

between the BRANCHES

OFFICIAL PUBLICATION OF TIGERCAT INDUSTRIES INC.

INSIDE

CUTTING ON THE EDGE IN EASTERN BC

— Paul Iarocci

The Larson family has been working in the forests of British Columbia since at least 1929, when Ivar and Lance's grandfather started his first logging business. The family logging dynasty's latest incarnation, Carl Larson's Enterprise Ltd based in Canal Flats in southeastern BC was started in 1977 by Lance, Ivar and their father Carl.

Ivar has been hand falling since 1971 and continued in this line until the company first began to mechanize in 1994 with an excavator paired to a Hultdins grapple saw. In 1996, Larson's Enterprise bought its first purpose-built feller buncher, a non-leveling Timbco 415. In 2005, the company's felling side progressed still further with the purchase of its first Tigercat piece. The LX830C feller buncher has proven to be a machine very well matched to the company's operating conditions, limiting

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Parker-Pacific branch manager for Cranbrook, Dale Felhauer (far left) with the crew of Carl Larson's Enterprise Ltd. (L-R) Lance Larson, Ivar Larson, David Deveau, Jory Langridge, Bob Findlay and George Barbour.

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Ivar's hand falling duties to the occasional steep drop-off or rock ledge.

The Larsons deal with Parker-Pacific, Cranbrook for their Tigercat machines and have recently purchased a second LX830C, finding it to be an optimal machine for the area. It is equipped with a 5702 saw with a high rotation wrist, which helps build better skidder bunches with less travel. Observing the machine in action, it is obvious that the carrier and saw combination handle the wide variety of tree sizes well.



Jory Langridge builds a bunch on a steep hillside. Between travelling up the hills in reverse, building bunches and sorting and decking, he spends a lot of time in the rear facing position.

The machine bunches smaller stems effectively and can easily handle the half cubic metre (approximately half ton) stems at the larger end of the scale. The zero tail-swing provides additional leveling capability over a full tail-swing machine and increased agility for the occasional selective cut.

These days Larson's Enterprise produces for Canfor, operating on an annual volume of 150 000 cubic metres of tree-length timber with a crew of five. Bob Findlay operates the new LX830C feller buncher. George Barbour and Jory Langridge run E620C and 630D skidders respectively. At roadside is a Tigercat H855C processing four or five tree-length sorts. Ivar hops on the loader to perform sorting and decking

duties around the congested and busy roadside landings, which are often size constrained by challenging site topography.

The annual production is achieved in four ten-hour shifts and a single eight-hour shift per week with spring break-up lasting approximately one month. There are generally four sorts — spruce, balsam, larch and pine — and daily production is range bound between ten and fourteen 50 m³ (approximately 55 ton) loads. Ivar intimates that Canfor is duly

impressed with the production that the Larsons can squeeze out of a five-man crew and offers a clue to the company's success. "The guys are the most important part of our operation... We are taking the whole crew on a fishing trip. I told them, 'You are going because you are doing a good job for us.' *They* are why we get 150 000 metres with a crew of five."

Of course the song never remains the same and with Canfor's recent expansion into the east Kootenays, the Larsons are currently in the midst of a transition to short wood. Their initial attempt resulted in a 30% reduction in processor productivity but Ivar

and Lance expect that number to improve. However, the high number of sorts combined with the short wood directive will likely result in a requirement for additional processing capacity.

Ivar comments on his purpose-built roadside machine, which is priced higher than the typical converted excavator: "I like the H855C. It can buck more than an excavator. Some people don't believe me and that is just fine with us. It gives us an advantage. I also like that it is made in Canada. It's like it's ours."

One unique aspect of the operation is the degree to which the skidders are contributing to the decking and sorting functions. Jory Langridge is taking full advantage of the Turnaround™ feature to help with



The LX830C feller buncher handles bigger timber and steep slopes equally well. The zero tail-swing allows the Larsons to work in clear fell and selective cutting as required without sacrificing stability or production.

decking and sorting duties in between pulls. In fact, the Larsons installed a cutting edge and top deflector over the blade to augment the machine's decking and brush cleaning abilities.

"When I'm dealing with sorts when the loader is not around, I don't have to look over my shoulder. No more neck strain," explains Jory. "I can grab a bunch in the middle and swing it right up onto the deck and I can pick up and heel 56 foot logs when sorting. The seat is always turned around."

Jory is also impressed with the blade-down drive power when moving brush and cleaning up the deck

area. "It pushes like a D6. I could build my own skid trails if I wanted to." Although, looking up at the steep mountain face that Jory and George are working on, it is evident that there really are no skidder trails.

