



California Clutch & Gear presents

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Aerodynamic Boondoggle?

They're called "aerodynamic fairings." They are like plastic air dams, which are mandated for 53-foot trailers, installed beneath the truck trailer to increase aerodynamics and thus fuel economy.

At 62mph, according to most sources, these fairings *do* provide optimal aerodynamics. The problem is, the statewide speed limit for trucks in California is 55mph.

At legal speeds, it's questionable whether these devices, which cost about \$1500 per trailer, will bring any cost savings at all.

Of course, what happens on dynos and wind tunnels doesn't always describe what happens in the real world.

Last year, the Manteca Bulletin reported that one trucking company had retrofitted a truck with these fairings, and it caused the fuel mileage for that truck to go *down*.



Call Toll-Free:

(800) 432-7348 #1

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Electronic On Board Recorder Mandate?

Buried deep in the yearly federal transportation bill is a mandate that all trucks subject to hours-of-service requirements to install and maintain Electronic On Board Recorders (EOBR), according to the North Jersey Record.

It is uncertain if the transportation bill, which is in conference committee as of this writing, will contain this language when it is finalized, but such a requirement would cost billions to an economic sector that is already struggling.

Transportation Services Index

The Transportation Services Index published by the Bureau of Transportation Statistics is an indicator that describes the total amount of freight carried by for-higher freight carriers.

Month	TS Index	Change from Previous Month
Apr 2011	107.4	-1.0%
May 2011	105.2	-2.1%
Jun 2011	107.8	+2.5%
Jul 2011	107.6	-0.2%
Aug 2011	108.0	+0.4%
Sept 2011	109.1	+1.1%
Oct 2011	108.8	-0.3%
Nov 2011	108.9	+0.1%
Dec 2011	113.7	+4.4%
Jan 2012	109.7	-3.6%
Feb 2012	110.3	+0.5%
Mar 2012	109.4	-0.8%
April 2012	109.6	0.02%

CARB Reporting Deadline For Small Fleets

The deadline for the Tractor-Trailer Greenhouse Gas regulation for 53-foot or longer box-type trailers for small fleets (20 or fewer trailers) was July 1, 2012. This reporting deadline was for small fleets who take advantage of the phase-in option, providing additional time to get their fleets compliant.



More Reports of Extensions

We continue to hear reports of ad hoc extensions being granted by CARB. Trucks beyond the age cut off of the original law are being given multi-year extensions, according to some truck operators.

Operators are encouraged to call CARB at (866) 6-DIESEL to see if they qualify for any type of extension to their DPF requirements.



Broken Axle Shaft: a Quick Fix?

Here's a scenario we see quite often: a truck comes into our yard with a broken differential. As we remove the differential, we notice that one of the axle shafts is brand new. Unfortunately, it's damaged from the differential failure.

This is an all-too-common problem we see in our yard. A truck breaks an axle shaft, and the mechanic replaces it hoping the differential is undamaged. It's a roll of the dice, and it's often a losing bet.

When an axle shaft breaks, it means a powerful and sudden shock load has been applied to the differential. Often, other damage will occur during this shock, including hairline fractures on side gears, pinion gears or the internal cross.

Those cracks and fractures will result in a complete failure when next they experience a heavy load.

We suggest, if you suffer a broken axle shaft, that you pull the differential and have the internals inspected before you run the new axle shaft. You may save yourself from a very expensive repair.

Exotic Clutch Rebuilding

Did you know that we can rebuild many different kinds of clutches? Be they industrial, agricultural or wet clutches, our rebuilding service is an economical alternative to new.



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