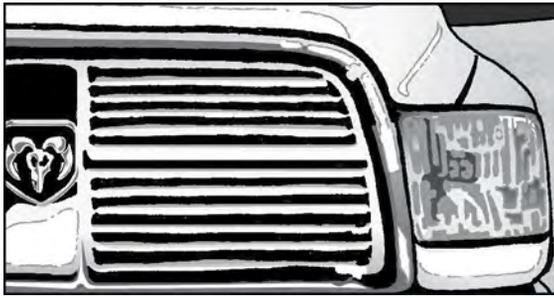




TURBO DIESEL

REGISTER





STILL PLAYS WITH TRUCKS

James Langan talks about his Fourth Generation Truck.

STILL PLAYS WITH TRUCKS A Lifelong Odyssey by James Langan

Short Biography

My mother tells the story of my first day of preschool in the 1960s. She walked into the large open indoor play area of St. Luke's Nursery School, with a slender, curly-haired and trusting three-year-old boy at her side. After appropriate introductions, the boy asked the headmistress, Mrs. Dunbar, if he could play with the tricycles nearby. With permission granted, the boy climbed on a trike and pedaled away. After a few moments passed Mom needed to leave for work, so she called out and said, "James, I'm leaving now." Still pedaling, I looked over my shoulder, waved, and said, "Bye Mom!"

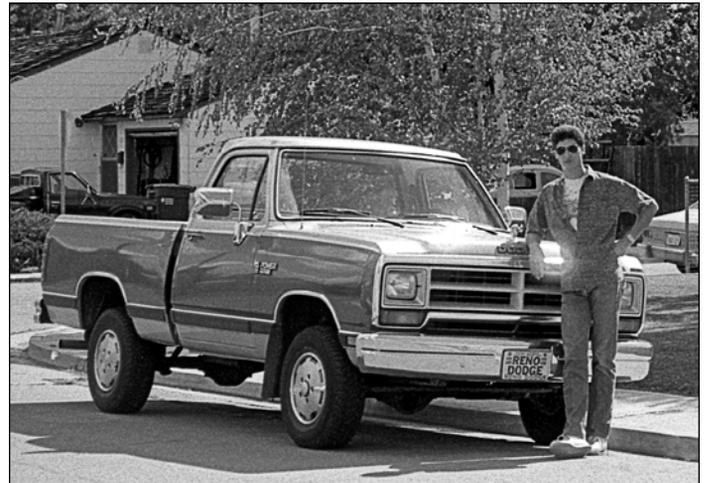
Through my teen years the wheels changed from tricycles, to bicycles, skateboards, a moped, cars, motorcycles, and trucks. Almost fifty years later motorcycles and trucks still consume much of my energy, and evoke a passion and focus not fueled by other pastimes.

Diesel Backgrounder

At 15 my grandfather "Papa" taught me to drive with a manual transmission on the country roads of California's San Joaquin Valley, in his 1978 four-speed, diesel Volkswagen Rabbit. The naturally-aspirated 1.5liter, 48-horsepower mill was a gutless-wonder compared to modern oil-burners, but it returned 50mpg with slow-driving Papa at the wheel.

Fast forward to age 21: after I moved away from the city, I learned to drive big diesels in the Sierra Nevada Mountains around Truckee and Lake Tahoe, California. Initially for the local Coors distributor and then the garbage company, driving everything from 10-wheeler dump trucks to semis with short, 40' trailers. I was both a novice professional driver and a fledgling gearhead. I do remember that most of the trucks were powered by Cummins engines.

Had I been a wiser young man, a 1989 Cummins Turbo Diesel would likely have been my first Dodge. Instead, youthful ignorance helped a salesman *sell me* a 1989 Dodge W100 with a 318 cubic-inch gasser, a three-speed automatic transmission with miserable 3.21:1 gears. The tall gears were terrible behind the naturally aspirated engine for high altitude, mountain driving; second was too low and third was too tall. A few years passed before I became a sharp shopper and purchased my first diesel.



James with his new 1989 W100 truck.

