



THE PRAIRIE TECH POST

VOLUME 2 ISSUE 2



**ASK ABOUT
OUR CUSTOM
PETERBILT
SOUND SYSTEM &
DOOR PANELS!**

359 PETERBILT CUSTOM CONVERSION

Drawing upon the combined resources of all the different departments at Prairie Technology, we completed one of the most challenging and exciting custom conversions ever undertaken in our shop. The subject was a 1978 Pete 359 that needed a lot of work from both a mechanical and body perspective. As you can see from the photos, the end result was nothing short of spectacular and is a testament to the skills and abilities of our professional staff.

Relying solely on the owner's request to keep the truck "old school" and as original as possible, Bill Osman provided direction to the R & D group as they manufactured new interior components for the truck. We also removed the sleeper, day cabbed the truck, and installed a pusher axle. A custom headache rack, light bars, and sound system further compliment the finished product.

We are very proud of everyone who worked on this fun project and wanted to have a chance to share it with all of you. Please feel free to share stories and photos of your special projects with us and we will be happy to include them in future issues of the Prairie Tech Post.



BILL OF WRITES

by Bill Osman, Founder

NOTICE TO THE IRS: If you choose to target me over my strong opinions, I won't be surprised. You have chosen to target other conservative and freedom loving organizations for nothing other than the name they use. The scripture says that "the truth will set you free", "the wages of sin is death", and "dishonesty and deceit brings bondage". This is what God has decreed so don't be disgusted with me.

As a citizen of America, I find myself enslaved to a corrupt task master. I am forced to give up my hard earned money only to watch it divvied up between the task master's cronies with the balance wasted on individuals who don't have to or won't work. America, we have lost our freedom to selfish complacency, cultivating a way of life that is oblivious to the consequence of sin and disregarding our creators principles. If our nation is ever to succeed again we need to recognize God as our founding fathers did, repent, and change our ways. The one true God is the only source of true wisdom and genuine success.

I struggle daily between what is right and wrong and make plenty of mistakes. I sincerely encourage all of you to consider following in the ways of God our father and to seek his forgiveness. This is the path to a healthy tomorrow.

DPF EXHAUST RELOCATION PACKAGE

With the adoption of EPA rules and regulations dealing with exhaust particulates and other emissions, engine manufacturers have had to make significant modifications to their engines to meet these new mandates. As part of that process, these companies have worked with the various truck manufacturers to design systems to meet these standards. As trucks with the new exhaust systems are traded in or sold into the secondary market, day cab requests come to Prairie Technology that challenge our customary reconfiguration protocol.

The greatest challenge we have faced with the new truck models has been the existence and placement of an exhaust component known as the diesel particulate filter or the DPF. This large cylindrical canister is often located back and under the sleeper with plumbing above the cross members. When completing a day cab with these models, it is difficult to provide clean frame rails for the installation of vocational bodies. The addition of pusher axles and other frame or chassis modification is also challenging due to the location of the DPF. Federal law precludes the removal of the DPF or other "modification" that impedes its intended use to mitigate certain exhaust particulates.

We are in the final design stages of a DPF relocation package available exclusively with our cab kits, which changes the placement of the canister to a position outside the frame rail and tucked under the passenger side door. The distance from the turbo is dramatically shortened which provides a more consistently hot exhaust which can actually enhance the functionality of the DPF. It should not diminish the effectiveness of the particulate reduction and will allow for better chassis utilization for many day cab and vocational applications.

We are very excited about this new product line that will initially be available for the ProStar equipped with a Cummins ISX. We expect to have a system designed to work with the Cascadia powered by the DD15 engine shortly thereafter. For more information on this exciting new product, contact Tracy or Josh at 605-274-0444.

TRAINING OPPORTUNITIES AVAILABLE

The conversion of an integral sleeper truck to a day cab requires a great deal of knowledge and experience, the right tools, and a quality kit to get a good result. At Prairie Technology we pride ourselves in being the industry leader in the manufacture of day cab conversion kits that are safe, structurally sound, easy to install, and culminate with a superbly finished product. We are also committed to providing our Certified Partners with training and certification designed to insure that the men and women doing the conversions are competent and skilled in their craft.

We offer regular free one on one training sessions in our Sioux Falls facility for new Certified Partners as well as refresher courses for our current partners. We are constantly working to come up with new and improved ways to more efficiently and safely install the kits that we have in production and on the drawing board. In addition, as we roll out new kits we train our partners on best practices associated with the unique nuances of each day cab conversion kit.