With nearly twenty years of industry experience, Jory has been a full-time machine operator since age seventeen and has worked for the Larsons for five years. Like Lance and Ivar, he is a third generation logger. He and George pilot their skidders in some pretty gruelling and just-plain-scary terrain.

"Sometimes you can't just back up to a drag; you've got to come in from the side or even drop down from the top." Jory, who is not afraid to grab a bunch in the middle and swing it around to the next skidder bunch, also explains that they installed wider blade extensions. (The

blade is almost the width of the machine with 35.5 tires.) "It helps improve stability on side hills. I love the steep stuff," he says. Operating on the western edge of the Canadian Rockies, there is no shortage of steep stuff.

Jory's general impressions of the 630D include the observation that it is much smoother to operate and can hold more wood than any other four wheel skidder. "It has very strong grapple power — they don't lose wood." Regarding travel speed he comments that, "The D is even faster than the E620C which was way faster than the old 630B skidders."

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The 630D helping out with sorting and decking.

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The E620C pulling downhill in steep terrain.

He also appreciates the balance between the power and stability of the machine. “The 630D can pull more than other skidders without standing up the front end or running out of power or heating up. It never hesitates or bogs down when pulling out of a bottom.” He also comments on the precision of the electronic-hydrostatic drive system. “You can adjust your trim so that you can move an inch — it can inch up a hill.”

Singing praise for Turnaround

Although George’s E620C is not Turnaround equipped, Jory’s is, and he uses the feature to its fullest potential. “When backing up the hill, it allows you to look at the lay of the land and pick your path. You can see roots and stumps,” he says. “After a ten-hour day, I feel so much better. I would go mining before I went back to a skidder without a Turnaround seat. There is nothing else like it.”

For someone who has only operated conventional skidders, Turnaround might at first seem to be a radical departure: the operator has one drive pedal at the front of the cab and one pedal at the rear of the cab. Forget forward and reverse – a direction selection switch on the joystick determines if the machine will travel blade-first or grapple-first. The computer system

automatically adjusts the controls based on which direction the seat is facing, so when the operator is facing rear, and selects ‘forward’ direction, he will travel grapple first. (The joystick steering operates the same way.)

Asked to comment on the learning curve, Jory responds, “It only took a week to feel right at home with it. The joysticks were not an issue at all because I’ve run excavators before.” Now with 1 300 hours of seat time under his belt, Jory is doing some pretty innovative stuff with Turnaround.



The H855C processing long lengths in 0,34 m³ average piece size.



He often turns the seat from forward to reverse and back again very quickly when he has to perform a quick task with the grapple or if he wants to see something behind him. On steep slopes and complex terrain, he positions himself according to where he needs to see the most and will often switch back and forth while driving using gravity or the momentum of the machine to turn the seat. The machine, of course, never stops travelling in the desired direction. To achieve this, Jory hits the direction selection button in mid-turn so that the direction of travel stays the same

once the seat locks into the opposite position. “You’ve got to think outside the box,” he says.

Ivar and Lance run a tight, efficient operation and by the sound of it, they have developed a good relationship with Canfor right from the start. While the switch over to short wood may prove challenging in the transition, they are certainly equipped with the crew and machinery to make a success of it.

Go to the video archive at www.tigercat.com to see a video of the Carl Larson’s Enterprise Ltd operation. ■

2012 MID-SOUTH FORESTRY EQUIPMENT SHOW

— Judy Brooks, Tigercat marketing coordinator

Although heavy rains turned the demo site in the John W. Starr Memorial Forest into something swamp-like, staff from B&G Equipment and Tigercat managed to put together a successful show and machine demonstration.

Tigercat designers, sales and management personnel and dealer representatives from B&G Equipment, Davis Tractor, Forestry 21, G&S Equipment, Patrick Miller, Smith & Turner, Tejas Equipment and Tidewater Equipment were on hand to take in the show and visit with current and future Tigercat customers and their families.

During the demonstrations, a 718E feller buncher and 620D skidder felled and pulled to roadside, while the Tigercat T234 loader fed a chipper. A Tigercat 630D skidder and 726E feller buncher sat front and centre on static display. B&G Equipment sponsored the loader contest, providing a Tigercat 234 for the competition and hosted a fish fry lunch on Saturday. Several hundred visitors waited in line for their turn to fill their plates and make a donation to Log a Load for Kids. ■



The new 300 hp 726E feller buncher garnered a great deal of attention.

Tigercat®

20 YEARS

Tigercat Turns Twenty

Tigercat celebrated its 20th year in business over the days of June 21-22. Formal events included factory tours, a dinner and party for 1,300 guests as well as the premiere screening of '20', a new film by Tigercat that tracks in super high definition the beginnings of the company, some of the challenges faced, and what the Tigercat brand means today to customers throughout the world.