Living with Light-Duty Diesels

In 1992, I ordered a 1993 Turbo Diesel W350, single-rear-wheel Chassis Cab, with a Getrag five-speed, and 4.10 gears from Carson Dodge in Carson City, Nevada. After taking delivery a custom flatbed was constructed and mounted atop the OE chassis-cab steel flatbed mounts. Something fun had begun; light-duty diesel fanaticism pulled me away from the classic British motorcycles I'd obsessed over for a couple years.

That First Generation truck was traded too soon for a '95 Turbo Diesel 2500 with 3.54 differential and an automatic transmission. Even behind a mighty engine I did not care for the combination of tall gearing and the slushbox transmission, but there was little time to regret those drivetrain choices. Chronically leaking automatic transmission cooling lines, warping brake drums and rotors, a transfer-case that would not remain in low-range, plus a few other constant irritations within the first several months of ownership which could not be fixed by my dealer, motivated Chrysler to buy back the truck.

After three Dodge trucks and after being an original member of the [Turbo Diesel Register](#), I was suddenly Cummins-less. I bought a '73 Ford F-250 and drove it for several months before ordering a '96 Ford F-350. While not flawless, the Ford was a very good, reliable truck that stayed in our family for almost two decades. A couple years later the new Super Duty F-Series pickups were introduced. An acquaintance of Editor Patton started a publication dedicated to these trucks, the [Power Stroke Registry](#). Over time I became the primary journalist for the [PSR](#) for most of its 13-year run. And there were more diesels....

A vintage Mercedes 300SD was my wife's daily driver for a few years. The Benz was replaced by an 18-month-young, 2000 Volkswagen Golf TDI. The Golf became her daily driver as well as our family road trip car for 10 years. After 170,000 miles the Golf was sold and replaced with a 2013 Jetta Sportwagen six-speed manual, TDI that has logged 14,000 smiles in the first year; it was her first new car.

Remember, several paragraphs ago I mentioned that diesels pulled me away from classic British motorcycles? I think you can see how the story played out.

Photography, Journalism, and Me

Because I joined the TDR editorial team after the Issue 85 deadline, here's a bit more about me and how I became a professional journalist and photographer.

My dad has been an advanced amateur photographer for most of his life. He bought his children cameras before their teens and encouraged their use with a small but generous film and developing budget, supported by helpful critiques. As a high school freshman, a stint on the newspaper and yearbook photo staff was both educational and energizing. This was before I was distracted for several years by girls, cars, trucks, and motorcycles. Photography called me back in my 20s when British motorcycle and diesel truck enthusiasm needed to be documented, first with just an *Instamatic*, then with increasingly serious photographic tools.

During my teens I became a voracious reader of periodical literature, educating myself on weapons, martial arts, hunting, backcountry travel, trucks, and motorcycles. Being a photojournalist looked like a fun and adventurous job that I might want to pursue someday, presumably for a newspaper. Becoming a writer was appealing. These ambitions sat on the sidelines for a few years until Editor Patton's founding of the *Turbo Diesel Register*, which was shortly after I bought my First Generation truck. He offered me the opportunity to try writing.

The TDR gets the credit for publishing my first journalistic attempts. As mentioned, a few years later I became a staffer with the *Power Stroke Registry*. After 13 years the PSR's run ended, and I took a brief break. A few years ago I joined the team at Overland International, becoming a technical editor for their *Overland Journal* magazine, a title and job I still hold. I do occasional freelance work, and I am happy to be back at the TDR.

The TDR gets the credit for publishing my first journalistic attempts. Fast forward 16 years I joined the team at Overland International, becoming a technical editor for their Overland Journal magazine.

A TDR Guy Since the Beginning

It's been 18 years since I owned a Dodge/Cummins, but I've been a member and reader of the TDR since the first issue; I still have every one of them. When there was still such a thing as an actual membership number, some of us took pride in our low numbers, mine was 487. I liked the TDR so much that I affectionately called my stacks of TDR back issues and old four-wheel-drive magazines with articles by the great Moses Ludel, my "Library of Congress." In recent years I've not read all of the technical nitty-gritty specific to the individual platforms but that'll be changing soon. I've continued to enjoy Greg Whale's consistently witty and entertaining prose, as well as the industry news and general technical information provided. Truly, TDR members are "the number one technical resource." I actually started reading Mr. Whale's big fish stories almost 30 years ago in *Four Wheeler* and also enjoy his bi-monthly column in *Truck Trend*.

