

Shaun "Bushy" Holland reckons that after 19 years in trucking he can justify having something rather special for his /five a fortnight runs between Melbourne and Adelaide and with his new Eagle 9900 he has hit the jackpot.

With its steel grey metallic paintwork, 51 inch sleeper, stainless steel and LED marker lights galore, Bushy's Eagle stands out on the road as a great example of how to combine looking fantastic with a high degree of style.

"I like the Melbourne/Adelaide run as there's no pressure," said Shaun. "You can do the job properly with schedules that work easily for both the driver and the customer and be home every second night," he added.

Like so many drivers, trucking is in the family blood line with Shaun's father having been on the road behind the wheel of a 1982 MAN. But in Shaun's case the lure of an American conventional proved too great an attraction and a trip to Melbourne International Truck Centre (MITC) soon resulted in a very special Eagle coming down the Dandenong assembly line, just up the road from the dealership.

Powered by a Cummins Signature running at 580 hp and offering 1850 lbs ft of torque, the Eagle 9900 has an 18-speed Roadranger and Dana axles with Meritor 4.33:1 diffs. Top the appearance off with 2000 litres capacity of fuel in square alloy tanks and additional flared wheel arch extensions over the front steer tyres and you start to get the reasoning behind why this particular Eagle stands out from the general flock.

"The reasoning for choosing the Eagle 9900 came from having an excellent experience from running a 9200 Eagle as my previous truck for five years and over one million kilometres," said Shaun. In all that time I had to replace four turbos, an ECM, one clutch and a radiator which I thought was pretty much trouble-free trucking," he said.

"The engine in the 9200 was a 12.7 litre Detroit Diesel Series 60 set at 430-470 hp but for the 9900 I wanted to move up in power and have a change to a Cummins," he added.

"The 9900 gives me a greater amount of airflow through the radiator and past the engine than with the 9200 although to be fair to the 9200 I never had to touch the motor or the diffs. I did have to replace the alternator though," he added.

Service schedules for the new 9900 are completed by either MITC or the local Cummins service centre and this leaves Shaun able to enjoy quality time at home with his wife rather than spending it underneath the truck completing regular maintenance requirements.

Service intervals and engine oil drains are currently kept to 20,000 km periods using Cummins Premium Blue oil but at the suggestion of Cummins Shaun is looking at the advantages of moving into extended oil drain intervals, supported by regular oil sampling.

"It's been suggested by Cummins that we could consider extending out to 32,000 kms provided we included regular oil condition sampling," said Shaun. "In reality we would probably settle for 30,000 km intervals and then establish a set maintenance routine. The potential cost savings could be in the region of \$400-\$500 for the reduction in each service schedule," he added.

"Fuel economy is currently the same between the Cummins and the Detroit but the new Signature requires a totally different driving style

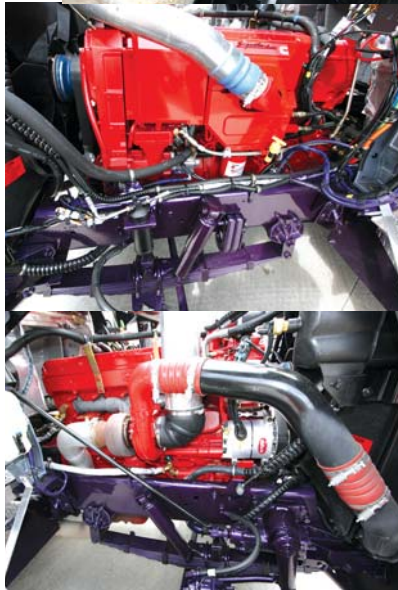
Adelaide AND **Style**

high on the Adelaide run



Shaun "Bushy" Holland, a very contented Eagle owner.

PROFILE 'Bushy' Holland



Melbourne's Truckers Toy Store re-positioned the battery boxes to a new location under the steps and added a wide selection of stainless steel or polished aluminium accessories. These included elephant ears, stainless steel light boxes on the breathers and mirrors, deck plates front and rear, an underslung rear light bar, seven inch diameter exhaust stacks, a full dash kit with woodgrain steering wheel, a 20 inch Texas bar, 12 inch stainless steel drop sun visor and stainless wings with purple lights. All LED lighting is completed with Hanna LEDs which Truckers Toy Store sources direct from the United States.



as the engine rpm characteristics and gear change points are totally different.

"The Cummins is holding on longer and digs in when climbing hills although of course it does have a higher horsepower and torque output," said Shaun. "The air assisted clutch fitted to the 9900 is all new to me as this is the first time I have had one. It's a different feel from the mechanical linkage of the Detroit," he added.

The new Eagle is the most customised that Shaun has ever owned and contains a considerable amount of work completed by the Melbourne-based Truckers Toy Store, including the relocation of the battery boxes to the nearside and the fabrication of new step boxes and covers. Also included in the cab interior specification is a Bio-cool air conditioning unit. This is mounted on the exterior of the rear cab bulkhead and with its outlet running into the cab through a modification of the centre cupboard on the back wall.

"There was extensive work carried out to re-route the electrical wiring once we relocated the batteries under the side step on the left hand side. This shortened the cable run from the batteries to the starter motor quite considerably and provided a stronger power feed that spins over the engine more efficiently for starting," said Shaun. "This was all completed by MITC," he added.

"I went for the multi-leaf front suspension instead of the parabolic for the 9900 as it sits up flat and doesn't dive in on the corners. Some parabolics don't give that level of confidence or handling," added Shaun.

In other specification details the rear suspension uses HAS 400 air bags and with Michelin tyres throughout the steer and drive axles. On the previous truck Shaun had experienced excellent durability from Pirelli tyres for the steer axle with a consistent 120,000 kms. Aulias tyres manufactured in China have been used on drive axle application where they have recorded a tyre life of up to 400,000 kms. Tyre pressures are maintained at 110 psi for the drive axle tyres and 110 psi for those on the steer axle and all rims are Alcoa DuraBrite for better appearance and less maintenance. The steer tyres are 295/80R22.5 in size and run on nine inch offset rims. The remainder of the truck runs on 11R22.5 sized tyres.