Guest speakers at the dinner events included Bobby Goodson of *Swamp Loggers* fame and prominent southern US loggers, Joseph Parnell and Charles Johns. Tigercat also took the opportunity to acknowledge the retirement of Joe Kemp, branch manager for B&G Equipment, Magnolia. Joe has been a dedicated manager and tireless proponent of Tigercat machinery for nearly twenty years and B&G, which took on the Tigercat line in 1993, is the longest running Tigercat dealer.

Tigercat began in 1992 when a small group of professionals with extensive experience in the logging equipment industry teamed up with the Cambridge, Ontario based fabrication company, MacDonald



Pieter de Wet and Mark Wells from PG Bison in South Africa who participated in the film, '20'.



Donnie Lambert, Heyward Moore, Marty Lambert and Tigercat president, Tony Iarocci. The Lamberts participated in the film, '20'.

Steel. Extensive field research determined that the performance of drive-to-tree feller bunchers was falling short of the expectations of loggers. Tigercat set out to design a technically superior alternative. The result was the 726 feller buncher.

Now twenty years later the company has achieved what few thought was possible. Tigercat is at the forefront of the evolution of harvesting equipment and the product offering has grown to nearly 50 carriers and attachments. None of this would be possible without the dedication of the Tigercat team, the partnerships forged with dealers and suppliers and the support and feedback from Tigercat owners and operators.

Order your copy of '20' on Blu Ray or DVD at www.tigercat.com ■



Tigercat CEO, Ken MacDonald, delivered the closing remarks at the gala event.

LONG TERM APPROACH TO MAINE FOREST MANAGEMENT

Iconic Canadian company, J.D. Irving, grants BTB an insider tour of its forestry operations in northern Maine.

— Paul Iarocci

J.D. Irving, Limited is a large, privately owned Canadian company headquartered in Saint John, New Brunswick. Founded in 1882, the company has operations throughout eastern Canada and Maine. Its diverse business sectors include forest products, transportation, ship building, industrial equipment, construction services and consumer products.

Founder, James Dergavel Irving developed a sawmill, gristmill and carding mill among other enterprises. Another key family member was J.D.'s son, Kenneth Colin who diversified into the transportation, ship building, construction and retail sectors. Grandson, James K. pioneered the company's reforestation and tree improvement programs and expanded the forest products business.

The forestry and forest products business is now 130 years old and remains firmly focused on the future. "Renewing the forest is a promise we have been keeping since 1957 with over 877 million trees planted to date. If we are careful stewards of this resource, we will start to generate a return on our investment in less than 50 years. That's a long cycle, but it illustrates how profoundly our business embodies the principles and practices of corporate sustainability," says Jim Irving, Co-CEO of the company. This focus on long term planning sustains an integrated value chain of environmentally certified forest products.

Irving Woodlands has been working in Aroostook County, Maine for 65 years, directly employing

255 with wages that are more than 60% higher than the state average. The company also generates an additional 687 jobs through 155 woodlands contractors. The forest land base provides a sustainable wood supply to twenty mills in the state.

"We work hard to provide competitive earnings and the opportunity to significantly increase those earnings, pioneering the use of best-in-class technology and work practices," explains Peter Tabor, regional manager for Maine.



(L-R) Matt Collins, process improvement; Peter Tabor, regional manager; Josh Philbrook, operations superintendent; Dana Johnston, process improvement; Keith Michaud, sales representative for Tigercat dealer in Maine, Frank Martin Sons Inc.

About 20% of Irving's Maine land base is dedicated to habitat conservation. Forest research and conservation is a primary focus in the company's forestry activities. "We also have contributed over \$1 million to forest research at the University of Maine to help keep Maine's forestlands healthy, productive and sustainable," says Peter.

Irving Woodlands — along with nineteen other landowners and several wood processing and

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A 630D or 635D skidder hauls to the processor. The machines are equipped with GIS technology which maps the felling corridors and helps the skidders to maintain a steady flow of wood to the processor.

corporate members – is a member of the Cooperative Forest Research Unit (CFRU) at the University of Maine in Orono. Areas of research pursued in the past few years include assessing the risk and impact of future spruce budworm outbreaks in Maine forests and strategies for improving hardwood regeneration, among many other topics addressing important forest sustainability issues in the state.

The company's forest practices are audited by independent experts in accordance with principles of the Forest Stewardship Council (FSC) and the

Sustainable Forestry Initiative (SFI). “Certification is about accountability. Don't take our word for it, consider the rigorous independent review by the experts to ensure that forestlands are promptly regenerated and measures are taken to protect water quality, wildlife habitat and species at risk,” says Peter.

Irving's silviculture program includes a nursery which produces 25 million trees per year and an extensive stock and seedling research division. The company has recently discovered a naturally occurring spore in spruce trees that makes them more resistant to spruce budworm. A patent is pending for this innovation.