Even with my huge Ram ownership void, surprisingly I've only missed owning a Third Generation truck. Maybe it is not too late, I wonder how the new truck drives?

Back to my Cummins Roots?

Returning to the present, my wife and I had no *need* for a new truck at our home along the eastern slope of the Sierra Nevada Mountains. We have two other four-wheel-drives, a few motorcycles, two utility trailers, a 1978 30-foot Avion travel trailer we've owned for 20 years, a pop-up camper and a rooftop tent. Far more vehicular toys than we have time to use.

Before buying a Toyota 4Runner in 2006 (V8-power), I'd been a full-sized American pickup guy, and never owned a Japanese car. After the 4Runner I purchased a Toyota Tundra in 2011, which became a long-term project for *Overland Journal* magazine. The truck that lost the coin-toss to the Tundra in 2011 was Ford's F-150 EcoBoost, partially because of better off-highway aftermarket support for the Toyota platform. When the shop dust settled after the Tundra project was over for *Overland Journal* (May 2014), I started looking for the next big project.



Toyota Tundra for the Overland Journal long-term project.

STILL PLAYS WITH TRUCKS
Version 2014/Ram 3500 Truck

I didn't need, nor even want, a new project to start so soon, as I have several assignments that need completing. So *if* I decided to buy something 2015 sounded like a good time to start. However, shopping can be dangerous, because one might just find something irresistible. In May I started searching dealer inventories, and by early June my world was about to change.

A new diesel, either a Ford or a Ram was considered. I'm not a GM truck fan, mostly because of their lower stance four-wheel drives and independent front suspension. The new Ram 1500 EcoDiesel was a temptress tugging on my sleeve, as the allure of 30mpg from a full-sized truck was enticing. Yet the truck that looked the most appealing was an F-150 with the EcoBoost engine. I have an affinity for forced-induction, partially because we live at 5,000 feet, and the thousands in rebates made the soon-to-be-replaced, steel-bodied F-150s attractive. It's a sign of our times when a \$40,000 "half-ton" (an outdated term in my view) truck is considered a bargain, but these F-150s were much less expensive than the other platforms being considered. However, there was great diesel karma on the horizon.

Subliminal Messages from the TDR

On the off chance that I did buy a new truck that was also a Ram EcoDiesel, I contacted Editor Patton to see if the new oil-burning 1500 was going to be part of the TDR. After weeks of phone tag we eventually connected. Patton confirmed the EcoDiesel would be included in the TDR, his truck had just arrived, John Holmes was getting one too, and I could join the party if I desired. Near the end of our chat, almost as an afterthought, I asked "what if" I purchased a Cummins Turbo Diesel instead of an EcoDiesel. Robert offered me a column if I wanted it. So tempting.

After a working weekend at the annual Overland Expo, then a week camping in the remote backcountry of the Southwest, I had another fateful conversation with my good friend Tom. Tom wanted to share his thoughts and ask my opinion about selling one of his two Third Generation trucks to buy an older Ford 7.3L Power Stroke with a five-speed manual. Tom had owned two older Power Strokes and knew them well, so I didn't try to dissuade him. I simply opined he'd have a difficult time finding a good manual transmission truck. At the time my '96 F-350 was not for sale, though about a month later after I found the irresistible new Cummins truck online, my beloved PSR "Project Pull Dog" needed to find a new home, and Tom was the first and only person I needed to call.

TDR readers know that new diesels are expensive these days, and it seems spending \$50–60,000 is commonplace. In comparison, my nicely-appointed XLT trim F-350 cost nearly half that in 1996. With only 133,000 miles on the odometer, there were hundreds of thousands of miles remaining should I care to drive it. But, Pull Dog was not yet a classic, just a clean eighteen-year-old truck with a 168.4-inch wheelbase that I'd lost interest in using, except when I needed such a beast. Casual internet browsing continued, and in early June I found myself on the website of Ram dealer Dave Smith Motors in Kellogg, Idaho.

