware analysis

“Worst Case – diagonally opposite loads”

“ANSYS finite element”
Engineering – tie-down strategy

“blocking, chaining & cross chaining”
Nebraska Boiler
Moving a Superload

- Complete and accurate information from the customer
- Selecting the right transport system
- Verification through proven engineering practices
- Planning the project
"PSTC push tractor shown"
"PSTC dual-lane loading system"
Planning the Move
Project Planning

- Formal permit submission
- Verification of permitted routing through physical surveys (6-8 weeks depending on distance and number of states involved)
- Upon completion of surveys final submittal for weight studies
- Bridge analysis process (8-12 week process depending on weight of load and states involved)
Project Planning

• Coordination with utilities (power, telephone and cable)
• Coordination with railroad
• Coordination with cities and counties
• Coordination with law enforcement
Difficulties Faced in Oversize / Overweight Transportation

• Lack of uniformity of rules and regulations between states.
• Lack of uniformity of engineering practices and processes
• Barrier states – corridor moves / allowable weights / dimensional restrictions
• Matching entrance exit routes at state lines
• Permit restrictions – pilot cars - escorts, curfews and traffic control
• Hours of travel – night moves
Ports to Plains Alliance States
Goldhofer THP/DL dual lane loading hydraulic platform trailers
Dual Lane Platform Trailer
Goldhofer THP/DL dual lane loading hydraulic platform trailers
Dual Lane Platform Trailer
150-ton capacity Perimeter Frame Transporter
150-ton capacity Perimeter Frame Transporter
Suspension Beam Trailer

“going through the mountains”
“going through the mountains”
Suspension Beam Trailer
Road Train
Road Train
Road Train
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...when execution matters most