Irving's total annual harvest in Maine is one million tons “in a region where wood costs are not low,” explains Peter. This is where things get interesting. In order to compete against low cost offshore hardwood chips, Irving has placed an incredible focus on cost-saving efficiencies across every function and level of its forestry operations without sacrificing the integrity of the land and forests or the quality of the product.

Key to the entire woodlands operation is cost effective transportation. Irving invested in a chip handling yard with rail spurs in 2006 that connects its woodlands to the mill in Saint John, New Brunswick. A daunting 320 km (200 mi) jaunt on the highway, Peter explains that “rail brings you a hundred miles closer.”



Wide, straight roads are an Irving hallmark and large payload off-highway transport is key to reducing fibre costs.

In combination with the rail siding in Ashland, Irving makes extensive use of off-highway truck transport, using the intricate network of legacy and newly constructed forest roads to move fibre from the harvesting sites to the Ashland yard without travelling over a single paved kilometre. Hardwood logs, long length softwood pulp and chips all come into the yard on off-highway trucks and ship out by rail. Operations superintendent, Josh Philbrook, says that the greater payloads made possible with off-highway transport represent a 20% savings over regular highway trucking.

Specially designed chip vans carry 60 ton loads (1 ton equals approximately 900 kg). To take full advantage, Irving constructed a special chip dumper in 2006 that

can lift truck and trailer, reducing the unload time by fifteen minutes because the trailer does not have to be detached.

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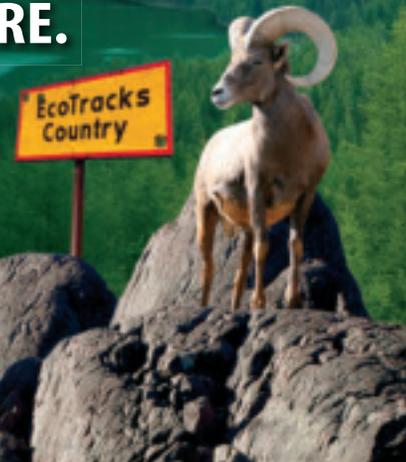
The H822C merchandizes high value logs, prepares trees for the chipper and sorts maple and mixed hardwood in indexed piles.



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In a bid to further whittle away at transportation costs, Irving builds or rebuilds 160 km (100 mi) of forest road annually. “An Irving trademark is high quality, straight roads — for safety and efficiency,” Josh asserts. The focus is on wide, straight roads with as much visibility as possible to increase the average speed of the hauling trucks.

Irving sets up, finances and trains owner-operator contractors, the majority of which own a single machine rather than a whole system. Contractors work together and the typical system combines a feller buncher and skidder for initial extraction. Irving is partial to 822C feller bunchers for the mostly selective cut operations. The skidder — either a 630D or 635D depending on optimal drag size, skid distance and required flotation — pulls to a box at roadside where an H822C harvester processes and sorts softwood, mixed hardwood and maple, cutting saw logs and valuable veneer logs before “prepping” the hardwood pulp by busting up (but not removing) the limbs so that the trees can be fed into and digested by the chipper more easily.

The high-value hardwood logs are short hauled by the skidder and decked closest to the road and the softwood is swung around behind the harvester toward the road. Once the processor is finished, and the logs and softwood have been hauled away, a 630D skidder and a chipper come in. What remains are two or three extended decks of tree-length or near tree-length hardwood pulp. The maple is on top and indexed about three metres behind and underneath is the mixed hardwood sort. “The skidder can pull off the top to the chipper without disturbing the sort underneath,” explains Josh.

These sorting, merchandising and chipper preparation functions used to be accomplished with stroke delimiters and slashers. The H822C harvesters equipped with Waratah heads are more efficient — doing a better job of sorting and indexing, achieving better utilization by cutting more high value logs — all while eliminating a machine.

To help the skidder balance distances, optimize for day and night shifts and keep the processor well fed, Irving has developed its own in-house GIS system. At the end of each shift, all the data related to the cutting activity of the feller buncher is downloaded to the skidder. Through the in-cab interface, the skidder operator at a glance can see the feller buncher trails and related distances and topography. “He can look at the whole block and understand it to be more efficient,” comments Peter.

Another area of focus is data collection. Irving goes beyond tracking machine productivity and input costs. Machine downtime is carefully broken down and categorized. When a machine is idle — even for a short period of time — the operator must input one of ten stop codes. Analyzing this data is very beneficial in determining which way to tweak best practices to create the most balance and throughput.

