

As this newspaper has commented before, the system developed now more than 15 years ago, based on the utilization of the LP-19, LP-18 and LP-33 units, is now reaching its apogee both in terms of productivity and in the extent to which it can be further put to use throughout the industry.

In other words, the factors which contributed to improved economic indicators are now being exhausted and this is why a further increase in the technical and economic indicators of such systems of machines is severely limited. These units are far from ideal as far as their ability to preserve the forest environment is concerned, as well as to the extent to which they are able to meet ergonomic requirements.

The conservative thinking processes of the experts who are charged with mechanizing the industry, is seen clearly in the fact that they envisage no other solution to the problem other than the creation of an "ideal" tractor (chassis), upon which certain improved versions of existing logging systems could be mounted.

Relying on the utilization of caterpillar and wheeled vehicles for bundling and transporting the logs from the felling area to the more solid logging trails and spur roads, simply cannot lead to success because these engines are at the limits of their capacities, as determined by the bearing capacity of the soils and the terrain of the felling site. Therefore, developing a new generation of felling unit based on these types of engines would not eradicate the problem of roadability and would also do nothing to dispel the negative effects these units have on the forest environment.