We are currently training technicians and managers on the techniques associated with the International ProStar and the Freightliner Cascadia. These two products are our newest kits that incorporate state of the art technology and installation techniques that set them apart from every other kit in the market today. New technology and design criteria have resulted in dramatically increased efficiencies for these product lines. Complete interiors augment the fit and finish of both models.

Whether you are a "seasoned veteran" or a "new recruit", we are ready, willing and anxious to spend some quality time with you or your staff sharing our experience, knowledge, and installation expertise relating to these and other models. We are also very interested in hearing from you on your installation methods as well as suggestions relating to the installation of our kits. We are always seeking new ideas and advice that we can incorporate into our production process in order to deliver new and improved products and practices to our partners and customers. Call us today at 605-274-0444 to schedule training with our knowledgeable staff.

FREIGHTLINER "C" CLASS SUSPENSION CHANGE

After listening to input from several our Certified Partners, we have initiated a change in our "C" Class day cab kit to include a new air ride system. In the past, our customers needed to purchase air bags and reuse certain portions of the old suspension to complete the conversion.

The "C" Class kit now includes new air bags, hardware, shocks, leveling valve, and sway bar. The hardware and brackets are specifically designed to fit the reconfigured day cab and rest on the cross member. The new components provide a much needed change to expedite the effort needed to convert the suspension from sleeper mount to back of cab.



The installation is a very straight forward and logical process. We have included a photo of the suspension to give you a good look at it. We can also send you photos if you desire to review it more closely.

At Prairie Technology some of our best ideas and product enhancements come from our customers and Certified Partners. We encourage you to contact us with your ideas, suggestions, and constructive criticism which allow us an opportunity to respond with new and enhanced designs as well as new products. Thank you for your continued business and friendship.

MEET OUR FIBERGLASS STAFF

Product quality and integrity are important key words to our fiberglass manufacturing staff. From the design and construction of our production molds to the completion of the parts for our day cab kits and accessories, this group of dedicated artisans are at the center of it all. Under the direction of Duke Erickson, this behind the scenes group of individuals work diligently to make sure our shop and customers have the quality parts they need in a timely fashion and at an affordable price.

The proper manufacture of fiberglass parts is critical to insuring the safety, structural integrity, and quality fit and finish that is evident in everything that we sell. Relying on the groundwork done by the guys in our R & D division, production molds are created relying on methods adopted from long established protocol and "fine-tuned" by Bill Osman. Using an open mold or laid in place production process, we can insure a more consistent product than other methods of fiberglass manufacturing. We take great care to make sure that each part we produce and sell is carefully inspected to make sure that it is free from defects and trimmed to precisely fit in its intended location.

We are experiencing a strong demand for our newest day cab kit designed for the ProStar. This demand coupled with an increase in kit sales for other models has kept our staff very busy and has necessitated the need to hire an additional team member. The training time for him will be extensive as the job is highly skilled which requires attention to detail and concentration.

If you identify a need for a new part or a potential modification to something that we currently produce, give us a call to discuss your suggestion. We welcome input from our Certified Partners and customers and rely on you to give us direction and suggestions as we constantly strive to produce and enhance our product line.



TIPS FROM TRACY

By Tracy Koenekamp, Shop Foreman

As I have mentioned in a previous article, having the right tools and parts are essential to getting the job done right. There are times when you may need special parts to complete the day cab conversion for some makes and models of trucks. The short bunk IHC "T" Series and the short bunk Freightliner "C" Class are two that present common problems.

Both of these models present a problem with the location of the cross member location once the truck is day cabbed. We make a special lower suspension for the "C" Class to accommodate proper installation of the new suspension. With the "T" Series, we make an "add on" for either the front or the back of the cross member to match up properly with the air ride suspension. The same issue will likely present itself with the ProStar and we will make a similar adaptation for it as well.

One final note. We have had some recent problems with damaged parts that occurred during shipping. When you receive your kit, please carefully inspect the box to make sure it is not damaged, punctured, or crushed. If you suspect a problem, open the box and carefully inspect the parts before accepting delivery. If you discover a problem, you may choose to refuse the shipment, put the shipper on notice of a problem, and then let us know what we can do to help you or replace parts if necessary. Please feel free to call Josh or me at 605-274-0444 if we can ever be of assistance to you.