Placing great emphasis on continuous improvement, Irving has Sigma-6 trained employees like Dana Johnston on staff completely focused on process improvement initiatives. Dana explains that they have worked out hourly productivity requirements for the skidder by analyzing the twitch size, distance and drive speed achievable for a given block. “The day shift operator might mix and match — bring three



With a rail siding at the Ashland yard, the Maine operations make extensive use of rail for transporting chips and round wood.

short skids in and then go for a long one,” says Dana. Generally the night shift operators will stick to the longer trails where they can be more efficient.

The skidder operators will also try to equalize skid distances and times by pulling outlying twitches to the closest corner of the block and short distance twitches to the further corners. The skidders target six ton twitches but the payload can drop as low as 3.5 tons. The operators must strike a balance between the load size and the time it takes the skidder to acquire the load. The number of sorts and the volume and density of the block can significantly constrain payload. “If the skidder has to stop four times, it might be better to bring in smaller twitches or have the buncher sort or build bigger bunches, knowing it is going to affect these guys downstream,” comments Peter.

The chipping sides work two twelve-hour shifts, five days per week, producing an average of 3,000 tons per week. Irving made the transition to in-field chipping in 2006. Previously, pulpwood was processed in random lengths and transported as round wood.

In-field chipping results in 15% more chip volume right off the top because the large branches and tops get chipped as well. Higher recovery rates are not the only advantage. The process is also less expensive. The downside? Slightly higher bark content and two percent oversize chips which are screened out further downstream. But as Peter says, “We are integrated, so we can make it work.”

In-field chipping has other advantages — especially to a company as vertically integrated as Irving. The more processing that can be done close to the stump, the better, according to Josh and Peter, because this ultimately decreases handling and transportation costs downstream and ensures that each product gets to the right market or mill by the most direct routing.

All of Irving’s land in Maine is designated open use and available to the public for recreation opportunities. In these matters, Irving is represented by North Maine Woods, an organization that administers recreation land for private landowners. It has over 1,4 million ha (3.5 million acres) under its umbrella and represents landowners varying from large corporations like Irving to individuals and families with relatively small parcels. Although the



Irving constructed a special chip dumper that can lift truck and trailer, reducing unload times.

land ownership structure is a patchwork, recreational users are guided by just one set of uniform regulations and fees and do not have to obtain several permits or pay different user fees to different landowners.

After touring the operations for a day, it is glaringly apparent how much the company and employees care about the forestland. Peter and Josh are constantly questioning and discussing the way things are currently done and discussing how various aspects of the operations could be improved – whether the improvements are related to production, safety, forest health or aesthetics. An obvious sense of pride and long term thinking prevails. “We are proud to live, work and raise our families in Maine,” says Peter. “Our everyday work in the woods is about sustainability — for the community, the environment and for the economy.”

For the extended article, please visit the BTB ‘additional content’ section at:

<http://www.tigercat.com/index.php/Additional-Content/> ■



One of Howard Means' new 726E bunchers felling 35 m (120 ft) pine in tough terrain in Chickasaw State Park.

'SUPER' 726E

Tigercat brings back the 726E feller buncher with a high horsepower twist.

Jim Ard, owner of Jim Ard Timber Inc, a Mississippi logger and B&G Equipment customer, strolled into the B&G Magnolia branch one day with a brilliant idea. Ard, who primarily contracts to Weyerhaeuser, generally works in mature pine and the terrain typically tends to be broken up by some steep ground that constrains the deck areas and taxes the feller buncher. "We've got these ridges," says Jim. "Very rarely do we have the room to put two loaders on the same deck. We usually can't even get the loaders



(L-R) Johnny Boyd, Tigercat district manager for Alabama and Mississippi, Red Williamson, B&G Magnolia branch manager, Jim Ard and 726E operator David Craven.

close enough together to be fed by a single skidder. It's almost like two little jobs in one."

The day Jim popped into the Magnolia store, president W.J. Bates as well as branch manager Red Williamson happened to be there. Jim came right out with it, asking the two men to figure out a way to sell him a 300 hp 726E feller buncher. "For us the 724E doesn't quite do the job," Jim explains.

The 220 hp 724E is very capable in almost any wheel feller buncher clear fell application yet its size and wheelbase still lends itself to thinning jobs when required, especially when equipped with the 5500 saw which combines big timber control with small stem bunching ability. The versatility and performance of the 724E had completely displaced sales of the 726E over the last few years, and Tigercat had quietly discontinued production of the model, as a feller buncher, that is.

Tigercat has been busy selling a 300 hp mulcher version called the M726E which always has had an optional multi-function hydraulic system and quick-attach boom adapter so that the machine could be changed to a feller buncher in a pinch if a land clearing contractor wanted to fell merchantable timber.