A search revealed a white, four-wheel-drive, crew cab, with the G56 manual transmission (the gearbox I wanted), and a *sale price* that had my eyes popping out of my head and my mouth agape in disbelief; the price was only valid with some restrictions. It was worth an e-mail so I clicked the "get a quote" button. First I received an automated reply, then later an e-mail from saleswoman Christine Neff. We exchanged a few messages before speaking via telephone. Christine confirmed the *online special price* was also my price.

A New Truck for a Used Price

Dave Smith Motors had added a spray-in bedliner and tinted the front windows, both welcomed by me, raising the retail price a bit. However, for a dealership that sells approximately 1,000 vehicles per month, often at very reasonable prices, and with 2015 models on the horizon, it was time to find a new home for this lonely, 2014 truck that was made in December 2013. Plus, having "one at this price," grabbing potential customers' attention is good marketing.

Editor's note: Don't tell 'em at Dave Smith, this was exactly the truck James wanted. It seems to me that James' sticker price was almost 48K, the transaction price—I'm jealous, it was less than my 1500 truck at 37K. Folks, there are some good deals out there.



James' new 2014 Turbo Diesel.

The standard, manual transmission is a substantial part of the lower price, as the automatic gearboxes are expensive, particularly the Aisin. The trade-off is an engine that's rated for a bit less horsepower and much less torque. I'm not above playing with power modifications, but also realize this is a serious challenge on the newest engines, and there is diesel-emissions testing in my home state of Nevada. I can happily live with the stock, 660 torque rating, which is more and at a lower rpm than my modified '96 F-350 Power Stroke produced, though there is a huge difference between the 4.10:1 ratios in the Ford and the 3.42:1 in the Ram.

Luckily, it wasn't only the price that was alluring. This truck was essentially the vehicle I would have ordered. I'm a white-truck guy; love them. When it comes to looking good over the long-haul, nothing beats simple white paint. All my trucks eventually see rugged four-wheel-drive use, and *backcountry-pinstriping* happens. White is best for hiding these trail scratches, is coolest in the hot summer sun, and also looks good with the black heavy-duty bumpers I always add. The last seven four-wheel-drives I have purchased have been white.

It will take a while before I load the rear suspension enough to know if I'll miss the leaf-sprung rear axle, but I think it's unlikely. I'm not against coils; they are easier and less expensive to change, and they are neither new nor unproven technology in pickups. The ride is good but firm, and my butt-meter indicates the rear springs have plenty of capacity for heavy loads. The RamBox is a feature that I thought I would have liked. However, the RamBox would have prevented the possible use of a slide-in camper. This is a big negative. It might have pushed me to mount a flatbed.

It would have been a small adventure to fly up to Idaho and drive the new truck home to Nevada. However, I didn't have time to fly to Kellogg, so I priced the shipping versus the airfare, hotel, and fuel. Believe it or not, at \$875 for shipping it was only \$100 more than my estimated travel expenses. Breaking-in a new engine on a long highway run at mostly steady road speeds is not ideal; going through the gears and varying engine speed is preferred. I don't baby my trucks, but I do have a wear-in procedure I follow, which eventually includes light, then heavier towing after several hundred miles, plus using the whole rpm range to ensure the engine wears-in from idle to the governor.



Hauled, not driven down from Northern Idaho to Nevada.

Editor's note: Now, another writer to banter with. Oh, obsessive, compulsive, James: I, too, have a break-in procedure. Insert key, turn on, drive around, repeat. P.S. yer new motor ain't got no governor, it be gotten electrical controls.

By the time you read this your seasonal and/or regional truck deals may have dried-up. But there are always *deals* out there, or there will be again. The end of the year is often a great time to negotiate a good price on a new vehicle. It's often a matter of how hard you want to search, how far you're willing to travel, and what trim-level truck you require. There's always a strong argument to keep the one you already have, with mega bonus points if it's *paid for*.

Interior Controls and Trim Package

A full complement of analog gauges in the factory instrument cluster would be preferred, but I purchased a Tradesman. However, I was surprised with the level of information and control offered with the standard EVIC. My F-350 had six VDO gauge pods arranged across the top of the dash, a bit much and a project I don't care to repeat. Mounting just one, large, multifunction aftermarket digital device is appealing. As Editor Patton recently wrote, it would be great if one of the aftermarket manufacturers would figure out how to give us the EGT readings from the OE probe. **Editor's note: The Edge Insight might be the answer. See Joe Donnelly's write-up, page 108.**

My 2011 Tundra and my wife's '13 Jetta Sportwagen TDI both have Sirius satellite radio, which I love. Kudos to Chrysler for providing a one-year trial subscription. Also part of the Popular Equipment Group package is a 40/20/40 cloth bench seat instead of the standard vinyl. I can be cool with this cloth seat, particularly in the summer, but driver lumbar support is noticeably missing. For now I'm using a high-quality inflatable camping pillow for support on long drives. The lack of adjustable lumbar support may motivate me to follow Patton's lead and replace my front seat with one from a fancier trim truck, or I may seek an aftermarket solution. The center console storage is a bit small but it is acceptable and larger than the tiny compartment in the '96 F-350 this Ram replaced.

The Popular Equipment Group also includes remote keyless entry, something I have on my Toyotas. I rarely carry or use the separate fobs and intentionally didn't order this option on the Ford. However, this feature is much more than keyless entry; it's a crazy plug-in plastic key. Similar to John Holmes, I like to have multiple keys, either to hide or carry, as I hate to be locked-out of my rigs. Newer vehicles make it harder to make this mistake, but it really sucks when you're 100 miles from nowhere and the key is *inside* but you are *outside*. Two of these remote/starting keys were included, plus two valet keys that do nothing but operate the driver's door lock. I purchased three extra clicker keys and programming as part of my purchase. Five do-it-all clicker keys plus two valet keys should be a lifetime supply, even allowing for loss or breakage, well worth the cost.

Editor's note: James, James, James, hide a fob key inside the truck. Hide a door key outside the truck. Use the door key to get in, and the hidden fob to drive home.

Old School James

As a guy that actually uses his four-wheel-drives for more than snowy winter highways, I much prefer manually shifting a transfer case with a lever instead of the now-typical dial or pushbutton. Unbeknownst to me until after I received this rig, only Tradesman trucks are offered with a manual transfer-case lever, which is a perfect complement for the other stick emanating from the center of the floor. I know I'm *old-school* and very much in the minority, but as my Papa used to say about his preference for manual transmissions, "I like to drive my vehicles instead of letting them drive me." *Old school, cool.*



Gearbox sticks emanating from the floor, a beautiful thing.

My '06 Toyota 4Runner is the only vehicle I've owned that had an advanced climate-control system that allows setting a specific temperature, plus an *auto* mode. I rarely use the automatic mode, preferring to just turn on the air-conditioning or heat and manually control the temperature. In the summer, it's never been difficult to choose a comfortable A/C temperature and fan speed, and it is only an occasional challenge to pick heater settings in the winter. The Ram's manual HVAC dials work well, the dash layout is simple, almost classic, and attractive; I'm a bit surprised how much I like the design. *More old school, cool.*

Initial Driving Impressions

With the better fuel economy and a larger 31-gallon fuel tank, the range is noticeably better with this 2014 Ram than my two gas-powered four-wheel-drive V8s, and similar to the '96 Power Stroke with its two tanks and a 37.2-gallon capacity. After 18 years, and the recent front-end redesign improvements on the latest heavy-duty Rams, this 2500 Cummins is much quieter, smoother, more pleasant, and comfortable to drive at highway speeds. Newer is almost always nicer.