That said, granting Jim's request wasn't as simple as slapping a sawhead on the mulcher carrier. There was some work involved to optimize the hydraulics for

a feller buncher application. The mulcher version has a very large attachment pump and a different drive circuit so Tigercat agreed to do the required back-end work and put the machine into production if B&G would make a larger commitment to three machines. Feeling confident about the idea, they agreed and now, a few short months later, Tigercat has shipped ten machines and demand for the industry's newest, largest and most powerful feller buncher is expanding into other regions with big timber and tough terrain.

Jim equipped his machine with aggressive cleat 66x43-25 tires providing an optimal combination of traction, low ground pressure and side stability. "We run the 43 tires all year round so that the machine can work side slopes but also covers my flotation in the winter."

Jim is overjoyed with the performance of his new machine. "The extra horsepower is most noticeable when backing uphill loaded — which in turn helps the skidders." The 726E has an additional 127 mm (5 in) of wheelbase and is 230 mm (9 in) longer overall which augments stability and traction on slopes when the 5702 saw is clutching a big tree. Operator David Craven routinely cuts 25 loads daily.

Howard Means, owner of R.H. Logging, purchased the second and third of the initial three machine run from B&G Iuka. Working summers in Chickasaw State Park in southern Tennessee, Howard's machines are felling a steady diet of 60 year old pine growing in



Howard and operator Eddie Nunnley like the stability and fuel efficiency of the new 300 hp machine.



The first 300 hp 726E was purchased by Jim Ard after he requested it from dealer B&G Equipment.

very fertile soil. The 35 m (120 ft) tall trees average 510-585 mm (20-23 in) diameter at the stump, weighing 1,8-2,7 tonne (4,000-6,000 lb). In addition, the hilly Tennessee country can bring slopes up to 30%. "We like the extra weight in the back end," says Howard. The state forest also has quite a bit of oversize, top heavy hardwood. In fact, the famous Tennessee whisky, Jack Daniels, is aged in white oak barrels made from timber that comes out of the region.

Operator, Eddie Nunnley is also impressed with the machine, adding, "That's probably the best cutter ever made and easy to work on." Aside from the incredible performance in this most challenging application that the majority of the world's harvesting professionals would say hands-down is a job for a track buncher, Howard is seeing other significant advantages. "I've run a bunch of 726 cutters and I've owned a lot of Tigercats over the years. The new machine with the low 1,900 rpm engine speed really has an effect on fuel consumption," he says. "You take 400 rpm off and I think this is really going to affect engine life as well. It still pulls down but not nearly as much as the old machine. My fuel consumption has dropped from 34 L/h (9 gph) to 28 L/h (7.5 gph)."

Go to the video archive at www.tigercat.com to see a video of the 726E in action. ■

DEMO INTERNATIONAL 2012

Tigercat debuts 615C skidder at successful DEMO International

Tigercat was in full force at Demo International 2012 northwest of Quebec City from September 20-22. Not only did the company bring a full complement of machines including feller bunchers, harvesters, skidders, forwarders, the 480 mulcher and the 880 logger, Tigercat also debuted an all-new machine and brought over 100 team members from all facets of the company.

Tigercat employees interacted with customers and Tigercat dealer personnel from across Canada, the

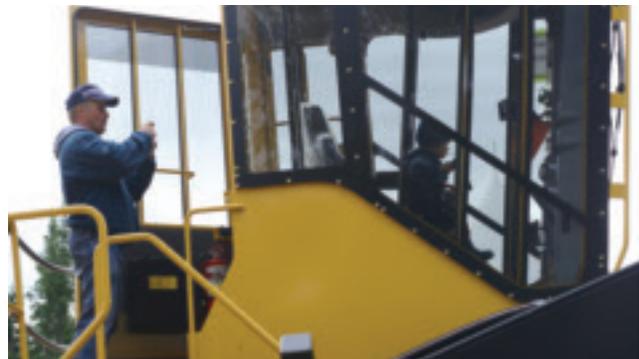


Tigercat debuted the new 615C, a smaller six-wheel skidder. With excellent traction, high performance in tough terrain and a smooth ride, it comes in a compact package compared with the 635D and is suited to lower volumes and selective cut applications.

northeastern US, Australia, New Zealand, South Africa, Russia, Chile, Brazil, Ecuador, French Guiana and Scotland. In addition, Bobby Goodson was on site talking to fans and signing autographs throughout the event.



Tigercat H845C harvester equipped with a Logmax 7000XT head



The 880 logger attracted a lot of attention.



The H855C harvester equipped with Tigercat's TH575 harvesting head processed hardwood.



Tigercat demonstrated the FC5185 bar saw on the hardwood side.

The live demonstrations consisted of two separate applications, a softwood clear fell and a hardwood partial cut. On the softwood side, the felling was accomplished with a Tigercat H845C harvester and forwarded to roadside with the 20-tonne capacity 1075B forwarder.