Establishing Baselines

Before starting any truck buildup I establish baselines; the information is helpful and interesting for comparisons after modifications improve or hurt overall performance. The first is to weigh the new, bone-stock truck, wet with a full tank of fuel and no other modifications. On the day after taking delivery, with 99 miles on the odometer, and with zero modifications, this 2014 Ram 2500, crew cab, 4WD with a six-speed manual transmission weighed 7,760 pounds; that's 4,780 pounds resting on the front tires and 2,980 on the rears. If the 10,000 pound gross-vehicle-weight-rating (GVWR) is strictly obeyed, this stock truck has a 2240 pound (1.120 ton) payload. These numbers illustrate why I don't care for the outdated ½ ton, ¾-ton, and 1-ton designations for most 1500–3500 trucks. They are no longer accurate gross payload descriptions and have not been for several years. Of course, old habits die hard, so if a 2500-series truck must remain a "¾-ton", shouldn't it be okay to call a Ram, a Dodge, as part of our vernacular? I digress.

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Disregarding the GVWR for a moment, but respecting the gross-axle-weight-ratings (GAWR) of 5,750 pounds for the front axle and 6,000 pounds for the rear, the truck offers 970 pounds of front payload and 3,020 pounds, *1.5 tons*, at the rear, nearly 2-tons of rated axle capacity. Of course I don't endorse exceeding OEM ratings, though most of the very knowledgeable TDR readership understands that these ratings are set to stay within certain vehicle class parameters and with the lowest common denominator driver in mind, regardless of the chassis capability. Further drawing attention to possibly conservative ratings for a less-skilled *loose-nut-behind-the-wheel* driver, in years past it was common to rate single-rear-wheel (SRW) trucks for the maximum combined weight ratings of the OE tires. This 2014 2500 has a rear GAWR that is 1,280 pounds *under* the load capacity of the stock LT275/70R18E tires, which can support 3,640 pounds each at 80psi cold in SRW applications.

While I try not to make a habit of exceeding ratings or overloading tires, my "1-ton" 1996 F-350 with factory overload leaf springs easily handled over two tons of cinderblock in the bed, hardly squatting the rear suspension, and a couple times hauled and pulled over 20,000 pounds of firewood logs and rounds. Driver skill and technique matters, and in this context it's appropriate to share that when sold with 133,000 miles on the ticker, the F-350 still had all the original brake linings, though the brake fluid had been bled several times in 18 years. As always, it's your truck and you have to drive it appropriately for the conditions, including when *under* the maximum rated capacities.

Fuel Economy

Many of the modifications I routinely make to my trucks reduce the overall mpg potential of the vehicle. This includes aftermarket bumpers, a winch, tools, suspension modifications, higher void tires, etc. Rolling resistance, aerodynamics, weight-gain and other changes contribute to lower fuel economy. There are plenty of times when I'm in a hurry and will drop-the-hammer and sacrifice fuel economy for time, though I also like to drive conservatively and squeeze better mpg from my trucks on longer trips. The total fuel cost reduction can be substantial.

To record the maximum fuel economy *potential* of a new truck, I conduct a repeatable freeway baseline test at a chosen speed, usually 65mph. Subsequent tests over the same roadway documents the reduction (or gain) of fuel economy from certain modifications, and efforts are made to limit the always-present variables. After my new Cummins had logged several hundred miles, I was willing to use the cruise control to maintain a constant 65mph. Over 70 miles of mostly flat freeway, a pure freeway test was conducted.

From 942–1,012 miles, with the needle indicating about 1,725rpm at 65mph, on the stock 33-inch-tall Firestone Transforce highway tires, with 3.42:1 gearing, returning to the same pump and not topping-off, the EVIC indicated 22.0mpg. Math showed the 3.264 gallons consumed was the result of averaging 21.38mpg. Not bad, though one or two additional mpg would have given me more cushion to remain above the 20mpg heavy-duty pickup benchmark after a few modifications. Still, being aware of the fuel economy numbers that many late-model diesel pickups were getting just a few years ago, until the latest improvements with the addition of DEF-injection, I'm happy to start above 20mpg. Depending on my modifications, continuing to get 20mpg at 65mph might be challenging. In part 2 of *Still Plays With Trucks* (SPWT) I'll make my initial tire and wheel change and share the results of my first *after* test.



The ECM calculated mpg displayed in the EVIC was slightly optimistic after a baseline test.

Geno's Green Aluminum Filler Cap

With all the words used reintroducing myself, sharing my background, and the circumstances surrounding my return to the land of Ram/Cummins, there is little space to write about the modifications I've yet to perform. As I complete this first installment of my new TDR column, the truck has logged a mere 1,500 miles. I have big plans for this column and buildup in the months and years ahead, but it's going to take some time for me to plan and get parts shipped. A few items could not wait.

Count me in the majority, siding with John Holmes and Jim Anderson, I don't like the capless fuel filler design. In fact this was one of the features I didn't care for on the F-150 truck I decided against buying in 2011. As Editor Patton notes, there is a rubber gasket on the fuel door with decent tension. This may be fine for our concrete cowboy publisher, and maybe the masses don't mind the absent fuel cap? **Editor's note: You've already lost the 98¢ factory green plug? I'll send you another. Close the rubber gasketed fuel door and go do some more flat freeway testing. Let me know when you get the truck dirty.**

I live in the great state of Nevada, where there is wind and particulate matter, plus I frequently travel off-highway. It can be surprising where wind-driven grit is discovered. I've already found a couple drops of water behind the filler door after using a "touchless" car wash. These car washes do have some pressure, but there is likely more concentrated water pressure when using a handheld pressure washer, or even a hose at home when trying to get mud or winter slush off the chassis. I also don't care for how far this filler forces us to insert a sometimes cruddy fuel nozzle, the tip of which is often much cleaner. Whether or not any of this debris or water would do any real damage is arguable, but is it worth the risk on a diesel truck? **Editor's note: My truck has two fuel filters. Yours?**

Lucky for me I'm not the first guy to buy a Fourth Generation Ram and strongly dislike the no fuel cap *feature*. There are choices. The green anodized, billet aluminum, O-ring-sealed fuel cap from Geno's is my cup-of-tea; love it, worth every penny. It looks good, but most importantly I like the magnet in the center that allows attaching the removed cap to the fuel-door arm.



Geno's Garage aluminum O-ring fuel filler cap for the formerly "capless" fuel system. Love it!

Husky Floor Liners

My truck has black carpeting and came equipped with carpeted floor mats. I used these mats for several days until my front and rear Husky WeatherBeater Floor Liners arrived. There are a few brands of high-quality plastic or rubber floor mats, but the Husky product has been my chosen catchall for all our vehicles for two decades. Their product choices, features, and fit have continually improved, and I was happy to spend my money on a complete set, I know they will last the life of the truck.



After almost two decades of use I've yet to wear-out a set of Husky Floor Liners, and they are still what I choose to spend my money on.

Unfortunately, even Husky Liners don't extend high enough up the side of the transmission tunnel to prevent the side of my shoe from rubbing the carpet next to the accelerator. As I've done on other vehicles, I stuffed a small rectangular floor mat, made with very soft and pliable rubber, behind the Husky Liner and along the side of the transmission tunnel. This addition not only protects the carpet from wear, but also fills a void and makes the tunnel a better footrest.

Covercraft Custom Sunscreen

Covercraft SeatSavers have been protecting all my trucks' upholstery since 1996, but this is the first time I considered one of their UVS100 Custom Sunscreens. At home we park in our garage, but when traveling about we have simply used *el cheapo* folding sunshades. These have kind-of worked, but modern windshields are large, shaped-differently, and one size does not fit all. I didn't know what I was missing.



Covercraft's UVS100 sunscreen. The fit is perfect.

The patented sunscreen for my 2500 Ram fits perfectly. It's new, but it hardly needs the sun visors folded down to secure it, because it fits the glass so well. I ordered it with the optional storage bag, and I'm thinking I should buy one for our other rigs too.

There is much more ahead, and I'm looking forward to sharing. Here's to rolling forward on diesel power! Drive on.

James Langan
TDR Writer

2015 TDR CALENDAR CONTEST PHOTOS



Ron Evans' Third Generation truck.



Ken Erbach's Second Generation truck.