On the hardwood side, an 822C equipped with Tigercat's new FC5185 bar saw felled. A 630D skidder pulled to roadside where the wood was processed with an H855C harvester equipped with Tigercat's TH575 harvesting head. Tigercat also pulled full tree hardwood to a CBI flail/chipper that was equipped with the Tigercat 215 loader.

Of the static machines, the big 880 logger and 480 mulcher received a lot of attention but all eyes were on the prototype 615C six-wheel drive skidder.

The 615C fills a real void in the marketplace. For contractors with lower volumes or extremely tight and challenging partial cuts, a 635D is just not the right machine for the job. With the 615C, contractors

can now have all the advantages of a six-wheel drive skidder – excellent traction, high performance in steep and soft terrain and a smoother ride – in a compact package with a lower purchase price. And what will be most shocking to contractors is the drive speed. Tigercat will be reporting more on the speed and performance of the 615C after it hits the field. ■



Attendance at the Tigercat stand was excellent during the three-day event.



Setting the Industry Standards



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AC16

Tigercat Develops Articulating Loader Carrier

Observing a void in the marketplace as equipment manufacturers have for the most part stopped producing and supporting steering axle equipped self-propelled loaders for mill yard applications, Tigercat has stepped up with the newly designed AC16 articulating carrier. The AC16 can be mated to a Tigercat 234 or 250 series knuckleboom loader.

The prototype unit was purchased by Verso Paper Corp and is operating in a wood yard in Dover-Foxcroft, Maine. Verso produces high quality coated papers and specialty products with operations in Maine and Michigan.

Yard supervisor, Kent Burden explains that Verso bought the AC16 carrier along with the 250C loader to replace Tanguay and Prentice self-propelled loaders with front axle steering. “They are extremely expensive and parts are becoming difficult to find to keep the machines in service,” says Kent.

Operator, Arthur Watson says that at first they considered the AC16 carrier a compromise due to a general perception that articulating carriers are less stable when driving over uneven ground. Wood yards can get messy in wet weather and they are not always flat even at the best of times. Dips and small hills are



magnified from the operating position of a raised cab, exaggerating the rocking effect.

After a couple of weeks of operation, Arthur is much more comfortable with the machine. He says it gets around the log yard pretty well. “And the access is good. I can reach all the grease fittings easily,” says Arthur. “There is only one boom knuckle fitting that you need a ladder for. Visibility in the cab is good. The boom is mounted further forward than the Prentice but that is just something different to get used to.” Arthur has no complaints regarding boom power or performance.

The yard takes in long length pulpwood, slashes it and sends it to three different Verso facilities. The typical duty cycle is 25-30 loads per day — a combination of loading short wood and unloading tree-length logs. The other component of the duty cycle is slashing which occurs on an as needed basis.

The AC16 is four-wheel drive and has powerful tractive effort for towing applications. The carrier is fabricated by Tigercat and uses standard components that are common to other Tigercat machines. The axles, brakes and transmission are common to Tigercat drive-to-tree feller bunchers. An optional log bunk is also available. The loader can be separated from the carrier if required.

Go to the video archive at www.tigercat.com to see a video of the AC16 and 250C loader in action. ■



TIGERCAT REBUILD DEPARTMENT EXPANDS

— Brian Jonker, Tigercat parts manager

Two years ago our rebuild and parts departments relocated from a cramped 3 250 m² (35,000 ft²) facility in Paris into a 7 150 m² (77,000 ft²) building in Brantford which allowed us the opportunity to continue to grow the parts and service portion of Tigercat's business.

Since the move, the rebuild department has expanded its workforce by 25% and increased its inspection and rebuild production by more than 40%. The main



All hydraulic pumps and motors are assembled in the newly constructed clean room. The environment is climate controlled and free of airborne dust.

focus of the rebuild group has always been to take full advantage of the opportunity to evaluate component failures in order to help avoid them in the future. Tigercat resolves issues with component suppliers by providing information and feedback about our findings. In turn, this provides additional information to Tigercat's designers, helping them to select

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The rebuild team. (L-R) Bill Clark, Paul Aitchison, Craig Barton, Gord Hilborn, Jeff Dixon, Peter Poulton, Gord MacDonald, Brad Smith, Trevor Nemeth, Doug Sabila, Paul Deruiter, Mike Howard, Bob Wannamaker, Carlos Hernandez, Eric Hernandez and Dino Marrocco.

and specify the most reliable components for Tigercat machines.

Over ten years ago we initiated the TEC Program (Tigercat Exchange Component Program). Since then we have rebuilt and tested over 15,000 components. All were sold with the same warranty as new.

Now we are expanding into the next phase of our growth. A second state-of-the-art test stand is currently in design with hopes of having it operational by the summer of 2014. In addition, for many reasons, we have built a dedicated clean room where all our hydraulic pumps and motors are assembled. Climate controlled and free of outside dust and debris, the new environment allows us to have the utmost confidence in the rebuilt components we are providing to our customers.

As we continue to evolve and grow, the one constant in our rebuild department has been the dedicated and experienced technicians who work to produce the best quality product that befit the Tigercat brand.

With the change in buildings, the upgrade in facilities and the strength of the rebuild team, we are confident our customers will receive the best quality rebuilt components for years to come. ■



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TIGERCAT IN EUROPE

Clohse Group, Tigercat's Window to the 2012 Forestry Expos in Europe

— Rossana Constant,
international sales administrator



Clohse Group is the Tigercat dealer in several European countries, including Belgium, Luxembourg, Netherlands and Germany. The company, with more than 40 years of experience in the forestry equipment market originated in the village of Crombach (located near St. Vith) in Belgium. The founders, Dieter, José and Heinz Clohse, started the company out of their extensive knowledge of the forestry business.

During 2012, Clohse exhibited Tigercat equipment at two different trade shows, Forexpo in France and KWF in Germany. This was the first time that Tigercat equipment was displayed at forestry shows in Europe (outside of Sweden) and I felt proud of the robust Tigercat equipment highlighted by beautiful scenery and excellent stands and displays arranged by Clohse.

Clohse Group ordered four machines to display at the two shows: a 1055B forwarder, 1135 wheel harvester, a Turnaround equipped 610C grapple/winch skidder and an H845C track harvester.

Forexpo 2012, France

With support of the community of Mimizan, Forexpo, the European trade fair for forestry and logging, welcomed more than 33 000 visitors during the event held June 6-8, 2012. We were extremely impressed by the amount of people stopping at our site to see our machines and requesting information about them.

Our 610C skidder was a knockout according to the French loggers but all of them were requesting to see a double winch, a local preference that they are not willing to give up. Due to the high level of interest, Clohse set up an extremely well attended live demonstration after the show. The many

contractors in attendance were very enthusiastic about the machines.

From there we moved to Germany to attend one of the biggest forestry equipment shows in Europe, KWF. Once again our dealer performance was first class in representing and exposing our equipment to the European logging contractors.

KWF Expo 2012, Germany

The first KWF event took place in Lüneburg in 1964 under the heading 'Forest establishment - technical possibilities and innovative approaches.' Until the 1980s each event focused on a special topic presented with practical demonstrations for forest professionals. These days, KWF takes place every four years, alternating with the Interforst trade show in Munich.

As visitor and exhibitor numbers continue to rise, the KWF has grown into the most important forest technology event in central Europe and one of the largest forest technology trade fairs in the world and for this we were proud to have our Tigercat equipment introduced to this market.

This year's KWF, held June 13-16, was composed of three elements – the KWF exposition, field trips and the scientific congress. Over 400 exhibitors from 20 countries presented their current developments and state-of-the-art technology over a 100 ha (250 acre) site. The event attracted more than 53 000 visitors. Tigercat generated a great deal of local interest as well as attention from harvesting contractors in neighbouring Austria and Denmark.

If I have to describe these events in two words, I would say, total success! ■

customer news

ARRANTS LOGGING NAMED TIMBER HARVESTING'S LOGGING BUSINESS OF THE YEAR

US publication, Timber Harvesting has named North Carolina based Arrants Logging, headed by Frankie Arrants, as 2012 Logging Business of the Year. Arrants, a longtime Tigercat customer, received the prestigious award based on a combination of factors including his high regard for the safety and well-being of his employees and his high degree of integrity and professionalism on the job.

Arrants cares about the land that his crews operate on. Landings are kept tidy and environmental regulations are respected and exceeded. His efforts go a long way in keeping landowners happy while improving public perception of the forestry industry.

Frankie Arrants has purchased around fifteen Tigercat machines beginning with a 726 feller buncher in 1994. No stranger to attention, Arrants and his companies have been recognized in the past by Weyerhaeuser in 1994, the North Carolina Forestry Association in

1995 and the Forest Resource Association in 1996. Congratulations to Frankie, wife Danette, partner Mason Lilley and the entire Arrants family.



Image courtesy of Hatton-Brown Publishers Inc.



Congratulations to Raena Mattson, daughter of Randy Mattson who owns Alberta-based First Pass Oilfield Contracting Inc. Raena recently completed a half marathon in Reykjavik, Iceland raising \$6,610 for the Canadian Diabetes Association. Her official time was 2:36:53. Randy, a top notch professional and Tigercat customer, was featured in BTB in March 2010.

From the archives: Check BTB #24, March 2010 for a profile on First Pass Oilfield Contracting.

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